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Winter Mail across the Strait of Belle Isle, p. 5
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Volume 67 Number 2 Whole Number 523

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***BNA Topics*—the present**

Robert Lemire

READERS may be surprised that the majority of the articles in this issue relate to maritime mail, and to the Atlantic region. Most of this material arrived almost simultaneously last summer (to your interim co-editors' delight!), but, if we had followed our normal procedure of using only one or two articles on a subject or area in a single issue, it would have been two years before all the articles were printed. Thus, this "focussed" issue was organized to help clear much of the backlog and to try keep our authors happy. We hope that our readers also enjoy this approach.

Feedback on the changes introduced in the last issue was predominantly positive—a result that left the members of the Publications Committee feeling relieved. It is never pleasant to need to cut back. We will try to settle into the new layout for a few issues and work through any obvious glitches. For example, we must apologize for the lack of a "Readers Write" column in the present issue, but late in the process of fitting the various articles and columns together it was found that there wasn't adequate suitable space to accommodate the letters on-hand. The column will return in the next issue, and comments and suggestions are still most welcome.

Enclosed with this issue of *BNA Topics* are registration forms for our annual three-day BNAPEX convention—this year in Victoria, British Columbia on the Labour Day weekend (Friday-Sunday). Peter Jacobi is our host, and he has arranged a wonderful show. This is an opportunity to meet collectors with common or overlapping interests, or to learn about other philatelic areas that have appeared potentially attractive. Over the many years that I have attended these events, I have learned much, made many friends, and cannot think of a single instance when it came to the afternoon of the last day of the convention that it didn't seem that the time there had been too short. There will be 150 frames of exhibits, dealers, and approximately a dozen study group meetings. Also, Victoria is a beautiful city, and there are many things for the non-collector to see and do. I hope to see you there.

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Missed or damaged copies: Contact the Circulation Manager, Wayne Smith, 20 St. Andrews Road, Scarborough ON M1P 4C4 (waynesmithtor@yahoo.ca).

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Illustrations must not be embedded in Word® or WordPerfect® files! PLEASE do not format text files other than for normal paragraphing, italicization, bolding, or underlining. If tables are required, please consult the Editor before preparing a file in WordPerfect®. Illustrations MUST be sent as separate files from text files. (Scans at 300 dpi in .jpg format are preferred for illustrations sent as attachments). Until a new Editor is found, articles and letters may be submitted by e-mail to Mike Street (mikestreet1@gmail.com) or by mail to 73 Hatton Drive, Ancaster ON L9G 2H5.

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Labrador Winter Mail challenges and heroics—Mail courier Ernest B Doane’s crossings of the Strait of Belle Isle, 1910-1911: A centennial tribute

Brian T Stalker and H Mike Street

WHILE presenting a “Labrador” display at the Canadian Philatelic Society of Great Britain Convention 2009, it became clear that Mike Street (HMS) and I (BTS) had independently been researching the story of Mail Courier Ernest B Doane. I first came across references to Doane when researching Newfoundland and Labrador Mail Steamer routes and their mail officers in the National Archives, Kew, England, and later found other references to him in Grenfell Mission-related books. Mike explains his introduction to the Doane story in a Co-author’s note at the end of this article, but critically, he had been in contact with Doane’s family, including his daughter, Olive Pieroway, and had acquired photographs with other relevant information. This, therefore, is a jointly prepared article about a colourful character in the fascinating world of Labrador Postal History.

Introduction

Apart from Robert H Pratt’s [1] description of nineteenth century mail courier services in Newfoundland and the Great Northern Mail Route, little has been published about mail courier services to Newfoundland’s Northern Peninsula, and even less has been written about Labrador Winter Mail services. Mail courier services would, without doubt, have been given greater philatelic prominence had “Way Mail” markings been used, but that was not the case. This article provides an overview of both topics before bringing them together in the person of Ernest B Doane, Mail Courier extraordinary.

We are not aware of any mail carried by Doane having survived, possibly due to a generic shortage of Labrador Winter Mail. However, amongst the small volume of winter correspondence between Labrador and Newfoundland that has survived, there may be “Doane” covers and post cards that have not been recognized for what they are. Readers of this article who own mail travelling between Labrador and Newfoundland from January–April 1910 and the same period in 1911 should examine the postmarks; relatively short transit times (i.e., significantly less than sixty days between Battle Harbour and St. John’s) might well identify mail carried by Doane. We would be more than delighted to learn if anything has survived.

In order to better appreciate Doane’s exploits, it is useful to consider them in the context of prevailing social conditions with an understanding of how winter mail services to, from, and between Labrador and northern Newfoundland impacted upon otherwise isolated communities in the late nineteenth and early twentieth centuries.

Keywords & phrases: Labrador, Winter Mail, Strait of Belle Isle, postal history

Late Nineteenth-Century Labrador

Labrador's eight thousand-kilometre coastline, heavily indented by inlets and fiords and with several hundred islands, was populated by about four thousand "liveyers" (year-round residents), probably about half living along the Strait of Belle Isle and around Battle Harbour. The resident population was a mix of Inuit, living north of Hamilton Inlet, Innu (Naskaupi Indians) generally around and south-west of Hamilton Inlet, and settlers of European descent who had taken native wives. In general, the "liveyers" were hunter-trappers during the winter and spring, and fishermen during the summer, subsisting off their catches and trading surplus produce, furs and skins for staple foodstuffs, hopefully sufficient to enable them to survive the long winters. The combination of a harsh climate, a spartan environment and a cashless economy in which most Newfoundland-based merchants operated a "truck" system, arguably tantamount to bondage, meant that life in Labrador was a relentless struggle for survival.

Other residents included a few dozen merchant-traders, mostly employees of the Newfoundland-based trading merchants and the Hudson's Bay Company. In addition, there were about twenty Moravian missionaries (whose Missions were also trading posts) in the north, and by the turn of the twentieth century a similar number of medical missionaries and voluntary workers of the Royal National Mission for Deep Sea Fishermen (popularly known later as the Grenfell Mission) in the south. While there was a high level of literacy amongst the Inuit, a significant proportion of the settlers were illiterate, and most surviving mail is connected with the merchant-traders and missions.

During July to October, Labrador's population increased five- to six-fold, with the arrival of fishing fleets, some of whom settled in temporary accommodation along the coastline ("stationers") and others who remained at sea throughout the season ("floaters").

The Boundary Dispute

A political and legal issue at the turn of the Century was that of defining Labrador's territorial boundary ... what was in Newfoundland-Labrador, and what was in Quebec-Labrador? From 1888, ownership of the area south of Hamilton Inlet down through the Strait of Belle Isle was disputed by the Governments of Canada and Newfoundland. However, the postal authorities appear to have established a co-operative relationship with regard to mail services to the disputed area, using Blanc Sablon as the point of interchange. Figure 1, an outline map of coastal Labrador and the Strait of Belle Isle shows the Quebec / Labrador

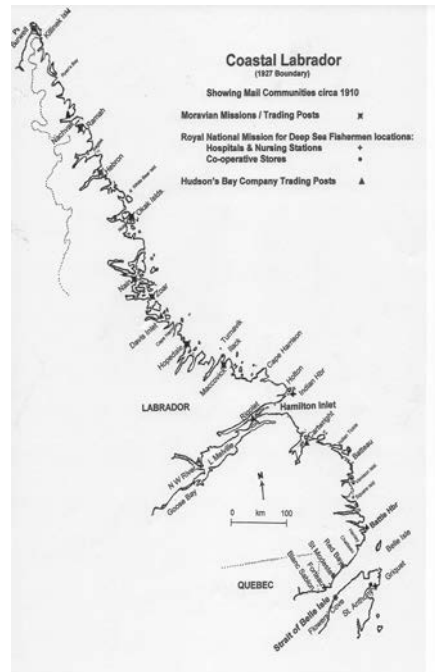


Figure 1. Outline map of coastal Labrador.

boundary as defined by the Imperial Privy Council in 1927, Blanc Sablon then being allocated to the Province of Quebec.

Mail Services to and from Labrador

An Act of May 1860 provided for “the Establishment of Steam Packet Communication between St. John’s and the Outports of Newfoundland”, also the possibility of an annual visit to Labrador by the north coast steamer. However, it was not until 1863 that a five-year contract with Robert Grieve included a trip to Labrador—*SS Ariel* arrived in St. John’s from Labrador on 10 August 1863, but it is not known if she carried any mail.

Figure 2 shows a letter of August 1861 from West St. Modeste in the Strait of Belle Isle, which was carried privately across the Atlantic, entering the British postal system at Teignmouth en route to Beaminster, Dorset. The writer seeks money left by his grandfather to be forwarded through De Quetteville of Jersey who then ran a fishing business in nearby Blanc Sablon. (De Quetteville and most Channel Islands-based companies operating in the Strait were taken over by Job Brothers of St. John’s in the mid 1870s). This item, pre-dating the establishment of official mail services to the Strait, introduces the communities of Blanc Sablon and St. Modeste, about which, more later.

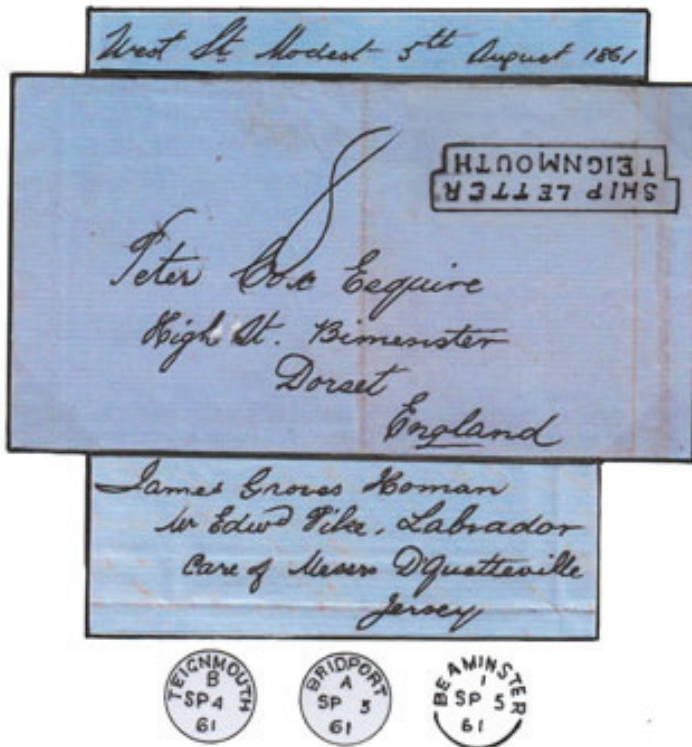


Figure 2. 1861 letter from West St. Modeste, Labrador, to England.

The next significant development took place on 20 August 1870 when *SS Walrus* departed St John's for Labrador with Patrick Furlong as Mail Officer. Furlong was probably the purser rather than a Post Office employee, but his detailed report [2] recounted arriving at Battle Harbour at 5pm, 26 August and delivering eight letters. *Walrus* reached Holton, slightly north of Hamilton Inlet on September 1st before returning to St John's on 16 September with 465 loose, unsorted letters.

Further developments during the 1870s saw mail packet services going as far as Aillik, about 450km north-west of Battle Harbour, and as far west as Salmon River in the Strait of Belle Isle, about 350km south-west of Battle Harbour, with five or six trips being undertaken each summer.

In 1879 Postmaster General (PMG) Delaney requested that on-board mail officers, instructed by and accountable to him, should be appointed. That resulted in James Campbell, an assistant clerk from St. John's General Post Office (GPO), being seconded to *SS Hercules* in 1880 and placed in charge of the Labrador mails; thus began Newfoundland's Travelling Post Office (TPO) service. Campbell cancelled and sorted the mail en route (previously it had been taken to St. John's to be sorted), and by season's end over thirty thousand letters had been exchanged between St. John's and the Labrador outports. In 1881, Campbell was assisted by John McNeil who, by 1884, had taken over as Mail Officer on *SS Hercules*. McNeil was also allocated an assistant, enabling one officer to attend to shore duties at each port of call while the other remained to conduct on-board postal business [3]. The Labrador TPO was then going as far north as Hopedale on most trips, and to Nain at least once each summer.

By 1886, *SS Plover*, serving Newfoundland's northern communities, called at some outports in the Strait of Belle Isle on six trips. For those trips only, Alexander Ewing (another GPO mail clerk) was seconded to *Plover* as Mail Officer. By then, over 40 "way keepers" had been appointed in Labrador, receiving \$3-12 *pa* for their services; during the 1886 season 50,459 letters were handled by McNeil and his assistant, and 27,234 by Ewing [4].

New contracts [5] came into effect in 1888, which included provision for "*a room and a safe place for the mail and the mail officer*" on Newfoundland's Coastal West and Coastal North mail steamers, elevating both to the "TPO" status enjoyed by the Labrador steamer since 1880. The Coastal North TPO route included Strait of Belle Isle outports as regular ports of call. However, the Labrador TPO service continued to be tendered on a year-by-year basis, and it was not until 1900, when coastal steamship provisions of the 1898 Contract between the Government and RG Reid came into full effect that both Labrador and Strait of Belle Isle TPO services came under unified control.

Winter Mail to and from Labrador

So much for summer mail services to Labrador and the Strait ... what about the other six-to-eight months of the year? The eastern coast of Labrador was usually ice-bound from December through to June, sometimes longer, particularly north of Hopedale. On the southern coast, the build-up of ice in the Strait of Belle Isle, although only about 15km wide at its narrowest, made the Strait impassable throughout the winter and early spring.

In 1888, Newfoundland and Canadian postal authorities arranged for a winter letter mail service to operate between St. John's and Labrador via Quebec. A Post Office Notice [6], published late in 1888 (Figure 3) advised that letter mails would be despatched from St. John's at the beginning of January and February 1889 for Quebec, then by overland courier to Blanc Sablon and on to other outports in Labrador. At about that time, a "Newfoundland Territory" post office was opened at Blanc Sablon, with Edwin G Grant as Postmaster.

Another Post Office Notice (Figure 4), published on 16 November 1889, advised of three trips scheduled for winter 1889-90. Similar provisions were made for succeeding years and in 1891 the average transit time from St. John's to Blanc Sablon was 60 days, 79 days to Battle Harbour, and 91 days to Rigolet [7]. Although the transit times were reduced in some years, the three letter mails per winter service continued well into the twentieth century.

Figure 5 shows a letter from Battle Harbour dated 6 February 1897 which reached St. John's on 10 April, 63 days in transit. The shorter-than-average transit time and the absence of a Quebec transit postmark suggests that this item might not have gone as far west as Quebec before being transferred to a train bound for Halifax, thence by winter steamer service to St. John's.

Having considered summer mail steamer TPO and winter mail courier services to Labrador and the Strait of Belle Isle from 1870 through into the early twentieth century, we now cross the Strait to review the mail courier situation in Newfoundland generally, but particularly to the Northern Peninsula.

Post Office Notice

LABRADOR WINTER SERVICE.

MAILS Containing **LETTERS ONLY** will be despatched from this Office via Quebec, on or about 2nd day of January, and 1st February, 1889 for

Blanc Sablon and Settlements in Straits of Belle Isle, to Battle Harbor, Cartwright, and Rigolet.

Letters must be fully prepaid, Five cents per half Ounce Rate, otherwise will not be forwarded.

J. O. FRASER,
Post Master General.

GENERAL POST OFFICE
St John's 12th Dec 1888.

Figure 3. Post Office Notice: Labrador Winter Mail, 1889.

Mails for Labrador

Winter Season — 1889, 1890.

THREE MAILS, with Letters only, will be despatched from this Office via Quebec, on the

3rd December, 1st January and 1st February

For Blanc Sablon, and all places in the Straits of Belle Isle to Battle Harbor; also to Cartwright and Rigolet.

Letters posted after 1st February cannot be forwarded, the last Mail leaving Quebec on 17th of that Month.

Mails for Newfoundland will leave Blanc Sablon, 28th December 16th February and 15th March.

All letters must be fully prepaid—6 cts. a rate.

J. O. FRASER,
P. M. G.

GENERAL POST OFFICE.
St. John's, Nov. 16.

Figure 4. Post Office Notice: Labrador Winter Mail, 1889/1890.



Figure 5. 1897 Winter Letter, Labrador to St. John's.

Mail Courier Services in Newfoundland

PMG Solomon's Report of February 1852 listed fifteen "Contractors" transporting mail between post offices in 1851; eight were "foot messengers", one operated a "coach" service, the others were by schooners or coastal packets. Later reports refer to "Couriers" and "Contractors", but the distinction became blurred and we use the term "Courier" as relating to both courier and contractor, irrespective of their mode of transport.

As mail steamer services developed, couriers were employed to carry mail between ports of call and adjacent outports. Similarly, as the railway was built, couriers operated between railway stations and nearby post offices. A separate group of winter-only couriers began carrying northern mail after the final run of the Coastal North TPO in late December / early January, and ending when steamer services restarted once navigation was open in May / June. Over 220 mail couriers were listed in the PMG's Report for 1899/1900, and budget estimates for 1910 included around 350 courier routes at a cost of \$41,000 per annum.

Newfoundland Northern Peninsula and Labrador Mail Courier Services

The first mention of a courier service to Newfoundland's Northern Peninsula was in 1882 [8], when two trips were made from Bonne Bay to Flower's Cove, then across the peninsula to Conche, and via Griguet (Griquet) to St. Anthony. Having established that route, the Postmaster General's Report for 1886 commented:

A small steamer would answer the purposes of connecting the coast from Bonne Bay to Flower's Cove, and crossing thence to Lance-au-Loup, returning with mails to connect with (the Coastal West) steamer at Channel (Port aux Basques).

The first reference to such a service is 1890 when Richard Norman was paid \$40 as the Flower's Cove–Lance au Loup (now L'Anse au Loup) courier. In the meantime, the PMG's Report for 1887 listed two Labrador couriers and their routes:

Pierre Lanchon	Battle Harbour – Blanc Sablon	\$80
Thomas Meaner	Battle Harbour – Rigolet	\$34

Those Newfoundland Post Office-funded courier services pre-date commencement of the “new” Winter Mail service to Labrador, described previously, and it seems likely that they were introduced before 1887. Moravian Mission Periodical Accounts [9] mention the arrival at Zoar of the Hopedale mail sledge on 22 January 1884, with European letters brought by the last mail steamer, and earlier references probably exist. A paper on “Moravian Education in Labrador” by Dr Hans Rollman [10] states “*Correspondence with Inuit in different locations and with missionaries took place via a postal system that had community mailboxes and transported mail by sledges...Benjamin Gottlieb Kohlmeister reported in the 1820s that on occasion he conveyed as many as 50 letters from Inuit in one community to relatives or friends in other communities*”. From that inter-mission network a more sophisticated arrangement appears to have developed such that, by 1886, if not earlier, the Moravian Mission working together with the Hudson’s Bay Company were operating a mail sledge network with scheduled services, probably connecting with the Newfoundland Post Office Courier at Rigolet, and going as far north as the HBC trading post at Nachvak. Some more southerly mission stations appear to have enjoyed monthly communication, January to March. It has yet to be determined whether the Mission/HBC arrangement was formal or informal and what its status was vis-à-vis the postal authorities in Newfoundland and Canada.

For financial year 1899-1900 the Newfoundland Post Office mail courier list included:

John Chubb	Battle Harbour – Blanc Sablon	\$120
James Fraser	Battle Harbour – Cartwright	\$97
Henry Norman	Flower’s Cove – Lance au Loup (summer only?)	\$30
Andrew Coates	Flower’s Cove – North West Point (Hare Bay)	\$43
Wm Langdon	Flower’s Cove – Gargamelle	\$110
JM Jackman	Griguet – Tilt Cove	\$300
John Patent	Griguet – Flower’s Cove	\$32
John Patent	Griguet – Cape Norman	\$60
John Patent	Griguet – North West Point	\$110

It might be inferred from this that Cartwright superseded Rigolet as the interchange between the Post Office and Mission/HBC mail couriers, the latter by then having extended their network from Nachvak to include HBC trading posts in Ungava Bay.

PMG’s Reports after 1900 are less informative, and we must turn to Departmental Estimates of Expenditure, published in the House of Assembly Journals, which detail courier routes without naming the couriers.

Figure 6, an outline map of the Strait of Belle Isle, shows key locations and courier routes for 1910-1911. The main route headed north from the Reid Newfoundland Railway station at Deer Lake to Bonne Bay, followed by three runs of about 50km each via Cow Head and Daniel’s Harbour to Gargamelle; from there an 85km run reached Flower’s Cove before heading east, crossing the Northern Peninsula, and diverging north and south from North West Point in Hare Bay. Despite having a post office from 1894, we are unable to positively locate North West Point but assume that it was in the area of North West Arm, about 45km east of Flower’s Cove as the crow flies.

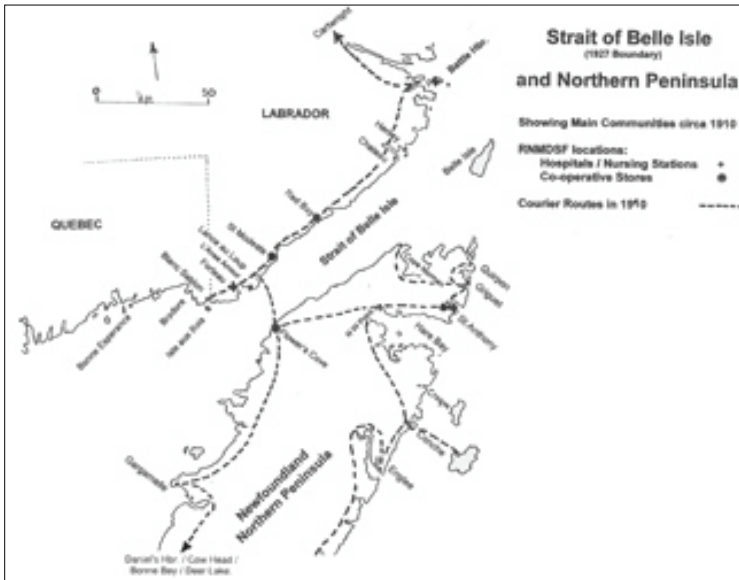


Figure 6. Outline Map of Strait of Belle Isle.

From the distribution hub at Flower's Cove, budgetary provision was made for 1910-1911 for a route across the Strait of Belle Isle to Labrador, linking up with the Battle Harbour–Blanc Sablon courier's run:

Flower's Cove – Lance au Loup	\$160
Battle Harbour – Blanc Sablon	\$124
Battle Harbour – Cartwright – Rigolet	\$160
Rigolet – North West River	\$60

If only the 15km stretch of ice-laden water across the Strait could be bridged, it would eliminate the 3000km transit from St. John's via Quebec to Blanc Sablon.

If only ... how could it be done? Enter Ernest B Doane.

Ernest B Doane (1867-1945)

From a postal history perspective Ernest Doane appeared on the scene late in 1908, by which time he was a widower, his first wife, Sarah, having died earlier that year. Figure 7 shows a photograph of Doane, possibly from about that time.

The following Newfoundland Executive Council excerpts [11] tell their own story:-

16 December 1908: *On recommendation of the Postmaster General, and in accordance with petition from the people, ordered that the Post Office at West St Modest be transferred to East St Modest, Mr Ernest Doane to be Postmaster.*

18 November 1909: *On recommendation of the Postmaster General, the following couriers to be appointed in connection with the mail service to Labrador, it being the intention to try the route across the*

Straits of Belle Isle during the coming season, which, if practicable, will reduce the time for such mails from one hundred days to about eleven days:-

1. Ernest Doane to be Courier from Flower's Cove to West St. Modeste, at \$40.00 per trip.

2. Mr. Murphy, Courier from St. Modeste to Battle Harbour, at \$25.00 per trip.

3. Richard Canning, from St. Modeste to Blanc Sablon, at \$20.00 per trip.

As the crossing of the Straits will depend largely upon weather conditions, Mr Doane is to be authorized to engage a special Courier to Battle Harbour, in the event of the regular courier not being available. Authority is also given to erect a tilt at Wreck Bay to cost \$20.00. Arrangements are for this season only, with a view to the trial of this route.

26 March 1910: *Couriers from Bonne Bay to Flower's Cove having carried during the present season the Labrador mail in addition to their usual work ...to receive an end of season bonus of \$10 each.*

Further information about mail courier services in general, and Doane in particular, are found in the Postmaster General's Reports for 1909-10 and 1910-11:

Report of Postmaster-General HJB Woods for the Year 1909-10 (dated 1 February 1911)

Overland Courier Service: *This branch of the service, which at one time, not so long ago, was the only means of inter-communication throughout the island, has been gradually reduced, and within a few years, by the extension of the railway and steamboat services, will have become almost a thing of the past...Too much cannot be said of the pluck and endurance of these men who, by dog team or on their shoulders, carry the mails over long stretches of uninhabited country, across frozen arms of the sea, and wading rivers where there are no bridges.*

If there is any heroism attending the mail service it is to be found just here, for oft times this work has to be done at the risk of life. The rivers may be swollen to torrents, reaching above the waist, or the ice may be thin or treacherous, but His Majesty's mails must go forward, no matter what the cost. In some instances the highest price has been paid in the loss of valuable lives.

Without doubt the most signal example of bravery amounting to daring was the crossing of the Straits of Belle Isle from East St. Modeste to Flower's Cove, a distance of ten miles, three times each way, by Courier Ernest Doane, in April last. He used a canvas boat, so constructed that he could lift it on the ice when it was compact, and launch it again on reaching open water. By this means the Labrador mails were delivered in twenty days from St. John's, the ordinary winter route, via Quebec, taking from ninety to one hundred days. The latter service has been discontinued and this spring, with a better equipment and with the experience gained last year, the courier hopes to make a greater number of trips.



Figure 7. Ernest B Doane
(courtesy Olive Peiroway)

That quotation was used in a newspaper article [12] and reproduced in *The Newfie Newsletter*, issue #107. In another newspaper article [13], Don Morris stated that on Doane's first crossing of the frozen strait he carried 1,200 letters.

Report of Postmaster-General HJB Woods for the Year 1910-11 (dated 9 March 1912)

Overland Courier Service: *The Winter Courier Service is now confined to the north side of Bonavista Bay, Fogo, Twillingate and St. Barbe Districts. Dog teams are the only possible means of conveyance from the 1st January to 30th April. We are thankful that during the past year we have not had to report any fatal accident resulting from the dangers to which some of our couriers are exposed. The greatest risk is taken by Courier Doane, referred to in my last report, who crossed the Strait of Belle Isle, between Flower's Cove and East St. Modest, three times last winter, conveying the mails in a canvas boat. He has again accepted the contract for the present winter. It was thought hitherto that this route was impracticable, but it would seem that it might be navigated by a small steamboat, built expressly for the service, and it is quite probable that the Canadian Government would grant a subsidy and do away with their long overland service from Quebec.*

No further mention of Doane appears in subsequent postal reports and it seems likely that he made only one crossing in 1911. Furthermore, PMG Woods' hopes that the Canadian Government would subsidize a "small steamboat" was probably no more than a pipe-dream. However two other contemporary accounts of Ernest Doane relate the story as seen from the perspective of the Grenfell Mission, St. Anthony, beneficiaries of his exploits as a mail courier:

First, Jessie Luther (1860-1952), a Rhode Island artist who taught home and industrial crafts at the Grenfell Mission between 1906-1910, recorded her experiences in notebooks. These were transcribed into a diary format shortly before she died. Ronald Rompkey came across the diary when researching a biography about Grenfell. He edited the diary, and it was published under the title *Jessie Luther at the Grenfell Mission* [14].

24 January 1910: *Mr. Evans has just reported that the dog mail will make its first trip tomorrow. It brings with it a sense of uncertainty. We feel that letters go out into the void, and faith is needed to assure us that they reach their destination. Actually, very little mail is lost, but many things can happen. The mailman may be held up by a blizzard, the dogs overturn the komatik or break through the ice or lose the mail-bag. At one time, a mailman made trips when possible across the Strait of Belle Isle on the ice to Labrador, but that was very hazardous. I once saw a photograph someone took of him, a tall, husky, bearded man, and in my eyes very much a hero with a record of adventure. There are brave and hardy people on the coast.*

17 March 1910: *Some time ago, I mentioned a mailman who had crossed the Strait of Belle Isle in winter time. His name is Doane, and he is now staying with us after crossing the wicked strait in a small canvas boat he made himself. He crossed a week ago today in one of the worst blizzards of the season. The strait was full of ice, and he frequently had to haul his boat on an ice-pan, drag it over and launch it on the other side. He brought the mail from Labrador and has signed a*



Figure 8. Doane holding his daughter, Olive, ca. 1926 (courtesy Olive Peiroway)

government contract to bring it over every month during the winter. He is a large, strong man, very quiet and unassuming, but influential on his part of the coast. It is no wonder his face indicates firmness and strength of purpose! He is also an expert taxidermist and supplies the Smithsonian Institution at Washington with stuffed specimens of birds and animals. As the house is always full when we are all here, a bed has been made for him in the gun-room until he can continue by dog-sled on his way to Canada Bay with the mail. It is the understanding that the Mission will take him there, and Mr. Manager has agreed to do this. Meanwhile, his visit is one of the interesting incidents of the winter.

Luther's account tells us much more about Doane as a person. She also provides specific dates confirming that his trips were spread over a period of at least three months, rather than all being in April 1910 as implied in the PMG's Report for 1909-10. We also learn that on at least one occasion Doane's courier route extended beyond the Strait to include traversing the Northern Peninsula from Flower's Cove via St. Anthony to Canada Bay (Englee?), a circular journey of about 300km. Nothing has been found in Colonial Office records to confirm this but a similar route undertaken by James Pine in the late 1800s was referred to in Don Morris' article [13].

A second contemporary account, by Sir Wilfred Grenfell in *Forty Years for Labrador* [15], provides graphic detail of ice conditions in the Strait:

CHAPTER XX: THEY THAT DO BUSINESS IN GREAT WATERS

In the past, transportation has been our greatest difficulty. Communication during the winter months was only possible by relays of dog-teams coming all the way from Quebec. Volumes of adventure could be written about the experiences of our mail-men ... Of all the many mail-men, Ernest Doane, who undertook this attempt to carry the mail across the Straits, took the greatest risks. He is still the only man in the world's history who ever crossed that terribly dangerous running ice in winter. The narrowest place is nine miles wide, and occasionally violent storms from the east drive with irresistible force millions of tons of heavy floe into the V-shaped Straits from the Atlantic. The turmoil of the enormous masses grinding and smashing and turning over under the irresistible pressure, or "rafting" or being forced over or under other huge pans, is one of the wildest sights in nature to watch. It is a veritable struggle of those most terrible giants, wind, frost, sea, and heavy tides. Not presence of mind, but absence of body, is then man's best hope.

In order to attempt the crossing, Doane constructed a very light canvas flat-boat, and also a small, light, tough sledge, put together with neither screws nor nails, but only skin lashings. Either the boat or the sledge could be carried in the other, according to whether it was open water or ice he must cross. In these he stowed food and such light accessories as his long training as a skilful trapper had taught him would be of most service: a compass, a water-tight matchbox, a knife, an axe, a sleeping-bag being sine qua non. It took a life's experience to choose wisely a point of departure that would allow for the drift of both wind and current. Research has shown how subject the tides themselves are in this section to wind; that sometimes an entire tide will miss out; that both rising and falling tide flow in the same direction, to say nothing of the fact that the flow direction differs as one crosses from one side the Straits to the other — all facts that have cost many a mariner dear in the old days.

It is not to be wondered at that Doane twice nearly lost the mails and his life by drifting beyond Anchor Point into the open Gulf of St. Lawrence. Since crossing in one day was impossible, he had to sleep on a floor which might capsize at any moment and throw him into eternity by way of an icy sea in the thick darkness. His reward was only fifty dollars for each venture. After four crossings he resigned office — and no successor has been found.



Figure 9. Point Amour Lighthouse, 2004 (Courtesy Mike Street)

on in a private publication, *Mailman Extraordinaire*, by Olive Doane Pieroway [16]:

“I remember his telling my husband about his most difficult trip. Although he left at an early hour to reach the other side by nightfall, the wind suddenly changed direction when he was about halfway across the Straits. Knowing that he could not make the landing before nightfall, he began to search for a bigger ice pan and get settled in before darkness set in. Having found a suitable one, he launched his canoe, stowed everything away and lit his kerosene stove to prepare the evening meal. Suddenly, he heard a loud rumbling. It

sounded too loud and too near for comfort. He looked out and discovered that the ice pan he had recently vacated had erupted and its pieces were being thrown into the air from the force of the break-up.

Needless to say he got very little sleep that night and as soon as the sun peaked over the horizon, he broke camp, launched his canoe and continued his journey. He reached Flower’s Cove, exchanged his mailbag and headed back for Point Amour.”

Another of Olive Pieroway’s recollections, recounted in a private letter to Mike Street, was the significance of the Point Amour Lighthouse: *“the lighthouse at Point Amour and the one at Flower’s Cove, but especially the former, was his guiding light and his landmark, especially during the hours that he spent on the ice all night”.*



Figure 10. Doane Prepares for Crossing. Artwork by Martin Lowe, Pinware, Labrador. (Courtesy Labrador Straits Development Corporation).

Figure 10 and the following poem are extracted with permission from The Labrador Straits Development Corporation from *Just One Interloper After Another*, by David J Whalen [17]. The poem, by Alexander Cribb of Forteau, refers to Ernest Doane of St. Modeste and George Hudson of Pinware, Labrador, a companion on the first crossing. Thereafter, Doane travelled alone.

No Easy Task

by Alexander Cribb

T'was on the 10th of March, my friend, as you may understand.

Two men from Labrador started for Newfoundland,

To carry mail across the Straits. That's what they did intend.

But as they could not reach across, they had to return again.

T'was eight o'clock in the morning, as they left Point Amour,

To travel across those gloomy Straits, those two men from Labrador.

To undertake such a thing as that, it was no easy task.

They were the first men to attempt. Whoever will be the last.

They had four dogs and a komatik, and a little canvas boat,

A mailbag and three nights' grub, was all that she could float.

They must have been two heroes, to undertake the job.

No doubt they would have reached across, if it hadn't been for slob.

They drifted from the Point, my boys, down off their native home.

It sure seemed long and dreary, to be out there alone.

A viewing of their native land, the land they loved so dear.

And wishing from their hearts that day, that they had landed there.

It's God who rules the sky and sea and everything that creeps.

Restore them to their homes again, their bodies from the deep.

Their friends there to embrace them, and welcome them to shore.

And bid them to stay home with them, and try that game no more.

It was a gloomy sight to them, out on the frozen ice.

To try their best to get on shore, which was their only choice

But if they had to fail at that, whatever could they do.

They might have drifted out the Straits. God only knows where to.

But God has often ordered things, contrary to our choice.

And by His own Almighty Power, He landed them off the ice.

That this may be a warning to them as well as me.

That God above in his great love, protected them from the sea.

In 2005, Doane's family commissioned a plaque to commemorate his winter crossings of the Strait. The plaque is now housed in a museum close to the L'Anse Amour Lighthouse ... "Doane's Guiding Light". It reads:

**TO COMMEMORATE THE
CROSSING OF THE STRAITS
OF BELLE ISLE
BY MAILMAN EXTRAORDINAIRE
ERNEST DOANE IN 1910**

In this the centennial anniversary of his heroic crossings of the Strait of Belle Isle, we postal historians also pay tribute to Ernest B Doane, “Mailman Extraordinaire”.

It is, perhaps, appropriate that Doane should have the final word regarding his exploits crossing the Strait of Belle Isle in winter. After resigning following his fourth trip, he commented:

*“I did it to prove that it could be done.
And having accomplished my purpose,
decided it wasn't worth risking my life any further”.*

In an account [18] of a trip from Red Bay to Makkovik in 1918-19, Doane recounts a conversation with Ed Clarke who was planning two trips to Rigolet, “*When he asked me what I thought about it, I told him the same thing that Jack Davis told me the first time I was leaving to start the trip across the Straits (of Belle Isle) with the mail, “There’s only two men in the world that would try it, one is a fool and the other is a crazy man.”*”

Postscript

Labrador Winter Mail continued to be routed via Quebec throughout the 1920s and 1930s, latterly with five trips departing Quebec fortnightly from about 1 January.

Experimental and aerial survey flights of the 1920s and 1930s, also the dog-team races and “Par Cometique” mail of the 1930s were an interesting diversion, but they appear to have had little impact on Winter Mail services for the all-year-round residents of coastal Labrador.

World War II and construction of the military air-base at Goose Bay brought a huge influx of construction workers and support staff, some of whom benefited from military air mail services.

A “Winter Air Mail To Labrador Post Offices Service” [19], introduced in early 1942, was by air only as far as Blanc Sablon; beyond that it again relied upon surface mail couriers making five trips as far as Rigolet, three to Nain and two trips to Hebron.

Co-author’s note

(HMS) In July 2004, I led a tour of western Newfoundland—The Viking Route—and southern Labrador for Quest Nature Tours of Toronto. An important stop on the trip was the Point Amour Lighthouse, a Newfoundland and Labrador Provincial Historic Site,

located on the coast near L'Anse au Clair. While browsing in the gift shop, I noticed and bought a copy of *Just One Interloper After Another*. Looking through the book at the hotel that night I came across the story of Ernest Doane and immediately knew it was worth researching for an article in a philatelic publication. I proceeded to work on this over the next several years, held back at times by my duties for the British North America Philatelic Society and at others by difficulty finding further information. In May 2009, I resolved to finish the article and in August 2009 was able to obtain the photographs shown above. Imagine my astonishment when, at the CPS of GB convention just a month later, Brian Stalker's presentation on Labrador mails moved into a discussion of Ernest Doane! It turned out that Brian had found many of the references I had had difficulty obtaining, while I had turned up material he had not found. It was a perfect fit, and this article is the result!

References and endnotes

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- [3] "Report of the Postmaster General 1884", *Journal of the House of Assembly 1885*.
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- [6] Post Office Notices are from *The Twillingate Sun*. Many issues can be accessed via Memorial University of Newfoundland's web-site, <<http://collections.mun.ca/index.php>>.
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- [18] Doane's account of the first two months of his trip to Makkovik, including time spent around Cartwright during the Influenza outbreak of late 1918 was published in *Them Days*, Vol 17, No2, Jan. 1992.
- [19] Newfoundland Post Office Circular, 22 January 1942.

Acknowledgements

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The Labrador Straits Museum, host to the Ernest Doane plaque.

(Note: Spelling of place names has been left as found in quoted documents, even when inconsistent.)

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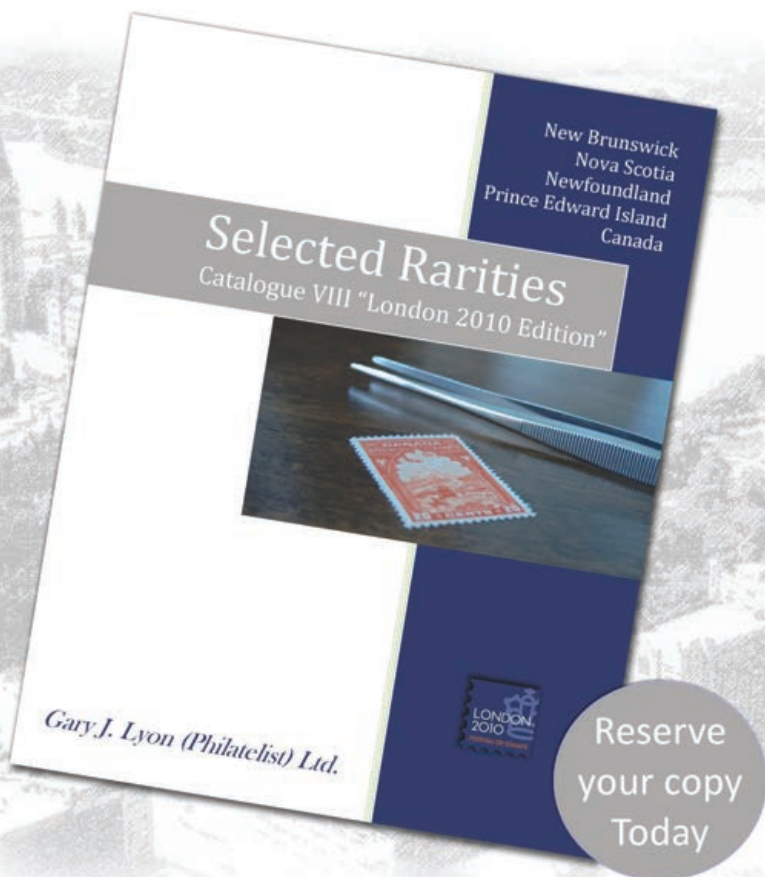
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Revisiting New Brunswick's decimal stamps on their 150th anniversary

Peter Newroth

“...the most ‘Proper’ series that the British Empire, if not the world, has so far seen...” [1]

IN May 1860, New Brunswick (NB) released the first of a beautiful and innovative series of postage stamps. In order to remind philatelists and to recognize this achievement of just 150 years ago, this article summarizes the origins of these remarkable stamps, concentrating on their design and production.

Over the years, the largest amount of philatelic text was written about the only unissued stamp of this group—the 5¢ value bearing the image of Charles Connell, Postmaster General of New Brunswick from 1858 to 1860. This stamp remains the centrepiece of one of the greatest Canadian philatelic stories. In repeating parts of the story, I especially acknowledge the work of Argenti [2], MacDonald [3], and Verge [4].

Background

My interpretation of events attempts to put Post Office affairs in context with government process. Even though it was 150 years ago, it is worth noting the sophistication and organization of postal systems in eastern North America, sharing regular communication (including the telegraph in North America) between Her Majesty's North American colonies, the United Kingdom (UK), and the United States (US).

Postmaster General Connell took office on 1 November 1858 and began a number of reforms in the NB Post Office. During his investigations in 1859, he found most stocks of sterling currency stamps were unfit for sale. A change of currency also required Connell to seek replacement postage stamps. After Canada moved to decimal currency on 1 July 1859, other British North America (BNA) colonies followed suit. New Brunswick led the way (Act of NB Legislature passed April 1860), followed by Nova Scotia (October 1860), and Prince Edward Island (1861).

Annual Reports of Postmasters General of New Brunswick [5] document the evolution of an impressive and comprehensive postal operation in that province. In the period between 1856 and 1866, about 50 regular officials managed the growth, from 38 to 46 Post Offices and 208 to 392 Way Offices, each with local staff. Two hundred contractors were responsible for mail transportation throughout NB on up to 121 connected routes.

Who was responsible for managing this important and complex system? The 1856 Rules and Regulations defining the Duties of Postmaster General stated that “[*t*]he Postmaster General shall have control over the whole Post Office Department in this Province” including “...to make Contracts as may be necessary...” [5]. Charles Connell was fully aware of these rules; an Appendix on “Law Relating to Post Office Department” was included in his only Annual Report (for the year ended 31 October 1859), printed in 1860.

Keywords & phrases: New Brunswick, decimal stamps, stamp design

I have not been able to locate a comprehensive biography of Charles Connell. The only material found touches on his long experience in New Brunswick business and politics; personal references to his character are limited. As outlined by MacDonald [3], he was a successful businessman, part of a large family and a well-connected, seasoned politician. Connell was strongly supported by the people of his home Carleton County and he served nearly continuously as their elected representative from 1846 until his death in 1873.

The need for production of new decimal stamps was reinforced by the plan for compulsory prepayment for letters to and from the United Kingdom, due to come into force 1 November 1859, with similar regulation in Canada and Nova Scotia. Connell proposed a new general rule that all letters were to be prepaid, using postage stamps. While this did not happen right away, he supported the trend to greater acceptance and use of adhesive stamps.

Decimal stamp procurement

Postmaster General Connell's authorization to procure decimal stamps in 1859 was the New Brunswick Act of 1850: "*That the Lieutenant Governor in Council may cause postage stamps marked with any device thereon...to be engraved and printed.*"

Large financial disbursements directed by politicians are always under public scrutiny. In his Annual Report, Connell said "...I have taken particular pains to ascertain the best and most economical mode of procuring..." new stamps. He added: "*While in New York, in September last (1859), I made personal enquiry, and have since held correspondence with parties in London, in order to ascertain the cost of procuring Plates and Stamps, the result being that I have ordered from the American Bank Note Co. the necessary supply, of the respective value of 1, 5, 10 and 12½ cents each; being those decided on by the Government...*" [5].

No doubt Connell and his department officials considered cost, quality, and timely delivery of the new stamps. As the NB Post Office routinely put its mail delivery services to tender, I became curious about possible stamp suppliers and estimated production costs. While Connell made no specific reference to the London party he contacted, it is likely he addressed government officials in the UK.

Since Perkins, Bacon & Co. London had supplied New Brunswick's sterling stamps, I referred to Perkins Bacon Archives as catalogued by de Worms [6]. This book reproduces three letters appearing to confirm this connection. On 5 November 1859. Edwin Hill, brother of Rowland Hill and an employee of the UK Post Office at Somerset House 1840-1872, wrote Perkins Bacon requesting cost estimates "...for one of our smaller colonies..." to prepare four postage stamps with values of 1, 5, 10, and 12½¢, with the design similar to an enclosed 12½¢ Canadian stamp. One letter from Perkins Bacon to Hill quoted a cost of £52 10 0 for each plate, including a die of the same general design, and printing costs of 15/- per 100 sheets. The remaining letter dated 16 November responded in more detail to further inquiry from Hill.

De Worms declined to conclude that New Brunswick was the source of this inquiry but thought Prince Edward Island was a strong candidate. I cannot agree with de Worms, as Prince Edward Island decimal stamps did not appear until 1872, and then their denominations do not match the request.

While I have not seen a reply to Connell with a Perkins Bacon quotation for new stamps, it probably was sent. Transatlantic telegrams to Europe were unavailable until 1866,

and mail required several weeks each way. The estimates from Perkins Bacon actually are lower than quotes for other colonies about 1860 (for example: £105 for preparing a die and plate for the 2½d value of British Columbia and Vancouver's Island) [6].

As we know, American Bank Note Co. (ABNC) was selected to produce New Brunswick's decimal stamps, the order being placed by Connell in December 1859. Presumably the Perkins Bacon estimate was then at hand. A comparison of costs showed ABNC charged £25 (equivalent to \$100) for each plate, or about half the Perkins Bacon estimate. Printing costs were comparable between the companies. Shipping costs also were lower from New York, with less concern about possible loss or delay in delivery from New York, as compared to London.

Regarding the quality of the new stamps, Connell could count on the excellent reputation of ABNC and the high standards of 1859 Canada printings. Also, a duplicate receipt of the payment made in 1860 to ABNC from NB for the plates and stamps included payment for a "Certificate of Appointment," so clearly ABNC was well known to New Brunswick Post Office officials [7].

This receipt also indicates dates when charges were recorded by ABNC for four plates and first printings (29 December 1859 for the 1, 5, 10, and 12½¢ values). Probably these dates reflect when the order was placed with the printers; 17 March 1860 is recorded for the added 17¢ plate and its printing, and May 28 for another 5¢ value. This Queen's Head stamp was ordered after 15 May 1860 to replace the Connell stamps, and usage began in late June or early July 1860.

The four stamps (1¢, 5¢, 10¢, and 12½¢) first ordered by Connell, and the 17¢ produced in March 1860, were originally planned for issue on 1 May 1860. However, their issue was delayed until 15 May, due to controversy about the 5¢ with Connell portrait and its withdrawal. I found no official ABNC record for the 2¢ stamp, which was ordered September 1863 and issued in late 1863 or early 1864 as stated by Argenti [2]. As this stamp was not ordered by Connell and appeared later, it is not detailed here.

Decimal stamp designs

Easton, an excellent student of postage stamp design, acknowledged the importance and novelty of the six 1860 NB decimal stamps [1]. Their "modern" designs reflect earlier ABNC stamps produced for the United States (the 1845 New York Postmaster's and 1847 General Issue stamps). Informal portraits displayed in dominant oval frames, with simple lettering and numerals also are characteristic of the 1851 and 1859 issues of Canada. It is not surprising that ABNC, with a tradition of banknote and security engraving, continued this design in New Brunswick stamps. The characteristics of the six decimal stamps that appeared in 1860 are illustrated and summarized below.

1¢ Locomotive

This is the first Government Issue stamp that doesn't depict an emblem or person, and the first showing a train. Development of New Brunswick railways was politically, economically



Figure 1. 1¢ Train, Plate Proof pair, bright lilac colour trial.

and socially important in the 1850s, when several lines were under construction. Probably the European and North American Railway (ENAR) was of the greatest significance. Construction began in 1853, but the private owners ran out of money, and ownership was taken over by the NB government in 1856 (the line cost \$5 million). Charles Connell became a Director of the government-led ENAR in 1858.

The locomotive and mail train theme of the 1¢ stamp (Figure 1) was appropriate to commemorate completion of the ENAR between Saint John and Shediac in August 1860. This was an important event, especially as the celebration was attended by the Prince of Wales, and significant as it promised better trade for southern New Brunswick. Trains on this line routinely carried mails, and it was hoped that this rail connection would lead to speedier delivery of mail and other goods within NB, Canada, and overseas.

Attribution remains uncertain of the train vignette prepared by ABNC engravers—there are major differences in the design from the locomotive used for the Prince's visit and renamed "Prince of Wales" in his honour (see photo in Jephcott et al., p. 159). The postal requirement for this value was to frank circulars within BNA, and to make up other rates.

5¢ Connell portrait

After news got out, sometime around April 26, that Connell's portrait was on the 5¢ stamp (Figure 2), politically motivated newspapers attacked him. The media controversy concerned the government and the office of the Lieutenant Governor. Connell's position was that he had full authorization as Postmaster General for preparation of the series of stamps and had correctly done his job. In the end, Charles Connell resigned from Executive Council (but not from his Legislative seat, representing Carleton County). Lieutenant Governor Manners-Sutton accepted Connell's resignation as Postmaster General on May 19, 1860. Connell stated that he "...could no longer hold an office and position ... in opposition to my views of public duty". Connell remained unapologetic about the stamp issue and claimed his resignation was not due to that specific problem. MacDonald provided details on reactions to the Connell stamp [3].

Connell's stamp portrait was probably based on a photograph, but details are lacking on this and the motivation for his choice of image on the 5¢ stamp. An early Saint John NB stamp journal stated: "*The likeness of the celebrated P.M.G is an excellent one, it having been copied from a photograph taken in this city by (we think) Mr Durland.*" [8]. In the 1850s and 1860s, Joseph N Durland was an ambrotypist operating from a studio at 32 Germain Street, Saint John. His photographs of New Brunswick personages include one of Samuel Tilley, the Provincial Secretary at the time of Connell's resignation [9], and it is possible that he also photographed Connell.

The new decimal 5¢ rate was for single letters within New Brunswick and to other BNA provinces and thus would be used on the greatest volume of mail. Perhaps Connell was inspired to use his own picture by the image of Benjamin Franklin (an early US Postmaster General) on United States stamps? Even though the Connell stamp was never officially issued, our philatelic literature has more stories about them than most other issued stamps!



Figure 2.
5¢ Connell, the
unissued stamp.

5¢ Queen portrait

Plans to replace the “Connell” stamps were initiated on 8 May 1860, and this new design and its printing was ordered toward the end of that month. On 28 May, ABNC invoiced the new plate and printing for these stamps. The printers required only about six weeks to engrave a new die, prepare the plate, print the order and deliver them to New Brunswick. The first usage is recorded on 18 July 1860 [2].

The new 5¢ Queen’s head stamp design (Figure 3) borrows much from the Connell 5¢ and the 10¢. The frame appears similar but with removal of four small numeral ‘5’s from the bottom and substitution of two larger numerals. It also balances the “FIVE CENTS” text in the oval with two dots; only a period dot appears on the 10¢ value. Measurement of the Connell and Queen stamps also shows small differences in the spacing of text in the ovals. It appears ABNC began anew to engrave the die for the 5¢ Queen. The same Chalon vignette was probably incorporated in both stamps.



Figure 3. 5¢ Queen, plate proof pair, in sap green colour of first printing.

10¢ Queen portrait

The design shares the Roman numeral “X” characteristic of ABNC stamps for Canada and the United States (Figure 4). The Chalon vignette used here (and shared by the 5¢ Queen) was a different engraving from that used for the 1859 Canada 12½¢. The 10¢ rate was for single letters up to ½ oz from NB to the United States.



Figure 4. 10¢ Queen, plate proof pair in issued colour.

12-1/2¢ Steamship

The transatlantic mail steamship *Washington* was used for the next stamp in the series (Figure 5). This was the first postage stamp showing a steamship. Connell was also involved with the negotiations to improve overseas mail links with Europe. This stamp paid the 12½¢ rate intended for single letters up to ½ oz to the United Kingdom (see comments below).



Figure 5. 12½¢ Ship, plate proof pair.

17¢ Prince of Wales portrait

The 17¢ stamp (Figure 6) was not ordered until March 1860, four months after the others; possibly it was delayed pending official confirmation of the Prince of Wales' visit to New Brunswick in August 1860. This was the first stamp showing the Prince and may be considered the first Royal Visit commemorative stamp.



Figure 6. 17¢ Prince of Wales, die proof, in black.



Figure 7. Lithograph of Prince of Wales, circa 1858, probably the art of Richard James Lane.

The teenage portrait of the Prince of Wales in Figure 7 was attributed to Richard James Lane [10]. Over 60 years ago, Gerald Wellburn acquired a coloured lithograph, which he passed on to me (Figure 7). The publisher is not indicated on this print, which shows close similarity to the image engraved by ABNC—possibly other prints were available to the engravers in New York. My research on Lane included examination of examples of his work in the National Portrait Gallery, London. There I saw a similar lithographic portrait by Lane of the Prince of Wales in Highland dress, published in 1858 (but differing in details of the hair and clothing from the image on the stamp).

The date of issue of the 17¢ is unknown. It was originally intended for single letters up to ½ oz to Europe or the UK, via an American port. Argenti also stated that few covers exist and most he saw were routed through Portland, Maine or New York [2].

It may be that these covers are rarely seen because there was a less expensive alternative route, at least seasonally or for several years. James Steadman, the Postmaster General replacing Connell, delivered his first Post Office Report late in 1860. Here he noted that he had concluded an agreement with Canada in September 1860 for a weekly mail to UK by Canadian steamers, sailing from Quebec in summer and Portland in winter. Sending overseas mail from Quebec in the winter was often impossible, because of ice. The rate of postage for mail was to be 12½¢ as stated by Steadman [5]. However, Jephcott *et al* illustrated a December 1863 Postal Notice from St. John NB, which stated that postage would be 17¢ for both Portland (Allan Line, Canadian Packet) and New York (Cunard) mails to UK [11]. Clearly more research on rates is needed to better answer this question.

Conclusions

The NB decimal stamps of 1860 show unity and logical consistency of design. All display breaks with tradition and a modern approach—commemorating mail transport and the improvements of a new mechanical age (1¢ and 12½¢ stamps). Perhaps a self-assured Connell also hoped they would reflect pride in the achievements of his Post Office Department? Without evidence to the contrary, I believe Connell was chiefly responsible for initiating their conception, possibly with advice and technical help from ABNC.

These stamps remain a delight for all collectors and are especially enjoyed by those with thematic interests. I hope to continue research on them, as questions remain about their production and usages. Comments and suggestions are welcome from readers.

Acknowledgements

Interest in New Brunswick goes back to my early childhood in Carleton County, just a few kilometres from the Connell home in Woodstock [12]. My philatelic interest was especially awakened over 25 years ago by the late Gerald Wellburn, when he shared his splendid display of New Brunswick stamps with the Vancouver Island Philatelic Society.

I am grateful to library staff, including Frank Walton and Bill Hedley of the Royal Philatelic Society, London, and the American Philatelic Society, Bellefonte, PA for assistance with literature records. The Curator of the National Portrait Library, London, assisted with the Prince of Wales portraits. Thank you to Bob Heasman for allowing me generous access to his philatelic library.

Encouragement has been welcome from Neil Donen, who kindly suggested improvements to a draft of this article.

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A registered post card from Georgetown, Prince Edward Island to Pictou, Nova Scotia

Colin Banfield

CONCERNING the issue of government post card (P I) on 1 June 1871, Post Office Department Order No 7 stated that all postal matter could be registered. Subsequently, however, Department Order No 26, dated 11 April 1882, forbade the registration of post cards.

It is surprising that no post cards have been reported bearing additional Small Queens to make up the registration charge of two cents between 1 June 1871 and November 1875, when the 2-cent registration stamp was supposedly issued and was required to be used. We therefore have a period of just over six years, November 1875 to April 1882, when the 1¢ blue post cards P1 & P2 (issued in 1876) might be found with the 2¢ RLS, but examples are pretty rare. Although *Canada's Registered Mail 1802-1909* by Harrison, Arfken, and Lussey suggests that no more than six examples are known, the writer has recorded at least eight examples, excluding registered drop post cards.



Figure 1. Registered post card from Prince Edward Island to Nova Scotia.

The card shown in Figure 1 would appear to be the only example recorded addressed outside Prince Edward Island and the only P1 card, all the others being P2 cards. Posted at Georgetown on 9 October 1878, it received a Charlottetown transit split ring cancel of the same date and a split ring Pictou, N.S. CANADA receiver on 10 October 1878.

Keywords & phrases: Registration, P1 post card, Prince Edward Island

The text of a large single ring datestamp of the addressee struck in blue (Figure 2) on the reverse is: “NOONAN & DAVIES / SHIP BROKERS & GENERAL AGENTS / PICTOU, NOVA SCOTIA / OCT / 17 / 1878.”

The reason for the card being registered is quite clear—it required one of the creditors to attend an insolvency meeting at the Court Office in Georgetown. The handwritten message on the reverse reads:

Insolvent Act of 1875 and Amending Acts.

In the Matter of James A Rutherford Insolvent

Postponed Meeting

The creditors are notified to meet at my office in Georgetown on Tuesday 22nd day of October instant at eleven o'clock in the forenoon to determine as to the disposal of the Estate and Effects of the Insolvent en bloc, or otherwise.

G'town P.E.I.
Kings County
8 October 1878

Roderick Munro
Assignee



Figure 2. Addressee's receiving stamp.

Roderick Munro, the sender of the card, was born in 1826 and married Victoria Campbell on 28 October 1857. The family Bible shows that they had seven children, of whom two died in infancy. Hutchinson's Prince Edward Island Directory of 1864 shows Roderick Munro to be the Clerk to the Commissioners for Small Debts for Kings County in Georgetown. Lovell's Prince Edward Island Directory 1871 of professional and businessmen lists his name as Roderick Munroe, JP and describes him as also being a MPP, storekeeper, flour dealer, and Clerk of the Court of Small Debts; a position he was still fulfilling when he wrote this post card in October 1878. Roderick Munro was a Freemason and, at a ceremony of Dedication on 24 June 1875, he became the Grand Sword Bearer for St George's No 4. He obviously had an interest in the sea as *The Daily Telegraph*, St. John, New Brunswick, for Monday Morning 29 January 1876 shows him as the owner of the schooner *Annie* built in Georgetown in 1867. Roderick Munro died on 2 April 1883 and was buried in St. David's (Methodist) United Church Cemetery.

James A Rutherford, the subject of the card, appears in Duncan Campbell's *History of Prince Edward Island* (1875) as the owner of the Vulcan Foundry in Georgetown, "... manufacturers of stoves, ships' castings, iron knees, steam boilers for ship yards, agricultural implements, &c. Forging, turning, and all kinds of job work." McAlpine's *Prince Edward Island Directory 1880-81* lists Rutherford & Co. Foundry.

Charles E Davies, the principal addressee, was born in 1841 at Pictou, Nova Scotia, the son of William Henry and Mary Davies. He was a ship broker and dealer in ships' stores and was mayor of Pictou for one term in 1875 and one term in 1878. He was a member of the Legislative Council of Nova Scotia from 1887-1889. He died on 9 April 1923 and is buried in the Church of England Cemetery in Barry Mills.

A Large Queen “By Favour” Ship Letter

Wayne Smith

SOMETIMES, items we find call out for help in explaining the method and route they took to reach their destination. The cover shown in Figure 1 is a perfect example of this fact.

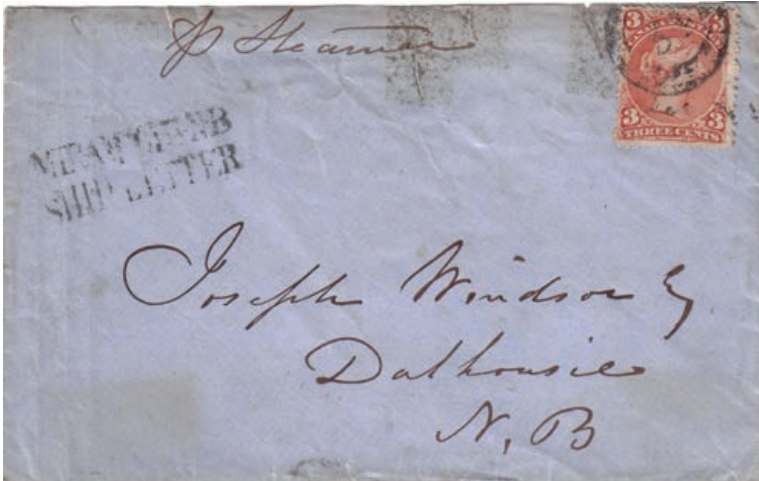


Figure 1. Front of Quebec cover sent by private courier and public mail to Dalhousie, by way of Chatham.

This cover has a scarce strike of the 2-ring #34 hammer assigned to Chatham, New Brunswick in 1869 [1]. Except for circulars, covers should have had a Circle Date Stamp (CDS) cancellation on the front to indicate time of entry into the postal system. Why was no CDS applied to this envelope? In addition to the “p(er) Steamer” notation, this item displays an example of the “Miramichi NB/ Ship Letter” handstamp. When and why was the handstamp applied? The cover also has “JU 10 1869” PO Chatham New Brunswick and “JU 12 1869” Dalhousie New Brunswick [2] CDSs on the reverse. What do they tell us? Finally, it has the embossed imprint of a Quebec (City) merchant business (Figure 2) on the flap. Does this have any relevance to a cover apparently mailed to and from New Brunswick towns?



Figure 2. Embossed Quebec business imprint on reverse.

The merchant imprint is very helpful in this case. Normal mail from Quebec to Dalhousie would first go Quebec to St. John as there was no railway line linking the two cities at this time.

Keywords & phrases: New Brunswick, Large Queens, covers, ship letter

At St. John, the mail would be sorted and then sent back north to Dalhousie with one or two additional transfers and sorts. The total trip took as much as eight to ten days. A Quebec merchant wanting faster service and knowing the sailing of private ships on the St. Lawrence could save several days by using a shorter route taking five to six days.

This cover is a combination of private courier and public mail. It was sent via private ship sailing from Quebec to Chatham. A fee was likely paid for this “special delivery,” but there was no postal marking added. Once the ship arrived in Chatham, someone on the ship took this letter and any others to the local post office and explained their ship origin. The 3¢ stamp could have been added by the sender in Quebec (most likely) or added in Chatham and included in the fee. The postmaster in Chatham used the 2-ring hammer to cancel the stamp **but**, to make it clear the cover came to the Chatham PO as an “in transit” item, he used his CDS hammer as a backstamp, as would be done with other in transit mail. The postmaster, to further indicate the type of in-transit receipt, applied the Ship Letter handstamp to show it arrived by private ship mail.

While it was not particularly uncommon for private (i.e., no post office contract) ships to stop at various ports and offload mail to the local post office, the steps taken by the Chatham post office to show this cover’s origin make it unusual. Without the merchant imprint, the origin would be unknown. Without the handstamp, the cover would appear to have originated in Chatham, with the postmaster using the CDS as a backstamp in error. It appears that other towns receiving mail this way did not treat the items differently from mail originating there. Without the other evidence, the “p steamer” notation could have meant that the letter was to be sent from Chatham to Dalhousie by steamer, but it was added by the sender (same ink/handwriting style) to show how it was to be sent from Quebec.

Jephcott, Greene, and Young [3] noted that the handstamp was used from 1841 to 1867, but gave it a rarity factor of 10, indicating that only a few are known. This example is believed to be the only post-Confederation usage. The increase of railway routes in the 1870s would have improved mail delivery times, thus taking away the private ship advantage.

The post office in Chatham had originally been called Miramichi, hence the name on the handstamp. The change from Miramichi to PO Chatham occurred in 1843.

Acknowledgement

Thanks to Denis Albert, a long-time, Victorian-period, New Brunswick postal history collector, for his help with this article.








References and endnotes

- [1] Based on 30-plus years of record-keeping by the author, four covers bearing Large Queen stamps are recorded. The earliest is dated Ju 10/69.
- [2] Chatham is on the Miramichi River just before the river flows into Miramichi Bay on the east coast of New Brunswick. Dalhousie is at New Brunswick’s most northern point just across the border of Quebec (Gaspé Peninsula) at the western end of the Baie des Chaleurs.
- [3] CM Jephcott, VG Greene, John HM Young, *The Postal History of Nova Scotia and New Brunswick—1754–1867*, 1964, p 189.










British North American Ship Letter markings I: A preliminary table




Malcolm Montgomery





THE draft table of British North American Ship Letter markings that follows has been assembled from a number of sources, including several collections, and is intended to elicit information from other collectors with similar handstamps. The illustrations have been taken from examples (and some published works), and are less than perfect. It is hoped that readers will submit corrections, additions and scans or photocopies with a view to improving the detail of the table. The table will then be amended and re-published on the BNAPS website. A limited number of printed copies will be available from the author, or through the Transatlantic Study Group, should it be resuscitated, for those who do not use computers. Please contact me by regular mail through the Editor or by e-mail at <m0bmontgomery@aol.com>. Two additional Ship Letter articles will follow this one.

Ref. #	Illustration	Date	Size	Notes
CANADA – Quebec				
CA01		1781	8 × 4	Quebec. Recorded in black. Only two reported, one in Ottawa Archives. [1]
CA02a		1782	14 × 14½	Quebec. Recorded in black. Robson Lowe suggests this handstamp may have originated in London. [2]
CA 02b		1790	17 × 5	Quebec (25 July 1790 and 24 October 1791). Recorded in black. Q2b-d are similar handstamps of slightly varying sizes, which may be the effect of loose type.
CA 02c		1796	17 × 5	Quebec (20 and 25 April 1796). Recorded in black. See above.
CA 02d		1796		Quebec. Recorded in black. See above.
CA 02e		1804		Quebec. Recorded in black. Only known example in Steinhart sale. [3]
CA 03		1801-1815 (?)	39 × 29	Recorded in black. Similar marks used in U.K., e.g.: Bristol (1803), Deal (1800), Dover 1800), Greenock, 1800, Hastings (1800), London (1799) and others.

Keywords & phrases: Transatlantic, Ship Letters, postal markings

CA 04		1815-1818	33 × 23	Recorded in black.
CA 05		1829-1831	31 × 24	Recorded in red.
CA 06		1835-1843	31 × 24	Recorded in red. Similar marks used in U.K., e.g.: Gravesend (1814), Portsmouth (1815), Rochester (1812).
CA 07		1839-(?)	30	GPO Proof Books (4/23) 11 July 1843. Similar marks used in U.K., e.g.: London (1839-1846).
CANADA – Montreal				
CA08		1803-1828	39 × 29	Recorded in black and red. Four recorded. Similar marks used in U.K., e.g.: Plymouth Dock (1800), Eastbourne (1801), Falmouth (1802), Plymouth (1800).
CA09		1827	39 × 29 Approx.	Recorded in red. One example known, used with mark CA11 below. [4]
CA10		1819-1824	34 × 24	Recorded in black.
CA11	SHIP	1827-1838	24 × 6	Recorded in red. Montreal . Four examples recorded.
CA12		1839-1848	30	Recorded in red, one example seen, without date. [5] GPO Proof Books (4/23) 11 July 1839. Similar marks used in U.K., e.g.: Liverpool (1838-1855),
CA13	SHIP PAID	1840	35 × 4	Recorded in red. Sherbrooke (?). Three recorded. Used for freight money paid for packets out of U.S.
NEW BRUNSWICK - St. John				
NB01	Ship-letter.	1804	41 × 6½	St. John. Recorded in black.
NB02	Ship-letter.	1803-1810	42 × 7	St. John. Recorded in black.
NB03	ShiPLETTR	1820	50 × 7	St. John. Recorded in black. One example recorded. [6]
NB04		1840-1841 [7]	36 × 28	Recorded in black.

NB05	S^T JOHN-N-B SHIP LETTER	1841-1867	40 × 13	Recorded in black. GPO Proof Books (5/43) 12 November 1841.
NB06	SHIP-LETTER	1849	34½ × 4½	St. John. Recorded as proofed in GPO Proof Books. [8]
NEW BRUNSWICK – Others				
NB07	BATHURST-N-B SHIP LETTER	1841-(?)	40 × 13	Not seen. GPO Proof Books (5/43) 12 November 1841.
NB08	DALHOUSSE-N-B SHIP LETTER	1841-(?)	40 × 13	Not seen. GPO Proof Books (5/43) 12 November 1841.
N/A	Ship 2½d	1830		Manuscript.
NB09	MIRAMICHI-N-B SHIP LETTER	1841-(?)	40 × 13	GPO Proof Books (5/45-6) 17 November 1841.
NB10	NEWCASTLE-N-B SHIP LETTER	1841-(?)	40 × 13	GPO Proof Books (5/43) 12 November 1841.
NB11	S^TANDREWS-N-B SHIP LETTER	1841-(?)	40 × 13	GPO Proof Books (5/43) 12 November 1841.
NB12	S^TSTEPHENS-N-B SHIP LETTER	1841-(?)	40 × 13	GPO Proof Books (5/43) 12 November 1841.
NEWFOUNDLAND - St. John's				
NF01		1815-(?)	40 × 32	Recorded in black. One example recorded. [9] Similar to Aberdeen (1815), Colchester (1815), Greenock (1814), Leith (1819), Weymouth (1815)
NF02	SHIP-LETTER NEWFOUNDLAND	1841- 881	39 × 12	Recorded in black. GPO Proof Books (5/11) 19 July 1841. Pratt Ill. P.95, p.243, "to 1881". [10]
NEWFOUNDLAND – Others				
NF03	BAY-BULLS SHIP-LETTER	1851-(?)	38 × 12 (?)	Recorded in black. Pratt p.258, "GPO 1851". [11]
NF04	HARBOR-BRITAIN SHIP-LETTER	1851-(?)	40 × 12 (?)	Recorded in black. Two examples recorded. Pratt p. 248 (Ill.) - 258 "GPO 1851". [12]
NOVA SCOTIA – Halifax				
NS01	SHIP LRE	1786-1830	50 × 10	Halifax. Recorded in black. [13]
NS02	HALIFAX SHIP LRE.	1792-1799	42 × 13	Recorded in black and red. [14]
NS03		1800-1837	40 × 29	Recorded in black. Similar handstamps in use in a number of ports in the United Kingdom, see Q03 above.
NS04		1841-1848	29 mm	Recorded in black and red. [15]

NS05	SHIP-LETTER	1843-(?)	46 × 5.5	Recorded in red. Halifax. GPO Proof Books (5/162) to Halifax, N.S. 3 June 1843. [16] Recorded as used at Barrington, N.S. [17]
NS06		1844-1854	24 × 20	Recorded in black. [18]
NS07		1864-1870	41 × 16	Recorded in black. [19]
NOVA SCOTIA – Others				
NS08		1841	40 × 32	Recorded in black. One example recorded—no accurate illustration available. [20]
NS09	ANNAPOLIS-N-S SHIP LETTER	1841-(?)	40 × 13	One example recorded. [21] GPO Proof Books (5/43) 12 November 1841.
NS10	SHIP	1801	13 × 5	Digby. Recorded in black. One example recorded, however, also described only as “rare” (!). [22]
NS11	DIGBY-N-S SHIP LETTER	1841-(?)	40 × 13	Not seen. GPO Proof Books (5/43) 12 November 1841.
NS12		1824	30 × 21 (?)	Size uncertain. Recorded in black. One example recorded. [23]
NS13	LIVERPOOL-N-S SHIP LETTER	1841-(?)	40 × 13	Recorded in red. GPO Proof Books (5/43) 12 November 1841.
NS14	LUNENBURG-N-S SHIP LETTER	1841-(?)	40 × 13	Not seen. GPO Proof Books (5/43) 12 November 1841.
NS15	PARRSBOROUGH SHIP LETTER	1848-(?)	39 × 13	Not seen. [24]
NS16	PICTOU-N-S SHIP LETTER	1841-(?)	40 × 13	One example recorded. GPO Proof Books (5/45-6) 17 November 1841.
NS17	SHIP LETTER S^TMARGARETS BAY N^S	1845-(?)	43 × 9	Not seen. [25]
NS18	SHELBURNE-N-S SHIP LETTER	1841-(?)	40 × 13	GPO Proof Books (5/43) 12 November 1841.
NS19	WINDSOR-N-S SHIP LETTER	1841-(?)	40 × 13	GPO Proof Books (5/43) 12 November 1841.
NS20	YARMOUTH-N-S SHIP LETTER	1841-(?)	40 × 13	Recorded in red. GPO Proof Books (5/43) 12 November 1841.
NS21	ARICHAT-C-B SHIP LETTER	1841-(?)	40 × 13	One example recorded. GPO Proof Books (5/43) 12 November 1841.

NS22	SYDNEY·C·B SHIP LETTER	1841-(?)	40 × 13	GPO Proof Books (5/43) 12 November 1841.
PRINCE EDWARD ISLAND – Charlottetown				
PEI01	Prince Edward Island SHIP LETTER	1841-(?)	13 × 40	Recorded in black. Four examples recorded. [26] GPO Proof Books (5/43) 12 November 1841.

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 [4] Bennett, Lot 1047.
 [5] Steinhart.
 [6] Bennett, Lot 1262.
 [7] Jephcott, Greene, and Young, p 189.
 [8] Jephcott, Greene, and Young, p 188.
 [9] Pratt, pp 89-90.
 [10] Pratt, pp 89-90.
 [11] Pratt, p 258.
 [12] Pratt, p 258; Bennett, Lot 1310.
 [13] Jephcott, Greene, and Young, p 171.
 [14] Jephcott, Greene, and Young, p 171.
 [15] Jephcott, Greene, and Young, p 187.
 [16] MacDonald, p 186: Two of these marks were proofed and sent from London on 3 June 1843; recorded used at Barrington, NS, 19 May 1847.
 [17] Jephcott, Greene, and Young, p 188, and MacDonald, p 185 give dates 1864-67; Pratt, p 473 gives an example dated 17 March 1870.
 [18] Jephcott, Greene, and Young, p 187.
 [19] Jephcott, Greene, and Young, p 187.
 [20] Jephcott, Greene, and Young, p 153; MacDonald, p 185.
 [21] MacDonald, p 185.
 [22] MacDonald, p 185; Jephcott, Greene, and Young, p 171.
 [23] MacDonald, pp 185/189.
 [24] MacDonald, p 186/190; ordered on 20 September, proofed, sent to Parrsborough on 20 October 1848.
 [25] MacDonald, p 186/190: proofed (in Nova Scotia?) on 30 April 1845.
 [26] Bennett, Lot 1381.

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The Newfoundland green 1¢ Prince Edward stamp of 1888-1898

Norris (Bob) Dyer

Preface

I have been accumulating Edward stamps, covers, and reference material for years and fear the accumulator rut—simply gathering *more and more* data (as that is what the materials constitute), without trying to make some sense out of it. Not that making sense of this issue is easy. I don't believe any standard catalogue or reference has it right, so those guideposts are deficient. Errors in the early record have been repeated and taken as presumptive truth. This study should be considered a “start”, after only 120 years!

Summary of findings

In January of 1888 (per Winthrop Boggs and the Gibbons catalogue) the first printing of green 1¢ Prince Edward stamps was made available to the public [1, 2]. The plate by the British American Bank Note Company was the same as that used for the brown version first issued in 1880. Figure 1 shows a block of the stamp. No proofs of this design are recorded. At least four printings of the green were made (per Robert Pratt, Canadian Archives) with the last supply coming out in January, 1898 [3]. Most catalogues show a green Edward as part of the 1896 “re-issues” but Pratt clearly documents this is incorrect as I will shortly show. I also wrote about this misplacement in *BNA Topics*, 2006 [4, 5].



Figure 1. Block of the Newfoundland 1¢ Prince Edward stamp.

Most cataloguers show three or four shades of green. Sergio Sismondo, working with my mint stock, has described six shades—three on white wove paper and three on yellowish paper. Stamps on yellow paper appeared in 1891 (Robson Lowe) [6]. One can make a strong case that there should be only one major catalogue number for the green Edward stamps.

My cover census is now at 261 (1888-1900) but the distribution by year has not changed materially since it was at 172 (2006). Fifty-five per cent of the covers are from 1894-1896, for example. Covers prior to 1891 are rare and under-

represented in the sample. Their lack also hinders estimates of when the various white-papered versions were issued.

Keywords & phrases: Newfoundland Prince Edward stamp, printings and shades

Prior to proceeding, here is a list of disclaimers:

- There may even be more shades out there;
- It is challenging matching certain shades to covers, especially covers that have even a small degree of aging;
- Discerning “new” shades from auction catalogue photographs or on eBay is quite difficult. Often what looks like a new shade turns out to be yet another example of material in my existing stock;
- Certain shade distinctions are rather subtle and not easily captured in images; and,
- I am not through gathering specimens and this study should be considered only as a baseline for future research, whether by myself, or others.

The 1896 re-issue confusion

Before I summarize the status of the green Edward as reflected in catalogues and major reference books, I want to deal with the 1896 re-issues (also called “reprints”) as this has influenced most publications.

The following is from Pratt’s *The Nineteenth Century Postal History of Newfoundland* [4]:

- Page 197 *AUTHOR’S NOTE*: The comments below should be of particular interest to catalogue writers since no important modern book lists these stamps properly... The authority to prepare 100,000 stamps (20,000 each of the ½ cent red, 1 cent brown, 2 cent green, 3 cent blue, and 3 cent brown) was contained in a letter (March 26, 1895) to the British American Bank Note Company signed by [Postmaster General] Frasier.
- Page 213 Philatelists should be grateful for the investigation [Commission of Inquiry, 1900]. It cleared up numerous interesting problems associated with when and how certain stamps were issue [sic]. It made known that the 1 cent dark green [sic] Prince Edward stamps were not part of the 1895 reprints [year ordered] and were not issued until 1898.



Figure 2: 1897 cover with complete set of the 1896 re-issues.

agree with the dark green *colour* of the final printing and believe it was a pale yellow green (more about that later).

Additionally, I have seen the back of an 1896 GPO post card signed by Frasier that offers the “reprints - ½ Red, 1ct Brown, 2ct Green, 3ct Blue & 3ct Brown.”

Figure 2 shows the actual re-issues on an 1897 cover to noted Newfoundland collector, PG Tessier. Pratt to the rescue, then—however, I dis-

The literature

Unlike the pure accumulator, I do not have a large stock of century-old references and the earliest one I have on the green Edward dates from 1920. It is a Scott Catalogue so let's start with that reference.

Scott Standard Postage Stamp Catalogue

1920 – #45, 1887, deep green and gray green and #57 green, 1896 [7].

1937 – Same [8].

Scott had placed all the re-issues together as #55-60.

Sometime between 1937 and 1985, Scott rearranged the catalogue numbers, integrating the re-issues and making the “1880” listing read “1880-96”; #45 became #44 and #57 became #45.

In the Scott Classic Catalogue they have added a second colour for #45, yellow green [9, 10].

Thus, the mistaken status of the 1¢ green in the re-issues has its repercussions.

I will not detail listings under Unitrade, as it generally follows Scott, right or wrong.

The Stamps of Newfoundland—Bertram WH Poole

1922 – Poole describes the first issue as deep green and the 1896 re-issue as *pale yellow green*.

I placed the colour in italics as I agree with this shade, although we now know it was issued in 1898, per Pratt [11].

Stamps of British North America—Fred Jarrett

1929 (reprinted in 1975) - Jarrett shows two colours for the first issue, deep green and grey green, dating them both as “1887”. He uses green for the re-issue. In his text, he states:

Re-issues of 1896-97.

These were re-issued for postal purposes and are not reprints. The colours are generally brighter than those of the original stamps. The gum is yellowish instead of white [12].

The Postage Stamps and Postal History of Newfoundland—Winthrop S Boggs

1942 (reprinted in 1975) - Boggs uses “shades” of green for the 1887 (1888) issue and *pale yellowish green* for the re-issue [1].

The Encyclopaedia of British Empire Postage Stamps, Volume V—Robson Lowe

Lowe [6] uses “green (shades)” for the first issue, and deep intense green for the re-issues. He makes an important point—that the 1888 set was on “medium white wove unwatermarked paper, from 1891 on yellowish.” He stated the re-issues were on “white wove paper”. This would suggest that copies of the *final* printing should be on white wove paper, and if Poole and Boggs [1] were correct, in the shade of pale yellow green.

Of course, it's not so, as we will see.

Stanley Gibbons Stamp Catalogue

1930 – In the 1887 [1888] set #49a was myrtle green and #50 green. The re-issues (dated at 1896-97) include the actual stamps plus #63 as deep green. Following that set, a note appears identical to that published by Jarrett [2].

2003 – In the first issue the colours are now blue-green (1-88), green and yellow-green. The re-issues are now dated at 1896 (Jan) – 98 and the 1898 Edward colour is deep green (1898). The note following this deletes the reference to yellowish paper [13].

Gibbons apparently corrected earlier editions and properly placed the last printing of the Edward as January 1898. The catalogue still called the stamp a “re-issue” however, as Gibbons did not pick up on all of Pratt’s comments from his 1985 book.

Newfoundland Specialized Stamp Catalogue—6th edition 2006

The NSSC wisely takes the position that all stamps using the same die get one number unless there is a major paper type change or colour change. Thus all the green Edwards are under NSSC #45. Colours given are green (1887), gray green (1888), yellow green (1896) and deep green (1898). The 1896 reference is to the re-issues, which indeed did appear in January, however sans the green Edward as we have seen [14].

Summary of shade findings

In 2006, I exchanged e-mail with Pascal LeBlond, Project Officer, Philatelic Collections of the Canadian Archives, regarding notes and covers of Robert Pratt on the green Edwards. The data were sketchy, but included a list of covers and comments on various printings. Combining that with other Pratt references, the famous philatelist acknowledged four printings of the green version. Unfortunately there are no dates on when the second and third printings were released, or shade references [3].

CA Stillions is involved in a BNAPS-sponsored project to digitize Pratt’s Newfoundland album pages and other material from thousands of colour slides left by the philatelist to the Collector’s Club of Chicago. According to Stillions, the original slides retain great colour images. This material, when it becomes available to researchers, may help to supplement my findings.

Regarding these findings, several years ago I was able to sit down with Sergio Sismondo, a renowned philatelic expertiser, and we came up with six green shades. That could still stem from just four printings. A fellow Newfoundland collector, Doug Hannon, reminds me that “whenever a printer has to mix a new batch of ink in the middle of a job that the odds were pretty good there would be a minor colour change.” Perhaps that is why Jarrett indicates two shades—deep green and grey green, both from 1887 [15]. It is also possible that there were more than four printings.

Our shades are: **deep green, grey-green, and blue-green on white paper, and green, yellow-green, and pale yellow-green on yellowish paper.** I will provide details under separate sections of this article by paper colour, and match shades to covers I own.

Usage of the green Edward

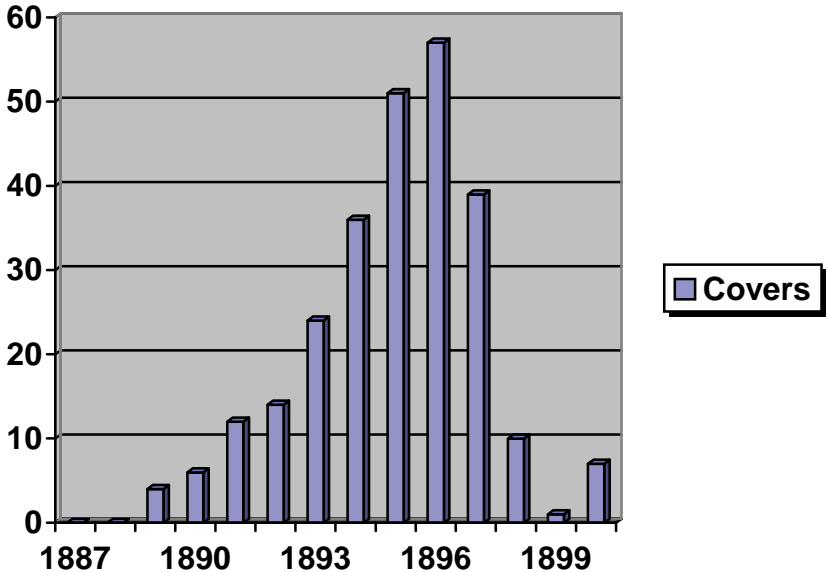
My cover census is in Tables 1 and 2. Additionally, I have tried to calculate the use of the 1¢. Join me now for some floundering in a statistical swamp, where sometimes numbers act like anchors.

Single uses of 1¢ stamps during this era were primarily for local mail, circulars, and unsealed third class mail. In many instances, multiple 1¢ stamps are found on commercial or non-philatelic mail, as the inland rate was just 3¢ and 5¢ to destinations outside the country. Thus, I expect the average household retained a good supply of the 1¢ stamps. They are also found on cover supplementing higher values.

Table 1: Use of 1¢ Newfoundland green Edward stamps 1888-1900

	LOCAL	INLAND	CANADA	U.S.	BRIT. ISLES	FOREIGN.	POST CARD	PHILAT.	TOTAL
1888									
1889		1	1	1	1				4
1890		2	1				2	1	6
1891	1		1	3		4	3		12
1892	1	2	3		1	4	3		14
1893	1	2	4	5	2	5	1	4	24
1894	2	5	6	10		6	7		36
1895	11	8	8	7	4	3	6	4	51
1896	16	15	11	6	2	3	3	1	57
1897	10	14	1	5	1	3	5	2	39
1898		1	4	2		1		2	10
1899								1	1
1900		2	1		1	1		2	7
TOTAL	42	52	41	39	12	28	30	17	261

Table 2: Use of 1¢ Newfoundland green Edward stamps 1888-1900



Pratt includes a table in his nineteenth opus that indicates 495,000 1¢ stamps were sold in the 12 months ending 30 June 1898, or about one out of every five stamps sold. Unfortunately, this conflicts with a statement from Robson Lowe that “The actual monthly demand for the 1¢ stamp, for commercial purposes was between 75,000 and 100,000.”

Lowe's figures relate to 1897, so we have a glaring statistical conflict for the same period [4, 6].

Post office statistics indicate that 1,700,000 letters were handled by 1899. Based upon an earlier calculation, about 70 per cent of that figure, or 1,200,000, originated in Newfoundland. The latter figure had grown from about 700,000 in 1888. This (again) is from Pratt.

Pratt's 495,000 figure is also in conflict with the number of 1¢ stamps issued between June, 1897 and July, 1898. Briefly—400,000 1¢ Cabots, 40,000 surcharges, 400,000 of the red Queen Victoria stamp, and finally 100,000 of the last Edward printing. It's true that many of the first two issues never made it onto envelopes, and significant quantities of the last two were still around in July of 1898.

Even if only an average of 20 per cent of the 1,000,000 or so covers carried during this era were franked with the Edward, that equates to 200,000 a year! If we allow for multiple uses of the Edward for rates above 1¢, the number of covers could still exceed 100,000 or so! I expect a lot of Newfoundlanders clipped used stamps and saved them. The Reverend Butler sold large quantities of the first green Edward stamps in the early 1920s, for example, albeit at about $1/3$ ¢ each in large lots with other values. Still, little energy was needed to save copies by a thrifty populace.

Many Edward stamps on cover undoubtedly still reside in auction houses or with dealers and may draw scant attention as Scott Classic, (which still strongly affects retail prices) shows them only at \$19-\$25. Stanley Gibbons does peg the covers closer to \$75 (using their formula) and NSSC shows \$125. However, Scott (and Unitrade, which follows the lead of Scott) rules. For the most common use (local) I would estimate retail at \$60-75. Better uses, including those to foreign destinations can top several hundred dollars.

Just a few years ago, several auction houses, including Robert A Lee's and Jim A Hennok's, featured page after page of Newfoundland postal history including modestly catalogued examples such as the Edward covers. Their closure has been a loss to BNA philately, with no likely successors in sight. This has limited easy collector access to these covers, hampering research.

Considering the vast quantity used, my sample of 261 in Table 1 is modest but, as I indicated earlier, new additions seem only to reinforce the current spread. Look also at the bar chart in Table 2 to get a quick visual look at usage during 1888-1900. Here are observations on this data:

- First, several technical notes—POST CARD is Newfoundland PC 3. PHILAT is for "philatelic" for any cover that does not match a likely rate;
- Few covers are included from 1889-1890 and not one from 1888. Were supplies of the brown Edward still around? You would think there would be some early philatelic examples, at least;
- The heaviest volume in the sample comes from 1894-1896;
- The green Edward stamps and all pre-Cabot stock were withdrawn when that issue came out in June of 1897. From that point on, the volume drops as the Cabot 1¢ and red Queen Victoria (December, 1897) were primarily used; and,



Figure 3: Three shades of the green Edward stamp on white paper.

- The last printing, issued in January of 1898, was no longer needed and played second fiddle to the Victoria stamp, thus few covers are shown in the sample from 1898-1900.

Shades of the Edward on white paper

Figure 3 shows examples of the three shades on white paper that Sismondo and I have identified. In my opinion, the paper sometimes looks more grey than white. From top down, you'll find deep green, grey-green and blue-green. I like to show multiples but, so far, have only a single of the grey-green shade.

Both Lowe and Boggs mention the switch to a yellowish wove paper by the BABNC sometime in 1891, so stamps issued between 1888 and 1891 should be on white wove paper. That does not tell me when they were issued unless I am able to find contemporary covers that match the various shades. I cannot rely upon auction catalogue photos, even if covers are shown in colour, because of subtle colour distinctions. I am limited, then, to the covers I own and some provided me in high resolution scans—about 60, from 1889-1900. For the white paper varieties this is especially difficult, as I have access to only three pre-1891 covers. Note also that few are recorded in my census.

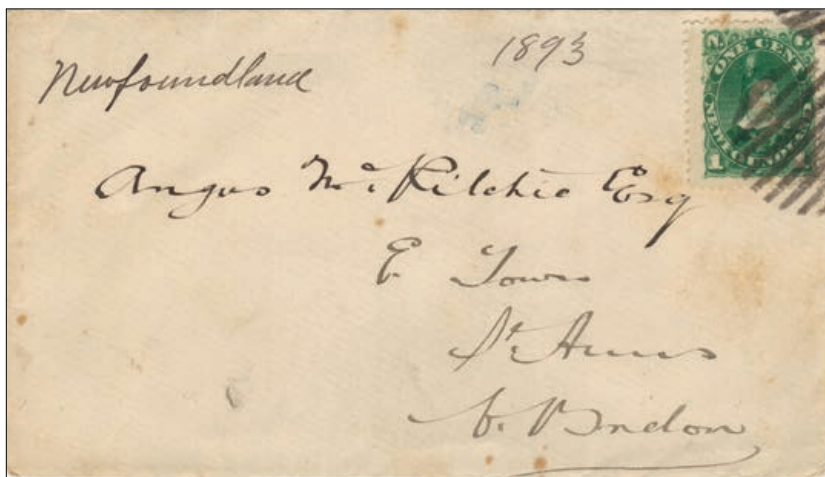


Figure 4: Blue-green Edward on 1889 cover (not 1893 as annotated) and, at the right, the markings on the reverse of the cover, showing double strike of the 1889 receiver.



The earliest single franking I own in my census is shown in Figure 4. Do not be put off by the **Newfoundland** and **1893** markings on the face of the cover. There is no discernible date stamp there. The annotations are in a different ink than the address and added later by

some collector who failed to look more closely at the reverse (with marking flipped 180 degrees). This was a third-class unsealed cover sent by E & W Pitts on **APR 1**, but when I bought it the flap was out, hiding the double-struck **AP 8 89** receiver. There is also an English Town receiver on the back, but it is illegible. (I hate collector-added markings on covers, even if in pencil. They usually do more harm than good, especially in this case.)



Figure 5. Uses of the deep green and grey-green Edward.

This cover and the other two pre-1891 covers to which I have access are franked with the blue-green shade. So we know it was issued prior to April, 1889. *Ergo*, I have no pre-1891 covers to match the other two white-papered shades. I have seen a number of examples of white-paper Edward stamps being used after the yellow-paper versions were issued (sometime prior to July, 1891). My earliest match for green is from 1892. Strangely, I can match only one cover to the grey-green, and it is from 1896. That is a head-scratcher. Per Lowe and Boggs, I can only say the stamps were issued prior to 1891. Figure 5 shows post-1891 usage of the deep green and grey-green.

Shades of the Edward on yellowish paper

I first see examples of the Edward on yellowish paper in mid-1891. Shades on yellowish paper are **green, yellow-green, and pale yellow-green**. Almost all of the covers from 1891-1895 are with the green shade. Then I start seeing yellow-green, but some green examples continue. Pale yellow-green is only seen used in 1898 or later. Figures 6 and 7 show examples of these shades. Note the pale yellow-green example is a block of 12 from a complete sheet I own. I also have had a sheet of the yellow-green, and there is a distinct difference when they are viewed side by side.

Although I am convinced that Pratt has nailed it down that the last printing was issued at the beginning of 1898, there is a dispute in the literature as to the shade. As I indicated earlier, Pratt used “deep green” but most of others use “yellow green” or “pale yellow green”. Pratt tells us:

After the surcharged stamps were exhausted a large number of the 1 cent green [Edward] were reprinted. Writing to Lt. Col. Burland of the British American Bank Note Company on Noevember [sic] 27, 1897, the Colonial Secretary



Figure 6. Green and yellow green on yellow paper.

requested him to cable the following order to his company: 150,000 ½ stamps, 100,000 1 cent stamps, 100,000 2 cent stamps, all of the late issues [4].

Pratt already told us (earlier in this chapter) that the 1¢ stamps were the green Edward, and that they arrived at the beginning of 1898, too late to help as the new 1¢ red Queen



Figure 7. Pale yellow-green on yellow paper.

Victoria and 2¢ orange Prince Edward arrived in St. John's in early December. Obviously, the 1¢ green Edward was in little demand from that point on. Pratt helps again in a lengthy article in the *Fifty-Second American Philatelic Congress Book* from 1986 [16]. He reports that in late 1899, Robinson ordered Fraser to dispose of all remainders. The *London Philatelist* of March 1900 is cited; it lists a breakdown of the remainders as of 30 November 1899. It states that 64,000 of the "1¢ pale yellow green" were available. These are obviously the bulk of the final printing. By the way, collectors bought all of them before the 4 January 1900 destruction. Based upon other Newfoundland sheets I bought from an old dealer stock a few years ago, I firmly believe my pale yellow sheet was from these remainders.

Figure 8 shows use of the three yellow-paper shades on covers. I must admit that the shade distinctions are subtle.

Catalogue implications

The first point to be made is demonstrated in Figure 9. The 10¢ ship was initially issued on white paper in 1888. Like the Edward, starting in 1891 its printings were on yellowish paper. Because of the wide margins, this image clearly shows the difference, yet Scott, Gibbons, NSSC, etc. have yawned, and the catalogues show one issue and one shade—black. This leads me to believe there is no point trying to convince cataloguers to create two major numbers for the green Edward *based upon the change in paper colour*.

As the NSSC shows, there should only be one catalogue number for the green Edward stamp with sub-listings for the various shades. Scott has granted major catalogue numbers for the stamps in the **1896 re-issues**—the ½¢ orange red, 1¢ brown, 2¢ green, and 3¢ violet-



Figure 8. Green, yellow green and pale yellow green on covers.



Figure 9. The 10¢ ship stamp on white and yellowish paper.

brown, only missing the 3¢ deep blue and designating it #49b. It has given the 1¢ green this same status (#45) but, as we have seen, there was no green Edward in the re-issues. Likewise, Gibbons grants all the re-issues separate catalogue numbers, including the green. Again, the five re-issues on white paper were of 20,000 each.

The 1898 pale yellow-green Edward was simply another large printing of 100,000 on the yellowish paper used since 1891, not a re-issue.

I like Gibbon's "blue-green" as the initial colour. I would add the other shades as subs. That would mean blue-green, followed by deep green, grey-green, green, yellow-green, and pale yellow-green.

Cataloguers don't like to change a long-established numbering system, or admit errors. Gibbons, for example, still shows an *inverted* surcharge on its Newfoundland #147, 3¢ on 35¢ Cabot, although Fred Jarrett disproved its existence in 1929 [12].

The change would end years of confusion, and help dealers and auction houses sometimes lost as to whether a green Edward is #44 or #45.

I hope this attempt to clear the decks after so many years is helpful—but even if not, I've enjoyed the challenge, and I will return to the role of accumulator collecting more data for a possible expanded study.

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Newfoundland Pence cover mystery (Solved?)

Colin D Lewis (UK) and Ronald Hansen (Denmark)

THE largest surviving hoard of Newfoundland Pence covers (referred to as covers but in fact wrappers) are those addressed to the merchant house of R & HR Tucker, Baltimore, USA. Amongst the covers is a small group on which the company name “Tucker” has been overwritten by the name “Robert M Baker.”

Robert H Pratt, in his book, *The Pence Issues of Newfoundland 1857–1866*, makes reference to these covers and states: “Unfortunately someone at some time in the past mistreated a few of the covers by – overwriting with another name”.

Such a cover had been owned by me (CDL) for many years. It puzzled me why someone would want to deface a cover in such a manner (Figure 1). I have always had the underlying notion that the Tucker name had been overwritten by a member of the firm and was meant to signify that the correspondence was for the attention of Robert M Baker and for him to reply. Recently, at a major stamp show in London I had the good fortune to meet a fellow collector of Newfoundland Postal History, Ronald Hansen from Denmark. During our conversation, he produced a cover similar to mine (Figure 2) and wondered if I could throw any light on the reason for the overwritten name and/or who might have done this.



Figure 1. Mailed St John's 3 December 1862. Boston 16 December 1862 transit handstamp 5¢ collect. Carried by a private non-contract vessel. Docketing on reverse shows received Baltimore 17 December 1862. The adhesive is the 4d rose of the 1861 second printing, paying the port-to-port rate.

Keywords & phrases: Newfoundland, Pence, covers



Figure 2. Mailed St John's 24 September 1862. Boston 5 October 1862 transit handstamp 5c collect. Carried by a private non-contract vessel. Docketing on reverse shows received Baltimore 6 October 1862.

Since our meeting, we have exchanged a number of e-mails, and I have forwarded him copies of other Tucker correspondence from my collection. From an examination of the first two covers it was a simple task to identify that they were both overwritten in the same hand and with the use of similar writing implements and ink. The cover in Figure 1 was mailed in December 1862 whilst that in Figure 2 was mailed some three months earlier in September 1862.

Further perusal of these two covers, together with another from the correspondence, which does not have the company name overwritten, pointed to a probable solution to the puzzle. It was observed that, in addition to the overwritten names, there were squiggles on the covers that corresponded to the same stylised heavy handwriting and deep black ink. The trigger to this conclusion was the docketing on the front of a bisected stamp cover (Figure 3) that had been mailed in 1860. Adjacent to the bisected stamp was a squiggle that was previously considered to be someone's initials. When the cover is opened out and inverted, it reveals docketing and the squiggle can easily be read as 16th (Figure 4). From the complete docketing it can also be observed that the cover was received by the company at Baltimore on that same date. It also shows that the letter was answered on the 16th by a different person from the one who had originally received its delivery. The style in which the abbreviation of the word "answered" (Ans.d) is written on the bisected stamp cover can be compared with similar heavy handwriting of the docketing (Figure 5) on the second cover above.



Figure 3. Mailed St John's 9 April 1860. New York Ship Letter 14 April 1860 transit handstamp 5¢ collect. Carried direct from St John's by the Galway Line contract vessel "Prince Albert" but received as a Ship Letter rather than a British Packet letter. Nevertheless the collect fee would still have been 5 cents. Docketing on reverse shows received Baltimore 16 April 1860. The bisected adhesive is the 8d scarlet vermilion of the 1857 issue paying the 4d port-to-port rate.



Figure 4. Docketing from the reverse of the cover in Figure 3.

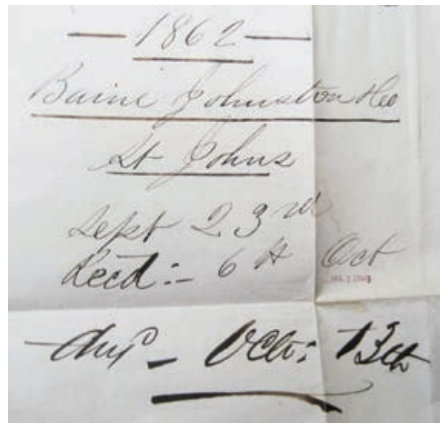


Figure 5. Docketing from the reverse of the cover in Figure 2.

This tends to support the theory that the overwritten company name on the first and second covers above were written in the same hand as the lower lines (dates replies sent) of the docketing on all three covers.



Figure 6. Docketing from the reverse of the cover in Figure 1.

Returning to the first cover, on which there is also interesting docketing (Figure 6), the date of receipt is shown as December 16th. The “6” of this date has been amended in the same heavy hand that has overwritten the company name to read 17th. A further example of the reinforced handwriting style can be seen in the docketing on a fourth cover mailed in 1865 (Figure 7). The similarity in the docketing style of this cover, as compared to that of the other three, and more specifically the way the abbreviation of the word “answered” (Ans.d) has been written, can be clearly seen (Figure 8).



Figure 7. Mailed St John's 18 October 1865. Boston British Packet 28 October (1865) transit handstamp 5c collect . Carried by feeder vessel to Halifax, Nova Scotia and then Cunard Line “Africa” departing Halifax 26 October 1865 to Boston. Docketing on reverse.

We strongly believe that the conclusion we have reached is correct, and that the covers were not defaced by an early collector. The endorsements merely indicate they were being referred to another member of the Tucker staff for attention and reply.

Comments on this article are welcome. Please contact the authors through the Editor of BNA Topics or by e-mail at <colin.d.lewis@btinternet.com>.



Figure 8. Docketing from the reverse of the cover in Figure 7.

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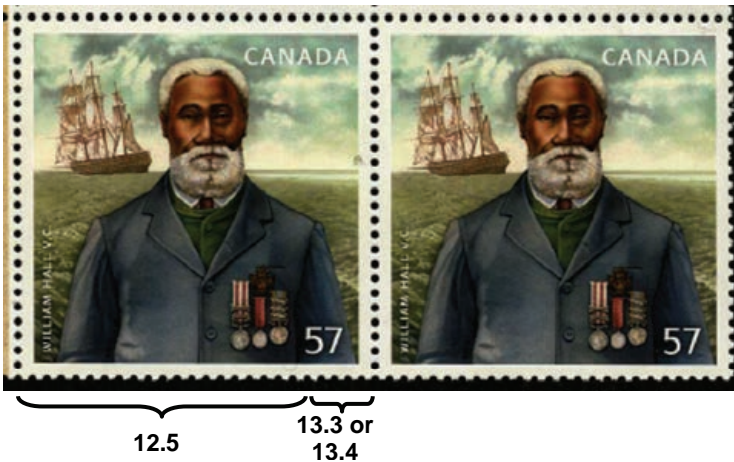
William J F Wilson

Odd perfs on William Hall stamp

THERE is an oddity in the horizontal perforations on the William Hall stamp that I haven't noticed in previous issues. The stamp is 39.65 mm wide and 40 mm high, with 25 teeth along each side. The perforation gauge is defined as the number of teeth in a 2-cm distance, and 40 mm is twice 2 cm, so the vertical gauge is easy to calculate: divide the number of teeth by 2 and the answer is 12.5. A check with an Instanta Gauge confirms this.

The horizontal perfs are more complex. The formula obtained from the definition is $G = 2T/W$, where G is the perforation gauge, T is the number of teeth along the stamp edge, W is the length of the edge in cm (so T/W is the linear density, teeth/cm), and 2 is the defined 2-cm distance. To be precise, this formula gives the average perforation gauge over the measured distance.

A careful measurement across two stamps in an UL corner block gave a width consistent with Canada Post's 39.65 mm within my measurement uncertainty, so I accepted their value; then the formula gives an average perforation gauge of 12.6. A value slightly higher than the vertical gauge is reasonable, because the same number of teeth is contained in a slightly shorter distance.



However, an Instanta Gauge gives perf. 12.5 (not 12.6) for the first 20 teeth horizontally, and 13.3 or 13.4 for the last 5 (as shown at the left). The uncertainty arises because the measurement distance is so short. This is different from the more common effect, in

which adjacent perforator combs are slightly displaced toward or away from each other, creating an intervening tooth that is narrower or wider than the others in the line. In such a case the odd tooth alters the stamp width, so the values from the formula and the perforation gauge no longer match; but the gauge is still the same on either side of the odd tooth. The perforations on the Hall stamp, in contrast, are the exact opposite: there is no odd tooth, and the gauge of the perforations suddenly changes.

I have previously come across only one Canadian stamp where the gauge changes part way along the edge, the 89¢ stamp on the Dorothy Knowles souvenir sheet of April 7, 2006 (New Issues, *BNA Topics*, Volume 63, Number 2, p. 58), and in this case there is a clear reason for the change. The two stamps on the souvenir sheet are partly se-tenant along one edge. Because the two stamps have different perforation gauges, one of them has to change gauge at the point where the stamps meet.

On the William Hall stamp there is no obvious reason for the change in gauge, but the following two-part surmise might have at least some grain of truth. William Hall's image creates a vertical "feel" to the stamp, and (first surmise) perhaps the designer felt that a subtly smaller width would place an emphasis on Hall even though the difference is not, to me, at least, consciously apparent. Then (second surmise) perhaps a single gauge of 12.6 was not available for the perforator machine, and the printer instead reduced the stamp width by reducing the hole separation for part of the width of the stamp—12.5, 13.3 and 13.4 are fairly common gauges.

In a fitting tribute to the Olympics and Canadian athletes, Canada Post has set what has to be a speed record in Canadian stamps, of issuing a previously unannounced stamp only a few hours after the event commemorated took place. In the hopes of Canada winning its first Olympic Gold on home soil, they kept the gold-medal stamp totally under wraps all the way through design, approval, and printing, and had sheets stockpiled in their Ottawa warehouse ready to ship the moment Canada won Gold. This Alexandre Bilodeau did on 14 February in the Men's Moguls: the event began at 5:30 pm PST and finished about an hour later. Canada Post's website doesn't give a detailed timeline for the stamp's release, but the official date of issue is 14 February, and their goal was to have the stamps on sale in Vancouver and most other post offices across the country within 24 to 48 hours of the win. It will be interesting to see the earliest cancellation date that can be found.

The secrecy was necessary not only for effect, but also because if Canada didn't win Gold every stamp would have to be destroyed immediately.

The information in the accompanying table is from the Canada Post websites,

<http://www.canadapost.ca/cpo/mc/personal/productservices/collect/stamps/default.jsf> and

<http://www.canadapost.ca/cpo/mc/personal/collecting/stamps/index.jsf>

and from philatelic inscriptions on the stamps. Where the number of lithographic colour dots on the stamp selvage differs from that published by Canada Post, the selvage is taken as correct. Stamp size, perforations and number of teeth are my own measurements, and are given as (HORIZONTAL) × (VERTICAL).

ABBREVIATIONS used in the Table are as follows: *numberCL* = (*number of colours*) colour lithography; C = Tullis Russell Coatings (coated paper); CBN = Canadian Bank Note Co.; G3S, G4S = general tagging (three, four sides); L-M = Lowe-Martin; N/A = not applicable; P = permanently equal to the domestic rate; P-S = pressure-sensitive; PVA = polyvinyl alcohol; Bk = booklet; SS = souvenir sheet.

Table 1. 2010 Commemorative and Definitive Stamps.

Stamp	Year of the Tiger	Historic Mills	Elizabeth II	Orchids	Olympics	William Hall	Roméo LeBlanc	Olympic Medal (A) and Spirit (B)
Value	P, \$1.70	P	P	P, \$1, \$1.22, \$1.70 (s-t on SS)	2 × 57¢ (s-t on SS)	57¢	57¢	A: 57¢ B: 2 × 57¢ (SS s-t)
Issued	08 Jan	11 Jan	11 Jan	11 Jan	12 Jan	01 Feb	08 Feb	A: 14 Feb; B: 22 Feb
Printer	L-M	CBN	CBN	L-M	L-M	L-M	L-M	L-M
Pane	25	Bk: 10, 30; SS: 5	Bk: 10	Bk: 6; SS: 4(9)	Bk: 10; SS: 2	16	16	Bk: 10; SS: 2
Paper	C	C	C	C	C	C	C	C
Process	(a) 5CL	5CL	5CL	Bk: 5CL; SS: 8CL	5CL(9) + varnish	7CL + varnish	7CL(9)	A: 6CL + varnish B: 5CL
Qty (million)	(b)	Bk: continuous; SS: 0.22	Continuous	Continuous except SS: 0.22	Bk: 4.55; SS: 0.3	1.6	1.5	A: Bk: 5; SS: 0.3 B: Bk: 3; SS: 0.22
Tag	G4S	G4S	G4S	G4S	G4S	G4S	G4S	A: G4S; B: G3S
Gum	PVA	Bk: P-S; SS: PVA	P-S	Bk: P-S; SS: PVA	Bk: P-S; SS: PVA	PVA	PVA	Bk: P-S; SS: PVA
Size, mm	32 × 32	Bk: 20.25 × 23.25 SS: 20 × 24	20.25 × 23.25	Bk: N/A(9) × 20 SS: 24 × 20	Bk: 47 × 23.25 SS: 48 × 24	39.65 × 40(9)	32 × 32	Bk & SS A: 32 × 32 Bk B: 38.25 × 20 SS B: 40 × 20
Perf	12.5 × 12.5	Bk: Simulated SS: 13.0 × 13.33	Simulated	Bk: Simulated SS: 13.3 × 13.0	Bk: Simulated SS: 13.33 × 13.33	12.5/13.3(9)	12.5 × 12.5	Bk: Simulated SS A: 12.5 × 12.5 SS B: 13.0 × 13.0
Teeth	20 × 20	Bk: Simulated SS: 13 × 16	Simulated	Bk: Simulated SS: 16 × 13	Bk: Simulated SS: 32 × 16	25 × 25	20 × 20	Bk: Simulated SS A: 20 × 20 SS B: 26 × 13

(a) 5CL + 2 foil stampings, embossing/debossing and varnish; (b) SH: 6.5; SS: 0.75; Uncut Press Sheet: 25,000;

(c) P also available in coils of 100, and the \$1, \$1.22 and \$1.70 in coils of 50; (d) Depends on how the booklet was trimmed;

(e) Listed by Canada Post as 6CL + varnish, but only five colour dots plus a varnish dot appear on the booklet and souvenir sheet;

(f) Listed by Canada Post as 8CL, but only seven colour dots appear in the selvage;

(g) Listed by Canada Post as 40 × 39.65 (horizontal); (h) See text.

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Pencil-fractions on the Second Resources issue of the Newfoundland Waterlow archival proofs

Anthony B Thompson and Peter de Groot

AFTER the Perkins Bacon printing plant in London was destroyed by German aerial bombing on 10 May 1941 (Ayshford, 1978), Waterlow & Sons continued the printing of Newfoundland's definitive stamps until Confederation in 1949. These definitives are often referred to as the "Second Resources Issue". Like most printers, Waterlow kept archival copies each time a new order was requisitioned and printed. For this issue, typically one or two (sometimes none or three) imperforate sheets and, usually, a single perforated sheet were deposited in the archives. Archival proofs were demonetised with security punch-holes of various sizes (Figures 1 and 2). De La Rue acquired Waterlow & Sons in 1961 (Fraser, 1985).



Figure 1. Right half of photocopy of an imperforate archival proof dated 28 January 1947 (from requisition order 125743), showing lower two rows and various notes in the margin. The holes' sizes are unique to this requisition order and are 5/16" in the centre and 1/8" in the design; hence, any block from the top eight rows with this hole pattern must be from RO 125743. This then matches the pencil-fraction to the requisition order.

Robson Lowe (1978) and John Ayshford (1978) examined the archival proofs and published details of the printing dates, inspector's annotations and marginal notes. In 1978, Robson Lowe "decided that the sheets should be cut up to allow more collectors to acquire sets of proofs" and "usually [in] blocks of four unless some damage made singles or pairs possible/necessary" (David Fortnum, pers. comm., 9 February 2009). The lower two rows (or occasionally the two side rows) of stamps from the imperforate sheets were in the possession of John Jamieson of Saskatoon Stamp Centre and kept intact for a long time, as these contained the inspector's notes. However, sometime in the mid-1980s, these lower two

rows were traded to the late Kasimir Bileski of Winnipeg, who is believed to have cut the strips into blocks of four (John Jamieson, pers. comm., 7 June 2008). A few larger blocks still exist and often show features not easily seen on the blocks of four. Of importance is the existence of a complete set of photocopies of the rows containing the inspector's marginal notes (Figure 2). These, and the publications by Lowe and Ayshford (*loc. cit.*), formed the basis for this and the study by Peter de Groot (1994) that allows for many of the printing (requisition) orders to be identified from the size of the security punch-holes.



Figure 2. An imperforate central gutter block pair with 1/8" holes in the design and showing an inspector's instruction to repair a plate fault (fractions overlaid on front by authors). The "9A" indicates this was from the second archival sheet of RO 357082 printed on 17 August 1948 as two panes of 100 stamps. The "L" and "R" identify the left and right pane, and the "49" and "41" identify the position of the top left stamp in the pane.

On the back of the top eight rows of the proofs, written in pencil, are notations in the form of a fraction, for example, "4/41" or "R9A/65". We surmised this was a code identifying the sheet or pane number, followed by the position of the stamp on the sheet. We also wondered if these pencil-fractions could be used to identify the various printings, as had been done with the security punches. The pencil-fractions were not written on the back of the lower two rows, as it was never imagined that they would be cut up.

For this study, we examined the 1¢ dark grey (Scott #253) archival proofs. This was the lowest value in the series. It illustrated a load of cod and carried the inscription "CODFISH NEWFOUNDLAND CURRENCY". Nemeč (2006, p. xxiii) notes, "The caption could be a painful reminder to inshore fishermen that they were rarely if ever paid in cash by fish merchants and therefore had to pay their debts literally in fish". The material examined has come from the authors' collections, supplemented by material from Mr CA Stillions and occasional scans from dealers. In total, approximately 53 imperforate and 10 perforated proofs were examined (almost all in blocks of four), and included a complete series of blocks of four cut from the bottom two rows of the archival proof sheets.

The possibility that Robson Lowe and John Ayshford did not examine all of the archival proofs was raised by Peter de Groot (1994), since he had a 5¢ Cabot issue (Scott 270) that was not recorded. Correspondence with David Fortnum, who worked at Robson Lowe's Bournemouth office, indicated that seven "late discovery" sheets coming out of De La Rue were not included in the Lowe and Ayshford publications (pers. comm., 15 March 2009).

These were the perforated file copies for the 1¢ (RO 125556, with marginal inscription File Copy 125556 4/46 1,000,000), 2¢ (RO 125556, File Copy 125556 4/46 4,000,000 from plate 43078), 5¢ Cabot (RO 141122 File Copy 141122 5/47 BK50/p208 and RO 356868 File Copy 356868), 10¢ (RO125743 File Copy 125743 5.10.46 1,000,000) and 20¢ (RO 357082 File Copy 357082 18.5.48 400,000 Checked for Colour ERS 9.1.48), and an imperforate sheet for the 10¢ (RO 125743, XL/125743 10,000 pulls 6/1/47 WFC Wording and are correct. Plate and Colour OK AB 6.1.47). None of these would carry the pencil-fractions.

The proofs examined were always gummed, though this was often disturbed and wrinkled. One of the 1¢ imperforate sheets dated 29 Apr 1943 (RO 127125) appears almost ungummed. However, a close examination of some of the more creased areas shows the presence of small quantities of gum, so this sheet appears to have been very poorly gummed rather than ungummed. In addition, printings from 1942 to 1944 had adhesive tape expertly placed around the perimeter of the reverse side, and less occasionally on the front side, on both the imperforate and perforated sheets. The adhesive on these printings was 19 mm ($\frac{3}{4}$ inch) wide on all sheets, with the exception of one sheet dated 30 April 1943 (RO 127125) that was 12 mm ($\frac{1}{2}$ inch) wide. The adhesive was applied after the punching of the demonetising holes, as the tape covers the holes when marginal. It would appear that most sheets were trimmed after the adhesive had been applied, and this sometimes resulted in a narrower-width adhesive that extends to the very edge. No adhesives were used from 1946 onwards, at least not on the 1¢ proofs. Presumably, the adhesives would serve to strengthen the sheet edges, making them less susceptible to wear.

By examining the material, we deciphered the pencil-fractions by using the code, **ABC/DD**, though **A** and **C** were not always required (Figure 3).

A—The letter “L” or “R” coding for the left or right pane and seen only in the last printing when a sheet consisted of two panes of 100 stamps.

B—A number from 1 to 9 coding for the requisition order.

C—The letter “A” given to the second sheet when two imperforate sheets were archived. “B” was used if a third imperforate sheet was present, though this was not required for the 1¢ value. These letters did not necessarily correspond to the chronological order as given by the dates in the marginal notes (compare RO 160691 and RO 127125).

DD—On the denominator was the stamp position that normally only appears on every second stamp as odd numbers and on every second row starting with the top row. Therefore, only the upper left stamp of each block of four had a pencil-fraction on the back (remembering that the sheets were mostly cut into blocks of four).

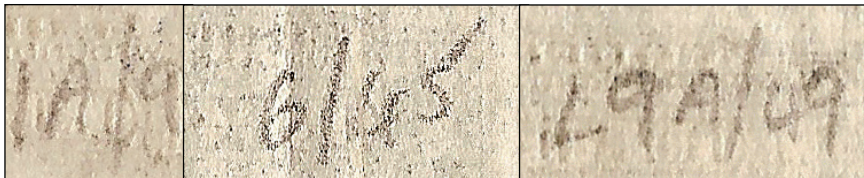


Figure 3. Various pencil-fractions, 1A/9, 6/45 and L9A/49, written on the backs of the archival proofs. See Table 1 for sheet identification

Thus, “6/45” indicates it was from the first sheet of the sixth printing (6) and that the stamp on which this number was written on the back was position 45. Similarly, “L9A/49” indicates it was from the left (L), ninth printing (9), second sheet (A), and stamp position 49. After our independent analysis, David Fortnum confirmed that the writing on the back was his, and that the fractions were “printing number, Left or Right panes, an “A” for the second sheet when the archive had duplicates and, finally, the sheet position” (pers. comm., 9 Feb 2009).

Assigning the printing number (**ABC**) to the requisition order and cross checking with the sizes of the punch-holes (de Groot 1994) was relatively straightforward (Table 1) with two notable exceptions. First, it was sometimes necessary to use relative watermark positions to match the labelled proofs from the upper eight rows with the unlabelled proofs from the lower two rows. This confirmed that 3A and 3 matched with the 29 and 30 April 1943 (RO 127125) printings, respectively. It was also the only way to match 2 and 2A with their respective 21 and 22 July 1942 (RO 160691) printings. Second, the January 1946 (RO 125556), November 1946 (RO 125743), and October 1947 (RO 355822) printings should have been assigned the print numbers 7, 8, and 9, respectively, but the last printing in August 1948 (RO 357082) was numbered 9. It appears the January 1946 and November 1946 printings (RO 125556 and RO 125743) were numbered 7 and 7A, respectively, rather than 7 and 8, as would be expected, and this was likely a simple oversight.

In conclusion, the pencil-fractions can be used to determine the relative sequence of the printings, that is low to high numbers indicate early to later printings. However, based on the anomalies uncovered in our examination of the 1¢ codfish, Waterlow archival proofs bearing these fractions can only be assigned to a requisition order with absolute certainty following a full study of the type documented here. It remains to be seen if anomalies exist for the other denominations.

The authors would like to see scans of any of the Waterlow archival proof blocks, especially those containing inspectors’ marks and marginal notes. Any collectors with such examples are invited to contact the authors through the Editor of *BNA Topics* or via email (tony.thompson@swipnet.se and Peter.degroot@sympatico.ca). The authors are particularly indebted to Mr CA Stillions, David Fortnum, and John Jamieson for providing scans of proofs, much valuable information, and for helpful comments on this draft.

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 TF Nemeč, Newfoundland Postage Stamps, 1857-1949: A Brief Historical and Iconographic Study, in JM Walsh and JG Butt, *Newfoundland Specialized Stamp Catalogue*, 6th Ed, St. John’s, Newfoundland, 2006.
 R Lowe, The last stamps of Newfoundland, *The Philatelist*, Vol. 44, No. (4), 1978, pp. 100-103.

Table 1. Summary table of information on the 1c “load of cod” archival proofs from the 1941-1949 printings by Waterlow & Sons Ltd.

Order date	Requisition Order No.	Plate No.	Date on sheet	Centre Hole (inches)	Design Hole (inches)	Tape (inches)	Sheet Type	Pencil notation for sheet
May 1942	160608	41711	13 May 1942	1/16	1/16	¾	Imperforate	1
			19 May 1942	none	5/32	¾	Imperforate	1A
Jul 1942	160691	41711	21 Jul 1942	none	1/16	¾	Imperforate	2
			22 Jul 1942	none	1/16	¾	Imperforate	2A
Mar 1943	127125	41711	29 Apr 1943	none	1/16	¾	Imperforate	3A
			30 Apr 1943	none	1/16	½	Imperforate	3
			?	?	1/16	?	Perforated	3
Mar 1944	51984	42430	2 May 1944	13/32	1/16	¾	Imperforate	4
					1/16	¾	Perforated	4
Nov 1944	52366	42430	7 Dec 1944	5/16	1/16	¾	Imperforate	5
					1/16	¾	Perforated	5
Sep 1945	83005	42430	?	none	1/8	¾	Perforated	6
Jan 1946	125556	42430	17 Jun 1946	5/16	3/32	none	Imperforate	7
			late discovery	?	?	?	Perforated	none
Nov 1946	125743	42430	28 Jan 1947	5/16	1/8	none	Imperforate	7A
				?	?			?
Oct 1947	355822	42430	?	none	1/8			8
Aug 1948	357082	43965	17 Aug 1948	none	1/8	none	Imperforate	L9, R9
			17 Aug 1948	none	1/8	none	Imperforate	L9A, R9A
			?	none	1/8		Perforated	R9



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New book releases from BNAPS

THE latest release from the British North America Philatelic Society (BNAPS) Book Department is *A History of Cross-Border Postal Communication between Canada and the United States of America 1761–1875*, Dorothy Sanderson and Malcolm Montgomery. 410 pages, 8.5 × 11, 2010. ISBN: 978-1-897391-57-0 (Colour), 978-1-897391-58-7 (B&W). Published by the British North America Philatelic Society (BNAPS). Stock # B4h042.1.1 (Colour) - \$C175.00; B4h042.1 (Black & White) - \$C62.95

In 1998, BNAPS released *Cross-Border Mail: Canada–United States of America 1800–1860* as Volume 7 in its Exhibit Series, a photocopied version of Dorothy Sanderson’s exhibit. With the advent of more affordable colour printing and improvements in home computer applications, Dorothy thought it might be possible to re-publish the exhibit, enhanced with more recent acquisitions in the form of a postal history book, this time with colour illustrations. She approached her friend and colleague, Malcolm Montgomery, with her idea and he agreed to help with the preparation, including scanning her collection. BNAPS’ newest book, is the result.



While mail between Canada and the United States has been addressed before, for example in the Boggs and Jephcott, Greene and Young books, the history of cross-border mail and authorities for the information that accompanied the illustrations has often been neglected. Malcolm recognized this and persuaded Dorothy that the new book would be much more worthwhile if it included sections explaining the postal history of the services to complement the notes that had accompanied her original collection and expanded to cover the cross-border mails the Maritime Provinces, Newfoundland, and British Columbia.

Sadly, Dorothy passed away in 2006, not long after the work was started. Malcolm has carried on with the project. *A History of Cross-Border Postal Communication between Canada and the United States Of America 1761–1875* is believed to be the first book to treat the history of cross-border mail as a subject in its own right, encompassing all BNA provinces and covering the history of border relations between the Canada and the United States (with detailed sources, where known); an examination of the border itself, how it changed and developed; the routes along and across the border; the exchange offices; the postal rates of all the nations and provinces involved to 1875; the postal marks employed on both sides of the border; a preliminary survey of the express companies; and cross-border elements important to transatlantic mail and inter-provincial mails.

The volume’s colour illustrations include extracts from contemporary maps showing the routes, accurate reproductions of the pertinent postal markings, and over 220 plates illustrating covers drawn from a number of different collections. A further 73 pages of Appendices contain the original text of extracts from treaties and other relevant papers. Malcolm Montgomery’s interest in the postal history of the transatlantic services between the UK and British North America led to his becoming Editor BNAPS Transatlantic Mail Study Group’s newsletter during the 1990s, his meeting Dorothy Sanderson, and his involvement in this book. Malcolm says the book is “likely the first written by somebody who does not collect” the material covered. Readers will find it difficult to believe that statement.

(Continued on p. 72)

Study group centreline

Derek Smith

CENTRELINE alerts BNAPS members to the informative and important specialist research and study done within each of its Study Groups. Only highlights, however, can be provided from those issues that have reached my mailbox in the three months to the end of February.

Canadian Military Mail

Newsletter #193 presents a variety of covers submitted by many members. Editor Dean Mario discusses the February, 2010 William Hall, VC stamp issue. Hall was the first black person, and the first Nova Scotia sailor, to receive that honour. Dean also gives a brief history of the Snowbirds 431 squadron and shows a cover flown in 1976 on behalf of the International Help for Children with the names of the pilots. AD Hanes submitted a 2009 cover from Freetown, Sierra Leone to Newfoundland. There were only seven Canadian military personnel posted to Freetown, and the mail was handled by the British Forces Post Office.

World War II is well covered. Jerome Jarnick displays a cover from one German POW, at the Dhurringile Camp (Australia) to another interned in Canada at Camp 30, Bowmanville, ON. AD Hanes submitted a 1944 cover from India to a Canadian airman serving in India. This had to be re-directed, as “Addressee Returned U.K.”

Bob Henderson submitted an unused WWI post card asking for donations to the Canadian Red Cross of London, to help ease the situation of “our boys in German Prison Camps.” Colin Pomfret illustrated a 1919 cover to a soldier with the BEF, rerouted to Canadian Corps HQ and struck with a scarce FPO H.P. marking.

Elizabethan II

Newsletter #105 features an article by John Aitken (with help from John Furfie) on the calculation of and markings for postage due on underpaid letters sent abroad in the 1953-1965 period. Seven different handling methods are clearly explained and illustrated.

Editor Robin Harris continues his series of illustrating in color full press sheets of Canadian issues held at Library and Archives Canada. He shows a sheet of the 5¢ value of the 1970 Christmas stamp. A second sheet had two panes of the 5¢ combined with two panes of the 6¢ value. He also shows a press sheet of the 50¢ Suzor-Cote stamp.

Robin has found still another die-cutting pattern on the Lowe-Martin coils. The ninth row of die cutting from pattern #13 was replaced totally by the ninth row of pattern #12. Terry Purchase reports a new find—a nice mis-strike of the bottom row of perforations from a 37¢ Parliament booklet (BK97a). Mike Howkins sent a picture of a striking offset on the gum side of the \$8 grizzly bear. This was purchased at a small post office in Alberta.

Issue #106 begins with a look at 50 years ago and discusses *both* commemoratives issued that year.

Larry Margetish illustrates a spectacular foldover of a corner block of 40 of the 2¢ Caricature, with cross-hatching at the bottom—only the second known. Robin Harris took

the opportunity to show the press sheet of 600 held by Library and Archives Canada. While on the subject of press sheets, Robin harkens back to the 5¢ and 6¢ 1970 Christmas stamps, as the tagging differed for the two values. The gutter below the 6¢ value shows both types of tagging!

This issue includes a separate (must-read) 14-page article on the Goebel press used for the printing of Canadian stamps from 1968 until 1989. Ken Sargent, then General Manager of BABN, was responsible for its purchase. Ken discusses the selection of the press, its installation, cylinder manufacturing, the printing process and stamps printed by the machine over its 21 years of use. Every facet of the article is profusely illustrated.



Portion of a corner block of 40 of the 2¢ Caricature definitive with a foldover showing cross-hatching at the bottom.

Fancy Cancel and Miscellaneous Markings

In newsletter #52, Dave Lacelle reviews contributions from 17 members. Ron Smith submitted two new discoveries. One from Alma, QC is the first seen on cover; the other was from Crow Harbour, NS. George Pek sent a perfectly centred “H” dated October, 1911. It is probably the initial of the Postmaster, H Kerr. Bob Turkowskis presents an example with either a BD or a BJ on a Newfoundland 3¢ Scott# 39. In this case, the cork-carver forgot to make a reverse image. The cork with this mistake and other such carvings were quickly replaced, so they are relatively scarce. John McCormick sent in several fancy strikes on three registered letter stamps. Dave McNally produced a new late date—August, 1879 of the “A” from Arcadia, NS. Wally Gutzman sent an odd, hatched cork with each diamond having a hollowed-out centre. It was used at Totogon, MB in November 1878.

An item in a recent auction had a new late date of May 1873 for the Charlottetown PEI Masonic triangle. John Cable sent another example, used in Fredericton, NB in May 1877, which he and Dave think may have Masonic significance.

In his section on bogus, fake, and spurious strikes, Dave focusses on examples from a “collection” that appeared on the market in 1961. Many have fancy letters or initials in the design, and appear to have been made by the same person. The creator then put them on genuinely mailed, dated covers—stamps removed and replaced, perhaps?

First Day Covers

Issue #4 features two articles. Editor George Basher displays four 1950 first day covers, all mailed at Lakefield, ON to foreign destinations. All had incorrect addresses, so were processed abroad as undeliverable, and returned to the original sender in Canada. Adds zest to the usual FDC collection.

Gary Dickinson expands upon the red maple leaf outline with yellow hand coloring used on a 1927 MacDonald first day cover. Now a number of similar rubber-stamped leaves have turned up from George Basher and Bruce Perkins, suggesting that they were placed on covers after the fact.

King George VI

Issue #17 of *Post & Mail* opens with a striking cover to Col G Vanier in Paris, France (submitted by Eldon Godfrey). It has a printed, corner return address, and bears a multi-colour/value franking, air mail label, and manuscript foreign exchange clearance. Monsieur Vanier, of course, became Governor General. Stephen Prest has carried out a study detailing and illustrating the plates, papers, and gums found on the 3¢ value of the 1937 “Mufti” issue.

Gary Dickinson discusses and illustrates first day covers featuring the Newfoundland/Canada Confederation stamp. There are 94 known cachets. This issue produced two firsts for Canadian philately: the first use of an official “First Day of Issue” cancellation, and a recorded count of the number of FDCs issued by the Post Office—in this case, 47,588.

Newfoundland

In issue # 138 of the *Newfie Newsletter*, Jean-Claude Vasseur ‘revisits’ the Hawker overprint, adding a great deal to the material published in years past. Much of this study concerns the “J.A.R.” initials of the PMG required to be placed on the ink side of all stamps.

Colin Lewis discusses a cover from Zakynthos, Ionian Islands to Punton & Munn at Harbour Grace. It was prepaid to the UK, *via* Prussia and France, and forwarded collect by the Cunard transatlantic mail service. There is not a lot of incoming mail to Newfoundland known, due to the small population—and many fires.

David Piercey looked at various intaglio cancellations from the 1870s. Most believe that these were used by coastal mail services, but that is still a speculative conclusion. Carl Munden continues his illustrations of small post office markings—this time Sagona (1881-1956) later renamed Sagona Island. It was closed in 1968.

AB Thomson expands upon the various designs of stamps showing the harp seal. The first was probably a young “beater” and not far from ‘right’, despite criticism of the design as incorrect. The second was rather nondescript. The third version issued in 1932-1942 accurately showed the clawed front flippers. Barry Senior illustrates the AN/D (Anglo Newfoundland Development Co) perpins used on all but the 6¢ of the Caribou issue.

Postal Stationery

Robert Lemire discusses unofficial First Day self-addressed mailings of post cards by TR Legault, in the 1935-1938 period. Legault was in charge of the Postage Stamp division of the Post Office. Evidently, he prepared his cards on the day they were delivered to the post office. Robert provides a detailed list of 26 cards, noting differences between them. He illustrates his article with the earliest he has, which is the 1¢ Front Face card with an English-language heading, cancelled 9 May 1935.

Eleven new postage prepaid cards issued between January and March 3 (scheduled release date) were depicted, and new printing dates on two series of envelopes are listed. Bill Walton and Pierre Gauthier discuss and illustrate 10 different Victorian postal stationery cards with Francophone advertising—all they have between them. The material is rare.

Earle Covert writes on the 2009 Santa Letters from postal code H0H 0H0. The formats of the English and French envelopes and precancels are fairly straightforward, and the prefix of the number on the envelope corresponds with that of the enclosed letter. Beyond that, however, the identification numbering becomes complex and inconsistent.

Railway Post Offices

Two issues, #203 and #204, have arrived. The earlier issue concentrates on reports of new ERDs and LRDs from Joe Fishbein, Jim Miller, and Sean Weatherup. One ERD submitted by Ross Gray was “S! JOHN & AMHERST RY. / WEST/ JA 20/ 85”, used only three days after proofing. New clerk hammers continue to be found: “F.M.Bell, TOR. & MEAFORD”—1908 and 1911 strikes (Ross Gray); “G. SAMUEL” (Calgary and Camrose RPO on CNR train 25) used in 1940 (Hugo Deshayé). Ron Barrett confirms the (expected but previously unreported) square boxed strike of “Arm. Stn. & Wpg. / Tr.1 / XII 31 / 1953 / F. J. MILLER”.

In issue #204, Brian Stalker illustrates uses of Notre Dame Bay “S” and “N” strikes and concludes that they are TPO postmarks. A number of new ERD and LRD reports are given by Ron Barrett and Ross.

Ross Gray has come up with a “joy to find” registered Intercolonial Railway corner card cover with a 5¢ registered stamp and a 3¢ Small Queen bearing three RPOs addressed to Moncton. It was mailed on the eastbound Halifax & Annapolis RPO on 5 July 1894, transferred in Halifax to the westbound Halifax and Amherst RPO and then at Amherst to the St. John & Amherst Railway to its destination. Ross presents two other registered covers with RPO strikes. One, from Murrayville, BC to Cayley, AB, bears a previously unreported Train #40, on the southbound “MAC. & CAL. R.P.O N^o 3” (MacLeod & Calgary)—a scarce hammer.

Revenue

In issue #67 of the *Canadian Revenue Newsletter*, Christopher Ryan presents an interesting study of Canada’s inspection of electricity meters from 1895 into the 1950s. He outlines the development of electrical light and appliance usage, and the need to inspect meters to ensure proper readings. The systems of inspection are discussed, as are rates charged for the service. He shows a number of the Inspection Certificates issued to confirm action and payment, the latter usually denoted by the affixing of Electric Light Inspection revenue stamps. The stamps themselves are but briefly reviewed—the article rather emphasizes their use.

John Jamieson submitted a photo of the Dominion De Forest telegraph frank with the serial number 127. It is only the third copy known. Dave Hannay has obtained a four-values set of the Desjardin Credit Union Saving stamps in English. These are uncatalogued.

Richard Fleet has sent a page from the ABN Co trade sample book with 20 mounted examples of their essays and proofs. Of note to Revenue collectors are an essay for the \$1 Second Bill issue and an essay proof of the \$2 Province of Canada law stamp.

World War II

In issue #46 of *War Times*, Bill Pekonen, with input from Bill Thorne and Reg Morris, continues his study of Quebec City blackout hub/slogan cancel combinations. Examples are not common, so there is difficulty with tracing usage periods and strike variations.

This issue concentrates on the “SAVE TIME / USE AIR MAIL / EPARGNEZ DUE TEMPS / UTILISEZ AL POSTE AERIENNE” slogan. Bill outlines changes in hammer quality of the black ring in the dater. He notes that the last-recorded use of the blackout cancel with SAVE TIME was 18 June 1945, and that, by 27 June, the dater had reverted to

the pre-blackout type. Reg Morris provides five examples of inking/damage problems with black circle strikes with three different slogans used at Quebec City. There is still a lot of work to be done on that city's blackouts.

New Book Releases from BNAPS (Continued from p. 67)

All BNAPS books are available from: Ian Kimmerly Stamps, 62 Sparks Street, Ottawa, ON K1P 5A8, Canada. Phone: (613) 235-9119. Internet orders can be placed at www.iankimmerly.com/books/ (Click on the price at the end of the book description and you will be taken to the check out page.)

Prices given above are the retail prices in Canadian Dollars. BNAPS members receive a 40% discount from retail prices. Shipping is extra. Credit card orders (Visa, MasterCard) will be billed for the exact amount of shipping plus \$2 per order.

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BNAPS business and reports

President's column

George Dresser

CONVENTION: If you have not as yet committed to going to BNAPEX 2010 in Victoria, it is now time to make that commitment. Do not wait any longer. The Fairmont Empress is a great hotel, and the convention rate is a bargain. My wife and I did not stay at the Empress on our earlier trips to Victoria (too expensive), but we very much enjoyed their dining room; the food and service were outstanding. For sure, we are looking forward to this visit. For complete details go to <http://www.asch.ndirect.co.uk/bnapex2010/default.asp>, make your hotel reservation, and send in your convention registration (forms are also included with this issue of *BNA Topics*).



Youth Philately: In September 2009, the Board of Directors, on my recommendation, voted to discontinue cash stipends for the youth program in 2010, a part of the overall budget reduction. The stamp distribution program is continuing under the direction of Bob Dyer. Bob needs donations as he continues to fill requests for distribution of stamps to youth and school stamp clubs. You can help by putting a package of some of your surplus United States, Canada and world stamps, on or off paper, in the mail to Bob. He does not need common definitives but he can use most other stamps. Bob has funds to reimburse you for your postage; just ask when you send him your donation. Bob's address is on pg. 79.

Publications: A significant benefit of belonging to BNAPS is the member discount on the purchase of society publications. Books are priced to members at close to the cost of printing the books. The cost of preparing manuscripts and exhibits for publication is underwritten by the society and paid for out of income and/or principal from the portfolio. Recently published is *A History of Cross-Border Communication Between Canada and the United States 1761–1875* by Dr Dorothy Sanderson and Malcolm B Montgomery, BNAPS, January 2010. This is a beautifully prepared book, extensively illustrated in colour and chock full of information—highly recommended. Another recent book that I recommend is *Understanding Transatlantic Mail, Volume 2*, by Richard F Winter, American Philatelic Society, 2009. Volume 1, with the same title, published by APS in 2006, is out of print and selling on the secondary market for over twice its original cost. The Chicago Collectors Club has awarded the 2009 Pratt Award to Peter Motson for his BNAPS Exhibit Series No. 54, *Newfoundland Airmail Stamps and Air Mail Flights: 1918–1949*. This book is an excellent read, even if Newfoundland is not one of your collecting interests.

Auctions: Have you noticed any reduction in stamp and postal history auction realizations as a result of the soft economy? I have not. I see the catalogues of several of the major United States and Canada auction firms, and my observation is that quality United States and Canada stamps are doing exceptionally well. Two recent sales in particular caught my attention. Eastern Auctions Ltd, January 23, 2010, the “Crossing Collection” demonstrated conclusively that extra-fine Canadian stamps bring very high realizations. The Spink Shreves Galleries, The Collector's Series, March 10-12, 2010, sales demonstrated that quality stamps

and collections can bring excellent realizations. The stamp hobby appears to be doing well. Enjoy your collecting!

Warm regards, George B Dresser, President (979-696-4361, g-dresser@suddenlink.net)

From the Secretary—Report date: 28 March 2010

Pete Jacobi (#6-2168-150A St, Surrey BC V4A 9W4; email: <pjacobi@shaw.ca>)

Membership fees

Annual membership fees are \$C 30 or equivalent in US dollars. Membership applications submitted during the second or third quarter of the year should be accompanied by 75 percent or 50 percent, respectively, of the annual fee. Applications submitted in the fourth quarter of the year should be accompanied by 25 percent of the annual fee, plus the full fee for the coming year. Family memberships are available for 50 percent more than the individual membership fee. Three-year memberships can be obtained at a 10 percent reduction. Send application form and cheque or money order to the Secretary, Peter Jacobi, at #6-2168-150A St., Surrey BC V4A 9W4.

Applications for membership

After receipt of an application, the New Applicant's name and membership number are printed in the next issue of *BNA Topics*. If there are no objections from any other BNAPS member within approximately 60 days, then the applicant is listed as a "New Member" in the next issue of *BNA Topics*. Collecting interests of New Applicants follow the "C" at the end of the initial listing, so that members can get in touch (through the Secretary) with collectors sharing similar interests.

- 6533 James K. Oliver, Irasburg, VT. C: Canada to 1952, definitives post 1952, revenues
- 6534 Louis Walsh, North Vancouver, BC. C: Newfoundland
- 6535 David J. Klus, Cobble Hill, BC. C: Worldwide
- 6536 Louise Daigneault, RR#3, Perth, ON. C: Quebec postal history and cancels
- 6537 Ralph D. Vicero, Conyers, GA. C: Small queens, fancy cancels, patriotics
- 6538 Raymond Rolfe, Pasadena, NL. C: Newfoundland m & u, covers and town cancels
- 6539 William H. Bergstrom, Laguna Hills, CA. C: George V & VI period
- 6540 Mark Lerner, Toronto, ON. C: First Day Covers: Canada & US
- 6541 Phil R. Warman, Boutiliers Pt., NS. C: RPO covers, Newfoundland, BC covers, semi-official
airs
- 6542 John R. Kane, Marmora, ON. C: Canadian and Irish stamps
- 6543 Paul R. Varty, Pickering, ON. C: Canadian postal history
- 6544 Randal M. Warnock, Qualicum, BC. C: Canada covers, pre 1940 era, re-entries, cancel types,
errors
- 6545 Rick Deegan, Victoria, BC. C: Canadiana, plate blocks, FDCs, new issue flyers
- 6546 Geoffrey N. Kellow, Ultimo, New South Wales, Australia. C: Philatelic literature, postal
stationery
- 6547 Richard & Mary Lou Lang, Surrey, BC. C: Worldwide
- 6548 John Cranmer, Upper Hopton, Mirfield, West Yorkshire, UK. C: KGVI
- 6549 Helen Komatsoulis, Montreal, QC. C: Canada, France, Europe
- 6550 Myron Mech, Ottawa, ON. C: Canada general
- 6551 Claude A. Mitchell, Malton, ON. C: Canada, US, Scouts on stamp
- 6552 Roger R. Roussel, Le Goulet, NB. C: Canada and worldwide
- 6553 Russell D. Sampson, Mansfield Center, CT. C: Canada, perfins, airmail, postal history of
Alberta
- 6554 Janet Osborne, RR#3, Perth, ON. C: Canada and Commonwealth
- 6555 Corey B. Long, Dobbs Ferry, NY. C: Cross-border postal history – US/ BNA

- 6556 Mark S. Schwartz, Philadelphia, PA. C: Early US incl. cross-border
 6557 Bruce Robertson, London, UK. C: Newfoundland
 6558 Victor Tine, Hampton, NH. C: Canada, Atlantic Provinces, air mail, lighthouses
 6559 Philip Boatright, Tucson, AZ. C: Great Britain
 6560 Jerry Glasgo, Medicine Hat, AB. C: WW I & II military covers
 6561 Michael D. Conroy, Stratford, PE. C: Canada and Canadian definitives
 6562 James Alfred Koppang, Hamilton, ON. C: Small Queens *et al.*
 6563 Kathleen S. Booth, Calgary, AB. C: Canada-eclectic, as near mint as possible

New members

All applicants 6499 to 6532 have been confirmed as full members of BNAPS.

Address changes (current town of residence is noted)

- 3258 David Sessions, Weston-super-Mare, Somerset, UK
 3278 Charles A. Jacobson, Moscow, ID
 3809 T Morgan, Cheltenham, Victoria, Australia
 3898 EH Wright, Toronto, ON
 4198 August Peano, Astoria, NY
 4625 Rick Penko, Dallas, TX
 4687 David Salovey, New York, NY
 4999 Michael Falle RR#4, Bobcaygeon, ON
 5136 David N Swinford, East Rochester, NY
 5452 Stuart Reddington, Mississauga, ON
 5480 FF Livermore, Cape Coral, FL
 6019 Dwight Saulsgiver, Youngsville, PA
 6199 Allen D Bohart, Livermore, CA
 6307 Travis Fitzgerald, RR#2, Carlton Place, ON
 6449 William McNaught, Thornhill, ON

Resignations

- 3593 Clint Phillips
 5950 Henry B. Miller
 6323 Doug Casey

- 761 Paul Lang
 1300 Wally Gutzman
 3331 Dr. Frank Shively
 4935 Paul McDonald

Deceased

- 4949 John Tucker
 5443 Robert North
 5913 John Munro-Cape
 5944 Irving Singer

Total active membership including new applications

as of 2010 March 28 1222

Regional group rant

Jack Forbes

Breaking news!

We're pleased to learn that Jeff Arndt has taken on the task of re-activating the Mid-Atlantic Regional Group. The listing of Groups contained in our last "Rant" can now be updated to include the current contact information:

Mid-Atlantic (Virginia, West Virginia, DC, Delaware)

Jeff Arndt; email: jarndt@integrity-apps.com

Jeff has taken up this challenge on his own, and we encourage each of our members in the four states involved to contact Jeff, and to offer your support for his efforts.

As a corollary to this story, Pete Jacobi, our affable Secretary, in an effort to help Jeff, has put together a set of guidelines to help get a group going. They could also be used in other groups to light a bit of a fire under the members in their Region. Pete's reasoned approach goes like this:

Basically, what you do is e-mail or phone or write to those in your area to see if they are interested in a meeting. That depends upon distance of travel, age of members, cost of overnight stay, *etc, etc*. If you get an okay from enough members, book a motel in the centre of your area, get a few of the local members to prepare a short talk about their favourite subject in their collection, get a meeting room booked (could be free of charge if there are enough members staying there), and have a nice social with philately being the central topic. Yes, it certainly is okay to e-mail or phone the members in your area, and hope that there is enough interest for, say, eight to 10 to come out and support your effort. **DO NOT BE DISCOURAGED IF YOU DON'T GET ENOUGH INTEREST.** We have around 145 members in our catchment area, and we have a tough time to get 20 to 22 out to a single annual meeting. However, when we do get together, we always have a good time.

Have suggestions for something that an accompanying wife/husband/friend who isn't a collector can do (local tours to museums, art galleries, and other nearby spots of interest are good). Why? Because the collectors feel that they should have something to offer to their non-collecting partners while they spend their time with philately. Arrange a supper together, get to know each other, and soon you all will build a friendship, which members will look forward to renewing the following year.

A regional meeting is basically a mini, mini-convention. I also have found that a hospitality room where members with their spouses gather before and after dinner is almost a must. Free wine *etc*, nibbles are an excellent ice-breaker to socializing.

Regional group reports: Note that only a brief outline of the meetings will appear in this column, and you are encouraged to check out the BNAPS website for further details. Our webmaster, Bob Lane: <boblane12@shaw.ca> should receive copies of your meeting reports.

The **St. Lawrence Seaway** group met in October in Perth's historic McMartin House, and had a very full day of activities. The morning was spent viewing a variety of material prior to a lunch break. The formal afternoon sessions started with their annual meeting, chaired by Geoff Newman, ably assisted by Gus Quattrocchi as secretary. Don Ecobichon, Chairperson for BNAPEX 2009 and SEAWAYPEX, gave an excellent report on convention activities. The show proved to be financially successful, with 115 members registered, and a total of 135 frames of material on display. In other business, a change in the Group contact information was announced:

St. Lawrence Seaway (Eastern Ontario)

Chris Anstead; e-mail: acropolis@superaje.com

Ten members had previously filled four exhibit frames with a variety of items and this led to a "show-and-tell" session with wide-ranging topics from early covers through to Afghan military correspondence. All presentations were well received and provoked discussion.

The day ended with a delightful meal, capped off with the sharing of a cake celebrating the Quattrocchi's 58th Wedding Anniversary.

The **Golden Horseshoe Group** has recently held two meetings—one in November, the second in January. As usual, the meetings were held at the Rousseau House Restaurant, and both featured a time to view attending Dealers' stocks. Each time, lunch was followed by announcements and an auction.

In November, Andrew Chung spoke on the Christmas Seals of Canada, while January's meeting featured a graphic presentation on the differences between the various printings of the 3¢ Small Queens by David Hobden. Both gave rise to spirited discussion and elicited the following comment: *The detailed discussions can't be duplicated in a report; one has to attend to benefit. If you feel the group has nothing to offer you, please consider the possibility that you may very well have something to offer the group.*

The **Calgary Group** meets monthly (except July and August) and features interesting programs and speakers. They have moved to a new location: The Chateau Renoir Retirement Residence. Why not join them for an enjoyable evening?

The **Midwest Group** held a meeting in conjunction with Chicagopex on 22 November, and following a few business matters, Bas Burrell presented details of the Levanevsky flight to the North Pole. Ron Dewey then reported on the project of sorting through the 6,000 slides of Newfoundland material from the Pratt collection, and leading up to the planned digitization of these items....a monumental task!

The **Edmonton Group** held its third annual Christmas Dinner Meeting with eight members in attendance. Discussions centred on the state of world philately and plans for the Edmonton Spring Show. Several members provided interesting items for the "show-and-tell" portion of the program.

Website information

Would each Regional Group Contact person please review the data shown for your Group on the BNAPS website to make sure it is current and correct? Please advise Bob Lane if any corrections are required.

Peter Motson wins Pratt Award

George P Fabian, President of the Chicago Collectors Club, has announced that Peter Motson's Newfoundland Airmail Stamps and Air Mail Flights: 1918-1949, has been selected for the 2009 Pratt Award. The book (#54 in the BNAPS Exhibit Series) shows Peter's exhibit of the aero-philatelic postal history of Newfoundland, from the pioneer transatlantic flights of 1919, through the Air Bridge days of World War II, to Confederation.

At BNAPEX 2008, in Halifax, the exhibit received a Gold medal, as well as the Meyerson Award for "Best Exhibit from a Province of Canada before Confederation". Congratulations Peter!

Classified advertisements

RATES FOR 25 words: \$6.00 Canadian, 20¢ for each additional word. *All ad copy and payments should be sent to the Advertising Manager, Hank Narbonne, Box 102, McDonalds Corners, ON, K0G 1M0 Canada, to be received by the fifteenth of March, June, September, or December for the next issue of BNA Topics. Ads requiring photos, cuts, logos, and other production tasks will incur charges at a nominal, industry- standard rate. These costs will be billed to the advertiser. Please identify the number of issues in which the ad is to appear. All payments should be made to BNAPS Ltd. at the above rates in Canadian dollars or US equivalent.*

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CANADA, NEWFOUNDLAND COVERS. Thousands scanned, online at www.donslau.com, Stampless to WW II – have a look. Don Slaughter, Box 8002, RPO Sherwood Forest, London, ON, N6G 4X1 (4-10)

LITERATURE

OLD ISSUES OF BNA Topics FOR SALE: Add valuable info to your library. Will do our best to fill want lists. If on hand, issues from #1 on are available on a first-come, first-served basis. Write to K. Wayne Smith, BNAPS Circulation Manager, 20 St. Andrews Rd. Scarborough, ON, M1P 4C4

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COVERS: WWII CANADIAN POW's OFLAG IVC/BUCHENWALD; Victoria Cross recipients; 19th century Royal Navy ships; WWI Newfoundland. Mario, Box 342, Station Main, Saskatoon, SK S7K 3L3. (2-10)

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LANARK, UC- 1845-1846; MCNAB, CW- 1849; MARCH, pre 13 AUG 1829; MARCH- 1847-1849; MERRICKVILLE- 1841-1842, 1845; MERRICKVILLE CW- 1848-1850; PACKENHAM- CW autumn 1849; PEMBROKE pre SEPT 1845; RAMSAY- pre OCT 1839; SMITHS FALLS- pre 10 NOV 1836; SOUTH MARCH- pre JUN 1851; SOUTH WESTMEATH- pre 3 SEPT. 1850; WESTMEATH- pre JANUARY 1841, all manuscript postmarks. Excellent prices paid. R. F. Narbonne, Box 102, McDonalds Corners, ON, K0G 1M0. 613-278-1555 or toll free in Canada 800-247-5619 (4-10)

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Young Philatelists' Page: <http://www.bnaps.org/stamps4kids>

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<g-dresser@suddenlink.net>

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<rlemire000@sympatico.ca>

Past President William S Pawluk, PO Box 6032, Stn A, Calgary AB T2H 2L3 <bill.pawluk@shaw.ca>

Vice-President Regional Groups J A Forbes, Jr, PO Box 2010, Dartmouth NS B2W 3X8

<jafrebs@aol.com>

Vice-President Study Groups Barry A Brown, 999 Cascade Pl, Kelowna BC V1V 1J1

<barbbarry@silk.net>

Secretary Peter Jacobi, #6-2168-150A St, Surrey BC V4A 9W4, <pjacobi@shaw.ca>;

in summer <beaver@libby.org>

Treasurer Jean-Claude Michaud, PO Box 31248, Halifax NS B3K 5Y1 <jcm.ph@ns.sympatico.ca>

Elected officers: Board of Directors

Ten sitting members; five elected in the even-numbered years for four-year terms.

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