

# THE NEWFIE NEWSLETTER



## OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS

Number 170

January - March 2018

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© Jean-Claude Vasseur

### Newfoundland Study Group Meeting Report – 2 September 2017, Calgary BNAPEx2017

The study group held a meeting at BNAPEx from 11-12 chaired by Dave Bartlet. There were eight people in attendance which included the following SG members – David Eisenhauer, Kevin O'Reilly, Dave Bartlet, Tom Reuman, and Dave Piercey. Visitors included Dennis Buss, Stephen Sacks, and Raymond Villeneuve.

We started the meeting with a show and tell as there was no prepared program and one attendee needed to depart within 30 minutes. The following items were shown and passed around to those in attendance – Dave Piercey showed 2 covers one was from Channel to North Sydney, Thom Reuman passed around some stamps, Raymond Villeneuve discussed Airmail Special Delivery Service and Dave Bartlet showed a Child Ration Booklet, several different sheets of vendor receipts with ration stamps attached which included a Child Spare A sheet and a Child Tea sheet, and lastly a Savings Certificate redemption form.

Following the show and tell a discussion was held with regards to the future of the group with the absence of Bob Dyer who had driven the group for many recent years. While no one stepped up to offer their service in leadership, it was acknowledged that while there is no chairman we do have an active Editor and Secretary who help keep the group running while many other study groups rely on a single person to do all these functions. **It was noted that the chairman's job was made simple by the additional support they would have, and this would make the successor's job simpler** due to their presence. (See below- ed.)

The meeting ended at noon and the attendees moved back onto the bourse or the next study group meeting.

Chairman: vacant – **Yes, we are still looking for a volunteer to Chair the Study Group**

Editor: Malcolm Back, 97 Stuart Street, Stouffville, ON L4A 4S4

Treasurer/Circulation: Martin Goebel, 13 O'Mara Place, St. John's NL A1A 5B7

[mback1217@rogers.com](mailto:mback1217@rogers.com)

[goebel@nf.sympatico.ca](mailto:goebel@nf.sympatico.ca)

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**AN OLD FAVOURITE**

by Bruce Robertson

Hands up every Newfie member who has a Grenfell cover in his collection; Everyone? I should think so.

Most of us will know that although Grenfell was an Englishman, he devoted his life's work to Labrador and the northern Newfoundland coast.

The International Grenfell Association was set-up to carry on Grenfell's work, together with Grenfell Associations in Boston, New York and in London, the Grenfell Association of Great Britain and Ireland. One hundred and twenty-five years after the mission was established, all the Associations continue to support Grenfell's ideals.

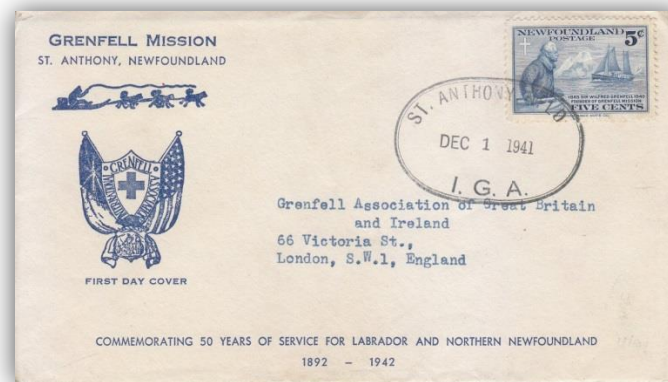


Fig. 1 Grenfell Mission First Day Cover. St Anthony NFLD I.G.A. Dec 1 1941

Britain's financial contributions were constrained due to the demands on rebuilding her own social infrastructure after the 2<sup>nd</sup> World War. But the debt owed to former colonies for their support during the dark days of conflict was not forgotten, and British nurses selflessly gave their services, as recorded in the St John's Telegram, October 10, 1952.

**The Editor, The Evening Telegram, St. John's**

*SIR, I feel it should be widely known, the debt that the people owe the British nurses who come out here to serve in the out- ports with the Grenfell Mission. We have today 11 British nurses, one American, and two Canadian. If it were not for the British nurses, the nursing stations of this Mission, scattered along the Labrador and Northern Newfoundland coasts, would be closed, as we have tried in vain to secure nurses from this province, the mainland and the U.S. The most extraordinary fact about this situation is that these nurses are ....*

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*working in the most isolated and most difficult parts of the province. Yesterday one of our nurses travelled for fourteen hours in a small motor boat covered with canvas, bringing a sick child to St. Anthony hospital. A British nurse is presently en route from England to take a lonely post on Labrador as a Volunteer. In these times of rapid change, when people generally are thinking more and more of monetary gain and personal comfort, one of the most gratifying things on the Grenfell Mission today is the fact that these devoted and heroic women are willing to come out here for long periods of time and take these isolated posts, and give medical care to the people who would otherwise be without.*

Sincerely yours,  
CHARLES S. CURTIS, M.D.,  
Superintendent



It is tempting to wonder if there are letters out there, written by the nurses and the families back home and whether any “Newfie” members have one in their collection.

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For further information on the International Grenfell Association, see  
[www.grenfellassociation.org](http://www.grenfellassociation.org)

Fig2. Postcard: Sir Wilfred Grenfell Down North on the Labrador. Part of a set of six published by the Grenfell Association of Great Britain and Ireland

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**THE 1919 CHALLENGE : THE MARTINSYDE FLIGHT AND THE**  
**MANUSCRIPT OVERPRINT**

by J.C. Vasseur

The Martinsyde, Major F.P. Rayhnam pilot, arrived April 10, 1919, in St John's, several weeks after the "Transatlantic" Sopwith plane of Harry G. Hawker.

The assembly of the plane was quickly done such that it has become obvious that the "Raymor" could be a competitor for the First Flight across the Atlantic Ocean, despite the readiness of the "Atlantic" plane with its mail already on board since April 12. Actually, quickly, both planes were ready just waiting for good weather conditions to make an attempt. This was puzzling to Postmaster General Robinson whose agreement with the Sopwith team for the first mail included the possibility to transfer the mail to another plane who would make the attempt before the "Atlantic". Such stipulation was impossible to manage while the two planes were in the starting gate.

This is the reason why Postmaster Robinson decided to prepare a second mail bag for the "Raymor", and likely in a hurry.

The exact content of the mail bag is unknown (no Letter Bill known). Also, the declaration by the Postmaster General that "it will mainly include a copy of the 'Official Mail' of the Hawker", suggesting that it would be a 'small mail', does not help, while the composition of the "Official Mail" of the Hawker is not known. Only the letter of Postmaster J. Alex Robinson to his opposite in London, Arthur H. Illingworth, the letter to the King and a letter to the Viscount Northcliff, owner of Daily Mail at the origin of the Challenge, can definitely be classified as pertaining to this set.

Identification of the original mail of the Martinsyde Flight is easy: a 3d Caribou cancelled April 19th and overprinted "Aerial Atlantic Mail" by William Campbell the secretary of the Postmaster, with, below, the signature "J.A.R."

Overall only 20 flown (sic !) letters are known nowadays, ... of which it is difficult to discern more than one which could be classified as "Official Mail": the cover to the London Postmaster general Arthur H. Illingworth.

While the mail of the Hawker is somewhat straight forward – only one cover carrying an additional stamp known - the Martinsyde Flight flourishes with many variations:

Not less than five covers carry an inappropriate franking:  
2 covers carry additional British stamps.





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**THE 1919 CHALLENGE : THE MARTINSYDE FLIGHT**

-continued

A cover franked with not less than 7 Caribou stamps (1¢ to 8¢), the 3¢ being purposely overprinted



Often forgotten, a cover franked with 2 x 3¢ : a “Hawker” and a “Martinsyde”. This cover is usually not mentioned in catalogues (even the NSSC !) while it deserves a special place :



The cover was sent to the Editor of the Daily Express (another newspaper owned by Viscount Northcliff) with the signature of navigator Morgan at top, and several cancellations. The Foreign Section handstamp January 7 1920, as usual is found on the reverse.

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To the above, must be added the two well-known covers franked 2x2¢ and 5¢ :



To finish, the small mail includes two almost identical letters sent to the same addressee - the Pay and Record Office, India House, carrying a green and signed receiver on front, dated January 8th, 1920. The stamp sideways on the right letter!



**Editor's note:** JC included a list of the 20 known covers. If you would like a copy I can e-mail it to you. There wasn't enough room to include it with the article.



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**PARTIAL YEAR DATE IN "SAVE FOR SECURITY" MACHINE CANCELS**

by Jim Luetje

Many of us have seen the year "194\_" in the hub of some SAVE FOR SECURITY (SFS) machine cancels. See Figure 1. What year was intended? Why isn't the correct year shown? The answers can be deduced if one has sufficient examples of the cancel to study.

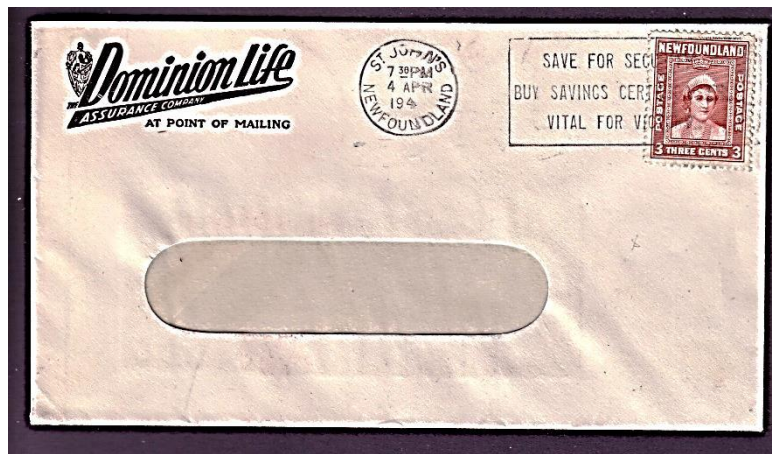


Figure 1

I have over 100 examples of fully dated SFSs that span the time period of 12/29/1940 (Figure 2) to 11/20/1944 (Figure 3). I also have 11 examples with the year "194\_". (It is worthy to note that within this broad time frame of 12/29/1940 to 11/20/1944, and within my full collection of many hundreds of machine cancels, I have no samples of any machine cancels other than the SFSs.). When I plot the fully dated SRSs over time, there is a noticeable gap of occurrence between 12/31/1943 (Figure 4) and 9/14/1944 (Figure 5). When I plot the "194\_" SRSs over time, they span the timeframe of 1/3/194\_ (Figure 6) and 7/?/194\_ (Figure 7). Notice how neatly the spread of the "194\_" SRSs fit into the gap of the fully dated SRSs. Hence my conclusion that "194\_" = 1944.



Figure 2

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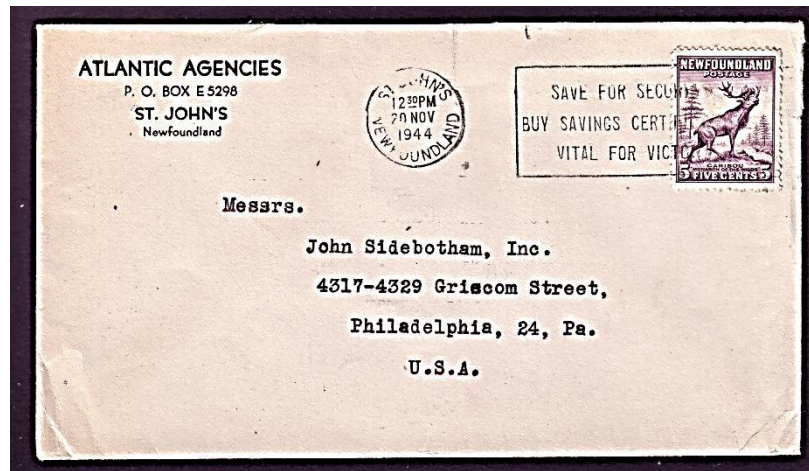
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**PARTIAL YEAR DATE IN SAVE FOR SECURITY MACHINE CANCELS**

-continued



Figures 3, 4, 5 & 6



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**PARTIAL YEAR DATE IN SAVE FOR SECURITY MACHINE CANCELS**

-conclusion



Figure 7

So why did the GPO put an erroneous date on every piece of mail that was cancelled by machine from Jan through July 1944? I believe it was due to war shortages. The Universal Machine Cancelers in use at the time used movable type in their daters. Assuming that the "year" was a single slug of type, new slugs (in sufficient numbers to at least match the number of machines in use) would have to be ordered from a foundry and received prior to the beginning of a new year. If the 1944 slugs weren't ordered and/or delivered in a timely fashion, what could the GPO do?

Option 1) Continue to use the 1943 slugs; Option 2) Remove the 1943 slugs from the daters; Option 3) Alter the existing slugs in some way.

Option 1 I suggest wasn't chosen because the GPO was concerned it would give the appearance of their being unaware or uncaring about the problem. The very fact that they did choose option 3 prior to entering the New Year (as evidenced in Figure 6) shows that they were well aware of the impending issue and had decided on how to address it.

Option 2 probably wasn't a viable solution. I doubt that the dater could function mechanically without a year slug in place.

Option 3 was the only solution open to the GPO. I suggest that they had a machine shop grind the final digit off as many existing year slugs as needed and used these until replaced with 1944 slugs.

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**NSSC 238 aj, CROSSHATCHED VARIETY; A COMMENT**

by Anthony Thompson and CA Stillions

We read with interest the short article printed in the recent issue of *The Newfie Newsletter* (NN169) by Rhoades *et al* (2017). The article gave good images of the 3c definitive stamp (NSSC 238aj; Unitrade 255v), that illustrated the “no cross hatch background” variety. The 3c stamp was printed by Waterlow from February 1942 until May 1948 (Ayshford, 1978), though there was an earlier printing that resulted in the Blitz stamps (Stillions, 1989) with an *eku* of 14 October 1941 (Walsh, 2016). The design of the 3c stamp was first printed by Perkins Bacon (PB) when under Sprague’s ownership as part of the 1938 Royal Family issue, but the die was re-engraved for the Waterlow printings (Pratt, 1965) following the destruction of the Perkins Bacon works on 10 May 1941 (Stillions, 1989). Comparison of the two stamps shows many small differences, including an obvious thicker top inner frame line with noticeable and consistent bulges in the 1938 printing (Lowe, 1973) (Figure 1). The bulges are lacking in all three of the images shown in the original *NN* article, and so those copies definitely originate from the Waterlow die (as if there was any doubt).

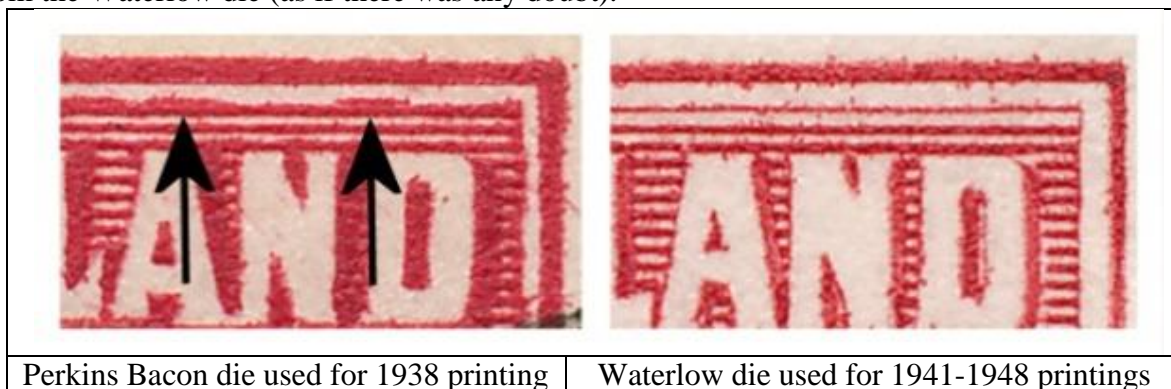


Figure 1

The original *NN* article illustrated the normal (left stamp) and two varieties and stated that there was “no cross hatching” on the right hand stamp supplied by Rob Moore, but was inconclusive regarding “cross-hatching” on the center stamp provided by Terry Rhoades. Cross-hatching is the diagonal hatching seen in the background around the head, and should not be confused with the horizontal hatching seen here and in the outer frame. Further, scans of another three singles and four blocks of the “no cross-hatching” variety were available for examination by the authors, and all had the same general appearance of weak hatching, none (or almost no) cross-hatching, and poorly formed lettering. All were also quite well inked, giving a stronger more colourful image. Two of the examples were different plate blocks, one with the plate number 41418 and the other with marginal markings characteristic of plate 42429 (Ayshford, 1978) (Figure 2). Scans of back of some of these examples showed watermarks and gum typical of this Waterlow issue, showing that these varieties had most likely been printed in the same manner as the normal stamps.



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- continued



Blocks from plate 41418 (left) and probably plate 42429 (right) both identified as the “no cross hatch in background” variety (courtesy of John Jamieson, Saskatoon Stamp Centre)

Figure 2

Closer examination of the variety show that the white areas on the stamps (the raised areas on the plate wiped clean of ink during printing) are much reduced and generally rounded. This is typical of extreme plate wear where the raised areas have been worn down by the rigors of the printing process, and this enlarges the recessed areas that hold the ink (Figure 3). These varieties would have been printed at the ends of the print run for the respective plates, i.e. during March 1944 and September 1945 (? January 1946) (Ayshford, 1978).



Detail from a normal stamp (left), and the “no cross hatching” varieties from Rhoades (centre) and Stillions (right, from example expertised by Sismondo)

Figure 3



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**NSSC 238 aj, CROSSHATCHED VARIETY; A COMMENT**

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Waterlow used curved copper printing plates in their rotary presses, that may have been chromium plated in the 1940s when this issue was printed (Keach, 1982). The chromium plating made the plate surface harder and more durable, and this resulted in less plate wear and so extended its usable life. It seems as if the plates that printed the variety wore rather suddenly, as impressions from the punched archival sheets, which can be identified to an order/printing date, show no or very little signs of plate wear. Perhaps the chromium plating wore off exposing the soft copper, or that the printed sheets showing the excessive plate wear were mostly destroyed and only a few extreme examples kept in company archives.

This variety appears in the Unitrade (since 1999, 255v) and NSSC (since 1988, 241o,w,af,ag, then 238aj) catalogues, and referred to as “background without cross hatching” or similar. Scans of the examples seen by the authors, many identified by recognized experts, have weak hatching typical of extreme plate wear and show little to no cross-hatching. What makes this an interesting and valid variety, is that no examples of intermediate plate wear seem to have surfaced. The early NSSC catalogues originally described the variety as “proof”. Though not similar to the archival proofs kept by Waterlow, which have punched holes demonetizing them, they could be considered as proofs in the sense they were reference copies not used for postage and kept in a company collection. There is no indication that they come from a different die. It is reported that one or both of these sheets originated from the collection of John Hubbard, Chairman of Sprague. Sprague took over Perkins Bacon in 1936, and held the contract with Waterlow when they printed this issue after the destruction of the Perkins Bacon works. His Newfoundland “collection”, which often contained unusual printings or examples, was acquired by Kasmir Bileski in the mid-1970s, broken up and sold. It would be interesting to find Bileski’s type-written notes attached to any of the examples he sold.

Stillions has a copy of this variety that has been expertised by Sismondo in 2010 as NSSC 241ag, SG 278 proof, Scott 255 proof. The description given was “The design differs in detail from that of the issued stamp, specifically in the background lines, and the decorations in the rectangular frame around the Queen’s image. The entire printing is heavier, losing sharpness and detail.” The description is more typical of a worn plate; the “proof” term used likely come from the entry in the NSSC catalogue. The RPSL Expert committee and Vincent Graves Greene Philatelic Research Foundation kindly informed me that they have not expertised a copy of this variety.

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**NSSC 238 aj, CROSSHATCHED VARIETY; A COMMENT**

conclusion

In summary, the stamp provided by Terry Rhoades appears to belong to the same “printing” as variety NSSC 238aj. The cause of this variety is extreme plate wear, that has reduced the white (unprinted) areas and consequently widened the printed (engraved coloured lines holding the ink) areas resulting in a blurry image showing much reduced hatching, little to no cross-hatching, and generally rounded poorly-defined features (like the lettering). There seem to be no examples of intermediate plate wear, making this a clear variety.

Acknowledgements

We thank John Walsh, Terry Rhoades, Rob Moore, Jean-Claude Vasseur, John Jamieson and Gary Lyons for information, comments and useful input. We also thank the editors of the Unitrade, Scott and NSSC catalogues for providing information on this variety.

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**Late Fee Service at St. John's**

by Clarence A. Stillions  
[castillions@aol.com](mailto:castillions@aol.com)

Every once in a while I will run across a cover that is paying two cents more than is needed to get it to its destination. Often the cover will have a St. John's & Port Aux Basque Traveling Post Office postmark and a St. John's return address. When this happens, then I know I have a "good one" such as the cover in Figure 1.

At the St. John's train station there was a special mail drop box that was cleared a half-hour prior to train departure and its contents would be placed directly in the mail car. For this service a fee of two cents was charged. Mail without the additional two cents was simply left behind to await the next train. Once in the mail car, this mail would receive a "ST. J. & P. A. B. T.P.O." postmark.

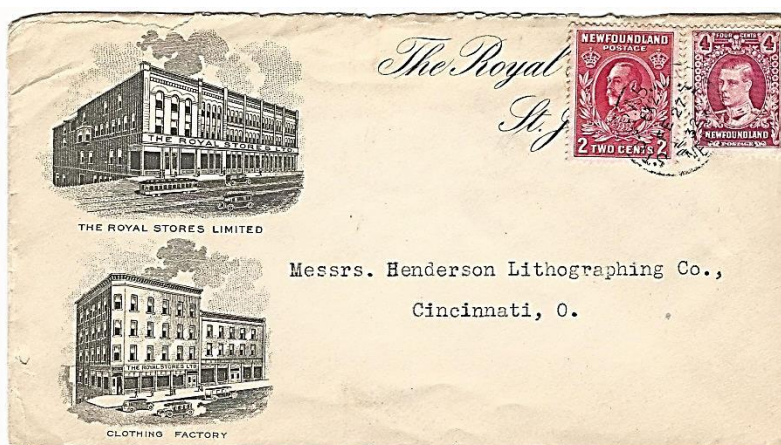


Figure 1

On rare occasions a letter would receive a boxed "LATE FEE 2c" handstamp, see Figure 2. I have two such covers and I have seen a couple more, but I still count them all on one hand. Based on all the late fee covers I have seen, the boxed "LATE FEE 2c" handstamp was very seldom used. The vast majority of late fee covers are unmarked and make great finds when found in an unknowing dealer's stock or surfing eBay.

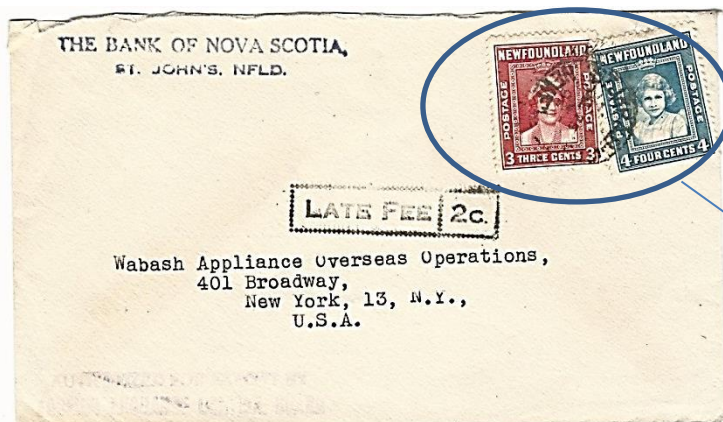


Figure 2

What I would love to see is a photograph of the St. John's train station showing the special mail drop box. If any member find such a photo, I would really appreciate receiving a scan.





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**Shamblers Cove Covers**

by John Walsh, FRPSC

The cover illustrated in Figure 1 recently reached \$214 USD (advertised as Shandlers Cove *sic*).on E-Bay. John asks, any idea why it should command such a price?



Figure 1

The second cover (Figure 2) is another example from Shamblers Cove.



Figure 2

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**Financial Statement as of December 31, 2017**

	Item	Debit	Credit
Dec. 31, 2016	Balance Forward from Previous Year		\$2,205.87
	BNAPS Stipend and Membership Credits		0.00
	61 Membership dues <sup>(10 memberships were paid in advance in 2013)</sup>		346.77
	22 Membership dues paid in advance		116.84
	Donations		58.00
	Service Charges (cheques, etc.)	0.00	
	Newsletter Postage (4 issues)	298.69	
	Paper and Copying	504.48	
	Misc. Stationary and Postage	0.00	
	Totals	\$803.17	\$521.61
Dec. 31, 2017	Balance on hand		\$1,924.31

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

<b>BNAPS Newfoundland Study Group</b>	
<b>Name :</b>	
<b>Address :</b>	
<b>Postal Code :</b>	<b>Email :</b>
<b>Telephone :</b> (Home) :	(Office) :
Annual dues:   Canadian Dollars \$5.00 (postal or e-mail) US Dollars         \$5.00 (postal or e-mail) British Pound    £4.00 (postal)    £3.00 (e-mail only)	
Please make your cheque or money order payable to: <b>BNAPS Newfoundland Study Group</b> Care of the Treasurer Martin Goebel, 13 O'Mara Place, St. John's NL A1A 5B7, Canada <b>Goebel@nf.sympatico.ca</b>	
<i>All new members are requested to kindly remit a copy of this form for accounting and mailing.      Thank you!</i>	