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From Malcolm Back, Chairman

Thank you for the responses to the first edition of this **Study Group News**. It has been for the most part positive and as you can see from this edition, it appears to fulfill some of my goals, that is to foster communication on a timely basis and to help members with their research on Newfoundland philately. I can produce these letters quickly, as they do not require a lot of editing and formatting as much as our quarterly newsletters do.

Next Zoom Meeting - December 17, 2022 - 12:00 NOON

We have a ZOOM meeting planned for December 17, 2022 at 12:00 noon EST.

- 1) Klaus Wehlt Otto Bickel; collectors interested in postal history, especially in destinations will have seen covers to Mr. Bickel to San Marino or Montenegro. I will tell a little bit about the life of Mr. Bickel and present four postcards (some with additional stamps) to these countries and to Munich, Bavaria.
- 2) David Piercey Uncommon Mail Routes.
- **3)** Chris Hargreaves What information about Newfoundland is there in The Air Mails of Canada and Newfoundland 2nd edition".

Time: Dec 17, 2022, 12:00 NOON Eastern Time (US and Canada)

From Blair Ashford

First, in response to the article by Brian Stalker on Registration postmarks (NN issue 187 this past summer). I had purchased a fascinating cover because it had a Mundy Pond Rd strike, right before Confederation (24 Mar 49) - to an interesting area (the British Zone of Dusseldorf). When it arrived, I noticed that the Registration strike on the back appears to be undescribed: double outer circle, all-caps, sans-serif font, and NFLD not N.F.









Second, I had purchased a "recovered from fire" cover from a dealer at the CANPEX Stamp show in London in October, and then went home to find another on eBay (see page 2). They are both from Newfoundland, the first postmarked Burin North, 13 Dec 48, and the second is from St Johns, 17 Dec 48. Both were addressed to Halifax, but neither received a backstamp. A quick check of Newfoundland fire records doesn't indicate any fires near this date in Newfoundland. Online databases do not indicate any plane crashes in either Newfoundland or Nova Scotia during this time period. Does anyone have any idea?



Finally, I have two W.T. Wilson C3 covers from 1921. I have had the first one for a few years (17/30), and just came across the second one (10/30). I find these covers interesting for two reasons: 1) Wilson covers are usually neatly prepared, not hand-written, and 2) There is usually no indication as to how rare (or common) they are for a given stamp or series. Here though, there are (presumably) 30 covers. I have been searching for more ever since I purchased the first one - does anyone else have any in their collections?

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From Jim Graham BNAPS #6359

jdgraham2@gmail.com

I am seeking information relating to the use of Newfoundland postage on the mainland after its joining confederation in 1949. Specifically; whether it is known what issues were distributed, in what numbers and how they were distributed – to Ottawa and redistributed or directly to various locations on the Mainland. Were issues remaining with the Newfoundland Postal Service, destroyed, sold to the public? to dealers? Are there public articles on this topic? Would a member or members of the Newfoundland Study group have any knowledge of this? They can of course correspond with me directly.





Measuring Stamp Size On A Scanner

by AB Thompson

Normally, and certainly before around year 2000, the only way to measure stamp size was with a ruler (Figure 1). It is important to check that the ruler used is accurate. A new and 15-year old Stanley Gibbons Instanta perforation gauge, a Scott multi-gauge perforation gauge and a steel vernier caliper were compared. All measured the same at 40.0 mm, except for the old Instanta gauge that measured 38.8 mm (0.5% under). The outside frame size of Die I and Die II pairs of the 1932 2c George V stamp (Sc 186) were measured with the Scott multi-gauge perforation gauge and using a magnifying glass and a lot of care (Figure 2). This is possibly accurate to less than ± 0.2 mm and may be ± 0.1 mm (Figure 2). I tried the same using a low power dissecting microscope and found it much easier (my eyesight is not what it used to be!).



Figure 1; Comparing 40 mm measurements on a new (top) and 15-year old (2nd row) Stanley Gibbons Instanta perforation gauge, a Scott multi-gauge perforation gauge (3rd row) and a steel vernier calliper (bottom).



Figure 2. Measurements of frame size of the 1932 2c King George V Die I stamp using a ruler. The size is approximately 20.3×26.8 mm.

Nowadays, computer scanners are readily available and can scan at resolutions of 1200 dpi and higher. The scans are very accurate and with minimal distortion. A 1200 dpi image translates to 47.2 pixels per mm, meaning a single pixel is only 0.021 mm. Photo-editor software programs let you zoom in to an image to see individual pixels and can give you the x-y coordinates of each pixel. Selecting the four pixels at the outer side of the four corners of the frame lines allows you to calculate the lengths of the four frame lines using Pythagoras theorem (so no need to straighten the image which may distort it) (Figure 3). Irregularities in the line, like bleeding and feathering, should be ignored. Although I measure to the outside edge, it may be preferable to measure to the centre of the lines (see blue line on Figure 3), as this would not give you a bigger frame size in over-inked stamps where lines tend to be thicker. Another issue to consider, is that the horizontal and vertical frame lines are often different widths, and for the stamp photographed in Figure 3a, this was 0.18 mm and 0.13 mm, respectively. The differences in methods will make up to 0.2 mm difference in frame size. This is not a lot, but all stamps in a study should be measured the same way.







Figure 3. 2c Die I (a) scan at 1200 dpi scan, and (b) photograph, of top left frame line showing the corner coordinate point for the outer edge (red line) and middle (blue line) of the frame lines.

It is also easy to check the accuracy of the scanner by scanning a "ruler" in the horizontal and vertical directions. But also remember that some rulers are not that accurate! My scanner measured 0.04% under in the vertical direction and 0.33% over in the horizontal direction. Even without corrections, my scanner measurements are accurate to less than ± 0.05 mm.

Comparing both methods used on the Die I and Die II 2c stamp, it is seen that the scanner method produced values that were much closer than the ruler method, even though all were within 0.1 mm (Figure 4a).



Figure 4. (a) 2c Die I and Die II stamps (Sc 186) measured with a ruler (r) and a scanner (s), and 1c stamps from Perkins Bacon (PB, Sc 184) and Waterlow (Sc 253) printings.

Is it worth using a scanner to measure stamp size? Thompson (2013) found small but consistent differences in the size of Newfoundland's 1c "Pile of cod" stamps for different printing types, corresponding to Perkins Bacon (Sc 184) plates 1&2 (Type 1: 20.2-20.6mm), plates 3&4 (Type 2: 20.4-20.7 mm), plates 5&6 (Type 3: 20.1-20.4 mm), and Waterlow (Sc 253) (all plates) printings (Figure 4b). The differences are probably caused by differences in the printing processes, with Perkins Bacon printing to wet (damp) paper using flatbed and rotary machines, and Waterlow using dry paper on rotary machines. Similar differences are also found for the 2c and 5c (Sc 186, 191, Thompson, 2014). Such small but consistent differences could not readily be identified using a ruler to measure the frame size.





But if all one needed to do is identify if stamps are around 20.4 mm or 21.0 mm wide to identify Perkins Bacon from Waterlow printings for the resources issue, for example, then a ruler is fine. However, note from the graph that Perkins Bacon printed stamps can be up to 20.8 mm wide, so care is needed (Fig.4).

There is also the question of time and effort. The measurements of the frame size of the four 2c stamps with scanning, recording x/y coordinates, entering into a spreadsheet, and plotting the graph, took 11¹/₂ minutes. The time measuring per stamp using a scanner drops markedly when measuring larger quantities. The same measurements made with a ruler and plotting the results took 5 minutes. The extra time to make accurate measurements using a scanner is almost certainly required for a serious study on stamp size.

References

Thompson, A.B. 2013. Intaglio printings of the Newfoundland 1¢ "Pile of Cod" stamps. BNA Topics, 70(4): 19-30.

Thompson, A.B. 2015. Small differences in Newfoundland's intaglio stamps printed by Perkins Bacon in the 1930s. BNA Topics, 72(2): 18-30.

<u>Editor's Note</u>

I have included this article on stamp size in the **Study Group News** because it has relevance to an article from Tony that will appear in the next **Newfoundland Newsletter**. *I* also believe it has relevance to anyone who is interested in research on design size.

From Earl Noss; Earl sent in these images of Sc266. The flaws occur at position 96. The flaw at the upper left is noted in "The Last Stamps of Newfoundland" by John Ayshford. (ed. - The upper right flaw



does not appear to be constant and maybe a plate scratch that occurred during printing. I have an example that shows the left flaw but not the right.)







From Tony Thompson

Posted on board the British EWFOUNDLAND Steamship "Empress of Canada" on the High Seas. 2 2 OCT 1949 Date Printed Matter(Imprime) For Mr. Chas. A. Lott 352 Buff.Ave Niagara Falls, New York, U.S.A.

Can anyone explain how the PAQUEBOT mailing works? The letter shown was *Posted on* board the British Steamship "Empress of Canada" on the High Seas and dated 22 October 1949. Six days later, it received a PAQUEBOT POST AT SEA cancel over the stamp and the circular date strike Liverpool 28 Oct 1949 B. The two markings line up, so I assume they were made at the same time by a single cancellation machine.

The ship was the second Empress of Canada that operated in the summer months (April-November) between Montreal Canada and Liverpool between 1929 until she was lost through fire in 1953. In the winter months she sailed between St. John, New Brunswick and Liverpool. The duration of the trip was likely around 10 days.¹

It is unclear why a Newfoundland stamp was used, but presumably it was valid because Newfoundland stamps could be used in Canada after confederation. And under what "international" agreement could a Canadian stamp be used to pay for a letter that essentially started in the High Seas or Britain (certainly not Canada)?

My question is: Was the letter unloaded at Liverpool, where it was franked on 28 Oct 1949, and then forwarded to New York via the regular mail service? Does the "B" on the date strike mean anything?

¹ <u>https://en.wikipedia.org/wiki/RMS_Empress_of_Canada_(1928)</u>





From Malcolm Back

Though an oversight on my part I have ended up with an extra sheet of the Grenfell issue. It is a lower pane of 100 stamps with inscriptions in the lower corners. It is folded in the center. Catalogued as F NH in Unitrade at \$42.80 with no premium for the sheet, I will sell at \$20.00 USD or \$25.00 CDN plus applicable postage to the first respondant. mback1217@rogers.com

