

THE NEWFIE NEWSLETTER



NEWSLETTER OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS

Number 136

July/September 2009

CONTENTS AND NEWS

Page 1	News – Editor
Page 2-3	Newfoundland Slogan Cancels Part XII – <i>George McGowan</i>
Page 4	Balbo Crew Mail Updated – <i>Jean-Claude Vasseur</i>
Page 5-9	The Guy Issue of 1910/1911- <i>Jean-Claude Vasseur</i>
Page 10	The Perfin Corner – <i>Barry Senior</i>
Page 11-13	The Pictou Mail – <i>Sammy Whaley</i>
Page 14	Gone But Not Forgotten, Page 27 – <i>Carl Munden</i>
Page 15	Book Review – Newfoundland Air Mails – Editor
Page 16	Advertisement



CONGRATULATIONS!

Brian T. Stalker has won the 2009 Robert H. Pratt Award from the Collectors Club of Chicago for *Travelling Post Office Postmarks of Newfoundland & Labrador*. The award is for \$1,000!

NEW FORMAT

We are still getting good reviews for our new PDF version:

Hi guys; Just received the new, improved, paperless Newfie Newsletter. Looks fabulous !!

Have already printed it off Congrats on the new piece of cyber technology. – *Carl Munden*

By the way, Carl's series converts to color this issue in the PDF version.

If you are interested in a PDF or want to see an example, please contact Martin Goebel by email. With the PDF he sends a link for a higher resolution version to improve quality for printing.

NEWFOUNDLAND STAMP DEALERS

This note was sent to Terry Harris from Jim Leutze:

I enjoyed your article on the Stamp Dealers of Nfld. I too built a list from my collection.... Now with respect to the individual dealers on your list, I can only add one: J.W.Allen (St John's). I have one cover of his from 1933 (in addition to a W.J.Allen cover from 1903). I can add one company: Colonial Press from Corner Brook. This may not be a stamp dealer. I inferred that it was based on the inclusion of a Nfld stamp in its corner card. I have covers to document: J.A.Basha, Ralph Mercer, Premier Stamp Co, and Old Colony Stamp Co. Let me know if you want scans of any of these.

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

Treasurer & Circulation: Martin Goebel, 13 O'Mara Place, St. John's, NL, A1A 5B7 goebel@nf.sympatico.ca

THE NEWFIE NEWSLETTER
OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS

Number 136

July/September 2009

NEWFOUNDLAND SLOGAN CANCELS - George McGowan

Part XII

If you have been reading this series on St. John's slogan cancels, you will no doubt remember the questions raised regarding the "curve under time" marks that appear on PS2, PS3, PS4 and PS6. At last we have the answer. Last year I joined the Machine Cancel Society and acquired some of their reference books. While studying the International canceling machine section, I noticed that the "curve" is on some cancels and not on others from the same die in the same city. This lead me to query Alex Savakis, the study group leader for the International machines. The following is excerpts from his reply:

"That little half moon is not a stray bit of ink. If you have a copy of the Machine Cancel Forum, April 2004, take a look at pg 3363. Reg Morris writes about this crescent-moon, or tick mark.

"The tick mark is created by a latch that holds the month-day die in place. It is the head of this latch that creates the mark.Because it can be intermittent in printing, caused by month-day dies being changed, I do not believe you could conclude that the absence or re-appearance of the mark is proof of a different machine or different die."

So, it seems that the curve is a matter of the clerk operating the machine, and weather he closes down the latch all the way, (or not). In communication with John Walsh, the present author and editor of the NSSC, he has decided to leave mention of the curve in the listings with the explanation of the curves origin as mentioned above.

The next slogan we look at, DRIVE SLOWLY / DRIVE RIGHT / DRIVE SAFELY, PS15 and PS15a, is one of the most short lived, and hard to find of all the slogans.

It is interesting in that from April 8, 1947, until about the end of August, 1947, (approx. 4 months) a normal to wide type face is used, PS 15, and some time around September 1st a condensed type face, PS15a is used until the LKU which is November 13, 1947 (approx. 2 ½ months).

PS15



THE NEWFIE NEWSLETTER
OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS

Number 136

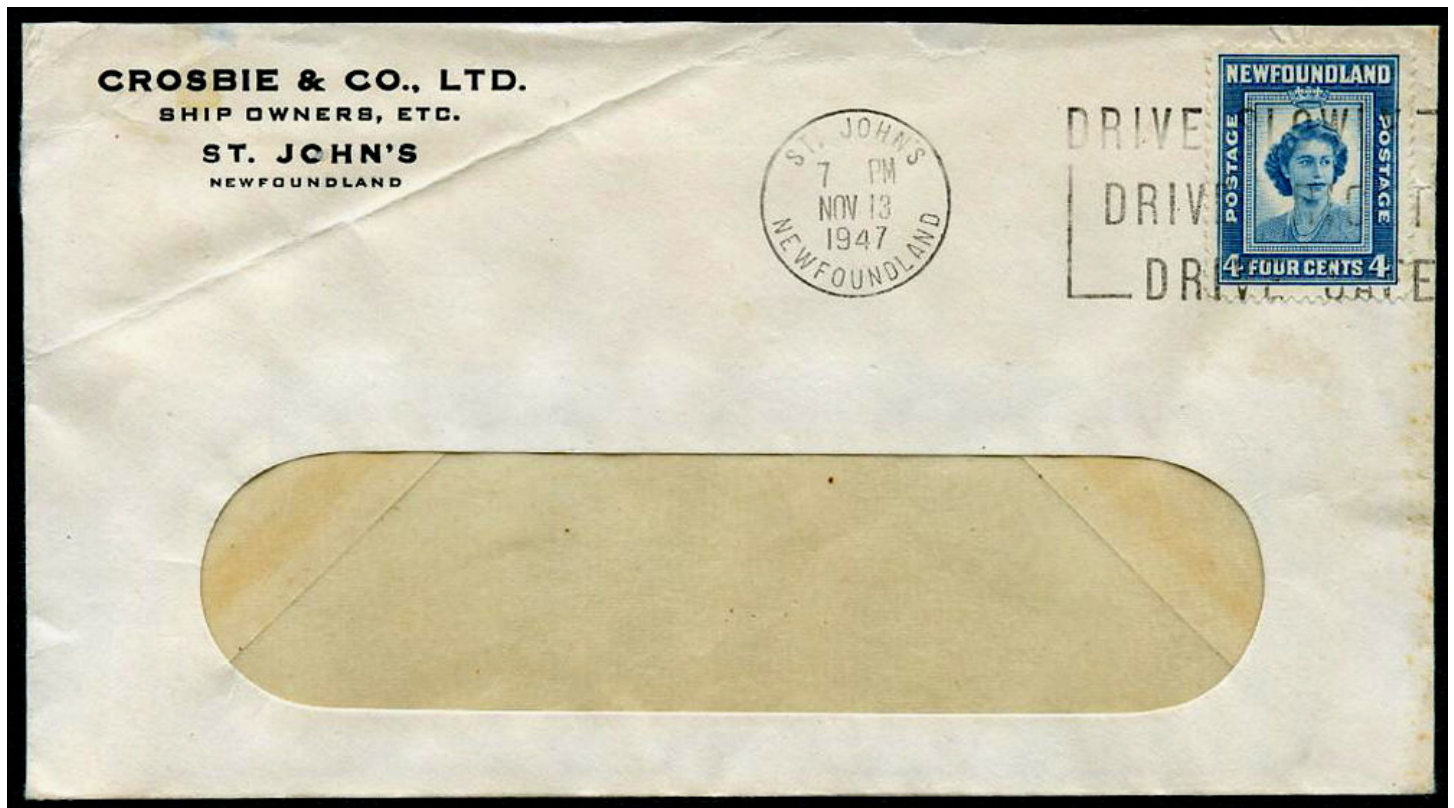
July/September 2009

NEWFOUNDLAND SLOGAN CANCELS (Concluded) - George McGowan
Part XII

It is easy to distinguish which is which by looking at any “R”. On PS15, one leg of the “R” is vertical and one is diagonal. In PS15a, both legs are vertical.

Figure 1, shown on the previous page, displays the full slogan of PS 15 on June 26, 1947.

Figure 2 illustrates the harder to find PS15a dated November 13, 1947, note the difference in the “R”



As always, I would welcome corrections and comments, geolotus2003@nycap.rr.com

ISSUE #137, et al –

I am still looking for material for future issues. Please help!

New member A. B. Thompson will have an interesting article in #137 –*Watermark Varieties on the Newfoundland 1¢ “Pile of Cods” Stamp.*

As of the first of June I still have a few pages open for #137. – Editor

THE NEWFIE NEWSLETTER
OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS

Number 136

July/September 2009

Balbo Flight 1933: The Crew Mail in Clarenville and Shoal Harbour Updated and Corrected Table

Jean-Claude Vasseur

Editor: Subsequent to NN #135 two more Clarenville covers have been identified. They become CL17-18 below. Also, by error, the text for CL16 was left off the table in issue #135.

The Newfoundland mail consisted of 1078 covers cancelled in St John's, about 70 covers cancelled in Shoal Harbor and about 20 cancelled in Clarenville, per Robert E. Lana. In addition three covers are known to have been mailed and cancelled in Harbour Grace and Conception Bay Railway Station on July 25. Most covers received a number, very likely when placed in the mail pouches in Shoal Harbor. To-date we know of 14 covers cancelled in Shoal Harbor and **18 cancelled in Clarenville**, the later quantity being 90% of Lana's estimated total.

REF #	Addressee	Claren.	Shoal 1	Shoal 2	Destination	Comments
CL1	NONE	Jul 28				Souvenir Cruise Env. Signed I. B.
CL2	Nosari Roma	Jul 28	Aug 1	Aug 8	Distr Roma	Crew 1 Handled I-LONG. Nfld stamps added and cruise vignette
CL3	Nosari Roma	Jul 28	Aug 1	Aug 8	Distr Roma	Crew 2 Handled I-LONG. Nfld stamps added and cruise vignette
CL4	Istituto LUCE Roma	Jul 28	Aug 1			Crew 3
CL5	Lt. Consiglio Roma	Jul 29	Jul 30		Min Aera Roma	Crew 4 Large Cruise Env. Stamp and cds in Lisbon
CL6	Gius. Revetria It	Jul 28			Orbetello 12	Signed IB
CL7	Gin Cappannini	Jul 28	Jul 29	Aug 8	Orbetello 14	7c Nfld added. From Mechanic
CL8	Mario Massai Milano	Jul 29	Aug 1		Milano 14	17c added. Journalist. Signed I. B.
CL9	Cardani Orbetello	Jul 28	Jul 29	Aug 8	Orbetello 15	Cruise PC. Pilot
CL10	Teucci Orbetello	Jul ?			Orbetello 15	Cruise Env. Pilot
CL11	NONE	Jul 30				Ordinary stamps (22c ?). Signed I.B.
CL12	Basfi Becchio Italy	Jul 29				Crew 5 Small env.. No additional marking
CL13	Claudini ? Italy	Jul 28	Jul 29	Aug 8	Orbetello?	7c added
CL14	Cap Ren R?? Pola Italy	Jul ??				
CL15	Mario Massai Milano	Jul 29	Aug 1			17c added. Journalist. Signed I. B.
CL16	Ester Straulini(?) Udine	??				7c ordinary stamps
CL17	Cap Alexandro Mighia	Jul 28			Roma	Cruise envelope Roma receiver Aug 23
CL18	Cap L. Leone	Jul27			Orbetello	Orbetello back receiver Aug 12
SH1	Cap Borghetti Orbetello		Aug 7		Orbetello 12	Pilot
SH2	Marc Frabetti Orbetello		Jul 31			Telegram form(!). Pilot

*Editor: Additional note: On Page 7 of Jean-Claude Vasseur's article, it was suggested that the crew mail entered the mail system and was NOT complimentary. ACTUALLY, he believes the contrary- that the mail did **not** enter the postal system at all!! Sorry – something got lost in the translation. The Newfoundland postmarks are legitimate, however.*

THE NEWFIE NEWSLETTER
OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS

Number 136

July/September 2009

The « Guy » Issue Of 1910/1911 –Jean-Claude Vasseur

The Guy issue was indeed, a strange issue!

On Feb 10, 1910 the PMG of Newfoundland, H. J. B. Woods, wrote: ". . . The issue of a commemorative stamp in connection with the Guy Memorial Celebration has been suggested. There can be no objection to such an issue if confined to stamps of the smaller denominations, as they are always in demand for postage, even if there should be but a limited demand from stamp collectors, which of late seems to be falling off." **If not** necessitated by a change in the postal rates, the idea obviously **did not come** from the Post Office. Then, whose idea **was it**?

Printed in London under the supervision of Whitehead, Morris & Co, the use of lithography did not give the expected results. The **philatelic press** was not kind: "If it was beneath the dignity of a British Colony to have the imprint of an American concern (American Bank Note Co.) printed on its stamps, it does not seem to have worried the same dignity the least bit to have issued the cheapest lot of labels seen for many a long day. The Solomon Islands, native printers, or the Colombian Departments in the throes of a revolution have never done worse." A close examination of the issue provides support for this criticism.

There is not much to be said which has not been **already** said, on the quality of the 1ct. **The King James I** portrait **conforms** to the **portrait of** by Daniel Mytens where the King appears older than in 1610. Also, the King did not grant the charter to Guy, but to the Count of Northampton, a member of the London & Bristol Co of Merchants Venturers.



Here **is the** well-known block with the three varieties mentioned in the Unitrade Catalogue:

Pos 41: "NFW"

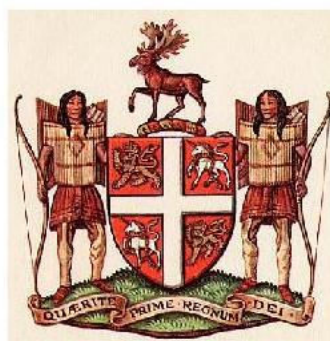
Pos 42: "Jamrs"

Pos 52: "ONE' CENT".

... But there are so many other varieties.....



The 2cts is interesting. This Coats of Arms was given to ... Ferryland in 1638. At that date the Guy's settling has been **long** abandoned. The true Coats of Arms of the London & Bristol Co is at right. **Note** the hull, mast and lookout. In the middle **is** the Coats of Arms of NFLD adopted in 1920.



ARMS OF NFLD AS ADOPTED IN 1920



LONDON & BRISTOL Co
MERCHANTS VENTURERS

THE NEWFIE NEWSLETTER
OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS

Number 136

July/September 2009

THE <<GUY>> ISSUE Continued

The 3cts shows John Guy compared with a portrait in the archival of St John's – found on the Internet! The portrait is not that close. Also, the point may be debated but it is difficult to call a "colony" a settlement of less than a hundred people at best.

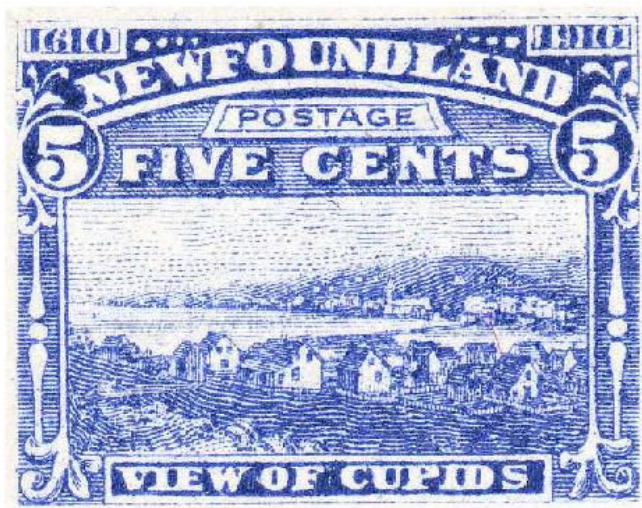
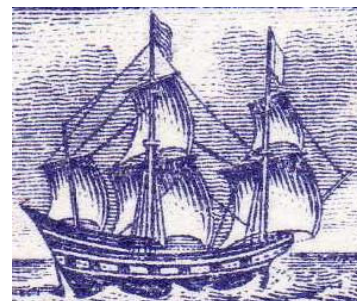


4cts, the "Endeavour" is my favourite stamp!

With reference with Guy's report, the "Endeavour" was built in Cupids and was a bark of 12 tons which was used in 1612 to explore Conception Bay. It was neither the Immigrant Ship as stated by Stanley Gibbons, nor the beautiful three-masted version portrayed. It looks like the engraver was confused by the name and chose to show the "H.M. Bark Endeavour", the ship used by James Cook during his first trip in the Pacific. A replica of that ship is today in the harbour of London. It looks about the same except for the height of the masts.



STOP! Something else is wrong. A close look at the stamp reveals that the sails are inflated backward as the flags fly ... and the bow strip is at the stern of the ship! ALL THE RIGGING IS REVERSED.



5cts View of Cupids.

Obviously this was engraved based upon this picture but with a very poor result.



THE NEWFIE NEWSLETTER
OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS

Number 136

July/September 2009

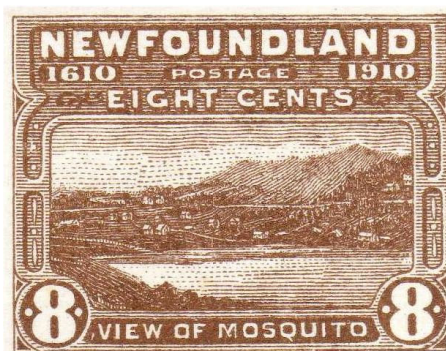
THE <<GUY>> ISSUE Continued

6cts : This is the controversial stamp. Newfoundlanders have claimed an error of the engraver, the “Z” of colonizing being engraved reversed. The “error” was corrected giving rise to the well known two versions of the stamp. I’m sorry, I don’t think there was any error : “Colonising” was just written in the English way... as it was on the 2cts.

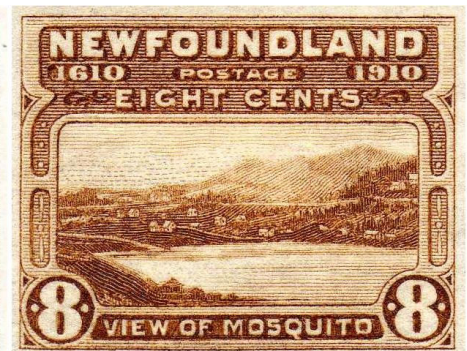


This is the first stamp printed lithographed and engraved. Besides the absence of vertical lines behind the text, the solid background, top and bottom, shows poorly on the 1911 engraved stamp.

8 cts : Mosquito - today Bristol’s Hope – was the location of a second settlement opened after that John Guy left Newfoundland in 1615 and a dispute arose between the members of the settlement. It was obviously made from a photo. Except for better colour, there was still no overall improvement in the engraved stamp.

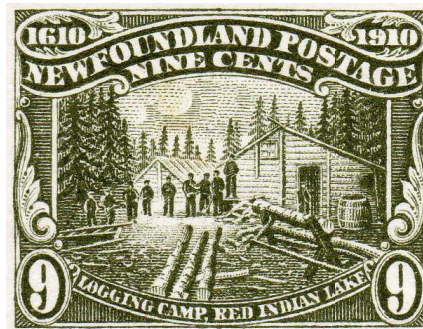


1910

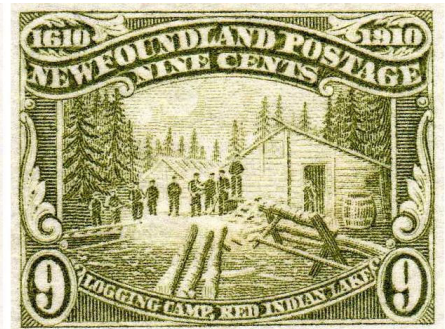


1911

9cts : Red Indian Lake connecting to the Exploits River was discovered by brothers Cartwright during the 18th century. What is the relationship between the Guy’s story and the lumber industry? Comparing the two issues is still not advantageous to the engraved stamp. Despite repairing the missing LR corner and minor faults in the lithographed stamp, the engraved stamp still shows poor solid background and writing.

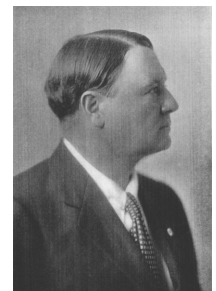


1910



1911

10cts : Grand Falls. It must be reminded that the city was established in 1905 after Alfred Harmsworth (here shown) and Mayson Beeton selected the location for building a paper mill. The Harmsworth’s family and Robert Gillespie Reid (owner of Newfoundland Railway) formed the Anglo-Newfoundland Development Company and the paper mill was inaugurated Oct 9, 1909, a few months before the decision to print the Guy Issue.



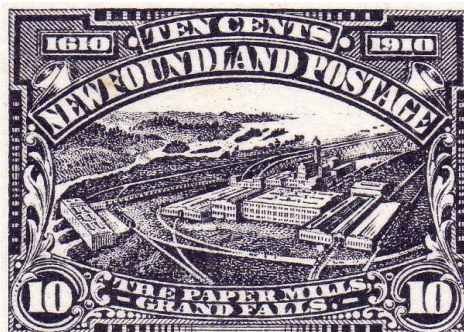
**THE NEWFIE NEWSLETTER
OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS**

Number 136

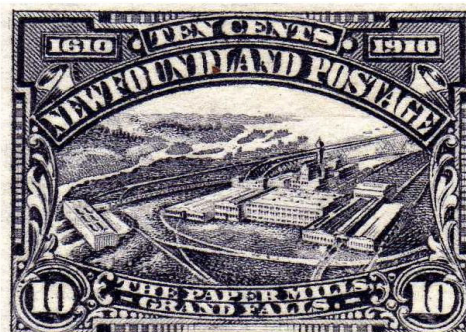
July/September 2009

THE <<GUY>> ISSUE Continued

Alfred Harmsworth was also known as Lord Northcliffe, the British press tycoon (Daily Mail) who later, in 1913, will offer the £10,000 prize for the first non-stop Atlantic crossing.



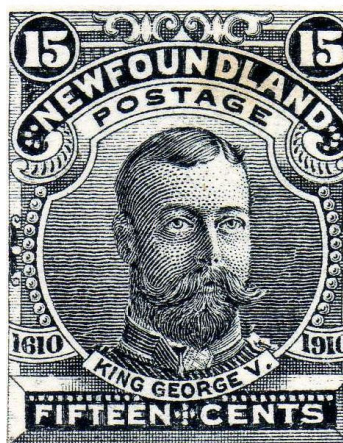
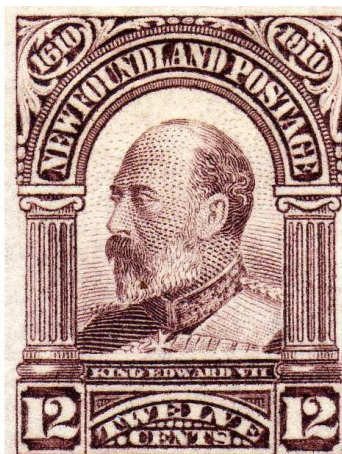
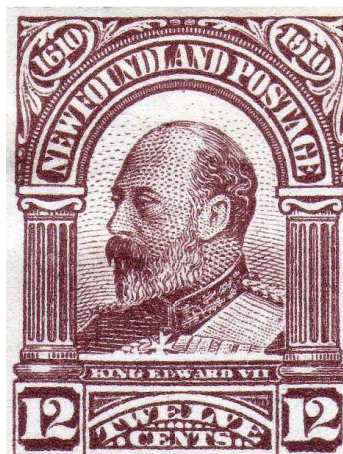
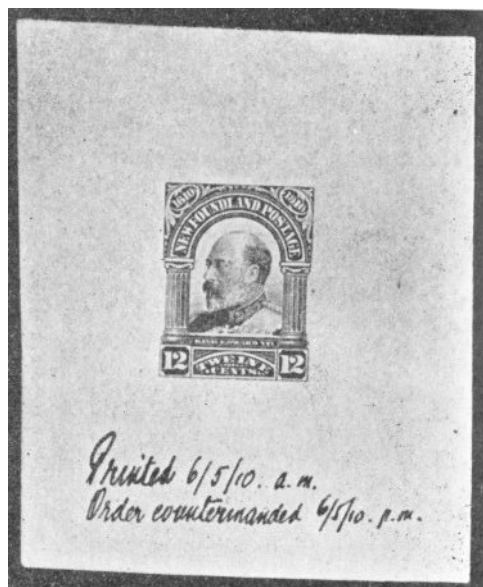
1910



1911

Did somebody take an opportunity to reward Alfred Harmsworth for his contribution to the Newfoundland Economy?

12cts and 15cts : the Kings. Robson Lowe documents (BNAPS Topics Nb 137 "Trail of the Caribou"), he had seen a proof of the King Edward VII dated May 6 1910, day of the king's death. The 15cts stamp shows George V in the uniform of colonel of Guards as "Prince of Wales". Eventually the title was replaced by "King George V" without waiting for the official portrait.



1910



1911

The Proof dated May 6th, 1910
(R. L. Encyclopaedia Vol V Part IV).

THE NEWFIE NEWSLETTER
OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS

Number 136

July/September 2009

THE <<GUY>>ISSUE Concluded

An aside on Lithography versus Engraving

The above examples demonstrate that lithography *is* able to provide excellent results, especially regarding solid backgrounds and lettering whereas the engraving process can lead to an inferior result. The numerous flaws generated by the lithographic transfer, in the case of this set, seem to have also been an insurmountable problem. The variation in color between the two sets was the result of a better selection and independent of the printing process.

I return to the Guy Story.

Being French I have some reluctance to say what follows, since it could be misinterpreted. Actually, the John Guy settlement was quickly in danger because of difficulty in getting sufficient fodder for the cattle to survive over the winter ... and the fishing activities – from which settlers were assumed to get revenues - were also a failure. Additionally, in 1615, John Guy entered into a dispute with the London & Bristol Co. about the land he expected to be given to him... and abandoned the settlement. That does not sound like the attitude of a hero! The remaining settlers split into two groups – the members of the London & Bristol Co moving to the area of Mosquito. It looks like the original settlement was fully abandoned in 1621.

Fittingly perhaps, since the issue dedicated to John Guy did not meet historical accuracy or philatelic quality, it was shortly replaced by the Royal Family Issue.

Jean-Claude Vasseur

(All stamps from imperf. pairs or blocks in the collection of the author.)

Editor - Here is a bio of Jean-Claude Vasseur, who produced this great article, and well as previous pieces on the Balbo issue, for the Newsletter:

Jean-Claude Vasseur, was born in Paris(France) in 1941 and is a member of CPFB (Club Philatélique Franco-Britannique), BNAPS and RPSL. He's retired after 30 years in the Oil Industry -Offshore Engineering Dpt. Manager and Quality and Safety Director. In 1979 he was in St. John's managing an offshore drilling campaign on the Labrador Coast for PetroCan and Total venture, and also was there when BP discovered the Hibernia field in 1973.

His Newfoundland Collection includes all periods but is strong in airmails, an area upon which he is now concentrating in order to exhibit internationally, having already received Gold at the national level. He also has collections of Great Britain, the West Indies, the Mediterranean islands (Gibraltar, Malta & Cyprus) and Canada. Like most members of his French club, he does not collect French stamps!

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

Number 136

July/September 2009

The perfin corner by Barry Senior

Please see AN/D perfin cover below franked with a strip of 3 of the Wartime printing of the 3 cent Queen Alexandra along with a single 2 cent from the 1911 Royal Family issue. The cover bears no registration marking as such but does have the number 3882 on the front along with the notation "Sample Ultramarine Blue". The back of the cover bears the Anglo - Newfoundland Development Co corner card. This was a large cover in its original format but was folded in half and taped before being used. The cover measures 7" x 5" but was originally 14" x 5". Could this then be a quintuple rate cover (5 x 2 cents plus the 1 cent War Tax) for a total of 11 cents? Any thoughts would be greatly appreciated. Please contact me through the Editor or at: barry.senior@nf.sympatico.ca



From reverse

THE NEWFIE NEWSLETTER
OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS

Number 136

July/September 2009

THE PICTOU MAIL – Sammy Whaley

Every serious collector has their area of interest; likewise within that area of interest will inevitably spring up numerous "sub-areas". These generally are too narrow in scope to warrant an exhibit, but they can prove to be very fascinating to the collector. I suppose each collector can make these sub-collections as difficult and/or challenging as one desires. Such is certainly the case with the Newfoundland First Cents Issues as over the years they have entertained me with numerous "sub-areas"; one of which is the period from May 6 1872 to early November 1872 when the mail from St. John's destined for Liverpool went thru Pictou, Nova Scotia prior to being dispatched to Halifax to be placed on the transatlantic steamer.

During this brief time frame there was a total of thirteen mail runs from Pictou to St. John's; although I knew it to be most challenging, I placed upon myself the task of collecting a cover from each of these runs. Thus far, I have managed to place in my own collection covers from four of the trips and have recorded covers from eleven of the thirteen.

All the covers recorded going thru Pictou are part of the Waterman correspondence. Although all these covers appear the same, i.e. each is addressed to the same destination and all are franked with the 12-cent thick paper (Scott #28) each cover has its unique docketing, enabling the collector to ascertain little tidbits of information making each cover be of special interest.

The contract for the Pictou-St. John's mail service was to initiate May 06, 1872 but it was not until May 08 when the first sailing of the "Georgia" took place. The "Georgia" arrived in St. John's on May 11 and returned to Pictou on May 14 carrying among its mail the two cover depicted in figures 1 and 2.



Both covers are postmarked by a St. John's May 14, 1872 date stamp, but the two items have distinctive personalities. The cover in figure 1 carried a letter written by Mr. J. W. Stewart in St. John's. As Mr. Stewart, no doubt, was aware of the arrival of the mail steamer and that it was to return to Pictou; he duly noted both the vessel and its destination on the cover. This is the only cover I have seen having the name of the vessel transporting it to Pictou. Perhaps, as this was the first delivery of mail from St. John's thru Pictou, Mr. Stewart felt obliged to note the carrier. Parenthetically, allow me to add a personal note: This cover was a serendipitous purchase for me as it came in a lot generically described as "five Cents covers, three paying the 12 cent rate to Great Britain." Upon opening the package, I immediately noted the importance of this cover to my collection. Just another of the many tattered and torn items that have provided both enjoyment and knowledge of the this period. It also illustrates the fact that "nice" finds are still possible as any serious collector can attest.

(Continued)

THE NEWFIE NEWSLETTER
OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS

Number 136

July/September 2009

THE PICTOU MAIL (Continued)

As indicated by the docketing, the cover in figure 2, also postmarked in St. John's May 14, 1872, actually was written May 05 by Mr. J. W. Hodge, an agent of the Waterman firm, in Fogo. As no Fogo date stamp can be noted, the item was probably carried to St. John's on a supply boat (it was a warm May) as it is doubtful it would have come overland from Fogo in such a short time frame. As Mr. Hodge would not have had any knowledge as to which vessel would be the carrier of this item no vessel's name is seen. Both covers were postmarked the same day in St. John's and have identical Liverpool receivers, thus one can safely assume both were transported on the "Georgia" to Pictou, then to Halifax to be carried by the "Caspian" to Queenstown arriving on May 30. Overnighted to Liverpool (31 May date stamp), then overnighted to Poole (back stamped Poole June 1).

The cover depicted in figure 3 transported another letter from the same Mr. Hodge in Fogo. This item has a Fogo date stamp indicating the northern mail boat run had commenced. (There is sometimes a brief period in the Spring when the Waterman supply boats were used to carry letters to St. John's as they were quicker than overland transportation through the postal system. These boats had a tendency to make the northern run 2-3 weeks prior to the initiation of the mail boat runs. The covers in figures 2 and 3 are examples of each method of transport.) The cover arrived in St. John's May 20 (back stamp) and was forwarded on the "Alhambra" to Pictou on the second Pictou run.

Figure 4 illustrates another outport cover also carried by the "Alhambra" on this 2nd Pictou run. However, this item is somewhat more challenging as no outport nor St. John's postmark is legible. The docketing indicates Mr. R. D. Hodge, the Waterman agent in Twillingate, wrote the enclosed letter. As there is neither a Twillingate date stamp nor a St. John's back stamp it must be assumed the item was carried by supply boat to the J. W. Stewart firm from where it was carried to the St. John's post office. There is a very faint St. John's red date stamp on the front but the date is illegible. The evidence that results in the conclusion this cover accompanied the one in figure 3 on the 2nd Pictou run is the faint, but legible, identical 13 Ju 1872 Liverpool receiver. (I might add: These two covers are the only two I have seen transported on the transatlantic steamer "City of Baltimore").



(Continued)

THE NEWFIE NEWSLETTER
OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS

Number 136

July/September 2009

THE PICTOU MAIL (Concluded)

Each time I examine the cover in figure 5, which was carried on the fifth voyage, a wry smile appears. The docketing indicates the enclosed letter was written by Mr. J. W. Stewart, previously introduced in figure 1. on July 05. I can imagine it was rather hastily written as the "Georgia" had only arrived in St. John's on the 4th at 22:00 hours. Normally, there was a 2-3 day lay-over in St. John's allowing residents ample time to pen any correspondence they desired to post. However, as the 5th was a Friday, the decision was made to immediately return to Pictou rather than wait the weekend out in St. John's. Once Mr. Stewart (and others) was made aware of this decision, he must have quickly penned the letter enclosed in this cover.

Moreover it is interesting to note: Mr. Stewart did not indicate a specific boat, as he had on the cover in figure 1; but rather he only added the generic "via Pictou". Two reasons are plausible: a) he was a big hurry as we indicated above or b) this was the fifth voyage on the Pictou-St. John's run and on the four previous runs three different boats had been employed, including one, the "Gaspe", which sank and was obviously no longer in service. Perhaps he only knew the mail boat was in town and did not know (or care) the name! (It should be duly noted that henceforth only two vessels, the "Georgia" and the "Alhambra" were employed on the Pictou run, alternating fortnightly for the remainder of the contract.



Once again timing was of the essence for Mr. Stewart on October 12. The "Alhambra" arrived on Saturday morning allowing him only short notice to write the letter enclosed in the cover shown in figure The faint St. John's date stamp indicates it was posted on the 12th thus transported on the 12th run by the by the "Alhambra". By this time Mr. Stewart had long given up noting the vessel. After this trip only one more run was made by the "Georgia" from Pictou to St. John's; in November 1872, St. John's was awarded its long sought after direct transatlantic mail service bringing to a close this brief, but interesting and challenging period in Newfoundland postal history.

Should any reader wish to pursue this period, I would suggest they consult The Large Queen Stamps Of Canada And Their Use 1868-1872 by H. E. & H. W. Duckworth, the source for much of the material in this article. Personally, allow me to add: If anyone has material that would add to this period, or any corrections, I would greatly appreciate being contacted at onycha2@aol.com, or Sammy Whaley, P.O. Box 235, Opp, Alabama. This request should be read to include any Cents covers you might have as my Census work plods along.

THE NEWFIE NEWSLETTER
OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS

Number 136

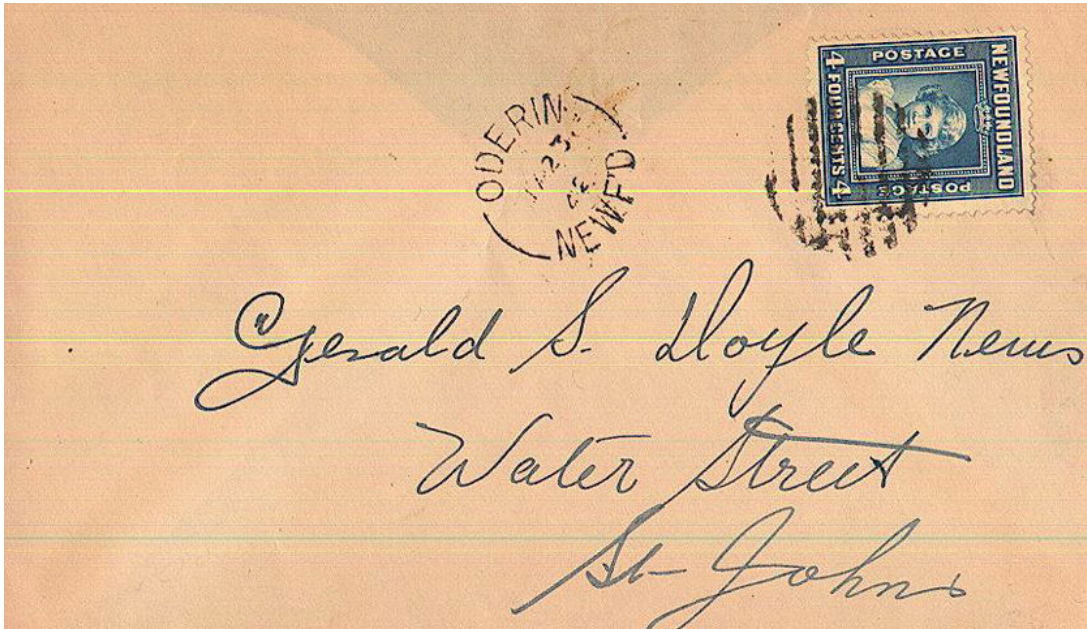
July/September 2009

Page 27

GONE BUT NOT FORGOTTEN – CARL MUNDEN

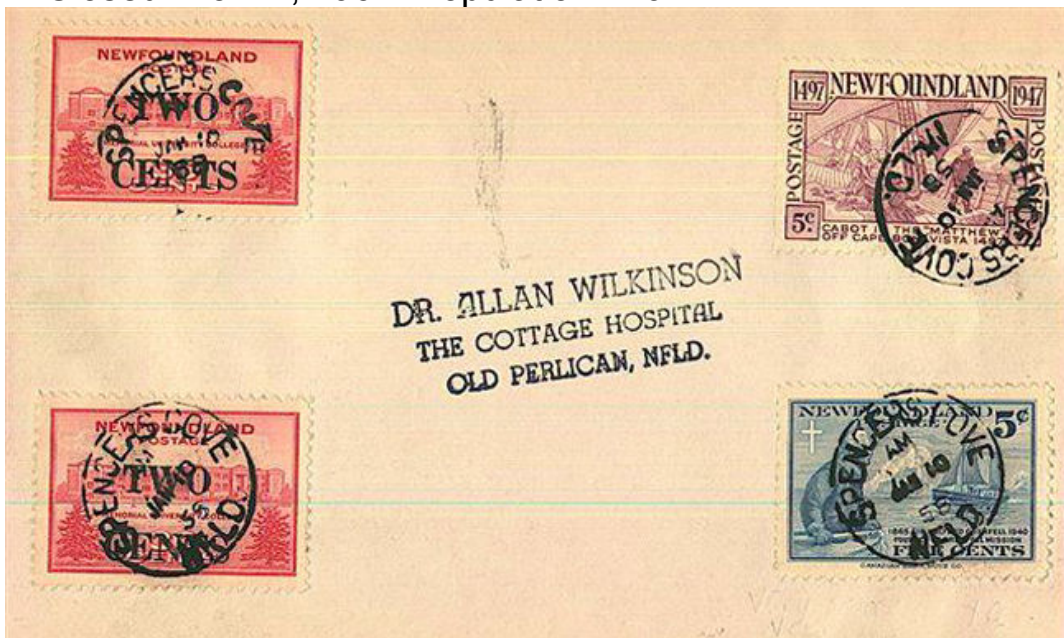
ODERIN

Opened as a way office 1856. Became a post office in 1891. Closed Oct. 26 1966
Population 421



SPENCERS COVE

Open 1912 Closed Nov. 2, 1964 Population 119



Newfoundland Airmail Stamps and Air Mail Flights: 1918-1949

BNAPS EXHIBIT SERIES NO. 54 BY PETER MOTSON – Review by the Editor

Let's start by putting this book in perspective. Granted, the inverted Jenny is the most famous of the world's air mail stamps and perhaps the only one known to the educated *non-philatelic* public, but it was a *mistake* and the history behind it is as interesting as the stamp itself. From a *philatelic* point of view, I believe that Newfoundland air mails top those of any other stamp-issuing country of the world. They represent drama— the trans-atlantic competition of 1919, as well as scarcity (Martinsyde, Hawker, De Pinedo and Columbia). Motson's collection represents the most complete exhibit of the subject I am aware of, and I recommend you get a copy of this new exhibit book and see if you agree.

Newfoundland first flights can boggle the mind. AAMC lists 70, while NSSC is more modest at 56. Motson decided to separate them into three groupings: trans-atlantic competition, internal & provincial flights, and international flights.

- Trans-atlantic Competition. All the rare items are present, including a Hawker mint pair, Hawker on cover, 3¢ Caibou overprinted for the Martinsyde flight on cover (but a typo at top of page), full setting of the Alcock and examples of its uses on three flights. He is only missing an example of the slanting surcharge on the Alcock (priced in NSSC), which is not a major variety.
- Internal & Provisional Flights. Most but not all listed flights are here. At the beginning he uses NSSC numbers but leaves them out about midway. He shows the issued stamps in great array, including a strip of three of the rare inverted Halifax, and one on cover which is probably unique. We can see die proofs, plate proofs, specimens, imperforate examples and shades of these stamps. I also note blocks of the 1922 air essays by Whitehouse Morris & Co. (including a die proof).
- International Flights. This section has mint copies of the De Pinedo and Columbia. He also has a *block* of the inverted Dornier and the best example in a block of this stamp with slanted surcharge (ex- Lichtenstein). He shows the unique proof setting of the De Pinedo *and* of the Dornier. All the rare international covers are here including the Columbia from Harbour Grace (I believe only 20 have survived) . He has two Balbo covers with Clarendville box cancels (also only about 20 extant). There may be a bit of an overkill with DO-X covers (15) not counting eight other covers carried on the 1932 flight, and several of the earlier covers in this section are rather tangential to Newfoundland philately. He does include nice examples of seldom seen flight covers: Southern Cross (FF 25), Lady Peace (FF 41), and Mollison (FF 42). Absent is the inverted Balbo but only four (intact) copies are known, or a cover from July 25 (three known).
- The last part of the exhibit provides great detail regarding the later Newfoundland flights from 1939-1945 (I note a scarce FF 48, from May 4, 1942 to England), plus ten pages of WW II mail.

A few additional observations:

- He includes a judicious amount of collateral material that supports the exhibit's goals;
- The book title is in error as it should "1919-1949" not "1918-1949". I understand that was not Motson's error;
- Unless Pete sold his exhibit it would be all but impossible to match its strength; and,
- This is a wonderful book and great reference, especially the color version.

Price of this book (after a 40% BNAPS discount for members) is C\$63 (color) or C\$23 (black and white). All BNAPS books are available from: Ian Kimmerly Stamps, 62 Sparks Street, Ottawa, ON K1P 5A8, Canada. Phone: (613) 235-9119. Internet orders can be placed at www.iankimmerly.com/books/ (Click on the price at the end of the book description and you will be taken to the check out page.)



CANADA • BNA

From Choice Classics to Modern Errors & Varieties



Our Specialty...



...The Unusual



View and shop our on-line database of Canadian and BNA stamps at:

www.saskatoonstamp.com

Our web site offers an **on-line shopping cart** where you can look through and order from our large stock of **Canadian and BNA stamps and literature**. You can also start a **want list**, see which **upcoming shows** we will be attending, find out what kind of material we are **looking for**, and much more.

FREE ON REQUEST:

*Our current private
treaty catalogue of
Canadian and BNA stamps.*

Call, Fax, E-mail or Write.

WANTED: CANADIAN ERRORS

We are always on the lookout for new and better errors and varieties. Let us know what you have for sale.

IMPERFS - MISSING COLOURS - INVERTS - MISPERFS - COLOUR SHIFTS - PRINTED ON GUM - BETTER VARIETIES



WANTED: NEWFOUNDLAND GUY ISSUE of 1910-11 (#87-103) and 1914 Money Order Tax overprint (#NFM 1) and all varieties. Proofs, mint or used multiples, Whitehead Morris trade sample sheets of 4, in any color and singles and pairs from those that were cut up. Any Die Proofs would be wonderful. Just getting started on Postal History of this issue so any covers are of interest, particularly usages to anywhere outside of Newfoundland with any combination of stamps. Single usages of any values other than 1c & 2c and these are still of interest if they carry nice clear postmarks of smaller Newfoundland towns. On this issue I'm a collector, not a dealer, so you don't have to be kind on pricing - Kind is you offering me the opportunity to acquire some neat items that will enhance the collection. Please phone or fax John Jamieson at Saskatoon Stamp Centre or email directly at ssc.john@saskatoonstamp.com

Internationally Recognized as a Leading Dealer in Canadian Errors and Varieties

SASKATOON STAMP CENTRE



P.O. Box 1870, Saskatoon, SK, S7K 3S2 Canada
Call TOLL FREE 1-800-205-8814 in North America
Phone: (306) 931-6633



Web site: www.saskatoonstamp.com

Fax: (306) 975-3728

E-mail: ssc@saskatoonstamp.com