

THE NEWFIE NEWSLETTER



NEWSLETTER OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS

Number 148

July/September 2012

CONTENTS AND NEWS

Page 1	News- Editor
Page 2	The Perfin Corner – <i>Barry Senior</i>
Page 3	Rediscovering the Outport Postage Paid Markings Part 3 – <i>Rob Moore</i>
Page 4-8	Cacheted First Day Covers of the Newfoundland 1939 Royal Visit Issue: Part I – <i>Gary Dickinson</i>
Page 9	One of My Favorite Newfoundland Covers – <i>Ron McGuire</i>
Page 10	Use of 1¢ Newfoundland Green Edward Stamps, 1888-1900 - <i>Editor</i>
Page 11-14	Usage of Atlantic Aerial Mail Cachet – <i>Editor</i>
Page 15-16	Newfoundland's 1897 Postal Shortage – Annotated - <i>Editor</i>



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. Contact me!! Check BNAPS.org convention website for schedule as convention approaches.

NEW SERIES!

Gary Dickinson presents Part I of an extensive look at the cachets used on the 1939 Royal Visit Issue & Ron McGuire presents the first in a series of favorite Newfoundland covers.

CONGRATULATIONS!

Member Tony Thompson has won the prestigious Robert Pratt Award from the Collectors Club of Chicago for two Newfoundland articles in BNATopics from 2011: *Newfoundland's Industrial Issues and the "Coat of Arms" Watermark Layout & Naming the Newfoundland Watermark Varieties*. The award comes with \$1,000!

IT NEVER FAILS!



In #147, I asserted on Page 16 (*Notes on 1897 Surcharge Exhibit*) that there were only *five* examples of the diagonal surcharge on Type I & Ia of the 1897 set. Another then popped up in an Israeli auction. I purchased it. It comes with a good RPS 2009 certificate. The shade is different than my pair and it is from row three of the setting. Note **NT** of **CENTS** in upper left margin. To his credit, John Walsh has deleted the diagonal surcharge listings for Type II and Type III from his new NSSC catalogue. I wasn't aware of that when I did Page 16 at the beginning of this year... I showed the 1897 surcharge exhibit at AmeriStamp in Atlanta, last January and was pleased to receive a Gold. I hope you enjoy my annotated exhibit series as much as I do preparing it.

*THE NEWFIE NEWSLETTER
OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS*

Number 148

July/September 2012

The perfin corner by Barry Senior

Here is a second Christmas cover, this time the AYRE on Scott #231. 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.



THE NEWFIE NEWSLETTER
OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS

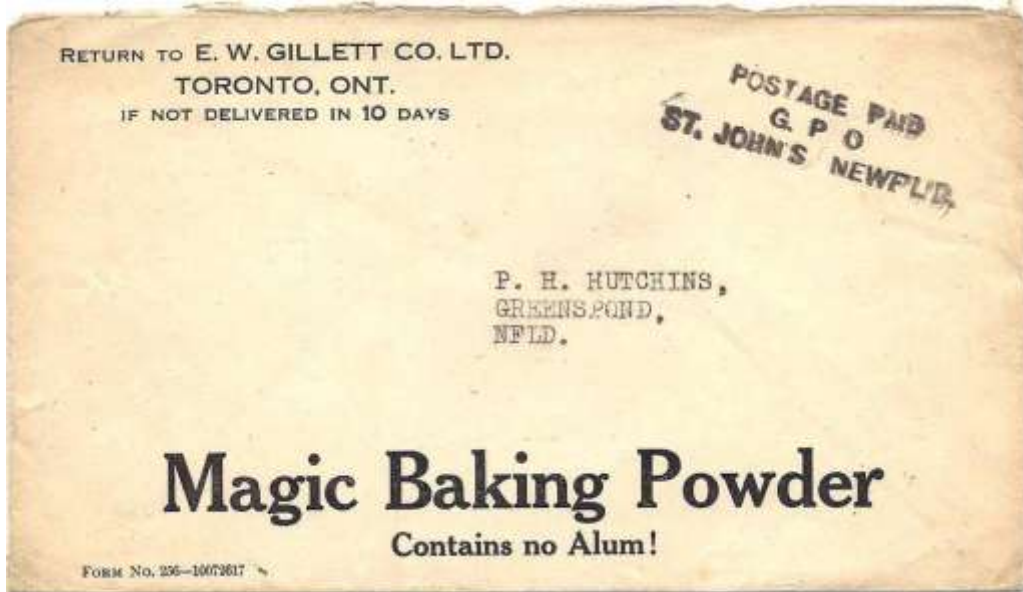
Number 148

July/September 2012

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

Part 3

Editor: *In NN #146 & 147, Rob Moore showed us unusual 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 two more.*



NSSC new #PP3 in black and not the normal purple, carmine, or mauve. Used in 1918, this is the first one I have seen .



This is NSSC's newly listed #PP8, a very nice full strike. This is a bulk mailing paid strike thought to have been used in 1937, of which only four or five are reported.

THE NEWFIE NEWSLETTER
OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS

Number 148

July/September 2012

CACHETED FIRST DAY COVERS OF THE NEWFOUNDLAND
1939 ROYAL VISIT ISSUE: PART I

by Gary Dickinson

Newfoundland's first day covers (FDCs) generally have not been the objects of extensive collection and study. A rare exception to this generalization was a series of three articles by Dean Mario which appeared in the *Newfie Newsletter* (Numbers 81, 82, and 90) more than a decade ago.

In his articles, Mario surveyed the FDCs that had been published for the stamp (Scott#249) issued by Newfoundland to mark the Royal Visit of 1939. He identified 25 different cachets and classified them according to their postmarks. Type A consisted of covers that were cancelled with a circular "Royal Landing/Hollyrood" marking (33 mm. diameter) while Type B comprised FDCs postmarked "Issued to Commemorate/St. John's" (40 mm. diameter). In the last of his three articles, Mario introduced Type C consisting of "cachets which are not connected with either Type A or B cancellation types."



The current study has identified twice as many different cachets as Mario documented, and they are grouped here by cachet type rather than by postmark. Type A and B cancellations appear on the majority of FDCs, but others such as Corner Brook, Deer Lake, Harbour Grace, Sandy Point, and St. John's slogan are also found. Thus, a focus on the cachets rather than the postmarks led to a more efficient classification of FDCs as the possibility of two or more postmarks appearing on the same cachet became irrelevant.

Two patterns were clear in the analysis of cachets for the Royal Visit issue. First, the major U.S. cachet makers of the day such as Walter Crosby, Harry Ioor, and Ludwig Staehle were active participants in this Newfoundland issue and each of them presented several designs. Second, many of the FDCs used either the same cachets that were used for the Canada Royal Visit issue (Scott #246-248) or they were modified slightly to suit the Newfoundland stamp or visit dates.

The presentation of cacheted FDCs uses a flexible numbering system that can accommodate new finds. Each different cachet has its own unique identification number, and similar cachets are grouped together. The identification numbers shown here would normally be prefaced with "249", eg. 249.101, but this prefix is omitted here to avoid redundancy. The cachet maker is named in the cover's caption where it is known.

Continued Next Page

**THE NEWFIE NEWSLETTER
OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS**

Number 148

July/September 2012

1939 ROYAL VISIT CACHETS (Continued)



101 W. Crosby (blue, short text)



111 W. Crosby (blue, short text)



102 W. Crosby (blue, long text)



113 W. Crosby (FDC at bottom, bronze)



103 W. Crosby (green, long text)



113 W. Crosby (FDC at bottom, bronze)



104 W. Crosby (bronze, short text)



121 W. Crosby (green)

Continued Next Page

**THE NEWFIE NEWSLETTER
OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS**

Number 148

July/September 2012

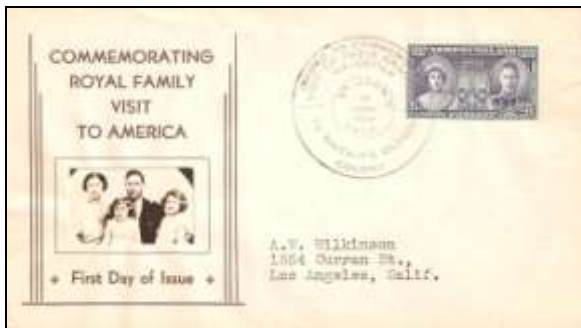
1939 ROYAL VISIT CACHETS (Continued)



122 W. Crosby (red)



131 W. Crosby (blue)



123 W. Crosby (brown)



132 W. Crosby (brown)



124 W. Crosby (red)



151 H. Ioor (blue text and portraits)



125 W. Crosby (bronze)



152 H. Ioor (black portraits, blue text).

Continued Next Page

**THE NEWFIE NEWSLETTER
OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS**

Number 148

July/September 2012

1939 ROYAL VISIT CACHETS (Continued)



153 H. Ioor (blue portraits & text, red dates)



171 H. Ioor



154 H. Ioor (red text, blue portraits)



172 H. Ioor



155 H. Ioor (black portraits, red text)



173 H. Ioor



156 H. Ioor (modified U.S. cachet)



181 L. Staehle (brown ovals)

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**THE NEWFIE NEWSLETTER
OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS**

Number 148

July/September 2012

1939 ROYAL VISIT CACHETS (Conclusion of Part I)



182 L. Staehle (olive-brown ovals)



191 Unknown, no text added, rubber stamp



183 L. Staehle (olive ovals)



192 Unknown, vertical red text added



184 L. Staehle (#10 envelope, no corners)



193 Unknown – “Winter” address



185 L. Staehle (Canadian cachet)



194 Unknown, “Hickman” address

THE NEWFIE NEWSLETTER
OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS

Number 148

July/September 2012

One of My Favourite Newfoundland Covers" --- #1 – Ron McGuire

This is the first in a series I'd planned to do for some years. Thanks to Bob Dyer for prompting it.

While only a 'front', I am still happy to have this item because it is, to my knowledge, Newfoundland's only flag cancellation. It is also the only complete example I have seen of this flag, used on **JA 21 98** at Whitbourne (according to NSSC: located on Trinity Bay, Pop. 520, with a PO from 1890 to after 1949, and formerly Harbour Grace Junction, PO 1890 to 1899); until I found a partial of the flag's 'fly' or 'field' on a 2 cent orange Edward, NSSC # 76 centered below. It clearly shows that there are at least three straight vertical lines and the outer one is similar to stamp perforations. Later I saw another example of the flag's upper left 'canton' or 'quarter' on the 1-cent red Victoria, NSSC # 73. It was not for sale but I was able to get a photocopy, below left, unfortunately only in black and white because it was prior to the days of colour photocopiers. However, it still clearly shows that the 'canton' portion represents the crosses of a Union Jack.

The two Royal Family stamps were issued 7 December 1897, and may confirm that the Whitbourne flag was used beginning in late 1897. Of course, it could have been used much earlier if it was meant to commemorate Victoria's Diamond Jubilee, as were several of the machine flag cancellations used by the Canada Post Office Department. However, the partial strikes on the stamps are strong, while on the 'front' it is weak from being under-inked, or from wear. If it is the latter, the material used for the cancellation was not holding up well to go from good impressions to poor in 4-6 weeks of use. At least the full strike shows the flag staff is topped with a 'ball'. Lower right is my attempt to recreate the Whitbourne flag in full. It measures 17 mm high x 35 mm wide, the flag staff is 25 mm. Has anyone seen other full or partial of the Whitbourne flag?

I have no problem with collecting 'fronts', particularly when it may be the only example of a rate or postmark known. Furthermore, this is the way early postal historians collected covers. In the early 1960's I asked several senior collectors of the day why this was done and all answered that only the front was considered important and less bulky on an album page than the full envelope!!! They said this practice changed when the trend to collect postmarks began and collecting became more sophisticated. They also admitted regretting what they had done to covers in the past.



THE NEWFIE NEWSLETTER
OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS

Number 148

July/September 2012

USE OF 1¢ NEWFOUNDLAND GREEN EDWARD STAMPS 1888-1900 - The Editor

I hope, with your help, to add to my cover census of the green Edward. See below.

YEAR	LOCAL	INLAND	CANADA	U.S.	BRIT. ISLES	FOR.	PCARD	PHIL.	TOTAL
1888									
1889		1	1**	1	1*				4
1890		2	1				2	1	6
1891	1		1	3		5	3		13
1892	1	2	4		1	4	3		15
1893	1	2	4	5	2	5	1	4	24
1894	2	5	7	11		6	7		38
1895	11	9	8	9	4	3	6	4	54
1896	18	17	11	7	2	3	3	1	62
1897	10	14	1	6	1	3	5	3	41
1898		1	5	2		1		2	11
1899								1	1
1900		2	1	1	1	1		2	8
TOTAL	44	55	44	45	12	29	30	18	277



NOTES:

PCARD = Includes post cards to all destinations. These reflect use of single Edward stamp on 1880 1¢ post card to make 2¢ rate.

PHIL. = Philatelic, stamps exceeded known rate by more than “convenience” factor.

QV brown.

** EKV single franking 1 Ap 89, unknown to St. Ann’s , Cape Breton Island.

HOW YOU CAN HELP

I track by the categories above and don’t need photos unless easy to come by. What I need is:

Date of postmark (not transit or receiver)

Franking (e.g three Edward’s and two-cent orange cod)

Destination

Send them to nrdyer@comcast.net or mail data to 1708 Granada Court, Petaluma, Ca 94954.

THE NEWFIE NEWSLETTER
OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS

Number 148

July/September 2012

USAGE OF THE ATLANTIC AERIAL MAIL CACHET – The Editor

Jean-Claude Vasseur and I have searched our records for examples of usage of the **ATLANTIC AERIAL MAIL** cachet on Handley-Page covers and post cards from 1919. The survey results are below with commentary on usage and examples of the three known dates on the following pages. Needless to say, we are looking for more examples. Nowhere in the literature can a count be found and we are left only with descriptions such as “a limited number” or “a few”. “DATE” is cachet date.

**HANDLEY-PAGE FLIGHT COVER CACHET
CENSUS**

Postmark - Harbour Grace JU 14 19



#	DATE	ADDRESSEE	NOTES
1	JUN 14	Captain Harris R. Oke – Hawick, redirected to Archangel, Russia	On reverse
2	JUN 14	Lady Emily Lutyens, London	On reverse
3	JUN 14	Mr. James Ross, Ireland	On reverse
4	JUN 14	Geo. C. Ginn, London	On face, H. G. JU 13, Island Cove JU 12 & Spaniard’s Bay JU 12
5	JUN 14	Geo. C. Ginn, London	On reverse
6	JUN 14	Messers. Crosse & Blackwell, London	On reverse
7	JUN 14	Ian M. Thompson, Edinburgh	On reverse
8	JUN 14	R.M. MacLean, London	On reverse
9	JUN 14	John C. Gale & Co. Limited, Liverpool	On reverse
10	JUN 14	J.G. Rusted, Esq., Herts, England	On reverse
11	JUN 14	W. A. Munn, Esq., London	On reverse
12	JUN 14	Caroline Sandiford, Manchester	On reverse
13	JUN 14	Lieut A. J. Sheppard, London	On reverse
14	JUN 14	General Manager, London....London	On reverse
15	JUN 14	Rev --- Sheely, Ireland	On reverse
16	JUN 14	L. Bdr J.P. Casey, Germany	On reverse
17	JUL 3	F. Handley-Page, London	On face, + 2¢ by 1914 post card
18	JUL 3	C & B Johnson c/o Rolls-Royce, London	“ “
19	JUL 3	Mark Kerr, R.N., London, redirected to Ontario, Canada	On face, with London forwarder
20	JUL 7	Rosemary Kerr, London	“ “
21	JUL 7	H.M. The King, London	On face
22	JUL 7	H.M. The King, London	On face, +2¢ by 1914 post card
23	JUL 7	Mrs. Ernest Stedman, Birmingham	On face
24	JUL 7	William Bensson, London, forwarded to France	On face
25	JUL 7	Editor of the Daily Mail, London	On face, + 2¢ by 1914 post card

Continued Next Page

THE NEWFIE NEWSLETTER
OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS

Number 148

July/September 2012

USAGE OF THE ATLANTIC AERIAL MAIL CACHET – (Continued)

Here is some background on the Handley-Page adventure, as recorded by Air Vice-Marshal Ernest W. Stedman in *From Boxkite to Jet*, University of Toronto Press, 1963. Stedman was in charge of the organization of the expedition and also all the ground work.

The Handley-Page...was a four-engined biplane of the V 1500 type, designed for long range bombing and particularly for the attack on Berlin...

The crew was to consist of Herbert Brackley, DSO, as first pilot, Mark Kerr as second pilot and publicity officer; Major T. Gran as navigator and stand-by pilot; and Mr. F. Wyatt as wireless operator...

Alcock and Brown flew the Atlantic on June 14, 1919, in appalling weather, but with the very necessary tail wind...

Did the crew wish to continue now that the prize and the honor of being the first to fly the Atlantic had been won by Alcock and Brown?...The answer was supplied by cables from London instructing us to organize a non-stop flight to New York for publicity purposes..

...the start was made on the evening of July 4 and the landing on the morning of July 5...

The [forced] landing was made at Parrsboro, N.S. ...the crew decided it was best to stay near known habitation rather than continuing over unknown country....

The cause of the forced landing was the failure of the joint between an oil-pipe and the tank...

The machine was re-erected by October 1st....After one or two trial flights it was decided that October 9 should be the date for the flight to Long Island, N.Y.

After a landing at Greenport L.I. the plane finally flew to Mitchell Field, L.I.

Stedman did not comment upon the mail which ultimately reached Europe via the Mauretania (but note cover #16 was sent to his wife). For the mail we must repair to C.H.C. Harmer in *Newfoundland Air Mails* (1953). Harmer says 115 pieces were carried that were first postmarked in St. John's on June 9 and subsequently in Harbour Grace on June 14 (I will call these the "SJ/HG" mail). He comments that of these there were "...a limited number with the black Handley Page cachet." Additionally there were 119 pieces (56 "ordinary" and 63 pieces "staff mail") postmarked only Harbour Grace on June 14 (I'll call these the "HG" mail). Of these, Harmer said "A few covers and cards received the special black cachet..." Where else can we turn for more information on the cachet? Robson Lowe (1973) does not help in his *Encyclopedia...*" as he seems to be parroting Harmer. I can find no other sources.

Thus, Jean-Claude and I searched through our literature, auction catalogues of all the major Newfoundland collections back to the 1960's, plus clippings I have that are from the 1950's. That is how we compiled the list.

Continued Next Page

**THE NEWFIE NEWSLETTER
OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS**

Number 148

July/September 2012

USAGE OF THE ATLANTIC AERIAL MAIL CACHET – (Continued)

Here are examples of the three known dates: **JUN 14, JUL 3 & JUL 7.**

7



17



25



Concluded Next Page

THE NEWFIE NEWSLETTER
OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS

Number 148

July/September 2012

USAGE OF THE ATLANTIC AERIAL MAIL CACHET – Concluded

Lastly, here is the unique **4**, from Island Cover and Spaniard's Bay with the *only known* JUN 13 Harbour Grace marking. Ginn was a philatelist.



FINDINGS AND ANALYSIS

- Although the study material included dozens of SJ/HG covers, **not one bore the cachet**. It appears Harmer was wrong to suggest any did. It is noteworthy that the three examples he shows in *Newfoundland Air Mail* are all on HG mail.
- All HG covers we found bear the cachet, except for one described as “Not Flown”.
- Generally speaking, JUN 14 cachets were on the reverse, while JUL 7 cachets were on the front.
- No HG examples had *both* front and reverse cachets
- JUL 3 and JUL 7 examples on post cards were probably specially handled aboard as VIP mail. Note the important addressees.
- There is no accounting for the unique cover above.

It seems clear that the SJ/HG and HG mails had distinct handling at Harbour Grace at some point, with staff/crew creating the cachet. It was used on the reverse of a number of HG mail, either at the P.O. or by staff/crew. The aircraft was then stranded at Parrsboro for three months, but early on the balance of HG mails was cacheted – this time on the front with the JUL 7 date. It suggests that HG covers were isolated - perhaps in a separate bag of mail. Staff/crew may have cacheted all the covers in that bag not already done on JUN 14. Why they were not all cacheted in Harbour Grace is unknown. Perhaps a special effort was made by staff/crew to ensure all *their* mail received the cachet.

SUMMARY

Our census is an initial study. All HG covers/ post cards *we have found* were cacheted, either at Harbour Grace or in Parrsboro. No SJ/HG covers were found with cachets, despite Harmer's conclusion that some were cacheted. Please send scans of any additional examples to Editor.

**THE NEWFIE NEWSLETTER
OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS**

Number 148

July/September 2012

NEWFOUNDLAND'S 1897 POSTAL SHORTAGE- ANNOTATED

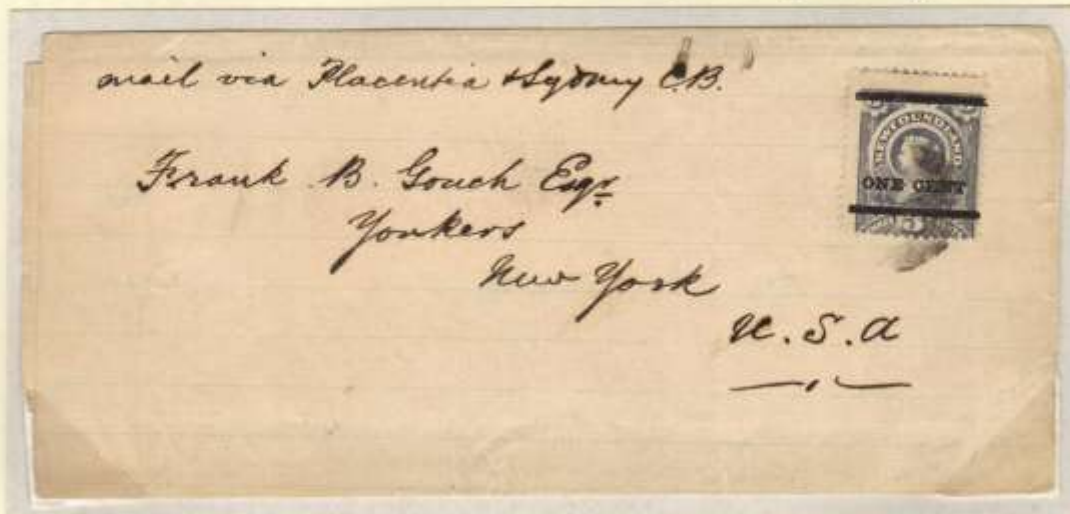
Norris (Bob) Dyer - Page 10.

TYPICAL USAGES

Type I used for drop cover, unusual because of OC 5 97 postmark. Since recognized first use is OC 19 97 clerk must have set wrong date in hammer. Should be OC 25 97, or NO 5 97.



Type I on newspaper or circular wrapper to U.S.A. with a St. John's inscription inside. The Reid line's SS Bruce picked up mail carried by special train to Placentia delivering it to Sydney, Cape Breton. This biweekly service was started on October 20, 1897 and continued until June 30, 1898. No ship markings were applied.



THE NEWFIE NEWSLETTER
OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS

Number 148

July/September 2012

NOTES ON 1897 SURCHARGE EXHIBIT – PAGE 10

The first cover shown (previous page) had the wrong date set in the hammer, and probably **OC 26** was intended. Until Robert Pratt's studies in the 1980's and mine a few years later, all experts simply placed the release of the 1897 surcharges as in "October, 1897" – even Robson Lowe used that, as late as 1973. The rather curious article below is from BNATopics, April, 1947. Although the images are not very clear, the markings are. It does appear to have the choice Positions #48-50 paying the correct 3¢ inland rate. That strip today would catalogue \$1590 in Scott. There should be little doubt that someone knew what he/she was doing, but how was the piece created, and what has happened to it since? Ed Wener (Indigo) in his study of faked surcharges says he never saw a faked *multiple*, but that must still be considered. Perhaps lightly used examples were reapplied to this piece with forged killers, the creator using an old cover, and ignoring its unlikely date.

Further Notes on the Newfoundland Provisional of 1897
BY WILLIAM AND DANIEL MEYERSON

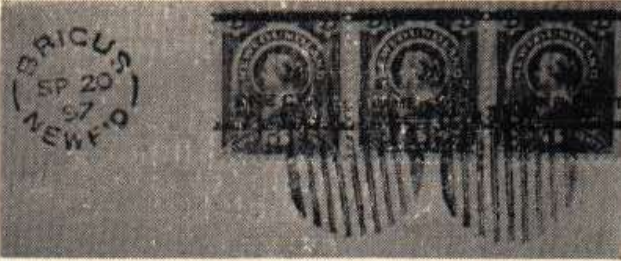


Fig. A




Fig. B

Mr. W. Norman Fox, BNAPS #216, of Toronto, Canada, has thrown an interesting light on the Newfoundland Provisional of 1897 that we discussed at length in the March 1946 issue of *BNA TOPICS*. We stated at that time that the surcharged stamps were placed on sale during October 1897. This statement was made on the strength of information gleaned from the articles written by Jarrett, Boggs, Poole, Huber, Strange & Gibbons. All these authorities agreed that the provisional was placed on sale early in October.

Now, along comes Mr. Fox with the part cover (*Fig. A*) that throws an entirely new light on the subject, since it bears a superb strip of 3 of the surcharged 1897 Provisional consisting of one Type 'B' and two Type 'C' (positions 48, 49 and 50 in the setting) postmarked from Brigus on SEPT 20, 1897, or *ten days earlier* than any previous record of use. To further confirm the early use of this Provisional the piece is backstamped at St. John on Sept. 21, 1897. (*Fig. B*). While it is possible that the postmark on the face might have been in error, it certainly seems illogical to believe that the backstamp which compliments the postmark on the face so perfectly would also be in error.

The only conclusion that we can draw from this new evidence is that the surcharged stamps were issued at least as early as Sept. 20, 1897 and not early in October as we had previously believed.

Do any of our members have any further information that can throw any light on the first day of issue of this Provisional?

Stanley Gibbons and NSSC now show October 19, 1897 as the first day of release. On my Page 8, I showed documented uses on 19, 20, 21, 22, 23 (no verified Sunday markings exist), 25, 26, 27, 28, 29, 30, etc. Colonial Secretary Robert Bond (who took office in 1895) was hammered by the opposition, including J. Alexander Robinson, who happened to be editor of the *Evening Herald*. On October first he complained "...there is not a stamp of either of these denominations [1¢ or 2¢] in the office..." On October 21st he pointed out that surcharged stamps "...are only used for foreign mail matter..." Pratt says the surcharges were distributed to the outports on October 19th. Case closed.