

# AUCTION SALE

## WEDNESDAY, JANUARY 25, 2023

AT 1:00 P.M.

### NEWFOUNDLAND AIR MAIL 1919-39

The Great Transatlantic Race  
Henry Hawker and Mackenzie Grieve  
*The Atlantic*



- 1 ★ 1919 3c red brown, bottom left corner margin single, traces of original gum, unsigned, with undefinable diagonal traces of ink (which partially show through the perforations at upper right margin), fine and extremely rare positional piece, with 2002 BPA certificate (SG 142). cat. \$25,000.  
.....(C1) 10,000.00

*While only 76 unused examples are believed to still exist, the copy offered here is the only sheet corner margin single and according to Mr. Vasseur, it is now recognized as an "Intermediate Essay", showing the overprint with the correct size, but placed too low and covering the "3 Cents" at bottom. As such, this is the only known essay of the Hawker ("It is the only corner stamp known and it has a "3" pencil written in the margin. This stamp is an essay. It has the overprint with the correct dimension (19¼ mm, but still positioned too low, overlapping the value. It is obviously an intermediate stage between the "large" 22¼mm overprint and the issued stamps" (Revisiting the C1 "Hawker", by Jean-Claude Vasseur, The Newfie newsletter of the Newfoundland Study group of BNASP, Number 138 January/March 2010)*



- 2 ★ 1919 3c red brown, variety showing “blob” below “T” (one of only five known, probably from a single vertical column), l.h., well centered, initialed “JAR”, fresh and v.f. example of the legendary Newfoundland Hawker stamp, with 2004 Royal certificate (*The flight of the Hawker’s Atlantic ended with a controlled crash landing in the ocean after about 13 hours of flying*) (Unitrade CAN \$40,000) cat. \$25,000 .....(C1) 10,000.00





- 3  1919 Hawker, 3c red brown, well centered, canceled St. John's Apr 12, 1919 on official St. John's GPO corner card cover sent by the Postmaster General Dr. (J.Alex.) Robinson to himself in London, with "Found Open and Officially Secured" label on back, canceled by 30 May 19 London F.S. 23 (foreign section), initialed "JNS", filing fold away from the stamp, fine cover (also included a photograph made by Captain Wilvers of the "S.S. Lake Charlottesville" when discovering the "Atlantic" airplane) (*Harry Hawker and his navigator Commander Mackenzie Grieve, commenced their attempt at the first non-stop transatlantic crossing in the afternoon of 18 May, 1919. After many problems Hawker decided to ditch in the sea and he and Grieve were rescued by the Danish ship "Mary". The aeroplane "Atlantic" and the precious bag of mail were salvaged by the S.S. Lake Charlottesville on 23 May. The water-soaked mail was dried, stamps placed back on the envelopes, and handed to the postal authorities on 29 May, reaching London the next day*) (Unitrade CAN \$35,000) cat. \$25,000.....(C1) 7,500.00



- 4  1919 Hawker, 3c red brown, well centered, canceled St. John's Apr 12, 1919 on cover addressed to the "Daily Mail" in London, with "Found Open and Officially Secured" label on back, canceled by 30 May 19 London F.S. 23 (foreign section), initialed "JNS", filing fold away from the stamp, some usual toning and wrinkles, fine cover, one of two sent by a journalist (this one and another to Lord Northcliff, owner of the newspaper), cat. \$25,000.....(C1) 7,500.00



5  1919 Hawker, 3c red brown, well centered, canceled St. John's Apr 12, 1919 on cover addressed to London, endorsed "To Await Arrival", "Government House Newfoundland" printed address on backflap, slightly affected by moisture, stamp not repositioned, v.f., cover without the customary Officially Secured seal, cat. \$25,000.....(C1) 7,500.00



6  1919 Hawker, 3c red brown, well centered, v.f., canceled St. John's Apr 12, 1919 on cover to Littleover, Derby England, with arrival 30 May 1919 on front, closed on back by "Found Open and Officially Secured" label F.S. 61 (foreign section), initialed "JNS", minor peripheral toning well away from the stamp, fine cover, with 2005 Richard Gratton certificate. This is apparently the only one known with the arrival pmk on the front (addressee is presumed to have been Lt.Col. Halford of the Air Ministry, who later purchased the "framed Hawker" (single stamp on page, signed by all the contestants), now in the Royal collection), cat. \$25,000.....(C1) 7,500.00





- 7  1919 Hawker, 3c red brown, well centered, v.f., canceled St. John's May 2, 1919 on "The Cochrane" St. John's Newfoundland corner card cover, endorsed "Per Aerial Mail" and "Personal", addressed to Sir Andrew Caird K.B.E., manager of the "Daily Mail" in London, without the usual arrival label on back, with letter from sender "Rex" Pierson, Chief Engineer and designer of the Vickers-Vimy Airplane, fine cover, **one of only three known dated May 2, 1919**, signed Diena, with his 1988 certificate ("of the 80 letters carried, this is one of a few with date different than 12 April"), also 2011 Greene Foundation certificate, cat. \$25,000 .....(C1) 7,500.00



- 8  1919 (17 May) cover to London, franked with unoverprinted 3c Caribou, used in combination with Great Britain 1 1/2d George V, both canceled by oval of bars, showing Postmaster's "P.M. General's Office St. John's, Newfoundland May 17, 1919" oval datestamp, manuscript "delivered by special instructions of the P.O. Superintendent, 30th May, 1919", closed on back with the usual Letterseal and canceled "London 30 May, 19 F.S.61" and initialed "JNS", fine cover, with letter from the sender to his mother mentioning the Hawker flight (the day before take-off attempt, the Post Office was called to add a few items to the mail bag comprising a package of photos and apparently 6 covers of which three were franked with ordinary stamps), this is the only known cover franked with ordinary, unoverprinted stamps ..... 2,500.00

**The Martinsyde "Raymor"  
Frederick Raynham and W.F. Morgan**



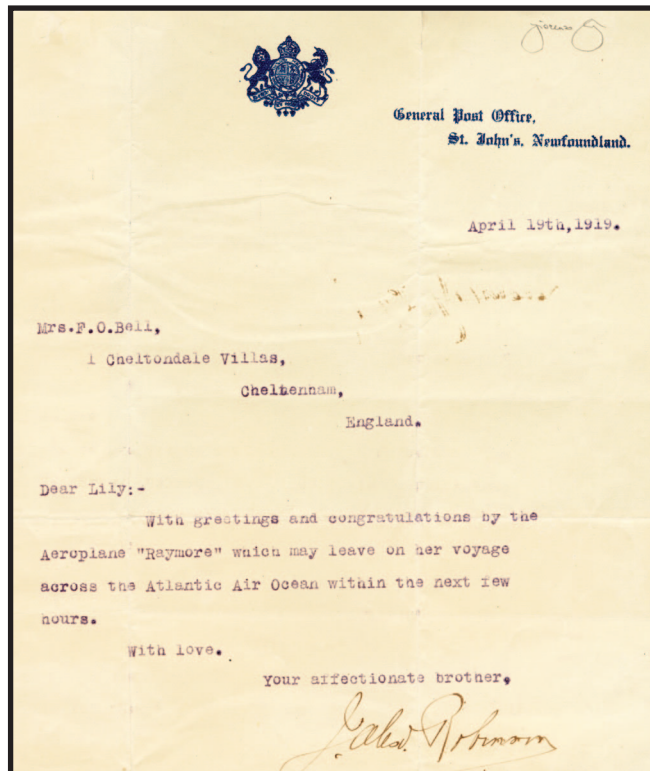
- 9  1919 3c red brown, with manuscript overprint "Aerial Atlantic Mail, J.A.R." handwritten overprint applied by Postmaster General J. Alex Robinson on a 3c Caribou (117), tied by St. John's machine cancel, April 19, 1919 on cover with "Per Aeroplane Raymor NF to Britain, by Major Morgan and F.P. Raynham" corner address in manuscript, "received in London" with "8 January 1920" datestamp and initialed signature in green ink, also "London 7 Ja 20 F.S. 66" backstamp, filing fold well away from the stamp, v.f., signed Diena, Bolaffi, etc., with 1966 certificate (Unitrade CAN \$50,000) cat. \$35,000 .....(C1a) 10,000.00

Shortly after the Hawker-Grieve flight left Newfoundland, another attempt was made by Frederick Raynham and C.F.W. Morgan. They took off from Quidi Vidi, Newfoundland, traveled a few hundred yards, and then crashed into the ocean. Another attempt was made in July, with the same results. The mail from these flights was recovered and transported to England by ship. Letters with manuscript overprints (which were made by W.C. Campbell, the Secretary of the Postal Department) arrived safely, but the contents of the mail bags had been damaged by water. As a result, many of the Newfoundland stamps had floated off the envelopes. Less than 20 covers are known





- 10 1919 3c "Martinsyde" manuscript overprint "Aerial Atlantic Mail, J.A.R." handwritten overprint applied by Postmaster General J. Alex Robinson on a 3c Caribou (117), used in combination with unoverprinted Caribou 1c, 2c, 4c, 5c, 6c and 8c adhesives on large cover used from St. John's April 14, 1919 to London, stamps machine canceled April 19 on departure, addressed to Captain H.A. Anderson, Newfoundland Pau & Record Offices, endorsed "Per favour of Major Morgan aviator to England", with London 7 Jan 20 Foreign section (F.S.66) arrival pmk on back, cover folded in the middle, away from the stamps, other wrinkles, cover tears and toned spots, the Martinsyde stamp without any defects, rare and spectacular cover, with 1948 BPA certificate, also Harmer's guarantee signed by Cyril Harmer, cat. \$35,000.....(C1a) 10,000.00



- 11 1919 (19 April) General Post Office St. John's Newfoundland official letter from Postmaster General Robinson to his sister Mrs. F.O. Bell in England "with greetings and congratulations by the Aeroplane "Raymore" which may leave on her voyage across the Atlantic Air Ocean within the next few hours." A fine historical item, signed Longhi ..... 500.00



- 12  1919 (2 May) cover to England, franked with unoverprinted 3c Caribou, tied by St. John's machine cancel, endorsed "Newfoundland to Great Britain Trans Atlantic Flight per Aeroplane "Raymour" By Courtesy of Major C.W.F. Morgan", with sender's (Geo. A. Hutchings) handstamp and London 7th Jan 20 arrival pmks on back, some cover wear and toning, one of only two known Supplementary Mail covers (according to C.H.C. Harmer's "Newfoundland Air Mails", two weeks after that mail bearing the manuscript overprint was remitted to the Martinsyde team, very few unofficial covers were added on May 2nd) ..... 2,500.00

**Second Martinsyde Attempt - "The Chimerra"**

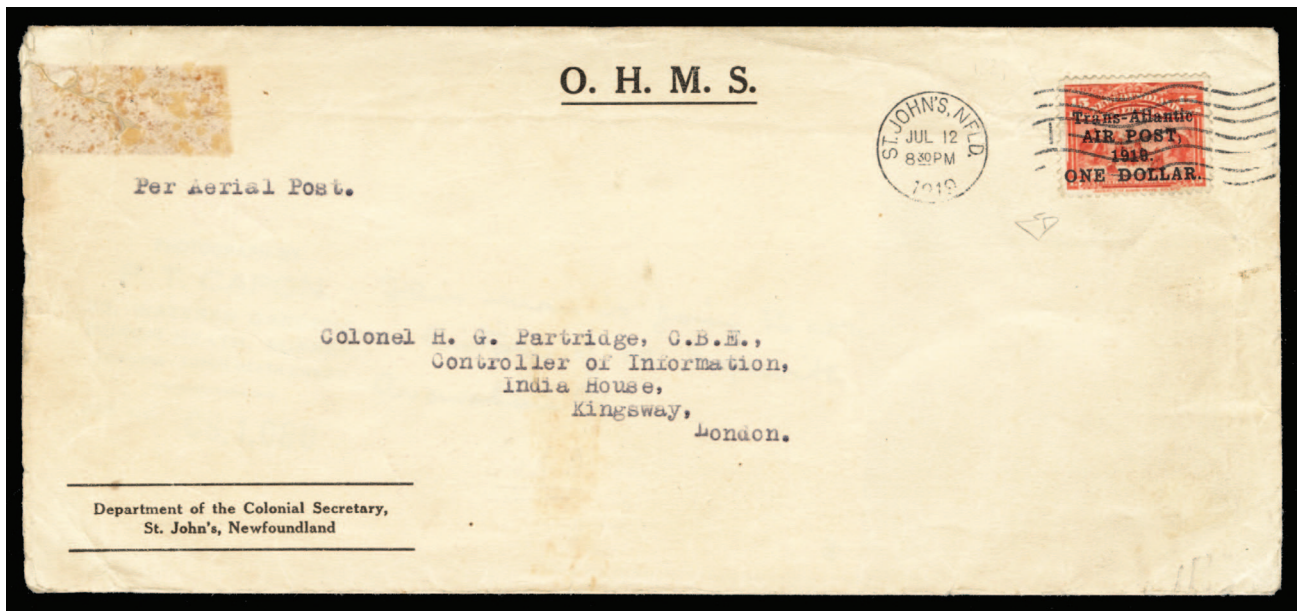


- 13  1919 (12 July) "Crosbie Hotel" envelope to West Byfleet, Surrey, franked with \$1 Trans-Atlantic surcharge, no comma variety, tied by St. John's machine cancelation, minor cover folds and wrinkles away from the stamp, with the London Foreign Section 66 7 Jan 20 label on back. A scarce cover from the second "Martinsyde" supplementary mail, only 25 flown (of the total of 70 carried by pilots Raynham & Morgan. Francis Field states that as the flight was delayed, the mail bag, originally made up on May 18, was opened on July 12, and an additional 25 covers, all franked with the \$1 Surcharge, were added.) The flight crashed on takeoff, and Raynham subsequently went to England by ship, forgetting to turn the mail over to the P.O. until January 7, 1920, so the covers were not backstamped until then. An important pioneer trans-Atlantic attempted flight, as well as a major crash cover ..... 2,500.00





- 14 ☒ 1919 (12 July) General Post Office envelope to London, franked with \$1 Trans-Atlantic surcharge, tied by St. John's machine cancelation, minor cover folds and wrinkles away from the stamp, with the London Foreign Section 66 7 Jan 20 pmk on back, pencil signed "Carried on the "Martinsyde" Irwin Heiman". Cover is addressed to Whitehead, Morris and Co. (*London contractor, editor of stamps to Newfoundland from 1910 to 1923, including the so-called "Caribou Issue", the only permanent issue in the world, fully dedicated to World War I, addressing the contribution by Newfoundland's Army in the Middle East and France*) ..... 1,500.00



- 15 ☒ 1919 (12 July) O.H.M.S. envelope (legal size) from the Department of the Colonial Secretary St. John's Newfoundland to Colonel Partridge (official starter of the "Challenge", in charge of sending messages announcing the departure of the various flights to the Royal Aero Club in Croydon) in India House, London (Air Ministry), franked with \$1 Trans-Atlantic surcharge, tied by St. John's machine departure duplex pmk, with London 7 Jan 20 F.S.66 arrival and violet Air Ministry datestamps on back, minor adhesion (label removed?) at upper left, other cover wrinkles, one of only 27 covers mailed on July 12th, signed Diena ..... 1,500.00





- 16  1919 (12 July) cover franked with \$1 Trans-Atlantic surcharge, tied by St. John's machine departure duplex pmk, addressed to Miss Baird (St. John's), with "London 7 Jan 20 F.S.66" arrival; cover returned to Newfoundland, with St. John's arrival Feb 5, 20, signed by J.P. Raynham and Lt. C.H. Biddlecombe (who replaced Major Morgan, injured on the first attempt), filing fold away from the stamp, one of 27 covers mailed on July 12th, **one of only three of which were autographed by both the pilot and the second navigator** ..... 2,000.00

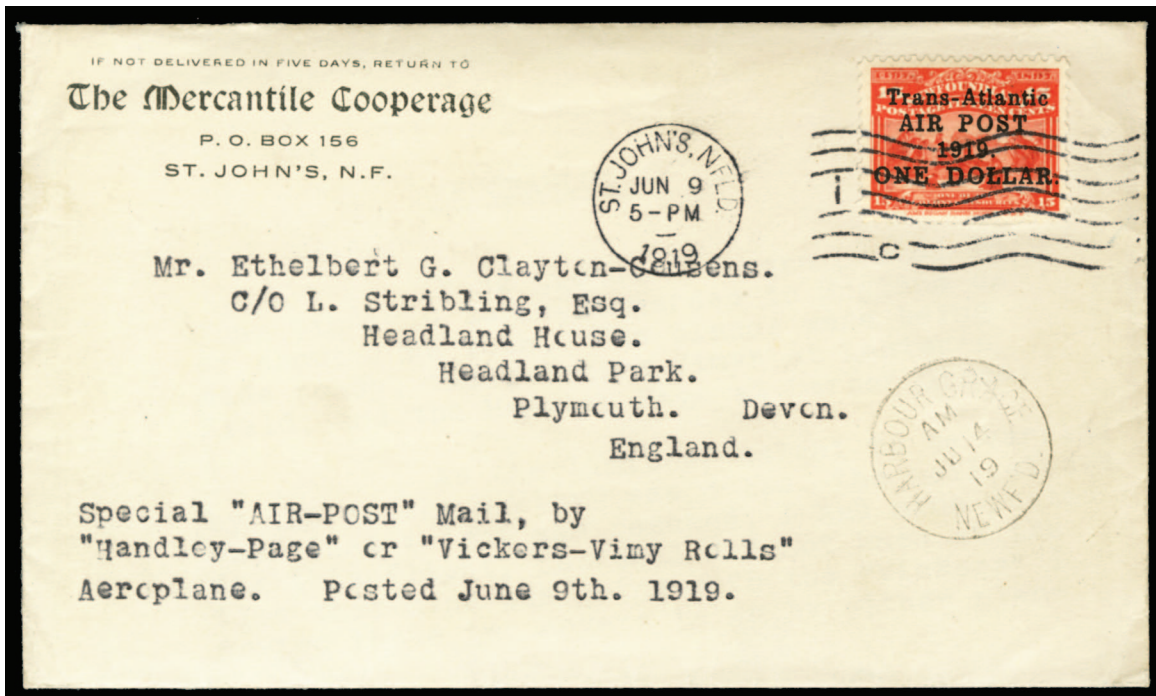
**"Trans-Atlantic One Dollar Air Post" stamp**



- 17 ★/★★田 1919 Alcock and Brown Issue, \$1 Trans-Atlantic surcharge on 15c Cabot, sheet of 25, well centered, overprint shifted to left, showing no comma variety (pos.22), no comma, no stop (pos.14), small comma (pos.20), no comma (pos.4,8,10,18,19,24), eight stamps l.h., balance n.h., fine-v.f., scarce (after Hawker and Raynham failed to cross the Atlantic, the Postmaster General J.Alex Robinson instituted new air mail rate for mail across the Atlantic, **one dollar**, which included special tax of 50c for the "Permanent Disaster Fund of Newfoundland". One hundred sheets of the 15c Cabot were overprinted, broken into blocks of 25, margins removed) .....(C2,var) 2,500.00



**"Handley Page" (Kerr) or "Vicker's-Vimy" (Alcock)**



18 ☒ 1919 (9 June) "The Mercantile Cooperaage" corner card cover franked with \$1 Trans-Atlantic surcharge, no comma variety, tied by St. John's machine departure duplex pmk, addressed to England, clear strike of "Harbour Grace Newfd. JU 14, 1919" cds below, typed "Special "Air-Post Mail" by 'Handley-Page' or 'Vickers-Vimy Rolls' Aeroplane. Posted June 9th.1919", with St. John's June 14, 19 pmk on back, potentially, the date of departure, v.f., with letter "I have the unique opportunity of forwarding some mail by "Transatlantic Air Post". As I am a stamp-collector, I am desirous of having one of the first letters to land in England" (*gone on the Handley-Page*) .....(C2)

500.00



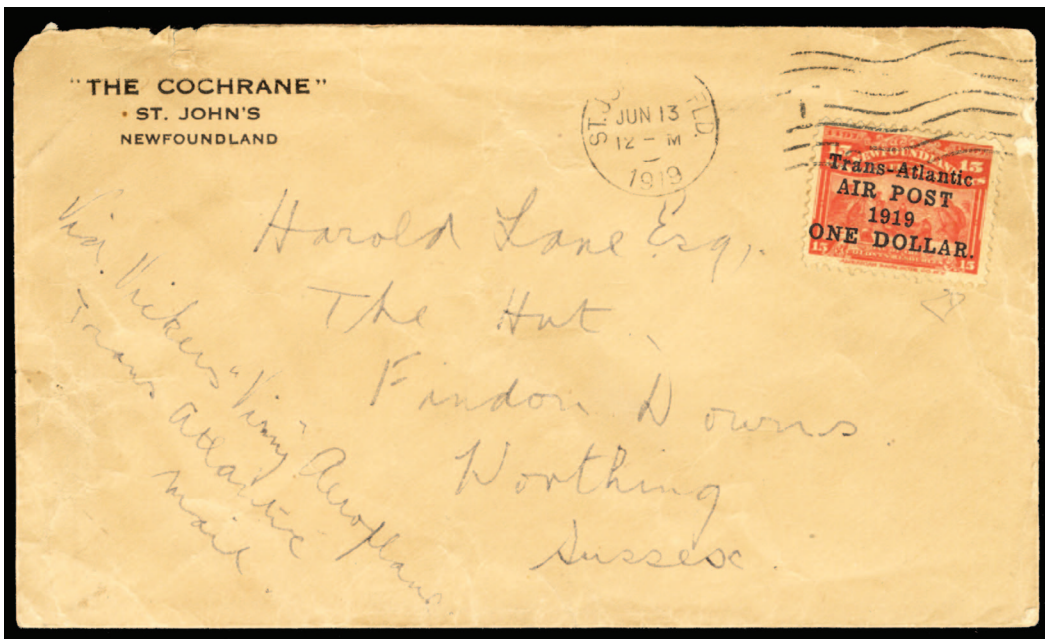
19 ☒ 1919 (9 June) General Post Office corner card cover franked with One Dollar on 15c, tied by St. John's machine departure duplex pmk, addressed to Glasgow, Scotland, handwritten "Per Vickers-Vimy or Handley-Page Airplane", with accompanying letter discussing the Transatlantic flight, included in the Vickers-Vimy mail bag, without arrival pmk as usual, some toning, otherwise fine.....(C2)

500.00

**Alcock & Brown - Successful Transatlantic Flight**



- 20  1919 (13 June) "The Cochrane" corner card cover franked with \$1 Trans-Atlantic surcharge, tied by St. John's machine departure duplex pmk, sent by engineer Pitnam to his brother in England, with letter explaining the condition of the assembly and "a possible take-off tomorrow", cover with faults not affecting the stamp, backflap missing, some water damage, signed Diena, with his 1982 certificate .....(C2) 1,000.00



- 21  1919 (13 June) "The Cochrane" corner card cover franked with \$1 Trans-Atlantic surcharge, comma, no stop variety (pos.14), tied by St. John's machine departure duplex pmk, addressed to England, endorsed "Via Vicker-Vimy Aeroplane Transatlantic Mail", written by John Alcock, with letter (card mounted, aged, with paper separations) stating his confidence in the enterprise and the rivalry with the Handley-Page team, some cover wear, one of only a few known from the legendary John Alcock, signed Diena (On 15 June 1919 a telegram arrived at the Royal Aero Club with the message: "Landed Clifden, Ireland, at 8.40 am Greenwich mean time, June 15, Vickers Vimy Atlantic machine leaving Newfoundland coast 4.28 pm GMT, June 14, Total time 16 hours 12 minutes. Instructions awaited." The message was from pilots John Alcock and Arthur Whitten Brown announcing to the world that, for the first time, an aircraft had flown non-stop across the Atlantic) .. .....(C2) 2,500.00





22 ☒ 1919 (10 June) "The Eastern Trust Co." corner card cover franked with \$1 Trans-Atlantic surcharge, no comma variety, tied by St. John's machine departure June 10, 1919 duplex pmk (First Day of Cancellation), addressed to Cardiff, Wales, endorsed "This letter was dispatched by Vicker Vimy air mail June 14, 1919. W.Campbell Secretary PM General", with blue "Dept Post & Telegraphs Mar 27, 1926" datestamp alongside, filing fold away from the stamp, fine cover, one of only two endorsed by William Campbell, signed Diena (*William Campbell, former secretary of J.Alex. Robinson, PMG, was Secretary of the Minister of Posts in 1926*) .....(C2) 1,500.00



23 ☒ 1919 (10 June) cover franked with \$1 Trans-Atlantic surcharge, tied by St. John's machine departure June 10, 1919 duplex pmk (First Day of Cancellation), addressed to England, endorsed "Per Transatlantic Aeroplane Mail", without arrival pmk as usual, v.f., signed by navigator Arthur Whitten Brown (one of only three covers known signed by Arthur Brown, the navigator) .....(C2) 1,500.00





24 ☒ 1919 (10 June) Alcock & Brown “Vickers-Vimy” flight cover franked with \$1 Trans-Atlantic surcharge, tied by St. John’s machine departure duplex pmk, sent by Postmaster General Robinson to his sister in Cardiff, So.Wales, endorsed “Via Transatlantic Aerial Mail per Vickers Aeroplane”, without arrival as usual, minor toned specks, fine cover .....(C2) 500.00



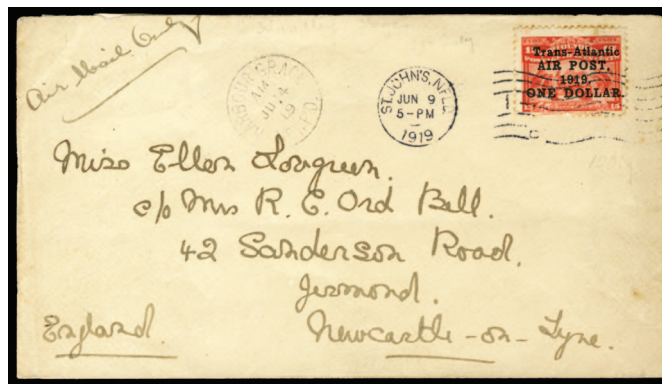
25 ☒ 1919 (11 June) Alcock & Brown “Vickers-Vimy” flight cover franked with \$1 Trans-Atlantic surcharge, no comma variety, tied by St. John’s machine departure duplex pmk, sent to solicitors in Derby, England, with letter and another dated 18th June, acknowledging receipt (“It is very gratifying to the British Public that Capt. Alcock and Lt. Brown were successful in their flight across the Atlantic in the Vickers Vimy Aeroplane”), endorsed at bottom “Special Air Post Mail by Vickers Vimy Aeroplane June 1919”; the cover was actually returned to sender, who 10 years later, obtained from the GPO the special June 14, 1929 Anniversary slogan cancellation. A remarkable cover .....(C2) 1,000.00





26 ☒ 1919 (13 June) cover with genuine \$1 Trans-Atlantic surcharge, but forged markings, produced in the 1930s by an unknown forger, known as the “Westcott Forgery”, one of six known .....(C2) 250.00

**Brackley and Kerr - “Handley Page” from St.John’s**



27 ☒ 1919 (9 June) cover franked with \$1 Trans-Atlantic surcharge, tied by St. John’s departure pmk (First Day of Issue), Harbour Grace transit (June 14) alongside, addressed to England, without arrival as usual, fine (The Handley-Page “Atlantic” was the fourth plane in Newfoundland during Spring 1919. The St. John’s mail for the Handley-Page was accumulated on June 9th (First Day of Issue of the surcharged “\$1 Trans-Atlantic” and sent to Harbour Grace, where it received a transit (or actually the departure) cds on June 14th (the date of take-off of the Vickers-Vimy). Also included is a letter from a staff member written from “Handley-Page in sea Harbour Grace” on June 14th stating “which we hope will take-off today” .....(C2) 500.00



28 ☒ 1919 (9 June) cover franked with \$1 Trans-Atlantic surcharge, tied by St. John’s departure pmk (First Day of Issue), Harbour Grace transit (June 14) below, endorsed “Per Handley-Page Airship” and addressed to England, without arrival as usual, fine cover, signed Dena (The Handley-Page “Atlantic” was the fourth plane in Newfoundland during Spring 1919. The St. John’s mail for the Handley-Page was accumulated on June 9th (First Day of Issue of the surcharged “\$1 Trans-Atlantic” and sent to Harbour Grace, where it received a transit (or actually the departure) cds on June 14th (the date of take-off of the Vickers-Vimy) .....(C2) 500.00

“Handley Page” mail from Harbour Grace



- 29  1919 (14 June) “On Postal Service” cover franked with \$1 Trans-Atlantic surcharge, mailed from Island Cover (June 12), transit “Spaniards Bay” and canceled Harbour Grace June 13 cds, addressed to London, with oval “Atlantic Aerial Mail Handley Page July 14 1919” datestamp on front, without arrival as usual, filing fold away from the stamp, fine. This is the only known cover not from St. John’s or Harbour Grace, receiving 13th June (rather than 14th June) departure pmk, with Handley-Page datestamp on front instead of the back .....(C2) 1,000.00



- 30  1919 (14 June) cover franked with \$1 Trans-Atlantic surcharge, no comma variety, canceled by mute handstamp, with Harbour Grace, June 14 cds alongside, endorsed “Via Aeroplano “Atlantic”, addressed to Ireland, sent by Joseph Ross, Harbour Grace, with oval “Atlantic Aerial Mail Handley Page July 14 1919” datestamp on back, without arrival as usual, some cover mending and toning, otherwise fine. Only 19 covers have been recorded mailed from Harbour Grace, each with the Handley-Page datestamp .....(C2) 750.00





- 31  1919 (14 June) Thomas Leather Co. cover franked with \$1 Trans-Atlantic surcharge, no comma variety, canceled by mute handstamp, with Harbour Grace June 14 cds alongside, sent to Liverpool, England, with oval "Atlantic Aerial Mail Handley Page July 14 1919" datestamp on back, without arrival as usual, filing fold away from the stamp, fine. *Only 19 covers have been recorded mailed from Harbour Grace, each with the Handley-Page datestamp* .....(C2)

750.00

**"Handley Page" Crew Mail from Parrsboro, N.S.**



- 32  1919 cover from the Vice-Admiral Mark Kerr "on Trans Atlantic Flight", franked with \$1 surcharge, no comma variety, tied by mute Harbour Grace strike, with June 14, 1919 cds alongside, oval "Handley Page" July 3, 1919 datestamp. Cover was added to the mail bag in Parrsboro, canceled July 7th on back, sent to London and resented to Ontario, Canada (9 Aug), showing "this came back to me at Morrisburg August 31st" and initialed by Mark Kerr, some toning, otherwise fine. A rarity, only 5 (!) covers recorded mailed from Parrsboro with "Handley-Page" July 3 or July 7th datestamps (before Kerr could attempt the transatlantic flight, Alcock and Brown made the successful flight across the Atlantic, winning the Daily Mail prize. Kerr wanted to attempt the Atlantic, but was ordered to instead tour the aircraft in the United States. Kerr exchanged wireless messages with the R-34. The team left Harbour Grace for New York on 4 July 1919. On the way to New York, the engine started to overheat. There was a loud crack, the engine stopped, and a piece of metal went through the fuselage, which forced them down in Parrsboro, Nova Scotia, where they landed heavily on a small racetrack and destroyed the fuselage and damaged the tail. It took until October to repair the damage and continue the journey to New York. The aircraft was damaged again when it landed in Cleveland while en route to Chicago, and it was decided that the tour should be canceled and the aircraft was dismantled and shipped back to England) .....(C2)

1,500.00



33 ☒ 1919 2c stationery card sent by Mark Kerr to London, with additional \$1 Trans-Atlantic surcharge at left, Harbour Grace and June 14 cds, oval "Handley Page" July 3, 1919 datestamp, message on back signed by Mark Kerr, missing Parrsboro transit, this carried by the admiral himself, fine. A rarity, only 5 covers recorded mailed in Parrsboro with "Handley-Page" July 3 or July 7th datestamps .....(C2) 1,000.00



34 ☒ 1919 cover sent by Lt.Col. Ernst Stedman (correspondent) franked with \$1 Trans-Atlantic surcharge, small comma variety (pos.20), June 14 Harbour Grace cds, oval "Handley Page" July 7, 1919 datestamp, Parrsboro transit (July 7) on back, minor cover defects, otherwise fine. A rarity, only 5 covers recorded mailed in Parrsboro with "Handley-Page" July 3rd or July 7th datestamps ....(C2) 1,000.00



1921 The "Halifax" Stamp



- 35 ★/★★田 1921 35c red, block of 25, 18 stamps with "wide setting", balance with narrow, with varieties including with period and without, "1" of "1921" below "F" of "Halifax" (both settings), four stamps hinged, balance n.h., mostly fine-v.f. ....(C3,3b,3f,f-h,j) 2,500.00



- 36 ★ 1921 35c red, overprint inverted and displaced (pos.15), l.h., v.f. (Unitrade CAN \$7,500) cat. \$6,000 .....(C3a) 1,500.00



- 37 ★ 1921 35c red, overprint inverted, wide spacing, no stop after "1921" (pos.21), h.r., v.f., with 2002 BPA certificate (SG 148d) cat. \$6,000 .....(C3a) 1,500.00



- 38 ★ 1921 35c red, overprint inverted and displaced, perms cutting "1921" (pos.18), h.r., v.f., signed Champion, with 2002 BPA certificate, cat. \$6,000 .....(C3c) 1,500.00



- 39 ★ 1921 35c red, overprint inverted and displaced to left, perms cutting "to" at right (pos.15), l.h., v.f., with 2010 Greene Foundation certificate, cat. \$6,000 .....(C3c) 1,500.00



- 40 ☒ 1921 35c Halifax, horizontal pair, positions 4-5, showing "1921" shifted considerably to right, tied by Harbour Grace, November 16, 1921 FDC locally addressed to Reverend E.E. Rusted in Carbonear, endorsed "First Day Cover", with additional Harbour Grace pmks on back (on November 15th, 1921, an announcement in the St. John's "Daily News" stated that "the franking is 35cents, special stamp for delivery in any country in North America and Europe; the franking will be affixed by clerks in St. John's G.P.O."). Rev. Rusted, a stamp dealer in Carbonear, was somehow able to purchase the stamps and produce the only known First Day Cover from Harbour Grace, franked with a pair of overprint varieties, signed Diena, with his certificate (Unitrade C3ix) .....(C3var) 750.00



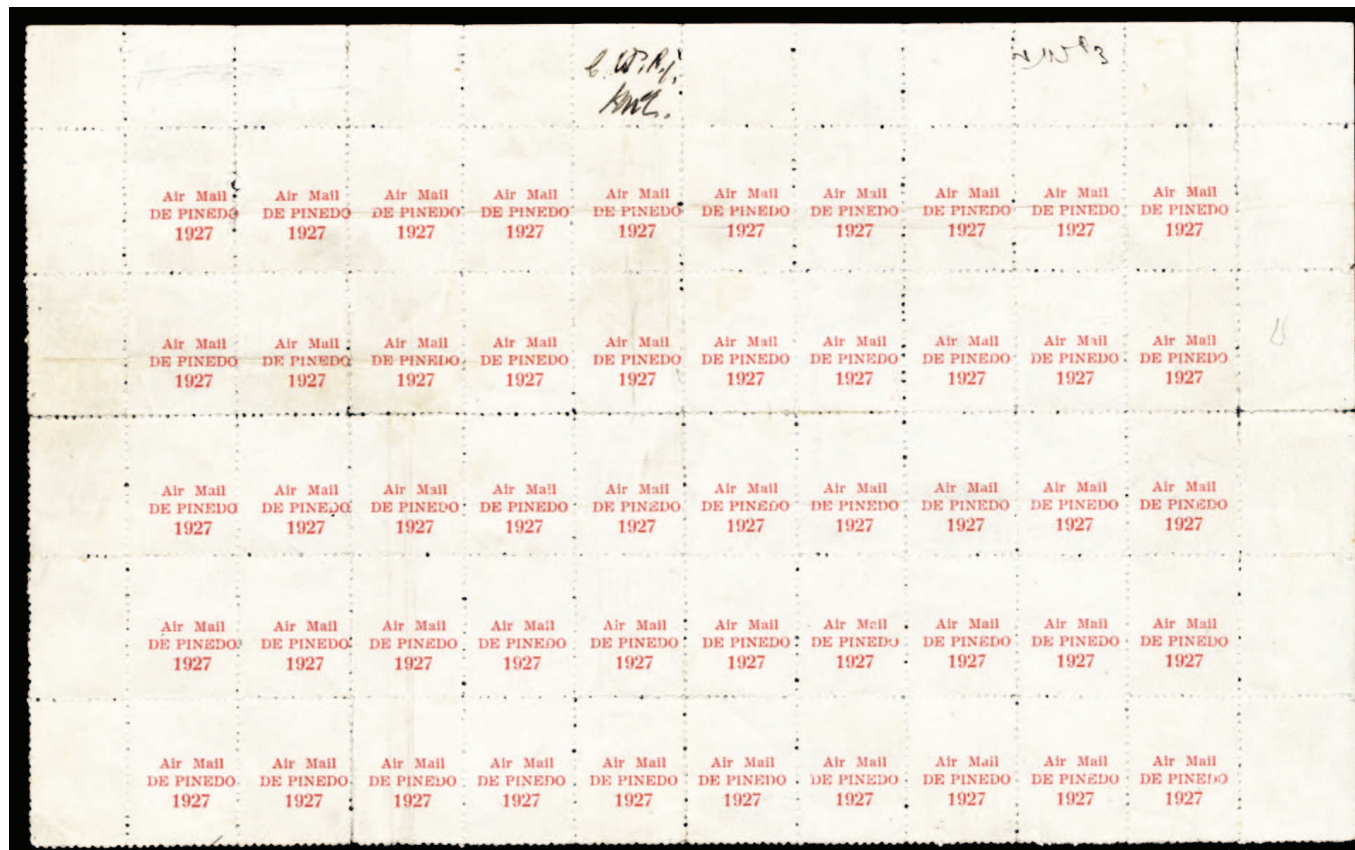


41 ✉ 1921 35c Halifax, short "Air Mail" and no dot after "1921", canceled November 17, 1921 on GPO St. John's cover to Halifax, with Feb.5, 1922 arrival, returned to sender, fine cover, the earliest known usage from St. John's .....(C3) 200.00



42 ✉ 1921 35c Halifax, large "Air Mail" and no dot after "1921", canceled November 19, 1921 on Singer Sewing Machine Company cover to Halifax, with Feb.4, 1922 arrival, filing fold away from the stamp, fine cover .....(C3) 150.00

1927 "De Pinedo" - the Unique Proof Setting

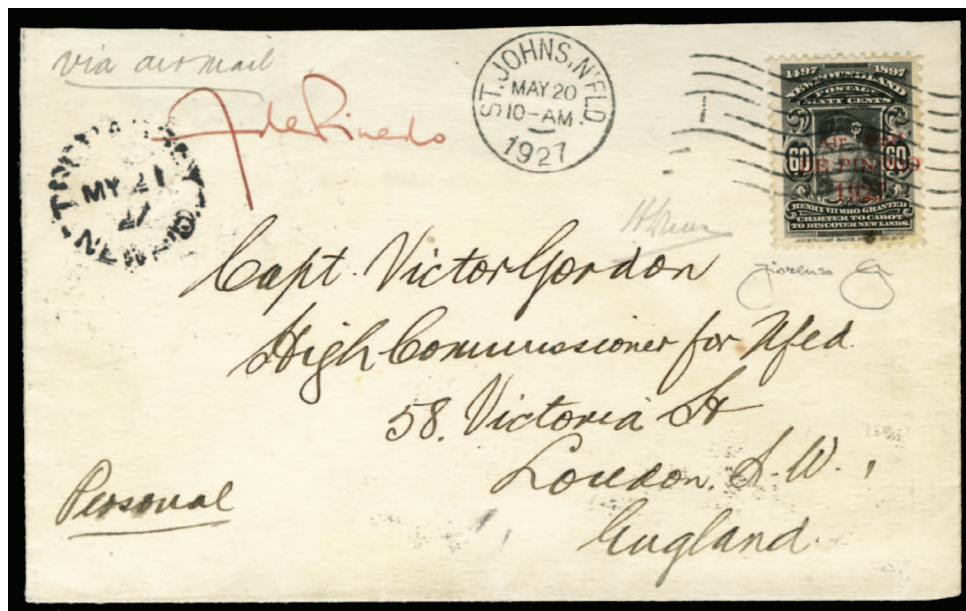


43 P田 1927 De Pinedo, the complete setting of the overprint "Air Mail De Pinedo 1927" in red, pane of 50, roughly perforated paper, margins on three sides, with instructions on reverse in pencil and pen, some creases and perf. separations, nevertheless a fine example of this unique proof sheet, used in the Stamp Forgery Trial in St. John's in 1934, illustrated in the 1953 "Newfoundland Air Mails" by C.H.Harmer (last sold in our May 2006 sale, \$47,500 hammer) .....(C4P) 30,000.00

*Francesco De Pinedo (1890-1933) was a famous Italian aviator of the time. By 1927, De Pinedo had flown most of the globe in his double-hulled Savoia-Marchetti seaplane named the "Santa Maria II". In May 1927, De Pinedo was on the last leg of his circumnavigation of the Atlantic. The Newfoundland government asked him to carry a mail bag back to Italy for them. He agreed, and the stamp was quickly issued to publicize the event. He took off from Trepassey, Newfoundland on May 23, 1927. During his flight from Newfoundland to Italy, De Pinedo experienced engine trouble and he was forced to land in the ocean. He and his aircraft were found, and they were towed to the Azores. Following repairs to his aircraft, De Pinedo finally completed his flight, and he arrived in Rome on June 1, 1927*



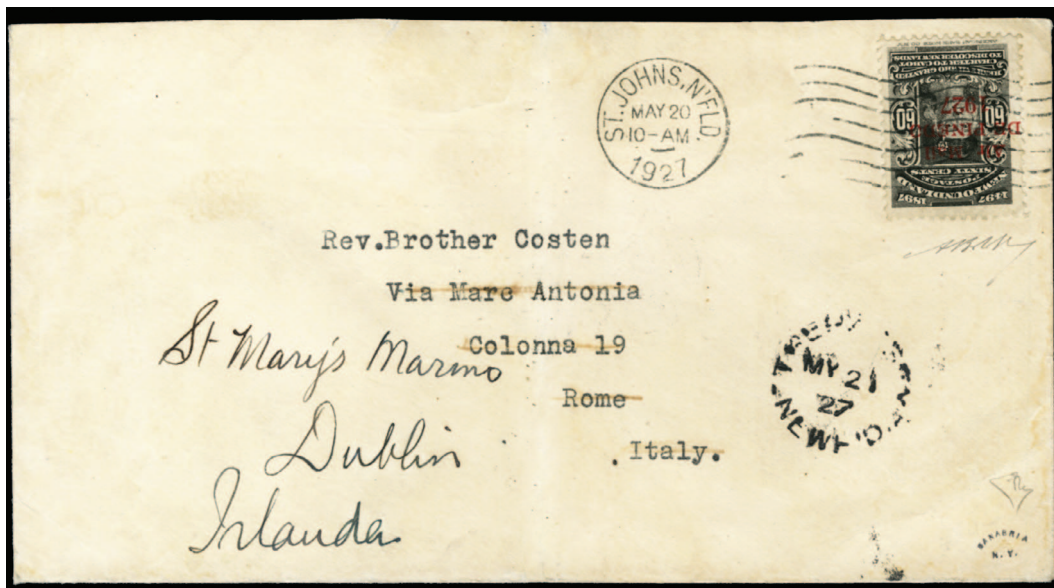
1927 "De Pinedo" surcharge



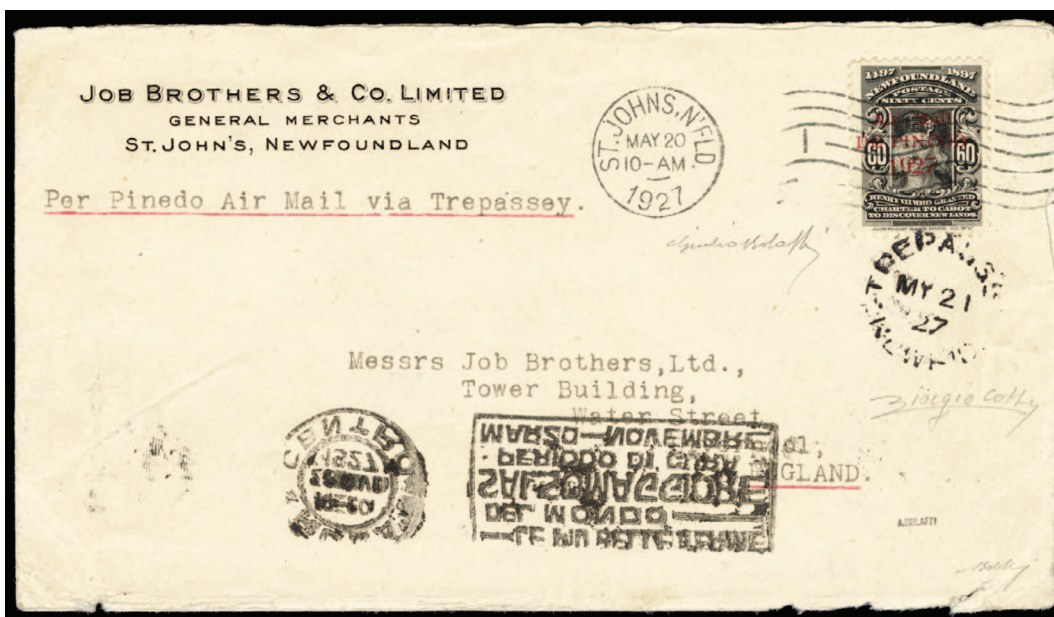
- 44  1927 60c black, well centered and overprinted "Air Mail De Pinedo 1927" in red, position 26 (sheet 3), used on small cover from St. John's (May 20), addressed to London, England, with Trepassey May 21 departure pmk alongside, signed "De Pinedo" in red, cover backflap missing, with "Roma Centro 22.VI.1927 Le Piu Belle Terme del Mondo Salsomaggiore Periodo Di Cura Marzo-Novembre" advertising slogan arrival pmk on reverse (one month later, the plane made a stopover in the Azores), v.f. cover, ex-Cyril Harmer, signed Diena, also Fionezzo Longhi, with his 2014 certificate ("only known cover with this stamp, signed by Francesco de Pinedo") cat. \$25,000 .....(C4) 7,500.00



- 45  1927 60c black, overprinted "Air Mail De Pinedo 1927" in red, position 21 (sheet 6), used on "Department of Post and Telegraphs Minister's Office" Official Mail stationery envelope from St. John's (May 20) to Rome, Italy, Trepassey May 21 departure pmk alongside of the stamp, which was positioned too low, with another machine cancel applied at a 90 degree angle below, type-written "Col. De Pinedo Air Flight 1927", with Milano transit and "Roma Centro 22.VI.1927 Le Piu Belle Terme del Mondo Salsomaggiore Periodo Di Cura Marzo-Novembre" advertising slogan arrival pmk on reverse, v.f. cover, signed Kessler, Diena, Herbert Bloch, Raybaudi, Longhi, also Dr. Giorgio Colla, with his certificate (Unitrade CAN \$30,000), cat. \$25,000.....(C4) 6,000.00



46  1927 60c black overprinted in red "Air Mail De Pinedo 1927", position 1 (sheet 2), well centered and placed upside down (as requested by Marchese De Pinedo), used on cover from St. Johns (May 20), addressed to Rome, Italy, Trepassey May 21 departure pmk below, with "Roma Centro 22.VI.1927 Le Piu Belle Terme del Mondo Salsomaggiore Periodo Di Cura Marzo-Novembre" advertising slogan arrival pmk on reverse, forwarded to Dublin, Ireland, v.f., signed Sanabria, also Bolaffi with 2013 certificate. A splendid De Pinedo cover (one of about 225 covers with an overprinted Newfoundland 60c stamp flown on the transatlantic flight attempted by Marquis Francesco de Pinedo between Trepassey, Newfoundland, and Rome, Italy, via the Azores. De Pinedo left Newfoundland on May 23, 1927, but a shortage of fuel caused his plane to land in the ocean, 200 miles from the Azores. The plane was towed to the islands by a schooner, and De Pinedo reached Rome about three weeks later) cat. \$25,000.....(C4) 6,000.00



47  1927 60c black overprinted in red "Air Mail De Pinedo 1927", position 26 (sheet 2), well centered and used on "Job Brother & Co." cover to its London branch, with St. Johns (May 20) and Trepassey May 21 departure pmks, with "Roma Centro 22.VI.1927 Le Piu Belle Terme del Mondo Salsomaggiore Periodo Di Cura Marzo-Novembre" advertising slogan arrival pmks on both sides, some hinge marks on back of the cover, with minor tears below, accompanied by a letter written by Mr. Job, noting that only three covers were allowed per sender and that one is being sent by Thomas Job, the family stamp collector. A v.f. De Pinedo cover and letter, signed Colla, with 2016 certificate, also Bolaffi, with "Bolaffi 100" 1990 certificate, cat. \$25,000 .....(C4) 6,000.00





- 48  1927 60c black overprinted in red "Air Mail De Pinedo 1927", position 50 (sheet 1), showing "D" broken at top and weak "O" at left, well centered, tied by St. John's machine cancel (May 20) on cover (opened for display), with Trepassey May 21 departure pmk below, addressed to Miss Baird in London, with "Roma Centro 22.VI.1927 Le Piu Belle Terme del Mondo Salsomaggiore Periodo Di Cura Marzo-Novembre" advertising slogan arrival pmk on back, cover with closed tear at top, fresh and v.f. otherwise, cat. \$25,000.....(C4) 6,000.00

**1927 "De Pinedo" - Supplementary Mail**



- 49  1927 De Pinedo Supplementary mail, cover to Rome, Italy franked with ordinary 60c (unoverprinted), tied by 22 May cds of Rome, with Trepassey 21 May departure stamp alongside, addressed to the Postmaster, Rome Italy, 22 May Roma Centro arrival stamps on reverse. This mail was taken in both St. John's and Trepassey with most of the covers canceled on departure (only 75 flown), v.f., signed Diena, Bolaffi and Colla, accompanied by their 1983, 1986 and 2014 certificates, also 1971 BPA certificate (SG £13,000) cat. \$14,000.....(AAMC FF-28c) 2,500.00



50 ✉ 1927 De Pinedo Supplementary mail sent by Joseph Curtis, mail clerk at Trepassey Railway, cover addressed to Victor Gordon, High Commissioner, London, England, marked "personal", endorsed "Air Mail Pinedo 1927", franked with ordinary 60c (unoverprinted), tied by Trepassey 21 May departure cds, with Rome Italy, 22 May Roma Centro arrival stamp on reverse. This is the only known cover canceled by error in Trepassey and not in Rome, cat. \$14,000 .....(AAMC FF-28c) 4,000.00

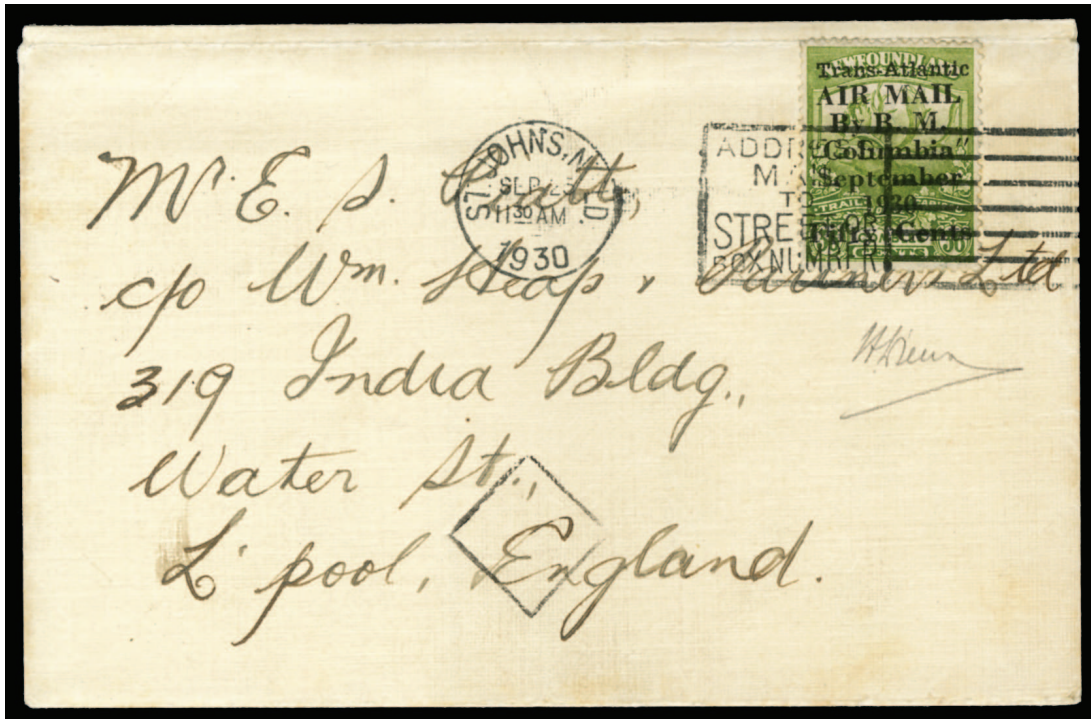
**1930 "Miss Columbia"**



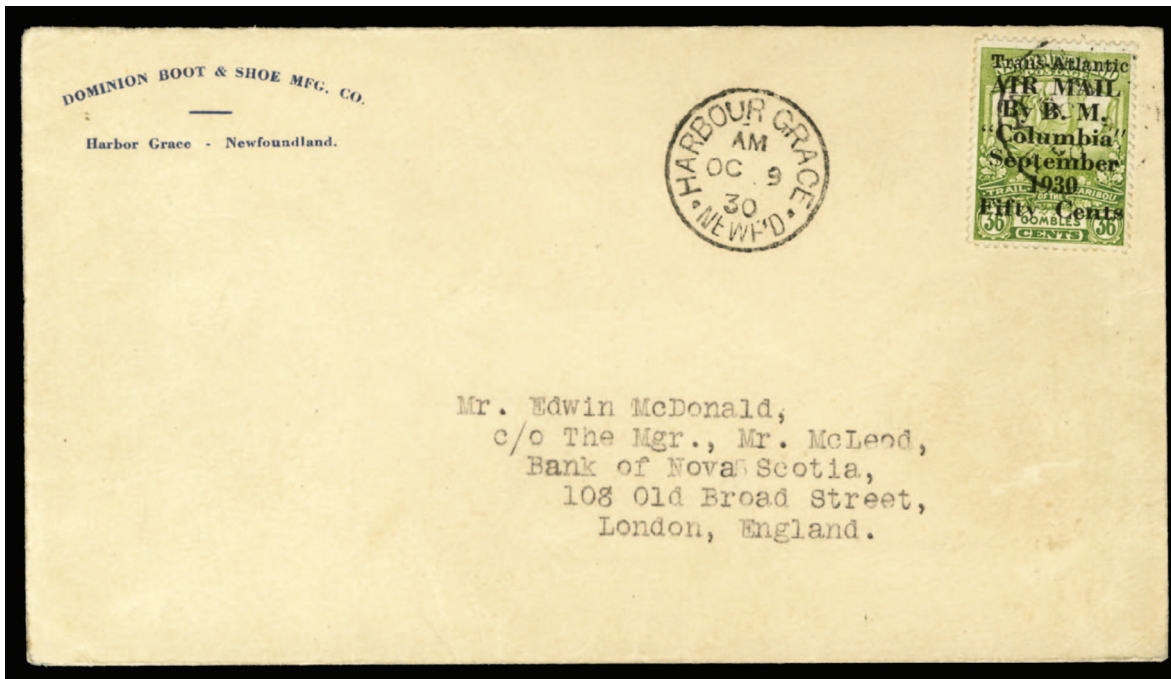
51 ★★ 1930 50c on 36c olive green "Columbia", position 3 of the setting, perfectly centered, pencil signed, v.f., with 1934 BPA certificate (Unitrade CAN \$24,0000) cat. \$14,000.....(C5) 5,000.00

*300 copies of the 36c Caribou were overprinted, 160 were sold at the GPO in St. John's, 48 were sent to Harbour Grace Post Office, remaining 92 were sold to "select personalities". Only 100 were actually used: 65 from St. John's and 35 from Harbour Grace*

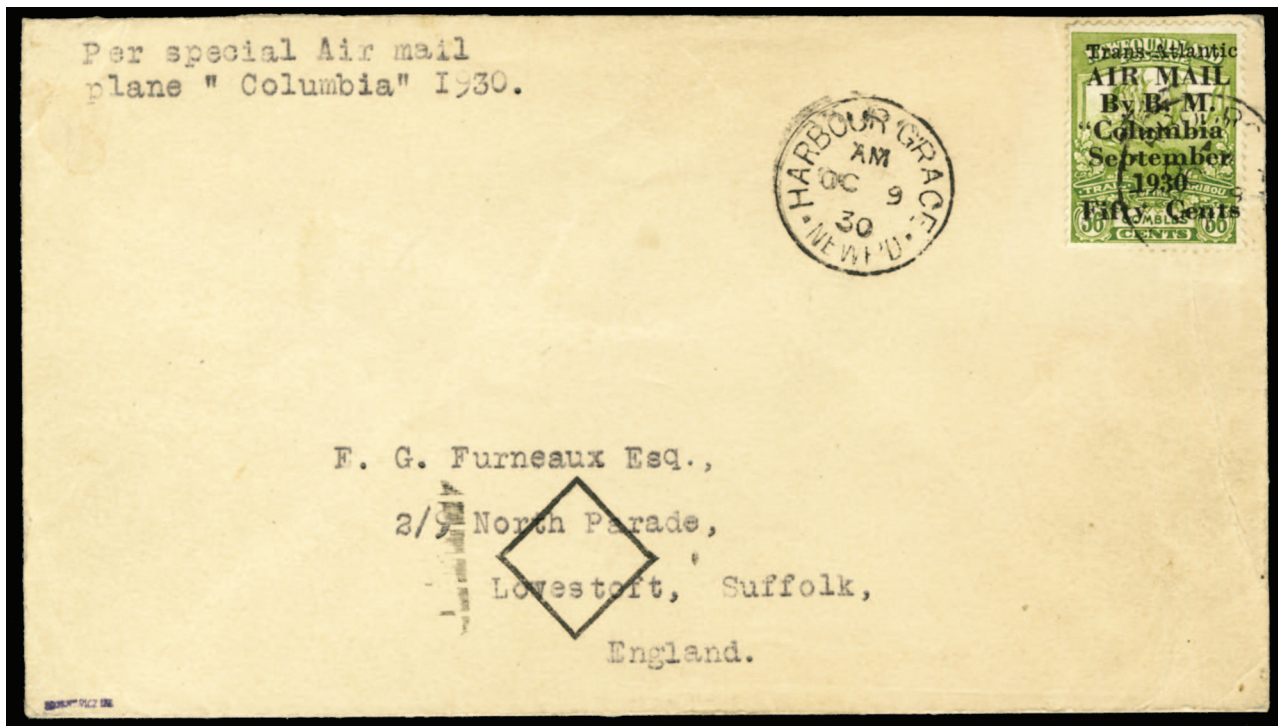




- 52  50c on 36c olive green "Columbia", position 2, used on cover from St. John's Sep 25, 1930 to England, Harbour Grace Oct.9, 1930 transit on back, filing folds away from the stamp, v.f., signed Diena, with 2003 Greene Foundation certificate. Also included is a letter from Wm Heap to "Dear Mr. Cochrane, I return herewith 2 envelopes, as requested" (Unitrade CAN \$15,000) cat. \$14,000....  
.....(C5) 3,000.00



- 53  50c on 36c olive green "Columbia", position 4, v.f., used on Dominion Boot & Shoe Mfg. corner card cover from Harbour Grace Oct.9, 1930 cover to England, with 2009 PFC (only 48 stamps were sent to Harbour Grace Post Office, including two complimentary blocks to the pilot and the navigator, hence only a few covers known from Harbour Grace) cat. \$18,000 .....(C5) 5,000.00



54  50c on 36c olive green "Columbia", position 3, v.f., used on cover from Harbour Grace Oct.9, 1930 to England, with Lowestoft Oct 15, 30 arrival pmk on back, filing fold away from the stamp, with 1965 BPA certificate (only 48 stamps were sent to Harbour Grace Post Office, including two complimentary blocks to the pilot and the navigator, hence only a few covers known from Harbour Grace) cat. \$18,000 .....(C5) 5,000.00



55  50c on 36c olive green "Columbia", position 2, v.f., used on corner card R.D.McRae & Sons cover from Harbour Grace Oct.9, 1930 to England, endorsed "By Special Air Mail per Aeroplane Columbia", minor cover toning away from the stamp, with 2009 Greene Foundation certificate (also included unused Newfoundland Post Office letterhead stationery) cat. \$18,000.....(C5) 5,000.00





56  50c on 36c olive green "Columbia", position 2, used on cover from St. John's Sep 25, 1930 to England, endorsed "Per Air Mail Columbia HrGrace to London, England, September 1930", part of backflap missing, minor cover tears at top, fine, with 1933 BPA and 2001 Greene Foundation certificates, cat. \$14,000 .....(C5) 3,000.00



57  50c on 36c olive green "Columbia", position 3, used on cover from St. John's Sep 25, 1930 to England, Harbour Grace Oct.9, 1930 transit on back, v.f., manuscript "Arr. Croydon 11 Oct 1930" arrival docketing, cover signed by J. Errol Boyd, Harry P. Connor and Charles Levine (owner of the airplane), one of only two covers known signed by the two pilots and owner of the airplane, cat. \$14,000 .....(C5) 3,000.00

1931-32 Pictorial Issue



58 P 1931 Pictorial Issue, 15c-\$1, set of three large die proofs in black on unwatermarked white wove paper, each showing reversed die numbers in the margins, v.f., rare .....(C9-11P) 1,000.00



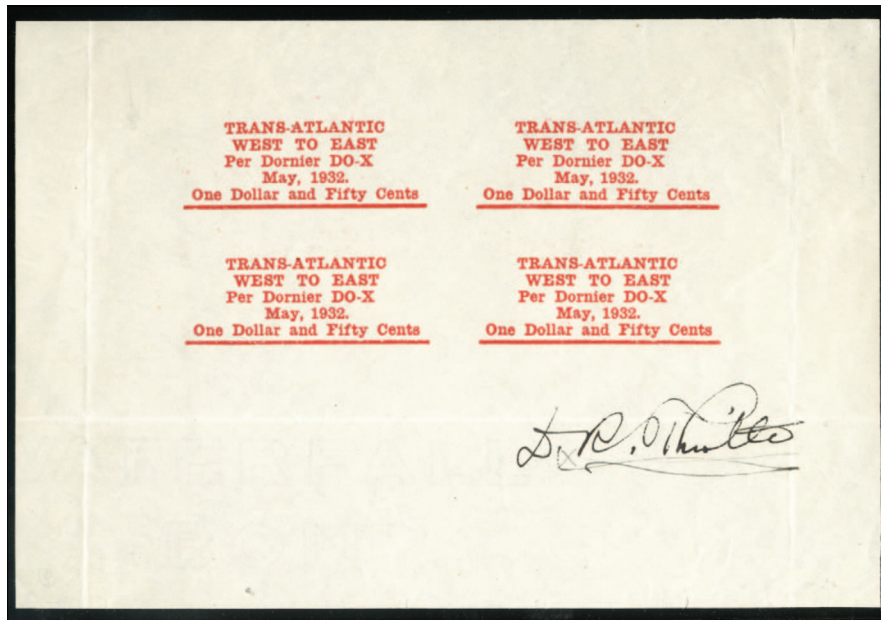
59 P 1931 Pictorial Issue, 15c-\$1, set of three large die proofs in issued colors on thick unwatermarked white wove paper, v.f. ....(C9-11P) 1,000.00



60 ★★田 1932 unissued \$1 First International Trans-Atlantic Flight, sheet of 20, n.h., v.f., also uncanceled stamp on cover. The government of Newfoundland canceled their contract with the company that produced the stamp prior to issuance and the stamps were not valid for postage (see note in Scott after C12) ..... 250.00



1932 Dornier DO-X - the Unique Proof Setting



- 61 P田 1932 DO-X, proof of the approved surcharge in red, complete setting of four printed on bond paper watermarked "waterfall bond", signed at bottom by Dr. Thistle, King's printer and owner of the "Newfoundland Gazette" newspaper (earlier the "Royal Gazette"), marginal creases, fresh and v.f., unique .....(C12P) 5,000.00

1932 Dornier DO-X surcharge



- 62 ★/★田 1932 DO-X, block of four, n.h., v.f. (Unitrade CAN \$3,200) .....(C12) 750.00



- 63 ★/★ 1932 DO-X \$1.50 on \$1, surcharge dramatically shifted diagonally, vertical pair, h.r. at top, bottom stamp n.h., v.f. "slanted surcharge" variety (Unitrade C12i, CAN \$2,700) .....(C12var) 750.00



64 ★ 1932 DO-X Surchage, \$1.50 on \$1 blue, surcharge inverted, l.h., well centered, fresh and v.f., with 1993 Royal certificate. These stamps were printed in sheets of four for use on the return flight of the Dornier DO-X from New York to Germany. While it has been estimated that as many as 13 blocks of four may have had the inverted surcharge applied in error, only 20-40 stamps still exist today. A major rarity, ex-Dempsey Drappas (Unitrade CAN \$30,000) cat. \$20,000 .....(C12a) 10,000.00



65 ☒ 1932 (20 May) cover franked with \$1.50 surcharge, tied by St. John's slogan departure pmk and sent to London, endorsed "Via Air Mail DO-X" at bottom, oval "High Commissioner for Newfoundland Received 26 May 1932" datestamp on back, flown back to Newfoundland, with St. John's June 2nd 1932 arrival, v.f., one of only four covers known with London arrival .....(C12) 500.00



66 ☒ 1932 General Post Office corner card cover (re-used) franked with \$1.50 Do-X (May 19), with previous 36c, 4c and 10c making up 50c franking for "Columbia" flight (June 2, 1930), with various transit and arrival markings, fine-v.f., most unusual .....(C12) 500.00





- 67  1932 (20 May) cover franked with \$1.50 surcharge, tied by St. John's slogan departure pmk and sent to Lisbon, red typewritten "Via Air Mail DO-X Newfoundland-Europe", with Portuguese slogan arrival 25.5.32 on back (mail was offloaded in Vigo, Spain and from there sent to Portugal), only a few known to Lisbon .....(C12) 500.00



- 68  1932 (20 May) cover franked with \$1.50 surcharge canceled by blue Holyrood pmk, with single and pair 2M German Eagle adhesive alongside, canceled by black "Dornier Flugschiff May 16, 1932" (on-board Post Office headed by Wilhelm Niemann, co-pilot), "America Europa DO-X" cachet at bottom, addressed to London, with 21 May 32 arrival, forwarded to Berlin (27 May), v.f., rare combination cover .....(C12) 500.00



- 69  1932 (20 May) cover franked with \$1.50 surcharge canceled by blue Holyrood pmk, with single and pair 2M German Eagle adhesive alongside, canceled by violet "Dornier Flugschiff May 16, 1932" (on-board Post Office headed by Wilhelm Niemann, co-pilot), "America Europa DO-X" cachet at bottom, addressed to London, with 21 May 32 arrival, forwarded to Berlin (27 May), v.f., rare combination cover .....(C12) 500.00



70  1932 (19 May) legal-size envelope franked with \$1.50 surcharge, tied by St. John's slogan departure pmk and sent to Horta, Azores, with letter mentioning three similar covers sent, backstamped June 15th (mail was offloaded in Vigo, Spain and from there sent by sea to the Azores) .....(C12) 500.00



71  1932 (19 May) cover envelope franked with \$1.50 surcharge, tied by St. John's slogan departure pmk and sent to Madrid, endorsed "DO-X" at bottom, with unclear arrival pmk on back (mail was offloaded in Vigo, Spain and from there sent by sea to the Azores) .....(C12) 500.00



72  1932 (19 May) cover franked with \$1.50 surcharge, tied by St. John's slogan departure pmk and sent to Berlin, opened and resealed by German Customs, with handstamp and dated May 27 by hand, filing fold away from the stamp, unusual cover to Germany .....(C12) 250.00





- 73  1932 Peter O'Mara corner card cover franked with \$1.50 surcharge, tied by part of St. John's slogan departure pmk, addressed locally and sent to Germany, where 25pf Hindenburg adhesive was added and resent from Kiel to St. John's, arriving on August 15th, cover roughly opened, with some stains on back, otherwise fine, one of only three known with similar routing and probably handled by the crew .....(C12) 500.00



- 74  1932 (19 May) cover franked with \$1.50 DO-X surcharge, variety bottom line shifted diagonally, sent from St. John's to England, unclaimed (25 May) and returned (July 27), framed "Not Called For E.C.", fine, with small photo of DO-X at Holyrood (Unitrade C12i, CAN \$900) .....(C12var) 250.00



- 75  1932 (19 May) cover franked with \$1.50 surcharge canceled by St. John's departure pmk, addressed to France, with St. Cloud (26.V.32) arrival, minor toning, otherwise fine .....(C12) 150.00

1933 Labrador Issue



76 P 1933 Labrador Issue, complete set of five die proofs in issued colors, all on watermarked paper, reversed serial numbers at top, v.f., rare .....(C13-17P) 1,500.00



77 ★/★★ 1933 Labrador Issue, 5c-75c, also color shades of 10c and 75c, imperforate vertical pairs, l.h. at top, bottom stamps n.h., v.f. (catalogued as hinged pairs) cat. \$3,575 .....(C13a-17a) 750.00



78 ★★田 1933 5c brown and 10c yellow, imperforate blocks of four, l.h. or n.h., v.f., cat. \$1,100....(C13a,14a) 300.00





79 ★/★★ 1933 5c light brown, imperforate vertical pair, also 10c orange brown and 75c brown, color proofs, imperforate horizontal pairs, inverted watermarks, the latter overinked markings, l.h. or n.h., fine-v.f. ....(C13a,14a,17a)

350.00



80 田 1933 10c orange yellow, imperforate sheet of 50, proof on un gummed, watermarked paper, light vertical wrinkles and creases at left, otherwise v.f. ....(C14P)

2,500.00

**1933 Italo Balbo “Crociera” Italian Air Cruise**



81 ★★ 1933 \$4.50 on 75c bister, n.h., minor gum bends, otherwise v.f., cat. \$475 .....(C18) 200.00



82 ★★★ 1933 \$4.50 Balbo, block of four, perf. 13.8, n.h., v.f., with handstamped guarantee on back (Unitrade C18b, CAN \$4,000) .....(C18b) 1,000.00



83 ★★ 1933 \$4.50 Balbo, watermark sideways inverted, n.h., v.f., with 2006 Royal certificate, rare (only 11 examples recorded, including a block of four) .....(C18var) 1,000.00





- 84 ☒ 1933 corner card "Crociera" legal size envelope to Rome, franked with \$4.50 Balbo surcharge, canceled in Clarenville (July 29) and Shoal Harbour (July 30), handled by the crew, with 10cts Portuguese adhesive canceled August 9 Praca de Rocio (Lisbon), arriving in Rome (Aug 12), with Ministerio de Aeronautica pmk, signed by all the pilots and the crew of "Alice" (commanding vessel of the Armada), including Italo Balbo, filing fold away from the stamp, fine and truly remarkable item, **no other recorded with such quantity of autographs**, or the additional Portuguese transit franking .....(C18) 2,500.00



- 85 ☒ 1933 corner card "Crociera" cacheted envelope from/to Captain Teucci (pilot of I-TEUC) mailed in Harbour Grace (Aug 5), with complimentary Orbetello Grosseto (12 Aug) pmk alongside, v.f., the only recorded Balbo cover mailed on August 5th, 1933 .....(C18) 500.00





86 1933 picture postcard ("the Alice") franked with \$4.50 surcharge, tied by Clarenville (August) datestamp, addressed to Rome, with Orbetello Grosseto (14.8.33) arrival, autographed "Italo Balbo" on picture side (The "Alice" was the commanding vessel of the Armada) .....(C18) 500.00



87 1933 \$4.50 Balbo, canceled July 25, 33 Harbour Grace on cover addressed to Mr. Walter P. Walsh in Rome, endorsed "General Balbo Fight", with additional Harbour Grace departure pmk, blue Crociera handstamp, Shoal Harbour transit and Rome (Aug 12) arrival pmks on back, cover with clipped corners at left, otherwise fine. Only 5(!) covers (four from Harbour Grace) have been recorded canceled June 25 outside of St. John's GPO .....(C18) 500.00





88 ☒ 1933 \$4.50 Balbo, canceled July 29th on Crociera Aerea type I picture postcard, additional 1c and 2c ordinary stamps, tied by "Clarenville July 28th" datestamp and Shoal Harbour pmks, with arrival 15.8.33 alongside, some toning, signed Alberto Dena, with his 1965 certificate. This is the only known official postcard used on the entire flight .....(C18) 500.00



89 ☒ 1933 (26 July) cover to Paris, franked with \$4.50 surcharge, tied by St. John's departure cds, with Crociera blue logo and "1616" handstamp, Shoal Harbour (July 27) and Roma (12 Aug) transits, with Paris (15 Aug) arrival pmks on back, fine, stated to be the only known Balbo cover from Newfoundland to France .....(C18) 500.00



90  1933 (27 July) cover to Italy, franked with \$4.50 surcharge, tied by Shoal Harbour departure pmk, with Crociera blue logo and "1181" handstamp, Torino transit and Roma arrival pmks, no other Newfoundland markings, signed Richter .....(C18) 250.00



91  1933 (26 July) cover to Kurseong, India, franked with \$4.50 surcharge, tied by St. John's departure cds, with Crociera blue logo and "1618" handstamp, Shoal Harbour (July 27) and Roma (12 Aug) and Brindisi transits, with "Kurseong Reg. 25 Aug 33" arrival (following its arrival in Rome, the cover traveled via Paris to Brindisi by train and connected with the newly opened (July1) Imperial Airways flight Croydon to Karachi, then Indian Transcontinental Airways (Tata & Co.) to Calcutta and by the "Darjeeling Himalayan Railway" to Kurseong in West Bengal, covering 8,800 miles, over four continents, four postal administrations (Newfoundland, Italy, England and India), four trains and four airplanes, impressive voyage, minor cover toning .....(C18) 1,000.00





92 ✉ 1933 (26 July) cover to Italy, franked with \$4.50 surcharge, tied by St. John's departure cds, with Crociera blue logo and "64" handstamp, Shoal Harbour (July 27) and Roma (18 Aug) arrival markings on back, v.f .....(C18) 250.00



93 ✉ 1933 (26 July) General Accident Assurance Company corner card cover to Italy, franked with \$4.50 surcharge, tied by St. John's departure cds, with Crociera blue logo and "1575" handstamp, Shoal Harbour (July 27), Torino (15 Aug) with 50c Italian adhesive added for the return trip, showing Aug 28 St. John's arrival, v.f., rare round-trip combination cover with Italian adhesive paying return postage .....(C18) 500.00





94 ☒ 1933 (26 July) cover to England, franked with \$4.50 surcharge, tied by St. John's departure cds, with Crociera blue logo and "43" handstamp, Shoal Harbour (Aug 2) and Roma (12 Aug) arrival, v.f. cover mailed from Shoal Harbor after aborted departure on 30th July, rare .....(C18) 500.00



95 ☒ 1933 (26 July) Newfoundland Labrador Export Company corner card cover to Italy, franked with \$4.50 surcharge, tied by St. John's departure cds, with Crociera blue logo and "5025" handstamp, Shoal Harbour (July 27), Naples and Rome arrival pmks on back (18 Aug), fine .....(C18) 250.00





- 96 ☒ 1933 (26 July) legal size "Newfoundland Railway" sent by an American journalist cover to Rome, franked with \$4.50 surcharge, tied by Shoal Harbour departure cds, with Crociera blue logo and "5092" handstamp (highest known number), Rome arrival (17 Aug), fine .....(C18) 500.00



- 97 ☒ 1933 (26 July) cover to Italy, addressed to Carbonear, Newfoundland, franked with \$4.50 surcharge, tied by St. John's departure cds, with Crociera blue logo and "1150" handstamp, Shoal Harbour (July 27), Torino (15 Aug) arrival, resent to Newfoundland, with August 30 arrival in St. John's and August 31st in Carbonear, fine and unusual cover .....(C18) 250.00



- 98 ☒ 1933 (7 Aug) cover to Toronto, franked with \$4.50 surcharge, tied by Shoal Harbour departure cds, with Crociera blue logo and "15" handstamp, with Clarenville Aug.8 transit and Rome (12 Aug) arrival markings on back, v.f. example of late mail to Italy .....(C18) 250.00



99  1933 (26 July) The Evening Telegram corner card cover to Italy, addressed to the Deputy Minister of Posts and Telegraphs St. John's Newfoundland, franked with \$4.50 surcharge, tied by St. John's departure cds, with Crociera blue logo and "1833" handstamp, Shoal Harbour (July 27), Torino (15 Aug) arrival, resent to Newfoundland, with August 28 arrival in St. John's, signed by "Balbo" on front, v.f. ....(C18) 500.00



100  1933 cover sent by a journalist, Mario Massai to himself in Milano, registered and franked with \$4.50 surcharge and additional pair of 5c Caribou and single 7c Elizabeth, tied by Shoal Harbour August 1, 1933 and framed Post Office Clarenville July 29th datestamps, signed by Italo Balbo, fine cover handled by the crew (Mario Massai, "Corriere de la Sera Milano", was one of the three Italian journalists covering the Armada) ....(C18) 500.00





- 101  1933 (26 July) cover addressed to H.R. Harmer in London, franked with \$4.50 surcharge, tied by St. John's departure cds, with Crociera blue logo and "1566" handstamp, Shoal Harbour (July 28, rather than the usual July 27) and Roma (12 Aug) arrival pmks on back, v.f. ....(C18) 500.00



- 102  1933 cover to Italy, franked with \$4.50 surcharge, tied by framed "Post Office Clarenville July 1933", with Crociera blue logo and "1841" handstamp, various transit and arrival pmks, fine cover handled exclusively by the crew of the Armada, without the usual Shoal Harbour or other Newfoundland markings ....(C18) 250.00

**Flight Covers**



- 103  1919 (4 July) "Souvenir of First Flight Handley-Page Biplane "Atlantic" from Harbour Grace, Newfoundland" cover to Allston, Mass., attractively overfranked, faint "Missent to Long Island City, N.Y." handstamp, with July 10 cds applied on front, minor cover toning, otherwise fine. Only 6 covers known to USA .... 500.00



104  1919 (4 July) District Court Harbour Grace cover to New York, franked with 1c and 2c Caribou (appropriate surface rate), faint "Missent to Long Island City, NY" handstamp, with July 10 cds applied on 1c adhesive, endorsement reads "Via First Flight Handley-Page Biplane "Atlantic" from Harbour Grace Nfld", fine and interesting cover (no air mail rate to USA existed at the time. Only on July 4th, just before departure to New York, supplementary covers were added. After the Parrsboro mishap, the mail to USA was sent (by error) together with mail to England. In Long Island, this mail was presumed to be included on the British Airship R-34 at Mineola Airfield, on its way to London. Upon arrival in Long Island City however, the US mail was redirected to the appropriate destination) ..... 500.00



105  1919 (4 July) Thomas Leather Co. cover to Newark, NJ, attractively overfranked, faint "Missent to Long Island City, NY" handstamp, with July 10 cds applied on front, minor creases, fine ..... 500.00





106 ☒ 1921 (26 Feb) two covers, one General Post Office cover franked with 3c on 35c, raised "E" variety, tied by St. John's departure pmk, "Per Aerial Post St. Anthony" handstamp, with St. John's May 7, 21 pmk on back, the other franked with 3c Caribou, similar markings, fine-v.f. In addition, there is a picture postcard showing Labrador Mail Winter Conveyance. About 200 covers were sent by railway to Botwood, the plane was not ready and the flight was canceled .....(AAMC FF-5) 150.00



107 ☒ 1921 (10 Mar) two covers, each franked with 3c Caribou, tied by St. John's departure pmks, "Air Post Fogo" handstamps, Fogo March 28 arrival pmks on back. Also included "On Postal Service" cover with 3c franking from St. John's April 4th, return flight from Fogo, with March 28 pmk at left, fine-v.f. ....(AAMC FF-6) 250.00

MAILED IN 'ST JOHN'S EAST OFFICE

Flight started December 18th 10.40 a.m. but was interrupted after two hours, due to engine trouble. The plane landed at Deer Lake not far from a railway station. Spares were received the same day. Meanwhile, while trying to start the engine the next day, Cotton was hit by the propeller and injured.

The flight was indefinitely delayed, such that, on January 23, 1922, the mail was put on the train and carried to North Sydney on the steamship 'Kyle'.

While part of the mail was sent to the Halifax General Delivery, very few are known with a receiver, when returned to Newfoundland.

MAIL RETURNED TO ST JOHN'S G.P.O.

In 3 ways  
IF UNDELIVERED RETURN TO  
J. W. PENNEY  
34 MILLCOCK STREET  
ST. JOHN'S, NEWFOUNDLAND.

Mr. J. W. Penney,  
G/o General Delivery,  
G. P. O.  
Halifax.

Corner Card cover 'J. W. PENNEY' sent General Delivery Halifax, franked 35c - variety wide AIR MAIL and dot - cancelled November 24 in St. John's G.P.O. Usual hand stamp of the General Delivery Halifax Feb 11th - '11' inverted/reversed - with the hand pointing the address where to return the cover. On reverse usual receiver Halifax FEB 5 and ST JOHN'S machine receiver FEB 20 on return

EARLIEST RETURN DATE (FEB 20)  
from a handful of known covers with  
such postal marking on return

COVER SENT TO HALIFAX, FRANKED 35c OVERPRINTED -SHORT AIR MAIL and dot -, CANCELLED NOV 21st BY ST JOHN'S EAST CIRCULAR DATE STAMP. TRANSIT AT ST JOHN'S G.P.O. (MACHINE CANCEL ON REVERSE) AND USUAL RECEIVER HALIFAX FEBRUARY 4th (TWICE).

SUPPLEMENTARY MAIL IN BOTWOOD

The mail bag was officially closed November 26th in the St. John's G.P.O. and sent by rail to Botwood the next day. Take-off did not occur before December 10th. Few covers were added, mainly by the AERIAL SURVEY Co.

Corner Card advertising cover 'AERIAL SURVEY CO.' Sent to London, franked 35c - wide AIR MAIL, no dot - cancelled December 6th in Botwood. Usual Halifax receiver February 4th on reverse. No receiver in London as usual.

FEW COVERS KNOWN IN BOTH POST OFFICES

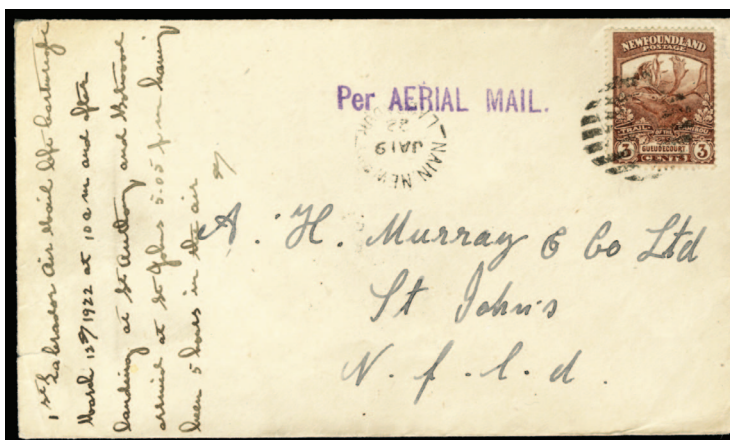
108 ☒ 1921 (Dec) Botwood to Halifax, three covers, each franked with 35c "Air Mail to Halifax" overprinted adhesive, one from St. John's to Halifax, Nov.21st departure and Feb.4th, 1922 arrival, another J.W. Penny corner card cover, Feb.5 arrival and returned back to St. John's (Feb 20), plus corner card "Aerial Survey Co." cover from Botwood to England, with Feb.4th Halifax arrival, some cover folds and minor flaws, fine lot .....(AAMC FF-9) 250.00



109  1922 (23 Feb) first flight cover from St. John's to Botwood, franked with 3c Caribou, large "Per Aerial Mail" handstamp, with Feb 26 arrival pmk on back, v.f. .... 150.00



110  1922 (18 Feb) first flight cover from St. John's to Grand Falls (by train from Botwood), GPO St. John's cover sent by the Postmaster (free of charge), with flight acknowledgement in red, filing folds, with Feb 27 arrival pmk on back, one of only two known covers to Grand Falls ..... 150.00



111  1922 (13 Mar) first flight cover from Labrador to St. John's, franked with 3c Caribou, canceled Nain Labrador Jan 19, 1922, with large "Per Aerial Mail" handstamp, March 3rd Cartwright pmk on back, showing endorsement "1st Labrador Air Mail left Cartwright March 13th 1922 at 10 am and after landing at St Anthony and Botwood arrived in St John's 5:05 pm having been 5 hours in the air" (beginning in March 1922, Major Cotton started a project to fly to Battle Harbour on the Southern Labrador coast and possible extension to Cartwright, 150 miles further north, for a total of 500 miles), v.f. example of the winter mail flight by the Cotton & Bennett "Aerial Survey Co." to Labrador, one of only two covers known ..... 500.00



After returning from the Labrador and several flights to Fogo, Cotton left St John's on March 14<sup>th</sup> with the mail of the Trinity Bay area.

**TRINITY BAY AND TWILINGGATE FLIGHT**



Cover mailed in St John's East Office to Champney's East (Trinity Bay), franked 3¢, cancelled March 6<sup>th</sup>, flown March 14<sup>th</sup>. Special hand stamp « Per AERIAL MAIL » in violet.





Corner Card cover, franked 3¢, cancelled in St John's March 13<sup>th</sup> 1922, air mailed to Bonavista (Trinity Bay area). Special hand stamp « Per AERIAL MAIL » in magenta. On reverse, Bonavista receiver cds dated March (1)5<sup>th</sup> - "1" missing

In Trinity, he collected the mail to St John's before the next leg to Bonavista. This mail was sent to St John's by train on arrival in Botwood.



Cover mailed in Trinity, franked 3¢, cancelled March 14<sup>th</sup>. Special hand stamp « Per AERIAL MAIL » in violet. Dispatched from Botwood by train and machine receiver March 17<sup>th</sup> 7pm in St John's.



Receiver in St John's March 17<sup>th</sup>



Advertising Cover franked 3¢, cancelled at St John's East March 14<sup>th</sup> 1922, air mailed to Twillingate. Special hand stamp « Per AERIAL MAIL » in magenta. No receiver.

112 ☒ 1922 (14 Mar) four covers, each franked with 3c Caribou (one with 1c+2c), mailed from St. John's to Trinity, Bonavista (Trinity Bay area) and to Twillingate, one from Trinity to St. John's, each bearing "Per Aerial Mail" handstamp, appropriate markings, minor faults noted, scarce group ..... (AAMC FF-17a,b) 250.00

**UNRECORDED FLIGHT**

Below covers flown on unofficial or official mail around March 16th to 18th while Cotton was in Labrador. Unrecorded in the literature



Corner Card cover "ROTHWELL & BOWRING" sent to Gander Bay, franked 3¢ cancelled St John's East MR 18 1922 and special hand stamp "Per AERIAL MAIL" in magenta, transit St John's GPO MR 18 7-PM on reverse. Back stamp GANDER BAY MR 20 1922 in blue.

**SIMILAR FLIGHTS AND NEW HAND STAMP**

Few days later, while Cotton has returned from Labrador, a new hand stamp showed up in St John's: known as "Aerial Mail" type 1 with short serif to "M"



Cover franked 3¢, cancelled in Botwood March 20 1922, sent to St John's. Machine receiver MAR 21 2PM 1922 on reverse. "Aerial Mail" type 1 on observe. Flight March 21 not reported in the literature.



Cover sent from Botwood to Philadelphia, franked 3¢ cancelled in Botwood. Endorsement in margin "I hereby certify that this cover was despatched from Botwood by Airpost". No back stamp.



Cover franked 3¢, cancelled in Gander Bay MR 6 (date inverted no year) to New-York via St John's. "Aerial Mail" type 1 on observe. Date flown questionable but likely March 21 as above.

113 ☒ 1922 (20 Mar) four covers, each franked with 3c Caribou or 1c+2c, St. John's to Gander Bay, Botwood to Philadelphia, Botwood to St. John's and Gander Bay to New York (cover and stamp defective), new "Aerial Mail" handstamps, mostly unlisted routes ..... (AAMC FF-17var) 250.00


End of March 1922, Cotton attempted to go to the Labrador; destination *Cartwright*. But on March 30<sup>th</sup> the flight aborted because of the weather conditions. He is obliged to fly back to *Botwood*.

On April 20<sup>th</sup>, he took-off again for the Labrador. He made a stop over in *St Anthony* before reaching *Battle Harbour* by 2:30pm landing nearby *Hoop Hole Cove* because of the conditions of the ice. For the same reasons he must give up the idea to go to *Cartwright* and return to *Botwood* the same day. The mail to *Cartwright* will be sent by surface from *Battle Harbour*.

**AIR MAIL TO BATTLE HARBOUR ...AND CARTWRIGHT BY DOG SLED!**



Cover sent to *Cartwright* (Postmaster), franked 3c, cancelled in *St John's G.P.O.* March 28<sup>th</sup>. Arrival in *Battle Harbour* April 21<sup>st</sup>, next day of the flight. Special hand stamp « Per AERIAL MAIL » in violet-black.



Same mail. Going from *Battle Harbour* to *Cartwright* by surface (likely dog sled). Cover with receiver circular date stamp in *Cartwright* dated...June 23<sup>rd</sup>

**FLIGHT BATTLE HARBOUR/SJ : MAIL FROM ST ANTHONY**

On the return flight from *Battle Harbour*, having forgiven the projected flight to *Cartwright*, *Cotton* landed at *St Anthony* where he collected some mail



Cover franked 3c, -1+2 - cancelled of the usual (weak) rectangular violet hand stamp of *St Anthony* dated April 20<sup>th</sup> 1922 to *St John's*. Manuscript "per airship"(sic) and special hand stamp « Per AERIAL MAIL » in violet.




Next, *Botwood* to *St John's* by railway.  
On reverse arrival *St JOHN'S EAST* circular date stamp dated April 22<sup>nd</sup>.




**THE ICE BECOMING TOO THIN. THIS FLIGHT WAS THE LAST ONE IN 1922.**

114 ☒ 1922 (28 Mar) three covers, two with 3c Caribou franking, one from St. John's to Labrador, with Battle Harbour arrival, the other from Battle Harbour to Cartwright (June 23rd arrival). Third cover, franked with 1c+2c Caribou, flown "Per Aerial Mail" from St. Anthony (Apr.20, 1922), endorsed "Per Airship", with Apr.22 arrival, fine group .....(AAMC FF-20-21) 250.00


**In 1923 the main activity of the Cotton group was with the Labrador.**

**FIRST FLIGHT TO LABRADOR**  
FIRST USAGE OF THE SPECIAL STAMP 'AERIAL MAIL' TYPE 2 with long serifs to 'M'

The first flight in 1923 likely took place around January 18<sup>th</sup> from *Botwood* towards *Hawkes Bay* and return. A cover with rectangular *Hawkes Bay* is known January 26<sup>th</sup> with receiver in *St John's* and with the large "Aerial Mail" (type 2 with long legs in M). Just after this flight, the arrival of two pilots was reported arriving January 29<sup>th</sup> from Great Britain: *Basedon* et *Breakell* on a "Westland". There was a new flight to *Hawkes Bay* on February 5<sup>th</sup> followed by a flight to *St John's*, jointly made by *Cotton* and *Basedon* on the *Westland* and the "*Martinside*" ... but the *Westland* was quickly damaged.



Cover very likely mailed in *Forteau* (Labrador) and picked up by *Cotton* on the return flight from *Hawkes Bay* February 5<sup>th</sup>, receiving in *Botwood* "Per Aerial Mail" in *Black* before being air mailed *Botwood* to *St John's* February 8<sup>th</sup> where it received the "Aerial Mail" magenta type 2 (long serifs). Sent next day, February 9<sup>th</sup> to destination, *Bishop's Cove*, receiving a receiver circular date stamp (reverse) at the Office of *Spaniard's Bay*. Last leg few miles only by surface.

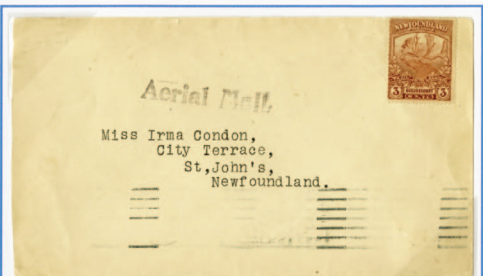


Spaniard's Bay circular date stamp. February 9<sup>th</sup>, 1923, on reverse

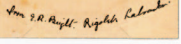
**AN UNUSUAL USAGE OF THE TWO AIRMAIL SPECIAL HAND STAMPS ONLY KNOWN**

**LAST FLIGHT FROM LABRADOR**

May 3<sup>rd</sup>, 1923, three planes (?) flew towards *Hawkes Bay* and *Rigolet* (Labrador) transporting mining equipment for gold miners. *Cotton* joined them in *Cartwright* on May 7<sup>th</sup> (no mail). It is mentioned that he transported a small mail during his return flight to *Botwood* receiving the « Aerial Mail » (type 1) special hand stamp. The last leg to *Botwood* likely by plane.



Cover sent from *Rigolet* Labrador to *St John's*, franked 3c not cancelled. Very likely handled by *Cotton* on his return flight May 16<sup>th</sup> from *Cartwright* to *Botwood*, the previous leg *Rigolet/Cartwright* uncertain (plane/surface?) and receiving the special hand stamp "Aerial Mail" type 1 in *St John's*. Last leg uncertain (plane or railway) but received in *St John's* by weak machine cancel May 17<sup>th</sup>.



(reverse) from *St. Anthony* *Rigolet* *Labrador*

**TWO COVERS KNOWN**

Having refused a 25 years contract with the Post Office, *Cotton* liquidated his interests in the island and left for *British Guiana*.  
AS A RESULT, THERE WAS NO LOCAL OR CONTINENTAL AERIAL MAIL ACTIVITY IN THE ISLAND FOR THE NEXT SIX YEARS.

115 ☒ 1923 (Feb-Mar) two covers, each with 3c Caribou franking, one from Forteau (Labrador), picked up by Cotton from Hawkes Bay to Bishop's Cove; the other from Rigolet (Labrador) to St. John's, stamp not canceled, possibly handled by Cotton on his return flight March 16th from Cartwright to Botwood, each cover with "Aerial Mail" handstamp in violet or black, minor faults, rare .....(AAMC FF-23) 250.00





May 8<sup>th</sup> 1927: Nungesser and Coli took off from Le Bourget (Paris) to cross the Atlantic and land in New-York... and win the Orteig 25,000\$ price. The plane is sighted in Newfoundland and French press has already celebrated the successful flight... but, next day, it became obvious that the plane has disappeared.

Beginning of June, - on initiative of "Aviation Digest" -, Floyd Bennett, took off toward Newfoundland, searching for the plane. He carried a small mail which was later resent.


The « Oiseau Blanc » was never officially found, even if most recent discoveries tend to prove that the plane, after flying over Newfoundland, has tried to land on St Pierre et Miquelon (French islands in the south of Newfoundland) ... and has achieved the first crossing of the Atlantic from East to West.

(Reproduction of a French Newspaper with headline announcing the "successful" flight)

Unofficial mail carried by Floyd Bennett with slogan mentioning the "Oiseau Blanc" search around a reproduction of the Nfld 3¢ "pence issue. Franked 3¢ (US) and cancelled at Times Square NY June 2 1927.

(reverse)




On reverse, 1¢ Nfld franking, "city rate", and St John's machine cancel dated June 11<sup>th</sup> for dispatch to John Shortall, a St John's stamp collector.

116 ✉ 1927 (June) Floyd Bennett cover franked with U.S. 2c and Newfoundland 1c Caribou (defective), with slogan mentioning the "Oiseau Blanc" search around the "Nungesser-Coli Search Expedition" cachet ..... 150.00

Following the "Kelly Act" of 1925, the US Post was authorized to contract private companies (CAM) to carry the air mail in all the Country. Contracts for the various sections of the so-called "TRANSCONTINENTAL" between New-York and San Francisco - which could be flown day and night - were only awarded in 1927.

It is well known that Charles Lindbergh, after receiving a pilot formation in the Army, had flown in 1926 for the account of the Robertson Aircraft Co. on route CAM-2 from Chicago to St Louis. While he started to fly in 1922, he only received graduation in 1925 after following an official formation in the Army. His instructor was J. O. Biffle who later flew the inaugural section "CHICAGO to IOWA CITY" of the CAM-18 CHICAGO to SAN FRANCISCO awarded to BAT (Boeing Air Transport), on July 1<sup>st</sup>, 1927.



Cover sent from St John's to Medford (Oregon), franked 14¢ (4¢ to US + 10¢ fee for Transcontinental air mail as per Kelly Act), cancelled St John's GPO June 25<sup>th</sup>, 1927. Likely by train to Chicago, then by the "Transcontinental" to San Francisco (CAM-18) before reaching its destination. First leg CHICAGO / IOWA CITY flown First Flight CAM-18 (Boeing & Co) July 1<sup>st</sup>, 1927, J. O. Biffle pilot (signed).



On reverse US transit hand stamps in San Francisco (July 2) and Medford (July 3).

VERY UNUSUAL NEWFOUNDLAND COVER

Note: Other pilots on other sections of CAM-18 to San Francisco were EM Allison, Hugh Baker, HA Collison, JW Sharpnack and Frank R Yager.

117 ✉ 1927 (June) St. John's to Oregon, via Chicago and the "Transcontinental" cover franked with 14c franking, appropriate markings, cachet and signed by J.O. Biffle (pilot) ..... 150.00

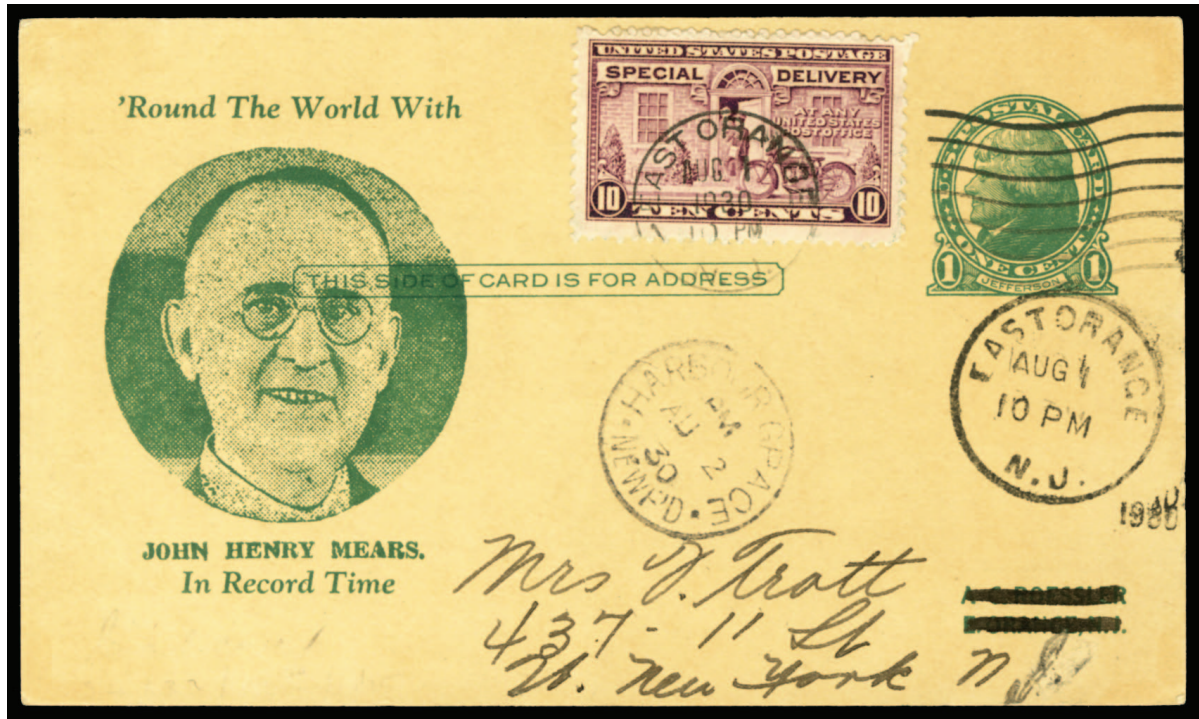


118 1929 (14 June) 10th Anniversary of Alcock & Brown Transatlantic flight, cover from St. John's to William O'Neil, Secretary of the Ministry of Posts and Telegraphs, franked with 15c (not canceled) and signed by Arthur Whitten Brown, one of the pilots ..... 150.00



119 1929 (26 July) St. John's to Sydney, N.S., cover with 4c franking, endorsed "Via (Blue Nose) Air Mail" and bearing "Blue Nose" Air Mail Nfid to Canada cachet, plus another cover with attractive franking (totaling 11c), canceled July 27, 1929 Harbour Grace, sent to Rose Archibald (pilot's wife), North Sydney arrival pmk, fine-v.f. ....(AAMC FF-32) 150.00



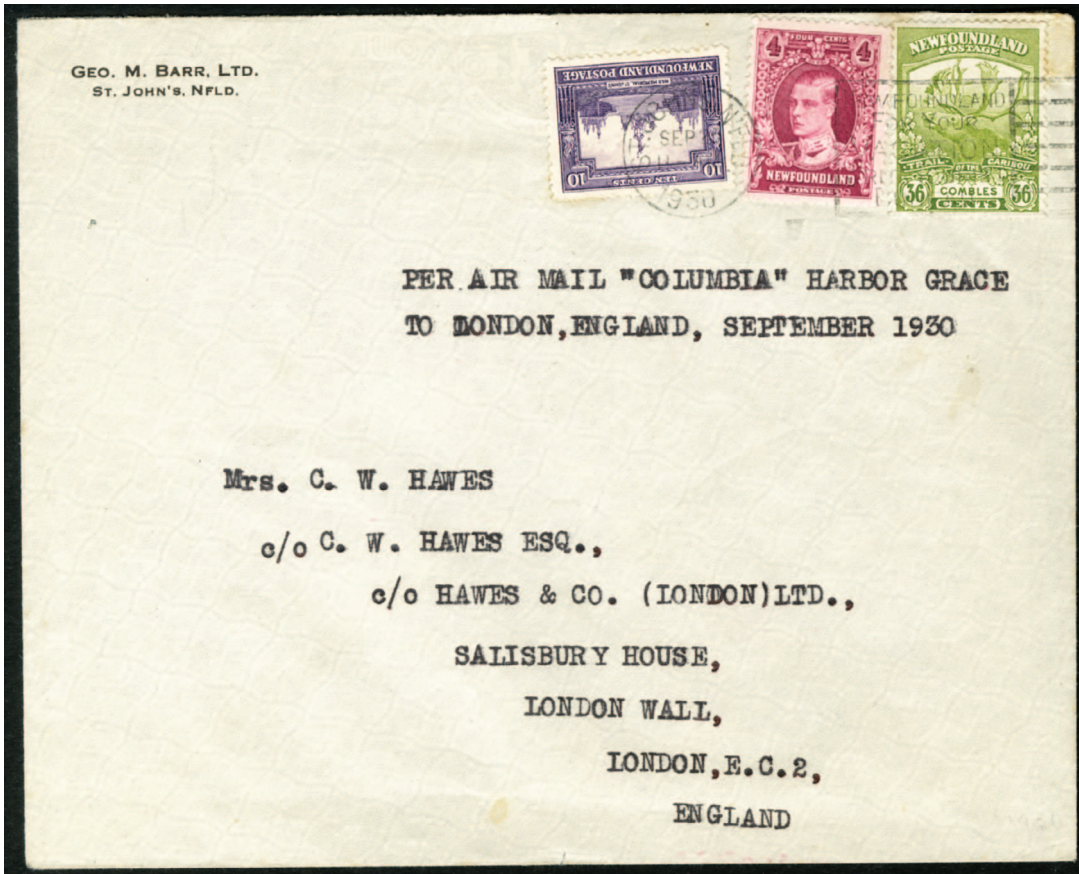


120  1930 (1 Aug) Mears and Collyer Round the World attempted flight, New York to Harbour Grace, 1c card with 10c Special Delivery franking, with Harbour Grace August 2, 1930 arrival pmk, signed on back by John Henry Mears ..... 250.00



121  1930 (9 Oct) corner card R.D.McRae & Sons cover from Harbour Grace to England, endorsed "By Special Air Mail per Aeroplane Columbia", franked with 2c and 2x24c ordinary stamps, tied by departure cds, repeated below, filing folds away from the stamps, without arrival pmk as usual, fine. Only 10 covers franked with 50c ordinary stamps have been recorded from Harbour Grace ..... 750.00





122 ☒

1930 (25 Sep) corner card Geo.M.Barr, Ltd cover from St. John's to England, "Per Air Mail "Columbia" Harbour Grace to London England September 1930" typewritten instructions, franked with 4c, 10c and 36c ordinary stamps, with Harbour Grace Oct 9, 1930 transit on back, no arrival as usual, v.f. ....

500.00



123 ☒

1930 (25 Sep) corner card R.C.Rose cover from St. John's to Scotland, endorsed "Per Columbia Air Mail via London", franked with 4c, 10c and 36c ordinary stamps, with Harbour Grace Oct 9, 1930 transit on back, no arrival as usual, v.f. ....

500.00



**Charles Kingsforth Smith**, an Australian, was already a legend in 1930 after his Trans-Pacific flight – United States to Australia - in 1928 and further numerous flights in Australia on the **"SOUTHERN CROSS"**. This plane was an upgraded Fokker F.VII/3m already used for polar flight. In 1930, after an overhaul of the plane in Holland, Charles Kingsforth Smith flew to the United States from Ireland (*Portmanoch Beach*) with an unexpected landing in *Harbour Grace* June 26<sup>th</sup>, being short of fuel after 31½ hours of flight. The successive flight to NY was completing a spectacular Round the World tour.



While refuelling in Harbour Grace, he took a small mail (7 covers).



Cover flown by the "Southern Cross" from Harbour Grace to United States (Buffalo, NY state), franked 4¢ - surface rate to United States, cancelled HARBOUR GRACE JUN 26<sup>th</sup> and receiving an additional franking 2¢ in States July 2<sup>nd</sup>, the cover being resent to destination.

(reverse)

Transit mark at N.Y. GRAND  
CENTRAL STATION JUL 2.



124 ☒

1930 (26 June) "Southern Cross" stop over at Harbour Grace, cover with U.S. 2c and Newfoundland 4c franking, Harbour Grace cds, endorsed "Via Aeroplane Southern Cross", with July 2, N.Y. arrival pmk on back, closed tear at top of the cover away from the stamps, fine, one of only seven covers carried on the "Southern Cross" .....

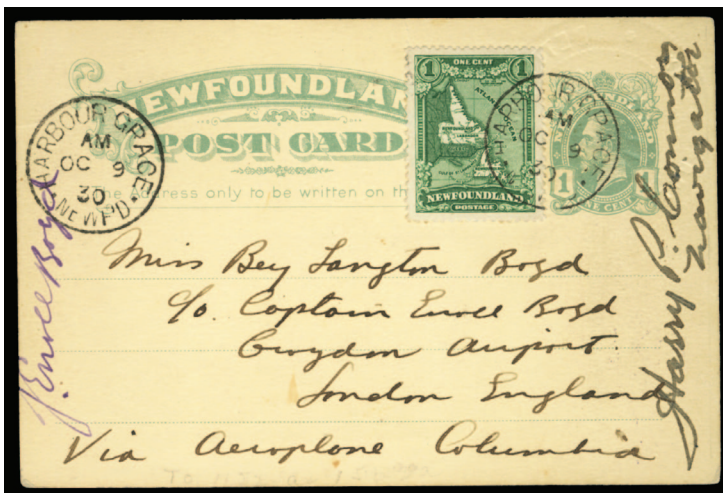
500.00



125 ☒

1930 (9 Oct) re-used Canadian flight cover (Medicine Hat to Moose Jaw), carried on the "Columbia" flight from Harbour Grace, with London 13 Oct F.S. 71 arrival pmk, both on front, signed by J. Errol Boyd (pilot) and Harry P. Connor (navigator), fine and unusual cover, cat. \$475 .....

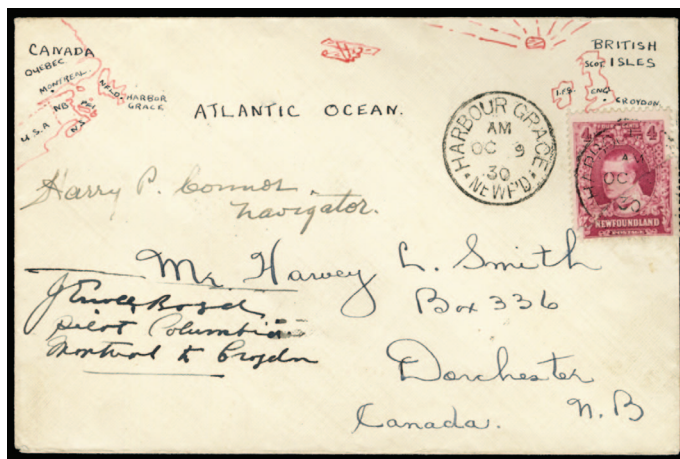
(AAMC FF-35c) 250.00



- 126 1930 (9 Oct) 1c stationery card uprated with 1c adhesive, carried on the "Columbia" flight from Harbour Grace to London, sent by the pilot to his daughter, with text on reverse about the scarcity of such cards (only 20 carried), signed by a public notary, with signatures of J. Errol Boyd (pilot) and Harry P. Connor (navigator), v.f., cat. \$475.....(AAMC FF-35c) 250.00



- 127 1930 (9 Oct) 1c stationery card uprated with 1c adhesive, carried on the "Columbia" flight from Harbour Grace to London, sent by the pilot to himself, showing London Croydon Airport Communication Office 11 Oct 30 arrival pmk on front, with signatures of J. Errol Boyd (pilot) and Harry P. Connor (navigator), v.f., cat. \$475.....(AAMC FF-35c) 250.00



- 128 1930 (9 Oct) hand-illustrated cover showing the flight of the plane, carried on "Columbia" flight from Montreal to London, franked with 4c adhesive, canceled Harbour Grace, with London 13 Oct F.S. 71 arrival pmk on back, fine Montreal to Croydon cover, signed by J. Errol Boyd (pilot) and Harry P. Connor (navigator) cat. \$450.....(AAMC FF-35d) 250.00



Commander **Donald B. Mac Millan** was a polar explorer. He accompanied **Robert Peary** towards North Pole in 1908, but was forced to quit with feet frozen. He later studied the Innu and Inuit in Labrador.

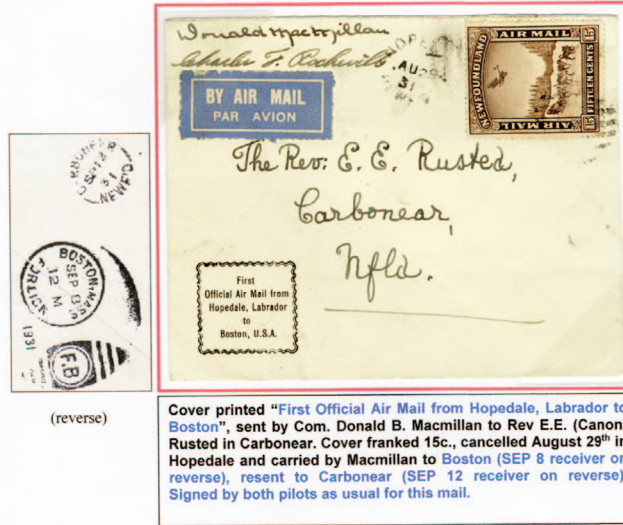


Labels prepared for the projected Atlantic flight

Initially MacMillan planned to cross the Atlantic from Boston to London via Labrador and Iceland, but the project was abandoned due to insufficient sponsoring. The flight was consequently reduced to a flight to **Hopedale (Labrador)** and MacMillan tried to give some consistence to the flight by eventually making an Official First Flight.



In August 1931, seconded by **Charles F. Rockwell**, he flew from Boston to Hopedale on the seaplane "**Viking**". Covers were printed "**First Official Air Mail Hopedale to Boston...**". This required the approval of the G.P.O. St John's; such approval arriving late. Likely, the mail was not placed in an official pouch and was handled by the crew leaving Hopedale August 29<sup>th</sup>.



6 COVERS KNOWN CARRIED AND RETURNED TO NEWFOUNDLAND

- 129 ☒ 1931 (Aug) "Viking" Hopedale to Boston, cover with printed "First Official Air Mail from Hopedale, Labrador to Boston", sent by Com. Donald Macmillan to Rev. E.E. Rusted in Carbonear, signed by both pilots (Macmillan and Charles Rockwell), v.f. *Initially, Donald MacMillan, a polar explorer, planned to cross the Atlantic from Boston to London, via Labrador and Iceland, but the project was abandoned due to insufficient funding. Perf. and imperf. Tete-beche pairs, labels prepared for the projected Atlantic flight are included* ..... 150.00




- 130 ☒ 1931 (Sep) illustrated cover, dated and signed (twice) by Ruth Nichols, U.S. and Newfoundland franking uncanceled, signed by the Aviatrix, v.f. In June, 1931, Ruth Nichols attempted to fly from New York to Paris, with a stop-over in Newfoundland, but her plane "Akita" crashed in St. Johns N.B. (June 22) ..... 250.00



Shortly after the arrival of Archibald Sullivan and Douglas Fraser, the « Newfoundland Airways Ltd. » has signed a contract with the G.P.O. St John's for six winter flights (150\$ each) towards the northern White Bay outposts.

Without doubt about the interest from the philatelists and dealers, the G.P.O. did not forget to mention the possibility to have the letters returned to senders, but instructions were not always understood... unless this was intentional errors! Stamps were sold from January 2<sup>nd</sup> by noon.



**General Post Office**

NEWFOUNDLAND AIR MAIL TO ST. ANTHONY, WHITE BAY DISTRICT

Half ounce letters, addressed to Hampden, Western Arm, (White Bay), Conche and St. Anthony, Nfld., or place in the vicinity of these communities marked "Per Air Mail" and bearing a fifteen cent 15c. Air Mail stamp, will be returned by Air Mail, provided a return address is placed on the envelope. Letters addressed to places outside of Newfoundland via St. Anthony, should carry an extra 4 cent stamp.


(4) Air mail stamps, value of 15c, 30c, and \$1.00 have been provided, and will be on sale at the G. P. O. on and from noon 2nd of January.

W. W. BALFORTH,  
Minister Posts and Telegraphs.

General Post Office, Dec. 29th, 1930.


(after Newfoundland Almanac C.H.C. Hamer)

**EARLIEST USAGE OF THE PICTORIAL AIRMAIL ISSUE**



Cover franked 30¢ for White Bay Round Trip via St Anthony. CANCELLED 1<sup>st</sup> DAY JAN 2<sup>nd</sup> 9:00 AM, BEFORE THAT STAMPS WERE SOLD AT GPO! Special handstamp showing day of departure and destination


**ERRONEOUS FRANKING**



Famous "Newfoundland Hotel" corner card cover sent to Hampden, franked 15¢ + 3¢ (1) mailed in St. John's East P. O. and cancelled same day by GPO JAN 9. Special handstamp and transit "Hampden" on front. Returned by air mail UNDERPAID!

The service is underpaid for return by air, ... or overpaid for return by surface (included when paying 15¢ ARTICLE '1'). The cover was returned by plane, Hampden not being able to return the mail by surface, ... and no tax was claimed ... as usual!

**REMOTE LOCATION: MAILED WITH ORDINARY STAMPS**



Cover mailed from Westport (about 10 miles from Western Arm) by the stamp dealer Rev. Butler in St Georges, franked 15¢ in ordinary stamps - no air mail stamps available at this location - cancelled January 15<sup>th</sup>. Sent by surface (dog sled?) to Western Arm - received January 16<sup>th</sup>. Continuation on the circular flight to St. John's, transit/receiver February 18<sup>th</sup> in St. John's as usual, then by railway to St. George on the opposite side of the island. Sandy Point receiver Feb 20<sup>th</sup> on reverse.

131 1931 (Jan) White Bay District Contract covers by Archibald Sullivan and Douglas Fraser, three covers from Hampden, Westport and St. Anthony, various frankings and destinations, each described exhibition style on page, fine-v.f. ....(AAMC FF-37-38) 150.00

**SAME DESTINATION AND VARIOUS TREATMENT**



Circular illustrated cover from St John's, via St Anthony, franked 30¢. and usual cancellation in St John's January 5<sup>th</sup>. Special circular hand stamp "TO ST ANTHONY". Also rectangular hand stamp of St Anthony dated February 14<sup>th</sup> on the return. On reverse receiver St Anthony Feb 13 and St John's Feb 18<sup>th</sup> as usual. illustration showing the plane (Gypsy Moth) equipped with landing gear. Signed Sullivan.

**FORWARDED TO ENGLAND**



Cover sent registered to Bristol (GB) via Conche, franked 65¢ (17). Registration mark in black. Cancellation by inappropriate special hand stamp 'ST ANTHONY JAN 29 1931', also special handstamp 'HAMPDEN' (SW corner) 17 while resent from CONCHE JAN 29 (1st leg). On return (Feb 18th on reverse), the cover was forwarded to England, receiving PLYMOUTH circular date stamp March 3, 1931.

**FORWARDED TO CANADA**



Circular illustrated cover St John's, via St Anthony, franked 15¢ (underpaid), retained by the GPO before being added to the mail Jan 29<sup>th</sup> (day of departure). Abnormal cancellation with wrong special hand stamp "Hampden", superseded with the appropriate hand stamp "St Anthony". In St Anthony (Feb 13<sup>th</sup> receiver on reverse), the cover was retained - not paying the return by plane - and later returned by surface mail (likely sea) with arrival in St John's March 23.

**FORWARDED TO CANADA**



Cover mailed to Montreal (St Lambert) via ST Anthony, franked 50¢ (17) and special hand stamp ST ANTHONY. Received FEB 13 (on reverse) and resent to St John's next day, FEB 14 (on front). On reverse St John's receiver FEB 18 as usual. Then, forwarded to destination with 'ST LANBERT 25 FE 31' receiver.

132 1931 (Jan-Feb) White Bay District Contract covers by Archibald Sullivan and Douglas Fraser, four covers from St. John's via St. Anthony (signed by Sullivan), one to Montreal, another to England, various frankings and destinations, each described exhibition style on page, fine-v.f. ....(AAMC FF-37-38) 150.00





133 ✉ 1931 (3 Jan) cover franked with 50c green, addressed to Victoria, B.C., flown from St. John's to Moncton, N.B., where Registry handstamp was applied, missed the connection to the West ("Received too late to Connect with Air Mail from Montreal"), via Montreal (Jan 7), New York (8 Jan), Portland (10 Jan) and finally Victoria (11 Jan), very unusual routing for a Canadian destination .....(AAMC FF-37var) 150.00

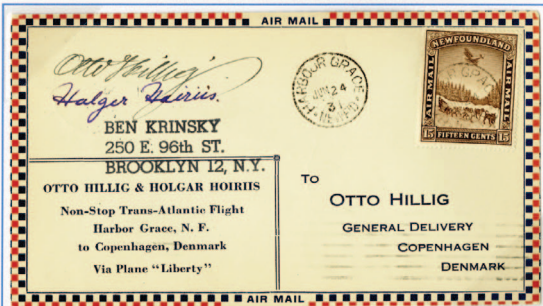
In June 1931, Danish *Halger Hoiris* and co-pilot *Otto Hillig* made a flight from New-York to Copenhagen with the Bellanca « *Liberty* », a similar plane to the "Miss Columbia" of Boyd preceding year. The plane took-off from Harbour Grace on June 24<sup>th</sup> at dawn and landed in Germany due to adverse winds before joining Denmark. The plane had on board a mail of 34 covers from New-York. 227 covers were presented at the Harbour Grace Post Office. ... and were not returned to the pilot. Alternately, they were sent to St John's GPO for further transportation by sea. Reason of such "miss" is questionable, likely caused by an early take-off of the plane.

US FLOWN COVER



Roesler cover, Hillig/Hoiris flight to Copenhagen, franked 2¢ USA cancelled "LIBERTY MAY 24 4:30 N.Y.", signed by the aviators. Flown – likely carried by the aviators - and resnt to Liberty franked 25 kroners cancelled "KØBENHAVN 3. 7. 31.". Signed by the aviators. No back stamps

NEWFOUNDLAND UNFLOWN COVER ...



Similar cover, franked 15¢. cancelled at Harbour Grace June 24<sup>th</sup> – day of the take-off. The mail was sent by sea from St John's (June 26<sup>th</sup>) and received in Copenhagen with a complimentary "KØBENHAVN 3.7.31 LUFPOST" arrival circular date stamp.

Note: No air mail rate specified for this Trans-Atlantic mail. Surface rate (6cts/oz.)

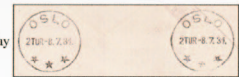
In Harbour Grace, Hillig and Hoiris met Captain A. Anonsen, a Norwegian owner of a whaling company. Captain Anonsen, a familiar of the airfield, remitted a couple of cover franked 1\$, 1<sup>st</sup> air mail issue, with address in Norway.

... NEWFOUNDLAND FLOWN COVER



Cover handled by pilots in the plane, franked 1\$ (!?) un-cancelled in Harbour Grace and mailed in Copenhagen July 7<sup>th</sup>, franked 25 kroners Denmark, to Oslo Norway. Receiver in Oslo July 8<sup>th</sup> (e)

Oslo receiver circular date stamp next day



ONE OF TWO KNOWN NEWFOUNDLAND COVERS (same sender)



Note: Capt. Anonsen was a Norwegian, owner of the Newfoundland Whaling Company from 1923 to 1931. He was apparently a familiar of Harbour Grace airport where he has been photographed with family in front of the "Columbia" in 1928.

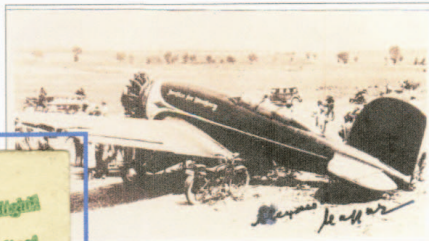
(Renamed "Miss Columbia" the plane was in Harbour Grace for a 1<sup>st</sup> Trans-Atlantic flight by a woman attempt, which was abandoned following the numerous casualties previous year)

Reproduction ("The Challenge of the Atlantic" Parsons & Bowman)

134 ✉ 1931 (June) Hillig & Hoiris "The Liberty" flight to Denmark, three covers, one with U.S. and Danish franking, with special cachet, another with 15c Labrador, canceled Harbour Grace (June 24), both covers signed by the two aviators, last one with \$1 Air Mail (uncanceled), with Danish adhesive alongside canceled in Copenhagen, minor cover faults, all three covers written-up on album pages .....(AAMC FF-43) 200.00



July 1931. Two Hungarians – *Capt Endresz* and *Lt Magyar* – arrived in **Harbour Grace**, while in competition for a prize money of 10,000\$ for the first flight between the United States and Hungary by Hungarians, offered by **Harold Harmsworth**, brother of the London Press tycoon (see the “Challenge”). While *W.H. Kennedy*, St John’s General Postmaster, discussed a possible mail of 500 covers, *A. Halfyard*, Nfld Minister of Post and Telegraphs closed the discussion on the argument of a « political problem ».



Picture: The plane in Harbour Grace, signed by the aviators  
Reproduction (author’s collection)



Cover refused at Harbour Grace PO and handed over by crew to Budapest where the mail received several green hand stamps in Hungarians aside from un-cancelled 1\$ Nfld.



Card both in English and Hungarian sent from Detroit (USA), cancelled: FLINT.MICH May 14. Receiving similar green hand stamps in Budapest  
**AHF Post Card :**  
« INJUSTICE DONE TO HUNGARIANS BY THE TRIANON PEACE TREATY »



135 ☒

1931 (15 July) Endresz and Magyar “Justice for Hungary” flight cover endorsed “Via Air Mail Plane Justice for Hungary”, with corresponding Hungarian cachet and Budapest (July 16) arrival pmk, franked with \$1 Air Post, with three-line cachet applied in Hungary. Cover was refused at Harbour Grace and handed over by the crew in Budapest, where the various cachets were applied. In addition, there is a specially prepared postcard from Flint, Mich, with similar green cachets applied on arrival in Hungary (the flight did leave Harbor-Grace on July 15, 1931. The non-stop flight took 26 hours and 20 minutes covering 5770 kilometers in total. Due to unfavorable weather conditions, the fliers were forced to make a number of bypasses resulting in their fuel running out earlier than planned. As a consequence, they were unable to land as planned on the outskirts of Budapest where thousands were awaiting them. Instead, they were forced to touch down 25 kilometers short, in a cornfield close to Bicske in Feher County) cat. \$1,300.....(AAMC FF-44)

250.00





136 1931 (16 July) two covers from Corner Brook to St. John's, one addressed to Sir R.A. Squires, Prime Minister of Newfoundland, signed "A.D. Sullivan, Pilot", fine-v.f. ....(AAMC FF-45) 200.00



137 1932 (19 May) cover franked with ordinary \$1.54 stamps (\$1.50 Air Mail and 4c usual rate Newfoundland to North America), tied by St. John's slogan departure pmk and sent by W.J. Thistle (Postmaster at the Newfoundland North Sydney Assorting Office, Nova Scotia) to Glasgow, with London 26 May 1932 transit, handstamped "Not Called For", but nevertheless finally delivered Glasgow 2 Aug, returned to sender, with North Sydney, N.S. arrival, minor cover wrinkles, fine ..... 500.00



- 138 ☒ 1933 (July) Seven Islands (Sept Iles) via Wabush-Katsao, two covers, one round trip from Badger's Quay (Bonavista), via Wabush Katsao to Sept-Iles (Quebec province) and back, the other from Wabush-Katsao to St. John's, each with appropriate cachets, registry handstamp and other markings, written up on exhibit page, fine-v.f. .... 150.00



- 139 ☒ 1933 (24 July) Balbo Crociera, Roessler cover paying \$1.70 with regular issue franking, with violet "Italian Air Cruise New York - Roma" cachet, flown from New York to St. John's Newfoundland, with Shoal Harbor and St. John's arrival pmks on back, v.f., showing "3132" serial handstamp, unused 15c Roessler label added, v.f. .... 500.00





140 ☒ 1933 (23 July) Balbo Crociera, cover paying \$1.70 with attractive franking, with violet "Italian Air Cruise New York - Roma" cachet, flown from New York to St. John's Newfoundland, with Shoal Harbor and St. John's arrival pmks on back, v.f., showing "3010" serial handstamp, signed Diena, with his certificate. A rare item, less than 40 "private" covers were mailed to Newfoundland ..... 500.00



141 ☒ 1933 (12 July) Balbo Crociera, cover endorsed "Via Italian Air Mail", franked with 5c and 25c, tied by Cartwright, Labrador pmks 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 to unusual destination, signed Longhi, with detailed certificate ("Crociera Aerea Del Decennale - Volo di Ritorno Tappa Cartwright - Chicago, Comandante Italo Balbo", Longhi No.33Sgb) ..... 500.00



In June 1934, two Poles brothers, *Benjamin and Joseph Abramovitch* made a flight from *New-York to Warsaw* on the plane "*City of Warsaw*" with the compulsory stopover in Harbour Grace in Newfoundland. In Harbour Grace some covers were returned to New-York with Newfoundland franking and cancellation. "City of Warsaw" (reproduction – author's collection)



Signed registered cover registered New-York (City Hall) June 27<sup>th</sup>, 1934, hand stamp on reverse. Warsaw circular date stamp July 2<sup>nd</sup> on reverse. Cover was resent franked 5 grosys (zloty/100).



US Air Mail Cover (8¢) cancelled June 28<sup>th</sup> (Brooklyn Office), dropped in Harbour Grace – receiver June 29<sup>th</sup>- from which the cover was resent franked 5¢ next day with railway transit R.P.O. CON(ception).BAY same day June 29<sup>th</sup>. Unusual.

142 ✉

1934 (27 June) two covers, one with U.S. and Polish franking, special cachet and signed by both Adamowicz brothers; the other 8c stationery entire envelope, dropped in Harbour Grace, where 2c and 3c Newfoundland franking was added for further transmission, v.f. (On June 28, Benjamin and Joseph Adamowicz took off from Floyd Bennett Field in NYC and landed in Harbour Grace, Newfoundland. The next day, they took off from there for a Trans-Atlantic trip. Through mechanical problems, leaking engine and heavy rainstorm, they managed to reach Europe (near Caen in France). The next day, after repairing a landing gear, they took off to Paris, then to Germany, where they were forced to land due to fuel leaks. On July 2, the brothers arrived in Warsaw, Poland, treated as heroes. The Adamowicz brothers were possibly the first amateur pilots in the world to fly a plane across the Atlantic) .....

250.00



After an aborted attempt in 1932 due to an accident, *Thor Solberg* repeated the attempt to fly between United States and Norway in 1935, on the assumed path of the navigator *Leiv Eriksson* a thousand years earlier. Arriving from New-York he refueled in Cartwright (Labrador) where the postmaster accepted to stamp some covers without formal agreement by the G.P.O. St John's.



Cover signed Thor Solberg and numbered 1108. Franked 26. USA cancelled New-York July 13<sup>th</sup> 1935 on reverse, then 5c Newfoundland cancelled in Cartwright (Labrador) July 22<sup>nd</sup> and finally 7 Kr. in Bergen on August 16<sup>th</sup> to addressee in Scotland. On reverse special Bergen slogan, reminding the flight, dated same day. No receiver in UK as usual.

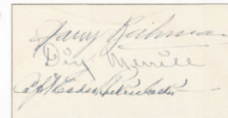


- 143 ✉ 1935 (22 July) Cartwright to Norway, cacheted "Leiv Erikson" cover, franked with Newfoundland 5c Silver Jubilee and 7c Norwegian adhesives, canceled Cartwright and Bergen, with U.S. 2c carmine canceled 13 July, 1935, Thor Solberg Bergen advertising cachet, fine .....(AAMC FF-54) 150.00



Cover mailed in Harbour-Grace Sept 19<sup>th</sup> 1936 at destination of New-York, franked 15c. Additional US franking (not cancelled) added on arrival September 22<sup>nd</sup>.

Captain "Dick" Merrill and crew signatures on reverse




News of the emergency landing got back to well-known pilot Cpt. Rickenbacker in NY, who flew to Harbour Grace to come in aid to Cpt. Merrill with his DC2 "Great Silver Fleet", here shown in Harbour Grace behind the "Miss Dorothy" of "Jim Mollison (see next page).




- 144 ✉ 1936 (22 September) Harbour-Grace to New York, return flight of "Lady Peace" from Wales to New York, via Southport England. The plane ran short of fuel, 18th September, cover with U.S. franking (uncanceled) and 15c Newfoundland, tied by Harbour Grace (Sep 19), signed by Captain Dick Merrill, Harry Richmond and Capt. Eddie Rickenbacker, who flew to Harbour Grace to help the "Lady Peace" ..... 500.00




- 145  1936 (29 October) Harbour-Grace to England, Jimmy Mollison cover with 2c franking, canceled Carbonear 29 October, with English adhesives added in London for the return flight to Newfoundland, signed by Jim Mollison "on record transatlantic flight N.Y.- London 30 Oct. 1936", fine and rare cover, only five (!) reported ..... 500.00



- 146  1936 (29 October) Harbour-Grace to England, Jimmy Mollison cover with 15c franking, canceled Carbonear 29 October, with English adhesives added in London for the return flight to Newfoundland, signed by Jim Mollison "on record transatlantic flight N.Y. - London 30 Oct. 1936", fine and rare cover, only five (!) reported ..... 500.00



- 147  1939 (15 July) Pan-American Airways flight from Hong Kong, via New York to Botwood, with stamps of each country on front, 24 July, Botwood arrival, fine Round-the-World flight cover ..... 100.00

**END OF SALE - THANK YOU**