

# THE NEWFIE NEWSLETTER OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS

Number 78

May/June 99

## EDITOR'S NOTES

Welcome to the 78th edition of our Newsletter. Summer has finally arrived so a lot of my spare time is being spent gardening. I am putting this Newsletter together on a gloomy, rainy day. Very few articles arrive this time of year so this edition is filled with this and that and a few regular pieces. I hope you enjoy it. I hope everybody has a great summer.

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THE POSTAGE STAMP.

February, 1923.

## The Growth of the Newfoundland G.P.O.

By Harry E. Huber.

THE enlargement of the present General Post Office at St. John's, suggests to one of the older inhabitants the timeliness of some observations on the evolution of that institution.

"Three-quarters of a century ago a predecessor of the present Postmaster-General, transacted, without subordinate help, all his official duties in a small house which stood on the north side of Water Street. It was swept away in the fire of '46, and the then Postmaster General made his temporary home and office in the house on Garrison Hill. When rebuilt that house was chosen as the General Post Office of that day, and it was the oldest city Post Office then in existence. It stood on Duckworth Street, and was destroyed in the second great fire, in 1892.

"In the early days of the Victorian era, letters came and went very irregularly. The English Postmaster-General made up a mail for this colony whenever a vessel happened to leave Liverpool or London for this port, or sent one by any man-of-war coming here. In like manner letters were dispatched to England, each vessel receiving the sum of two pence for each letter conveyed. As there was a large force of the navy and military here, the number of letters handled would not be so small as some would probably imagine, but no statistics can be gotten. Then the foreign postage was one shilling sterling. It was not until forty-eight years ago that the price came down to 13 cents, later to 6, and last of all, in our time to 3 cents. All this has greatly increased correspon-

dence, until now not less than two million letters and three and a half million papers and circulars are annually handled at the Post Office.

One person performed all the office work three-quarters of a century ago. Now the staff at the main office numbers forty or fifty, including the Minister of Posts and Telegraphs, the Deputy Minister, and a score or more of other officials, not to mention those connected with branch offices in various parts of the city. In the olden time Carbonar, Harbour Grace, and Bay Bulls were about the only outports having a post office, a few other places having way offices. Now there are hundreds of outport offices scattered all over the country.

"At the old Post Office on Duckworth Street all letters were delivered from the window. Mercantile houses owned boxes, but there was no public access to them. No matter what the weather, everyone had to wait, and patiently, valiantly elbow their way through the surging crowd to get a chance of asking for their letters. Then probably came their keenest trial. Just as the letter would be appearing through the open window, they would suddenly feel themselves swept helplessly past, amid shouts of laughter, half-way down to Gregory's Lane.

All that, however, is now changed, and for the better. In spite of political impediments, civilisation is advancing, and we, of course, are advancing with it. Only by contrasting the past with the present can we adequately estimate the progress we are making." "Newfoundland Quarterly."

## SUPPORT OUR DEALER MEMBERS

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

St. John 's  
Aug't 28 1813

Messrs C Preaulx & Co  
Guernsey

Gentlemen

We confirm our reports of the 19<sup>th</sup> ult'o & 13<sup>th</sup> instant of which we have forwarded you duplicates - since then we have not heard from Captain Barringham who proceeded to take in first Cargo of fish at Twillingate on the 3<sup>rd</sup> instant and we hope is 'ere this (sic) on his voyage to market. Captain Ian Duff has put the Eagle under our care and we are sorry that this cannot be our first vessel. We expect to dispatch here by the 8<sup>th</sup> next month. We have an opportunity of accounting you again about that time with the standby Bill Lading.

We understand the former owners of the Enterprize are determined to prosecute their endeavours to regain that vessel.

We are etc etc

A & H (Attwood & Haynes)

The cured fish is for 32/- pr. quintail

The associated letter, dated 1813, was forwarded from Newfoundland to Guernsey Channel Islands by a private trading vessel and landed at the port of Belfast Northern Ireland where it received the first of its assessed ship-letter charges.

Upon landing it received the boxed two-line BELFAST / SHIP LETTER mark (Robertson type S4a) applied in red.

It was initially assessed at a rate of 1/7 and struck through and amended to 3/11 to be subsequently re-rated again to a final collect fee of 4/9. These charges were calculated as a double ship-letter, the complete breakdown being as follows:

Ship-letter collect fee	1d	Casual rate.
Belfast to Dublin	<u>1/6d</u>	86 Irish Miles
Sub-total	<u>1/7d</u>	
 Dublin to Holyhead Packet	 4d	
Holyhead to Weymouth	<u>2/0d</u>	275 miles via London.
Sub-total		
 Weymouth to Guernsey Packet	 6d	
Local delivery	<u>4d</u>	
Total collect fee due	<u>4/9d</u>	

There are two transit backstamps:

Dublin 13 October 1813

London 16 October 1813

Manuscript receiving date was: 18 October 1813

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.

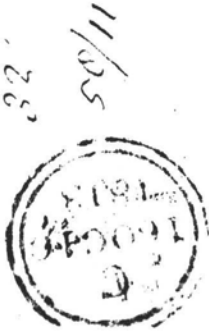
John Bowker Senior was born December 1 1770 and entered the Royal Navy on August 3 1785 as an able bodied seaman. He was shortly after promoted to Midshipman. He served aboard many ships, seeing much action throughout the years and gained promotion at a steady pace. On 24 February 1811 he was promoted 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.

*M*  
*Sup's Peanuts*  
*AT*  
*Mersey*

RELEASE  
 HIP LETTER

*McIlwain 22 Feb 1913*  
*Attwood & McIlwain*  
*limited of 18 per*



THANKS TO:

DOUGLAS CAMPBELL - GOLDEN OLDIES  
 JUDITH EDWARDS - GROWTH OF THE N.F.G.P.O.  
 JOHN & SUSAN JAMIESON - VARIETIES ON C3 SHEET  
 KEVIN O'REILLY - LABRADOR OFFIES  
 COLIN LEWIS - EXERPTS FROM "THE PATRIOT" 1864-1865  
 FOR ARTICLES IN THIS ISSUE.

December 31 1863

### **Winter Arrangements**

Mails will be closed at the General Post Office for the undermentioned places during the Winter months, commencing the first week in January 1864 as follows:

Brigus, Harbor Grace, Carbonear and intermediate places on Mondays and Thursdays at half-past 9 o'clock A.M. except on the Monday's on which the Halifax Packet is due when Mails will be despatched in FOUR HOURS after her arrival in port.

North Shore of Conception Bay and South Shore of Trinity Bay, Trinity, King's Cove, Catalina and Bonavista every Thursday at half-past 9 o'clock A.M.

Greenspond, Fogo and Twillingate on the Thursday after the arrival of the Halifax Packet at half-past 9 o'clock A.M.

Placentia, Burin, Harbor Breton, Burgeo and La Poile, and intermediate places. Little Placentia and intermediate places on Tuesdays at 4 o'clock P.M. after the arrival of the Halifax Mail.

Bay Bulls and Ferryland every alternate Wednesday at half-past 9 o'clock A.M.

Trepassey and intermediate places (monthly) on Wednesdays at half-past 9 o'clock A.M.

Mails will also be made up by the Ariel for the Westward, of which due notice will be given at the Post Office.

J. Delaney  
Postmaster General

### **Public Statement**

February 28 1865

We ston the Press to announce the arrival of the Merlin and Osprey Steamers this evening, the former bringing the mails and a goodly quantity of "creature comforts" and the latter to fit out for and proceed to the seal fishery. The news by this mail is not of much interest – things remain, both in Europe and America, pretty much the same as they were at the last advices.

We regret to observe that his Eminence Cardinal Wiseman had been seriously indisposed and remained so when the mail closed.

Confederation doesn't seem to go ahead in the sister colonies any more than here.

The passengers by the Merlin are – Messrs. Lord, Lecoute, Bennett and Battye.

**Post Office Notice**

April 12 1864

Money Orders are now issued at the General Post Office on any Money Order Office in the United Kingdom at the following rates viz:

On any sum not exceeding £2 - 1s  
Above £2 and not exceeding £5 - 2s  
Above £5 and not exceeding £7 - 3s  
Above £7 and not exceeding £10 - 4s

No order will be issued for any sum over £10. All payments for Money Orders, whether by the Public to the Post Office, or by the Post Office to the Public, to be paid in British Sterling.

Post Office Department April 6<sup>th</sup> 1864  
John Delaney  
Postmaster General

**Post Office Notice**

September 13 1864

The Pillar Letter-Boxes will be ready for the Reception of Letters for the General Post Office and Letters for Town Delivery on Wednesday next the 14<sup>th</sup> inst.

**Regulations**

The boxes will be cleared every day for Town Delivery (Sundays excepted) at 9 A.M. and 2 P.M. and also at two hours before closing mails by Halifax Steamer.

No Town Letter will be delivered by the Letter-Carriers unless it shall have a penny postage-stamp affixed thereon, except at the charge of two pence.

John Delaney  
Postmaster General

**Post Office Notice**

December 31 1864

From and after the 1<sup>st</sup> January 1865 the postage on letters addressed to Canada from Newfoundland will be sixpence halfpenny Sterling or 13 cents per half ounce.

Also an exchange of Money Orders between Newfoundland, Nova Scotia and Prince Edward Island will come into operation on the 1<sup>st</sup> January 1865.

John Delaney  
Postmaster General





NF C 3-3iv 1921 Halifax Airmail FULL SHEET of 25 showing ALL 6 different types of overprints. Well centred. Few full panes exist. Hinged on #1,5,21 & 25. A WONDERFUL AIRMAIL SHOWPIECE!  
 60157. 0 F/VF 21xNH CS over \$8,600.00 \$ 6,750.00

Newfoundland C3 - Setting - #by UNITRADE

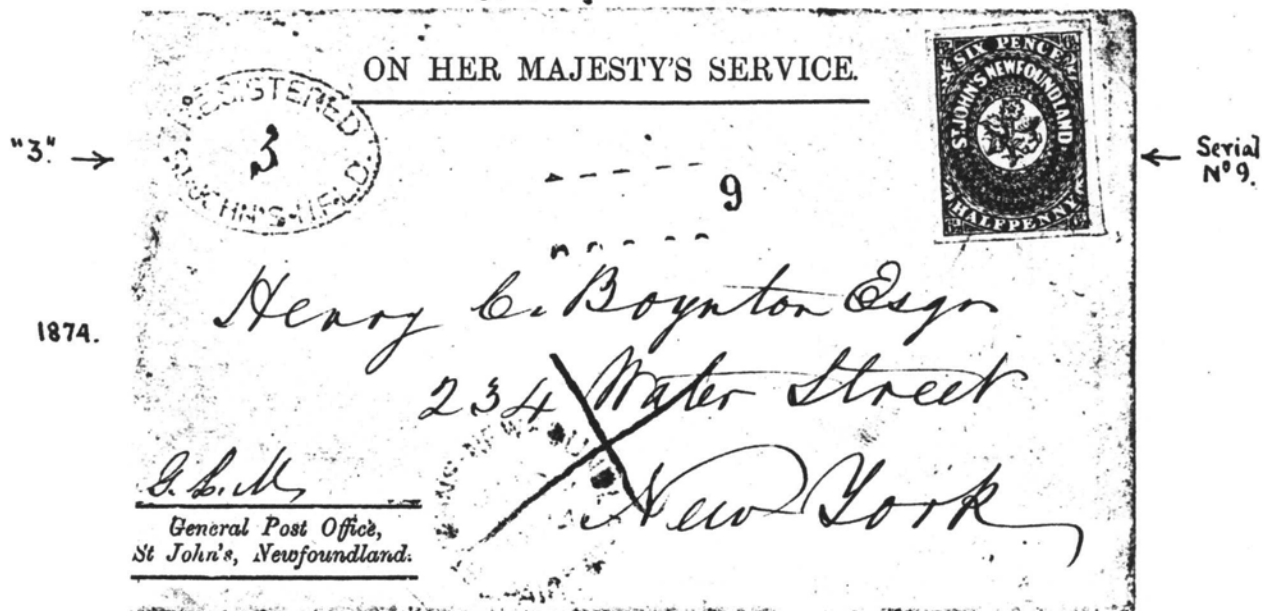
C3	C3a	C3	C3i	C3iv
C3iii	C3a	C3iii	C3	C3a
C3	C3a	C3	C3	C3ii
C3	C3iii	C3a	C3iii	C3a
C3	C3a	C3	C3	C3ii

## Newfoundland



1870-76 (Cont).

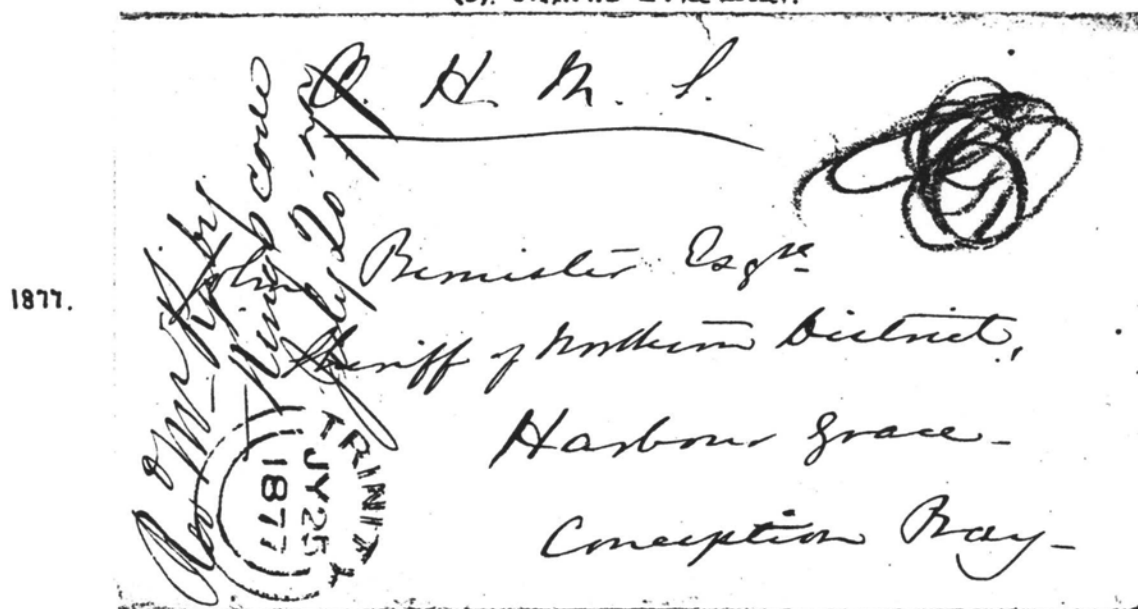
(a) 3c Registration Fee.



June 26, 1874. St John's to New York.  $6\frac{1}{2}d$  (= 13 cents) SG 22, plus 3c Registration fee making a total of 16c. Registered letter serial N° 9.

Registered letters were introduced in 1858, but as they were enclosed in a green outer transmitting wrapper they carried no Registration markings. The precise date when the wrapping was discontinued is not known but as the Serial N° of the above letter is "9", it was probably some time early in 1874.

(b) "O.H.M.S" - Free Letter.



July 20, 1877. King's Cove to Harbor Grace via Trinity. Handstamp "6" indicated 6d to pay (3c inland rate + 3c fine) deleted on instructions from St John's G.P.O.



## WABUSH

Lat. Long.: 52° 55' N 66° 52' W

Population: 2669 (1966)

Origin of Name:

Opened: 1962? Accounting MOON Y926  
POCON 004694

Closed: 1989?

Postal Code: AOR 4B0

TYPE	COLOUR	PROOF DATE	EARLIEST	LATEST
C1		Dec. 17, 1962	Apr. 27, 1964	June 10, 1964
C2		Nov. 30, 1965	June 4, 1966	May 7, 1978
C3		Oct. 5, 1973		
C4		Oct. 31, 1973	Jan. 8, 1980	
G1		June ?, 1982		
H1			May 7, 1978	
N1			Mar. 18, 1964	Apr. 21, 1965
N2			Dec. 28, 1967?	
P1		Mar. 13, 1973	Apr. 13, ?	
P2		Mar. 13, 1973		
P3		Mar. 17, 1976	May 6, 1978	Feb. 21, 1989
P4a	Carmine	June 23, 1981	May 8, 1985	
L1			May 7, 1978	
T1		July 10, 1975	May 7, 1978	
T2			Jan. 8, 1980	Apr. 13, 1981
Z1		July 10, 1975	May 6, 1978	
Z2		Mar. 17, 1976	May 8, 1978	
Z3a	Carmine		Feb. 21, 1989	
K1			Apr. 17, 1972	Mar. 9, 1987
R1			Feb. 12, 1965	Apr. 21, 1965
R2			Jan. 8, 1980	
R3			Apr. 13, 1981	



C1



C2



C3



C4



Z1



Z2



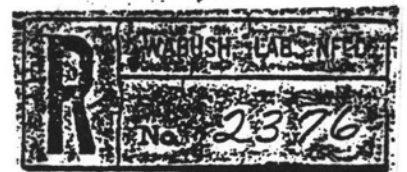
G1



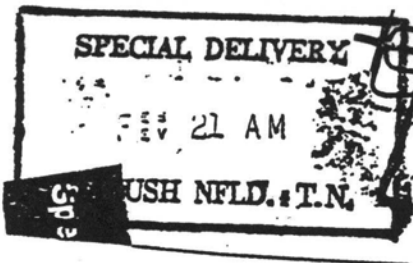
H1



R1



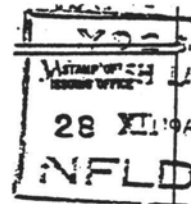
R2



Z3



H1



N2



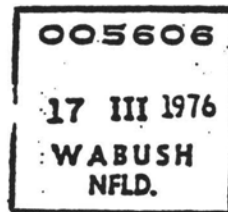
R3



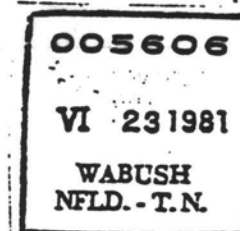
P1



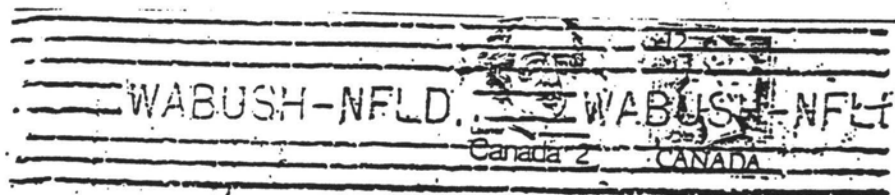
P2



P3



P4



L1



K1



T1



T2