



NEWFOUNDLAND NEWSLETTER BNAPS NEWFOUNDLAND STUDY GROUP



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copyright John M. Walsh

New Members: We have welcomed 7 new members to our study group in 2025 and early 2026. Welcome to you all, and I apologize for not recognizing you're joining us earlier. We appreciate every member, and please let us know if there is anything we can help you with in your Newfoundland collecting. We have many experts in different fields, and they are always willing to share their knowledge.

Jeremy Borouchoff,
Derek Montgomery,
Paul Sullivan,
Brad Techy,
Christopher Whalen,
Colleen Brennan,
Robert Cooperman

From James Jung: Regarding Earl Noss's article on the Newfoundland 1928 Publicity Issue 3c, the first re-entry in the article is listed in the new Trajan Catalogue. The catalogue states that the position is 83. This stamp exists in blocks showing the plate number for plates 2 and 3. See John Walsh's exhibit of plate numbers on Newfoundland stamps in the ORE area of the BNAPS website. Not being a Newfoundland collector, I don't know if a plate 1 was prepared as well. The re-entries would come from just one of the plates. Is it known which one?

Ed.- This article was in the Dots and Scratches Newsletter Feb 2026, Vol. 12, No. 1.



THANK YOU

I want to thank all the members who responded to my appeal for articles. The response was amazing and I received enough material for at least two newsletters. It's nice to have some material in the bank for future issues. Please keep the articles coming.

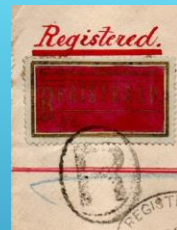
Editor: Malcolm Back

E.R. KRIPPNER COVERS

by Malcolm Back



E.R. Krippner Hand Illustrated Registered Cover to Toronto Canada,
 Forwarded to Springfield Massachusetts,
 Mailed Dec 21, 1899, RPO N.N.&W RAILWAY T.P.O. NEWF'D.,
 December 27, 1899 Montreal,
 December 28, 1899 Receiver in Toronto,
 December 28, 1899 Boston Mass. Registry
 December 29, 1899 Springfield Mass.



Krippner's own devices.
 A Registration Sticker and a Cigar Band Personalised by Krippner as an anti-tampering device



10c Registered Letter correct rate to Germany
 Addressed to Fran H. Krippner wife of E.R. Krippner
 Registered St. John's N.F.L.D 21 Ap 02
 Per S.S. Peruvian via Liverpool
 Chemnitz Germany Receiver 25 05 02

THE CIGAR BOX

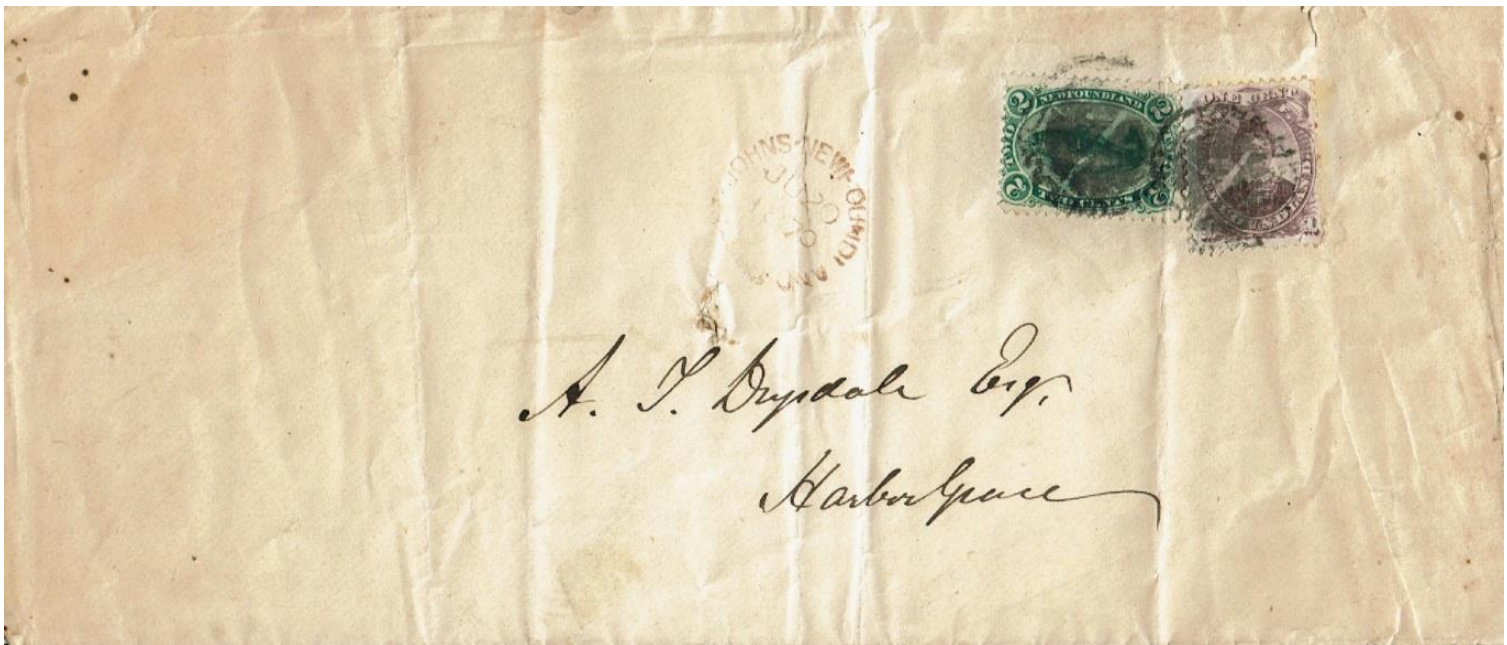
by Greg Pope

As collectors, we all dream of “the find”. We all have small wins, such as the special eBay item that everyone else missed or the treasure in the remainder box. But today I’m referring to the big one. The “de Pinedo cover tucked into a book for safekeeping that is found at a garage sale for fifty cents” type of find.

While that has not happened to me, for clarity, the cigar box I was given a number of years ago is as close to that as I will come, I expect.

My grandfather (Harry) was an avid collector and started me in this hobby. I inherited his collection, receiving most of it after he passed though not all at once. My surviving grandmother would, out of the blue every so often, tell me she found another envelope or box of stamps and pass them along. He had a good collection – a self-addressed Balbo cover and a full Do-X setting to name a couple of things. He was also of the last generation to work in Pope’s Furniture Factory in St. John’s, and I acquired a number of those items accordingly.

One day, around 2006, my grandmother passed me a cigar box of stamps she said she had come across and wanted me to have. She thought they were his “special” ones. I eagerly went home, sat at my desk and on opening the box started at the top. Some nice things were in there: a mint never hinged block set of the Gilbert issue, for example. Nice, but nothing worthy of this article. Then I reached the bottom of the box, giving up hope on my “find”, with just two last things in there. Two folded 4” x 9 1/2” envelopes.



Second Cents Issue One Cent Prince of Wales and First Cents Issue Two Cent Codfish paying the three cents inland postage rate from St. John’s to Harbour Grace. Postmarked in St. John’s on June 20, 1870. No postal markings on reverse.

THE CIGAR BOX

- conclusion

Walsh and Butt note 20 known covers with the one cent violet affixed, and 27 covers with the two cent green codfish on thin paper. Of those, Whaley's census notes four covers with this combination for inland postage, all dating between June and September 1870 [June 17, August 15, August 16, September 29].

I could have stopped here, elated with this cover now coming into my collection. But there was still one more cover to unfold.



First Cents Issue Two Cent Codfish plus bisected Two Cent paying three cents inland postage from St. John's to Harbour Grace. Postmarked in St. John's on June 9, 1870 and received in Harbour Grace on June 14. Like the previous cover, addressed to A. Drysdale.

Whaley's census notes only two covers known bearing a bisected two cent codfish stamp used appropriately in period. Those two are dated May 30, 1870 and July 2, 1870. Notably, the earlier of the two is also addressed to Drysdale and in the same handwriting. Two other bisect examples are known to exist on piece and dated June 7 and December [xx], 1870.

These two covers have, to my knowledge, never been to market. They are not reflected in any inventory done and census counts can now increase. I have subsequently received genuine certificates from the Greene Foundation for both.

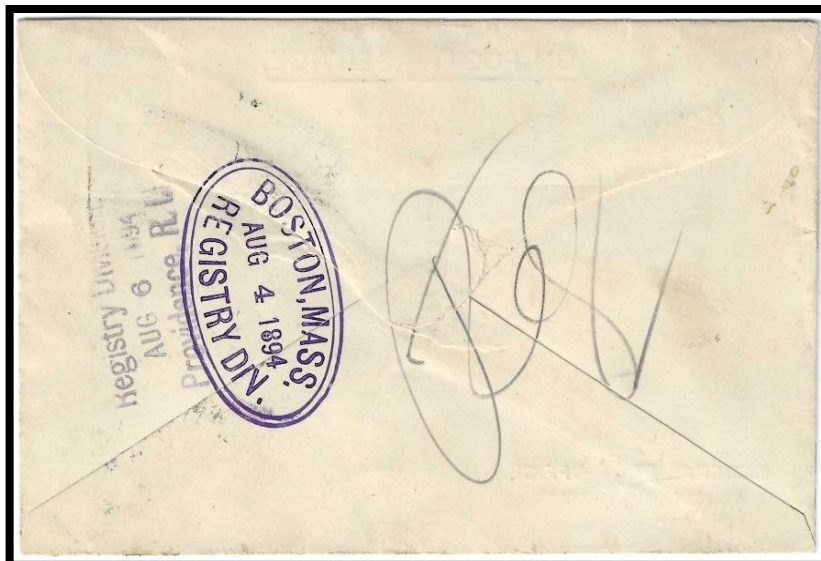
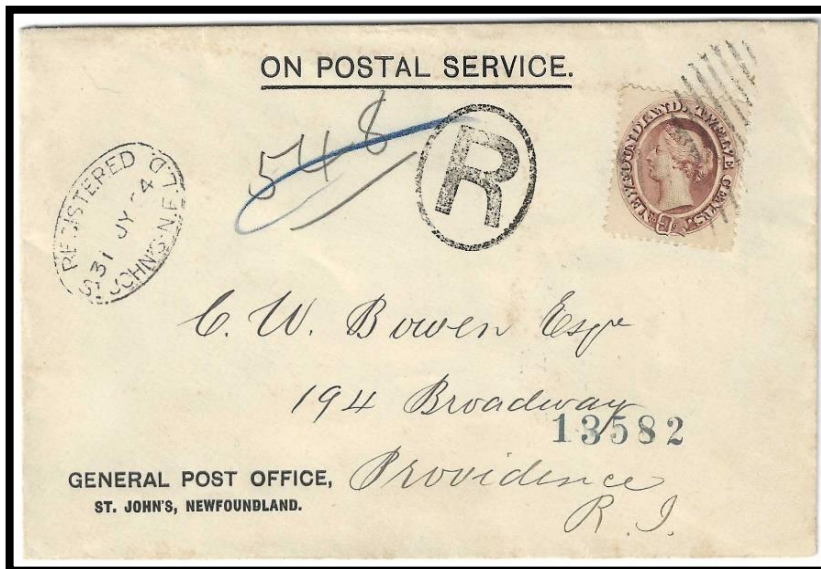
I don't know where my grandfather acquired these. He passed in 1997 and would have owned these, I expect, for a very long time. I'm thrilled to have them as highlights in my collection, and I know he would be proud to have them displayed here. Having focused on the Cabot Issue (along with its related 1920 surcharges and airmails) for a long time I'm now going to expand my collecting interest to begin working on my Cents collection as well.

Please send any comments to gregoryrpop@gmail.com

AN EARLY FIRST DAY COVER

by Andrew Hussey

A recent addition to my collection of St. John’s General Post Office (“GPO”) covers was later found to be a bit more significant than just a corner card. At first glance it was just a nice looking registered GPO corner card franked with a well centred copy of SC#29, the re-issued, chestnut/dark brown coloured stamp tied by barred cancels. However, upon further checking, in the 2018 Newfoundland Specialized Stamp Catalogue (“NSSC”), the date of issue for this stamp (NSSC#50) is listed as July 31, 1894 making this a first day cover. The date of July 31 is clearly shown in the oval St. John’s registered cancel. The 9 of 94 is not quite clear but is confirmed by the Boston and Providence registered receiving cancels on the reverse. The 12 cent franking overpays the 10 cent rate (5 cent single weight letter rate to the United States plus the 5 cent registration fee) by 2 cents. This is likely a so-called “philatelic” cover mailed to a collector by the GPO on the day of issue. Whether a “philatelic” use or not, it is certainly a nice addition to my collection.



“A Marcophilatelic Travel Guide” to Newfoundland

by Brian Damien

PART ONE: The West Coast

There is perhaps no largely rural state or province in North America more depicted on postage stamps than Newfoundland – and perhaps no state or province with more interesting place names.

As a British colony, and later a self-governing dominion, with a population of only 300,000 in the early twentieth century, Newfoundland issued approximately 300 of its own postage stamps. And in the years since it joined Canada (or, as some Newfoundlanders would say, since Canada joined Newfoundland) the Canadian post office has issued a generous number of stamps picturing places around the province. At one time there were about 1200 post offices in Newfoundland and Labrador, each with its own distinct postmark, and many of those offices are still in operation today and can offer the visitor an opportunity to get mail postmarked locally. One of the delights of collecting the postmarks of Newfoundland and Labrador is in the distinctive place names – for just a few examples, Bristol’s Hope, Catalina, Cavendish, Come by Chance, Comfort Cove, Cupids, and the trio of Heart’s Desire, Heart’s Delight, and Heart’s Content.

There are many sources of good information revealing the many rewarding locations that visitors can enjoy. But the focus in this paper is almost entirely on the stamp and postmark aspect of traveling in Newfoundland and Labrador. Some useful resources are listed at the end.

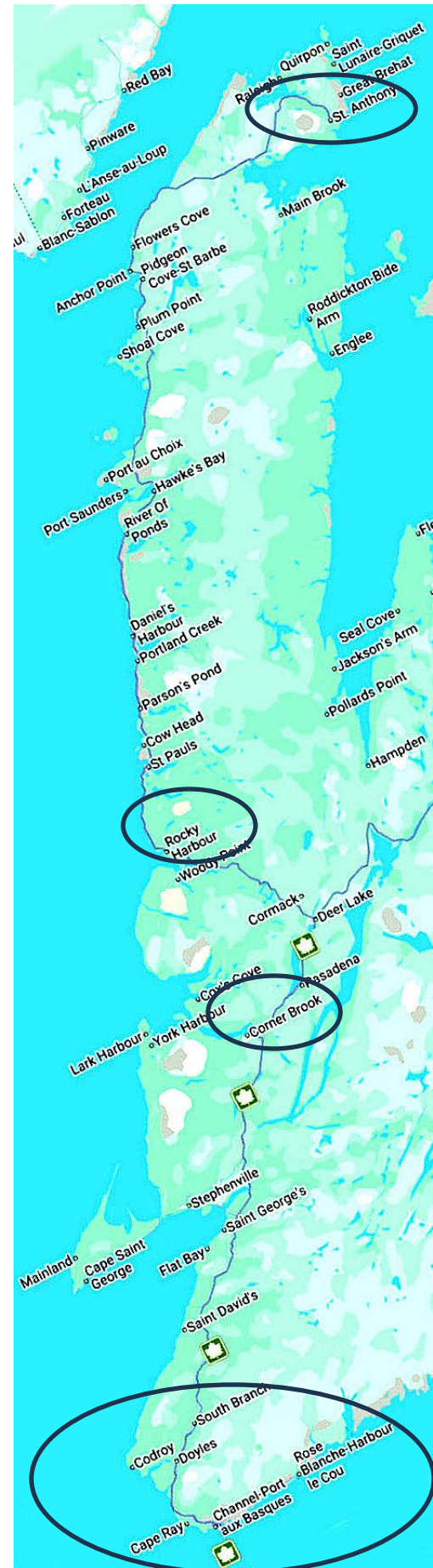
Crossing the Gulf

Most travelers coming to Newfoundland by surface transport arrive on one of the Marine Atlantic ferries connecting North Sydney, Nova Scotia, with Port-aux-Basques, across the Cabot Strait, on the southwestern corner of the island. In Newfoundland these are routinely called the "Gulf ferries" and any reference to "the Gulf" can only refer to the Gulf of St. Lawrence.

The Marine Atlantic service is the newest operator of the Gulf ferries, which go back to around 1900. We’ll begin our marcophilatelic tour on one of the ferries going to Port-aux-Basques.

The first stamp that we’ll note in this marcophilatelic travel guide shows

the S. S. Caribou, appearing on four different Scott numbered Newfoundland 2c stamps from 1928 to 1931. The Caribou, built in Holland in 1925, was an advanced design in its day, and made the regular trip from Cape Breton to Newfoundland several times a week. It was torpedoed by German submarine U-69 in the middle of an October night in 1942, about 30 km south of Port-aux-Basques. If you've seen the gift shop on the ferry selling a book, *The Night of the Caribou*, well, that's



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what it's about. (To avoid confusion, know that there was also a 1980s ferry, the MV Caribou, which operated on the Gulf route for many years. That boat was retired from service in 2010.)

There is no longer a Traveling Post Office on the ferries that transit the Gulf (and indeed there are no longer Traveling Post Offices or Railway Post Offices anywhere in Canada) but you may find postmarks from them. There are at least eight distinct postmarks known from the North Sydney to Port-aux-Basques route.

In Newfoundland and Labrador, the term frequently used for a post office on the rails or on the water was TPO, or Traveling Post Office. They existed on the Gulf ferries, on numerous coastal boats serving the roadless outports (and before the 1950s most of them were roadless), and on the railway main line and branch lines. There was also a Newfoundland Post Office mail sorting facility at North Sydney, N.S., and its markings are even less abundant. The terms Railway Traveling Post Office (Ry.TPO) and Railway Post Office (RPO) are also known.

Port-aux-Basques Area

The place that visitors call Port-aux-Basques is actually a merger of two towns, Channel and Port-aux-Basques. Postmarks of Channel are much more common than those of Port-aux-Basques, especially on stamps of the Dominion, and on Canadian stamps of the 1950s. However, Port-aux-Basques is the official name of the terminal for the Gulf ferries, and for the station of the now defunct narrow-gauge Newfoundland Railway (absorbed into CNR and then CN after Confederation). The TPO or RPO postmarks always show Port-aux-Basques, or sometimes P.A.B., but never Channel.

After you've arrived at Port-aux-Basques, driving east along the shore on Route 470 until you run out of road will take you through rugged, rocky land -- covered with wild blueberries in season -- to the community of Rose Blanche. (Perhaps name that sounds romantic, but Rose Blanche actually means "white rock" and not "white rose." The spelling "rose" is a corruption of the French word "roche.")

Rose Blanche is home to the lighthouse depicted on a Canada 34c stamp, #1066, from 1985. Now the lighthouse shown on the stamp is out on Cains Island in the harbor, so unless you can get someone to take you out in a boat, you can't get near it. (Also, the postmark collector with access to a time travel machine might get this 1985 stamp postmarked at the Cains Island post office, which had closed in 1968, before the stamp was issued.) But just outside Rose Blanche, there is, accessible by a short walking path, a historic stone lighthouse that has been restored. Also, Canada Post maintains a post office, named Rose Blanche-Harbour le Cou (reflecting the merger of the two communities into one town), at 100 Main Street.

Apart from the postal interest, the location is very scenic. Take a quick look at the town website:

<https://roseblanche-harbourlecou.ca/>

Returning to Port-aux-Basques and driving in the opposite direction (but “east”) on the TransCanada Highway (Route 1) will take you to the turnoff for Cheeseman Provincial Park, which provides access to the Cape Ray Sands. (Cape Ray is not to be confused with Cape Race, depicted on some stamps in the 1930s. Cape Race is 1000 km away, on the southeast corner of the island, and has been illustrated on postage stamps, unlike Cape Ray.) We found this park to be a delightful overnight stopover back in the 90s and especially liked being able to walk the no-traffic



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gravel road, lined with wildflowers, out to the Sands. Cape Ray did have a post office beginning in 1891, and one source shows it as still in operation as late as 2008, but it is no more.

Corner Brook and the Humber River Valley

Corner Brook, the second largest town in Newfoundland, is the services center for Western Newfoundland, and together with the nearby Humber River Valley, is the location of a surprising number of Newfoundland pictorials from the 1920s and 30s.

The most salient feature of the town is the Kruger paper mill, formerly known as Bowaters, one of the first industrial developments in Newfoundland. The mill is the subject of a mid-size and a large-size pictorial.



Corner Brook postmarks are not rare, but not as common as one might expect. Like many Canadian towns, Corner Brook is a merger of villages, including in this case, Humbermouth, Corner Brook, Townsite, and Curling. On stamps from the Dominion, and the classic 5c blue Canadian stamps of the

1950s, postmarks from Curling, or Curling-Corner Brook, are often seen. A cover with one of these classic 1950s definitives, postmarked from this papermaking town, would be a desirable item. These stamps might be seen on overweight or registered letters, or cut squares from parcels. But best of all would be a postmark on the grey stamp, from the Bowaters Corner Brook postal station, which operated for the convenience of mill employees from 1946 to 1955. The gray stamp to the bottom left was in common usage from 1951 to 1956, when it was replaced by the familiar green stamp on the bottom right.



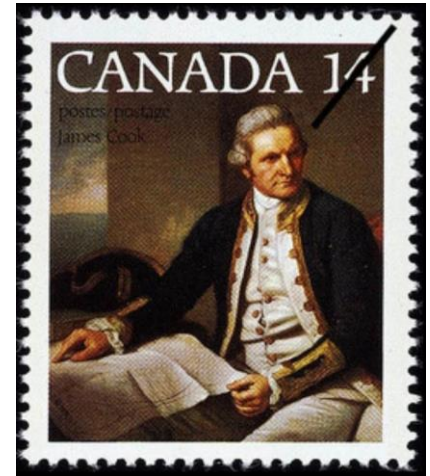
There’s scope for someone to build a small collection -- maybe an exhibit – of these stamps, postally used on commercial mail, with postmarks from Corner Brook, Grand Falls...and other Canadian papermaking towns.

Newfoundlanders tend to be friendly and helpful people, and after a very casual conversation in Corner Brook with a complete stranger about collecting Newfoundland postmarks, I found myself holding a piece of paper with the names and addresses of a couple of local collectors. I never followed up, due to time constraints, and not wanting to impose on the privacy of the two gentlemen. But as it happened, one of the guys turned out to be an eBay vendor and email pen pal I got to know about fifteen years later!

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A place in Corner Brook that may be worth a stop is the Captain James Cook Historic Monument with its commanding view of the Bay of Islands and the city. Cook is recognized for having surveyed the West Coast of Newfoundland as well as other shores of the Gulf of St. Lawrence, and for providing the navigational information that ultimately was critical to the British success in the Conquest of Quebec. Cook was recognized on a 14c stamp in 1975.



Another potential stop in Corner Brook is the Newfoundland Railway Museum, which nicely preserves several cars from a steam locomotive passenger train. Engine 593 was for many years tucked in the back of a campground at South Brook Park in a rural area on the TransCanada Highway. But now it's in a much better spot, on Riverside Drive in the Humbermouth sector of the city. No. 593 was delivered in the early 1920s and may well have been the inspiration for this 5c stamp from the late twenties. This stamp is a popular illustration on sweatshirts and t-shirts. (The Canadian actor Remy Girard once appeared in a television program wearing a shirt showing this stamp.)



It's unclear from what I've found on-line, whether the train cars onsite at the museum include any mail handling gear. Do any readers know? Or know about other RPO artifacts that may be preserved elsewhere in

The Humber River Valley is notable among collectors of Newfoundland stamps as the location of several stamps in the 1923 Pictorial series. These stamps were largely based on photos taken by Robert Holloway, who pioneered in the landscape photography of Newfoundland in the late 1800s.

West of Corner Brook, Mount Moriah, depicted on the 12c value from the 1923 Pictorial series, is rarely seen as a postmark...but you can remedy that by a visit! It has a post office you can visit at 84 Main Street, about 6 km west of downtown Corner Brook. Follow Griffin Drive west out of the city; Griffin Drive becomes Petries Street and eventually Main Street in Mount Moriah.



Now the real challenge comes in connecting scenes on stamps with actual locations on the ground from that 1923 series. Several of those stamps, based on photos by Robert Holloway, the pre-eminent Newfoundland photographer of the late nineteenth century, are from locations in the Humber River Valley. A couple of them name actual geographic features, like Shell Bird Island, and the Upper Steadies, but others are not precisely identified.

An interesting quest would be to figure out where all these places are:

- #134. 4c A quiet nook, Humber River
- #136. 6c Upper Steadies, Humber River
- #139. 10c Humber River Canyon
- #140. 11c Shell Bird Island
- #142. 15c Humber River near Little Rapids



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(A website that may be helpful to you is waymarking.com. Waymarking.com includes a philatelic photographer's group where people share photos of places on stamps, and document the exact place. Several stamps of Newfoundland are included.)

It seems likely that all of these were taken by Holloway on a family vacation trip to Western Newfoundland, not long after the railway was completed in 1890s, opening the Humber River Valley to casual access by pleasure travelers. Holloway's

biographer links at least two of the photos, to a trip taken on 13 miles of the Humber, just below Deer Lake.

More than one writer has observed that the intent of the series, promoting Newfoundland's scenery as an asset to tourism, was defeated by the small size of the stamps. Nonetheless there is an undeniable charm to these little pictorials.

NORTHERN PENINSULA

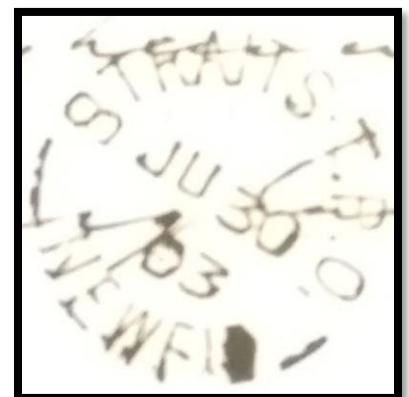
Visitors to the West Coast of Newfoundland often include the incomparable Gros Morne National Park in the itinerary. Turning west off the TransCanada at Deer Lake takes the traveler up Route 430, the Viking Trail to Gros Morne National Park. Gros Morne was considered for a high-value definitive stamp in 1990, and this essay was produced, apparently depicting a scene in Bonne Bay, known for the villages of Rocky Harbour, Norris Point, and Woody Point -- but the stamp was never printed or issued.

However, Gros Morne did get its turn on the stamps of Canada twice in the following years. In both cases the scene displayed is Western Brook Pond, a landlocked fjord dramatically carved out of deep canyons in the Long Range Mountains. Western Brook Pond is typically included on the short list of places to visit and things to do at Gros Morne, and if you are in the area you will probably have a chance to take the spectacular boat tour.

In 2000 an aerial view of Western Brook Pond appeared on part of a set showcasing significant bodies of fresh water in Canada. Western Brook Pond appeared again in 2014 on this stamp from a set displaying scenes from Canada's National Parks.

Traveling farther up the coast, there is more stunning coastal scenery, and some attractions for marcophilatelists. There is only one road north, Royte 430 and it leads a few hundred more kilometers up along the shore, eventually reaching the ferry to Labrador, and the town of St. Anthony, at the northern end of the Northern Peninsula.

Just North of Sally's Cove -- once a post office town -- is Martin's Point, site of the wreck of the S.S. Ethie. The Ethie was part of the "Alphabet Fleet" of coastal boats operated by the Reid Newfoundland Company, which also operated the railway, in the early years of the twentieth century. Boats like these were a vital link in the days before a highway was built up the peninsula, in the 1950s. The Ethie was intentionally beached in a December 1919 storm, in a desperation measure. Happily, all the passengers and crew reached shore safely via a line with a bosun's chair. The exception was a baby -- who made the trip safely inside a mail bag. From data that I have available, it seems possible but not certain that the Ethie may have carried the Straits T.P.O. (Maybe a reader can confirm this?) Any cover with a Straits T.P.O. mark of December 1919, might bear close examination for clues of a connection to this event. One hopes that the mail came out of it as well as the baby did.



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And a bit farther along the road, In the northern end of Gros Morne National Park, north of Cow Head, and adjacent to the beach and the Shallow Bay day use area, there is a portion of the Old Mail Road, used by dogsled as late as 1952, but now preserved as a walking path for the enjoyment of visitors to the park. The Old Mail Road has been made somewhat famous by the late Rocky Harbour photographer Stan Collins, who frequently showed it in his social media presence, followed by tens of thousands of viewers around the globe.

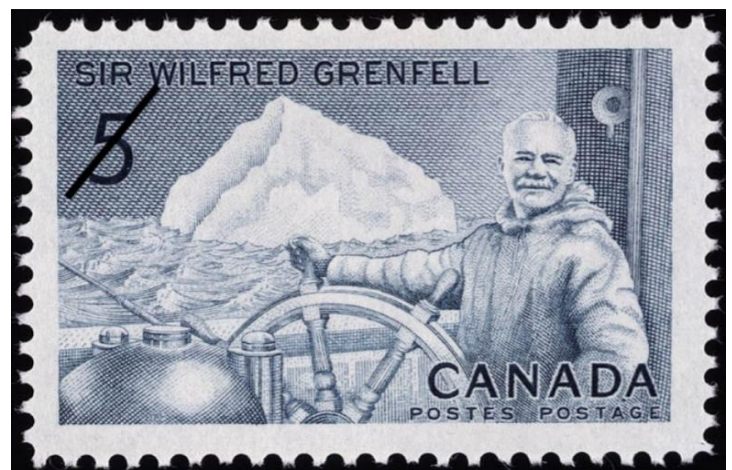
Continuing up the Northern Peninsula highway, also known as the Viking Trail, you come to two more sites of marcophilatelic interest...L'Anse au Meadows, and St. Anthony.

L'Anse-aux-Meadows has a National Historic Site, marking the archaeological discovery of remains of a Viking settlement. Parks Canada has recreated the original settlement, including the sod houses. This is the only authenticated Viking settlement site in North America, outside of Greenland. Meanwhile, the post office at L'Anse aux Meadows closed years before the site became known for its historic significance.

Further along is the town of St. Anthony, home of Sir Wilfred Grenfell, and former base of the International Grenfell Association.

The Grenfell organization, financed by charitable donations, brought basic medical care to the people of the Labrador coast and Newfoundland's Northern Peninsula. It also initiated social service efforts including a coop store, organized the marketing of local crafts, and sometimes brought basics like food and clothing. It was also involved in the placement of First Nations children in residential schools. The medical functions of the Grenfell organization were taken over by the provincial government in 1980, but the Association remains in the business of issuing grants. While in St. Anthony, you can visit the Grenfell Historic Properties, which include Grenfell's home -- now a museum -- as well as an interpretation center, a craft shop, and a short hiking trail.

Sir Wilfred Grenfell was honored on two stamps, one from Newfoundland, issued in 1941, the year after his death, and another issued by Canada in 1965, observing what would have been his 100th birthday. Of course, either of these with a postmark from St. Anthony, or from any of the Labrador or Northern Peninsula outports served by the Grenfell organization, would be desirable



Next time we will resume the tour with a trip across the Strait of Belle Isle to Labrador

(Ed. - To be Continued in the Next Issue)



The St. Anthony International Grenfell Association Post Office

by Kevin O'Reilly

Background

- November 1881 Ebenezer Mather decides to set up the National Mission to Deep Sea Fishermen, to provide a ministry to fishermen and help improve their health. It had the motto 'Preach the Word; Heal the Sick'.
- 1886 First Edition of Toilers of the Deep printed. The news and letters of the NMDSF (National Mission to Deep Sea Fishermen). This tradition is maintained to this day and copies of the books are held at our Head Office and also the British Library.
- 1887 The Mission now owns 6 vessels with 60 employees. Every crew member had their own ticket with their photo and their service records.
- 1892 Wilfred Grenfell (1865-1940) served in the Fishermen's Mission until he was sent to help fishing communities in Newfoundland and Labrador.
- 1893 The first hospital for the RNMSDF was built at [Battle Harbour](#).
- 1894 Another hospital was built at [Indian Harbour](#). Other hospitals, nursing stations, schools and other facilities were subsequently added by the Grenfell Mission.
- 1896 Queen Victoria bestows her royal patronage, making it the Royal National Mission to Deep Sea Fishers (RNMSDF).
- 1901 A Grenfell Mission hospital is built at St. Anthony, followed by an orphanage in 1905, and a school and Grenfell's residence in 1909.
- 1914 The International Grenfell Association (IGA) was split off from the RNMSDF to manage its property and affairs, as a non-profit mission society, to support Grenfell's work.
- 1927 A new IGA hospital opens at St. Anthony.
- 1981 The IGA operated until 1981, as a non-governmental organization. It had responsibility for delivery of healthcare and social services in northern Newfoundland and Labrador. After 1981 a governmental agency, The Grenfell Regional Health Services Board took over the operational responsibility. The International Grenfell Association, having divested itself of all properties and operational responsibility for health and social services, boarding schools and hospitals then became a supporting association making grants and funding scholarships for medical training.

Postal Services

- A post office operated at the Grenfell Mission/IGA headquarters at St. Anthony as early as 1913, although other markings have been recorded on mail handled before that date (see attached table).
- The IGA post office operated in the hospital. It offered full services. No original postal records from before 1949 have been located. No salary was paid to the IGA postmaster. It was maintained for the convenience of the staff and patients at the hospital but also received and despatched parcels for the benefit of the IGA. Parcel service at the IGA post office was discontinued in 1948 due to issues with duty and CODs. It made up and sent its own mail (including registered items) and ordered stamps directly from St. John's without going through the St. Anthony post office.
- The IGA post office was closed on March 31, 1949 but after representations from the IGA, it reopened in August 1949 as a sub post office to St. Anthony post office which was about a mile away. Mr. A.C. Patey served as the postmaster in 1949. Stamps were secured from the St. Anthony post office but this was changed back to St. John's in May 1950. Further questions about whether the IGA post office should operate as a sub post office to St. Anthony or be an independent post office were left to an inspection in the summer of 1950.
- November 3, 1950 the St. John's District Postal Inspector proposed that the IGA post office be renamed "Grenfell Mission, St. Anthony" and that new date stamps be issued and a separate office number.

The St. Anthony International Grenfell Association Post Office

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- February 6, 1951 a memo was prepared on a possible merger of the IGA and St. Anthony post offices due to irregularities at the St. Anthony post office which was in shared accommodations with the Canadian National Telegraph office. The St. Anthony post office finally moved into a new building on March 6, 1958. Meanwhile the IGA post office continued to operate.

- Effective June 27, 1958 dispatches of mail between St. Anthony Mission and the St. John's—Cooks Harbour & Corner Brook TPO; the Lewisporte & Corner Brook TPO; and St. John's & Goose Airport TPO were authorized for classes 1-3 mail but registered mail and parcels were required to go through the St. Anthony post office.

- The question of a separate and independent post office for the IGA mission was revisited one final time in early 1962 and the staff there appeared to be happy with the then current arrangement of mail going through the St. Anthony post office, so no changes were proposed.

- The last recorded use of an IGA date stamps so far is April 1, 1958. It is not clear when the IGA post office stopped operating but the late 1950s or early 1960s would appear to be the case.

Sources

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Grenfell Properties website. Operated by the Sir Wilfred Grenfell Historical Society.

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<https://grenfell-properties.com/>

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Volume 3613, File number: 3/3613/31. Divisional inspector's report for Grenfell Mission, Nfld.

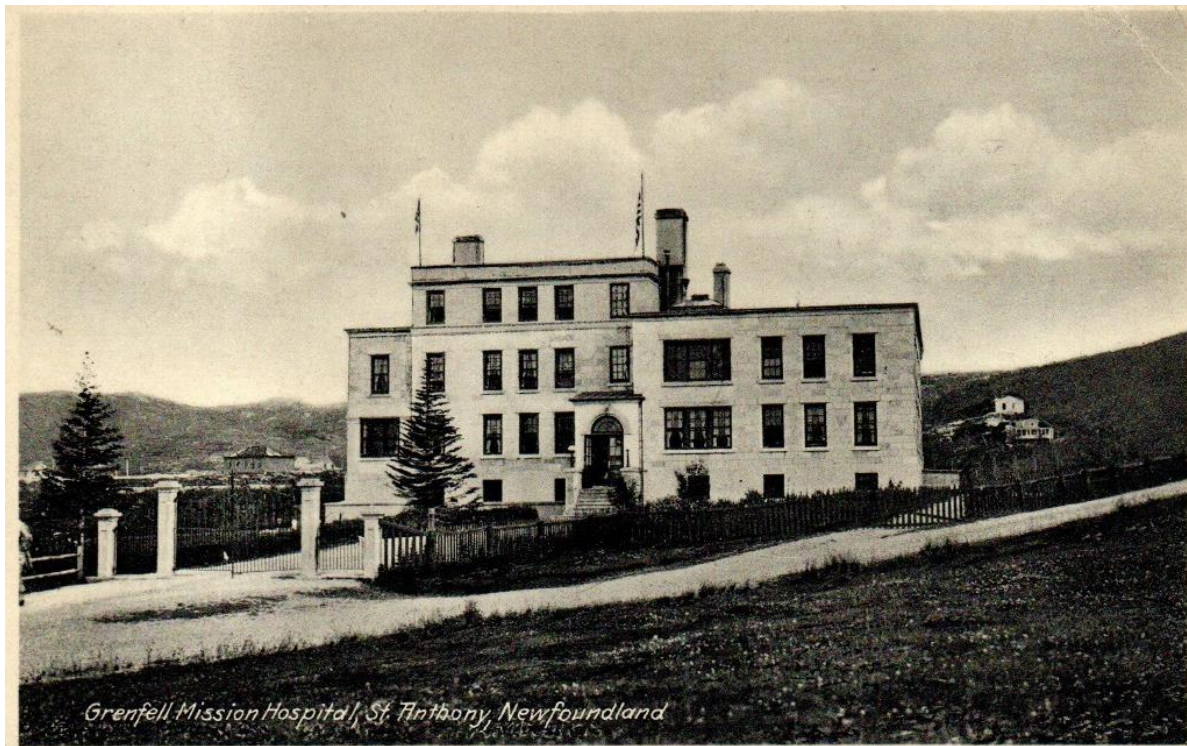

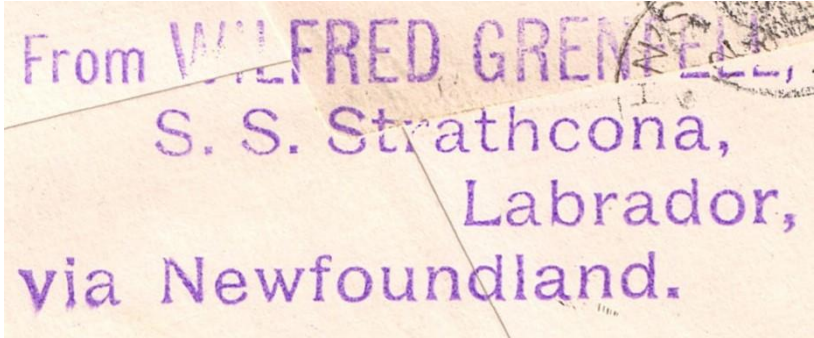






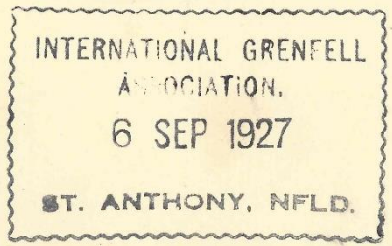
Figure 1 Grenfell Mission Hospital, St. Anthony, Newfoundland. (From the collection of Malcolm Back)


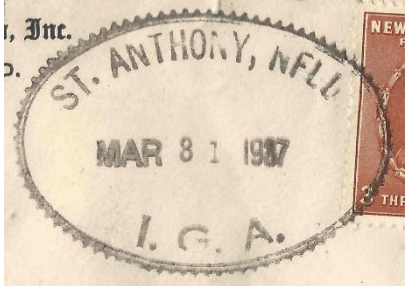

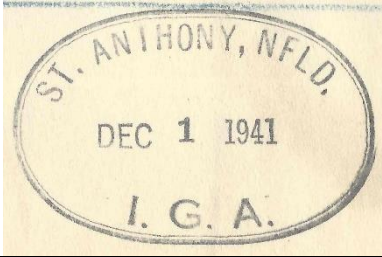




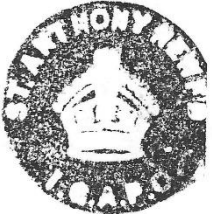
**NEWFOUNDLAND NEWSLETTER
BNAPS NEWFOUNDLAND STUDY GROUP**

Number 203
April – June 2026
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Type	Earliest Use	Latest Use	Comments
<p align="center">1</p> 	<p>September 2, 1901</p>	<p>December 5, 1914</p>	<p>-used on board the SS <i>Strathcona</i> -found in violet and black</p>
<p align="center">2</p> 	<p>September 1, 1908</p>		<p>-only one recorded example -"Battle Harbor" may have been cut out of the cachet</p>
<p align="center">3</p> 	<p>February 3, 1913</p>	<p>August 1, 1914</p>	<p>-found in violet and black</p>

Type	Earliest Use	Latest Use	Comments
<p data-bbox="499 136 520 159">4</p> 	November 10, 1914	June 28, 1916	-found in violet and black
<p data-bbox="499 521 520 544">5</p> 	August 12, 1918	November 10, 1923	
<p data-bbox="499 805 520 828">6</p> 	October 27, 1924	June 3, 1925	
<p data-bbox="499 1040 520 1063">7</p> 	August 9, 1926	September 6, 1927	

Type	Earliest Use	Latest Use	Comments
<p>8</p> 	June 7, 1929	November 26, 1932	-day, month, year format
<p>9</p> 	July 12, 1932	August 10, 1938	-month, day, year format -scalloped outer ring -found in black, blue green, violet, carmine
<p>10</p> 	July 15, 1938	August 4, 1942	
<p>11</p> 	December 1, 1941		-only recorded on December 1, 1941 for first day covers for the Grenfell stamp

Type	Earliest Use	Latest Use	Comments
<p data-bbox="491 131 527 159">12</p> 	<p data-bbox="940 131 1104 159">May 1, 1943</p>	<p data-bbox="1272 131 1436 159">April 1, 1958</p>	
<p data-bbox="491 367 527 394">13</p> 	<p data-bbox="940 367 1115 394">July 5?, 1947</p>	<p data-bbox="1272 367 1455 394">April 22, 1954</p>	<p data-bbox="1604 367 1942 427">-found in black and bright carmine</p>
<p data-bbox="491 586 527 613">14</p> 	<p data-bbox="940 586 1184 613">Not recorded used</p>		<p data-bbox="1604 586 1913 683">-found in Bailey proof books, likely proofed at same time as 12 or 13</p>

AUCTION ANNOUNCEMENT

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