

Newfoundland T.P.O. Markings

by DAN MEYERSON (BNAPS No. 3)

This will be the first attempt in more than 10 years to bring all of the information on this subject up to date. When we first started work on this subject back in 1947 only 42 markings were known whereas this present article contains a listing of 132 markings. The listing may not be entirely accurate as very little is known on this score and the markings have all been copied from covers and very often these were not too clear. As an example markings No. 1 and No. 2 may be the same only that the canceller was not as heavily applied and the outer ring does not appear on No. 1 whereas it does on No. 2. Then, some markings that differ by only ½ mm. or so from the original have been included as the one marking. For example, we are certain that marking No. 87, for Placentia Bay which we record as in use from 1899 to 1938 is certainly not the self same canceller, but they are so close that for all practical purposes they are one and the same.

These Travelling Post Offices in Newfoundland played a very vital part in the transmission of the mails. Intercommunication and mail delivery has always been a problem in Newfoundland, particularly so in the

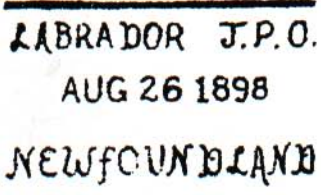
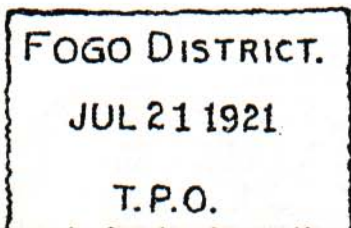
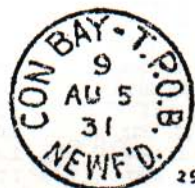
early years, and it was only through the medium of the T.P.O.'s and the R.P.O.'s that anything was accomplished at all. Prior to Confederation very little was done to improve the situation as a check of a 1947 road map of Newfoundland still showed no automobile road crossing the country from East to West. Thus the transmission of mail was almost entirely in the hands of the railroads and the Coastal Steamers. There is a Government owned railroad that originates in St. John's and follows a devious route westward across the country to Port aux Basques at the extreme southeastern part of the country. The rest of Newfoundland, particularly the Coasts are served by the various steamers that operate during the good weather and by courier the rest of the time.

A small effort has been made to put a price on these cancels and the prices listed are for clear strikes on the face of the envelope, strikes on the back are worth no more than 50% and those on just the stamp possibly 25-33%. We may well find that some of the recent cancels to which we have ascribed high prices will prove common. This list is merely a beginning.

1. ARGENTIA T.P.O.—NFLD	Jun. 17, 1942—Jan. 27, 1945	1.00
2. ARGENTIA T.P.O.—NFLD	Jun 17, 1942	2.00
3. Argentia T.P.O.—NFLD	Mar. 1, 1948—Jun. 15, 1948	1.50
4. BAY DE VERDE RY. P.O.—NEWF'D	Jul. 4, 1919—Oct. 3, 1931	.75
5. BAY DE VERDE R.P.O.—NEWF'D	Feb. 3, 1919—Aug. 3, 1933	.60
6. BONAVISTA BAY T.P.O.—NEWF'D	Aug. 12, 1899—Sept. 25, 1918	.75
7. BONAVISTA RY. T.P.O.—NEWF'D	May 21, 1912—Oct. 25, 1947	.50
8. BONA-VISTA RY. T.P.O.—NEWF'D	Sep. 8, 1939—Sep. 4, 1944	1.00
9. BONAVISTA RY. R.P.O.—NFLD.	May 12, 1936—Jun. 25, 1947	.60
10. BONAVISTA RY, T.P.O.—NFLD.	Apr. 30, 1947—Oct. 29, 1947	1.00
11. BONAVISTA R.P.O.—NEWF'D	Aug. 20, 1947	2.00
12. BONAVISTA RLY—NFLD	Feb. 4, 1948—Jun. 16, 1948	1.50
13. COASTAL T.P.O.N.	*Apr. 2, 1891—Dec. 28, 1893	1.00
14. COASTAL T.P.O. NORTH—NEWF'D	*May 9, 1888—May 17, 1911	.60
15. COASTAL NORTH T.P.O.—NEWF'D	Jul. 7, 1912—Dec. 16, 1946	.50
16. COASTAL NORTH T.P.O.A.	Jul. 2, 1921—Jun. 24, 1934	1.00
17. COASTAL SOUTH T.P.O.	Feb. 14, 1921—Jul. 24, 1944	.80
18. COASTAL T.P.O.W.	*Apr. 2, 1891—Jan. 20, 1894	1.00
19. COASTAL T.P.O. WEST—NEWF'D.	*May 9, 1888—Mar. 9, 1913	.60
20. COASTAL WEST T.P.O.—NEWF'D	Oct. 26, 1909	2.00



21.	COASTAL WEST T.P.O.A.	May 18, 1920—Mar. 4, 1931	1.00
22.	C.B. RAILWAY T.P.O.A.—NEWF'D	Aug. 16, 1898—Nov. 7, 1899	1.00
23.	C.B. RAILWAY T.P.O.—NEWF'D	Nov. 15, 1898—Jun. 10, 1902	.50
24.	C.B. RAILWAY T.P.O.A.—NEWF'D	Mar. 24, 1904—Jan. 16, 1917	.75
25.	C.B. RAILWAY T.P.O.B.—NEWF'D	Aug. 9, 1906—Oct. 22, 1914	.75
26.	C.B. RAILWAY A.—NEWF'D	Dec. 20, 1915—Jul. 17, 1919	1.00
27.	C.B. RAILWAY B.—NEWF'D	Mar. 6, 1917—Nov. 9, 1918	2.00
28.	CONCEPTION BAY RAILWAY P.O.—NEWF'D	Sep. 17, 1923—Oct. 15, 1928	4.00
29.	CON BAY T.P.O.B.—NEWF'D	Aug. 5, 1931	6.00
30.	CON BAY RY. P.O.A.—NEWF'D	Aug. 4, 1930—Jan. 23, 1944	.50
31.	CON BAY R.P.O.—NFLD.	Jan. 31, 1945—May 9, 1945	2.00
32.	CON. BAY R.P.O.—NFLD	Nov. 24, 1938—Nov. 21, 1946	.75
33.	CON. BAY R.P.O.—NFLD.	Nov. 21, 1946—Mar. 1, 1946	1.50
34.	FERRYLAND R.P.O.—NEWF'D	Jan. 26, 1914—Jul. 13, 1917	9.00
35.	FOGO DIST T.P.O.—NEWF'D	Oct. 9, 1909—Nov. 6, 1911	5.00
36.	FOGO DISTRICT. T.P.O.	July 21, 1920—Aug. 27, 1922	4.00
37.	FOGO DISTRICT T.P.O.—NEWF'D	Aug. 17, 1929—May 2, 1944	2.00
38.	FOGO DIST. T.P.O.—NFLD.	Aug. 27, 1946—Sep. 5, 1947	1.75
39.	FORTUNE BAY T.P.O.—NEWF'D	Apr. 25, 1920—Nov. 5, 1920	9.00
40.	FORTUNE BAY T.P.O.—NEWFOUNDLAND	Jan. 14, 1911—May 27, 1922	7.50
41.	GREEN BAY T.P.O.—NEWF'D	Sep 12, 1914	15.00
42.	HALLS BAY R.T.P.O.—No 1	*Apr. 2, 1891—Mar. 6, 1896	1.00
43.	HALLS BAY R.T.P.O.—No 2	*Apr. 2, 1891—Jun. 8, 1898	.40
44.	HEARTS CONTENT RY T.P.O.	Aug. 15, 1916—Apr. 24, 1930	1.00
45.	LABRADOR T.P.O.—NEWFOUNDLAND	Aug. 16, 1896—Aug. 26, 1898	15.00
46.	LABRADOR T.P.O.—NEWF'D	Oct. 12, 1898—Oct. 11, 1934	1.00
47.	LABRADOR T.P.O.—NEWF'D	Aug. 2, 1908—Sep. 19, 1914	2.00
48.	LABRADOR, TPO.—NEWFOUNDLAND	Aug. 6, 1927—Aug. 14, 1927	12.00
49.	LABRADOR T.P.O.—NEWF'D	Aug. 20, 1933—Aug. 4, 1935	3.00
50.	LABRADOR N.T.P.O.—NEWF'D	Aug. 6, 1939—Aug. 1, 1941	5.00
51.	LABRADOR T.P.O.	Jul. 20, 1942—Sep. 23, 1948	1.50
52.	NEWF'D T.P.O.	Apr. 8, 1896—May 11, 1905	10.00
53.	NEWF'D RAILWAY T.P.O.	Aug. 6, 1913—Jun. 2, 1918	1.00
54.	NEWF'D RAILWAY T.P.O.	Feb. 17, 1917	5.00
55.	NEWF'D RY. T.P.O.—NEWF'D	Aug. 17, 1917—Jul. 2, 1922	1.00
56.	NEWFD RAILWAY P.O.	Aug. 7, 1918—Aug. 27, 1930	.75
57.	NEWF'D RAILWAY P.O.	Jul. 30, 1919—May 30, 1920	2.50
58.	NEWF'D. RY. T.P.O.—NEWF'D	Dec. 13, 1922—May 26, 1923	3.00
59.	Newfoundland Railway T.P.O.	Nov. 23, 1924	10.00
60.	N'F'L'D RAILWAY T.P.O.—NEWF'D	Oct. 3, 1907—Nov. 3, 1908	2.50
61.	NFLD. RY T.P.O.	May 25, 1911—Jun. 18, 1916	1.25
62.	N'F'L'D. RY. T.P.O. A	Jun. 18, 1912—Aug. 21, 1912	3.50
63.	N'F'L'D. RY. T.P.O. B	Jul. 18, 1911—Mar. 2, 1915	1.50
64.	N'F'L'D. RY. T.P.O. D	Jul. 2, 1911—Oct. 7, 1912	2.00
65.	NFLD-N SYDNEY T.P.O.	Dec. 21, 1911	10.00
66.	N.N & W. RAILWAY T.P.O. A—NEWF'D	Jun. 22, 1898—Sep. 28, 1902	.60
67.	N.N. & W. RAILWAY T.P.O. C—NEWF'D	Dec. 15, 1899—Oct. 25, 1902	.75
68.	N.N. & W. RAILWAY T.P.O. D—NEWF'D	Nov. 10, 1898—Feb. 25, 1903	.60
69.	N. & W. RAILWAY T.P.O. E—NEWF'D	Jul. 19, 1900—Oct. 20, 1902	1.00
70.	N. & W. RAILWAY T.P.O.—NEWF'D.	Feb. 26, 1906—Aug. 22, 1918	.50
71.	N. & W. RAILWAY T.P.O. A—NEWF'D.	Aug. 27, 1905—Aug. 2, 1918	.50
72.	N. & W. RAILWAY T.P.O. B—NEWF'D	Nov. 18, 1903—Sep. 9, 1907	.75
73.	N. & W. RAILWAY T.P.O. C—NEWF'D	Jul. 3, 1903—Nov. 5, 1909	.65
74.	N. & W. RAILWAY T.P.O. E—NEWF'D.	Aug. 5, 1906—Oct. 14, 1906	2.00
75.	S.S. NORTHERN RANGER—NEWF'D	May 22, 1938—Oct. 26, 1941	3.00



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