

**THE NEWFIE NEWSLETTER  
OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS**

Number 77

March/April 99

EDITOR'S NOTES

Welcome to the 77th edition of our Newsletter. The past few months have been almost like spring here in St. John's. Old man winter decided that we had it too easy here. So on April 6th we had a record snowfall for 78cm in 1 day. So much for spring!!

AUCTION NOTES

Postal history was prominent at auctions during the February and March period. Nutmeg Auctions had huge lots of bulk postal history as well as single items. Gary Lyon had a dozen lots of illustrated ad covers in his mail auction. The best of all was R.A. Lee's Auction featuring Palmer Moffat's collection of Newfoundland postal history, containing ad, town cancels and postage rates. Bidding must have been fierce in this one - I bid on 52 lots, but only received 7 items. I hope I do better in part 2 of Palmer's material. Palmer's collection of Newfoundland town cancels was the most prominent in its field featuring many rare difficult markings. I still miss his notes and letters with questions and answers concerning Newfoundland towns.

INFORMATION ENQUIRY

I have had several enquiries concerning the watermark on the Dead Letter Office stamp (OS1). If anyone has any information about the watermark, please forward any letters you have on your stamp to me and I will print it in a future Newsletter.

Pages 2+3 - Shifted Prints on L & S Post. (Norris O. Dyer)  
Pages 4-7 - A Newfoundland Ship Letter (Colin Lewis)  
Pages 8-10 Labrador Offices (Kevin O'Reilly)

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## **SHIFTED OVERPRINT ON L. & S. Post. STAMP**

by Norris R. Dyer

After years of absence from the stamp market, a strip of three and pair of the Newfoundland 1933 "L. & S. Post." issue with severely slanted and shifted overprints reappeared last year. They are believed to have come from a block of 25 of the issue, originally owned by Canon Ernest Rusted of Newfoundland. The strip is shown in Figure 1.

The "L. & S. Post." issue was created because of an increase in the registered mail rate for out-of-country mail in 1932 which led to an eventual need for 15¢ stamps while the 15 ¢ definitive (seal pup) was being reprinted. 70,000 of the 1932 15¢ watermarked air mail stamp were overprinted in blocks of 25 (5 X 5). This is Scott #211 (N.S.S.C. #197). The black overprint stood for "Land and Sea Post", with the underlying "AIR MAIL" covered by two vertical bars on each side of the stamp. See Figure 2. for a normal stamp and one with overprint shifted 3.5mm to the right. The stamps can be found perforated 14.1 X 14.1 or 13.8 X 13.8. The severely shifted stamps are perforated 13.8 X 13.8.

As with many Newfoundland surcharged/overprinted issues, the entire issue sold out soon after its release on February 9, 1933 - mostly to collectors. Registered covers from early 1933 using the 15¢ stamp are desirable.

The slanted strip is shifted 10.5/11.5mm to the right, measured at the bottom of the bars. The two stamps on the right "inherited" a pair of bars from the left adjoining stamp. The first stamp in the strip is obviously a margin copy as it only has one set of bars, with none to inherit from the left. The pair that also came in the lot (auctioned off last July by Jim Hennok Ltd.) was originally attached to the right of the strip. On that pair the left stamp is unwatermarked. Some of the

underlying stock had one row without a watermark - this can be horizontal or vertical. In this case the fourth *vertical* row was unwatermarked. Given the configuration of the 5 X 5 block then, there are only five stamps with only one set of slanted bars, and five unwatermarked stamps.

Only one block of 25 was severely shifted like this according to John Butt. This is also consistent with C.H.C. Harmer's *Newfoundland Air Mails* which refers to one block with a diagonal overprint. The fate of the remaining 20 stamps of the unique block of 25 is unknown.

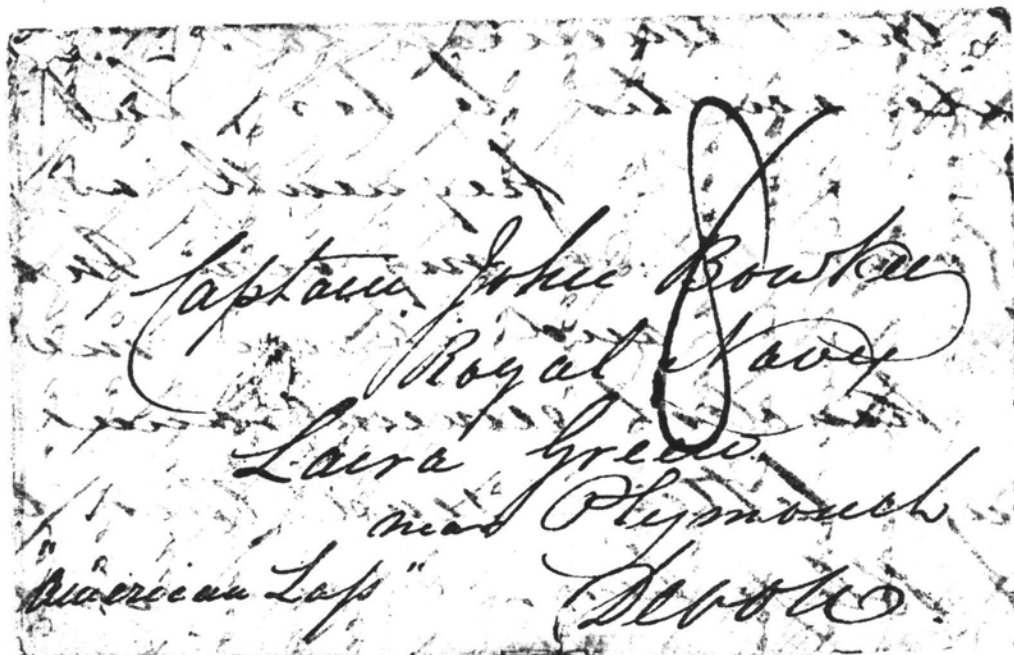
Note that this stamp is often advertised with a "shifted overprint." Stamps like the one on the right in Figure 2, shifted 3-5mm to the right are typical of the latter and these are fairly common.



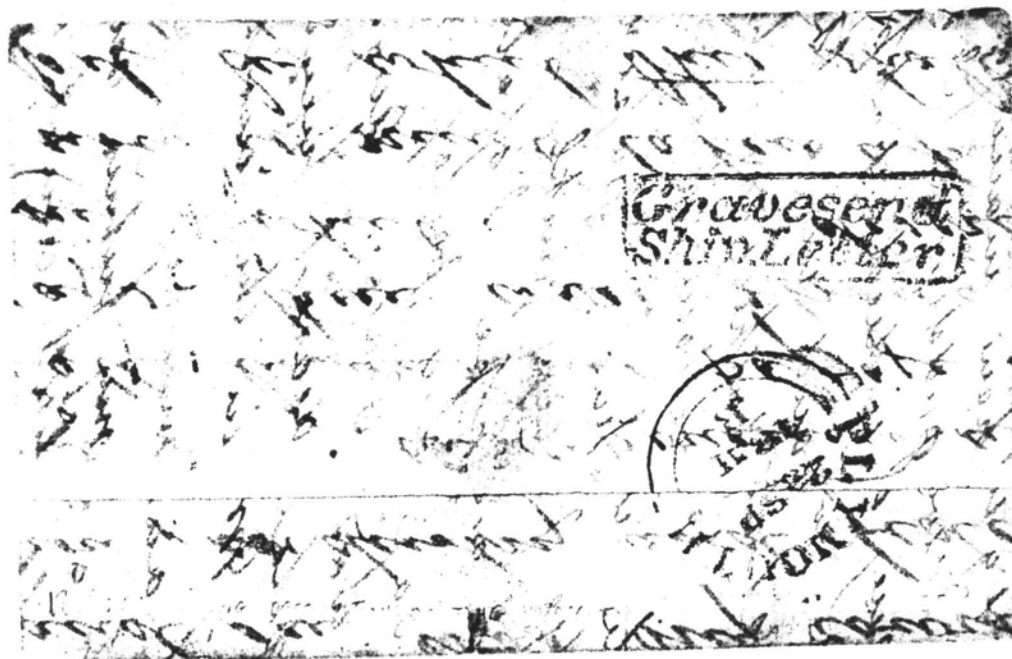
1.



2.



Captain John Bowker  
 Royal Navy  
 Laura Green  
 near Plymouth  
 "American Lass" Dept 1841



Gravesend  
 Ship Letter

PLYMOUTH  
 23 SP / 1841

The associated copies are the front and reverse of a letter mailed at St. John's in August 1841 and written by John Bowker to his father Captain John Bowker R.N. at Plymouth, Devon.

It was carried aboard the private trading vessel "American Lass" presumably bound for London but landed as a ship letter at Gravesend, Kent.

At Gravesend it received the two-line boxed italic *Gravesend / Ship Letter* mark (Robertson type S9) and was rated 8d single ship-letter collect fee. The charge should have been 1/4d as a double rate ship-letter. Upon arrival at Plymouth it was struck with the large broken twin arc PLYMOUTH / 23 SP / 1841.

The letter relates the Trans-Atlantic passage of John Bowker Junior to his parents and his subsequent arrival at St. John's. A transcript of the letter follows. It would be interesting to learn how John Bowker fared in his early days in Newfoundland. I would ask if anyone knows the whereabouts of the letter written by John Jnr. in December 1841, as illustrated by Pratt on page 275 of his Postal History of Newfoundland, to send a transcript to John. Hopefully, there will be further additional correspondence from this source that comes to light.

John Bowker Senior was born December 1 1770 and entered the Royal Navy on August 3 1785 as an able bodied seaman. He was shortly after promoted to Midshipman. He served aboard many ships, seeing much action throughout the years and gained promotion at a steady pace. On 24 February 1811 he was promoted Acting Captain and became substantive on 16 August 1811 at which time he was placed on half pay. He was not nominated for a further position until 12 February 1817 when he was appointed Flag-Captain on board the "Sir Francis Drake" to Vice-Admiral Francis Pickmore, Governor and Commander-in-Chief at Newfoundland. It was here, upon the death of Pickmore on 24 February 1818 he acted in the capacity of Governor, in the rank of Commodore. He performed his duties with great credit (A Naval Biographical Dictionary by W. O'Byrne). On the 19 July Bowker handed over his temporary Governorship to the newly appointed Governor Sir Charles Hamilton. Students of Pratt will note that he refers to a financial scandal clouding Bowker's Governorship, however I can find no reference to this in the information I have had access to.

Bowker continued to serve aboard the "Sir Francis Drake" until its return to U.K. in November 1819 after which he commanded the "Ordinary" at Plymouth from 1825 to 1828. There were no further appointments until he took up the position of Captain of Greenwich Hospital on 13 July 1844. On 31 October 1846 Bowker was made a retired Rear-Admiral and died on 11 August 1847.

Brig Convivial"  
15° 30' L.

My own dearest mother

Sunday July 25 1841

I last wrote when the pilot left us about 30 miles from Liverpool. Murphy promised to let you know that I had sailed and I know him too well to doubt his having done so. As I know with what interest you and my own dear father will read this I will at the risk of being prosy begin with the beginning.

Thoroughly tired of expecting to sail day after day I awoke on the morning of the 15<sup>th</sup> at 6 o'clock and found the wind veering round to a point rather more favourable than it had been. Murphy who was dressed ran down to the ship while I was getting ready and found she was hauling out of dock into the River, ready for a start. He drove back in great haste, popped my carpet bag and one small bag into the carriage and in we jumped after them. The more haste the worst speed is an old and in this case proved a true saying, for with our combined weights, the bottom floor of the coach gave way and we went through to the street. No time was however to be lost in repairs – so off we pelted, supporting our legs on the opposite seat, much completely in the style of the Irish Sedan. We reached the ship in the very nick of time. I had just time to ring Murphys honest hand and bid God bless him (which I trust he will) and then with our canvas we gathered way and left old Liverpool behind us.

My chest I had put on board long before of course and it was stowed away under the fore hatch in a dry and safe place. The rain came down in torrents so not having any loved associations connected with Liverpool as with dear Plymouth I went below. In the cabin there was indeed a scene of confusion beyond all powers of description. Two ladies sat on one side, the one all smiles the other tears – the former a Miss Holbrook, whose father was Colonial Secretary at St. John's (good father must have enrolled him) the latter a Miss Coultas, who was leaving all her relatives, for to be married to a Methodist Parson at St. John's.



Boxes – carpet bags – loaves – lemons and almost all other imaginable things were strewed about in most admired confusion. Scent bottles, salts, lavender water were in great request to purify the atmosphere of the cabin, but the scent bilge water clung around it still and soon put the Methodist “hors du combat”.

Miss Holbrook held on like a good one and her bonhomie and cheerful ladylike manner put us involuntarily on good terms with each other, more of her anon.. The cabin I measured from side to side, in three ordinary steps – on each side of it are two sleeping berths, one over the other – one side is appropriated to the ladies and the other to myself and a Mr Welsh (a perfect snob) the other passenger. When the ladies go to bed or rise, a piece of canvas is tied up across the cabin so as to screen them from observation, at other times all is perfectly open. This must be disagreeable to them but I sleep on deck all I can and make the other fellow do the same so as to alleviate their situation as much as possible.

The captain is a very decent man in his station of life – perhaps few more so (the Brig is only 130 tons) and does all in his power to make us comfortable. He is a thorough seaman, evidently his mate (a Mr Proud) is an old Man-of-War seaman – was with Nelson at Copenhagen and Coxwain to Capt. Matthew Smith in the Comus at Cadiz. He is a staunch friend of mine from my being the son of a “Man-of-Wars” man too, and when the cabin boy was sick made my bed and did very many little things for me which were very acceptable. He scorns the other fellow and I really believe would not as he says pick him off a dunghill pile. I smoke my Meerschaum with him by moonlight and listen to many yarns of cutting action at sea – when we fish by the bye. I have been more successful than any on board catching mackerel, Gurnets, Sole – which come in well for breakfast, dinner and supper. We have good feeding, good wine and I generally take two glasses of Brandy and water daily. Miss Holbrook is very accomplished and having some capital French and Italian books on board I read the former aloud to her and have made some progress in translating the other.

I enclose you a sketch of myself in smoking costume – taken by Miss Holbrook, it is roughly done but it was blowing at the time and it shows the talent. She has taken a much better one but I cannot get her to give it to me. This being Sunday and she and I, the only two Church of England people on board, we read the church service together and I afterwards read one of those splendid sermons Mr Crocker gave me, aloud to her – many thanks to him for them. The Merchant who forms himself on the principles laid down in them will indeed lay up treasure for himself.

I have not known one qualm of seasickness since starting but have eaten my allowance daily and with a ravenous appetite – I expect to weigh 3 or 4 pounds heavier when I reach St. John’s. We should have been now twice as far as we are – 15° 30’ had not contrary winds prevailed for 8 days after leaving, and knocked us up and down channel awfully. Sometimes off the Irish Coast and then close to Scilly but thank god the wind is now right abaft we are on our course. Topmast and top gallant steering sails fore and aft, wind about N.N.E. and knocking 8 knots out of the old Convivial.

It is now Friday 30 July we have got on well since I last wrote, there is much sameness in a sea voyage but ours has had little interest given to it by symptoms of a mutiny which I think will yet take place, the Captain has just taken the Sun and declared it to be in 26 West of the previous one.

Sheet 2 July 31<sup>st</sup>

A most lovely morning one sail in sight about 4 hours but I fear will not reach us, as she seems to be too far distant. We have only as yet spotted two and these not sufficiently near to get letters aboard which I much regretted and I can fancy the anxiety of my own dearest mother. I am quite a Baker and general cook, I make fresh rolls for breakfast occasionally and have unsuccessfully tried several plum dough plain puddings, I think I never felt so well and indeed so happy as I do at sea. I wish more and more that I had been in my dear father’s most glorious profession, with the certain chance of Ministry. I doubt not had I passed I should have been promoted pretty quickly, but it is all for the best I hope. I shall soon become a judge of Fish and perhaps make some money in this place.

August 20<sup>th</sup>. I arrived safely my dearest friends yesterday and was received in the warm hearted hospitable manner by all the colonials. Mr George my future master is like many and have little doubt of becoming not only a servant but a friend of his, if not it will be my own fault for he urges me to take the first situation in the office which I think I shall soon be able to do. I did not go on with my journalizing kind of letters because one day is as a repetition.

We experienced very bad weather latterly and our passage was a long one 34 days, there were strong symptoms of a mutiny which I shall describe hereafter (sic). My time now is much taken up and I find that an Exped. by which this shall go is about to sail in the American Lass. If time allows I will write another by her, but I fear it will not. Write frequently as I shall do to you. Your letter, my own mother, was waiting for me and cheered me much. All said kindest remembrances. Mr Jamieson rec'd Fanny's letter - send this to the dear girl god bless her. I am contented, happy and see that my course must be application in destiny and fidelity.

Carter's family all well, received me with open arms and much love. I have delightful lodgings and like the place, which all say neither you or the Captain would know, the improvements are so great. Once more may the God of Mercy bless and watch over you my own ones. You are indeed fondly and heartily loved by your son.

J. Bowker

Love to Ann Demeneuse, Lewis, Emily and Uncle Edward, Aleck Sinclair is not forgotten.

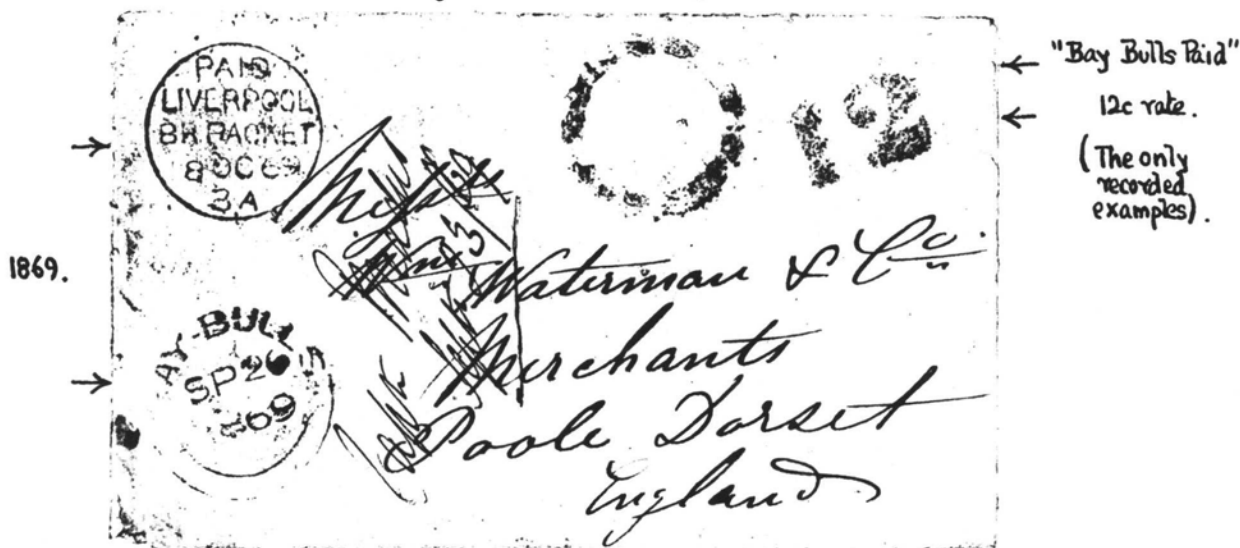
ARTICLE TRANSLATED BY COLIN LEWIS

## DOUG'S GOLDEN OLDIES

1865-70 (Cont.).

12c Rate to U.K.

(a) Bay Bulls to Poole - stampless.



September 26, 1869. Bay Bulls to Poole, via St John's.  
"12" in red indicated 12c paid.

## STAG BAY

Lat. Long.: 54° 48' N 58° 46' W  
 Population: 8 (1965)  
 Origin of Name:

Opened: 1923?  
 Closed: 1923?

TYPE	COLOUR	PROOF DATE	EARLIEST	LATEST
<b>TINKER'S HARBOR</b>				

Lat. Long.: 54° 13' N 57° 52' W  
 Population: 3 (1921)  
 Origin of Name:

Opened: 1890 (Way Office) [Almanac] [John Mahoney, waymaster]  
 Closed: 1890?

No postal markings known.

## TWIN FALLS

Lat. Long.: 53° 30' N 64° 32' W  
 Population: 82 (1971)  
 Origin of Name:

Opened: ?1964 Non-Accounting MOON  
 Closed:

TYPE	COLOUR	PROOF DATE	EARLIEST	LATEST
C1		Mar. 25, 1964		



## TWIN FALLS SUB 1

Lat. Long.: 53° 30' N 64° 32' W  
 Population: 82 (1971)  
 Origin of Name:

Opened: ?1967 Non-Accounting MOON  
 Closed:

TYPE	COLOUR	PROOF DATE	EARLIEST	LATEST
C1		May 14, 1967		



C1



## VENISON ISLANDS

Lat. Long.: 52° 58' N 55° 47' W

Population: 52 (1965)

Origin of Name:

Opened: 1890 [Walsh and Butt]

1890 (Way Office) [Almanac] [William Hawker, waymaster]

before 1948, summer office, no money order service

Closed: Mar. 31, 1949

No postal markings known.

## VENISON TICKLE

Lat. Long.: 52° 58' N 55° 47' W

Population: 52 (1965)

Origin of Name:

Opened: 1888 [Walsh and Butt]

1891 (Way Office) Labrador North [Almanac] [William Hawker, waymaster]

1892 (Post Office) Labrador North [Almanac] [William Hawker, postmaster] (as Vension Tickle)

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

Closed: 1915 [Walsh and Butt]

No postal markings known.

## WABUSH-KATSAO

Lat. Long.: 52° 55' N 66° 52' W?

Population:

Origin of Name:

Opened: 1933

Closed: 1934?



TYPE	COLOUR	PROOF DATE	EARLIEST	LATEST
Gla		June 8, 1933	July 20, 1933	Aug. 9, 1933

## WEBBER'S COVE

Lat. Long.: 53° 17' N 55° 45' W

Population: 7 (1971)

Origin of Name:

Opened: before 1948, summer office, no money order service

Closed: Mar. 31, 1949

No postal markings known.

## WEST ST. MODESTE

Lat. Long.: 51° 36' N 56° 42' W

Population: 294 (1971)

Origin of Name:

Opened: 1890 (Way Office) [Almanac] [William Fowler, waymaster]  
 1892 (Post Office) Labrador West [Almanac] [William Fowler, waymaster]  
 1893 (Post Office) [Pratt] [William Fowler, postmaster]  
 before 1948, year-round office, no money order service  
 Apr. 1, 1949 Non-accounting MOON 54747  
 ? Accounting MOON Y938  
 POCON 005665

Postal Code: A0K 5S0

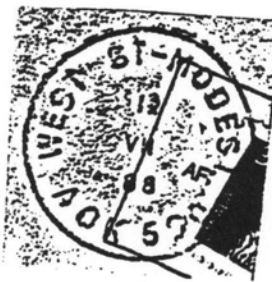
TYPE	COLOUR	PROOF DATE	EARLIEST	LATEST
B1		Sept. 20, 1949	May 28, 1953	Feb. ?, 1963
C1		June 4, 1963	Mar. 22, 1965	May 19, 1978
G1			July 12, 1988	***
N1			Oct. 15, 1968	
P1		Mar. 13, 1973	July 30, 1974	
P2		June 14, 1976	May 10, 1978	
P3		July 27, 1978		
R1			Mar. 16, 1960	
R2			Sept. 14, 1962	May 10, 1978



B1



C1



G1



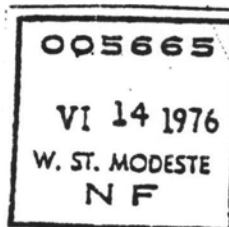
N1

005665

W. ST. MODESTE  
N F

A1

Page 10



P2



P3