

THE NEWFIE NEWSLETTER



NEWSLETTER OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS

Number 145

October/December 2011

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THIS ISSUE

More scholarly articles by Jean-Claude Vasseur and Sammy Whaley – so you have both articles on stamps and postal history! I have little in the files for the next issue, however, so please submit some material that interests you.

BALBO'S AND THE BENNETT AUCTION

On pages 5-6 of the last issue we showed two Balbo stamps of some doubtful heritage from a Bennett Auction. The Greene Foundation's Ted Nixon has provided a brief follow-up:

The only thing that has happened since March is that Richard Gratton has agreed that the two items in question have forged surcharges and they match the "dangerous forgery" identified in his article in the Fakes and Forgeries Journal. I will bring the file with me to North Bay. At North Bay, Ted pointed out that the Greene Foundation has issued two new certificates indicating forgeries.

MOST EXPENSIVE NEWFOUNDLAND PIECE



This block of the De Pinedo air mail stamp of 1927 was auctioned in September in London. The pre-auction estimate was £120,000 – 150,000. Three other very rare air mails blocks were also in the sale: VF Columbia block, inverted Halifax block and inverted Dornier- DOX block. Guess what these items went for. See Page 11 for the answers.

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Cabot Issue Release Date – Further Research – Gregory Pope

In follow up to two previous articles (NN# 135 and NN# 138), I was recently able to visit the Newfoundland Provincial Archives to further pursue the still unanswered question of when the Cabot Series was released for public sale. One specific question was why Pratt's research stated a June 22nd, 1897 release, supported by the Evening Telegram of June 17, 1897, when Boggs had noted a press release stating June 24th, 1897 was the actual release date. All sources are credible, so the obvious discrepancy was troublesome.

A review of the Colonial Secretary's correspondence on microfilm from the period sheds light on the reason for the confusion, if not answering when the stamps were indeed made available to the public. On June 12, 1897 Postmaster General J.O. Fraser wrote the Colonial Secretary, with the opening of the letter reading:

I am to request you to address a Circular to all Post Offices in this Island acquainting Postmasters and Postmistresses in charge, that on and after the 24th instant all postage stamps will be called in, to be replaced by those of the Cabot issue, and asking them to requisition for such stamps as they may require.

This timing correlates perfectly to a June 14 press release as noted by Boggs, with wording that is very similar. The confusion then arises from a subsequent letter dated June 17, 1897, also from Fraser to the Colonial Secretary, that included the message:

I have the honor to acquaint you that the Government have directed that the "Cabot Series" of stamps shall be issued on and after the 22nd instant. After that date all the stamps in the General Post Office and those re-called from Outport Post Offices are to be forwarded to this office.

Hence the reason for the Evening Telegram article of the same date and the basis of Pratt's research, though still leaving the question of the actual release date unanswered. No further correspondence was found to clarify.

I am not aware of any Cabot covers coming to light dated before June 24th (or indeed June 25th, as noted in the NN# 135 article) since the previous articles on this topic appeared. Until such time I will continue to support the thought that the later date was the actual official date, with June 25th being the first date to the public given a likely national holiday on June 24th that year in support of the 400th anniversary of discovery and the Queen's Diamond Jubilee. As always, any additional comments or input are welcome and encouraged. Please contact me at gregpope@telus.net.

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The perfin corner by Barry Senior

1939 Provisional - Royal Visit Surcharge - November 20

Due to shortages of 2 and 4 cent stamps the 5 cent issue was surcharged to cover the shortage.
 They were used for only a short time before supplies were exhausted.



Position 2



Position 2



4 cent Inland Letter
 Rate, November 25

Used only three days
 after the issue date the
 2 cent pays the Revenue
 Tax on a receipt of less
 than \$100.00.
 This is the only such
 usage recorded.

NUMBER	DESCRIPTION	AMOUNT
	We enter to your Credit <i>Chgs.</i>	1000 250 \$
	We enter for Collection	

Thanking you for the above. we remain,

Respectfully yours,

AYRE & SONS, LIMITED.

Ob. J. J. J.
 CASHIER

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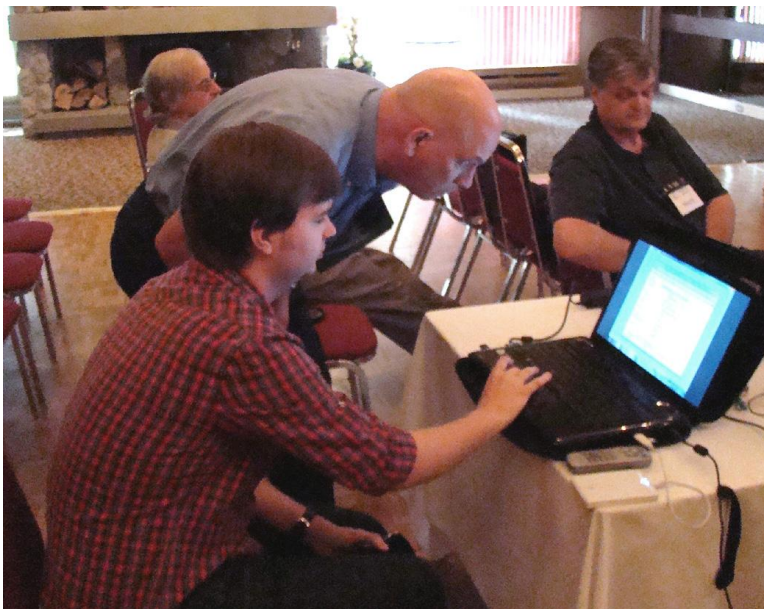
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BNAPEX 2011 – NORTH BAY, ONTARIO – The editor

NEWFIE WORKSHOP

There were about one dozen attendees and first I gave a PowerPoint presentation – **The Short Reign of the Red Queen** – on the 1897 red Queen Victoria stamp. (I am working on an article for BNA Topics in 2010, which will include most of the material in the presentation).



C.A. Stillions is seen setting up his presentation with a computer technician

C.A. Stillions then shared examples of the results of his project digitizing the color slides that Robert Pratt left to the Collectors Club of Chicago. He brought a hard drive with some **4400** images. When available to collectors and researchers they will constitute a treasure trove. BNAPS is in the process of seeking approval from the CCC for use on the BNAPS website. The slides reflect the eclectic range of philatelic interests of Pratt in Newfoundland.

BNAPS NEWS FROM THE BOARD MEETING

Here are a few bullet points that should be of interest.

- BNAPEX 2012 will be in Calgary, BNAPEX 2013 in Charlottetown and 2014 in Baltimore in conjunction with the BALPEX A. P.S. show.
- Greg Spring, our Webmaster, and several others are working on a complete re-design of the website, which should be released soon. The results will be a more philatelically-attractive main page and an easier system to find relevant parts of the site. The goals are to entice new members and provide a better web service for current ones.
- Dues will be increased in 2012 to \$35 annually in North American with \$40 per year for overseas members. Three-year rates will be \$94.50 and \$108.

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NEWFOUNDLAND'S 1897 POSTAL SHORTAGE - ANNOTATED

Norris (Bob) Dyer - Page 7.

1897 PROVISIONALS - ALL TYPES

Type I - Pos. 38 & 39



Type IA - Pos. 10

Type II & III
Pos. 48 & 49

Type IIA - Pos. 41

On October 19, 1897, 39,600 of the surcharged stamps went on sale - 792 blocks of 50. Speculation soon led to controls. There were five constant varieties due to font shortages and an inconsistent setting:

Type I - Short, serified letters, bars 18mm apart ;
 Type IA - Like above, but bars 17mm apart;
 Type II - Tall, serified letters;
 Type IIA - Like above, but 2mm between ONE and CENT ; and,
 Type III - Sans serifs (gothic type).

BLOCK LAYOUT BY TYPE

IA	IA	IA	IA	IA	IA	IA	IA	IA	IA
I	I	I	I	I	I	I	I	I	I
I	I	I	I	I	I	I	I	I	I
I	I	I	I	I	I	I	I	I	I
IIA	II	II	II	II	II	II	II	III	III

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NOTES ON 1897 SURCHARGE EXHIBIT – PAGE 7

This exhibit page provides a closer look at the four major and two minor surcharge varieties in the setting of 50. When the provisionals were authorized, surcharging was done at the plant of the *Royal Gazette*, the government's official newspaper. Robson Lowe in his *Encyclopaedia* stated:

The shade of the surcharged stamp is normally grey, a deep bluish grey, and rarely a purple grey. As many of the stamps are badly centered it would appear that quantities of sheets, previously rejected because of their centering, were used for this provisional.

The literature is consistent that the use of three distinct fonts (the major types) resulted because the *Royal Gazette* printer ran out of the first font after using it in the top four rows of ten each. It is not clear why the distances between the horizontal bars differ so much for Type I in the top four rows, but the distances between bars are constant in any given row.

For the surcharged values Scott uses "gray lilac" and Gibbons "gray purple". NSSC uses "gray", which is probably a good compromise. My exhibit contains examples of at least five shades and Robert Pratt (in his 1986 article referenced before) wrote that "Specialists differentiate between twenty-five shades..." of the underlying 1890 Victoria. Collectors should not be concerned so much about the shade of surcharged values (except for stamps stained red) but whether their stamps plate, especially the rare Type III. I will cover forgeries in detail later in this series. *An advance note is that Type III's should be 17.5mm between the horizontal bars and the ONE CENT should be approximately 2.3mm above the lower bar.*

There are several minor bar breaks, seen both on the red trial surcharge sheet I have shown you and on the final setting in black. Perhaps the most obvious is at the left of the upper bar on Position #10. There is a constant letter flaw, at Position #39, seen on the exhibit page (upper right in the block) and in a close-up, below.

Note the broken N in **ONE**.
It is listed in NSSC as #69b.
It is tough to find as a single,
because blocks of four
showing Type I-III must,
include Pos. #139.

I did verify a single earlier
this year sent me by a group
member. A nice find would
be this plate flaw on cover!



The 32A Subset – Sammy Whaley

IN my continuing study of the New York printings of the First Cents Issues (Scott #s 24a-40, excluding #s 29 and 36), I frequently find myself breaking the group down into many subsets. These subsets are much too narrow to form an exhibit, but for personal challenges they are ideal, although difficult. One of the more challenging of my personal subsets is my effort to collect covers of each of these issues franked with a) a single stamp paying the rate for which the stamp was issued, b) a multiple paying a correct rate and, c) a combination with another Cents issue paying a correct rate.

When I first decided to enter this “subset” in my growing list of subsets, I went to my Census and noted that for some issues this task was impossible based on the recorded covers. One of the issues for which there were no recorded covers for each of my criteria was somewhat perplexing to me-this being the second printing of the one cent (32A). There were numerous combination covers and some seven recorded multiple usage covers, but only one recorded single usage cover. To add to this difficulty, not long after the Census was distributed I was informed that this single recorded issue is no longer extant. BUT, I am happy to report that I have managed to complete the trifecta for the 32A and would like to share the three covers with you.

TWILLINGATE LOCAL

12 MARCH 1878



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THE 32 SUBSET (Continued)

The one cent was issued to pay the local drop rate (and for the newspaper rate for which none are recorded) and saw little usage outside St. John's as most outports were so small local news was verbally exchanged rather than written. Ironically, the 32A cover paying the one cent drop rate was posted in Twillingate. When I first saw this cover I was somewhat skeptical as to its authenticity as it has an 1878 postdate meaning it was used almost a year after the 1 cent roulette was issued. I also knew the roulette issue was never liked by the general public and was most likely not even stocked by the Twillingate postmaster in the winter of 1878. At any rate I purchased the cover and, after having examined it, am relatively sure it is legitimate. It is certainly a welcome addition to the Cents' Census.

ST. JOHN'S to FORTUNE

06 JANUARY 1876



The one cent was occasionally used to pay the 3 cent intra-island rate initiated 09 May 1870. Only six covers are recorded making use of the 32A for this rate and very rarely are they seen at auction.

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THE 32A SUBSET (Concluded)

ST. JOHN'S to HARBOR GRACE

19 OCTOBER 1875 (RE)



This beautiful cover has the 32A(3) in combination with the 3 cent second printing (#34) and is part of that father-son correspondence between Horatio John Watts, the son, and Claudius Watts, the father. This cover actually was sent from St. Pierre and Miquelon where Horatio Watts was serving his apprenticeship in a mercantile establishment to his father in Harbor Grace. This correspondence has provided many combination covers franked with various Cents Issues.

I hope these covers have provided enjoyment to the reader as they have to this collector. If nothing else, they indicate that it just MAY be possible to fill the remaining empty spaces in this deviously difficult “subset” of the Cents Issues.

Editor's Note: Sammy Whaley's *Newfoundland: 1865-1879 The New York Printings* was published in 2003, and promptly won a Robert Pratt Award from the Collector's Club of Chicago for outstanding research in Newfoundland philately. It is still available through Ian Kimmerly - see www.iankimmerly.com

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Lord Leidner Collection and Newfoundland Airmail

(Jean-Claude Vasseur & Editor)

Sold by Sotheby's in early September, the collection included a number of major items, enhancing our knowledge of rare Newfoundland air mail stamps with items still in existence, especially blocks.

Above all, it included the unique mint block of the De Pinedo, earlier sold by Harmers of London in 2003 which was deemed to have been broken up. It was not and thus is still the most important (stamp) piece of Newfoundland.

Also sold was a block of the inverted surcharged "Halifax". I have identified this one (previously unknown from me) as type II (vertically centered and to right) position 12/18. [Vasseur].



There were previously two other blocks in this sheet: 1/7 (Harmers 2005) and 14/20 (Grosvenor 2009). Both have been broken as singles from both blocks have



Type 2

since been sold. Thus, as shown by the partial reconstruction, this block is the last one existing for this sheet.

Two more wonderful blocks are on the next page

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LORD LEIDNER COLLECTION.... (Concluded)

Officially, the GPO mentioned that two blocks were given to the pilots (Boyd and Connors) and others were sold as singles, but there are three known blocks currently around. The block in the Leidner sale was previously sold by Harmers in 1998. The block pictured in Harmer's air mail book was sold by them in 2002. A third block with damage at the left side appeared in a 1995 Firby sale but did not sell and was later donated to the Canadian National Archives, per Cimon Morin (*BNA Topics*, July-September 1999 [Dyer]).



Finally, the sale also included an inverted surcharge block of the DO-X. It now appears **THREE** blocks of this variety may still be intact..



PRICES REALIZED FOR THESE FOUR BLOCKS

DE PINEDO	£168,000 (\$268,000) – <i>highest price ever for Newfie item!!!</i>
HALIFAX (inverted)	£12,000 (\$19,140)
COLUMBIA	£22,800 (\$36,400)
DORNIER DO-X (inverted)	£42,000 (\$67,000)

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THE BALBO FLIGHT: NEW STAMP VARIETIES - Jean-Claude Vasseur

The well-known varieties of the Balbo surcharge stamps are, besides the perforation variety 13.8, the inverted surcharge block (nowadays broken), its avatars –reconstructed torn stamps- , and the two blocks of surcharge on the 10cents –likely essays-, also nowadays broken.

Another known variety is described as “double surcharge”, which should be better described as “kiss print”.

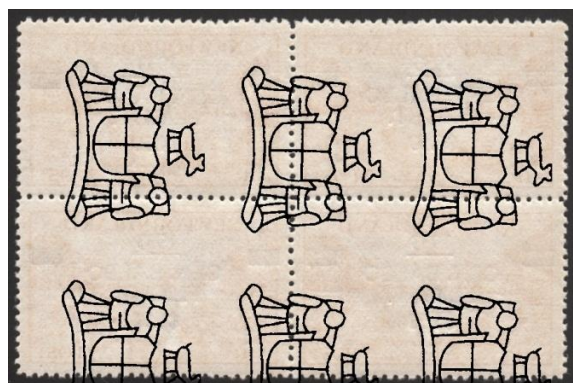
Two examples are known, one on cover and the other, a single mint stamp, recently sold by Harmers of London for ... 20,000£! The variety is not obvious... and may be confused with a fake surcharge. Watch out!

(Source: Harmers Cat.)



To this list must be added two recent “discoveries”:

I discovered the first one three years ago (certified RPSL in 2009) – a Balbo with inverted/reversed wmk. It so happened that I noticed the variety at first glance, which is surprising as even the regular stamp (NSSC AM18) is still not known as such (see Newfie Newsletter NN141 as well as the NSSC AM19)..



Left – the usual watermark on a block



of 4. At the right is the Inv/Rev watermark stamp. Notice the unusual fine position of the complete watermark. Referring to the discrepancy between the used watermarked paper and the format of the sheet of the Labrador Issue, only one row by sheet can show such fine placement. A few weeks later, I bought a second stamp with similar error, but with the watermark misplaced. It does not come from the same block but shows the same “g” owner mark. Likely somebody got several blocks from the same sheet. Assuming that only one sheet has existed (?) there should have been 40 of such stamps... unnoticed for 72 years. The variety is now described in the Stanley Gibbons Catalogue as SG235w (no price) and will show up in next NSSC. Since the here two discoveries in 2005, two other stamps have surfaced (one shown by WIP on the internet)

More recently (December 25th!), I bought the following stamp despite the lack of usual positional “markers”, the position 3 being sometimes elusive. The status of this stamp is currently unclear as the “slanted surcharge” is unknown. It is probably a dangerous forgery.



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THE BALBO STAMP: NEW STAMP VARIETIES (Continued)

The top cover came to light 2 years ago. The sender and addressee are well known. The red ribbon “Via Italian Air Armada...” is the work of dealer R. C. Rose sending a cover to H. R. Harmer, a collector of Newfoundland Airmail and dealer in London. It was mailed in St John’s, receiving the usual cancellation July 26th 33. The interesting mark is on reverse - **the transit Shoal Harbour cds is dated July 28th instead of 27th**. Very few covers are known with this transit date. It proved that the sorting of the St John’s mail was not finished on the 27th, leaving one more day for numbering the covers and placing them in mail pouches. The armada departure was still planned for July 30th or 31st but the departure was delayed due to adverse weather conditions on the northern route toward Ireland.

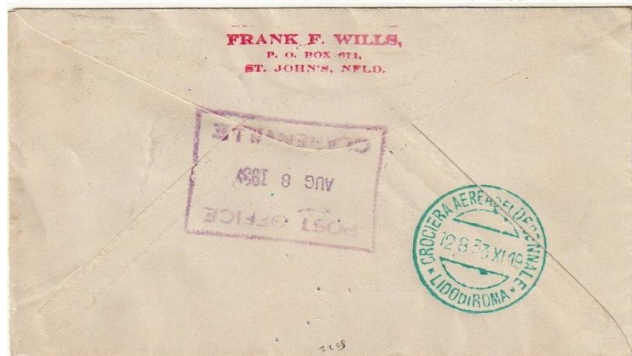
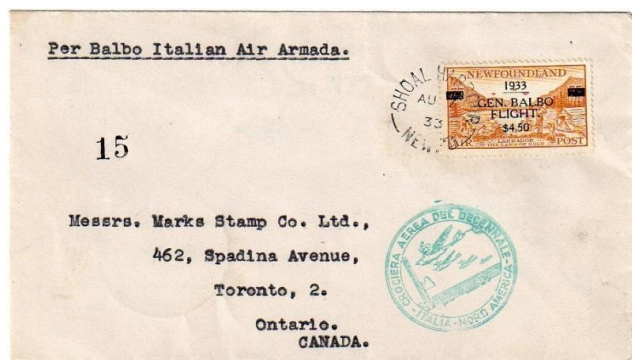
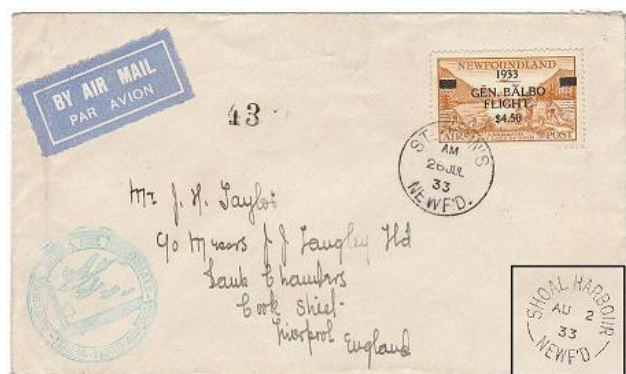
Meanwhile the mail should have been in the planes since July 29th, still waiting for a departure to Ireland. On August 2nd, a regular mail from Shoal Harbour was added. Likely it had about 20 covers with numbers **30 to 50**, all known with transit or destination in Italy, except the one to the right. It came to light last year, mailed in St John’s with usual cancellation but to an addressee in England. Together with number 43 corresponding to the above group of covers, a Shoal Harbour cds dated August 2nd is found on reverse! Presence of this cover in the small Shoal Harbour mail is a mystery. Very likely the cover has been forgotten for a time at the Shoal Harbour Office.

Notes:

1. The faded logo of the armada on front is a constant variety seen on all known covers with numbers between 31 and 117.
2. The cover at top received the LIDORIROMA cds in black on arrival in Ostia as all covers with numbers 1529 to 1885 (as known by me). It is presumed that such covers received arrival marks the next day (August 13th) without change to the hand stamp date.

Finally, covers Nb 14 & 15 appeared in recent auctions. The two similar covers were sent by F. Wills a Newfoundland stamp dealer to another stamp dealer in Toronto via Rome.

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THE BALBO STAMP: NEW STAMP VARIETIES (Concluded)

It is interesting is that the mail was cancelled at Shoal Harbour on **August 7th**, actually the last possible day for this mail, as the planes were in flight at dawn the next day. Accompanying the cancellation, the numbers (lowest numbers now known by me), show that the cover did actually enter the Postal Service, with the usual receiving marks in Ostia (LIDODIROMA in blue and faded logo as above)

Amazingly, the covers bears on the reverse a **Clareville postmark dated August 8th**. This is a complimentary mark also seen on Crew Mail, but this time on regular covers. – the only such covers known. It raises the question as to why the covers received this postmark.

It is quite an enigma. I have imagined that on August 7th, F. Wills, or his representative, entered the Clareville Office to mail covers – how many? There were rumors of an early departure circulating. The Post Office may have refused them (too late or because that office was not in charge of the regular mail). Meanwhile, perhaps due to the insistence of the sender, they were accepted and stamped on the reverse with the date of the presumed departure. Later same day, covers were presented at Shoal Harbour Office, which accepted them for the regular mail, thus cancelling and numbering.

Questions:

How many regular covers were mailed and accepted that day?

Was still there a pouch of the armada in this Office on August 7th?

The two last above covers (43 & 14/15) are additional proof of a strange method in numbering covers with smaller numbers attributed to the later mail in descending order. Why?

At right, is yet another cover from F. Wills, Nb 1123, mailed in St John's, sent to Eugene Klein, the famous dealer of Philadelphia - who purchased the 'Inverted Jenny' sheet from William Robley, the discoverer – which received the usual hand stamp on the way back (TORINO FERR.AMERICA 15.8.33 in transit to Genoa, and PHILADELPHIA AUG 21 on arrival). For an unknown reason, similar hand stamps are missing on cover Nb 15.



NOTE : Apparently Frank Wills did send covers to a number of major dealers or collectors. A cover was also sent to Alfred Lichtenstein.

The questions indicate there is still much to be learned about the 1933 Balbo mail !!

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THE INTERMEDIATE ESSAY OF THE « HAWKER » -Jean-Claude Vasseur

In NN138, I “revisited” the “official story” of the Hawker as previously reported by Mr. Goodkind et Mr. Cyril C. H. Harmers (*Newfoundland Air Mails*). My main reason for doing this was the identification of the so-called “unsigned stamp” as being AN INTERMEDIATE ESSAY between the previous known essays with high overprint 22¼mm, and stamp as sold with the 19¼mm overprint. The existence of this “unsigned” stamp had puzzled Cyril C.H. Harmers to a point that that he wrote “One unused corner copy is known without initials. AN OVERSIGHT THAT COULD EASILY OCCUR.”, thus suggesting that others may exist. He also wrote that used copies may not have the signature, being “washed out”! To my knowledge, all copies on covers show the signature and the only cover, sent to Captain Fenn, without a stamp shows the signature clearly as an offset on the cover.

As mentioned previously, I am convinced that all the stamps sold or given had the General Postmaster signature. Thus what is new about the “intermediate essay” showing the overprint with the appropriate dimension BUT STILL TOO LOW AND OBLITERATING THE VALUE OF STAMP, obviously unacceptable as the overprint was “commemorative” and did not include a change of value? Here’s the stamp as shown by Mr. Goodkind, left and today at the right. The stamp’s condition has not changed.



8th January, 2002

The Committee is of the opinion that the

NEWFOUNDLAND: 1919 “Hawker” 3c brown, no white...

Ref. 14, 1919 optb. Type 69 (SG 142) down left corner marginal, unused with traces of original gum and of manuscript initials, is genuine!



It appears the stamp was *not* the property of Mr Goodkind as the pictures of the “Essays” and “Trial printing” in the article are mentioned “by courtesy of Philatelic Foundation”. Thus he likely hadn’t the occasion to examine the stamp in detail, explaining the error of the description. The stamp was described as a “Trial Printing” which is somewhat ambiguous but far better than the so-called “unsigned stamp” of Mr. Cyril C. H. Harmer.

Amazingly, today the stamp is accompanied by a “certificate” dated 2002, here shown at left – (English) Expert Committee name and signature removed... by charity! -. How did the “experts” recognize that stamp has being SG 142, seen the initials J. A. R. and traces of original gum (see below)? Next page is a detail scan of the stamp, front and reverse. On first sight it appears that black marks on the back are an offset image of the overprint - interesting but ... wrong!



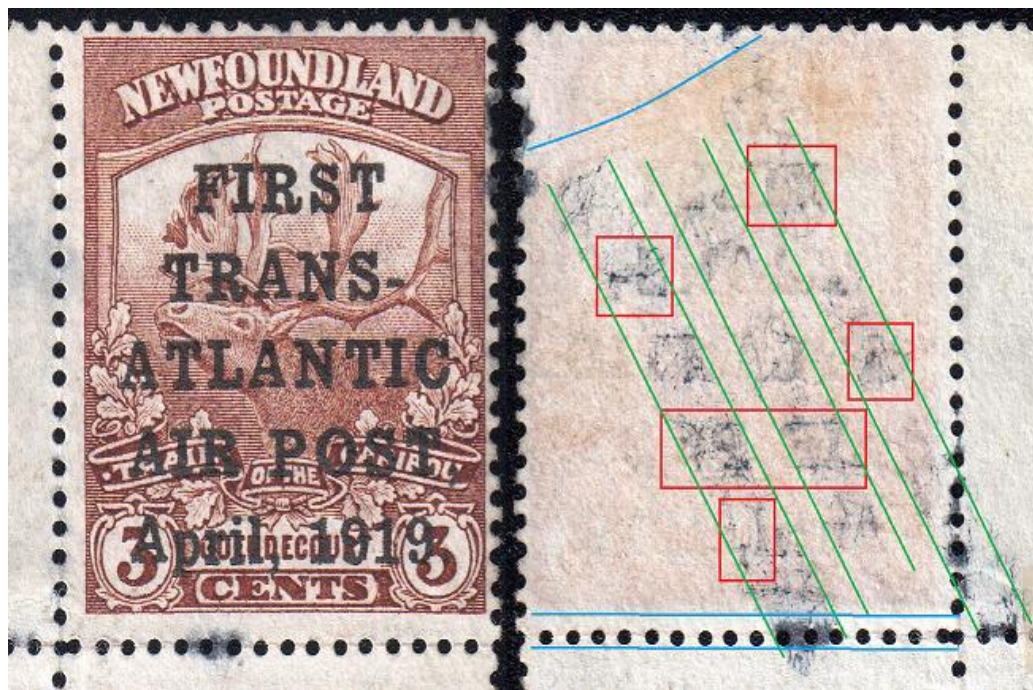
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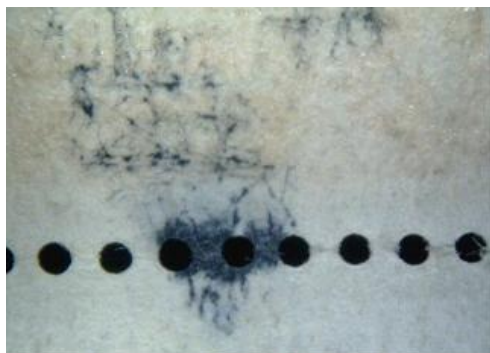


The “offset” is incomplete and shows along 3 transversal “bands”. In red are the areas where letters can be identified, and in green the 3 bands along which the letters are sited.

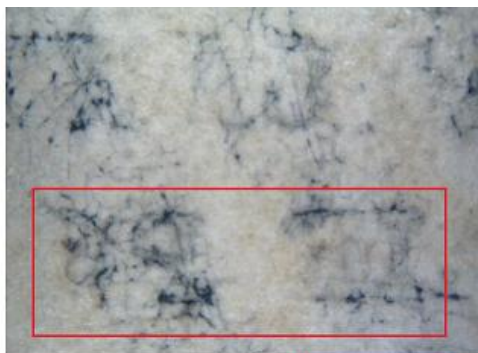
Further investigation shows that some part of the overprint may be identified, giving measurement points. These show that the “offset” picture is perfectly aligned with the overprint on front FURTHERMORE, the characteristic points are exactly at same position as on the front. The existence of an

offset would imply the existence of a second sheet (?) and coincidence of the “offset” image with the printing, which is unlikely.

Examination under magnification demonstrates that the partial offset is **BELOW SOME GUM!!!** My conclusion is that this is **THE OVERPRINT SHOWING THROUGH THE PAPER**. Further study shows that gum is missing in some places (delimited blue area at top and at bottom of the stamp while (genuine) gum is only showing below the perfs. and in margin. Here (left) are detailed pictures of the “overprint” on back and black areas.



**Bottom of left black mark
extending below stamp**



Letters of AIR POST O 9 9 1

Now, with some imagination, we can pose two scenarios: The Essay was cancelled on back using likely a rubber stamp showing 3 transversal lines and likely kept for reference or thrown away... unless it was another test of ink in

advance of the signature by the Postmaster General. Somebody may have felt that tossing a valuable stamp was stupid and tried to remove the cancellation lines -unless it was part of the test(?). Removal must have been made with a kind of solvent, resulting not only in removing most of the lines (traces still visible at the bottom of the stamp) but also the gum. As a consequence, the solvent went through the stamp AND THE INK OF THE OVERPRINT STARTED TO MIGRATE THROUGH THE PAPER. The stamp was later REGUMMED for the above amazing result. Note: The “3” – written with a pencil in margin - is still unexplained - essay Nb 3?