

THE NEWFOUNDLAND NEWSLETTER



OF THE NEWFOUNDLAND STUDY GROUP OF BNAAPS

Number 177

October- December 2019

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Malcolm Back
David Piercey
Rob Moore
Bruce Robertson

Brian Stalker
Bruce Robertson
Chris Hargreaves



Report from BNAPEX Ottawa

by Malcolm Back

The BNAPEX was a very enjoyable experience for me. It was great to put some faces to more names, to meet Study Group members again and to make new friends. Our Study Group Session was a success with two very interesting presentations.

Richard Judge (co-authors Garfield Porch and John Walsh) gave a very interesting presentation entitled; Does a Prussian Blue shade exist for the 15¢ 1919 Trail of the Caribou? Listed in Unitrade as 124 Dark Blue and 124b Prussian Blue with the caveat that “Certificates are recommended to verify shade”, the Prussian Blue carries a hefty premium of 7 to 8 times the normal shade.

John Walsh in the NSSC on the other hand has the following entry for this stamp:

116 15¢ Langemarck,	dark blue; 50 M	450	45	45	25	105
a	bright blue	—	85	85	—	—
b	Prussian blue (both shown have certificates)					

NSSC finds color shades are controversial because the color is as seen in the eye of beholder



116

116a

116b

116b

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Without stealing Richard's thunder perhaps you can see where this story is leading. He has agreed to prepare an article for the next newsletter and then you can make a decision for yourself.

Our other presenter was David Bartlet who gave a talk on the Centenary of the First Transatlantic Mail by Alcock & Brown. David prepared an exhibit on this topic and was awarded a Silver Bronze at the Convention. He has also agreed to prepare an article for the newsletter.

David Piercey earned the Meyerson Award presented for the best exhibit of a province before Confederation or a territory shown at the BNAPEX convention, the Herbert L. McNaught One Frame Exhibit Award and he also received a Gold for his fine exhibit on The Cancellations of Newfoundland 1865 – 1908: Corks, Fancy Cancels & Other Obliterators. Starting in this edition of the newsletter he begins a series on this exhibit.

A short list of the Palmares for BNAPEX 2019 is given below. Congratulations to all award winners. There was the usual high quality level of exhibits again this year.

**BNAPEX 2019 PALMARES BNAPS EXHIBIT AWARDS FOR
NEWFOUNDLAND THEMED EXHIBITS**

Meyerson Award

David Piercey - The Cancellations of Newfoundland 1865 – 1908: Corks, Fancy Cancels & Other Obliterators

Wilmer Rockett Revenue Award

John M. Walsh – Newfoundland early Legal Documental History via Stampless Precursor and 1898 Queen Victoria First Revenue types

Herbert L. McNaught One Frame Exhibit Award

David Piercey – The Cancellations of Newfoundland 1865 – 1908: Corks, Fancy Cancels & Other Obliterators

BNAPS Hall of Fame Award

Clarence A. Stillions, Brian Wolfenden, Victor L. Willson

GOLD

- The Cancellations of Newfoundland 1865 – 1908: Corks, Fancy Cancels & Other Obliterators; **David Piercey**
- Labrador Moravian Missionary Mail 1885 to 1912; **Brian Stalker**
- Newfoundland early Legal Documental History via Stampless Precursor and 1898 Queen Victoria First Revenue types; **John M. Walsh**

VERMEIL

Newfoundland: The Gilbert Issue of 1933; **Sean Weatherup**

SILVER BRONZE

Centenary of the First Transatlantic Mail by Alcock & Brown; **David Bartlet**

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AN EXHIBIT BY DAVID PIERCEY

THE CANCELLATIONS OF NEWFOUNDLAND 1865-1908

Corks, Fancy Cancels and Other Obliterators found on the North American Stamp Issues

This exhibit shows over 150 different cancellations that can be found on Newfoundland postages stamps during the period of use of the North American printings (i.e., by the American Bank Note and British North America Bank Note companies) 1865-1908.

Using nomenclature and classifications for Canadian fancy cancellations first developed by Jarrett (1929), by Day and Smythies (1961), and then by Lacelle (2000; 2018), this exhibit is organized first by major cancellation types and then chronologically within each type. While I include officially produced post office obliterations as well, the focus of this exhibit is on the range and variety of fancy cancels produced by different postal clerks or postmasters.

Such individuals' creations, carved into available pieces of cork or wood, were a convenient way to ensure proper cancellation of the country's postage stamps during this period. As the town postmark was not otherwise to be used to cancel stamps, their individual creations expressed some degree of personal creativity, as well as simplicity and expedience, in the obliteration of postage stamps. Consequently, more than a few designs can be found, though much fewer in variety than can be found for Canada in the same period.

Most all examples shown are of reasonably complete, "socked on the nose", strikes on individual stamps in well above average condition. As such is not the norm in Nineteenth Century Newfoundland stamps, these examples should be considered as among the scarcest and most difficult to acquire among used stamps from this period. Indeed, they have taken many years to discover, acquire, and categorize.

PLAN OF THE EXHIBIT

1. Geometric Cancels	page
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2. Fancy Cancels - Leafs	7
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5. Cross and Star Cancels	9
6. Target Cancels	10
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8. Barred Cancels	11-12
9. Quartered Corks	13-16

Due to a real paucity of surviving covers, *very few* cancellations can be reliably attributed to particular towns. Should it be possible to eventually make full attributions, most will be found to have been used at St. John's, the largest population centre. Where such attribution has been established by the exhibitor or other researchers, names of towns are given in **Bold Italics**.

I have drawn each cancel, by tracing from an original on stamp(s), or cover, in order to more clearly show the cancel for each example. This drawing has, of course, been limited by my own visual interpretive skills, by my artistic ability, and by a lack of full and complete strikes. However, the drawings should help the observer distinguish between similar-appearing cancels.

As you look at the exhibit, notice that the majority of the fancy cancels were produced in the period 1865-1880, and that they gradually fall off in subsequent years to 1908. This is the same general trend as observed for other North American fancy cancels as well, as post office practices became increasingly bureaucratized and routinized as they approached the beginning of the Twentieth Century.



Eight-line circular barred cancel on issue of 1898. Likely used as a precancel for bulk mailing of newspapers/printed circulars (1/2 cent rate). Coloured cancellations are most uncommon on postage stamps of this period. This is the only coloured cancel included in this exhibit.

(This cancel different than other barred cancels shown later.)

Particularly important pieces are highlighted using a rose-coloured matte behind the postage stamp.

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GEOMETRIC CANCELS

RADIAL DESIGNS

Geometric cancels were used from the beginning of the Cents issues, if not even earlier. Those with "radial designs" are characterized by multiple segments radiating outward from a central point, in a kind of star pattern.



Eight Segments



Issue current 1865-1870
(thin paper)



Eight Segments

A scarce stamp to find in this condition



Issue current 1865-1869



Eight Segments



Issue current 1865-



Six Segments



Issue current 1865-1870
(thin paper)



Eight Segments



Issue current 1865-1870
(thin paper)



Eight Segments



Issue current 1865-1870
(thin paper)



Six Segments



Issue current 1865-1870
(thin paper)



Eight Segments



Issue current 1865 -
Rarely seen used in
initial period



Five Segments



Issue current 1865-1875
(thin paper)



Eight Segments



Issue current 1865-1870
(thin paper)



Eight Segments



Issue current 1870-1894



Five Segments



Issue current 1870-1894



Eight Segments
Heavy outer ring



Issue current 1869-1876



Eight Segments
Heavy outer ring



Issue current 1868-1871

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- to be continued next issue

GEOMETRIC CANCELS

RADIAL DESIGNS - Continued



Eight Segments
Outer ring



Issue current 1870-1894



Seven Segments



Issue current 1873-1877



Six Segments



Issue current 1877-1880



Six Segments



Issue current 1877-1880



Six Segments



Issue current 1876-1880



Seven Segments
Harbor Grace 1880



Issue current 1877-1880



Issue current 1880-1887



Issue current 1880-1887



8-9 Segments



Issue current 1880-1887



Issue current 1880-1887



Six Segments



Issue current 1880-1887



Six Segments



Issue current 1880-1887



8-9 Segments



Issue current 1880-1887

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NSSC 237ac UNDER THE MICROSCOPE

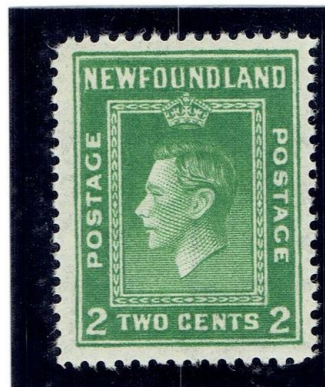
by Rob Moore

A lesser known Newfoundland variety is NSSC 237ac “apple green” with only one trial sheet reported printed. This stamp I surmise must have come from Bileski’s stock which originated from John Hubbard’s collection, chairman of Sprague. What makes this stamp so interesting is that it has the same blotchy ink printing as in number NSSC 238aj “without cross hatching” as was shown in Newfoundland Newsletter 170 (January - March 2018). As you can see from my scans and digital microscope images of both normal “deep green” and apple green, the apple green is not near as sharp as the normal NSSC 237.

Any members that can add information to this discussion of apple green is welcome.



NORMAL



VARIETY



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FROM MY COLLECTION

by Bruce Robertson

I guess we all are pretty familiar with the oval postal cancel for Sandy Point St Georges anointing Rev. E. A. Butler's outgoing covers [fig.1].



Looking through my collection the other day, I came across another St George's cancel. This one is from June 1933 and is a violet boxed cancel – rather attractively complimenting the violet 5¢ Caribou postage stamp [fig2]. The cover was addressed in Butler's hand to Dr. Percy J Look in Andover, Mass. U.S.A. Dr. Look was a physician and became Chairman of Andover's Board of Health in the 1940s. The doctor's house still stands on Main Street today [fig3.]

Fig1 Blue oval Sandy Point Postal Telegraph cancel 1931.

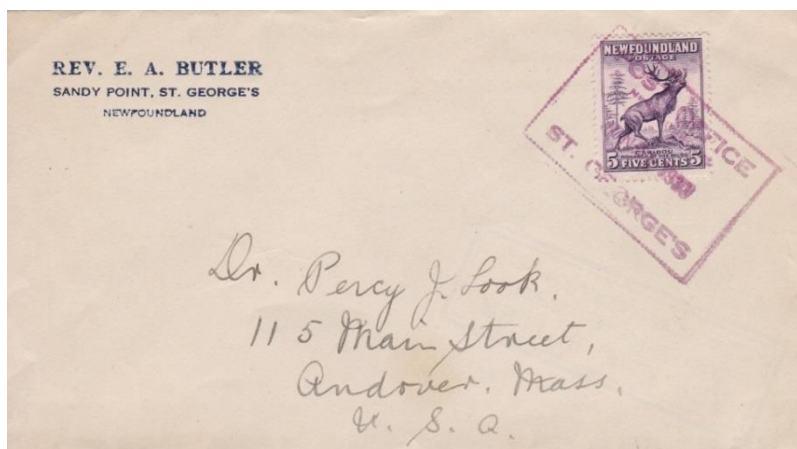


Fig 2. Boxed St George's Post Office cancel 1933



Fig 3.

I wonder if any of our readers have other examples of the St George's boxed cancel, or can shed any light on its use?

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Box Cancellations of BELL ISLAND and BELL ISLAND MINES

by **Brian Stalker**

Newsletter # 29 of May / June 1990 included an article by the late **Palmer Moffat** on earliest and latest reported dates for box and oval outport cancels. Updates prepared by Moffat appeared in various Newsletters up to #55 but since his passing nothing further has been published.

Box cancel data for Bell Island and Bell Island Mines provided by Moffat is as follows:-

BELL ISLAND	dotted rectangle	13SP20 to xxOC33,
	wavy line rectangle	02JA28 to 07MR31.
BELL ISLAND MINES	dotted rectangle ('large' BIM)	10SP20 to XXMR21,
	dotted rectangle ('normal' BIM)	03OC23 to 24XX30,
	wavy line rectangle	15NO 27 to 28AU29,
	MONEY ORDER dotted rectangle	12AU29 to 22MY 34

Carl Munden's "*Post Offices of Pre-Confederation Newfoundland*" published in cd format in 2008 illustrated an example of both dotted and wavy line types for Bell Island, also dotted and wavy line examples for Bell Island Mines.

So far, so good – but a recent rummage in my "pending file" indicates that there were at least five (probably six or more) varieties of the Bell Island box cancellations, and another partial strike which could be either Bell Island or Bell Island Mines. Before proceeding further, a couple of caveats relating to the traced illustrations shown in Figures 1 and 4 – firstly, some of my strikes are incomplete so estimated frame outlines are shown dotted and approximate overall dimensions are given; secondly, dates of use are from examples in my collection except where indicated otherwise – earlier and later dates are likely.

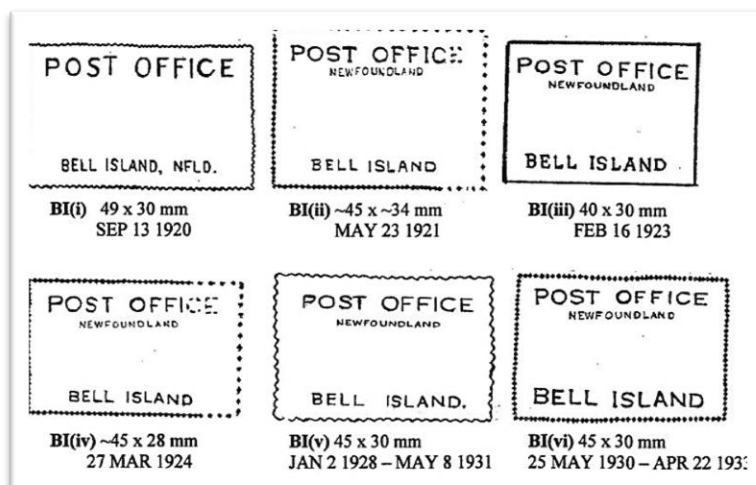


Figure 1: Bell Island Box Cancels

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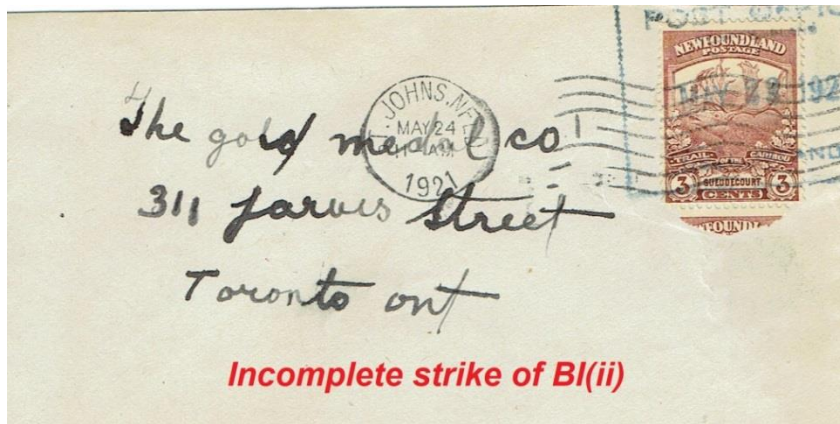


Figure 2



Figure 3

Figure 2 shows the incomplete strike on cover of **BI(ii)**. Despite our best efforts to enhance the image by selective colour filtering (Figure 3 kindly provided by Ross Gray), we are unable to be totally certain that this is a Bell Island strike. The first letter appears to be 'L' but working through an alphabetic list of Newfoundland outports reveals no suitable match. Furthermore, Deer Island, Fair Island, Flat Island and Gull Island also appear not to match so we are drawn to the probability that it is Bell Island.

Perhaps someone might recognize the distinctive handwriting as being from a resident of Bell Island or was a box datestamp produced for **LELL ISLAND**?

Moving next to **Bell Island Mines** where Palmer Moffat's reports appear to be more complete:

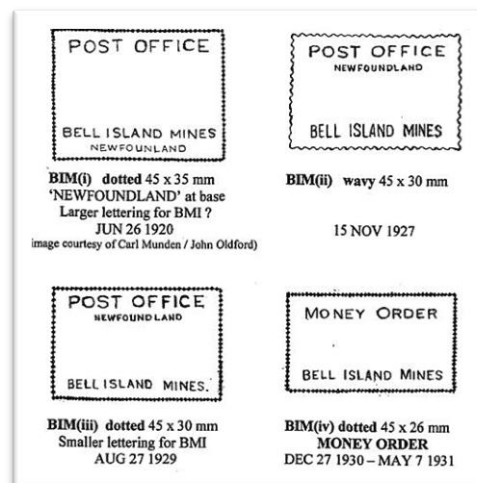


Figure 4 Bell Island Mines Box Cancels

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Box Cancellations of BELL ISLAND and BELL ISLAND MINES

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Finally, a partial straight-line box which could be BELL ISLAND or BELL ISLAND MINES.



Figure 5

Concluding Comments: this incomplete analysis reveals an additional level of complexity to the study of Newfoundland & Labrador's box cancels which appears not to have been reported upon previously. Moffat *et al.* reported on dotted and wavy line boxes but for Bell Island there were several other variations – one wonders how many other outports had multiple box cancels?

Members of the Study Group are invited to examine their Bell Island and Bell Island Mines box cancels so as to assist me to complete this analysis – please forward 300 dpi jpeg images along with earlier and later dates to me directly (briantalker63@sky.com) or via the Newsletter editor. If there is sufficient interest, perhaps we could set up a sub-group to re-examine the box cancels of other outports?

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**DUTY FREE FROM SANDY POINT
A QUERY FROM BRUCE ROBERTSON – can anyone help?**

I imagine we are all familiar with the prodigious output of the Reverend E. A. Butler's covers, as he conducted his one-man philatelic business from his rectory on the out-port of Sandy Point to supplement his meagre stipend and support his growing family.

Here [fig 1] is a familiar example.; the spilt ring 1941 Sandy Point cancel on a block of four five cents Grenfell, paying the Registered postage to Canada.

On the reverse [fig 2] there are two unclear transit stamps and Rev. Butler's St Georges, Newfoundland hand-stamp – leaving the top left corner of the front conveniently clear. In this space on the front is a large blue circular Toronto Ont. stamp '10 DUTY FREE'.

This is the first time that I can remember seeing such a Duty Free stamp on covers to Canada, and I wonder if any readers can shed any light on this. Was there a particular period when duty would have been levied on mail between NFLD and Canada? The Duty free stamp appears to have been levied by the 'Postal Branch', not by a revenue or tax branch of Government.



Figure 1



Figure 2

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AIR MAIL THROUGH BOTWOOD, 1939 - 1945

by Chris Hargreaves

Based on the presentation to the Newfoundland Study Group
at BNAPEX 2018 in Calgary

(1) PAN AMERICAN AIRWAYS Inaugural Service, June 1939



Figure 1 - “Yankee Clipper” at Botwood, June 27 - 39

In 1939, Pan American Airways inaugurated two routes carrying Air Mail across the Atlantic, using Boeing 314 flying boats. (Figure 1).

- a Southern Route, from New York via the Azores and Lisbon to Marseilles on May 20th 1939. (A stop in Bermuda was added to this route later.)
- a Northern Route, from New York via Shediac (New Brunswick), Botwood (Newfoundland), and Foynes (Ireland), to Southampton, England, was inaugurated on June 24th 1939. (Figure 2).

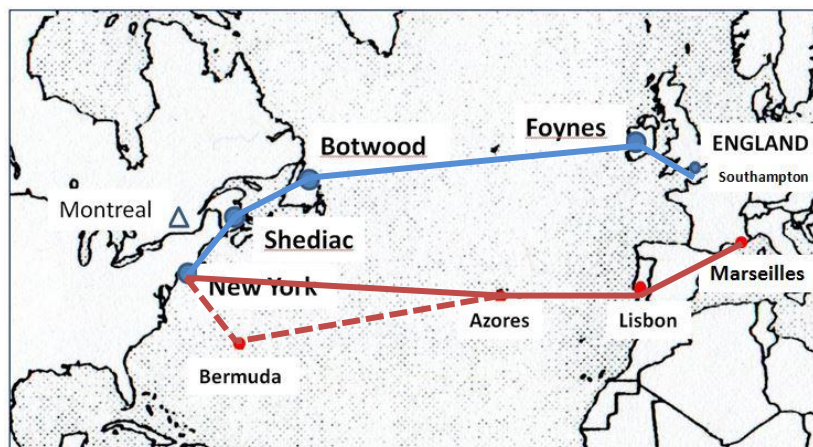


Figure 2

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When it initially planned its Northern Trans-Atlantic route, Pan Am wanted to fly directly from New York to Newfoundland, and then to Ireland. However, it needed to fly across Canada, and the Canadian government insisted that the flights land in Canada. The Canadian government wanted the flights to stop in Montreal, but Pan Am considered this a long way off its route. Pan Am eventually agreed to stop at Shediac, New Brunswick, as a compromise.

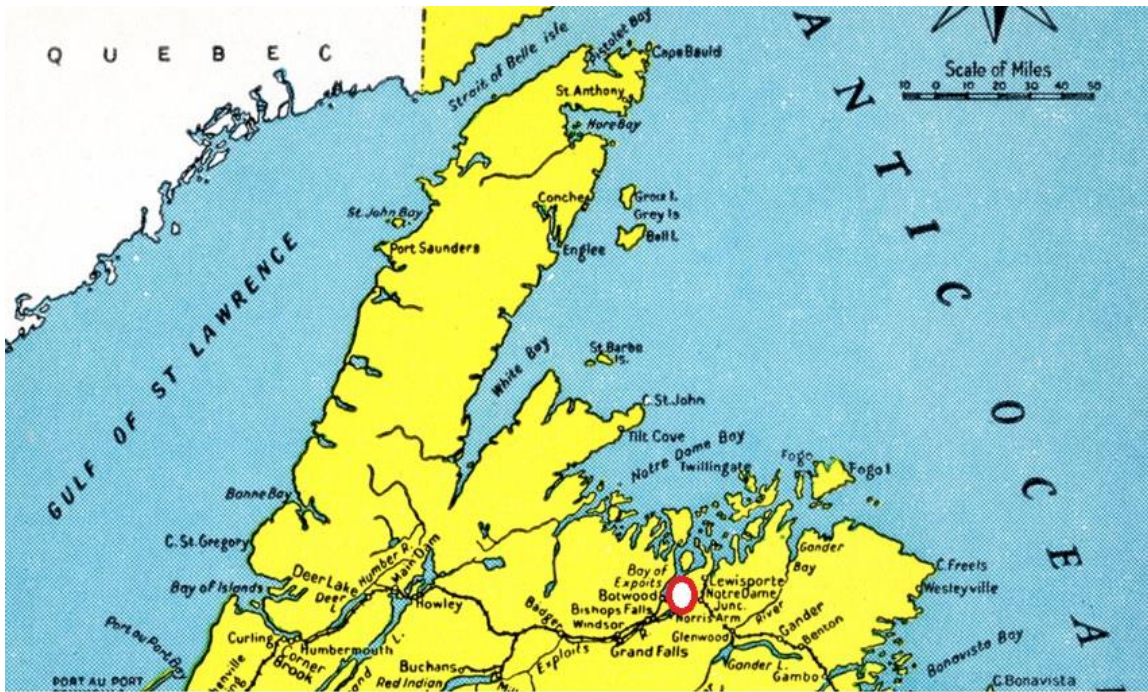


Figure 3

During the 1930's Botwood was a small town and busy port on the Bay of Exploits.(Figure3)
- The port had two deep-water wharves, and in 1937 handled 54 vessels. Incoming cargoes were mainly coal, sulphur, limestone, and other materials for the nearby pulp and paper mill at Grand Falls. Outgoing cargoes were predominantly pulp and paper, particularly newsprint to England.
[1, p.26.]

In 1935, Botwood was chosen as a base for the Trans-Atlantic flying boat services by Pan American Airways and Imperial Airways. - When I visited Botwood some years ago, I was amazed by how good a natural seaplane base it was! The air harbour was sheltered by low hills

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on all sides, and large enough for landings and take-offs to be made in almost any direction. The map in Figure 4 shows the different landing paths used by flying boats when Botwood was a seaplane base during World War II. [1] Botwood is also relatively ice-free for Newfoundland, and was considered “practically fog-free”. [2, p.125.]

The first flight on the Northern Trans-Atlantic service left New York at 1.21 p.m. on June 24th 1939, and landed at Shediac at 7.04 p.m. [3, p.144]. The U.S. Post Office provided a commemorative cachet, as illustrated in Figure 5.

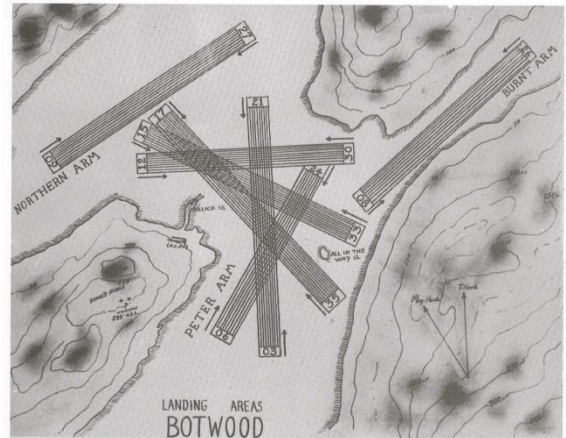


Figure 4

- The flight carried 121,380 pieces of mail, including 15,873 pieces for Botwood, most of which were First Flight Covers. [4]

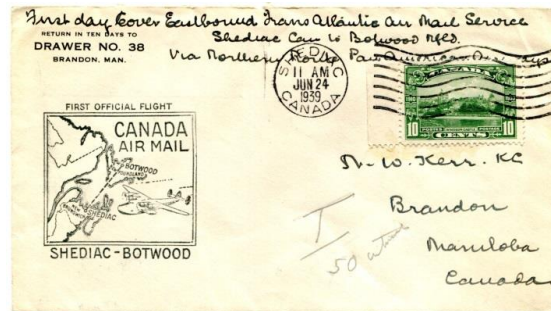


Figure 5

The Canadian Post Office also provided first Flight Cachets, with different cachets for covers to Botwood, (Figure 6) and Foynes. (The Shediac - Foynes cachet was also applied on covers to England.)

The air mail rate for this service was the same in the U.S. and Canada: 10 cents per half ounce to Newfoundland, 30 cents per half ounce across the Atlantic. However, the Newfoundland Post Office charged an additional 5 cents on covers that had to be forwarded or returned to an address not in Newfoundland. [4] - Figure 5 addressed “c/o United States Consulate, St. Johns, Newfoundland”, was therefore correctly franked at 10 cents; but Figure 6 addressed to “Brandon, Manitoba, Canada”, is endorsed “T/50 centimes” postage due. (There is a 10 cents Canadian Postage Due stamp on the back of the cover.)

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The inaugural flight was supposed to continue from Shediac to Botwood on June 24th, but the flight was delayed for three days in Shediac by fog! It eventually took off at 4.49 p.m. on June 27th, and landed at Botwood at 8.55 p.m. - Figure 5 is backstamped BOTWOOD 27 JUN 1939: it was then sent to St. John's by train, and was backstamped by the American Consulate in St. John's on JUN 29 1939.

The Newfoundland Post Office did not provide a First Flight cachet for this flight, but did facilitate the creation of First Flight Covers:

- A Trans-Atlantic mail closed in St. John's on June 22nd. - Covers were postmarked ST. JOHN'S G.P.O. 22 JUN 1939, and sent by rail to Botwood to connect with the flight. (Figure 7.)
- Covers could also be sent to the Postmaster in Grand Falls, in which case they received a BOTWOOD cancellation dated 24 JUN 1939.

A third option was to send covers to the Pan American Airways office in Botwood, in which case they received an unofficial cachet, and a BOTWOOD 24 JUN 1939 postmark. (Figure 8).



Figure 7 - St. John's to England.



Figure 8 - Botwood to Ireland.

The "Yankee Clipper" took off for Foynes early on June 28th, and landed there at 2.00 p.m. It took off again at 5.04 p.m., and arrived in Southampton at 7.50 p.m.

The British Post Office generally disliked First Flight Covers, as it felt they disrupted the handling of regular mail, and it did not co-operate with their production. As a result, there are no backstamps on most covers which flew from Botwood to England.

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The British Post Office also declined to produce a First Flight cachet for the return flight across the Atlantic. As had happened in Botwood, however, Pan Am provided an unofficial cachet for covers sent through its office.

The inaugural westbound flight left Southampton at 2.07 p.m. on June 30th, and arrived in Foynes at 5.26 p.m. It carried about 45,000 pieces of mail for Botwood, Shediac and New York; including a few First Flight Covers from Europe. An additional 30,000 pieces of mail were loaded onto the flight in Foynes, including Figure 9.



Figure 9

Although the Canadian First Flight cachet referred to Foynes, the Irish cachet referred to Shannon, and covers were postmarked BAILE ATHA CLAITH. - The seaplane base was located on the estuary of the River Shannon, and named after the nearby village of Foynes. BAILE ATHA CLAITH is Gaelic for Dublin.

The flight continued across the Atlantic that night. It left Foynes at 7.29 p.m., and arrived in Botwood just after mid-day on July 1st. - Figure 9 is backstamped BOTWOOD 1 JUL 1939, and FORT STEVENS OREG. JUL 12 1939. Since the next westbound flight did not pass through Botwood until July 13th, [3], the cover would have been forwarded by surface routes to Canada, and later been flown to Oregon.

The aircraft left for Shediac at 2.09 p.m., and arrived there at 6.24 p.m. It made a very brief stop, left at 6.55 p.m., and arrived in New York at 11 minutes past midnight on July 2nd. [3]

References

- [1] *Botwood - History of a Seaport* (Botwood Heritage Society, 1992.)
- [2] *The Water Jump - The Story of Transatlantic Flight* by David Beatty.
- [3] *Pan American Airways 1939-1944 - Atlantic Wartime Operations Catalog* by David Crotty.
- [4] *The Air Mails of Canada and Newfoundland* (Section 5 #3925)