

THE NEWFIE NEWSLETTER



NEWSLETTER OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS

Number 135

April/June 2009

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NEW FORMAT

Starting this quarter, some of you will be receiving the newsletter by PDF – which means 12 pages of color this time. We have feedback from several members on the first quarter PDF trial:

Scanning was great. The added color makes such a difference. Please go ahead and send me only the pdf copies. - *Charles Livermore*

It's perfect. You should somehow attempt to let your membership know that it is actually much brighter, clearer, sharper, and, of course, more color than the printed version. – *Rob Taylor*

If you are interested in a PDF or want too see an example, please contact Martin Goebel by email. With the PDF he plans to send a link to a higher resolution version to improve quality for printing.

NEXT ISSUE

I am always looking for articles, and can use longer ones now because of the 16-page format. Our feature article next issue will be by Jean-Claude Vasseur – five pages on the Guy Issue. There will also be a short biographical sketch on Jean-Claude, who is quite the Newfie collector!

NEW NEWFOUNDLAND SPECIALIZED STAMP CATALOGUE

You will find an insert announcing the 7th edition 2010 of John' Walsh's NSSC. The new edition is a surprising 630 pages compared to 500 pages for the 6th. Ordering details are on the flyer. The price is Can\$122. The catalogue covers BNA Colonies: Newfoundland, New Brunswick, Nova Scotia, British Columbia and Prince Edward Island. It also lists Classic Canada to 1951. I have not yet had a chance to review it. Past editions have been quite comprehensive.

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MORE "BLUENOSE" HARBOR GRACE COVERS

[In NN #133, Colin Bulloch had photos of a 1929 "Bluenose" cover bearing a Harbor Grace AM JUL 27 postmark, for which he could find no reference. His cover is not unique, however, as you will see in the next two pages, contributed by Judith Edwards and Pete Motson. – *The Editor*]

Newfoundland

Harbour Grace, Newfoundland
to North Sydney, Nova Scotia



A full sized photocopy of a portion of the reverse of the envelope

An advertising envelope from Harbour Grace Newfoundland to North Sydney Nova Scotia.

This Conception Bay Clothing Company advertising envelope franked with a four cents Prince Edward rose stamp and annotated AIR MAIL HR. GRACE TO NORTH SYDNEY, has been stamped with the HARBOR GRACE NEWFD single ring cancel dated JUL 27 29.

R D Archibald piloted his plane *Bluenose* leaving Harbour Grace at 2.30 pm on 27th July 1929 and completing his 450 mile flight to North Sydney in four and a half hours. At Nova Scotia the mails were handed to the Newfoundland Postal Agent, Mr A W Shano, and this item was backstamped with the NEWFOUNDLAND POSTAL DEPT. NORTH SYDNEY, N. S. JUL 27 1929 double ring cancel.

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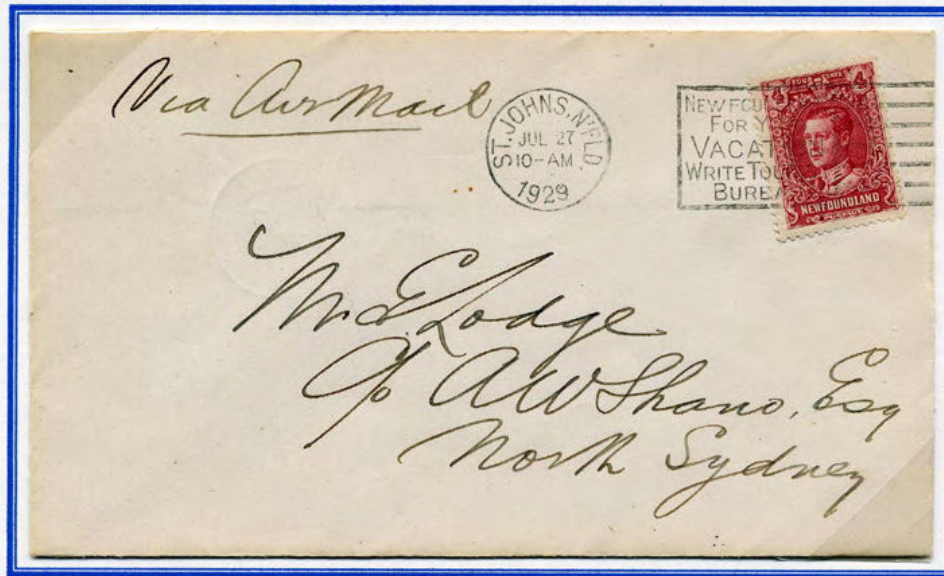
April/June 2009

MORE "BLUENOSE" HARBOR GRACE COVERS (Concluded)

INTERNAL & PROVINCIAL AIR MAIL FLIGHTS and AIR MAIL STAMP ISSUES

1929, 27th July The "Bluenose" flight Newfoundland to Nova Scotia

The Newfoundland Premier, Sir Richard Squires took Archibald and two bags of mail by car from St Johns to Harbour Grace. Archibald took the Premier for a short flight over Conception Bay before departing for Cape Breton.



St Johns Mail - postmark timed at 10 am. The minimum postal rate on this flight to Nova Scotia, was 4¢ per ounce.

Harbour Grace Mail



Harbour Grace Mail - postmarked "AM".

Two North Sydney receiving date postmarks on reverse - Blue-green "JUL 27 1923" double ring plus a duplex postmark.

A few covers were added to the "Bluenose" mail bag at Harbour Grace prior to take off for Nova Scotia at 2.50 pm, 27th July.

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COMB PERF VARIETY WITH KEYHOLE WATERMARK



Editor: This was an Citystampmontreal ebay lot #260343465423 from 1-14-09 , listed at \$150, which did not sell. I asked C.A. Stillions to comment upon it.

Bob: It is a "key hole" watermark variety. The "key hole" watermark occurred at the edge of the roll and consisted of a circle over two vertical lines somewhat resembling an old-fashioned skeleton key hole. It is normally found only on marginal copies with selvage and especially on copies which have an excessive shift of the watermark relative to the image. Does not normally command a high premium. This one commands a high price because it is on a margin block of the comb perforated 48 cents Fishing Fleet [Scott #243c]. After the comb perforated 14 cents Newfoundland Dog, and the 7 cents caribou, the comb perforated 48 cents is the scarcest. It is the combination of scarce watermark and scarce stamp that drives to price of this item.

NEW GROUP MEMBERS

I am often remiss at not listing recent new members, whom we all welcome, of course. Here are new members since December of 2007:

**David Bartlett, Calgary, Alberta
Douglas S. Cayer, Winnipeg, Manitoba
Harold Ford, Stone Mtn. Georgia
Terry Harris, St. John's, Newfoundland and Labrador
Philip Russell, New Hope, Pennsylvania
Rob Taylor, Brampton, Ontario
Anthony Thompson, Dartmouth, Nova Scotia
Alex Worsfold, Bathurst, New Brunswick**

The editor

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Balbo Flight 1933: The Crew Mail in Clarenville and Shoal Harbour – Jean-Claude Vasseur

The Newfoundland mail consisted of 1078 covers cancelled in St John's, about 70 covers cancelled in Shoal Harbor and about 20 cancelled in Clarenville, per Robert E. Lana . In addition three covers are known to have been mailed and cancelled in Harbour Grace and Conception Bay Railway Station on July 25. Most covers received a number, very likely when placed in the mail pouches in Shoal Harbor. To-date we know of 14 covers cancelled in Shoal Harbor and 16 cancelled in Clarenville, the later quantity being quite significant in respect to the assumed quantity – as much as 80%! For comparison we have referenced only 90 covers from the regular covers mailed in St. John's. Most of the latter were philatelic, returned to sender and of poor interest and a great number may have disappeared.

Facts relating to the known mail without numbers :

- 2 (of 14) covers “mailed” in Shoal Harbour and ALL 16 covers “mailed” in Clarenville did not receive numbers.
- All the 18 covers were written by crew of the Balbo Armada, and no cover from the crew was mailed with a number from anywhere, as far as we know.
- Assuming that about 20 covers were sent from Clarenville, this is a small number compared to those on site: a crew of 98 (pilots, mechanics, radio-navigator and commanding officer), invited pilots (from 1930 South-American Cruise), journalists and all those involved with the logistics for refuelling, mechanic, transportation). Very likely about 150 persons were involved, of whom 49 were pilots or Commanding Officers (see below).

Ref	Adressee	Claren v	Shoal 1	Shoal 2	Destin	Comments
CL1	NONE	Jul 28				Souvenir Cruise Env. Signed I. B.
CL2	Nosari Roma	Jul 28	Aug 1	Aug 8	Distr Roma	Crew 1 Handled I-LONG. Nfld stamps added and cruise vignette
CL3	Nosari Roma	Jul 28	Aug 1	Aug 8	Distr Roma	Crew 2 Handled I-LONG. Nfld stamps added and cruise vignette
CL4	Istituto LUCE Roma	Jul 28	Aug 1			Crew 3
CL5	Lt. Consiglio Roma	Jul 29	Jul 30		Min Aera Roma	Crew 4 Large Cruise Env. Stamp and cds in Lisbon
CL6	Gius. Revetria It	Jul 28			Orbetello 12	Signed IB
CL7	Gin Cappannini	Jul 28	Jul 29	Aug 8	Orbetello 14	7c Nfld added. From Mechanic
CL8	Mario Massai Milano	Jul 29	Aug 1		Milano 14	7c added. Journalist. Signed I. B.
CL9	Cardani Orbetello	Jul 28	Jul 29	Aug 8	Orbetello 15	Cruise PC. Pilot
CL10	Teucci Orbetello	Jul ?			Orbetello 15	Cruise Env. Pilot
CL11	NONE	Jul 30				Ordinary stamps (22c ?). Signed I.B.
CL12	Basfi Becchio Italy	Jul 29				Crew 5 Small env.. No additional marking
CL13	Claudini ? Italy	Jul 28	Jul 29	Aug 8	Orbetello?	7c added
CL14	Cap Ren R?? Pola Italy	Jul ??				
CL15	Mario Massai Milano	Jul 29	Aug 1			7c added. Journalist. Signed I. B.
CL16						
SH1	Cap Borghetti Orbetello		Aug 7		Orbetello 12	Pilot
SH2	Marc Frabetti Orbetello		Jul 31			Telegram form(!). Pilot

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BALBO FLIGHT 1933 (Continued)

Question 1: Why is there is no number on these covers? That is because there were not included in the mail pouches. Consequently, all these covers did not receive the blue hand stamp of the cruise or the regular receiving hand stamp LIDODiROMA, August 12 on arrival in Roma. Handled by the crew, most of them were subsequently mailed in Italy, mainly in Orbetello (where the planes were based).

Question 2: Why did the crew handled their own mail? Very likely by order (of Balbo) to avoid that the 3\$ tax per cover, claimed by I. Balbo, that should be recovered. Note : It looks like that the overall tax, about 3300\$, was never claimed by Italy.

Question 3: Why were most of the covers mailed in Clarenville instead of Shoal Harbor? Clarenville and Shoal Harbour were two small towns, about three miles apart with about 500 and 300 inhabitants. Lodging the 150 persons may have required spreading them in the country around. The pilots, who were not necessary on the site for the maintenance, very likely were in Clarenville, the larger of the two towns. As a matter of fact, all the known covers were issued by pilots or journalists! All the Clarenville covers were cancelled between July 28th and 30th.

Question 4: What about cancellations and cds? This is quite confusing. The two “souvenirs” and CL12 obviously never entered the postal system, but had cancellations in Clarenville. Did the 12 others enter in the postal system in Clarenville? I am not certain.

Five covers received cds in Shoal Harbor at two different dates, the later being August 8th, the date of the take-off of the armada. This could be interpreted as the date of reception (or deposit) in Shoal Harbour and the date of removal of the covers by the crew members. In such case, what happened with the other covers? When were they removed from the post office?

Here are several interesting covers :



Cover CL 7. Cover sent to himself by the Lt Gino Cappannini, Mechanic on the General Balbo plane (I-BALB). Additional 7c paid the foreign rate(?). Cancellation in Clarenville and further cds in Shoal Harbor dated Jul 29th and August 8th. On arrival at the base of the armada in Orbetello, cds August 12th

Cover CL 8. Cover sent registered to himself by Mario Massai, a journalist accompanying the Cruise, with an additional 7c and 10c thus paying foreign letter and registration fee (!?). This was amazing for a cover which was handled by crew. Cancellation in Clarenville July 29th and further cds in Shoal Harbor August 1st. On arrival in Milano cds dated August 14th. Signed I. Balbo.



Concluded Next Page

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BALBO FLIGHT 1933 (Concluded)

Balbo's initial plan was to fly straight to Ireland, but weather conditions did not permit and the armada had to wait days for a good opportunity to take-off. Ultimately, Balbo decided to fly towards the Azores on August 8th, thus the planes were ready AND MAIL ON BOARD in the first days of August. Someone, therefore, may argue that none of this 17 covers ever entered in the postal system in Nfld and that all cancellations and marking were complimentary. I am not prepared to believe this.



Cover CL 5: Large cover with 55 signatures including 48 from all the pilots and co-pilots present in Shoal Harbor + Lt Cappannini Chief Mechanic of I. Balbo and 6 personalities (mainly pilots of the 1930 Cruise to South-America). Cancelled in Clarendville July 29th, cds Shoal Harbor July 30th, stamped and cancelled in Azores Aug 9th, receiving cds Misterio Aeronautica August 12th in Roma.

I would like to see any additional covers from Clarendville or Shoal Harbor without numbers. Please send them to the Editor or to me at jc-vasseur@orange.fr referring to this Newfie Newsletter article.

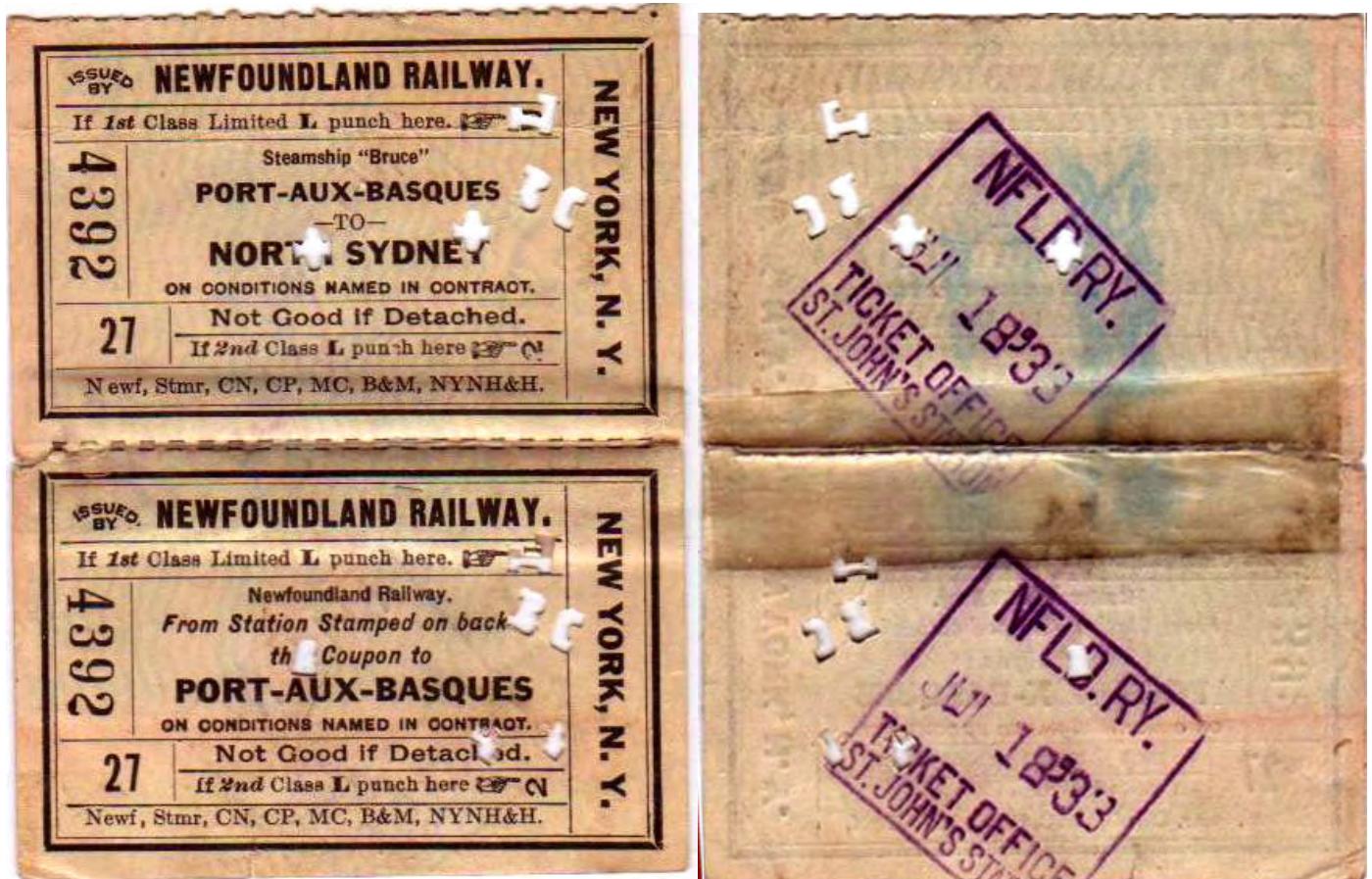
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The perfin corner by Barry Senior

Here is just a quick update on the punch cancellations that I was looking for some information on (Page 9, Newfie Newsletter #132). I was visiting Terry Harris recently and he showed me a scarce Newfoundland Railway piece, namely a used ticket complete with punch cancellations. There are several different but the one that caught my eye was an "L" which looks identical to the punch on the 2 cent # 254 shown in my original scan, and below. This begs another question, how would a postal stamp come to be cancelled with a railway ticket cancel device?



Note L, right stamp.

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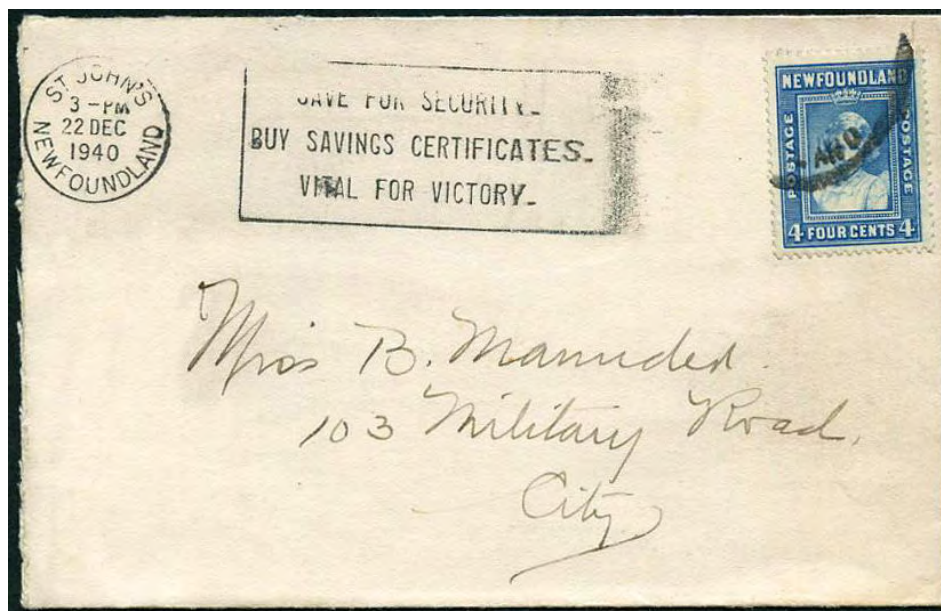
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NEWFOUNDLAND SLOGAN CANCELS - George McGowan
Part XI

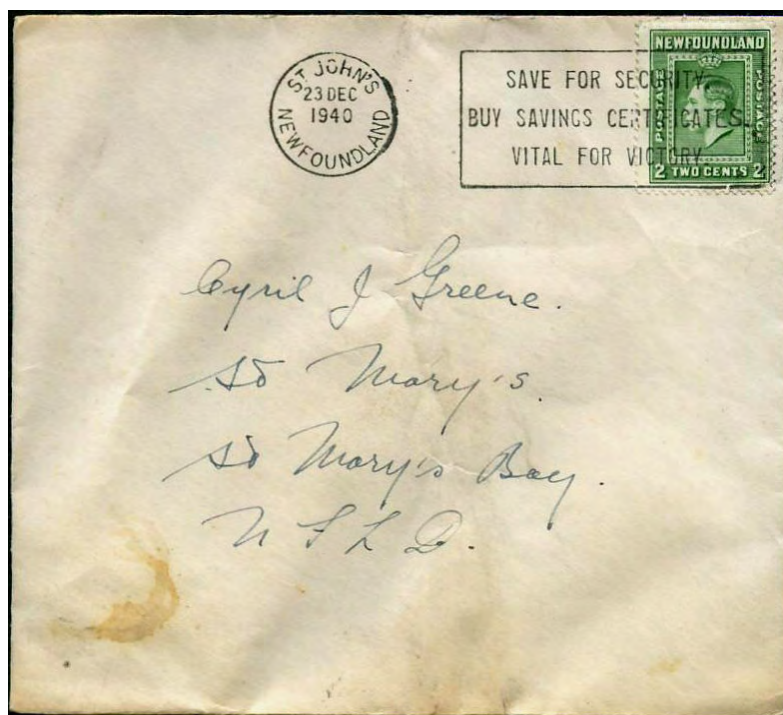
We next find a slogan that was in use continuously for a bit over four years. PS14 (NSSC), SAVE FOR SECURITY/BUY SAVINGS CERTIFICATES/VITAL FOR VICTORY, has an EKU of December 20, 1940, and a LKU of December 24, 1944 (NSSC).

Although it was December 7th 1941 that brought America into WWII, Newfoundland had been involved since 1939. Buying bonds was not only patriotic, it was essential to a government in a wartime economy. This probably explains the impetus behind this slogan, and its longevity.

Pictured here (Fig. 1) is a 3rd day cancel of PS14 dated Dec. 22nd, that mistakenly skipped to the left, however giving us a full look at the slogan. An alert postal clerk correctly canceled that stamp by hand.



The following day, Dec. 23rd, the next cover (Fig. 2) got canceled. Note the time and AM or PM has been mistakenly omitted.



(Concluded Next Page)

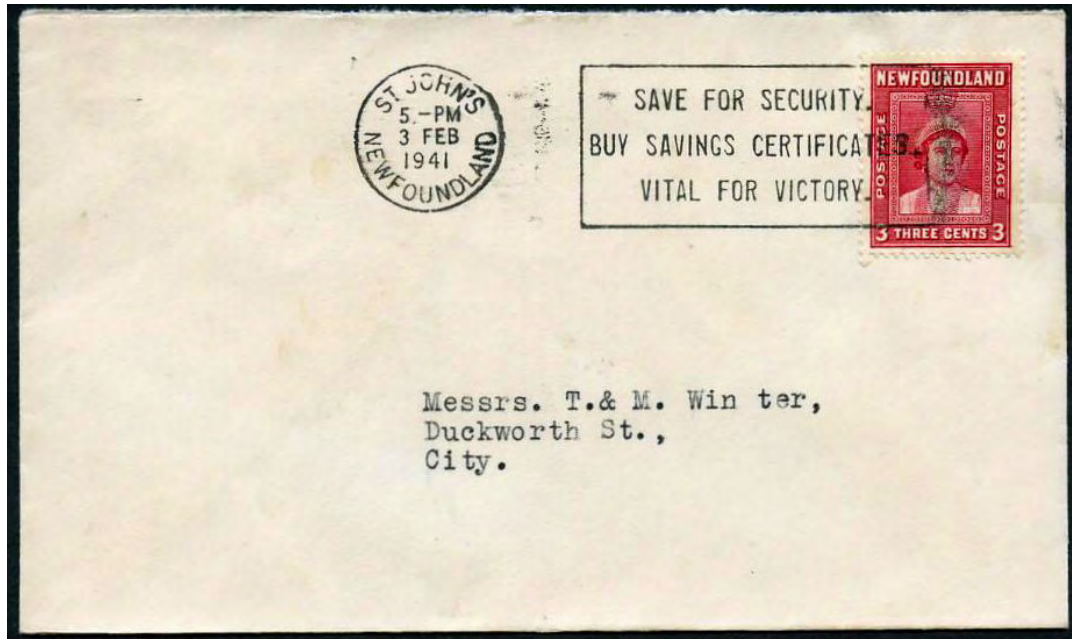
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NEWFOUNDLAND SLOGAN CANCELS (Concluded)- George McGowan
Part XI

Figure 3 is a bright clear strike of PS14 dated Feb 3, 1941.



As an interesting aside, I have in my collection at least 9 covers with PS14 that have for the year portion "194 " (with the last digit missing, (See Fig.4). At first I noticed most had censor tape, but upon further inspection, this does not run true for all the examples. This seems to me a rather large percentage of my PS14 holdings. Has anyone noticed similar omissions in their collections? Does anyone have a theory for the omissions?

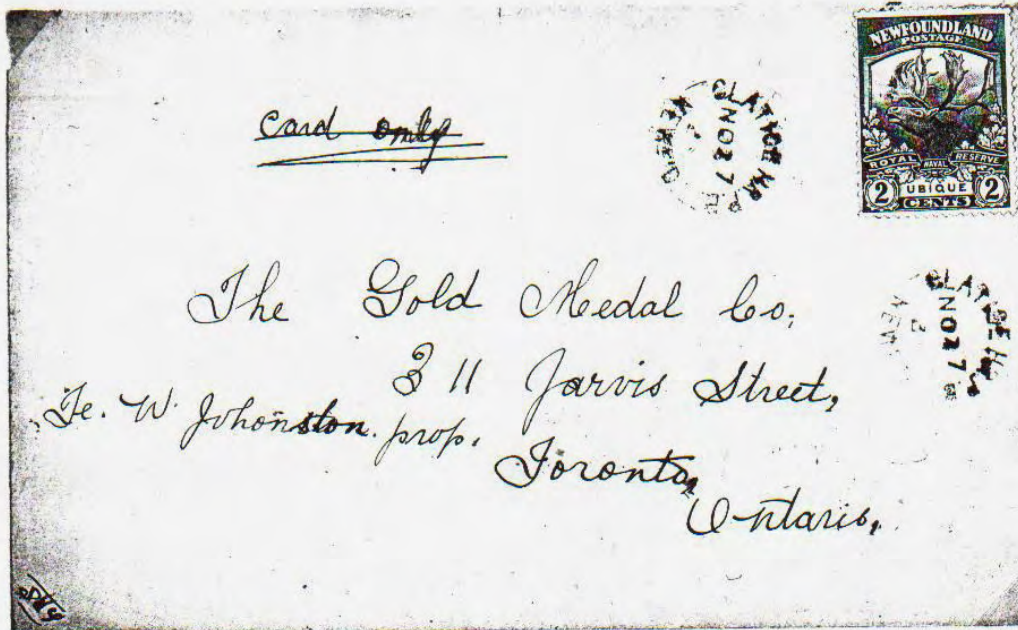


As always, I would welcome corrections and comments, geolotus2003@nycap.rr.com

GONE BUT NOT FORGOTTEN – CARL MUNDEN

CLATTICE HARBOR

Open 1909 Closed Oct. 25, 1966 Population 193



POINT CREWE

Open 1926. Closed Sept. 30, 1960 Population 88



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EARLIEST CABOT USE ON COVER? – The Editor

Back in October, Gregory Pope sent this email:

I recently acquired a #61 cover from the Firby auction that is expected to be the earliest know usage [June 26, 1897]. When it arrived in the mail, they were good enough to include a copy of a letter that you were copied on some time ago as well as a copy of Page 6 of the Newfie Newsletter No. 94 (May/June 2002). I always like to know as much as I can about the story behind the cover, so could you shed any light as to how it may have ended up going from Randall Martin's collection in '02 to the Firby auction?

All of Martin's postal history collection was in the September 26, 2008 auction, per a decision by his widow, Shirley. He had formed a number of gold-medal exhibits from it. I recall seeing the cover. Gregory also provided me a copy of an article from "The Evening Telegram" from June 17, 1897 about the Cabot issue, stating "They will be issued from the Post Office on the 22nd instant." All standard catalogues show June 24th as the release date, however, but Robert Pratt did use June 22, for example, in an article in BNATopics of January/February 1981 (pages 23-24). Pratt did a lot of work in St. John's in the archives reflected in other articles, so I assume that he found the errant date in the article quoted above and subsequently used it. Of course, since the article was published *before the actual release of the stamps* that hardly argues well for the 22nd. Boggs showed a press release of June 14, 1897 by J.O. Fraser in which Fraser states that:

...on and after the 24th June inst. the stamps at present in use are to be called in, to be replaced by those of the Cabot issue.

I sent out inquiries to several Newfoundland postal historians and Doug Hannan sent me his earliest Cabot cover. My request for help in the last Newfie Newsletter has had no response.

Local cover of **JU 25 97** overfranked with two 2¢ Cabot stamps to P.J. Tessier, probably sent to himself, based upon the handwriting.

Is this the earliest Cabot issue cover?



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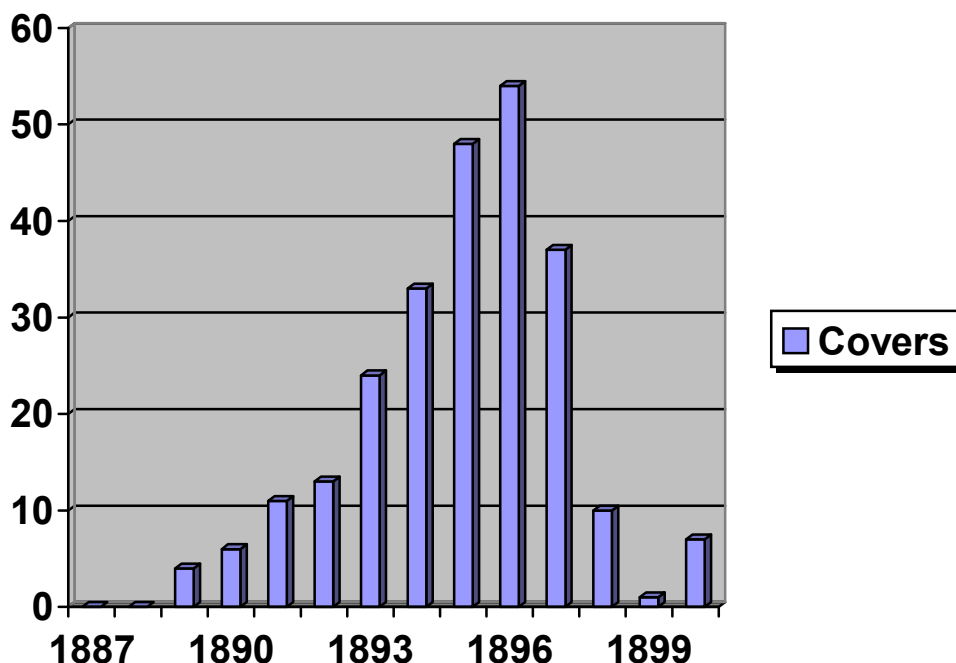
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RESEARCH UPDATE - The Editor

This chart shows cover usage of the green 1¢ Edward issue of 1888-1898. There is conflicting sources on whether the first 1¢ was issued in late 1887 or January, 1888. Boggs and S. Gibbons use January, 1888 as a release date.

USE OF NEWFOUNDLAND 1¢ GREEN EDWARD

Covers 1889-1890
248 Covers



FACTOIDS AND ASSUMPTIONS

- Issues from 1888 to sometime in 1891 were on white paper. Shades *appear* to have been: in order, Blue-Green, Deep Green and Grey-Green but sample size is small!
- Starting in 1891, paper was ivory, per Boggs & Robson Lowe. Shades appear to have been: in order, Green-to Deep Green, Yellow Green and Pale Yellow Green.
- I believe the last printing, released at the beginning of 1898 was Pale Yellow Green. It is rare on cover as few covers are known from 1898 on.
- Usage started declining somewhat in 1897 when 1¢ Cabot appeared and especially in 1898 and later after the red 1¢ Victoria (Dec. 1897) and green version (June 1898).
- Why can't I find an 1888 cover as the stamp came out no later than January, 1888?
- Additionally, why are there so few covers from 1889-1892, as the previous 1¢ brown version was printed in 1880? COMMENTS? EARLY COVERS?

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NEWFOUNDLAND STAMP DEALERS – Terry Harris

Newfoundland Stamp Dealers Pre 1949

**Dealers I have
Individuals**

Last name	First name/ Initials	Location
Adams	F.W.	Botwood
Allen	W.J.	St. John's
Butler	Rev. E.A.	Sandy Cove
Chafe	L.G.	St. John's
Clarke	W. L.	St. John's
Cobb	Geo	Bay Roberts
Cooper	Alex	St. John's
Crocker	George	Trinity
Edgar	W. J	St. John's
Fradsham	W.R.	Corner Book
Furneaux	J.E.	St. John's
Garland	Thomas Jr.	Gaultios
Goose	Gilbert	
Grant	Sam	Trinity and Hr Grace
Hiscock	Rev. E.H.	St. John's
Hiscock	Rev, J.T.	Catalina
Hodder	L.G.	
Howley	James	St. John's
Hynes	Michael P	St. John's
Janes	George	St. John's
Jeans	H.J.	St. John's
Jeans	H J. & R.W.	St. John's
Kirby	Rev.	Hr. Grace and St. John's
Moss	L.P.	Deer Lake
MacFarlane	P O Box E5150	St. John's
Mugford	Roy	St. John's
Noftall	Wm	St. John's
Ohman	N	St. John's
O'keefe	L.J.	St. John's
Patey	Cecil V	Wellington and Englee
Penney	John W	St. John's
Penney	Jethro W	St. John's
Rose	Fred	St. John's
Rusted	Rev or Canon E.E.	St. John's
Snow	Henry	St. John's
Starkes	Harold	Nipper's Harbour
Starkes	Malcolm	Grand Falls
Wills	Frank	St. John's

Twenty or so years back I started collecting information about Newfoundland stamp dealers. In our Newfoundland club we chatted, exchanged ideas, bought, sold & traded amongst ourselves and there was a ton of information passed around. We had members from all ages which included myself, C. Francis Rowe, John Butt and John Walsh plus others. Walsh & Butt were working on their first catalogue and I would hear about all these people who dealt stamps over the years so I decided to see how many I could find, to form a general collection of names and how they originally were employed as most only dealt stamps part-time. Of course, people like Rev E. A .Butler, Cannon E. E. Rusted & R. C. Rose weren't much of a challenge, but try finding the needles in the haystack such as John P. Cheevers who worked as a clerk for Gerald S. Doyle or James Crocker who teamed up with the Hudson Stamp Company to form Hudson & Crocker. Well, years have passed and the information feed has dried up quite a bit. I have still managed this list. Hopefully others can now contribute to it. If so, contact me at trharris@nl.rogers.com .

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NEWFOUNDLAND STAMP DEALERS (Concluded) – Terry Harris

<u>Companies</u>		
Name	Individual	Location
Hudson Stamp Company	Hudson	St. John's
Hudson & Crocker	Crocker joined with Hudson and they changed the name	St. John's
Newfoundland Stamp Collector	R C Rose	St. John's
Newfoundland Stamp Exchange	R C Rose	St. John's
Newfoundland Stamp Company	1st company under this name run by Nils Ohman	St. John's
Newfoundland Stamp Company	2nd company under this name run by W. L. Clarke and L.C.Rabbits	
Newfoundland Stamp Company	3rd company under this name run by Rev. E.A. Butler	Sandy Point
Pioneer Stamp Company		Grand Falls

Dealers that Existed but I Don't Have

<u>Individuals</u>			
Last Name	First name/ Initials	Location	Notes
Basha	J.A.	Corner Brook	
Farrell	H.L.	St. John's	
Matley	Jordan	St. John's	* 1915-1928 Postmaster, 161 Lemarchant Road. 1932 GPO Employee, DO-X cover created with Holyrood back cancel
Mercer	Ralph	St. John's	*Erie Flight Covers 1939
Sheppard	R W	Port au Grave	*Approvals, he was a school teacher
Robertson	John R	St. John's	* 9 Maxse St, son Eric, daughter Stella, worked in Stamp Business on Water Street
Simms	Dr. Robert	St. John's	
<u>Companies</u>			
Name		Location	
Caribou Stamp Company		St. John's	
Premier Stamp Company		St. John's	
Old Colony Stamp Company		St. John's	



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NEWFOUNDLAND SPECIALIZED Stamp Catalogue

7th edition 2010

with stamps & postal rates of the
BNA Colonies: New Brunswick;
Nova Scotia; British Columbia;
Prince Edward Island; and
Classic Canada to 1951

with: magnifier; decimal perforation gauge; Nfld. map



John M. Walsh

John G. Butt (1939 - 2000)

with assistance from C. R. McGuire FRPSC
and contributions from Charles J. G. Verge, FRPSC, FRPSL
and detailed Canada postal rate information from Brian D. Murphy

CAD \$122

Newfoundland Specialized Stamp Catalogue

7th edition 2010

with BNA Colonies:
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Classic Canada to 1951

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