

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

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**Number 98**

**January/February 2003**

**EDITOR'S COMMENTS**

**THIS ISSUE**

Page 2	Newfoundland/Canada Crash Cover – D. Handelman
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Page 6-8	The Vickers Vimy Flies Again! - Editor
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Page 10	UPDATES!



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**THE VIMY!**

The article on Pages 6-8 is the first on an extraordinary event that will occur in St. John's next year, as the Vickers Atlantic plans to recreate Alcock and Brown's pioneer 1919 crossing of the Atlantic from Newfoundland to Ireland. The plane they will use is an exact replica built at the cost of over \$1,000,000.

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**NILS OHMAN**

I was fortunate enough to photograph two Nils Ohman covers from 1886 at PIPEX, owned by a member of our group. I was also fortunate enough to get Colin Lewis' interpretation of the markings on the covers. *We are looking for Nils Ohman covers from pre-1886!*

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**DUES**

An attachment will tell you if your 2003 dues have not been paid. With your help we have been able to add more color pages, such as the two in this issue.

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**100<sup>TH</sup> ISSUE!**

The May/June edition will be the 100<sup>th</sup> *Newfie Newsletter*. We want to celebrate the issue with one or two page articles from our members. We will have a number of pages in color if we get nice scans or color Xerox's from you. Please think about this and plan your submissions. Items for the 100<sup>th</sup> are needed by April 15, 2003. I still need items for #99, as far as that goes!

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**THE 'SUDAN BOOKLET' - NSSC BK1**

Look for interesting new findings on this controversial booklet in the 4<sup>th</sup> quarter 2002 **BNA TOPICS**.

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***Support our dealer members:***

J-Claude Michaud, P.O. Box 31248, Halifax, Nova Scotia B3K 5Y1  
R.L. McGillivray, Stanley Stamps, 1096 Richard's St., Vancouver, B.C. V6B 3E1  
John Jamieson, Saskatoon Stamp Center, P.O. Box 1870, Saskatoon, Saskatchewan, S7K 3S2  
Bill Longley, Longley Auctions, P.O. Box 620, Waterdown, Ontario, L0R 2H0

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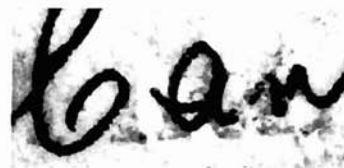
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**NEWFOUNDLAND/CANADA CRASH COVER!**

Take a look at this burnt piece of postal history sent to us by David Handelman. It was sent from St. John's on December 18, 1948 to Halifax. David says rubberstamp reads **RECOVERED FROM FIRE**. It also suffered considerable water damage. Can anyone shed light on this disaster?



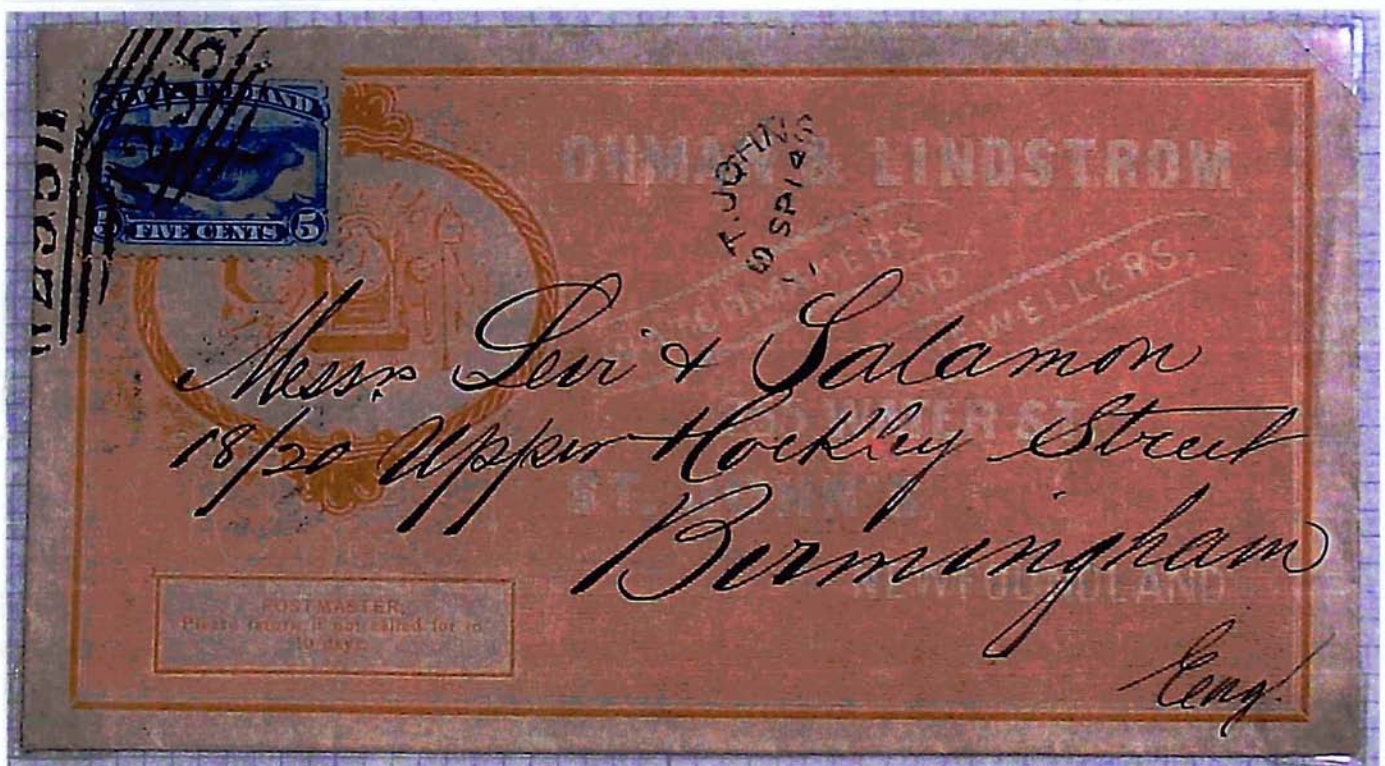
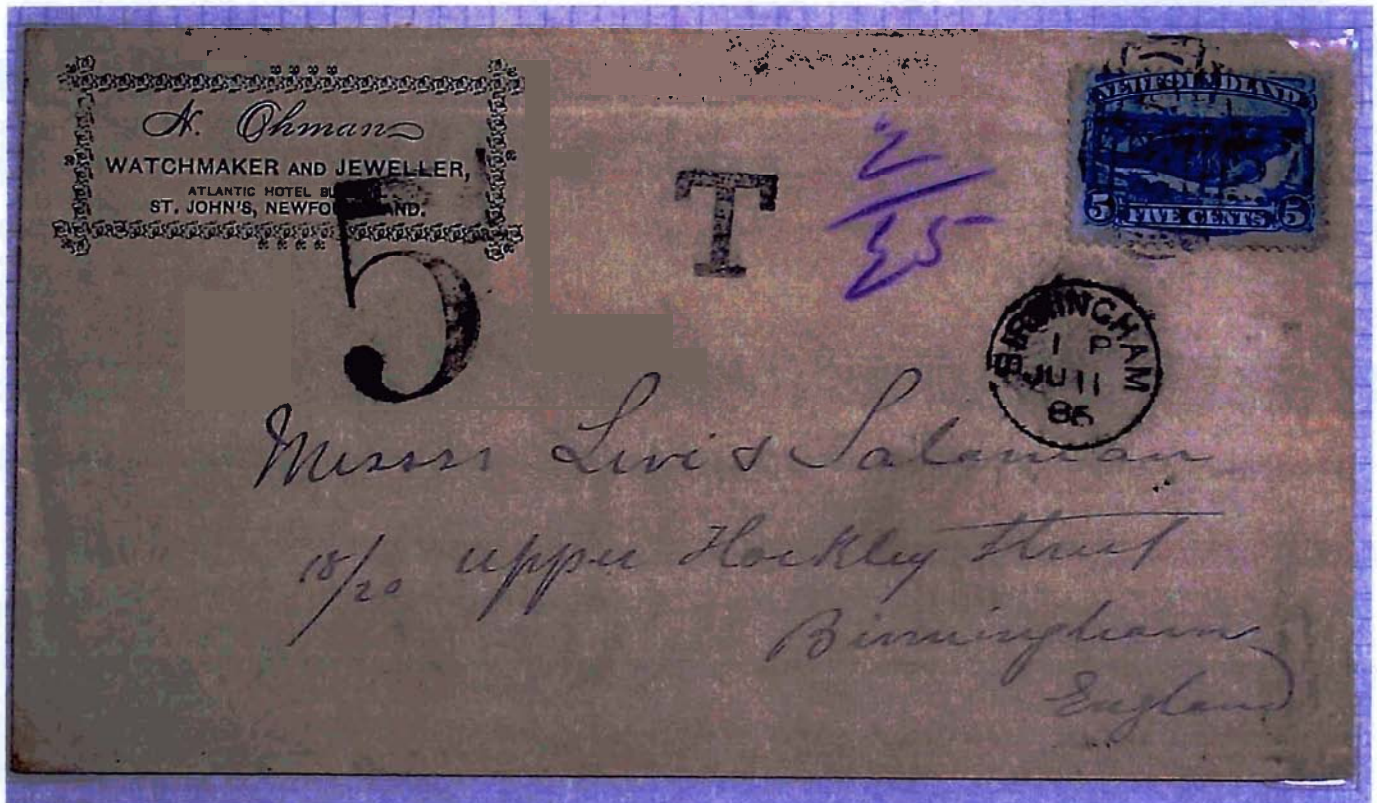


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TWO OHMAN COVERS FROM 1886 – SEE COLIN LEWIS' TEXT THAT  
FOLLOWS



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**TWO INTERESTING NILS OHMAN COVERS**

*On the previous page, we showed two Nils Ohman covers from 1886. I was able to take photographs of these at the PIPEX show in September. I sent the photos by email to Colin Lewis in the U.K. and I think you'll find his educated comments interesting and on the mark. Note the **235** cancels on both covers. (For the record, the small red mark on the center of the lower photo was a bounce back from my camera.)---Editor*

**Cover #1**

I have a similar corner/card cover dated St. John's, July 20 1887 but it is not **235** cancelled nor taxed. It is cancelled with a circular grid and has a free strike of the St. John's small split arc.

It is my view that if Ohman had the **235** obliterator at his disposal he would have most likely cancelled all his personal correspondence with the device rather than put it to random use. (Or was there more than one hammer of the **235** numeral?) This possibility must be worth a study, especially when you note that a cover I own that is not Ohman linked was cancelled by the device but bears a St. John's Central small arc free strike. This could well be because they did not cancel the adhesive at the Central Post Office and it was used at the Head Office when the uncanceled stamp was noticed. We do know that the **235** numeral was used well before Ohman came on the scene at St. John's and undoubtedly when he still lived in Sweden.

The next question is where were the tax markings applied?

Well, another cover I own sent to France by the Newfoundland Stamp Co. Box 371, St. John's, Nfld with manuscript corner/card has an identical manuscript tax mark. The **2** over **25** has been quite distinctively written and although the cover was sent in 1898 the handwritten tax marks are remarkably similar and most likely applied by the same person. My cover has a **T** in a circle, unlike the **T** on this cover. My **T** marking was applied at St. John's as borne out by similar taxed items in my collection, going to numerous locations. That being established it is reasonable to assume that the **T** marking on this cover was also applied there as was the manuscript **2/25**.

At the time this letter was mailed the factor for assessing the amount due on short-paid letters to Europe from BNA was 25 French Gold Centimes (as "International Currency"). The 25 centimes converted to 5¢ Newfoundland. Here the postage due was levied at twice the basic charge and expressed as "2/25", equaling 10¢ Newfoundland.

The **5** marking on this cover is in fact **5d** and the **d** is a smudgy blob at the top right of the **5**. My cover, addressed to France, also has an identical handstamp **5d** and this hammer would have been applied at Liverpool. It was used on short-paid mail arriving in the U.K. from overseas destinations and can be found on numerous covers from worldwide locations. The 5 pence was equal to 10¢ and was double the deficiency. *The fine was paid by the addressee in Birmingham.*

Whether or not the tax was for an overweight letter or due to lack of payment of a late fee is open to conjecture. Looking at the letter I have to France and the cover pictured, they both look as if they could have been sent for the basic 5¢ rate per ½ ounce. My cover was postmarked **AM** and it



## **THE OHMAN COVERS (Concluded)**

was generally the case that steamers left for England in the morning. The puzzle is why there was a St. John's postmark on my cover and a backstamp on the instant cover [per the owner] rather than a late letter office hammer. There is known correspondence where the Late Letter Office hammer was applied. It is my belief that both this cover and mine must have contained sufficient paper to push them above the ½ ounce limit.

### **Cover #2**

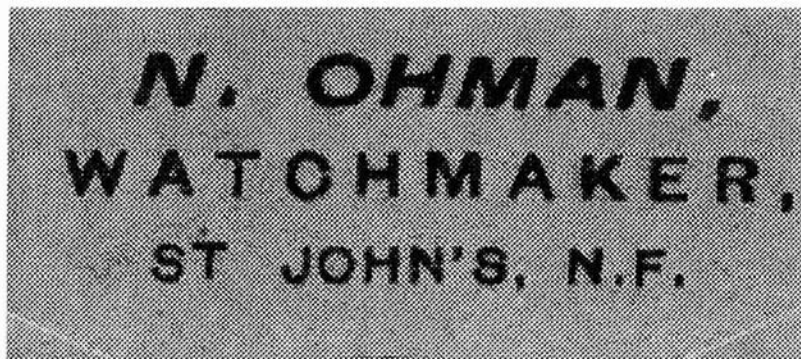
This is a lovely item and the first I've seen of this type.

There is evidence in the 1880-81 issue of *McAlpines Maritime Business Directory of Newfoundland* that Ohman and Lindstrom (first name believed to be Augustus) were in business together at 255 Water Street [the address is illustrated at the center of the cover]. Evidenced by this cover they were still in business in 1886 at the same address. Although I have seen Ohman covers earlier than this, identified as such by the handwriting, I cannot say for sure that he was also trading alone. Since this cover is a few months earlier than **Cover #1**, perhaps he was. *Could that be a good enough reason for the dissolution of the partnership?*

In 1885 Ohman lived at Barnes Road, St. John's. Other information that has come to light is that Ohman is listed in the McAlpine Directory of 1894 as being in business at 12 Adelaide Street whilst his home address was 4 Brazil's Square. His business title at that time was "Watchmaker, Engraver, Optician, and Post Office Stamp Dealer". Lindstrom also ran a jewelry and watchmaking business at 36 Water Street in 1894.

In 1899 (date not known but believed to be later in the year) Nils Ohman moved to Montreal and opened a watchmaker (jeweler's) store on the corner of Wood Avenue and St. Catherine Street, Montreal. He later moved the shop to Green Avenue and the shop remained open until 1983.

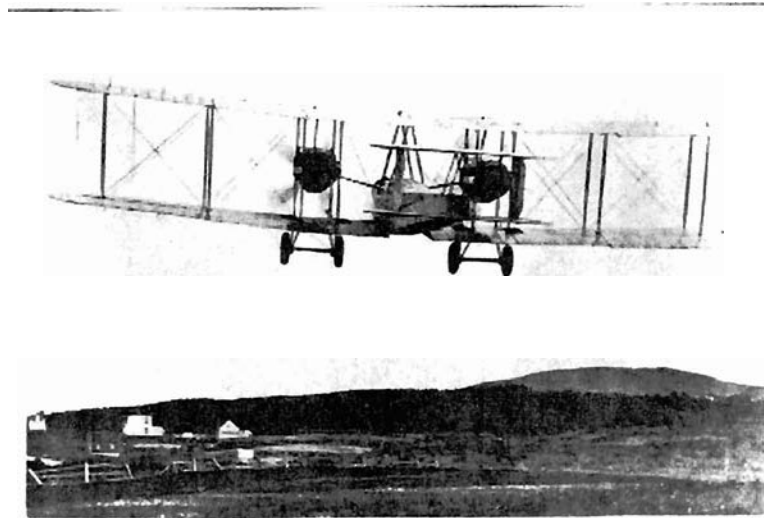
*This helps explain the lack of Ohman Newfoundland covers after 1899. I wonder if he dabbled in Canadian philately after he arrived in Montreal? Can anyone help out there? –Editor.*



On back flap of envelope sent by Ohman in late 1897 or early 1898

## **THE VICKERS VIMY FLIES AGAIN !**

*1919 Flight from St. John's to Clifden, Ireland To Be Reinacted!*



1919 Over Lester's Field

Peter McMillan is the Pilot and President of Vimy Restoration, Inc. In 1992, he hired John LaNoue (aircraft architect and co-pilot) to recreate the famous British WW I bomber. It took 20,000 man-hours to build it and over \$1,000,000. Peter was chief pilot when the *new Vimy* recreated the famous 1919 London to Australia flight in 1994. Later they recreated the London to Cape Town flight of 1920. Now comes the third leg of this historic trilogy and the its most famous and historically important flights – the 1919 non-stop transatlantic flight.

John Alcock and Arthur Whitten Brown took only 16 hours to make history. They carried 192 letters, all franked with what we collectors now call the "Alcock stamp". They flew through fog, drizzle, sometimes discovering to their dismay that they were flying upside down, Alcock later reported.

In early May, the Vimy will go to Canada for certification by Transport Canada before Heading to St. John's. Newfoundland events planned include an educational camp for students and send-off festivities for the Vimy. The flight is planned for sometime in May or June.

In early September I was called by Blair Adamson, the company's Marketing and Development Director (and a native of Nova Scotia). He'd got my name from someone who recalled my 1997 research on the 1919 flight and later article about it in *the American Philatelist* (January, 1999).

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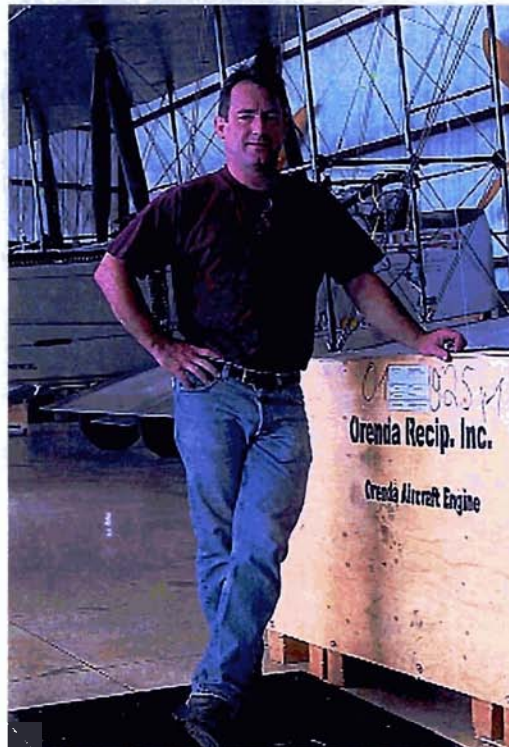
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**THE VIMY.....**



**September, 2002, Gness Field hangar, just south of Petaluma, Ca.**



**John LaNoue, Vimy engineer. The new Orenda engines are from Nova Scotia.**

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**THE VIMY.....**

I offered my files to Blair for copying and he invited me to visit John LaNoue where he was refitting the plane with two Orenda OE600-A 600hp engines. The plane, with a wingspan of 68' and length of 46.5', is the world's largest operational bi-plane. Gness Field, where the plane is being retrofitted is only about ten miles south of my home in Petaluma, California. The photos on the previous pages, and the one below, were taken during my visit. LaNoue fielded my questions with great patience.

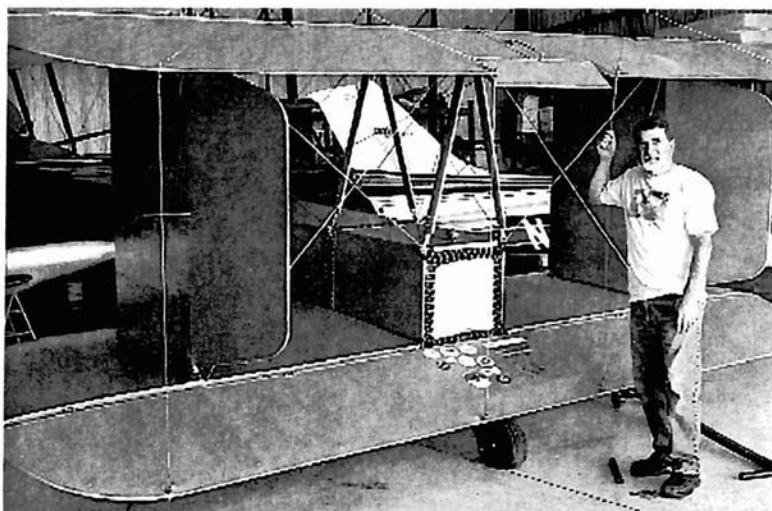
Mark Rebholz will be the Chief Pilot of the Atlantic crossing. He is confident in his flying abilities and plans to seal the modern navigational tools on the plane and recreate the flight using the original navigational techniques – a sextant, compass and watch!

The previous flights of the "new" Vimy were written about in issues of *National Geographic*, and a film documentary was produced for television. I expect this will happen again with the 2003 flight.

While meeting with Adamson, I presented a "concept" paper on mail to be carried on the 2003 flight. I suggested:

- The St. John's Newfoundland Stamp Club prepare special cachet envelopes
- The Club convince local postal officials to come up with a special slogan cancel
- A limited number of covers be sanctioned – 300?
- Light #8 envelopes be used and enclosed in nylon airmail bag – weight is factor
- The cacheted envelopes be sold by the Club with a free quantity for Vimy

I'm writing this in late November, and have not followed up yet with Vimy Atlantic on whether they agree with my cover proposal. They *are* seeking donations to help fund the flight. I'll keep you posted in the next issue as to developments.



Your editor next to the tail of the Vimy. For scale compare this to photo on Page 6.



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NEWFOUNDLAND'S POSTAL STATIONERY 1973-1941 – Horace Harrison

Please excuse the quality of illustrations – the source document also is poorly copied.

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CORK "N" OBLITERATOR  
ST. JOHNS, NO 15, 82 TO LONDON, ENGLAND



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**UPDATES**

**Harmon Field**

(Various items have appeared on Harmon Field, in NN #94, 95 and 96. Now comes an answer!)

**Doug Hannon** writes again on the question of when Stephenson Air Base became "Harmon Field, Stephenson". Previously he showed us a postmark from **NO 29 47**. Now he sends us a copy of Page 1533 of the **POST OFFICE CIRCULAR** issued on 8 November 1945 by the Secretary to the Department of Posts and Telegraphs, St. John's, Newfoundland, wherein we find:

**OFFICE OPENED**

Harmon Field, Stephenville....A Postal (Money Order) and Telegraph Office was opened at Harmon Field on the **22<sup>nd</sup> October, 1945**. The Telegraph Call Letters are "HF". Postmasters should insert "Harmon Field" after Harbour Main on the list of Telegraph Offices and after Hare Bay on the list of of Money Order Offices. Mr. A.M. Gould, Assistant Argentia, has been transferred to the position of Postmaster and Operator.

Thanks to Doug for finally determining the postal inauguration date for Harmon Field!

**UNREPORTED TOWN CANCELLATION – BAIE VERTE ST.BARBE**

(NN #96 had a stamp submitted by Dean Mario with the above town cancel. Dean felt it was an "...unreported town cancellation." John Walsh, **NSSC** editor, said his listings had to do with "electoral district setup" and **ST. BARBE** electoral district encompassed a great area. He ended by saying "The towns didn't move; the electoral districts did."

**Barry Senior** opines that "each different postmark should be treated as an individual marking. Walsh lists '**BELBURNS**' simply as '**BELBURNS, N.P.**' (Northern Peninsula). The marking [below] is different and should be recorded as such [*it reads BELBURNS ST B DIS*] Barry feels the same way about Dean's find. He concludes by stating that he [Walsh] "..doesn't have the last say on what constitutes a 'New Find' in a cancellation."

