

THE NEWFIE NEWSLETTER



NEWSLETTER OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS

Number 155

April / June 2014

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\$50,000 BLOCK ??

Described as a “line perf 13.5 X 14” 7¢ block from the 1937 KGVI Long Coronation set, the item was estimated at the above amount in the Victoria Stamp Company auction of December 7, 2013 (lot #712). It was termed the “only block extant.” The lot, absent provenance or a certificate, did not sell. Could still be genuine.

MULTI-VIEW CARDS

The next issue will show further varieties of the cards William Walton wrote about in the last one.

BUTLER PRICE LISTS

Jim Ruffell has reported an intact 1943 list. We are still looking for 1925, 1926, 1931 and 1941.

1897 SURCHARGE EXHIBIT

Discerning readers may note that this edition shows “Page 17”. Although the exhibit was last shown nationally as a single-frame (16-page exhibit), I am showing several additionally pages which help tell the story. The final page will be displayed in the next issue.

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The perfin corner by Barry Senior

The Newfoundland Perfin Survey published in BNATopics, Volume 16, Number 1, March 26, 1995 was a compilation of perfin information gathered from 113 collectors at the time. That survey included only one cover with a perfin of the Long Coronation issue. That cover, Fig. 1, was obtained in 1997 with the purchase of a major Newfoundland perfin collection. It is franked with the 7¢ value and paid the Airmail Letter rate to Canada in 1944. It remained the only reported cover of this issue until very recently.



Fig. 1

I attended the Novapex 2012 show in Dartmouth in September and was fortunate to come across the cover shown in Fig. 2. It was in the stock of well known postal history dealer J.C. Michaud. This cover, franked with the 1¢ value, paid the 3rd Class Letter rate and is an extremely scarce rate perfined or otherwise. It is a very nice addition to my collection to say the least.



Fig. 2

(Concluded next page)

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Perfin Covers of the Long Coronation Issue (Concluded)

Shortly after that I received an email from a collector friend in the US who had come across the cover in Fig. 3 at a local stamp show. Since it was a Newfoundland perfin cover he purchased it with the hope that I would be able to use it, otherwise it would find a new home in his collection. Imagine my surprise when I saw that it was a third Long Coronation cover and my second in less than 2 months. As I collect rate covers this one fits well with my first #235 as it is going to the USA, also in 1944.



Fig. 3

I think one of the things that keep me attracted to collecting perfins is that you never know when something new will come along. It took nearly 20 years for the second and third Long Coronation covers to surface. Are there any others out there?



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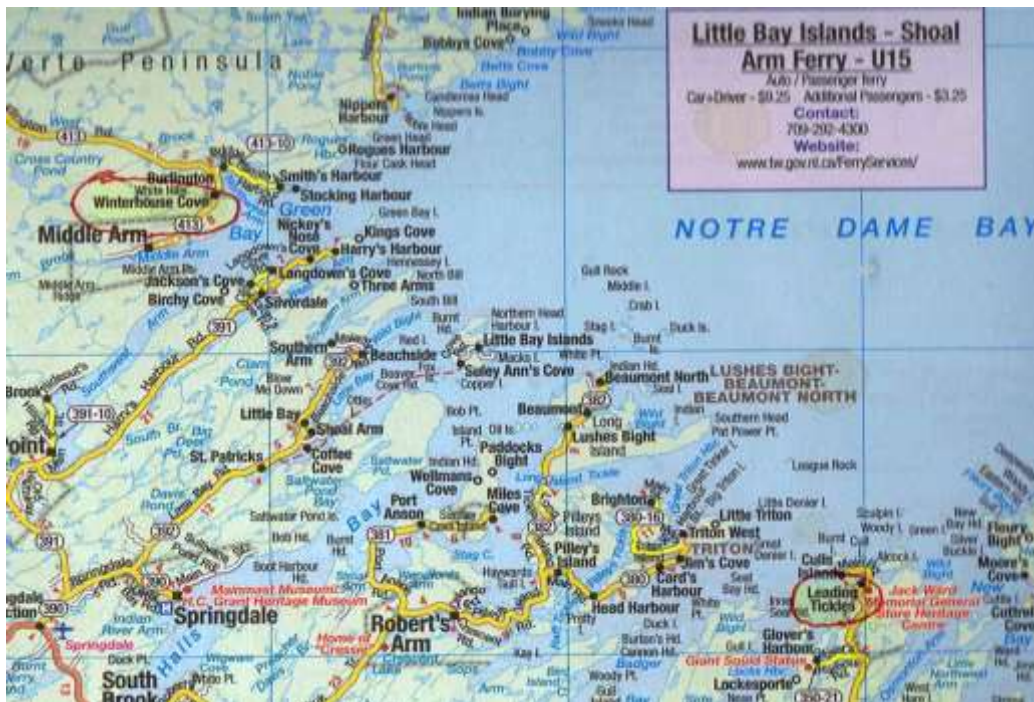
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AN UNLISTED NEWFOUNDLAND POST OFFICE - Carl Munden

I recently purchased a cover from EBay that has proved to be quite interesting. The two split rings from **LEADING TICKLES WEST** had TWO different dates, one was MY 8 09 and the other MY 11 09. When I checked the back of the cover, things started to get really interesting. A split ring from **LEADING TICKLES EAST** reading MY 12 09 and another reading **WINTERHOUSE COVE NDB** MY 9 09. Where was this WINTERHOUSE COVE ? It was not in the post office listings of the NSSC. It was not in the Palmer Moffat listings despite having been opened for 23 years from 1908 until at least 1931, It was not WINTERHOUSES as that was on the Port Au Port peninsula. I finally located it across Notre Dame Bay on the South coast of the Baie Verte peninsula near present day Burlington.

Winterhouse
Cove

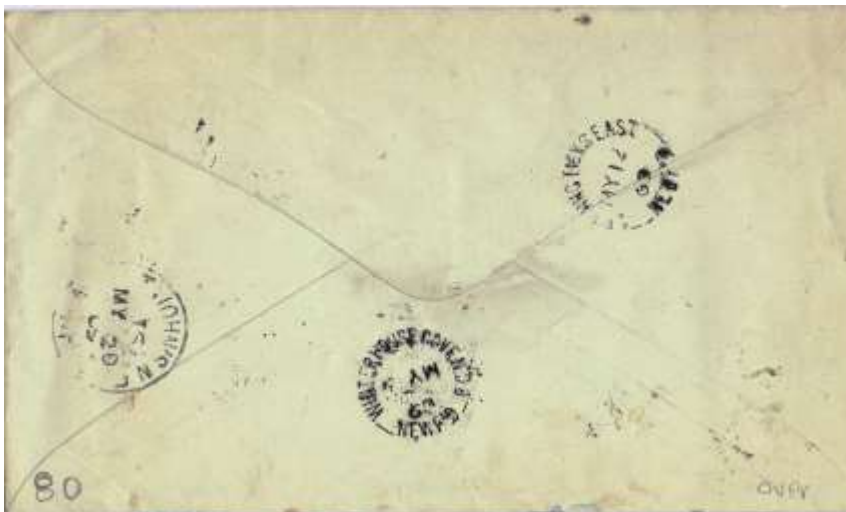


Leading Ticks

As an aside, the term “WINTERHOUSES,” was unique in Newfoundland and the coast of Labrador. The people of the outposts spent their Summers on the coast near to the fishing grounds. During the Winter they

moved back into the woods for shelter to get away from the ferocious storms often accompanied by gale force wind and to cut the next year's supply of firewood.

This cover left **LEADING TICKLES WEST** on MY 8 and was backstamped MY 9 at **WINTERHOUSE COVE**. It arrived back at **LEADING TICKLES WEST** on MY 11 and proceeded to **LEADING TICKLES EAST** on MY 12. It arrived at **ST. JOHN'S** at 1600 on MY 20.



Concluded Next Page

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UNLISTED - Concluded

It was always my impression that when the mails left a particular office that the bag was sealed and no one other than the boat's mail clerk was authorized to open it. So much for my theory! This bag was emptied by TWO other postmasters plus the original a second time. It is also odd that there is NO TPO marking on the cover. Perhaps there was no mail clerk on that particular sailing. Also, given the date of early May, this was probably the first sailing for the year or very close to it.



The mail boat in question would have been the S.S. CLYDE. The mail clerks on board Clyde were John White 1901-1915 and William Freeman 1903-1914. The S.S. Clyde sailed out of LEWISPORTE every Friday doing the Eastern end of Notre Dame Bay and on Mondays doing the Western end of the Notre Dame Bay and calling at LEADING TICKLES and WINTERHOUSE COVE along with several other locations. After the trip the boat returned to LEWISPORTE and the mail went by rail to NOTRE DAME JUNCTION where it proceeded by rail to ST. JOHN'S, arriving in the GPO at 1600 on MY 20.

As an addenda:



Officers and crew of S.S. Clyde in Lewisport, circa 1903. Captain Job Knease top left.

LEADING TICKLES EAST was previously called LEADING TICKLES from 1887 to 1908 and changed its designation just the year before. PM was Lilian Andrews nee Martin.

LEADING TICKLES WEST opened in 1894. PM was Leander Rowsell.

WINTERHOUSE COVE opened just the year before in 1908 and lasted to at least 1931. PM unknown. There are no records for this office, only 2 split ring proofs, one for 1908 reading NDB and one for 1931 reading GB. Green Bay is part of the overall Notre Dame Bay.

“My Dad – Dr Wilkinson” As told to Capt’n Bruce Robertson, Part I [1]

There can’t be too many collectors of Newfoundland philately who have not seen the distinctive covers sent from many varied Newfoundland (Nfld) outports during the 1950s and 60s to Dr Wilkinson at the Cottage Hospital at Old Perlican

Dr A.A. Wilkinson was a collector of Nfld., especially its postal history. There was hardly an edition of BNAPS Topics in the 1950s and early 60s which did not have a mention of him, usually about some oddity of postal history he had turned up – yet today, no one in the stamp world seems to have known him personally. In 1965 he sold his collection through H.R. Harmer in London and a few years later moved to Wawa, north Ontario. He died in 1979.

Here, with the help of Dr. Wilkinson’s family and others who knew him, Bruce Robertson (‘Capt’n Bruce’) finds out more about the enigmatic doctor and his stamp hobby.

The young doctor

Allan Arthur Wilkinson was born in Change Islands, Notre Dame Bay Nfld in 1920. Young Allan graduated from the School of Medicine, Dalhousie University, Halifax N.S. in 1945. This was just at the end of WWII, and Allan found himself at the hospital at Camp Sussex, New Brunswick, tending returning soldiers, some from Japanese concentration camps.

The 1945 census finds him, ‘aged 26’ at the General Hospital in St John’s, Nfld. Shortly after this, in May 1946 he took up the appointment at the Old Perlican Cottage Hospital – the first of such hospitals to be opened in Nfld. in 1936. He was to stay at the hospital, serving the surrounding community for 25 years – his daughter Sharon remembers that “in 1971 the hospital threw a big party for Dad to celebrate 25 years as the region’s physician – they called it a silver anniversary celebration because of the 25-year milestone”, a fact honoured by the naming of Old Perlican’s new hospital in 2001, the A.A. Wilkinson Memorial Hospital.



Fig. 1. Allan Wilkinson, in the 1930’s

Although Old Perlican was somewhat remote, and the surrounding population around 1500 in the 50/60s, it would be wrong to think of Dr. Wilkinson ‘just plodding along’. The 1959 cover [fig 1, next page] addressed to the *Medical Letter* shows he made a point of keeping-up with modern medical trends – he would have been one of the first subscribers to the *Medical Letter* service.

His daughter Sharon paints a picture of a vigorous man, dedicated to the cottage hospital and his patients, but who also delighted in finding time in his busy schedule for a spot of “trouting”, mowing the lawns around the hospital cottage at night and building stone walls with the local white quartz.

WILKINSON – Continued



Fig. 2. The medical Letter, Inc. was founded in 1958 by Arthur Kallet, the co-founder of Consumers Union, and Dr. Harold Aaron, committed to providing accurate information on drugs and treatments of choice and helping readers make the best decisions for the patient – without the influence of the pharmaceutical industry.

The flagship publication, The Medical Letter on Drugs and Therapeutics, was first published in 1959.

This cover dated June 1959 with its boxed Old Perlican town cancels suggests that Dr Wilkinson was amongst the Medical Letter's first subscribers. [Author's collection.]

"Its not clear when Dad started collecting stamps" says Sharon, "although Dad's father, a Methodist minister collected stamps, and we believe Wilkinson senior started his son off and passed his stamp album on to him".

Like several other areas of Wilkinson's philatelic personality, his relationship with the stamp community of the time appears a little enigmatic. Dr. Wilkinson's wife remembers that he had subscriptions to several stamp catalogues and magazines – *BNA Topics* was one – he was a fairly early member: no. 935.

Although the Old Perlican covers discussed here might be considered by some collectors as 'on the light side', there can be no doubt that Dr. Wilkinson was a serious and dedicated collector, who during the 1950s and 60s, contributed to Newfoundland's philatelic knowledge, and led to him being described as an 'avid Newfoundland philatelist and postal historian [2] and 'a fine Newfoundland collector [3].

Looking back over back-copies of *BNA Topics*, it seems there were barely any *Trail of the Caribou* columns which did not include mention of Dr. A. A. Wilkinson. To take just two examples, one was Dr. Wilkinson's contribution to completing a comprehensive list which ended up with some 27 examples of Newfoundland's elliptical Postal Telegraph cancels [4] the other being the then unrecorded examples of the reversed 'J' watermark for Scott 185, 186, 187 and 188 [5].

Dr. Wilkinson's sense of humour, however, was never far from the surface, and he often sent *BNA Topics* puzzling philatelic questions and pieces of postal history – almost challenging the 'experts' to identify and explain them. Daughter Sharon says "he loved nothing more than to 'set the cat among the pigeons'. He did have a quirky sense of humour - and enjoyed doing the unexpected to puzzle and bemuse friends and acquaintances. He could most definitely be described as a private person". It appears that he wrote nothing for the magazine himself, nor did he exhibit or attend conferences or stamp shows - his wife says simply, "He never had the time".

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WILKINSON – Continued

Dr. Wilkinson is positively uncanny; before we had the chance to get the above report into print, he was in with another report elaborating on our list of Newfoundland duplex cancels. We first published the three known ones of Avondale, Corner Brook and Hodge Cove in November 1959 issue of *Trail*. Then in June 1961 issue we recorded the existence of a Cambellton and a Tizzard's Harbour. In his latest sending Dr. Wilkinson sends down a Norris Arm used Aug 23, 1901 and another cover with an indistinct Loon Bay strike used July 15, 1908. This last may be the answer to the stamp that Dr. Willan has with a duplex that only shows the word "Bay". Incidentally this last cover has the Campbellton duplex back strike recorded for the same date. R. Wilkinson sends along another Corner Brook strike used July 2, 1899 and it has a St. John's forerunner of the next date as a backstamp. I hope we get this column to press before Dr. Wilkinson comes up with some more "goodies".

From *Trail of the Caribou*. BNATopics. Sept. 1961

Editor's Note – One a rare trip outside Canada, Wilkinson and his wife met with Dan Meyerson [BNATopics, January, 1959, Page 16, "Trail of the Caribou"]. He brought an album and regaled Meyerson with such items as a used 13 ¢ cancelled with a Canadian two-ring "10", a 12¢ small coronation (#113) in an imperforate pair, and a pre-adhesive cover from Fermeuse to Berwick, G.B. , 11/15/23 with a boxed Newfoundland forwarder-Forwarding by/Robinson & Brooking/St. John's Nfld.

Even at home, Wilkinson's stamp collecting seems to have been pretty much un-noted by his children. His son Bob says he can remember his father once showing him some of his collection, presumably in the hope that Bob might show some interest – but that was not to be. Daughter Sharon says she can remember stamp albums on her father's bedroom desk and peeking into boxes "full of old documents", but that his stamp collection "was never the topic of conversation around the family dining room table".

Yet Dr. Wilkinson found time to devote to his stamps and was in contact with some of the most famous stamp luminaries of the time [Fig. 2], and as we will see in Part 2, was to sell his collection through H.R. Harmer of Bond Street, London – one of the greatest stamp auction houses of the day.

Fig. 3 Cover addressed to Robson Lowe 1955. There cannot be a philatelist of any standing, anywhere in the English-speaking world, who is not familiar with the name of Robson Lowe, be it for his wide philatelic knowledge, for his activities in the stamp auctioneering field or for his many publications.

The cover is also of interest, a 'rare' use by Wilkinson of Canadian stamps and the Lower Island Cove postmark. [Author's collection]



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WILKINSON – Continued

The Outport covers

Generally, these appear as self-addressed *Cottage Hospital* corner covers. They are all registered and all display a fine array of stamps [Fig. 4] & [Fig. 5]. Each cover has the appropriate backstamps [6]. The top cover is dated May 26, 1956 while the bottom one is from May 25, 1956.



WILKINSON – Conclusion of Part I

The question does arise, however, how and why did Dr. Wilkinson arrange for the posting of these covers? The little coastal town of Old Perlican is by no means 'centre of the world'.

Sharron believes as a doctor of some standing, he could call upon the network of other doctors throughout the province, as well as other scions of the community in business and government – and of course postmasters in the various post-offices. She relates, however, how her mother told her that "he delighted in having some of his stamps postmarked to satisfy his quirky sense of humour - Mom told of being asked to drive to a community called 'Cupids' (perhaps a 2- to 3-hour drive, one way, from Old Perlican in those days), to have stamps postmarked on Valentine's Day, February 14th. I also remember Mom telling of driving to another community - Bristol's Hope - to get stamps postmarked so he could present them to someone associated with a pharmaceutical company - Bristol Myers".

Whatever method (or methods) he used, it surely demonstrates tenacity and single-mindedness. Sharon believes her father was driven by a wish to collect Newfoundland stamps with remote town cancels and "that these interested him because Newfoundland - now a province of Canada - would never again produce its own stamps".

[1] Initial enquiries to our President Bob Dyer and John M Walsh FRPSC (*Newfoundland Specialised Stamp Catalogue* etc.) yielded no information, although John bestowed upon me the nom-de-plume 'Capt'n Bruce'. A chance enquiry to Fred Cram, a retired teacher from Old Perlican and local historian yielded better results, including contact details for the Wilkinson family. I am much indebted to their help, particularly Dr Wilkinson's elder daughter, Sharon Barnes, who has been unstinting in her support. The title 'My Dad - Dr Wilkinson' comes from the subject title of Sharon's emails which provided me with insights into her father's philatelic interests, and without whom this article could not have been written.

[2] The Newfie Newsletter No. 82 Jan/Feb. 2000.

[3] BNA Topics Vol 18 No.8 Sept 1961. P.198

[4] Op cit. P.198 and BNA Topics Vol 19 No.5 May 1962 P.123

[5] Op cit. P. 198

[6] Most the covers illustrated in this article have interesting backstamps, which can not be illustrated here in this article, due to space restrictions. A list of the backstamps is:

Fig. 2 Red boxed Old Perlican June 15 1959; black circ. CARBONEAR NFLD 16VI 59; dble cr. Black ST JOHN'S NFLD 1959.

Fig. 3 (no backstamp)

Fig. 4 Black circ. ST..J.& P.A.B. R.P.O. 31 MY 56.; Double rim black circl. ST JOHN'S NFLD 1956.

Fig. 5 Black circ. ST. J .& P.A.B. R.P.O. NEWFD. 25 7 56.; Double rim black circl. ST JOHN'S NFLD 26 V 3PM 1956; Black circ. CARBONEAR NFLD. MAY 28 1956.

POSTSCRIPT

I am indebted to our editor for alerting me to the marvelous facility that the Horace W. Harrison Online Library offers – for both research and for pleasure, and I recommend it to all BNAPS members: <http://www.bnaps.org/topics.php> . The material is copyrighted by BNAPS and is acknowledged here.

A careful trawl through the on-line editions show that in the period starting from his first mention in Topic's the Trail of the Caribou column in 1954 through to the last column in 1964 – Wilkinson had no less than 28 mentions, far more than any other BNAPS member.

In part 2, we will look at Dr. Wilkinson's postal history collection and his later life in Wawa, North Ontario.

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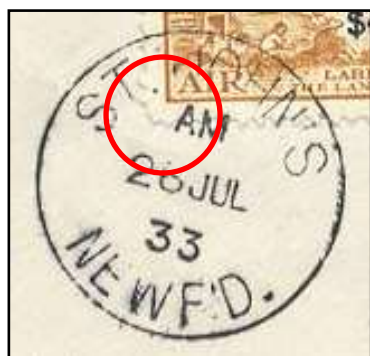
BALBO – MYSTERY OF COVER Nb 43 REVEALED – Jean-Claude Vasseur

The mystery of cover Nb 43 revealed! The puzzling attached cover was already shown in NEWFIE NEWSLETTER Nb 145 (Oct/Dec 2011).

Questioning was about the transit August 2nd in Shoal Harbor and inclusion in the small mail to Italy, from same day (numbers 31 to 50), thus mailed AFTER the first take-off attempt July 30th. At this point the Armada was ready to take-off when cancellation order arrived. Therefore, the St. John's mail was obviously in the planes.

HOW COULD THIS COVER HAVE MISSED THE FLIGHT?
Forgotten? Or else?

ELSE IS THE ANSWER!



Nb 43 Cancellation



Constant cancellation July 26

The July 26th cancellation was made with a cds instead of the machine cancellation, as done a day in advance with the expected arrival date of the armada. The cancellation (above at right) is very constant (no exception) showing '26' somewhat lifted and rotated clockwise at left of July. On cover Nb 43, the same numbers are bigger and correctly aligned with JUL. Taking in consideration that the sender was a clerk at the St John's GPO (W. H. Pike, Customs GPO), it is obvious that:

This cover was written after the departure of the mail bag, antedated and carried to Shoal Harbor around August 1st. After that, everything is normal: the pale logo (as seen on most covers with such part of the mail), the blue-green LIDODIROMA transit... and the absence of further transits and receiver as seen on all covers sent to Great Britain.

ONE OF MY FAVOURITE NEWFOUNDLAND COVERS --#3 Part II – Ron McGuire

The following text is from a contemporary overview of the importance of this flight in the history of Parrsboro. It is from **Heritage Homes and History of Parrsboro**. Publication date is unknown. The photos are mine.

In the history of every town there always appears one or two highlight years, the events of which are so unusual or dramatic that they live on in the community psyche; years which residents use as a gauge to compare or date all succeeding happenings. Often these years contain tragic events such as the Halifax Explosion of 1917 or the Springhill Mine Disaster of 1957. However, Parrsboro's most dramatic events were fortunately happy ones and the year that contained them was 1919.....



Repairing the Handley-Page

The disappointed crew of the Handley-Page [Alcock and Brown had made their successful crossing of the Atlantic] decided to capture their own bit of glory by flying from Newfoundland to New York to meet the British dirigible, R-34, due to arrive for the World's Fair. Thus it was that, in the small hours of July 5th, 1919, the throbbing of four Rolls-Royce engines began rattling window panes and awakening citizens from their sleep in the little town of Parrsboro. The aircraft had developed oil pump problems and like a giant moth fluttered in circles above the visible electric lights of the town, not daring to chance the unknown blackness of continued flight over open water.



Refueling

[Continued Next Page]

ONE OF MY FAVOURITE NEWFOUNDLAND COVERS --#3 Part II – Ron McGuire

Parrsboro citizens, realizing the aircraft's probable difficulties, turned on more lights and built bonfires along the harbour to warn of the dangers of attempting to land there. Then all thirteen automobiles of the town assembled and led the way to the race track indicating the best place to descend. Just at the break of day the mighty craft came down for a perfect landing but with a crippling over-run of the race track, causing a tire to blow and pitching the plane on its nose. At that point began a period commonly referred to in Parrsboro as the "Summer of the Handley-Page."



Ready to fly again!

The event was equivalent to a space craft landing in a small town today. Thousands of people from the whole Atlantic seaboard poured into Parrsboro that summer just to get a glimpse of this wonderful flying machine and the progress of its repairs. That summer with its pilot heroes, visitors, and surging optimism was like no other in the town's history before or since. For a brief moment in time Parrsboro was as much the center of the universe as London or New York. On the trial flight of October 4th, the Halifax Herald Headline confirmed this fact by printing:

"Eyes of Two Continents Focus on Little Parrsboro, Where Giant Plane Makes First Real New Trials"



Successful Departure, October 9, 1919

On October 9th, when the aircraft finally departed for New York, the mayors of Parrsboro and New York exchanged telegrams as if heads of equal towns, and newspapers around the world recorded the event as a major news item. Parrsboro was a known dot on the international map and had assured itself a page in international aviation history. —**Heritage Homes and History of Parrsboro**

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POSTMARK FINALLY FOUND FOR "LONG POND" - Ron McGuire

In the past, the NSSC listed 'Long Pond C.B.', without a known postmark, the town having a population of '615' based on the 1935 census and the Post Office operating from 1923 to 1931. My cover confirms there is now a split ring known, with 'HR M.' [Harbour Main] for the electoral district rather than 'C. B.' [Conception Bay]. For those interested, I highly recommend checking the census for Long Pond on the excellent *Newfoundland Grand Banks Genealogical and Historical Data* website. It lists, with details, all the people living in Long Pond in 1935, as well as other towns and outposts in the surrounding area.

Carl Munden has added the postmark and cover to his invaluable data base [below] of over 1,050 Newfoundland postmarks and John Walsh has updated the entry in the NSSC.

This postmark, along with Carl's report in this edition of another newly-found postmark, indicates new 'finds' continue to be made, so keep looking and good luck.

LONG POND

Open	1923
Closed	1931
Population	615
Bay	Conception
Location	Conception Bay South
	Map 21 F 26 (Manuels)
Distributing Office	Manuels

First Postmaster not listed. PM in 1931 was Mrs. Robert Jefford. Mails were Trs. 1 and 2 at Manuels station. Note use of HR M in lieu of CB.



Courtesy, Ron McGuire

NEWFOUNDLAND'S 1897 POSTAL SHORTAGE- ANNOTATED
Norris (Bob) Dyer - Page 17.

FORGERIES!!!

Many forgeries exist, especially of the rare Type III. The measurements are telling- the distance between the bars and **ONE CENT** and the lower bar.



Between bars: 17.3mm
ONE CENT/bar: 4mm

FORGERIES



Between bars: 17.7mm
ONE CENT/bar: 2.3mm
Bars do *not* cross stamp



Genuine Type III
Enlarged 2.5 X 1



Many forgeries show up in major auctions. One at the left measures 15mm between bars, and 1mm between **ONE CENT** and lower bar. One at the right is 4mm between **ONE CENT** and lower bar, and may be one of the 1898 forgeries.

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NOTES ON 1897 SURCHARGE EXHIBIT – PAGE 17


Ed Wener, was a great dealer/researcher. For years he issued price lists from New Zealand, under the dba, Indigo. *For more on him, see the BNAPS website. Scan down under Memorials, as Ed died only about a year ago.* One of his interests was forgeries, and a compilation of his articles on Newfoundland forgeries, *Newfoundland Fakes and Forgeries*, is available free on the internet under jacestamps.com. This is an extract, on Scott #77. As the scarcest of the three types, it is the most likely to be found with a forged surcharge. My measurements for legitimate #77's are close to his.


Forgeries of #77 can be distinguished from the genuine with a magnifying glass and ruler. We include previously unpublished measurements carried out for us on an Electron Microscope by a collector friend. The measurements are accurate to within 0.05 mm. The bars' thickness was measured at both the left and right ends and these were averaged. Measurements for two genuine stamps are included-the first being from Position #49 and the second from Position #50.


	Genuine	Genuine	Forg#1	Forg#2	Forg#3	Forg#4	Forg#5	Forg#6
Thickness-Top Bar	1.37	1.40	1.12	1.49	1.43	1.45	1.45	1.54
Thickness-Bottom Bar	1.33	1.33	1.09	1.43	1.45	1.52	1.36	1.52
Space Between Bars	17.54	17.60	19.10	18.21	16.98	16.94	18.25	17.36
Space between Bottom Bar and Bottom of ONE CENT	2.20	2.26	4.50	3.41	2.33	2.30	3.02	2.30



Genuine



Forgery Type I


Type II


Type III


Type IV


Type V


Type VI

COMMENTS

Most of the forgeries of #77 that I've seen were used. A few were unused without gum. I can't recall seeing one which was mint with gum. There is a reason for this. The forger requires genuine examples of Scott #60. Mint examples cost much more than used ones but mint and used examples of #77 are worth about the same. Why invest in a mint #60 if a cheap used stamp will do? We illustrate below six #77 forgeries. We've also scanned part of each forgery above along with the Table of Measurements. This can best be viewed by blowing up the page size.



TYPE I. This is a poor attempt and not at all dangerous. The letters are too small and the spacing is all wrong (see Table above). The amazing thing is that it is a pair

TYPE II. Very dangerous-found in a collection. Careful measurement required.

TYPE III. Very dangerous-measurement required.



TYPE IV. Dangerous. The letters of "ONE CENT" are not as clear as the genuine. In the word "CENT" the "C" is almost an "O" and the "E" is filled in so that it appears to be a rectangle.

TYPE V. This surcharge is in red ink-a forgery of the rare essay prepared in that colour before black was chosen. It is very dangerous & must be measured.

TYPE VI Extremely dangerous as can be seen from the Table. Measurement must be done very carefully. In addition, the letters are not the right size. Both the letters "E" are too narrow, the "N" malformed and the "T" a bit offcenter.