

Trail of the Caribou

By DAN MEYERSON (BNAPS L3)



FROM Tom Hutton (No. 1080) of England, we learn the answer to our question in the November '54 issue of TOPICS concerning the towns of origin of the CAPO cancels. N. W. Scales (No. 1058) wanted to know which cancels existed and where were they used. Member Hutton refers us back to the November '45 issue of TOPICS for the information and it is to be found in an article written by Ian C. Morgan. The listing as given by Mr. Morgan is as follows: CAPO No. 1, St. John's; CAPO No. 2, Gander; CAPO No. 3, Botwood; CAPO No. 4, Gander; CAPO No. 5, Torbay, and CAPO No. 10, Goose Bay, Labrador. There is still another CAPO, this one No. 51, but the issuing base is Kiska, Alaska, and therefore of no interest to Newfoundland collectors. For the most part these CAPO cancellations are round and about 24 mm. in diameter; however, we have a copy of the 5c Grenfell used on cover on Dec. 1, 1941, and it is cancelled with a rectangle 28 mm. x 24 mm. bearing the words "CAPO/DEC 1 1941/No. 3". We also have what looks to be the same cancel from No. 5 used on the 48c stamp. Are there any other of these rectangular CAPO cancels known?

Tom Hutton then discusses a further wartime cancel that is extremely scarce, the story being in the same article by Ian Morgan. Mr. Morgan discusses a circular cancel "CANADIAN POSTAL CORPS No. 1" that was used at St. John's from Sept. 2, 1941, to Sept. 7, 1941, at which time it was replaced by the CAPO cancels. There were only three CANADIAN POSTAL CORPS offices, No. 1, as stated at St. John's; No. 2 at Gander, and No. 3 at Botwood. We have only a copy of No. 2 in our collection and it is on the 2c stamp, Scott No. 245. We always wondered about the cancel on that stamp which was used on Sept. 7, 1941, the last day of use, and we are thankful to Mr. Hutton for bringing up the matter so that we can properly identify the stamp. Do any of our readers have any of these Canadian Postal Corps strikes on cover. It should be

added that if No. 1 is found used during August 1943, it is not of interest to Newfoundland collectors as it was re-issued for use at Kiska, Alaska, during that period.

Alex MacMaster (No. 484), of Vancouver, picked up a nice Newfoundland item out of the January auction sale of Vahan Mozian of New York City. The lot, No. 1329, is described as "Jan. 1st, 1928. Presentation Sheet with 1c to 30c, 13 values, pasted on large card, with Signature of 'P.M. General Danford'." It would be most interesting to learn which other Newfoundland sets exist on Presentation Sheets. May we hear from our readers with other Presentation Sheets in their collections, as we've seen them from either the Guy Issue, or the George V Coronation Issue, or both.

Cyril Harmer (No. 452), of London, England is in with a letter taking us to task for one of our suppositions when discussing the flight cover submitted by Tom Hutton in the January '55 issue of TOPICS. According to Cyril, and he explains it geographically, Herring Neck is only 7 miles from Twillingate and if the sea were still frozen it could be covered on foot rather quickly. Now Cyril does not say the plane positively did not stop at Herring Neck but he thinks we are stretching matters somewhat when we deduce the fact from the cancellations. We stand corrected, Cyril.

Dr. Allan A. Wilkinson (No. 935), of Old Perlican, Newfoundland, sends along a rather interestingly-used copy of the 2c Scott No. 82. The stamp is cancelled with a double-lined circle bearing the word "SALT-COATS". It was used on July 2, 1904, and Allan is willing to bet his collection that it isn't a Newfoundland strike. Well, Allan is in no danger of losing as the stamp was cancelled at the town of Saltcoats, England, and it is our belief that the cover bearing the stamp was posted on board ship and not turned over to the postal authorities until the ship docked. Foreign strikes on stamps of Newfoundland can almost always be accounted for in the same manner. ★