

THE NEWFIE NEWSLETTER



NEWSLETTER OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS

Number 163

April/June, 2016

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See pages 6 through 13 for our feature article "The Folkard Newfoundland Letter Cards" by George McGowan and C.R. (Ron) McGuire."



Chairman/Editor: Norris (Bob) Dyer, 1708 Granada Court, Petaluma, CA 94954 nrdyer@comcast.net
Editor: Malcolm Back, 97 Stuart Street, Stouffville, ON L4A 4S4 mback1217@rogers.com
Treasurer/Circulation: Martin Goebel, 13 O'Mara Place, St. John's NL A1A 5B7 goebel@nf.sympatico.ca

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The Perfin Corner

by Barry Senior

Three cent stamps used to pay the 2 cent Letter Rate to the USA plus the 1 Cent War Tax fee. Both covers illustrate the same rate but are used to show the different types of stationery used.



Three cents over pays the Postcard Rate by 1 cent so it is presumed that Mrs Knowling was out of smaller stamp values at the time. *October 24, 1922 is the latest known date of usage for a GK perfin.*

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The Perfin Corner

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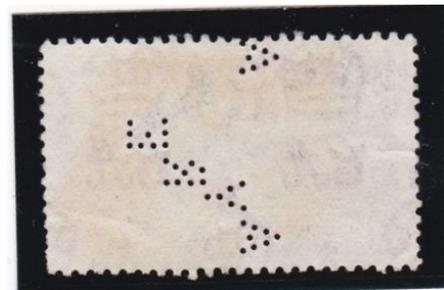
An Update to the Delisting of Certain Newfoundland Perfins

In 2013 a short article was published in the four major Perfin publications requesting feedback to verify the existence of certain Newfoundland perfins based on the results of a survey published in 1995. At the time I received no responses so a request was made to the editors of Canadian Stamps with Perforated Initials to delist the stamps in question. This was done and should have been the end of this saga, not so. Forward to 2016 where I purchased a small collection of Newfoundland perfins and lo and behold what should appear but one of the stamps in question. It is a Scott #226 with an A11, Ayre and Sons Limited, perfin in position 2. This stamp was issued on May 6, 1935 and has a clear “Buy Goods Made in Newfoundland” slogan cancel. This slogan is listed as NFS-13 in the handbook “Slogan Postmarks of Canada” by Cecil Coutts and as PS-12 in the “Newfoundland Specialized Stamp Catalog”, 10th edition, by Walsh and Butt. There are 2 versions of this slogan with Die 1 being used from May 1934 – December 1935 and Die II used from May 1935 – November 1937.

The previous Latest Known Date of Usage (LKU) of the A11 perforator was April 16, 1932 and in the absence of a readable date on this stamp the LKU now has to be the date of issue of this stamp or May 6, 1935, over 3 years later.

This little exercise just proves that no matter how much information is known and confirmed in the perfin world, things are always subject to change with the next auction purchase or trader lot that you receive. We have just added a new issue and a new LKU to the A11 perforator.

Happy Hunting!



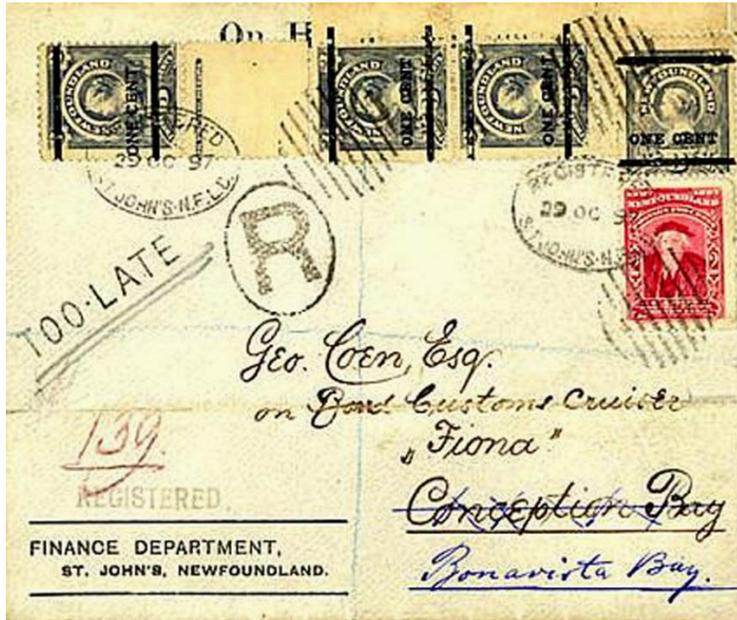
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THE ONE THAT GOT AWAY !

- Editor Bob Dyer



29 OC 97, St. John's to "Fiona", with all three 1897 surcharge types



Reverse of cover (See Text Next Page)

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THE ONE THAT GOT AWAY !

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On October 28, 2015, Kelleher had an auction, and the cover you saw on the previous page was lot #1751. Kelleher gave a lengthy description. Basically, what we have at the top from left to right is Scott #76 (Type II), a vertical pair of Scott #75 (Type I) with Scott #77 (Type III) and extra #75, below which is a 2-cent Cabot, Scott #62. This pays the registered inland rate of 6-cents. It was sent to the ship “Fiona” but was too late for Conception Bay, thus the TOO LATE, but caught it at Bonavista Bay. This cover came from Newfoundland’s Finance Department, indicated on front and back.

Now this is a nice cover in that it has *all three surcharges at a proper rate within the provisional period*. I had not seen one before. There are a few minuses – it is obviously **contrived**. The #76 comes from the middle bottom and is not contiguous with the #77. The recipient is a known collector, also involved with James Cox, who sent contrived philatelic covers as a mail clerk on the C.B.R. railroad. Judges might not know the latter but will see the “planned” aspect of the cover I point this out as I exhibit the 1897 surcharges and any piece I now strive for would be for the exhibit.

Kelleher catalogued the cover at \$730, and estimated the value of \$750-1,000. The *actual catalogue is \$1851*. There is no way I can figure how they got “\$730”, as #77 on cover, alone, is \$1600, and adding the used values of balance results in the \$1851 figure. Well! I thought that gave me a break but the “\$750-1,000” estimate was way too low. So I thought I was going to land this big fish with a bid of \$2,600 (plus the 18% commission, of course) I was outbid by a caller on line at \$2,700 (\$3,186 with the 18%). I am sorry it got away but have nice scans of it, anyway.

THE “FIONA”

David Piercey sent me this photo of the ship stranded on the rocks in 1910. It was sold in 1912. He says: A quick check of my notes (incomplete), indicates the Fiona was most regularly used as a revenue ship in 1897(see example attached), as she was regularly chartered over the years by the government for this purpose. However, she also did substitute for the Bruce briefly in 1898, and was on the South Coast TPO in 1903, so she is known to have officially carried the mail.



BUT: For most of October 1897 she was instead being used as a campaign ship chartered by the Liberal party (it was an election year) to visit the towns on the north coast. [Ed. was Coen a Liberal? Thanks, David, for the information!]

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THE FOLKARD NEWFOUNDLAND LETTER CARDS

by George McGowan and C.R. (Ron) McGuire

A while ago, I approached our editor as to the possibility of doing an article on these interesting postcard-like letter cards. Unknown to me, Ron McGuire had the exact same idea. This is the result of that collaboration along with the help of Bob Vogel.

In the early 1970s co-author Ron McGuire, was fortunate to meet the man who 'invented' the Folkard letter card. They were serving as judges at the annual Lakeshore Stamp Club Exhibition at Dorval, Quebec. This was the 'hey day' of interest in the collecting of picture postcards. His recollections of the meeting are as follows:

--I recall his name was Folker and a post-First World War immigrant to Montreal from Germany or Austria. Over lunch I told him I was interested in early picture postcards and that I thought some of the finest examples were produced in Germany. When he asked if I was aware of the Folkard letter cards and I told him I collected them, he was very pleased. I had wondered about the name and then realized he named them after himself. I intended to record his story---but like many things, never did follow it up until too late. Mr. Folker was 'elderly' or, as a '30 something', thought he was---and when I did try to contact him---he had passed on.

While this article concerns the Newfoundland Folkard letter cards readers should know there are several hundred other Folkard letter cards depicting scenes of Canada and the USA. They are numbered and unnumbered on the caption side and required the letter rate of postage. Despite the "'COPYRIGHT Canada 1929 [and] REG'D U.S.A. PATENT OFFICE" [which appears on the address side, where there is a detailed description of the view, and often crediting its photographer], I had observed the cards I had seen postally used, were not earlier than the 1940s. When asked about that, Mr. Folker told me because of the Great Depression he did not have the finances to proceed with production until that time. Appropriately several attractive Second World War patriotic cards exist and several for the Alaska Highway project. Cards were commissioned by hotels and restaurants depicting their premises and several by the Canadian Pacific Airlines with their aircrafts in flight.

The copyright/patent line also states the firm's headquarters, "FOLKARD / COMPANY OF CANADA LIMITED DRUMMOND BLDG. MONTREAL.". The Drummond Building still stands in excellent condition, located at 1111 St. Catherine Street West at the corner of Peel Street. With ten floors, when completed in 1914, it was considered a 'skyscraper' of the day. It was designed by Howard Colton Stone and built by the Dominion Bridge Co. (Fig.1). [1]

The earliest Newfoundland we have recorded is unnumbered and posted at Gander on 13 January 1949. It may be the only truly Newfoundland card available before Confederation (Fig.2). The others were probably done later as part of the Canadian series. The majority of recorded used cards are mailed at Gander by airplane passengers on stopovers at the airport [from the message on one card it was bought at Gander airport but not mailed until arrival in Germany]. This heavy use from Gander is easily explained.

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During this period, every airplane, military or commercial, going from Canada or the US to Europe had to stop at Gander to refuel. And in the other direction, every flight from Europe to Canada or the US had to stop at Gander for the same reason. Passengers were allowed to de-plane and use the restrooms, get a snack, buy a souvenir, and of course, send a card home. The next largest number of cards were posted at St. John's. Several other places around the island are represented and the card usually depicts the town where mailed. The latest use recorded is St. John's, 7 September 1970.



Figure 1. *The Drummond Building* (photo Courtesy Alexis Hamel)

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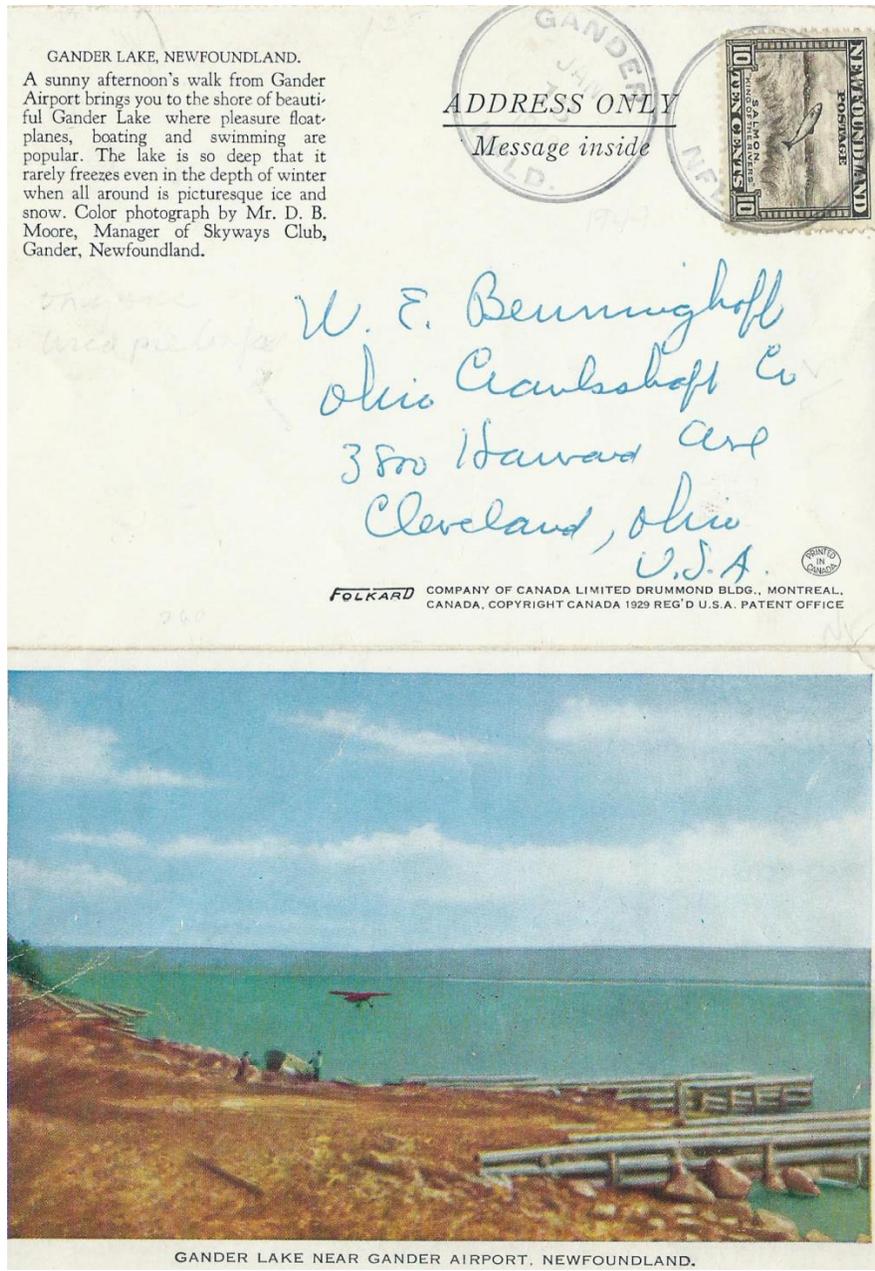


Figure 2. Possibly the first Newfoundland Folkard lettercard, but unnumbered and currently the earliest known used example, posted at Gander on 13 January 1949.

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The following is a list of the known cards:

- 950 Poling Down the Upper Humber River, Newfoundland, Canada
- 951 Big Falls, Serpentine River, Newfoundland, Canada
- 952 Servicing American Overseas Airliner at Gander, Newfoundland, Canada
- 953 Shell Bird Island, Humber River, Newfoundland, Canada
- 954 Main Lounge at Airport Terminal Building, Gander, Newfoundland, Canada
- 954 The Lounge in the Airport Terminal Building, Gander, Newfoundland, different design
- 955 General View of St John's, Newfoundland, Canada
- 955 View from harbour on St John's, Newfoundland, different design
- 956 Roman Catholic Cathedral, St John's, Newfoundland, Canada
- 957 Anglican Cathedral of St John the Baptist, St John's, Newfoundland
- 958 Colonial Building, St John's Newfoundland, Canada
- 959 The Newfoundland Hotel, St John's, Newfoundland, Canada
- 960 The Narrows, Gateway to the Sea, St John's, Newfoundland
- 961 Cabot Tower, St John's, Newfoundland
- 962 Glynmill Inn, Corner Brook, Newfoundland, Canada
- 963 ?
- 964 High School and War Memorial, Grand Falls, Newfoundland, Canada
- 965 The harbour at Bonavista, Newfoundland, Canada
- 966 City and harbour of St John's, Newfoundland, Canada
- 967 Excellent trophies from Newfoundland Waters
- 968 Newfoundland's rugged coastline
- 969 Clarke's Beach, Conception Bay, Newfoundland
- 970 Newfoundland harbour Scene
- 971 Corner Brook, Newfoundland (Glynmill Inn)
- 971 Corner Brook, Newfoundland (Paper Mill)
- 972 Grand Falls, Newfoundland
- 973 An iceberg off St John's Narrows, Newfoundland
- 974 Fish Stages in Newfoundland
- 975 Fishing in Newfoundland
- 976 Cod Drying in a Newfoundland Village
- 977 An Overseas Airliner Landing at Gander, Newfoundland
- 978 Overseas Airliners Refueling at Gander, Newfoundland
- 979 Looking at St John's, Newfoundland
- 980 Pepperell Air Force Base, Newfoundland
- 981 Map of Newfoundland
- 982 Brigus, Newfoundland
- 983 A Cove in Newfoundland
- 984 Woody Point, Bonne Bay, Newfoundland

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- 985 Bay Du Nord, Newfoundland
- 986 Portuguese Fishing Boats in St John's Harbour, Newfoundland
- 987 Gander Airport, Gander, Newfoundland
- 988 MV Carson
- 989 Caribou Statue, Bowring Park, St John's, Newfoundland
- 990 The War Memorial, St John's, Newfoundland
- 991 One of the Many Beautiful Lakes in Newfoundland
- 992 Caribou in Newfoundland
- 993 Hauling a Cod Trap from Newfoundland Waters
- 994 The Internationally Famous Nfld. Dog
- 995 Main Lounge, St John's Airport, Newfoundland
- 996 Grand Bank, Newfoundland
- 997 Murals, at International Airport, Gander, Newfoundland
- 998 Runway, at Gander Airport, Newfoundland
- 999 Artistic Floor, Decorating the Concourse at Gander, Newfoundland
- 1000 Concourse at Gander Airport, Newfoundland
- 1001 ?
- 1002 Murals, at the International Airport, Gander, Newfoundland
- 1003 The Lounge in the Airport Terminal Building, Gander, Newfoundland
- UnNo Wesley United Church, St John's, Newfoundland, Canada
- UnNo Gander Lake near Gander Airport, Newfoundland

Note:

- that we are missing captions for numbers 963 and 1001---if you have these cards or any others that may exist, please let us know with a scan of the front and back;
- that there may only be three vertical cards with the majority in a horizontal format;
- card numbers 954 and 955 are duplicated, each depicting different views and captions;
- the credit line is in two positions on the address side of the cards :---numbers 985 to 996 and possibly other numbers before and/or after them, are centered vertically, while the majority are in the lower right.

There are also the following four examples of letter cards done as postcards, requiring the postcard rate. We are certain there are others. If you are aware any, please send scans.

Newfoundland Folkard Postcards

- 960 The Narrows, Gateway to the Sea, St John's, Newfoundland
- 968 Newfoundlands Rugged Coastline
- 979 Looking at St John's, Newfoundland Folkard Postcards
- 983 A Cove in Newfoundland

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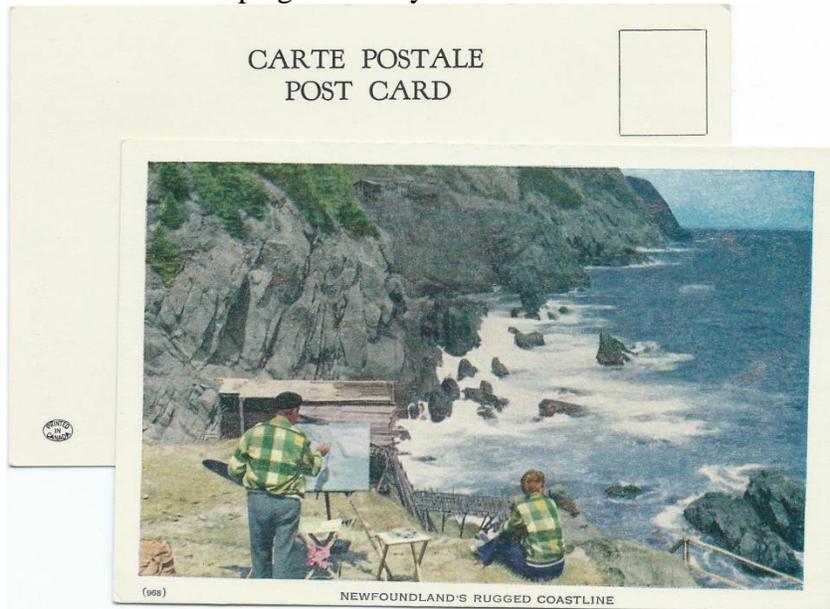
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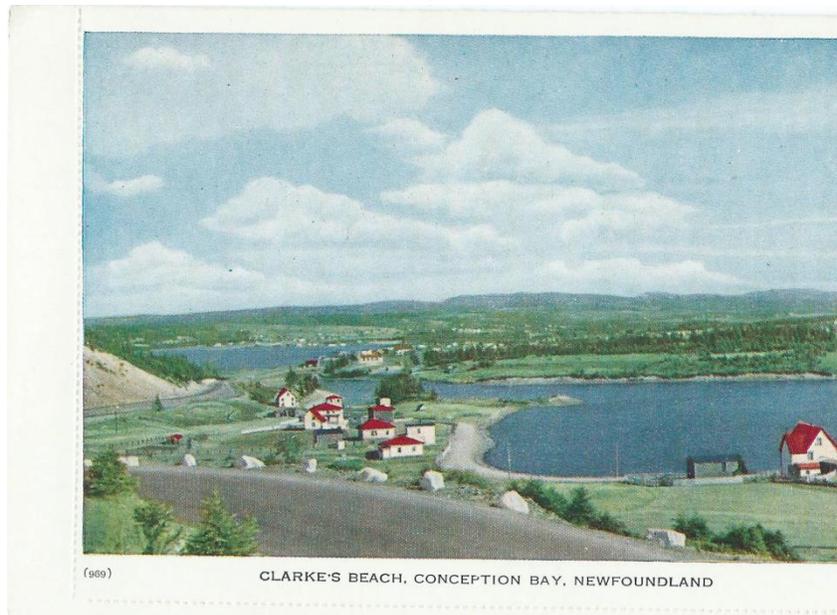
THE FOLKARD NEWFOUNDLAND LETTER CARDS

- continued

They have a simple "PRINTED IN CANADA" within an oval in the lower left corner of the back. Since they have the Folkard number and view we assume they were done by the Folkard company. However, not using the FOLKARD name is a mystery and leads to the possibility that the view side was 'plagiarized' by another firm.



968



969

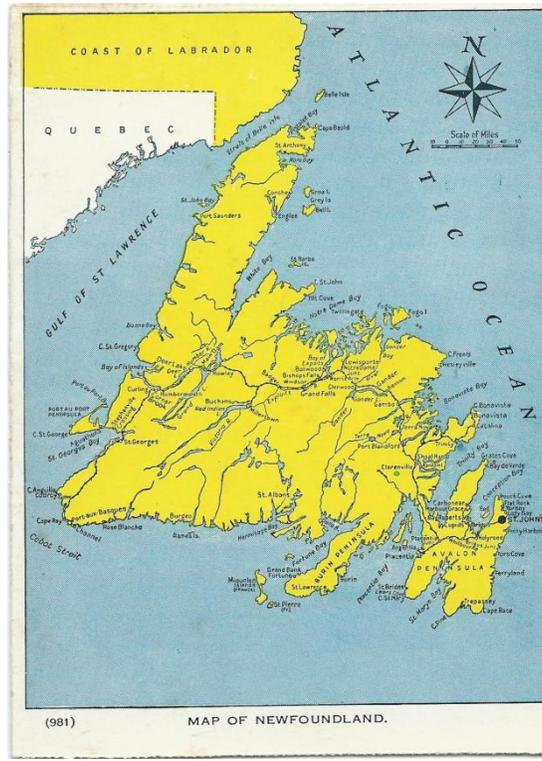
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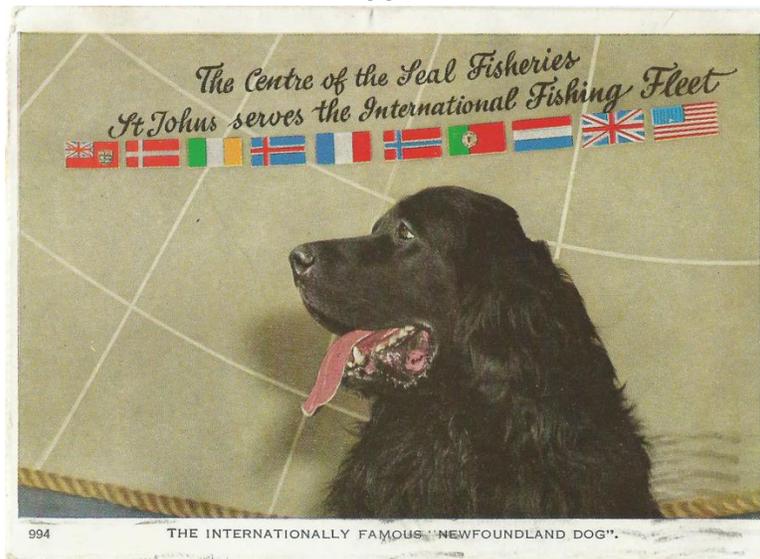
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981



994

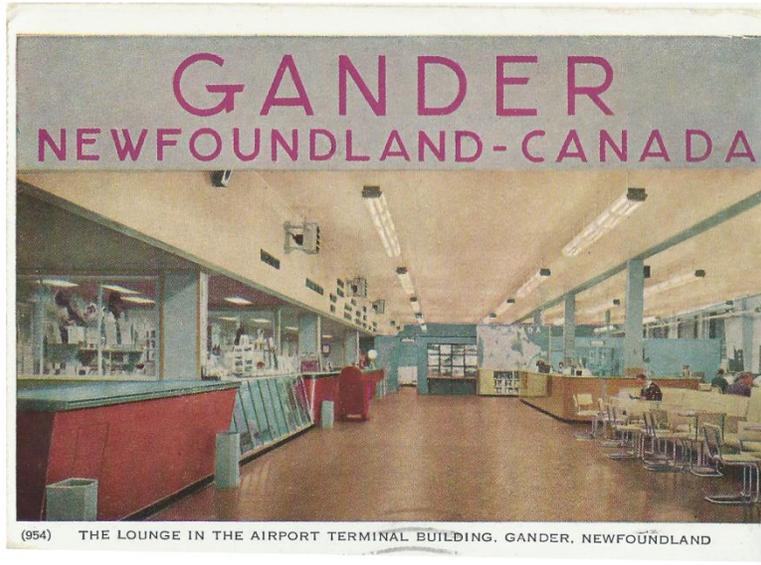
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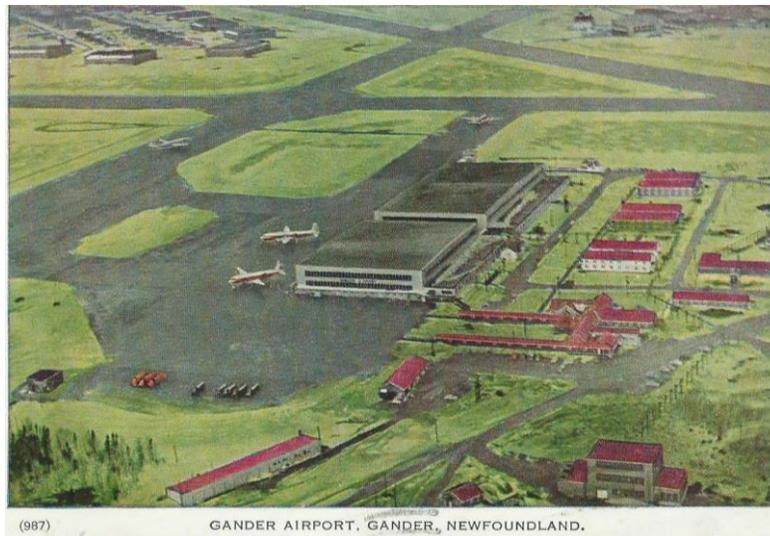
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954



987

References: [1]---web site, --- www.imtl.org/montreal/image.php?id=4774.

The photograph of the Drummond Building was taken by Alexis Hamel and is on this web site with the building's history.

Credits: Bob Vogel, Barrie, Ontario kindly provided lists of his and Robert Soper's collections. Bob is recording the Canadian Folkard letter cards, and requests input for his project. He can be contacted at: berlinb@csolve.net. -McGowan and McGuire

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NEWFOUNDLAND STAMP COMPANY

- Editor Bob Dyer



It was formed in early 1889. A May 11 ad in the Evening Telegram using the DBA, sought old Newfoundland stamps and envelopes, with an address of Atlantic Building, P. O. Box 371, St. John's, care of N. OHMAN (above). This would seem by the book but Nil's partners both worked at the G.P.O! They were a Mr. DuTot (clerk and translator) and George LeMessurier, JR. another clerk (appointed by his father, George LeMessurier, in 1882.) Ohman with G.B. Calman, another dealer, had managed to buy the entire stock of the 1889 surcharged post card, with no resistance at the G.P.O. LeMessurier, Sr. even referred collectors asking for the cards to them. The surcharged cards were a good start, as they were in demand by dealers. The partnership lasted three years when LeMessurier, Jr. dropped out because "of a little disagreement with the Postmaster General [J.O.Fraser] who objected to officials in his office dealing in stamps."

At the 1900 government inquiry of the G.P.O. Fraser claimed he knew nothing of any partnership between Ohman and LeMessurier. Ohman dropped the company name but kept Box 371 during the 1890's and continued as a dealer. The few covers known with corner cards are from 1898-1900 and 1904. DuTot died in 1897. Ohman left St. John's in 1899 to return to his primary trade as a jeweler. Covers with a corner card of "NEWFOUNDLAND STAMP CO." are scarce. There are two on the next page.

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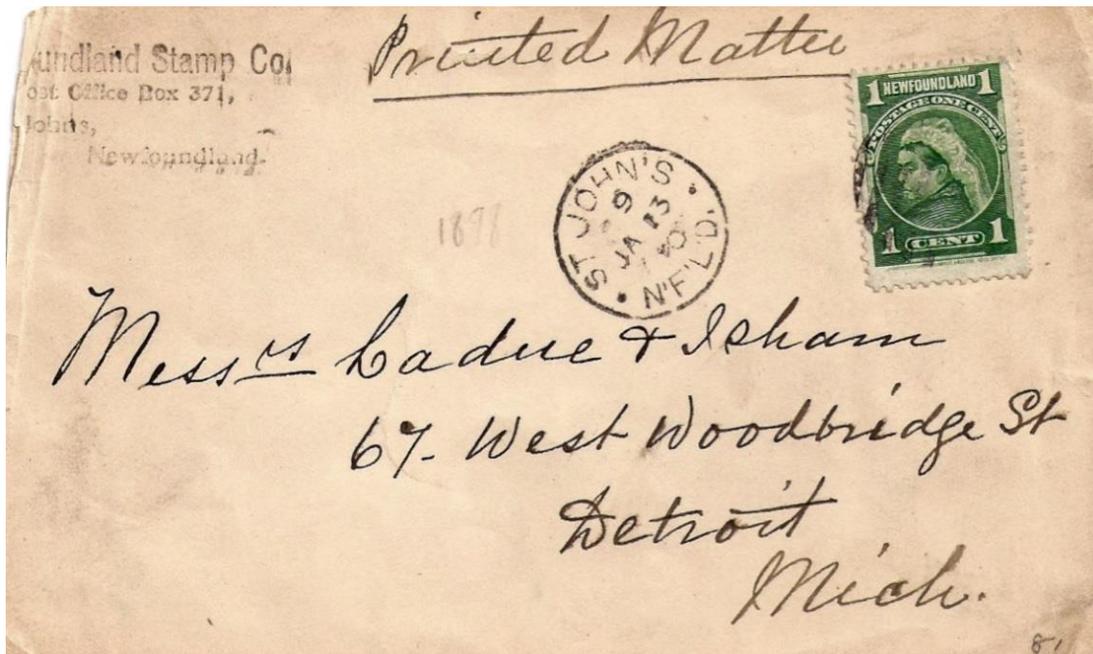
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DE 7 98, double rate to U.S., addressed by Ohman



JA 13 00 printed matter rate to U.S.

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PHILATELIC FAVOUR COVER

By Malcolm Back



At a recent stamp show I was tempted by this cover. At the time I didn't think too much about it, but on further research I started to get suspicious. Note in the upper right corner in small print "Prints Trysack Impresos Drukwerk", the faint mirror image impressions of both cancels, and the notation "TR-4" on the reverse. I believe that Trysack is the name of a Dutch printing firm and the TR-4 is a stock number. The cancels are listed in Walsh 2016 as Ry-157 and the straight line cancel is the illustrated example of Ry-162. The CDS is dated Lewisporte "55".

I am grateful to Brian Stalker and Peter McCarthy for their opinions on this cover.

"This is one of a batch of favour covers, probably instigated by a German printer (small print above the stamp) and processed by the purser on MV Clarenville - then on the Notre Dame Bay South route between Lewisporte and Tilting (Fogo Island) - bearing the purser's ticket stamp. Cancelling the stamp by the straight-line marking was probably contrary to regulations. I have a few similar items and have seen many more. Such items are of interest to collectors of ship markings but are of no great postal significance. "

The M.V. Clarenville was built in 1944 at Clarenville, Newfoundland. A wooden vessel of 322 gross tons, she was 123.58 feet in length with a beam of 28.16 feet. After serving in Newfoundland waters, she was sold to a company in Owen Sound, Ontario for conversion to a restaurant. The Clarenville later burned, August 7, 1989, and was taken out into Georgian Bay and scuttled. Arson was suspected at the time.



Photo taken at Owen Sound, Nov, 1984, Fred Miller II.

I am also grateful to Cate Bokhout, a Dutch friend for her help in translation. "Drukwerk" means literally "press work".