

Calgary 1-1-1	Toronto 10-33-295
Moncton 2-0-78	Toronto 11-0-63
Montreal 4-0-80	Winnipeg 1-1-174
Regina 2-0-51	Winnipeg 3-0-168
Toronto 3-0-193	Winnipeg 4-8-312
Toronto 7-1-193	Winnipeg 5-15-83

The Calgary and Winnipeg Type 1 discoveries were two of the three copies located in the circuits. Except for Calgary it would seem that Toronto and Winnipeg are the two key cities to examine; however, it is obvious from the above listing that more research is required. Who knows where the next find may come from? Mr. Reiche has now located a few copies on Winnipeg type-5 but the quantities both found and examined are not known. To our knowledge this paper has yet to be reported on an unprecanceled 10c blue Admiral.

My ambitious hope, at the time of the earlier finds, was that an assumption could be made as to a possible minimum number of copies that might exist on this paper. With the quantities found and the many unanswered questions, this does not seem feasible; at least on my part.

Inquiry was made to the Ottawa Post Office as to whether the precancelling operation was done on a 400-subject sheet or on

a 100-subject pane after cutting. Their reply stated that philatelic records were not as accurate in 1922 as they are today and such information was not available. Mr. Walburn feels precancelling was done on 100-subject because of press size limitation and Mr. Reiche feels the 400-subject overprint was possible. There also is the question of whether all precancelling was done in Ottawa, or, if certain of the largest cities were permitted to precancel. This could give rise to a thought regarding distribution of this paper. Comments would be welcome from the readers.

A final approach was taken by examining the stamps themselves with respect to shades, radical differences in overprint location and design relation to the perforations. I am reasonably certain that, of the 59 copies found, 39 are unrelated to any of the others. From this the reader may draw his own conclusions as to possible quantities.

Mr. Reiche has given this writer permission to announce that the finding of this stamp on horizontal wove paper would be mentioned in his planned Revised Handbook which he hopes to issue later this year. This should be welcome news for the Admiral enthusiasts.

A philatelic and postal history of NEWFOUNDLAND

a continuing series by Brien C. Damien; part six

The Portugal Post Road and the Packets

Although they were outlawed by government act in 1851, packets were plagued by nothing so much as the forces of nature. The *Dolphin* was lost off Portugal Cove in 1833; the *St. Patrick* went down off Crocker's Point when five lost their lives; and the *Princess Victoria* was wrecked when it ran into Eastern Head on Bell Island during a gale, losing the entire crew and passengers. There were other packets, too. Rev. Kirby, a postal historian upon whose work my information on the packets is based, made a list including the *Zephyr*, *Despatch*, *Union*, *Lotus*, *Temperance*, and *Breeze*. Finally, A. B. Perlin has recorded these notices

in his 1937 article on postage stamps in the *Book of Newfoundland*:

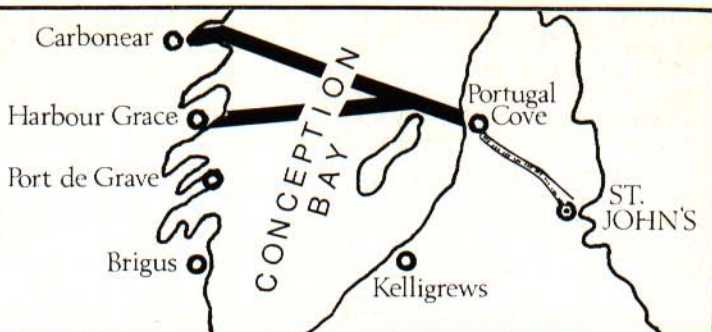
"A steady and confidential packet man will leave St. John's every Wednesday morning with the packages and the letters for transmission . . . single letters 1s, double letters 2s, packages in proportion to their weight and bulk."

"Mr. Doyle begs to announce to the communities of St. John's, Harbour Grace, and Carbonear that he has engaged a confidential packet man to travel around the bay during the winter months."

A special note: All the information extant on packets can be found in two articles, *Postal History of Newfoundland*, by the Rev. Hugh Kirby, in the Newfoundland Archives at St. John's, and *Postage Stamps*

Private Packet Routes

on
CONCEPTION
BAY



of Newfoundland by A. B. Perlin, found in *Stamp Lover* magazine of London, and the *Book of Newfoundland*, Volume I, 1937.

The Expansion of the Inland Posts

Because the British Parliament passed an Act in 1849 providing for colonial autonomy in postal affairs, the Newfoundland post office's association with the GPO was short-lived. When Governor-General Elgin of the colonial mainland called a conference in Montreal to "settle the questions arising from this concession" among the various postal administrations, Newfoundland sent no delegate although the government did act upon the concession itself in the spring of 1850. Here is the essence of a report prepared by a special committee of the House of Assembly:

(1) Based on the probable increase in revenue each successive year after the establishment of regular facilities, the volume of letters exchanged outside St. John's can support a postal system stretching from Gaultois to St. John's and then to Twillingate. (Between 1841 and 1849 the revenue of the post office increased 251 per cent, without an increase in rates.) (2) Stipendiary magistrates at proposed offices can act as postmasters temporarily. Improved services in transportation will be used by travelling officials as well as mail, thereby offsetting any postal deficit. (3) Proposed northern route: courier from St. John's to Portugal Cove; sailing vessel to Brigus, Harbour Grace, and Carbeneer; courier from Carbeneer to Heart's Content; by sail from Heart's Content to Trinity and Catalina; courier from Catalina to Bonavista; then by vessel to Greenspond, King's Cove, Cat Harbour, Fogo, and Twillingate. Proposed southern route: courier from St. John's to Ferryland, Trepassey,

Salmonier, St. Mary's, and Placentia; by sail to Burin, Garnish and Gaultois from Placentia.

On May 31, 1851, the Assembly passed an "Act for the establishment and regulation of Inland Posts in this Colony"; its basic points are:

- £1,000 per annum granted for expenses.
- Governor appoints Postmaster-General (PMG) and Postmasters (PM).
- PMG executes Act; Governor in Council lays down rules for execution.
- PMG to contract for transportation on these routes: St. John's, Brigus, Harbour Grace, Carbeneer, New Perlican, Trinity, Bonavista, King's Cove, Greenspond, Fogo, Twillingate; St. John's, Bay Bulls, Ferryland, Trepassey; St. John's, Holyrood, Salmonier, Placentia; Salmonier, St. Mary's; Placentia, Isle of Valen, Oderin, Burin; Burin, Garnish; Garnish, Belleoram, Harbour Breton.
- Post offices established at Brigus, Harbour Grace, Carbeneer, Trinity, Bonavista, Fogo, Twillingate, Bay Bulls, Ferryland, Trepassey, St. Mary's, Placentia, Burin, Harbour Britain.
- Governor and council to establish way houses.
- Governor and council may authorize PMG to lay out branch routes and appoint postmasters along these routes.
- PMG and PMs to be bonded.
- PMG salaried at £75; postmasters at £10 to £15 (per annum).
- Rates: 3d per half ounce uniform letter rate; 2d for each of first six ounces of book, periodical, or pamphlet, 3d for each additional ounce thereafter up to 16 ounces. No book, etc., above one pound in weight may be mailed.
- All newspapers and government correspondence transmitted free.
- Highlights of the rules and regulations laid down by the Governor include:
 - Establishment of way-houses at Aquaforte, Fermeuse, Renewes, Topsail, Kelligrews, Holyrood, Salmonier, Isle of Valen; Oderin, Garnish, Belleoram, Portugal Cove, New Perlican, King's Cove, Catalina, Greenspond.
 - Mails for Portugal Cove, Harbour Grace, Carbeneer, and Brigus three times weekly.
 - Mails for New Perlican, Trinity, King's Cove, Catalina, Bonavista, Bay Bulls, Ferryland, Aquaforte, Renewes, Trepassey, Topsail, Kelligrews, Holyrood, Salmonier, St. Mary's, Placentia, weekly during summer, twice monthly during winter.
 - Mails for Placentia, Isle of Valen, Oderin, Burin, Garnish, Belleoram, Harbour Breton, Greenspond, Fogo, Twillingate, every fortnight.
 - Inland postage on all letters leaving Newfoundland to be prepaid.

(To be continued)