

THE NEWFIE NEWSLETTER



NEWSLETTER OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS

Number 153

October / December 2013

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BNAPEX2013

Good news from the convention, and the Board meeting (which I had to miss because of some medical exams) – no dues increase for 2014! The budget I proposed was accepted. The new website with corporate management tools for the Secretary and Treasurer already in use, will be open for all soon, with a new opening page and members' only section.... The BNAPS "interest survey" has been delayed because the committee lead, Peter MacDonald, has not been available for several months. We still plan to get it out before the end of 2013. Next year BNAPEX will be in Baltimore in conjunction with the annual BALPEX APS show. This year we should also thank C.A. Stillions for conducting a workshop. His related exhibit on the Blitz stamps won a Vermeil.

EARLY SANDY POINT

When I first saw this postcard on eBay, I thought – Early Rev. Butler! But this was created by someone else there in 1902, a year after the queen died. Butler arrived in Sandy Point in 1911. It is still an interesting piece and was unaddressed. Perhaps Butler was visiting. It sold for \$293.

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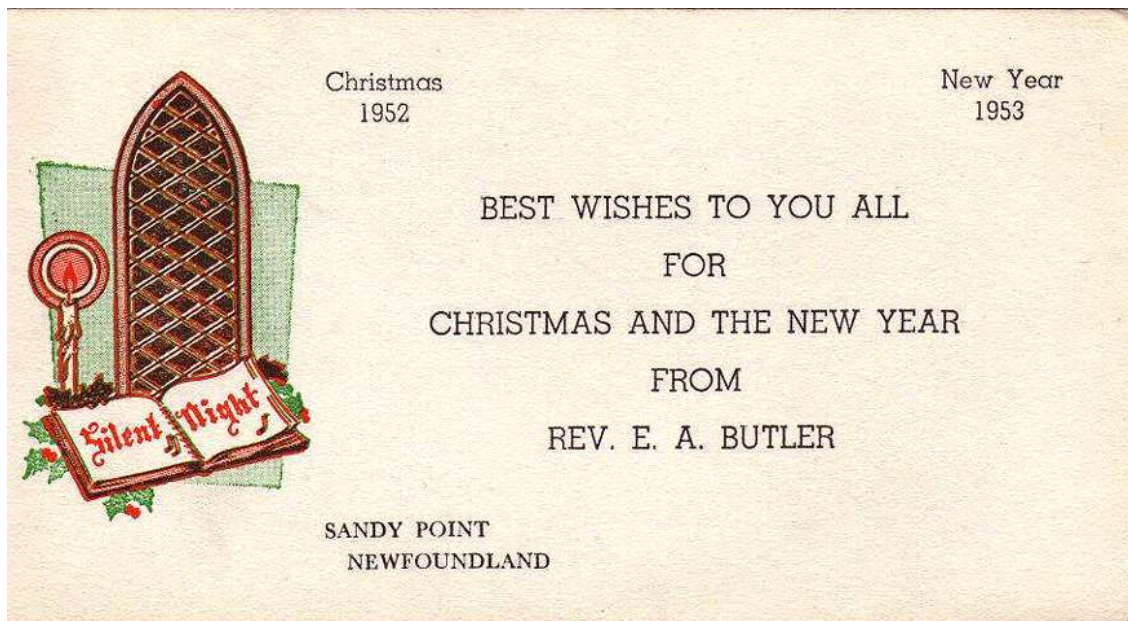
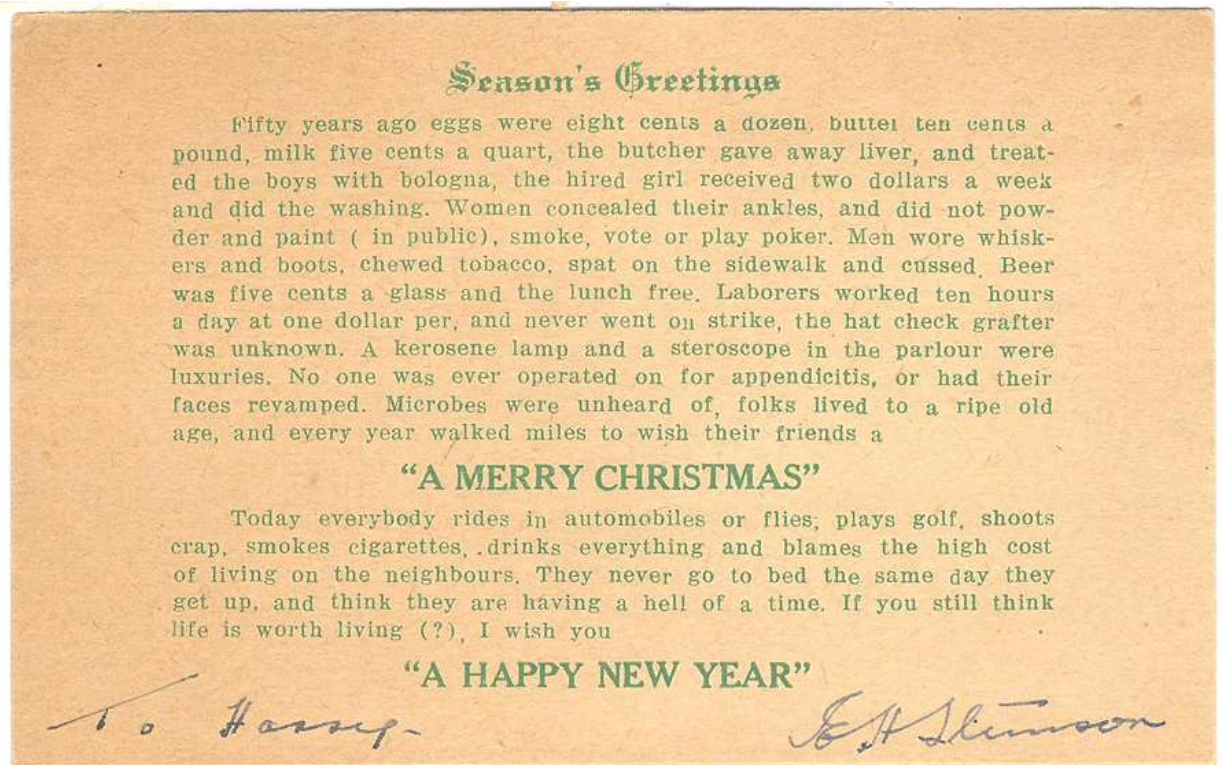
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CHRISTMAS GREETINGS! – Ron McGuire and Editor

This enclosure was found in a ca 1930's envelope. It was signed by E. H. Stinson, who was probably the author of the comical text, which outlines how things had 'progressed' during the previous fifty years. I wonder what he would think of the state of today's world! I was told by a knowledgeable Newfoundlander that Stinson was a British member of the Commission

Government, but I have never been able to confirm it. Even 'Mr. Google' has nothing about him. If anyone can provide information about Stinson I would appreciate them sending it to the editor. ---" – R. McGuire



Reverend Butler had retired from the stamp business in 1947. This is the last piece I have seen from him. He died in 1955 at the age of 83, still residing in Sandy Point. ---- The Editor

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REV. BUTLER'S FIRST DAY COVERS by Gary Dickinson

Rev. E.A. Butler's stock in trade as a stamp dealer included first day covers (FDCs) which were occasionally, but not always, advertised in his annual price lists. In this as well as other aspects of philately, Butler was at the forefront of developments in the stamp marketplace. The various approaches that he used to produce and market FDCs are described and illustrated in this article.

In his extensive, two-part review of Butler's philatelic business practices, Dyer (2007 a and b) made only one mention of the man from Sandy Point's FDCs and that was to indicate that "Butler also listed a number of first day covers, starting with the 1932 industrial set." FDCs were, however, a significant part of this philatelic business (Dickinson, 2013) and he approached them in several different ways.



Throughout the last two decades of his career, Butler made extensive use of a "First Day Cover" rubber stamp. The earliest documented example of a FDC with this impression is from the Pictorial issue of 1928. The example shown here in Figure 1 has two stamps from the January 2, 1932 definitive issue. The cover has the rubber-stamped first day notation at upper left, but it also has four other rubber stamps, including three different registration cancels from St. John's and a Butler home address.

Figure 1 (above) Figure 2 (below).



The 1937 Coronation and 1939 Royal Visit issues marked a busy period for the FDC portion of Butler's business. For the Coronation issue, he made up his own covers with his usual FDC rubber-stamped impression as shown in Figure 2. This cover is one of three in a set to the same addressee in Indiana. All were posted at Sandy Point and each was franked with a different block from the short Coronation issue.

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BUTLER FDC'S (Continued)

Figure 3 shows a cover with a cachet by an unknown maker which Butler addressed to himself at Robinson's Station and mailed at Sandy Point. He frequently used mailing addresses at the three nearby post offices (Sandy Point, Robinson's Station, and St. George's) to demonstrate postal delivery of his self-addressed FDCs which then became part of his inventory. These FDCs were usually back-stamped by the receiving office.

Figure 3 (right) Figure 4(below)



A cover serviced by Butler for the Westminster Stamp Company of London, England is shown in Figure 4. It appears that his role for Westminster consisted of affixing the stamps and mailing the envelopes at the Sandy Point post office. The attractive cacheted cover is symmetrically designed with sketches of the King and Queen flanking the company's address and a commemorative message. The graphics at top centre have raised gold-coloured printing.

The first anniversary of the Coronation was marked by a four-stamp set (#245-248) which again provided opportunities for FDC production. Butler used his business corner card and FDC rubber stamp to produce the cover shown in Figure 5. This cover was posted at Sandy Point and addressed to a New Jersey customer.

Figure 5



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BUTLER FDC'S (Continued)



One of the few Butler-produced FDCs involving more than a one-line rubber stamp is shown in Figure 6. This cover for the Coronation Anniversary has a pasted-on photo of the King along with the rubber stamp. The FDC was self-addressed by Butler to St. George's and registered at Sandy Point.

Figure 6



Butler also went to unusual lengths with his Royal Visit rubber-stamped cachet shown in Figure 7. This cachet includes oval portraits of the King and Queen with text above and below the artwork. The addressee in Toronto likely prepared the envelope with his typed address before sending it to Butler for servicing.

Figure 7



The cover shown in Figure 8 was produced by Miss W. R. Smith of Toronto. Her design was also used for Canada's Royal Visit set. (Dickinson, 2011) Butler's servicing of the cover is indicated by the Sandy Point circular cancellation.

Figure 8

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BUTLER FDC'S (Continued)



Figure 9 and Figure 10

The one-line FDC rubber stamp was used again on the cover shown in Figure 9 with the Grenfell issue of 1941. This cover was self-addressed by Butler to Robinson's Station and postmarked with Sandy Point split-circle cancellations. A similar cover is shown in Figure 10 for the Memorial University issue of 1943. This FDC was self-addressed to Butler at St. George's and registered at Sandy Point.



Figure 11

The penultimate Newfoundland stamp issue (#269) to celebrate Princess Elizabeth's 21st anniversary also marked the first use of a First Day Issue official slogan cancellation which was applied at St. John's. This was used on Butler's FDC shown in Figure 11, which included his new slogan "NFLD. Means Rev. Butler" in the rubber-stamped address. The First Day Cover impression was showing signs of considerable wear at this point, with the boxed lines showing distinctly on three sides.

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BUTLER FDC'S (Concluded)

Butler introduced a new FDC rubber stamp with the final Newfoundland issue. This is shown in Figure 12 on a cover posted at Sandy Point to Butler in St. George's.

Although Rev. Butler's FDC business never developed to the point where he published cacheted covers, he was at the forefront of a small number of Newfoundlanders including L.P. Moss of Deer Lake and Barrett's Print Shop of Curling who played a significant role in developing an indigenous approach to this aspect of philately.



Figure 12

References:

Norris (Bob) Dyer. "The Man from Sandy Point-Part I and Part II." *BNA Topics*, Vol. 64, No. 3 pp. 4-15 and Vol. 64, No. 4, pp. 35-44. (Third and Fourth Quarter, 2007).
Gary Dickinson. *First Day Covers of Newfoundland*. British North America Philatelic Society, 2013.
Gary Dickinson. "Miss W.R. Smith's Cachets." *First Impressions*, Issue 9, (November, 2011), pp. 4-11.

NOT FROM BUTLER BUT INTERESTING USAGE - The Editor



Common 1937 coronation FDC but nice destination, *British Guiana*, sent registered at proper 15¢ rate

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BALBO FLIGHT: NEW MAIL TO INDIA – Jean-Claude Vasseur

As previously reported in this columns, a cover sent to Kurseong, near Darjeeling in West Bengal had been found, having flown the Balbo return flight to Rome and connecting in Brindisi the newly opened Croydon/Karachi flight with later extension to Calcutta via the Indian Continental airways. The cover below has followed the same route, at least to Karachi. It was sent to a member of the 1st British Royal Fusiliers based in Ahmednagar, a city about 500 miles East of Bombay (Mumbai). It bears number 1633 – the other was 1618 – well in the range of covers forwarded from Rome to other destinations than Great Britain, known to be approximately between numbers 1610 and 1650.

Details of the flight to Karachi are now known. From Rome, these covers were put on the train to Brindisi – a resort and harbor at extreme Southeast of the Italy - were they connected with the Imperial Airways Flight IE229 to Karachi on August 14th. Actually the flight IE229, leaving Croydon every Saturday, was in several parts :

- From Croydon to Paris on Armstrong Atalanta “Heracles” Saturday 12th
- Paris to Brindisi via Rome by ... train, as there was no agreement with the Fascist Italian Regime to fly over Italy at that time.
- Brindisi (Aug 14th)/ Athens/Alexandria/Cairo on Armstrong Atalanta “Satyrus”.
Note: In Cairo the mail was split in two part connecting south to South Africa and East to India
- Cairo/Gaza/Baghdad/Basra/.../Karachi on Armstrong Atalanta “Hanno” arriving Aug 18th.

The mail to Calcutta then flown on Armstrong Atalanta “Arethusa” via Johdpur / New Delhi/ Allahabad.

The below mail was sent from Karachi to Ahmednagar, apparently by train – but an airmail connection did exist at the time between Karachi and Bombay –, and arrived in Ahmednagar on August 25th ... thus the same day as the other cover arrived in Kurseong. Unfortunately the addressee had moved to Bombay and the cover was resent to Colaba/Bombay on August 29th and arrived at final destination the next day. Besides the usual front franking and cancellation of the Balbo flight in St John's, interesting transit hand stamps show on reverse:

- Usual SHOAL HARBOUR JUL 27 33 transit and Rome receiver “CROCEIRADELDECENNALE 12.8.33 XI in black with the usual misplaced (high) “1” and “3”
- BRINDISI TRANSIT RECOMMANDATO 14.8.33.11
- AHMEDNAGAR REG. 25AUG. 33
- Resent AHMEDNAGAR 29.AUG.33 and receiver COLABA BOMBAY 30AUG.33

Overall, it was a lesser flown distance than the Kurseong cover, but with interesting transit marks.



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

Part II

Bruce Robertson

Bruce Robertson with some expert help from Malcolm Montgomery (BNAPS Trans Atlantic Mail Study Group) concludes the article, deciphering some of questions surrounding the cover and the story it tells.

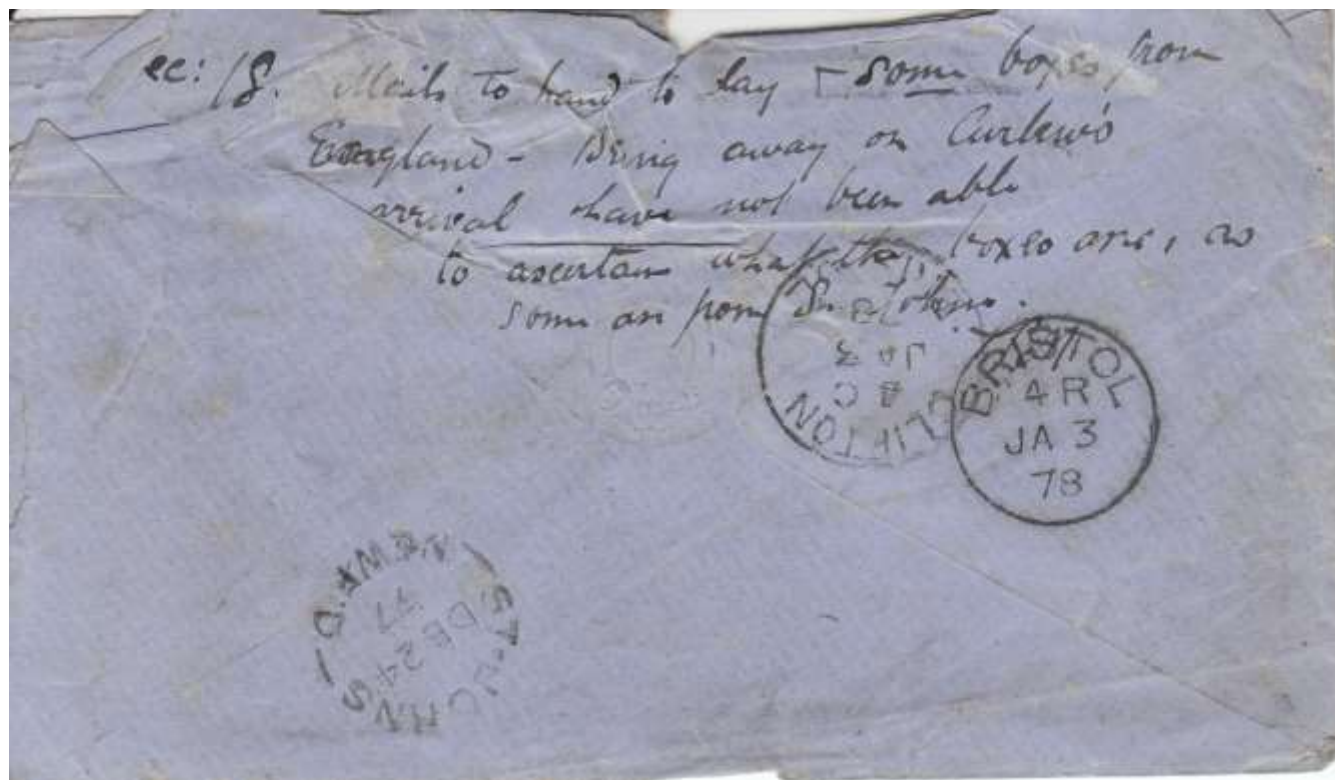


Fig. 8 The back of the cover with the Dec 18 date.

Rev. Mapiah's note on the back flap of the envelope reads:

"Dec 18. Mails to hand to-day and some boxes from England – Being away on Curlew's arrival, have not been able to ascertain what the boxes are, as some are from St John's"

The SS *Curlew* was one of several steamships transporting mail and passengers along the Newfoundland and Labrador coast during the second half of the 19th century.

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



*Fig. 9 S.S. Curlew. (Photographer unknown. Held in the Archives and Manuscripts Division
(Coll. 137 24.02.009), QE II Library, Memorial University, St. John's, NL)*

From 1851, when the Colony took over the operation of the post office, the government implemented mail contracts for packet boats. By 1860 subsidized schooners were operating on the northeast coast from Greenspond to New Perlican, and along the south coast from Placentia to Channel-Port aux Basques. The first steam-packet, S.S. *Lady LeMarchant*, operated on Conception Bay after 1852.

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.

We can attempt to 'read' the information and postal markings on the cover and follow its course to England. From the hand-written note on the back flap, we can reasonably assume that Rev. Mapiah would have put the letter into the post on or around the 18th December (perhaps to catch SS Curlew's return sailing to St John's). The encircled letters C H denotes the letter was posted at Cow Head. The postage rate marks are a bit of a mystery – the stamped impression '6' has been struck out and 'd 7 ½' written by hand. [i] The faint hand-stamp to the front is St John's 24th Dec 1877 and is repeated on the reverse – suggesting it had taken some six days to get to St John's. The St John's hand-stamps are obviously transit stamps – is it possible that the cover arrived from Cow Head and was dispatched on its journey to England on the same day – Christmas Eve 1877? The other two hand-stamps are receiving stamps for the letters arrival in Bristol on Jan 3rd and Clifton on the same day in 1878 – suggesting an Atlantic crossing of some 10 days: not much slower than our modern air-mail service!

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

This piece is a blue envelope, slightly showing its age around the edges.



Fig. 10 The front of the cover

In addition to the intriguing hand-written note on the back flap of the envelope, another enigma is the original hand stamped postage paid '6', which has been crossed out and 'd 7 1/2' added. A closer look at the cover under a Veho VMS-004 digital microscope suggests the 'ghost' outline of an adhesive stamp which had been affixed at sometime in the envelopes journey – but unfortunately the microscope cannot tell us at what stage it may have become detached from the cover!

From here on, I must rely on Malcolm Montgomery's thoughts.

Firstly the handstamp '6' subsequently crossed out. Six cents had been the rate per half-ounce between Newfoundland and the United Kingdom, but this had been reduced to 5 ¢ (what was termed the 'preferred rate') in August 1876. [ii] One must assume that there was some form of part-time post office or Way Office at Cow Head to warrant its own post-marks, although there does not seem to be information on its workings. [iii] It is entirely possible that the part-time 'post master' at Cow Head had somehow failed to note the changed rate, although this can only be supposition.

The script 'd 7 1/2' is a little more certain – although requiring some degree of philatelic arithmetic. The starting point is the 'd', usually to be found after the numeral, and of course it is the old pence 'denarium' – placing this mark being clearly added at either Bristol or Clifton, and being the amount Mrs. Mapiah would have had to hand-over to the postman to get her husband's letter. How the 7 1/2d was arrived at is best explained in Malcolm's own words:

"Seven pence halfpenny was the charge raised in UK against the addressee on a letter paid 5c but weighing 1/2 - 1 ounce, calculated in a rather convoluted manner under the British interpretation of the rules ... the paid rate was 2 1/2d, the unpaid rate 5d; an unpaid letter was charged twice the unpaid rate, 10d, less any prepayment, in this case (possibly) 5c/2 1/2d, therefore 7 1/2d. Later this calculation was change to twice the deficiency.

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

The piece is a bit ragged, but the postmarks and handwriting are quite legible. It is debatable whether Rev. Mapiah wrote with a quill, or a 'new-fangled' steel nib dip-pen he may have brought with him from England. He more than likely mixed his own ink from powder which was much easier to transport and store in adverse conditions. Paper and envelopes would have been scarce resources to be used sparingly. My guess about the note on the flap is that Rev. Mapiah had written and sealed the letter prior to the SS Curlew's arrival – rather than opening-up the letter (which would have been a scarce resource in its own right) or risking another sheet of paper adding to the weight of the letter), he added the note as a 'postscript' on the outside of the envelope.

Meanwhile in Clifton, Mrs. Mapiah would have enjoyed no less than six daily deliveries by letter carriers (postmen) from the Clifton Branch Post Office – whilst no less than ten collections were made by the uniformed carrier from the red Victorian pillar boxes distributed around the spar.

We can only guess what Mrs. Mapiah might have said when she found she had a 7 1/d fine to hand-over to the postman to get her husband's letter.

Fig. 11 Ten collections were made by the uniformed carrier from the red Victorian pillar boxes distributed around the spar



Notes

[i]"Rates of Postage on Letters posted in Newfoundland for the following Countries and places.

United Kingdom, Dominion of Canada and the United States, 5 cents per J oz. rate."

BUSINESS AND GENERAL Directory of Newfoundland
1877: CONTAINING CLASSIFIED LISTS OF THE BUSINESS MEN
OF ST. JOHN'S, AND THE Leading Towns and Districts of the Colony,
http://archive.org/stream/cihm_00343/cihm_00343_djvu.txt

[ii] The six cent trans-Atlantic rate was reduced to five cents for the Dominion on 1st September 1875 and for Newfoundland On 1st August 1876. Known as the 'preferred' rate until they joined the General Postal Union, later the Universal Postal Union:

Post Office Canada, Departmental Order #15, 1st September 1875, effective 1st October 1875.
Announcement of the 'preferred rate' with the United Kingdom:

'It has been arranged that the postage rate on letters passing between Canada and the United Kingdom shall from and after the 1st October 1875, be an uniform rate of two pence halfpenny Sterling, equal to five cents Canada Currency, per half ounce, by whatever route sent or received, whether by Canada Packet direct, or by closed mails via the United States.'

London Gazette, #24350, Tuesday, 1st August 1876, p. 4307, effective 1st August 1876.

Newfoundland 'preferred' rate as per Dominion of Canada above.]

[iii] There is no mention of a post office or Way Office for Cow Head in the 1877 Directory (op cit).

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The Perfin Corner by Barry Senior

Three cent value in all known positions. Position 7 has the *Latest Recorded Date of use, May 22, 1938.*
Two cent are all Discovery Copies in positions 1, 3 and 5.
Ten cent value has Discovery Copies of positions 2 and 8.



Position 1



Position 3



Position 5



Position 7



Four cent Inland Letter Rate in 1933.
This is the only recorded cover for this issue.



Position 2



Position 1



Position 3



Position 5



Position 8

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NEWLY-IDENTIFIED ST. JOHN'S POSTAL MARKING

Barry Senior, Rob Moore and Editor

"Hi Bob, Just came across this St Johns cancel that I haven't seen before. I sent it to John Walsh but he could not provide any info on it so he sent it off to another Newfie guy but he came up empty as well other than it might be part of an unknown Duplex. Can you put this in the Newsletter when you have some space and see if anyone can provide some info. The serifs and heavy block letter style are something I've not seen." ---Barry Senior

Editor:

The perfin is "**G.K.**" for George Knowling.

John Butt published a comprehensive list of St. John's postal markings in 1991-93 issues of BNATopics. This marking is not listed. There are similar markings. His PM26 has serified letters but "**Newfoundland**" below. It is from 1920. His PM27 looks similar but is sans serif. The latter is from 1923-25.

I sent out inquiries and got this cover from Rob Moore below.
Excuse the quality of the image.



Rob's cover has two strikes and the marking is 23mm. It is from 1923. *Any more examples out there?*



NEWFOUNDLAND'S 1897 POSTAL SHORTAGE- ANNOTATED
Norris (Bob) Dyer - Page 15.

TYPE III



Type II Type II Type III
Pos. 47 Pos. 48 Pos. 49



Only known example of Type III (with 4¢ Cabot) helping to pay 5¢ letter rate to the United States, during middle of provisional period, on NO 9 97.

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NOTES ON 1897 SURCHARGE EXHIBIT – PAGE 15

In a recent article in the *Philatelic Exhibitor* I described a number of exhibiting faults – one was to compliment your exhibit items. It is OK to state “rare” if you can support that, but one should not describe a piece as “beautiful”, or even “very fine”. It is up to the viewers and the *judges* to determine that. The strip of three at the top of the page with two Type II’s and one Type III is both “beautiful” and “very fine” but I am free to express that opinion in this context. I have never seen another used strip of three like it, and I even cherish it over the equally rare cover below.

It is wonderful how I came about acquiring the strip of three. I was attending a BNAPEX convention in the late 1990’s. As I was exiting my room one afternoon, I noted someone had slipped a glassine under my door which contained the strip of three, but with no name associated. I looked at it and was amazed as I had already starting exhibiting the 1897 surcharge at that time. I could not believe this was a gift. The item now catalogues over \$1,000 *as singles*, and even then was a pricy piece – a piece someone knew I would want. That evening the mystery was solved! The venerable Don Wilson approached me and asked if I “had found something under my door”? I bought it from him at a very reasonable price. That was his style. Don was a Board member of BNAPS for some years and chaired the very successful BNAPEX97 in St. John’s, Newfoundland – my first convention. He was a gracious host in St. John’s and drove me around the city as I researched the take-off spot of the 1919 Vickers-Vimy flight by Alcock and Brown (an article in the *American Philatelist* described that). He was a great man.

VALUABLE COVERS

While the cover at bottom of the previous page is rare and catalogues \$1,600 in the 2012 *Scott Classic Stamp Catalogue*, it is not one of the three top provisional covers. I must confess I have none of these *or you would have seen them already*. I rank them in what I consider to be their order of importance. They are all within the provisional period, of course.

1. **Type IIA, used on October 19, 1897. This was the first day of use. It was lot #393 in the Sidney Harris Auction of April 8-10, 1970, and enough of it was pictured to plate it. I have not seen it mentioned since.**
2. **Type III, used on October 19, 1897. I have never seen one, after over 15 years of searching old auction catalogues and other references. I recall asking John Walsh about this years ago and he claims it *does* exist.**
3. **One Type II and two Type III on inland cover from Tilt Cove to St. John’s on November 8, 1897, at the proper rate. This was lot #378 in the Jim Hennock auction of September 16, 2000. *This was an amazing auction with 50 lots on the 1897 provisionals, including 33 covers!***

If anyone knows the whereabouts of any of these covers, please notify me. Yes, I give rewards!