

THE NEWFIE NEWSLETTER



NEWSLETTER OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS

Number 147

April/June 2012

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CONVENTION WORKSHOP

Our Newfie workshop could be on a Friday afternoon or on Saturday, August 31st or September first... We need a **SPEAKER!** Whoever steps up can choose the day! Seriously – present stamps or speak to research. Let me know what equipment you might need, if any.

NEW MEMBERS

I am often remiss in mentioning new members – sorry for the delay! New members since mid-2010 are: Stephen Baker (Ontario), Sean Dail (North Carolina), Glen Lundeen (Alberta), Peter Noel (Ontario), Peter Petrov (Manitoba), Martin Rist (Great Britain), David Spivack (California), Ken Sultana (New York), Len Townsend (British Columbia), and Klaus Wehlt (Germany).

DUES

If you have not done so, please pay 2012 dues to Martin Goebel (below). Dues are \$5 for PDF's by email and \$13 for hard copies of the newsletter. In British Pounds that is £3 or £8.



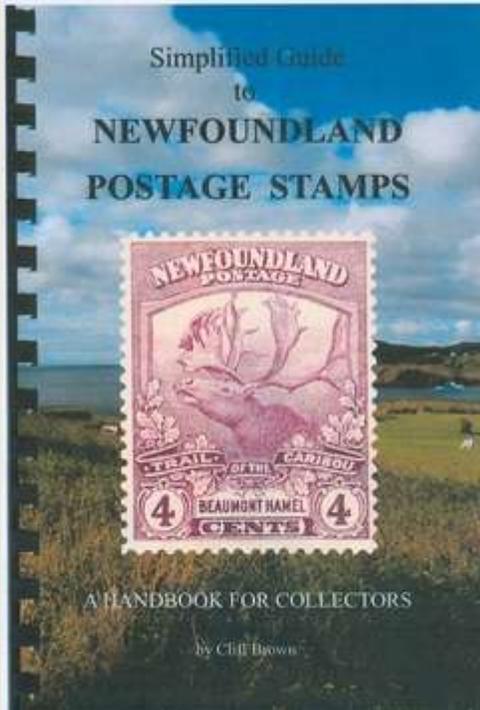
REV. BUTLER, AND SANDY POINT

To the left is the fourth Butler's Farm cover I have seen, recently selling on eBay. It is quite similar to Jim Luetje's example shown on Page 35 of BNATopics, fourth quarter, 2011.

On Pages 10-13 of this issue see Bruce Robertson's background piece on Sandy Point – Rev. Butler's town that no longer exists. Bruce is a serious collector of anything Butler.

NEW PRODUCT FOR NEWFOUNDLAND COLLECTORS – The Editor

Simplified Guide to Newfoundland Postage Stamps



Published: 2011
Publisher: Terra Nova Publishing, PA USA
Price: \$13.95 US +shipping

Editor's Note: Cliff Brown has produced a handy compact checklist for Newfoundland stamps, including air mails and postage dues (but no revenues). The numbering system is from the NSSC. Although the illustrations are in black-and-white, they are sharp, and below each is a small horizontal tablet that can be used as one wishes – to add a catalogue value, for example (there are none in the checklist), or a Scott number. At the back there is a six-page listing of all issues with columns for Mint and Used.

Cliff has included historical notes on the history of the General Post Office in St. John's as well as a glossary of terms.

The website is www.terranozapub.com . Brown also offers a Newfoundland Stamp Album on the website.

Orders fulfilled through eBay: [follow this link](#) to reach the store or [email](#) for inquiries.

This publication is a 64 page softcover book illustrating all of the Newfoundland postage stamps including the Air Mails and Postage Dues. It is Not a price catalog - it is a guide and check list, using the Newfoundland Specialized Stamp Catalog (NSSC) numbers established by Walsh & Butt. If you are new to collecting, this little book (measuring 5.5 x 8.5in) is a good resource allowing you to identify in a simple way what you already have and need. There is a comprehensive registry and check list at the end of the book.

The publication is well organized and each set is documented clearly. Notes are provided on basic things like colors, perforations, and slight design differences (1928-31). Other notes deal with the people and places on the stamps, the early trans-Atlantic attempts (Air Mail stamps), and the Newfoundland Post Office. Overprints are also illustrated.

Considering its size it can easily be used as a pocket guide, handy for taking to shows or meetings. The ring binding allows the book to lie flat on a table.

The perfin corner by Barry Senior

A new discovery! This is an AYRE A9 perfin on Scott #209 – the only recorded one on cover. I bought it from another perfin collector who had lost interest. Unfortunate for him but very fortunate for me as I was able to purchase it intact.

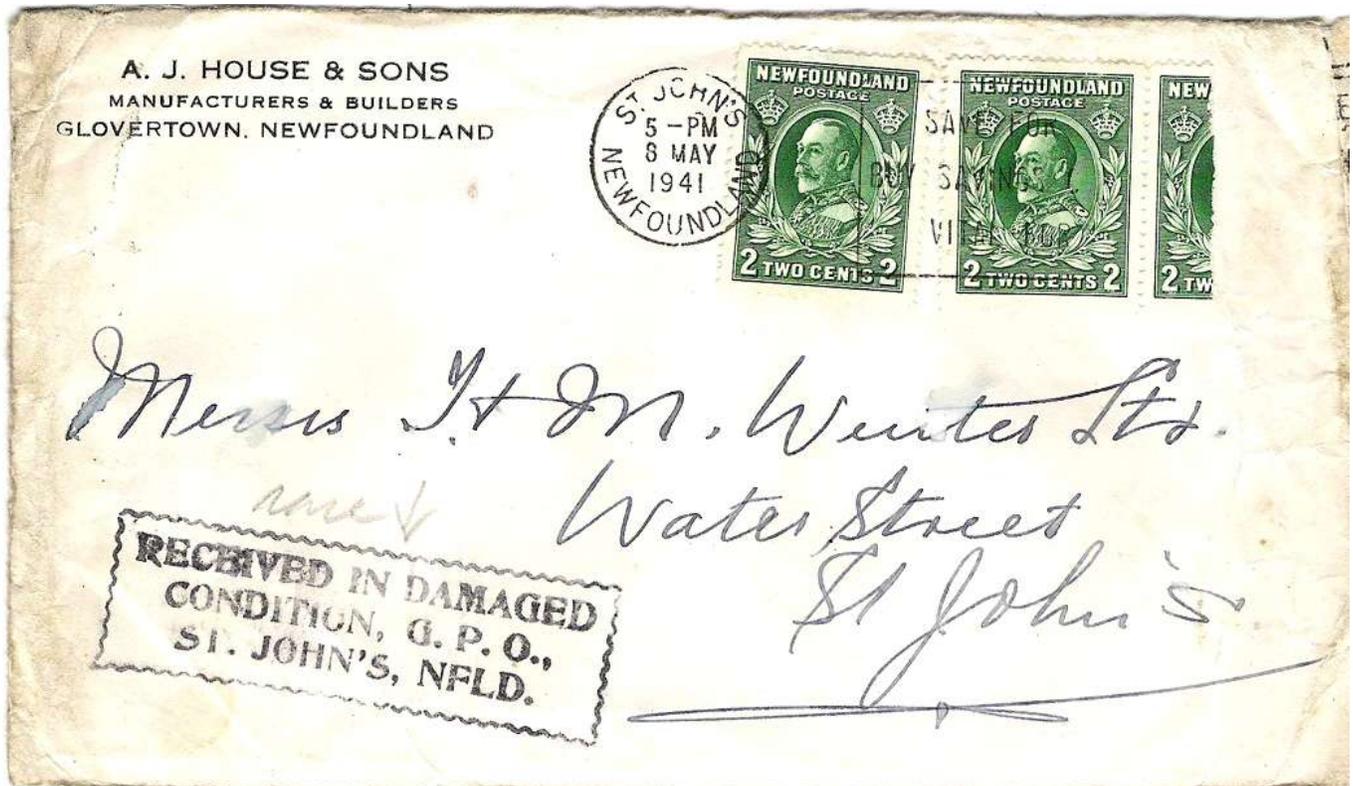


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“RECEIVED IN DAMAGED CONDITION” – Ron McGuire



I have not seen another example of this rectangle handstamp with a serrated edge border –

RECEIVED IN DAMAGED / CONDITION, G.P.O., / ST. JOHN'S, NFLD.

shown on the cover above posted in St. John's 8 May 1941. The condition of the cover explains its use. I have seen many Newfoundland covers in similar condition that would warrant its use but have not seen this hand-stamp again. Has any reader got or seen another example?

When I first saw the cover I thought the half two cent stamp was a bisect, but was pleased when I looked down and found the marking. The corner card indicates the sender, A.J. House and Sons, were manufacturers and builders located in Glovertown [according to the NSSC, this outpost was located in Bonaventure Bay, had a population of 160 and its post office opened 1861 and operated until after 1949]. If the letter was mailed in Glovertown, the six cents postage paid the double inland rate; four cents the first ounce and two cents the additional ounce. If as the postmark indicates, the letter was posted in St John's, the three cent local rate plus two cents for the next ounce was overpaid by one cent. However, my guess is, as often occurs with Newfoundland outpost mail, the letter arrived in St. John's with the stamps uncanceled, and were postmarked upon receipt.

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BALBO CREW MAIL UPDATE Jean-Claude Vasseur

The next three pages show a new classification for the 24 known covers receiving Clarenville and/or Shoal Harbor hand-stamps, with pictures of all of them.

NUMBERING

For various reasons, I have changed the numbering system of the Balbo crew mail, with allowance for new (further) discoveries, as three new covers have been added in just the past two years.

COVERS WITH CREW SIGNATURE

There are six covers with multiple crew signatures. It is noteworthy that four of these were sent by two journalists - Nosari and Basfi (two each) very likely for their own use despite different family addressees. The fact that journalists did not 'officially' mail these covers, reinforces my views that stamps were "given" to them.

The two other covers deserve special interest with addressee typewritten (only ones of the 24 covers), which could only have been done on board the ALICE, thus by person (s) having access or living on board the yacht. The first, *Cover Nb 23*, is sent to "Comm. Ivo Illuminati, Istituto Nazionale Luce, Roma". This is a fancy address (Masonic reference?). Only one pilot had « Ivo » as a first name, Ivo de Wittembersky (of German origin), who was renamed Vittembeschi for the purpose of the Croceira. He may have made it. The second, *Cover Nb 24*, is also very interesting. It is made up of a large 'Croceira' logo cover (the only one) and received the signatures of the 50 pilots (24 planes x2 + 2 reserve pilots), all identified by me, and other personalities present in Shoal Harbor for a total of 66 signatures (largest number). Additionally, it is the only cover to receive complimentary stamp and cancellation in Lisbon before receiving a cds at the 'Ministero da Aeronautica' in Roma (only known), despite a private address in Roma.

COVERS WITH NO ADRESSEE

These are two similar small envelopes with "Croceira" logo and no addressees. They are franked with the Balbo stamp cancelled same day July 26th in Clarenville. Cover 19 shows Stefano Cagna's signature. He was the mechanic of Italo Balbo's plane. Very likely he is the author of the two covers. Additionally cover 20 shows a complimentary receiver/transit hand-stamp on front "ROMA FERR. RACC^{TE} ROMA AERA" dated Aug 12th 1933 19, which seems to be a transit from train to air mail, inappropriate in such circumstances.

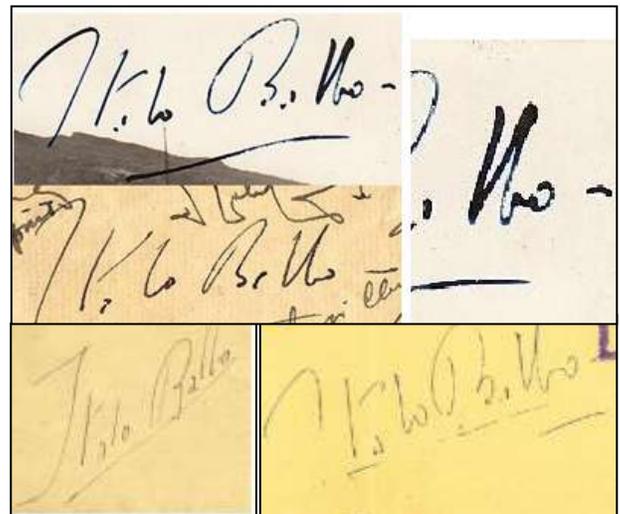
Both covers show "Balbo" signatures. The true Balbo's signature is as follows and shown at top. Numerous examples demonstrate that it is fairly constant:

- The first "a" showing as two points;
- The 1st "o" always small and closed loop;
- The 2nd "b" bottom 'large' loop, quite small with variable width (sometimes none!);
- The final 'small' loop of same, usually reduced to a point, but ALWAYS FOLLOWED BY A DOWNWARD MOTION of the pen, as it should be.

It is evident that signature on cover 41 is false.

The signature on cover 42 is similar to the original, but:

- The first "a" is incorrect;
- The first "o" is large and wide opened;
- The final loop of 2nd "b" is missing thus the pen is moving upward toward the final "o"
- Additionally the signature is underlined twice which should not be. This signature is also very likely forged.



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BALBO CREW MAIL (Continued)

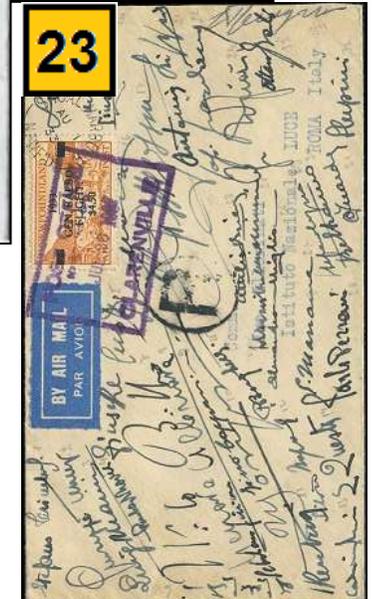
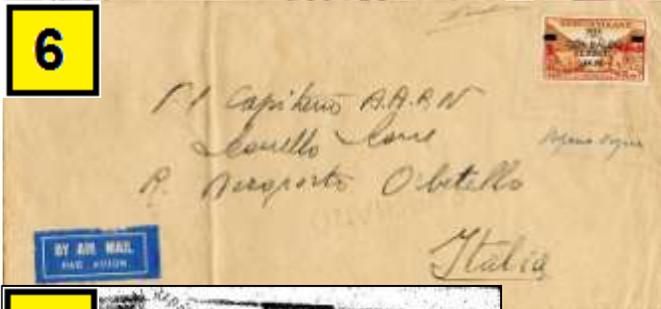
TABLE BALBO CREW MAIL (NO NUMBER)						
Nb	Clarenville	Shoal Harbour	Adressee	Receiver	Comments	Origin
I Covers franked Balbo stamp						
1	July 2?	none	Giuseppina Revetria / Valle di Cadore	Orbet. Aug 12	(pilot). Signed Balbo	BNAPS memb.
2	July 2?	Jul 29/Aug 8	Tenente Gino Capprannini /Orbetello (Aeroporto)	Orbet. Aug 14	(Balbo mechanic). 7 cts added. Vignette on back	BNAPS memb.
3	July 29	Aug 1	Mario Massai / Milano	Milan Aug 14	(journalist). 17cts added. Signed Balbo	Italphil 2008
4	July 29	Aug 1	Mario Massai / Milano	NONE	(journalist). 17cts added. Signed Balbo	BNAPS memb.
5	July 28	NONE	Capt. Alexandro Miglia / Ministero Aeronautica Roma	Roma Aug 28	(pilot). Logo cover. Unflown (?) (returned with the ALICE)	BNAPS memb.
6	July 27	NONE	Leonello Leone / Aeroporto Orbetello	Orbet. Aug 12	(pilot) sender on board the ALICE mentioned on back	BNAPS memb.
7	July ??	NONE	Cap. Giuseppe Teucci / Idroscalo di Orbetello	Orbet. Aug 12	(pilot). Logo cover. Signed Teucci	Lana book
8	July 29	Jul 29/Aug 6	Sign. Clardani....(?) / (?)	unreadable	(?)7cts added	Lana book
9	July 29	NONE	Cap Renato Freulich (?) / via Giulio Cesare Pola	NONE	(?)expertization Diena Bolaffi	Lana book
II Covers franked Balbo stamp & Signed by Balbo & Crew						
21	July 28	Aug 1/Aug 8	Adone Nosari Roma	Roma Aug 13	(journalist) Additional franking & vignette	Harmers 2011
22	July 28	Aug 1/Aug 8	Annamaria Nosari Roma	Roma Aug 13	as above (same sender)	Harmers 2003
23	July 28	Aug 1	Ivi Illuminatil. Istituto Nazionale Luce Roma	NONE	(reverse unknown)	???
24	July 28	July 30	Tenente M. Consiglio Roma	Min. Aerou. Aug 12	Large logo. Transit/stamp Lisbon. Receiver Min. de aeronautica	BNAPS memb.
25	July 29	NONE	Gisele Basfi-Lan Torino	NONE	(journalist) Most signatures on reverse	Delcampe 2010
26	July 29	NONE	Ottavia Basfi-Becchio Bza	NONE	as above (same sender)	Lana book
III Postcards franked Balbo stamp						
31	July 29	Aug 8	Gina Cardani Orbetello	Orbet. Aug 15	Official PC CROCEIRA AEREA DECEN.	BNAPS memb.
32	Aug 8	NONE	Monsignore Foletti Roma	Orbet. Aug 14	the ALICE. Signed Balbo	BNAPS memb.
IV Covers franked Balbo stamp (no adreesee)						
41	July 26	NONE	Stefano Cagna	ROMA Aug 12	(pilot). Logo cover. False Balbo signature.	HR Harm. 2010
42	July 26	NONE	NONE	NONE	Logo cover. Likely forged Balbo signature.	Cherryst. 2010
V Covers franked ordinary stamps (underpaid)						
51	July ??	NONE	??? (not readable)	NONE	Underpaid 22cts. Signed Balbo	Lana book
52	July ??	NONE	Ester Fraulini Udine Orta	NONE	Underpaid 7cts expertization Bolaffi	Lana book
VI Covers franked Balbo stamp mailed in Shoal Harbour						
61	NONE	Aug 7	Cap. Bruno Borghetti Orbetello	Orbet. Aug 12	(pilot)	Italphil 2009
62	NONE	July 31	Cap. Marcello Frabetti Orbetello	NONE	(pilot)Telegram form. 7cts added	Lana book
VII Covers not franked in Newfoundland (complimentary Clarenville hand stamp)						
101	July 29	NONE	Oswaldo Pelosi Consolato It. Chicago	NONE	(radio operator) Cover Italy to US with triptich	Italphil 2010

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BALBO CREW MAIL (Continued)



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BALBO CREW MAIL (Concluded)



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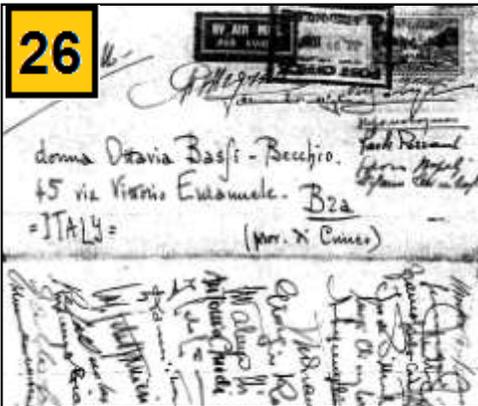
25



41



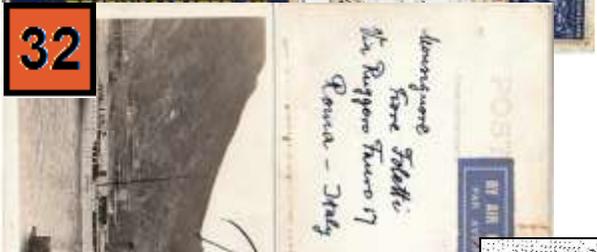
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26



42



32



61



62



52

101

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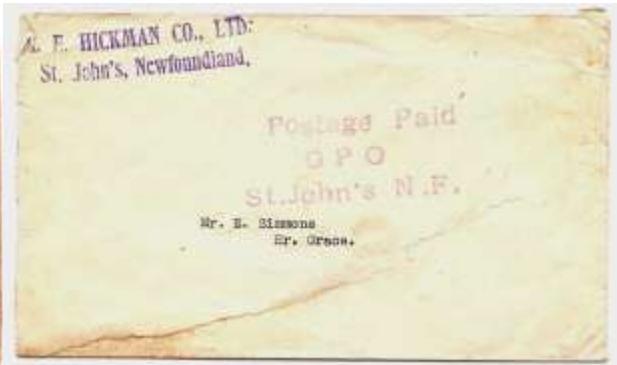
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**REDISCOVERING THE OUTPORT POSTAGE PAID MARKINGS – Robin (Rob) Moore
Part 2**

Editor: In NN #146, Rob Moore showed us three Postage Paid covers from Eastern Auction lot #1245, October 22, 2011. The lot contained Robert H. Pratt's complete collection, including gems not seen for decades and some not even mentioned in the literature. Here he provides an update on the first three, and presents two additional covers.

The 8th edition of John Walsh's NSSC catalogue is now available on line: <http://www.lulu.com/spotlight/jmwalsch>. The covers shown last time and the two on the next page are all listed.



NSSC #PP5



NSSC #PP4

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REDISCOVERING THE OUTPORT POSTAGE PAID MARKINGS (Part 2) – Concluded

Figure 1 is an unreported Grand Falls 1 Cent Paid marking, used during the Christmas rush of December, 1936. The cover more than likely contained a Christmas card, and is postmarked **DEC 20 1936**, Grand Falls, NF. This is the only cover I have seen with this marking and is possibly unique. NSSC shows it now as #PP7.

Editor: I have increased the contrast on both covers to show the markings better.



Figure 2. was reported by Meyerson in 1956. This **POSTAGE PAID** marking from Trinity T.B. is postmarked **DEC 16 1940**. It was most likely needed (again) because of a shortage of stamps during Christmas mail. It is now NSSC #PP9.

HENRIETTA BROWNELL AND SANDY POINT - Bruce Robertson

Collectors might be excused for thinking the Rev. Butler's mail was pretty much the only mail for Sandy Point – and this might have been the case from the late 1920s to the mid 1940s - after all, his strap-line printed on his price lists and literature was 'Newfoundland means Rev. Butler'. But here (fig.1), we have a much older and no less interesting cover from 1894 to another significant contributor to Sandy Point's history, Henrietta Brownell.



Fig 1

The stamp is from the Columbian Issue (first issued 1st Jan. 1893 in advance of the World Columbian Exposition in Chicago) and distinguished at the time by being the first postage stamps to promote a commercial event. The Columbian Exposition stamp series was like nothing before it. They were the first U.S. commemorative stamps, and they became a worldwide phenomenon. Expertly engraved and generous in size, the Columbians are still among the most sought-after of all U.S. stamps.

The stamp is cancelled with a cork 'killer' and tied with a circular Bristol/R.I. of **MAR 19 1894**. The front is annotated '**Via S.S. St. Pierre**' and the back-stamps (fig. 2, *next page*) nicely chart the cover's journey up the Atlantic coast from Rhode Island to Halifax (March 22), then Channel (Channel Port aux Basques Nfld. April 2nd) and finally St Georges (April 7): a total travel time of 34 days.

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HENRIETTA BROWNELL AND SANDY POINT (Continued)



Fig 2

Sailings between US ports and Halifax were frequent and there is no mention of a specific mail packet on the cover. S.S. *St Pierre* was a 496 ton steam ship with Halifax as its home port. *St Pierre's* Master Capt. J.P. Angrove, was one of the petitioners to the Canadian Government in the 1890s for 'Help Against the Dangers of the Sea', seeking aids in the form of charts and lighthouses. In the 1880s, the Canadian Government had already erected a lighthouse at nearby Cape Ray near Channel, (which, despite being in the separate British colony of Newfoundland), considered a navigation hazard for vessels bound for Canadian ports in the Gulf of St. Lawrence (fig. 3).

The final leg of the journey would have been by road. Although the Newfoundland Railway had reached St Georges, it was not to reach Channel until 1897.



Fig 3 Cape Rae lighthouse nearby Channel
Port aux Basques. S.W. Newfoundland.

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HENRIETTA BROWNELL AND SANDY POINT (Continued)

About the De Wolf Brownell family

The De Wolfs were an old and venerable Bristol, Rhode Island family – their later standing in society rather obscuring the fact that their considerable wealth had arisen from their involvement in the slave trade.

Young Charles De Wolf Brownell first pursued a legal career, but soon found his family fortunes allowed him to pursue a much more agreeable career as a landscape artist. He spent a good part of each year painting abroad – quite often in the sunny climes of the Caribbean islands painting the family's former slave plantations (fig.4).



Fig 4 The Bay of Matanzas, Cuba

Henrietta Brownell (1837 -1897)

Charles married Henrietta Knowlton Angell (1837-1897) in 1865 (fig. 5, *next page*).

It is not clear exactly when Henrietta converted to the Roman Catholic faith, but in 1893 she decided to use some of her married fortune to establish the Sisters of Mercy convent and school at Sandy Point. Don Downer's book *Turbulent Tides* tells us that Mrs. Brownell brought a degree of sophistication and culture to Sandy Point.

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HENRIETTA BROWNELL AND SANDY POINT (Concluded)

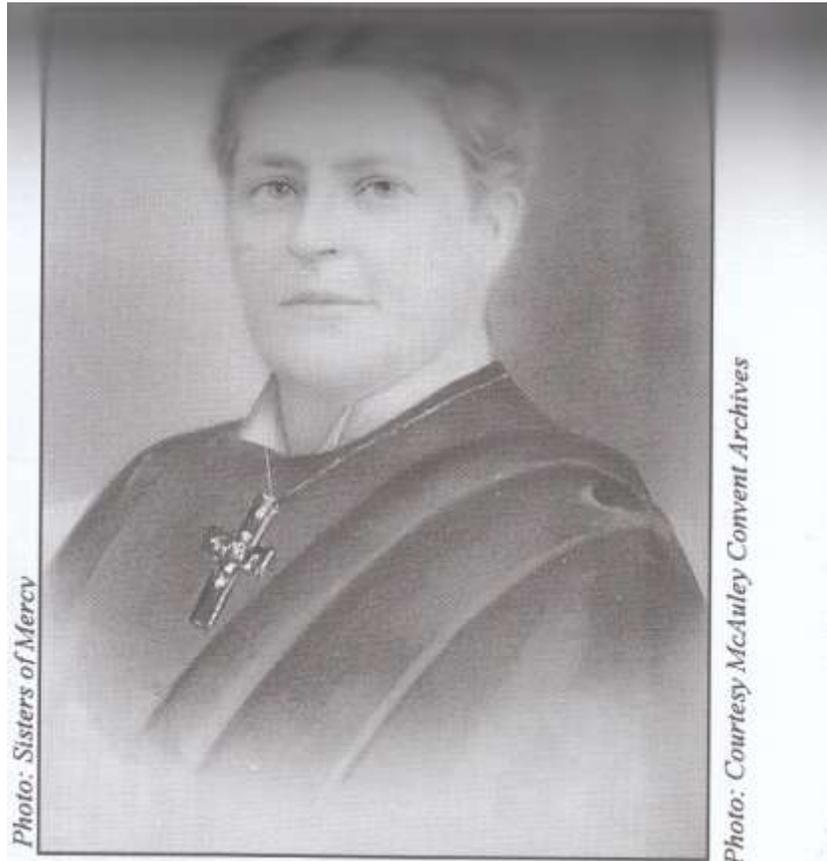


Fig 5 Henrietta Brownell. Source: *Turbulent Tides*

Henrietta stayed for long periods at the convent and taught music classes at the school which was attended by children of all religions. Brownell also largely funded the St Michael's Convent at St George's which opened in 1900. Downer goes on to say that when Brownell died she left behind '..... the beginnings of the Roman Catholic educational system of Bay St George. She had come to Sandy Point purely by chance, and she had known the place all too briefly'.

Postscript

Although, like Rev. Butler's St Stephens Church, nothing remains of the Sisters of Mercy convent at Sandy Point - the old Sisters of Mercy convent in St George's remains, and is now Henrietta's Bed and Breakfast.

Editor's Note

Turbulent Tides – A Social History of Sandy Point, by Don Downer, is a fascinating book, telling the history of the town from 1783 – until its demise in the 1960's. Besides Reverend Butler, we meet many others who lived there. It was published by ESP Press, P.O. 48, Portugal Cove, NF A0A 3K0 in 1997.

NEWFOUNDLAND'S 1897 POSTAL SHORTAGE- ANNOTATED

Norris (Bob) Dyer - Page 9.

TYPE I VARIETIES



This is the rarest recognized variety of the 1897 surcharges. It has an additional surcharge that is diagonal (lighter impression), as shown on this mint pair. Only one other pair and single are recorded. Known examples are from the top two rows (three Type IA's and this Type I pair). Examples of the diagonal surcharge on Type II, Type IIA and Type III are *not* recorded.

Ex-Sir Gawaine Baillie

Pictured, Page 477, Robson Lowe's Encyclopaedia, Vol. V



Surcharge shifted 12mm horizontally
Created the CENT ONE variety



Surcharge shifted downward 5mm
resulted in copy with *three* bars



A supply of the 1890 Victoria was recovered from the 1896 sinking of the S.S. *Capulet*. Stained pink from wrappers they were stored and not used for surcharging. Most were burned in 1899 but a dishonest clerk sold some. This Type I **forgery** demonstrated a definite lack of forethought.

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NOTES ON 1897 SURCHARGE EXHIBIT – PAGE 9

DOUBLE SURCHARGE - This is the rarest of the issued stamps. The pair shown has a rich provenance: *Simmons-Schneider-Baillie*. I know of one single, lot #232, from the Dale and Lichtenstein auction of January, 1970. There was also a pair in the Cavendish “Zurich” auction of October 12, 1991 (lot #211). That is it!! The double surcharge is listed in all major catalogues, so it is a “must” for completeness. All known stamps are Type I (or IA) and this is reflected in catalogues except NSSC, which lists them for all types (but without prices). I spoke with John Walsh about this and he reasons that the error must have occurred on a complete setting so all types should reflect it; however, he is not aware of any double surcharges except on Type I (and IA). If they existed one would expect to have seen them in the major Newfoundland auctions of the last half century.

It appears that one setting was struck at an angle and then correctly struck. Perhaps these were printers waste and only these five examples rescued. All known copies are unused (three without gum and only this pair with O.G.). On the other hand, since the diagonal impression is so weak, it’s possible that there was uneven pressure between paper and plate and examples on lower rows did not receive enough ink to show. I welcome other theories.

SURCHARGE SHIFTS – Looking at any multiple you’ll note that the **ONE CENT** migrates. The most extreme horizontal shift is **CENT ONE**, and NSSC lists it. Walsh shows it also for Type II, and that is possible but I am not aware of any example. Some commentators have suggested that there was a complete setting with this 12mm horizontal shift but I doubt that. There are also examples of slanted surcharges. All these are interesting but most are not of major consequence.

Type IA-
T ONE CENT



SURCHARGE ON PINK STAMPS – Robert Pratt in *Newfoundland The Gray 1890 Three Cent Ten Years of Turmoil* (Fifty-Second American Philatelic Congress, 1986) deals in depth with what he described as the “Capulet Caper”. Stamps recovered from the 1896 sinking of the *S.S. Capulet* were found wrapped in brown paper, stained pink from a red stripe on the seal. 12,000 copies were burnt (they had “created an abominable smell”, says Pratt) with remainders rewrapped in paper and stored in the attic, untended and unreported until an 1899 inventory. Mr. Payn of the Auditor General’s office was involved in the inventory. Evidence indicated that he was the source of examples that got out and some were actually used. It is unclear when Payn usurped some of the pink stamps, and he stated that the “Capulet stamps were removed from the Accountant’s office four or five days after their arrival” but refused to say where they had been taken at that point. He lost his commission because of the matter.

One can speculate about when the pink examples got released but one thing is clear – they were never legitimately used for surcharging. The person who forged the example shown had not done his/her homework.