

## TRAVELLING POST OFFICE POSTMARKS of NEWFOUNDLAND & LABRADOR (Second Edition)

Update #2

May 2020

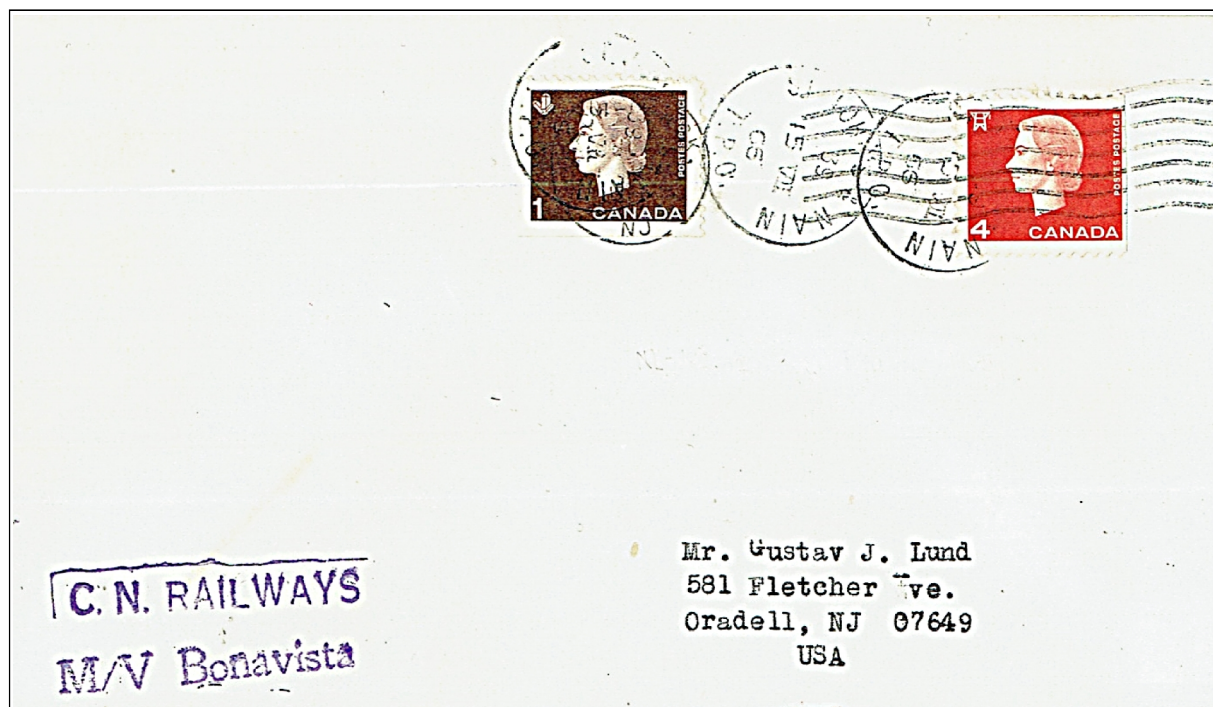
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Welcome to Update #2 of the 2<sup>nd</sup> edition catalogue. I continue to receive regular updates from **Jack Brandt**, **Murray Smith** and **John Walsh** and occasional updates from others. I am pleased to welcome two new reporters - **Simon Taylor-Young** (STY) and **Alan Blakeley** (AB).

Alan has provided additional information on SS Grand Lake and SS Restigouche which has prompted me to add an Update to the *Compendium of Related Information* (see page 5 of this update). He has also referred me to the website '[clydeships.co.uk](http://clydeships.co.uk)' which may be of wider interest.

**Jack Brandt** has supplied an image of another variant of the hybrid M/V Bonavista hand-stamps (p110 refers) which is shown below:



Thank you all for your contributions and continued interest.

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| Update | Page | Listing                 | Updated Information   | Reporter   |
|--------|------|-------------------------|---|------------|
| 1      | 2    | NL-1                    | new ERD 1942/01/24  | MS         |
| 1      | 3    | NL-5.02                 | the illustration shows only a lower left arc; most strikes show arcs at both left and right.  | JB         |
| 1      | 3    | NL-7                    | Indicium 'PM' was used 1942-44 (inverted in 1944). Year '2' and '42' for 1942, '43' for 1943 and '4' for 1944.  | JB         |
| 1      | 6    | NL-18.02                | corrected LRD 1948/03/01  |            |
| 1      | 6    | NL-18.03                | new LRD 1949/09/11  | BS         |
| 1      | 2    | NL-1                    | new ERD 1942/01/24  | MS         |
| 1      | 3    | NL-5.02                 | the illustration shows only a lower left arc; most strikes show arcs at both left and right.  | JB         |
| 1      | 3    | NL-7                    | Indicium 'PM' was used 1942-44 (inverted in 1944). Year '2' and '42' for 1942, '43' for 1943 and '4' for 1944.  | JB         |
| 2      | 4    | NL-10                   | New LRD 1961/03/09  | BS         |
| 1      | 6    | NL-18.02                | corrected LRD 1948/03/01  |            |
| 1      | 6    | NL-18.03                | new LRD 1949/09/11  | BS         |
| 1      | 6    | NL-19                   | delete comment (Possibly worn / damaged state of NL-18.01)<br>insert comment (Main period of use 1940-42; strikes reported from 1944 are likely to be the worn state of NL-18.01) |            |
| 1      | 7    | NL-21.021               | new ERD 1896/05/18  | BS         |
| 1      | 7    | NL-21.022               | new LRD for period 1 1897/03/23   | BS         |
| 2      | 15   | NL-31                   | chord 'a' is shown incorrectly – the left end should be the lower left of 'E' not the lower left of 'N'.  | JB         |
| 2      | 15   | NL-31.03                | we have a dated strike 1919/12/01   | JB         |
| 2      | 20   | NL-38.01                | new ERD 1900/04/29 also ERD for listing   | JB         |
| 1      | 20   | NL-38.02                | new ERD 1901/04/17  | e-bay (JW) |
| 2      | 23   | NL-39.04                | new ERD indicium 'B' 1903/11/27 (increase number of recorded strikes to 7)  | BS         |
| 1      | 23   | NL-39.08                | new ERD 1906/05/30 (increase number of recorded strikes to 6)   | BS         |
| 1      | 31   | NL-52.202 and NL-52.203 | these are probably variants of a single hammer – see illustrations on page 1  | JB & BS    |
| 1      | 31   | NL-52.204               | new ERD 1940/08/17  | JB         |
| 2      | 31   | NL-52.303               | train # 203, first report 1962/08/07  | BS         |
| 1      | 36   | NL-53.01                | new LRD 1940/01/12  |            |
| 1      | 36   | NL-53.02                | possibly two periods of use: 1939 and 1945-48, see comment on introductory sheet  |            |
| 2      | 36   | NL-53.02                | Two periods of use: Period 1 – 1939/06/18 – 1941/12/01. Period 2 – 1945/03/06 – 1948/08/15.   |            |
| 2      | 39   | NL-58.105               | train # 15, first report 1950/10/27   | BS         |
| 2      | 39   | NL-58.109               | blue ink 1951/05/31   | JB         |
| 2      | 40   | NL-58 table:            | typographical error – NL-59.105 should read NL-58.105   | JB         |
| 1      | 42   | NL-59                   | new ERD for listing 1963/09/20  | e-bay (JW) |
| 1      | 42   | NL-59.101               | new ERD 1963/09/20  | e-bay (JW) |

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|--------|------|-----------------------------|---|--|----------|
| 1      | 47   | NL-105                      | new LRD   | 1950/05/31   | e-bay    |
| 1      | 51   | NL-112.03                   | new ERD   | 1925/09/08   | JB       |
| 1      | 52   | NL-114, NL-115 and NL-115.5 | typographical error – Former # should be S-248, S-247 and S-249 respectively, not ‘SS’                |  | JB       |
| 1      | 57   | NL-127                      | new ERD for listing   | 1910/04/02   | MS       |
| 1      | 57   | NL-127.01                   | new ERD   | 1910/04/02   | MS       |
| 1      | 57   | NL-127.02                   | new ERD   | 1920/05/24   | JB       |
| 2      | 61   | NL-136.01                   | new LRD   | 1909/09/14   | BS       |
| 2      | 62   | NL-138.01                   | new ERD   | 1942/08/08   | JB       |
| 1      | 68   | NL-161                      | new ERD for listing   | 1899/09/16   | e-bay    |
| 1      | 68   | NL-161.01                   | new ERD   | 1899/09/16   | e-bay    |
| 2      | 70   | NL-167                      | chord ‘b’ is shown incorrectly – it should be from the apex of ‘A’ to the top right of ‘U’.           |  | JB       |
| 2      | 70   | NL-167.01                   | new LRD   | 1936/06/16   | AB       |
| 2      | 73   | NL-176                      | new LRD   | 1955/08/?? and new indicium ‘24’                   | STY      |
| 1      | 74   | NL-182                      | new ERD for listing   | 1964/06/26   | MS       |
| 1      | 74   | NL-182.01                   | new ERD   | 1964/06/26   | MS       |
| 1      | 77   | NL-190.02                   | erroneous chordal measurements: correct to 6.7, 7.5 and 10.3 for chords ‘a’, ‘b’ and ‘c’ respectively |  | JB       |
| 1      | 87   | AO-7                        | new LRD   | 1934/06/19   | BS       |
| 2      | 87   | AO-7                        | new LRD   | 1934/07/25   | MS       |
| 1      | 87   | AO-10.01                    | new LRD   | 1941/06/28   | JB       |
| 2      | 91   | TO-2.01                     | new LRD   | 1953/10/09 - this also applies to the TO-2 listing | BS       |

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**Ticket Stamps** - a rarity factor (R.F.) is assigned only to postally used items.

| Update | Page | Listing        | Updated Information  |                         | Reporter |
|--------|------|----------------|--|-------------------------|----------|
| 1      | 100  | NT-4hd         | new listing REID NEWFOUNDLAND / COMPANY / HOLYROOD                                       | 1919/02/14              | AH       |
| 1      | 101  | NT-4tl         | new listing REID NEWFOUNDLAND / COMPANY / TOPSAIL  | 1919/09/29              | AH       |
| 2      | 102  | NT-6we         | new listing N.G.RY. / WHITBOURNE   | 1949/07/20              | e-bay    |
| 1      | 102  | NT-7br         | new listing NFLD.RY. / BADGER<br>Note: NT-7br appears to be NT-7brb with "BROOK" removed | 1945/10/18              | AH       |
| 1      | 103  | NT-7hr         | new listing NFLD.RY. / HARBOUR GRACE   | 1945/10/27 – 1945/10/31 | JW & MS  |
| 2      | 103  | NT-7hr         | new ERD  | 1929/12/23              | JB       |
| 1      | 103  | NT-7hy         | new LRD  | 1945/11/08              | MS       |
| 2      | 103  | NT-7hy         | new LRD  | 1945/11/22              | MS       |
| 1      | 103  | NT-7le         | new ERD  | 1930/04/27              | MS       |
| 1      | 103  | NT-7nsa        | new listing NFLD.RY. / NORRIS ARM  | 1945/11/12              | MS       |
| 1      | 103  | NT-7ssc        | new listing NFLD.RY. / SPENCER'S COVE  | 1940/12/13 R.F. 'G'     | e-bay    |
| 1      | 103  | NT-7sta        | new listing NFLD.RY. / ST. ANDREWS   | 1948/05/05              | JW       |
| 1      | 103  | NT-7c/stj      | new listing NFLD.RY. / COASTAL / ST. JOHN'S  | 1936/01/09 - 1937/08/26 | AH & JW  |
| 2      | 104  | NT-11crb       | new listing NFLD. RAILWAY / CORNER BROOK   | 1949/08/13              | e-bay    |
| 2      | 104  | NT-10lt/rd/sjn | new listing N.RY./ LOCAL FREIGHT / RECEIVED / ST. JOHN'S, NFLD.                          | 1934/04/30              | e-bay    |
| 2      | 104  | NT-10ptr       | new LRD  | 1949/06/22              | MS       |
| 1      | 104  | NT-10to/sjs    | new listing N.RY. / TICKET OFFICE / ST. JOHN'S STATION                                   | 1939/05/01              | AH       |
| 1      | 108  |                | new listing add to column "NTS-4" NFLD.RY. / S.S.KYLE                                    | 1938/06/13 – 1947/06/17 | AH & BS  |
| 1      | 108  |                | new ERD add to column "NTS-4" NFLD.RY. / S.S.SAGONA                                      | 1927/09/27              | AH       |

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### Updates to Compendium of Related Information

| Update | Page | Updated Information   | Reporter |
|--------|------|---|----------|
| 2      | 5    | 1900 ~May 10 Burnt Bay Branch from Notre Dame Junction to Lewisporte opened – Lewisporte became the new home port for the Notre Dame Bay TPO  | BS       |
| 2      | 5    | 1900 May 12 Temporary trestle bridge over Exploits River opened for traffic.  | BS       |
| 2      | 183  | South Coast TPO: 1904: Argyle operated the Placentia – Port aux Basques route until 04/19 (not ~04/12) and Glencoe took up the service on 04/15 (not 04/14).  | BS       |
| 2      | 198  | Labrador TPO: 1901: Nain was not reached until about August 18 <sup>th</sup> on <i>Home's</i> <b>fifth</b> trip of the season.<br><b><u>On her eighth trip she went as far north as Ramah.</u></b> Her last trip was only as far north as Domino.   | BS       |
| 2      | 230  | <b>SS Falcon II:</b> originally called <b>Viking</b> – name changed on 1904/04/15 because Bowring's already had a sealer 'Viking'   | BS       |
| 2      | 231  | <b>SS Grand Lake:</b> Builder was Murdoch & Murray of Port Glasgow, gross 896 tons, net 463 tons, length 185ft, width 32 ft.<br><b>Grand Lake</b> sank on 1907/04/04 after being crushed by ice while sealing.  | AB       |
| 2      | 235  | <b>SS Restigouche:</b> originally <b>SS Rathlin</b> , 963 tons gross, launched on 1877/06/28, built by Blackwood & Gordon for the Clyde Shipping Company. 1903: purchased by Michel Connolly, Quebec, and renamed <b>Restigouche</b> .<br>1904: sold to the North American Transport Co. Ltd., Quebec and chartered by Bowring Brothers from July 20 <sup>th</sup> to September 18 <sup>th</sup> .<br>1908: sold to Bouchard Brothers, Quebec, and renamed <b>Lady of Gaspé</b> .<br>Rebuilt in 1909 and 1915. 1921/08/08: ran aground and wrecked off Halifax harbour (no casualties). | AB       |

End of Update #2

## NL-196 SYDNEY & PT AUX. BASQUES T.P.O / NEWF'D.

**More information sought by Brian Stalker!**



NL-196



NL-196

This date-stamp is recorded in use between 1905/05/19 and 1923/01/03 on the steamers carrying mail, freight and passengers across the 100 miles wide Cabot Strait between North Sydney, Nova Scotia and Port aux Basques, at the south-western tip of Newfoundland. The service was tri-weekly in each direction until June 3<sup>rd</sup> 1912 when two vessels were used to provide a six-times weekly service.

Colonial Office records of April 1913 report that the on-board TPO services were to be discontinued, relying instead on enhanced manning at the terminal offices in North Sydney and Port aux Basques. There is no record of the TPO service being reintroduced but postmark evidence suggests that it was on or before June 1922. There were thus two distinct periods of use for NL-196, circa

May 1905 to April 1913, and

June 1922 to January 1923.

The illustration above shows the latest strike from period 1 and earliest strike from period 2 in my collection. **Assistance is sought on three aspects:-**

(i) can any of our Study Group members close the gap between December 1911 and June 1922?

(ii) all of my period 1 strikes have indicium 'AM' whereas the two recorded strikes from period 2 have indicium 'PM' – are there any reports to the contrary?

(iii) what, if any, exchange facilities (and date-stamps) were provided at the Port aux Basques terminal office during the intervening period?

Perhaps more mail was handled at the nearby Channel Post Office but I have no evidence of that. It seems more likely that no mail sorting was undertaken at the Port aux Basques terminal office and that some secure facility was provided for the mail clerks on the cross-country St. John's & Port aux Basques trains and the mail officers on the Coastal West and Coastal South mail steamers to exchange, deposit or collect their bags of mail.

Please send reports via our editor or direct to [brianstalker63@sky.com](mailto:brianstalker63@sky.com)