

THE NEWFIE NEWSLETTER
OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS

Number 59

March/April, 1991

EDITOR'S NOTES

Welcome to the 59th edition of our Newsletter. This winter's weather has been excellent but the Newfoundland stamp collecting area has been poor. Other than general sets & singles, the auction catalogues have not shown any of the major varieties or postal history.

Our Newsletter is in need of a few major articles. Kevin O'Reilly's article on "Labrador Post Offices" is the only lengthy one on hand at present. I hope some of our members can meet this need.

I wish to thank Laura Boich for her kind donation of Canadian mint postage, enough for approximately two mailings. It was very much appreciated.

NEW MEMBERS

Thomas A. Harper, 842 Deal Street, Comox, BC, V9M 1B1

John I. Jarvis, 144 Greenwood Drive, W. Palm Beach, FL, 33405, U.S.A.

SUPPORT OUR DEALER MEMBERS

R.J. McGillvary, Stanley Stamps, 1096 Richard's Street, Vancouver, British Columbia, V6B 3E1

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Jon Jameison, Saskatoon Stamp Centre, P.O. Box 1879, Saskatoon, Saskatchewan, S7K 3S2

Ed Wener, INDIGO, P.O. Box 89, Orewa, Hibiscus Coast, New Zealand

UPCOMING B.N.A.P.S. CONVENTIONS

1997 Hotel Newfoundland, St. John's, write J. Don Wilson, 11 Elm Place, St. John's, NF, A1B 2S4

Chairman & Editor: John Butt, 264 Hamilton Avenue, St. John's, NF, A1E 1J7

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

THE COLUMBIA AIR MAIL-
SCARCE BUT NOT ELUSIVE

by
Norris (Bob) Dyer

Among the treasures of philately are the **Hawker, Martinsyde, De Pinedo**, and **Columbia** air mails of Newfoundland. Of these, the Columbia is the most "common" with 300 copies issued (just four more than the De Pinedo, for purists). It was a fifty cent surcharge on the thirty-six cent value of the 1919 caribou issue - used in 1930 for a flight from Newfoundland to England on the Bellanca monoplane, "Miss Columbia."

Both **Harmer** and **Lowe** state that only 100 of the stamps were used on covers, with the others sold mint to the public. **Boggs** says 158 of the stamps were used on covers but this seems doubtful. Most copies that come to auction have not been used.

For a stamp of such limited creation, a lot are coming to auction now. Is someone "dumping" Columbias? Also, most of the recent sales involve well centered copies. Whereas most experts agree on the quantities made available by the GPO, and mint/used breakdown, there is a lot of confusion about the number of truly centered copies. **Gary Lyon**, and others have stated that only 10% of the 300, or 30, are well centered. Of the 13 stamps I have seen in sales recently (described later), eight are well-centered. The confusion probably stems from **Boggs's** description of centering in **NEWFOUNDLAND AIR MAILS**:

"The stamps given to the printer were often off-centre with the result that well-centered copies are rare. It is difficult to estimate the proportion of perfect specimens, but it seems evident that possibly 50 or 60 were good average copies, of which number not more than about 30 can be described as really well-centered."

Read the above more than once, please. What does **Boggs** mean by "perfect", "good average" and "really well-centered"? If he really means "perfect" than perhaps that solves the mystery and 30 would be right. Of the eight well centered stamps, I would describe five as very fine and three as extremely fine - including the UR and LR stamps of the block pictured. In other words, a good number may be VF but only 30 EF.

~~The block pictured is probably only one of two remaining. It was featured in the Firby auction of September 12, 1995 and did not sell although a bid for \$10,000 (U.S.) was entered. The block is now for sale in Canada for \$25,000 (all \$\$ prices at this point are in Canadian dollars). The stamps at UL and LL are unfortunate but the two at the right are outstanding, as I suggested earlier, with clear surcharges within the frame, another excellent quality.~~

The chart below lists the details I have on eight Columbias that have come to auction in the first quarter of 1996. Undoubtably, others were also offered and I just didn't see the catalogues. In addition, Gary Lyons tells me he sold a VF (not EF!) used copy with a socked-on-nose Harbour Grace cancel for \$7500 in January in a retail transaction.

NR	AUCTION	DATE	DESCRIPTION	POSITION*	PRICE REALIZED
1.	Cherrystone	1-31-96	VF, small hinge mark	UR	\$4125
2.	Bennett	2-11-96	VF, NH, perfs bit short	UL	\$6417
3.	Apfelbaum	2-13-96	Fine, used	Unk.	\$5347
4.	Shreves	2-13-96	EF, LH	LR	\$4965
5.	Harmers/Lnd.	2-29-96	F, LH	UL	unk.
6.	Harmers/Lnd.	2-29-96	Just fine, LH	LR	unk.
7.	Eastern	3-23-96	VF, NH **	LL	\$7150
8.	Eastern	3-23-96	VF, LH, surcharge smudge	UR	\$3850

*Although these stamps commonly come with certificates, they are fairly easy to plate and forgeries don't plate: UL, defective serif, "A" of "MAIL"; UR, defective serif "A" of "ATLANTIC"; LL (bit harder) "t" of "September" directly under left stroke of "u" of "Columbia"; and LR, defective "1" in "1930", best seen at top.

For those with good eyesight, this stamp is actually the LL of the block pictured on page 103 of **Boggs' reference, 1984 edition. Charles Firby says the block was broken up some time ago.

The prices in the table include auction commissions, and the Canadian dollar is calculated at .72¢ to the U.S. dollar. Average sale price of mint copies was \$5300. How do the catalogue prices compare? Well, **UNITRADE** is too high with \$8,000 fine, \$12,000 VF and a 50% addition for NH. **STANLEY GIBBONS** comes in at approximately \$9,000. **SCOTT** (1996) for F-VF is \$5555 and **WALSH AND BUTT** show it at \$5800 for "margins nearly equal on all sides. VF." The latter two are in the ballpark, but **SCOTT** is still somewhat low, if it anticipates such a price for "retail". Auctions realizations are typically lower than retail.

The VF/EF mint copies were all sold in United States and Canada. It could be conjectured that someone owned (owns ?) a quantity of Columbias. These are not the speculative items they once were. On a positive note, this small sampling of recent prices suggests a nice hinged copy of the Columbia can be purchased at auction \$4,000-\$5,000. Still a lot of money, but perhaps enough for that one big lifetime philatelic purchase!



ST. GEORGES
JUL 10, 1940
Pop 1725



The Address only to be written on this side.

S. O. Steele Esq
Water St East
St John Nfld



It appears, from the evidence of these five postal cards, that the post card rate within Newfoundland was increased to three cents from two sometime in 1940; and that the word was slow in getting out. All five of these cards are addressed to a wholesale/retail drygoods supply house in St. John's, "S. O. Steele & Sons, Ltd." of Water Street., and are obviously commercial messages as shown by the text on the message sides. There was a short period in 1932, from May 2 until September 21, when the local post card rate had been increased from one cent to two cents (1). Is it possible that there was a short period in 1940 when the inland post card rate was increased from two cents to three?

(1) Research in newspaper files by C. A. Stillions.

It would be appreciated if any responses to this plea for information be sent to Horace W. Harrison at 1802 Indian Head Road, Baltimore, Md. 21204, who will disseminate it, after synthesis, to ENA Topics, Maple Leaves, and the Newf'd Study Group Newsletter.

TWO CENTS
POSTAL CARD
COVERED
TRINITY
JUL 23, 1940
Pop. 450



The Address only to be written on this side.

S C Steele
Water Street
St John's



KING'S COVE B.B.
AUG. 1, 1940
Pop 345



The Address only to be written on the

Messrs S. O. Steele & Sons Ltd
Saint John's
Newfoundland



MARYS TOWN
JUL 16, 1940
Pop 910



The Address only to be written on this side

S B Stile & Sons Ltd
98. 100 Water Street East
St Johns. Nfld.

BRIGUS, C.B.
AUG. 5, 1940
Pop. 886



The Address only to be written on this side

S.O. Steele

3/27/96

HORACE W. HARRISON
BNA PHILATELIST
1802 INDIAN HEAD ROAD
RUXTON MD USA 21204

N-15a/270
1889-1911

COASTAL T.P.O. NORTH
JY 27
89
NEWFID



COASTAL T.P.O. NORTH
JY 27
89
NEWFID

ON REVEASE
NEW HARBOUR
8/R JULY 29, 89
EARLY DATE

N-81/215
1886-1898

RAILWAY T.P.O.
DE 15
91
NEWFID



RAILWAY T.P.O.
DE 15
91
NEWFID

FORTEAU

Lat. Long.: 51° 28' N 56° 58' W

Population: 312 (1971)

Origin of Name:

Opened: 1890 (summer Way Office) [Almanac] [William George Rabbitts, waymaster]
 1890 (winter Way Office) [Almanac] [Joseph Buckler, waymaster]
 1891 (Way Office) Labrador West [Almanac] [William George Rabbitts, waymaster]
 1892 (Post Office) [Almanac] [Elijah Gibbs, postmaster]
 1893 (summer Post Office) [Pratt] [Joseph Buckler, postmaster]
 1893-1899 (winter Post Office) [Pratt] [Elijah Gibbs, postmaster]
 before 1948, year-round, money order service
 Apr. 1, 1949 Non-accounting MOON 53600
 Accounting MOON Y239
 POCON 001619

Postal Code: A0K 2P0

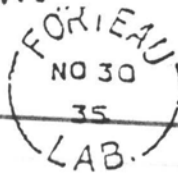
TYPE	COLOUR	PROOF DATE	EARLIEST	LATEST
A1			July 14, 1905	Aug. 26, 1935
A2		Nov. 30, 1935	Mar. 9, 1936	Nov. 8, 1945
B1		Aug. 5, 1948	July 2, 1953	May 3, 1965
B1a	Dull Ultramarine		May 3, 1965	
B1			May 29, 1974	***
N1			Feb. 15, 1967	
P1		Mar. 13, 1973	Dec. 15, 1981	
P2		June 11, 1981	June 8, 1984	Oct. 26, 1984
Q1			Oct. 18, 1945	May 3, 1965
R1			June 8, 1984	Oct. 26, 1984

W1

?



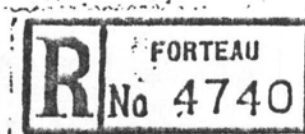
A1



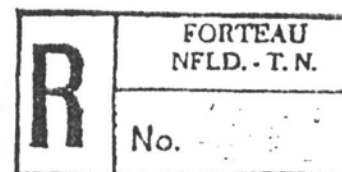
A2



B1



Q1



R1



A1

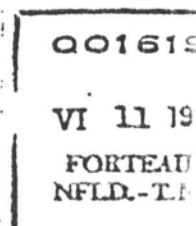


N1

001319

FORTEAU.
N F

P1



P2

FRANCIS HARBOUR

Lat. Long.: 52° 33' N 55° 43' W

Population: 17 (1965)

Origin of Name:

Opened: 1892 (Post Office) Labrador North [Almanac] [George King, postmaster]

1893 (Post Office) [Pratt] [William Noel, postmaster]

before 1948, summer office, no money order service

Closed: Mar. 31, 1949

No postal markings known.

FRANCIS HARBOUR BIGHT

Lat. Long.: 52° 33' N 55° 44' W

Population: 63 (1971)

Origin of Name:

Opened: 1890 (Way Office) [Almanac] [William Newell, waymaster]

1892 (Post Office) Labrador North [Almanac] [William Newell, postmaster]

1894 (Post Office) [Pratt] [George King, postmaster]

Closed: 1896 [Almanac, Pratt]

1902 [Walsh and Butt]

No postal markings known.

FRENCHMANS ISLAND

Lat. Long.: 53° 13' N 55° 44' W

Population: 17 (1965)

Origin of Name:

Opened: 1906 [Walsh and Butt]

before 1948, summer office, no money order service

Closed: Mar. 31, 1949

Reopened:

Closed: 1952?

Reopened: 1955 Non-Accounting MOON 53631

POCON 006092

Postal Code: A0K 2R0

TYPE	COLOUR	PROOF DATE	EARLIEST	LATEST
CI		Feb. 17, 1955	Jan. 21, 1964	June 24, 1978

PI	Mar. 13, 1973
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CI

006092

FRENCHMAN I
N F

PI

GEORGE'S COVE

Lat. Long.: 52° 34' N 55° 46' W

Population: 75 (1971)

Origin of Name:

Opened: 1954? Non-Accounting MOON 53636

POCON 006106

June 30-Sept. 25, 1973
 June 28-Sept. 16, 1974
 June 27-Sept. 16, 1975
 June 21-Sept. 17, 1976
 June 30-Sept. 16, 1977
 June 20-Sept. 18, 1978
 June 19-Sept. 19, 1979
 June 16-Sept. 19, 1980
 June 19-Sept. 17, 1981
 June 22-Sept. 16, 1982
 June 16-Sept. 16, 1983
 June 18-Sept. 14, 1984

Postal Code: A0K 2S0

TYPE	COLOUR	PROOF DATE	EARLIEST	LATEST
C1		Oct. 16, 1954	July 29, 1959	Aug. 11, 1978
P1		Mar. 13, 1973		



C1

006106

GEORGE'S COVE
N F

P1

GEORGE'S ISLAND

Lat. Long.: 54° 16' N 57° 19' W

Population:

Origin of Name:

Opened: 1911 [Walsh and Butt]

Closed: 1931 [Walsh and Butt]

No postal markings known.

GOOSE AIRPORT

Lat. Long.: 53° 19' N 60° 24' W

Population: 496 (1971)

Origin of Name:

Opened: July 13, 1942 (as CAPO #10) Accounting MOON X726

April 1, 1946 Changed to Goose Airport money order service

April 1, 1949 Accounting MOON Y315

POCON 001937

Sept. 1, 1981 Changed to Happy Valley-Goose Bay Station C

Postal Code: A0P 1C0

TYPE	COLOUR	PROOF DATE	EARLIEST	LATEST
A1		July 11, 1946	Feb. 26, 1947	Mar. 9, 1951
C1		Apr. 30, 1949	May 10, 1950	Feb. 5, 1960
C2		July 15, 1962	Sept. 3, 1964	Mar. 15, 1978
H1			Apr. 11, 1946	Dec. 16, 1947
H1a	Deep Reddish Violet		Feb. 9, 1948	
H1			Aug. 2, 1948	May 28, 1949
H2		Feb. 14, 1950		
H3		Apr. 9, 1953		
H4			July 27, 1974	
H5		Feb. 24, 1977		
H6		June 15, 1979	Apr. 13, 1988	
N1		Feb. 10, 1950		
N2		Apr. 5, 1952		
N3a	Violet	Nov. 28, 1960		
P1		Mar. 13, 1973		
K1			June 11, 1951	Aug. 16, 1974
K2			May 29, 1979	
L1		July 2, 1946		
L2		Aug. 2, 1953		

T1		Mar. 6, 1951	
T2a	Brown Lake	Mar. 31, 1958	
T2		Sept. 24, 1962	Dec. 11, 1968
T3		Oct. 24, 1974	
T4		Feb. 24, 1977	
T5		June 15, 1979	
Z1		Aug. 15, 1960	
R1a	Purple	Nov. 1, 1946	
R2a	Brown Lake	Nov. 23, 1956	
R2		Feb. 16, 1965	Dec. 11, 1968
W1		July 7, 1946	

