

THE NEWFOUNDLAND NEWSLETTER



OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS

Number 171

April - June 2018

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© John M. Walsh

You will notice a change to the masthead of this edition. It was brought to our attention that the term `Newfie` is considered by many Newfoundlanders to be a derogatory term. Apparently this issue has been brought up in the past. In this day and age we need to be cognoscente of being politically correct and more importantly, sensitive to the feelings of others. To that end we have changed the name of the newsletter to simply *THE NEWFOUNDLAND NEWSLETTER*. We hope you will all recognize the need for this change and agree with the intent.

You will also notice below that I have agreed to be Interim Chairman of the study group until a replacement Chairman is nominated. I am not free to do as much travel as I might like, and as a result I cannot guarantee to be at all BNAPS meetings. We would still like someone to step forward to take on this important role on a full time basis.

I would personally like to thank all of you who responded to our plea for articles. The response was greatly appreciated and more importantly gives us all confidence that our Study Group is alive and well. This issue was complete by the end of January. I have few articles in "the bank" and I need articles for the next edition, but I am confident that now that we have the ball rolling again, we will soon have more interesting articles for future editions.

JC has made a suggestion to dedicate the spring 2019 edition of the newsletter to the 100th anniversary of the "Challenge" and crossing of the North Atlantic by Alcock & Brown. We are therefore requesting submissions towards this special edition. (- editor)

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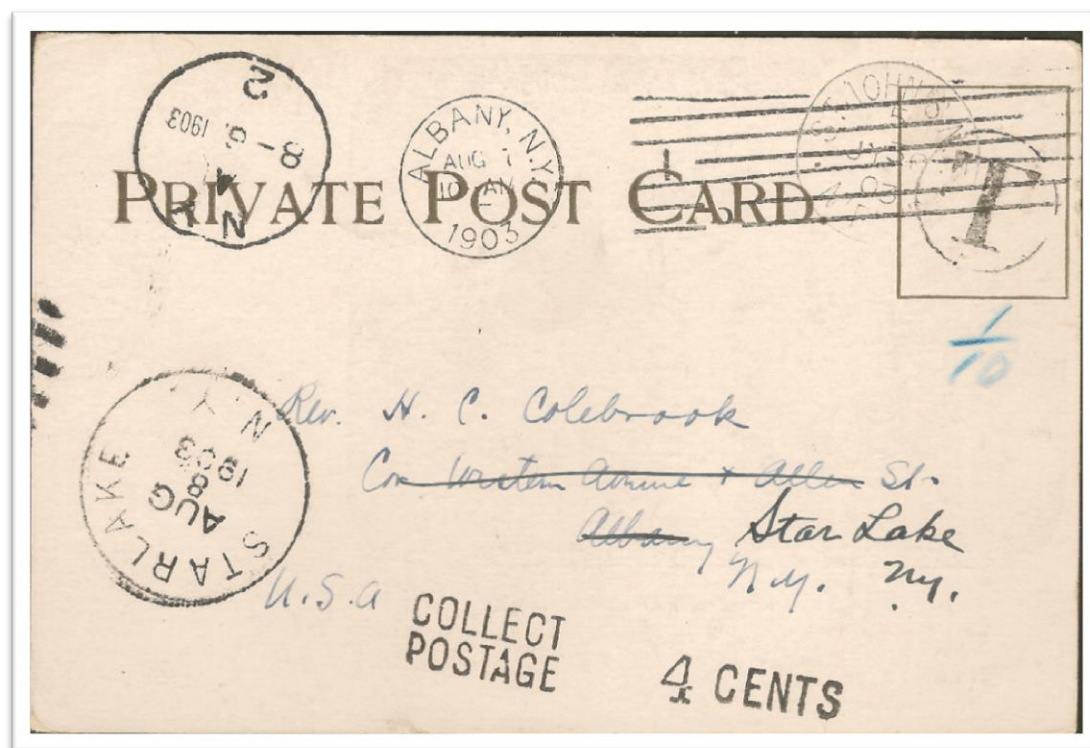
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A SCARCE PICTURE POST CARD: OBSERVATIONS AND QUESTIONS

by Carl Newswanger
cnewswanger@comcast.net



I purchased this picture post card several years ago on eBay, and have often wondered about its story. I welcome your observations and responses, either personally or via The Newfoundland Newsletter.

Addressed to Rev. H. C. Colebrook, Albany New York, the picture post card was redirected to Star Lake, New York. I was unable to find anything about the Rev. Colebrook on the Internet.

The text of the post card's message is as follows (words I am unsure of are in parentheses):

"Dear Mr. Colebrook: A line to you this morning to say that our organization & equipment for Labrador is now complete & we are simply waiting for the steamer which is to carry us to the Labrador Peninsula. We were delayed as you perhaps know, by the fact that this steamer went to the rescue of a wrecked Merchant vessel on the Nf'd coast. Will tell you (of?) results as (?) as we return (to?) St. John's. Sincerely (WG Monogram?)"

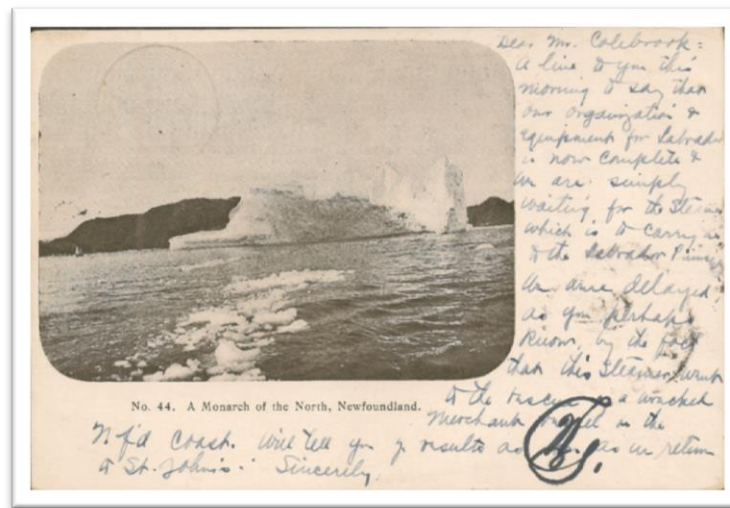
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Observations and Questions:

1. From the content of the message (and that it is addressed to Rev Colebrook), I take this to be written by Wilfred Grenfell. I've not seen the monogram before. Is this the monogram he used on other occasions?
2. The card is written while he is waiting in St John's with the "organization & equipment" for the delayed steamer to Labrador. That he is in St John's is indicated by "Will tell you (of?) results as (?) as we return (to?) St. John's."
3. The cancel shows the card to be posted at St John's, July 30, 1903. Would there be any explanation why it was sent stampless? Were stamps in short supply at that time?
- 4 To what destination in Labrador might he be taking the "organization & equipment?" In 1903 there were two hospitals (Battle Harbour 1893; Indian Harbour 1894) and probably several nursing stations.
5. Is there any information about a Merchant vessel wreck in the wider Newfoundland area in mid/late July, 1903? I could not find a ship wreck for that period of time on the Internet.
6. Since the postage due is 4c, what is the explanation for the circular cancel 8-6-1903 with the numeral 2 at the bottom? Is there significance to the blue 1/10 marking?
7. What is the identity and location of this picture post card, "No 44, Monarch of the North, Newfoundland." Looking at photos of St. Anthony Harbour, it would appear that this is St. Anthony. Is that correct?
8. Is this picture post card on the list of Walsh, 2018 catalogue? I have not been able to find it. They list 57023, Dicks and Company (1200 series) 1223 A MONARCH OF THE NORTH, NFLD in colour. This appears to be a different card. Was this card produced by Grenfell?

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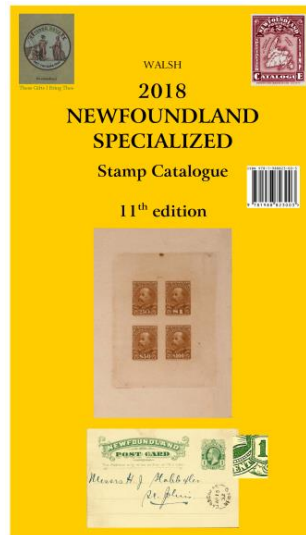
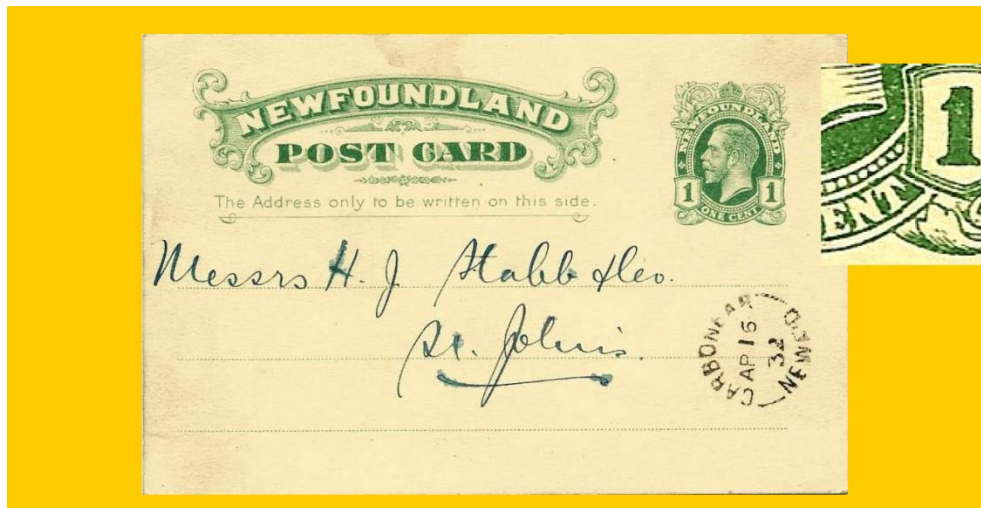
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A NEW EKU FOR THE PC16 POSTCARD

by John M. Walsh, FRPSC

In 2016 NSSC pushed the earliest known use of this postcard (PC16) back by 2 years. It has now been pushed back another 2 years. (April 16, 1932).

This postcard is illustrated on the cover of the 2018 edition of the NSSC now available on line.



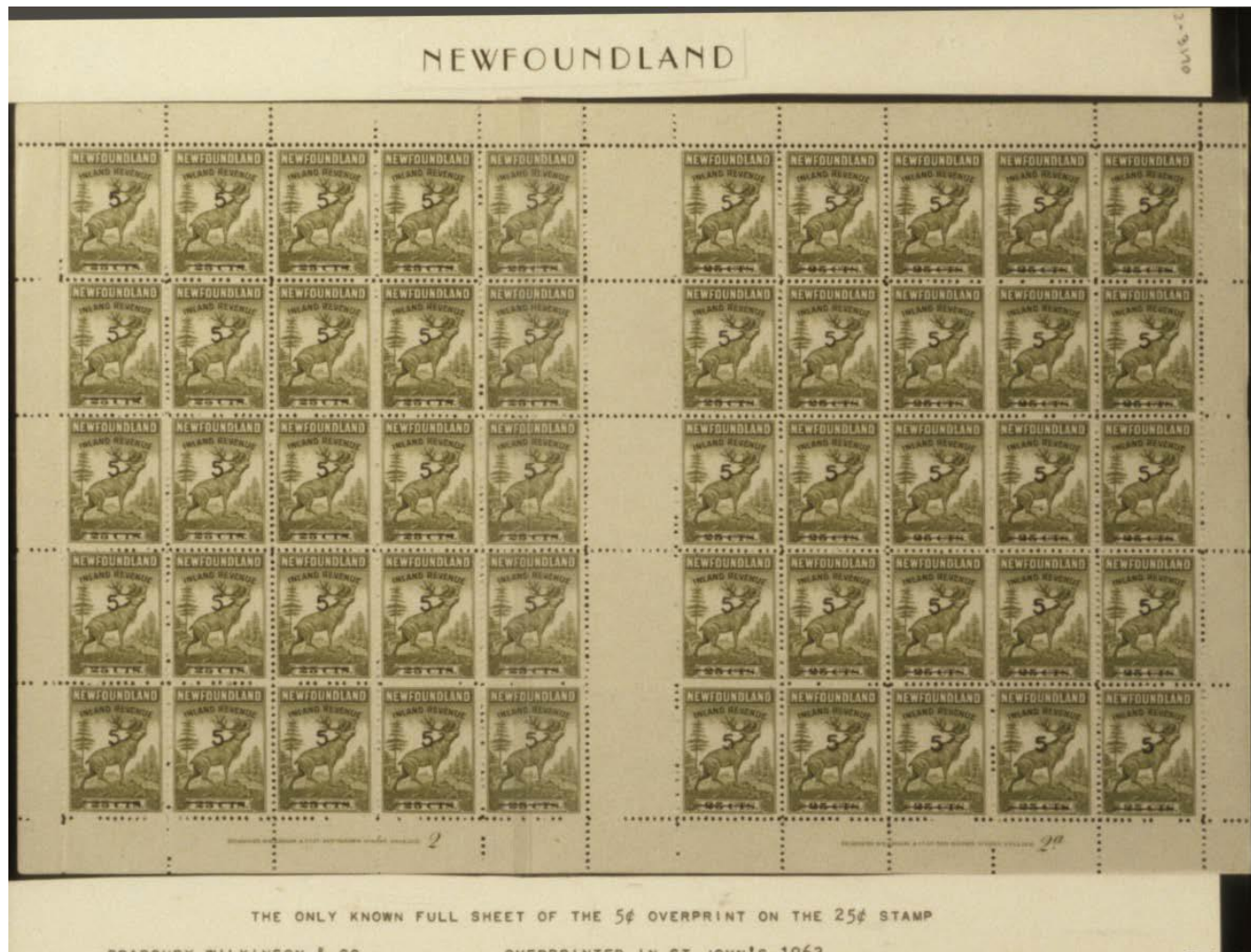
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WHERE ARE YOU?

by John M. Walsh, FRPSC



© Collectors Club of Chicago (CCC)

When John G Butt and I were developing our *Newfoundland Specialized Stamp Catalogue* back in 1988 it was our intent to list all the issued stamps of Newfoundland; a noble effort. From our research and hunting we listed all items we could find that were listed for sale in a variety of stamp catalogues. One such catalogue we examined was the revenue stamp catalogue by Erling van Dam. He is a recognized buyer and seller of Newfoundland revenue stamps. His catalogue lists his items for sale and the price he is selling them.

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An item van Dam had for sale back in 1988 was a surcharged revenue stamp labelled as: black 5 on 25 cents on green Caribou stamp issue released in 1963. The particular item he had listed was this specific stamp in a "gutter pair" listing. To place it in a 'for sale' price catalogue list meant he had to have such an item. That listing did get placed into the *Newfoundland Specialized Stamp Catalogue* listings. Imagine our surprise when we got a letter from H. (Harry) W. Lussey. His letter asked if we had such an item and had we seen it. We answered that letter with negative responses.

But it still remained in NSSC for another edition I believe. Again Mr. Lussey reached us, but by phone. We had a fine discussion. From that invigorating talk this listing was deleted from the *Newfoundland Specialized Stamp Catalogue*. Mr. Lussey had said he was also in contact with van Dam. That item was eventually deleted from the van Dam revenue catalogue, the date I do not recall.

While going through BNA Topics Vol. 49, No. 5, 1992, Whole No. 451 issue I chanced upon a letter to the editor written in 1992 from H. W. Lussey; here reproduced. He definitely provides us with his opinion and belief. Imagine the surprise that I, as author/editor of the *Newfoundland Specialized Stamp Catalogue*, received this Dec. 2017 when looking at the images that Robert H Pratt had taken of his stamp collections.

These images were given to Collectors Club of Chicago (CCC) who with the help of BNAPS had them digitalized. The CCC has allowed them to be utilized by all stamp collectors at no charge. The images remain the property of CCC, but all may use them with proper credits. They are provided on www.nfldstamps.com site with permission of CCC.

In the Pratt images is the sheet of 50 consisting of two panes of 25 joined by the gutter that exists between these panes. A most delightful surprise. As Lussey said, WHERE ARE YOU? Stop hiding after your friend and temporary owner R H Pratt cared for you. Please reveal your continuing existence. From this image it is definitely thought provoking to put this item back into catalogue listings.

Maybe the *Newfoundland Specialized Stamp Catalogue* will do this!

**NEWFOUNDLAND REVENUE
INFORMATION REQUESTED**

For the past several years there has been a problem regarding a Newfoundland revenue item and if you can run the following it might bring some vital information to the fore.

The 5¢ printed overprint on Newfoundland 25¢ value received this overprint in 1963 when the supply of the 5¢ ran out and there was a surplus of the 25¢ value available. The basic 25¢ stamp, which was overprinted, was printed in sheets of 50 with a gutter separating the two panes of 25. Complete sheets of this stamp were available and such a sheet of 50 would have 5 gutter pairs available. These gutter pairs are recognized in the Revenue Catalog and command a premium. The Catalog also lists further pairs of this stamp with the 5¢ printed overprint at \$250.00 each.

The problem is that while this overprinted gutter pair is listed I have never been able to locate an example and I don't know of anyone who has positive evidence that such an item exists. Perhaps this letter will attract some proof, one way or the other.

My own feeling is that any printer being called upon to overprint a sheet of 50 which was divided into two panes of 25 would recognize the advantage of setting up an overprinting plate for 25 positions and then cut the sheet into panes of 25. It would be more economical and panes of 25 would be easier to handle than a sheet of 50. This, however, is merely a theory. Is there anyone out there who can HELP?

H.W. Lussey
Atlantis, Florida

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CROSS ROADS – STEPHENVILLE CROSSING

by Brian Stalker

While recently browsing through my 'Unsorted' box looking for covers from Stephenville and Stephenville Crossing, I came across a registered cover to Chicago from late October 1935 with an almost indecipherable split-ring dispatching date-stamp.

The sender, Mrs. Winifred White, Cross Roads, Stephenville, Newfoundland, suggested that the date-stamp might be from CROSS ROADS. My notes of information extracted from the Newfoundland Executive Council Minutes of November 1912 (Colonial Office Records, The National Archives, Kew, England, CO 197/160) indicated that approval had been given for the establishment of a 'Way Office' at **Stephenville**

Cross Roads and that Mr. Arsene White was to be appointed as Postmaster. Later records stated that Mr. White resigned in June 1915 and was replaced by Mr. John Downey, also that the Cross Roads Post Office was to close from October 1st 1932 – three years before this cover was sent. (As part of financial cut-backs in late 1932 civil service salaries were reduced – including that of post masters – and many smaller post offices were closed. Dominion Office file DO 41/16 refers).



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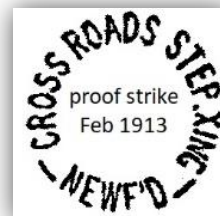
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A search of Carl Munden's "Post Offices of Pre-Confederation Newfoundland" (an invaluable source of Newfoundland outport data published in cd format) illustrated a proof strike of February 1913 with comments that Mrs. Winifred White was Postmistress in 1931, the office was closed in 1934, 'no strikes have been seen from here' and that it may have been the predecessor of the Whites Road post office.

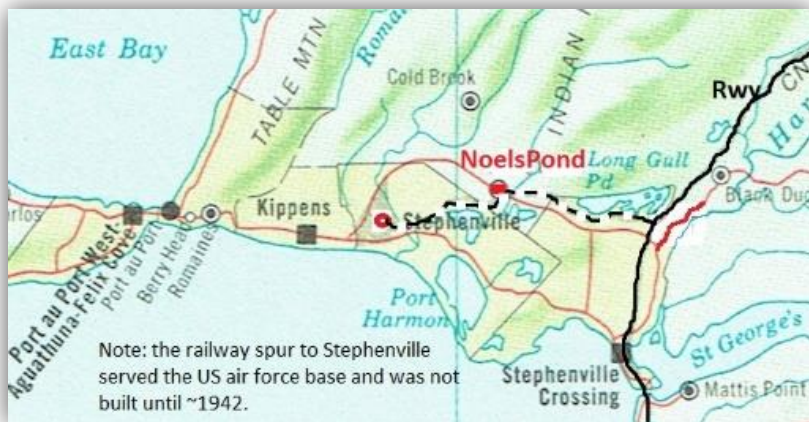


An overlay of 200% blow-ups of the proof strike and the dispatching office date-stamp indicated that this was the elusive **CROSS ROADS STEP.XING** hammer – however the 'XING' (Crossing) was missing.

Carl provided further information by an exchange of e-mails – "*The XING was (probably) filed down to avoid confusion with STEPHENVILLE CROSSING town and post office. The clue to the actual location is in the surname of the sender – WHITE – the area was always known as WHITES ROAD and yes there is a crossroad (actually a T-junction) there. The actual lineage of post offices in that area are as follows:-*

Stephenville Cross Roads	1912 - 1934
Whites Road	1936 – 1941
Noels Pond	1960 – still open?

... Noels Pond is a few km east of Stephenville and continuing east at 1st road going to Stephenville Crossing - that junction was always called WHITES ROAD. I have been to the Noels Pond post office – it is in a house."



From the evidence of our October 1935 cover, it seems likely that the Whites Road post office opened in 1935 and used the filed-down CROSS ROADS split-ring pending arrival of a WHITES ROAD cds. Also, with Carl's assistance we have identified the location of the Cross Roads post office but we remain on the look-out for a strike of the complete **CROSS ROADS STEP.XING** date-stamp!

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THE ARGENTIA U.S.A. NAVAL AIR-STATION

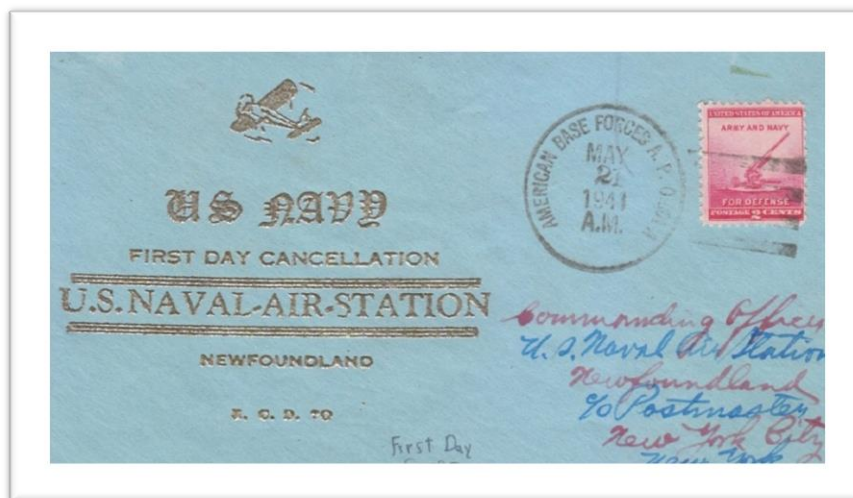
by Bruce Robertson

Capt'n. Bruce mulls over dates shown on a APO 'First Day Cancellation'

Newfoundland collectors may not be familiar with the commemorative/first day covers produced by Dr. S. E. Hutnick in the 1930/40s. Almost all the covers were 'patriotic' in nature, many celebrating the launch of America's fighting ships. The cachets were not particularly 'artistic', but the covers were easily distinguishable by Hutnick's alternate red/blue manuscripts. The example shown here is of interest, given it celebrates the First Day cancellation of a U.S. Naval Air-Station on Newfoundland soil.

The cover has a two cent 1940 National Defense issue, 'Army & Navy for Defense' stamp. The circular cancel for the American Base Forces, APO 801-A, - which was for the US Naval Air Station at Argentia, Nfld. Interestingly, the Argentia Station was not commissioned until July 15, 1941, (Wikipedia gives an even later date of 28 August 1941) – whilst the cover's cancel is two months earlier, for May 21, 1941.

The Argentia base was a large one requiring the relocation of the existing township and considerable preparatory building works. I have read somewhere it was the most expensive WWII military base to be constructed outside the U.S.A. The US flag was 'raised in Argentia on February 13, 1941'. It is therefore not inconceivable that the military post office was established shortly thereafter, to serve the large number of service men and civil contractors working on site. I would welcome any thoughts from Newfoundland collectors.



A Hutnick cachet 'First day Cancellation' for the Argentia USA Naval Air-Station, Nfld. 1941.

A full and interesting article on the Argentia base can be found on the web at Hidden Newfoundland site: <http://www.hiddennewfoundland.ca/argentina-naval-station>

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CHANGING FORTUNES

by Bruce Robertson

Capt'n Bruce looks at the changing fortunes of the companies linked to a Newfoundland to England First Flight Cover of 1939.

Cape Race's role in early cross-Atlantic communications

From 1859 to 1866, the New York City Associated Press kept a news-boat at Cape Race, Nfld. to meet ocean liners passing by on their way from Europe so that news could be telegraphed to New York. These news items carried the by-line "via Cape Race". Its importance was Cape Race was the first North American 'land-fall' sighting. In 1904, the first wireless station in Newfoundland was built at Cape Race. This was the only land-based location that received the distress call from the RMS Titanic. After Titanic's distress call, Cape Race played a major role in relaying news of the sinking to other ships and land locations.

The Titanic and the White Star Line

The Titanic was owned by the White Star Line. In 1934, White Star merged with its chief rival, Cunard Line, which operated as Cunard-White Star Line until 1950. In 1998 Cunard was acquired by the Carnival Corporation. At the moment, Cunard is the only shipping company to operate a scheduled passenger service between Europe and North America and contributes less than 10% of Carnival's annual revenue.



Titanic centenary stamp 1912-2012.
Canada 2012 #2538i Titanic

Pan American World Airlines

Pan American World Airways, originally founded as Pan American Airways and commonly known as Pan Am, was the principal and largest international air carrier in the United States from 1927 until its collapse on December 4, 1991. Pan American World Airways (Pan Am) was founded on October 27, 1927 as America's first international airline. The small company began flying air mail between Key West, Florida and Havana, Cuba. It was also a founding member of the International Air Transport Association (IATA), the global airline industry association. Identified by its blue globe logo ("The Blue Meatball"), the use of the word "Clipper" in its aircraft names and call



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signs, and the white uniform caps of its pilots, the airline was a cultural icon of the 20th century. The airline was badly hit by the 1973 fuel crisis and a number of unsuccessful bids to retain its supremacy over the next few decades led to Pan Am declaring bankruptcy on January 8, 1991. Delta Air Lines purchased the remaining profitable assets of Pan Am.

Stanley Gibbons

Stanley Gibbons has outlived the larger White Star Line and Pan Am conglomerates, but it too now faces a fight for its survival. The firm was set up by Edward Stanley Gibbons in 1856 and is still the world's longest established rare stamp trader. As a consequence of growth, the company expanded in to larger premises – but always on the Strand, London; shops at 425 and 391 Strand before moving to 399, which officially opened in 1981. It appears that roughly contingent with its expansion, it adopted an ever-increasing emphasis on the 'rare and expensive' and began offering other 'collectables' such as coins and autographs – and stamps as investments. Some would say it has lost contact with its roots – the hobby of stamp collecting. Now the 160-year-old firm has found itself progressively in difficulty. With Its shares changing hands as 'penny shares', Stanley Gibbons has put itself up for sale in 2017. At the time of writing, the company's future remains uncertain.



Newfoundland Cape Race, "Transatlantic Beacon". Date of Issue: 1932-1937
First Flight PAA Service. Newfoundland to England. 22 June 1939.
Dr Lemire collection. Banchory, Scotland)

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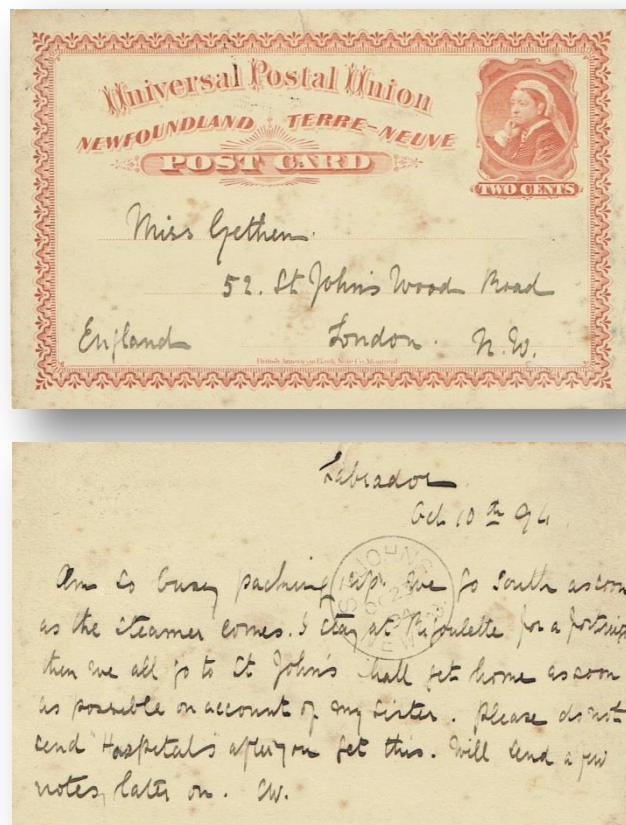
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AN OLD FAVOURITE – NN170

a response from Brian Stalker

Newfoundland Newsletter #170 included a Grenfell article by Bruce Robertson who posed a query about correspondence to or from Grenfell Mission nurses – the following UPU Post Card from 1894 is an early example of such correspondence (Figs. 1&2).



Figures 1 & 2

Initially it was the “Labrador Oct 10th 94” dateline that attracted my attention but the message was even more intriguing – “Am so busy packing up. We go south as soon as the steamer comes. I stay at Rigoulette for a fortnight then we will all go to St. John’s. Shall get home as soon as possible on account of my sister. Please do not send ‘Hospitals’ after you get this. Will send a few notes later on. CW.”

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Who was CW? Where was CW when writing this? The answers were found by searching through; “Labrador Odyssey – the Journal and Photographs of Eliot Curwen on the Second Voyage of Wilfred Grenfell. 1893”¹, which revealed that nursing sisters Cecilia Williams and Ada Cawardine were with Grenfell’s party in 1893; Sister Williams assisting Dr Eliot Curwen in Indian Harbour and Sister Cawardine assisting Dr Alfred Bombardt in Battle Harbour. Both Sisters are included in one of Curwen’s photographs showing the medical staff and crew of the Mission to Deep Sea Fishermen’s hospital ship Albert – Cecilia Williams is circled in red (Figure 3).

She appears to have left Indian Harbour Harbour hospital during the summer fishing season. for Rigoulette on SS Windsor Lake’s penultimate trip of the year and her post card was probably one of a bundle taken south to connect with SS Virginia Lake at Battle Harbour or Red Bay (on the Coastal North TPO), which arrived in St. John’s in the early hours of October 23rd. Cecilia probably arrived in St. John’s on November 3rd when SS Windsor Lake returned from her season on the Labrador TPO.



Figure 3

Other reports relating to Cecilia Williams include a news-clipping from the Halifax Morning Chronicle of 11th November 1897 reporting that “Miss Williams, who has spent the last five years in the hospitals established by the Deep Sea Mission in Labrador, has just arrived here (Halifax) and will spend the winter months in different parts of Canada and United States in the interests of the mission.” In addition, the October 1907 (Vol 5 #3) issue of “Among the Deep Sea Fishers”² included a lengthy letter from Cecilia giving details of her over-winter experiences at the St. Anthony hospital – “can it really be the 14th May with several feet of snow around us, ice in the harbour nearly three feet thick ... we are hourly expecting the first mail boat ... up to the present we have had forty in-patients and no deaths”

References

¹ edited by Ronald Rompkey, McGill-Queen’s University Press, 1996, ISBN 0-7735-1366-

² “Among the Deep Sea Fishers” the journal of the International Grenfell Association, published in Ottawa from 1903 to 1981 is available on-line via <http://collections.mun.ca> and by selecting ‘Periodicals’.

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PLATE CRACK VARIETY – UNITRADE 245, NSSC 228

by Steve Rust

I am a member of a Stamp Community that posted a question about Newfoundland Scott/Unitrade 245 on their forum. It was recommended that I contact your group and see if you have any further comments or advice.

I have located (3) different copies of, what I believe is a plate crack from a very large hoard of stamps. I posted them on the Forum website:

(https://www.stampcommunity.org/topic.asp?whichpage=1&TOPIC_ID=58322񽿸) but I am also attaching a close-up of one item to this email. Since I have only found a few copies in the many thousands that I looked through, I have to assume that they are not very common.

If anyone has any more information please contact the editor and myself at rustsc@gmail.com



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NSSC 238 aj, CROSSHATCHED VARIETY: A SECOND COMMENT

by Anthony Thompson

Thompson and Stillions (2018) commented on an article by Rhoades and others (2017) suggesting that the Waterlow printing of Newfoundland's 3c Queen Elizabeth "no cross hatch background" stamp variety (NSSC 238aj, Scott 255v) was due to plate wear. Thompson since managed to purchase a copy of this variety which looked like those described in the above two articles. It was more of a rose carmine colour compared to the normal carmine stamp, perforated 12.8×12.8, had normal Waterlow-type gum and a normal watermark. Similarities in the impression (Figure 1) with an aniline ink printing of the "Cabot on the Matthew" stamp (NSSC 253a, Scott 270var) (Figure 2) were striking. A comparison of magnified photos using oblique lighting shows the embossed impression and extensive bleeding often associated with aniline printings extending well beyond the limits of the recessed engraved lines that hold the ink (Figure 3). It is this bleeding that obscures the details, hides the cross-hatching, and gives the impression of a blurred image. The bleeding did not obviously extend through to the gum side. I was convinced that this variety was the result of an aniline ink printing.



Figure 1. Normal (left) and my "no cross hatch background" treated variety (right) of the 3c Queen Elizabeth Waterlow printing.

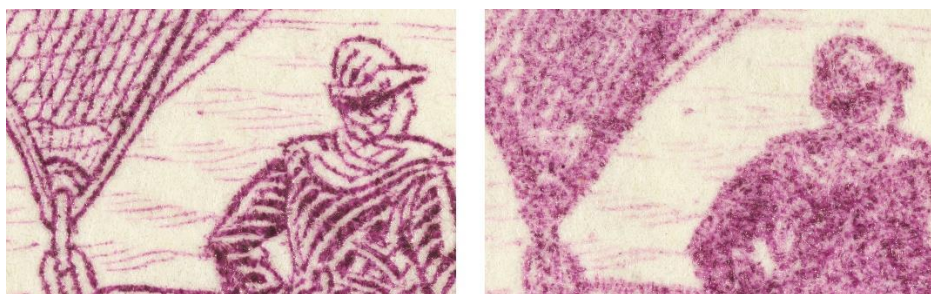


Figure 2. Normal (left) and aniline printing (right) of the "Cabot on the Matthew" stamp.

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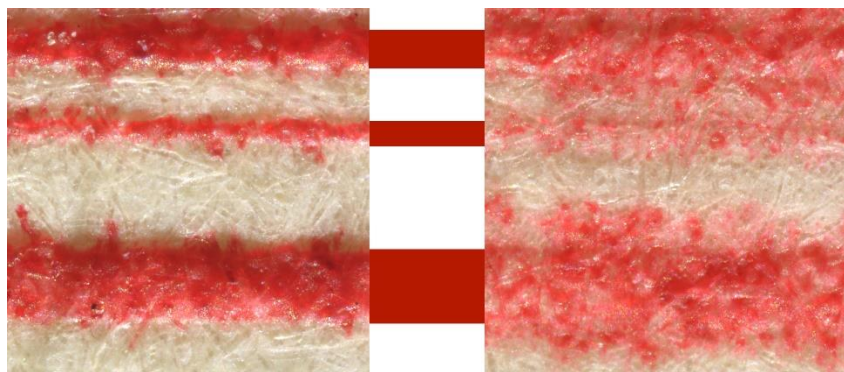


Figure 3. Magnified image of horizontal lines on normal (left) and treated variety (right) with the extent of embossing highlighted (centre).

My variety was submitted to the RPSL Expert Committee who offered a different opinion! After comparisons with a normal stamp under UV light and the video spectral comparator 6000, the committee said it *is an issued stamp printed in normal ink treated to create a blurred impression and is not an issued variety*. Aniline ink varieties should show increased fluorescence, and mine didn't. They also noted that they have seen this method of creating a variety in stamps from other countries. So my variety was not printed in aniline ink, BUT is mine still the “no cross hatch background” variety?

This throws up some obvious questions: NSSC lists this variety as perf. 12.8×12.5 and this is the perf on the variety expertised by Sismondo – is this the genuine variety? Is there a genuine variety? How do you identify it from the treated stamp? How was my stamp treated to look like the variety? When was it faked? Who faked it? Was it faked to defraud collectors? Could it still be a trial printing by Waterlow?

Reference

Rhoades, T., Walsh, J.M., Moore, R. and J-C. Vasseur. 2017. NSSC238 aj, Crosshatched variety. *The Newfie Newsletter*, October-December 2017, Number 169, p. 15.
Thompson, A. and CA Stillions. 2018. NSSC 238 aj, Crosshatched variety; a comment. *The Newfie Newsletter*, January-March 2018, Number 170, p. 10-13.
Walsh, J.M. 2016. *Newfoundland Specialized Stamp Catalogue. 10th Edition*. Walsh's Philatelic Service, St. John's. 737 p; and earlier editions.