



NEWFOUNDLAND NEWSLETTER BNAPS NEWFOUNDLAND STUDY GROUP



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BNAPEX 2026 Valleyfield Quebec

Hôtel MOCO Valleyfield and Baie Saint-François

BNAPEX 2026 Valleyfield, Quebec BNAPS convention, exhibition
and bourse 17-20 September 2026

Thursday - BNAPEX prelude: full-day bilingual guided tour of Montreal

Friday (10:00-17:30) Saturday (10:00-17:30) Sunday (10:00-15:00)

Convention venue Hôtel MOCO Valleyfield

40 Av du Centenaire

Salaberry-de-Valleyfield, QC J6S 3L6

Hosted by: [La Société d'histoire postale du Québec \(SHPO\)](#)

[BNAPS Lower Canada / Bas Canada Regional Group](#)

NOTE: We have booked a **Study Group Session on Saturday, September 19th**. If you are attending and would like to give a presentation, please contact me ASAP. The deadline for inclusion in the printed program is **June 15, 2026**.



Brian Damien took these pics at Boston 2026



How to Determine the Perforation of a Stamp Using a Scanner, a PC and Photoshop™

by Dr. Darin P. Cherniwchan

Correctly determining the perforation of a postage stamp is a critical element in philately. However, determining a stamp's perforation has its challenges. Not everyone measures the perforation in exactly the same way, even amongst the most experienced collectors. Moreover, subtle but significant differences exist between the common perforation gauges currently available.

This article will help illustrate how to accurately determine the perforation of a stamp without the need of a handheld gauge.

For the purposes of this article, I have used an Epson™ Perfection V600 Photo Flatbed Scanner and Adobe™ Photoshop CC Version 19.1.5. Other types of photo software can be used but require a Ruler Tool feature to enable this method of digital perforation measurement.

Calculations

The perforation (P) of a stamp is the number of perforations or teeth (T) in 2 cm.

$$PP = \frac{TT}{2 \text{ cm}}$$

$$1 \text{ inch} = 2.54000508 \text{ cm}$$

Based on the resolution of the scan in dpi (dots per inch):

$$\begin{aligned} 300 \text{ dpi} &= \frac{300 \text{ dots}}{1 \text{ inch}} = \frac{300 \text{ dots}}{2.54000508 \text{ cm.}} = 118.11 \text{ dots per cm.} = 236.22 \text{ dots per 2 cm} \\ 600 \text{ dpi} &= \frac{600 \text{ dots}}{1 \text{ inch}} = \frac{600 \text{ dots}}{2.54000508 \text{ cm.}} = 236.22 \text{ dots per cm} = 472.44 \text{ dots per 2 cm} \\ 1200 \text{ dpi} &= \frac{1200 \text{ dots}}{1 \text{ inch}} = \frac{1200 \text{ dots}}{2.54000508 \text{ cm.}} = 472.44 \text{ dots per cm} = 944.88 \text{ dots per 2 cm} \\ 2400 \text{ dpi} &= \frac{2400 \text{ dots}}{1 \text{ inch}} = \frac{2400 \text{ dots}}{2.54000508 \text{ cm.}} = 944.88 \text{ dots per cm} = 1889.76 \text{ dots per 2 cm} \\ 4800 \text{ dpi} &= \frac{4800 \text{ dots}}{1 \text{ inch}} = \frac{4800 \text{ dots}}{2.54000508 \text{ cm.}} = 1889.76 \text{ dots per cm} = 3779.52 \text{ dots per 2 cm} \end{aligned}$$

Based on the above calculations, the following formula (Table 1) can be used to calculate the perforation of a stamp both precisely and accurately, virtually eliminating inter-user variation.

Calculated Perforations at 300 dpi	= # T counted	x 236.22 dots
	# dots measured	
Calculated Perforations at 600 dpi	= # T counted	x 472.44 dots
	# dots measured	
Calculated Perforations at 1200 dpi	= # T counted	x 944.88 dots
	# dots measured	
Calculated Perforations at 2400 dpi	= # T counted	x 1889.76 dots
	# dots measured	
Calculated Perforations at 4800 dpi	= # T counted	x 3779.52 dots
	# dots measured	

Table 1

How to Determine the Perforation of a Stamp Using a Scanner, a PC and Photoshop™

- conclusion

Here is an example of how to determine a stamp's perforation digitally:

You scan a stamp at 1200 dpi.

You open the image in Adobe™ Photoshop CC (Fig. 1).

You use the Ruler function to measure the number of pixels between two chosen teeth using the same part of each tooth (in this case Zone 3 as illustrated in Fig. 2) to measure from.

The number of measured dots is 643.23

The number of teeth counted is 8. Please note that the first tooth is measured as “Tooth Zero”.

The Digital Perforation Measurement is:

Calculated Perforations at 1200 dpi = $\frac{\# \text{ T counted} \times 944.88 \text{ dots}}{\# \text{ dots measured}}$

$$= \frac{8}{643.23} \times 944.88 \text{ dots}$$

$$= 11.75$$

The stamp's top perforation is 11.75 (measured from Zone 3) and is accurate to the second decimal place. The Zone chosen will depend on the quality of the perforations. With a little practice, you will instinctively choose the Zone that best gets the job done for each side of the stamp.

With a little practice, you will be determining perforations quickly, confidently and with accuracy and precision. Hopefully, this technique will catch on and become the gold standard in perforation measurement. Feel free to email me at chickenchan@icloud.com with your ideas, comments and suggestions. Happy Stamping!

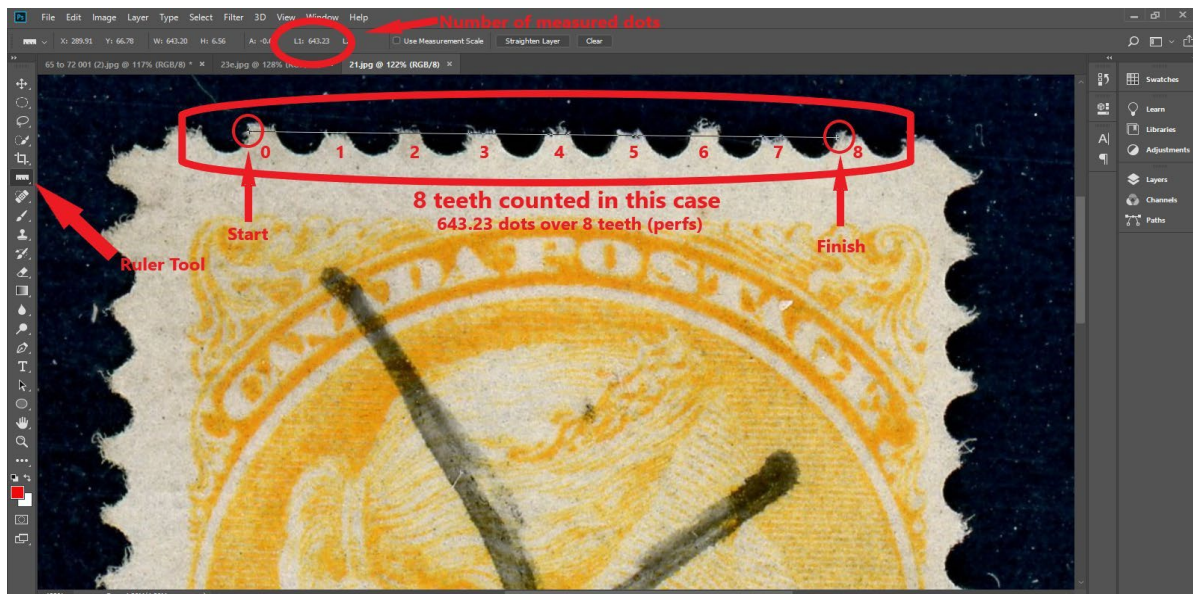


Figure 1 Screen Image of Adobe™ Photoshop CC

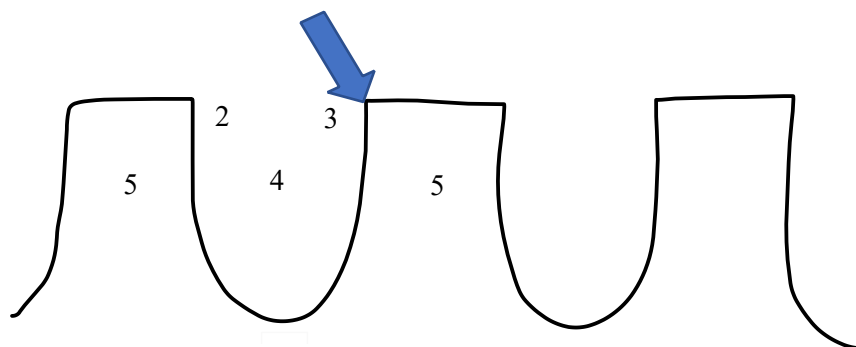


Fig.2 Perforation Zones (Zone 4 is at the centre of the perf hole)

Langemarck Colour Variations

by Richard Baxter

THE FIGHTING NEWFOUNDLANDER

LANGEMARCK COLOUR VARIATIONS
CAN YOU TELL THE DIFFERENCE?



Left:
Dark Blue



Centre:
Bright Dark
Blue



Right:
Blackish Blue

Item	Description	Quantity
CAN-NF124 (M-VF-002)	Langemarck 15c Dark blue - 1919 - Mint - Very Fine - Bright Dark Blue. A difficult stamp to find in this shade.	1

Fig 1

The Newfoundland Specialized Stamp Catalogue (NSSC) - 3rd Edition 1995 identifies 2 blue colour shades: dark blue and Prussian blue for the Langemarck 15c. In 2016 the NSSC 10th edition identifies 3 blue colour shades: dark blue, bright blue and Prussian blue. The latest edition of NSSC 2022 identifies 2 blue colour shades of blue: Prussian blue and light Prussian blue based on recent findings in the study mentioned below.

The 3 examples illustrated on this page are identified as the dark blue - Left (most common), bright dark blue - Centre, as identified by the dealer (Fig. 1) and blackish blue - Right. The latter was identified by the dealer as blackish blue which was changed from Prussian blue (Fig. 2) and certified as blackish blue by Vincent Graves Greene Philatelic Research Foundation (VGGPRF) in 2018 (Fig. 3). The analysis carried out by VGGPRF indicated that the stamp identified as blackish blue, using a video spectral comparator, "did not reveal the characteristic analytical curve as that accepted for Prussian Blue but does have the darker optical appearance to differentiate it from the 'normally' accepted (Scott) #124. This in itself is not unusual in that many stamps undergoing spectrographic analysis show varying degrees of intensity and that is frequently dependent upon the amount of ink in that particular impression." The certification is in the back of this page protector.

Much has been debated regarding shading of the 1919 15c Langemarck Trail of the Caribou stamp. In 2021 the NEWFOUNDLAND NEWSLETTER BNAPS - NEWFOUNDLAND STUDY GROUP - NEWFOUNDLAND:1919 CARIBOU ISSUE 15c DENOMINATION ITS' TRUE INK INGREDIENT STRUCTURE DISCOVERY, outlines a study carried out using lab techniques to identify ink composition of the Langemarck stamp shades. Abstract:- Philatelic catalogues list two major blue shades for the 15c Newfoundland Trail of the Caribou stamp. This study showed that the ink chemistry, as determined by [XRF, ATR-FTIR] and reflectance spectroscopies, is the same for three certified 'Prussian Blue' stamps and 34 standard blue stamps. Based on the known properties of Prussian blue pigment that is present in all copies and is likely the sole colouring agent, this study concludes that separate listings for this stamp are not supported. Clearly, shades variations do exist, but not a different ink. The exhibitor has concluded based on the recent study that all 3 stamps are Prussian Blue with possible varying colour shades. Do you agree?

An interesting side, note women are known to see subtle shade differences better than men.

XRF, Attenuated total reflection - ATR-FTIR, Attenuated total reflection Fourier-transform infrared spectroscopy *

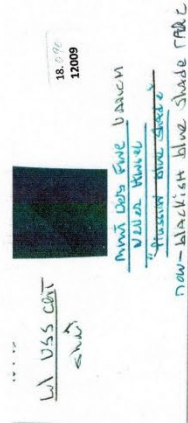


Fig 2



Fig 3

Langemarck Colour Variations

- conclusion



Figure 1 Left Dark Blue



Figure 1 Centre Bright Dark Blue



Figure 1 Right Blackish Blue

Item	Description	Quantity
CAN-NF124 (M-VF-002)	Langemarck 15¢ Dark blue - 1919 - Mint - Very Fine - Bright Dark Blue. A difficult stamp to find in this shade.	1



No. G 26009

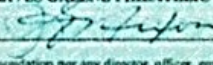
VINCENT GRAVES GREENE PHILATELIC RESEARCH FOUNDATION
 10 Summerhill Avenue, Toronto, Canada M4T1A8
 Member A.I.E.P.

DATE: July 12, 2018

COMMENTS: Newfoundland Scott No. 124 variety, mint, OG, NN, blackish blue shade, genuine in all respects.

ISSUED TO:

VINCENT GRAVES GREENE PHILATELIC RESEARCH FOUNDATION

By: 

Neither the Foundation nor any director, officer, employee, agent or consultant will be liable for any financial loss or damage suffered (whether as a result of negligence or otherwise) as a result of any opinion expressed by the Foundation or any director, officer, employee, agent or consultants to any item submitted to the Foundation



COLOUR IN PHOTOGRAPH MAY NOT EXACTLY MATCH THE ORIGINAL ITEM

ANY TAMPERING WITH THIS CERTIFICATE RENDERS IT VOID

Editor's Note; The reader is encouraged to read the full article in Maple Leaves, Vol. 36 October 2020 and Newfoundland Newsletter No.182, Jan.-Mar. 2021 pgs. 5-12. The reader is also referred to the article by Garfield Portch et al., Newfoundland Newsletter, No.178, Jan.-Mar. 2020 pgs. 7-10.

Trail of the Caribou

by Richard Baxter

TRAIL OF THE CARIBOU

The purpose of this exhibit is to illustrate the development and use of the 'Trail of the Caribou' Newfoundland stamps, issued Jan. 2, 1919, (perforations 14 x 14). This issue commemorates the heroism of the Royal Newfoundland Regiment and the Newfoundland Naval Reserve during WWI. The Regiment served in military campaigns in Turkey, Belgium and France. Eight of the stamps marked specific engagements of the Royal Newfoundland Regiment and the other four commemorated the service of the Naval Forces and bore the word "Ubique" meaning everywhere. Imperforate pairs were produced in limited quantities, typically with only one sheet of 100, resulting in 50 pairs per denomination. Ref. Newfoundland Specialized Stamp Catalogue 10th edition.



10c Sulva Bay, Turkey (Gallipoli Campaign 1915-1916) - 7,810,000 stamps issued



20c Ubique - 7,749,000 stamps issued



30c Guedeacourt, France (Somme Campaign 1916) - 11,836,000 stamps issued



40c Beaumont Hamel, France (Somme Campaign 1916) - 657,100 stamps issued



50c Ubique - 1,350,000 stamps issued



Above Left Centre: Trail of the Caribou die proof, black on cream paper (4 known)

Above Right Centre: Trail of the Caribou die proof, carmine on cream paper (4 known)



Right Centre: St John's NL to Highfield, Southampton, England, franked 10c to 24c Trail of the Caribou stamps, CDS cancel St. John's Feb. 26, 1919. The recipient is believed to be Sir Sydney Guy Kimber.

The great nephew of Gordon Thorne indicated Mr. Thorne was a founding member of the Southampton District Philatelic Society (SDPH) and a friend & associate of Sir Sidney Guy Kimber. (Personal communication with SDPH)



Left Centre: Sandy Point NL to USA, via Boston MA, franked with 36c stamp on piece: Split ring cancel Sandy Point, Feb. 20, 1926. Red hand-stamp: "US Customs Passed Free, Boston Mass". Believed to have originated from Rev. E.A. Butler, located at Sandy Point NL, a well known stamp dealer with many clients in the USA.



60c Monchy, France (Battle of Arras 1917) - 48,400 stamps issued



80c Ubique - 50,000 stamps issued



100c Steenbeck, Belgium (2nd Battle of Ypres 1915) - 283,400 stamps issued



120c Ubique - 50,000 stamps issued



150c Langemarck, Belgium (3rd battle of Ypres 1917) - 50,000 stamps issued



240c Cambrai, France (Battle of Cambrai 1917) - 50,000 stamps issued



360c Comblès, France (Somme Campaign 1916) - 50,000 stamps issued



From Gary Douglas

I am currently reading *Unto the Sea* by Garfield Fizzard. I have come across info on how mail got from St. John's to Grand Bank in 1859. The messenger carried up 80 pounds on foot from Burin to Garnish, holy cow what a trek. 80 pounds is a lot of pence stamps although I know there was mail from the U S and GB.

This is an excerpt from the book *Unto the Sea, A History of the Grand Bank* by Garfield Fizzard, Published by the Grand Bank Heritage Society, 1987, ISBN 096930420X, 9780969304203, 260 pages.

From Chapter 6 Toward the Good Life. Pg89

In 1851 the government set up a limited postal service for Newfoundland, connecting St. John's with a number of outports. The main service for the south coast was provided along the following route: overland from St. John's to Placentia; across Placentia Bay to Burin; overland to Garnish; across Fortune Bay to Harbour Breton; and westward by water. At first the only regular post offices on the route were at Burin and Harbour Breton, but provision was made for a number of "way offices", which offered only limited services. For example, parcels could not be mailed from or delivered to way offices, nor could mail orders be purchased or redeemed there.

Grand Bank had only a way office at least until 1864, but it seems that by 1871 it had a regular post office.²⁷ The mail had to be brought from Garnish by a courier who may also have been the post master. The name of this first courier-post master is not known. In the 1870s it was Jonathan Hickman, Jr.²⁸, but it is not clear if he had had the job earlier.

The early couriers must have earned their pay dearly. With only the roughest of footpaths, they had to walk all the way, carrying the mail on their back. We can get an idea of what it must have been like from a report of an inspector who walked with the mailman from Burin to Garnish in 1859. He tells of their sinking to their waists in a boggy section and having to be rescued by other travellers. The path was so bad the mailman could not use a horse and was forced to carry 70 to 80 pounds of mail on his back.²⁹

In 1864 *Hutchinson's Directory* gave the following description of the postal service in the area:

Mail between St. John's and Placentia by waggon at 4 pm on Tuesday after the arrival of the Halifax mail steamer. Between Placentia and St. John's, by waggon, in one hour after the arrival of the packet boat from Burin. Between Burin and Garnish by messenger. Between Garnish and Grand Bank, Fortune and Lamaline, by messenger.'³⁰

King George V and the Newfoundland “Scar on Face” Variety

by Anthony Thompson FRSL

The “scar on face” variety is found on the 2c stamp in rose bearing a portrait of King George V issued on the 2 January 1932 (Scott 185, Figure 1a). It was re-issued in green on 1 August 1932 (Sc 186, Figure 1b), along with a “corrected” version where the scar was removed (Sc 186ii, Figure 1c). These are now referred to as Die I (die no. 967; Scott 185, 186) and Die II (die no. 1018; Sc 186ii). It is interesting that Die I, with the scar on the face, was not withdrawn and replaced by Die II, but was issued in Green on 1 August 1932 and appears to have been issued until the passing of King George V in 1936.



Figure 1a



Figure 1b



Figure 1c

The die proofs

Pratt and Minuse (1970) record that a transition die was produced to eliminate the scar on the King’s face. There was progressive retouching on dies labels “1st step” (185PX-E, 9 May 1932) and “2nd step” (185PX-F, 10 May 1932). “until the scar was eliminated with an approval state for Die II being dated 11 May 1932. These are illustrated in the Pratt (2026) archives under the 1932 1st resources section.

The Perkins Bacon engravings book

The Perkins Bacon Engravings Book (Anon, 2012) has four entries for the 2c stamp (Figure 2). The first three entries refer to sketches and engraving the original (Die I) from 25 June 1931 to 16 September 1931. There were two sketches each costing £5 and the engraving of the die costing £35. A later entry on 11 May 1932 is for “recutting die for press ptg [printing]” costing £5. Adjusted for inflation, this equates to £300 and £2,130 in 2026 (Bank of England, 2026)! The 11 May 1932 date coincides with Pratt’s date on the approval die that had the scar eliminated.

June 1931	25	2 cents stp. Newfoundland King George V	£5
July 1931	13	2 nd sk 2 cts. stp. " King George V (A. J. D.)	£5
September 1931	6	Eng stp. die 2 cents Newfoundland King George V A. J. D.	£35
May 1932	11	Recutting die for press ptg. 2 cts Newfoundland	£5

Figure 2

King George V and the Newfoundland “Scar on Face” Variety

- continued

The “Scar on Face”

What was the scar on the face variety and how was it corrected. As stated by Pratt and Minuse (1970), this required a new “soft” die to be made from the original, since it is not readily possible to alter an already hardened die. The author has, in his collection, die proofs in black of both Die I and Die II, and of course examples of the issued stamps. Enlarged photographs of the die proofs and the issued stamps give different visual impressions, as the die proofs are a higher quality reproduction (Figure 3).

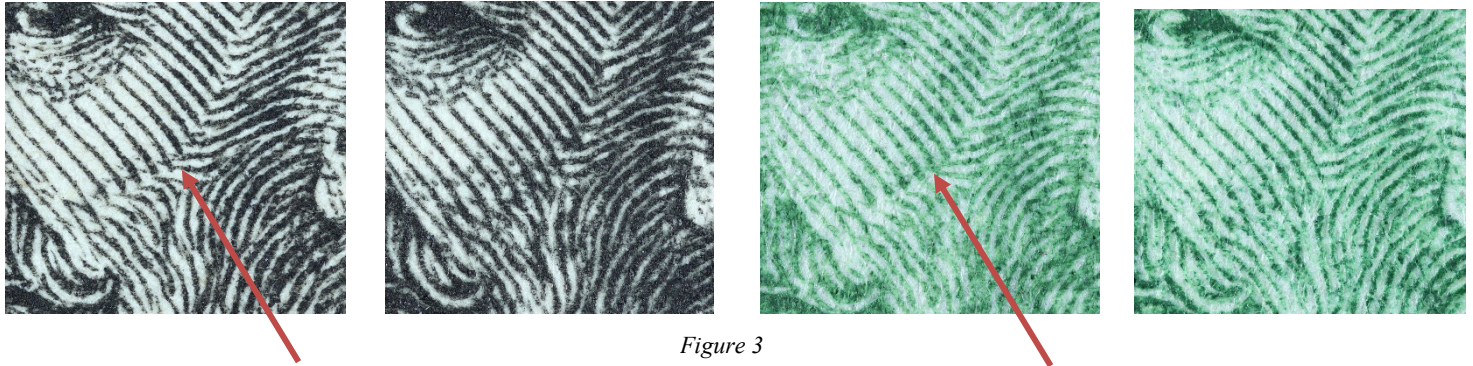


Figure 3

In many respects, the issued stamps show the scar more clearly than in the die proofs, probably because some finer shading is less evident in the issued stamp. The scar appearance arises because of lines either side tending to point downwards and form a valley (appearing like a scar). The correction remedied this by adding lines that essentially removed the “valley” effect and adding a row of fine-shading dots on the cheek (Figure 4). The fact that both dies were used to produce stamps during the latter half of 1932 and onwards is intriguing. Thompson (2015) observed that there are some printing differences between the Die I and Die II stamps that indicated different types of printing machines were used. Both were printed on sheet-fed wet (dampened) paper, but it is probable that Die I was on a flatbed printer whereas Die II was on a rotary press.

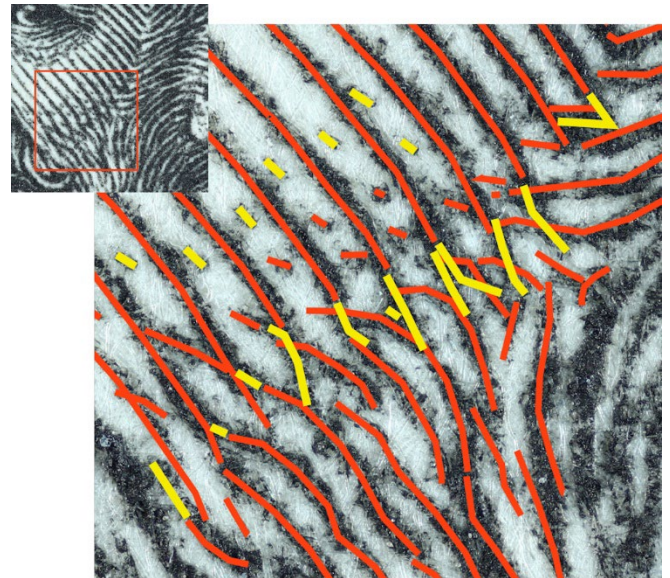


Figure 4

References

Anon. 2012. (Final) *Engraving Book 1923-1935*. Perkins Bacon, 1935 unpublished. [Held in the library archives of the Royal Philately Society. London]

Bank of England. 2026. <https://www.bankofengland.co.uk/monetary-policy/inflation/inflation-calculator>

Pratt, R.H. 2026. *Col. Pratt's Newfoundland Stamp Collection: 1st resources issue*.
[1932-1st-Resources-issue-digital-files.pdf](https://www.collectorsclubchicago.org/wp-content/uploads/2023/07/1932-1st-Resources-issue-digital-files.pdf) ([collectorsclubchicago.org](https://www.collectorsclubchicago.org))

<https://www.collectorsclubchicago.org/wp-content/uploads/2023/07/1932-1st-Resources-issue-digital-files.pdf>.

Thompson, A.B. 2015. Small differences in Newfoundland's intaglio stamps printed by Perkins Bacon in the 1930s. *BNA Topics*, 72(2): 18-30.

Newfoundland Postage Due Stamps

by Ron Dewey

I am drawn to covers bearing Newfoundland postage due stamps. In the last 25 years I have found 6 covers. The cover attached below is the only one I have found that is a post confederation usage. The cover from the Cayman Islands to Hebron, Labrador, Nfld., Canada is franked with a 2 1/2 d stamp and a 10 cent Newfoundland postage due stamp (J7). It is post-marked Georgetown, Cayman Islands April 9, 1951, and assessed 10 cent due July 2, 1951.

From an internet search, I learned that Hebron was then the northern most settlement in Labrador and a Moravian mission. It is a Canadian National Historical Site.

The mission was established in the early 1800s and closed in 1959. The residents of the settlement by that time had either moved or were resettled to other places. The addressee was a missionary.

It was also the site of a US Army weather station from 1943 to 1946.



The Old Mail Road

by Brian Damien

Sometimes the pleasures of travel and the pleasures of postal history overlap. This is the case on the West Coast of Newfoundland, where one of the walking trails in Gros Morne National Park gives the visitor a sense of the path used in winter by the men who transported the mail from outpost to outpost.



The scenery of Gros Morne area, never revealed on any of the stamps of Newfoundland, did make an appearance on a 2014 Canada Post pictorial, showing the entrance to Western Brook Pond, a landlocked freshwater fjord that is on the “must see” list of every visitor. The Park is perhaps best known for this kind of spectacular scenery – but less well known for the kind of quietly beautiful landscapes revealed by the Old Mail Road. A portion of the original Old Mail Road is preserved as a walking path, not far from the scene shown on the 2014 stamp.

Here’s the description of the trail from Parks Canada:

“In the shelter of forests and sand dunes, follow this remnant of the Old Mail between Shallow Bay campground and the day use area. At either end of the trail you can cross the dunes over boardwalk and return along the beach. This path was once part of the only overland route up the Northern Peninsula. Every winter from 1882 to 1952, mailmen travelled it by dogsled to deliver mail along the coast.”



Map from the Parks Canada website for Gros Morne National Park shows the location of the trail, with the number 1. The trail is near the Shallow Bay campground and provides access to the beach. It is not far from Cow Head and St. Pauls.

<https://parks.canada.ca/pn-np/nl/grosmorne/visit/cartes-maps>

Stan Collins, a skilled photographer from Rocky Harbour, may have made the Old Mail Road famous. Stan generously posted numerous excellent photos of Newfoundland on his Twitter (now X) account every day, and he developed a following of 45,000 viewers around the world. Over fifteen years he shared thousands of photographs. His viewpoint was always upbeat, and he included his family in some of the photos in a way that made you feel like you were a welcome guest in his life. Sometimes his photos might be of a scene along the Old Mail Road, where Stan and his wife Marlene often walked their dog Jersey, and he probably posted dozens of those over the years.

Stan Collins passed away in November 2024, but you can still enjoy his generously shared photography on Twitter (now known as x) by searching https://x.com/stan_sdcollins.

From the x.com website, you can search for just his Old Mail Road photos with this

from:stan_sdcollins Old Mail Road



Major re-entry Sc109P

by Earl Noss

Here is a Nfld. Sc109P I got on eBay showing a major re-entry. Ralph Trimble shows this major re-entry as his first stamp on his site. I also sent a close up of the re-entry. Do you have a position for this one?





“A Marcophilatelic Travel Guide” to Newfoundland (continued)

by Brian Damien

Before proceeding any further with our marcophilatelic travel guide, let me suggest a few good sources to bring with you if you are actually driving around Newfoundland and Labrador.

First of all, a good map. The map provided by the provincial tourist agency is essential, and they have some other very good literature. <https://www.newfoundlandlabrador.com/trip-ideas/travellers-guide>

Also very useful, but apparently fading out of the marketplace, along with many other printed maps and atlases, are the Mapart products...these are very clear but detailed maps and have been very popular, but they are getting harder to find, both online and in retail shops. If you look carefully in truck stops and highway convenience stores in Canada you may find some – last week I found a recent Mapart map of Newfoundland in an Irving Big Stop on the TransCanada Highway in New Brunswick.

There is another line of printed atlases, Back Road Map Books, which produces an Atlas of Newfoundland and Labrador, available both in print form and as a PDF file. The atlases from this firm also include a lot of useful information about many many types of outdoor activities that are possible in the areas covered. <https://www.backroadmapbooks.com> Their products also appear to be widely available in Canadian bookstores and stores that sell outdoor gear.

And second of all, literature on the stamps and the post offices. Two good items to bring along take up no space at all – they are PDF files you can keep handy on your phone, tablet, or laptop. From our own BNAPS website, be sure to download Post Offices of Pre-Confederation Newfoundland, 2nd edition, by Carl Munden, with formatting and edition by Malcolm Back and John Walsh. Although the file is available in smaller segments, it may be most helpful as a travel aid to download the file as an entire unit, so that you have the ability to search the whole thing in one query. And remember too that John Walsh's Specialized Newfoundland Stamp Catalogue includes all the stamps and much more, including a table of post offices and postmark types, and listings of postcards. The 2026 edition is available as a download for \$50. These two works could fill many hours of enjoyable evening reading during your visit.

I mention the three sources above – the Back Road Map Book Newfoundland and Labrador (PDF version), Carl Munden's Post Offices of Pre-Confederation Newfoundland, and Walsh's Specialized Newfoundland Catalogue – because they have the advantage for travellers of being digital and weightless, a consideration for visitors who are flying to Newfoundland and then renting a car to pursue their marcophilatelic adventures. If you have the good fortune to be arriving in your own vehicle, weight is less of a consideration, and consider these as well...

And don't overlook the works of BNAPS members. Kevin O'Reilly, who has specialized in the postal history of Canada's north, had his exhibit A Postal History of Labrador before Confederation published as a BNAPS Book. <https://bnaps.org/books/bookdetails.php?bookid=90>

Brian Stalker and Ross Gray have compiled a fascinating compendium Traveling Post Office Postmarks of Newfoundland and Labrador, available in two volumes as a BNAPS book. <https://bnaps.org/books/books.php>

Those titles are just my suggestions. What would you take along?

Returning now to where we left off in our travels in the first installment of this series...

As you travel still farther up the West Coast of Newfoundland, there's an opportunity at St Barbe to take a brief car ferry ride to Blanc Sablon, Quebec, which is on the North American mainland. Blanc Sablon is right on the border of the Labrador portion of Newfoundland and Labrador, which is the beginning of a road to L'Anse au Clair, L'Anse au Loup, and Red Bay...and inland Labrador.

Although Blanc Sablon is now on the Quebec side of the border between the Province of Quebec and the Province of Newfoundland and Labrador – it was on the Newfoundland and Labrador side a hundred years ago. Part of the history of Labrador is a dispute, ongoing, over the exact location of that border. In 1927 it was not a matter of an interprovincial boundary – but rather a dispute between two separate dominions, Newfoundland and Canada, in the British Empire. So the dispute was brought to the British Privy Council to be settled.

The decision by the Privy Council was not met with happiness in the Province of Quebec, and to this day the government of Quebec publishes maps showing Quebec as possessing much more territory in Labrador than it was awarded in the 1927 decision.

“A Marcophilatelic Travel Guide” to Newfoundland (continued)

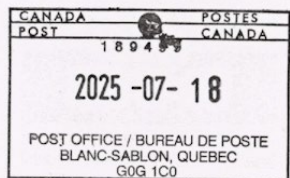
- continued

However, that decision did move one part of the boundary a mile and a half in Quebec’s favor. Where the Newfoundland-Quebec border meets the St. Lawrence, the border was moved a mile and a half to the east, thereby putting Blanc Sablon solidly into Quebec.

They are not common, but you may find postmarks from Blanc Sablon, Newfoundland. But it appears that the Newfoundland post office closed not too long after the Privy Council decision, when the village of Blanc Sablon found itself in the Province of Quebec in the Dominion of Canada. Today the post office of Canada Post in the village is without doubt in the Province of Quebec.



The reproduction of the 1889 cancel is taken from the Munden work. The 2025 cancel provided by Kelvin Kindahl.

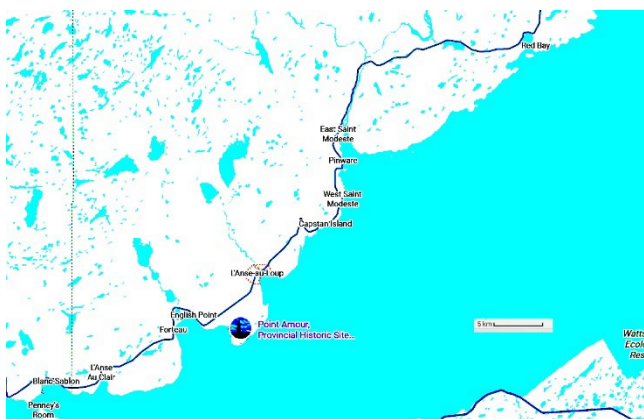


Snapshot of the Blanc Sablon QC post office taken by Kelvin Kindahl during his visit in July 2025. The car backed up to the door belonged to a customer who was bringing a number of parcels to mail and trying to keep them dry during the rainstorm.



More background on Blanc Sablon can be found in the Encyclopedia of Newfoundland and Labrador, online at Memorial University of Newfoundland:

https://collections.mun.ca/digital/collection/cns_enl/id/1606



The only highway in Blanc Sablon is Route 138. Turning east on 138 will quickly bring you to the interprovincial border where the road becomes Newfoundland and Labrador Route 510. The road goes through a number of coastal villages, almost all of which once had their own post offices, and many still do.

The ferry from Ste-Barbe, Newfoundland, takes you to Blanc Sablon, Quebec, which is a short distance west from the interprovincial border. Driving a short distance to the east takes you back into the Province of Newfoundland and Labrador. It is an 80 km drive to Red Bay and its National Historic Site. Map from Google

Red Bay National Historic Site is a UNESCO designated World Heritage Site. Based upon recent archaeological research, this site reveals the Basque whaling heritage, suggesting that Red Bay was once

the site of the largest whaling operation in the world, in the 1500s and 1600s. A ship from 1565 discovered at Red Bay was featured by Canada Post on a stamp in 1987.

<https://parks.canada.ca/lhn-nhs/nl/redbay>

Continuing on beyond Red Bay, the road is part of an 1100 km loop, now paved and known as the Trans-Labrador Highway. For many years Red Bay was the eastern end of a piece of isolated highway, not connected by road to the northern coastal or the interior communities of Labrador. But now it is possible, via this road, for the adventurous motorist to visit places like Cartwright, Port Hope Simpson, Goose Bay, Churchill Falls, and Labrador City. And now one can drive from interior Labrador into Quebec and south to Quebec Route 138, leading to Baie Comeau, Quebec City, and Montreal.



“A Marcophilatelic Travel Guide” to Newfoundland (continued)

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Check out this Google Maps link to see the possibilities: <https://maps.app.goo.gl/Ass4Hfb73JyMsubFA>

Enlarge the map to see the highways.

There are many precautions travelers should take before embarking on a driving tour of Labrador – although the road is paved, it is a long way between vendors of gasoline and other services, and there are many hundreds of kilometres of two-lane paved road through the forest with no services.. https://en.wikipedia.org/wiki/Trans-Labrador_Highway.

One sight you might wish to see in interior Labrador is the Grand Falls. (Not to be confused with the Grand Falls in Central Newfoundland.) But the Grand Falls of Labrador as depicted on the stamp from the 1928 Publicity Issue are no more. In the 1960s the falls were diverted into a massive hydroelectric project supplying electricity into the Quebec grid and ultimately New York State. They were also renamed to honor Sir Winston Churchill, the World War II Prime Minister of Great Britain, after his death in 1965. Occasionally the falls make an appearance in times of high water in the spring, or when water otherwise needs to be diverted from the hydroelectric generating station. On Route 500, about 17km west of the community called Churchill Falls, there is a short hiking trail (described as a 20-minute walk on the town website) that leads to a view of the falls. Almost all of the time it is just a trickle of water, if that, but on rare occasions there will be a scene that rivals the one on the 30c stamp.

Although the scenes shown on the stamps are generic, we should not leave our tour of Labrador without taking a look at the Newfoundland airmail set issued in 1933. The scenes appear to be generic – at least none of them are identified with specific locales. The Labrador Airmail issue reflected the growing use of airmail to reach remote areas in Newfoundland and Labrador, and a change in airmail postal rates.



After leaving Churchill Falls, some more driving will bring you to Labrador West, best known for its mining activities. The highway goes by Wabush and through Labrador City before reaching the Quebec border. At that point it becomes Quebec Route 389 and will take you back to the St. Lawrence River at Baie Comeau, where Route 138 leads on to Quebec City and Montreal.

Hope you have enjoyed this. We'll go back to Newfoundland in the next installment.

A COVER FROM PUSHTHROUGH NEWFOUNDLAND

by Malcolm Back

One of the things I get the most enjoyment out of collecting Post History is learning something about a country or Province and finding out that there is a family connection to a town or village. Such is the case with this cover.

It may not be particularly rare, or even pretty, but the first thing that attracted me to this cover is the name Pushthrough, and secondly it is franked with the Royal Family issue that I collect. Not a common name I thought, but how did the town get the name? I knew someone who was born in Newfoundland, my Nephew's Father-In-Law. So I decided to ask him if he knew anything about Pushthrough. Did he!! He was born there and lived there until resettlement in 1969.

I asked about the name. Apparently, the neck to the Harbour was so narrow and shallow, sometimes they had to push boats through the gap, hence the name.

Now about the cover, it is correctly franked, paying the 3¢ inland rate, cancelled in the Pushthrough PostOffice, March 10 1904. On the reverse we can see the Coastal West T.P.O. dated March 15 1904, so there was a bit of a delay getting the letter onboard. Then there is a partial St. John's cancellation which appears to show the letter arrived on March 25, 1904. 15 days to get through. After attending a very interesting presentation on Researching Postal History by Blair Ashford at ORAPEX this year, I intend on digging a little deeper into the history of this cover to learn what I can about how this cover made its way to St. John's.

BY THE WAY, this is a subtle reminder that I am always looking for material for the Newsletter. It doesn't have to be a multi-page article. A one page on a favourite cover like this is always appreciated.

