

THE NEWFIE NEWSLETTER



NEWSLETTER OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS

Number 143

April/June 2011

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FEATURE ARTICLE

Member Phillip G. Russell has contributed a seven-page article on postal markings and routes of mid-nineteenth mail which I’m certain you will enjoy. A plus of going to 16-page newsletters is the ability to now provide feature-length articles. On the downside, it means I need more material! *Please submit material to me by May 15th. It doesn’t have to be feature-length, either.*

BNAPEX CONVENTION

The 2011 convention will be at North Bay, Ontario, from September 2nd – 4th. I plan a Newfie Workshop and am looking for presenters – no date and time set yet for the workshop.

THE 1910 COAT OF ARMS STAMP – PLATE FLAWS?



Don Hedger of Toronto has a wonderful top strip of 20 of the rare Scott 88c (NSSC 82b). I hope you can make out the slash-marks to the right of the unicorn and other apparent flaws indicated. These are pos. 3-5. The Guy issue was lithographed, and faulty. Higher values were later engraved. Don would like to know the cause of these problems – are they plate flaws? Does anyone have copies with the same flaws?

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MARTINSYDE/ALCOCK SUPPLEMENTARY MAIL – The Editor

With the help of Jean-Claude Vasseur and recent auctions, we now show the number of covers carried on the failed second attempt of the Martinsyde using Alcock stamps at **26!** That number deserves to be *bolded* as the literature states “25”, primarily based upon C.H.C. Harmer in *Newfoundland Air Mails*. As late as 1991, the Cavendish auction catalogue stated that only “five” had been found. Jean-Claude and I have photos (some only partials but good enough to list) of the 26 below. At my request, Jean-Claude tested to see if a complete setting of 25 had been used, but he proved that stamps from more than one setting were used. **26** is surprising and it suggests to me that *more were probably carried*. Many of the covers were damaged and one would suspect some stamps were removed. It’s even possible that the number of *manuscripted* covers carried on the Martinsyde was overstated – Harmer used “possibly 30” while we have identified 22. Based upon other surveys of scarce Newfoundland air mail covers, I can’t believe we have uncovered 100% of this type. The covers are not easy to forge, either. In addition to the postmarks they have a **7 JA 20** receiver.

Postmarked JUL 12 8:30 P.M. 1919 At St. John’s & Backstamped 7 JA 20 in London

#	ADDRESSEE	SPECIALS	SOURCE
1.	J.E. Blackwell	Crosbie Hotel corner card	?, circa 67-68*
2.	Joseph A. Steinmetz: President	Aero Club corner card	Gibbons, 10-68
3.	W. Sherborne, Esq.	Sent to Martinsyde director	Robson Lowe, 1973
4.	Captain. Michael H. Fenn	Sent to “Sopwith Aviation”	Gibbons, 2-81
5.	Dr. G. Wm. Joseph	5 JUL 1919 handstamp (private?)*	Robson Lowe, 10-82
6.	Lieut. C.H. Biddlecombe	Signed by crew	Cavendish, 3-91
7.	Mrs. S. Gillies or Jillies (?)	Crosbie Hotel corner card	Christie’s, 3-93
8.	W. Barnard Faraday Esq.	Secretary, Royal Aeronautical Society	Harmers, 1996
9.	Joseph A. Steinmetz	Aero Club corner card	Siegel, 10-96
10.	Mrs. (?) Dermott	Postmark is blue oval handstamp	Harmers, Ldn.,11-98
11.	H. Ross-Shiells & Co.		Eastern, 6-00
12.	G.H. Handasyde (?)	Slanted surcharge on stamp	Harmers, Ldn., 5-02
13.	Miss H. Carnell	Green arrow added by collector	Harmers, Ldn.,11-03
14.	Mrs. Richard H. White (?)	Signed by crew, Cochrane corner card	Harmers, Ldn.,11-03
15.	Edward C. Robinson, Esq.	From G.P.O.	Spink, 2-04
16.	H.P. Martin, Esq.	Small h/s L.L. BCM/AIR FIELD	Harmers, Ldn, 4-04
17.	W. H. Ffiske, Esq.	Signed by Raynham***	Harmers, Ldn, 4-04
18.	Mr. S. Dixon	Sent to “Sopwith Aviation”	Feldman 11-04
19.	Harry A. Truby, Esq.	“Via Martinsyde Aeroplane Mail”	Corinphila 5-05
20.	Mrs. W. L. Millar	Crosbie Hotel corner card	Harmers, Ldn., 5-07
21.	Colonel H.G. Partridge	Large <u>O.H.M.S.</u> envelope	Cherrystone, 3-09
22.	Eugene Klein	VIA MARTINSYDE AEROPLANE	Harmers, Ldn, 5-09
23.	Miss (?) Baird	Signed by Rayham and Biddlecombe	Grosvenor, 12-09
24.	Whitehead, Morris & Co. Ltd.	From G.P.O.	Heritage, 12-09
25.	R. Dalwick		Harmers, 5-10
26.	– Lane, Esq.	The Cochrane C.C. Redirected	Harmers, Ldn. 11-10

*Refers to Cat. of \$750 from A.A.M.S.

**Handstamp is blue and right below Alcock stamp

****Front only, reconstructed envelope, stamp untied, no receiver – post mark/cancel look OK*

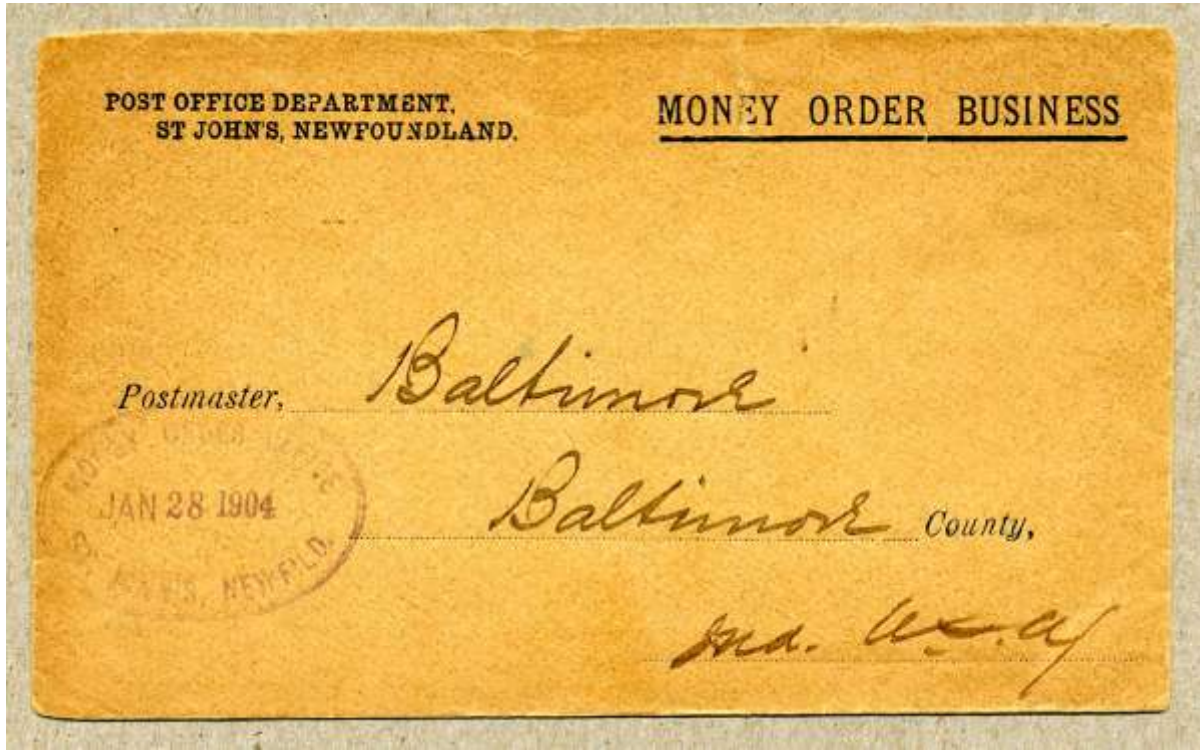
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MONEY ORDER COVER – Doug Hannan

I am sending you these scans of the front and back of a money order cover from my collection. This is a Jan. 28 1904 cover which is cancelled with Butt # MO4 oval (NEWF'LD) and sent to Baltimore, USA. There is a St. John's transit and a Baltimore Feb. 4 receiver. The Butt example in the topics article is dated Aug. 17 1903. I'm sending this cover after seeing the one by David Piercey in *Newfie Newsletter* 142 on page 13. This is the only Money order cover that I have from the early period and I do not recall seeing others during my years of collecting.



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ANOTHER REV. BUTLER FAN - The Editor

I have received several emails from Sheldon Curnew, who currently resides in Nova Scotia. Curnew sent me jpg's of a number of items, including this photo of Rev. Butler from 1944 and a view of Sandy Point. Curnew wrote:

I have a great curiosity about Reverend E. A. Butler...I graduated from what was then E.A. Butler High School. What a nice surprise to discover his colorful sideline in stamps. I think there are many others like me who would enjoy Rev. Butler's story...

Please find attached a wedding day photo of my great uncle Ford Hulan and his bride Rita(1944)...He [Butler] performed so many baptisms over the years. I am sure he can be found in many such photos.

Rev. Butler would have been familiar with most if not all of the post offices in his parish...I am searching for Butler covers sent to and from the communities of St. David's, Jeffrey's, McKay's, Cartyville and Robinson's. The churches that Rev. Butler served are still there in good repair...I am intimately familiar with at least one post office in the area: my mother has been postmistress of Jeffrey's since 1980. She too is very interested in finding out more about E.A. Butler.



I have sent Mr. Curnew hard copies of my articles on Butler. They are not yet available on-line.



The Garland Printers Series, 22. Sandy Point Bay, St. George, Nfld.

Curnew sent a jpg of this postcard of Sandy Point postmarked in 1906.

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WRAPPER FOR POST CARDS – Contributed by Dean Mario



Dean commented that he had never seen this wrapper before, and thought it might be of interest. At one point it encircled 25 of the one-cent 1911 Kling George V post cards. Only a couple remain in this package, however. Has anyone seen wrappers for other cards? – The editor.

RARE POSTAGE DUE STAMP – Mike Axe



Editor :This stamp is Scott J3b (NSSC PD3a.). This may be the finest copy known. John Walsh plans to picture it in his next NSSC.

Contact me if you can help answer Axe's inquiry below.

Hello from the UK! I am trying to find out if any info. is available on the Newfoundland 3¢ blue postage due stamp that is **perf. 9**. It is very highly catalogued over here and I wonder why. I assume it is because of numbers printed (Dickinson) and would like to know if there is a record of how many were printed. I hope you can be of assistance. –Mike Axe

NEWFOUNDLAND'S 1897 POSTAL SHORTAGE- ANNOTATED

Norris (Bob) Dyer - Page 5.

TRIALS



The 1890 3¢ Victoria was available and used for surcharging. Research indicates that 190 total trials were made in red, or red and black. This red one is of the few known used. (*Green Foundation Cert. No. 8811*)



(75%)

This pair and two blocks of four are recorded with the bottom stamps missing the ONE CENT and lower bar. On the back is a *red* mirror image of the surcharge, caused by die with trial red ink settling on the platen before being cleaned and having *black* ink applied. The top stamp is the *final* black surcharge chosen. Ex-Dale/Lichtenstein *Pictured, Page 478, Robson Lowe's Encyclopaedia, Vol. V*

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NOTES ON 1897 SURCHARGE EXHIBIT – PAGE 5.

The 1897 trials continue to puzzle me. I did a census by type as a supplement in my BNAPS Exhibit Book (No. 19), published in 2000. Robert Pratt was convinced that copies existed with *double-red* surcharges (page 69, *Fifty-Second American Congress, 1986*) and I bought into this as Lot #726 of the Lichtenstein auction (November, 1968) showed a stamp that was described as having a double-red surcharge. This is the only evidence I have ever seen. There were none in the Henry Schneider auction (1996), Sir Gawaine Baillie auction (2005), or in the 2010 “St. Aylott” auction. The Lichtenstein lot, however, *did appear again* in the Schneider auction (lot #298) with a 1983 B.P.A. cert. now calling it a “**triple surcharge in red.**” I don’t know how to place this unique item (printer’s waste?) but have edited the text from my earlier research to eliminate the double red surcharges. Pratt stated he saw “three examples” but I am now doubtful they exist. I have edited my comments from the 2000 study below but (really) a new look at this is called for.

Prior to the final surcharging, there were trials in red, and red & black. Research suggests half-sheets of 50 of the 1890 3¢ Queen Victoria utilized for these trials, in most cases with only the bottom two rows of 10 saved. In one instance, however, a complete block of 50 in red and black was saved. Summarizing: I estimate there were 80 of the red trial released (4 X bottom strips of 20); 90 of the red and black (2 X bottoms strips of 20 and one block of 50).

The following table shows my estimates of the quantities of the trials, and the final stamps released:

1897 PROVISIONAL SURCHARGES - QUANTITIES

TYPE	POSITION IN SETTING	RED TRIALS	RED/BLACK TRIALS	DOUBLE RED TRIALS	BLACK (FINAL)	TOTAL
I	11-40	40	50	--	23,760	23,850
IA	1-10		10		7,920	7,930
II	42-48	28	21	--	5,544	5,593
IIA	41	4	3	--	792	799
III	49-50	8	6	--	1,584	1,598
TOTALS	-----	80	90	--	39,600	39,770

The vertical pair (damage and all) is one of two varieties of Type I listed in all major catalogues, so is a necessary item for topic completeness. Two blocks are known, and the pair on the exhibit page. They were all in the Lichtenstein auctions. The blocks have shown up in subsequent auctions (e.g. Spink 2003 & 2004) but appear to have fallen on hard times, one described as “severed horizontally” and the other “virtually severed horizontally” (whatever that means). The pair, then, is the only example of the variety still intact. The block at the right is from the 2004 auction (Sale 3025, Lot 510).



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A Local Delivery Usage of the One Cent Royal Family “Red Queen” – David Piercey

The December 1897 Queen Victoria one cent value of the Royal Family , issued in red, is scarce on cover, as it was soon replaced with a green version in June 1898, to conform with UPU requirements. Consequently, its proper use is restricted to a relatively short period. I illustrate what seems to be an uncommon use of this stamp, apparently paying a one-cent local delivery rate within a town that is not St. John’s, but within Harbour Grace. How is that possible?

We know that the town delivery rate was initiated by the Postmaster General, John Delaney, in 1863 (Robson Lowe *Encyclopedia*, p. 429), and that letter boxes and postal carriers were introduced within St. John’s in the early decimal period and gradually became adopted and increasingly utilized throughout the early decimal period (Pratt, 1985). It is thus generally assumed that the town delivery rate was restricted to St. John’s.



However, both the *Postal Acts* of 1865 & 1872 (Robert Pratt, p.672 & 680, *Nineteenth Century Postal History of Newfoundland*) indicate that a salary (of \$47/annum!) was being paid to a *letter carrier* in Harbour Grace during this period. This is the only centre outside of St. John’s that has a letter carrier’s salary mentioned, and only postmaster salaries were otherwise enumerated for the other outport post offices. Harbour Grace was a major commercial centre, and one of the largest of the outport towns of Newfoundland in terms of population and relative importance at this time. Thus I am assuming that because there was a salaried letter carrier mentioned for Harbour Grace that there was some form of letter carrier service. Presumably, the letter carrier was responsible for delivering the mail.

The illustrated cover then, seems to verify a town delivery rate within Harbour Grace. Postmarked April 27, 1898, it is addressed to H.J. Watts at the Customs House. The reverse of the envelope is imprinted with a Bank of Nova Scotia inscription common to the Bank’s stationery at that time. The Bank of Nova Scotia did have a branch office in Harbour Grace at this time, and this I can confirm from Bradstreet’s *Directory* of the period. Assuming a letter carrier was still employed in Harbour Grace in 1898, this strongly suggests a town delivery rate existed within Harbour Grace at that time. The fact that this rate can be illustrated with a short-lived postage stamp only increases its appeal. *Correspondence on this or other topics related to early Newfoundland postal history are invited. I can be reached at dpiercey@telus.net.*

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The perfin corner by Barry Senior

These are with the A9 Ayre perforator. A red dot indicates only known copy.

1937 King George V "Long" Coronation Issue

The A9 perforator is the only one known to have been used on this issue.
Several Discovery Copies are shown.



Position 2



Position 4



Position 2



Position 2



Position 2



Position 2



Position 2



Position 2



7 cent Air Mail rate to Canada , October 10, 1944. ●

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Mid-Nineteenth Century Mail to St. John's Newfoundland

Philip G. Russell

The six letters described in this article contain a variety of postal markings and illustrate different postal routes that mail traveled to reach St John's, Newfoundland (NF). An attempt has been made to identify the ship that carried each letter to St John's, NF. The earliest letter (1844) is addressed to C. F. Bennett Esq^r. The other five letters (two in 1851 and three in 1854) were addressed to Messrs. C. F. Bennett & Co., a partnership that Charles James Fox Bennett formed with his elder brother Thomas in the early 1820s.

The activities of Charles James Fox Bennett, a Newfoundland merchant and politician, reflect his "life-long conviction that Newfoundland had considerable economic potential in addition to its fisheries, a point of view that was regarded as visionary in the first half of the 19th century. His capital, however, came from the traditional Newfoundland trade and his diversification coincided with a prosperous period for his firm which, in the 1840s and 1850s, became deeply involved in the lucrative Spanish trade, exporting fish in Spanish bottoms. The prosperity enabled the Bennett firm to experiment in the whale-fishery and to survive serious financial loss when their premises at St John's and on the Isle of Valen (Placentia Bay) were destroyed by fire in 1846. Thomas Bennett gave up an active role in the firm in 1848" –*Dictionary of Canadian Biography Online*.

A summary of the postal markings for each letter is presented in the Summary of Data table (Page 16). With the exception of the earliest letter which was sent from Boston to Halifax, Nova Scotia (NS) by ship, the other five went the cross-border route to Halifax, NS and have St. Andrews, New Brunswick (NB), St. John, NB and St. John's, NF receiver hand-stamps on the reverse. The postal markings also include a seldom used packet-letter hand-stamp, an oval Halifax transit hand-stamp and a New York forwarder hand-stamp.

The letter in Figure 1 with blue circular Philadelphia date-stamp and blue octagonal boxed PAID hand-stamp, was sent to Boston from Philadelphia, with prepaid postage of 18³/₄ cents for the 150-400 mile inland rate, and departed for Halifax on the tenth return trip of the *Hibernia* steamship 16 November, 1844.



Figure 1. Cover 1.

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MID-NINETEENTH CENTURY MAIL Continued

Per Colin Lewis – “The collect British Packet Rate of 1 shilling Sterling per ½ ounce was applied. This was for mail carried by Cunard from USA to UK and Newfoundland. The crossing out of the paid hand-stamp was probably carried out at Halifax”. *Hibernia* arrived at Halifax on November 18 as reported in the literature and as indicated by the rarely used PACKET LTR H / NO 18 / 1844 back-stamp shown in Figure 2.

J-Claude Michaud says “This is known....still, they are very scarce.” There is no receiver stamp to record the date of arrival at St John’s, NF. However, the RMS *North America* left Halifax on Saturday the 23rd and arrived at St John’s on Monday the 25th.

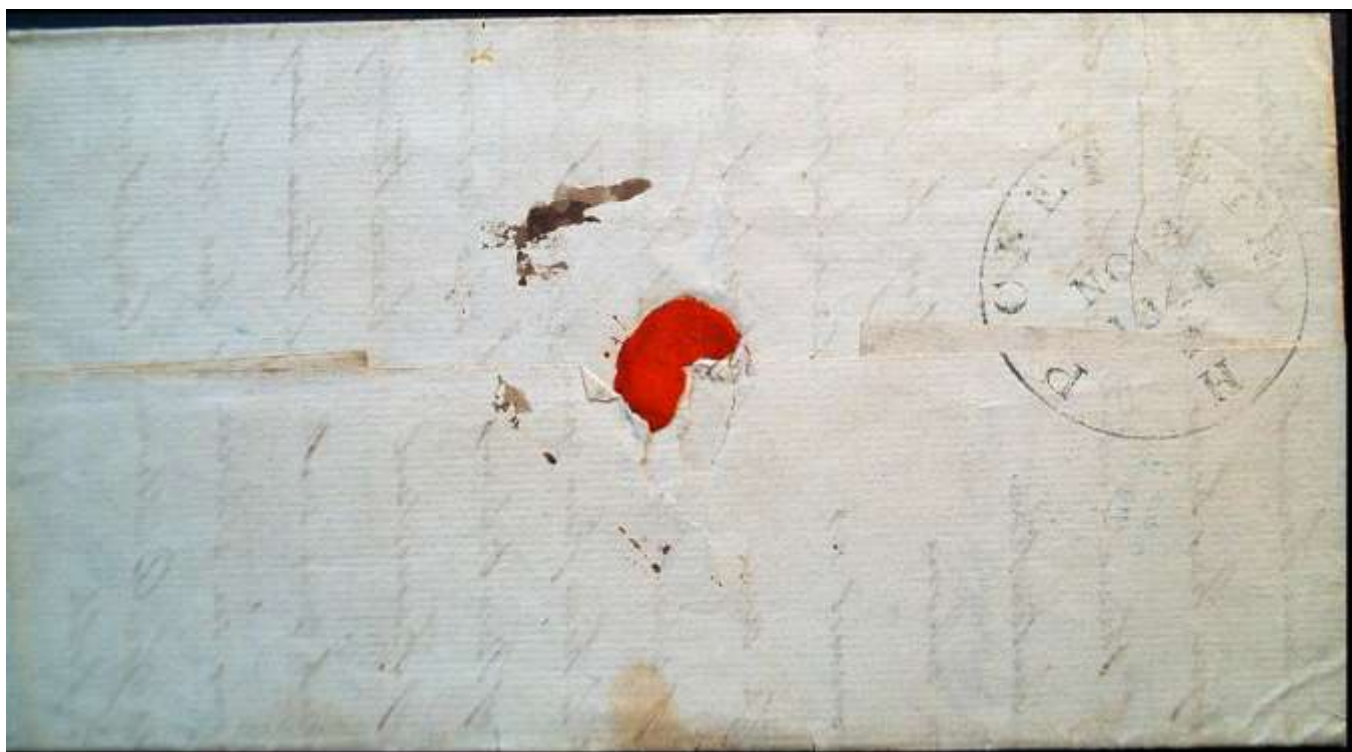


Figure 2. Cover 1- Reverse

The cover in Figure 3 & 3A (next page) was hand carried to the New York Post Office and was prepaid the single letter rate of 5 cent (per ½ oz.) to the border (Robbinston, Me.) and forwarded in a closed bag to St Andrews, NB. It was then forwarded in the closed bag to St John, NB where it went by auxiliary steamer to St John’s, NF by way of Halifax, NS, as indicated by the oval shaped transit stamp (H / JY 5 / 1851 / NS) applied at Halifax, Saturday July 5th on outgoing packet letters. Per Colin Lewis, the ocean mail rate between the USA and Newfoundland was 8 pence Sterling per ½ ounce at this time (1851). A double rate was charged for this item, or 1s4d collect fee for a 1 ounce letter. There is an error in the St John’s, NF receiver stamp. The month may have been August, not July, making the corrected date Monday, August 4, 1851. No ship arrived from Halifax on this date. If, however, July is correct and the day date wrong, there are other ships which traveled between Halifax, NS and St John’s, NF during the month of July.

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MID-NINETEENTH CENTURY MAIL Continued

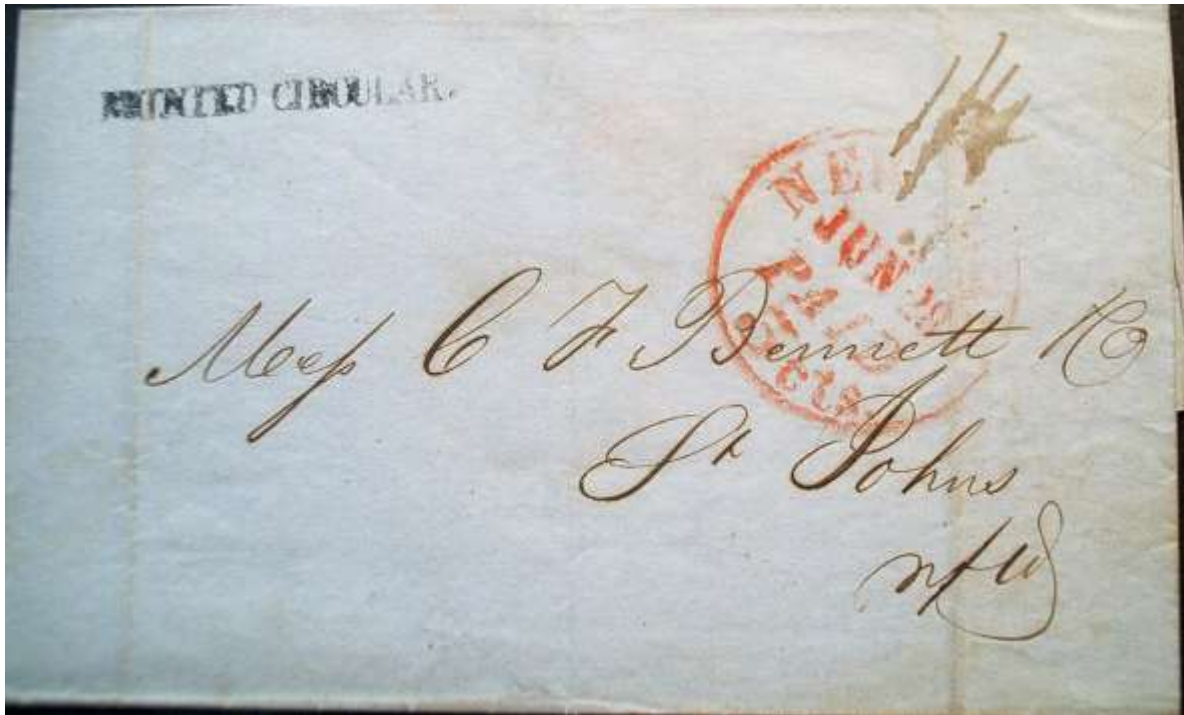


Figure 3. Cover 2. The PRINTED CIRCULAR is missing

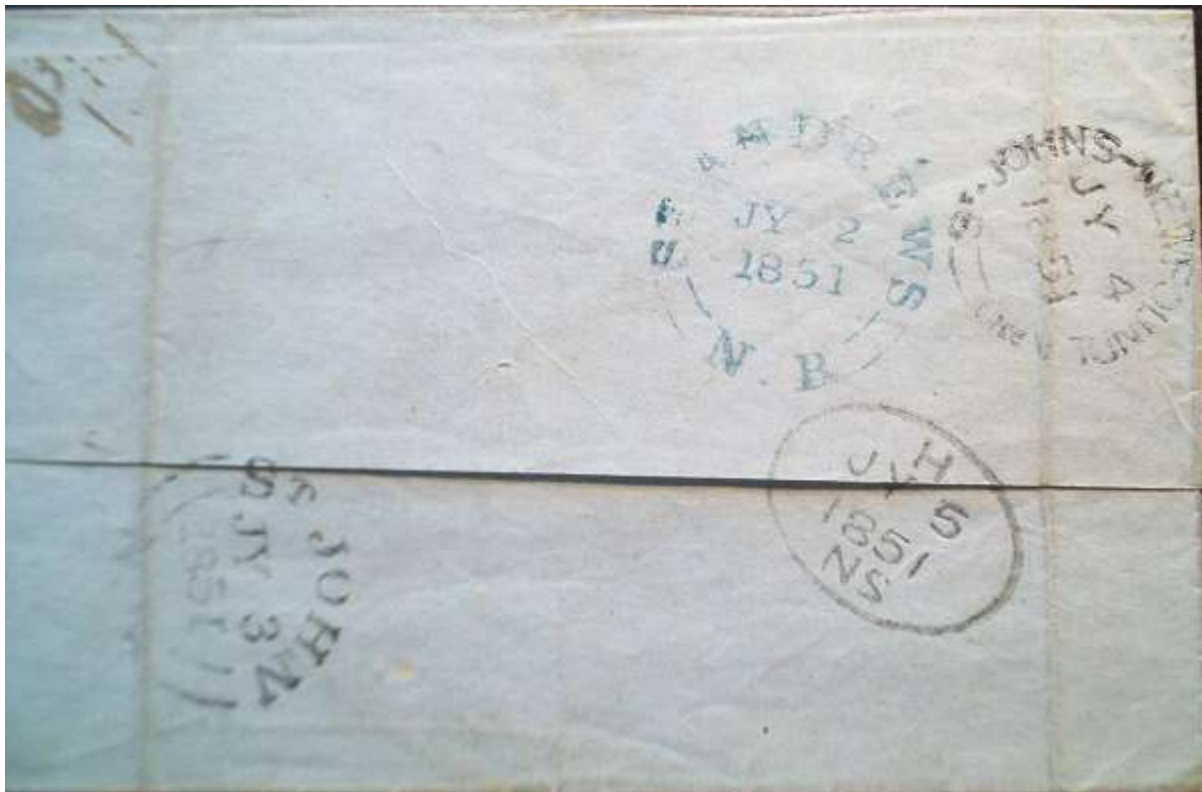


Figure 3 A. Cover 2. The reverse

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MID-NINETEENTH CENTURY MAIL Continued

The letter in Figure 4 was carried by Edward Mill's independent steamship *Brother Jonathan*. This ship was in operation between New York, Chagres, Panama and Kingston, Jamaica from March 19, 1851 to March 23, 1852. *Brother Jonathan* departed Kingston on August 12th, 1851 and arrived in New York on August 20th, 1851. Since this letter originated along the Caribbean steamship route, a single letter rate of 10 cents per ½ ounce was paid at New York by Aymar & Co, Figure 5. Colin Lewis: "The No. 891 would either be the Forwarding Agents reference number from a manifest of letters or the drawer number that such companies would have been allocated at the New York Post Office." The red hand-stamp U. STATES (32.5 x 18) was applied in New York. The letter was then forwarded in a closed bag to St. Andrews, NB and St. John, NB where it was sent (most likely) by auxiliary steamer to Halifax, NS and then to St. John's, NF where it arrived on Sept.10, 1851. The mail packet Harriet arrived on this date from Halifax.



The squiggly mark in Figure 4 is confusing. It may be the 3 pence Canadian currency collect required for the single letter fee to Newfoundland of 5 US cents. Sometimes, a letter was one of a number of letters to the same addressee with all charges other than the 10 cent fee marked on the top letter of the batch (Lewis). In the case that this letter was the top one, the squiggly mark could represent Canadian currency charges

Figure 4. Cover 3

incurred for the bundle of letters. This cover does not appear to be fully prepaid (or fully unpaid) as required by the United States and Canada postal convention which went into effect on April 6, 1851 (see discussion for cover in Figure 8 that will follow).

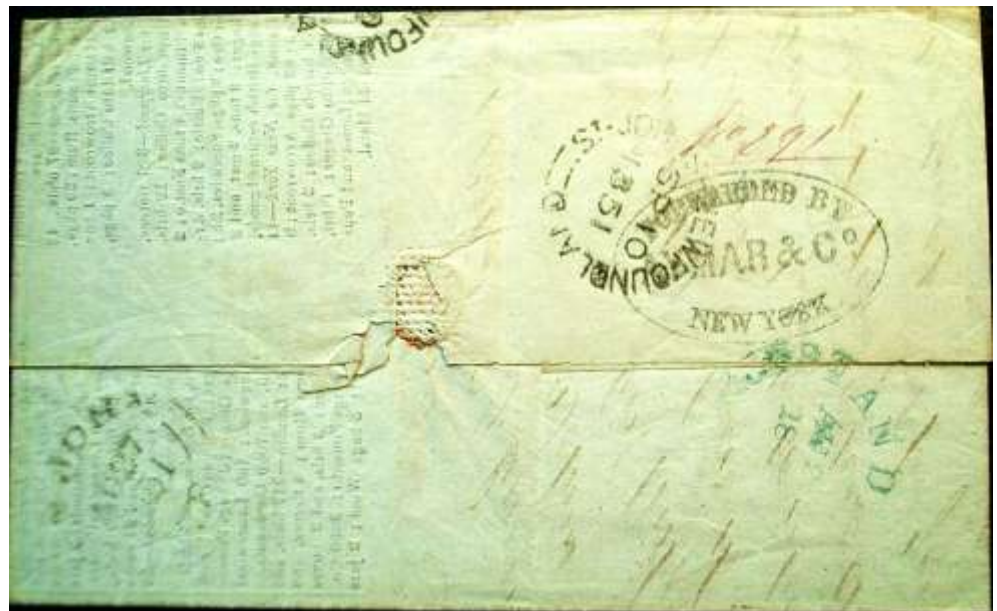


Figure 5. Reverse of Cover 3. Note red No. 891 notation

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MID-NINETEENTH CENTURY MAIL Continued

The letter in Figure 6 was not carried by the steamship *Niagara* which left Boston for Halifax and Liverpool on its 40th return voyage on December 21, 1853. It originated in Boston or was privately carried from another location to the Boston Post Office. The letter was sent overland (poor U. STATES hand-stamp) like the previous letters in Figure 3 and Figure 4. Colin Lewis - "The collect amount shown is 9 pence Sterling per ½ ounce and was the correct fee for a letter sent at this time overland via Canada. When a letter was unpaid the collect fee in Newfoundland was the same amount as the Newfoundland rate to USA through Canada". No ship was found to arrive at St. John's, NF on January 27th, 1854, the St. John's receiver hand-stamp date. The correct date may have been January, 28th, 1854. The *Merlin* arrived on this date.

The letter in Figure 7 originated in New York or was privately carried to the New York Post Office from another location, but otherwise it followed the same cross-border postal route taken by the letters in Figures 3, 4 and 6. The 9-pence Sterling rate is again the correct amount to be collected at St. John's, NF for a letter traveling between the United States and Canada. This letter arrived at St. John's on the same date as the letter shown in Figure 8 (see discussion below).



Figure 6. Cover 4. Letter not carried by steamship Niagara



Figure 7. Cover 5. Enclosure is missing

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MID-NINETEENTH CENTURY MAIL Continued

The letter in Figure 8 was carried by *Empire City* to New York. *Empire City* departed Havana on March 29, 1854 and arrived in New York on April 5, 1854. The New York Post Office applied the black straight-line STEAM / SHIP and the black 15 cent rate hand-stamps. Since this letter originated along the Caribbean steamship route, the 10c steamship rate was substituted for the 5c United States portion of the treaty rate with Canada. Canadian postage was set at 5c regardless of the distance traveled in Canada, making a total postage due of 15cents. This letter also went cross-border to St. Andrews, NB and St. John, NB like the other four letters discussed above. The 9 pence Canadian currency (equivalent to 15 US cents) is the correct amount for collection at St. John's, NF. The letter has a St. John's receiving stamp dated April 17, 1854, the same as shown on the letter in Figure 7. No ship was found to arrive from Halifax on April 17, 1854.



Figure 8. Cover 6. Printed Circular on market conditions and import list

In conclusion, it appears that each cover went by ship from Halifax, NS to St. John's, NF. An alternate route for the five cross-border covers would have been to send letters overland from St. John, NB to Sydney, Cape Breton (CB), or North Sydney, CB, to meet the steamship to St. John's, NF from Halifax, NS which served these ports.

The author is very appreciative and would like to thank Colin Lewis for our e-mail correspondence regarding the Canadian rates found on the covers presented here.

Philip G. Russell

Editor's Note – This wonderful article concludes with a data summary table on the six covers. Because of the length of the article I was not able to include his extended list of References. I suggest anyone wanting specific details on rates, shipping schedules, etc. contact Philip at russell516@comcast.net

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MID-NINETEENTH CENTURY MAIL Concluded

SUMMARY OF DATA FOR COVERS TO ST. JOHN'S NEWFOUNDLAND

Cover	Dateline	Postal Markings (front)	Postal Markings in black (back)			Additional Postal Markings in black (back)
			St Andrews, NB	St John, NB	St John's, NFLD	
1	Philadelphia 14 November 1844	PHILADELPHIA NOV / 14/ Pa. (blue) PAID (blue) via Halifax (LL) 18¾ cts (blue) 1 shilling (black)				PACKET LTR H NO 18 / 1844
2	SFC	NEW-YORK / JUN 28 / PAID / 5 CTS (red) 1/4 (black)	JY 2 / 1851 (blue)	JY 3 / 1851	J Y 4 / 1851	H / JY 5 / 1851 / NS
3	KINGSTON JAMAICA 12 th AUGUST, 1851	NEW-YORK / 20 / AUG / 10 cts / PAID (red) U. STATE (sharp red curve) S MAIL (brown) Via New York (LL) Squiggly pencil mark	AU 2_ / 1851 (blue)	AU 27 / 1851	SP 10 / 1851	Forwarded By / AYMAR & Co / NEW York No.891 (red)
4	SFC	BOSTON / 22 / DEC / 10 cts (black) U. STATES (partial red curve) 9 pence (blue-green)	DE 24 / 1854 (blue)	Partial	JA 27 / 1854	Pr Niagara Via Halifax (LL, front)
5	SFC	NEW-YORK / MAR /10 / 10 cts U. STATES (blurred red curve) 9 pence (blue-green)	MR 15 / 1854 (blue)	MR 16 / 1854	AP 17 / 1854	
6	HAVANA 28 th MARCH 54	STEAM / SHIP (black) 15 cts (black) 9 pence (blue-green)	AP __ / 1854	AP __ / 1854	AP 17 / 1854	