



NEWFOUNDLAND NEWSLETTER BNAPS NEWFOUNDLAND STUDY GROUP

Number 183
Apr-June 2021

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STUDY GROUP NEWS

- Malcolm Back

We were pleased to welcome some new members to our study group last year. They include; James P. André, Brian Damien, David Greenspoon, Jamie Hennebury, Andrew Hussey, Howard Morgan, Earl Noss, Ron Smith, (VP, BNAPS Study Groups), and Leopold Beaudet, (BNAPSWebmaster). Harold Forbes and Richard Berry joined in 2021.

The Newfoundland Study Group welcomes all of you and we hope you enjoy and benefit from your association with us.



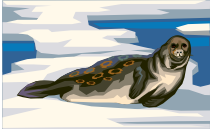
Saturday April 17, 2021, 12:00 EST we will be holding our **8th Study Group Zoom Session**.
We have two speakers booked for this session.

Chris Hargreaves will speak on: **Newfoundland Winter Air Mail: 1948 and 1949.**

Brian Stalker will speak on: **Bonavista Bay's TPOs**

If you haven't joined us for one of these ZOOM sessions, I highly recommend it. We have had some great presentations, and good discussion on many aspects of Newfoundland Philately. Martin Goebel will be sending out reminders and links as we get closer to the date. We thank the BNAPS executive for their support and especially to Charles Livermore for facilitating these ZOOM sessions.

As always, I am looking for articles and material for the next newsletter as I have no more material on hand. Perhaps some of the newer members can send in a short biographical sketch telling us all about your collecting interests, a favourite cover or stamp, or any questions you may have about Newfoundland Philately. See pages 14 & 15 for the submission from one of our new members, Earl Noss. I also need presenters to participate at future **ZOOM** sessions.



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AIR MAIL THROUGH BOTWOOD, 1939 - 1945

- by Chris Hargreaves

(2) IMPERIAL AIRWAYS INAUGURAL TRANS-ATLANTIC SERVICE 1939

The Imperial Airways Trans-Atlantic service was inaugurated on August 5th 1939. (Figure 1). This was some six weeks after the Pan American Airways service described in my article in the October 2019 *Newfoundland Newsletter*.



Figure 1 - Postmarked NEWPORT MON. 9.30AM 4 AUG 1939
The inaugural flight left Southampton on August 5th 1939
The cover is backstamped BOTWOOD 6 AUG 1939

The service was operated by Empire Flying boats, (Figure 2), and followed a similar route to the Pan Am service from Southampton to New York via Foynes and Botwood but stopped in Montreal rather than Shediac. (Figure 3). The blue line shows Pan American's Northern Route: the red line its Southern Route. Both routes were part of the United States Post Office Foreign Air Mail Route No.18. The Post Office used the terms Northern and Southern to distinguish between the two routes.



Figure 2 - Short Brothers Empire flying boat *Caribou*.

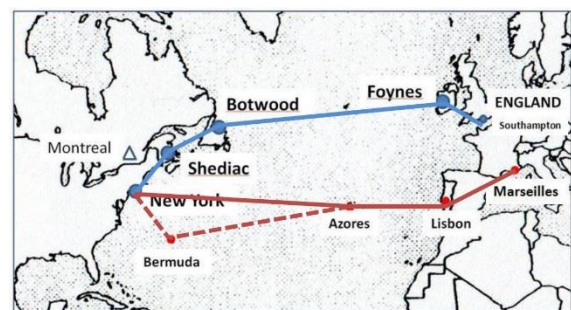


Figure 3 - Trans-Atlantic routes.

In keeping with its usual policy, the British General Post Office did not provide a cachet for the First Flight. It did not encourage First Flight Covers, as it felt they interfered with the handling of regular mail.

Imperial Airways initially produced a spectacular cover to commemorate the inauguration, designed by Edward McKnight Kauffer. (See Figure 15.) However, there were objections to this design, as it only featured the UK and US flags. Since the route also involved Ireland, Newfoundland and Canada, it was felt that if all the flags were not illustrated, then none should be shown. ^[1] The design was therefore withdrawn, but a number of covers had already been sent to Canada and were sold to the public. A replacement cover, the "flying envelope" design shown in Figure 1, was issued by Imperial Airways.



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The Imperial Airways covers were popular items! - According to reports in *The Daily Telegraph* newspaper, a first printing of 15,000 covers sold out rapidly. A second printing of 5,000 covers, "was sold within an hour and a half". For the third printing of 5,000 covers: "A big queue of people anxious to buy the special 3 penny envelopes for the first British Transatlantic air service stretched across the hall of the Imperial Airways building at Victoria, South West London, last night". (Abbreviations in original article have been written out in full.) [2]

Covers with private with a variety of private cachets were also produced: see Figure 4.



Figure 4 - Letter rate: 1 shilling 3 pence per half ounce.

Most of the First Flight Covers were franked at the basic rate for airmail from Britain to Newfoundland, Canada, or the U.S.A., of 1 shilling 3 pence per half ounce. (For example Figures 1 and 4.) A few covers were posted at the postcard rate of 7 pence, (e.g. Figure 5), and some at the Registered rate which required an extra 3 pence (e.g. Figure 6).

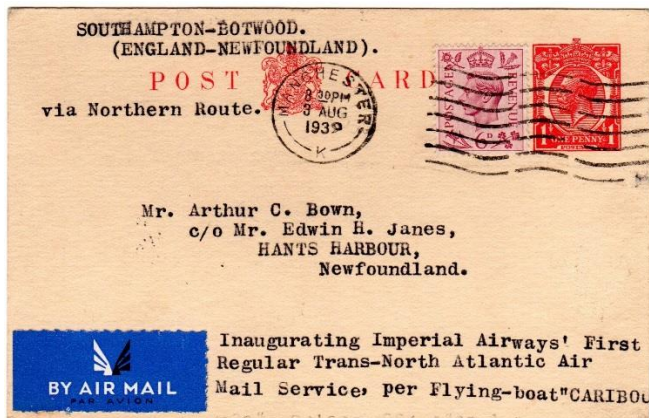
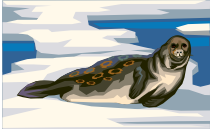


Figure 5 - Postcard from England to Newfoundland at 7 pence rate.



Figure 6 - Registered cover from England to Newfoundland franked 1 shilling 6 pence.



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An interesting feature of Figure 5 and 6 is that they are both endorsed “Per Flying Boat Caribou”. According to The Daily Telegraph: “It was expected that the first run would be by the Cabot, named after the explorer who sailed from Bristol and discovered Newfoundland, but the Cabot has to undergo a minor adjustment.” [2] The change in aircraft was made in the week before the flight, but while covers endorsed to be carried by the Caribou are found regularly, one very rarely sees covers endorsed to be carried by the Cabot!

The schedule for the inaugural service was:

Leave Southampton	1 p.m., Saturday August 5th
Arrive Foynes, Eire	4 p.m.
Leave Foynes	8 p.m.
Arrive Botwood, Newfoundland	10 a.m. Sunday
Leave Botwood	12 noon
Arrive Montreal	7 p.m.
Leave Montreal	8 p.m.
Arrive New York	11 p.m. [2]

When the *Caribou* left Southampton, it carried 30 pounds of mail for Botwood, 224 pounds for Montreal, and 536 pounds for New York: a total of about 40,000 covers. [3]

An additional 5,000 covers were carried from Foynes. - These covers were given the cachet shown in Figure 7.



Figure 7 - First Flight Cover from Ireland



Figure 8 - Handley Page Harrow re-fuelling a Short S30 flying boat.

The big difference between the Imperial Airways (IA) and Pan American services was in the aircraft involved. Although the IA service used the second, S.30 version of the Short Empire Class flying boats, they were much less powerful than Pan Am's Boeing 314 flying boats. In order to cross the Atlantic, the S.30s had to be re-fueled after taking off from Foynes (westbound) or Botwood (eastbound). See Figure 8.



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Three Handley Page Harrow aircraft were modified to be aerial tankers. One was stationed in Ireland, and two near Botwood at the airport being constructed near Gander Lake. To achieve the refuelling:

A grapnel was first wound out of the flying boat's tail. The tanker would then fire another cable by rocket to catch the grapnel. A hose was then connected by the tanker to the flying boat's cable and wound in by the flying boat. The hose was then connected to fuel pipes in the flying boats tail, and eight hundred gallons of fuel transferred, while the tanker and flying boat flew in formation. - This increased the weight of the flying boat from 48,000 pounds at take-off, to 53,000 pounds.

This in-flight re-fueling took twelve minutes and was usually carried out at a height of 1,000 feet!

After the transfer of fuel, the hose was flushed with anti-ignition chemical, contact was broken, and the hose wound back into the tanker. ^[4]

The flight landed in Botwood on Sunday August 6th. The *Caribou* then picked up 19 pounds of additional mail (about 500 covers) from Botwood to Montreal, (Figures 9, 10 and 11), and an unrecorded amount of mail to New York, (Figure 12.) There were no official cachets for these stages of the flight, but the Post Office did provide a special cancellation so that mail could be date-stamped at Botwood. - To obtain a Botwood cancellation, covers had to be enclosed in a separate envelope and mailed to the Postmaster of Grand Falls to arrive there not later than Wednesday August 2nd. ^[5]



Figure 9 - Franked at 10 cents per ½ oz. Cancelled St. JOHN'S 3 AUG 1939, and dispatched on the express train that left St. John's on that date. Backstamped MONTREAL AUG 6 7PM 1939



Figure 10 - Cancelled BOTWOOD 6AUG 1939: Backstamped MONTREAL AUG 6 7PM 1939 and STETTLER ALBERTA AU 8 39. - The 10 cents per half ounce rate included onward transmission from Montreal by Canadian internal air mail services. ^[5]



Figure 11 - Endorsed BOTWOOD-TO-MONTREAL-FIRST-FLIGHT and addressed to New Jersey. - Correctly franked 10 cents: there was no extra charge for forwarding to the USA.



Figure 12 - Cancelled BOTWOOD 6 AUG 1939: Backstamped NEW YORK AUG 6 12-PM 1939 Correctly franked at 15 cents per half oz. rate, which included onward dispatch by US domestic air mail routes if appropriate.



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In Canada, however, the Post Office produced three different cachets to commemorate the flight: from Montreal to Botwood (Figures 14 and 15); Montreal to Foynes; and Montreal to Southampton. - The *Caribou* carried 6,776 pieces of mail from Montreal to Botwood; 7,066 to Foynes; and 19,975 to Southampton. ^[5]



Figure 14 - Although the rate from Canada or the U.S.A. to Newfoundland was 10 cents per ½ oz., there was an additional fee of 5 cents for the return of covers to addresses outside of Newfoundland. This cover was therefore underpaid and charged double the discrepancy = 10 cents Postage Due.



Figure 15 - A McKnight Kauffer cover, withdrawn by Imperial Airways but sold in Canada. Correctly franked 15 cents to include return of the cover to Montreal.

The following rates for letters are inclusive of ordinary and air mail postages:

NEWFOUNDLAND TO GREAT BRITAIN AND EIRE - 30 cents for each half ounce or fraction thereof

Note (i) Includes transmission by air services to European countries.

(ii) Letters originating in Newfoundland and arriving in Great Britain addressed to Empire countries are forwarded by the England- Egypt -Africa and England-India-Malay-Australia air mail services as the normal means of conveyance).

Registration 10 cents additional. ^[5]

The Newfoundland Post Office made similar arrangements for eastbound First Flight Covers as it had for the first westbound flight. There was no cachet, but a special BOTWOOD cancellation was applied to covers sent to the Postmaster of GRAND FALLS and arriving there by Sunday August 6th August. 13 pounds of mail (about 650 covers) was sent from Botwood to Foynes, (Figure 16) and 33 pounds (about 1,650 covers) to Southampton (Figures 17a and 17b).



Figure 16 - Botwood - Foynes. Registered mail franked 40 cents: 30 cents postage + 10 cents Registration.



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Figure 17a - Botwood to England: Front of cover addressed to F.J. Field in Sutton Coldfield.



Figure 17b - Botwood to England: Reverse of cover addressed to F.J. Field in Sutton Coldfield.

Endorsed in pencil at the bottom “*Only 25 Official covers known*”. A similar endorsement is written on other covers to Francis Field, and quoted to show that the covers are very scarce. However, the Imperial Airways covers were numbered, and I have recorded numbers 4339 and 4365 sent from Botwood to Francis Field in Sutton Coldfield, and number 6442 to another address in England. “Flying letter” covers are not that scarce, and the endorsement may be assuming that Field was the only person who sent official covers to be mailed from Botwood.

In keeping with its disdain for First Flight Covers, the British Post Office did not backstamp the covers when they arrived in England. - Francis J Field used to get around this by putting a 1/2 penny stamp on the back of the cover, as in Figure 17b. This paid the Inland Printed Paper rate, which was the lowest possible rate for any inland mailing. He then sent his son John to the post office with the covers to re-post them. The stamp was postmarked, so showing the original date of delivery, and the covers were re-delivered by the GPO to his address in Sutton Coldfield. ^[6]

There is also an interesting handstamp on the back of Figure 17b, saying: **GUARANTEED BCM/AIRFIELD LONDON** - This was a guarantee applied to covers by Francis J Field, who stated in an advertisement in the May 1939 issue of *Aerophilat*, that: “*We hereby Guarantee that every Air Cover bearing the genuine mark BCM/AIRFIELD, is guaranteed to be genuine in every respect and as described by us in our advertisements and invoice, and that if proved otherwise we will, without time limit, refund the cost (plus reasonable expenses) originally paid to us for it.*”

BCM was the special address/name used by a London based company called British Monomarks Limited, which had a Post Office license allowing them to provide a secure Poste Restante and Mail Forwarding service for travelers and businesses. Although the Francis J. Field advertisement stated that the Monomark was “permanently reserved for us without time limit”, times change: when I tried writing to the address in 2004, my letter came back marked **NOT AT THIS ADDRESS *** RETURN TO SENDER *****

Acknowledgements: Thanks to John Webster for copies of the articles from *The Daily Telegraph*; to the late Jack Ince for his research into Newfoundland air mail rates; and to Malcolm Back for enhancing my map Fig. 3.

References: [1] *Bridging the Atlantic* by N.C. Baldwin. (Second edition.)

[2] The clippings are reproduced in the June 2000 issue of *The Canadian Aerophilatelist*, which can be viewed on the CAS website at www.aerophilately.ca Unfortunately the clippings were not dated.

[3] Quantities are taken from *The Air Mails of Canada and Newfoundland*, where the flight is listed as #3923 in Section 5. A copy of this catalogue can be viewed on the American Air Mail Society’s website www.americanairmailssociety.org - follow the links Resources > Publication > Air Mails and Rates of Canada/Newfoundland.

[4] *The Water Jump - The Story of Transatlantic Flight* by David Beaty. (Page 145.)

[5] *NEWFOUNDLAND AIR MAIL POSTAGE 1937-1949 - Extracts from the Newfoundland Post Office Circular* by Jack Ince. Also reproduced on the AAMS website: follow the links in [3] above.

[6] Information from John Symons and Peter Lister who once discussed the 1/2 penny stamps with John Field.



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MISPLACED ENTRIES ON NEWFOUNDLAND'S 1937 3 CENT LONG CORONATION DIE I STAMPS

by A.B. Thompson

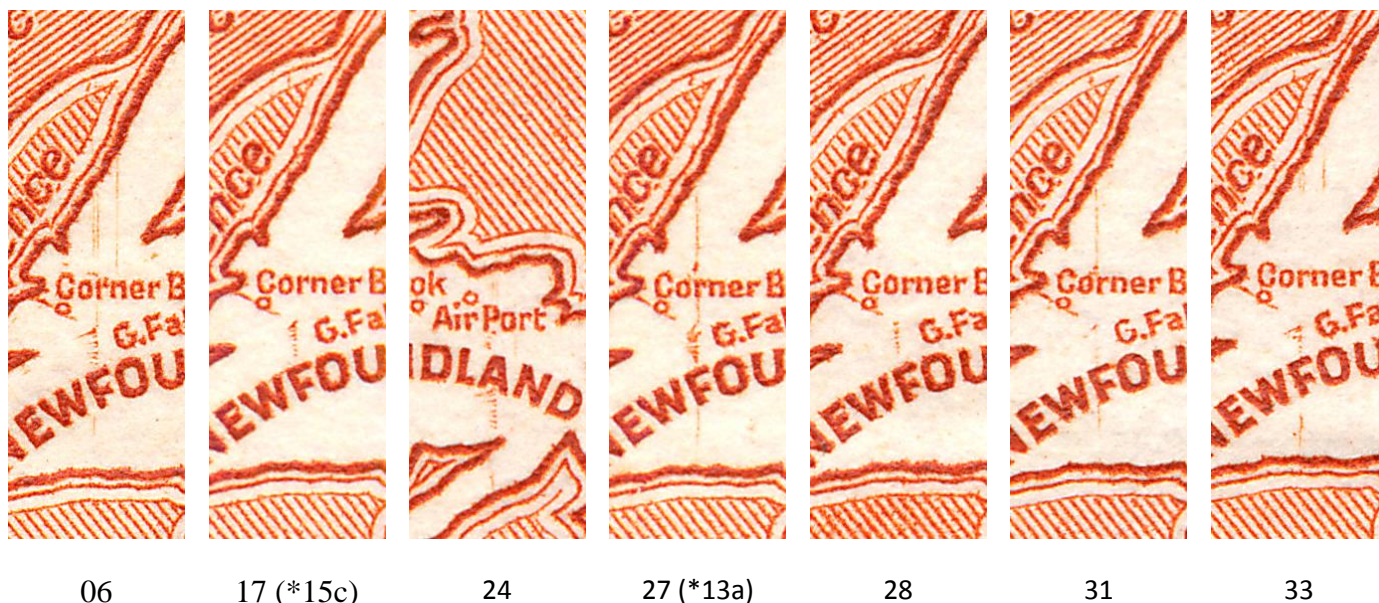
The following description and images come from a complete sheet of Die I of Newfoundland's 1937 3c Long Coronation stamps. This stamp is known for its large number of re-entries (Trimble, 2021). This stamp also has a rather mysterious mark that falls on the Newfoundland map, generally to the west of Grand Falls. Trimble refers to this as a misplaced entry and shows three examples, from positions 17, 27, and probably 49 (Figure 1). It shows as up to eight short inclined horizontal dashes with a vertical line immediately to the right. These dashes give the appearance of a mountain range and would approximately overlay the old mining town of Buchans! The position is "almost but not exactly the same showing that it did not originate from the transfer roller. An exception is stamp "position 24" where it is shifted some 150 km to the southeast. The vertical line is often absent (position 17, 28, 36, 44, 45, 48, 54 and 73), though occasionally it is accompanied by additional vertical lines (e.g. positions 6, 33 and 38). Detail of selected examples is shown in Figure 2. These fine lines would likely disappear with a little plate wear. Trimble describes the mark at position 49 as "This state is somewhat worn compared to the above". However, the smaller size of this mark may not reflect plate wear rather than variability between the stamps.

It is assumed that these marks originated from the printing plate. No similar marks are seen elsewhere on the sheet, and none have been observed on Die II stamps of this value nor on other stamps in the Long Coronation series. It is not known how these marks came to be on the plate.

References:

Trimble, R.E. 2021. RE-ENTRIES.COM. Newfoundland Re-entries. Long Coronation Issue 1937. 3¢ Newfoundland Map (orange brown). https://re-entries.com/nfld8_longcoro_3c.html (seen 10 February 2021)

Figure 1. Misplaced entries in Newfoundland's 1937 3c Long Coronation Die I stamp. Stamp position on sheet shown below each image. Trimble's misplaced entry identifier shown in parentheses.
(Continued on next page)



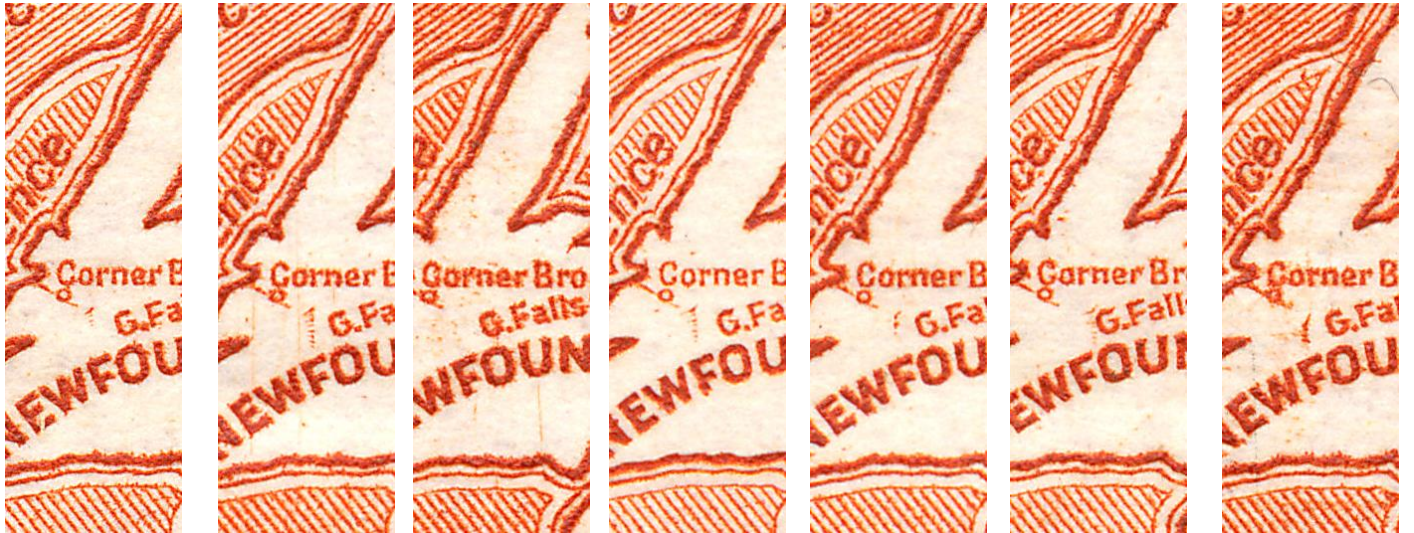


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MISPLACED ENTRIES ON NEWFOUNDLAND'S 1937
3 CENT LONG CORONATION DIE I STAMPS

- conclusion



36

38

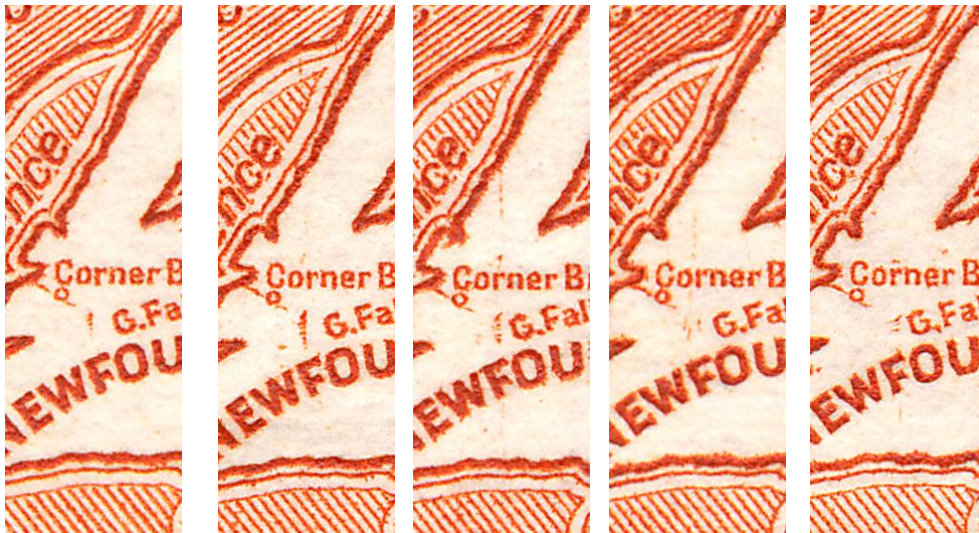
39?

44

45

48

49 (*14b)



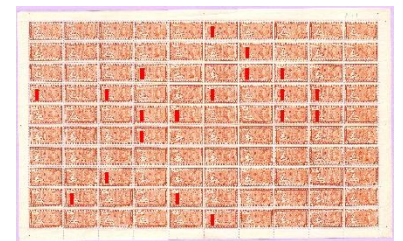
54

73

82

85?

96



Stamp and Position



27



38



49

Figure 2. Magnified photographs of the "mountains" and fine vertical lines.



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Solved: Determining the Location of the Late Letter Office in St. John's May 1889-July 1892

- David Piercey, FRPSC

I have previously written in the PHSC *Journal* ("Late Letters and the Newfoundland Mails", No. 162-63, Summer-Fall 2015, pp. 9-17) which had included some speculation on my part as to the exact location of this short-lived office.

Information in the *Almanac* from each of 1890, 1891, and 1892 indicated the following:
A Late Letter Office is open on Water Street, near Cochrane Street, where Letters for Canada, Great Britain, and the United States may be posted until within 10 minutes of the departure of the Allan Mail Steamers. Provided that this Office will not be open later than midnight. Five cents will be charged on these letters as a late fee. Letters posted without fee will not be forwarded in Late Letter Mail....

However, as a more exact location was not indicated, and as my perusal of the archived issues of the St. John's newspaper, the *Evening Telegram*, on Memorial University's Digital Archive Initiative (DAI) website provided no further insight as to the office's location, I was led to speculate as follows:

I surmise that the Late Letter Office was under direct Post Office control, and located at the waterfront in some sort of booth, or "watch house", at or nearby the steamer docks, to where the public could conveniently go to post their late letters, to where they could pay their late letter fee, and to where perhaps last-minute stamps would be sold. Thus, it would then seem that a postal clerk would have been assigned to be at the docks after the closing of the mail at the GPO, with the assignment to remain fully on duty there until 10 minutes before sailing, to accept and process the late letters. Perhaps it was located near to where steamer passengers would normally congregate in getting ready to board the steamers?

Since my earlier research of 2015, the DAI has posted runs of a few other St. John's daily newspapers as well. Notably, the *Colonist* of May 1, 1889 included the following article, shown here:

A Miniature Post Office.

The present Postmaster-General, (J. O. Fraser, Esq.,) has been doing good work since he took charge of the department, and every day sees the introduction of increased mail facilities. The latest improvement is the erection of a miniature post-office, on Water-street, between the Allan wharf gate and the offices of the agents—Messrs. Shea & Co. Here a supplementary mail will be made up for the late letters, and the public can be accommodated with stamps at the latest possible hour before the sailing of the boat. This will be a great boon to persons having to despatch late letters, and will be duly appreciated by the public. The little building is but ten feet long and eight feet wide, but this is large enough for the purpose. It is covered with sheet iron and is compact and solid. It was built in the Colonial Building Yard, by carpenters Molloy and Power, and brought down and put in place this morning. It requires a few finishing touches, but it will be ready for the public by the end of the week.



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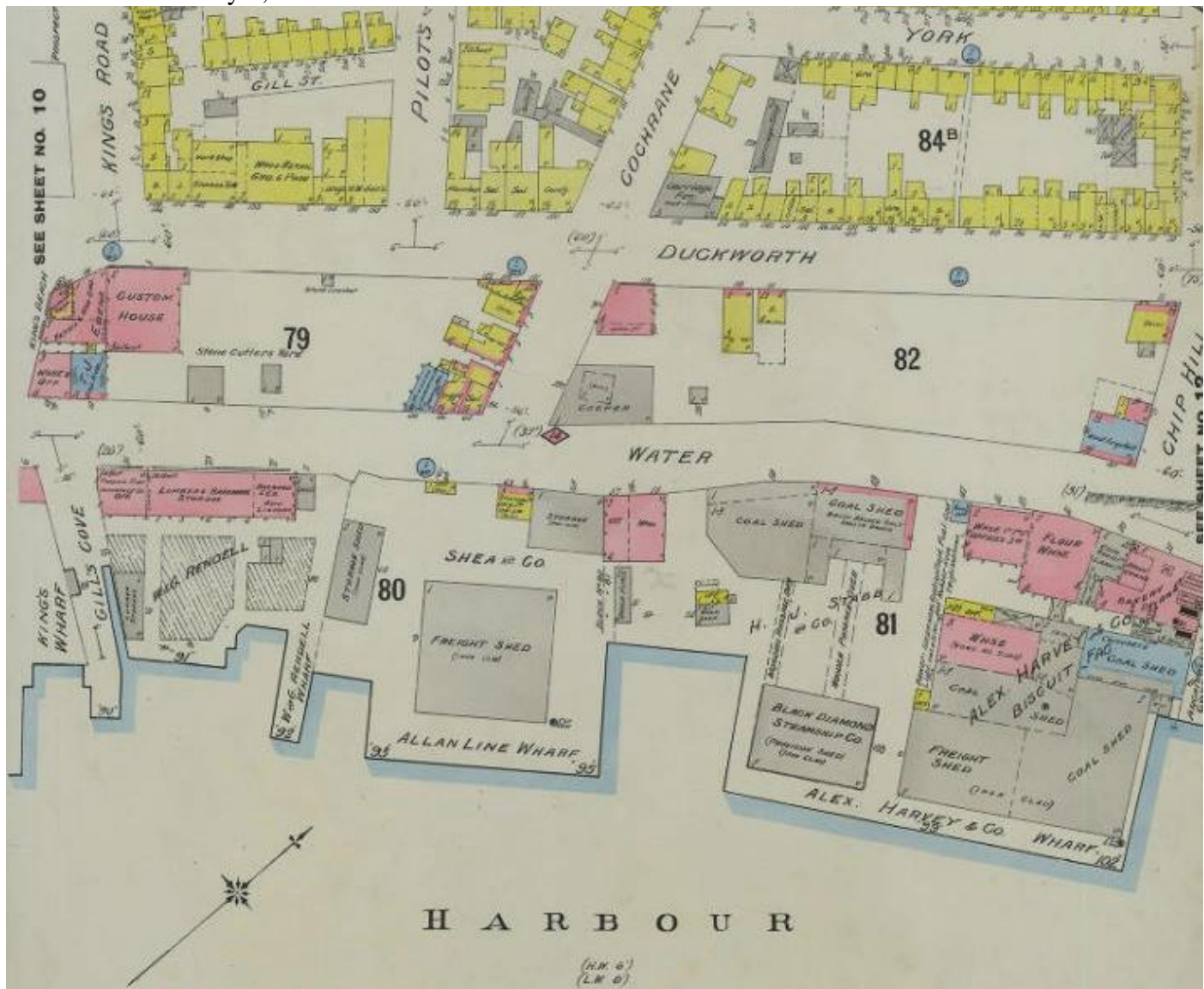
Solved: Determining the Location of the Late Letter Office in St. John's May 1889-July 1892

- continued

The article reads in part “The latest improvement is the erection of a miniature post-office, on Water Street, between the Allan wharf gate and the office of the agents – Messrs. Shea & Co. Here a supplementary mail will be made up for the late letters, and the public can be accommodated with stamps at the latest possible hour before the sailing of the boat”.

Finally, an exact location specified as well as confirmation that the Late Letter Office was a but small 10' x 8' prefabricated, freestanding, building placed near the steamer dock gate!

Here is a map (albeit from 1914, well after our period of interest, though otherwise reasonably accurate in terms of its street geography) of the immediate area, showing the intersection of Cochrane Street with Water Street. The Shea and Company offices were storefront offices located on the northwest corner of the intersection, and its wharf for the Allan Line steamers was immediately across Water Street. The little Late Letter Office then is on Water Street just outside the steamer gate. It then existed there in the same location until being destroyed in the Great Fire of July 8, 1892.





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Solved: Determining the Location of the Late Letter Office in St. John's
May 1889-July 1892

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Recently, a cover has now surfaced with a strike of the "Late Office St. John's" postmark, which I believe had previously been unreported. Dated May 15, 1889, the hammer was likely used at this Water Street location.

Previously, there had been a receiving office for late letters at the shop of Nils Ohman, a jeweler, watchmaker, optician and stamp dealer, in storefront premises in the Atlantic Hotel building also on Water Street. Ohman was paid, as a Way Officer, an annual salary beginning in 1887 but finishing at the end of the first quarter of 1889, to provide for posting of late letters, and before the Late Letter Office was established in May 1889. If indeed the *Colonist* article is accurate as to the probable date of opening for the Later Letter Office, we can assume the May 15 date on this cover is an early cover from the little Late Letter Office.

Interestingly, the cover is a rare example of a postally used copy of the provisional post card issue of May 1889, Webb P5, the overprinted version of P4, which was issued due to a temporary shortage of two-cent post cards. Bob Dyer, writing in *BNA Topics* of July-Sept 2017 (Vol. 73 No. 3, pp 5-13), indicated this provisional issue of only 700 copies had been bought up almost in its entirety by Ohman (it would have cost him only \$14 for 700 2-cents cards), who, as a stamp dealer, could certainly control the market to his advantage. Dyer further indicates that only six postally used examples are known, five of them from Ohman to his foreign correspondents. This cover is one of Ohman's covers, addressed in his hand.





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NCCC-32, CRACKED PLATE VARIETY

- by Steve Moreland
Moreland Revenue Stamps

This is an NCCC-32, cracked plate variety (unsure of position). John Walsh confirmed that this was unrecorded. There is a crack running from top of margin through right side of "T" in "CENT" to bottom of ribbon. Enlarged image also shows a hairline down right margin.





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INTRODUCING EARL NOSS

by Earl Noss

I was about 12 years old when I started collecting and it was my Grandfather who got me started. I collected all Canada issues & provinces as my main interest was just filling in the spaces. In my forties I was collecting flaws & got into re-entries about the time Ralph Trimble started his web site¹. Ralph was always a great help teaching me what to look for & what not to. And, of course, when computers & scanner came along, I was completely hooked.

I got into US re-entries & postal history. Also, Mexico re-entries & stamps, semi-official covers & stamps. and some foreign re-entries as they showed up, but Canada & provinces were my main interest. Now I am 79 & still collecting. I guess it is something I just love to do. And seems like there is away something new to find & learn about.

Earl recently joined our study group. I asked him to introduce himself. -Ed.

MAJOR MISPLACED ERROR AFFECTING Sc. 25ii, Sc. 26iii and Sc. 40ii

by Earl Noss



This is the major misplaced error affecting Sc. 25ii, Sc. 26iii and Sc. 40ii. Note the line in **DLAND** and the marks in **CENTS**. This has been plated to Position 95. (NSSC 27a, 36a, 37a).

(Note also the well know engraver`s error on these stamps. Seals do not have claws on their flippers. All images courtesy of Earl Noss from his collection. - Ed.)

Ralph Trimble`s website can be found at

<https://www/re-entries.com> ¹





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THE LINE THROUGH THE TWO VARIETY – A Question.

by Earl Noss

This is an example of the well documented "line through the 2's variety" that affects the scarlet first pence issue, the orange second pence issue and the rose third pence issue. Robert Pratt in his book "The Pence Issues of Newfoundland 1857 – 1866" notes that the variety is found in the second row, positions 7, 8, 9 & 10. I have always wondered if this is a misplaced entry of the frame line, dropped transfer roll or ...? My question is, what is the origin of these lines?



A PLATE SCRATCH ON Sc. 24

by Earl Noss

I also have found this scratch in the top margin of Sc. 24. Has anyone noted this variety?





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SIXTH STATUE TO BE ADDED TO THE TRAIL OF THE CARIBOU



Stamp image courtesy of John Walsh, 2020 Newfoundland Specialized Stamp Catalogue



by Tom MacGregor
6 November 2020
Reprinted courtesy of
Legion Magazine
www.legionmagazine.com

Caribou Monument at Gueudecourt Newfoundland Memorial.

VETERANS AFFAIRS CANADA

The government of Newfoundland and Labrador has awarded a contract to a local firm to build a sixth caribou statue to be placed in Gallipoli, Turkey, in order to complete the Trail of the Caribou.

Innovation NL, an engineering and project-management company in St. John's, will undertake the project, the government announced in partnership with the Royal Newfoundland Regiment Advisory Council and the College of the North Atlantic on July 29. The estimated value of the contract is \$194,000.

The new statue is to be placed 25 metres northwest of the Hill 10 Cemetery at Gallipoli, a Commonwealth War Graves Commission cemetery where 12 members of the Newfoundland Regiment are buried. Among them is Private Hugh McWhirter, the first Newfoundlander killed in the First World War. By the time the regiment left Gallipoli, 49 members had been killed and 93 wounded.

The regiment was there from September 1915 until January 1916, joining British, Australian and New Zealand forces who had been there since April fighting against the Ottoman Empire and Germany.

The statue is expected to weigh 680 kilograms and be approximately three metres from nose to tail and two-and-a-half metres high. The measurements were precisely determined by students in the College of the North Atlantic's Geomatics/Surveying Engineering Technology program who studied the caribou statue that sits in Bowring Park in St. John's.

The Trail of the Caribou is a series of five battlefield memorials in France and Belgium, built to commemorate Newfoundland's contributions and sacrifices during the First World War. Each features a bronze statue of a caribou, the emblem of the Newfoundland Regiment (and, later, Royal Newfoundland Regiment). The most famous is the caribou statue at the Beaumont-Hamel Newfoundland Memorial in France, which commemorates the battle in which the regiment was almost wiped out during the first day of the Battle of the Somme in 1916. The battlefield has been preserved and is now designated a world heritage site.

The other statues are at Gueudecourt, Masnières and Monchy-le-Preux in France and Courtrai in Belgium. The one in Bowring Park was erected much later.

The original planner of the trail, Padre Thomas Nangle (he was padre to the regiment during much of the First World War) had always hoped a sixth statue could be built at Gallipoli. But that was prevented by the collapse of the Ottoman Empire and a long civil war that led to the establishment of the Republic of Turkey in 1923.

The advisory council made creating the sixth statue a priority to mark the 100th anniversary of the end of the First World War. The Newfoundland government worked with the federal government and the Republic of Turkey to establish a memorial in Gallipoli Peninsula Historical National Park.

The Turks have always shared respect for the war dead of other countries who are buried there. "Those heroes who shed their blood in the territory of this country, you are in the soil of a friendly country," said the Turkish hero Mustafa Kemal Atatürk. "Here, therefore, rest in peace. You are lying with the Mehmetçik [Turkish soldiers] side by side, in each other's arms."

Thanks to Mike Street for brining this to our attention. – Ed.