

THE NEWFIE NEWSLETTER



NEWSLETTER OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS

Number 156

July / September 2014

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SLANTED SURCHARGE

A debate has ensued as to how much slant is enough to catalogue a Dornier surcharge as “noticeably slanted” - per NSSC and UNITRADE. This is the grandfather, measured at 3.3% slant by Vincent G. Greene. It has a long history, being last sold by Gärtner in 2012 for about \$4,900. “Slightly slanted” will be those more than 1%, it seems, but less than 3.3%.

Addenda to an Unlisted Newfoundland Post Office – *Carl Munden (Page 4-5, NN#155)*

Originally I was following a “normal” coastal boat schedule which was May to December. It appears that the Winter of 1909 was not a “normal” one. The S.S. Clyde left St. John's on May 7 to resume service for Notre Dame Bay. The ship took until May 12 to get as far as Pool's Cove Bonavista Bay where she was trapped in the ice until June 3 and did not arrive in Lewisporte until June 7 and resumed service the next day. By that time our cover had already reached its destination! Many thanks to Brian Stalker for that information. This meant that the mail from the Leading Tickles area came overland by courier from there to Botwood(ville) where it was taken to the nearest rail pickup at Norris Arm and on to St. John's. This was the explanation of the time lapse of 18 days from Leading Tickles East to St. John's and also the lack of a TPO marking.

NEWFIE WORKSHOP AT BNAPEX2014???

We will let you know by email.

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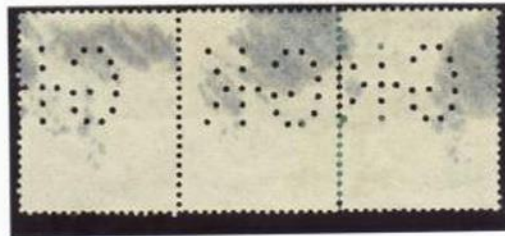
The perfin corner by Barry Senior

George Knowling Limited - Type G5

In 1868 George T. Knowling arrived in St Johns from England to work in the Import / Export business of his uncle. Upon the death of his uncle in 1886 Knowling took over the business and soon the name had been changed to George Knowling Limited. The company consisted of properties at 223 - 227 Water Street and 389 Water Street. In a stroke of luck both survived the Great Fire of 1892. This resulted in Knowling having one of the largest business empires in the city by the turn of the century. It is believed that this was the second Newfoundland company to use perfins after the A.N.D. Company. The period of usage seems to be from late 1914 up to October of 1922 .

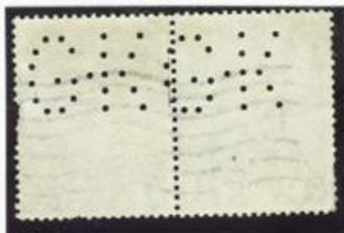
Perforator Die Plating

This perforator was a two die machine as shown here. By running a vertical line between the outermost tips of the slanted leg of the "K" and measuring the gap to the back of the "G" we get a spacing of 3.5 mm. The strip of three has a 6.5 mm gap from the right edge to the "G" with no evidence of any other perforations. If another die were part of the pattern it would be evident here. Likewise, the gap between the left pattern and the center pattern is 13.5 mm, again inconsistent with the two die spacing.



Die 1 Die 2 Die 1

The two patterns on the right are the standard 2 Die Pattern.



Die 1 Die 2
Punched in one operation



Die 2 Die 1
Punched in two operations

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The perfin corner by Barry Senior

1897 Cabot Issue

The earliest issue known with a G.K. perfin is the Cabot Issue of 1897.
The 4 cent & 6 cent values are Discovery Copies, no other stamps of this issue are recorded with a G.K. perfin.



Position 7



Position 1

1897 - 1901 Royal Family Issue

The two cent orange, three cent and four cent values are recorded. The 3 cent is shown in all known positions while the 4 cent positions 1, 3 and 7 are ALL Discovery Copies.



Position 1



Position 3



Position 5



Position 7



Position 1

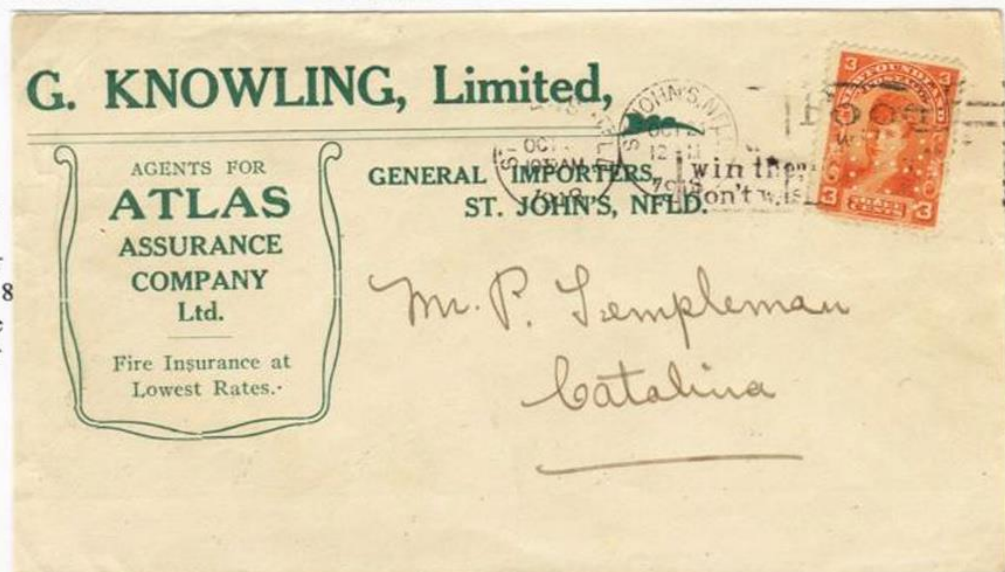


Position 3



Position 7

The only recorded
3 cent cover paying
the Inland Letter
rate and 1 cent War
Tax in October, 1918
This 3 cent Wartime
Printing was just for
this purpose.



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1897 JUBILEE COMMITTEE COVERS - Doug Hannan

I have checked the reference material in my possession and on the internet and have a few items of interest from 1897. It was the Centennial Year for Newfoundland and was also the Jubilee Year for Queen Victoria. This led to numerous meetings and discussions with the government to support both celebrations. After considerable lobbying from interested parties wanting to have the government support separate celebrations for both, the Government agreed that its major support and financial backing would be for the centennial celebration because it was for everyone. It also agreed to have a separate committee for the supporters of the Jubilee celebration and offered to match the sum of up to \$1200 that this committee could raise towards the costs. I believe then that being a government supported committee that they were given free franking privileges to correspond with supporters around the province and that the two covers I am showing were the result of the fund raising and monies being sent to Mrs. J. Murray the committee treasurer.



This cover was purchased from Terry Harris and here is how he described it:

"This auction is for a very rare and unusual cover which was sent to the Diamond Jubilee Committee located in St. John's, Newfoundland from Twillingate and was sent via registered mail to St. John's. You will notice there is only a three cent SC60 whereas the Committee had free franking which meant they only had to pay the registered charge, so it is a correctly franked cover...with an oval registration mark..."

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1897 JUBILEE COMMITTEE COVERS - Doug Hannan



Similar cover to one on previous page - from La-Poile, May 6 97, to the Committee

A third cover is not related to Committee mail, but demonstrates consistent handling. It was sent by the Custom Department in 1897, and is an example of how government departments which had free franking privileges had to pay the three-cent registration fee. It is a local cover from Harbor Grace.



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

HANDLEY-PAGE



**Handley-Page crew members: Mr. Wyall. Radio, Colonel Steadman, Technical Adviser,
Admiral Kerr & Major Brackley, Pilot**

In his book, "Land, Sea and Air---Reminiscences of Mark Kerr" [1], Rear Admiral Sir Mark Edward Frederick Kerr [26 Sept. 1864 - 10 June 1944] records his exciting life. He was commander of the Greek navy in WWI and helped keep them out of the war. Kerr learned to fly and was the first British flag officer to become a pilot. He assisted in the establishment of the Air Ministry and was the only Admiral to join the RAF and became a Major General. Kerr took his pilot's Royal Aero Club flying certification in a Sopworth seaplane in July 1914. Eventually he held the Air ministry's pilot certification for "all classes of heavier than air machines". His claim to aeronautical fame was making the second and third longest flights ever made across country and sea in 1919 and, unlike many of his contemporaries did not die in an air crash. This certainly substantiates that he was a competent pilot, as well as very fortunate. He was knighted by King George V for his contributions and service to Britain and, its once mighty Empire.

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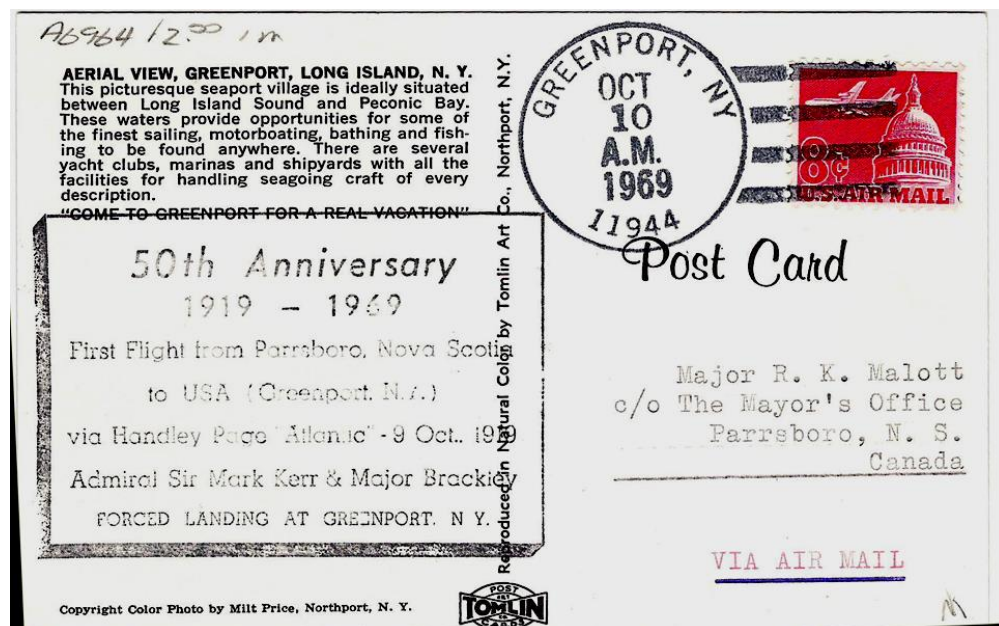
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ONE OF MY FAVOURITE NEWFOUNDLAND COVERS --#3 Part III - Concluded

The 50th Anniversary of the Handly-Page flight was commemorated by Major R.E. 'Dick' Malott. There is a colour ca 1960s, picture postcard depicting an 'Aerial View, Greenport, Long Island, N. Y.', this is where Kerr landed the 'Atlantic', as the WWI bomber plane was named, at 11.30am 10 October 1919. I know Greenport and other places well as I often spent time on the Island when I lived in New York City from 1965 to 1970. The Island was a great spot year round when I wanted to escape from the noise and pollution of the city. The reverse, has the cachet he prepared with the following text in various size fonts applied in the message block below the caption, in black ink:

'50th Anniversary / 1919 - 1969 / First Flight Attempt Newfoundland to USA / Via Air Non –
Stop / Admiral Sir Mark Kerr & Major Brackley / Handley - Page "Atlantic" –
4 July 1919 / Crashed at Parrsboro, Nova Scotia.'

The postcard is franked with an 8 cent USA airmail stamp, Scott C64, paying the airmail postcard rate to Canada had abolished its special postcard rates on 1 November 1968, and postmarked in Greenport on 10 October 1969.



Unlike the majority of Dick's numerous flight commemorations, normally on number 8 size envelopes, he told me he did very few for this commemoration on these postcards. His other covers to complete the set of three were postmarked on the appropriate dates in:

- Harbour Grace on 4 August 1969, with the cachet in red ink,
- Parrsboro on 9 October, with the cachet in blue ink and of course,
- the majority for Greenport, on an envelope, with the cachet in red ink, appropriately franked with the USA 'first man on the moon' ten cent commemorative, Scott C76, paying the letter rate to Canada.

1---Kerr, Mark, Admiral RN, Major General, RAF, Longmans, Green and Co., London, 1927, I-X plus 406 pages with many illustrations,

FOLLOW-UP: VARIETIES OF THE MULTI-VIEW POST CARDS

Contributors Brian Stalker and Doug Hannan

Editor's Note: In the January/March newsletter (Pages 3-6) William Walton shared his collection of multi-view cards from the first decade of the 20th century, created by J.W. Montgomery. Although all seven cards were distinct, there were only five basic photo displays. Brian Stalker and Doug Hannan have three varieties to add, but with no new photos. Please compare these to Walton's cards. Based upon these varieties, it appears Montgomery was experimenting with different sizes and colour stock, and that usage occurred at least until 1908.

Robert Gillespie Reid and his three sons

R G Reid Snr

William

Robert Jnr

Harry



This card submitted by Brian, features family members of the Reid shipping company. It is the same design as Figure 2 of Walton's cards, but black and white on a white card, and larger at 134 X 90 mm. It was sent from St, John's on May 7, 1904. Walton's was from August 22, 1902.

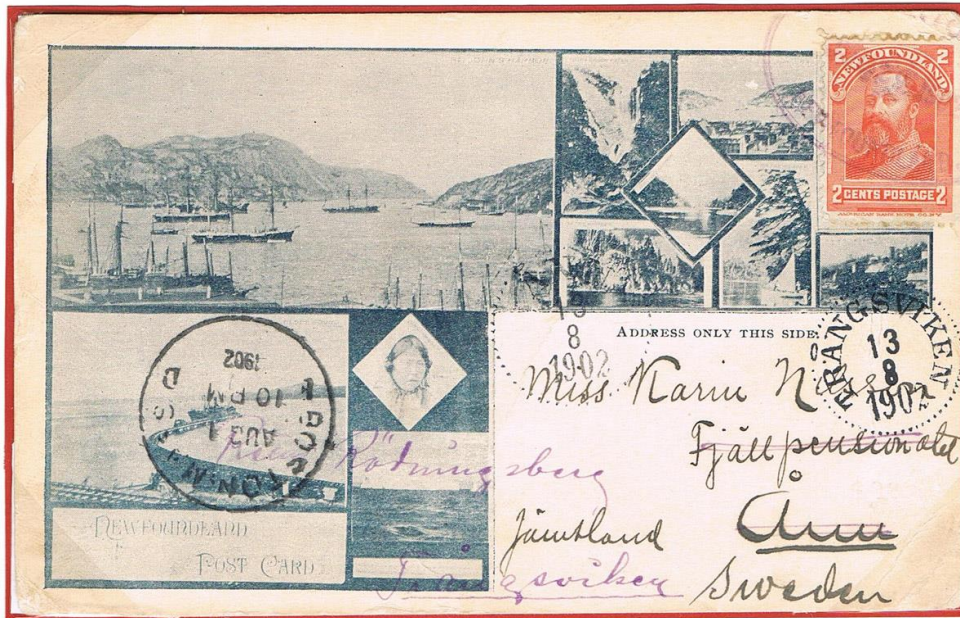
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MULTI-VIEW CARDS

Brian Stalker's next card is greeny/blue or bluey/green on light buff card, with the overall card size 146 x 92, from St John's JUL 29 1902. It has the same photo display as William Walton's Figure 7, but is somewhat larger than Figure 7, which was 133 X 89 mm. It was sent 14 months earlier.



Doug Hanna's contribution, below is also another variety of Walton's Figure 2. This is a card with the same images as item 2 but in a larger size (134 x 89) which is the same size as item 7. Doug also notes that as in item 7 the "ADDRESS ONLY THIS SIDE" message has been removed. It was written on Sept. 8th from Green's Harbor and travelled on Sept. 9/08 Via C.B. RAILWAY T.P.O. via St. John's and on to Glenwood. This is the latest date known of usage.



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"My Dad – Dr. Wilkinson" As told to Capt'n Bruce Robertson, Part II

There can't be too many collectors of Newfoundland philately who have not seen the distinctive covers sent from many varied Newfoundland (Nfld) outports during the 1950s and 60s to Dr. Wilkinson at the Cottage Hospital at Old Perlican

Dr. A.A. Wilkinson was a collector of Nfld., especially its postal history. In Part 2 we look at Dr. Wilkinson's second interest in early/middle era Nfld postal history, and ponder how he might have built up the collection and why he decided to sell his collection in the mid 1960s – effectively ending his participation in the hobby he had followed since boyhood.



Fig. 6. Recorded multi-stamped cover from Cape Ray (S.W. coast). Reduced left margin.
Fig. 7. (Below) Recorded multi-stamped cover from Hare Bay, BB (Bonavista Bay)]



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WILKINSON – Continued

Looking back

His daughter Sharon recalls as a young girl, taking a peek into her father's boxes of 'old documents' he had stored with his stamp albums. She takes up the story:

“ I do remember a couple of boxes of what looked to be very old correspondence on his bedroom floor beside his desk - official-looking envelopes, stationary, etc. For some reason I have associated this with his stamp-collecting activities, and I also believed the source of this material was the old Court House and former jail in Harbour Grace (maybe I snooped and read some of the letterhead or addresses). Anyway - this old building in Harbour Grace would have been a rich source for such material - Harbour Grace had served for a period as Newfoundland's official capital town. Dad's close association and friendship with his law enforcement friends in the region (Royal Canadian Mounted Police officers stationed in the area), would have positioned him to gain such access to old materials about to be discarded. Certainly Dad's position as a hospital administrator also placed him well to receive and see mail with interesting stamps. And he could solicit aid in this endeavour from countless colleagues and professional acquaintances in his shared line of work”.

We know that Dr. Wilkinson was in contact with several stamp dealers, and subscribed to various stamp magazines – whilst his membership of BNAPS would certainly have offered avenues for acquiring material. With the lack of any other information however, Sharon's theory of old documents saved from Harbour Grace chimes with the times. Like most of the outport settlements, Harbour Grace underwent several administrative and economic changes as the government struggled with trying to rationalize infrastructure, sustainable economic activity and community services in these remote settlements. Against this background, it is not unlikely that what might have been considered worthless junk and old files were being trashed – and that Dr. Wilkinson had somehow managed to rescue some of this material.

Nobody has any knowledge of why, apparently 'out of the blue', Dr Wilkinson decided to dispose of his postal history collection. Money does not appear to be the motivation, the two eldest children were away at school, but this was not thought to be a drain on family finances. The doctor had many other interests and pastimes including poetry, reading and classical music – perhaps he no longer felt the attraction of his stamp collection, and wanted to see it disposed to those who would appreciate it. This fits with the doctor's character of generosity and sharing with others – although still leaves the question of his choice of auctioneer – H.R. Harmer of Bond Street, London England.

The H.R. Harmers sales

The history of Harmers is somewhat complicated and would merit an article on its own, although their operation in New York was an important auction house, having handled President FD Roosevelt's collection. (the current Harmers Inc of New York is a somewhat distant philatelic relative). Dr. Wilkinson's son Bob suggests “my theory on selling in Britain rather than on this side of 'The Pond' has to do with Dad's roots. He was born and grew up in the Newfoundland that was still a British colony. His father was British, having emigrated from Britain in his youth. Those associations and ties run deep, and even to this day remain surprisingly strong, particularly in rural areas”.

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WILKINSON - Continued

It can be fun to peruse old auction catalogues such as these. We have no way of knowing which were lots from Dr. Wilkinson's collection – but the lots illustrated here are listed together with their estimates and actual selling prices in the Endnotes¹ Prices are on Page 14.



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WILKINSON – Continued

The Wawa years

To all intents and purposes, Dr. Wilkinson's philatelic interests ended with the Harmer's London auctions. However, a delightful postscript to the story is provided by a long-term resident of Wawa, Bob Avis, the retired owner/editor (1977-2007) of Wawa's local newspaper *The Aloma News Review*. Bob takes up the story:

"One afternoon I entered the post office (no mail delivery in Wawa) and noticed a woman sticking masses of stamps on parcels that I could see her removing from full sheets of Newfoundland stamps. As you probably know, unused Newfoundland stamps remain valid for postage in Canada to this day since the colony became a Canadian province in 1949. I approached the woman, who turned out to be Barbara Wilkinson, the Dr.'s wife, and tentatively asked her if she would sell me some pieces of the sheets she was breaking up for postage. She agreed readily and I picked out a few pieces from the seven or eight sheets she was working on.

She then added, "We have a lot more of these at home. Are you interested?" I said of course I was, and she took my phone number and promised me the Doctor would call. And so he did. That same weekend he invited me to come to his house to see what he had. I went over at the appointed time and soon found myself sitting on their living-room floor, going over stockbooks and file envelopes, feeling like a kid in a candy store. He had many complete sheets of Newfoundland stamps and bits of relatively scarce stamps. He told me I could take whatever I wanted at face value. I pointed out a couple of items that were worth many times face value at the time, but he insisted that face value was all he wanted. After all, he could use them for mail at that rate. Take what I wanted. It was 'bonanza day' for me"

Bob goes on to say "As far as the man himself, I was not really well acquainted with him. I believe Dr. Wilkinson was the staff surgeon at Lady Dunn General Hospital in Wawa. He had a very high reputation among his patients. He was well liked personally".

Dr. Wilkinson died in St John's Nfld fighting cancer, a relatively young man of 59 in late-January 1979. He retained his membership, No 933 in BNAPS right up to his death – thus never quite closing the door on what had started as a boyhood hobby some 50 years earlier.

¹ All the covers illustrated in this article have interesting backstamps, which can not be illustrated here in this article, due to space restrictions. A list of the backstamps is:

Fig. 6. Black circ. ST. J. & P.A.B. R.P.O. 30 MY 56; Double rim black circl. ST JOHN'S NFLD31 V 1.30PM 1956

Fig. 7. Black circ. ST. J. & P.A.B. R.P.O. NEWFD26 V 56; Double rim black circl. ST JOHN'S NFLD 26 V 3PM 1956

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WILKINSON -Conclusion

¹ There were two separate auctions.:

'Newfoundland'. The Major portion of the Collections Offered by the order of Dr. R. Willan of Shaw, Lancs and Dr. Allan A. Wilkinson of Newfoundland. Oct 26,27 – 1964; and 'Newfoundland Canada & Provinces' including a portion of the Collection offered by order of A. Kennedy Kisch Esq. of Newcastle, Co Wicklow, Eire, and a further selection of the Collection offered by order of Dr. Allan Wilkinson of Old Perlican, Newfoundland. January 2, 3 – 1967. It was common auctioneering practice to split and mix different collections to ensure an interesting range of material. Whilst Capt'n Bruce was unable to find any trace of Dr Wilkinson's 1967 selling 'partner' A. Kennedy Kisch, Dr R. Willan was a past President of the Canadian Philatelic Society of Great Britain and Secretary of its Newfoundland Special Subject Study Group.

¹ Here are brief descriptions of the lots from the 1964 Harmer's catalogue illustrated in Fig 8 and the sale prices realised. Please note Harmers appeared to write St John's without the apostrophe throughout the catalogue.

Lot 2 Slightly torn letter to New York, with crowned circle "Paid at St. Johns Newfoundland" in red, red "7". Black circular "St Johns Newfoundland DE 11 1846" and Halifax Nova Scotia "De 16 1846" markings (E £17 to £20) Sold £18.

Lot 3. A double letter sheet addressed to Quebeck, with pre-paid MS "4" and circular "PAID AT ST JOHNS, NEWFOUNDLAND" markings in red; MS "1/8" and "MORE TO PAY" in black, and fukk transit and arrival markings, dated 1848 (E £18) Sold £31.

Lot 5. A single letter sheet from Harbour Grace to Edinburgh, circular "HARBOUR GRACE PAID" and MS "3" in pmk. marking in red; black circular "HARBOUR GRACE SP £ 1852" and full transit and arrival pmks. (E £15 to £20) Sold £26.

Lot 57. 3d green, large margin at bottom, tied to entire to King's Cove, red "ST JOHNS NEWFOUNDLAND PAID AU 1 1860" and black "TRINITY AU 5 1860" pmks., the envelope has tiny tear and flap missing (E £20 to £30) Sold £18.

Lot 8. A folded double letter sheet addressed to Poole, England, bearing red circular "FOGGO PAIF" and MS "2/-" in pmk. marking "FOGGO FE 16 1863" and St Johns and Pool dated pmks. in black (E £20). Sold £29.

Lot 93. 3d green, large margins practically all round, well tied to entire o Carboear, Dated "ST JOHNS NEWFOUNDLAND PAID OC 22 1868" in red and Carbonear arrival markings of same date in black. With B.P.A. Certificate (1953). (E £35 to £40). Sold £36.

Lot 119. 4d rose-lake, a slightly rubbed copy with margins all round, large three sides, well tied to letter wrapper to Baltimore, red circular "ST JOHNS NEWFOUNDLAND PAID 19 NO 1862" and black circular "BOSTON BR PKT" dated pmks. (E £25) Sold £25.

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Norris (Bob) Dyer - Page 18.

On Saturday, December 4, 1897, a new red 1¢ Queen Victoria stamp finally became available, along with a new 2¢ Prince Edward stamp as the 2¢ Cabot would soon be depleted, also. No longer would the public and vendors suffer from a lack of 1¢ stamps. The cover is from **MR 29 98**, paying the 3¢ inland rate.



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NOTES ON 1897 SURCHARGE EXHIBIT – PAGE 18

On December 2nd, 400,000 each of the red Victoria and orange Edward arrived at St. John's on the "Portia". Per Robert Pratt, the *Evening Telegraph* of December 6th reported the following:

The postal Officials were kept by Saturday (Dec. 4) rushing out the new issue of 1 and 2 cent stamps. Several hundred dollars worth were disposed of for the "PORTIA'S" mail, while not a few were purchased up to closing time to send by the "BRUCE'S" mail this morning. This could be quite a source of revenue to the Colony.

John Walsh shows *December 7th* as the EKU of both the red Victoria and orange Edward in the Newfoundland Specialized Stamp Catalogue. Two covers are known from that date. It is strange that purported covers carried on the PORTIA or BRUCE have not surfaced. In any case, the shortage of 1¢ stamps was over and the provisional period at an end.

The red Victoria and orange Edward (also wrong shade under the U.P.U.) were the first two stamps in the 1897-1901 "Royal Family" set. They would be reissued in more appropriate green and vermilion shades in June, 1898. Therefore, as indicated on the exhibit page, the red Victoria would also have a relatively short "shelf life" like the surcharged stamps, and the preceding 1¢ green Victoria of the Cabot issue. The green Victoria would serve as *the* 1¢ stamp until 1910, on the other hand.



1¢ green Victoria replaced the re version in mid-June, 1898

This ends my series on the 1897 provisionals. There is still more to be learned, especially about the trials and rare varieties. For those who want to look more closely at the story of the red queen, I refer you to ***The Short Reign of the Red Queen***, BNA Topics, Volume 69, Number 3, July-September, 2012, pages 24-37.