

THE NEWFIE NEWSLETTER  
OF THE NEWFOUNDLAND STUDY GROUP OF B.N.A.P.S.

NUMBER 44  
Late Letter Fee's

September - October 1993

J.E. Croker from Bristol, England sent me a Post Card with a Late Letter cancel, sent via St. J & PAB R.P.O. to England on September 28, 1931. He is requesting information on dates of use of the Late Letter Markings. The marking Mr. Croker has is "d".

Late letter fees were in effect as early as 1847. This "fee" or "fine" was to be an on again, off again structure until 1887, when a regular late letter fee came into effect. The fee itself was paid for all mail posted aboard steamers or trains, in pillar boxes, etc., after the announced time for mail closing.

I have enclosed a commentary on the use of the rate until 1931, when the almanacs no longer were published. There are types of late letter markings:

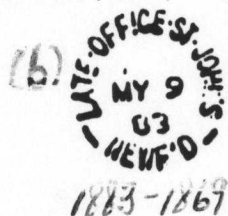
- 1860 Post office window to be kept open until one half hour after mail closing. Rate of 3 d for 1/4 hour delay, 6 d for 1/2 hour late.
- 1878 Mail received after announced closing time will not be forwarded until next dispatch.
- 1881 Mail for foreign ports other than the United Kingdom will be charged double the postage rate for late fee. U.K. will have no supplementary mail.
- 1886 Late letter office opened in N. Ohman's Jewelry store for letters to U.K., Canada and U.S.A. Double postage fee charged.
- 1887 Late fee of one cent on costal steamers.
- 1889 East End late letter office opened. Fee of five cents charge plus regular letter charge.
- 1891 Mail posted after the hour for closing of mail, to be charged five cents.
- 1896 Late fee for costal steamers of one cent domestic and five cents foreign mail.
- 1897 Late fee at St. John's Station of five cents, to be prepaid by stamp.
- 1898 No late letter fee for costal boats.
- Circa 1910 "Letters posted after the hours advised for closing mail, will only be forwarded by mail then being dispatched, if the fee (2 cents) is paid. If late fee is not paid, these letters will be held for next dispatch of mail" (Almanac 1920).

This charge continued up to the time of the almanacs demise in 1931. I hope this explanation helps Mr. Croker with his question. (The Editor)

Acknowledgements

R.H. Pratt - The Nineteenth Century Postal History of Newfoundland  
Newfoundland Almanacs (1913 - 1931)

(a) TOO-LATE  
1854-1869



(c) TOO LATE  
1873-1893

(d) LATE LETTER  
1914-1931

NEWFOUNDLAND  
1897 QUEEN VICTORIA PROVISIONAL

"Red Surcharge Proofs"

This unique cover, posted from St. Jaques, F.B. (Dec. 23, 1898), backstamped at St. John's (Dec. 26, 1898), bears copies of Types I, II & III Red Surcharge Proofs of 1897. The envelope used is Newfoundland Government official stationery (Telegraph Dept.) and bears the Government's seal on the back flap. The right side has been opened so it must have contained a letter to the addressee, E. Laughton.

The proof sheets of red and red and black proofs were sent to the Colonial Secretary, Robert Bond for approval of color. The sheets remained at the offices of the Colonial Secretary, with approximately 40 stamps given to clerks in the office, which would explain the existence of the mint stamps and covers available in the market place.

The cover has a certificate from the B.P.A. Expertising Ltd. of London, England with the following explanation "Newfoundland 1897 cover bears three singles of 3¢ grey-purple, No WMK., Perf 12, each with forged surcharge "One Cent" in red. Blackstamped ST Johns, 26-12-98", signed by three members of the expertising committee. So, as to agree or not with their certificate, I offer the following graph.

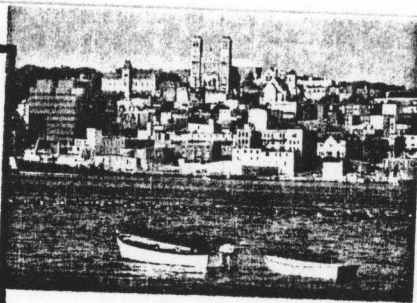
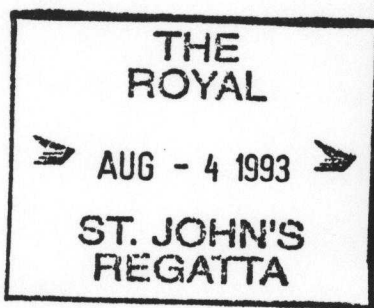
	TYPE I BLACK	TYPE I RED	TYPE II BLACK	TYPE II RED	TYPE III BLACK	TYPE III RED
COLOR	GREY LILAC	GREY LILAC	GREY LILAC	GREY LILAC	GREY LILAC	GREY LILAC
SPACE BETWEEN BARS	17 -18 MM	17.7MM	17.3 - 18 MM	17.6 MM	17.3 - 17.6 MM	17.5 MM
BOTTOM BAR TO ONE CENT	2-3 MM	3 MM	3 MM	3 MM	2.2 - 2.5 MM	2.3 MM
TOP BAR TO ONE CENT	12 1/2 - 13MM	12.6MM	12.5 MM	12.5 MM	13.3 MM	13.4 MM
DISTANCE OF ONE TO CENT	1.5 MM	1.5 MM	1.5 MM	1.5 MM	1.5 MM	1.5 MM
WIDTH OF ONE CENT	17 MM	17 MM	17 MM	17 MM	17 MM	17 MM

In conclusion, whether it be a forgery or the real McCoy, it does not detract from the fact it is an interesting cover.



THE ROYAL ST. JOHN'S REGATTA

Early in August, just after the 167th Annual St. John's Regatta, I was given a cover by Don Wilson, celebrating the event. The designation "Royal" had been granted by Queen Elizabeth II, on July 7, 1993, to the Annual Regatta. A special cancel was applied to all mail received at the Canada Post unit stationed at the Regatta site. According to the three clerks who manned the unit, no more than 350-400 pieces of mail were processed.



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CANADA  
MAIL  
POSTESt. John's Annual  
Regatta

August 1992

ST JOHN'S  
N.S. N.L.

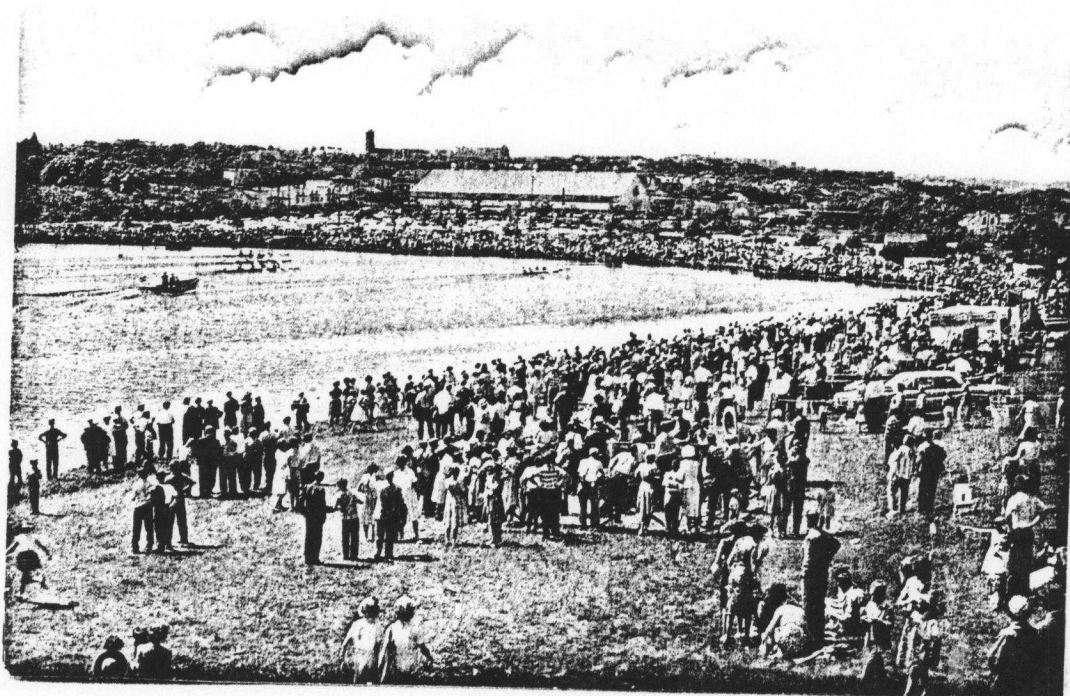
John Butt  
264 Hamilton Ave.  
St. John's, A1E 1J7

POSTAL CODE / CODE POSTAL



To put the cancel in perspective, I have pulled a few Pictorial Postcards from my St. John's Collection and included a brief history of the "oldest continuing sporting event in North America".

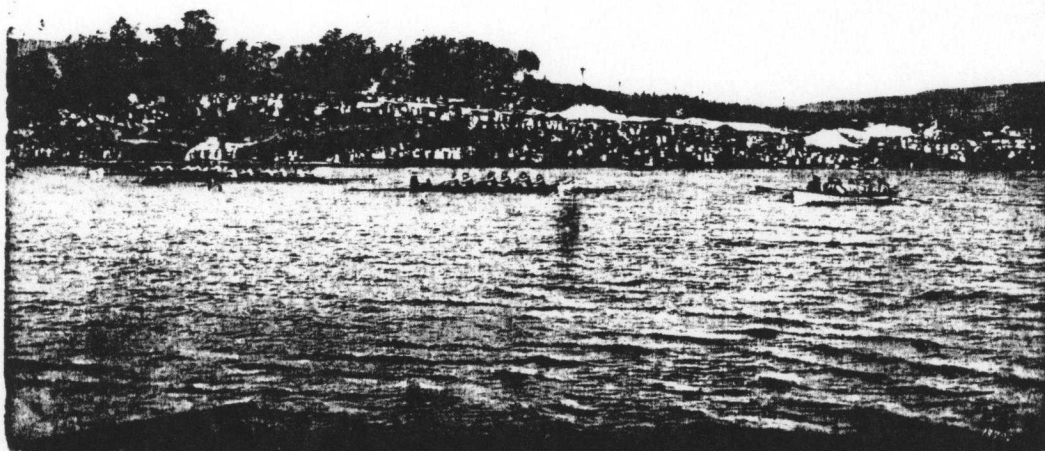
CIRCA  
1970





Quidi Vidi Lake, Regatta Day, "First Race". St. John's, Newfoundland.

CIRCA  
1905



*The first mention of a Regatta held in St. John's, was printed in a newspaper article of 1818. St. John's Harbour was used at that time. The first rowing matches were held on Quidi Vidi Lake in 1826, and except for the Great Fires (1846-1850, 1892) and the World War years, it has been continuous. The course measures 1.6 miles in length from West to East, with turning buoys at half way.*

*The early racing boats had six fixed seats locally made for the most part, by the oarsmen. In the 1890's, Robert Sexton, a local carriage maker, designed a racing shell with fixed seats, whose model is still being used today for any new boats made.*

*The races have names such as, amateur, fishermen, merchantile, etc., whose tradition ended in the 1970's. The traditional race names were preserved, but the racers were mixed. The record time for the Mens Races of 09.13.08, set in 1901, was broken in 1991 (08.59.42). The Ladies Races, first held in 1856, have a record time of 05.08.34 (half course).*

*The St. John's Regatta Committee, first established in 1826, was incorporated in 1937. all committee members and officials are volunteers and do a tremendous job of putting each Regatta together. The first Wednesday of August, weather permitting, a carnival atmosphere invades St. John's, as 40,000 - 50,000 people visit the "Royal" St. John's Regatta.*



**BNAPS Newfoundland Study Group****Financial Statement as of August 22, 1993**

<u>Date</u>	<u>Item</u>	<u>Debit</u>	<u>Credit</u>
April 7	Initial Transfer from Previous		486.72
April 30	Bank Interest		.26
May 4	Membership 6x \$5.00		30.00
	Stipend 2x\$18.00		36.00
July 31	Newsletter Typing	50.00	
	Postage	5.00	
Aug 18	Newsletter Postage	168.64	
	(3 Issues) Paper	15.09	
	Envelopes	32.40	
	Photocopying	180.00	
	TOTALS	451.03	552.98
	Balance on hand (CIBC #49-30363)		<u>\$101.95</u>

----- Please Detach -----

**MEMBERSHIP RENEWAL FORM****BNAPS NEWFOUNDLAND STUDY GROUP**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Postal Code: \_\_\_\_\_

Telephone: (Home): \_\_\_\_\_ (Office): \_\_\_\_\_

Annual Fee: \$13.00 (Canadian Dollars)

\$10.00 (US Dollars)

£6.50 (British Pound)

Canadian funds payable at a Canadian Bank would be appreciated!

SEP 1, 1993 - AUG 31, 1994

Please make your cheque or money order payable to:

**BNAPS Newfoundland Study Group**

care of the Treasurer

Martin Goebel, 79 Highland Dr., St. John's, Nfld, CANADA, A1A 3C3

All members are kindly requested to complete and remit this form  
for our accounting and mailing purposes.

The Newfoundland Study Group of B.N.A.P.S. Annual Report

J.D. Wilson, Acting Chairman

C.A. Stillions, O.T.B., produced the Newsletter from July, 1985 - March 1992. A labour of love, and for beyond the call of duty. Added to this he was a very philanthropic person, in that our dues at \$4.00 per year, would have barely covered the cost of postage.

We are most fortunate to have John Butt act as Vice Chairman and Editor. In four months, he has produced three excellent Newsletters. he has agreed to remain editor for another year, if you so wish.

From our financial statement, you can see it costs approximately \$150.00 per Newsletter, and that is doing it on the cheap side. We have 96 paying members at present, and the extra copies we make (to the President, etc.) come to a total of 110. The bad news is that our dues will have to go from \$400.00 to \$13.00 CDN., \$10.00 U.S. or 6.50 U.K.

Attached is a copy of our financial statement, prepared by our Acting Treasurer, Martin Goebel. The September/October Newsletter will have your invoice attached. We ask our U.K. members to make cheques payable to the Treasurer, Martin Goebel, directly and not the Study Group. This will make bank clearing easier. This would also apply to our U.S. friends, or a \$10.00 bill would be even better (Canadian Bank charges are horrendous). members will receive only two Newsletters, after which, if dues are unpaid they will be deleted from the membership list.

We three Acting "Newfs" are prepared to carry on for a period up to September 1994. It has been a pleasure to serve you and take over the reins from C.A., but John needs material for the Newsletter and Martin needs early payment of dues. Please help us out. Our addresses are below.

John G. Butt  
264 Hamilton Avenue  
St. John's, NF  
A1E 1J7

Martin Goebel  
79 Highland Drive  
St. John's, NF  
A1A 3C3

J. Don Wilson  
11 Elm Place  
St. John's, NF  
A1B 2S4

NEWFIE STUDY GROUP MEETING

FRIDAY, SEPTEMBER 3, 1993

- |            |   |
|------------|---|
| 12:00 P.M. | 1. Minutes of last meeting (approved)                                   |
|            | 2. Report of Officers   |
|            | 3. Financial statement 1992-1993 (approved)                             |
|            | 4. 1993-1994 Budget (approved)  |
| 12:15 P.M. | 5. Approval of New Annual Fee - \$13.00 CDN. -- \$10.00 U.S. -- 6.50 UK |
|            | 6. Unfinished and new business  |
|            | 7. No nominating committee report (officers above approved)             |
|            | 8. Bank Resolution; sign officers                                       |
| 12:20 P.M. | 9. Wilson accepting dues  |
|            | 10. Other business  |
| 12:25 P.M. | 11. C.A. Stillions slide show (1937 Long Coronation proofs and essays)  |
| 13:00 P.M. | 12. Adjournment   |





*The original drug store of Peter O'Mara at 484-486 Water Street, c. 1915. Mr. O'Mara (with apron) is standing in the doorway.*

*I recently located a photo of Peter O'Mara's Drug Store, which was situated on Water Street, in the west end of St. John's. The sign in the window "Branch Post Office" intrigued me. I had always believed that O'Mara's was the location of the "Riverhead" or "West End Post Office". The almanac for 1920 states that the "Riverhead" office was run by a Miss Mealey and there is no listing for a "West End" office. The drug store of Peter O'mara is listed with forty-five others, as a licensed stamp vendor.*



### **Marginalia**

*"Good stamps like good wine, improve with age — and are about as scarce." — The Philatelic Gossip, May 1920.*

*The American Philatelist*



### **Marginalia**

*Franklin D. Roosevelt claimed that his knowledge of geography was gained largely from his hobby. "Stamp Collecting," he said, "pays rich dividends both as a diversion and as a broadener of one's horizons." — 101 Ways to Enjoy Your Leisure, 1964.*

*A few realizations from Gary Lyon's auction of Gerry Neman's material:*

Lot 20 - 12Ai	WMKD, UF, NH \$280 Cat. Realz. \$200
Lot 21 - 19	UF, NH \$120 Cat. Realz. \$95
Lot 27 - 29	XF, NH \$105 Cat. Realz. \$105
Lot 32 - 83A	UF, NH \$2100 Cat. Realz. \$575
Lot 48 - 115A-126i	Imperf Pairs \$3600 Cat. Realz. \$1600
Lot 53 - 160ii	3.6 Blk. Surcharge \$1550 Cat. Realz. \$500
Lot 91 - C2-C2ii	Block of 4, MH, NH \$2170 Realz. \$625
Lot 97 - C5	Columbia \$14,000 Realz. \$8500
Lot 99 - C7A	Imperf vertically UF, NH \$1875 Realz. \$725
Lot 114 - BK1	Booklet UF, NH \$2250 Realz. \$1350



*In the July-August issue of the Newfie Newsletter there was a request for information on a mute cancel used on mail sent from the first U.S. survey teams who came to Newfoundland in the early 1940's.*

*Palmer Moffatt reminded me of an article in the January-February Newfie Newsletter in 1989. "Help" was then called for by Dean Mario who requested any information on the same cancel. C.A. Stillions replied that he had a similar cancellation on a cover, and had seen others from the same correspondence, posted at St. John's and Stephenville.*

*Was this a American consulate cancel, or a canceller carried by Mulholland himself, for use on survey mail. Maybe the mail was cancelled at the St. John's G.P.O. Perhaps one of our members can shed more light on this cancellation. Send any information to the editor.*

#### Editor's Notes

*Hi. It seems that you will have to put up with me for another year. Our Chairman, Don Wilson, nominated me to do the Newsletter for another year. I hope that I can live up to his expectations, keeping our views and information up to date.*

*I have included in this issue: a great stampless letter to Newfoundland, taken from J. C. Arnell's "Transatlantic Mail Study Group" Newsletter with an explanation researched by Clarence Dewling of the St. John's Philatelic Society.*

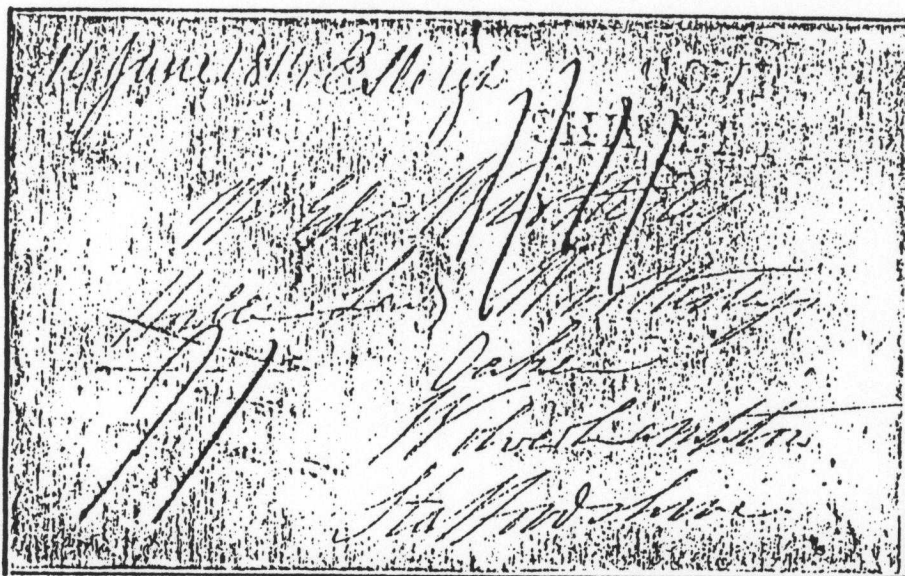
*A late letter fee explanation for J. E. Croker of Bristol, England, and a super cover from my collection.*

*The main part of the Newsletter is our financial report, ably done by Martin Geobel, and a membership renewal form. Please read this page over and send in your form as soon as possible to the Treasurer.*

*Keep sending in your ideas, stories, and requests for information. These will keep our Newsletter enthusiastic, informative, and a joy for me to edit. Don is away, visiting Seattle, while I am doing this Newsletter. I will be going on holiday before he returns, so I leave the photocopying to him and the mailing to John Walsh. I thank them both for their help.*



## LETTERS MAY CONTAIN MORE THAN THE WRITER INTENDED



At first glance the above letter appears to be a rather nice 'COVE/SHIP LETTER' from Newfoundland. It was written from St. John's and dated 21 May 1814 by Captain Edward Wrottesley, Commander of H.M. Brig *Sabine*, to his wife. He was the fifth son of Sir John Wrottesley, present incumbent of an ancient line of baronets in Shropshire, England. The family seat was Wrottesley Park, five miles from Wolverhampton on the Shrewsbury Road. The letter is a fairly straightforward narrative of events of the time, although it begins 'My dearest Love'. As this should be of interest to the group, I have transcribed it below.

The letter was carried by a private trader or fishing vessel from St. John's to Cove, Ireland, where it was struck with 'COVE/SHIP LETTER' and rated 11d to

Dublin. Carried across the Irish Sea by packet to Holyhead and on to Wolverhampton, where an additional 2d packet and 10d inland postage was added for a total postage due of 1/11 Stg.

The *Sabine* was a small two-masted brig-sloop of eighteen guns—96 feet long and 28½ feet beam. It was originally a French vessel, the *Requin*, which had been captured in the Mediterranean by H.M.S. *Volage* on 28 July 1808 and taken into the Royal Navy, where she served until 1818, when she was sold to be broken up. With square sails, she would have been difficult to handle in a storm or when traversing a field of floating sea-ice, which explains the writer's comments about the voyage to Newfoundland. The text follows:

After a most tedious Passage I have at length arrived, but not without experiencing more difficulties than you can imagine upon this dreary Coast. a very short time after sailing we encountered the heaviest Gale of Wind I ever remember, and lasted without abating for five days, when my faithfull Chronometer deemed us near the Banks. We met with Islands and fields of ice for near 300 miles, and it was not without considerable difficulty we extricated ourselves. I chased a Privateer three days ago with one hundred and ten Men on board, she had committed considerable damage on the Coast, and had the impudence to tell the General by a Master of a Vessell which he had captured that he intended to blockade the Port. Do not be sanguine but I think Money is to be made here. [He was referring to the possibility of getting prize money for enemy vessels captured and sent into port for condemnation.] The Admiral has not arrived, and I am Major Domo but I am trying to get to Sea. The News of Peace has just arrived, and I am highly pleased with ... ? ...'s Conduct, but shall never think it worth the Pen of the Historian to trouble himself about Bonaparte - The Americans my Friends begin to speak *en bas* they have requested a cessation of hostilities in Canada which has been refused by Sir J Provost and referred to the Admiral on the American Station, the Embargo is taken off and our Prisoners released, but we have declared the whole Coast

P.S.  
CREDIT FOR THIS ARTICLE MUST BE  
GIVEN TO DR. J. C. ARNELL AS IT IS A  
COPY FROM HIS TRANS ATLANTIC NEWSLETTER, 4/92.

in a state of Blockade the Americans are in a miserable state, and their Men of War laid up it is supposed the Men are destined for the Lakes. The Boston Papers insist upon Maddison making Peace on any terms. In this place it is impossible to procure provisions of any description your amiable Sex during the Winter are obliged to live upon Salt Fish We are to have a grand Fete in honour of the Peace on the 21st of June next. If I am in Port, I intend to exert all my hilarity not forgetting Polly mine, how often has that expression recurred to my Mind. The *Sabine* behaves remarkably well in bad Weather but she does not Sail. I am grown a great admirer of Doctor Portens Works and have experienced a great re. . . . in my Books. tell Sir John [his father] that Mr Hatchard has behaved very . . . in his sale of Burks Works and that a great part of the Volume relating to the French revolution has never been bound up, and upwards of twenty pages missing, a good lesson not to employ him in future. The Soda Water Polly has been of (torn out) and I assure you I am remarkably (torn out) the severity of the Weather has far exceeded what we experienced that dreary Night at Liphook. I wont say much about my Move as you you little Wretch will be so proud. I have been in Company with none of the Fair Sex therefore . . . ? . . . contests. The opportunity of writing Love is the only one I have had, and the Merchants are looking anxiously for the *Sabine* to get to Sea. Does ones dear Pledge of affection begin to trouble you Keep in good Spirits Polly we shall soon meet Adieu Dear Love and believe me your truly affectionate Husband  
Edw Wrottesley'

The sad part of this letter is what was still folded inside it. This was a slightly tattered piece of paper on which was written:

'Here  
Lies the Body of  
Captain  
Edward Wrottesley  
fifth son of Sir John  
Wrottesley Bart  
& Commander of H.M. Brig  
*Sabine*  
who died July 29<sup>th</sup> 1814  
Aged 29 Years.

N.B. The above is the true copy of  
the Tombstone

William Earle  
Clerk of St. Johns  
Church'

Dear Editor,

This left me wondering what Edward Wrottesley had been doing during the ten weeks between the writing of the above letter and his death. Did he die as the result of a naval engagement and the body brought back to St. John's or did he die at St. John's? Perhaps Don Wilson would like to see if he can find anything about this unfortunate death in a contemporary issue of the St. John's newspaper, in the local church records or elsewhere to fill in the ten-week period or answer the above question.

Presumably the above letter was the last that Polly Wrottesley received from her husband and when the copy of the inscription arrived, she placed it inside the letter, where it has been for over one hundred and seventy-five years. Like the photograph of the Glengarry church, which I reproduced in the September 1991 newsletter, I shall ensure that this obit passes on the future owner of this letter.

*Last April you carried a delightful little article on a COVE/SHIP LETTER and Captain Edward Wrottesley so the Brig-Sloop Sabine. The article concluded with a request for a little more information.*

*I was able to get a follow-up on three fronts:*

1. *The Royal Gazette and Newfoundland Advertiser for Thursday, Duly 21, 1814, reported "(arrived" Thursday (July 19) H.M.B. Sabine, Captain Whotesley (sic)...from a Cruise."*
2. *Then again, on Thursday, August 4, the same paper reported: "DIED. On Friday Last, after a short illness Edward Wrottesley, Esq. late Captain of H.M. Sloop Sabine, aged 29 years - and on Sunday his remains were interred, with all honors due to his rank."*
3. *The burial records of the Anglican Cathedral of St. John the Baptist has the following recorded: "Edward Wrottesley, Esq. aged 29 years of H M Sloop Sabine was buried July 31, 1814 by me David Rowland, Missionary."*