

Synopsis

The Story of Kaulbach Island Local Carriage Service

Treatment –

Development – The story evolves starting with the history of the Island and the Carriage Service to the final issue in 1984. It does this in chronological order and incorporates the history and interesting facts about the Local Carriage Service along the way. The exhibit includes the “stamps” created by the company and covers with three different combination covers created. To tell the whole story one needs the addition of the Newsletters produced by the company as well as the corner covers and address labels as well as copies of invoices and letter from the President of the company. The story also included Pictorial Permits from the U.S. (Pages 9 & 10, Frame 2) to tell the story of one issue. The Story continues with the design of the “stamps” and information about the **Proprietors of Kaulbach Island Inc . (P.K.I.)** to the last page where it shows the last issue of 1984.

Balance – Including material to tell the story with showing the actual “stamps” issued along with the Newsletters that were issued and the other material and still relate the story and history was done and balancing all the different facets cohesively proved a daunting task, but hopefully accomplished with a balance between the “stamps” and the story.

Comprehensiveness – I have been collecting this material for over thirty years and acquired a dozen collections, none compete by any means and have amassed an extensive collection to draw from before setting out this exhibit. Have found material all over the world for this story, a lot of people had parts of it to add to the whole. Found no one knew the complete story but all the collectors had and have parts that tell it. Exhibit has covered the background for the issues as well as the “stamps”, the history of the Local Carriage Service and found some things that were not known about this venture. One of the most challenging exhibits for this exhibitor.

Importance

Subject importance, philatelic importance – This is hard to quantify in that there is little doubt when looking into this that it was not really a local carriage service. No covers or usages have ever been seen that could be considered commercial use. When it started it was stated in the promotions that the company initiated a privately owned and operated postal carriage service between Kaulbach Island and the mainland to service visitors to the island. The only visitors appear to have been friends of the proprietors on a very small scale as no people in the local area saw an increase in visitors during this time including those who summered on nearby islands. Up until a little over fourteen years ago when the current owners bought the island there was only a farmhouse and a barn and the lighthouse. Between 1971 and 1984 the length of the Local Carriage Service there was not even a lighthouse keeper on the island as they were automated according to the Roger Levy the person who serviced the lighthouses in the area.

In later Newsletters and write ups it is stated that the purpose in initiating this was to promote tourism and interest in the area where it is located. Indeed it did this. These “stamps” have traveled the world and invited lots of interest in both the hobby and the area as noted in the letter on Page16 of Frame 1 of the exhibit where someone had asked for information about the area. The interest in these “stamps” is not decreasing at all as one can tell if they keep up with the auctions.

Subject knowledge - This little interest in a few “stamps” or “cinderellas” has grown into a much bigger story than imagined. Exhibitor has been collecting in this field for over 30 years and found a lot of collectors had bits and pieces of the issues, but no one was collecting the whole story including the history and how it evolved. The first question was who were the proprietors of Kaulbach Island? That led me on quite a chase. **At the time the “stamps” were printed the actual island was owned by Colony Shore Development Corporation of Providence Rhode Island whose President was William Hillman. The two companies merged in 1977 under the name Proprietors of Kaulbach Inc. This company was listed as the owner of the island until 1989 when the company Proprietors of Kaulbach Island, Inc. with William Hillman as president was given title to the island.** This was all discovered by going through Registry of Deeds of Nova Scotia where all this was recorded when seeking title so that the island could be sold. The story behind the scenes was as much interest to the exhibitor as the “stamps”. Especially when it was discovered that Mr. Hillman was involved with the American Stamp Dealers Assoc. When the first Newsletter was found it peaked the interest in that perhaps there was more. The study of the Local Carriage Service grew bigger and bigger and a lot more interesting than just collecting each issue of the “stamps”.

Personal Study and Research: I have been actively collecting this material for thirty years and have acquired the material from literally all over the world. Some have come easy, like the early issues and some of the later ones difficult. Nothing much is written about the history and background of the Local Carriage Service itself and the people behind it. The story of the local post on the other hand was a difficult trail. With visits to the office of the Registrar of Deeds of Nova Scotia, help from the Vincent Greene Foundation, and through them the Archives in Ottawa. In obtaining the Newsletters one was able to get some insight in to things like the constant varieties. The articles that appeared in the "Canadian Connection" of 1991 published by The Canadian Study Group under John Peebles were extremely helpful as well. The articles from "Linn's Stamp News" corroborated some facts that I had found before. I collect some U.S.A. subjects as well and in a lot found information about the Pictorial Permits discussed on Pages 9 and 10 of Frame 2. All the bits and pieces added up to tell the story of the Local Carriage Service.

Rarity: The first half of the issues seem relatively easy to acquire, the last half not so easy and some extremely difficult. Have acquired a dozen collections over the years and none were near complete and no one made reference to any of the history and the Newsletters, No one had seemed interested in collecting them and indeed when a cover came up for auction there was no mention about the contents as they seemed not to be the interesting part and that is how exhibitor acquired at least half of them.

The overprint issues are limited in number and not as often seen as the others and when found are at a premium. Exhibitor has only run across the Chess issue of 1979 sheet of stamps once in the thirty years collecting as well as the Scout issues of 1982 and 1983. The 4 combination covers from the U. K. on page 16 of frame 2 and the Ice Cone cover on Page 12 of frame 1 of the first frame are not common, but can be found if one can wait ten years. The Paraguay covers on page 16, frame 2 have never been seen before or noted in any publications. The 1973 cover on Page 10 Frame 1 is the only known 1973 cover with a stamp from the second issued bearing an inbound cancel and the 1974 inbound cover also on the 10th page of Frame 1 is the only one known cover found showing the third issue bearing the inbound cancel (Neither shown last time exhibit was shown.)

Presentation: The material shown varies in size and shape and presents difficulty when trying to display the items. The exhibitor has dealt with different shaped material hopefully in a pleasing manner using double pages to enhance the overall look of the exhibit. This was the hardest exhibit to actually assemble than exhibitor has found in the years exhibiting. The font used is large enough to be easily read by viewers of the exhibit. Red print is used to highlight interesting and uncommon facts that are not known and the most uncommon items are bordered in red. Hopefully overall presentation is pleasing to the eye.

Highlights:

1. Frame 1, Page 10– 1973 and 1974 inbound covers
2. Frame 2, Page 8 – Usage before date of First Day Cover
3. Frame 3, Page 4 – Never seen before Mahone Bay, N. S. Cancel
4. Frame 2, Page 16-Paraguay Combination cover

References:

1. "STRIKE, COURIER AND LOCAL POST OF THE ELIZABETHAN ERA" by Earle Covert
2. "Field Guide to the Cinderella Stamps of Canada 2nd Edition" by R. G. Lafrenière
3. "The Canadian Connection" by the Canadian Study Group 1971
4. "Linn's Stamp News" articles