

First step in the transfer process is to 'take up a roll' of the engraving. The siderographer rocks a soft steel roll back and forth in his transfer press over the hardened surface of the die. The roll, which is under a pressure of several tons, gradually sinks into the incised lines of the engraving until the design appears in sharp relief on its cylindrical surface.

Then the roll is hardened and the siderographer impresses its design onto a soft steel printing plate. Several transfer rolls may be rocked onto different areas of the plate, to build up the design shown on the original model. A separate printing plate is made for each color. The plate is then 'proven' by a printer, and this plate is carefully read and examined for the smallest imperfections. A proof is then submitted to the customer for approval.

Steel plate printing requires heavy inks of putty-like consistency which are mixed by the Ink Department to original custom-made formulas to assure permanency and uniformity of color.

After case-hardening, curving and chroming, the steel plate is affixed to the cylinder of a rotary printing press in the Printing Department. Twenty-five such machines, each under the alert eye of a master printer, were built to company specifications. They are used solely for intaglio printing of bank notes, stamps and securities. As each sheet of paper leaves the press, it is individually checked for color and printing perfection by an operator on a raised platform at the delivery end. Further quality control and security checks follow each printing order as it advances through the factory. ★

Trail of the Caribou

By DAN MEYERSON (BNAPS L3)



DR. ALLAN A. WILKINSON, BNAPS 935, Old Perlican, Newfoundland, continues to come up with odd and interesting items. This time it is a POSTAGE PAID cover of the style described as Fig. 5 in our article on the subject in the March 1956 issue of TOPICS. At that time we described our strike as the original one listed by Huber and from which he based his conclusion that this particular strike in green was used only at the outports. We doubted that conclusion as we had covers from the outports with the conventional Fig. 4 strike in carmine. Dr. Wilkinson's cover is struck in carmine and it originates in St. John's which completely disproves the statement in Huber, as well as Boggs, since it simply appears to be just another handstruck POSTAGE PAID, albeit a very scarce one as this is only the second recorded.

We've had the privilege of examining the block of six of the 25c, Scott No 197, perforated SPECIMEN that we discussed last month, and we wish to advise that the SPECIMEN is exactly the same size as the

one on the strip of four of the 6c, Scott No. 168. It is also exactly the same as the SPECIMEN perforation to be found on the strips of three and four of the 1951 air-mails, C6-C8.

Ritchie Bodily, London, England, in his advertisement in the March 29 issue of "Stamp Collecting," lists the 14c, Scott No. 194, in a superb mint imperforate pair. No mention is made whether the pair is vertical or horizontal but nevertheless this is the first indication that the stamp exists in imperforate condition; it had previously been listed as imperforate between stamp and bottom margin. The asking price for the imperforate pair is £24.

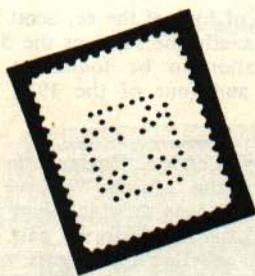
E. H. Hiscock, BNAPS 234, St. John's, Newfoundland, writes in to advise that the LATE LETTER marking on the cover submitted by Dr. Allan Wilkinson and written up in the March issue of TRAIL is definitely of Newfoundland origin. Mr. Hiscock writes that at least from 1931 until union with Canada the Post Office Department imposed

a 'Late Letter' fee of 2 cents extra on all letters mailed on board railway mail cars after outgoing mails had closed at the local post offices. Mr. Hiscock's cover with the handstamp is on one between Deer Lake and St. John's, so there is no doubt that it is a Newfoundland marking.

Before we had a chance to go to press, Dr. Allan Wilkinson sent us another outstanding item for our inspection and examination. This time it was a block of four of the 7c, Scott No. 248, with the most magnificent offset on the back that we have ever seen. This was not the usual type of offset that occurs when a sheet of stamps is placed on another sheet while the bottom sheet is still wet; this is a magnificent example of machine offset. The only logical explanation is that during the printing the plate was inked and the paper never put on the plate. When the plate passed under the roller, the full impression was transferred to the blanket, between the plate and the roller for the protection of the plate. The next time through, a sheet of paper was put on the plate and it received two impressions—the first on the face from the inked plate and the second as an offset on the back from the blanket. If there is another possible explanation, we would like to hear it.

Harmer, Rooke & Co., New York, sold some interesting lots on April 5. They had quite an assortment of the perforated gummed proofs from the sample sheet of the American Bank Note Company, and a copy of the 2c, Scott No. 24, in black, sold for \$20. Seven copies of the 13c, Scott No. 30, in different colors, sold for \$13, \$15, \$14, \$13, \$14.50, \$13 and \$15 respectively, while a trial color proof on thin semi-transparent paper, perforated 12 and gummed, of the 1c, Scott No. 32, in deep red orange, realized \$16.

Two nice Newfoundland lots were sold at Mozian's auction in New York on May 17, the first being a superb mint horizontal pair of the 2c Guy, imperforate between, Scott No. 88b, and selling for \$80. This part perforate is far scarcer than the part perforates of the one cent stamp and is the first offering we've seen of this variety in the past two or three years. The second item was an uncatalogued variety of the 1920 Provisional, Scott No. 127. It is the 2c on 30c surcharge described as 'double' with a Foundation Certificate. We had the privilege of examining this lot and there was unquestionably a doubling, but the second surcharge is much fainter than the original. In any event, the lot realized \$43.50. ★



PERFIN *Study Group*

SECRETARY: R. J. WOOLLEY,
359 Ellis Park Rd., Toronto 3, Ont.

EARL B. FORNEY, BNAPS 20, one of our Perfin Group committee, draws our attention to differences in the design of the BT perfin, the Bell Telephone Companies design. This has been noted previously and we were fortunate enough to have the answer ready when the problem was posed for us.

Both of the designs are illustrated and lettered 'a' and 'b' for reference purposes.

Careful comparison will note four major differences in the formation of the letters.

Design 'a':

1. The vertical stroke of the 'T' is centered under the crossbar.
2. The top of the letter 'B' curves downward after the first hole from the vertical row.
3. The hole forming the crossbar of the 'B' is horizontally placed opposite the fourth hole down of the vertical stroke.
4. The two loops of the 'B' are curved at the crossbar.