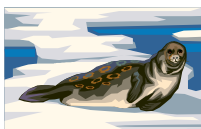


# THE NEWFIE NEWSLETTER



## NEWSLETTER OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS

**Number 161**

**October/December, 2015**

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**Correction NN 160, page 14** - Ron McGuire's article on page 14 of issue #160, was mistitled and unnumbered. It is another in his ongoing series "One of My Favourite Newfoundland Covers" and is number 6. Furthermore, the index on page one, has the article credited in error to Mike Street."

**BNAPLEX2015** was held in a great spot, Niagara Falls, Ontario, from September 11-13. Our Newfoundland workshop was a success, with 17 attending (that is good for a BNAPS workshop)! With the technical help of Malcolm Back and Peter MacDonald, we displayed images of 20 "mystery" covers. We may do this next year when BNAPLEX2016 will be held in Fredericton, N.B. at the end of September and early October to catch the fall colors. The Palmares has been posted on the BNAPS website and a special congratulations is due members who received exhibit awards at the show. David Bartlet (two vermeils), Earle Covert (two golds), Peter McCarthy (a vermeil) and Pete Motson (a gold). By the way, I recommend you sign up for the "Member's" area if you have not already. There is a plan to make it easier to contact other member's with similar collecting interests.



Chairman/Editor: Norris (Bob) Dyer, 1708 Granada Court, Petaluma, CA 94954 [nrdyer@comcast.net](mailto:nrdyer@comcast.net)  
Editor: Malcolm Back, 97 Stuart Street, Stouffville, ON L4A 4S4 [mback1217@rogers.com](mailto:mback1217@rogers.com)  
Treasurer/Circulation: Martin Goebel, 13 O'Mara Place, St. John's NL A1A 5B7 [goebel@nf.sympatico.ca](mailto:goebel@nf.sympatico.ca)



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**The Perfin Corner**

By Barry Senior

1919 Trail of the Caribou Issue

The 1 cent through 5 cent values are recorded.

Positions 1, 3, 5 and 7 are predominant while positions 2, 4, 6 and 8 have one report or are Discovery Copies.



Position 1



Position 2



Position 3



Position 4



Position 5



Position 7



Position 1



Position 2



Position 3



Position 4



Position 6



Position 7



Position 1



Position 2



Position 3



Position 5



Position 6



Position 7



Position 8



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**FOGS, LOGS and DOGS [1]**

By Bruce Robertson

*When not writing for the Newfie Newsletter, Cap't Bruce helps out at Dr Johnson's House museum in London, England, where he was surprised to find a link with the first direct Trans-Atlantic flight of Alcock and Brown in 1919.*

Although we know the literary giant Dr Samuel Johnson (1709 – 1784) never set foot in Newfoundland, he did mention Cabot's discoveries and was introduced to a 'Newfoundland water dog' in 1773 on his visit with James Boswell to the western isles of Scotland. (Fig.1) It is however at Dr. Johnson's House that this tale starts.

Dr. Johnson lived at 17 Gough Square in the City of London between 1748 and 1759 and it is where he produced the first modern English dictionary. (Fig. 2)



Figure 1 Dr. Samuel Johnson

The house at Gough Square is just off Fleet Street –then the center of the British newspaper trade. It is thus not surprising perhaps that the House was spotted by Cecil Harmsworth (later to become Lord Harmsworth). Realizing it was the last and only surviving Johnson house in London, Harmsworth purchased the house in 1911, repaired it and gave it in trust to the nation.



Figure 2 Dr Johnson's House - the parlour

Cecil Harmsworth was one of three brothers who became Press Barons who dominated the British press in the 20<sup>th</sup> century: Cecil was a Liberal M.P. as well as Chairman of his brothers' Associated Press. His elder brother, Alfred Harmsworth, owned the Daily Mail and Daily Mirror and became 1<sup>st</sup> Viscount Northcliffe. His other brother Harold, owned Associated Newspapers with his brother Alfred and became Lord Rothermere [2]



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**FOGS, LOGS and DOGS (continued)**

Newfoundland had already featured in the Harmsworth's life. In 1903 and 1904 Cecil and Harold had travelled to Newfoundland with Mason Beeton (the son of the celebrated author of Mrs Beeton's Book of Household Management) to establish a logging enterprise which would guarantee a supply to the mighty Amalgamated Press with its insatiable hunger for paper. They explored along the Exploits River and Grand Falls, and Cecil Harmsworth wrote about these trips in his book *A Little Fishing Book* [3], ostensibly about his love of fishing, but which were to lead to the establishment of the Anglo-Newfoundland Development Company's paper works at Grand Falls – hailed as the first modern large-scale industrial undertaking in Newfoundland. (Fig. 3)



Figure 3 Anglo-Newfoundland Development Co. loggers 1908

By the time of the outbreak of the Great War in 1914, the paper mills were the second largest employer in Newfoundland (next to the Newfoundland Railway) [4].

Back in England, Lord Northcliffe continued to build his newspaper empire. With the unerring style of a true showman he promoted, through his newspapers, eye-catching promotions. In 1894 he fitted out an expedition to Franz Joseph Land in the Arctic with the aim of making attempts on the North Pole. (Fig. 4) In 1903, he founded the Harmsworth Cup, the first international award for motorboat racing. (Fig. 5) Harmsworth was a great supporter of flying and in 1906 offered a prize of £1,000 for the first airman to cross the English Channel from Calais to Dover and £10,000 prize for the first completed flight from London

to Manchester and in 1919, he offered another prize of £10,000 to the first airmen who could cross the Atlantic. [5]

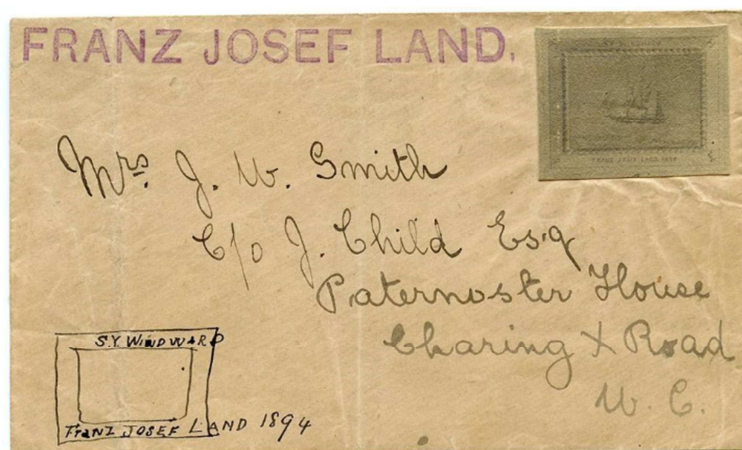


Figure 4 Franz Joseph Land cover  
with specially printed expedition  
ship 'Windward' label



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**FOGS, LOGS and DOGS (continued)**



Figure 5 Harmsworth Trophy Races cachet, Detroit Mich. 1933.

**Newfoundland**

On the afternoon of Saturday 14<sup>th</sup> June 1919, Alcock & Brown's Vickers-Vimy took off from Lesters Field, St John's – and flew off across the Atlantic to make aeronautical history. Preparation for the flight and crossing is covered extensively in other publications and books elsewhere and is not repeated here. On board a mail bag containing 196 letters and one letter packet, franked with the 15c. 'Seals' stamp with the Trans-Atlantic One Dollar overprint. (Fig. 6)

What I have seen in the archives of Dr. Johnson's House Museum is reports of the reception in London accorded the triumphant aviators Alcock and Brown after completing their incredible flight across the Atlantic.



Figure 6 Trans Atlantic Air Post 1919 One Dollar overprint on First Flight Cover signed by the navigator A. Whitten Brown [6]



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**FOGS, LOGS and DOGS** (continued)

**London**

After 16 hours 12 minutes battling fog, cloud and sleet storms, the Rolls Royce engine Vickers-Vimy landed somewhat unceremoniously in a bog at Clifden, Ireland. It was an all-British triumph; British flyers, British machine, and British engines.

Amongst great celebrations, Alcock and Brown were feted with a grand reception at London's Savoy Hotel. Lord Northcliffe was not able to be present, but Cecil, Lord Harmsworth was on hand together with Mr. Winston Churchill (yet to become 'Sir') and many of the great and the good of the time.

The following notes come from press articles in Lord Harmsworth's archives at Dr Johnson's House:

*"A large and representative gathering was present to welcome the airmen, who had a most enthusiastic reception. The top table was covered with linen fabric used in making the wings of an aeroplane, with, at intervals, red, white and blue centre-pieces similar to those used to identify British machines .....*

*The cheque for £10,000 was presented to the successful pilot by Mr. Churchill, and (sic) in making the presentation, announced that he had received 'The King's gracious assent to an immediate award of the Knight Order of the British Empire' on each of the airmen".*

Sir John Alcock only outlived his trans-Atlantic triumph for six months, as on 18<sup>th</sup> December, he crashed in his Vimy machine at Cote d'Evrard, en route to Paris. Sometime after the flight, Sir Arthur Whitten Brown married and retired into private life. He died in 1948

**Postscript**

Although the possession of an original Alcock & Brown cover in our album might remain a dream for most of us, many Newfoundland collectors are likely to have one of the several commemorative covers issued over the ensuing years. My personal favourite is one generated by the indomitable veteran Canadian Aerophilatelic specialist 'Dick' Malott, the moving force in the formation of the Canadian Aerophilatelic Society. (Fig. 7)



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## **FOGS, LOGS and DOGS (conclusion)**



Figure 7 Dual cancel St John's NFLD/Clifden Ireland 50th Anniversary Commemorative cover. 1969

### **End Notes and References**

- [1] Lord Harmsworth's light-hearted description of Newfoundland given in a speech in London
- [2] Rothermere's family is perhaps best remembered in NFLD through their association with the University: During Viscount Rothermere's (Esmond Harmsworth) term as Chancellor, he gave the University the sum of \$500,000 to build Rothermere House, the first residence for students on the campus. This sum was in addition to \$250,000 previously given to the University by Lord Rothermere.
- [3] *A Little Fishing Book* – first published privately in an edition of 500, subsequently published in 1942 by Frederick Miller, London. Chapters on the fishing expeditions are pp44-54.
- [4] *Maple Leaves* April 2004 Vol. 28 No.6 (Whole No 292)
- [5] It was the first of three long-distance air races linking the far corners of the Empire and showing how air travel could shrink the world. The Australian government offered £10,000 for a race from London to Australia. A few months later a consortium of British newspapers, including the Mail, organized a £10,000 prize for the first plane to make it from London to Cape Town.
- [6] Copyright © Metropolitan Air Post Society. The Pay & Record Office at 58 Victoria Street London SW1 was the first 'port of call' for WW1 Newfoundland servicemen upon their arrival in London on leave or other service postings.



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**THE ELUSIVE GILBERT ISSUE LINE PERFORATIONS**

by Editor Bob Dyer

Although neither Scott Catalogues or even the Newfoundland Specialized Stamp Catalogue explain the different characteristics of line and comb perforations, knowing them can be helpful in cataloguing issues with different perforations, especially blocks. (Collecting mint blocks of four is one of my Newfoundland interests) Actually, *The Unitrade Catalogue of Canadian Stamps* tackles the subject as does an on-line website: [www.austrianphilately.com/perfs/](http://www.austrianphilately.com/perfs/). Up front, I must admit I am not a *stamp production* expert, but mostly study stamps as I see them ipso facto. I am taking this on because of its interesting nature and to learn a bit in the process.

**Line Perforations:** "...As the sheets passes between them [two cylinders] parallel rows of perforations are made between the stamps. The sheets are then passed though a similar arrangement but in the *opposite* direction. When the cross perforations are made, two *overlapping holes* are made." -- *Unitrade*

**Comb Perforations:** The long row perforations across an entire sheet is termed the "line". And the shorter uprights are called comb. Each strike results in a line of perforations between two rows of stamps **and** perforations between each of the stamps in one row. After the first strike the sheet is moved upward (and never turned 90 degrees such in line perforation). A variation of comb perforation is **Harrow Perforation** which perforates the entire sheet in one strike. Marshall Kay, in a 1956 BNATopics article, says the Harrow was never used on Newfoundland stamps.



Figure 1. Note uniformity of corner perfs in Harrow and comb printing. (from Austrian collectors' website.)



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**THE ELUSIVE GILBERT ISSUE LINE PERFORATIONS** (continued)

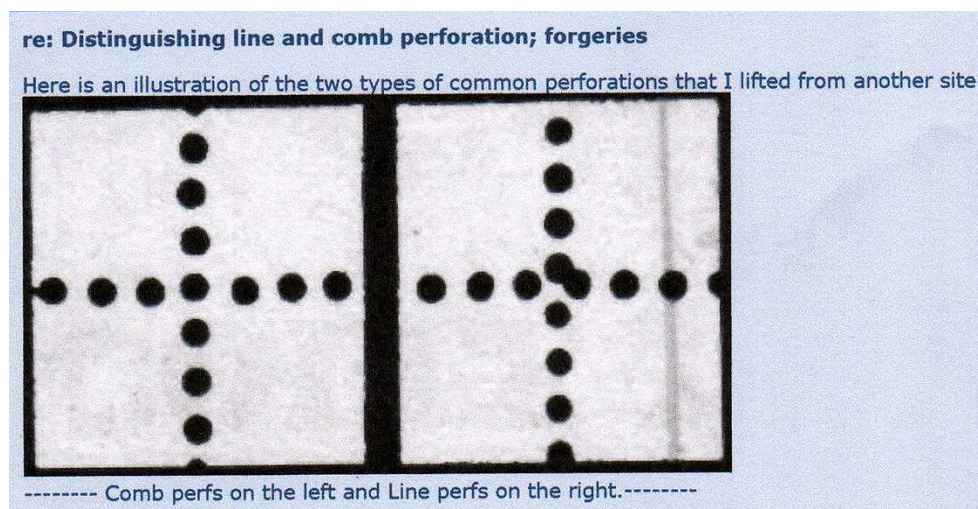


Figure 2. Here is another helpful illustration:



Figure 3. Here is the first and *last comb perforated block* you will see in this article

Note the bull's-eye at the center and uniformly-shaped corners. This is Scott #223, perf. 13.5 X 13.5.



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**THE ELUSIVE GILBERT ISSUE LINE PERFORATIONS** (continued)

**GILBERT PRODUCTION**

The Sir Humphrey Gilbert Issue was released on August 3, 1933 in 14 denominations from 1¢ to 32¢, engraved and printed by Perkins, Bacon & Co. for contractor John Dickinson & Co, comb perf. 13.5 x 13.5. They also printed the definitive Pictorial Issue of 1932, in 15 values (including three additional values in 1937). The values for the definitives were from 1¢ to 48¢. Seven values in the Gilbert set are also known with line perforations of 14 x 14. The only unique values in the entire Gilbert set compared to the Pictorial issue were the 9¢ and 32¢. I used *elusive* in my title based upon Scott catalogue values. The 14 comb blocks (NH) catalogue for \$870. My seven line blocks (3 NH, 1 LH) catalogue for \$1526!

Technically, the Gilbert 9¢ could be used for a basic rate inland registered cover, but the 32¢ had no normal rate I can calculate. The Gilbert set was obviously aimed at collectors. Covers seen on eBay are almost always First Day Covers, or philatelic, overrated covers. One could use the first five values (or the 15¢) for the registered basic rate to the U.S., Canada, etc. Ordinary mail was normally used with the omnipresent definitives. So why use Gilberts? *Besides, look at the next page for Rev. Butler's claim that the Gilbert's could only be used in 1933!*

Here the first three, line perforated Gilbert's (Fig. 4). The other four are on the next page (Fig. 5).



Figure 4. At the left Scott #217b, at the middle, Scott #219b, and to the right, Scott #220b. Note the overlapping circles at the middle of the blocks, especially in the middle block.



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Figure 5. At the top left Scott #221b; top right, Scott #223b; bottom left, Scott #224b; and bottom right, Scott #225a.



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**THE ELUSIVE GILBERT ISSUE LINE PERFORATIONS** (conclusion)

I have a complete collection of blocks from 1919 (except for the three rarest air mails) and can easily tell comb from line by checking for the bull's eye. Sometimes sets are primarily comb, or sometimes line. The last few Newfie sets are line. I asked **C.A. Stillions** if he had any thoughts on the switching. He wrote:

**“The switch back and forth between comb and line perforating may have had more to do with environmental conditions than anything else. That is, humidity in the workplace would have affected comb perforating machine operations more so than the line perforations machines operations. Wet printing of recess-printed stamps would shrink differently with varying humidity conditions. Line perforating would allow better control of the perforating operation. Air conditioning would not come to the workplace until after WWII. Therefore, when Perkins Bacon was printing postage stamps, humidity control of the print shop was not likely.”**

Robson Lowe stated in his *Encyclopedia* that Gilbert line varieties were a *second printing*, but usually 2nd printings were necessitated by *low value shortages*. Another question has arisen.

**REV. BUTLER**

As you know, he issued price lists each year starting in the 1920's. I have most of the latter copies and wondered how he handled the Gilbert Issue. His 1934 list has some interesting comments I have not seen in all my references. He is consistent with his version of the story through his last list in 1947.

Rev. Butler:

**“This is a very limited issue and was used for only five months. After Dec. 31, 1933 the stamps became obsolete and will advance in value rapidly.”**

Butler started listing FDC's with a full set on 5 covers for \$3.50.:

**“These stamps were used at the General Post Office, St. John's, on Aug. 3<sup>rd</sup>. Covers have a special postmark of the G.P.O. and are backstamped at the place of arrival.”**

But Butler never distinguished between the comb and line perfs, and was his claim of limited usage of the Gilbert's correct? (I checked my files and all six Gilbert covers were dated in 1933) Anyone have later usage? Are there any comments on the Gilbert perfs?



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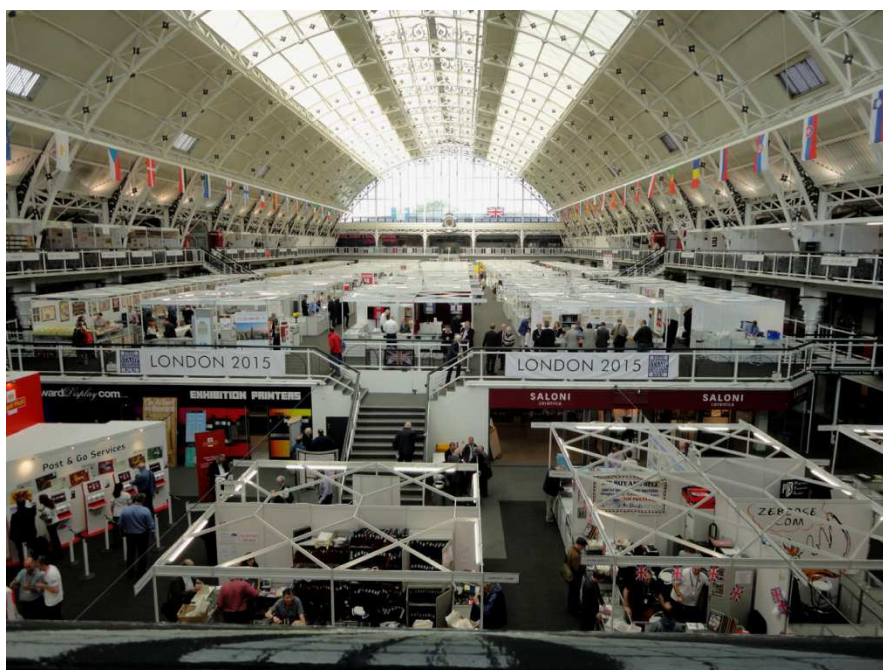
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**EUROPHILEX 2015**

- Editor Bob Dyer

May 13-16, Europhilex 2015 (an FIP exhibition) was held in London's Business Design Center.

A large number of worldwide dealers were in the main area, while about 300 exhibits, 5-8 frames, were shown in adjacent galleries. The exhibition had a large attendance and received excellent reviews from those attending.



The Grand Prix – Best in Show – was won by Jamie Gough, RDP, FRPSL It was “The UPU and its Impact on Global Postal Services.

One of the Newfoundland Study Group came away with a Large Gold and Best in



Class in Aerophilately - Jean-Claude Vasseur!

Congratulations are due from all of us. His score was 95!

From left to right: Francis Kiddle, RDP President of the jury, **Jean-Claude Vasseur**, W. (“Bill”) Trower, President of the British Air Mail Society, and Bill Hedley, Chairman of the Exhibition Committee



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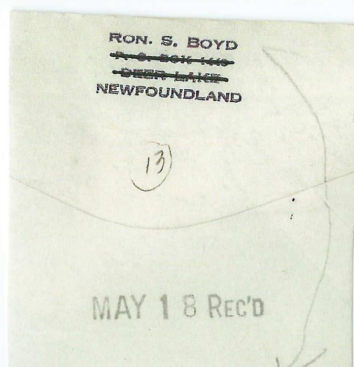
**October/December, 2015**

**One of My Favourite Newfoundland Covers - Part 7**

by Ron McGuire

I like envelopes with original art work illustrations. Many are cachets for first day covers, but few concern Newfoundland stamps. Figure 1; a hand captioned and carefully original painted cachet for the 1937 Coronation trio is my only example. It features crossed flags of the Newfoundland Red Ensign and the Union Jack with a crown over them. From the back flap we learn it was sent by 'Ron. S. Boyd', formerly of, as the following address is crossed out; 'P.O. Box 1440, DEER LAKE,'.

I assume Boyd created this cachet and was living in Corner Brook, where it was posted with the town's split ring on the day of issue, '12 MY / 37'. I wonder if Boyd created more envelopes for this issue or for any other Newfoundland stamps.





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**One of My Favourite Newfoundland Covers - Part 7** (conclusion)

Figure 2 is an envelope for the Grenfell issue sent by Donald M. Martin of Fort William, Ontario, confirmed by the flap and enclosed letter he sent a friend in Bermuda telling her he was serving with an ambulance unit. Since it was during the Second World War he utilized one of the numerous patriotic cacheted envelope of the day. This example was one of many that specifically used Winston Churchill's famous 'V' for victory sign. It features the flags of Britain, Canada, New Zealand and Australia, As usual, Newfoundland's flag is not included which is the norm in similar groupings of the Empire's flags. Below is a 'V' with fighter aircraft and the 'FOR' and 'VICTORY' in text and Morse code within a scroll. For more patriotism, Martin added a 'THERE WILL ALWAYS BE AN ENGLAND' label, one of several different that expressed this sentiment. He sent the envelope under separate cover to the GPO in St. John's where it received a large CDS on '1 / DEC / 1941', the day of issue. After being opened by a censor, the envelope was sealed by a 'OPENED BY / CENSOR' label with the censors' number '37' written in blue pencil.





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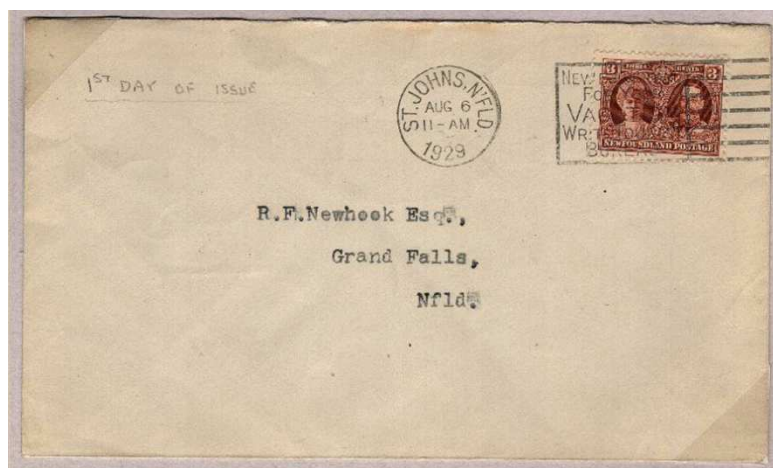
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**TWO 1929 SCARCE FDC'S**

- Editor Bob Dyer

For years the recognized date for first usage of Scott #165 (NSSC #157) was August 10, 1929. Then, about a decade or so ago, Don Wilson handed the cover below to me at a BNAPEX show. When I had a chance to check it out I saw it had a date of August 6, 1929. I sent a scan to John Walsh and NSSC now shows the earlier date. The pencil writing, upper left, is not mine.



Only a small order was delivered by Perkins, Bacon & Co. and was exhausted in a few days requiring surcharging of the Humber River stamp to **THREE CENTS**. This was available at the G.P.O. on August 23, (Scott #160, NSSC #164). Of the 100,000 delivered, 70,000 were sold to speculators, with sales restricted by the 24<sup>th</sup>. *The challenge is to get first day usage at the proper rate.* Most FDC's you see on eBay are local/drop covers but the local rate was two-cents so they are **overpaid**. One must get an August 23rd sent inland at the proper three-cent rate for a true FDC.

