

Trail of the Caribou

By Freres Meyerson



G. Lewis

We haven't had the opportunity to comment on this before. Jim Sissons had a sale on June 25th that contained some unique Newfoundland items. There were 5 items involved and all were die proofs on large card. The first was a die proof of the ½¢ Scott #78 sunk on card. The overall size of the card was 138mm x 190mm while the sinkage was 61mm x 72mm. The second was a die proof of the 3¢, Scott #83, also countersunk, in the color of the issued stamp except that it did not have the imprint. This die was on a card 135mm x 205mm with the sinkage 61mm x 86mm. The 5¢, Scott #84, was there in color of the issued stamp but also without imprint. This die was on a card 130mm x 140mm with the sinkage 61mm x 73mm. All of the above three items realized \$15.50 each. The 4¢, Scott #84, was included but in brown instead of the issued color and also without imprint. The size of the card was 137mm x 198mm with the sinkage 63mm x 77mm. The last die proof was the 1¢ King Edward VII postcard design, Holmes #1676, in the issued color. The size of the card was 125mm x 183mm with the sinkage 63mm x 65mm. The last two items were sold for \$19 and \$30 respectively.

We are in receipt of a letter from Dr. Willan, and as usual it is chock full of information to be passed on to the members. Referring back to our column in the January issue, Dr. Willan suggests that the 2¢, Scott #88 and the 5¢, Scott #91, that we recorded as engraved in black on a glazed surface colored yellow card are probably impressions on transfer paper, for transfer to the litho stone. Dr. Willan has strips of 3 of the 1¢, 2¢ and 5¢ values. Along with his comment on Scott #194 that we recorded as imperf between stamp and bottom margin, Dr. Willan records the fol-

lowing, some of which have been previously recorded in these columns. He reports the 1¢, Scott #163 imperforate between stamp and right margin and the same stamp imperforate between stamp and bottom margin. The 3¢, Scott #165, imperforate between stamp and bottom margin, the 2¢, Scott #186, imperforate between stamp and right margin and the 3¢, Scott #246, imperforate between stamp and right margin. On the matter of engine turnings, Dr. Willan can confirm that it exists on the 1¢, Scott #145, the 3¢, Scott #147, the 10¢, Scott #153 and the 15¢, Scott #156. The distance from the bottom of the stamp to the top of the turning is 12mm, 11½mm, 12½mm and 12mm respectively. Strangely enough Dr. Willan has a block of the 2¢, Scott #146 with a bottom margin extending 15mm below the bottom of the stamp that shows absolutely no turning even though it had previously been recorded on the 2¢ value. That however is what makes stamp collecting the interesting hobby that it is. Last but not least Dr. Willan sends a photo of a stampless cover with a red "FOGO PAID" handstamp with a red 2/. in the center of the handstamp. This is the first record of this handstamp recorded on a cover during the stampless era that existed until 1865. The cover in question was posted at Fogo on Feb. 16, 1863 and is addressed to England. Dr. Willan also submits an example of the exceedingly scarce "HARBOR BRITAIN /SHIP-LETTER" used on a cover with a Harbor Britain date stamp of Sept. 29, 1856. The last item is accompanied by a Royal Certificate. It is a bisect of the 10¢, Scott #27, used on cover and well tied sometime in Dec. 1867. We don't know the point of origin, but it is addressed to Port de Grave and since the rate for an in-

(continued on page 305)