

THE NEWFIE NEWSLETTER



NEWSLETTER OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS

Number 151

April / June 2013

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BNAPS WORKSHOP

We will have a Newfie Workshop at BNAPEX2013 in Prince Edward Island. Our speaker will be C.A. Stillions and topic will be "Newfoundland: The Blitz Stamps". Details as to exact time and place will be in the next newsletter.



RARE DIE PROOF

This was lot #1462 from a February auction of R. Maresch and Son, February 27-28. It is a die proof of the 15¢ First TransAtlantic Flight with Alcock and Brown's Vickers-Vimy over Lester's Field. It sold for \$750, including buyer's premium.

DUES

Martin Goebel asked me to remind you to pay your 2013 dues to him at the address below, if you have not already done so. Thanks.

SURVEY

There will be a membership survey by email this year, possibly in this quarter. The intent is to have you evaluate existing BNAPS' services, provide ideas you might have for new services or how to improve existing ones. It will not be a long survey. Please complete it.

RECENT MEMBERS

Welcome to: Ronald Lemire, U.K., Gloria Neyhart, USA, Rob Taylor, David Bursey & Peter Wood from Canada! Our membership stood at 96, as of March 1, 2013.

Chairman/Editor: Norris (Bob) Dyer, 1708 Granada Court, Petaluma, CA 94954 nrdyer@comcast.net

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The Perfins Corner by Barry Senior

1932 - 1938 Resource Issue

One cent includes Discovery Copies in positions 4, 6 and 7
Four cent has Discovery Copies of positions 3, 4, 5, 6 and 7



Position 1



Position 4



Position 5



Position 6



Position 7



Position 1



Position 3



Position 4



Position 5



Position 6



Position 7

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1921 Halifax Flight – The Undelivered Mail -J.C. Vasseur

Here opposite, is a reproduction of the Halifax flight announcement for newspaper(s). This is a quite interesting document as W.W. Halfyard is confirming a number of facts.

The 35c. rate included forwarding to the North American continent and Europe. Also, the mail was "officially" limited to 5,000 pieces while it is very likely more than 6,500 pieces would end up being carried;

Initially the stamp was not provided but affixed at General Post Office on presentation of covers, the reason why mail cancelled in any other location is rare. Apart from the additional mail in Botwood (in December), a cover is known cancelled in Grand Falls and three cancelled in St John's East.

Here at the right, is one of two 'St John's East' covers from the same sender to same addressee. It is clearly cancelled November 21 and it carries on the reverse the transit St John's GPO cancellation and usual receiver in Halifax.

90 years after the flight, there is still one question not answered - a large number of covers were sent to officers in Halifax Post Office (mainly c/o P. J. Maegher, Supervisor) or to 'General Delivery' Halifax. Obviously this mail was mainly issued by dealers with return expected.

The second cover (next page, left) carries on reverse the usual receiver 'February 4 1922' and on front the rectangular 'General Delivery' hand stamp dated same day 11AM with '11' inverted/reversed. Additionally the 'NOT CALLED FOR' hand stamp has been struck later and the sender corner card on front, a large 'hand' 'RETURN TO' has also been struck. The question is - when did this mail return to St. John's as it usually does not show any receiver on its return?

**"GENERAL POST OFFICE
Special Mail By Aeroplane to Halifax.**

Persons wishing to avail of the opportunity to forward letter mail to Canada, United States, Great Britain or European countries by aeroplane, will be given an opportunity to do so by a mail which will be closed at the General Post Office on Saturday evening, the 26th of November, at 9 o'clock. The mail will be sent by express from St. John's to Botwood, on or about Sunday the 27th and from Botwood to Halifax by aeroplane. The maximum amount of mail for this special service will be 5000 one-ounce letters.

A special stamp costing thirty-five cents will be affixed to each letter on presentation at the General Post Office wicket after 9 a. m. on the 16th inst.

The Department of Posts and Telegraphs will not be responsible in any particular, for the non-delivery of the mail.

Sgd. W. W. HALFYARD,
Minister of Posts and Telegraphs,
Nov. 15, 1921."



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1921 Halifax Flight – The Undelivered Mail (Concluded)

At right, a cover sent by stamp dealer J. W. PENNEY with same 'RETURN TO' sign AND ON REVERSE, above the Halifax February 4 1922 receiver, a St John's receiver dated **February 20th**.

While such marking is interesting, it is not sufficient to decide on the date of return of such mail.



Greg Pope owns a similar ‘General Delivery’ cover (left) which was returned on **Feb 28th**, thus 8 days later. The only difference with the two other covers is that the sender’s name was on reverse. Is this enough to justify a different treatment?

Overall, the question around the follow-up of covers sent in care of Halifax Post-Office officers or 'General Delivery' is still open.

REQUEST : Any member owning (or having knowledge of) a Halifax cover with postal markings in Newfoundland on return should contact the author or the editor with details (and a scan if possible). Send to
Jc-yasseur@orange.fr

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DOES ANYONE KNOW THE ANSWER (RESPONSE) – Ron McGuire

My thanks to Peter Wood for sending me the following in response to my request for identification of the crest on the flap of my cover, figure 1, in newsletter #150:

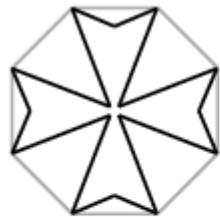
Figure 1.
The cross.



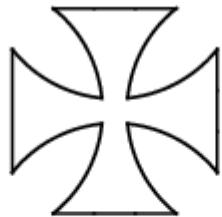
"The "cross" -when I saw it, reminded me instantly of the St. John Ambulance. They also have a major office in Cardiff, and when I added that to what you said about "Wells" being wounded n WW2 I wondered if it might have been sent from a St. John Hospital on Hospital stationary while he was there as a patient. I have no proof, of course, just a suspicion. The Maltese Cross is also a part of their logo. Perhaps you could contact a Society office and see if anyone there would remember that type of stationary."

When you add to that the fact of strict paper rationing here and in England he, Wells, might have "liberated" an envelope while recuperating and used it later from Nfld? Notice that there does NOT appear to be a return address which would be in accordance with not giving the enemy notice of patient recovery sites."

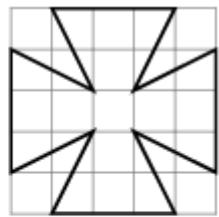
Peter's observations are all good and any and all could be possibilities. However, I contacted the St. John Ambulance and they did not think the crest was connected to their organization. The more I think of it, the crest may simply be one of a private nature and I was hoping to make it into something with a military connection because there were chances that it could have been. Figure 2 is a good visual explanation of the Maltese Cross and its variations which readers may find of interest.



Maltese cross



cross pattée



*Dudeney's
"Maltese cross"
(cross pattée variant)*

Figure 2.
Courtesy, Wikipedia.

The Maltese cross is a symbol identified with the Christian warrior whose outward points form an [octagon](#) (left figure). Another class of [cross](#) sometimes (incorrectly) known as the Maltese cross is the cross pattée (from the French word meaning "paw," which each arm of the cross resembles). The TeX macro \maltese gives the form of the cross pattée illustrated in the middle figure. Around 1901, Dudeney published a seven-piece [dissection](#) of what he termed a "Maltese cross" (but which is actually a variant of the cross pattée) to a square (right figure).

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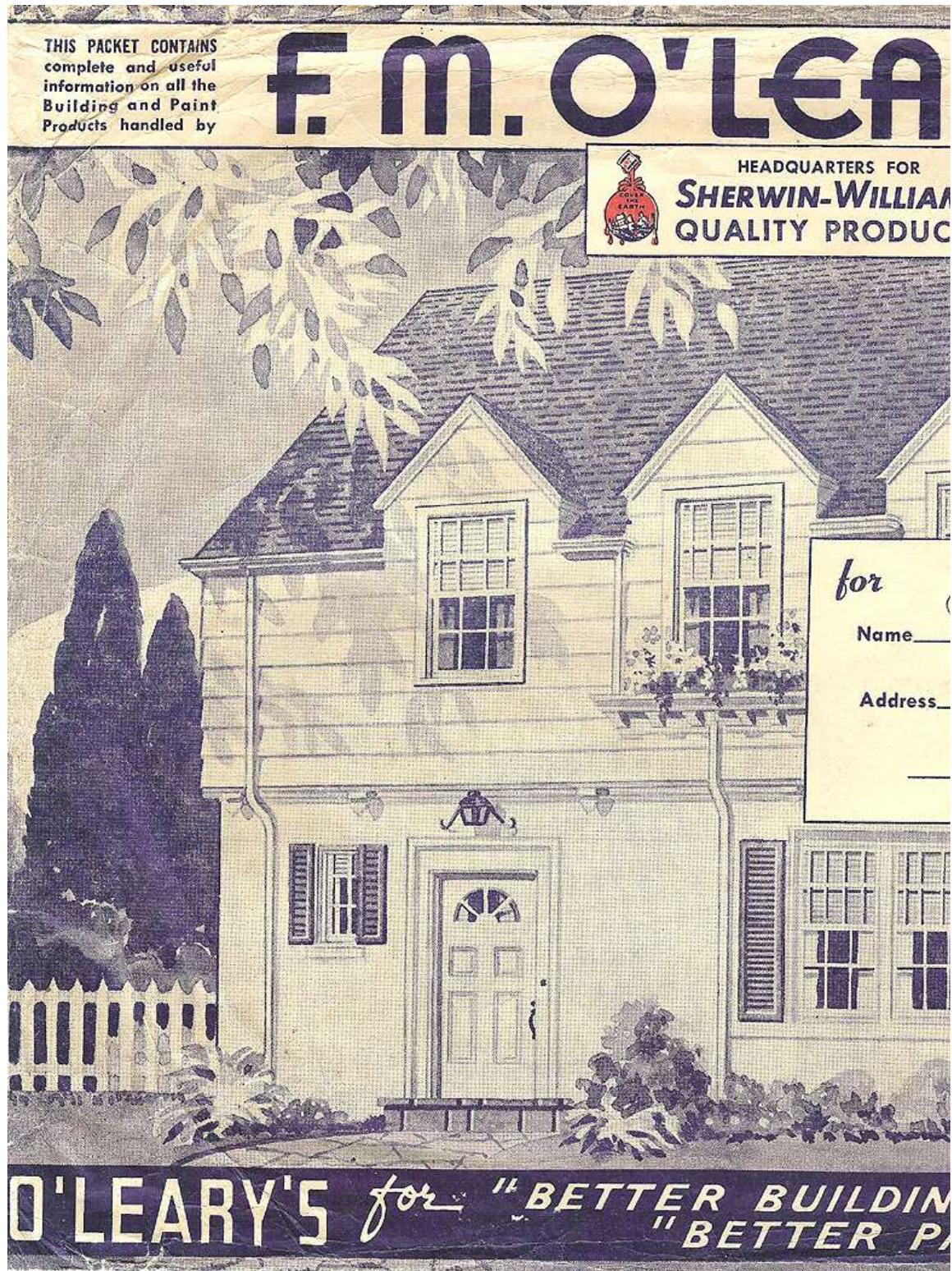
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LARGEST NEWFOUNDLAND COVER ? - Ron McGuire

Many collectors dislike big covers but I like them as they can be great examples of high postal rates and value stamps, the use of permits and meters and can be well illustrated like this one, publicizing F.M. O'Leary Ltd. a St. John's paint and builders supply firm. The envelope measures 10" x 13" and is the largest Newfoundland cover I've seen.

While it is posted on 4 August 1950, I believe it could be a pre-Confederation string tie envelope used for sending what is indicated in the text printed in the upper left and lower right corners. Franked by O'Leary's meter [number not clear] playing the 14 cent printed matter rate [2 cents plus 12 cents, based on 2 cents for the first two ounces and 1 cent for each additional two ounces or fraction thereof] for contents weighing between 25 and 26 ounces. There are no backstamps. Maybe a member has another to beat this one in size.

Right side seen on adjoining page.

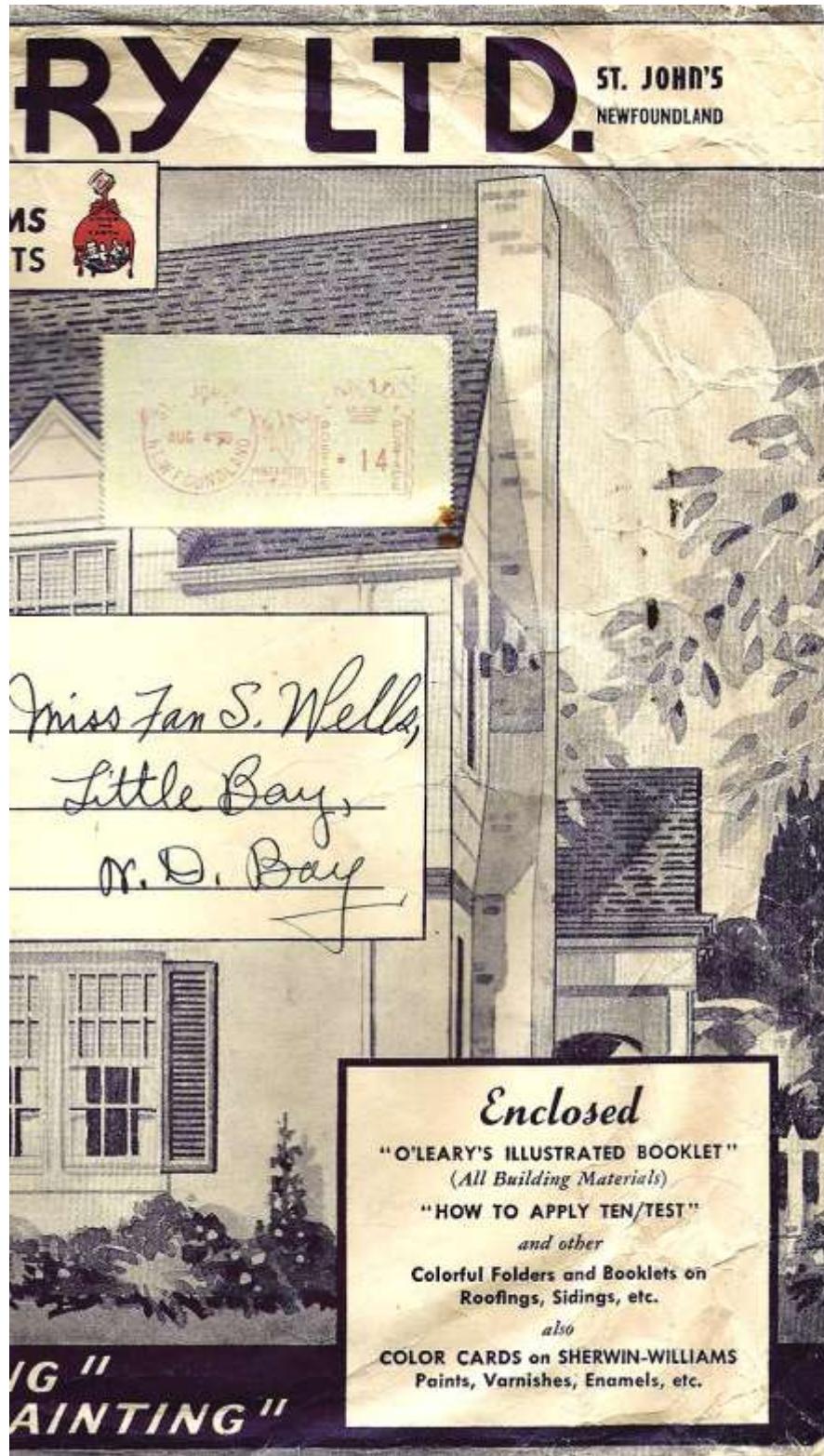


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LARGEST NEWFOUNDLAND COVER? – Ron McGuire



Editors Note: Members who receive their newsletter by PDF may want to print out these facing pages to get a better impression of this large envelope.

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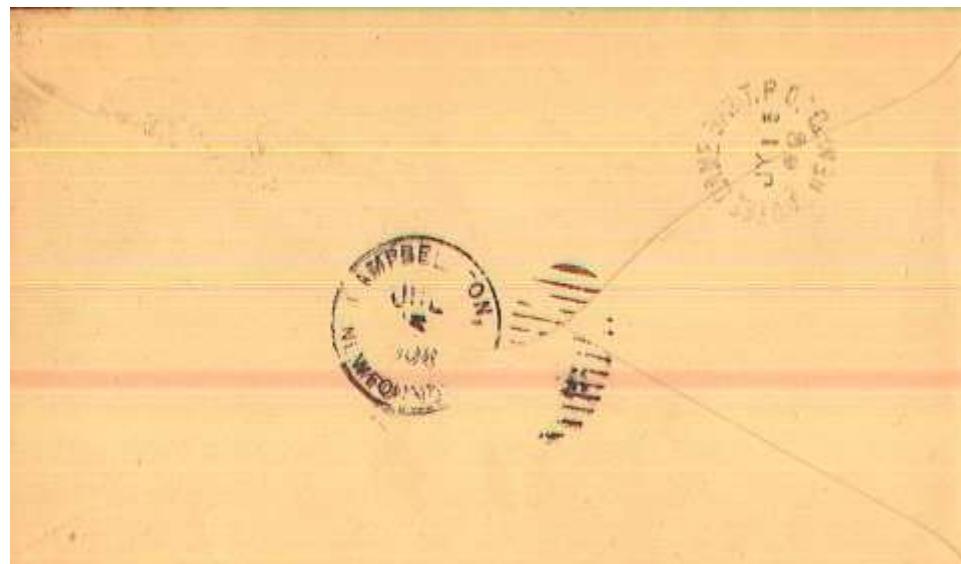
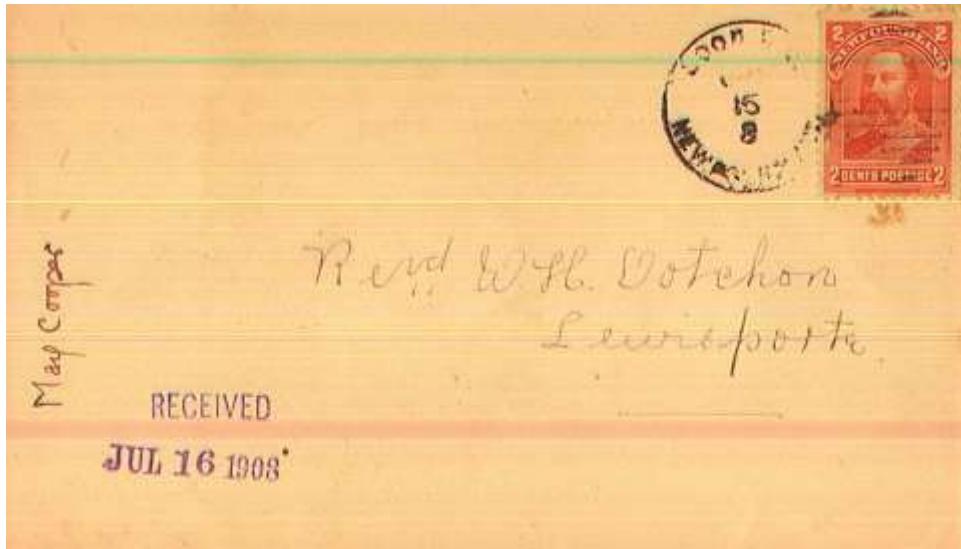
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TWO DUPLEX STRIKES ON ONE COVER - Carl Munden

Hi guys; we had our annual show this weekend and I found this in Claude Michaud's stock. This is the only cover I have seen with TWO different duplexes. The Campbellton is a transit mark and this was only possible because of ALL the Duplex towns these are the only two that were in close proximity, and Campbellton was the port of call for the mail boat, hence the Notre Dame Bay TPO. It is interesting that the good Reverend got his mail the same day as it was posted because Lewisporte is on the next bay over and not that far away. Campbellton's claim to fame was as the birthplace of Chief of Defense, Staff General Rick Hillier.

I already have a perfect strike of LOON BAY duplex on cover and a good clear strike of CAMPBELLTON on cover.



(Editor's Note: horizontal bars are from Carl's scanner.)

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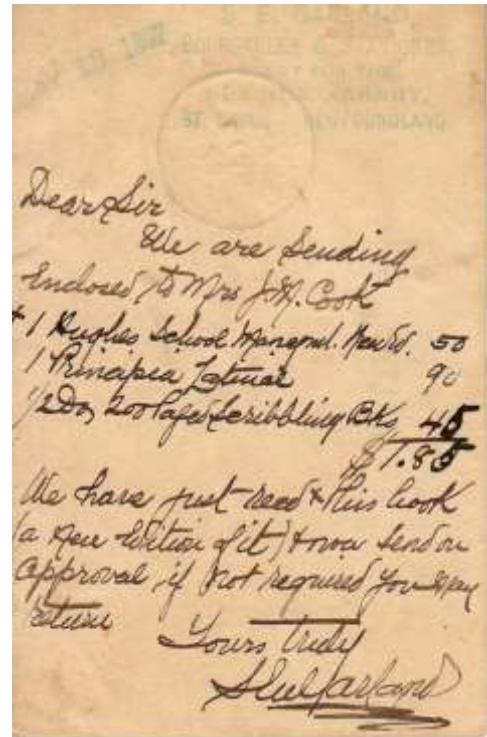
The Man from Sandy Point – Early Days – Bruce Robertson

An 1897 Newfoundland postcard from S.E Garland in St John's addressed to E.A. Butler Esq., Twillingate, recently came into my possession. Like all of us inveterate Butler collectors, my first thought was why 'Esq' and not 'Rev.' and perhaps even more excitedly, could this be the earliest Butler yet sighted? [Editor's Note – actually not. Another postcard from the same correspondence is owned by Doug Hannan, dated MR 1? 97.]



Fig. 1. The Newfoundland Postcard cancelled St John's Newfld May 19. 1897. The cards were printed by the British American Bank Note Co. Montreal.

Fig 2. Faint rubber-stamp address at top for S.E. Garland, Bookseller & Stationer, Agent for the Seaside Library, St John's Newfoundland.



The message too, raised hopes of further 'discoveries', dealing as it did with some school books, obviously ordered by Butler, but sent to Mrs. J. M. Cook.

EARLY DAYS

For those of you not already inculcated with 'Butler-itis', Eleazer (i) Alfred Butler was born in 1872. He graduated from Queens College St Johns (ii) and after a period of time moved to the Parish of St Georges centred on Sandy Point, on the west coast of Newfoundland in 1911 . Sandy Point had been a thriving settlement in the 1850s of some 750 residents, but had declined to 465 in the early 1900s. For the next 40 years Rev Butler combined his pastoral role of serving his widely spread parishioners with that of a successful 'mail-order' stamp dealer, selling Newfoundland stamps and covers worldwide - so successfully that his correspondence advertisements and price lists claimed 'Newfoundland Means Rev. Butler'.

Butler died in 1955 – and less than 20 years later, as a result of the decline in the fishing industry, economic factors and government policy towards small scattered out-ports, Sandy Point had become a 'ghost-town'.

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Sandy Point's evocative story is told in Dr Don Downer's *Turbulent Times* (iii) whilst our very own Editor, Bob Dyer, has written knowledgably at several times about Rev Butler's stamp dealing career (iv).

So, turning the proverbial clock back, what do we know about E.A. Butler prior to his ministry at Sandy Point? Well, the easy bit is he was born in 1872 in Kelligrew. His parents were Matthew Butler & Eliza Jemison Grouchy, and the grandson of Charles Butler & Jane Greenslade. He had two siblings (all brothers from what I can tell). Butler senior was a farmer, and in his will he left most of his estate after his wife's death to Thomas Frederick and Eleazer Arthur, whereas, the third son Philip G. Butler "is to have one share of my Grealy town land when he pays his mother the amount of money he owes me viz one hundred dollars currency and the interest also which he did not pay."(v)

I have, as yet, been unable to find little about Eleazer Arthur's youth, and the following notes may not be in the correct chronology.

The closest date to this postcard I could find was 1898, where the White Bay Region McAlpine's Directory lists an Eleazer Butler: occupation teacher, in the Baie Vertr District- Horse Island (vi). This would have made him 26 years of age – so it is not impossible to suggest this was a temporary post-graduation position, whilst waiting a first curacy – it certainly supports the 'educational' content of the 1897 postcard. Next, in 1900, we find Butler a youthful 30, officiating as a curate over weddings at St. Peter's Church at Upper Island Cove, Conception Bay North-Harbour Grace (vii). Perhaps this was the beginning of his future career - "I am a reverend – will travel"!

Obviously, Butler had become no stranger to Twillingate, where it appears he had set his heart on Caroline Temple, the young daughter of Canon Rev. Temple of Twillingate. They were married (Cannon Temple officiating) in 1901, He was 29, she was 24. On the registry, it states his occupation as clergyman living in Fogo. Perhaps marrying the 'boss's daughter' had paid dividends. It appears Butler did not sever his educational connections, and in 1904 we find him assisting his father in-law in the Twillingate wedding of Mr. Samuel C. Thompson, Deputy of C. of E. Superintendent of Education to Miss Rosetta May Peyton (viii).

Nor did Rev. Butler's connection with education end when he arrived at Sandy Point in 1911. He set about modernizing the school accommodation - and throughout his parish, ensuring only the best teachers were engaged to teach in his parish schools. It was this life-long interest in education, and his energetic travel and support to all reaches of his parish that led to the E. A. Butler Memorial School, Robinsons (now relocated to McKays) being named in his honour.



Fig. 3. *Undated postcard view of Sandy Point. Published by S.E. Garland – probably taken about the time Rev Butler arrived in Sandy Point.*

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The Man from Sandy Point – Early Days (Continued)

Fig. 4 “This is Rev. Butler (Himself!) Rector of St. George Parish. Pictured as he was a year ago (age 66), just about to start for a trip around his Parish – 30 miles in extant – with 300 families and 6 churches” Interestingly. The back cover carries information on the forthcoming opening of the Newfoundland Air Field, (Botwood): ‘one of the largest in the world’ – which was to handle or air mail in and out of Newfoundland. Not surprisingly, Butler was planning to send a quantity of letters by the First Air Mail to London, Montreal and New York – and urged collectors to act NOW! And he would send them a letter on the receipt of \$1.00. An example of one of these covers is shown in Fig. 5.

Today, little remains of the former bustling settlement of Sandy Point – just a lone lighthouse, traces of some building foundations and abandoned cemetery. But elsewhere, around the world, nestling in collector’s albums, are prized examples of Rev Butler’s covers – from a time when Rev. E A Butler really did mean Newfoundland.

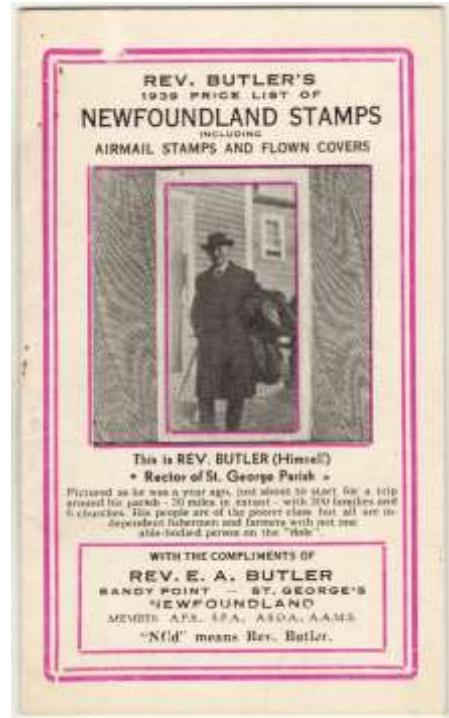


Fig. 5

Marked ‘Imperial Air Mail – Botwood to New York’ and addressed to himself in Butler’s own hand. This was the second trial flight: Imperial Airways Trans-Atlantic service from Southampton then Foynes, Ireland and onward to Botwood, Newfoundland, then Montreal and New York, using a modified ‘C’ class flying boat, Caribou G-AFCV. The flight required air-to-air refueling on the Foynes-Botwood stage. The service ended from the UK on 24 Sept 1939 shortly after the outbreak of war. The last Imperial Airways flight from New York was started on the 27th September. Just eight round trips had been completed.



The store of Samuel Eliot Garland who served as the local bookseller, stationer, and news agent. Garland published some books and was the first to sell postcards in Newfoundland. Many of these local view-cards were printed as tinted collotypes with an extra blue plate under the Photo-Iris Series name. Although his store burnt down in 1892 and again in 1908 he rebuilt and operated it until his retirement in the 1920’s.

A note on S.E. Garland 1888-1920's 177 Water Street, St. John's, Newfoundland, Canada

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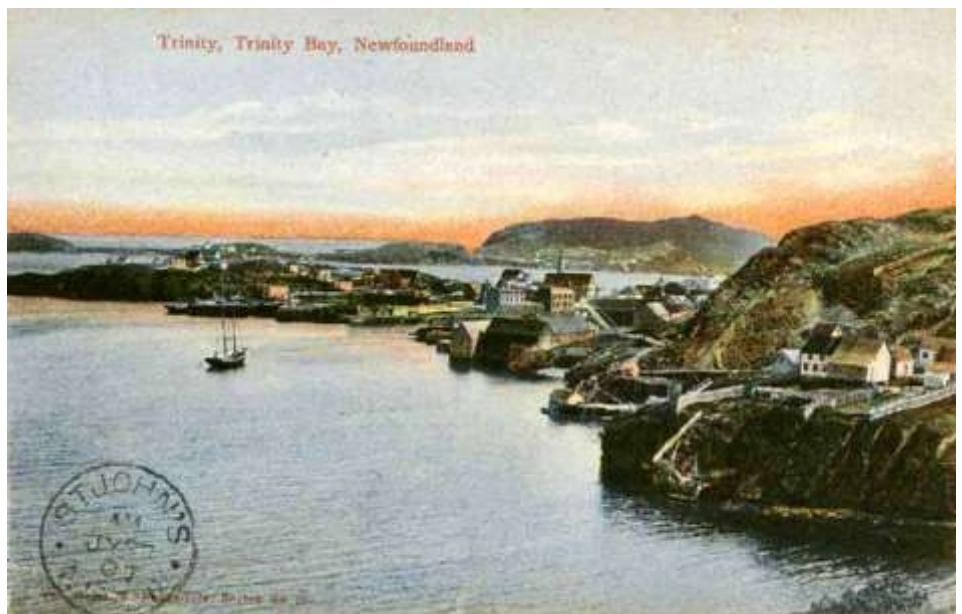
The Man from Sandy Point – Early Days (Concluded)

Fig .7 A typical Garland produced postcard. View of Trinity, Trinity Bay. Postmarked St John's July 27, 1907.

© Bruce Robertson
bruce@prexie.com

NOTES

- (i) Bob Dyer (see iv below) quotes Butler's granddaughter Gwendolyn Butler who points out Butler's first name was 'Eleazar' and not 'Eleaser' as quoted by Bob in his articles. I am afraid I am on Bob's side here. Copies of historical documents I have sighted, for example the parish record of his wedding – conducted by no less than his father in-law, the Canon Rev. Temple – all favour 'Eleaser'. It is a variant of Lazarus (Hebrew) that means 'God is my help'}. Whatever variant you prefer, Gwendolyn says it was a name "he did detest", and perhaps that is why all his literature was titled 'E.A. Butler'.
- (ii) Queen's College was established in 1841 as The Theological Institute by The Right Reverend Aubrey George Spencer, appointed in 1839 as the first bishop of the Diocese of Newfoundland. His successor, The Right Reverend Edward Field, re-established The Institute in a new building and named it Queen's College in honour of Queen Victoria and The Queen's College, Oxford, his alma mater. Its prime purpose was then, and is now, to offer training leading to ordination.
- (iii) *Turbulent Tides – A social History of Sandy Point*. 1997. ESP Press.
- (iv) 'The Man from Sandy Point' BNA Topics, Vol 64, No 3, Jul-Sep 2007 and No 4 Oct-Dec 2007; 'Reverend E.A. Butler – further Notes' The Newfie Newsletter No 134 Jan-March 2009.
- (v) Will of Matthew Butler from Newfoundland Will Books, Volume 10 pages 256 to 258 probate year 1914.
- (vi) NL GenWeb: White Bay Region – McAlpine's Directory 1898. Baie Verte District-Horse Island.
- (vii) NL GenWeb: Conception Bay North ~Harbour Grace District. Upper Island Cove Mission in the Diocese of Newfoundland. Upper Island Cove – St Peter's Church Marriage Records. 1879-1903.
- (viii) 1904 free Press (Vol 4) June 1904. ('Printed every Tuesday St John's, Newfoundland, Price 2 cents').



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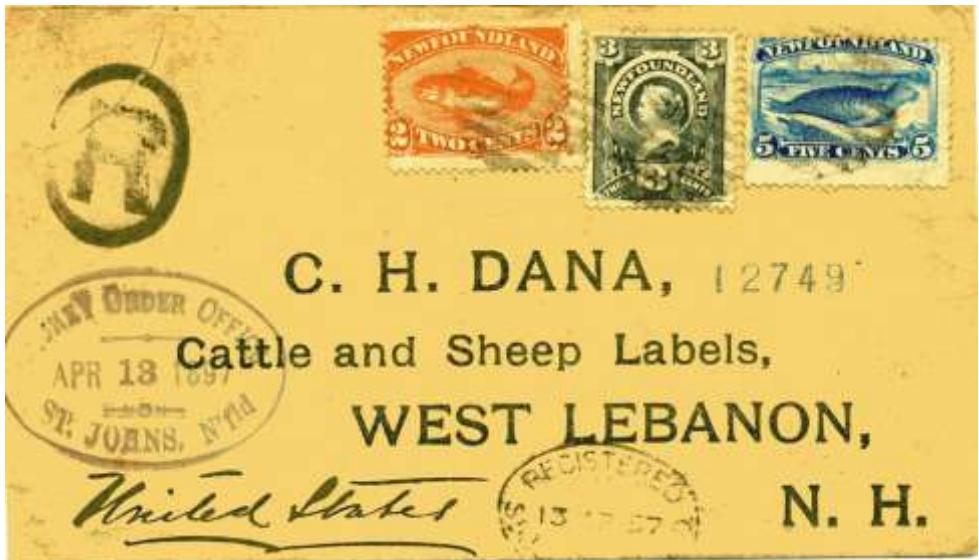
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1897 MONEY ORDER OFFICE COVER – Doug Hannan

Editors Note: On Page 12 of NN #142, David Piercey showed an official cover from 1895 with an oval "MONEY ORDER OFFICE" marking (Butt #MO3). Doug Hannan has found another. Below are emails between them.

David:

I have recently purchased this 1897 registered cover to the USA which obviously contained a money order for payment. There is a MO3 hand-stamp on the front which appears to be similar to your cover...I would like you to compare it to your cover from 1895 to help decide if it is from the same hammer...To my knowledge this is only the second MO3...



Doug:

Yes, I saw this on e-Bay recently. I looked fairly closely at it and compared it with my 1895 strike...I had concluded it is from the same hammer as mine, as all letters and ornaments, etc. appeared to match perfectly. Without resorting to an exact overlay, it agrees in all characteristics with the strike I reported. My only concern with your strike was that it was a bit "blurred", perhaps because of over-inking, poor paper, or hammer wear; but, it is a beautiful cover, notwithstanding.



David:

Thanks for your comments and I agree it is probably the same hammer without overlays and even then, the hammer being a couple of years older and on a brown, porous paper. I do not think one could dispute this....The cover is the first [known] with commercial use.

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One of My Favourite Newfoundland Covers - #3 - Ron McGuire

This is one of favourites because I can find no record in Harmer nor AAMC 6th edition to covers existing from this unsuccessful flight. The cover is addressed to Alfred Stuart, the aviation reporter for the New York American and Journal newspaper. Unfortunately, there are no backstamps.



Fortunately, it is indicated on the lower left of the cover as being a "Test fight N.Y. - Harbour Grace & Return". It is postmarked with a Brooklyn, New York duplex, 4 August 1933 at 4 am. The free strike of the Harbour Grace 10 August 1933 CDS and another tying the 4-cent Gilbert [underpaying the postage by one cent] confirms the cover arrived and survived the crash which prohibited the plane from returning to New York and Floyd Bennett Field from where it left. This air field was located in southeast Brooklyn. In 1972 it became part of the Gateway National Recreation Area. The majority of the art deco style structures have survived making it one of the largest and best representations of commercial aviation architecture of the period.

There were three men on the flight. Emile H. Burgin, a pilot who was engaged by Benjamin [1898 - June 1979] and Joseph [1893 - November 1970] Adamowicz. They all signed in the upper left. I believe this flight may have been more of a 'training' than 'test' flight because they hired a pilot who was to give them flying instructions. The brothers, born in Poland, were American businessmen and amateur aviators and had bought a Bellanca J300, they named the "City of Warsaw" for the flight. The plane was repaired and used again for another flight for which I think this one was to prepare them for flying themselves. The latter left New York on 28 June 1934, the next year, again via Harbour Grace where they departed at 5am on the 29th. They encountered difficulties over the ocean but eventually landed near Caen, France on the 30th. On 1 July they went on to Paris and were forced to land in Germany because of a fuel leak, then continued on to Warsaw where they arrived on 2 July.

The Adamowicz brothers are on Wikipedia with a photograph of them and their plane being welcomed by a crowd at Warsaw air field. Another photograph shows the brothers with their family. No Newfoundland mail is recorded although mail from New York was on the plane. Has anyone seen another cover from the 1933 unsuccessful flight, or any from the 1934 successful flight, considered to be the first across the Atlantic by amateur aviators?

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NEWFOUNDLAND'S 1897 POSTAL SHORTAGE- ANNOTATED

Norris (Bob) Dyer - Page 13.

TYPE II & TYPE IIA

Type II, 1.5mm
between words
ONE CENT



Type IIA, 2mm
between words
ONE CENT



Type II on local cover of OC 19 97, first day of issue.



Type IIA used locally on DE 13 97 nine days after end of provisional period, still valid for postage. It was only at pos. 41 (792 created). 1897 usage is extremely rare. The last recorded IIA cover *within* the provisional period was in the 1970 Sidney Harris auction.

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NOTES ON 1897 SURCHARGE EXHIBIT – PAGE 13

Type IIA and Type II occupy positions 41-48 of the setting of 50. Type IIA is unique within the setting at position 41. Well-centered multiples of Type IIA and Type II are rare.

This block may be the best-centered one seen recently intact. It was owned by a BNAPS member in the Golden West Regional Group who liked to show it at meetings, along with several other great BNA blocks. He always carried them in a shirt pocket in glassines. After he died it was sold as Lot #1483 in a Schuyler Rumsey sale of 2002. The auction house incorrectly described it as Scott "75-77" and catalogued it as "\$860 ++". The correct Scott value was only \$400 as Scott did not (and still does not) distinguish between #76 (Type II) and #76A (Type IIA). This discouraged me from submitting a viable bid. Perhaps I should have complained at the time. The top two are #75's.

Stanley Gibbons does not distinguish between the two types, either, but Unitrade and NSSC do. NSSC currently shows Type II mint at \$165 and IIA at \$420 - NSSC #70 and #70a.



Type IIA

Type II

It cannot be repeated too often, that the centering of complete settings of the 1897 surcharges ranges from Good – Fine. Sometimes setting will be F-VF on one side and only Good on the other. Below is a nicely-centered position piece.



Type I, top two rows & Type II bottom row