



# BNAPS NEWFOUNDLAND STUDY GROUP NEWS

## Edition #18 – JUNE 15, 2024



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### BNAPEX 2024

A reminder that the Newfoundland Study Group has a meeting booked at BNAPEX on Saturday, August 24, 10:40 – 12:00. We would very much like to have presentations at this meeting. **If you are willing and able, please let me know as soon as possible with a title, so that we can add it to the BNAPS website.**

### Confirmed speakers:

1) **Robin Moore**: A presentation on “Surviving Cancel Devices of Newfoundland”, a bit of a show and tell.

# Welcome! Bienvenue!



Photo credit: Tourism Kingston  
Kingston City Hall



## BNAPEX 2024 Kingston

### BNAPS convention, exhibition, and bourse

### 23-25 August 2024

Friday (10:00-17:00) Saturday (10:00-18:00) Sunday (10:00-15:00)

The convention venue is the St. Lawrence College Event, Conference and Banquet Centre  
100 Portsmouth Ave, Kingston K7L 5A6



**From Gareth Williams:** This is from Punch in 1901 showing that the French Shore was seen as an important issue. A contemporaneous news item on the French Shore resolution in 1904. I found it interesting to see what France got for ceding its claims on Newfoundland.





The black line round the western coast indicates the foreshore which the French have held since 1713 and which they now abandon

The possibilities of continued peace between this country and France have been immensely strengthened by the agreement which was signed in London, April 8. The agreement affects Egypt, Morocco, Newfoundland, West Africa, the New Hebrides, Madagascar, and Siam, but the most important point is the settlement of the French shore difficulty in Newfoundland and the maintenance of Gibraltar as the key of the Mediterranean by the agreement of France not to fortify the opposite coast.

The desire to come to an agreement took definite form on the occasion of President Loubet's visit to London, when M. Delcassé had a long conversation with Lord Lansdowne. The accompanying table summarises the *quid pro quos* succinctly. It may be well, however, to add a note on the difficulties that have been removed.

### Newfoundland

By the Treaty of Utrecht, 1713, the sovereignty of England over Newfoundland was recognised, but the French fishers were allowed to fish in the territorial waters from Cape Ray to Cape St. John, and were further permitted to use that coast for cod-fishing purposes. This twofold privilege was exclusive, and prevented the inhabitants of Newfoundland from having access to the fishing off that coast and also from using the coast themselves. On the other hand, in order to meet the situation thus created—for it had become intolerable, the population of the island having risen in the meantime from 4,000 to 200,000—the Newfoundlanders by the Bait Bill of 1886 prohibited the sale to foreign fishermen of the bait necessary for their calling. The difficulty of the position was further complicated by the establishment on the French shore of French lobster canneries, Great Britain contending that a lobster could not be described as a fish. Since 1890 a *modus vivendi*, renewed each year, has been maintained. By the new arrangement:—

- (1) France renounces her rights on the French shore with the exception of the right of cleaning and drying fish on shore.
- (2) France retains the right of fishing in the territorial waters of the French shore.
- (3) France secures on the other hand:—

(a) The right for French fishermen to obtain supplies of bait on that coast, or, in other words, the provisions of the Bait Bill cease to apply to the French shore.

- (b) The right to fish in those waters not only for cod but also for lobsters, which are thus raised to the dignity of fish.
- (c) The right of shipowners and sailors whose interests may be impaired by the new state of things to an indemnity, the amount of which will be determined by a commission of French and British naval officers, with opportunity for the option of appeal to an arbitrator to be designated by the Hague Tribunal.

### The Territory Ceded by England

In exchange for the fishing rights which she thus abandons France gets three bits of territory:—

- (1) The town and territory of Yarabata on the Gambia, giving the French possessions access to the

The black line along the coast shows the part that the French might have fortified, thus invalidating Gibraltar as the key of the Mediterranean

Great Britain now conceding in its entirety the natural frontier of the Zinder territory.

(3) The Los Islands, six in number, were first occupied by the British Admiralty in 1826. Since the establishment and development of the French port of Konakry the trade of the islands has become absolutely nil, but their continued possession by Great Britain and their position within three miles of Konakry was a reasonable cause of uneasiness to that town. The Los Islands could be of use to Great Britain only against France, while their only value to France will lie in the fact that they no longer belong to a foreign Power.

### Egypt

French soreness over our position in Egypt, which reached such a terrifying crisis at the time of Fashoda, has proceeded on the principle of thwarting us in our work of reform. France now consents to allow the surplus savings in Egypt (£5,600,000, accumulated during the fourteen years since France refused to assent to the use of these sums) to be applied to public works, which will, of course, increase the wealth of the country. The general direction of the Antiquities Service in Egypt remains in the hands of France, which has always had an immense interest in Egyptology.

### Morocco

The *quid pro quo* for the free hand in Egypt is that we give France a free hand in Morocco. That we have not done so before has been due less to our desire to accumulate territory than to the necessity of maintaining the value of Gibraltar, and any time during the last ten years the breathless quidnuncs of high politics have foreshadowed a struggle between ourselves and France over this very question. Already the French Government has sketched a plan for utilising our detachment in Morocco, for a loan of some £2,000,000 is being arranged between the Sultan and the Bank of Paris.

It need hardly be pointed out that rearrangements so far-reaching have not been arrived at without offending some people. So strong a Government organ as the *Morning Post* declares that never in its recollection has "Great Britain given away so much for nothing." The *Observer*, again, thinks that the agreement is a "triumph for French diplomacy." On the other hand, the great mass of English newspapers welcome the rearrangement.

	GREAT BRITAIN	FRANCE
EGYPT	No political change	Great public works remain in the hands of the State
	French schools continue	Department of Antiquities to continue under a Frenchman
	Surplus of the public debt to be at the disposal of the Egyptian Government	Suez Canal remains neutral
	Simplification of the finances	Thirty years freedom of trade
MOROCCO	No political change	French supervision where necessary
	Thirty years freedom of trade	No fortifications on the Mediterranean shore between Melilla and the river Sebu
NEWFOUNDLAND	France abandons her fishing rights on the French shore with certain limitations	Indemnities to the owners and employés of French fishing establishments
		France gets:—
		(1) Port on the river Gambia accessible to ocean-going ships
		(2) The (six) Los Islands opposite Konakry
		(3) Readjustment of the Northern Nigeria frontier line, giving France 8,000 square miles
SIAM	Declaration of 1896 confirmed	
NEW HEBRIDES	New commission to decide land disputes	
MADAGASCAR	Britain withdraws various recent protests against France's economic régime	

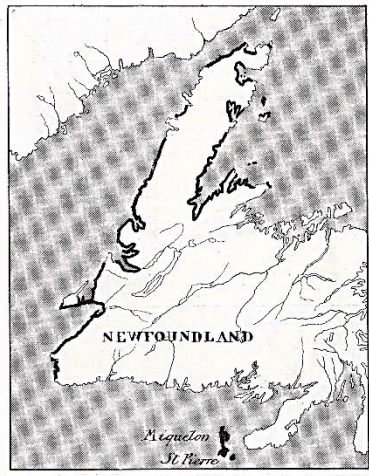
portion of the river which is navigable for ocean-going vessels. French sea-going vessels will therefore be able to load and unload in French territory. This facility will be of great economic interest for France.

(2) A readjustment of certain land in Nigeria. Under the present delimitation of territory the French convoys from the Niger to Lake Chad are obliged to pass thrice into the desert and for a week at a time. Such a situation makes the provisioning of Zinder extremely difficult. France now obtains such a route passing through a fertile and inhabited region. At the same time the people are partitioned in a normal way,

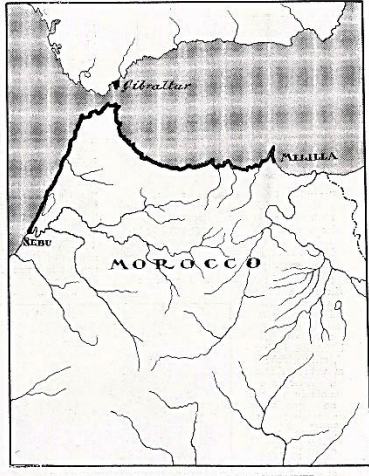
## 52 THE SPHERE APRIL 16, 1904

### HOW ENGLAND AND FRANCE HAVE SETTLED THEIR DISPUTES

#### The Terms of the New Agreement at a Glance.



THE FRENCH FISHING RIGHTS IN NEWFOUNDLAND  
The black line round the western coast indicates the foreshore which the French have held since 1713 and which they now abandon

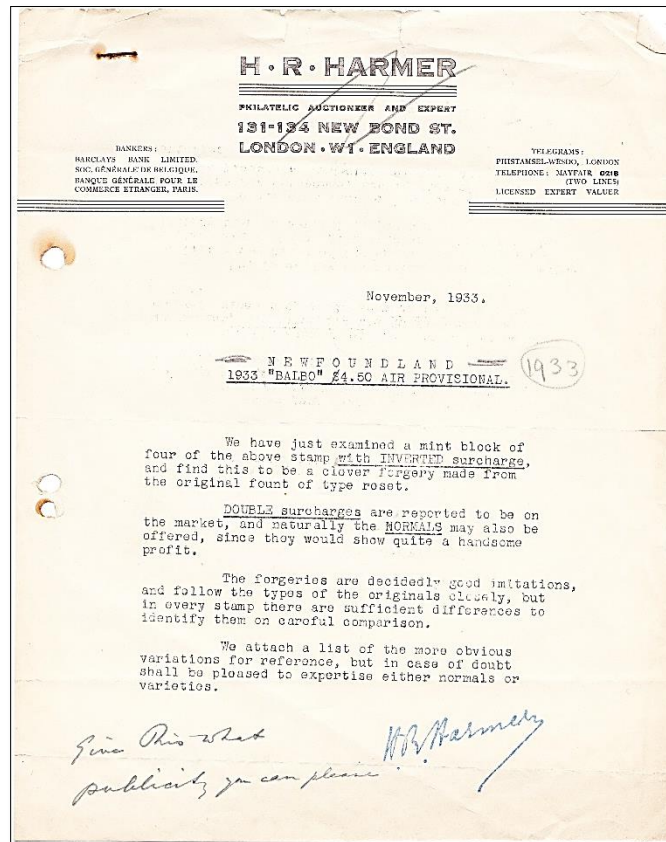


HOW GIBRALTAR'S VALUE IS MAINTAINED  
The black line along the coast shows the part that the French might have fortified, thus invalidating Gibraltar as the key of the Mediterranean

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Gareth also sent the following in response to the piece on Balbo:



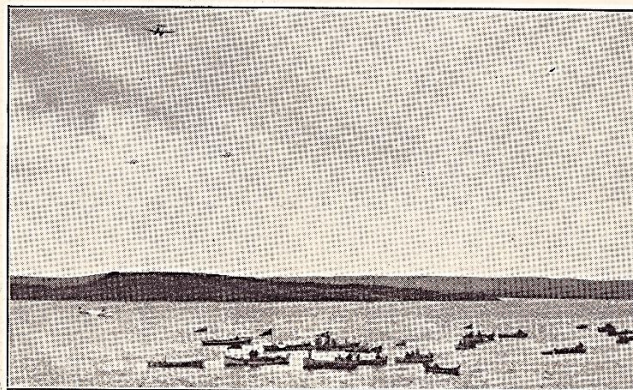
**NEWFOUNDLAND  
 'Crociera Aerea del Decennale':  
 The Decennial Air Cruise, 1933**

Newspaper article showing General Balbo along with the flying boats at Reykjavik, Iceland.

**THE ITALIAN FLIGHT: ARRIVAL AT REYKJAVIK**



General Balbo, the leader of the Italian flight from Rome to Chicago, with the Prime Minister of Iceland on arrival at Reykjavik. At the end of their Chicago visit the airmen are going to New York.



The 24 Italian flying-boats of General Balbo's command concluded their 6,100-mile journey from Rome to Chicago amid the acclamations of 100,000 Chicagoans and visitors to the "Century of Progress" Exposition. Excluding time lost in stops by the way, they had covered the distance in 47 hours 57 minutes. Our picture shows the arrival of the Italian flying-boats at Reykjavik, Iceland, on their way to Chicago. General Balbo's machine is seen to the left of the harbour.



H. R. H A R M E R,  
131-134 NEW BOND STREET,  
LONDON, W.1.

NEWFOUNDLAND 1933 54 50 "BALBO" with INVERTED SURCHARGE.

	GENUINE.	FORGERY.
Type I top left stamp	"L" of "BALBO" raised and "O" dropped  "H" of "FLIGHT" has short foot at left and is slightly raised  Stop after "FLIGHT." raised  Line of "5" sign if cont- inued vertically cuts through tail of "L"	Both letters practically normal  "H" of "FLIGHT" normal and not raised  Stop normal  Line passes well to right of tail of "L"
Type II top right stamp	Both "B"s of "BALBO" upright	Both "B"s slope backwards and are thicker than normals  "HT" of "FLIGHT" slightly too far to left in relation to "AL" of "BALBO"  "54.50" too far to left partic- ularly in relation to "GEN.BALBO"
Type III bottom left stamp	Stop in "54.50" normal	"FLIGHT" too far to left in relation to "GEN.BALBO". Note vertical stroke of "L" and "N" above; also "T" and "I" above  Stop in "54.50" distinctly low
Type IV bottom right stamp	Stop after "GEN." over left serif of "I" of "FLIGHT"  Stop after "FLIGHT." immed- iately under vertical stroke of "B"  Tail of "5" points to centre of stop  "O" in value normal	Stop over centre of "I"  Stop slightly to left  Tail points to bottom of stop  "O" slopes very slightly backwards  Rectangular value obliterators too far apart



**From Blair Ashford: Special Delivery in Newfoundland: A Postal History Mystery**

Special Delivery items from Newfoundland are one of the most intriguing challenges for postal history collectors. Although evidence suggests their existence—such as two known markings in styles consistent with other official Post Office markings, including one on an O.H.M.S. cover—the Post Office circulars are mostly silent on the matter. They mention Special Delivery only twice, once in 1937 and again in 1948, with the 1948 entry (see Figure 1) admonishing clerks not to accept Special Delivery items!

However, the 1937 circular suggests that Special Delivery, with a fee of 10¢, should be used to ensure prompt delivery of airmail on weekends or holidays (see Figure 2). This seems to indicate some limited level of recognition for the service.

I recently found a cover that seems to confirm the 1937 directive (Figure 3a and b). It has a manuscript "Special Delivery" marking, with postage totalling 17¢—7¢ for airmail and presumably 10¢ for the Special Delivery service. The cover is dated December 17, 1943, a Friday, aligning with the 1937 directive. This piece is a fascinating example of Newfoundland's postal history, highlighting the inconsistencies and mysteries that make collecting so rewarding.

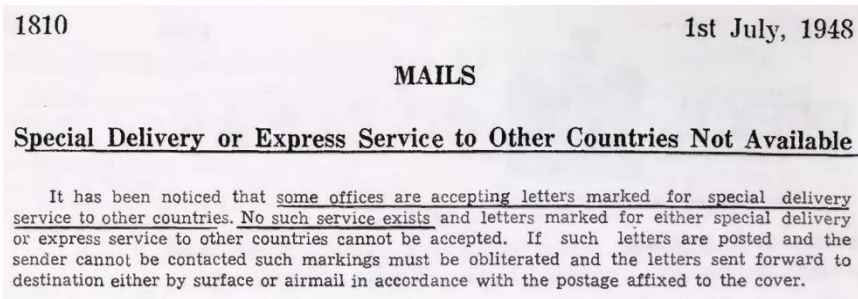


Fig 1. Scan from the 1948 Post Office Circular, 1 July 1948, page 1810

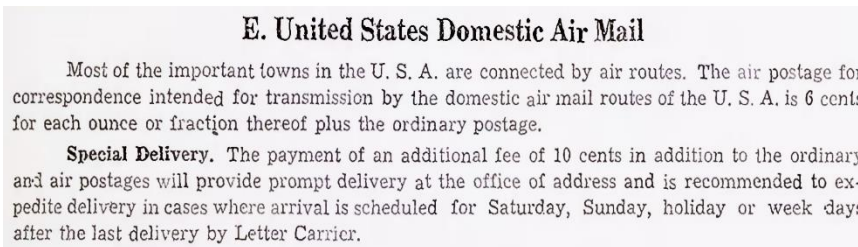


Fig 2. Scan from the 1937 Post Office Circular, 25 Mar 1937, page 75.



Fig 3a. and 3b. Scans of the front and back of the Special Delivery cover.