

THE NEWFIE NEWSLETTER



NEWSLETTER OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS

Number 146

January/March 2012

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TREASURE TROVE!

Perhaps this expression is overly used, but I think it applies to the auction lot that Rob Moore recently purchased which contained Robert Pratt's complete collection of Postage Paid's. Rob has provided us color images - the first time ever shown – for three of these "lost" gems.

PETE MOTSON SELLS HIS AIR MAIL EXHIBIT.

It was offered as just one lot by Christoph Gärtner's auction house in November, at a minimum of £400,000! Although it did not sell directly, it was purchased subsequently by Private Treaty. See Pages 13-15 for some of the items he added for the London F.I.P. show.

DUES

Please note Page 16 by Martin Goebel.

1939 postage
due cover to
Rev. Butler.



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The perfin corner by Barry Senior

1941 Sir Wilfred Grenfell commemorative issue
A9- Ayre & Sons, Limited Perfin Pattern



Position 2

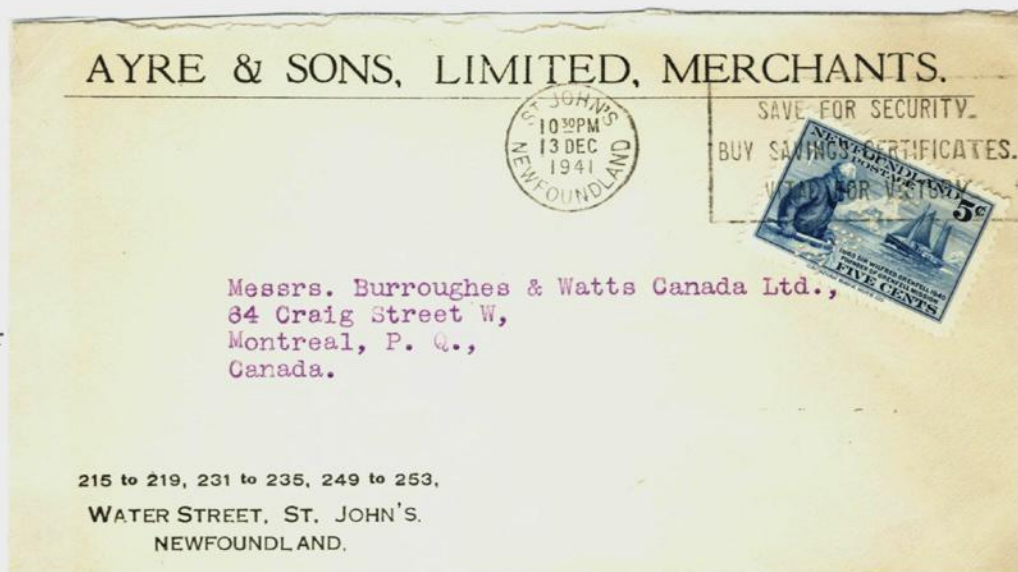


Position 4



Position 6
Discovery copy

5 cent Letter Rate
to Canada used less
than two weeks after
issue date.



5 cent Letter Rate to
the USA, May 1942.

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

Part 1

I was quite delighted to win Lot 1245 in the Eastern Auctions October 22 Sale. This was a bulk lot of 17 Provisional Postal Paid Handstamped Covers (Ex. Robert H. Pratt) with only four covers illustrated in the Eastern's catalogue. This lot included not one but three of the large so called "outport" markings.

The cover in Figure 1 shows the grey green Postage Paid hand stamp posted at Bell Island Mines, **SP 16 20** with a back stamp from St. John's of **SP 16 20** and a business receiver stamped **OC 7 20**. This cover is the well-documented cover which Dan Meyerson detailed in his March 1956 BNA Topics article [see page 5]. The cover is as he described it - "rather brittle", made of brown paper having a vertical and horizontal crease. Meyerson had repaired this cover by pasting pieces of brown paper inside the envelope thus reinforcing the cover from further deterioration. This cover can be traced back to its original owner, Harry E. Huber, who sold it to Meyerson. Then it was sold in the Stanley Gibbons Harris sale in 1970, Lot 509, to Robert Pratt as noted in Pratt's handwritten notes on index cards included in Lot 1245. Only two of the green markings are reported including this one as indicated by Dean Mario in his award- winning article (BNA Topics, Volume 58, Number 3, July-September 2001). .

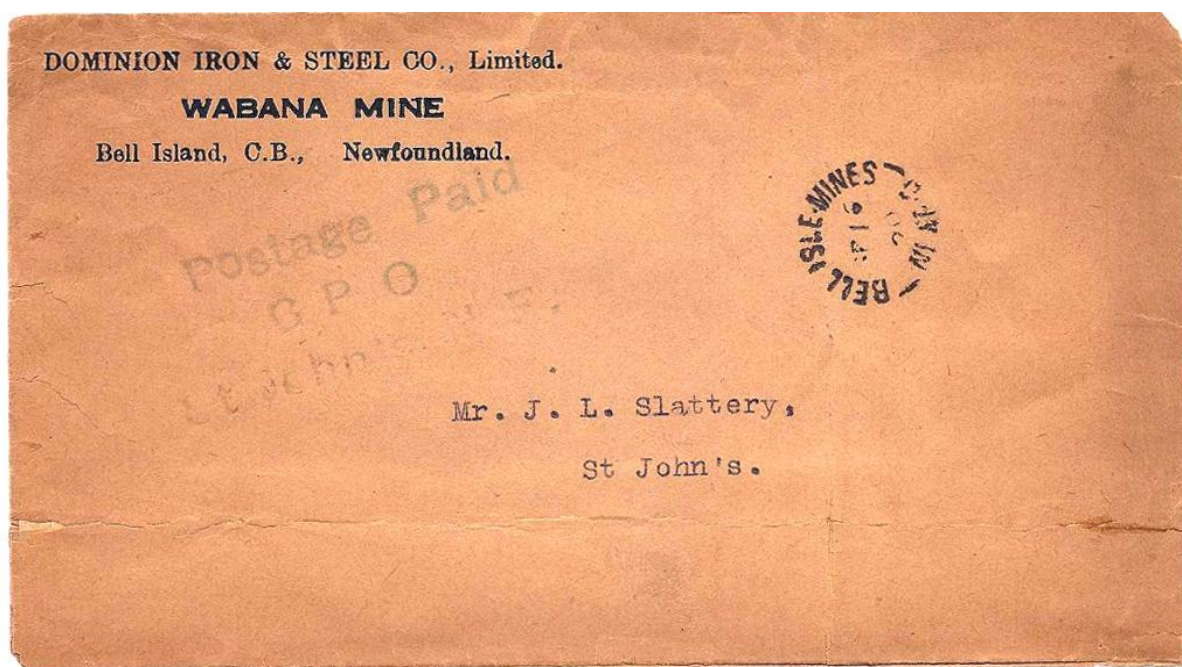


Figure 1

Figure 2 (next page) is the violet/carmine larger type postage paid marking, listed by Ed Wener in his summer, 1988 Indigo price list article. This cover is undated but appears to be from the same time period as the green marking, but used in St. John's. I photocopied this violet marking on a clear transparency and then overlaid it onto the green marking cover, and the markings matched perfectly, even the raised PO of postage. It may be the same hammer passed on to the outport post office of Bell Island Mines with a different colored inkpad used, green vs. violet/carmine.

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REDISCOVERING THE OUTPORT POSTAGE PAID MARKINGS – Concluded

I then measured and sized up the typewriter addresses on both covers. The print on the Simmons address is smaller than Wabush Mines typewriter print used to type the Slattery address.

Figure 2

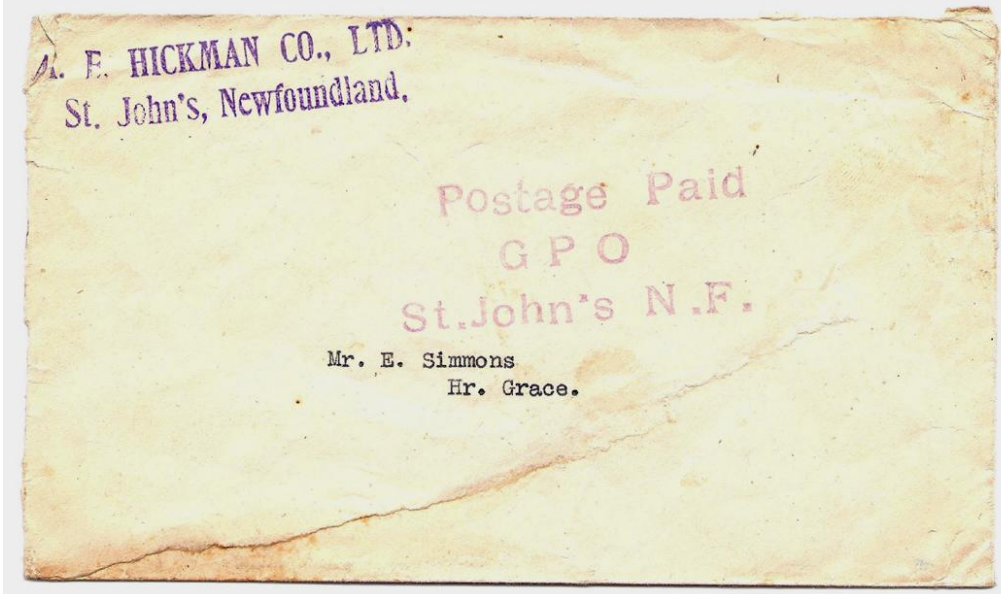


Figure 3 is an unreported black large print postage paid marking postmarked St. John's **JUL 31 91** (the date hub was inadvertently reversed to **91** which was not uncommon in this time period) with a receiver back stamped 1919. Robert Pratt's notes states he purchased it in the Sissons sale of 1967 for \$7! This marking is the same size and letter font as the green and violet markings but differs with **Nfld** vs. **NF** and spacing & periods between each word. Pratt had numbered this cover as **BL#18** and the green cover he had as **BL#26**. I don't recognize these numbers. The violet cover is not numbered but he notes "From this statement made 'all from outports green' NOT SO see July 31, 1919 from the same O/P in black".

I have shown all three covers to John Walsh, the author of the Newfoundland Specialized Stamp Catalogue, and he has scanned these markings and will publish them in his next edition of NSSC with new catalogue numbers.

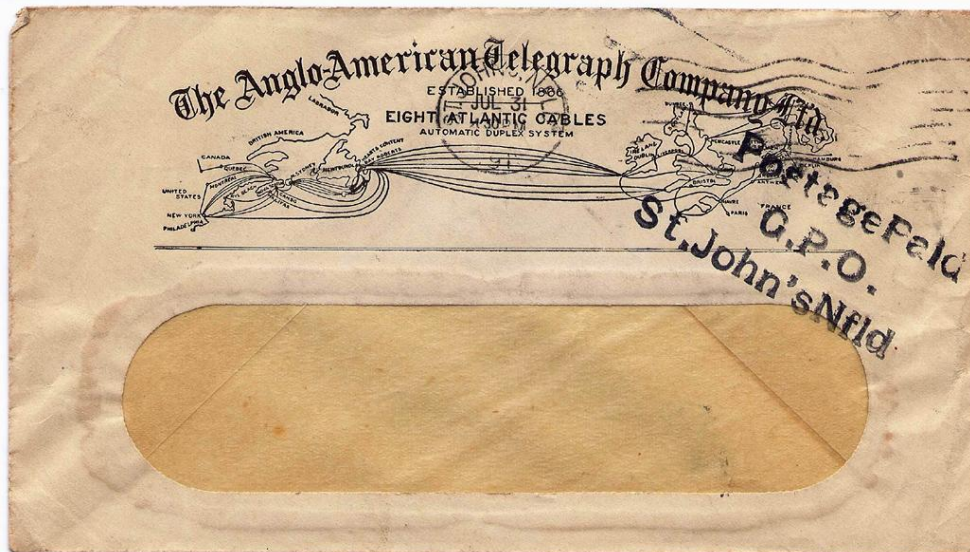


Figure 3

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HISTORIC NOTES ON BELL ISLE MINES COVER – Dan Meyerson



DAN MEYERSON

Harry E. Huber listed another type of handstamp in use during this same period (Fig. 5) and for a long time I doubted its existence, and even said so publicly and in print. According to Mr. Huber, this handstamp struck in grey-green was usually found on letters from the outports. In rebuttal I had seen several letters from the outports and had one in my possession postmarked at Belle Isle on September 6, 1920, and received in St. John's two days later, handfranked with the carmine handstamp (Fig. 4). I had just about given up the hope of ever seeing this latest handstamp (Fig. 5), when a chance business trip took me to Pittsburgh, Pa., on a Monday. I had checked in at the Hotel William Penn and while going to my room I noticed in the elevator that the Pittsburgh Philatelic Society was scheduled to meet in the hotel that evening. With nothing else to do, I immediately betook myself to the meeting room and in the course of the introductions I was presented to Mr. Harry E. Huber. The name struck a responsive chord and I immediately struck up a conversation with Mr. Huber. Sure enough, he was the same Mr. Huber who had collaborated with Mr. Poole in writing "The Postage Stamps of Newfoundland". After a few moments of polite conversation, I broached the one subject that was troubling me most. "Did the gray-green "POSTAGE PAID" exist?" Mr. Huber replied that if he had listed it, then it did exist and he would check his notes at home and give me the full particulars. He was true to his word for within a week I received a letter from him with his copy of the envelope franked

with the handstamp in question. I examined it thoroughly, had it photographed, and prepared to return it to Mr. Huber. I was making preparations for another business trip so I turned the cover and some notes over to a new girl we had just hired at the office and told her to type them and send them and the cover off to Mr. Huber. Certainly sounded simple enough—yet, when I returned from my 10-day trip I found a letter from Mr. Huber that really "chewed" me out. It seems that the girl, having no philatelic background, had folded the cover, which was rather brittle, and Mr. Huber had received it in deplorable condition. The envelope had cracked along the folds and when he took it out of the enclosing envelope, he took it out in pieces. I explained what had happened and offered to pay a fair price for the cover. Fortunately, Mr. Huber realized that my intentions had been of the best and the tattered envelope changed hands at an agreed price. I promptly repaired the damage as best I could and the envelope now has a prominent place in my "Provisional" collection. This example is the only one I have ever seen, and I've never heard of another, though I'm certain it isn't unique.

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NEWFOUNDLAND'S 1897 POSTAL SHORTAGE- ANNOTATED

Norris (Bob) Dyer - Page 8.

TYPE I



First day usage of **OC 19 97**, St. John's, with strike of nine-bar obliterator (Butt "OB14"). Stamp may have been placed upside down to show a patron's displeasure that regular stamps were not available.

OCTOBER							NOVEMBER							DECEMBER						
M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S
					1	2	3									1	2	3	4	5
4	5	6	7	8	9	10	1	2	3	4	5	6	7	6	7	8	9	10	11	12
11	12	13	14	15	16	17	8	9	10	11	12	13	14	13	14	15	16	17	18	19
18	19	20	21	22	23	24	15	16	17	18	19	20	21	20	21	22	23	24	25	26
25	26	27	28	29	30	31	22	23	24	25	26	27	28	27	28	29	30	31		
							29	30												

Recorded usage of provisionals on cover until availability of red 1¢ Queen Victoria on December 4, 1897. Research shows that **PAID ALL** handstamp was used through October 18th, but not on the 19th when provisionals became available. It was needed again on the 20th and later to supplement the stamps.

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NOTES ON 1897 SURCHARGE EXHIBIT – PAGE 7 (CONCLUDED)

This is a departure from previous NOTES since there is another constant surcharge flaw that Jean-Claude Vasseur has found, in Position #26 of the setting. If you look closely at Position #26 in the full setting shown in **NN #144**, you will see it. Constant varieties was the theme of my page in the last **NN**.



Note damage to left of C



NOTES ON 1897 SURCHARGE EXHIBIT – PAGE 8

This page is quite straightforward, and needs little additional explanation. The chart shows dates of use for only the provisionals. I have done some tracking of dates for the **PAID ALL**, and you will find them below:

PAID ALL

Sept. 24, 27, 29

Oct. 1, 2, 4, 12, 13, 14, 15, 16, 18, 20, 21, 24 (?)*, 30

Nov. 3, 4, 13, 16, 20, 26, 27

Dec. 2, 4

* This was a Sunday, throwing this date into doubt.

You'll note there is *no* record of Sunday postmarks with the provisionals, so I question the **Oct 24** date, provided me with several others by a postal historian some years ago.

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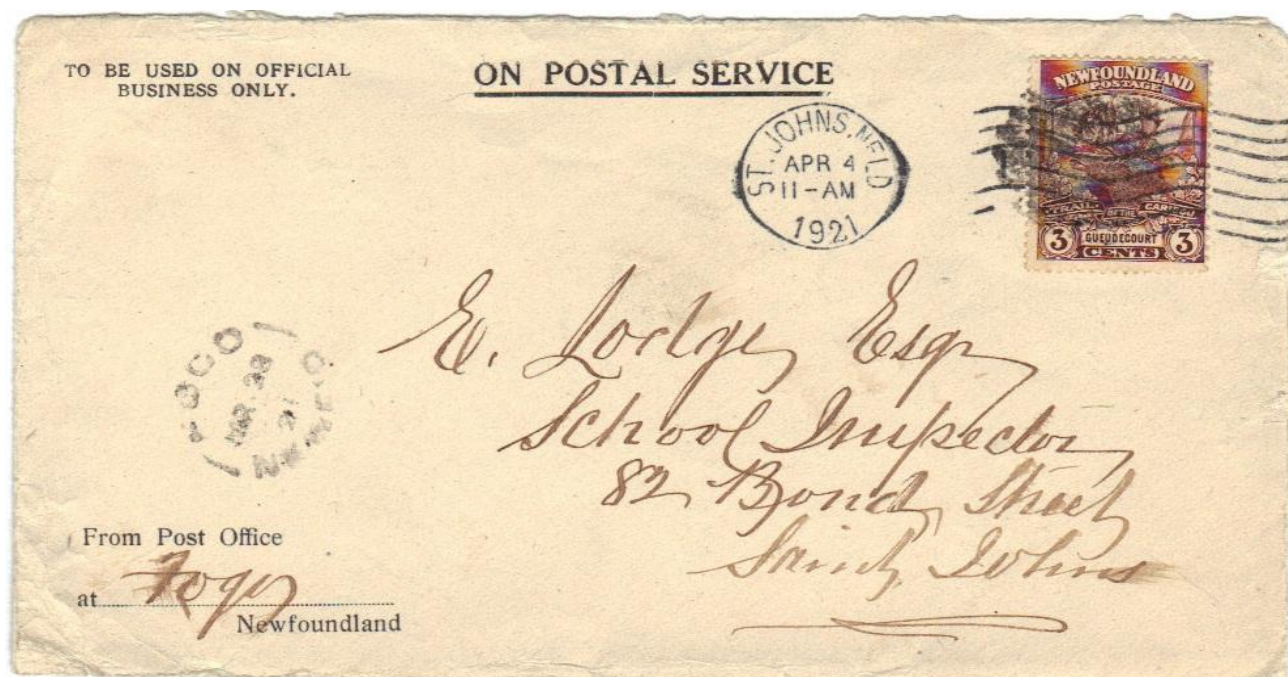
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MAIL ON RETURN FLIGHT FROM FOGO MARCH 28th 1921 – Jean-Claude Vasseur

According to Cyril H. C. Harmer, the first successful local air mail flight was the flight to Fogo Island on March 28th 1921, one month after that the flight to St Anthony was abandoned. The main purpose of this flight was seal spotting. It was announced in the press on March 8th, but did not take place before the 28th. Covers from St John's with the black one-line **AIR MAIL FOGO** are well known. They all bear the Fogo circular date stamp dated March 28th on back.

Pilot Major Sidney Cotton flew the Westland. Due to windy conditions, he abandoned the seal spotting and returned to Botwood same day. It took 1 ¾ hours for the return flight facing 80 mph gale. Still, according to Cyril H. C. Harmer, no mail was taken in Fogo.

The cover below demonstrates that *some* covers were likely carried, obviously sent by a clerk of the Post Office at Fogo. It is franked 3cts as usual and cancelled by hand stamp of bars and FOGO cds dated March 28th 1921, day of the flight, on front. The cover also bears on its front a receiver, the St John's machine cancellation April 4th. There are no marks on reverse.



This is the only cover I have seen flying from Fogo to Botwood on that day.

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FIRST DAY COVERS BY BARRETT'S PRINT SHOP – Gary Dickinson

I'm a newcomer to the Newfoundland Study Group and joined because of a particular interest in Newfoundland's first day covers. I've been impressed by the cacheted FDCs published by Barrett's Print Shop of Curling, and am seeking information about the publisher and the cachets they produced.

I'm aware of only three Barrett's cachet designs. All three are characterized by a degree of complexity that was unusual for the period, all are colourful, and all are larger relative to the size of the envelopes than was customary. At least for the three examples shown here, all of the FDCs were postmarked at Corner Brook and addressed to residents of the community.

The first two Barrett's cachets were for the final Newfoundland stamp issue, the Cabot commemorative of June 23, 1947. The first (Figure 1) was apparently sponsored by the Majestic and Regent Theatre. It was printed in green, red, and blue and has a substantial amount of text as well as the "Matthew" and a map in the background. The maker's identification (barrett's print shop, curling, newfoundland) is shown in lower case letters in the lower left corner of the design.

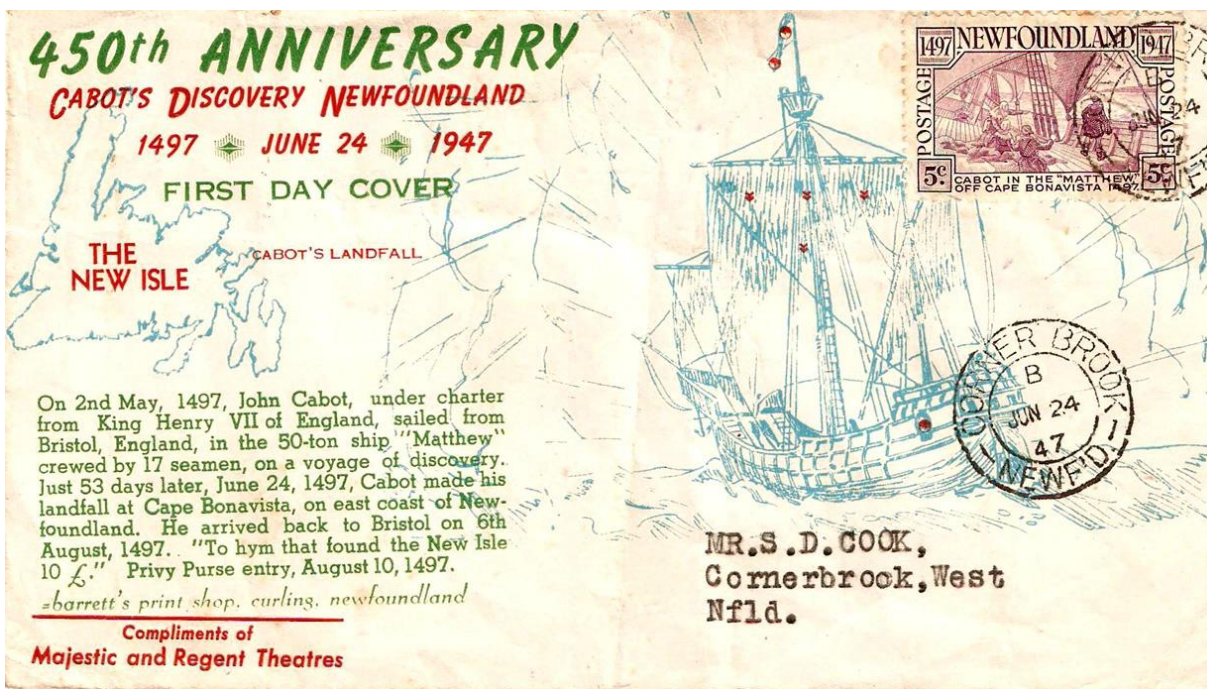


Figure 1.

The second cachet for Newfoundland #270 is shown in Figure 2, on the next page. It was printed in the same three colours as the first one, and the design features a scene with Cabot departing Bristol. The cachet maker's identification is in the red lower case letters "bps" in the lower left corner of the cachet.

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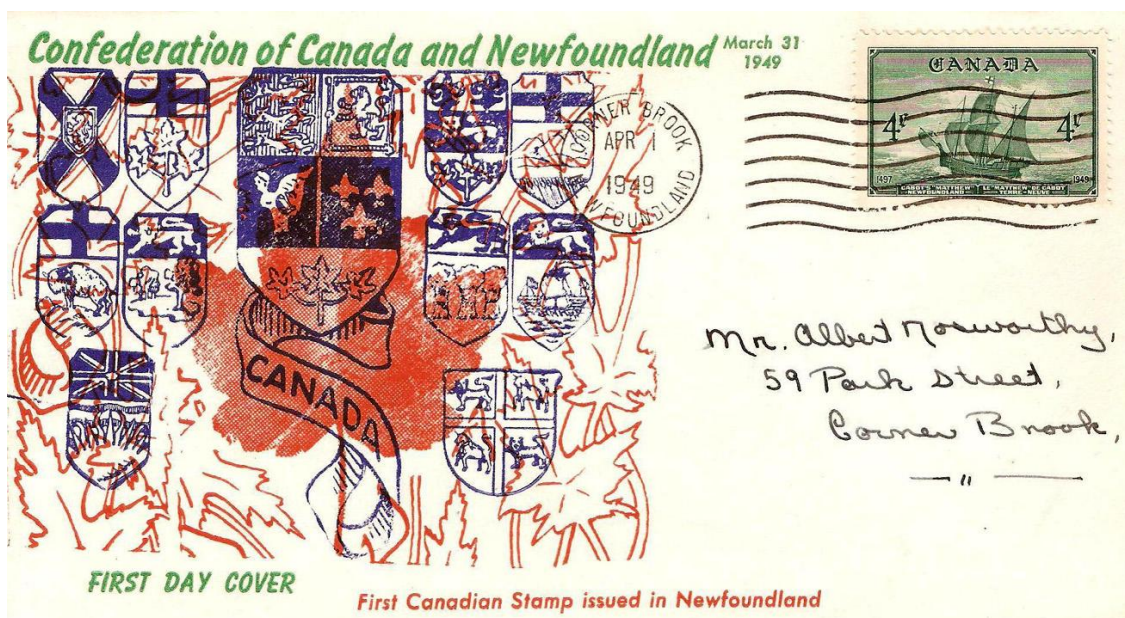
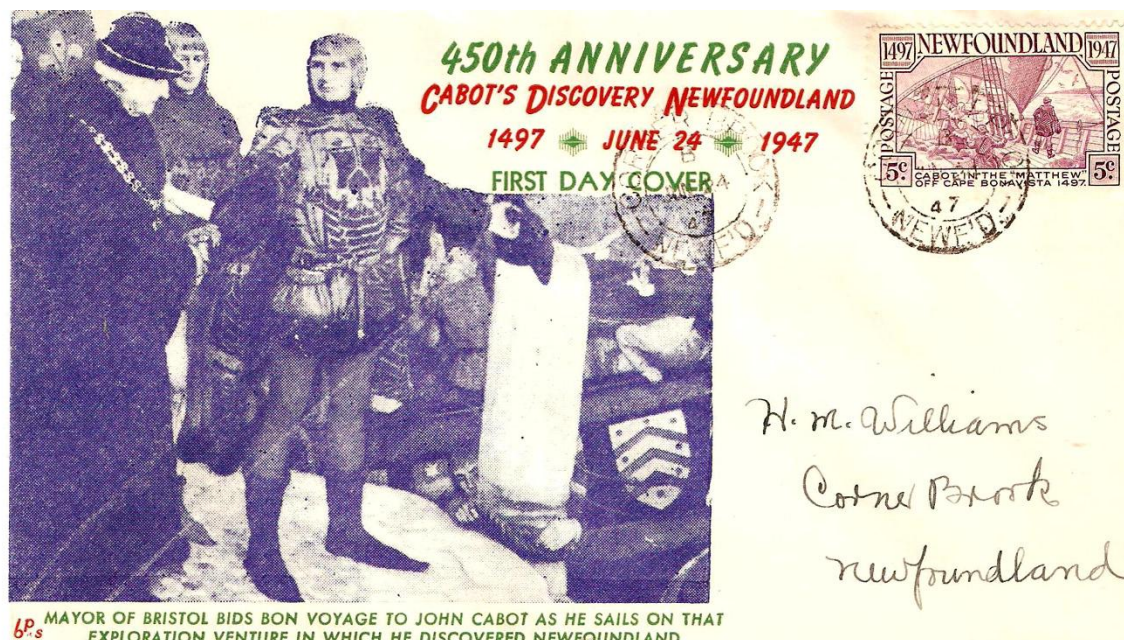
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FIRST DAY COVERS FROM BARRETT'S PRINT SHOP (Concluded)

The final Barrett's cachet that I'm aware of was produced for the Newfoundland Confederation issue of April 1, 1949 (Canada #282). Shown in Figure 3, this design was complex, even fussy. There were five versions of the basic design produced by alterations to the text and the colouring. The maker identification was shown on the envelope back flap in black, green, or red ink.

I would be interested in hearing from any reader who could provide some information about Barrett's Print Shop and their FDC publishing activities. Of particular interest would be an indication of whether Barrett's produced other FDCs. I can be contacted at gandbdickinson@shaw.ca. Figures 2 & 3 are seen below.



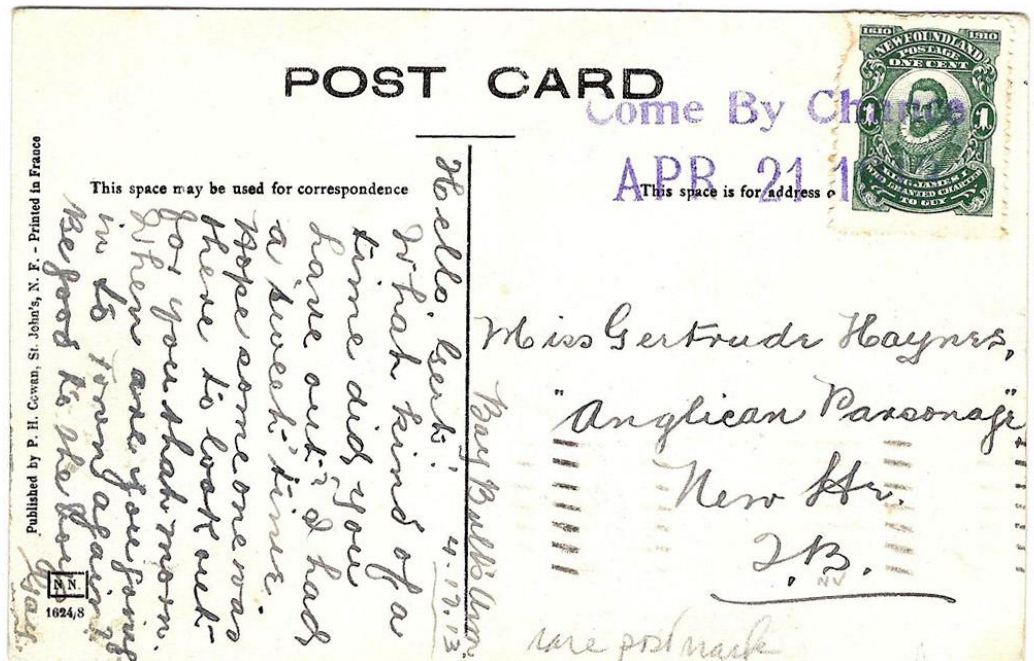
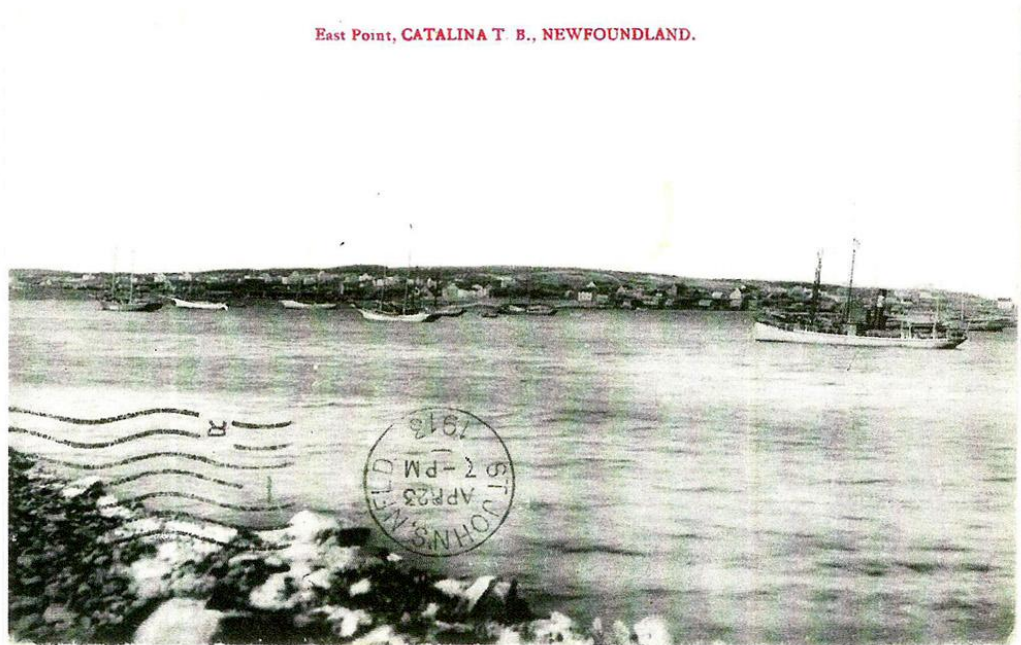
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COME BY CHANCE – Ron McGuire

I bought this postcard years ago in the 1980's at one of the early Toronto postcard club shows, initially for the view of the 'East Point, Catalina T.B.', which I believe is not common. When I turned it over there was a bonus, the postmark! I had not seen one before nor since. Over the years anyone I asked had not seen one either. Have any of the readers seen one? [Editor – Carl Munden has.] The message is dated lined 'Bay Bull's 4-17-13', which had a post office (1851 until after Confederation). It is postmarked in blue 'Come By Chance APR 21 1913'. This post office opened in 1906, and operated until after 1949. On the front side there is a 'St. John's Apr 23 1913' transit machine postmark. The card is addressed to New Harbour, TB (Trinity Bay) which had a post office from 1889, operating after 1949. There is no receiver.



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**REID NEWFOUNDLAND/COMPANY/DONOVAN'S TICKET STAMP (#TS-249)
A NEW TOWN LISTING? - Dean Mario**

This religious-themed postcard bears two strikes (on each side) of an unusual, and possibly unlisted, town ticket stamp (#TS-249). Donovan's (St. John's West) is not among those towns listed for this marking device within Brian T. Stalker's *Travelling Post Office Markings of Newfoundland and Labrador* (BNAPS, 2004, p. 85). I am unaware of any updates to the listing since the book's publication.



The card also bears two strikes of the "C.B. Railway T.P.O." (#N-28) hammer similarly dated on August 7, 1913. A St. John's wavy-line machine marking receiving strike is dated August 8.

The message on the card confirms the Donovan's connection as the sender, Molly Walsh, writes to Miss Nora Walsh, c/o Wood's West End Candy Store, St. John's, that she was "...down to Donovan [s] Wednesday....". August 7, 1913, the date of the ticket stamp, was a Thursday.

An illustration of the full device from the above book is shown to the right of the card.

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NEWFOUNDLAND AIRMAIL STAMPS AND AIRMAIL FLIGHTS: 1918-1949

Supplement with London2010 Changes – Pete Motson

Peter Motson won a Gold and Meyerson Award at BNAPEX2008 for his air exhibit. I was an apprentice judge there and amazed at its completeness. Not ready to rest on his laurels, Pete expanded it, adding a number of additional finds for the London 2010 F.I.P. show where it won a **Large Gold** and the Best of Class Award for Aerophilately. After Halifax, BNAPS published the first version as BNAPS Exhibit Book #54. Now it has issued a 30+ page London supplement, which can be ordered from Ian Kimmerly at kimmerly@iankimmerly.com, or (613) 235-9119. After your BNAPS discount, the colored version is only \$24 and the black-and-white about \$17.50, Canadian. Pete has provided us looks at three of the pages changed or added – Pages 48, 58 & 125. It's doubtful there will ever be a better Newfie air exhibit, in my opinion – **The Editor**.

2 > Early Internal and Provincial Flights and Air Mail Stamp Issues

1933 9th June The "Labrador" issue Newfoundland's 2nd printed AIRMAIL stamp issue



Imperforate variety of 30¢ denomination with full gum.
Inverted Coat of Arms watermark variety.



Imperforate variety of 60¢ denomination with full gum.
Reversed Coat of Arms watermark variety.

Watermark varieties

Orientation



Normal



Reversed



Inverted



Reversed
Inverted



Watermark orientation as seen from the back of stamps



Imperforate variety of 75¢ denomination with full gum.
Inverted Coat of Arms watermark variety.

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LONDON 2010 SUPPLEMENT (Continued)

3 > International Flights 1927 - 1948

1927 5th Sept The "Sir John Carling" Failed attempt. London to London via Harbour Grace, Newfoundland.

Carling Breweries offered a \$ 25,000 prize to any Canadian or British aircrew to fly non-stop London, Canada, to London, England. As it was not possible for any aircraft to fly that distance on a single fuel load, the rules were changed to allow re-fuelling in Newfoundland.

Capt. Terance Tully and Lieut. James Medcalf took off from London, Ontario, 5th September. Their Stinson Detrioter aircraft carried no radio. After refuelling at Harbour Grace, Newfoundland, they took off at 7-25 am, 7th September and headed across the Atlantic; but they were never seen again.

Flight Publicity Post Card

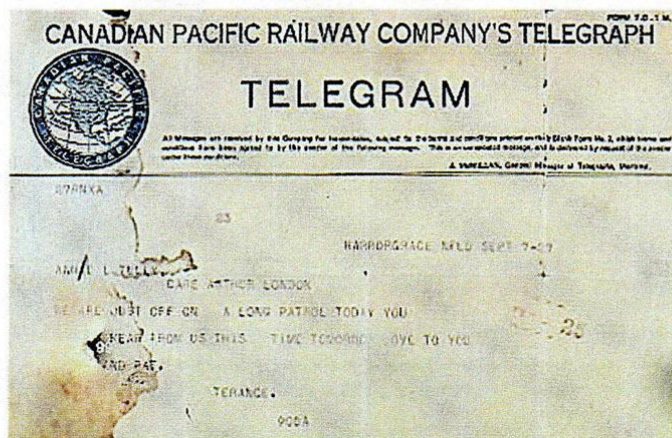


UnUsed promotional postcard

The number of Canadian covers carried is not known. No Newfoundland mail was carried.

One unflown cover exists, bearing Canadian franking plus one Unofficial "London to London Publicity Stamp".

Tully's Telegram from Harbour Grace, Newfoundland
Reduced reproduction



Tully sent the following message from Harbour Grace, Newfoundland, to his family in London, Ontario, September 7th :

"WE ARE JUST OFF ON A LONG PATROL TODAY. YOU WILL HEAR FROM US THIS TIME TOMORROW"

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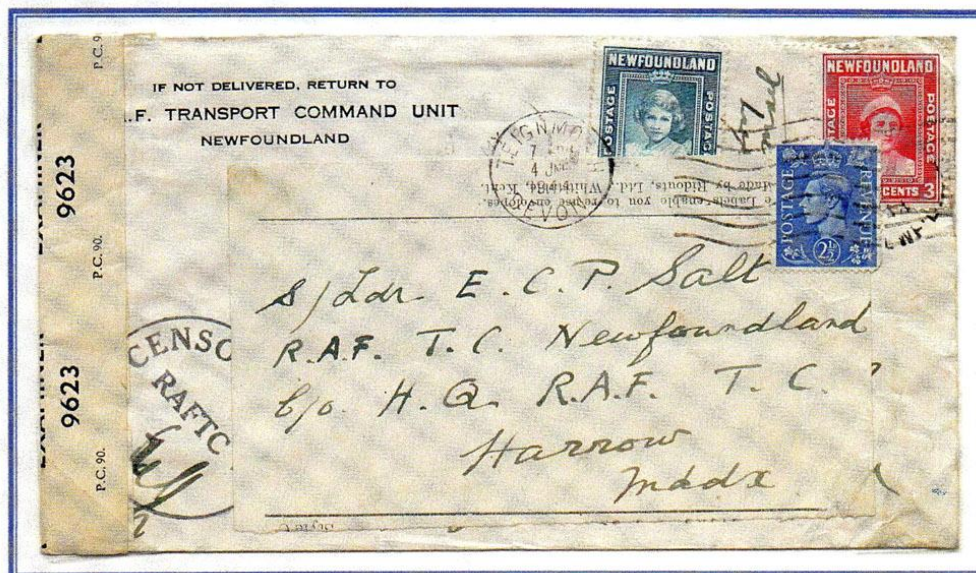
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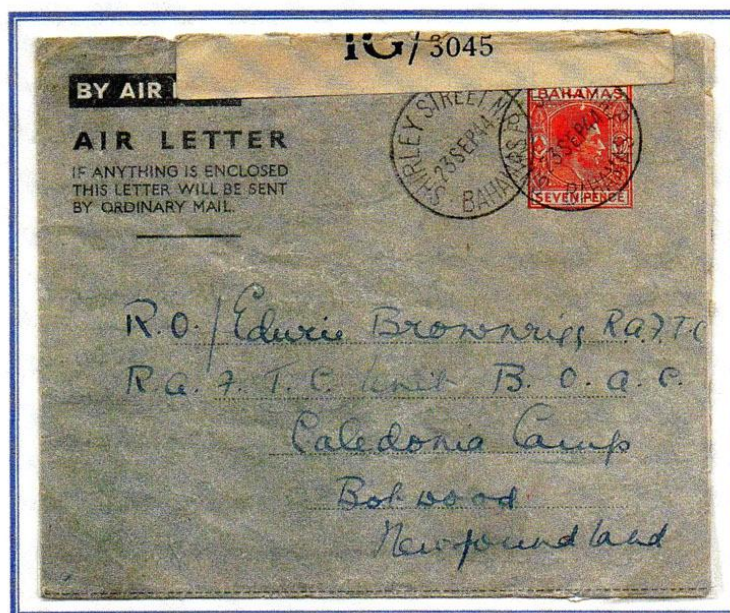
LONDON 2010 SUPPLEMENT (Concluded)

5 > WW II Censored Airmail 1940 – 1945

RAF Ferry / Transport Command. RAF 45 Group



"RAF Transport Command Newfoundland" Stationary Cover initially mailed to EHF Salt, Teignmouth, Devon, 7¢ Gander franking. Envelope re-cycled by use of P.O. ReUse Label and subsequently mailed to ECP Salt, c/o the RAF Group 45 P.O. at Harrow, Middlesex. This particular RAF Censor (C&G Type R 30) was in use March to September 1944 and only at Gander. Few such censors exist. Type R 30 is designated with numerals: 1, 3 or 5. The numeral "1" is seen below "RAFTC" within the above cover's R 30 censor.



Censored civilian Air Letter to "RAFTC Caledonia Camp" at Botwood, Newfoundland, postmarked Bahamas 23rd September 1944. RAF 45 Group included a base at Nassau which served as part of the South Transatlantic Ferry route. This cover is one of very few addressed to "Caledonia Camp". The "Caledonia Camp" at Botwood was so named after the Imperial Airways historic July 1937 Survey Flight from Foynes, Ireland by the Short Empire C-Class flying boat "Caledonia". RAFTC mail from Nassau is seldom seen.

S24 (London 125)

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Financial Statement as of December 31, 2011

	Item	Debit	Credit
Dec. 31, 2010	Balance Forward from Previous Year		\$1,208.08
	BNAPS Stipend and Membership Credits		0
	82 Membership dues ^(8 memberships were paid in advance in 2009/2010)		811.01
	11 Membership dues paid in advance		119.78
	Newsletter reimbursement (advertising)		16.00
	Donations		111.21
	Service Charges (Cheques, etc.)	17.25	
	Newsletter Postage (4 issues)	286.68	
	Paper and Copying	756.15	
	Misc. Stationary and Postage	30.42	
	Totals	\$1,090.50	\$1,058.00
Dec. 31, 2011	Balance on hand		\$1,175.58

-----✂----- **Membership Application / Change of Information Form** -----✂-----

BNAPS Newfoundland Study Group			
Name: _____			
Address: _____ _____			
Postal Code: _____		Email: _____	
Telephone: (Home): _____		(Office): _____	
Annual dues:	Canadian Dollars	\$13.00	\$5.00 (email only)
	US Dollars	\$13.00	\$5.00 (email only)
	British Pound	£8.00	£3.00 (email only)
<p>Please make your cheque or money order payable to: BNAPS Newfoundland Study Group Care of the Treasurer Martin Goebel, 13 O'Mara Place, St. John's NL A1A 5B7, Canada Goebel@nf.sympatico.ca</p>			
<p><i>All <u>new</u> members are requested to kindly remit a copy of this form for accounting and mailing. Thank you!</i></p>			