

BNA *Topics*

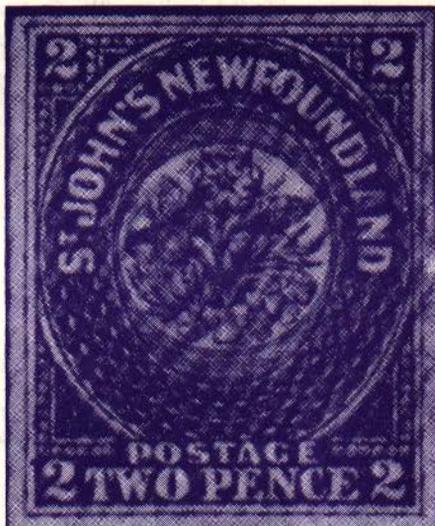
▲ Official Journal
of the
British North America
Philatelic Society

APRIL 1957

In This Issue:

36 PAGES OF
SPECIALLY
WRITTEN
NEWFOUNDLAND
ARTICLES

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1857-1957**



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all who have sent inquiries regarding the forthcoming BIG SHOW at the Hotel Sylvania, Locust Street, east of Broad Street, in Philadelphia, September 19-20 and 21, 1957.

As you receive this copy of TOPICS all Bourse tables have been reserved; registrations have started to come in, and the hotel informs us they have been receiving reservations. If you have not written the hotel for a reservation as yet, may we suggest that you do so IN THE NEAR FUTURE!

REMEMBER—the sooner you let the hotel know that you intend to be present on those dates—the sooner you send in that registration—the sooner you get the collection in shape for the exhibit—THE BIGGER AND BETTER YOUR CONVENTION AND EXHIBITION . . . for your Host Group started working on this show last October, have worked on it every week since then, and will continue to do so until the last “So long, happy landings” is spoken next September. WILL YOU HELP?

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BNA Topics

Official Journal of the
British North America Philatelic Society

VOLUME 14

NUMBER 4

WHOLE NUMBER 145

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REVENUE GROUP

News

EDITOR: E. A. RICHARDSON, 303 Pin Oak Drive, La Marque, Texas

THIS MONTH'S column deals entirely with Newfoundland items of revenue interest.

E. L. Piggott (BNAPS 629) calls our attention to the fact that many Newfoundland postage stamps, with the AYRE perfin (Types No. A8 and A9) were used for revenue purposes. Looking over our small collection of these items, I note that more than half of my specimens bear what appear to be revenue cancellations.

The AYRE perfin is also found on some of the Newfoundland revenue stamps; I have examples on the King George V Inland Revenue issue of 1910.

Owners of complete files of BNA TOPICS will find that way back in Vols. 1 and 2 there were a number of good articles on Newfoundland revenues, including some of the tax paid items. I refer to Vol. 1, Nos. 1 and 2, which contained a check list by Harold Meyers (BNAPS L9), our first TOPICS editor, and to Vol. 2, Nos. 1, 7 and 12, which contained contributions by Dan Meyerson (BNAPS L3). The revised check list in No. 12 is especially valuable.

The Queen Victoria Inland Revenues of 1898 contain some interesting minor varieties, and is a most beautiful issue. The 50c value comes in two distinct shades, the one being the familiar yellow-orange or orange yellow; the other being a distinct red orange.

Why is it so many of the stamps of this issue are 'offset on back'? These are especially common on the 75c black, and also quite common on the \$1.00 green.

Probably still the best reference work on Newfoundland revenues is the four-page mimeographed bulletin published in January 1946 by the Canadian Revenue Society, which later joined forces with BNAPS. This is publication No. 17, and is entitled 'Priced Catalogue of the Documentary Revenue

Stamps of Newfoundland', and was compiled by Colin MacR. Makepeace (BNAPS No. 107).

In the King Edward VII Inland Revenue issue of 1903 there does not seem to be many varieties of interest. I note only that the 25c value comes in both a dark and light shade of blue. On the few examples I have examined the light blue, like all the other denominations of this issue appears to be printed on a paper with a horizontal mesh, while the dark blue is printed on a paper with a distinct vertical mesh. The direction of the mesh effects the direction of paper shrinkage, and the dark blue appears to be about 1 mm. taller (impression measurement).

In the King George V Inland Revenues of 1910-37 there is a great deal of room for specialized study. These stamps were in use for a long time and abound in varieties. In addition to the two known major perf. varieties, there are the three varieties mentioned in this column in January.

But shades are numerous in almost every denomination, and if you go for paper varieties there are plenty of them to fool with. There are thin papers, thick papers, vertical and horizontal mesh papers, ribbed papers. Impression measurements vary from 21 x 28 to 21½ x 29½ mm. ★

Newfoundland 'De Pinedo' Brings \$16,500 at Fox Sale

The three-day sale of the famous airport collection of the late Dr. Charles C. Lieb conducted by John A. Fox, New York, on February 25, 26 and 27, realized more than \$93,000.

The outstanding item in the sale and one that created tremendous interest was the Newfoundland 60c black 'De Pinedo' block which brought the sensational price of \$16,500. Purchaser was a 'Mr. X'. ★

DR. R. WILLAN (BNAPS 568)

The Pence Stamps of Newfoundland

THERE ARE ELEMENTS OF MYSTERY ABOUT
THIS COUNTRY'S EARLY ISSUES

JANUARY 1, 1857 saw the issue of the first postage stamp of Newfoundland. The values on these stamps were expressed in pence, and the designs, the engraving of dies and plates, and the printing were done by Perkins Bacon & Co., London. The first stamps were on thick soft wove paper without watermark, and the set consisted of nine values from one penny to one shilling. Thus, Newfoundland was provided with a more extensive assortment of values than any of the other British North American colonies. Further printings from the same plates, but in different colors, were made in 1860 and in 1861 (two printings). These were on thinner paper bearing the paper-maker's watermark, STACEY WISE 1858. This watermark shows occasionally on all the stamps of these issues. This paper, though thinner than that of 1857, varies considerably in thickness, particularly in the 1861 printings.



—Courtesy H. R. Harmer Inc.

This cover with a strip of three of the 2d scarlet vermilion set a new B.N.A. record of \$12,500 at H. R. Harmer's Caspary sale last October. The superb copy of Newfoundland No. 2, pictured in the enlargement on this month's cover, catalogued at \$450, brought \$950 in the same sale.

There is much about the pence stamps and their use which is difficult to understand. In the first place their precise value is somewhat vague. As in the other B.N.A. colonies, money values were somewhat debased, one shilling currency being approximately ten pence sterling. In the St. John's Post Office records the 3d value is accounted as 2½d sterling and the one shilling as 10d sterling. All other denominations are accounted at their face value in sterling. The internal letter rate was 3d currency per half ounce, rightly paid by the 3d stamp. The internal rate for books and magazines was 2d currency per ounce to six ounces, so it would seem that the 2d stamp should be currency. The Packet rate to England for letters was 6d sterling per half ounce; newspapers 1d. These denominations are rightly sterling, yet three 2d or two 3d stamps were accepted at the 6d rate. No other rates are laid down in the Postal Acts of 1851 and 1855, so there is no definite indication of intentions regarding other values. The number of stamps ordered of the various denominations is also difficult to justify.

The 1857 consignment included 70,000 one penny stamps, described by Scott as brown violet. By the end of 1858, 3,321 had been sold. Naturally no further supply was ordered in 1860, but the November 1861 printing included 10,080 which were never really required, the 1857 stamps being still available after the change to dollar currency. The 1861 printing was in a different color (Scott: violet brown), but at least two sheets were in a different color, reddish brown. These are not shown in the records of Perkins Bacon. Probably they were the first sheets printed and the ink, being found to be too fluid, was thickened, changing its color.

The 1857 issue had 3,000 **2d stamps** in scarlet vermilion. Though sent out with the other values in the set, for some unknown reason they were not put on sale until February 15. By December 31, 1858 only 652 had been sold, but a further 5,000 were ordered in 1860 (orange, Scott No. 11). It seems likely that the sale of this stamp must have increased considerably in 1859, possibly by being used to make up the 6d rate, as the 6d stamp must have been exhausted early in that year. Each of the two consignments in 1861 had 5,000 of the 2d stamps in rose.

Sixteen thousand of the **3d stamps** in green were in the 1857 set. Paying the internal letter rate, 4,230 were sold in two years. Six thousand were received in 1860, and the July and November sendings of 1861 had 20,000 and 50,000 respectively. There were remainders of these for many years. The 1857 stamp is rare, particularly unused, and the majority of the stamps alleged to be Scott No. 3 are actually No. 11a on fairly thick sheets of the watermarked paper.

Five thousand scarlet vermillion **4d stamps** were issued. This value was used on letters to Nova Scotia and New Brunswick, and to U.S.A. via Halifax. In two years, 3,500 were used, so it was reasonable that another 5,000 were ordered in the orange printing of 1860; 18,000 rose stamps were printed in July 1861 and 20,000 in November; 18,141 were still in stock in April 1889.

The **5d value** is shrouded in mystery. I have not seen it on cover. The plate of 40 subjects is twice the size of the other values with the exception of the 3d (80) and 1d (120). Eleven thousand were ordered in the first printing, which was in the same shade as the 1d of the same group, brown violet. These facts suggest that considerable use was expected, though for what purpose is not clear. Actually in two years only 84 stamps were sold. Its use must have been very

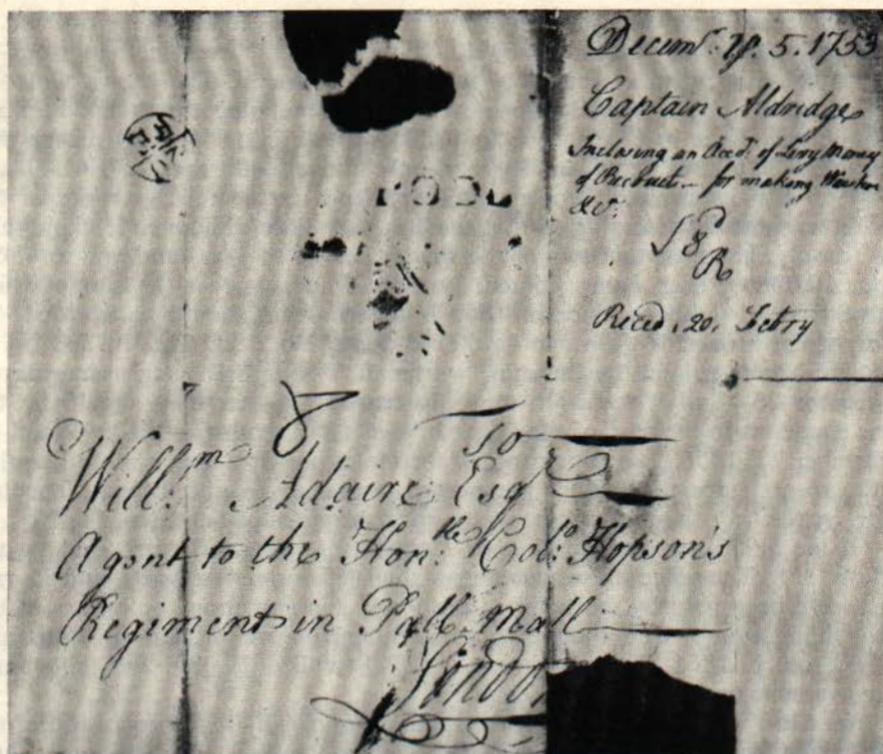
much increased later, as used copies are not rare, and 20,000 were ordered in 1860 and 10,000 in November 1861. Of these 17,205 remained in stock in April 1889. Four distinct shades of this value are found. The brown violet of 1857 on thick paper is straightforward. Of the remaining three shades, Scott and Gibbons agree in placing one in 1860 and two in 1861. This means that there were 20,000 of Scott No. 12a and only about 5,000 each of No. 19 and No. 19a. This is absolutely contrary to experience in the relative rarity of the shades, as most collectors agree that there is very little difference in their relative scarcity. I suggest that two of the shades belong to 1860 and one to 1861, about 10,000 of each being printed. Further, I suggest that the stamp which both Scott and Gibbons place in 1860 is the one that should be in 1861. Its color, violet brown, is the same as the 1d Scott, No. 15a. The 1d and 5d of 1861 were both printed by the same workman, Wilkinson, on the same day—November 23—and it seems to me only reasonable that they should be the same shade, as in the case of the 1d and 5d of 1857, both printed by Wood on September 27, 1856. The paper, too, of the violet brown stamp is more like that of the rose stamps than either the orange brown or reddish brown. The last color, by the way, is not the same as the reddish brown of Scott No. 16.

Of the 5,000 scarlet vermilion **6d stamps** printed, 4,403 were sold by the end of 1858. The value must have been exhausted soon afterwards, and its rate must have been paid by multiples of the lower denominations or bisects of the one shilling stamp. Ten thousand orange stamps were printed in 1860 and 70,000 rose in 1861. The remainders in 1889 totalled 29,937, and the stamps were available until well into this century.

The **6½d value** was not much used, but an unusually high proportion of the used stamps survived, largely thanks to Tucker Brothers of Baltimore. Thus, though the scarlet vermilion stamp was only issued to the number of 2,000, it is commoner both mint and used than several values which were issued in greater quantity; 325 were sold in two years, and it was not re-ordered in 1860. One sheet in orange, however, does exist. Probably this was a trial sheet pulled from the plate before it was realized that this value was not included in the order. Fifteen thousand rose stamps were printed in 1861.

The **8d value** served no reasonable postal purpose, and it is difficult to see why 8,000 were printed in scarlet vermilion in the 1857 issue. On cover it is practically only seen bisected to pay the 4d rate, and it is the rarest of all the pence values used during the period of its normal currency. These stamps, of course, were never demonetized, and remainders could be purchased at the St. John's G.P.O. as long as they lasted. Many were bought in this way and used long after they were current for philatelic purposes. Only 179 of the 8d stamps were sold in two years, and the value was not reprinted in 1860, but 10,000 were printed in rose in November 1861. These stamps, however, were not issued before the introduction of the dollar currency, and all used copies are used at a later date.

The **one shilling** scarlet vermilion printing of 1857 comprised 2,000 stamps, of which 284 were sold in two years. In 1860, 1,000 were printed in orange, the smallest number of any Newfoundland stamp and only twice the number of the famous 1d and 2d 'Post Office' Mauritius. Two sheets are known on laid paper, one horizontally and one vertically laid. These were probably trial pulls taken after cleaning and preparing the plate, before the regular printing was commenced. Fifteen thousand were printed in rose in 1861. ★



MARSHALL KAY (BNAPS 760)

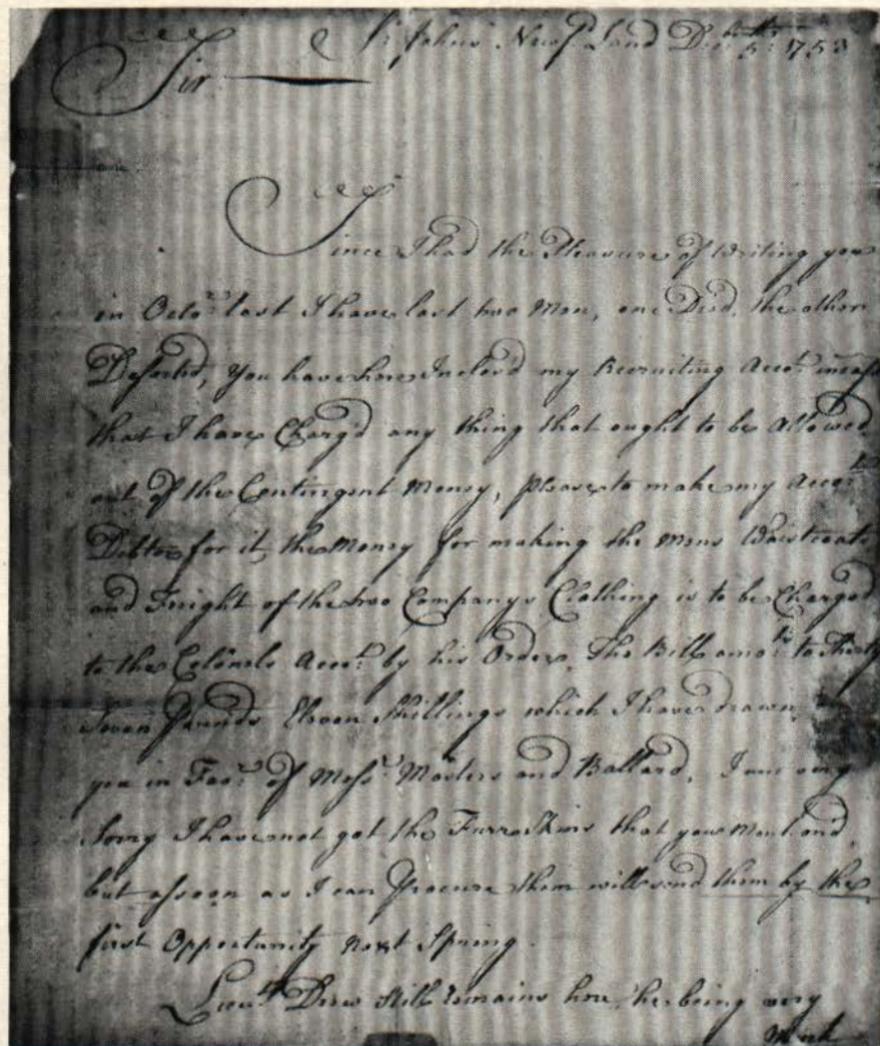
Newfoundland Mail in the Middle of the Eighteenth Century

A LETTER SHEET DELIVERED TO ENGLAND 100 YEARS
BEFORE THE ISLAND FIRST ISSUED POSTAGE STAMPS

THE FIRST adhesive postage stamp of Newfoundland was issued on January 1st of 1857. More than three and a half centuries had passed since the discovery by Cabot in 1497, and more than two and a half from the colonization by Gilbert in 1583, events that were appropriately recognized in commemorative issues. Even the formal postal service in St. John's had been in operation for more than a half century from the appointment of the jeweler, Simon Solomon, in 1805.

At a time when we commemorate the passage of a century since the introduction of adhesive stamps, it may be of interest to illustrate a letter sheet that shows the manner of passage of mail to Great Britain a century before the introduction. Captain Charles Aldridge wrote from St. John's on December 5, 1753. We can assume that he passed the letter to a ship captain, who for a fee not recorded (usually a shilling, according to Boggs) delivered it to the English postal service at his port of entry, Pool (now spelled Poole), then quite an active port in Dorset, on the Channel. The letter was then carried to London, for a fee of 8 pence, indicated by the manuscript marking, and the later entry on the face of the sheet. The bishop mark, February 20, shows that it was received in London some two and a half months after it was written.

The letter and address were originally on a single sheet, which became separated into the illustrated parts. It begins with a laconic "Since I had the



pleasure of writing you in October last, I have lost two men, one died, the other departed. . . . The money for making the mens waistcoats and freight of the . . . company's clothing is to be charged to the Colonel's account by his orders. The bills amount to thirty seven pounds eleven shillings." One would like to know how many coats could be purchased for sum a sum! "I am very sorry I have not got the furr skins that you mentioned but as soon as I can procure them will send them by the first opportunity next Spring. . . . I hope that you will be so good as to put Colonel Hopson in mind of the bedding that is so greatly wanted here." Perhaps William Adaire, Esq., Agent to the Honorable Colonel Hopson's Regiment in Pall Mall, London, was able to deliver the coats and blankets before the winter ended, but we cannot know.

Much out of Order as he say, I hope that you'll be so
good as to put Col. Hopson in mind of the bedding
which is greatly wanted here, I heartily wish you
agreeable to the said am

Yours Most Hum. Servt.

Wm. Adaire

You have likewise
the Lord's Return of
my Company

Wm. Adaire

From The Editor:

IT IS WITH a great deal of pleasure that we present this issue devoted to Newfoundland material in honor of the 100th anniversary of that island's first postage stamps. The date of issue was actually January 1857, but it was not possible to produce this number of TOPICS earlier than the present month. Were it not for the efforts of the contributors of the articles in this issue, it would not have been possible to honor Newfoundland's centenary at all, so we sincerely thank the writers who supplied us with some very interesting material on short notice. Their generous efforts have made it necessary to omit many regular features of our magazine, but they will be back in May in full force.

It seems to us that the Canadian post office department missed an ideal opportunity for a commemorative stamp in failing to recognize the occasion of Newfoundland's postage stamp centenary. But if recent designs are any criterion the stamp likely would not have done justice to the occasion if one *had* been issued, so perhaps Newfoundland will have to be content with our tribute in the form of this special issue of TOPICS.

The service from Newfoundland improved by the early nineteenth century. Letters written in St. John's on October 5, 1818 and July 1, 1820 reached London by Liverpool on November 19 and July 25, respectively, the latter a little over three weeks en route. Another from Kings Cove bears a Lisbon straight-line marking; written in Newfoundland on May 23, 1839, it reached London on June 30. A circular from Liverpool on February 13, 1857 crossed on the 'Niagara' and reached St. John's on March 4. But these are concerned largely with fish oil and seals, matters not seemingly so urgent as the waistcoats and blankets of two centuries ago. ★

DAN MEYERSON (BNAPS L3)

The 'Express' Packet Boat

FAMOUS PACKET CARRIED MAIL BETWEEN
HARBOUR GRACE AND PORTUGAL COVE

THE STORY of the Conception Bay Packet Boats is an interesting phase of Newfoundland postal history. Of the 20 or so boats engaged in this field the most famous of all, if we can judge by the press of that time, was the "Express".

Mail was important to the growing economy of Newfoundland and since all the principal settlements were situated along the shoreline facing the ocean or along the bays that dotted the island of Newfoundland, it was sent by ship.

St. John's, on the Atlantic Ocean, was the most important town in the colony, followed by the towns of Harbour Grace, Brigus and Carbonear on Conception Bay. Communication between these populous areas was of paramount importance and the packets filled this need by transporting the mail from town to town. All mail was carried overland from St. John's to Portugal Cove and thence by packet to Harbour Grace or any of the other settlements on Conception Bay.

All of the markings that we have seen are of manuscript nature as the illustrations will show, and we trust that this short article, most of which appeared in the October, November and December 1953 issues of *The London Philatelist*, will stimulate further interest in this little known phase of Newfoundland postal history.

The first mention of the packet 'Express' is found in the *Newfoundland Mercantile Journal* of November 3, 1825, where we see the following advertisement:

TO THE PUBLIC

The undersigned have the pleasure of announcing that the Cutter Boat EXPRESS (formerly Mr. Bullock's of Trinity) has commenced plying as a Packet between Harbour Grace and Portugal Cove and will sail from the former place every Mon., Wed., and Fri., at 8 o'clock, and from Portugal Cove every succeeding morning at 10 o'clock, for the conveyance of Passengers and Letters.

Cabin Passengers	10/.
Steerage	15/.
Letters	1/.

Letters will be received at and delivered from the Offices of:—

James Clift—Agent, St. John's

Wm. Innott—Agent, Harbour Grace

Aug. 25, 1825

This then is our introduction to the packet 'Express', which entered the packet service on August 25, 1825. By the terms of the advertisement the cost of sending a letter from St. John's to Harbor Grace was one shilling.

In the same newspaper, dated October 6, 1825 there was a notice to the effect that the proprietors of the "Express Packet Boat", for the safety of the passengers, had decided to leave Portugal Cove earlier so that the boat would arrive at Harbour Grace before night. The Packet Man was to leave Clift's office in St. John's at 7:45 a.m.

Winter comes early and hard to Newfoundland and the manner in which the mails were transported during that period was always a source of conjecture. However, that question was solved by an advertisement in the January 26, 1826 issue of the *Newfoundland Mercantile Journal*:

NOTICE

The proprietors of the cutter EXPRESS give notice that they have laid up the vessel until Spring, and have purchased a Boat more suitable to cross the Bay in the Winter Season, which will run continuously between Harbour Grace and Portugal Cove, as often as favourable opportunity offers; and should the navigation be closed at any time through the Winter, a Letter carrier will constantly travel around the Bay for the Public accomodation. Letters etc., left at the office of the Subscribers will be duly forwarded.

On days when the ice did not interfere, a smaller boat was put across the bay. When the ice was dangerous to navigation a letter carrier was sent around the bay. The illustrations (Figs. 1 and 2) show that quite clearly. The first bears

the manuscript notation "Received pr/Express Packetman/via Handlan's Boat Portugal Cove/½ past Meridian/14th March 1832." The second sent February 5, 1836 bears the manuscript notation "Express Postman/11th Feby. 1836."

In the April 4, 1826 issue of the Newfoundland Mercantile Journal, we are advised that the 'Express' has resumed her summer schedule and that the rates remain the same. By November 2, 1826 the hour that the letter carrier was to leave Clift's office in St. John's for Portugal Bay had been advanced to 7 a.m.

An important notice pertaining to a change in the rates is found in the Journal for September 7, 1826:

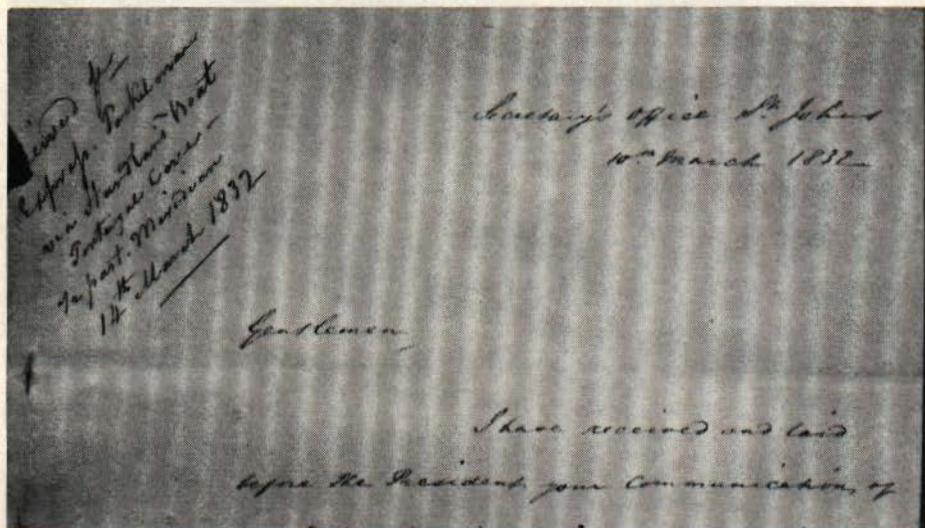


FIG. 1

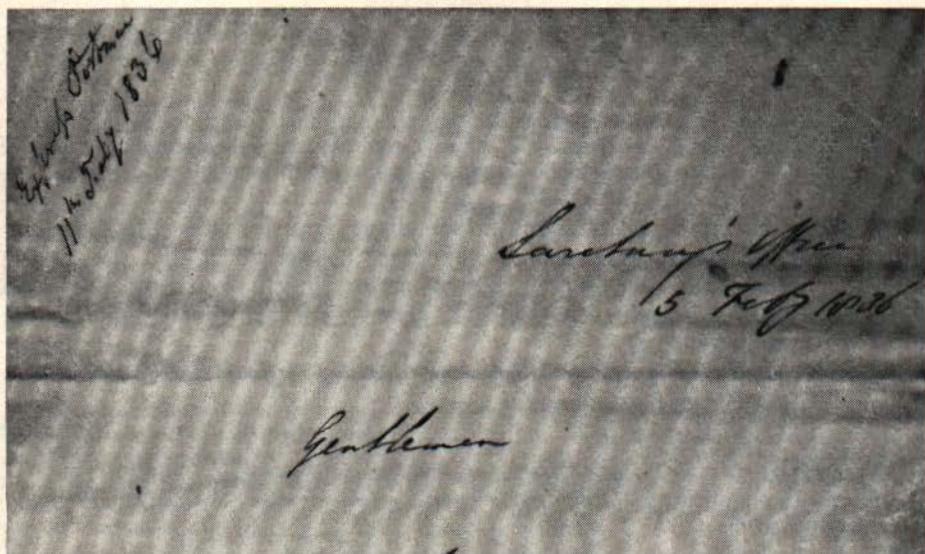


FIG. 2

Magistrate's Office, Harbour Grace, Northern District
1855
To the Proprietors of the Express Packet

April	2	To postage 1 double letter	2/0
"	8	" 1 double do	2/0
"	15	" 1 double do	2/0
"	22	" 1 double do	2/0
May	7	" 1 Single do	1/0
"	15	" 1 double do	2/0
"	20	" 1 double do	2/0
"	23	" 1 P.M.	1/0
"	28	" 1 double letter	2/0
"	30	" 1 large Packet	5/0
"	"	" 1 Single letter	1/0
June	11	" 1 double do	2/0
"	20	" 1 P.M.	1/0
"	23	" 1 Single letter	1/0

£14-5/-

FIG. 3

NOTICE

The proprietors of the EXPRESS Packet beg to notify that during the remainder of the present season, the Postage of single Letters will be reduced to 6d. each, instead of 1/. as heretofore. Double letters will be charged in proportion.

With the advent of 1827 a few minor changes were made. In the Public Ledger for January 9, 1827 a notice appeared to the effect that the packet would leave Harbour Grace an hour sooner than previously so that the entire trip could be made in daylight. Mr. Peter Rogerson replaced Wm. Innott as the agent at Harbour Grace.

For the winter season of the same year a new rate schedule was issued. This appeared in the Ledger dated January 13, 1827:

NOTICE

The EXPRESS Packet is now laid up for the Winter season and a suitable boat provided to run between Harbour Grace and Portugal Cove as often as favourable opportunity offers.

Rates until Apr. 1, 1827.

Single Letters 1/.

Should the communication by water be interrupted at any time during the Winter, a Letter Carrier will proceed weekly (weather permitting) from Harbour Grace to St. John's by land.

It is evident from the foregoing that there were two schedules of rates—during the summer it cost 6d to transport a single letter and during the winter when the trip was more hazardous and difficult, the rate was raised to one shilling per single letter. This was evidently the practice for years to come as the voucher for the year 1835 shows this in detail (Fig. 3). Until April 22, 1835 the winter rates prevailed and thereafter there was a change to summer rates.

In the April 20, 1832 issue of *The Ledger*, we are advised that the 'Express' had undergone considerable alterations, having been lengthened and her cabin refitted. It is also noted that refreshments of every description will be kept on board for the accommodation of the passengers.

We are fortunate in having an illustration of the advertisement that appeared in the *Newfoundlander* for September 22, 1836 (Fig. 4) and we notice among other things that the new agents are Perchard & Boag at St. John's and Andrew Drysdale at Harbour Grace.

The packet 'Express' came to an untimely end on January 8, 1842 when it was lost in a storm at Portugal Cove. The *Royal Gazette* for January 11, 1842 carries the following news item:

The Packet Boat EXPRESS parted from her moorings at Portugal Cove during a gale on Saturday last, and drove ashore, where she was totally lost—Crew saved.

This then writes finis to one of the most famous packet boats that sailed between Portugal Cove and Harbour Grace. It is not to be confused with another packet of the same name that was put into service on the same run in November of the same year. This second packet was still in service up until October 15, 1851, at which time "The Act for the Establishment and Regulation of Inland Posts in this Colony" went into effect and the transportation of the mail became the responsibility of the government. ★

PRICES FOR NEWFOUNDLAND AT LAST SISSONS AUCTION

These are some prices realized at J. N. Sissons (Toronto) auction of March 6, for mint Newfoundland: 1857 1d brown violet, large margins, very fine, \$6.50; 1910 Guy Lithographed, complete including both 6c, fine to very fine, \$24.50; 1911 Guy Engraved, complete, very fine to superb, \$36.00; 1919 Caribou, complete with two shades 2c and 3c, fine to very fine, \$12.50; 1923-24 Pictorials, complete, 24c off-centre, others fine to very fine, \$10.00; same, used, fine, \$13.00; 1928-29 Publicity, complete, fine to very fine, \$9.00; 1929-31 Re-engraved, complete, fine to very fine, \$7.25; 1933 Gilbert, complete, fine to very fine, \$15.50; 1919 Alcock-Brown, no comma after 'Post', used, very fine, \$16.50. ★

**ST. JOHN'S & HARBOUR GRACE
PACKET.**

THE fine fast-sailing Cutter, the EXPRESS leaves Harbour Grace, precisely at Nine o'clock, every Monday, Wednesday, and Friday, morning for Portugal Cove, and returns at 12 o'clock the following day.—This vessel has been fitted up with the utmost care, and has a comfortable cabin for passengers; all packages and letters will be carefully attended to, but no accounts can be kept for passages or postages, nor will the proprietors be responsible for any specie or other monies sent by this conveyance.

Ordinary Passes 7s 6d, Servants and Children 5s, each. Single Letters 6d, double ditto 1s, and Parcels in proportion to their weight.

PERCHARD & BOAG, Agents,
St. John's.
ANDREW DRYSDALE, Agent,
Harbour Grace.

April 28.

FIG. 4

Newfoundland Patriotic Covers

THESE SCARCE HAND-PAINTED COVERS ALL APPEAR
TO BE THE WORK OF THE SAME ARTIST

EVER SINCE my article in BNA TOPICS of March 1952, referring to a Newfoundland patriotic cover, more and more of these covers are making their appearance. There must now be over a dozen known to exist.

Although there are minor differences in most of these covers they appear to have all been made by the same artist. The basic design of each cover is invariably the same. The covers are hand-painted in oil and all I have seen (about nine) have been re-painted with a second coat of light varnish. This gives them a very glossy appearance and prevents fading.

I was recently able to procure another of this type of cover which, to the best of my belief, is the earliest yet recorded. The over-all design is slightly different from any other cover previously reported. The frame for the stamps is painted to accommodate two of the vertical design and two of the horizontal design of the Cabot issue. Under the spaces for the stamps are the ornamental year dates 1897 - 1497. The registry label is also dated '97.

The cover itself is franked with the 1c, 2c, 3c and 8c values of the Cabot issue. These are cancelled with a circular strike reading ST. JOHN'S—24 JU 97—NEWFOUNDLAND, the first day of use for these stamps. The only other cancellation on the front of the cover is an oval warking reading "Registered—XC—5 Jy 07—London". On the reverse is an ornate number "134" in a small circle. The cover is addressed to "Mr. A. M. Metz, Carlstrasse 6, Nurnberg, Germany".

The latest of these covers to come to philatelic attention is noted in the column "Trail of the Caribou" in BNA TOPICS for January 1957. From its description, the cover is practically the same as those previously noted, the only difference being in the registry label. In his column, Mr. Meyerson makes mention of the notation on the cover "Copyright by E. Krippner" and states that "this is further confirmation of our belief that all these patriotics . . . were prepared by Mr. Krippner". To my mind, this does not necessarily follow. Of the nine covers I have seen, three had Krippner's name on them, one had the name of a Mr. Reichardt and five had no imprint of any kind.

I have seen a similar patriotic, belonging to Mr. C. Arthur Ayre of Petrolia, Ont., and have compared it with the three covers in my possession. I am convinced that all four covers were done by the same artist.

In a letter to me dated May 8, 1952 Mr. Ayre states: "Enclosed herewith a patriotic cover which I know was painted by my father, from whose collection it came. He, although living in England at the time, was a Newfoundlander born. He was an amateur artist as well as a stamp collector." If Mr. Ayre knows his father painted the cover in his possession, I am convinced that all the covers of this same type were also done by him. If Mr. Krippner designed and painted



This Newfoundland patriotic cover is the earliest yet reported of over a dozen known to exist.

these covers, why didn't he put his copyright imprint on all of them? I contend the reason he didn't is because he didn't have them all and only imprinted the ones which were in his possession. This imprint could easily have been penned on at some later date—even after the covers had been through the mail. ★

N. W. SCALES (BNAPS 1058)

Newfoundland 'Perfins'

IN NEWFOUNDLAND PERFINS, we only have three varieties to collect, namely: AYRE—Ayre & Sons Limited, of St. John's; A.N.D.—Anglo-Newfoundland Development Co., of Grand Falls; G.K.—G. Knowling Limited, of St. John's.

In the first (AYRE) there are two types, caused by the shifting of 'R' lower down. These come with AYRE reading from upper left to lower right of stamp, and from lower left reading up to upper right.

Figure 1 shows the regular type from Ayre & Sons, St. John's, Newfoundland, April 29, 1935 (as late usage as I have been able to record). A nice aluminum Silver Jubilee seal is tied on.

I have many covers with the A.N.D. perfin, postmarked in black, red-blue, green and purple. The initials come punched on these in many ways, such as regular reading across and reversed; reading up and down and reversed; A.N. regular and 'D' reversed; A.N. and no 'D'; some showing only four to seven punched holes. Fig. 2 shows six punched holes; cancelled in purple, large double ring circle, Post-Office, Grand Falls, Aug. 22, 1933.



FIG. 1

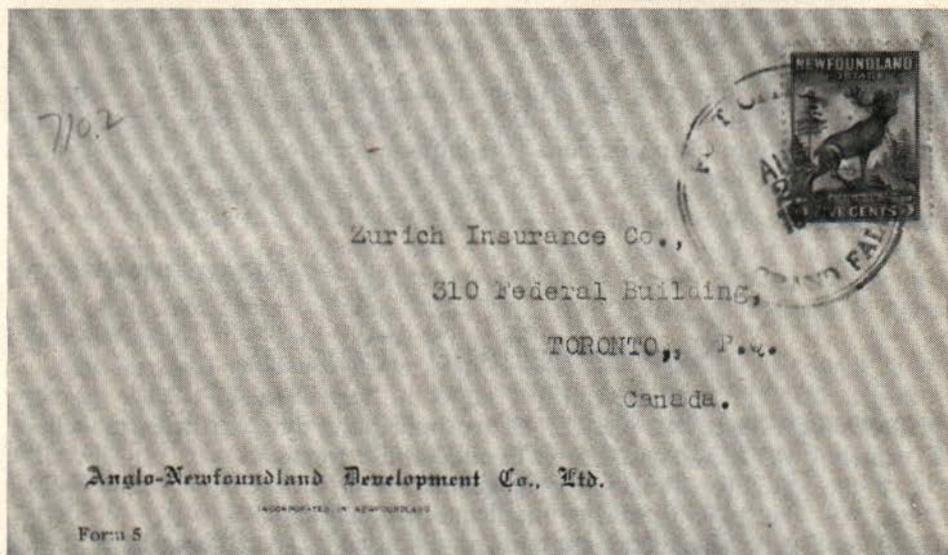


FIG. 2

Fig. 3 shows two singles both punched regular and then the stamp on the left double-punched; cancelled in red, Post-Office, Grand Falls, N.F., Oct. 10, 1929. These perfins were also used on personal mail, and I have several covers with such usage, one having a 2 cent and a 3 cent, the 2 cent being punched and the 3 cent not punched.

Fig. 4 (G.K.) shows a nice advertising corner card and pictures on the back many articles imported and sold by the company. The G.K. is in reverse on the cover, punched on the 1c green and 2c carmine of the Royal Family issue; posted

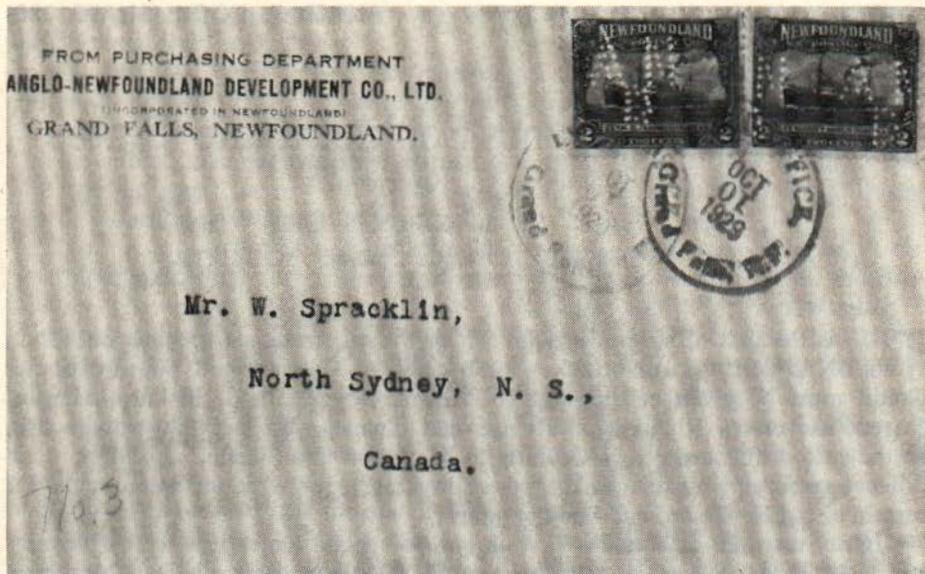


FIG. 3



FIG. 4

St. John's, June 8, 1918, with the first usage of the slogan cancels (Food Will Win the War, Don't Waste It) in four lines.

As far as we know, G. Knowling was the first to use perfin in Newfoundland. Has any collector an earlier usage on cover? The G.K. comes in four positions: normal, inverted, reversed and inverted reversed.

You may find some stamps punched with part of the letters PAID and date figures 3-14-33. These were used on cancelled cheques sent from foreign countries to Newfoundland. (These dates vary.) ★

The Newfoundland Booklet Pane Plates

SPECIAL PLATES OF 60 SUBJECTS EACH WERE
USED IN PRODUCTION OF SOME BOOKLETS

THIS is the first of several articles which the writer hopes to have published in BNA TOPICS on booklets and panes of Canada and Newfoundland. Credit must be given at the start to Messrs. Boggs, Bond, Holmes, Hunter, Jarrett, Meyerson, Richardson, Rogers and Sloane, who laid the groundwork. In the case of this article, particularly to Meyerson and Sloane, who after much diligent research pointed out the possibility that special plates were made for certain of the Newfoundland booklet panes.

In my research on this, the first clue as to special plates was in the November 1944 TOPICS, and later in the March 1945 issue, wherein Dan Meyerson described in detail the booklets, their make-up, and the panes. His article also referred to correspondence with the manufacturer of one booklet, and the contractor (not the manufacturer) of the others. They both indicated that special plates were not used and Meyerson so stated in his conclusions. Meyerson's article referred, however, to an article by George B. Sloane which gave his (Sloane's) reasons for believing that special plates and layouts were prepared for certain of the booklet panes. In correspondence with Sloane, the writer learned that four or five articles on Newfoundland booklets and panes had been written by him which appeared "between 1940 and 1945" in Stamps. Checking through files of these, five articles were found on this subject, two of which described Sloane's reasons for believing special plates had been used.

Sloane had in his possession a pane with part of the tab from the pane below attached. From this he deduced that two parallel rows of adjacent panes were used in the layout. He also checked the margins around the panes and found them to be greater than in blocks of four from the regular postage issue sheet stamps. From this evidence he rightly concluded that a special plate layout was used for the panes. Yet he could not describe the actual layout. On the one hand here was evidence that some kind of special plate layout for the booklet panes concerned was made; whilst on the other hand Meyerson had documentary evidence from the contractor, who claimed that to the best of his recollections, sheet stamps were used exclusively for the booklets. In a sense, both Meyerson and Sloane were right as *both* regular sheet stamps *and* panes from special plates were used in the booklets of the 1932 issue.

Let us review briefly the various panes and booklets of Newfoundland relating to this problem.

The first booklet of Newfoundland contains three panes: one pane of eight stamps of the 1c green (Scott No. 131a) and two panes, each eight stamps, of the 2c carmine (Scott No. 132a). These panes were made from the top four horizontal rows of stamps and the top selvedge, or margin, of the regular postage issue sheets. The selvedge from the two sides of the sheet was removed.

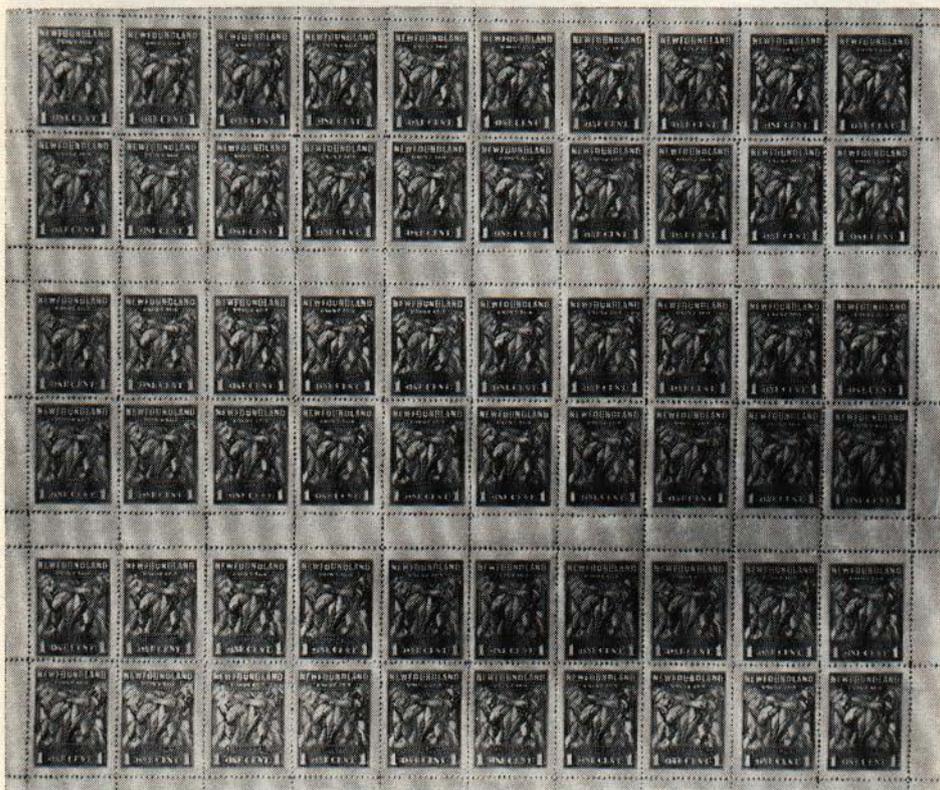
Since the sheets of regular stamps were 10 x 10, only the material for five panes was obtained from each sheet.

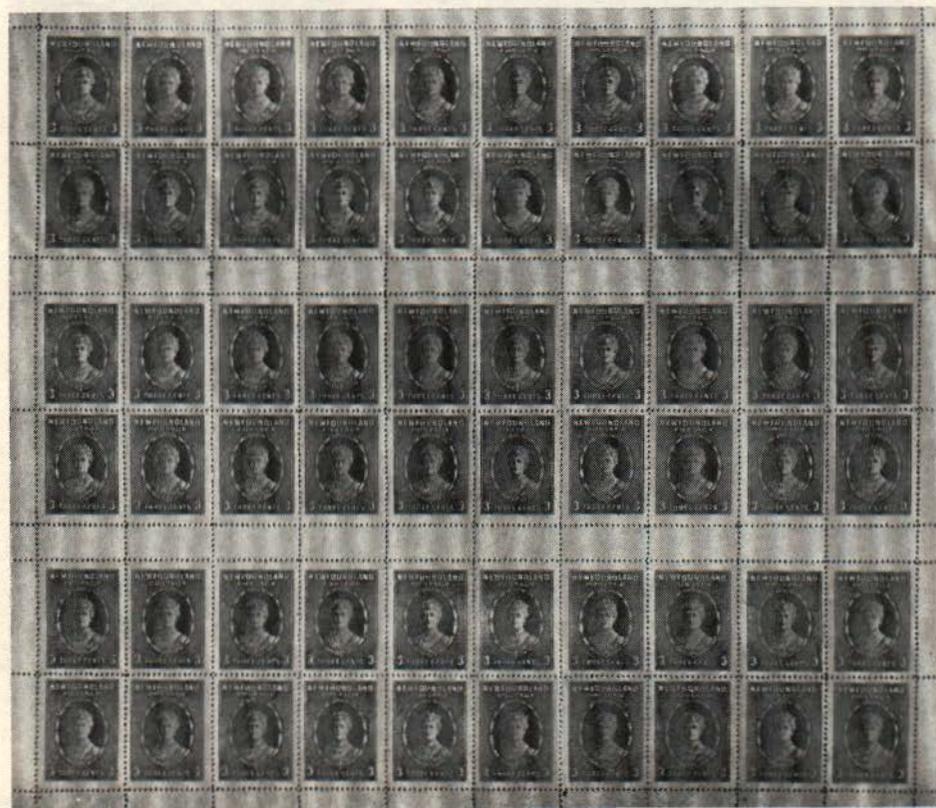
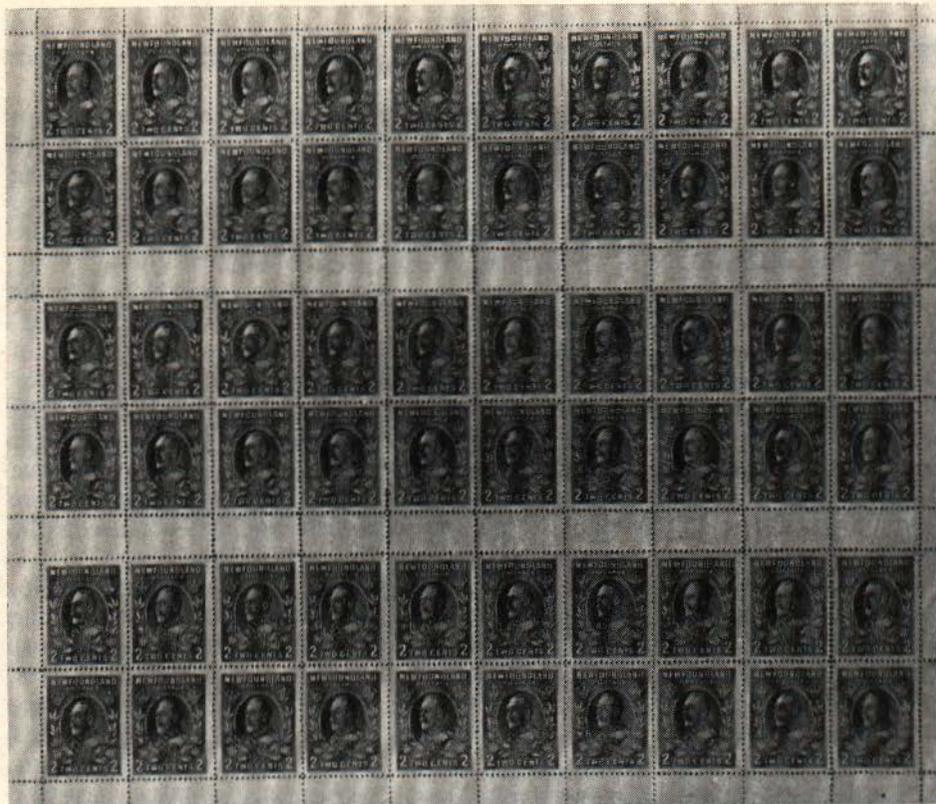
The booklets were collated by assembling strips of five covers, interleaves and panes in their proper sequence. In this booklet the bottom pair of stamps of each pane protruded beyond the covers and these lower pairs were folded in. The assembled material was then stapled and guillotined, making five booklets. This booklet was issued in 1926 and the quantity was small (only 10,000 were issued, according to Boggs).

There is a question as to whether or not several orders were shipped to the Newfoundland postal authorities by Messrs. Whitehead, Morris & Co., the contractors. The answer lies in a comparison of booklets and panes by a number of collectors of this item. The regular issue appeared both comb and line perforated and therefore it is possible that both comb and line perforated panes exist. The writer has set up a card index file for the perforations and would like to hear what you have, using the 'Instanta' gauge. There is also a marked difference in the shades of the panes, leading one to believe that they came from various printings. This would be more likely in the case of these booklets because of the small quantity ordered and the elementary assembly method used.

The next booklet to appear contains one pane of the 1c green (Scott No. 183a), three panes of the 2c rose carmine (Scott No. 185a), and one pane of the 3c brown (Scott No. 187c). These are line perforated 13.1, and the perforations run through the tab or selvedge of the panes.

However, the writer has a complete booklet (and also separate panes) where the 2c rose carmine panes are comb perforated 13.3. These comb perforated





panes have one or two perforations extending vertically into the selvage beyond the horizontal perforations across the top of the upper stamps. From these protruding perforations there is a ragged tear to the top of the selvage, on both sides of the panes, indicating that they were torn simultaneously from three sheets of stamps. The tear matches on all three panes of the 2c, while in the same booklet the 1c and 3c panes are line perforated all the way through the tab or selvage. Probably this variety is explained as coming from later reissues of the booklet. The contractors, John Dickinson and Company, Ltd., had Perkins, Bacon and Company Ltd., engrave and print these panes as well as the regular issue. Since the booklet used three times as many panes of the 2c as of the 1c and 3c denominations, the suppliers probably ran out of these and substituted the top two rows and selvage of the sheet stamps. Perhaps someone 'goofed' and the same quantity of each value was printed. Booklets containing all line perforated panes are much more common than those containing the 2c panes with the comb perforation.

The 1c green and 2c rose carmine were changed to gray black and green, respectively, in late 1932, due to changes in postal rates. After the color change in this issue two more booklets appeared, the third and fourth. The **third booklet** had a one piece folded yellow cover with a single staple and contained comb perforated (13.3) stamps: One pane of four 1c gray black (Scott No. 184a), three panes of four 2c green (Scott No. 186a), and one pane of four 3c brown Scott No. 187a). Again the selvages were torn indicating that sheet stamps were used for this booklet. The three panes of the 2c green have matching vertical tears which indicates that they were torn simultaneously from the top two rows of three sheets.

The **fourth booklet** has line perforated (13 $\frac{3}{4}$) stamps, same designs and colors as above; buff front and back covers were used and held together by two staples. In examining panes from this booklet, perforations were noted partly cut in the process of trimming at the top of the selvage and this brings us to the main topic of this article. Were special plates used for Newfoundland booklets? Not in the case of the first and third booklets, but they were used for the second and fourth.¹ The stamps in the second, third and fourth booklets all had the same design, but the colors were different, excepting the 3c brown.

Special plates of 60 subjects were made up consisting of three horizontal rows of five panes of four stamps each, separated by tabs above the lower two rows. There is a wide gutter between the panes measuring 4 $\frac{1}{2}$ mm. and the space between the stamps in each pane measures only 3 $\frac{1}{2}$ mm. horizontally and 3 mm. vertically. Regular sheet stamps measure 3 $\frac{1}{2}$ mm. apart horizontally and 3 mm. apart vertically. The panes and tabs are line perforated 13 $\frac{3}{4}$ and the perforations run across the sheet both above and below the tabs. These booklets too were probably hand assembled. The perforations at the top of the tabs are trimmed off in the assembled complete booklet. The only way the panes from these plates can be identified is by perforations showing at the top of the tab or selvage, or where the vertical perforations were so off centre as to include part of the adjacent stamp from the next pane horizontally, thus giving measurement of the wider gutter between the panes. The space between the bottom line of the stamps of a pane and the top of the stamps of the pane below measures 15 mm. and includes, of course, the tabs. ★

¹ Illustrated are three sheets from the collection of the writer.

The 'MOON' Cancels of Post-Confederation Newfoundland

ACCUMULATION TURNS UP SOME INTERESTING
'MONEY ORDER OFFICE NUMBER' MARKINGS

A COUPLE of years ago, just about the time we were very much involved in the business of moving to and getting settled in Texas, I purchased a small accumulation of modern cancellations. I noted there were some railroads, some odd colored ones, some military, and a fair quantity of OHMS perfins on pieces, decided it was a fair deal and tucked the stuff away for some fun on a rainy day. The weather being what it is in southern Texas, a rainy day is a rare phenomenon indeed—'twas a long wait! If'n I were to tell the truth I guess it actually was a combination of a heavy dew and Rev. Bain's writings that got me to check over that stuff about one and one-half years later. Rev. John B. had been telling about those Money Order Cancels in his BNAPS column for some time, and it finally dawned on me that I had seen some of those queer-looking things in that stashed-away accumulation. Now for the past eight months I've been on a wonderful hunt for what seems to me to be one of the most interesting cancellations in modern Canadian philately—Money Order Office Number cancellations, MOON's for short.

MOON cancels are not limited to the new province of Newfoundland alone—I have found examples from every province and Yukon—but so far those from Newfoundland do outnumber those from any other province and account for nearly 30 per cent of all those I have so far located.

MOON cancels were supposedly never intended as postal cancellations. They are the result of the use of a rubber stamp supplied to all money order post offices for the purposes of stamping money orders. The next time you see a Canadian money order, take a look. At the bottom of the receipt stub is a nice square marking very similar to the one shown in the illustration. The marking is also used in the proper space at the upper left corner of the money order itself.

There are actually three varieties of money order cancels. However, we deal here with the two types of the MOON cancels—those which incorporate the **office number** in the cancellation. However it might be well to describe each variety:

TYPE No. 1—a MOON cancel, the square cancel as shown on the cover accompanying this article, and which incorporates the **money order office number** in the cancellation.

TYPE No. 2—a MOON cancel, the straight-line **Number Only** cancellation struck twice on the cover in the illustration.

TYPE No. 3—the MOTO cancel, very similar to Type No. 1, but incorporates the **Money Order Town Name Only**; does not include the office number in the cancellation device.

MOON cancels are a modern type of 'numeral' cancel, and like the 19th century 4-ring and 2-ring numeral cancels, these numbers were assigned to and

Types No. 1 and No. 2
MOON cancels used from
Money Order Office
Number Y557,
New Melbourne,
Newfoundland



designate a particular post office. They seem to originate mainly from small post offices, including some of the sub-stations in the larger cities.

So far we have been able to obtain examples of MOON cancels from 33 different Newfoundland post offices, as follows:

Money Order Office No.	Town Name	Money Order Office No.	Town Name	Money Order Office No.	Town Name
Y 020	Avondale	Y 342	Great Paradise	Y 656	Princeton
Y 035	Baie Verte	Y 345	Greenspond	Y 695	Renews
Y 045	Bay de Verde				
Y 070	Bishop's Falls	Y 370	Hants Harbour	Y 735	St. George's
Y 075	Bonavista	Y 396	Hare Bay	Y 782	St. Vincent's
Y 090	Bragg's Island	Y 425	Hickman's Harbour	Y 840	Stephenville
		Y 460	Jackson's Arm	Y 852	Summerville
Y 125	Cape Broyle	Y 461	Jamestown	Y 860	Swift Current
Y 168	Collier's Riverhead	Y 470	King's Cove B.B.		
Y 219	Embree			Y 875	Topsail
Y 241	Flat Island B.B.	Y 557	New Melbourne (2)	Y 890	Trinity - Trinity Bay
Y 325	Grand Bruit	Y 590	Old Perlican (2)	Y 955	Winterton
Y 330	Grand Falls	Y 615	Placentia		

(2) these two post offices are the only two from which I have seen both Type No. 1 and Type No. 2 MOON cancels. All others are Type No. 1 only.

It will be noted that all Newfoundland numbers are preceded with the letter 'Y'. It will also be noted that the money order office numbers are assigned in alphabetical order.

So there you are, BNAPSers—an interesting and unusual modern 'numeral' cancel that will give you quite a chase if you decide to go after them. It could well be that MOONs might turn out to be the most interesting of all 20th century cancellations! Happy and successful hunting!

* * *

NOTES: 1. As noted in the text, MOONs are not restricted to Newfoundland alone, but have been found from all provinces, plus Yukon. A chapter in the current 'Cover' series running in BNA TOPICS will be devoted to the whole field at some time in the future.

2. For those who do not have access to a Canadian Postal Guide, I have prepared a mimeo list of all known NEWFOUNDLAND post offices, with their Money Order Office Numbers, which would serve as a good guide and check list. A very limited number are left which I should be glad to send to any BNAPSer requesting a copy, and enclosing 10 cents for packing and postage.

3. I wish to thank Dr. Allan Wilkinson (BNAPS L935) of Old Perlican, Newfoundland, for his special assistance and encouragement in tracking down a great deal of information and cancellations. ★

The Story of a Postage Stamp

THE FOUR CENT CANADA SHOWING CABOT'S SHIP
THE 'MATHEW', APRIL 1, 1949

ALL PHILATELISTS, and many other persons, are interested in the reason or reasons for the issue of stamps. Why were they issued and how did they come about? Well, the reason for the issue of the 4 cent Cabot on April 1, 1949 was the occasion when Newfoundland entered Canadian Confederation. But the story of the stamp started with an 'idea' some centuries ago.

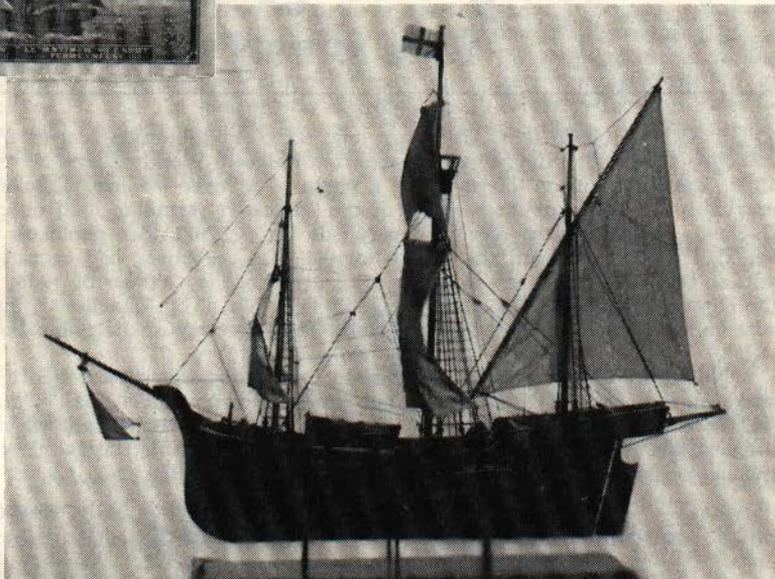
All progress and achievement starts with an idea. The European world had been startled by the discovery of a new western land by Christopher Columbus. John Cabot (or "Cabotte" as the official records spell it) was a sea captain of experience and reputation who arrived in the port of Bristol, England, about 1490. Whether he had it in mind to venture westward, and prove the world was round is not known but the record of Columbus' discovery crystallized his thinking—he would now try to find the western route to Cathay. He needed money and ships. Henry VII of England "graciously granted permission" for the expedition but Cabot was to find the means of getting ships and supplies, and in the event of success it would be for the glory of England and an addition to England's territories.

After overcoming many difficulties, Cabot headed an expedition which sailed from the port of Bristol in early May, 1497, in the ship 'Matthew' with a crew of eighteen. They landed at Cape Bonavista, Newfoundland, in the latter part of June, thus having the honor of discovering North America. The territory was claimed for England. Cabot and his sons got a lot of fame and honor, and King Henry VII of England did not pauperize himself when he gave Cabot the mean sum of ten pounds sterling for his achievement. It is said that some Newfoundlanders jocularly say they would have given Cabot "ten years" instead of £ 10 for finding their rocky country!

We now turn the hands of time quickly to the twentieth century. Newfoundland had been settled and developed, and after many vicissitudes the people of the island had voted to cast in their lot with the Dominion of Canada and so become the tenth province. Aside from the contemplated ceremonies, it was decided to commemorate the occasion in another way, by the issue of a special postage stamp to mark the big event. Thoughts turned back to Cabot and his wee ship—to the beginnings of the island history.

Someone had a 'brain-wave'. That would be it! The 'Matthew' sailing to discover Newfoundland, and the latter entering the Canadian Confederation. There would be a stamp with the picture of the ship 'Matthew' as the central figure. Who was in a position to supply the information and the model?

Mr. Ernest Maunder of St. John's, Newfoundland, was a man with a hobby. No, it was not stamp collecting! Having in his youth been a sailor on square-riggers, he knew his ships. His hobby was ship models, and he had quite a fine



The model of Cabot's 'Matthew' which was used in the design for the Canadian stamp which welcomed Newfoundland into Confederation.

collection, and had established a reputation for himself with them. On the occasion of the fifth centenary of Cabot's exploit he made a model of the ship the 'Matthew' for exhibition in St. John's, his home city. Correct details were obtained direct from Bristol, England—the model must be accurate, and it was. Later it was decided that the issue of a special stamp was to be one of the features of the advent of Newfoundland into the Canadian confederation. The ship model was photographed with Mr. Maunder's co-operation, and his lawn became a sea, with the wind billowing out the sails. A view of Cape Bonavista, where Cabot is presumed to have landed, was used as a background on the layout in preparing the stamp.

When the experts of the postal department, the engravers and the printers had all done their work a copy of Mr. Maunder's model ship was reproduced in the beautiful picture which we see in the special Canadian stamp issued on April 1, 1949. On that date Newfoundland was welcomed into Confederation as the proud tenth province in the Dominion of Canada.

It is of additional interest that silver coins of dollar denomination issued at the same time and for the same commemoration, also bear the figure of the 'Matthew' copied from Mr. Maunder's model. The first minting of the silver dollar was five hundred thousand dollars and a further minting followed. ★

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Trail of the Caribou

By DAN MEYERSON (BNAPS L3)



BOB ARMSTRONG (No. 37), Armstrong, B.C., our Librarian, sent us a very interesting clipping the other day. It was a page from Mekeel's Weekly Stamp News of January 14, 1929. The lead item on the page was a photo of a cover we have discussed several times previously—the strip of three copies of the 2d scarlet vermilion used on cover to Devon, England, and sold at the recent Caspary sale for \$12,500. (See photo on page 93 of this issue.) The story beneath the photo advised that the cover had recently been sold at auction for £600, a far cry from the price it realized in October of 1956. We are sending the clipping directly to the purchaser, Bill Lea (No 687), Manchester, England. We are sure he will appreciate it as every philatelist enjoys a copy of the stamp he possesses.

No sooner had we written the bit about not having seen a clear FERRYLAND R.P.O. strike, in the March TOPICS, when our favorite correspondent, Dr. Wilkinson (No. 935), Old Perlican, Newfoundland, sent along an excellent example from which we made the drawing that we shall call No. 121. According to our records this is the earliest record of use and we have seen indistinct strikes up to sometime in 1920. (Fig. 1.)



FIG. 1

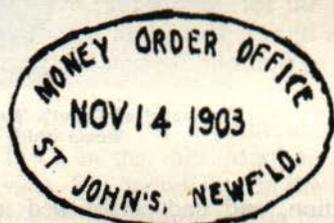


FIG. 2

Dr. Wilkinson also sent along a very interesting envelope that had a strike we had never seen before. It was on a letter from London, England to St. John's, Newfoundland and in the lower left corner of the envelope there was a black 29 mm. square with a four-line cancel in it: London/Oct 31/1903/M.O.O. The letters 'M.O.O.' undoubtedly signify 'Money Order Office' as later events will show. In the upper right hand corner is a violet handstamp as illustrated. This strike is absolutely new to us and we wonder if anyone else has ever seen it. (Fig. 2.)

Back in 1954 in the April and June issues we discussed a cover with the marking RECOVERED FROM WRECK/of S S 'LABRADOR'. Through the kindness of Stan Wood (No. 221), Auckland, New Zealand, we have been privileged to see this cover. It is addressed to Liverpool, England, and is franked with the 2c Scott No. 82. There is an indistinct cancellation that looks as though it might read 'St. John's East'; the date is completely indecipherable except that the year date is 1899. In the lower left corner there is a circular black receiving mark from Liverpool dated Mar. 15, 1899 and in the upper right corner alongside the stamp is a violet two-line handstamp. The first line, 53½ mm. long and 4 mm. high, contains the words RECOVERED FROM WRECK. The second line, 46 mm. long and 5 mm. high has the rest of the handstamp: of S S 'LABRADOR'.

There were some interesting covers offered for sale at the Mozian auction held in New York on January 24, 1957. Among the lots offered and the prices realized was a cover from St. John's to Toronto franked with the 2c Scott No. 24 and the 3c Scott No. 34.

This cover was posted on September 25, 1877, and was sold for \$27. A second cover franked with the 10c Scott No. 27, from St. John's to Pennsylvania and posted on September 19, 1866, brought the handsome price of \$28 against a catalogue valuation of \$9. The third cover was of great interest to us as it was franked with the 1c Scott No. 32a and the 2c Scott No. 24, to make up the three cent rate for an inland cover from St. John's to Burin. It was the first time that we had ever seen the 1c Scott No. 32a used on cover at about the time of issue. The stamp was issued in May 1871 and this cover was postmarked at St. John's on May 23, 1873 and received at Burin seven days later. To add to the desirability of the cover was the fact that it was cancelled with the '235' cancel and this is the earliest record of use on a cover, predating the former one by about six weeks, as the former date was June 3, 1873. We are still looking for a single copy of the 2c Scott No. 24 and the 1c Scott No. 32 and 32a used on an individual cover to show the drop letter or circular rate, but until they come along these combination covers will do. Incidentally, the cover sold for \$29. A cover with a strip of three of the 1c Scott No. 32a, used in 1876, sold for \$34. Nice prices for nice covers! ★

H. A. MacMASTER (BNAPS 484)

The Paper of the Newfoundland Publicity Issues

PERIODICALLY one sees letters to the editors of the leading stamp magazines regarding the features which distinguish the 1928, 1929 and 1931 Publicity sets from each other. There is mention of perforation differences, different dies, watermarked paper and even differences in shade, but never a mention of any variation in paper. Even the catalogues make no mention of this very noticeable feature.

Actually the easiest method of any to distinguish these three sets is by the paper. After very little experience, the collector should be able to sort these different papers as easily and as quickly as dealing cards. No need to peer through a magnifying glass to see whether there is a period after ST. JOHN'S or whether the points of the 'W' of NEWFOUNDLAND are sharp or truncated. The real identifying feature is the paper.

In the first set, that is the set issued in 1928, the paper varies from four to four and one-half thousandths of an inch in thickness and has a white transparent texture. It bends but does not break easily. The gum is white and lightly applied. In the issue of 1929-31 the paper is a full five one thousandths of an inch in thickness. It has a more creamy appearance and has almost the feel of a light cardboard. The gum is yellowish and is much heavier than on the 1928 stamps.

Of course, the easiest set to identify is the 1931 issue with its watermarked paper. As a general thing the watermark is easily detected without artificial aid except in the case of the 30c value. Here the color of the stamp tends to make the watermark less easily distinguished. Here again the paper can be of assistance. It is a bare four one-thousandths of an inch in thickness but has an even thinner appearance. The gum is similar to that used in the issue of 1928.

It is difficult to put down on paper these differences in such a manner that the collector can make immediate identification of these three sets. However, I am sure that if any collector will place the 6c value of these issues side by side, he will readily see the really noticeable difference in the papers used in their manufacture. ★

Newfoundland Illustrated

IT TAKES many years of searching to find many fine Newfoundland illustrated advertising covers, hotels being the scarcer.

The Remington U.M.C. cover (Fig. 1) being in colors, makes a very attractive showing in a collection. This one also has the first slogan cancel used in Newfoundland during World War I: Food Will Win the War, Don't Waste It.

The Royal Stores of St. John's has a very fine strike of the special cancellation for the British Empire Exhibition of 1924, showing a lion (Fig. 2). This cancel was only used a short time and is not too plentiful.

The other two covers show different corner cards, the furniture company envelope featuring three of the wicker chairs which were in style many years ago.

The Imperial Tobacco Company cover (Fig. 4) illustrates a tin of plug tobacco, which could be used for chewing or smoking. Probably all tobaccos were imported into Newfoundland as it takes a warmer climate than that enjoyed by that island to grow the different kinds.

A few of these covers will certainly add eye appeal to your collection. ★



FIG. 1



FIG. 2

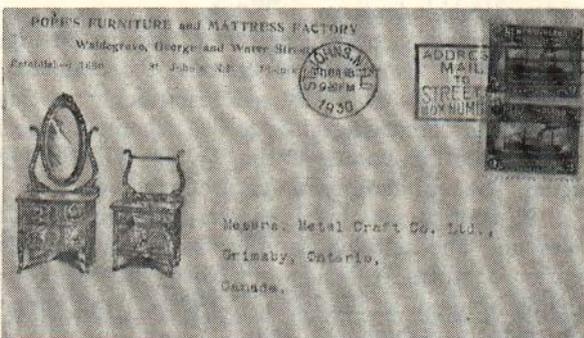


FIG. 3

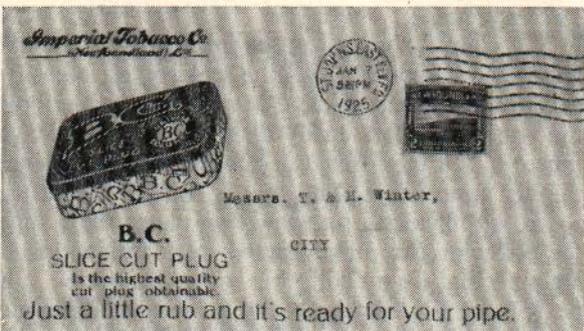


FIG. 4



—From the collection of C. F. Waite (No. 602)

A Newfoundland cover which will also interest collectors of Canadian postmarks.

DR. ALFRED WHITEHEAD (BNAPS 192)

The '1892' Postmark in Newfoundland

AS A FOLLOW-UP to the recent references in TOPICS¹ to the Canadian postmark of 1892 (Jarrett's 374), sometimes known as the 'forerunner' of the squared circles, I illustrate a registered cover from the collection of C. F. Waite (BNAPS 602). To a collector of Canadian postmarks the most arresting feature of the cover is the St. John's date stamp at the right which, except for one particular, is exactly the same as the '1892' marking. In the St. John's marking, NEWF'D is at the base of the circle, and the year figure (generally at the base in Canadian use) follows the rest of the date in the centre. The arrangement of lines and bars below ST. JOHN'S and above NEWF'D is exactly as in the Canadian marking.

It will be observed that the stamps are cancelled by a different type of circular date stamp; this fact seems to give special point to the use 'on face' of the 1892 type.

Some questions:

- (1) Was this postmark reserved for use on registered mail? If so, it would seem to follow Montreal practice at about this time.
- (2) Was it inspired by the Canadian type? Without doubt it was made by the same manufacturer.
- (3) Could a Newfoundland specialist give us information as to its period of use, and in fact, anything pertinent to the matter? ★

¹ See BNA TOPICS for January and March 1957.



OFFICIAL SECTION

BRITISH NORTH AMERICA PHILATELIC SOCIETY

A LETTER . . .

From the President

GEO. B. LLEWELLYN, 315 MAPLE AVE., SOMERTON, PHILADELPHIA 16, PENNA.

BY THE TIME you read this, spring should be well established in the States and in much of Canada, and no doubt many of you will be thinking of golf, fishing, gardening and other outdoor activities instead of things philatelic.

However, the Philadelphia Group, your host committee for BNAPEX-57, will continue to meet and work during the spring and summer in order to insure a well-planned and enjoyable Convention and Exhibition for your pleasure in September.

You can help by taking time right now to do a few things before grabbing those golf clubs and fishing rods. Elsewhere in TOPICS is the committee's advertisement telling you where and how to make your hotel reservations and your Convention registration. The Exhibition Prospectus has been made up and will likely be distributed with the May issue of our magazine.

Please make your hotel reservations now. By doing this early you will secure pleasant accommodations, and it will help in planning all of the activities conducted in the hotel if we have some idea of the expected attendance.

If you plan to exhibit, please mail your entry blank as soon as possible to the Exhibition Chairman so that the available number of frames can be properly allocated. As soon as this has been done the Committee will be able to proceed with the printing of its program listing the exhibitors.

Your co-operation in doing these few things as early as possible instead of at the last moment, will help the Committee immeasurably.

G. B. LLEWELLYN.

MONTHLY REPORT . . .

From the Secretary

JACK LEVINE, 325 LINK AVE., SALISBURY, NORTH CAROLINA

March 15, 1957.

NEW MEMBERS

- 1461 Bolduc, Clifford Dolph, 104 Delamere Avenue, Stratford, Ontario
- 1462 Busted, Frank F., M.D., 2925 New Jersey Avenue, San Jose 24, California
- 1463 Elliott, Thomas Braden, 188 Melrose Avenue, Toronto 12, Ontario
- 1464 Goodfellow, Charles W., 101 Stinson Avenue, St. Laurent, Montreal, Quebec
- 1465 Ludlow, Lewis M. Jr., 959 Lower Lupin Way, San Carlos, California

APPLICATIONS PENDING

- Aldrich, Guy E., 75 Hastings Street, Greenfield, Massachusetts
- Bell, Lawrence M., Box 414, Saint John, New Brunswick
- Boyd, Dr. Norman, 1175 Kildare Road, Windsor, Ontario
- Luey, Shue F., 200 King Street West, Chatham, Ontario
- McClammy, Wm. C., P.O. Box 1595, Wilmington, North Carolina
- Poole, Charles, 512 Fraser Avenue, Ottawa 3, Ontario
- Russell, Rev. David B., 1541 Randolph Road, Schenectady 8, New York
- Sweigart, George E., P.O. Box 362, Camden 1, New Jersey

APPLICATIONS FOR MEMBERSHIP

(Objections must be filed with the Secretary within 15 days after month of publication)

- COHEN, Stanley, 51 Westfield Rd., Birmingham 15, England (CX) CAN—Mint and used postage. RPO, 2- and 4-ring cancellations. SPECIALTY: 'Large Head' Queens. Proposed by E. A. Banfield, No. 765; seconded by J. R. McMurrich, No. 780.
- KOKE, Joseph A., Box 389, Dauphin, Man. (CX) CAN, NFD—19th and 20th century mint and used postage and blocks. 1st day and 1st flight covers. Plate blocks. Coils. OHMS-G. Mint booklet panes. Mint and used airmails and on cover. Proofs and essays. RPO cancellations. Proposed by G. P. Lewis, No. 506.
- MILNE, Brian F., 14500 San Jose St., San Fernando, Calif. (CC) CAN—19th and 20th century mint and used postage and blocks. Pre-stamp, stampless and 1st flight covers. Plate blocks. Coils. OHMS-G. Mint and used booklet panes and complete booklets. Precancels. Federal, provincial and tax-paid revenues. Mint, used and semi-official airmails and on cover. Postal stationery entires. Literature. Proofs and essays. RPO, territorial, flag, 2- and 4-ring and registry cancellations. Proposed by G.P. Lewis, No. 506.
- PATERSON, Henry A., Box 424, Liverpool, N.S. (CX) CAN, NFD, PROV—Used postage. Pre-stamp and stampless covers. Coils. OHMS-G. Precancels. Used airmails. Postal stationery entires and cut-squares. Proposed by B. Scott, No. 965.
- STEWART, John J., 48 Binscarth Rd., Toronto, Ont. (C) CAN—19th and 20th century mint and used postage and mint blocks. Proposed by V. G. Greene, No. L40; seconded by R. T. Thomson, No. 1270.

CHANGES OF ADDRESS

- 891 Benwell, Dr. C. E., 321 Agnes Street, New Westminster, British Columbia
- 1308 Berkelheimer, Irwin, P.O. Box 67, Wingate, North Carolina
- 31 Darling, Lester E. 545½ Highland Street North, St. Petersburg 2, Florida
- 910 Davison, Earl B., 21555 West Nichols Road, Detroit 19, Michigan
- 956 Hickey, Frank J., 242 Lee Street, Peterborough, Ontario
- 988 Manlove, Colin A., No. 4, 821 West Pender Street, Vancouver 1, British Columbia.
- 1161 Millman, W. Logan, 151 Norman Street, Sarnia, Ontario
- 1267 Miterman, Irving, 190 Windmill Road, Willow Grove, Pennsylvania
- 1182 Nystrom, David, Box 235, Gibson, British Columbia
- 466 Sparrow, W. H., 125 Lytton Blvd., Toronto 12, Ontario
- 229 Staton, Wesley, 431 East 17th Avenue, Regina, Saskatchewan
- 1335 Williams, John L., 142 Goodale Street, West Boylston, Massachusetts

RESIGNATIONS RECEIVED

- 1120 Cooke, Anna K., 4870 Cote des Neiges Rd., Montreal, Quebec
- 213 Darrow, W. S., 1802 Puget Sound Ave., Tacoma, Washington
- 1047 Henning, A. E., 5203-49th Street, Lloydminster, Sask.
- 682 James, Fred J., 29 Barker St., London, Ont.
- 1314 Kenyon, Stewart S., 10943-118 Street, Edmonton, Alberta
- 87 Morgan, Ian C., 22 Holton Ave., Westmount, Quebec

RESIGNATIONS ACCEPTED

Adsit, Douglas
Champ, W. Harold
Dame, Ralph L.
Foster, Gayle A.
Hendee, Homer, W.
Jones, Evan S.
Lanigan, J. Leo
Leacock, Leonard H.
Martin, J. Stanley
Musser, H. Clay
Norris, Frank R.
Pirrie, David J.
Sheldon, Roy
Stewart, William C.
Taylor, Elmore D.

MEMBERSHIP SUMMARY

TOTAL MEMBERSHIP, February 15, 1957	949	
NEW MEMBERS, March 15, 1957	5	
		954
RESIGNATIONS, March 15, 1957	15	
		15
TOTAL MEMBERSHIP, March 15, 1957		939

Classified Topics

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RATES—2 cents per word per insertion; 500 words to be used as desired, \$8 00.

COPY for Classified Topics should be sent to Gordon P. Lewis, 37 Eldomar Ave., Brampton, Ont., to arrive before the 15th of the month previous to publication date.

FOR SALE

BETTER CANADA. Sets, singles, mint blocks. Send want lists (with references). H. G. Saxton, 139 Twelfth Ave., N.E., Calgary, Alta., Canada. (98ff)

CANADA, British Empire. Want lists please. E. K. Allen, 240 Spring Garden Road, Halifax, N.S., Canada.

CANADA PENCE TO ADMIRALS. I want to hear from the collector who needs good singles, blocks and covers at attractive prices. Fred Jarrett, Box 302, GPO, Toronto. 144-4t

CANADIAN POST CARDS, 19th century, many shades. Nice clean cards, 12 different for \$1.00. Walter P. Carter, 47 Risebrough Ave., Willowdale, Ont. 144-3t

WANTED

WANTED—These Squared Circles: Halifax (any stamp; the clerk's number, given first in each case, is a most essential feature): 2/Ju 4, '94; 1/Au 27, '97; 1/Sp 16, '97; 4/Ja 30, '99 and 3/Fe 9, '99. Also, any date between De 23/96 and Mar 29/97, any clerk's number. Winnipeg (any stamp; any clerk's number): from May 20/97 to May 31/97; also Nov 2/97. I will purchase at your price or give generous exchange. Dr. Alfred Whitehead, 52 Havelock, Amherst, N.S. tf

CANADA—Early singles. 1922 to date mint or used including booklets. Will exchange for U.S. mint or used, also FDC world. General first flight covers including fine eppelin mail. Almost anything of Austria, including rare postal stationery mint or F.D. cancelled. Stamps of the world mounted by country. Joseph Bush, 61 W. 74 Street, New York 23. 143-ff

WANTED—Complete booklets, panes of Tobacco Tax, Holmes NBT1-13, PEI11-7 (Marks NB20131, PEI1-6). Harold Walker, 670 Mulvey, Winnipeg 9. 143-3t

WANTED

WANTED FOR CASH—Squared circle, two-ring numeral and fancy cancels on or off cover, Small Queens only; also illustrated and corner card covers. George Hicks, Listowel, Ont. 142-ft

CANADA OFFICIALS AND REVENUES wanted in exchange for Canada Postage or Plate Blocks. Roy Wrigley, 2288 Bellevue Ave., West Vancouver, B.C. (tf)

CANADIAN PLATE BLOCKS—C7, plate 2, upper left; any 'Royal Visit Improbables'. Also any Egyptian plate or corner blocks of the special Royal Imperforate printings with 'Cancelled' on the back. George L. Lee, 'Dunleith', Bernardsville, N.J. (145)

SQUARED CIRCLES wanted for cash or good exchange. (Second state): Danville, Innisfail, Longueuil, Cheltenham, Massagwaya, Watford, Freeport, Fort William West, Waterdown, Eastman, Matawa, Formosa, Glamis, Rocton, Warina, Forest, Pipestone, St. Boniface, Great Village, Spa Springs, Richmond, Blythe, Cache Bay, Ashcroft Station, Clifton, Northport, Lennoxville, Point au Pic, Stanstead, Sutton, Coldwater, Metcalfe, Estevan, Blue Vale. Also day dates wanted on Small 3c Queen. 1891: Jan. 1-4-9-18; Feb. 3-8; March 3-15-17; May 3-17; June 7-14-21; Aug. 2-16; Sept. 5-6-13-24-27-28; Oct. 16; Nov. 20; Dec. 6-18-20. 1892: Jan. 24-31; Feb. 7-14; March 6; April 15-24; May 22; June 5; Aug. 7-28; Nov. 20; Dec. 4-18-25-26. 1893: Feb. 12-28; March 26; April 9-16; June 11; Dec. 10-24. 1894: March 11; July 15; Aug. 26; Sept. 2-23. 1895: Feb. 10; March 3; May 17. 1896: Sept. 13-27. 1897: July 18; Aug. 22. Have plenty of Sundays and holiday dates to exchange. Also have 1400 dated copies 1880-1890. C. S. McKee, M.D., McKee Rd., R.R. No. 3, Abbotsford, B.C. 144

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