

# THE NEWFIE NEWSLETTER



## NEWSLETTER OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS

Number 152

July / September 2013

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### BNAPS WORKSHOP

Please see Page 3 about our workshop at BNAPEX2013!

### UPDATE ON “Does Anyone Know the Answer” NN #151, by Ron McGuire

“Peter Wood’s research into the logo convinced me it has no military connection. Thanks again to Peter’s extensive investigations into several avenues, I am now convinced the cover was not sent by Herb Wells to a family member. Peter has determined the ‘H’ in the addressee’s name was for ‘Hilda’ and that she was a long-term resident of 298 Heathwood Road, Cardiff. The sender may have been someone serving with the British Forces, probably the Royal Navy, who knew her, and the logo on the flap was connected to their family.”



### REV BUTLER GETS A GPO4 TRIANGLE!

Paul Binney, who wrote two articles on the triangles in 2012 issues of BNATopics comments on this cover:

“A really interesting cover with all kinds of information...The letter originated in Avalon as shown by the registered marking and the Postage Paid triangle. DB/N 516 is the censor marking for H.M.C.S. Bowmanville, a corvette. A lot of servicemen were also stamp collectors and this item was undoubtedly registered as it contained money to pay for a stamp purchase from the Reverend.”

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**The Perfin Corner by Barry Senior**

**1932-1938 Resource Issue**

Two cent includes Discovery Copies in positions 2 and 3.  
Three cent has the Discovery Copy of position 7, position 6 has only one report.



Position 1



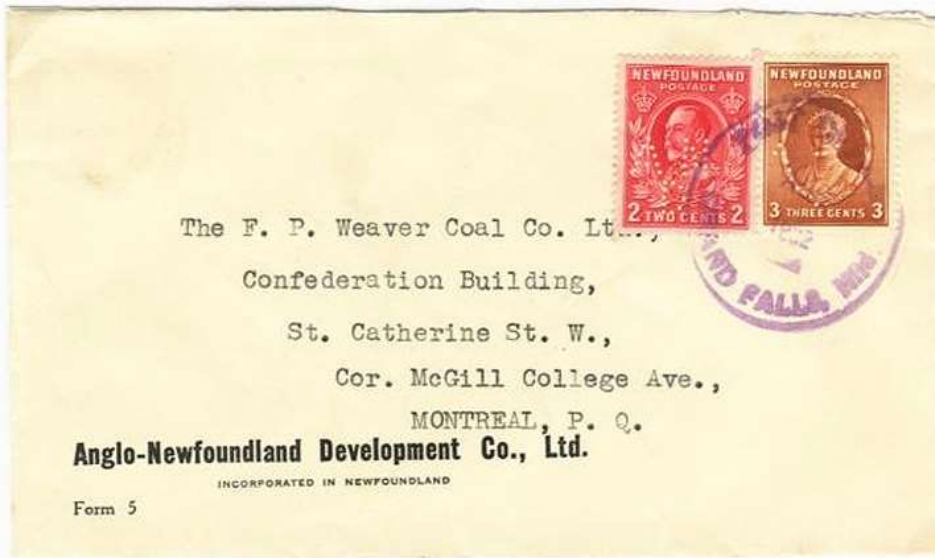
Position 2



Position 3



Position 5



Five cent Letter Rate to Canada in 1932 using the 2 cent and 4 cent values.  
This is the only recorded cover using this combination.



Position 1



Position 5



Position 6



Position 7

**LEARN ABOUT THE BLITZ STAMPS!!**

**Newfie Workshop, at BNAPEX2013, Charlottetown, Prince Edward Island**

**Friday, August 30<sup>th</sup>, at 2 pm.**

**C.A. Stillions, OTB**



A perf. 12.5 three-Cent Queen Mary with **DEC 18 41** postmark

Extract from Newfie Newsletter #23, May/June 1989 ( see article in full on BNAPS website, under Horace Harrison Library, and Newfie Newsletter section):

...Obviously, what happened in the summer and fall of 1941 to make up for the destruction of Perkins Bacon's printing works is a story which has not yet been fully researched nor completely written. All five of these [definitive] stamps can still be purchased for less than a dollar and covers are not very expensive either. Used copies with a 1941 or January 1942 cancellation make nice additions to a collection when annotated for what they are – the Blitz Stamps of Newfoundland. --- C.A. Stillions



**COW HEAD NEWFOUNDLAND TO CLIFTON ENGLAND**  
**- A 1877 TRANS-ATLANTIC COVER**

**Part I**

**Bruce Robertson**

*Editor: Bruce Robertson weaves fact and fiction to decipher an 1877 cover from Newfoundland to England. In the first part of this two part article, Bruce sets the scene and contrasts life in a Newfoundland outpost and the genteel middle-class life in the spa-town of Clifton, England. In the second part he enlists the help of Malcolm Montgomery to try and unravel some of the postmarks on this Trans-Atlantic cover.*

**Mrs. Mapiah's Clifton ....**

Imagine if you will, Mrs. Mapiah patiently waiting by the fire in fashionable Bellevue, Clifton, Bristol, for news from her husband Thomas in Newfoundland. In particular, she hoped for news of the boxes of Christmas presents and provisions she had sent out to him at the Mission Post at Cow Head on Newfoundland's north coast.....

Of course, the ties between Bristol and Newfoundland stretched back 380 years: Cabot had sailed from Bristol on board Matthew 380 years earlier – but it is hard to imagine just how different the Christmas of 1877 would have been between Mrs. Mapiah's Christmas and the harsh reality of Rev. Mapiah's – the Anglican Mission Priest of the out-port settlement of Cow Head, Newfoundland.

Clifton was riding high on Victorian wealth and society. In the second half of the 19<sup>th</sup> century the population of Clifton increased greatly and was well on the way of reaching 27,000. There were now no fewer than 10 churches and 12 chapels. This more permanent population also established schools. As well as many small private schools already existing, Clifton College was founded in 1860 and Clifton High School for Girls 17 years later in 1877.



*Fig.1 Brunel's suspension bridge at Clifton – completed 1864*

Clifton had become even more attractive in 1861 when an Act of Parliament stopped the gradual encroachment on to the Downs and created a permanent open space. Brunel's world-famous suspension bridge across the Avon Gorge had been completed in 1864. Gas street lighting had been installed. Mrs. Mapiah was much looking forward to the delights at shopping at the new Clifton Arcade when it opened next year.

**COW HEAD NEWFOUNDLAND TO CLIFTON ENGLAND... (Continued)**

In the meantime she could avail herself of the many provision shops nearby, daily deliveries of milk and bread, take the waters at the hot well pump room, visit the zoo (the second oldest in Britain) and the Victoria Rooms with visits from such 'stars' as Jenny Lind and Oscar Wild.



*Fig. 2 What Mrs. Mapiah's Clifton drawing room might have looked like.*

Amongst her many famous neighbours of 19<sup>th</sup> century Clifton were the cricketer Dr. W G Grace who lived in Victoria Square and the historian Thomas Macaulay in Caledonia Place. The future Empress Eugenie of France was a schoolgirl in Royal York Crescent for a short time.

**Meanwhile in Newfoundland ...**

On the other side of the Atlantic, in the small Newfoundland north shore settlement of Cow Head, life was somewhat different for Thomas P. Mapiah.

When Cow Head first's census was taken in 1837, the total population was 55 people and probably between 100 and 200 by the 1870s.



*Fig. 3 Cow Head was an early Anglican Mission and known as a central location with access to very rich fishing grounds*

Cow Head was an early Anglican Mission and known as a central location with access to very rich fishing grounds, as well as being in the shipping and trading lanes since the 1800's. Fishermen traded with the English trading company "Bird and Company" and Nova Scotia traders. In the beginning, the main fisheries included herring, cod, and salmon with the lobster fishery being added around 1887.

**COW HEAD NEWFOUNDLAND TO CLIFTON ENGLAND... (Continued)**



*Fig. 4 In the beginning, the main fisheries included herring, cod, and salmon with the lobster fishery being added around 1887.*

Hard winter weather conditions created a peripatetic settlement: The community consisted of two parts. 'Winterside' on the mainland and 'Summerside' on the peninsula, or "the head". The head and the mainland was connected by a natural isthmus called "the Sandbank". The first school was only established in 1884, seven years after this letter.

The drilling of Newfoundland's first oil wells in the nearby community of Parsons Pond in 1867 would also have meant employment for some residents of Cow Head. It is unlikely that the oil exploration would have impacted on Reverend Mapiah's daily life. Outdoors, he could expect temperatures of 10°C. Moving around the settlement on foot would be difficult with no paved roads or footpaths. Indoors furnishings would have been basic and cooking and heating was by wood-burning stoves. Lighting was by way of spermaceti wax candles and smelly paraffin oil lamps.



*Fig. 5 Lighting was by way of spermaceti wax candles and smelly paraffin oil lamps*

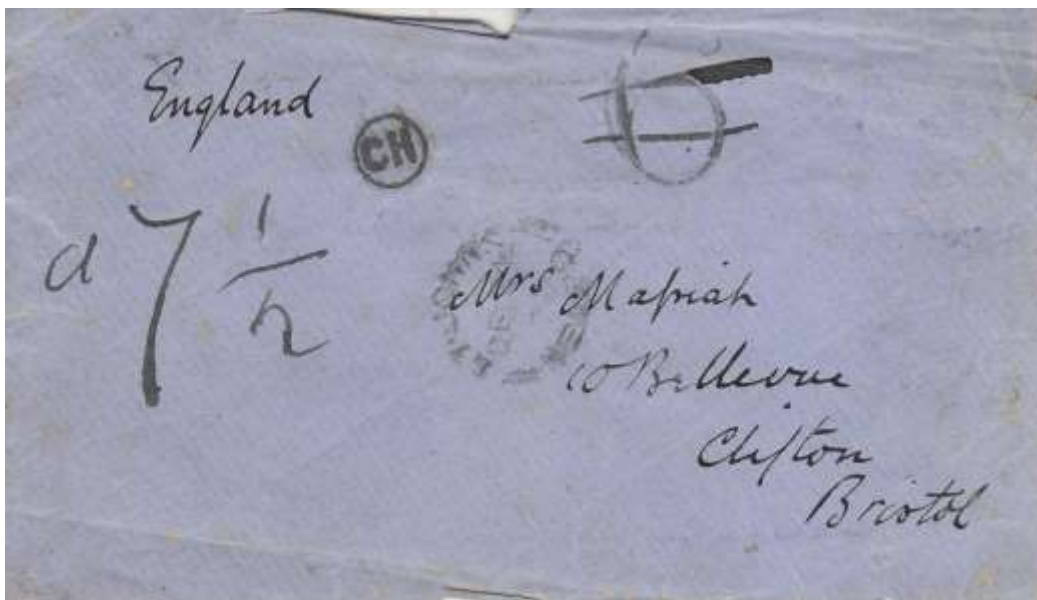
Apart from vegetables coaxed out of the poor soil in summer, fish and the occasional meat from itinerant trappers – the community was completely cut-off and totally reliant on visiting ships. This was a time before roads, before rail, before radio, there was only 'the next boat'. The boat brought the news, supplies, and medical assistance. It was by boat that people moved away and by boat that some came back. For hundreds of years, isolated communities such as Cow Head depended on the arrival of the boats of the fish merchants. By the end of the nineteenth century, however, a more formal coastal boat service operated by government subsidy had evolved. The people of Newfoundland and Labrador lived much of their lives in anticipation of goods and people promised to arrive "by the next boat" - their only lifeline to the outside world.

**COW HEAD NEWFOUNDLAND TO CLIFTON ENGLAND... (Conclusion)**



*Fig. 6 S.S. Leopold. The people of Newfoundland and Labrador lived much of their lives in anticipation of goods and people promised to arrive "by the next boat" - their only lifeline to the outside world.*

These ships carried bright-eyed young teachers to their first outport assignments. They transported deaf children to Halifax where they would receive the services they needed. They brought wedding dresses to excited brides and parcels and letters at Christmas time. They carried the sick home from urban hospitals, and the dead to be buried in family plots. They were willing to assist in any situation. These boats represented a lifeline for the people of small communities accessible only by water. Here is the front of the cover which will be discussed in Part 2.



*Fig. 7 The front of the cover*

**END OF PART ONE**



**THE 1897 1-CENT ON 3-CENT SURCHARGE**

**Colin Lewis**

Much has been written about the 1897 provisional surcharge but I would like to share with you an unusual, and possibly unique, cover I recently acquired. It has been franked with six copies of the overprinted stamp paying the inland registered rate for up to one ounce from Carbonear to St. John's. The unusual aspect of the cover is that it has copies of the three main listed settings of the surcharge, types A, B and C. The most common type A is the pair at upper right and the two lower singles. Type B is the stamp second from left at the top, whilst type C is the marginal copy from position 50 of the sheet at top left. It has a clean Royal Philatelic Society of London certificate dated 1996.

Although this is probably a philatelically contrived cover by Nils Ohman, mailed from Carbonear on January 18 1898 (by Cox?), it is nevertheless paying a correct rate. It has a Railway TPO January 19 backstamp along with a weakly struck St. John's arrival of the same day.

**Editor's Note:** *The handwriting on the cover is from Nils Ohman, so he mailed it to himself. Although a month after the ending of the provisional period, it is still a great cover!*



JA 18 98 registered from Carbonear to St. John's, with *all three* 1897 provisionals



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**CHRISTMAS GIFT FOR GPO EMPLOYEES, 1920 – Ron McGuire**

I think the certificate shown at the right is the finest example of NPO collateral material I have seen. Initially, the fact that the Sun Life Assurance Company of Canada policy was issued "25 - 12 - [19]20", Christmas Day, puzzled me. It offered disability insurance and insured the life of Newfoundland Post Office employee Edward Devereux for \$2000.00, subject to the details outlined in the policy and on half of the reverse, Figure 2; the remaining half, is blank. According to my 1910 *Year Book of Newfoundland*, Devereux was the Superintendent of the Money Order Office at the GPO in St. John's. My 1922 edition confirms he held that position 12 years later, not uncommon in a time when people worked their whole life for the same organization.

The document size is 11" X 17" and is printed on good quality watermarked paper with:

**SUN LIFE ASSURANCE COMPANY OF CANADA**

on four lines in upper case, ½" high and in double-lined letters. The watermark is centered sideways and appears twice on the document, once in each half. The paper is similar quality as that of a stock certificate. Actually I am surprised that the printer's name does not appear on it. While the borders appear to be engraved "engine turning" they are not and the printing may have been done in house.



[Editor's Note: The material on the reverse of this document is shown on the next page with the rest of the text and a related photo on the page after that.]

**CHRISTMAS GIFT FOR GPO EMPLOYEES, 1920**

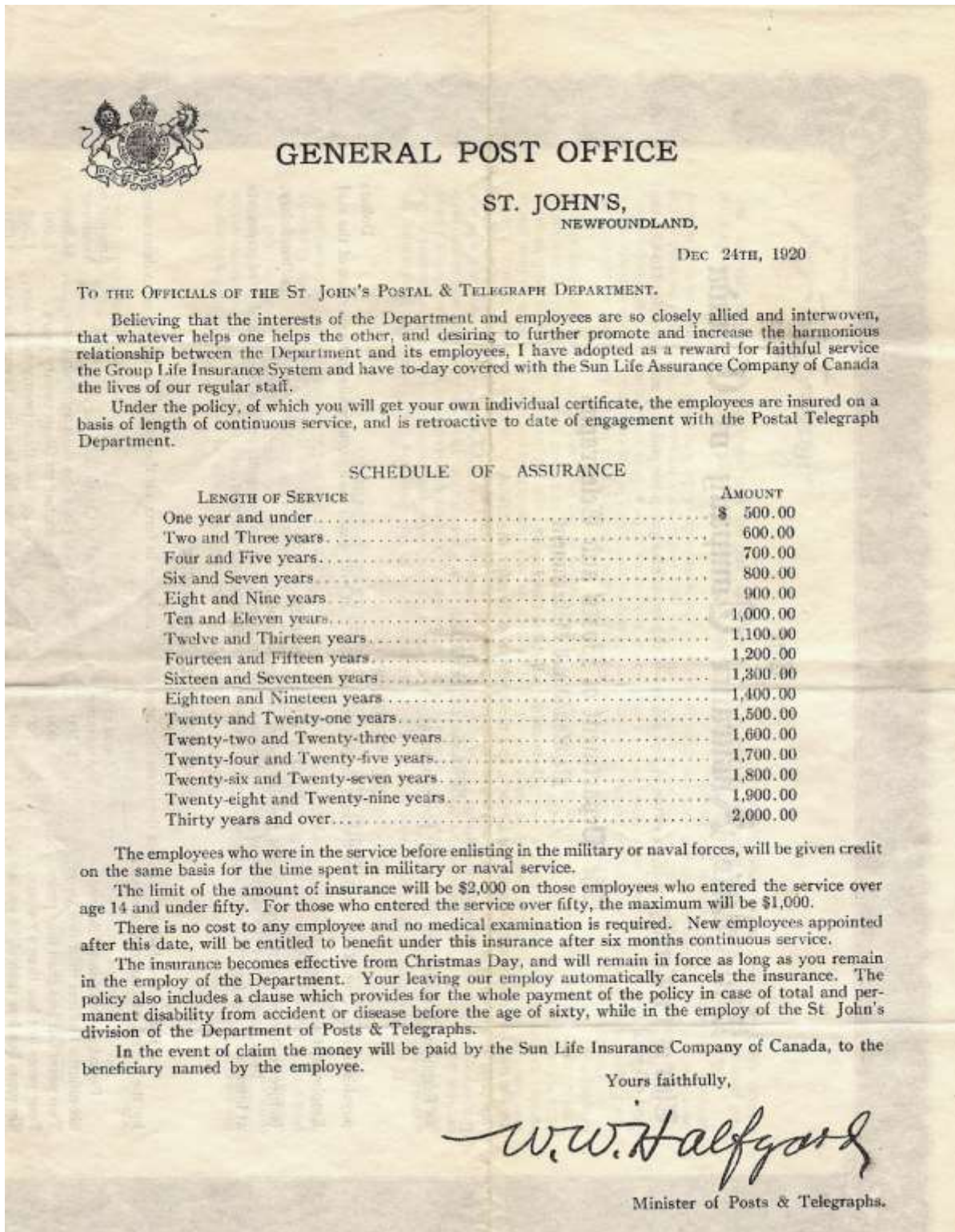


Figure 2. Reverse of life insurance certificate



**CHRISTMAS PRESENT FOR GPO EMPLOYEES, 1920 - Concluded**

The reverse of the document (previous page) is actually a very informative letter to NPO "officials", from W.W. Halfyard, the Minister of Posts and Telegraphs dated 24 December, 1920, the day before the policy was issued. In his first paragraph he states in very descriptive terms just what it was like to be an employee of the NPO. I had the good fortune in the mid-1970s to interview three retired career employees, Jack Williams, Wally Rose and a lad whose name escapes me now. They worked for the NPO, and after Confederation continued with the Canada Post Office Department [CPOD] until retirement. They confirmed the existence of the 'harmonious relationship' to which Halfyard refers. They joined the service as 'office boys' or 'clerk assistants' at 14 -15 years of age. They all served during the Second World War, but returned to their jobs, working beyond age 65, when they could have retired. As a consequence, together they had over 150 years service! They were keen to talk about their careers and to a man loved their work and the camaraderie that was common place. There was a pride and loyalty that does not exist in postal services today. They were particularly proud to tell me they were seldom late for work without good reason and only took sick leave when really ill. Jack Williams had never taken one day sick leave in over 50 years on duty! To previously uninsured employees, particularly those working as Mail Clerks on the TPO railway mail cars and ships which often operated under very dangerous conditions, this insurance policy must have been a very welcome benefit for them and their families. Halfyard points out the policy 'becomes effective Christmas Day'; and a very happy Christmas that must have been.

One of the features that appeals to me the most is the photograph of the GPO taken from its right side, used as a background on the document. There is a sign over the three double pillars "CABLE POSTAL TELEGRAPH OFFICE" which I do not recall seeing on the several views I have seen of the building. Figure 3 is clearer view from its left side, on a S.E. Garland picture post card, along with the Museum, another major public building. This is an uncommon postcard format; reminiscent of the once popular Victorian-Edwardian stereoscopic card.

Figure  
3



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**WAYZATA DOCUMENT – The Editor**

The Wayzata \$1 air mail stamp is well documented in *Newfoundland Air Mails* by C.H.C. Harmer (Chapter 27). Briefly, Aerial World Tours, Inc. reached an agreement with the government in June, 1932, that 400,000 \$1 air mail stamps were to be privately produced. The plan was to use sales to finance a flight from Wayzata, Minn. through Canada and Newfoundland, all the way to Europe. If it could sell 300,000, the last 100,000 would be sold by the government, giving the stamp full postal status. The flight had to occur before August 31, 1932, per the contract. The first 25,000 stamps were produced and provided to Aerial World Tours on August 11<sup>th</sup>.

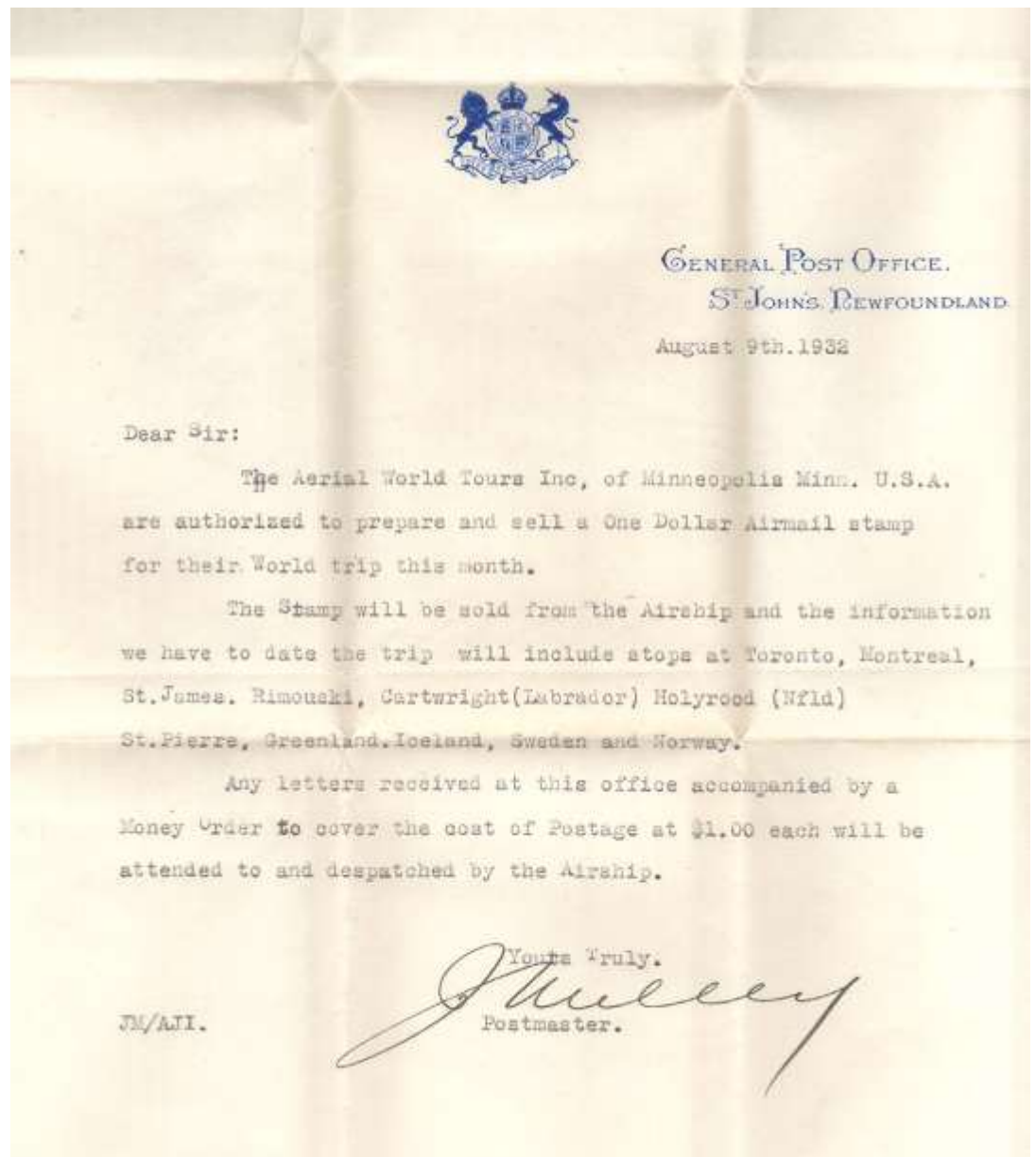


I purchased this letter of August 9, 1932 at BNAPEX 2012.

At this time, August 9, 1932, the G.P.O. assumed everything was a "Go", per Postmaster J. Mulley ([spelling?]).

The G.P.O. would receive payments, referring them to Aerial World Tours.

The company was not able to sell enough stamps to finance the venture, and the government officially cancelled the contract on September 13<sup>th</sup>, It wanted the 25,000 stamps returned. They never were.





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**BALBO CREW MAIL (?) NEW DISCOVERY** by Jean-Claude Vasseur

While two unlisted covers have been added (from old literature) to the list of the “Crew Mail”, now making 23 cancelled in Clarenville and 2 in Shoal Harbour, the remarkable cover below has been recently discovered and is the **only cover, actually mailed in Clarenville, known to-date.**



It should be noted that :

- Balbo stamp had been cancelled in July - date not legible due to the presence of the “BY AIR MAIL” sticker;
- No transit cds in Shoal Harbour;
- Numbered “1841” which cannot have been struck in another place other than Shoal Harbour;
- Usual “Croceira” logo in blue-green and cds “LIDODIROMA” August 12 in black, upon arrival in Rome;
- Forwarding cds to destination via ROMA FERROVIA August 14, R.P.O. “AMB. ROMA-TORINO” same day as well as “ALESSANDRIA FERROVIA” at station of destination and finally “CONZANO (ALESSANDRIA)” at place of distribution.



The cover is remarkable as it is not known that the CLARENVILLE Post Office was accepting regular covers and a transit cds in Shoal Harbour should show up, if sent to this office from the Clarenville Office. The cover could have been left at the Post Office by error ... or the franking paid, in contrast to other mail sent by the Crew.

I guess that the cover was sent early (July 26) by a member of the crew of the yacht ALICE.

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**WHOOOPS !!!**

**Jean-Claude Vasseur**

Nobody knows exactly how many Newfoundland covers were carried by the German DO-X plane during its flight back to Europe from Holyrood waters. It was likely less than the quantity allowed by the St John's GPO (3,000 covers) in the announcement published in newspapers. However, the mail was considered important although, very likely, most of it was philatelic. It included a number of varieties desired by senders, such as an origin of Holyrood, destination (various countries), franking (overpaid or underpaid with the dedicated stamp or ordinary stamps), etc...Most of the carried mail included a request for return to sender, with addresses in Newfoundland or General Delivery destination, sometimes with an unknown addressee.

The following cover pertains to this last class and additionally was correctly franked 1.50\$ in ordinary stamps. This was accepted as use of the dedicated stamp was not compulsory. The quantity of covers similarly franked is unknown but likely in the range of 20 to 30. No more than a dozen probably still exist.

Regarding the covers sent to London General Delivery, it should be noted that, by rules, the mail was kept TWO MONTHS before being returned to sender. Covers departing from this rule - returned earlier and especially next day with arrival in St John's June 2<sup>nd</sup> - were by favor. This cover, arrived with the DO-X mail May 24<sup>th</sup> in Southampton and following day in London where it received, on reverse, a hand stamp 'LONDON B 26 MAY -' by the General Delivery. Here is the error! The address is 'c/o General Post Office Glasgow Scotland Europe (sic!)'. The error was likely discovered on day of decision to return the cover to the sender... and consequently the cover was sent to Glasgow where it was received August 2<sup>nd</sup> (receiver on reverse) before being resent next day (hand stamp on front). Finally the cover arrived at destination, North Sydney N.S., on August 14<sup>th</sup>.

NOTE: The sender/addressee was a member of the Newfoundland Assorting Office in North Sydney.

My last point is that the franking includes 4cts in addition to the required 1.50\$ (1<sup>st</sup> Air Mail Issue). It seems that the sender's intention was to pay for the mail from St John's to North Sydney, expecting the mail to be



returned in Newfoundland. This was unnecessary as the high franking likely paid the mail to any destination as shown by the various exotic destinations found in the mail. Anyway, it appears that the cover was directly delivered in North Sydney.

**NEWFOUNDLAND'S 1897 POSTAL SHORTAGE- ANNOTATED**  
**Norris (Bob) Dyer - Page 14.**

TYPE III



Type I, pos. 40 and Type III, pos. 50  
Note, bars shifted upward and miss the 3's on the lower stamp



Type III on OC 22 97 third class cover. Within months, speculators were paying up to \$10 per copy for this scarce type (only two per setting).



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**NOTES ON 1897 SURCHARGE EXHIBIT – PAGE 14**

The Type III surcharge is located at positions 49-50 of the setting. As such only 1,600 were produced. First date of usage, as I indicated earlier was October 19, 1897. I have seen a number of Type I on cover, and several Type II but not one Type III on that date, but John Walsh (NSSC) states it exists. Once it was clear this type was scarce, I believe many collectors decided not to use them, but held them as mint.

The table below represents copies I am aware of used during the provisional period, through December 3, 1897.

**1897 TYPE III ON COVER WITHIN PROVISIONAL PERIOD**

1. OC 21 97. Flower's Cove to St. John's with 2¢ Cabot to Ayre & Sons. Note – although stamp looks legitimate and is tied it is placed on top of part of postmark ??
2. OC 22 97. St. John's to Montreal and G .H. Dickinson. [previous page]
3. OC 22 97. St. John's to Montreal, to S.M. Mumm.
4. OC 23 97. St. John's drop cover to Messer A. G. Gibb & Co. [shown below]
5. OC 29 97. St. John's to ? Type III below attached Type I, one Type II, another Type ? and 2¢ Cabot to pay registered rate from St. John's. Also has T00-LATE marking.
6. NO 5 97. St. John's to New York, to Annie J. Collins (front only).
7. NO 9 97. St. John's to Gloucester, MA with 4¢ Cabot to W.H. Perkins.
8. NO 10 97. St. John's Central to Sidney, C.B. to ----- Burchell.
9. NO 27 97. St. John's to Hoosick Falls, New York. Date is receiver on face. To George F. Knowles. Also has FORWARDED on face.
10. NO30 97. St. John's drop cover to Nettie Hiscock.
11. NO 8 97. Tilt Cover to St. John's with two TYPE III and one TYPE II, to A.E. Delgado.

