

THE NEWFIE NEWSLETTER



OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS

Number 166

January, March 2017

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PERKINS BACON TRADE SAMPLES

The Griebert card is presumed to have been prepared about 1920 as Mr. Griebert passed on in 1921. It is an interesting use of an unused essay. The 3d Newfoundland die in the montage is from Die II, the unused essay. Griebert was a London stamp dealer. This was probably used on a letterhead. The bnaps.org site now has a PowerPoint presentation by C.A. Stillions on Robert Pratt's slides that belong to the Collectors Club of Chicago.



You can access it from Page 1. on the website, under "What's New". There are many examples of Newfoundland trade samples.

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HOW TO CONVERT A \$1,500 COVER INTO A \$750 COVER

by Ron McGuire, OTB and Bob Dyer, OTB

RON: The cover below was offered to me by a local dealer. I refused it in disgust. Soon after, to my total amazement, he found a ready buyer for what I think is a 'sacrilege' ---- but someone thought differently and paid quite a hefty price for it (considering what it was!).

BOB: I have not seen this before, but it was obviously carried on the 2005 recreated Vimy's flight, piloted by Steve Fossett, and Mark Rebholz, whose signature is on the back (not shown because of space limitations). The postage to Ireland was \$1.45, and that is correct here, along with the special cancel for covers carried on the flight. I expect Mark carried this for a friend. The Irish receiver is one day later than on the 500 official covers carried, and on a 60¢ Irish stamp. There is no return address. I expect Mark had this done the next day, after a good sleep, and carried it back to the U.S.



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NEWFOUNDLAND LOBSTER STAMPS – NEW INFORMATION

by Barry Senior

Norris Dyer's article on Newfoundland LOBSTERS stamps in Issue 164 of the Newfie Newsletter piqued my interest as these were something I had not seen before. I did a little searching but could find nothing specific about them to add to the cause. Then a few days later while scanning an online auction I saw the same stamp that Norris had shown in his article. The write up is nearly identical so it appears the same source was used in each case, no argument there.

Fast forward to my vacation and a visit to a local antique shop, while looking through the many items available, my eye caught sight of something familiar, could it be, a Newfoundland LOBSTERS stamp. However it was not just one but several and just to make things really interesting there were Newfoundland SALMON stamps as well! To say I was surprised is an understatement. I quickly paid the asking price for the accumulation despite the fact that many were folded or stuck together and the entire lot was held together by one of those large paper clamps that could damage the stamps just from the clamping force exerted.

As you can see in Fig. 1 there are some differences in the new find and the original reports. First of all these are perforated (12x12) instead of Rouletted. The next difference is that in addition to the "Tracking" number in black the new stamps also have "1 LB. NET" in red. This could indicate that these stamps were actually meant to be affixed to each 1 lb. can of finished product and was not meant for compensation for the fisherman although that would be pure speculation at this point in time. The third difference is that while the original stamps were without gum these are fully gummed



Fig. 1

Now let's continue on to the second part of this little find, the Newfoundland SALMON stamp, (Fig. 2). This is similar to the original Lobster stamp in that it is rouletted, the design is similar and they have a tracking number but the SALMON stamps are printed in green with the 1 LB. NET being printed in blue. Like the newly found Lobster stamps these also have full gum.



Fig. 2

And so folks, the mystery continues; why were they used, when and by whom? The fact that they indicate a Net weight indicates to me that they were probably affixed after processing and were therefore used by the packager and not the fisherman, but that remains to be seen.

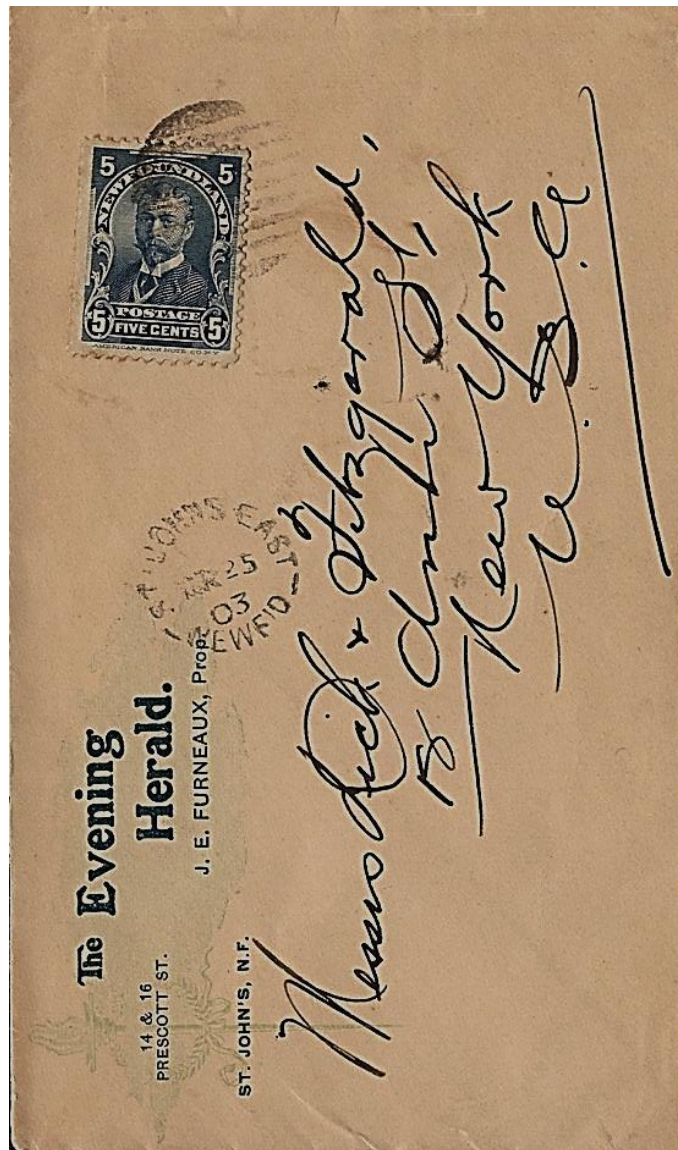
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EVERY COVER TELLS A STORY: THE EVENING HERALD

by David Piercey



The illustrated cover shows a 1903 business corner card from one of St. John's daily newspapers of that era, *The Evening Herald*. A rather baroque torch and cloud design (in very light green – perhaps not reproduced well herein) serves as a stylish background to the corner card's printed information.

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EVERY COVER TELLS A STORY: THE EVENING HERALD

- conclusion

The cover was posted from the East End Post Office, postmarked with its then current split-ring hammer of “St. John’s East” on March 25, 1903. It was then carried by a regular mail carrier to the General Post Office, several long block further west along Water Street, where it was processed, receiving a “St. Johns Newf’d” circular date stamp as a postmarking backstamp on March 25, and placed in the foreign mail bags. It was subsequently received in New York on April 1, 1903, completing its journey.

The proprietor of the *Herald* is identified as J.E. Furneaux. John Elson Alsop Furneaux and was born in St. John’s in 1854 and after working a brief time in retail, in 1881 founded the *Evening Mercury* as a partisan newspaper supporting the Conservative government. In 1890 it was renamed the *Evening Herald*, and then supported the Liberal government of Sir Robert Bond. Furneaux died in 1907 of cancer, the paper passing to his wife and partner, though by 1912 it had merged with the *Evening Chronicle* and by 1920 it had ceased publication.

A four-page newspaper selling on the streets for one cent, its publishing and printing offices were located at 14 and 16 Prescott Street, on the east side of the street just two buildings up from the corner of Prescott and Duckworth streets. At that corner was located the East End Post Office, probably in the confectionary store on the northeast corner, and thus only about two buildings away from the Herald’s offices.

The East End Post Office had been established in this block along Duckworth Street in 1893. In 1903 its postmistress was Mrs. Fanny Bulley, who I have surmised was the clerk-in-charge at the confectionary store.¹ This was also the first Branch Post Office in St. John’s authorized to sell money orders, beginning in 1901. It would move to new premises a few doors east in 1906, and would remain there until 1924, when it then moved down to Water Street and became for the next few decades the second most important post office in St. John’s, after the General Post Office itself.

The addressee, Dick and Fitzgerald Company, was a New York book publishing firm of that era who published a variety of instructional handbooks of general interest. It is possible the *Herald* was enquiring about, or ordering, a book then from this firm. Perhaps this cover had even enclosed a money order from the East End Post Office!

Reference: See my article “The St. John’s East Post Office”, BNA Topics, 2016, Vol 73. No 1. (whole number 546) pp. 18-24.

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A CACHETED COVER OF A.C. ROESSLER

by Malcolm Back



I had always puzzled over this colourful cover that I picked up a few years ago. I assumed it was some kind of a philatelic cover, although a similar First Flight cover is listed in Walsh 2016, as FF 28h on page 96. It is in the correct time period, cancelled Jan 25, 1931 with a "Shop And Mail Early Insure Parcels" PS8 postal slogan, and back stamped ST. JOHN'S N'FLD, FEB 18 1931 with a "Keep Sunday Sacred" PS11 postal slogan. To the left is the cachet that has been over-stamped "Not NFLD Postage" in purple. The lower right has a Roessler produced, die cut, bogus air mail label. Below the label is rubber stamped "A.C. Roessler, East Orange N.J." The 4¢ stamp covers the return postage from Conche back to St. John's.

After comparing with other Conche first flight covers, I have concluded that this cover is genuine and was carried on the first flight, but Philatelic in the sense that the cachet cover was concocted by Roessler, and the bogus air mail label is an embellishment likely added after the fact.

Albert C. Roessler (1883-1952) was a stamp dealer who was best known for his cacheted covers. Roessler was born April 7, 1883, in Newark, N.J., a founding member of the Denver Stamp Club, established December 13, 1905. Within a few years he was established as a stamp dealer in East Orange, N.J. With the coming of air mail in the US in 1918, Roessler began the creation of cacheted covers. Roessler is reported to have gone out of the stamp business in 1940, and he died on January 26, 1952.

Kenneth A. Wood, *This is Philately - Volume Three Q-Z* Van Dahl Publications 1982

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“MY FAVOURITE NEWFOUNDLAND COVER”

**The J.C. Wilson & Co. Boer/Spanish American War Patriotic envelopes
and Postcards and E.B. Eddy branch envelope**

by C.R. [Ron] McGuire, OTB, FRPSC

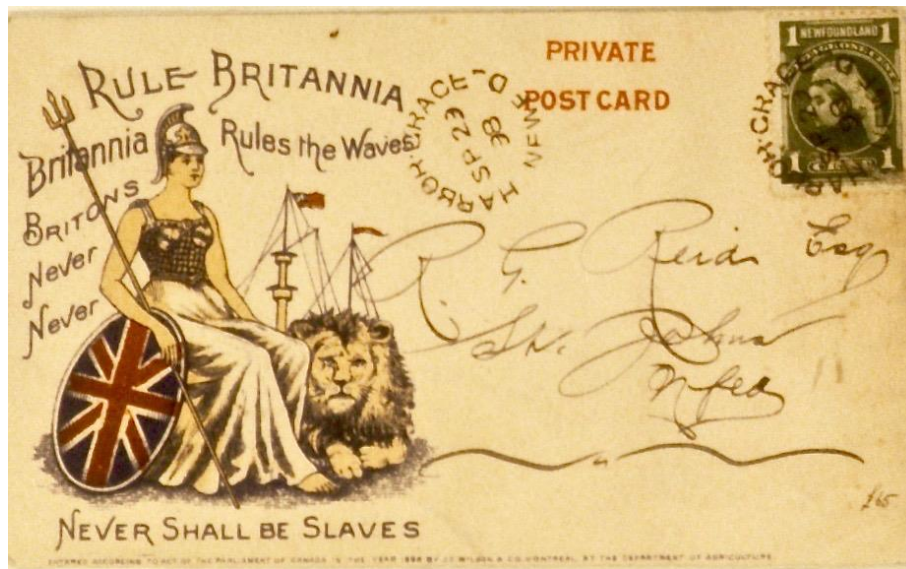


Figure 1



Figure 2

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“MY FAVOURITE NEWFOUNDLAND COVER”

- continued



Figure 3

If my memory serves me right, figures 1 to 3 are the first Wilson patriotic covers I have seen used in Newfoundland. The Wilson firm was located in Montreal and produced their colourful stationery beginning in 1898.

Figures 1 and 2 are examples of the postcard versions of their respective designs. Each one exists in several different variations. For example, there are three types of ‘stamp box’ in the upper right corner. Because the stamp covers that area we cannot determine which type these have: “STAMP / HERE”, “POSTAGE / ONE / CENT” or simply the area is blank.

Figure 3 is an envelope. Note they are postmarked 1898, 1899 and 1900 respectively. I have examples used in Canada and the United States as late as 1906 but I am sure they can be found even later.

These three designs are the more common of the thirteen different major designs that Wilson produced. They also exist as envelopes with a blank or different popular patriotic poems or songs of the day printed on the reverse. The latter naturally are the more desirable and scarcest of the envelopes. Other differences exist in copyright credit text and design variations. For example, the lion in figure 1 and 2 exists with his eye open, figure 1, or closed as it is in figure 3.

The furious British bull dog design and variations was used again in the First and Second World Wars by many publishers and manufacturers on no end of objects. My favourite is a Canadian publisher’s postcard, calendar and print, depicting a beaver to the left of the bulldog and captioned ‘doubling the watch’. In my collection I also have many different examples with the bulldog motif including cookie and candy tins, a felt, silk backed pennant, leather book page marker, calendars, pin backs and a spectacular jig saw puzzle with the adult dog captioned ‘Great Britain’ in the center of a Union Jack flag and ‘pups’ guarding the corners and edges, each captioned with the name of one of the Dominions [as usual Newfoundland is not represented!]. One of the candy tins expands the “what we have we’ll hold” pledge further, to include “what we haven’t, we are going after”. Of course, that phrase would be considered ‘politically incorrect’ in

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“MY FAVOURITE NEWFOUNDLAND COVER”

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Figure 4

today's world, but was a fact in the 1900s and before. During WW II the popular pledge was changed to “There'll always be an England”.

Figure 4 is a pre-addressed envelope from the match and paper products manufacturer, E.B. Eddy Company's Hull, Quebec headquarters. It was sent to clients for use in returning orders and payments. Eddy appropriately used the 2 cent postal stationery envelope with the very distinctive design known as the ‘patriotic Queen’, Webb EN-9 issued in 1895. This envelope can be found used from cities with Eddy branches and their surrounding towns. This is the first one that I have seen used from Newfoundland. Note that the last ‘branches and agencies’ listed has the unusual abbreviation for Newfoundland; “Nw'ld”. To find these Eddy envelopes complete is rare as they have normally survived only as fronts. This is the form early postal historians collected their envelopes and is certainly a step up from the other popular method, a cut square. I believe this is because the company retained the returned envelopes for their records and to save space, only the fronts with senders addresses were kept. An old time Ottawa collector told me the hoard came out during an Eddy clear out of no longer required records in the 1920's. Fortunately an employee saved some of them for posterity. Those mailed from Ottawa, located across the Ottawa River from Hull, are examples of the scarce adjacent post office rate. Rarer because it is on an illustrated envelope sent between towns separated by a river while the majority of this rate are on the adjacent side of a street, the reason for the rate's name.

The four figures were provided by Norris Dyer from the Robert Pratt Collection.

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NOTES ON UPU POST CARD FROM EXPLOITS TO CLIFTON, BRISTOL,
ENGLAND, REDIRECTED TO CHELTENHAM

- continued

Halls Bay TPO

The Post Card is from the Rev A C Waghorne (see next page) ¹, a well-known botanist who took a particular interest in mosses and lichens.

The **Halls Bay Railway** was being built by R.G. Reid to connect St. John's with the mining area around Hall's Bay off northern Notre Dame Bay. Arrangements had been made for mail to be carried on the railway during its construction and four HALLS BAY R.T.P.O. date-stamps were proofed on April 2nd 1891; two had No 1 and two had No 2 at the base. The No 2 strike on this postcard is listed as NL-21.022 and was in regular use between Oct 1893 and February 1897. It was also in intermittent use between February and May 1913.



Robert Reid and Construction Workers, ca. 1892, Reid (centre) poses with construction workers on the Halls Bay Railroad at Camp 3 (construction headquarters in 1892), near Southern Harbour.

From the A.R. Penney Collection, Harry Cuff Publications.

By September 12th 1893 the railhead had reached Norris Arm (at the southern extremity of Notre Dame Bay / Bay of Exploits) and arrangements were made for Robert Scott's **SS Matilda** to operate a steam mail service from Norris Arm to the District of Twillingate for \$180 per round trip. The following notice was published on September 25th:

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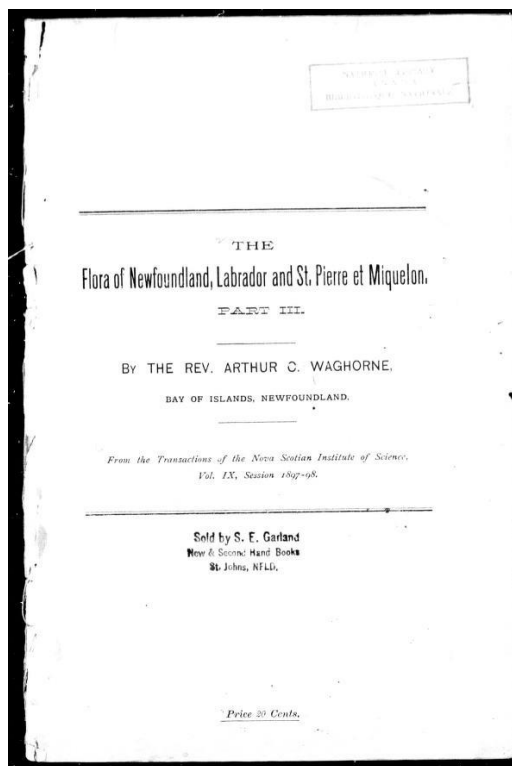
- conclusion

“Mails will be dispatched from the General Post Office every Friday, for Arnold’s Cove, also via Norris’ Arm per **SS Matilda** to the following ports in Notre Dame Bay, viz: Laurencetown, **Exploits**, Morton’s Harbor, Twillingate, Herring Neck, Fortune Harbor, Leading Tickle, Triton, Pilley’s Island, Wards Harbor, Little Bay Islands, Little Bay, Three Arms, New Arm, Nippers Harbor, Tilt Cove and Shoe Cove. Letters for this mail must be posted at St. John’s not later than 8.30am on Friday. *J O Fraser, Postmaster General, GPO St John’s, Sept 25th 1893*”.

By close of the 1893 construction season the railhead was approaching Badger and that was the closest that the Hall’s Bay Railway ever got to Hall’s Bay because the government then decided to abandon progress any further north and entered into another contract with R.G. Reid to take the railway across the island to Humbermouth, Bay of Islands, then south to Port aux Basques. The whole route was then referred to as the **Newfoundland Northern & Western Railway**. The route to Port aux Basques was completed in mid-1898 and despite the change of name, the HALLS BAY RTPO date-stamps remained in use throughout the construction period.

¹**Rev Arthur Charles Waghorne**, 1851-1900: arrived in Newfoundland in 1875 as missionary for the Society for the Propagation of the Gospel. Waghorne spent several years in the parish of New Harbour, Trinity Bay, before moving to Notre Dame Bay and later to Bay of Islands. His interest in botany took him to Labrador to collect plant specimens and he published several papers and pamphlets including ‘*The Flora of Newfoundland, Labrador and St. Pierre & Miquelon*’, also ‘*Newfoundland and Labrador Plants*’ Waghorne took strong exception to, and publicly challenged, Wilfred Grenfell’s reports of the human misery and destitution on the coast of Labrador.

In failing health, Waghorne retired to Jamaica in 1899, and died there in April 1900.



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IS THIS A PREVIOUSLY UNREPORTED ST. JOHN'S SPLIT-RING HAMMER?

by David Piercey

The split-ring postal markings of St. John's have previously been well researched and documented. Pratt, in his 1985 *Nineteenth Century Postal History* lists the known types based on his prodigious research, and Butt, in his 1991-1992 serialized article in *BNA Topics*, "The St. Johns Postal Markings General Post Office" provides a similar listing, also based on his independent research of extant covers in several collections. Both identify one additional split-ring, first used in 1885, beyond what is known from impressions in the Pritchard and Andrews proof strikes books (which were finally published by Robert A. Lee in 1990). This additional hammer reported by these two individuals is obviously different, having much shorter arcs in comparison to most earlier proof strike examples.

However, there may be yet an additional split-ring, as noticed on two covers in the author's collection, and as illustrated here. One cover is dated in October 1885 (figure 1), the other in November 1886 (figure 2). Distinguishing characteristics of this strike, consistent between the two covers, include a longer left hand arc and a shorter right hand arc, with a period included after the abbreviation "NEWF'D". Although somewhat similar in appearance to the April 1876 proof strike, the position of the period after "ST" in St. John's is in a different location, and the shape of the letters is different (particularly on the "N" of "NEWF'D" and in each "S").



Figure 1

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IS THIS A PREVIOUSLY UNREPORTED ST. JOHN'S SPLIT-RING HAMMER?

- conclusion

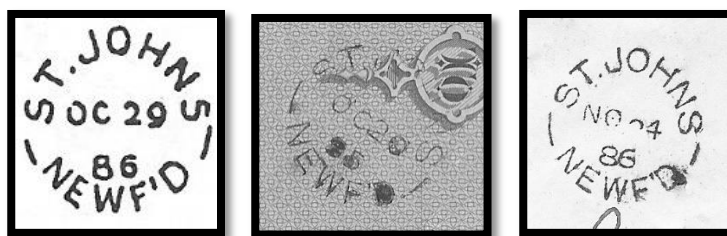


Figure 2

The accompanying illustrations should help in discerning these differences. Note the strikes of the hammers from the *Proof Books* (figure 3), and the additional hammer strike as illustrated by Butt (figure 4), are all different than my strikes illustrated below (figures 5 & 6).



Figure 3



Figures 4, 5 & 6

If this is indeed a different hammer than those previously recorded, it is somewhat surprising that it may not have previously been documented and reported, given the extensive research on Newfoundland over the years. The author would appreciate hearing from others who have heard of earlier reports or who might have matching strikes in their collections. Contact: dpiercey@telus.net.

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BNAPEX2016, FREDERICTON, NEW BRUNSWICK

by Bob Dyer, OTB



Newfoundland Workshop (*Photos by Charles Livermore*)

This was a nice venue, with the foliage merging into autumn colors. Fredericton has excellent seafood restaurants, and is an easy-to-get-around, small city. I gave my PowerPoint – *Shenanigans at the St. John's, Newfoundland General Post Office, 1889-1900* – before 15-20 people, and I think it was received well. Group members won a large number of awards, here, in the order shown in the program:

Ken Lemke, Silver; Grand Trunk Railway System Pictorial Postcards Queen Victoria and King Edward VII Eras

Earle Covert, Gold; Canadian Postal Stationery using the Wilding Portrait of Queen Elizabeth II *

George Dresser, Gold; Canada's Queen Victoria Special Delivery Issue

Jean-Claude Michaud, Gold: Newfoundland Postage Due Usages *

John M. Walsh, Gold; Newfoundland Legal Documents: Stampless Precursor and 1898 Queen Victoria First Revenue

Earle Covert, Gold; Registered Mail of the Elizabethan Era in Canada, and to and from the USA

Robin Moore, Gold; Newfoundland Metered Mail

Dave Bartlet, Silver-Bronze; 1913 Winnipeg Stampede

Victor Wilson, Gold; Fifteen Cent Large Queen Stamp of Canada

Carl Munden, Silver-Bronze; Cape Breton in Lieu of Nova Scotia

Peter McCarthy, Silver-Bronze; Flying with Pride

Brian Stalker, Gold; Newfoundland's Notre Dame Bay Travelling Post Office Services 1899-1955 *

Robin Moore, Gold; Newfoundland 1840-1949 St. John's Postal Markings

SPECIAL AWARDS

Brian Stalker(*) - William G. Robinson Award for Best Railroad Post Office Exhibit

Earle Covert(*) - John D. Arn White Queen Award

Jean-Claude Michaud(*) – Herb McNaught One Frame Award

In addition to his success above, Jean-Claude Michaud was voted in as a member of the Order of the Beaver

Congratulations to all of the above!

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Financial Statement as of December 31, 2016

	Item	Debit	Credit
Dec. 31, 2015	Balance Forward from Previous Year		\$1,955.26
	BNAPS Stipend and Membership Credits		250.00
	66 Membership dues <small>(10 memberships were paid in advance in 2013)</small>		581.30
	16 Membership dues paid in advance		212.70
	Donations		11.70
	Service Charges (Cheques, etc.)	0.00	
	Newsletter Postage (4 issues)	309.14	
	Paper and Copying	481.27	
	Misc. Stationary and Postage	14.68	
	Totals	\$805.09	\$1,055.70
Dec. 31, 2016	Balance on hand		\$2,205.87

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

BNAPS Newfoundland Study Group			
Name:	<input style="width: 95%;" type="text"/>		
Address:	<input style="width: 95%;" type="text"/>		
	<input style="width: 95%;" type="text"/>		
Postal Code:	<input style="width: 30%;" type="text"/>	Email:	<input style="width: 35%;" type="text"/>
Telephone:	(Home): <input style="width: 25%;" type="text"/>	(Office):	<input style="width: 25%;" type="text"/>
Annual dues:	Canadian Dollars	\$5.00	(postal or e-mail)
	US Dollars	\$5.00	(postal or e-mail)
	British Pound	£4.00 (postal)	£3.00 (e-mail only)
<p>Please make your cheque or money order payable to:</p> <p>BNAPS Newfoundland Study Group</p> <p>Care of the Treasurer</p> <p>Martin Goebel, 13 O'Mara Place, St. John's NL A1A 5B7, Canada</p> <p>Goebel@nf.sympatico.ca</p>			
<p><i>All <u>new</u> members are requested to kindly remit a copy of this form for accounting and mailing.</i></p> <p><i>Thank you!</i></p>			