



# NEWFOUNDLAND NEWSLETTER

## BNAPS NEWFOUNDLAND STUDY GROUP



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### Newfoundland Study Group News

**75 YEARS AGO: March 31, 1949 was an important date in the history of Newfoundland and Labrador, if not for all of Canada.** Attempts to bring Newfoundland into Confederation in the 1860s and 1890s were met with lukewarm interest in the colony. In 1934, Newfoundland was in bankruptcy during the Great Depression. It suspended responsible government and accepted an unelected Commission Government directed by Britain. In a 1948 referendum, Newfoundlanders were given the choice to either continue with the Commission Government, join Canada, or seek a return to responsible government as an independent Dominion. The independence option won the first vote. But the Confederation option won a run-off vote with 52.3 percent support. The British and Canadian Parliaments approved of the Union. Newfoundland became Canada's 10th province on 31 March 1949. In 2001, the province's name was officially changed to Newfoundland and Labrador.

(The Canadian Encyclopedia)

**In my mind we are all the richer for the joining. Happy Birthday!! (-ed.)**

### Recent ZOOM Session

On January 20,2024, 14 members of the Newfoundland Study Group gathered for the 21<sup>st</sup> Zoom session. It was another great meeting with a presentation by Brian Damien on the new, up to date index that he has produced for the Newfoundland Newsletter. This version covers issues 1 through 193, and is searchable by author, other proper names, and topics. It includes direct links to the individual newsletters on the BNAPS website.

He intends to update this on a regular basis, as each new issue of the newsletter appears online at bnaps.org. He will also work to provide it in whatever formats are most useful for our members. The underlying work is an Excel spreadsheet which can be used to generate a variety of digital and printable files.

As is the case with many projects that involve collecting data over time, often, you don't figure out the best way of doing things until you have nearly finished. That has been his experience with making this index, and he views this as a work in progress that can be continually improved as shortcomings become apparent.

We have a Beta version available and if you would like a copy to try out, we would be happy to send one to you. We ask in return that you give us some feedback, positive or negative.

Klaus Wehlt gave an interesting presentation on the UPU-specimen of the 4¢ value of the Royal Family Issue of 1898. He showed an example from the Madagascar reference collection. If you know of any other examples, Klaus would like to hear from you.

Richard Judge presented on an interesting example of re-gumming of the 35¢ value of the 1897 Discovery Issue. Some interesting questions were raised about the stamp presented.

Jim André showed a nice block of 4 of the 1873 blue, Queen Victoria stamp (Sc34) showing the "tumbling stones" plate flaw, (see NN 181).

Klaus also showed an example of a 5¢ Gilbert issue stamp revenue use on a cheque of less than \$100.00 from the Bank of Nova Scotia. Does anyone have other examples of this usage?

**HALIFAX AIR MAIL: THE PRIME MINISTER COVERS**

by Greg Pope

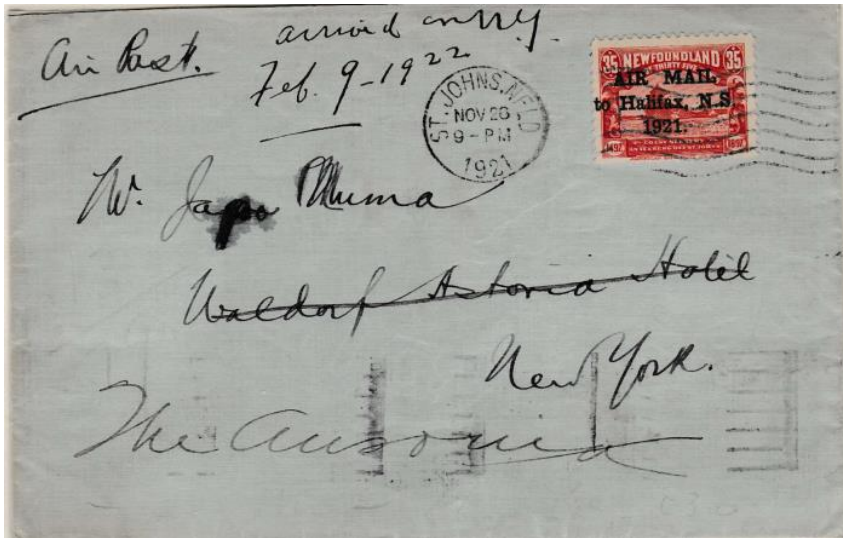


Figure 1 Cover sent by Newfoundland Prime Minister Richard Squires to Mr. Jago Numa on the 1921 attempted Halifax air mail flight franked with the wide spacing, period after 1921 overprint variety. Reference PMO63 below.

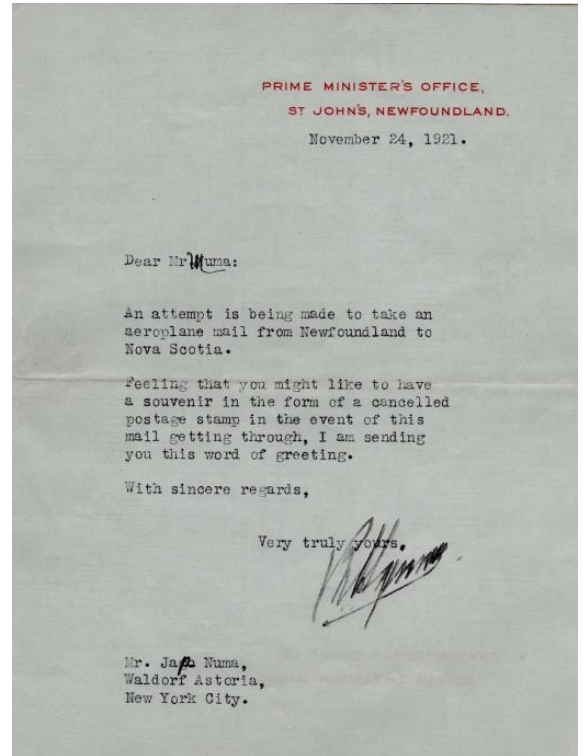


Figure 1a Letter enclosure accompanying the Numa cover and hand-signed by Squires.

There are several different aspects of the 1921 Halifax flight that provide interesting research opportunities, though none more than the covers sent by the country's Prime Minister of the time, Richard Squires.

By way of background, Squires took great interest in this flight once he became politically invested in its outcome. Australian airman Sidney Cotton had moved to Newfoundland following World War I and worked to demonstrate that the airplane could be used for commercial activities. Partnering with Captain V.S. Bennett, son of Newfoundland's Colonial Secretary, he started by flying over the ice fields to spot the location of seal herds and would relay that information to the sealing captains to make their annual hunts more efficient. He dropped daily newspapers from St. John's into the public square on Bell Island when the ice had become too thick to get there by ship, and did the same for passengers on steamers that had become stuck in ice off the coast<sup>1</sup>. He later proposed to the Postmaster General to establish an airmail service and received a small contract for a test route between Botwood and Fogo. That success led to a second contract with the Newfoundland government to establish a Newfoundland to Nova-Scotia air mail service, with Squires' government agreeing to pay Cotton \$1000 to test the viability of such a venture.<sup>2</sup> With a direct knowledge and interest in the flight, Squires decided that sending souvenirs to certain people in his circle of acquaintances would be a nice touch.

**Identification:**

All known Halifax Air Mail covers that were cancelled in St. John's were cancelled between November 17, 1921 and November 26, 1921. There are two November 26 cancel times, being 5:30PM and 9:00PM. All known Halifax Prime Minister covers have that 9PM last available General Post Office postmark for this flight, as can be seen in Figs. 1,3 and 5.

**HALIFAX AIR MAIL: THE PRIME MINISTER COVERS**

- continued

All covers are a distinctive blue colour, unlike virtually all other Halifax Air Mail covers with the exception of commercial covers sent by Steer Brothers, whose envelopes have a similar hue. The easiest way to discern between the two is by viewing the back of the cover:

*Numa Prime Minister cover reverse:*



1b

*Steer Brothers cover reverse:*



Fig. 2

Note that any known letters extant are using matching blue paper.



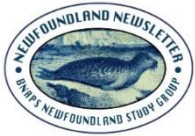
Figure 3 Squires cover sent to Sir. William Duff Reid, President of Reid Newfoundland Company from 1908 through 1917. He retired to Montreal following his time with the company.<sup>3</sup>

**Inventory:**

Collectors typically work in reverse to create inventories of known covers through auctions, etc. Occasionally we know the number of pieces flown on a flight, such as Alcock and Brown's successful 1919 cross-Atlantic trip. But to the author's knowledge, this is the only instance that we know of, what should be every single cover that originated from the Prime Minister's office for this flight.

Squires was an avid note-taker, and his list of who to send covers to survived as part of his many other documents that are today held and preserved by Memorial University.





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## HALIFAX AIR MAIL: THE PRIME MINISTER COVERS

- continued

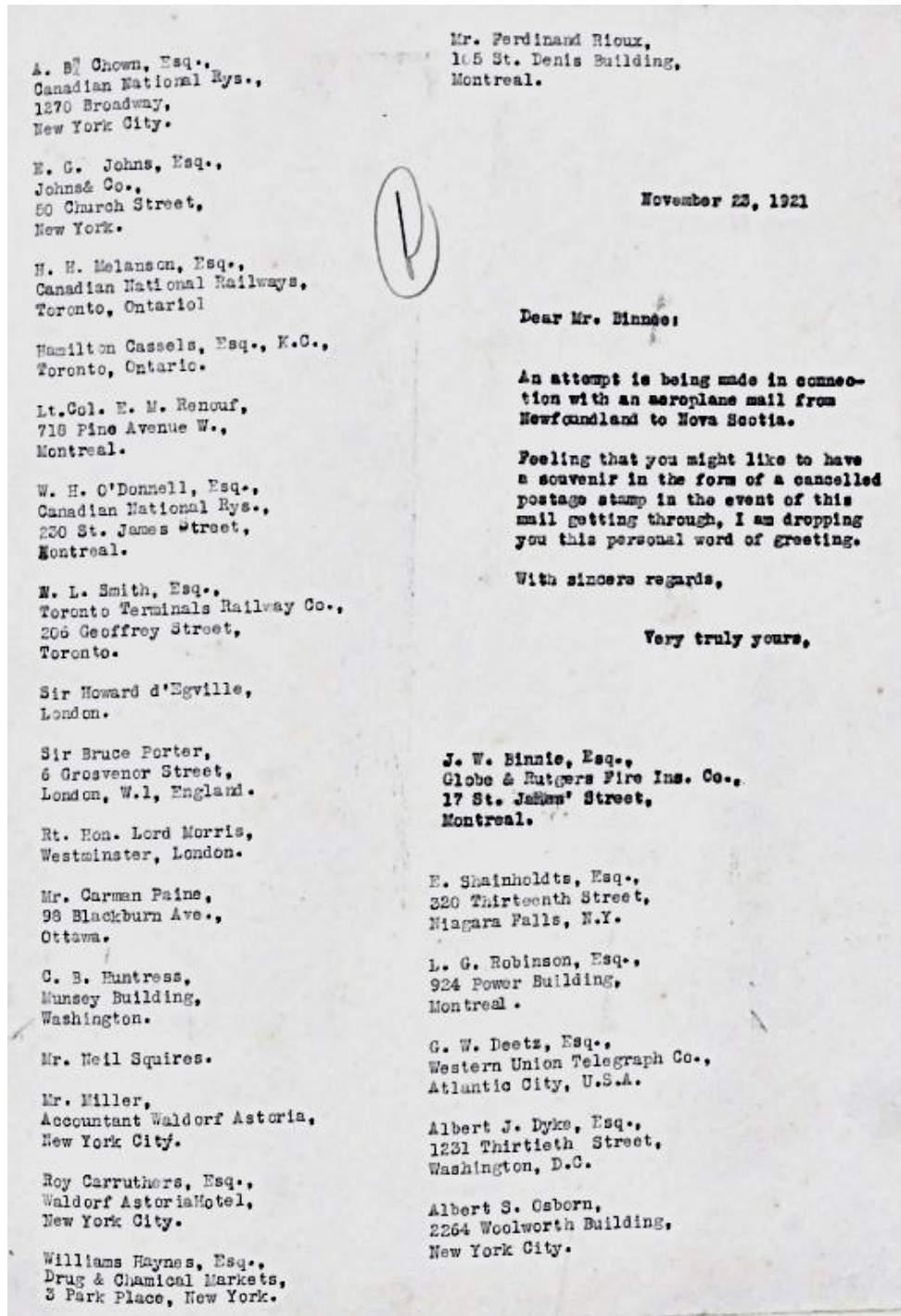


Figure 4 Page one of four showing the list of people, with their respective addresses, to whom Squires wished to send souvenir letters on Cotton's flight, as well as the text for the accompanying letters to each person.

The four pages have been transcribed below, placed in alphabetical order by surname, and numbered for easy reference.



**HALIFAX AIR MAIL: THE PRIME MINISTER COVERS**

	Name	
	Last	First
PM001	Abraham	G.H.F.
PM002	Badcock	Robert
PM003	Benington	Arthur
PM004	Binnie	J.W.
PM005	Black	Mr.
PM006	Bowring	Edgar
PM007	Brient	Lachlan
PM008	Brridge	Thomas
PM009	Cahan	C.J.
PM010	Carruthers	Roy
PM011	Cassels	Hamilton
PM012	Chipman	F.B.A.
PM013	Chown	A.B.
PM014	Clapp	D.M.
PM015	Clapp	Edmund
PM016	Cronyn	Hume
PM017	Dane	Frederick
PM018	Deetz	G.W.
PM019	d'Egville	Howard
PM020	Devine	John
PM021	Dowd	Thomas P.
PM022	Dyke	Albert J.
PM023	Earl	Alfred A.
PM024	Easton	John
PM025	Edmunds	George L.
PM026	Edwards	Evan

	Name	
	Last	First
PM027	Goddard	W.L.
PM028	Goode	Mr.
PM029	Gordon	Captain
PM030	Gosse	R.E.
PM031	Goupil	Octave
PM032	Gray	A.A.
PM033	Halford	V.A.
PM034	Hand	John P.
PM035	Harvey	W.G.
PM036	Hawes	C.W.
PM037	Haynes	Williams
PM038	Hebpen	Mr.
PM039	Hocken	H.C.
PM040	Hooper	James H.
PM041	Huntress	C.B.
PM042	Jacobson	Marshall M.
PM043	Johns	E.G.
PM044	Jones	Hilary
PM045	Kidman	John
PM046	Luttrel	Mr.
PM047	Marriott	Howard
PM048	McDougall	D.H.
PM049	McGeehan	J.C.
PM050	McInnes	Hector
PM051	McLeod	Duncan
PM052	Melanson	H.H.

	Name	
	Last	First
PM053	Melvin	John
PM054	Meredith	Vincent
PM055	Merrill	Mr.
PM056	Miller	Mr.
PM057	Morden	Grant
PM058	Morris	Lord
PM059	Morris	E.R.
PM060	Murray	C. Freeman
PM061	Neal	Hilda
PM062	Noel	Stuart
PM063	Numa	Jago
PM064	O'Donnell	W.H.
PM065	Osborn	Albert S.
PM066	Paine	Carman
PM067	Pardoe	L.G.
PM068	Penney	Theodore
PM069	Petroncini	G.
PM070	Plewis	Dr.
PM071	Porter	A.J.
PM072	Porter	Bruce
PM073	Porter	Bruce
PM074	Ragnoli	G.
PM075	Reid	Wm.
PM076	Renouf	E.M.
PM077	Rioux	Ferdinand
PM078	Robertson	Farquharson

	Name	
	Last	First
PM079	Robinson	L.G.
PM080	Rohr	Miss
PM081	Sach	Mr.
PM082	Scott	J.H.
PM083	Shainholdts	E.M.
PM084	Shillaber	Wm.
PM085	Skyrme	Charles G.
PM086	Smith	W.L.
PM087	Smith	G. Whitfield
PM088	Squires	George
PM089	Squires	Neil
PM090	Squires	Beaton
PM091	Steele	R.W.
PM092	Stuart	Harold
PM093	Taylor	Frederick Williams
PM094	Thompson	J.M.
PM095	Trowsdale	R.W.
PM096	Vroom	William
PM097	Watkins	Dr.
PM098	Welzant	Roman
PM099	White	Smeaton
PM100	Whitemarsh	C.A.
PM101	Willever	J.C.
PM102	Williams	J.S.
PM103	Wolvin	Roy
PM104	Wright	J.
PM105	Young	Mr.

**HALIFAX AIR MAIL: THE PRIME MINISTER COVERS**

- conclusion

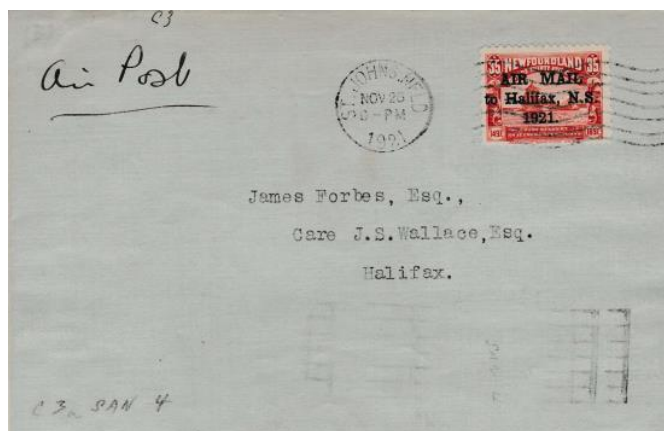
It cannot be assumed that all of the 105 covers listed were actually mailed. Conversely, based on the covers known to exist today, there were other people added to Squires’ list, as these are to individuals not on his original list.

There are ten Halifax Prime Minister covers that the author is aware of:

Reference	Ref	With Enclosure
Benson		Y
Parker		N
Freebairn		N
Goode	PM028	Y
Reid	PM075	Y
Robertson	PM078	Y
Freebairn		Y
Numa	PM063	Y
Forbes		N
Wood		N

*Note: there are at least two known covers addressed to Mr. Freebairn as both covers have a different variety of the Halifax stamp affixed.*

Should any reader have a cover not noted as “known” above, the author would appreciate being made aware. He can be reached at [gregoryrpop@gmail.com](mailto:gregoryrpop@gmail.com).



*Fig. 5: Forbes cover noted above. Not on original list of recipients.*

**End Notes and References:**

- Fig. 1: Schuyler Rumsey Westpex auction, Sale 33, April 2009 lot 3746.
  - Fig. 2: Bill Longley, Longley Auctions. Item #47 August 10, 2023 Price List.
  - Fig. 3: Encyclopedia of Newfoundland and Labrador, Volume Four, pp. 569-570. Cover acquired via eBay on July 26, 2020.
  - Fig. 4: Memorial University archives file 12.19.001 COLL-250 “Inauguration of Air Mail Service between St. John’s and Halifax 1921-1922”.
  - Fig. 5: Acquired via eBay on February 10, 2009.
- <sup>1</sup> The Book of Newfoundland, Volume Six, 1967, pp 377-378; “Civil Aviation’s Primitive Beginning” by Hon. Joseph R. Smallwood.
- <sup>2</sup> Barker, Ralph “The Sidney Cotton Story”. Chatto & Windus Ltd., London, Great Britain, 1969 p. 55.
- <sup>3</sup> Encyclopedia of Newfoundland and Labrador, Volume Four, 1993, pp 569-570.

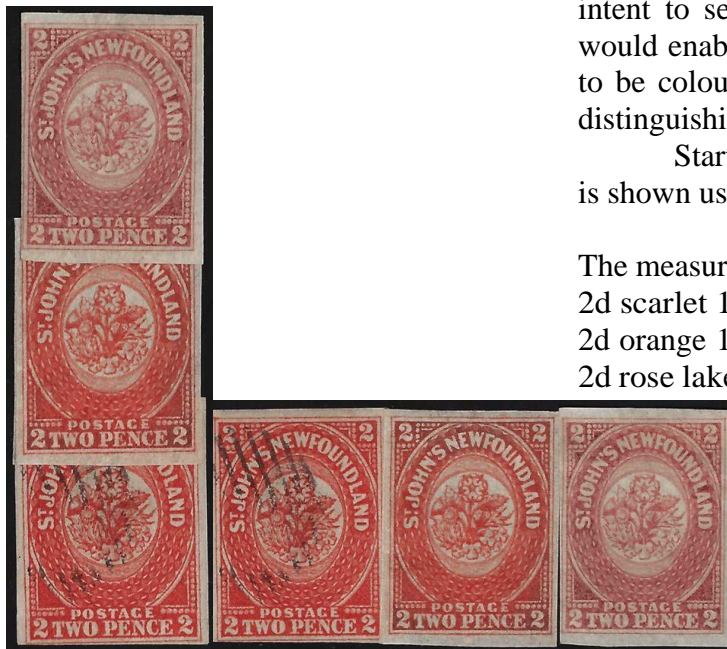
**Newfoundland: Discovery Measurements to Determine 1857, 1860 and 1861  
 Size Differences For 2d, 4d, 6d, 6½d, 8d and 1/- Pence Issue Denominations**

by John M Walsh, FRPSC

Continuing with the pence stamp research, the six rectangle pence stamp issues of Newfoundland are the focus of this study. As has been noted Newfoundland pence issues have been studied by many. As to the specific rectangle stamp size determinations of the 1857, 1860 and 1861 issues not much has been seen offered to collectors similar as the square images. Robert H. Pratt in his "The Pence Issues of Newfoundland 1857-1866" issued in 1981 does not go into specific stamp image sizes to differentiate the pence stamp issues. His research focus was on die development, quantities, ink colours and paper density. He did provide comprehensive census of envelopes that shows the survival of the used pence denominations and their postal rates.

The previous findings of the square pence issue sizes provided the incentive to look at the rectangle issues with the intent to see if there was a size difference. This difference would enable specific pence issue placements without having to be colour specific with which collectors have a difficulty distinguishing.

Starting with the scarlet colour 1857 issue a comparison is shown using the same denomination found in each issue.



The measurements:	width x height mm
2d scarlet 1857	20 x 26.5
2d orange 1860	20 x 26
2d rose lake 1861	20 x 25.5

*Horizontal vertical 1857 scarlet ; 1860 orange; 1861 rose Lake differences*



The measurements:	width x height mm
4d scarlet 1857	19.5 x 25
4d orange 1860	19.5 x 25
4d rose lake 1861	19.0 x 24.5

*Horizontal vertical 1857 scarlet; 1860 orange; 1861 rose lake differences*



**Newfoundland: Discovery Measurements to Determine 1857, 1860 and 1861 Size Differences For 2d, 4d, 6d, 6½d, 8d and 1/- Pence Issue Denominations**

- continued



vertical 1857 scarlet; 1860 orange; 1861 rose lake

The 6d measurements: width x height mm

6d black 1857	19.5 x 25.5
6d scarlet 1857	19.5 x 25.5
6d orange 1860	19.5 x 25
6d rose lake 1861	19.0 x 25

The 6½ measurements: width x height mm

6½d black 1857	19.5 x 26.25
6½d scarlet 1857	19.5 x 26.25
6½d rose lake 1861	19.0 x 25.5



Horizontal



vertical 1860 scarlet; 1861 rose lake differences



horizontal



**Newfoundland: Discovery Measurements to Determine 1857, 1860 and 1861 Size Differences For 2d, 4d, 6d, 6½D, 8d And 1/- Pence Issue Denominations**

- continued



horizontal



1857 black 6d, 6½d, 8d plate proof; vertical size difference



vertical 1857 scarlet; 1861 rose lake differences



1857 8d scarlet vermilion sheet; 8d black plate proof; showing horizontal difference

The 8d measurements: width x height mm

- 8d black 1857                    19.5 x 25.5
- 8d scarlet 1857                19.0 x 25.5
- 8d rose lake 1861              19.0 x 25





**Newfoundland: Discovery Measurements to Determine 1857, 1860 and 1861 Size Differences  
 For 2d, 4d, 6d, 6½d, 8d And 1/- Pence Issue Denominations**

- continued



The 1s measurements:      width x height  
 1/- scarlet 1857            19.5 x 25.25  
 1/- orange 1860            19.5 x 25  
 1/- rose lake 1861        19.0 x 25



The 1857 complete scarlet colour issue images were compared against each other. As shown, there are differences in physical size between denominations.



Vertical 1857 scarlet image differences

The 1857 measurements:    width x height mm  
 2d                            20.0 x 26.5  
 4d                            19.5 x 25  
 6d                            19.5 x 25.5  
 6½d                        19.5 x 26.25  
 8d                            19.25 x 25.5  
 1/-                            19.5 x 25.25

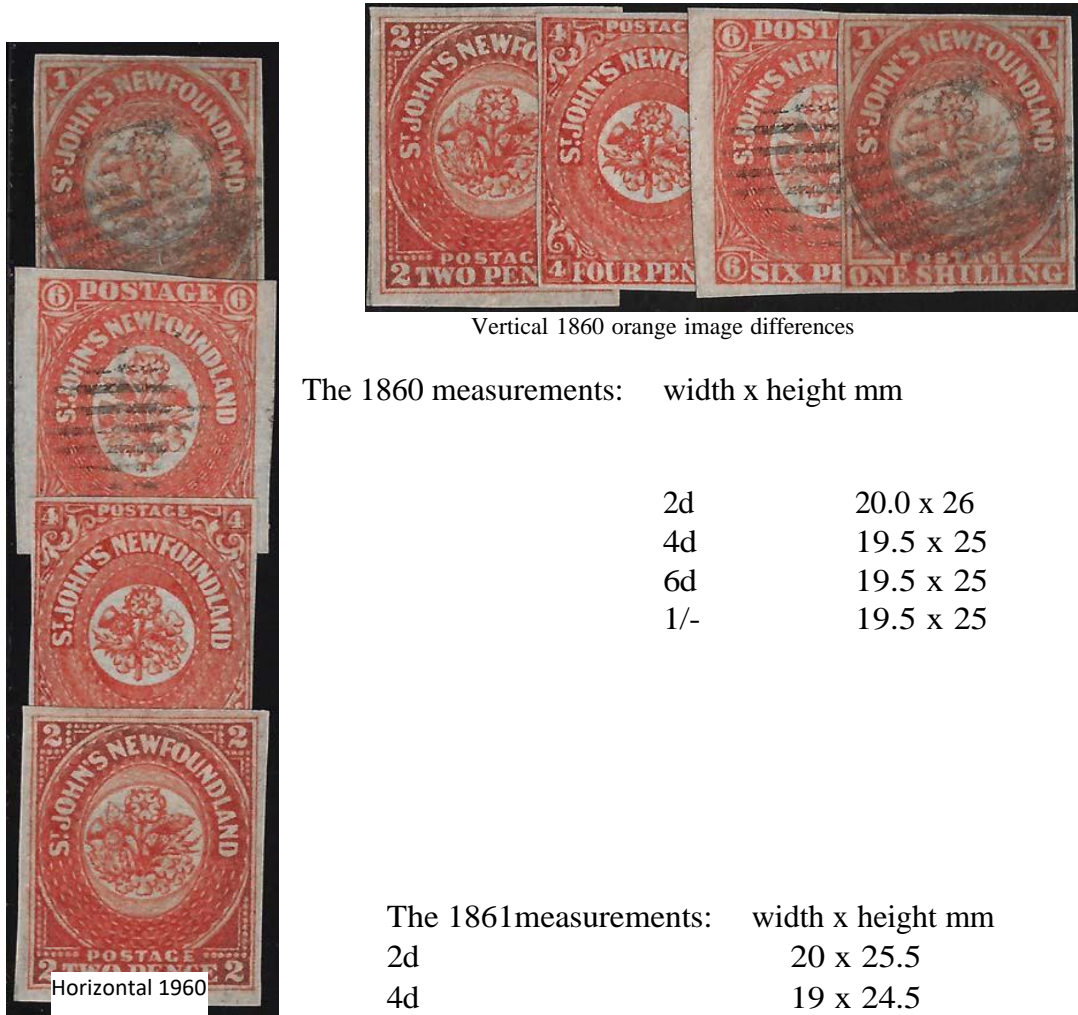
Horizontal 1857



**Newfoundland: Discovery Measurements to Determine 1857, 1860 and 1861 Size Differences For 2d, 4d, 6d, 6½d, 8d And 1/- Pence Issue Denominations**

- continued

The 1860 complete orange colour issue images were compared to each other. As shown, there are differences in physical size between denominations



The 1860 measurements: width x height mm

2d	20.0 x 26
4d	19.5 x 25
6d	19.5 x 25
1/-	19.5 x 25

The 1861 measurements: width x height mm

2d	20 x 25.5
4d	19 x 24.5
6d	19 x 25
6½d	19 x 25.5
8d	19 x 25

The 1861 complete rose lake colour issue images were compared to each other. As shown there are differences in physical size between denominations.



Horizontal 1861

Vertical 1861 rose lake image differences



**Newfoundland: Discovery Measurements to Determine 1857, 1860 and 1861 Size Differences For 2d, 4d, 6d, 6½d, 8d And 1/- Pence Issue Denominations**

- continued

As shown by Pratt (pg. 56) is the 8d black plate proof image in a block of four. Black plate proofs were only produced for 1857 issues. Examination shows right side stamps are vertically displaced higher than on the left. A digital cut from the 8d scarlet sheet shows that the Pratt images are those from position 2 - 3 and 7 - 8.



Pratt 8d black plate



Horizontal comparison of 1857 8d scarlet vermilion versus 1861 8d rose lake; shows 1857 8d sheet is wider.



Vertical comparison of 1857 8d scarlet vermilion versus 1861 8d rose lake; shows 1857 8d is taller.

1857 8d scarlet vermilion				
4 horiz. rows cm	1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>
	10.80	10.80	10.70	10.75
5 vert. columns cm				
	10.90	10.90	10.95	11.00
1861 8d rose lake				
4 horiz. rows cm	1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>
	10.65	10.65	10.60	10.65
5 vert. columns cm				
	10.65	10.65	10.65	10.70



**Newfoundland: Discovery Measurements to Determine 1857, 1860 and 1861 Size Differences For 2d, 4d, 6d, 6½d, 8d And 1/- Pence Issue Denominations**

- continued

It is shown and stated in a drawing by Pratt (pg. 80) that the top marginal stamps as found on the sheets of the 2d, 4d, 6d, 6½d, 8d and 1/- have a straight horizontal edge without any top row vertical displacements. He does show the largest 2d orange block and the 2d rose lake sheet that also show, no top row vertical displacement.

With the 8d scarlet sheet it does show that position 3, 4, 5, 8, 10, 14, 15, 16 have vertical displacements. When the 8d scarlet vermilion sheet was compared to the 8d rose lake sheet it is shown that the 8d scarlet vermilion is wider and is taller. This is noticeable in the individual 8d scarlet vermilion stamps.

The original size of imaged black plate proofs of the 1d, 5d, 6d and 6½ were determined.

From the measurement of the colour sized stamps as presented, a much helpful manner of distinguishing the pence issues is provided.



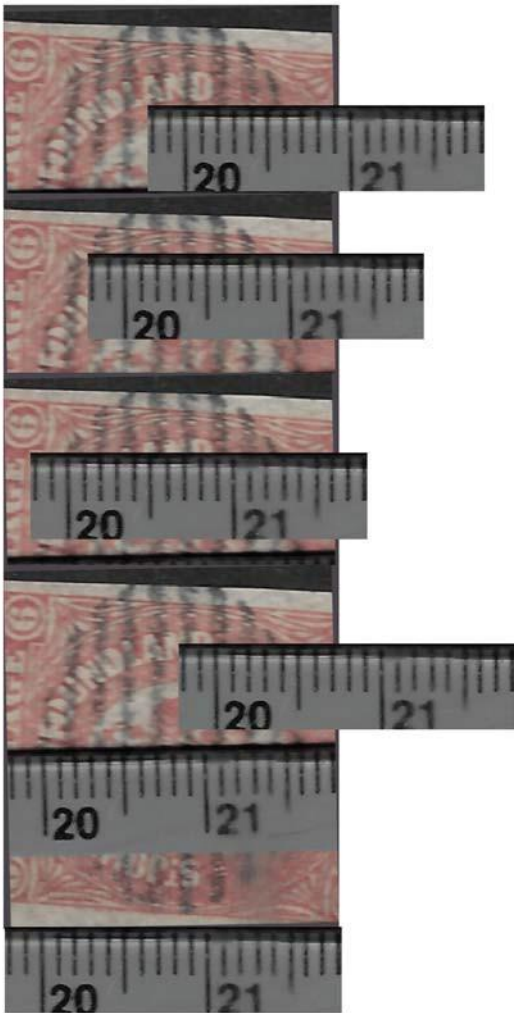
Imaged here are sheets of the 4d, 6d, 6½d and 1/- in rose lake confirming they do not have vertical displacements



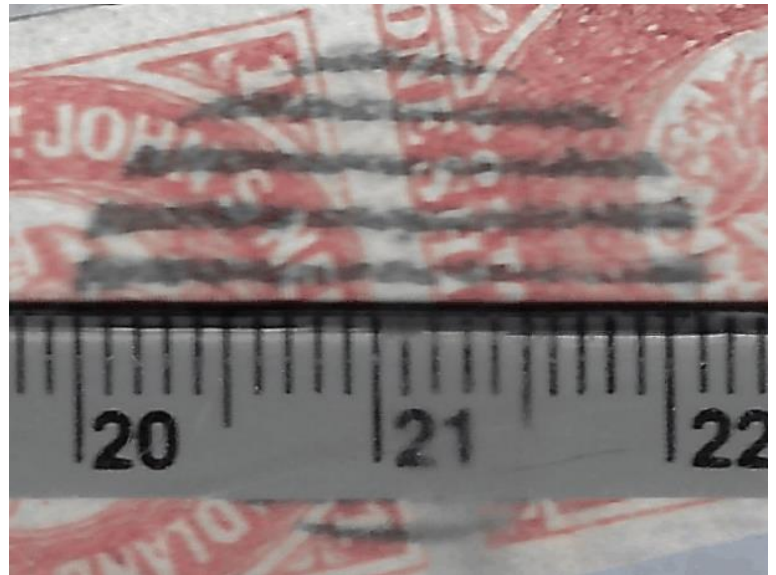
**Newfoundland: Discovery Measurements to Determine 1857, 1860 and 1861 Size Differences For 2d, 4d, 6d, 6½d, 8d And 1/- Pence Issue Denominations**

- conclusion

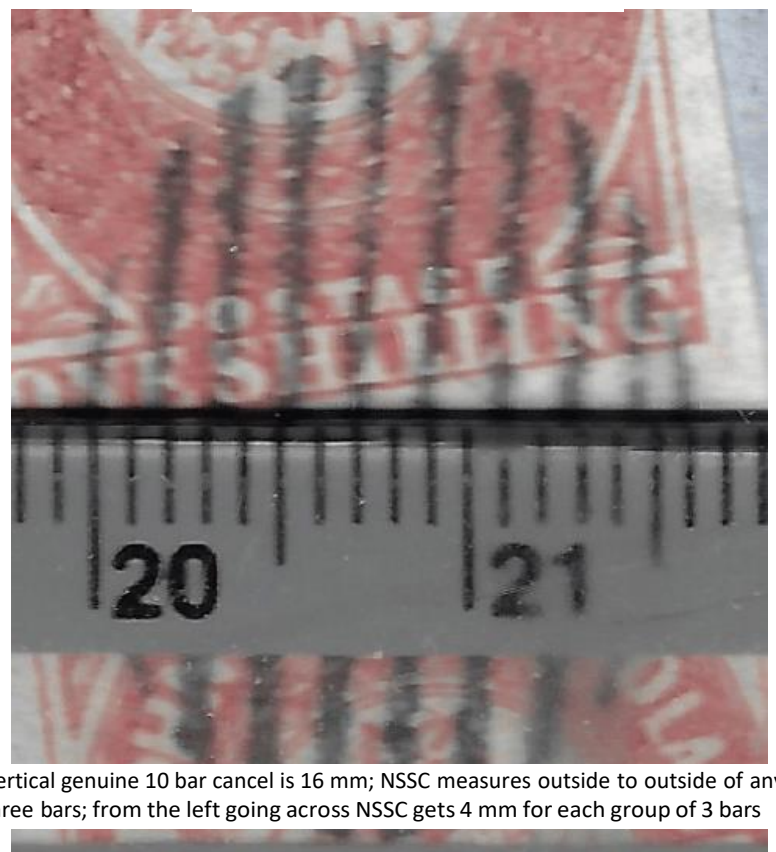
To add to this study NSSC provides measurement of the genuine 10 bar cancel.  
As demonstrated the measured spacing from the outside to outside of any three bars is 4 mm.



Measurement on genuine 10 bar cancel shows outside to outside of 3 bars as being 4 mm wide; demonstration has multiple 3 bar spacings.



Horizontal genuine 10 bar cancel is 21 mm



Vertical genuine 10 bar cancel is 16 mm; NSSC measures outside to outside of any three bars; from the left going across NSSC gets 4 mm for each group of 3 bars



**Re-creation of the Inverted Balbo Blocks**

by Marc Castel

On July 2, 1933, a mass transatlantic armada, "The Crociera aerea del Decennale", consisting of 25 Savoia-Marchetti S.55X seaplanes, crossed the Atlantic Ocean from Orbetello, Italy, to the Century of Progress International Exposition in Chicago. It was the greatest mass flight in aviation history and served to demonstrate Italy's aeronautical capabilities and celebrate Italian heritage around the world. The transatlantic flight was led by Italian fascist-politician Italo Balbo, who played a prominent role in popularizing aviation in Italy.



*Savoia Marchetti S.55X model. This unique design had twin flying boat hulls bridged by a cantilevered wing. The cockpit was located inside the wing between the hulls. Two engines were mounted back-to-back above the wing and drove counter-rotating propellers. The wingspan was almost 75 feet, and the craft was 55 feet in length. There were several model variations but all together more than 230 of this design were built. The craft had a maximum speed of 173 miles per hour and a range of more than 2000 miles.*



*General Italo Balbo, an Italian fascist politician and Italy's Marshal of the Air Force. He took a leading role in popularizing aviation in Italy and promoting Italian aviation to the world.*

On July 8, 1933 the armada landed in Cartwright, Labrador from Iceland and departed for Shediac on July 12th with 24 pieces of unofficial mail. After stops in Shediac and Montreal, Balbo finally arrived in Chicago on July 15, 1933. The return journey took them to Shoal Harbour, Newfoundland on July 26th. Bad weather held them up for another 10 days and forced a route change to the Azores, Lisbon and then on to Rome.



*Cover carried on the Westbound flight of the Decennial Air Cruise to Chicago. Endorsed "Via Italian Air Mail", franked with 25c and 5c, tied by Cartwright, Labrador CDS "CARTWRIGHT I NEWF I JULY 12 / 33" and sent to Baie Verte, New Brunswick, via Chicago (July 19), arriving on 22nd July in Baie Verte, N.B., filing fold away from the stamps, some toning. Rare cover, signed Longhi, with detailed certificate ("Crociera Aerea Del Decennale - Volo di Ritorno Tappa Cartwright - Chicago, Comandante Italo Balbo", Longhi No.33Sgb). AAMC FF-50.*

**Re-creation of the Inverted Balbo Blocks**

- continued



*Cover carried on the return Eastbound flight of the Decennial Air Cruise. Posted on July 27, 1933 in Shoal Harbour (backstamped CDS "SHOAL HARBOUR NEWF'D/Jul 27/33"), registered in St. John's, then offloaded in Rome, forwarded to Torino Italy, then returned to Harbour Grace, NL on August 31. With blue BY AIR MAIL etiquette and official Decennale flight cachet in green. CDS "ST. JOHN'S NEWF'D/AM/26 JL/33. AAMC FF-52a*

Balbo charged \$3.75 per letter to transport mail resulting in the Newfoundland Post Office hastily overprinting 8,000 Newfoundland Air Post 75-cent yellow-brown "Labrador" issue (NL #C1 7) of 1933 with \$4.50 below "1933 / GEN. BALBO / FLIGHT" on three lines in blocks of 4 (2x2) - thus creating a new airmail stamp, NL #CL18. Postal authorities appointed four "Checkers" to inspect the stamps to ensure that no errors were sold, as they were keen to avoid another embarrassment similar to that of May 1932. (At that time, it was suspected that postal officials had gone through the unsold stock of DO-X stamps and purchased the inverts knowing they would be rare and valuable to collectors).

Checkers were instructed to destroy all mis-surcharged stamps, however, one block of 4 with an inverted surcharge reportedly went undetected ultimately making its way to the public and subsequently was split up into singles, as did several partially doubled surcharged stamps. Worse yet, one (and likely more) of the inverted blocks torn up by the checkers was clandestinely retrieved and expertly reassembled. At least four of these "torn varieties" were sold to collectors.

In researching this stamp, I collected digital images of all the known Balbo inverts in an attempt to recreate the torn and untorn blocks described by Harmer in his book "Newfoundland Air Mails 1919-1939" revised in 1984. Using Photoshop, I adjusted the size of the images to match the actual stamp, then registered the vignettes and reassembled the stamp fragments and blocks. I was able to cross-check that I had them in the correct position as the surcharges have slight variations from stamp to stamp.



**Re-creation of the Inverted Balbo Blocks**

- continued



Surcharge Variations of the Balbo Airmail Stamp CL18

- UL - curve in lower left serif of "H" in "FLIGHT"
- UR - Blurred marks in lower portion of "E" in "GEN"
- LL - Thin left arm to "T" in "FLIGHT"
- LR - Break in upper part of first "B" in "BALBO"

Note: The image above has been inverted for easier visual reference when looking at the subsequent inverted blocks in this article.

I successfully recreated the *Untorn Block*, and was able to reassemble 3/4 of what I believe is the *Torn Block* described in the literature. However, I was left with four extra supposedly "genuine" torn inverts (some with certificates) that did not appear to belong together as the perforations did not line up with each other nor did they fit in the *Torn Block*. It appears as though, there is more than one block of torn inverts or alternatively several dangerous forgeries have been created using real stamps and the correct type of positional overprint. My guess is the former, and that they were not properly accounted for by postal authorities.

In my recreation of the blocks below, I show the registration lines for the central vignettes of the *Untorn Block* before it was separated into 4 individual stamps. The red arrows show the spacing of the black value-strike-out rectangles which are aligned to be centered vertically in the black rectangles for each stamp. This overlay pattern was then applied to the *Torn Block* to establish any variations, however, I shifted the red arrows to allow for variability in how the block went through the overprinting machine. I then accounted for the somewhat irregular sizes of the tom stamps based on how they were reassembled. Individual stamps in the *Torn Block* appear to fit together rather well while the stamps from the *Torn Reminders* seem not to line up at all. Can anyone shed more light on this mystery?



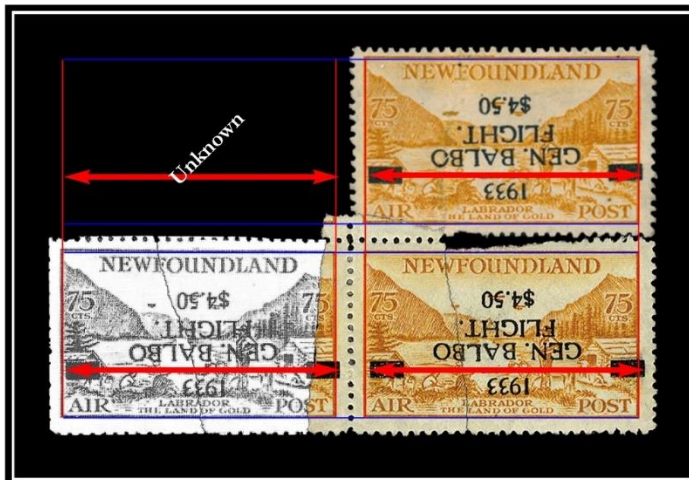
**Re-creation of the Inverted Balbo Blocks**

- conclusion



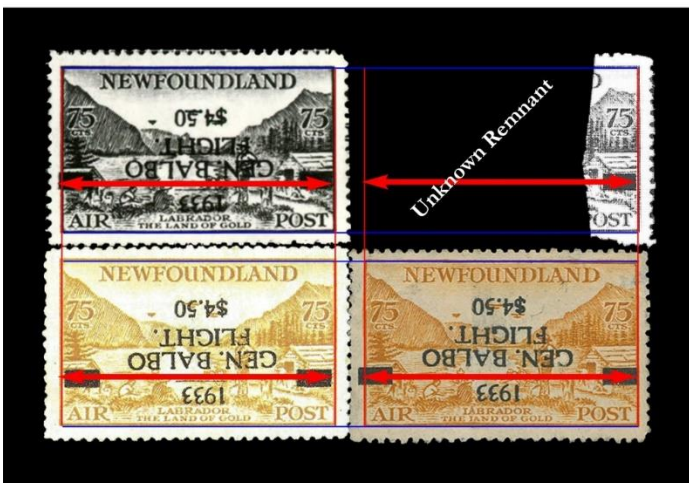
**Untorn Block**

UL (Copy 1): At David Brandon Stamp Dealer UK  
 Expertization: Alberto Diena 1969, Enzo Diena 1977, David Brandon 2007, Backstamps: Enzo Diena  
 UR (Copy 2): Unknown location LL (Copy 3): Unknown location  
 LR (Copy 4): Cherrystone Auctions, April 24, 2018, Lot 1274, \$95,000 USD +BP



**Torn Bloc14k**

UL (Copy 5): Unknown  
 UR (Copy 6): City Stamp, October 14, 2022, USD \$13,565 Sparks September 27, 2019, Lot 487, C\$ 17,000 + BP Expertization: Sergio Sismondo, 2013; Vincent Graves Green Foundation 2022. Backstamps: Nicolas Sanabria (one on each half).  
 LL (Copy 7): From "Newfoundland Air Mails 1910-1939, C.H Hatmer, 1953, updated 1984. pg 160  
 LR (Copy 8): Chenystone Auctions, July 19, 2006, Lot 1315, USD \$17,000 USD, Expertization: 1956 PFC



**Torn Reminders**

(Individual stamps reportedly from torn blocks or possible forgeries)  
 UL (Copy 9): Philatelic Foundation, cert. 144867  
 UR (Copy 10): From "Newfoundland Air Mails 1910-1939, C.H Hatmer, 1953, updated 1984. pg 160  
 LL (Copy 11): Sotheby's New York, The Sir Gawaine Baillie sale, May 10, 2006, Lot 678, USD \$26,000  
 LR (Copy 12): Eastern Auctions, June 22, 2022, Lot 429, C \$14,000 +BP, (to City Stamp Montreal), Expertization: 1989 Enzo Diena; VGF 24/10/2022 #F5717. Backstamps: Kessler, Nicolas Sanabria.

# Auction Announcement

May 22-25, 2024

General Sale including Specialized Newfoundland

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auction details & previews



1887 1/4c trial colour proof  
in green on wove.

1937 24c Long Coronation,  
a rare mint NH imperforate  
between pair.



1932 \$1.50 on \$1 Dornier DO-X inverted  
surcharge mint NH.



1944 20c Cape full reverse offset plate block.



1897-1901 1/2c-5c Royal Family, the original set of six Large Die Proofs.

Featuring specialized 1897-1908 Royal Family series with proofs, printing order specimen multiples, postal history in large part from the Richard S. Wilson collection; Jack Forbes collection of 1860s-1940s blocks; noteworthy 1941-1944 Waterlow Resources including a massive lot containing about 670 imperforate blocks; fakes & forgeries including sought-after Sperati reproductions; Inland Revenues, among other interesting lots.



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