

THE NEWFIE NEWSLETTER



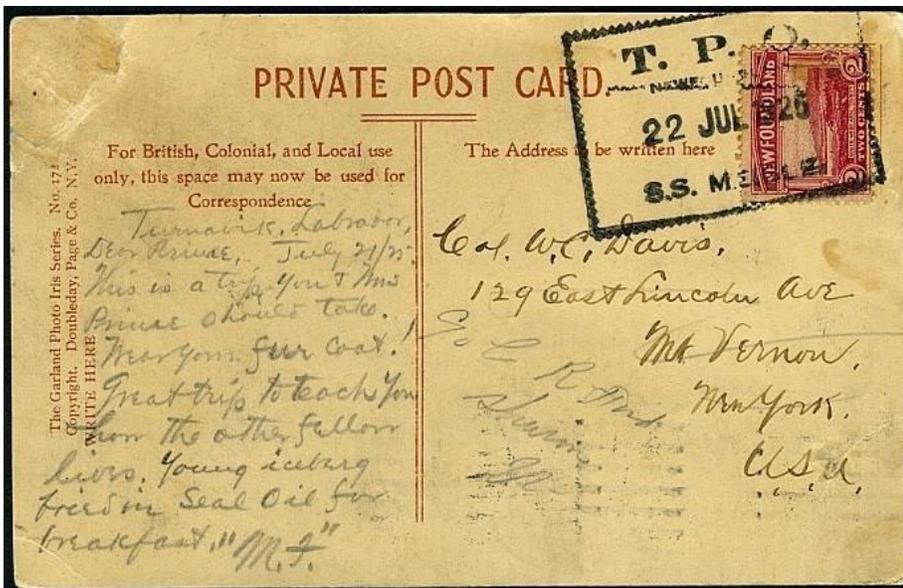
NEWSLETTER OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS

Number 154

January / March 2014

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SCARCE LABRADOR CARD

This picture post card was datelined Turnavik, Labrador, July 21, 1925, and sent with this 1925 T.P.O., by the S.S. Meigle. Two Meigle strikes are known and this is the stronger one. It sold on eBay last September for \$449!

DUES

See Page 16 for our fiscal report and dues notice. As in the past, we owe our gratitude to Martin Goebel, serving as our Secretary, Treasurer and also our Distribution Manager.

NEW MEMBERS

Welcome! George Burse-Hanning, Surrey, British Columbia, Thomas Moyes, San Diego, California, Dennis Amos, York, South Carolina, Jason Moison, Gatineau, Québec, Jim Ruffell, St. Albert, Alberta, Michael Tittley, Gatineau, Québec and Jonathan Woensdregt, Victoria, British Columbia.

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The perfin corner by Barry Senior



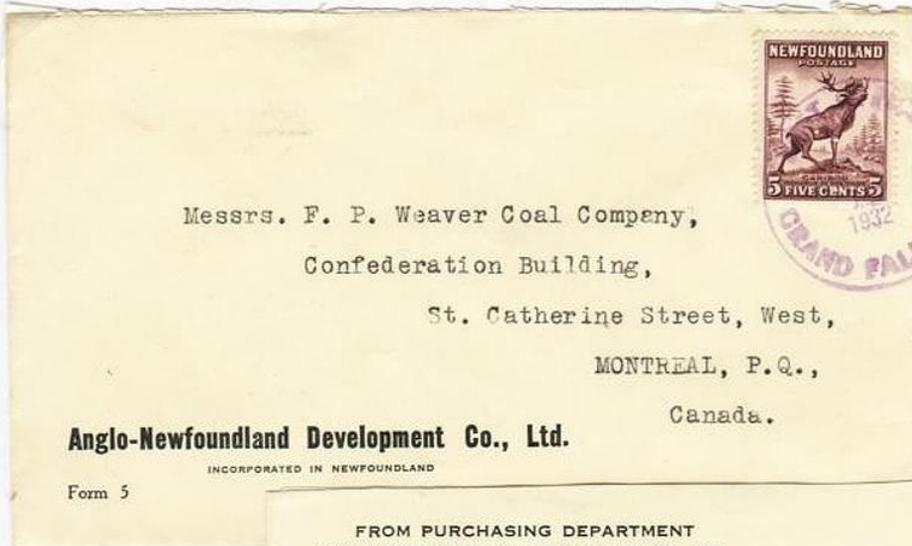
Position 1



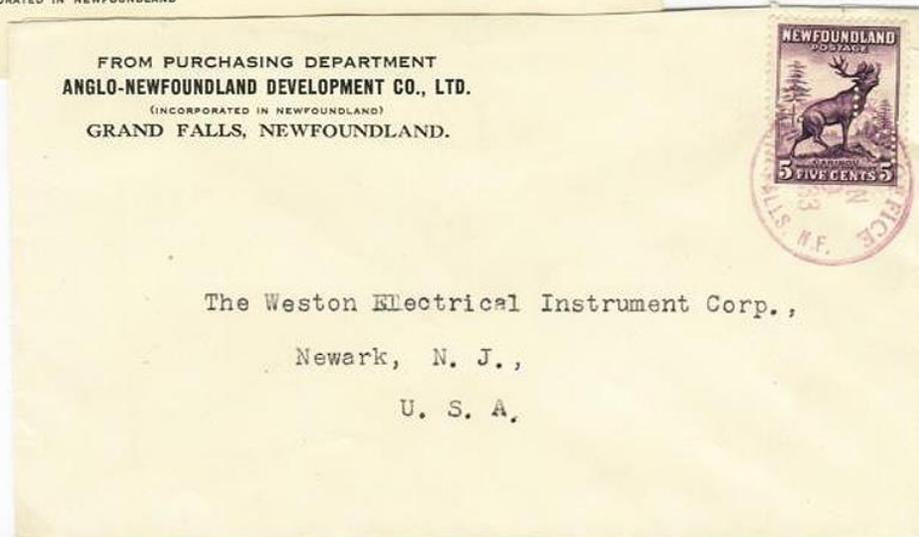
Position 3



Position 5



5 cent Letter Rate
to Canada in 1932



5 cent Letter Rate
to USA in 1933



Position 1



Position 3



Position 5



Position 7

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MULTI-VIEW POST CARDS OF NEWFOUNDLAND

William C. Walton. OTB

I picked up two of these seven cards nearly 40 years ago, and for whatever reason, they intrigued me. But over the next 12 or 15 years, I only located two more, in two different auctions (one in New York and one in Europe). So I gave up, and sent them off along with some other material to Bob Lee. I'd no sooner shipped them than I came upon two more - called Bob and got him to return the ones I'd sent. A bonanza - but I found only one more subsequently, and haven't seen another for perhaps ten years. If nothing else, they're scarce.

Items 1 and 2, below (black & white) are 117-118 x 75-76 mm, and are my earliest usages (Aug. 14, 1902 and Aug. 22, 1902 respectively).



Figures 1 & 2



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MULTI-VIEW POST CARDS OF NEWFOUNDLAND

Fig. 3.

Item 3 (brown lithograph) is the largest card, 147 x 99 mm, and although sent to Sweden without penalty (Sept. 29, 1902) I would guess this was beyond the post card size for UPU.

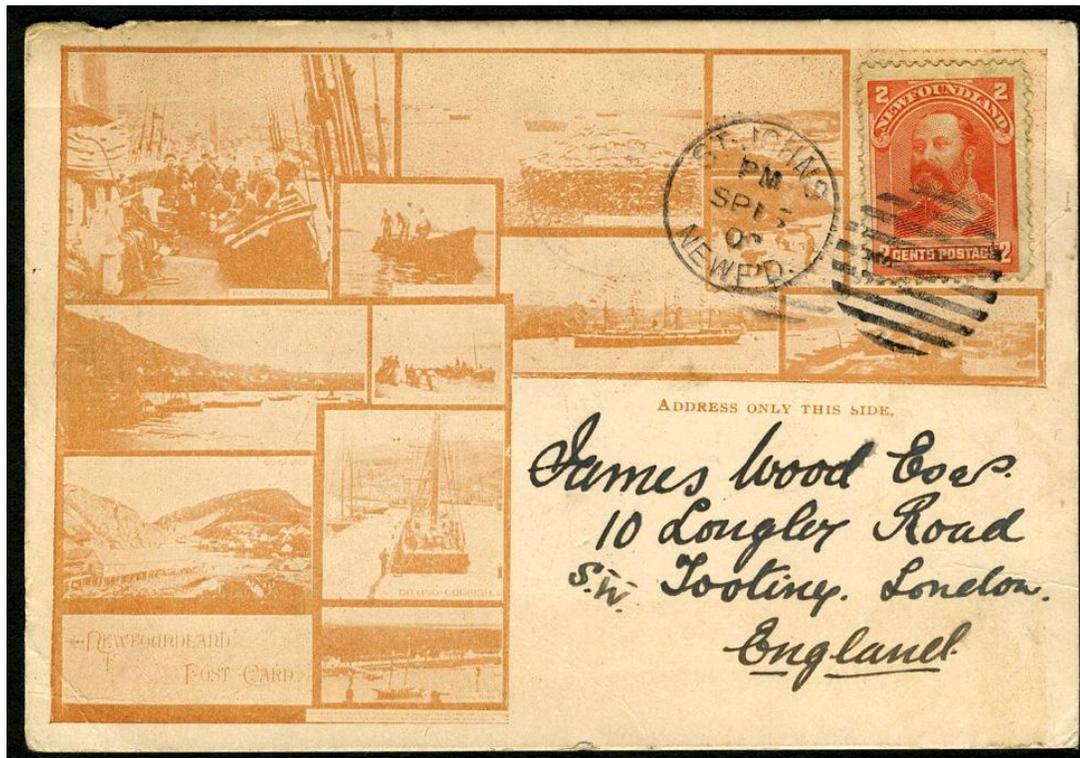
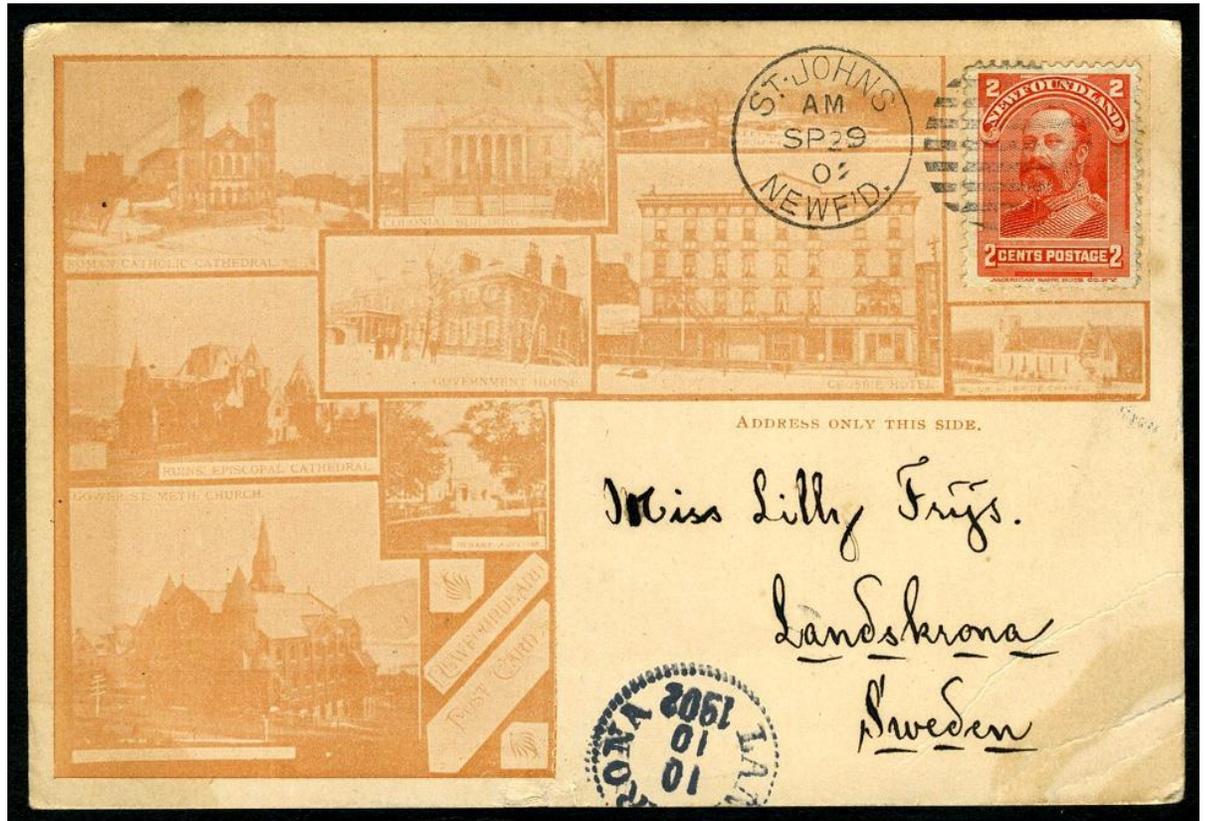


Fig. 4

Item 4, as well as the two on the next page, are smaller, with the three ranging from 137-139 and 95-97 mm, significant size reductions. It is also a brown lithograph, and from Sept. 16 1902.

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Items 5 and 6 (blue lithograph) are both dated June 16, 1903 - item 5 has the same views in blue as item 4 in brown, the only repeat use of views in my material.



Figs. 5 & 6



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MULTI-VIEW POST CARDS OF NEWFOUNDLAND – Concluded

Item 7 (black & white) is 133 x 89, much smaller than the litho 3 to 6, but significantly larger than the 1 & 2 cards. Usage is Oct. 23, 1903. This is Figure 7. It's back is of interest (Figure 8.)



Fig. 7

The message on the back notes an upcoming series of 20 different Nfld. scene post cards. Did these come to pass? Were they to be multi-views, as these cards, or single views?

Ron Mcguire's article on these cards in PHSC Journal 105 (March 2001) showed two examples of these cards with photos more sharply printed than those in my figures 1, 2, and 7. One has the same view array as my figures 4 and 5, and the other as my figure 6. More importantly, the small white panels at bottom – unreadable on my cards except for a few words indicating printing information – clearly read "ENTERED ACCORDING TO THE ACT OF THE LEGISLATURE OF NEWFOUNDLAND IN THE / YEAR 1899, BY J.W. MONTGOMERY, AT THE COLONIAL SECRETARY'S OFFICE" and thus provide a starting date and printer.

The item sequence I've laid out suggests a possible (crude) issue sequence, but this is circular logic and has little validity without other input. I'm hoping that study group members can provide information on additional examples. Contact the Editor or me.

William C. Walton
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Califon, N.J. 07830
WaltonWmC@aol.com

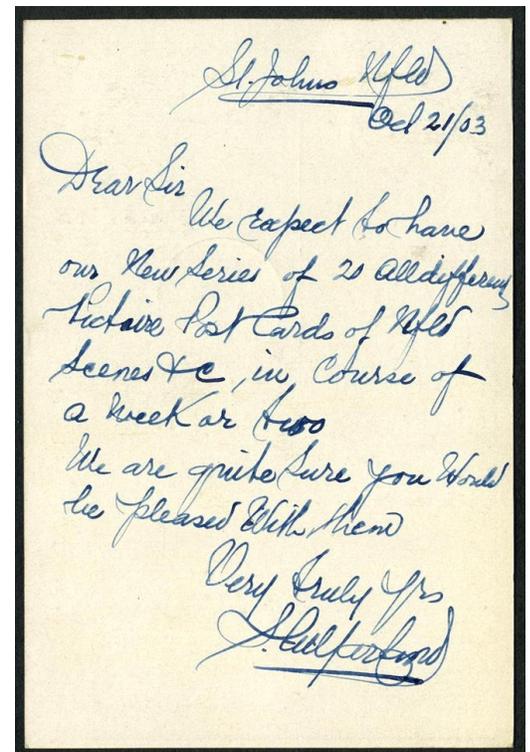


Fig. 8

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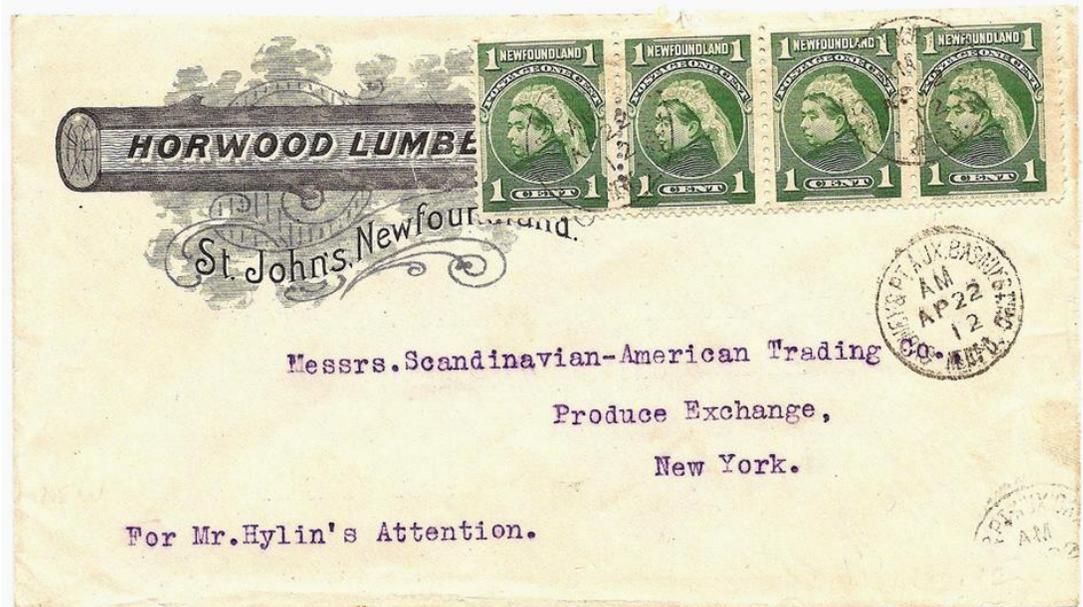
A LATE FEE COVER FROM 1912 - David Piercey, FRPSC

Late fees, additional charges applied by the post office on letters posted after the closing of the mails, are included in Newfoundland's postal regulations almost since inception of its post office. Late fees served the purpose of imposing an additional charge on patrons who insisted on having their letters accommodated even though the post office, by necessity, had already closed the mails. Mails would be closed, as examples, upon the arrival of a vessel in port; or at a specified time before a vessel, or train, was scheduled to leave, and was usually at the discretion of the Postmaster General in order to expedite the processing of the mails already at the post office.

As the arrival and departure of mail ships was a big deal, and involving a relatively complex process, the post office would be having to make up the mails into any necessary bags and bundles, tracking registrations and parcels, and otherwise getting ready to hand the mail over to the ship's purser or mail officer. Any "last minute" attempt by postal patrons to have additional letters expedited was considered an inconvenience, as some sort of additional or special handling would then be involved. A variety of options were tried over the years (including, in the 1880's, a "late office" closer to the docks), but all options included some sort of additional late fee, often working out to about double postage.

I have long been looking for a verifiable late fee cover to add to my postal history exhibit of primarily Nineteenth Century covers, but without success. They should be available, but would most often look like double rate letters, and most usually without any additional postal markings. Because they would be inconspicuous, they

could only be verified by an analysis of sailing dates and the like. I believe they are accordingly under-identified on our collections and thus particularly rare.



Hence I was pleasantly surprised to find one nestled in my accumulation of covers still awaiting detailed personal study and research, specifically on their particular postal routings. The cover above was initially purchased because of its relatively clear "Sydney and Pt. aux Basques T.P.O." postmark and its attractive corner card of the Horwood Lumber Company, St. John's. As the postal rate to the United States was two cents per ounce at this time, I had assumed the four cents postage paid the double weight rate, and thought little further on this. (Continued Next Page)

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LATE FEE COVER

Upon detailed research, a different conclusion was determined. The cover is postmarked April 22, 1912, and there are no other postal markings, either on the front or back of the cover. There is no indication that the paper of the envelope has been distressed by a bulky enclosure which would have incurred a double rate charge. The postmark seems to suggest that it was carried between Port-aux-Basques and Sydney in normal fashion to the cross-Gulf mail transport of the period, but this is really not the case.

First, one must consider the month of mailing (April). During the winter months of January-April of this period the regular cross-Gulf route was regularly changed, as the rail route to Port-aux-Basques would often be impassible due to snow. Mail would instead be dispatched directly from St. John's destined for North Sydney using a Reid Steamships Company vessel temporarily using St. John's as its winter home port.

Next, one must consider the date of mailing. By research into the archives of the St. John's daily newspaper, the *Evening Telegram* (available through the Digital Archives Initiative at Memorial University's website <http://collections.mun.ca/>) I was able to determine that the S.S. *Bruce* was scheduled to leave St. John's the afternoon of April 22, 1912. See the ad below that appeared in the daily newspaper on April 20, 1912 in fortuitous confirmation. As the Reid Company had the mail contract, the U.S.- and Canadian- bound mail would have been placed aboard the *Bruce* at this time.

(The ad also indicates a routing via Port-aux-Basques, which was necessary in order to pick up mail from the west coast and the south coast which had been conveyed to Port-aux-Basques by the South Coast TPO and the Straits TPO steamers.) I should note in passing that this S.S. *Bruce* is the second Reid vessel of this name. The original S.S. *Bruce* was wrecked in March 1911 off Louisburg Nova Scotia, on a winter mail trip. Its replacement vessel, the S.S. *Bruce II*, the "new Bruce", arrived in St. John's on its maiden voyage from its Scottish shipyard on February 12, 1912, and was quickly placed on its winter route to Sydney via Port-aux-Basques from St. John's.

Thirdly, one must consider the late fee which would have been applicable during this period. According to the Yearbook and Almanac of Newfoundland (1912), "*letters posted after the hour advised for closing mail will only be forwarded by mail then being dispatched, if the late fee (two cents) is paid. If fee is not paid late letters will be held for next dispatch of mail*" (page 28). (Concluded next page)

An advertisement for the Reid Newfoundland Company. At the top, a black rectangular box contains the text "REID NEWFOUNDLAND COMPANY." in white, bold, sans-serif capital letters. Below this, the name "S.S. 'Bruce,'" is written in a large, elegant, black serif font. Underneath the name is a detailed black and white illustration of a three-masted steamship at sea. Below the illustration, the text "Will sail from the Dry Dock Wharf, St. John's, on MONDAY, April 22nd, at 1 p.m. for North Sydney, Calling at Port-aux-Basques." is written in a bold, black, sans-serif font. At the bottom of the advertisement, the name "Reid Newfoundland Company" is written in a large, bold, black, sans-serif font.

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LATE FEE

The attribution of a late fee for this cover is now reliably determined through consideration of the above indicators. Mails for the U.S. and Canada via the *Bruce* were closed some time earlier than the time of the *Bruce's* afternoon departure. The cover was instead carried to the dock (perhaps by an employee of the lumber company), the morning of April 22 and given to the *Bruce's* mail officer (the Post Office employee assigned to this route), who, once ensuring the proper late fee had been paid, then dutifully cancelled and postmarked it sometime that morning with his only available postmark, his TPO postmark, and which reads "A.M.", for the morning of its departure.

The lumber company was likely most willing to pay the two cents late fee as it may have been only a nominal cost (above the regular U.S. rate of two cents) in the course of business to ensure the attention of the addressee in New York.

I welcome feedback, and any other interpretations, on this article, and may be reached at dpiercey@telus.net.

RARE G.P.O. POSTCARD – The Editor



This postcard, from the G.P.O. was sent by PMG J.O. Fraser on December 16, 1897. It showed up on eBay in September, 2013. It is one of three types known, from 1895-1898. I am aware of ten of this Type I card, sent from May 5, 1895 to May 7, 1897. I wrote a detailed article on the cards and their usage, in **BNA Topics**, Volume 62, Pages 6-16, April-June, 2005. This issue can be accessed on the BNAPS website, in the Horace Harrison Library.

Basically, Type I listed stamps for sale to collectors at the G.P.O. Upon issuance of the 1897 Cabot set, a Type II card was issued to promote that issue only. I am aware of 14 dated Type II cards. A third card was issued at the beginning of 1898 still listing the Cabot set (but you could only get the one-cent and two-cent stamps as part of a complete set), older issues and the new one-cent and two-cent issues of the Royal Family set. The third card raised the ire of Colonial Secretary J. Alex Robinson who told Fraser to cease and desist, as he felt Fraser was competing with stamp dealers, etc. Only two of Type three are known used.

The backs of the cards often showed supplemental jottings by Fraser. On the above card, he wrote: "No old stamps in office." On the back of another Type I card he wrote "Regret I have no used stamps on hand." **This card drew 11 bids and realized \$103.50.** Not bad for ephemera, eh?? Actually, this is the lowest price I can recall for one of the GPO cards!

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ONE OF MY FAVOURITE NEWFOUNDLAND COVERS -- #3 Part I – Ron McGuire

The appearance of the Editor and J-C Vasseur's survey of the "Usage of the Atlantic Aerial Mail Cachet" in *Newfoundland Newsletter* #148 was timely and a coincidence because I had planned to use my example, figure 1, as my third installment in this series. My cover is #19 on the survey list. It is franked with C2a, the variety with no comma after 'POST' and a period after '1919'. There are seven examples in each setting of 25 stamps. As most are, the stamp is cancelled with a 'killer' type cancel.

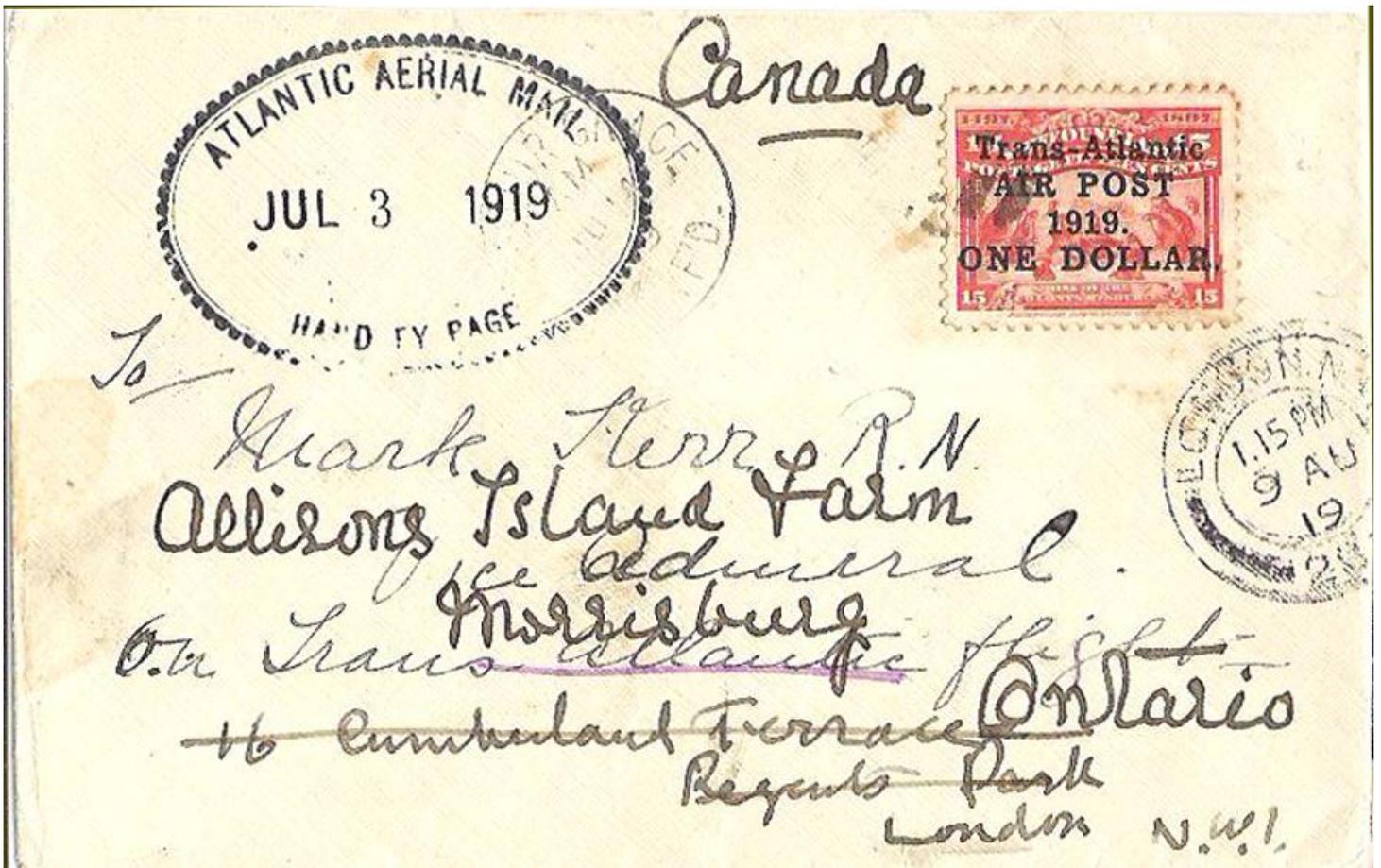


Figure 1

The cover has a faint Harbour Grace CDS 'AM / JU 14 / 19' beneath the cachet, a Parrsboro, N. S. duplex transit 'AM / Jul 7 / 19' on the back and London sub post office '28' double circle on the front. While there is no Morrisburg, Ontario receiver, there is something better on the reverse, figure 2; a notation written by Kerr: 'This has just / come back to me / at Morrisburg', initialed 'MK' and dated 'Aug. 31st / 1919'. [see next page]

The mail was sent from Parrsboro to New York by rail arriving on 11 July. It was to connect with the R34, a British airship or dirigible but because it had left at midnight 9 July, the mail was sent by sea, aboard the Cunard Line's RMS *Mauretania*. The mail was not usually postmarked upon arrival in England, so the London postmark on mine is no doubt a redirection dispatch postmark. (Continued)

ONE OF MY FAVOURITE NEWFOUNDLAND COVERS -- #3

When I acquired the cover I recall being very pleased for several reasons. It was:

1. A nice example with the cachet with the second scarcest date, of which only three are known;
2. Mail from Admiral Kerr addressed to himself, as one of the four crew members, and one of the two pilots, therefore it is also suitable for my collection of mail to or from "notable people";
3. Redirected from London to Morrisburg Ontario, one of my favourite towns on the St. Lawrence River, near Upper Canada Village one the best places to escape from the modern day nonsense and 'return' to the 19th century and simpler times, if only for a day; and,
4. Ideal to 'go with' my collection of real photograph picture postcards and what I believe to be press photographs, some of which are known reproduced as picture postcards, depicting the aircraft and related views. The postcards are unused, on 'Made in Canada' AZO photograph card stock, and appear to be taken by two different photographers, with hand printed captions. [Editor: I believe Jack Clay was one of them]

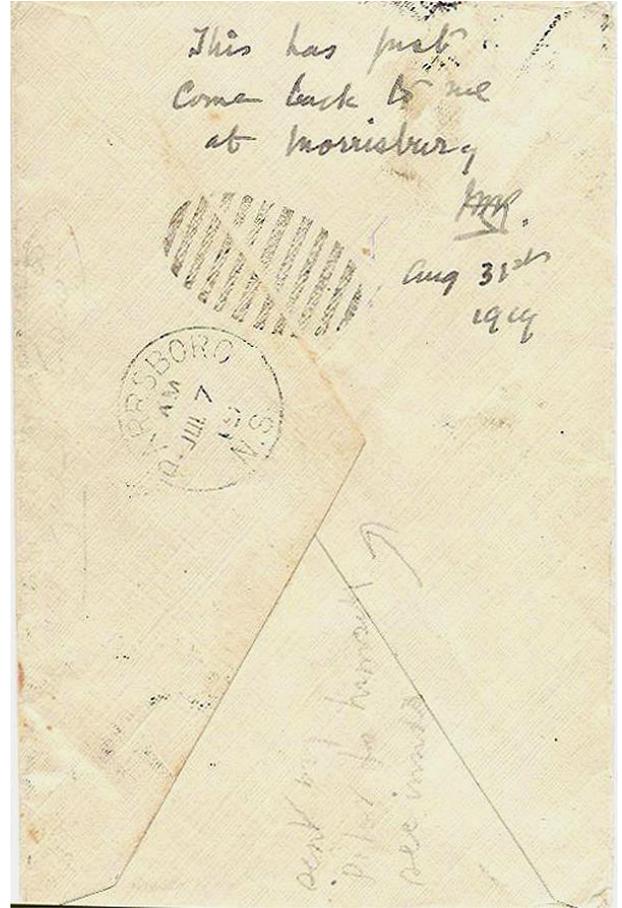


Figure 2.

Here are the four Azo cards:

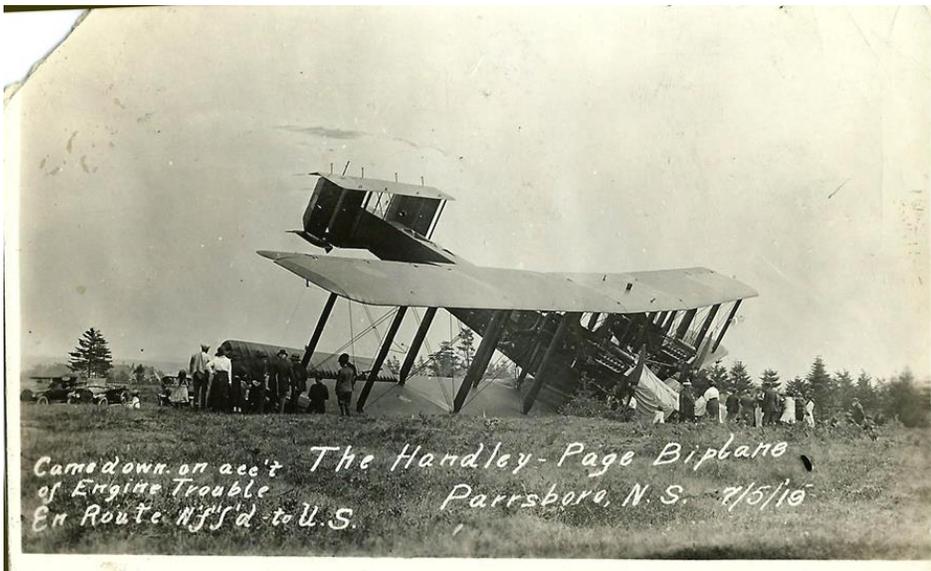


Figure 3. Text Reads:

Center *The Handley-Page
Biplane Parrsboro,
N.S. 7/5/19*

Left *Came down on acc't
of Engine Trouble
En Route Nfld to U.S.*

(Concluded next page)

ONE OF MY FAVOURITE NEWFOUNDLAND COVERS -- #3

Figure 4. Text reads:

*The Handley-Page Machine which
fell, Parrsboro, N.S. 7/5/19 – 4:30AM
En Route, Nf'l'd to U.S.*

[Editor's Note – Person in field may well be Charles Seaman, longtime Newf. Collector, living as teenager in Parrsboro at the time, per biographical notes he provided me in the 1990's.]

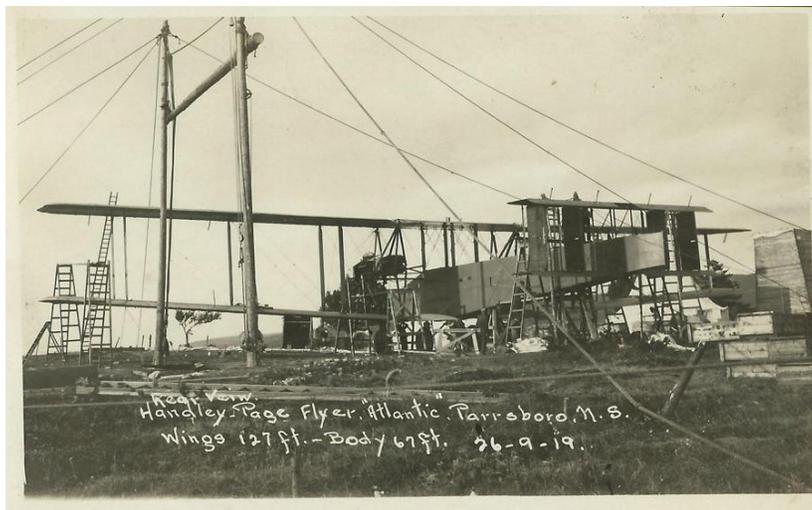
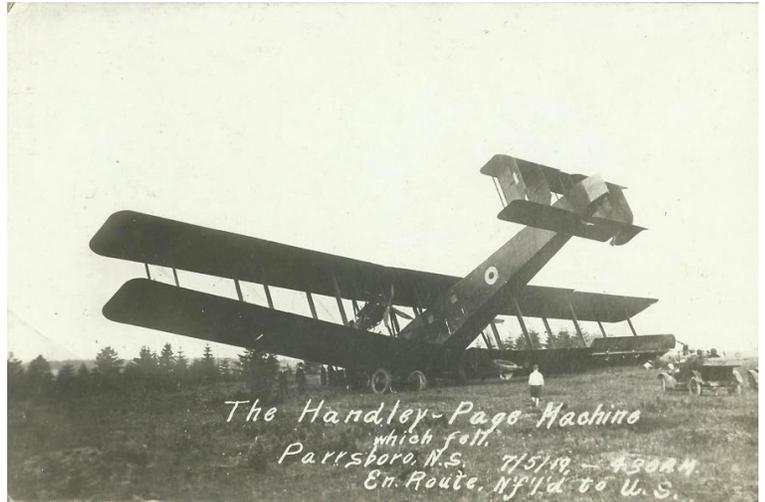


Figure 5. Text Reads:

*Rear Veiw [sic]
Handley-Page Flyer
"Atlantic" Parrsboro N.S.
Wings 127 ft.- Body 67 ft.
26-9-19*

Figure 6. Text Reads:

The Undergear

**PART II – Next issue, more history
and more photos**



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REV. BUTLER PRICE LISTS – Ron McGuire and the Editor

The following list was put together by us with the help of a few other Butler collectors. We would appreciate additional Butler devotees helping to fill in the remaining slots, if other lists exist. We have not added any “wholesale” lists. There is a great deal of collector interest in Rev. Butler and individual pricelists have sometimes exceeded \$50 on eBay. We do not have enough data to provide values for these. Provide any additional information to the Editor, at nrdyer@comcast.net

YEAR	SELL	BUY
1924	Original (with errata)	
1925		
1926		
1927	Original	Original
1928a	Original -Butler	Original
1928b	Original - Map	
1929	Original	
1930	Original	Xerox
1931	1.	
1932a	Original	
1932b	Original	
1933	Original	Original
1934	Original	
1935	Original	
1936	Original	
1937	Original	
1938	Original	
1939	Original	
1940	Original	
1941	2.	
1942	Original	
1943	Xerox of cover	
1944	Original	
1945	Original	Original, or from 1946
1946	Original	
1947	Original	



Price Lists from 1936-1938

1. Known lists were 9" X 5.75" until 1931 or 32. From then on they were 5.75" X 3.5". Lists from 1928-47 were printed in the U.S.A., most if not all by the Owl Publishing Company, 423 West 42nd Street, New York City, New York. (Later lists just show “Printed in the U.S. A.”).
2. A 1940 list is known with the “1940” changed to “1941” a change undoubtedly made by Butler. This could mean that Butler never issued a distinct list for 1941, or was late getting a supply.

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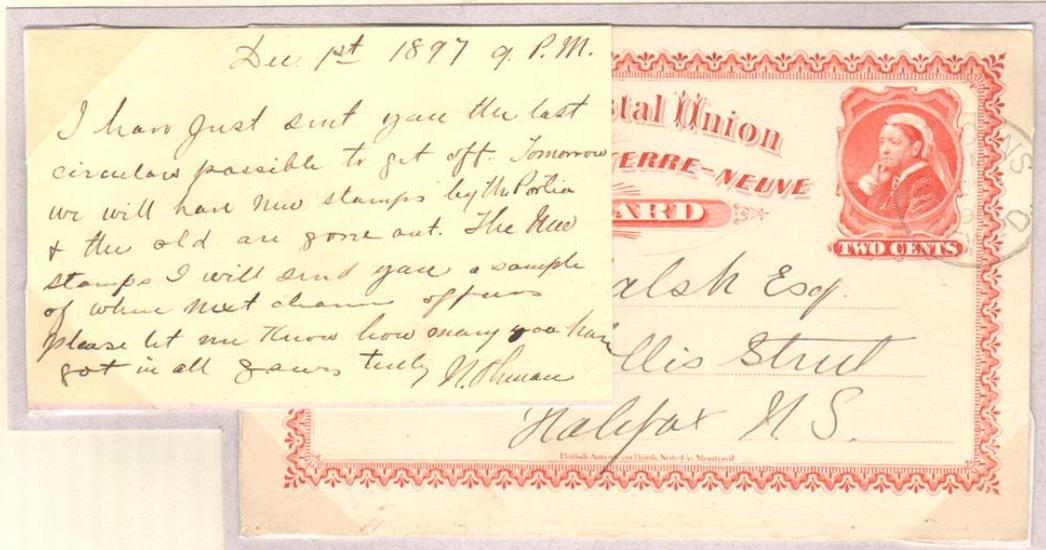
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NEWFOUNDLAND'S 1897 POSTAL SHORTAGE - ANNOTATED

Norris (Bob) Dyer - Page 16.

IMPATIENCE, AND THE END OF THE LINE



Reverse of this DE 1 97 postal card (reduced) reflected impatience of jeweler & stamp dealer Nils Ohman as provisionals were no longer available in St. John's for circular use. He predicted relief on the 2nd – "new stamps" – but they did not arrive.

Below, at the end of the provisional period, a left margin strip of three Type I's was used on DE 3 97 for Canada rate from Greenspond to Halifax, Nova Scotia.



NOTES ON 1897 SURCHARGE EXHIBIT – PAGE 16

Nils Ohman was one of a number of prominent philatelic personages from this era, all of which played roles in the 1897 surcharge saga. They also include William LeMessurier, P.G. Tessier, and E.R. Krippner.

Preparing this page, I could not find a good biography of Nils Ohman in one place, so have cobbled together this piece from several sources – my 2001 article in the October-December *BNA Topics* on the 1889 surcharged postcard (with which he played a major role) and a piece in the *Newfie Newsletter* of March/April 2003. I have not been able to find a photograph of him.

NILS OHMAN

He was born in Boden, Sweden in July, 1843, and trained to become a certified watchmaker. He learned that a John Lindberg, in St. John's, Newfoundland needed a watchmaker, and was hired, landing in St. John's in August, 1869. Nils worked for Lindberg for several years before setting out on his own.

At some point, he used philately to supplement his income. In 1886, a *late letter office* was established in his jewelry store in the Atlantic Hotel Building, in St. John's. From this point on, until he moved with his family to Montreal in 1899, he was in and about all the philatelic goings on associated with the G.P.O.

In 1889, he partnered with Chief Clerk William LeMessurier Jr in the "Newfoundland Stamp Company". This was about the time of the infamous 1889 surcharged postcards, which were sold almost in their entirety to Ohman. The only known used cards within period are from LeMessurier Jr or Ohman. He continued to profit by his close relationship with the Chief Clerk, even after they dissolved their partnership in 1892 (under the stern eye of the Postmaster General).

Although there is no evidence Nils inspired the unnecessary 1896 re-issues which were only offered at selected windows, Robert Pratt cites one witness who said "Ohman, the jeweler and stamp dealer, was the first to receive them and got a goodly amount, quantity unknown."

In October, 1897 Nils got into some trouble when caught with smuggled jewelry. It was seized and sold for \$220. Things had not been going well for him, in any case, as he had filed for bankruptcy the month before - all this just shortly before the time of the postcard on my exhibit page. He was officially back in business in 1898, however, with his own shop as watchmaker, jeweler and stamp dealer. He helped redeem himself in February of that year by turning in some forged surcharges on the 1897 issues (more of that in the next issue).

Nils' granddaughter opines that economic problems in St. John's precipitated his move to Montreal. I believe he may have given up on the stamp business at that time. He died in 1936.

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Financial Statement as of December 31, 2013

	Item	Debit	Credit
Dec. 31, 2012	Balance Forward from Previous Year		\$1,367.70
	BNAPS Stipend and Membership Credits		230.00
	59 Membership dues ^(14 memberships were paid in advance in 2012)		612.04
	6 Membership dues paid in advance		65.31
	Newsletter reimbursement (advertising)		0.00
	Donations		146.31
	Service Charges (Cheques, etc.)	6.00	
	Newsletter Postage (4 issues)	278.44	
	Paper and Copying	542.90	
	Misc. Stationary and Postage	11.25	
	Totals	\$838.59	\$1053.66
Dec. 31, 2013	Balance on hand		\$1,582.77

-----&----- **Membership Application / Change of Information Form** -----&-----

BNAPS Newfoundland Study Group

Name: _____

Address: _____

Postal Code: _____ **Email:** _____

Telephone: (Home): _____ (Office): _____

Annual dues: Canadian Dollars \$13.00 \$5.00 (email only)
US Dollars \$13.00 \$5.00 (email only)
British Pound £8.00 £3.00 (email only)

Please make your cheque or money order payable to:
BNAPS Newfoundland Study Group
Care of the Treasurer
Martin Goebel, 13 O'Mara Place, St. John's NL A1A 5B7, Canada
Goebel@nf.sympatico.ca

*All new members are requested to kindly remit a copy of this form for accounting and mailing.
Thank you!*