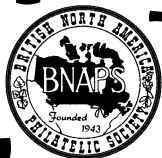


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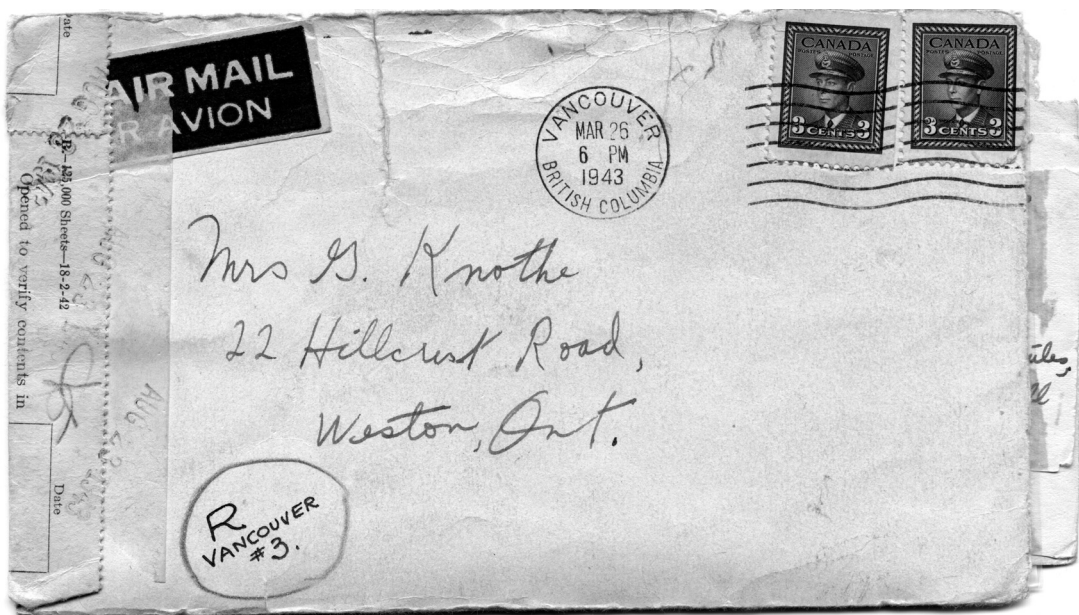
# BNA Topics



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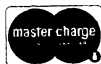
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# BNA**T**pics

Volume 61 Number 4 Whole Number 501



**The Official Journal of the British North America Philatelic Society Ltd**

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# Newfoundland–Oporto mail 1810–1865

Colin Lewis

**T**HIS article deals with many aspects of nineteenth century mail between Newfoundland and Portugal, via the Portuguese port of Oporto. This is based on an archival find of Oporto correspondence.

The Portuguese have a long tradition of exploration; they were known to be fishing on the Grand Banks and within the waters of Newfoundland shortly after John Cabot re-discovered the land for the English Crown in 1497. Initially, their interest was the codfish, which was freely available, and the lumber that was in abundance on the island. Later they traded in whale oil or “train”, the name given to it by the trading merchants, in addition to seal and other fish products. Much of the early trade between Newfoundland and Portugal was undertaken by barter, the cod being exchanged for port wine and other commodities not available in Newfoundland.

According to DW Prowse’s *History of Newfoundland*, there is a 1501 account of the first Portuguese voyage to North America made by the navigator Gaspar Cortoreal. He sailed with a charter from King Manuel I of Portugal to lay claim to the land they referred to as *Terra de Bacalhau*, land of cod, or more literally correct, cod land. Contemporary Portuguese maps referred to Newfoundland by its Portuguese name. Although the precise date Portuguese merchants established themselves in Newfoundland is not recorded, there is early 16th century evidence of their involvement in the fish trade of the island. In 1506, King Manuel I gave orders that all fishermen returning from Newfoundland should pay a tenth of their profits to the state.

To the writer’s knowledge, there are no surviving 18th century covers to Portugal from Newfoundland in the public domain. If any have survived, they are most likely to be found in the Portuguese National Archives at Lisbon. Therefore, we restrict our study to the 19th century.

## Hunt, Roope, Newman & Co

The majority, if not all, of the surviving correspondence from Newfoundland to Portugal is to Oporto, the second largest city. It stands at the mouth of the River Douro that flows into the Atlantic Ocean and is 186 miles north of Lisbon. The correspondence was discovered in the archives of wine and fish import and export merchants Hunt, Roope, Newman & Co of Oporto.

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Keywords & phrases: Newfoundland, Oporto, Portugal

BNA Topics, Volume 61, Number 4, October–December 2004

The business run by Thomas Newman of Dartmouth, Devon, England, as early as 1503, was importing wine from Portugal to England. The wine was being bartered for salted cod brought to England by Devon fishermen, thus the Newman link with Newfoundland was established. By the early 17th century, a descendant, John Newman, was sending his own fishing vessels to Newfoundland. By mid-17th century, the Newman family were firmly involved in the fishery trade and marketing cod to Portugal. They set up trading centres in Newfoundland and located an office at Harbor Briton. The success of this office led them to establish further offices at St John's and Little Bay. With its own fleet of vessels, it was transporting port wine from Portugal to Newfoundland where it was stored for maturing and eventual distribution to the Americas as well as back to England.

In 1679, the company expanded and went into partnership with the Roopes, another family of Dartmouth merchants. By 1700, the partnership was known as Robert Newman & Co. They further expanded in 1711 when they opened business premises in Oporto to handle fish. By 1735, they had developed further partnership arrangements with the Holdsworth family of Dartmouth and the Olive family of Poole, who were involved in the port wine trade under the name of Hunt, Roope & Co, and became known as Newman, Roope & Co.

By the late 17th century, the company was again known as Robert Newman & Co and thereafter it went through numerous name changes as partners died and marriages brought in new family names. By far the bulk of the surviving correspondence is addressed to Hunt, Roope, Newman & Co at Oporto. By the beginning of the 19th century, the company was a major operator in the fish and "train" trade with Newfoundland and most of the surviving correspondence relates to that business, along with its continuing port wine operations.

An interesting snippet is the fact that the first insurance ever issued on a property in Newfoundland was by the Phoenix Fire Co of London on the premises of Newman, Roope & Co at St John's in 1782 (note the company name). The sum insured was for £3,000. (I wonder if there was a claim.)

## Favour Mail

The largest surviving group of correspondence is that which was carried privately from St John's, direct to a company agent in Oporto (often referred to by its Portuguese name, Porto). These letters do not show any postal markings or charges, although they often show the name of the ship that carried the letter and sometimes the name of the captain with whom the letter had been entrusted.



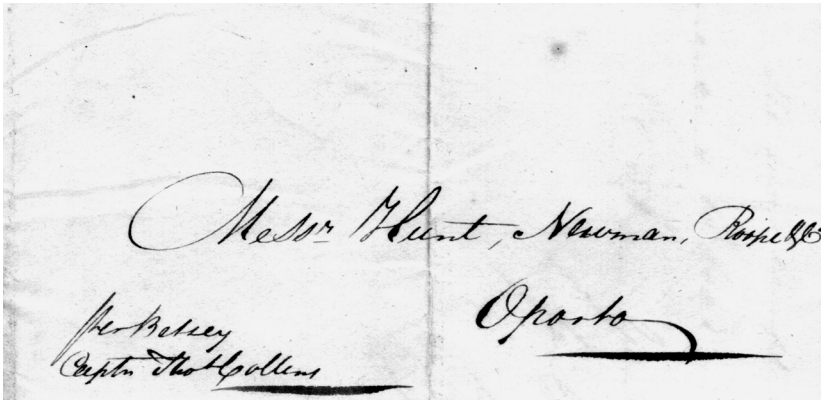


Figure 1. Favour cover from Burin (1810)

Such letters, carried aboard vessels, were not always transported legally. Unless they were specifically related to the goods on board and addressed to the recipient of the cargo (see consignee's letters in the next section), they should have been handed to the postal authorities at the port of arrival. Those that were handed over were officially treated as ship letters and were rated accordingly, with the amount of postage to be collected from the addressee. Ship letter rates were expensive, so there was a great incentive, for captains and others who were entrusted with such letters, to either deliver them personally to the addressee, or place them in the local mail system paying only inland rates of postage from the port of landing.

*Figure 1* Favour letter written by John Harrison for Christopher Spurrell & Co of Burin, Newfoundland on 28 October 1810. It arrived at Oporto on 12 December, a journey of 45 days, and was carried by Captain Thomas Collins aboard the schooner *Betsey*. This was a vessel of 200 tons built in 1769 at Philadelphia. The letter refers to current unfavourable trading conditions and quotes from a letter just received from the master of the *Apollo* upon its safe arrival at Lisbon. "Arrived safely at Lisbon but cannot obtain satisfactory prices for cod, will be leaving port shortly for Cadiz in the hope of more favourable trading there."

*Figure 2* This favour letter was written at Little Bay, Newfoundland by John Thorn on 17 July 1820 and was received at Porto (Portuguese name of the city) on 16 August, a summer transit of 31 days. Captain Baker carried the letter aboard the vessel *Kite*. The initials QDC appear frequently on many 18th century letters; they stand for the Latin phrase *Quem Deus conservet*, "whom God preserve". It was applied in the hope that the Lord would protect the ship and crew, as well as the letter, on their voyage across the ocean.

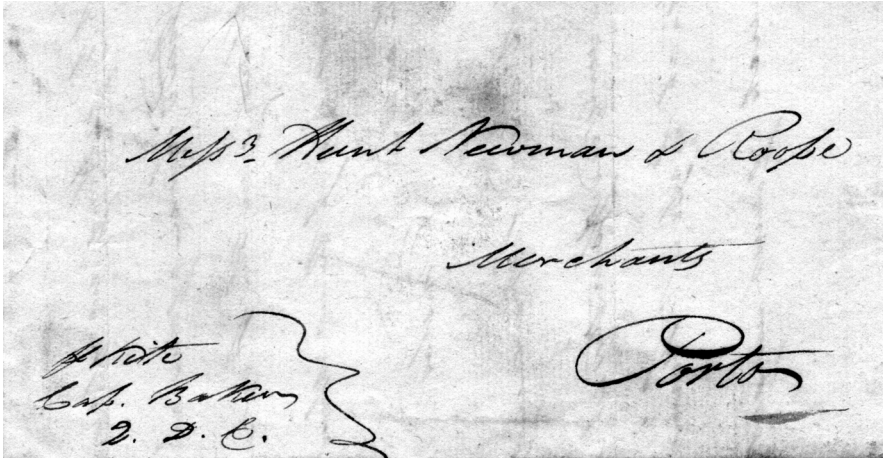


Figure 2. Favour letter from Little Bay (1820)

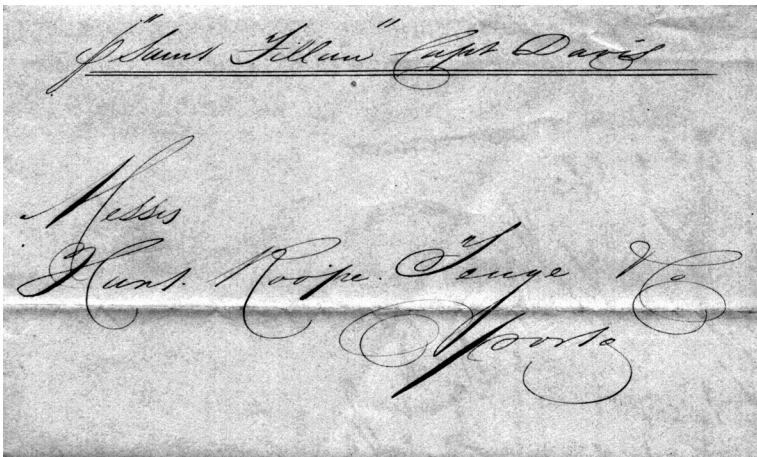


Figure 3. Favour letter from St John's (1845)

Figure 3 A later favour letter written at St John's on 4 April 1845 by Hunters & Co and addressed to the company that was now known as Hunt, Roope & Teage. It was carried by Captain Davis on the *Saint Fillan*, and arrived on 25 April, a transit time of 21 days.

## Consignees' Letters

Consignees' letters were those that accompanied the goods that a company or individual was shipping to an overseas buyer. These letters were autho-

Consignees Letter with Bill Lading  
of Schooner Prince Regent

Messrs. Messrs. Newman Roopell

Oporto

Figure 4. Consignee's ship letter (1829)

rized by the shipping company to be carried without charge to the exporter, or more correctly the consignor. Only the owners of a cargo were eligible to have the consignees' privilege.

*Figure 4* Written by the St John's firm of CF Bennett & Co on 30 July 1829 and received in Oporto on 17 August—for this early in the century, an exceptionally fast transatlantic crossing of 18 days—aboard the schooner *Prince Regent*. The vessel of 528 tons was built in 1811 in Shields, England. The letter is endorsed *Consignees Letter with Bill Lading* and accompanied a cargo of codfish that was being sold to the Oporto company. As is normal, it did not have any postal markings.

CF Bennett & Co was named after its founder, Charles Fox Bennett (1793–1883), born in Dorset. The company was primarily engaged in the import and export business, and operated out of St John's. Bennett was a first class businessman and also took a keen interest in the politics of Newfoundland. He was the leader of the Anti-Confederation Movement and stood on that platform in the General Election of 1869 when confederation was rejected. He became Newfoundland's fifth Prime Minister in 1870, at 77 years of age.

## Forwarding Agents Mail

According to Kenneth Rowe's book *The forwarding agents*, a forwarding agent is a person or firm who undertakes to see that the goods or correspondence of another are transported without himself acting as the carrier.

*Figure 5* This letter was written at St John's on 25 May 1831 by Henry Hawson, and carried aboard the *Phoenix* to Figueira (da Foz), a small port north of Lisbon, 25 *leguas* (leagues) from Oporto. At Figueira, it was handed to the firm of E Baker & Co who endorsed the letter *Received and Forwarded*

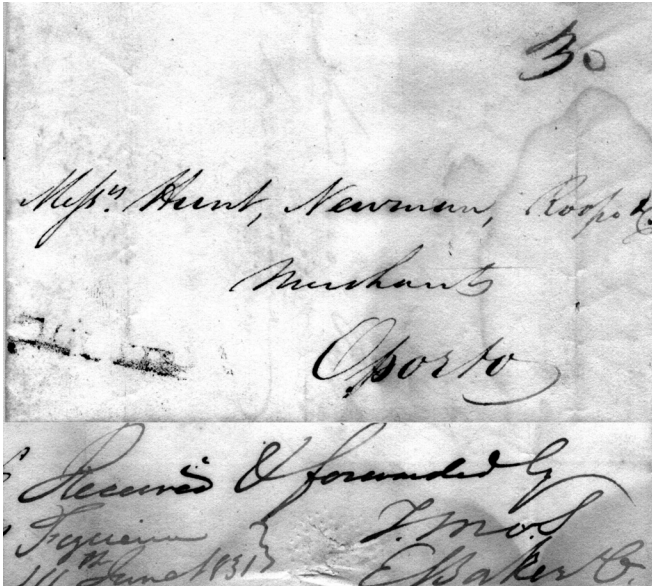


Figure 5. Forwarding agent letter (1831)

14 June 1831. The company is not listed as a forwarding agent in Rowe's book. The letter was then mailed through the local post office who applied their straightline office strike FIGUEIRA (very weak) and entered a manuscript 31 Reis collect fee for delivery to Oporto. It was received at Oporto on 16 June, an overall transit time of 22 days. The letter conveys information about cargoes of cod aboard four vessels bound from Quebec to Figueira.

## Oporto Ship Letters

Many letters were carried direct from St John's to Oporto and handed to the postal authorities at the mouth of the River Douro, which was at the entrance to Oporto Harbour. Next to the favour letters, this category makes up the largest number of surviving items of mail. There was a particular problem in entering the harbour as a result of large quantities of silt constantly being washed down the river and depositing as a sand bar at the river delta. Most of the time only vessels with a shallow draught could negotiate the entry to the port. In rough weather, even the shallowest of those vessels could not proceed to their berth. As a matter of course, ships would anchor off the bar and wait for favourable conditions before proceeding into the mouth of the Douro. In more severe conditions, vessels scheduled to call at Oporto would bypass the port and sail direct to Lisbon. When ships were at

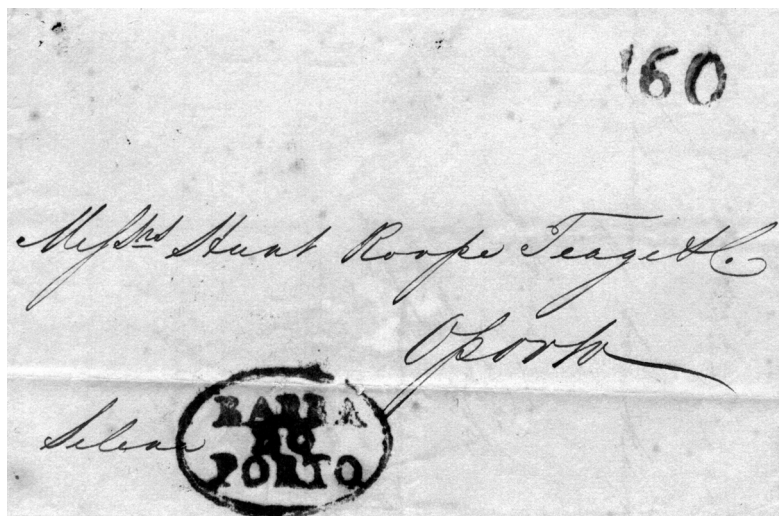


Figure 6. Per *Selena* Barra Do Porto ship letter (1835)

anchor, a small boat would be despatched from shore to make the hazardous trip out to the vessels, in order to collect mail from the ships' masters.

Upon receipt of the letters at the Maritime Post Office they were stamped with a hammer reading BARRA DO PORTO (earliest recorded date is February 1829) indicating that they had been handed over at the bar at the entrance to the port of Oporto. The hammers were initially oval in shape (Figures 5 & 6) and were primarily applied in black ink, although there are examples in blue and in green. A variety of different hammers were used and have been studied by specialist members of the Portuguese Philatelic Society. In the early 1840s, a new hammer, octagonal in shape, was introduced (Figures 7 & 8) that incorporated the date.

In addition to the ship letter marking, all letters were weighed and the charge to be collected from the addressee was assessed. The amount to pay would be handstamped on the letter and was expressed in (Portuguese) Reis. Unlike British and Colonial mail that was charged in half-ounce steps, the Portuguese charge was calculated in *oitavas de onca* (eighths of an ounce) until metric measurement (grams) was introduced on 30 September 1861. Although there were slight variations in the exchange rates over the years, as a rule of thumb, 20 Reis was about 1d sterling, or 2¢.

*Figure 6* Written at St John's 28 May 1835 by William Richards and forwarded via the schooner *Selena* to Oporto, it was delivered on 25 June, giving a transit time of 28 days. The contents refer to the delivery of a cargo of seal oil. In Portuguese terms, this was a basic weight letter and charged



Figure 7. Per *Success* Barro Do Porto ship letter (1834)

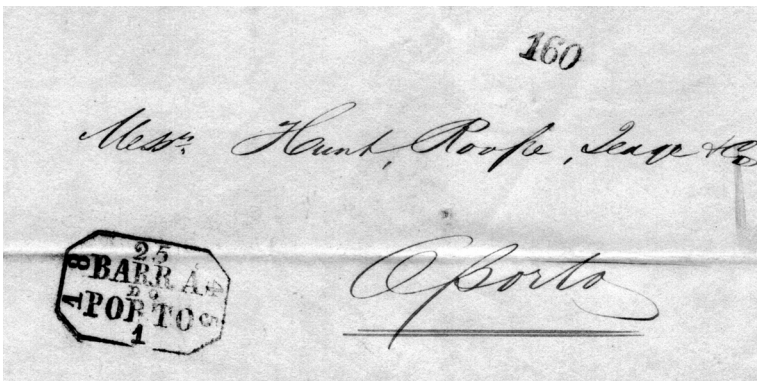


Figure 8. Per *Herald* Barro Do Porto ship letter (1844)

160 Reis. The basic weight covered all letters weighing up to four oitavas (16 June 1815–30 September 1861).

*Figure 7* Written at St John's 17 June 1834 by William Richards and forwarded via the *Success* to Oporto, it was delivered on 14 July, giving a transit time of 27 days. This mentions a cargo of paper and glass received from Hamburg(h) and subsequently forwarded to Quebec. This was a double rate letter and has been charged 320 Reis, unusually written in manuscript—they probably did not have a hammer to apply the amount due. The Barra do Porto handstamp has been applied in green.

*Figure 8* Written at St John's 30 December 1844 by William & H Thomas & Co,

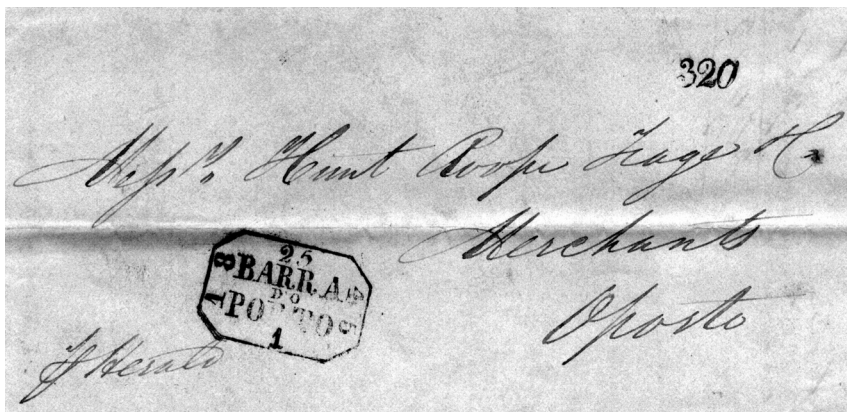


Figure 9. Per *Herald* Barro Do Porto double rate ship letter (1845)

and forwarded via the *Herald* (a ship of 801 tons built in New Brunswick in 1840) to Oporto. Arrived 25 January 1845—26 days from the time of writing but see next letter (Figure 9). The letter gives Hunt, Roope, Teage & Co discretion to dispose of a previous shipment of cod at the best price obtainable. It mentions “... with the approach of Lent, it is hoped there will be an increased demand and improvement in prices.” The charge on this letter was again 160 Reis and all markings are in blue.

William and Henry Thomas were brothers and began the firm of William & Henry Thomas & Co at St John’s in 1815. They were born in Dartmouth, Devon and came to Newfoundland as children with their parents in 1801. The business was initially involved in the lumber and provision trades with Nova Scotia. By 1818, they had become one of the largest merchant houses in St John’s, and had expanded into the fish export trade with Britain as well as being one of the first Newfoundland merchants to become involved in the seal industry. The firm collapsed in 1863 after years of depression in the cod industry.

*Figure 9* Written at St John’s 4 January 1845 by Thomas G Morse of Newman & Co and forwarded via the *Herald* on the same voyage as the previous letter. The transit time for this mail was 21 days. The letter refers to the delivery of wine to Demerara as well as comment about the cod trade. The charge has been assessed as double rate and a 320 Reis handstamp applied.

## Via Falmouth

Due to the vagaries and uncertainty of forwarding mail from Newfoundland, merchants would send duplicate and triplicate letters by alternative routes and vessels, in the hope that at least a single copy of their correspondence

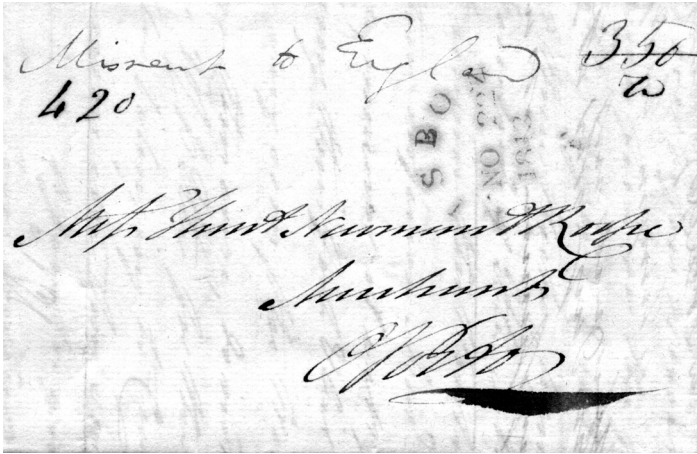


Figure 10. Missent to Falmouth (1813)

would arrive. Great Britain had a packet service operating between the ports of Falmouth (in Cornwall) and Lisbon from the early 18th century until 20 September 1843, and subsequently from Southampton to Oporto and Lisbon. It is also known that some packets stopped at Oporto on the voyage south in earlier years. The odd letter from Newfoundland did get forwarded via that service, but these letters are rare.

*Figure 10* Written at St John's 14 October 1813 by John Teage and received at Oporto on 14 December, a transit time of 61 days. John Teage later became a partner in this company. In 1813, Teage was an attorney in St John's and was the administrator of the estate of Richard Newman of Dartmouth (England) as well as the attorney for Lydston Newman, a current senior partner in Hunt, Roope, Newman & Co.

It is likely that the letter was carried privately to Halifax, Nova Scotia where it was placed aboard the packet *Lady Wellington*, sailing on 31 October for Falmouth. The vessel was built at Flushing, Cornwall earlier in the year, and weighed 191 tons.

Upon arrival at Falmouth, the manuscript instructional marking *Missent to England* was inscribed, and the rare Falmouth hammer Lisbon F (*Figure 10a*) applied on 22 November. The Falmouth packet *Prince Ernest*, a schooner built in 1795, sailed for Lisbon on 22 November. When it arrived at the maritime receiving office in Lisbon, it was assessed as an unpaid packet letter from Falmouth and endorsed 350 Reis. The packet letter rates for this period are not recorded and surviving letters have conflicting rate information. No study has yet shown conclusively what the rates and chargeable bands were.



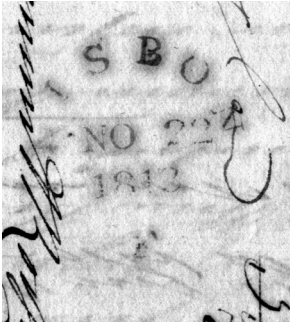


Figure 10a. Falmouth Lisbon F hammer

It would have then been forwarded from the maritime office to the inland office where a further charge of 70 Reïs was applied, paying for the inland transmission to Oporto. The combined total due of 420 Reïs is shown upper left. The Falmouth to Oporto transit time may appear long but with the Peninsular War still raging there was some degree of uncertainty about mail transmission.

*Figure 11* Written at St John's 18 August 1842 by Wm & H Thomas & Co. This is an introductory letter written on behalf of Israel Lombard of Boston (US) in expectation that trade could be facilitated between Lombard's company and Hunt, Roope & Teage of Oporto. The letter was forwarded to Israel Lombard with the view that he would be able to call on the company in Oporto during his planned visit to Europe, and hand over the letter as a means of introduction.

Lombard departed for England by steamship sometime in the latter part of 1842 but the name of the vessel is not known. In early January 1843 he was at Falmouth aboard the Lisbon packet *Liverpool*, and realised he would not be able to call on the company at Oporto. He penned a note on a blank page of the introductory letter he was carrying and headed the letter *Steamer Liverpool, January 1843*. In it, he apologised for not attending in person to introduce himself, and he enclosed a business card of his house in Boston. Lombard had in fact visited Portugal and was aboard the *Liverpool* on the return leg back to England from Lisbon.

The letter was handed in to the post office at Falmouth where a charge of 1/7 (the half ounce rate) was paid for the transmission of the letter to Portugal aboard the Lisbon packet. The amount paid was inscribed on the letter together with the Falmouth double split arc hammer dated 11 January 1843. Both the hammer and rate are in red, implying that the packet rate had been paid in full. In this instance, the Falmouth packet called at Oporto

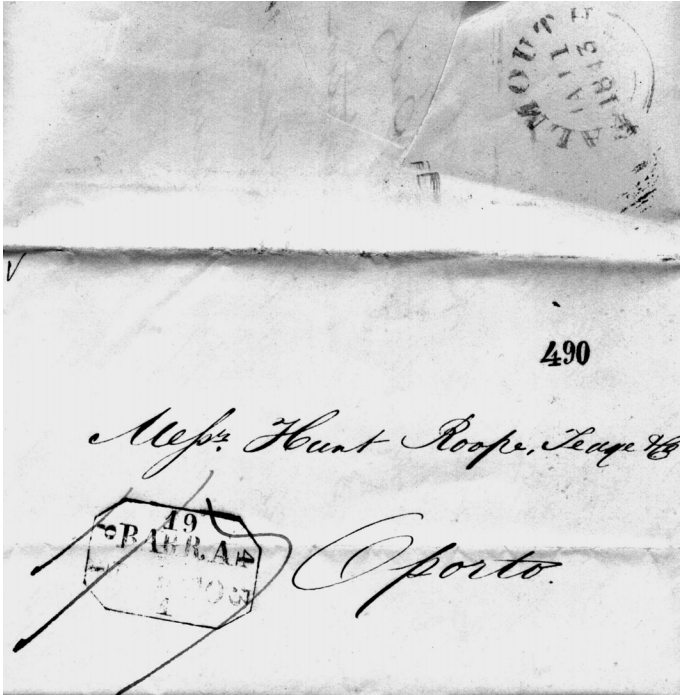


Figure 11. Falmouth packet *Liverpool* letter (1842)

on its way south to Lisbon. On arrival at the bar in Oporto, it was handed over to the maritime post office staff and the octagonal BARRA DO PORTO hammer dated 19 January 1843 was struck.

The letter was weighed and marked 490 Reis (3–3½ oitavas) to be collected from the addressee. As it landed at the port of delivery, no inland postage was required. There was no convention that covered the free entry of British prepaid letters to Portugal, this is again a case where the British packet payment was completely ignored by Portuguese authorities. From the date that the introductory letter was written in St John's to its eventual delivery at Oporto, a period of five months had elapsed.

## Mediterranean packet ship letters for Oporto arriving at Lisbon

A very small amount of mail from Newfoundland was carried aboard private vessels that were bound for Gibraltar or Cadiz. Operating between Gibraltar and Falmouth was P & O's Mediterranean British packet. This made calls at Cadiz, Lisbon, and Oporto. Ship letter mail arriving at Gibraltar was trans-

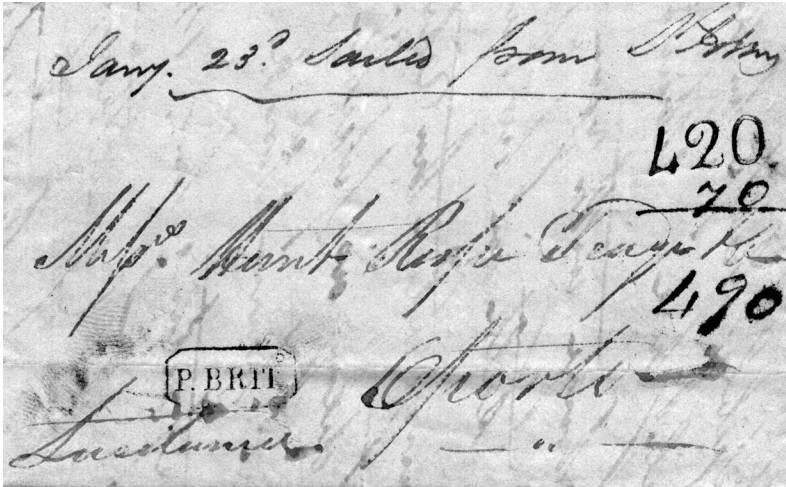


Figure 12. Mediterranean packet *Tagus* sextuple rate (1841)

ferred to this service. Mail arriving at Cadiz would more likely be forwarded overland to Lisbon, if the packet vessel were not imminent, rather than be held to await the arrival of the next ship. On arrival at Lisbon, such packet mail was struck with the octagonal P. BRIT<sup>o</sup> handstamp; this refers to *Paquete Britannico*. Packet letter charges were assessed. Even though the packet vessel was scheduled to make a call at Oporto, the mail was always off-loaded at Lisbon and forwarded overland. Without Gibraltar or Cadiz transit date-stamps on the letters, it is not possible to clearly identify which port they were forwarded from.

*Figure 12* Written by Rennie, Stuart & Co at St John's 21 January 1841 and received at Oporto 23 February. Endorsed to be carried by the ship *Lusitania*; this sailed from St John's on 23 January. It is probable that the *Lusitania* was bound for Gibraltar, where the mail was placed aboard the British packet bound for Lisbon. The P & O packet *Tagus* sailed from Gibraltar on 18 February, calling at Cadiz on 19 February and arriving at Lisbon on 21 February. At Lisbon, it was struck with a Lisboa receiver backstamp and on the front, the blue octagonal P. BRIT<sup>o</sup> mark was applied.

At Lisbon, the charges were assessed and a packet letter collect fee of 420 Reís (3–3½ oitavas) the sixth charge band of the packet letter rate, was applied. The overland rate to Oporto was 70 Reís and fell into the second rate band (2–4 oitavas). The total came to 490 Reís due.

*Figure 13* Written by William Richards at St John's on 23 January 1841 and was carried aboard the *Lusitania* on the same voyage as the previous letter.

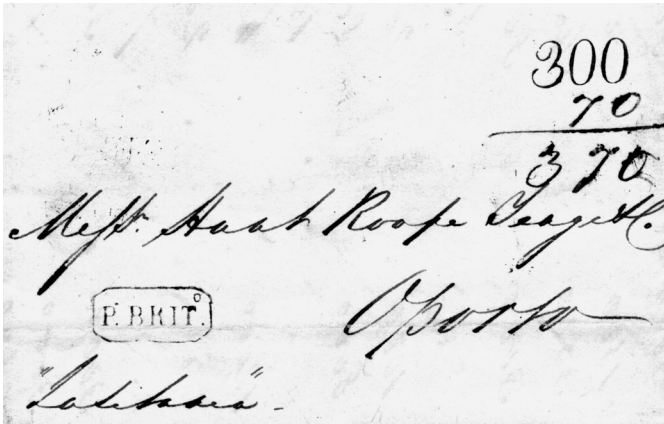


Figure 13. Mediterranean packet *Tagus* quadruple rate (1841)

This also carries the octagonal P. BRIT° mark, but the packet rate collect fee is less, at 300 Reis (2–2½ oitavas) and was the fourth charge band of the rate. The inland rate of 70 Reis and added to make the total due 370 Reis.

## Ship letters for Oporto arriving at Lisbon

A vessel leaving Newfoundland for Lisbon would sometimes carry mail addressed to Oporto. Beginning around 1840, mail arriving at Lisbon aboard such vessels was struck with the oval ship letter hammer C. EST. DE N., the abbreviated form of *Carta Estrangeirado Navio*. Roughly translated, this meant foreign ship letter. The letters were then be weighed and charged as ship letters, and the inland rate to Oporto was added to show the amount to be collected from the addressee.

*Figure 14* Written by William Richards at St John's 18 February 1841 and received 27 March at Oporto. This amounted to substantial transit time of 37 days. Carried aboard the *Scotch Lass* to Lisbon where it was backstamped Lisboa 24 March. The ship marking was applied and the 240 Reis (16 June 1815–30 September 1861) ship letter collect charge for a letter weighing between four and six oitavas ( $\frac{1}{2}$ – $\frac{3}{4}$  ounces), was applied. The inland rate of 80 Reis for three weight steps to Oporto, was also marked. The rate structure in Portugal was quite complex as the charging bands for external and internal mail were different. In this case, the letter falls in band two for a ship letter but band three for the internal rate. The letter contains a situation report of the vessels loading for Lisbon at St John's as well as a list of recent arrivals. It also gives a short report about the iceberg situation off the coast of Newfoundland.

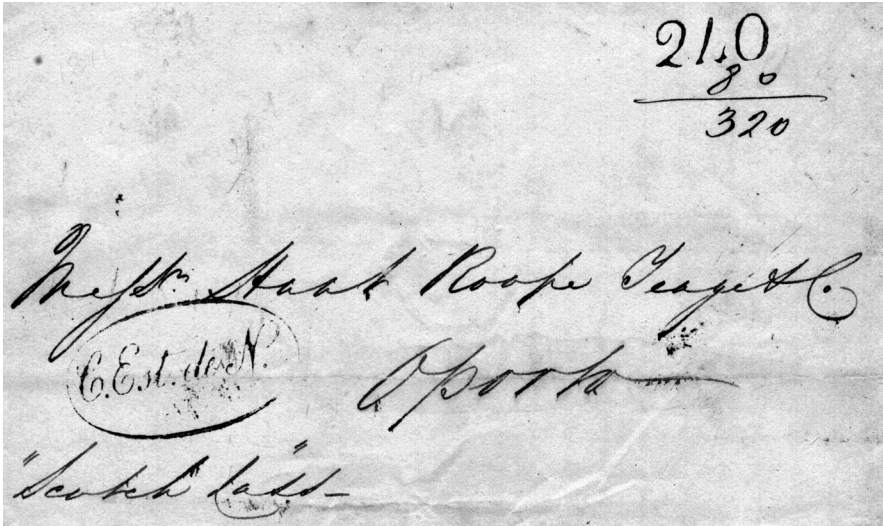


Figure 14. Lisbon ship letter, second rate (1841)

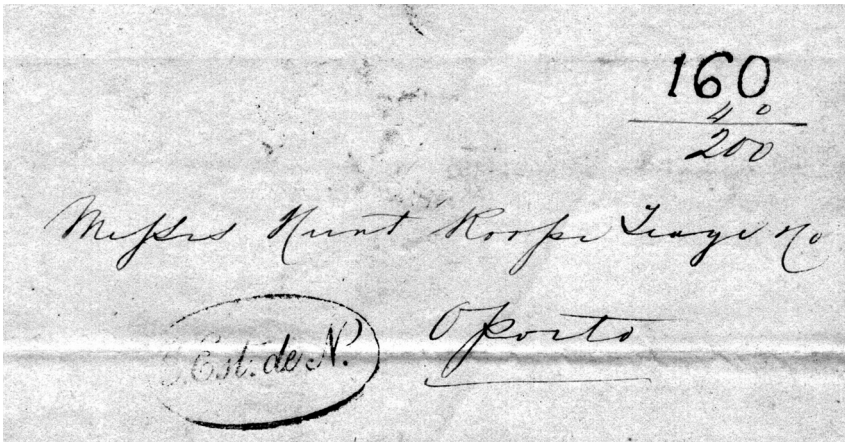


Figure 15. Lisbon ship letter, first rate (1844)

Figure 15 Written by I Cussack & Sons at St John's 17 December 1844 and received at Oporto 7 January 1845, a reasonable 21 days in transit. Again carried to Lisbon but on an unknown vessel that arrived 3 January 1845, according to the Lisboa backstamp. Forwarded to Oporto where it was back-stamped 7 January. The letter confirms the delivery of a cargo of plums and onions. The foreign ship letter mark was applied and the letter rated 160 Reis plus 40 Reis (first weight) for the inland transit to Oporto.

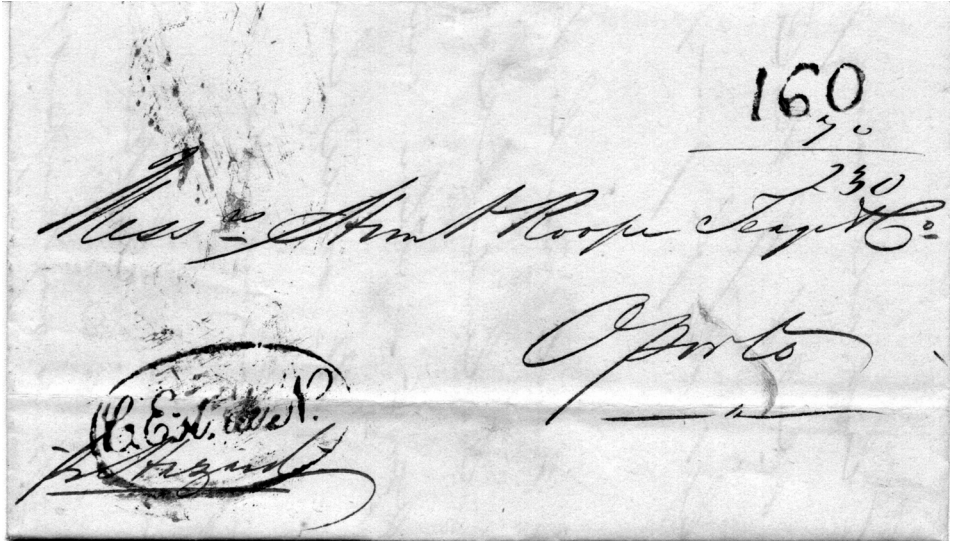


Figure 16. Lisbon ship letter, first rate with inland second rate (1845)

Figure 16 Written by Robert Alsop & Co at St John's 18 February 1845 and received at Oporto on 8 March, just 18 days transit. Carried to Lisbon aboard the *Hazard* where it was struck by the Lisboa receiver of 4 March. Again struck with the foreign ship letter mark and rated 160 Reis as a single weight item, and an inland rate of 70 Reis (second weight), making the collect fee 230 Reis.

Robert Alsop (1814–1871) was born at St John's into a wealthy merchant family and worked in the family import and export business. When the business began to falter in the 1850s and continued to experience difficulties into the 1860s, Alsop turned his attention to politics. In 1866, Alsop was elected to the Newfoundland Parliament. In 1869, he was re-elected as a member of CF Bennett's Anti-Confederation Party. By 1870, he had become Colonial Secretary. He died in office the next year.

## Mail arriving via a Spanish port

By far the greatest volume of correspondence to Oporto went directly to that port; this is followed in numbers by mail arriving at Lisbon. However, a small proportion of the correspondence entered Portugal via Spain. This was either through the southern port of Cadiz or the northern port of Bilbao. The mail would then be forwarded overland to its destination. All such correspondence from Newfoundland via Spanish ports is rare.



Figure 17. Via Cadiz (1836)

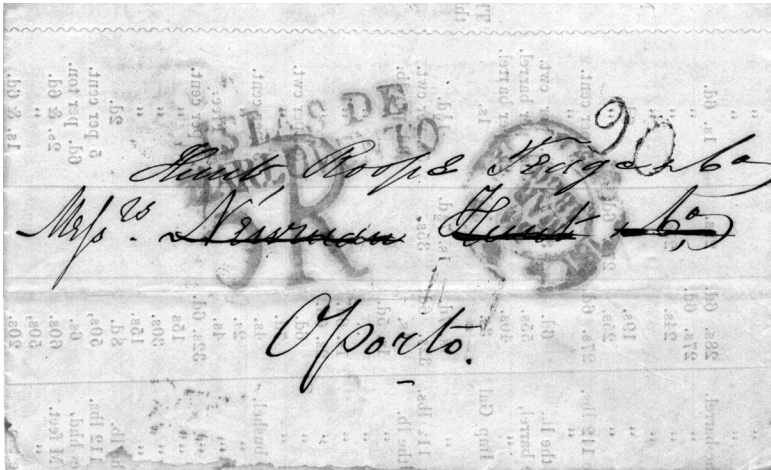


Figure 18. Via Cuba and Cadiz (1850)

Figure 17 Letter written by William Richards at St John's 27 October 1836 and received at Oporto 8 December, a transit time of 42 days. The letter landed at Cadiz in southern Spain on 28 November and took a further ten days to reach its destination. The rate of 90 Reis (14 July 1806–29 August 1850) was applicable to ship letters landing in Spain and subsequently forwarded to Oporto. It was 70 Reis cheaper to forward a letter via Spain than

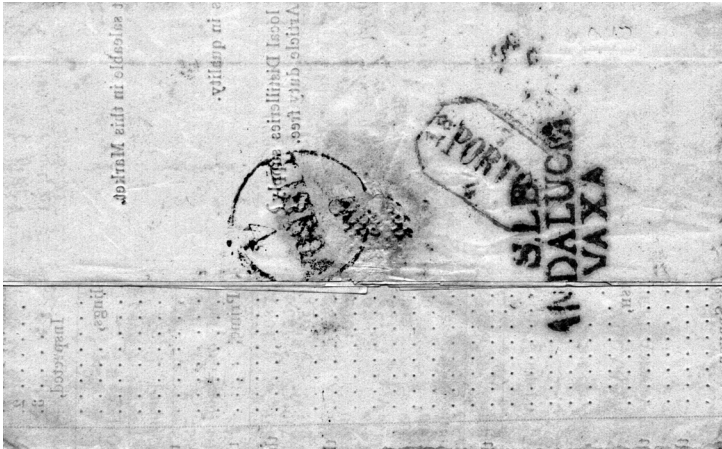


Figure 19. Reverse of cover in Figure 18

directly to Oporto where a charge of 160 Reis would have applied. The letter refers to numerous ships departing from St John's and bound for a wide variety of European ports.

*Figures 18 & 19* The front and reverse of this printed letter and circular from CF Bennett & Co in St John's. The letter is a seasonal greeting and a market report, whilst the circular aspect is a prices current.

This letter is exceptional considering its route. Although dated 1 January 1850, the ship that carried this letter did not leave St John's until 31 January. The unnamed vessel sailed south to Havana and then either transferred its mail to another vessel or after delivering or loading cargo, sailed across the Atlantic to Cadiz.

Upon arrival at Cadiz, the handstamp ISLAS DE/BARLOVENTO (Spanish for Windward Islands) was struck, signifying that the letter was from Cuba. The Cadiz receiving datestamp and the 5R (*Reales de Vellon*) Spanish accountancy/due mark was also applied. All of these marks are in red and on the front. The letter was forwarded overland to the Portugese-Spanish border, where the backstamp S.L.B./ANDALUCIA/VAXA was struck. The Lisboa transit circular date stamp was struck on 5 April; it arrived at Oporto on 7 April, a transit time of 66 days. As with the previous letter, this was handstamped 90 Reis due for a letter received by overland mail from Spain.

*Figure 20* Written at St John's 4 February 1845 by Newman & Co and received 13 March, a transit of 37 days. This again is a report of the cod industry and a list of ten vessels loading cod for a variety of European ports. It is probable that the letter was carried aboard a Spanish vessel and was landed





Figure 20. Via Bilbao (1845)

at the northern Spain port of Bilbao. It was forwarded to Lisbon where the Lisboa backstamp of 10 March was applied. As the previous two letters, this was assessed at 90 Reis collect.

## Letter mail—postage stamp period

Although adhesive stamps were introduced in Newfoundland on 1 January 1857, their use was not compulsory. It was still permissible to pay in cash for the letter to be forwarded or for the fees to be collected at the point of delivery. Oddly, for a country that communicated extensively with Newfoundland, there are no known covers franked with either the pence or the first cents stamps. Those businesses that elected to prepay the mail paid the postage in cash.

*Figures 21 & 22* This interesting letter is probably unique. It was written at St John's 10 January 1860 by Mudge & Co, and received on 29 January at Oporto. Initially, it was bootlegged (carried illegally) across the Atlantic and mailed at Lombard Street Branch Post Office London on 18 January as if it were a genuine UK letter. A charge of 6d was paid for the transmission of a half ounce letter via France and Spain to Portugal. The amount was recorded in manuscript on the front together with the office paid handstamp and the small circular PD (*payé à destination*); all are in red. An endorsement on the reverse indicates it was received and forwarded by W Sparke of London. The letter transited France, as evidenced by the French TPO backstamp and stylised FRANCO (paid) marking.

Although the letter had been prepaid to its destination, the Portugese, as

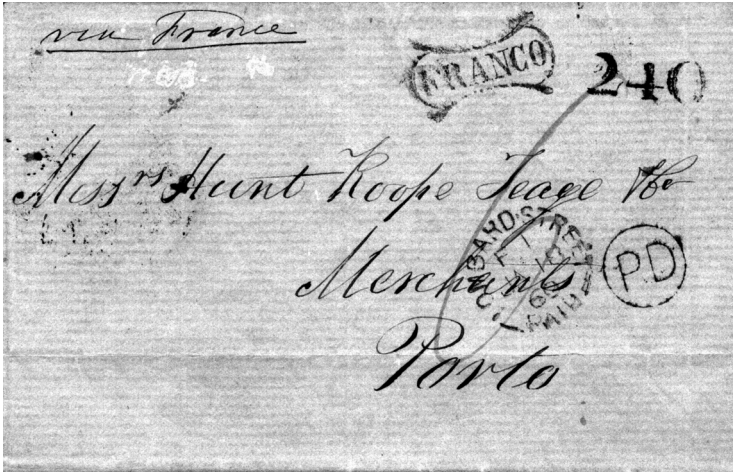


Figure 21. Bootlegged to UK, forwarded via France (1860)

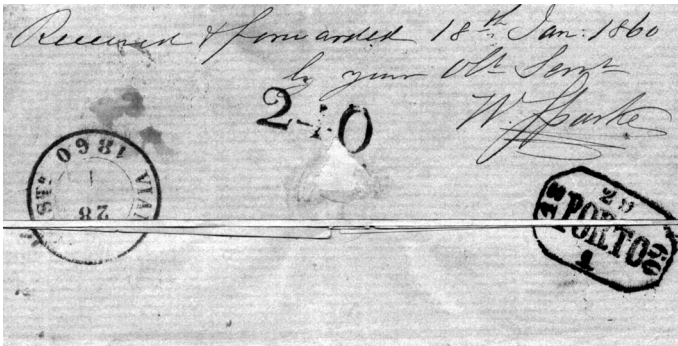


Figure 22. Reverse of cover in Figure 21

usual, ignored this and charged their own rate for internal carriage from the Spanish border to Oporto. The rate was 240 Reis (from 1 July 1853) due on a letter weighing 2 oitavas and entering across a land border with Spain.

The letter relates mainly to the cod trade but mentions in part the following: "We send this via England as cannot depend on vessels going from this to what Port they are bound [sic]."

*Figure 23* The letter was written at St John's by George I Hayward on 5 June 1865 and mailed at St John's on 13 June. It was received at Oporto 9 July, a transit time of 26 days. The letter was forwarded to London in a closed bag via the Cunard *Africa* and then in a further closed bag via France to Oporto.

The rate for a half ounce letter from Newfoundland direct to Portugal was

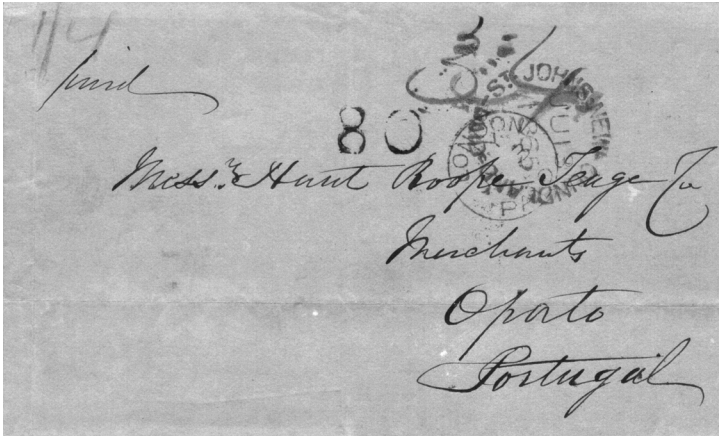


Figure 23. 34¢ via England (1865)

22¢ and via England, it was a further 12¢. The total amount paid in cash at St John's is shown as 34(¢) alongside the St John's paid hammer. Cents rates were introduced on 7 April 1865 when Newfoundland changed from sterling to decimal. When it arrived in London on 3 July, the London paid hammer was applied and in the top left corner a manuscript  $1/4$  (1s, 4d) entry was recorded. This is the conversion from the Newfoundland 34¢ rate and allowed for a letter weighing up to one ounce to be sent to Portugal. The two hammers and both manuscript rate marks are in red. As was the norm with Portugal, it charged for mail entering the country, in this instance a collect fee of 80 Reis, the rate for a double weight letter arriving overland via France.

## Circular mail, postage stamp period

As one would expect with such a volume of trade between two countries there would be commercial circulars sent from St John's on a regular basis. These are often referred to as *prices current*, but also contained tables of imports, duties and exemptions. Such a circular was *The Newfoundland Commercial Journal* that was published fortnightly by Francis Winton at the corner of Duckworth and Cathedral Streets in St John's.

Francis Winton (1829–1908) was a printer and publisher by trade and was born at St John's. He published the newspaper *St John's Daily News* in 1860. In 1862, he established the *Day Book*, later renamed the *Morning Chronicle*. This paper was started with a loan from CF Bennett and thus became the principal anti-confederation newspaper. In 1869, he was elected to the Newfoundland Parliament on the anti-confederation ticket. Some-

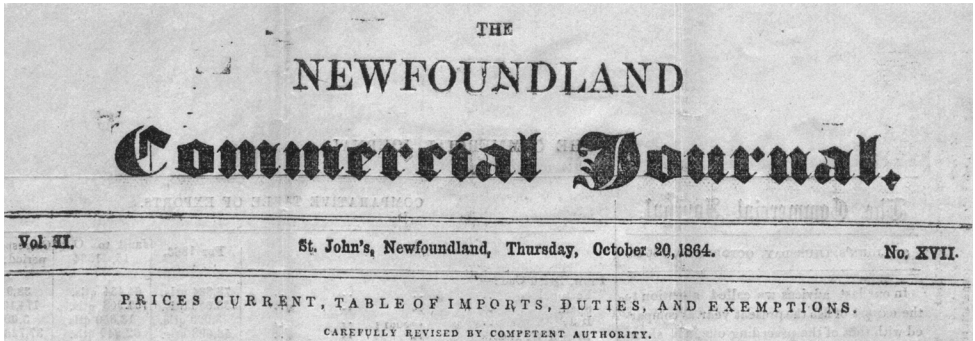


Figure 24. Masthead, *Newfoundland Commercial Journal* (1864)

time in the 1890s, he moved to Pittsburgh (US) where he established another *Morning Chronicle*. He died there in 1908.

*Figure 24* This shows the masthead of a typical circular; it is numbered XVII from volume II and was produced on Thursday 20 October 1864. The annual subscription fee was \$2.50. From this circular can be gleaned some interesting facts on how the various commodities of the fishing industry were sold.

- (i) Cod was normally sold for export dried and salted in quantities known as *quintals*. A quintal was equivalent in weight to 112 pounds or one hundredweight, or 50.8 kilograms. Two quintals were known as a draft or draught in Newfoundland. These weights were the standards that applied in the Newfoundland fisheries of the 19th century and earlier, but today a quintal has a different weight value.
- (ii) Salmon was usually salted before being exported and was sold in *tierces*. A tierce was a wooden barrel that held about 800 pounds of cleaned and gutted salmon. After the fish had been packed, further salt was added and the tierce filled to the top with water. The cask was sealed and the brine was allowed to permeate through the fish before being drained off and the salmon repacked for export.
- (iii) Herring were salted and shipped by the barrel, a barrel containing approximately 1440 herring.
- (iv) Fish, whale, and seal oils were also shipped in barrels or casks known as *tuns*. A tun was equivalent to 252 US gallons (212 Imperial gallons) or approximately 953 litres.

*Figure 25* This prices current is the circular that was mailed from St John's on 20 October 1864, the same day it was printed. It transited England and was routed via France to Lisbon in a closed bag. It arrived on 13 November,



Figure 25. Prices current of Figure 24



Figure 26. 34¢ via England (1864)

and was forwarded to Oporto, reaching its destination next day. The most likely transatlantic crossing was via Cunard's *Europa* that arrived at Queenstown on 7 November 1864.

The rate for the circular was originally marked as 1d, but this was an error and struck through, and corrected to 2d. The St John's paid handstamp was also applied to the front. All the markings are in red. Upon arrival at Lisbon, the inland circular collect rate of 20 Reis was applied and the black numeral handstamp was struck.

*Figure 26* This is a second copy of the *Commercial Journal*, number xx1 of volume 11, dated Saturday 17 December 1864. Again mailed on the day it was printed and charged 2d for routing via England. It was struck with



Figure 27. Prices current via England and Oporto ship letter (1865)

the St John's paid hammer and was forwarded by closed bag to London via Cunard's *Canada*, arriving at Queenstown 2 January 1865. The following day it reached London, and the London paid hammer was applied. It would then have been forwarded in a closed bag direct to Portugal, probably via France. At Oporto, it received a 19 January backstamp. The circular was also charged the 20 Reis collect fee.

*Figure 27* This is a third copy of the *Commercial Journal* to Oporto; unlike the two previous examples, it was mailed just seven weeks after Newfoundland converted to decimal currency. It is issue number VII from volume III, dated Wednesday 31 May 1865, and was mailed on the same day.

Although the journal claims to be issued fortnightly, it does not appear to be printed on the same day every two weeks. The three copies illustrated were printed on different days, Wednesday, Thursday, and Saturday.

This again was forwarded via closed bag to London, where it arrived on 17 June, then by sea to Oporto. The transatlantic crossing was via the Cunard *China* that arrived at Queenstown on 16 June. The rate charged from St John's was 5¢. This was marked as 2d sterling in London. On arrival at Oporto, it received the octagonal BARRA DO PORTO receiver of 27 June and the 20 Reis collect fee.

The letter arrived by sea, but not via the Peninsula Packet Service from Southampton (which had ceased 27 June 1862). By this time, the bulk of the mail transiting England was forwarded to Portugal via France. It was probably carried to Oporto by a French packet out of Le Havre, bound for South

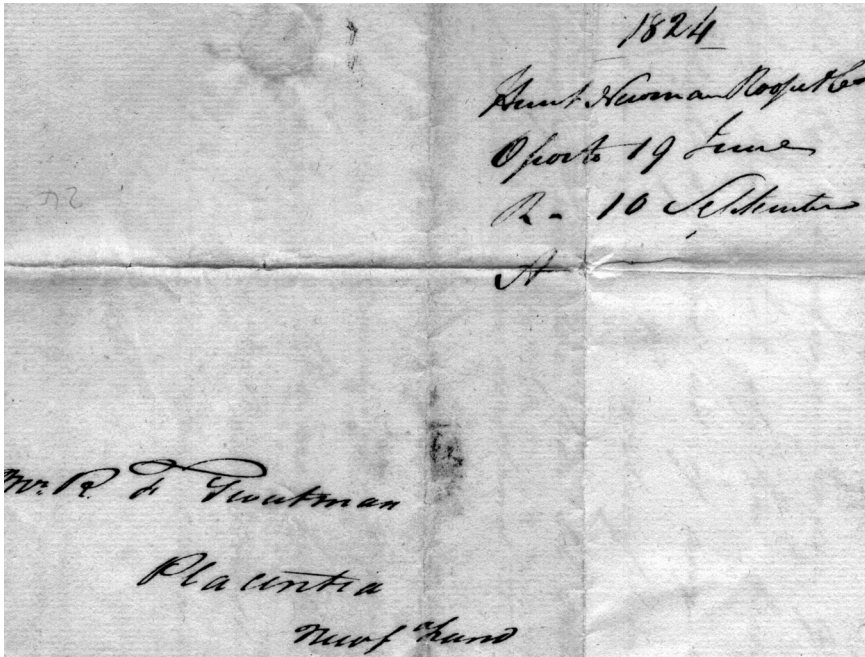


Figure 28. Incoming favour letter, Oporto to Placentia (1824)

America, with scheduled stops at Oporto and Lisbon before continuing its voyage south.

## Incoming mail From Portugal

Very little mail sent from Portugal to Newfoundland in the 19th century has survived. The horrendous fires that ripped through St John's during the 19th century contribute greatly to this. Many business records were destroyed in the fires.

During the great fire of St John's in 1846 many companies that have material associated with this article were completely wiped out. They include Robert Alsop & Co, Rennie Stewart & Co, CF Bennett & Co, Mudge & Co, W & H Thomas & Co, Hunters & Co, and Cusack & Sons.

*Figure 28* This is the earliest incoming letter from Portugal that I have seen. It is dated 19 June 1824. It concerns a report about supplies of fish and market prospects from Porto to R(oger) F(orstall) Sweetman, a cod merchant in Placentia. It was carried to Newfoundland as a favour letter and bears no postal markings. The docketed notation indicates that it was received 10 September and was in transit for 83 days.



Figure 29. Incoming letter from Lisbon (1865)

Sweetman was born in Waterford (Ireland) and came to Placentia in 1813, in order to boost the ailing branch of the family business of Sweetman & Saunders, cod merchants. His father and other family members had traded at Placentia from 1788. As with most companies in the cod trade, there were good and not-so-good years, and in 1859, after several years of poor fish yields, the company became insolvent and failed. Roger Sweetman died in 1862.

*Figure 29* This letter was written by Norrog L Walshky at Lisbon 28 October 1865 and is addressed to Punton & Munn, Harbor Grace. It is one of the few letters not associated with the Hunt, Newman, Roope company.

Punton & Munn was the largest 19th century company in the Conception Bay area, and one of the largest in Newfoundland involved in the cod and seal industries. It was established in 1833, when Captain William Punton, a Scottish schooner master, and John Munn, another Scotsman and book-keeper, got together to form the company. Previously, they had both been in the employ of the long established St John's firm of Baine, Johnston & Co. Their business involved supplying the vessels, crews, and stores to the cod and seal fisheries, as well as marketing the products. In 1838, it opened its own shipyard.

The letter refers to shipping and freight arrivals, and interestingly, a telegraphic link with Liverpool. Vessels in Lisbon Harbour were receiving sailing instructions that had been conveyed from Newfoundland to Liverpool and thence to Lisbon shipping agents via the telegraph link.



It was carried to St John's by the vessel *Runnymede* and arrived 24 November, reaching Harbor Grace the next day. Overall transit time was 28 days. The 10¢ charge mark is the ship letter fee to be collected from the addressee. An additional inland fee of 5¢ would also have been payable, but this has not been marked on the cover and was probably shown as a total sum due on the top or bottom cover of a bundle of mail.

## End notes

After 1865, one would expect an increase in the amount of surviving mail between the two countries. To the contrary, there is very little mail recorded and the writer has yet to see a cover bearing a Newfoundland stamp mailed to Portugal in the 19th century.

Pratt, in his magnum opus, illustrates (p 640) an incoming 1868 cover prepaid by 100 and 120 Reis stamps. This paid the 220 Reis rate, the equivalent of the 22¢ rate from Newfoundland to Portugal. He also refers to a second cover (p 641) mailed in 1880 and franked with two 25 Reis stamps; this amounted to the 5¢ UPU rate per half ounce.

If it were not for this archival find of the Oporto correspondence, it would not have been possible to study and examine the variety of routes taken by the mail to Portugal. Some of these routes were not by design, but a consequence of the wind carrying sailing vessels off course, and away from the ports where they were intending to land. The weather conditions played an enormous part in the uncertainty of successfully sending mail across the Atlantic, and we can be thankful for the prevailing winds of the day throwing up some interesting and unusual routings for the correspondence.

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## Appendix

After this article was written, another cover turned up (Figure 30). This is an 1825 letter from St Lawrence, an outpost on the Burin Peninsula in southern Newfoundland. The type 1 Barra Do Porto mark is the earliest the writer has seen on mail originating from Newfoundland and four years earlier than a prominent member of the Portugese Study Group has recorded.



Figure 30. St Lawrence to Oporto via St John's (26 August 1825)

Written by Thomas Matterface at the outpost of St Lawrence (Burin Peninsula). Forwarded by an unnamed vessel direct to Oporto. The contents refer to the fishing in the area having been much revived in the past week. This was charged as a basic weight letter and rated 160 Reis collect.

EDITOR'S COMMENTS. Shown in Figure 31 is a cover that strongly resembles the covers in Figure 6 & 30, except for one important point. The rating is the same, single rate 160 Reis ship letter, dated 1825. The letter, however, was written at Halifax (Nova Scotia) as evidenced by the dateline (enlarged at right). At the lower left, partially obscured by the black oval BARRO DO PORTO is the notation *via St John's Newfdland*; this is enlarged at right. Mailed 1 August, it arrived (according to the docketing) on 1 October, a transit period of 60 days. It is addressed to Hunt, Newman, Roope & Co (unlike the cover in Figure 6), and concerns shipping matters, including the

state of cargo on arrival at Halifax. Based on the dates, Colin suggests that it was carried on the same vessel as the cover in Figure 30.

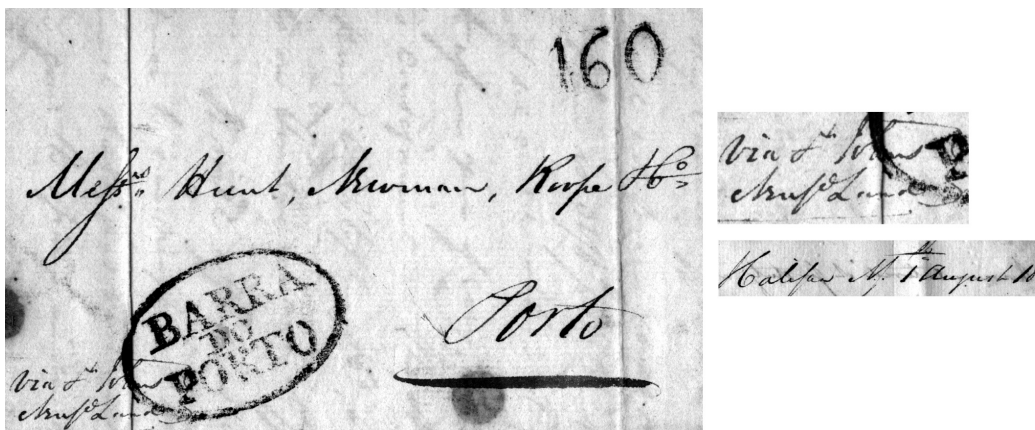


Figure 31. Halifax to Porto via St John's (1825)  
From the Editor's collection.

It too has a Barro do Porto cancel predating by four years the earliest reported—however, there are five similar covers in existence. This cover was part of a lot of six offered by Eastern Stamp Auctions (as a private sale), likely in the early 1990s at Orapex (Ottawa). I bought the best one, but I later saw Allan Steinhart with the rest of them. I do not know whether any of the other five were sent from Halifax, and I do not recall the dates, nor whether they had similar markings.

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# Postal rates to the US during the 1937–1942 Mufti era

*John Burnett*

**T**HIS second article on postal history during the King George VI Mufti era focuses on postage rates for Canadian mail destined to the United States and its territories. Readers will recall that the United States consisted of the lower 48 states during the reign of King George VI. Alaska and Hawaii became the 49th and 50th states in 1959. Other US possessions at the time included the US Virgin Islands, Puerto Rico, Philippine Islands, Guam, American Samoa (Tutuila, Manu'a Islands) and the Panama Canal zone.

## Rates to US & territorites, 1937–1942

Category/service	rates	period (1)
letters (first class)	2¢ per oz + 1¢ (2)	1931 7 1–on (entire Mufti period)
post cards	2¢	1915 4 15–on (entire Mufti period)
air mail	6¢ per oz	1934 7 1–on (entire Mufti period)
third class	1¢ per two oz	1903 10–on (entire Mufti period)
registration	10¢ (3)	1924 8 1–on (entire Mufti period)
special delivery	20¢	1924 8 24–1939 2 28
ditto	10¢	1939 3 1–on (rest of Mufti period)
acknowledgment of receipt	10¢; 20¢ (after mailing)	1921 10 1–on (entire Mufti period)

(1) Dates expressed as year month day.

(2) *This is more commonly stated as 3¢ for the first ounce and 2¢ for each additional ounce or part thereof—the table entries in this column are equivalently, but more compactly, expressed—ed.*

(3) This covered indemnity up to \$25; no additional indemnity was available.

A summary of applicable rates to the US for the Mufti period appears in the table. Rates for surface mail delivery to destinations in the continental United States and its territories were generally the same as those applicable for destinations in Canada. Overweight airmail letters to continental US destinations however were charged at a slightly higher rate than the corresponding rate for Canadian destinations.

Also during the period 1936–46, a special rate schedule applied for international airmail letters sent via the US China clipper service (operated

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Keywords & phrases: US rates, Mufti

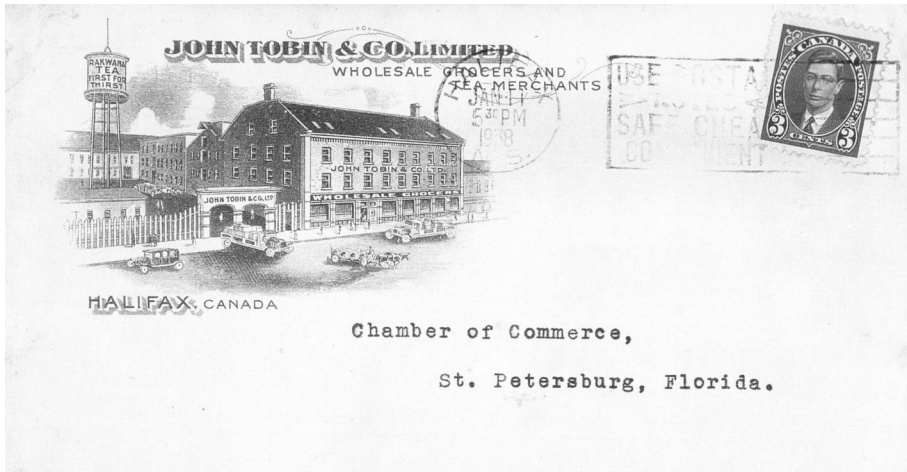


Figure 1. Illustrated cover (1938)

Single letter US rate (3¢) for cover mailed from Halifax to St Petersburg (FL).

by Pan American Airways) from San Francisco to destinations in the Pacific and Far East. I have organized my US collection to include its territories and as a result, I have included examples of airmail letters to Hawaii and the Philippine Islands in this article. In future articles, I will discuss in more depth various rates to international destinations and the effect WWI had on the mail system.

## First Class to the US

The rates for first class surface letters mailed to the United States and territories was 3¢ for the first ounce and 2¢ for each additional ounce. The cover in Figure 1 is an example of a first class letter to the US weighing less than one ounce. The envelope bears a nice engraved advertisement from John Tobin & Co of Halifax and is addressed to St Petersburg, Florida. As I mentioned in the first article of this series, I find that nice quality advertising covers from the King George VI period are fairly scarce; I suggest that when you come across one in good shape, you add it to your collection as they really do add value.

Letters weighing more than ounce but less than two ounces are sometimes referred to as *double rate*; up to three ounces, triple rate and so on. The cover in Figure 2 is an interesting example of a letter that was up to two ounces and franked with a single 5¢ Mufti stamp to pay double rate.

I always like to have an added feature with each of my exhibit pieces. The special feature about this otherwise rather ordinary looking cover is that

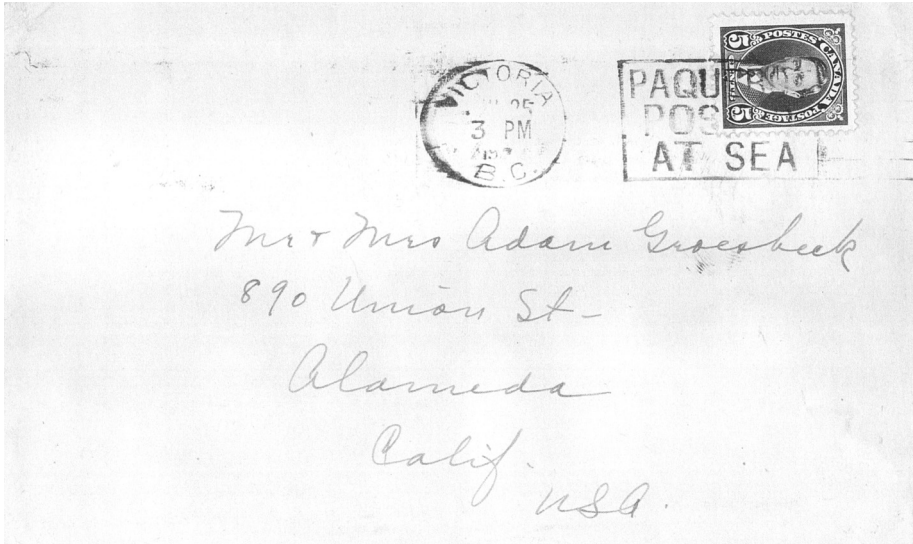


Figure 2. Double rate to California with *Paquebot*

it was mailed onboard a coastal steamer and bears a “Paquebot” cancel. This refers to mail posted on the high seas and cancelled at the first available port.

## Post Cards

Post cards were charged 2¢ for all continental US destinations. The postcard in Figure 3 is franked with a 2¢ Mufti stamp. The added feature with this item is that the US Censorship Office censored the postcard. I have a number of post cards that were censored and it has always interested me that an item which is open for all to read, would have to undergo censorship. Perhaps the reason was “hide in plain sight”.

I always watch out for items that are short paid, such as the post card in Figure 4. This post card had been mailed with a 1¢ Mufti stamp in Canada. There is a faint purple handstamp reading 2¢ (double deficiency). A 2¢ US postage due stamp, which has been nicely tied to the card with an oval Youngstown cancel, paid the postage due.

## Air mail

Airmail postage to United States destinations was 6¢ per ounce during the Mufti period. This was slightly different from domestic airmail, which was 6¢ for the first ounce and 5¢ for each additional. A double rated air mail letter to the US would therefore require 12¢ in postage versus 11¢ to a Canadian destination. This rate difference is one of a very few in this period.



Figure 3. Censored post card Banff–Portland (OR) (1942)

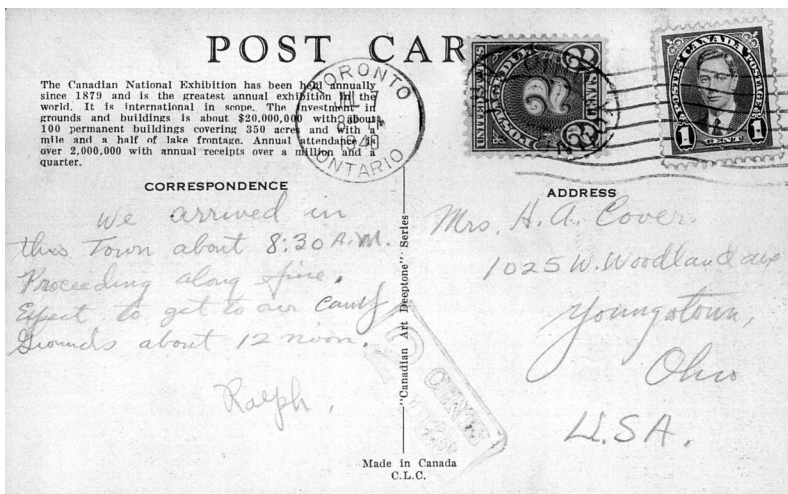


Figure 4. Short paid post card (1940)

From Toronto to Youngstown (OH), short paid 1¢, charged double deficiency, paid by US 2¢ postage due stamp.

So it is not surprising that from time to time, senders would affix only 11¢ to a double weight airmail letter to the US. Figure 5 illustrates a double rate airmail letter to the US. The faint blue-grey 2 CENTS DUE handstamp was applied in Canada.



Figure 5. Short paid double air mail to US (1941)

Air mail rate of 6¢ per ounce short paid by 1¢, charged double deficiency. From Mount Lehman (BC) to Minnesota.

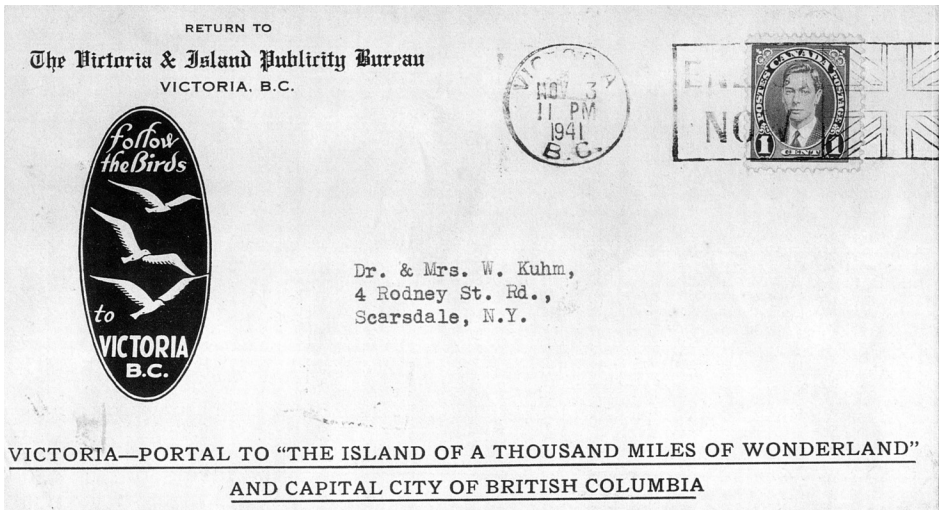


Figure 6. Third class (1941)

## Third class (printed) matter

Post Office regulations of the time allowed certain types of preprinted cards and Christmas and New Year cards to be mailed at the preferential third class rate of 1¢ per two ounces. This rate was applicable to either US or Canadian destinations during the Mufti period. To qualify for this rate, the envelope



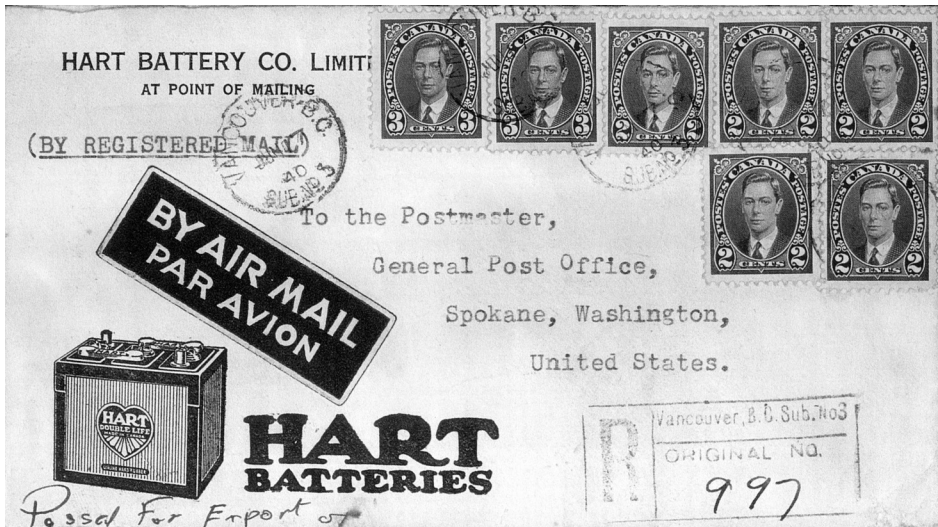


Figure 7. Registered airmail (1940)

Postage paying 6¢ for airmail and 10¢ for registration. Mailed at Vancouver Sub No 3.

had to be sent unsealed (so that the contents could be inspected). No written message beyond a greeting salutation and an ending signature was allowed. As Christmas cards qualified for the preferential 1¢ rate, one often finds a lot of card-sized envelopes with December dates on them.

For exhibiting printed matter from the KG VI era, I suggest showing the cover open to prove that it had not been sealed. The cover in Figure 6 shows the 1¢ rate on an envelope addressed to Scarsdale (NY). The 1¢ Mufti stamp has been killed by the patriotic ENLIST NOW cancel used at a number of Canadian post offices in the early 1940s.

## Additional services

Registration, special delivery and acknowledgement of receipt services were available for mail delivered to destinations in the United States at the same rates as for domestic mail, with one small exception. On registered material, the only available indemnification was the default amount, \$25 per item (in contrast with domestic registration, for which several levels of indemnification were available).

The neat advertising cover in Figure 7 was mailed from Vancouver to Spokane in 1940. It was franked with two 3¢ Muftis paying the 6¢ air mail rate and five 2¢ Muftis to pay the 10¢ registration fee. The letter has been marked *Passed for Export* and initialed by hand in red ink.

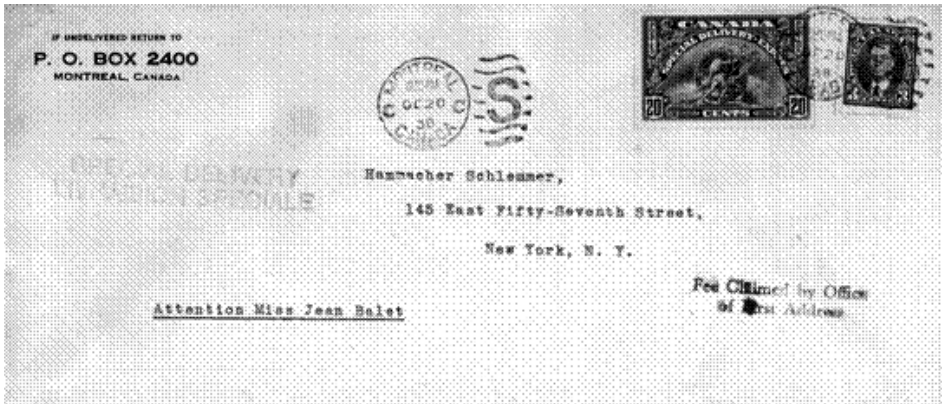


Figure 8. Special delivery (1938)

Postage paying 3¢ first class to US, and 20¢ special delivery fee.

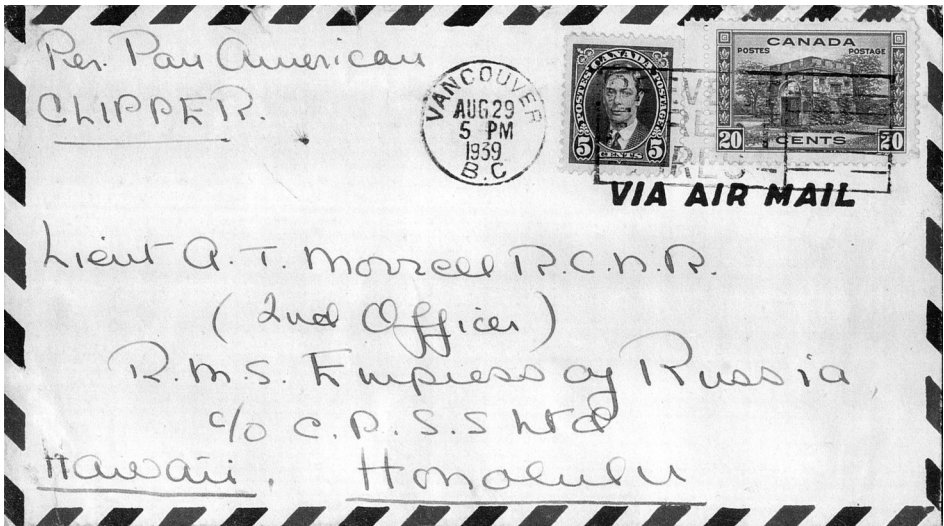


Figure 9. Clipper service to Hawaii (August 1939)

Postage of 25¢ (first half ounce) paid with 5¢ Mufti and 20¢ Fort Garry (1938) pictorial. Mailed from Vancouver.

The oversized envelope in Figure 8 was sent special delivery to New York from Montreal. It was franked with a 3¢ Mufti stamp paying the first class surface letter rate and a 1935 20¢ special delivery obviously to pay the special delivery fee. The envelope is further enhanced for exhibiting purposes



Figure 10. Clipper service to Philippines (1937)

Clipper service to the Philippines cost 75¢ per half ounce, here paid by seven 10¢ mounties and a 5¢ Mufti.

by the addition of a purple SPECIAL DELIVERY/LIVRAISON SPECIALE handstamp applied in Canada and the standard US “Fee Claimed by Office/of First Address” hand stamp.

## Clipper service to US territories

The first US clipper service flight departed San Francisco on 22 November 1936; it travelled via Hawaii, Midway, Wake Island, and Guam, arriving in Manila seven days later. The attack on Pearl Harbor forced the suspension of clipper service beyond Hawaii in December 1941. Covers from the later stages of this service, particularly from Canada, are quite difficult to come by. Figures 9 & 10 show examples to Hawaii and the Philippines.

The rates for clipper service letters sent from Canada varied according to destination. Initially the rate to Hawaii was 25¢ per half ounce but this increased to 30¢ on 27 July 1940. The rates for Guam and the Philippines were 50¢ and 75¢ per half ounce respectively until service was suspended.

# Earlier unauthorized overprints of the Elizabethan era

*John Powell*

A RECENT article by Joseph Monteiro on unauthorized overprints in the Queen Elizabeth II era mentioned that the earliest examples appeared on the 1977–1982 definitive issue [1]. Probably few people are aware of an earlier use, in 1969, of an unauthorized overprint on Canada's northernmost region, Ellesmere Island.

This two-line overprint **Hazen Camp/N.W.T.** (top line 12 mm wide, second line 8 mm; letters are 1.7 mm tall) was applied by hand for use at Lake Hazen Base Camp, for a small entomology expedition to the area. The members of the expedition were mostly associated with the Department of Entomology at the University of Alberta, and spent most of the summer at the Base Camp. It is situated on the west shore of Lake Hazen at 81° 49' N and 71° 18' W in northern Ellesmere Island.

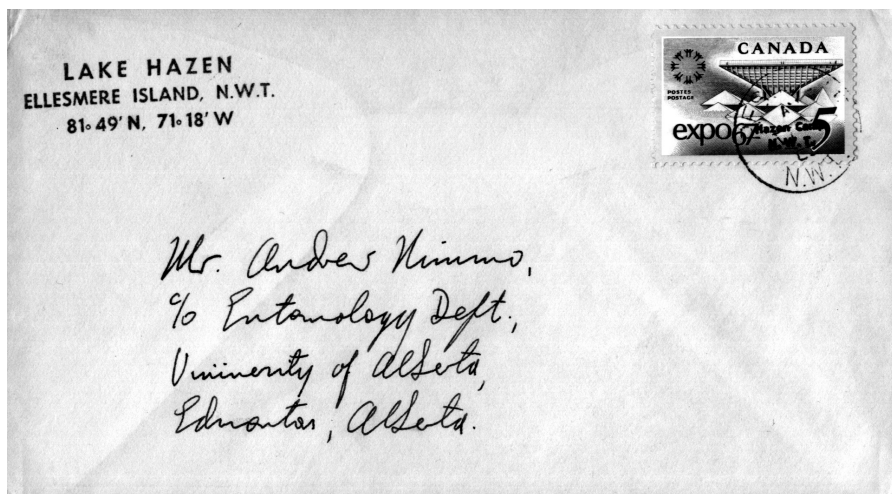


Figure 1. Lake Hazen overprint on cover (1969)

A close-up of the overprinted stamp is shown in Figure 2.

I have four covers with different stamps to which the black overprint was applied—in different positions on the stamp. The covers were mailed

---

Keywords & phrases: unauthorized overprints



Figure 2. Close-up of the overprinted stamp (1969)

The overprint appears to be slightly crooked. Postmarked at Resolute.

from Lake Hazen and as in Figure 1 are handstruck with the place name and location at the upper left. They were flown to Alert or Resolute (NWT) where the 5¢ stamps were cancelled. They were probably flown by aircraft owned by Atlas Aviation of Resolute Bay, as one cover is addressed c/o the company. Three of the covers are addressed to Andrew Nimmo (a member of the U of Alberta Entomology Department and a member of the Edmonton Stamp Club) from whom I obtained the covers. They are addressed in different handwriting and used stamps (Scott) # 428, 453, 469 (Figures 1–3). The other cover has a plate number 1 block of # 429 (Figure 4) and is addressed to England.

In 1993, I contacted the sender of the plate block cover (stamps shown in Figure 4), asking if he could tell me anything about the overprint and to which stamps it had been applied. He replied

The postmaster at Resolute told him not to do it again. . . . I don't remember how many were done. Probably fewer than 25. I have one postcard with a plate block so stamped.

I wonder what stamp was used on his postcard. Shown here are seven examples (from four covers) so 25 could be an underestimate. Two of the stamps illustrate flowers of the Yukon and Northwest Territories, species of plants that flourish in the Lake Hazen area [2].

It would be interesting to know whether other stamps received the unau-



Figure 3. Close-up of other overprinted stamps (1969)  
 The covers are similar to that in Figure 1. Postmarked at Resolute and Alert.



Figure 4. Close-up of plate block (1969)  
 With enlarged close-up of the overprint.

thorized overprint, and how many examples of each have been recorded. I have an exhibit of mail originating from Lake Hazen beginning in 1957, and would be pleased to find answers to these questions.

## References

- [1] Joseph Monteiro *Unauthorized overprints* BNA**Topics** 59#3 (2002) 48–53.  
 [2] James H Soper & John M Powell *Botanical studies in the Lake Hazen region, northern Ellesmere Island, Northwest Territories, Canada* National Museums of Canada, National Museum of Natural Sciences, Publications in Natural Sciences 5 (1985) 67pp.

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### (3) Cover stories

Mike Street

The third column in a series dealing with unusual, rare, or otherwise interesting postal history. This time we deal with *POT* covers

**T**HE collector of modern postal history is always faced with the need to avoid acquiring plain items. My main collecting interests, postage rates paid by the 1946 Peace issue and 1955–1962 barrel cancellations, are rooted in the prosperous post-w w II era. Things were good then, and postage relatively cheap, resulting in massive amounts of “ordinary” mail originating in Canada. For this reason, I am always on the lookout for something extra that adds interest to a piece, above the primary focus of stamp issue or cancellation type. I call this effort *adding colour*.

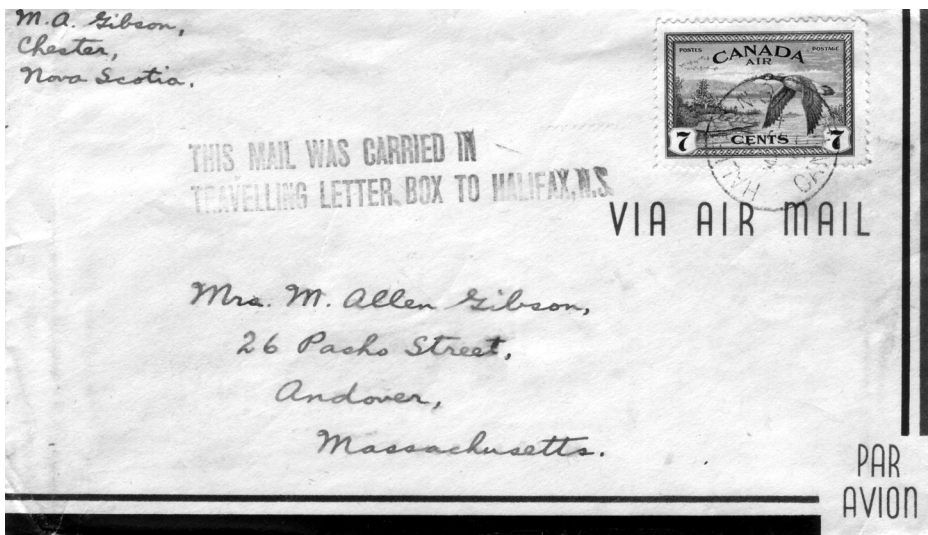


Figure 1. Travelling letter box (1952)

Airmail fee of 7¢ to US.

Very often the extra something is a mark or special cancellation or endorsement, usually—but not always—added after the original cancellation was applied. The richest source of such markings lies in the method or route of transportation of the letter or parcel.

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Keywords & phrases: *POT*, *RPO*

BNATopics, Volume 61, Number 4, October–December 2004





Figure 2. Different travelling letter box (1955)  
Halifax barrel cancel; 5¢ first class domestic rate.

A “colour” element is sometimes obvious, as in the case of Figures 1 & 2. Both covers started out as fairly basic letters. Figure 1 shows a domestic airmail letter paid with the 7¢ Peace issue value (Scott C9) and cancelled at Halifax in 1952. In Figure 2, the 5¢ ICAO issue (Sc354) paying the first class domestic rate, received a Halifax Type A barrel cancellation in 1955.

The cover in Figure 1 was endorsed THIS MAIL WAS CARRIED IN/TRAVELLING LETTER BOX TO HALIFAX, N.S. (Ludlow type RR-166). The slightly different endorsement strike in Figure 2 is THIS MAIL WAS CARRIED IN TRAVELLING/LETTER BOX TO HALIFAX, N.S (Ludlow RR-165). Although the endorsements are in fact railway post office (RPO) cancellations, they were not applied on a train. Both letters were placed in special boxes on a train, then removed from the boxes for processing when the train arrived at Halifax.

Sometimes the colour element is not so obvious. The 14¢ Peace issue (Sc269) paid the rate for the registered first class domestic letter in Figure 3. The single stamp paying a combination rate is attractive, but all is not as straightforward as it may seem. A closer look reveals that what appears to be a distorted rubber registration box is in fact made of two boxed Rs joined together by pencil lines. The handwritten *10<sup>P.O.T.</sup>* inside the box also raises a question. The manuscript *Register*, likely written by the sender, and the RPO cancellation on the stamp, EDM. & PR. GEO. P.O.NO. (Ludlow W-43), point to the answer.

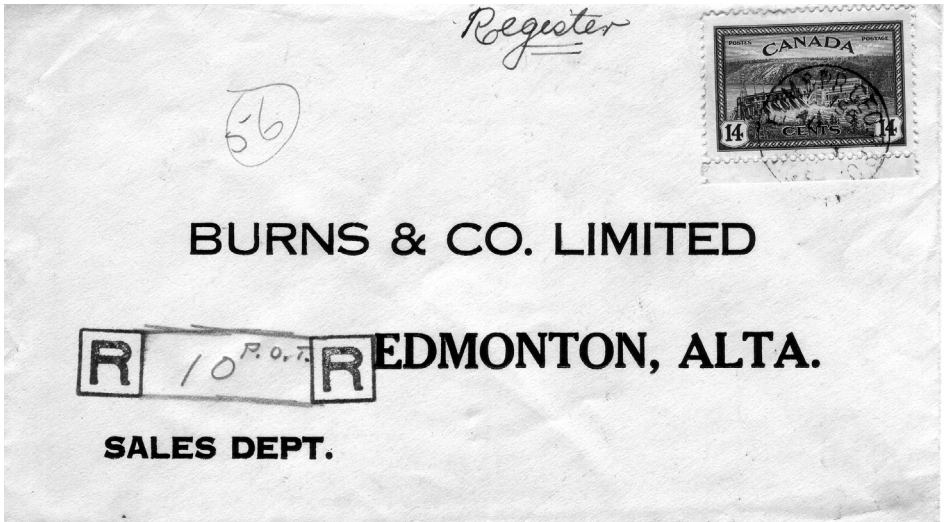


Figure 3. A POTted cover? (1949)

Single 14 ¢ stamp pays combined 10 ¢ registration fee and 4 ¢ domestic rate.

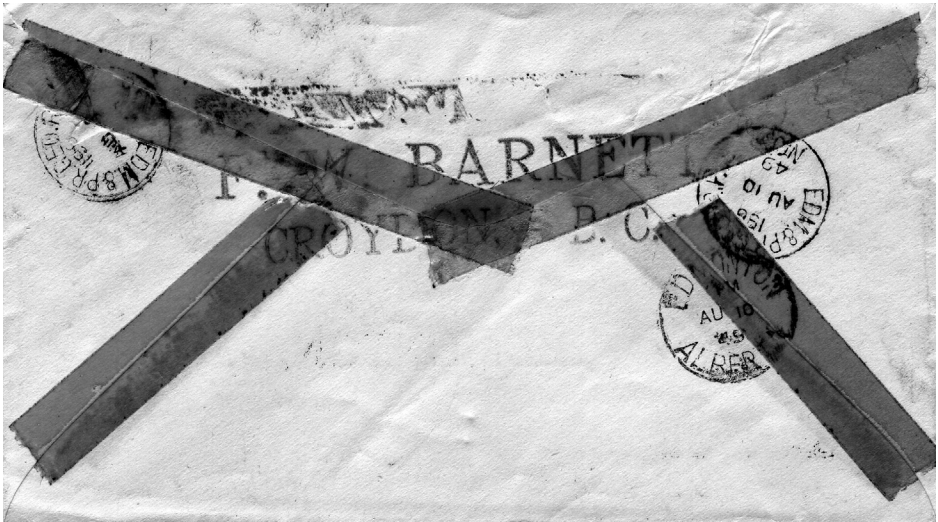


Figure 4. Reverse of cover in Figure 3

The *P.O.T* written beside the number in the registration box means *Posted on Train*. The difference between this and the covers in Figures 1 & 2 is that the Figure 3 letter was mailed on a train that included a railway mail car.

The envelope was either given to the conductor or handed to one of the mail clerks, and a nice postal history item was born. The RPO strikes and the Edmonton circle date stamp on the reverse Figure 4, confirm that the letter was treated as registered mail both on the train and when it arrived at Edmonton.

Although some *P.O.T.* covers are philatelic in origin, this one is almost certainly not in that category. It is one of a small lot of similar covers with different dates mailed to the same addressee, found a few years ago by Bill Longley. My thanks to Bill for bringing it to my attention.

## Submitting items for *Cover stories*

BNA<sup>S</sup>ers are invited to submit favourite covers for inclusion in this series. Please *first* contact me by mail (73 Hatton Drive, Ancaster ON L9G 2H5) or e-mail (mikestreet@hwcen.org) with a description of the item(s). Please do not send covers or illustrations until requested—because we want covers to be illustrated well when shown in BNA<sup>T</sup>opics, we will work with you in advance to obtain the best image for reproduction.

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# The “new” STAMPEX

CR McGuire

**T**HIS is an expansion of an article I was invited to write for the “official program” for the second *new* STAMPEX held in Toronto 15–17 October 2004. The following is an excerpt from a letter Peter Butler wrote me indicating that my article was well-received and that the exhibit in was well-attended,

I did want to drop you a line to say how very happy we were with your article in the program. . . . We received many favourable, even enthusiastic comments about your article. It was certainly the right thing to do for this year’s program. Our estimates are that over 2,500 people attended the show; dealers were saying that they hadn’t seen such a busy show for over ten years. That’s what they like to hear!

Thus this resurrection of the original STAMPEX has proven for a second year to be a success. It also promises to be bigger and better each year! Why not see for yourself! Watch your calendar; the next STAMPEX will be 14–16 October 2005 in the historic Queen Elizabeth Building at Exhibition Place.

On pages 10–11 of the program are details of the souvenirs that are still available—programs at \$2 and postcards (showing the Toronto’s Distillery District, the former Gooderham & Worts Distillery) at 50¢ (and \$1 for postage and handling)—from Jim Carleton, 90 Greyabbey Trail, Scarborough M1E 1V7. If you are a collector of what I refer to as *Canada’s philatelic history*, you will want to order examples before they are sold out.

I was sorry to learn that Gus Snels had passed away; however, I was pleased to receive a letter from Michael Madesker from which I would like to quote the following,

Gus is gone as are many of my friends, philatelic and *civilian*. It is just one of the facts of life we have to face, if not gratefully accept. Your article on STAMPEX was just beautiful. It brought back many fond memories. The pity is that the people who were involved in it are either no longer here or are no not capable of enjoying what you had to say. You do have my most sincere gratitude for allowing me to read it, albeit in solitude.

## Introduction

When I learned that STAMPEX has been revived, it reminded me what a great exhibition the original had been. It was the annual event that philatelists across Canada, the US, and from virtually around the world, would look forward to attending, if at all possible. I was certainly one that did, beginning

with the first time in 1973, until 1987. STAMPEX helped promote Canadian philately, made Toronto Canada's philatelic centre, and created happy memories of another era. STAMPEX was an instant success! By its fourth year, the organizers could proudly claim on the Catalogue cover that it was *Canada's largest annual stamp exhibition*. A recapitulation of STAMPEX highlights in the 1980 catalogue records that "over 10,000 attended the first two exhibitions" and "a record of 7,200 visitors" was set in 1975. While I can not quote attendance figures for other years, I know they were always high. It would not surprise me that there were several more record-breakers.

At Ottawa's ORAPEX '04, Peter Butler approached me to write this article on the history of STAMPEX. Since that would require considerable research and become a good size booklet, it was agreed the article would be primarily my personal recollections and involvement with the show. A comprehensive history of STAMPEX must be done someday because this long running exhibition is an important part of Canada's philatelic history.

You who are attending this second, new STAMPEX, are helping create another chapter, part of which is the human interest aspect of the hobby. This year there are more exhibits to study, additional activities and the inclusion of other collectibles, one of my other serious interests, deltiology—the collecting of picture postcards. I wish you a good show, good luck finding some new additions to your collection and above all, safe travelling to and from your home.

## Names, organizers and locations

STAMPEX actually began as TORONTO '73, hosted by the Canadian Association for Israel Philately and Stampex Toronto. The next year Stampex Toronto organized TORONTO STAMPEX '74. In 1975, STAMPEX CANADA launched the STAMPEX name that became synonymous with philately in Canada and continued to be until 1994.

Michael Madesker and the late Gustave (Gus) Snels [*sadly Gus passed away after I wrote this article—crm*] were initially *joint-chairmen* and by 1975, *exhibition co-chairmen*. However, in my opinion they were actually "co-Mr STAMPEX". While they had very different talents and styles of operating, as a team, they were unbeatable. Their hard work and the band of workers they gathered around them made STAMPEX run as it did, a well-oiled machine.

From the beginning, the late Manfred Walther, who passed away suddenly at ORAPEX in the late 1980s, was the very indispensable Bourse Chairman. All three of their names appeared on the STAMPEX letterhead (Figure 1). Commencing in 1988, Ted Nixon organized STAMPEX. Ted was later joined by Ken Rowe and Frank Buono, and the trio staged the last several shows.

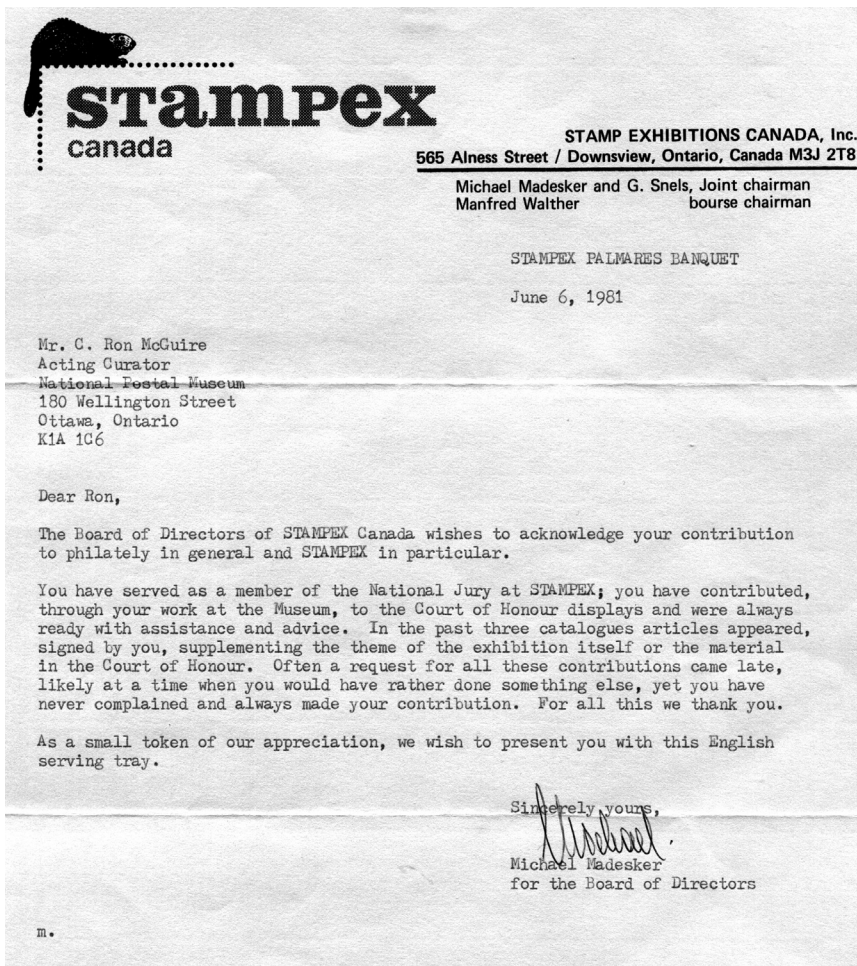


Figure 1. STAMPEX stationery (1981)

Letter I received from STAMPEX organizers; covering envelope is illustrated in Figure 8.

Gus Snels continued to do the set-up, a task with which his time as an officer in the Belgian Army made him so effective and feared by those failing to follow his instructions to the letter!

All the exhibitions I attended were staged with the assistance of interested philatelists, mainly members of local stamp clubs. This same tradition continues with the new STAMPEX. I was one of the out-of-towners who joined the crew. Beginning in 1976, I took two days annual leave to help with the



Figures 2–4. Logos of Toronto '73, TORONTO STAMPEX '74 & STAMPEX  
The now-familiar rightmost logo was designed by Ed Haussmann and first used in 1975.

set-up—erecting frames, mounting mailed-in exhibits, assisting exhibitors with their mounting, moving in dealers and whatever else required doing, later repeating it all in reverse after closing on Sunday. The often very late meal at a nearby restaurant with the Madesker and Snel families was always a fine ending to another great STAMPEX.

The Four Seasons-Sheraton Hotel (renamed the *Sheraton Centre* in 1977) was used for all but STAMPEX '89 when it was held in the Metro Toronto Convention Centre.

## The logos

For 1973, the exhibition logo (Figure 2) was designed by Jacob Hennenburg and concerned the show theme, the 25th Anniversary of Israel Philately. The Toronto Stampex logo featuring Toronto's City Hall in the upper left (Figure 3) was also introduced and used again in 1974.

In 1975, the now-familiar logo of a beaver resting on stylized stamp perforations (designed by Ed Haussman—a former editor of *Topics*) was first used (Figure 4). It thereafter appeared on the STAMPEX catalogue (Figure 5), stationery (Figure 1), medals (Figure 6), & publicity material (Figures 7 & 8).

## The postmarks

Slogan postmarks with appropriate text were made to publicize STAMPEX, as well as several of its special themes in 1973, 1974, 1975 (there were three different), 1977, 1979 (there were two), and 1980. In 1979 (Figure 9) and 1980, the slogans were featured on the Catalogue covers.

Often the participating postal administrations had their own special STAMPEX postmarks or cachets (Figure 10). Strikes were usually available for the





Figure 5. Catalogue cover page of STAMPEX '75  
The first to use the logo of Figure 4.

asking, but occasionally it was necessary to purchase a stamp and have it cancelled on an envelope. It was popular with youngsters to visit each booth and get an example on a sheet of paper.

## The themes and sponsors

STAMPEX usually has a theme sponsored by a related philatelic organization. Themes permitted a focus to be placed on a specific country—Poland in 1975; a person—stamp designer Professor Imre von Mosdóssy—in 1978; a thematic—firefighting—in 1982; a group—Canada’s Hong Kong Veterans—POWs (members of C Force)—in 1984, as did the other specializations (Figure 11). Many of the events and exhibits concerned the year’s theme, which also attracted new groups of collectors to STAMPEX.



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Figures 6 & 7. Beaver logo on STAMPEx gold medal and 1983 announcement  
The medal is one of two gold medals I received from STAMPEx organizers.

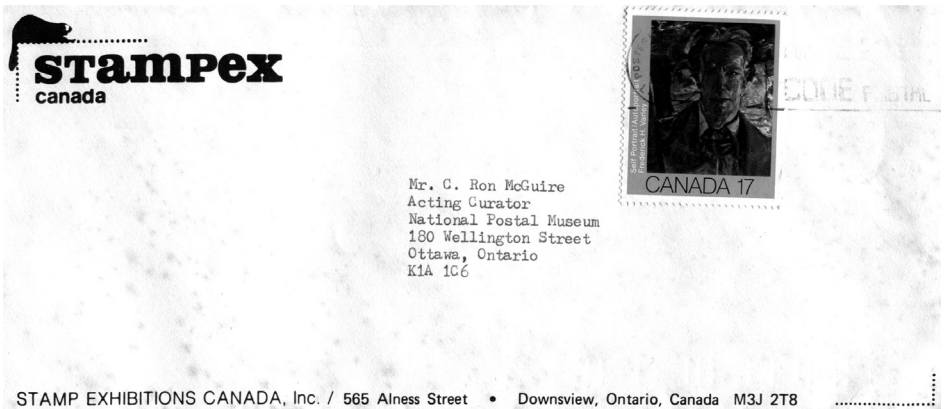


Figure 8. Beaver logo on STAMPEx stationery (1981)

Covering envelope for the letter in Figure 1.

A portion of a letter to the author from Professor Mosdóssy concerning his design of the McCrae stamp is presented here.

27 August 1979

... Concerning the design, I can tell you that I was pleased to be able to make the stamp design about John McCrae. I am happy that three of my four Canadian stamp designs are about great Canadian patriots. I feel Canadian and at the same time still a Hungarian patriot, though in our internationalist times,

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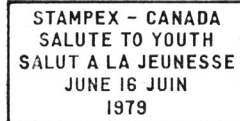
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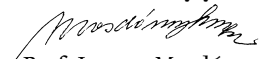
# CATALOGUE



Figures 9 & 10. Catalogue cover for STAMPEX '79, and 1977 cachet former with two of the nine slogan cancels used for STAMPEX; latter shows one of the many postal administration postmarks or cachets that were available over the years.

patriotism has become something forgotten and is referred to as belonging only to the "dark" former and past ages. Therefore, it gave me the feeling of great satisfaction when I was given the possibility to present in John McCrae's own handwriting his beautiful poem's words and honouring him as a great Canadian patriot.

Thank you for remembering us. With the friendliest regards from both of us  
I remain  
sincerely yours



Prof. Imre v. Mosdóssy

There were several conventions held in conjunction with STAMPEX. Most notably, the Royal Philatelic Society of Canada held their 45th and 57th annual conventions in 1973 and 1985 respectively. At the latter, I was elected a Fellow of the Society.



Figure 11. Maximum card for St John Ambulance (1983)

## Special events

Special event often took place a STAMPEx. In 1976, *Canadian Stamp News* was first introduced by its publisher, Donald Thomas. After several changes in ownership, this publication continues to appear every two weeks. There were also several stamp launches (Figure 11).

Every STAMPEx had several seminars by experts on a wide range of subjects, I was among those who conducted seminars in 1979, 1980, and 1984, based on the topics of my Catalogue articles.

Canadian and foreign philatelic societies and study groups held official

and impromptu meetings because so many of their members were attending the exhibition. New members were regularly signed up from those attracted to the meetings. There was never *nothing to do* at STAMPEX. If anything, there was never enough time to do what one wanted, let alone take in everything that was happening.

## The catalogues and their articles

From 1973 to 1987, the Catalogues were substantial booklets containing one or more well-written articles with the usual show information and advertisements. Beginning in 1988, they were reduced to 4–6 page pamphlets listing only the bourse dealers, exhibits, jury, and awards.

I was involved with the preparation of one of the articles in the 1976 edition. At Mike Madesker’s request, I wrote the only article for the 1979 Catalogue. His request was repeated and I prepared the article for each year thereafter until 1987. I made a point of doing something very different for each of the nine Catalogues. All the articles were eventually revised, expanded and published elsewhere, often in somewhat different versions for philatelic, military, or general history publications in five countries.

One of the most eye-catching Catalogue covers was for STAMPEX ’75 (Figure 5). It was based on 19th century advertising style, and was the first to have the STAMPEX logo. The cover illustrations for 1983, 1984, 1986 and 1987 concerned the topics of my articles.

To commemorate the Tenth Anniversary STAMPEX in 1982, a special limited edition of the Catalogue was printed. I was given a copy at the Awards Banquet and am pleased that I had it autographed by many in attendance as a souvenir of what was probably my most memorable STAMPEX.

## The exhibits, juries, and awards

One of the major attractions to STAMPEX was the special, Court of Honour, and competitive exhibits. Generally of a high standard, many of the exhibits, particularly from non-Canadian owners, had not been often previously seen, if ever, in Canada. Collectors came to study and learn from the work of exhibitors, many of whom were there to compete with others for the awards. In 1981, I exhibited three frames non-competitively. Entitled *The Post Office Guide Illustrated*, it became the basis for my current continuing series of articles in BNATopics.

In 1985 and 1987, I had exhibits in the Court of Honour. The first was my collection of containers to hold postage stamps, the second a four frame study of post office architecture on picture postcards. For both, I believe this was the first time such subjects were the topic of an exhibit in Canada.



## The Medals

For the third annual STAMPEx CANADA exhibition, especially-designed medals have been cast in gold, vermeil, silver, silver-bronze and bronze.

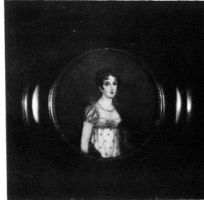
## The Awards



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*Bohemian Crystal Vase*

THE RESERVE GRAND AWARD  
*Antique Miniature on Ivory.*

—donated by Harry Sutherland,  
President Royal Philatelic  
Society of Canada.



10

## The Jury

Harry Sutherland,  
chairman

*President, The Royal  
Philatelic Society  
of Canada*

Herbert Bloch

*New York, U.S.A.*

William H.P. Maresch

*Toronto, Canada*

Zbigniew Mikulski

*St. Gallen, Switzerland*

George S. Wegg

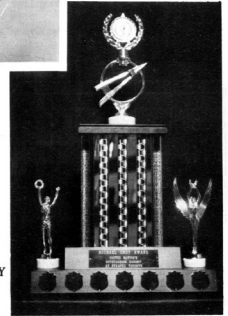
*Toronto, Canada*



THE CHALLENGE BOWL

for the best exhibit by a  
non-resident of Canada

—donated by H.R. Harmer, Inc.,  
of New York.



THE MICHAEL CROX TROPHY

for the best exhibit of  
United Nations stamps

11

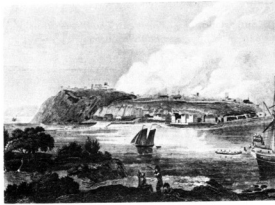
Figure 12. Medals, awards, and jury for STAMPEx '75

I was also responsible for Court of Honour exhibits from the National Postal Museum every year from 1977 to 1984. The Museum's first exhibit was at TORONTO '73. Canada Post Corporation closed Canada's National Postal Museum in 1985, and virtually destroyed 13 years of work by the institution's small dedicated staff.

The juries consisted of from five to nine accredited judges. There were always one to four apprentices. Depending on the exhibition, there were separate juries for junior, thematic—and after 1977, literature—exhibits. I served on the jury in 1979, 1980, 1982 and 1984.

An announcement was made in the 1975 Catalogue that “especially designed medals have been cast in gold, vermeil, silver, silver-bronze & bronze.” Of course, contrary to the text, the gold and silver were actually appropriately colour-finished bronze! (Figure 6)

The Awards -cont'd

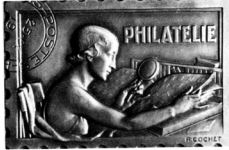


ANTIQUÉ PRINT  
for the best exhibit  
of postal history  
—donated by  
Charles P. DeVolpi  
of Montreal

THE GOLD MEDAL of the Polish Museum of Rapperswil, Switzerland, for the best exhibit of Polish philately.  
—donated by Zbigniew Mikulski of Switzerland

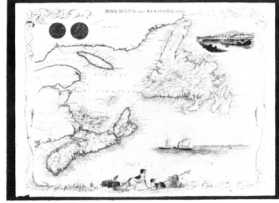
BOOK: “The Post: A Universal Link Among Men”, for the best exhibit by a junior.  
—donated by the Canada Post Office, Ottawa

The following awards will be made at the discretion of the jury:



THE MEDAL of the Philatelic Specialists Society of Canada  
for original research  
—donated by the Society

12



ANTIQUÉ MAP for an outstanding exhibit of British North America stamps  
—donated by William H.P. Maresch, Toronto

ESKIMO SCULPTURE for an outstanding exhibit of the stamps of British North America  
—donated by Sol Kanev, Winnipeg



PHILATELIC LITERATURE for other worthy exhibits  
—donated by George S. Wegg, Ltd., Toronto.



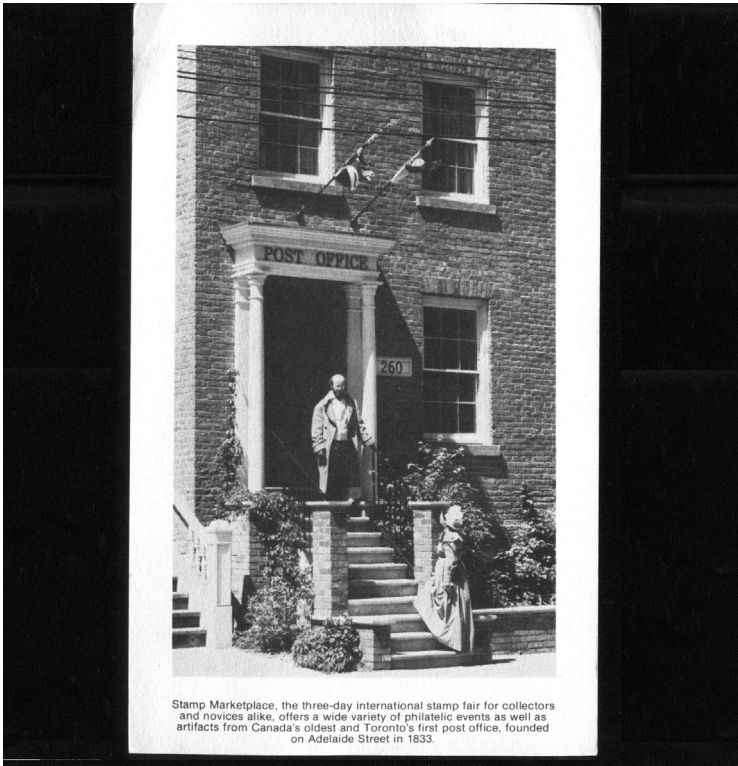
13

Figure 13. More awards for STAMPEX '75

There were also a number of special awards (Figures 12 & 13). Since several were works of arts, prints, or books, they were replaced in subsequent years with similar awards. The donors of the special awards also changed over the years.

There were memorable Awards Banquets from 1973 to 1985. I recall them as having much better than the usual banquet food! The awards were presented to winning exhibitors. Beginning in 1986, the awards were given at the *Awards Presentation* held prior to the Judges Critique, an informative session I had long advocated be held for exhibitors to ask judges to justify their decisions and to learn how to improve their exhibit. Critiques are now a regular feature of exhibitions.

STAMPEX organizers always treated their work crews well and recognized their efforts, beginning in 1975 with Service Awards. Among the 11 who received those first awards, A Ben David—whose idea grew into STAMPEX—was acknowledged. My efforts certainly were when I was presented with the STAMPEX gold medal at the banquets in 1978 and again in 1985. Both were inscribed “C R McGuire/In Appreciation”, and the date. In 1981, I was given a serving tray and the letter, which outlined my contributions to STAMPEX (Figure 1). All are valued mementos of those wonderful days spent at fifteen STAMPEX events.



Stamp Marketplace, the three-day international stamp fair for collectors and novices alike, offers a wide variety of philatelic events as well as artifacts from Canada's oldest and Toronto's first post office, founded on Adelaide Street in 1833.

**Stamp Marketplace**

If you're looking for the rare 12-penny black, every Canadian stamp collector's dream, or a more modest assortment of stamps which sell for as little as a nickel apiece, then Stamp Marketplace is definitely worth a visit.

Held at Toronto's Sheraton Centre from September 21 through 23, the three-day international stamp fair will feature a variety of philatelic events. There'll be displays, seminars and a chance to return to the 1830s when letter-writing at Toronto's first post office meant copying up to a roaring fire and writing a letter with a goose quill.

There were no postage stamps in existence then and visitors to Stamp Marketplace can also have their letters hand-cancelled by the postmaster of Toronto's first Post Office and Canada's oldest which was founded on December 15, 1833 in the Town of York.

Stamp Marketplace, now in its fifth year, is perhaps best known for its extensive international bourse. This year, the British Post Office, Canada Post, U.S. Post and United Nation's Post Office as well as many stamp dealers will participate in the weekend event. Daily admission is \$2 for adults; senior citizens are admitted free of charge.

Hours are: September 21 from 10 a.m. to 8 p.m.; September 22 from 10 a.m. to 6 p.m.; and September 23 from 10 a.m. to 5 p.m.

**From: Stamp Marketplace,**  
10 - 1300 Kamato Road,  
Mississauga, Ontario  
L4W 2N2  
Contact: Michael Madesker  
(416) 625-2294

**Postcard**

Shirley English  
5 Redheugh Cres.  
Scarborough, Ont.,  
MLW 3G4

Figure 14. Publicity postcard for the fifth Stamp Marketplace (1983) It also publicized the Toronto Post Office Museum on Adelaide Street. This was the first Post Office in Toronto (then the Town of York); it opened to the public 150 years earlier.



## Stamp Marketplace

In 1979, the STAMPEX organizers began another annual three-day event—*Stamp Marketplace*—held in the fall, also at the Sheraton Centre. They altered the well-known STAMPEX logo and each year mailed a publicity postcard (Figure 14). However, this is another part of Canada’s philatelic exhibition history that requires recording someday.

## The New Stampex

For 2003 the new STAMPEX had an *official program*, a term which I much prefer to catalogue, because it better describes the contents—a program of the exhibition activities. It is invaluable to those attending and the perfect souvenir for future reference. Programs can be virtually a who’s who of philately and record the popular interests and trends for the period concerned. I favour the inclusion of good article(s) because they may ensure that the program will be kept indefinitely in philatelic libraries.

On the cover of its first program, the new STAMPEX is described as a “Postage Stamps Exhibition and Marketplace”. Therefore, it is actually reviving the two once-popular Toronto events. There is no question that there is sincere enthusiasm and commitment by those concerned to make their STAMPEX a bigger and better show each year in the future. This is obvious from speaking with two of the several GTAPA (Greater Toronto and Area Philatelic Alliance) driving forces, Peter Butler and Bob Thorne. It can also be seen in print in the issues I have read of the Alliance’s very informative, quarterly publication *PhilaJournal*.

There was a *real* need for a STAMPEX. Philately constantly requires new collectors who hopefully will grow into serious philatelists, and places for them to meet. The original STAMPEX provided both, as I know this new STAMPEX is now doing. I commend the organizer for their initiatives and offer them my best wishes for continued success to again become Canada’s largest annual stamp (and related collectibles) exhibition.

## Dedications

This article is dedicated to all those who made STAMPEX the great success it was, in particular, to two who are no longer with us—Manfred Walther and Gus Snels.

## Acknowledgment

Very special thanks to Ian Kimmerly for his offer of assistance and to Kate Winsor for her excellent work to computerize this text.

# A postal vignette of North Star, Alberta

*Dale Speirs*

**A**MONG family papers I have inherited is a small envelope and enclosed letter that was mailed from North Star (Alberta) to my grandfather Harvey Speirs in Shaunavon (Saskatchewan). North Star is way up in the forested boondocks of northeastern Alberta in the Peace River district, and Shaunavon is in the treeless boondocks of southwestern Saskatchewan. The letter is dated 8 February 1939, but the North Star postmark is dated 16 February, indicative of how far from the post office the homesteader who sent it was (Figure 1).

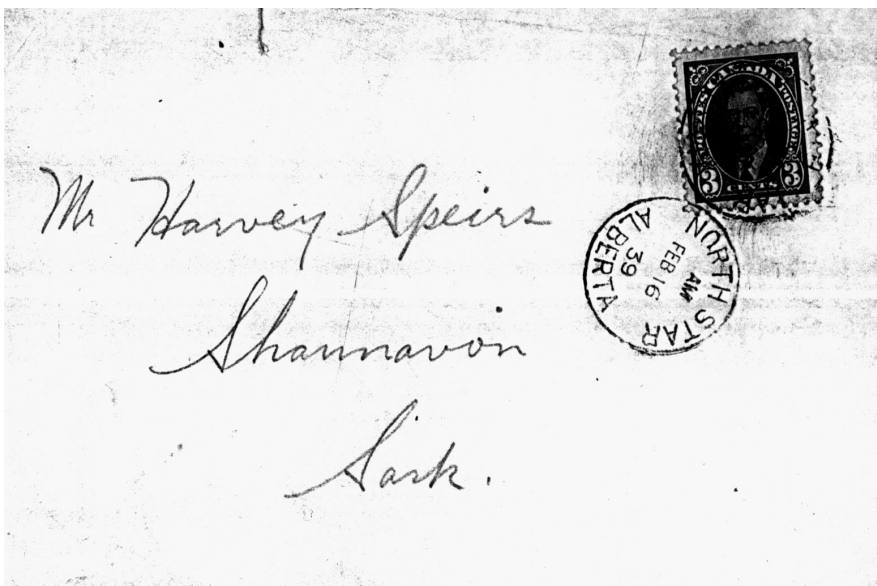


Figure 1. Letter from North Star to Shaunavon (1939)

Domestic postage paid by 3¢ Mufti.

There is no return address, and the sender only signs his name Lawrence, so I can only assume this was a childhood friend of Harvey who had gone north to homestead. At this time my grandfather was a middle-aged dairy farmer with six kids, and it appears that Lawrence was about the same age. The letter reads

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Keywords & phrases: homesteader

Our thermometer says it is 42 below today so I thought it would be a good time to do some writing. My fountain pen is frozen up so have to use a pencil. We have had a pretty fine winter until the last few days when this cold spell came. We don't do much but carry wood and keep the fire burning. Today we have to melt snow for the cattle as it is too cold to take them back to the creek half a mile away. We have two cows and two calves and the horse and a flock of chickens. We are milking only one cow now.

I made a one-horse sleigh to haul wood on and hauled in enough wood for the winter with one pony. Then I did some work picking roots off breaking [*land*], in the fall for the men who have a sawing outfit and they did our sawing. They charge a dollar an hour for the outfit and you have to supply the help. As a rule it needs five men, so the neighbours change work with each other. It took about three hours to saw our wood. Last winter I did all the sawing by hand but life is too short for that. I would rather go back to the prairie and burn lignite.

*[This suggests that Lawrence was from the Shaunavon area, as my grandfather once told me how they burned the local lignite coal because it was fifty miles to the nearest source of firewood in the Cypress Hills. Saskatchewan lignite is only one step up from peat and is a very smoky fuel. My father told me how Grandfather sent him and his brothers every so often out to a lignite exposure to fill up a wagon.]*

There is a new store three miles south of here and there is going to be a post office across the road from it. It will be a lot handier for us. I don't know what the name of the post office will be yet.

*[The North Star post office was opened in 1929, so this was not the one that Lawrence was writing about. Since it took him eight days to get his letter to the post office, his homestead must have been some distance away from North Star. Lawrence then takes a full page discussing local church affairs, which included him feuding with not one but two preachers over the correct interpretation of prophecies in the Book of Daniel! In this part of the letter, he mentions the two preachers used schoolrooms at Simpson and Woodburn schools, each a few miles from Lawrence's homestead but in opposite directions.]*

The man who owns the farm where we lived last year wants \$1000 for it. Half cash and the rest on time. As this letter is getting long I guess it is time to close.

ps I weigh 160 pounds now. My Sunday pants will not meet around me so I have to wear overalls to church. My wife thinks I should chop more wood.

## North Star & area

According to the postal archives [1], the North Star post office was opened 1929-11-07. The first postmaster, Oscar Monrad, was gone before the end of the month. There was a brief gap over the winter, then John Eggenberger was postmaster from 1930-03-26 until 1934-01-19. There is another gap, and the next postmaster listed is Helen Simcoe, from 1949-04-19 to 1970-07-31.

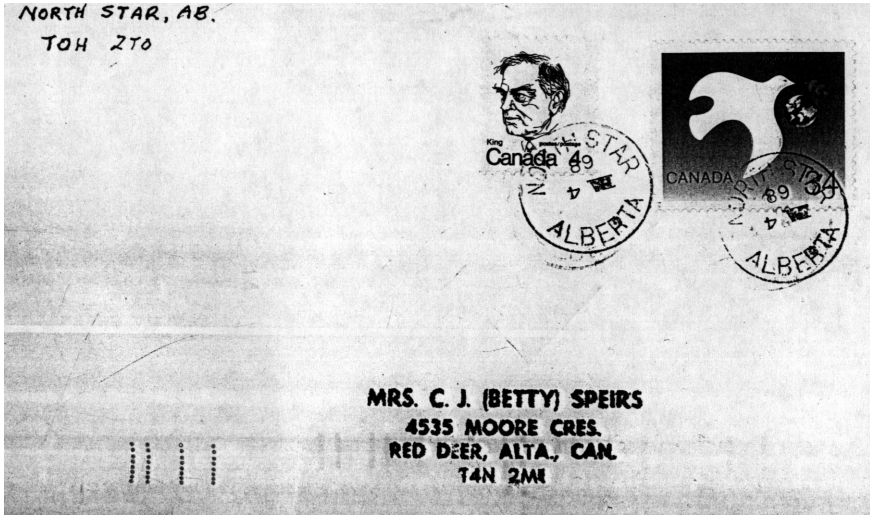


Figure 2. Letter from North Star to Red Deer (1989)



Figure 3. Betty Speirs in front of the North Star office (1989)

I was unable to locate any post office near North Star that opened in 1939, and I wonder if the one that Lawrence mentions turned out to be a false start. The Robinson checklist of Alberta post offices [2] shows the towns near North Star did not have any date that matched 1939. The towns I checked are listed below, with year of establishment in parentheses.

Chinook Valley (1931), Deadwood (1930), Dixonville (1930), Hotchkiss (1930), Manning (1947), Notikewin (1924).

I also checked the Alberta government index of schools [3], but did not find any current schools named Simpson or Woodburn. The location of Lawrence's homestead is still a mystery.

The North Star post office closed 1991-07-30, and the area is now serviced via the Manning post office (personal communication from Manning postmaster, 2004-09-14). My mother Betty Speirs (deceased 2002) was a philatelist, and visited the Peace River area in 1989 to get photos and postmarks of the local towns. The photo in Figure 3 was taken when she obtained the postmark in Figure 2. She is standing outside the one-room shack that served as the post office.

## References

- [1] Library and Archives Canada (downloaded 2004-09-08) *Post offices and postmasters*, ARCHIVIA NET, [www.collectionscanada.ca](http://www.collectionscanada.ca)
- [2] William G Robinson *Post offices of Alberta* (1985) Privately printed by the author.
- [3] *Learning Alberta* (downloaded 2004-09-08) untitled pdf document, [www.alberta.gov.ab.ca](http://www.alberta.gov.ab.ca)

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an invitation to join the



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**Grow with the Royal**

# Readers speak

A column for readers to express their views, ask questions, or add information to previously published articles.

*From Stéphane Cloutier (Fournier ON), on Dean Mario's article on the Tizzard 5 in Topics # 500)*

The author is right in calling this duplex unusual, as it is different in many ways from the majority of Canada's other duplex cancelling devices. I have not seen any impressions of the Tizzard's Harbour duplex, nor can I explain the curious use of the numeral 5 in it, but I have seen the instrument itself at the Canadian Postal Museum in Hull. Their catalogue number for it is 1994.998.97.



Figure 1. Tizzard's Harbour NF duplex, top view  
Both Figures 1 & 2 courtesy of the Canadian Postal Museum.

For one thing, it is not a hammer, but rather what I call a handstamp, as its handle is in an upright position. Also, the area used to house the indicia is quite different from that of any other postal datestamp I have seen. In this case, a fairly large rectangular area is used and can be accessed by sliding the whole base of the instrument either up or down, inserting the indicia and then sliding the base back into place. A small brass screw on one side secures it in place. The whole base of this instrument is made of brass, and as far as I know, this is the only duplex made of this material.



Figure 2. Tizzard's Harbour NF duplex, bottom view

There is another oddity in that the wording on the dater part of this duplex reads TIZZARD'S HARBOR.D.N.BAY./NEWFOUNDLAND. I am assuming that the D N BAY was mistakenly reversed from what should have been N D BAY for Notre Dame Bay.

I was able to obtain permission of the Canadian Postal Museum to include pictures of this instrument with this letter (Figures 1 & 2). I hope this information will be of interest to duplex collectors, Newfoundland collectors, and others as well.

*From Len Belle (Essex UK), on Operation Cavalier*

Shown in Figure 1 is front and back of a November 1994 baggage label sent from C F P O Belleville to POSTMASTER/OP CAVALIER/C F P O 5 0 0 4/BELVILLE (the last is a spelling error). The receiving mark on reverse reads CFB Petawawa.

I have similar labels, all with Petawawa receivers dated from 7–15 November 1994, with despatch numbers 84 (bag 7), 85 (bag 63), and 86 (bag 73). I would appreciate it if someone could give me details of *Op Cavalier*. Was it

a training exercise based at Petawawa camp? Whatever it was, it must have been a large operation, judging by the amount of mail sent.

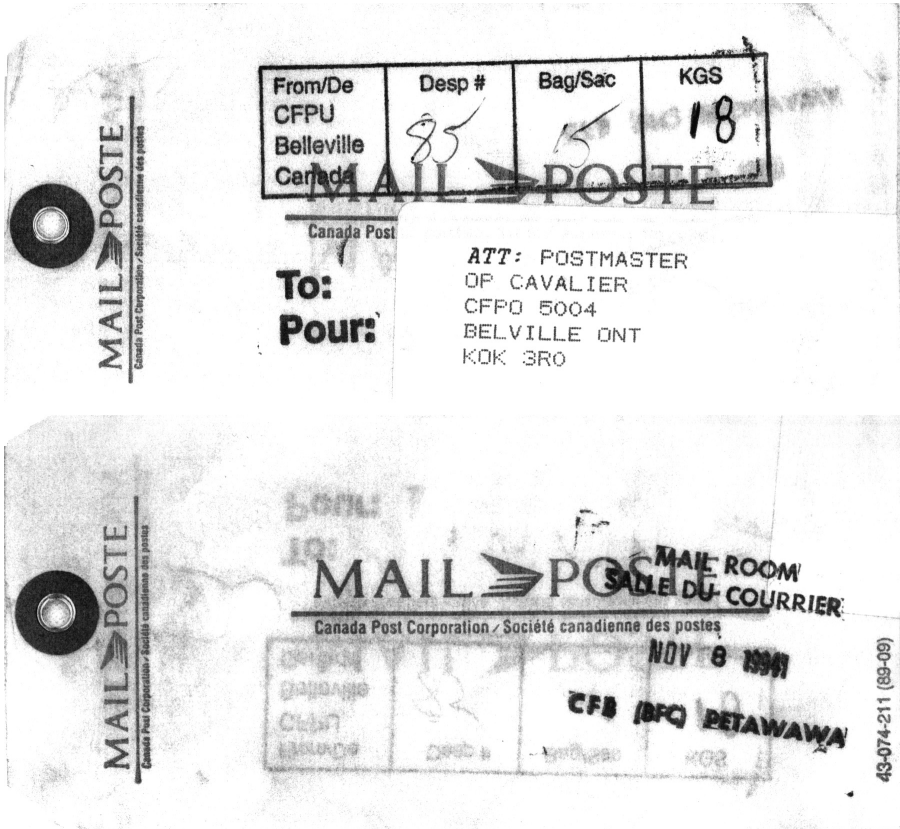


Figure 1. Baggage label—Operation Cavalier (8 November 1994)

*From John Cable (UK), on the letter by Bill Pekonen (Topics # 499, p 66–67)*

Yet another fascinating issue of *Topics* and one which touched upon my own core collecting interests of legislative and free mail. As always, this is such an interesting area that is often difficult to tie back to primary legislation, post office orders, or government instructions to its own staff. I can answer Bill's questions on the cover (Figure 2, p 67), but before I do I have to challenge Bill's assertion that only Minister's and Deputy Ministers had free franking privileges. It was the Public Department of that Minister and Deputy Minister that actually had the free franking privilege. The docu-



ment quoted here is Departmental Order Number 2 (regulations of the post office act), printed 1 March 1868, p 3, section 25 (extraction taken from the Library and Archives Canada online resource):

Franking and Free Matter

*[the following is exempt from Canadian Postage]* all letters or other mailable matter addressed to or sent by any Department of the Government, at the Seat of Government at Ottawa.

The Canadian Official Postal Guide of October 1875 virtually reproduced this language in section XIV on Franking and Free Mail matter when it said in paragraph 1 that the following matter was exempt from Canadian Postage,

... all letters and other mailable matter addressed to or sent by the Governor, or sent to or by any department of the Government at the seat of Government, are free of Canada postage under such regulation as may, from time to time, be made in that respect by the Governor in Council.

Tellingly in the next issue of the Canadian Official Postal Guide (published January 1876), free mail paragraph 1 above was split into two and greatly expanded. Paragraph 1 referred to mail sent to and from the Governor and paragraph 2 said that the following was free from Canadian postage,

... all letter and other mailable matter passing to or from the Public Departments at Ottawa, including all correspondence addressed to the Ministers in charge of the said Departments or to their Private Secretaries, or to the Deputy Heads or Secretaries of the same, as well as all mail matter on which the name or designation of one of the said Public Departments (or of a branch thereof), at Ottawa forms part of the address—and this without regard to the name or title of the person to whom the same may be directed.

You can see from the paragraph above that the free franking privilege post-Confederation extended beyond just the Minister and Deputy Minister of a Public Department in Ottawa. Prior to Confederation, selected departments also had free handstamp privileges but this is another issue.

Having established that it was the public department that had the free franking privilege, the next question becomes how did the government or department with the privilege then determine how to mark the mail? Unfortunately I do not know of and cannot pinpoint the internal government instruction that tells the departmental ministers, deputy ministers and staff who should mark the mail and how to mark the mail, but I do have literally dozens of Ottawa free covers where the signature handstamp is that of a senior official of a department rather than the Minister or Deputy Minister.

My guess would be that the use of free franking signature handstamps began around 1878 (at the start of the fourth Parliament) which is when I first start to see the signature handstamps in my collection; prior to this I have the Minister or Deputy Minister actually signing the letters.

Finally, back to Bill's cover. Henry F Perley is indeed the signature cancel. However, Henry was not an MP. Henry was the Chief Engineer of Public Works from 25 November 1880 to 10 July 1891—which also explains the Public Works departmental cancel. For anyone with Ottawa Free covers with a signature cancel, the most useful reference book that I am aware of, and that almost always give me the answer to the question of whose signature cancel is it on a post-Confederation cover, is *Political Appointments, Parliaments and the Judicial Bench in the Dominion of Canada 1867 to 1895*, edited by N Omer Côté of the Department of the Interior. There is a later supplement to this journal and a second book covering the period 1896–1917.

The Ottawa duplex cancel is DON-1208 in Robert Lee's catalogue of duplex cancellations. Many of these duplexes are not in the proof books and as Bill rightly points out (confirmed in Robert's handbook), this is one of those duplexes. The duplex handbook has this cancel being used in two periods, the first during 1885/03/18–1893/05/04. It is known with the time marks 1-4 and blank and is more likely to be a more common strike.

[*The attribution of Henry Perley given by Jon Cable was also given by Christiane Faucher, in an earlier e-mail to the editor—ed*]

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*From Wally Gutzman (Dorval QC), on the articles in recent issues on postage due by Mike Street and the Editor & son*

I have been reading [these articles] with great interest. It is the basic type of research that has always interested me, and I congratulate [the authors] on spending time and energy on this particular area.

I wonder if [you or the readers] can help me with the item in Figure 1. It seems to be a cover for returning envelopes used by the Undeliverable Mail Office (UMO) in November 1968, with print data 42-23-036 (10-67) (printed in October 1967).

The tax charged is normally what is due on the item returned in this envelope. The amount marked here is what puzzles me—\$20. How can such a large amount be levied? I have a similar return envelope with a tax amount of \$11.17.

EDITOR'S COMMENTS. I think a clue lies in the address, *Reader's Digest*. At one time, publishers were sent envelopes by the post office, with pink slips attached to the front with postage due amounts to be paid. It is possible that these could have been for the returns from a bulk mailing (non-first class mail could be charged for non-delivery). Do readers have any other suggestions?

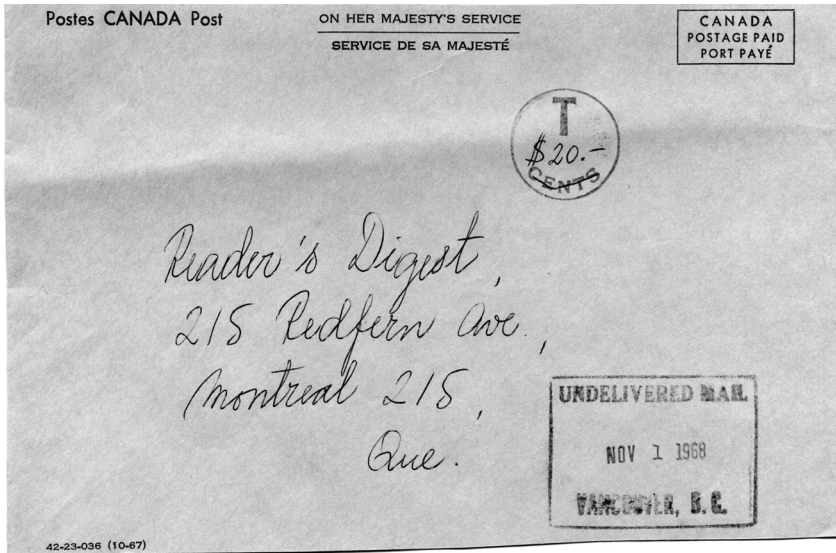


Figure 1. UMO covering envelope with \$20 due (1968)  
With rectangular boxed Vancouver marking.

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*From John Hillson (UK), on the letter by Richard Johnson (Topics April–June 2004, p 67 ff)*

I was a bit surprised to read Mr Johnson's letter regarding, inter alia, perforations and perforation machines. Could I respectfully refer him and others who still believe that the British American Bank Note Company were flouting the Bemrose patented perforating system with impunity read my letter to *Topics*, July–September 2003, p 63.

Perhaps I could be permitted to add a couple of comments. Is it really believed that a Victorian British engineering company, knowing its patent was being abused, would not have sued the socks of a Canadian company, in a fledging British Dominion, whatever the embarrassment to the end user?

Further, in order to engineer irregularly spaced male perforating heads, and then make irregularly spaced female cylinders to match, one would either have to be an engineering genius, or nuts, or more probably both. Also one would have to have the skill which would have enabled one to make the spacing of both dead uniform. But that would have infringed the patent.

The plain fact is that patent was never infringed. It was broken by a clever piece of lateral thinking, as described in my previous letter.

# Study group centreline

*Robert Lemire*

**T**HE purpose of this column is to bring to the attention of BNAPS members some of the fascinating specialist work being done within each BNAPS study group. Highlights are provided for newsletters arriving in my mail box from mid-June 2004 through mid-August 2004.

*RPO cancels* The May–June 2004 newsletter is devoted to the postmarks used on the Canada Southern Railway, including its successor operators, the Michigan Central Railroad and New York Central Railroad, from the beginning of RPO service on the lines in 1874 to the end of service in 1952. This line originally reached from Fort Erie to Amherstburg, but eventually was connected through Essex to Windsor. A large number of covers with RPO markings from this route are illustrated.

*Fancy & miscellaneous cancels* The July 2004 newsletter concentrates on Newfoundland cancels. David Lacelle compares his notes on Newfoundland cork insert cancels with those of David Piercy (as originally reported in a detailed article in the Newfie Newsletter of May 1994). Lacelle also has carried out a study based on additional material. The comparisons reinforce some of the conclusions in the fancy cancel book. Improved illustrations are provided for some cancels, and the range of dates for certain markings are confirmed or expanded. There is the usual assortment of new information based on correspondence from study group members (Jon Cable, John Hillson, B Girard, Brian Hargreaves, Garfield Portch, Gus Quattrochi, and Dean Mario).

*Newfoundland* In *Newfie Newsletter* #107, a scarce 1939 Royal Visit cover is shown. There is also a picture of a lovely reverse offset on the gum side of Unitrade #270. Prices realized for Newfoundland items in a recent Robert A Lee sale are reported and discussed. Further pages of Colin Lewis' Newfoundland postal history exhibit and of Horace Harrison's Newfoundland postal stationery exhibit are presented.

*Map stamp* In Volume 5, #2 of the newsletter, Joe Smith presents a list of orb cancellations that have been found on the map stamp. Several earlier articles and copies of correspondence on the map stamp are also reprinted.

*World War II* Bill Pekonen has put together issue #25 of *War Times* while new editor Gary Coates prepares to take over. The newsletter lists of Canadian federal cabinet ministers who held office during the war. There is also a fascinating directive from the Post Office Department admonishing collectors who used stamps purchased from the Philatelic Division on regular mail.

*Revenues* The latest issue of the Canadian Revenue newsletter features an article by Chris Ryan on Canada's excise tax on cheques (and other types of commercial paper) from 1915–1953. Chris describes and illustrates the use of adhesive revenue stamps and meter impressions to pay the fees, and outlines the changes in the relevant laws, fees, and allowed exemptions (and shows some exemption markings). Richard Fleet describes copies of the Second Issue Bill Stamps overprinted SPECIMEN and CANCELLED, and questions the origin of some of the markings.

*Large & small queens* In *Confederation* # 26, Dr J Frank presents a discussion on the correct single use of the ½¢ large queen, and shows an example on a wrapper. The newsletter issue also contains photocopies of multiples of the 6¢ small queen, with some examples of minor displacements of adjacent stamps (from the John Hillson collection). Richard Morris presents some findings on the absence of guide dots on the late plates of the Montreal printings of the 3¢ small queen issue.

*Queen Elizabeth II* In the July–August issue of the *Corgi Times*, Joseph Monteiro shows three errors on recent Canadian stamps. Two are misperforations, one on the 10¢ artistic woodwork definitive, and one on the \$8 grizzly. The third error is spectacular—copies of the \$5 moose stamp with the moose and associated vegetation missing. Robin Harris describes four undenominated stamps that were included as inserts (with a matching phone card) in the series of *Write Me ... Ring Me* greeting cards (issued May 31). The plating study of the \$5 Victoria public library definitive, begun in the May–June issue of the newsletter, is completed.

*Post cards* Volume 5, # 2 of *Post Card Matters* features a study by Maggie Toms of Canadian view cards published by Stedman Bros. Many of these cards were printed by Emil Pinkau & Co of Leipzig (Germany), while others were printed in Great Britain. The relationship between these cards and card series produced by the same printers for other Canadian firms is discussed.

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**British Columbia Hotel Covers 1880 to 1920** by Ken V Ellison. As portrayed by the use of printed and illustrated advertising postal envelopes used by travellers to send notes to friends and family. Beautifully illustrated, with early post cards of some of the hotels. Colour version, spiral bound

c\$84

EARLY CANADA POST CARDS 1871-1911



**Early Canada Post Cards 1871-1911** by George B Arfken. This is a study of the development of Canada's post cards from 1871-1911, starting in the small queen era, through to the maple leaf, numeral and King Edward VII eras. Well-researched book with all illustrations in colour. Spiral bound

c\$84



**Imperial Penny Postage of 1898** by Fred G Fawn. Wonderfully detailed exhibit studying the popular 1898 map stamp. International gold medal winning collection, including proofs, varieties, and a powerful selection of covers. Colour version, spiral bound

c\$96



**Law Stamps of Yukon 1902-1971: Their Development and Use** by Ian McTaggart-Cowan. Well-researched exhibit displaying the development and design of two series of Law Stamps introduced in 1902 to serve the needs of a Mining and a Territorial Court. Colour version, spiral bound

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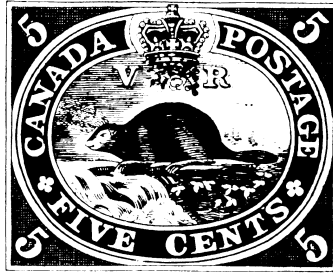
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# Our vendors speak

R. Maresch & Son  
Toronto Ontario

2 April 1998

Attention: Bill Maresch and Rick Schreyer

Dear Bill and Rick,  
Many thanks to you and your staff at R Maresch & Son for all your hard work in selling my West Indies collections so effectively.

I really appreciated your letting me review the descriptions and lotting for my part of the auction, although, in the event, I had little to add to the excellent work you had done. Fellow collectors told me that Toronto was the wrong place to sell West Indies—your results proved them wrong. You certainly performed far better than major auction houses in Europe to which I have consigned material in the past. My worries about having my auction material among the last lots in a five-session 2800-lot auction were also proven to be groundless.

I should also like to pass on to you the comments of several fellow-collectors from overseas, to the effect that they were very pleased to bid with complete confidence on lots where your wonderfully accurate colour illustrations gave them a true feeling for the colour shades that can be so important in our hobby.

You did me proud—many thanks.

Yours sincerely,

John Tyacke

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