



Semi-Official Airmails

Haughton E. Sanguinetti, 7108 Partridge Hill Row,
New Port Richey, Fla. 33552, U.S.A.

MARITIME & NEWFOUNDLAND AIRWAYS issued an adhesive stamp in 1930 which is listed in The Specialized Catalogue of Canadian Airmails by Ian C. Morgan but does not appear in later catalogues of Canadian semi-official air-mail stamps. However, it is not a fictitious issue nor a fake nor forgery. It probably should be regarded as a Private Company issue.

In 1930 Mr. J. R. McGowan, of Sydney, Nova Scotia, organized a company to engage in aerial transportation "anywhere and at any time". Using Fokker equipment which was kept at a flying field in North Sydney, the company operated a private charter service.

With the backing of A. C. Roessler, a stamp dealer of East Orange, New Jersey, U.S.A., the Company planned to operate a mail and express service between Sydney, Nova Scotia and St. John, Newfoundland with stops at the French island of St. Pierre. It sought permission from the Postal authorities of Canada, Newfoundland and St. Pierre to issue its own stamps for use on mail carried on the Company planes. No permission was received from any of these Governments.

Despite this set back, the Company had stamps printed in the United States and offered them for sale to the public. Announcement was made of a proposed inaugural Flight for December 15, 1930, and covers for the flight were prepared. The flight was postponed while the Company continued trying to get Government sanction for the stamps and for the service. Finally, in August 1931, the Company plane left North Sydney with about 1,000 covers, bearing the Company adhesive. A relatively few covers also bore Government postage stamps. But no

approval or authorization for the Company stamps had been received.

The covers carried on the flight from North Sydney to St. Pierre were cancelled with the Company cancellation — a single circle 22.5 millimeters in diameter with the words AIR MAIL — CANADA TO ST. PIERRE — AUG. 1931 around the inner frame and FIRST FLIGHT in two lines in the center of the cancel.

A cachet was applied to the covers by a hand-stamp reading "FIRST FLIGHT INAUGURATING AIR MAIL SERVICE" between the inner and outer circular frame lines and with the central design being a map of the area and the words "ST. PIERRE, FRANCE to ST. JOHNS NFLD CANADA".

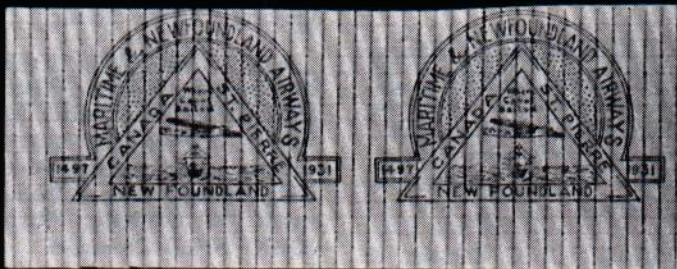
The plane arrived at St. Pierre and the letters were taken to the Post Office but were refused entry to the mails. The Company then left the covers with the Postal authorities awaiting permission to accept the Company stamps. This was never received and in 1934 the Company brought back the covers to Sydney and returned the covers to the senders with a hand stamped explanation applied to the reverse of the covers.

Some of these returned covers were sent to the addressees without any Government postage stamp and these were marked "POSTAGE DUE 20c". Most of the covers were returned to A. C. Roessler.

Three varieties were issued before the Flight:-

OFFICIAL STAMPS printed in sheets of four (blocks) in Black on Silver paper, perforated.

Proofs of the above in sheets of Three, "Official" mis-spelled "OFFICAL" imperforate — Black on silver paper.



From top: dark green on light green; red on yellow imperforate pair; black on yellow imperf vertical pair; same colour imperforate.



Block of four, official correctly spelt, is black on silver.



Single copy with misspelt 'offical'.

AIR MAIL



A. C. ROESSLER
BENT DELI
NEWARK, N. J.

AIR MAIL

St. Johns-Sydney

VIA AIR MAIL



RATE OF POSTAGE
5c. first ounce,
10c. each additional ounce
or fraction.

Mr. W.R. Patton,
P. O. Box 2384,
Winnipeg, Man.

REGULAR ISSUE:- Printed on yellow paper in sheets of 20 in Red and issued both perforate and imperforate. These stamps were also printed in Red on Orange paper and issued both perforate and imperforate.

After the Compay failed, several new printings were made which were sold by A. C. Roessler. In 1938, A. C. Roessler wrote Haughton E. Sanguinetti that these re-issues had been printed by the same press as the original issue with the approval of the Company. These varieties have been seen:-

Perforates

Black on yellow paper

Part Perforates

All imperforate vertically forming horizontal pairs printed in Black on yellow paper with darker yellow background of squares set in horizontal rows;

In Black on plain yellow paper.

Imperforates

Black design printed on light yellow paper with darker yellow background of squares set in horizontal rows.

Black design printed on plain yellow paper.

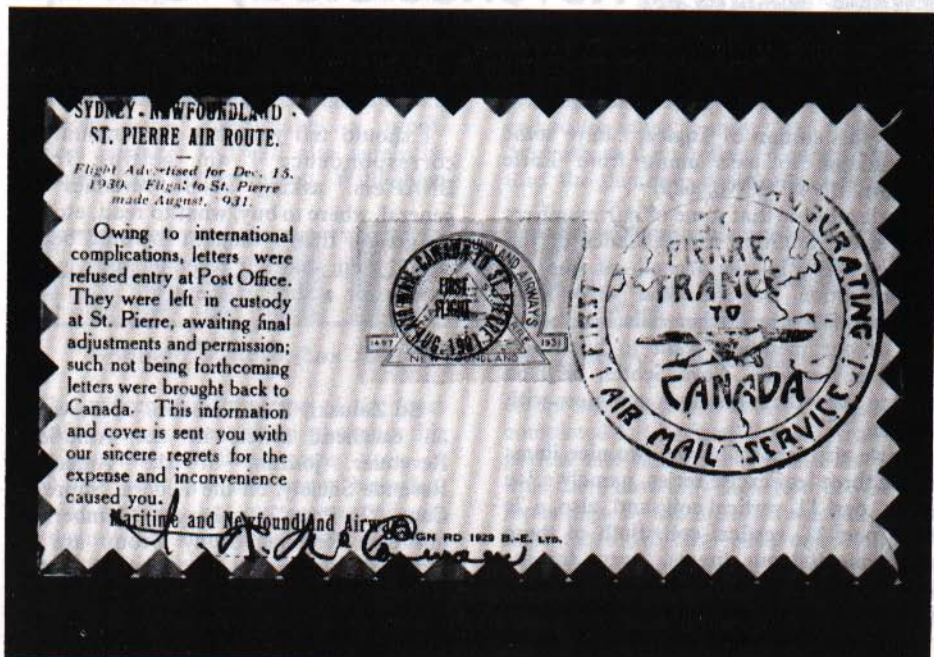
Dark green design printed on plain green paper.

Red design printed on vertical lined yellow paper.

Red design printed on yellow paper with dark red vertical lines and faint red horizontal lines, forming a checkerboard.

Red design printed on Quadrille ruled light yellow paper.

It would appear that the Company stamp was affixed to some envelopes and posted in Canada with Canadian stamps. One such envelope was sent through the mail with the Company adhesive and the postage paid by a pair of 3c Canadian King George V Medallion stamps post-marked CHAPLEAU, Ontario September 28, 1933 and back stamped at Newark, New Jersey, October 2, 1933. The cover did



not have any Company cancel or Company cachet and was probably a "manufactured item". The Company adhesives never were valid for payment of postage and were never authorized by any Postal authority.

**MARITIME and
NEWFOUNDLAND
AIRWAYS
SYDNEY, N.S.**

Aerial Transportation
Anywhere
Anytime
On Fokker Equipment

June 13, 1931.

Mrs. M. S. Houghton,
223 Albert St.,
Kingston, Ontario.

Dear Madam:

For some reason or other your letter in

regards to stamps and covers was not brought to the writer's notice until today. We certainly want to apologize for this delay and I am enclosing two stamps as requested. We might say for your information that this flight will take place in the course of the next ten days. As you are no doubt aware the delay was entirely due to the Canadian Postoffice Department, who for some reason or other do not want to sanction this flight. We, however, have the cooperation of the Governor of St. Pierre, Miquelon and the Newfoundland Postoffice. While we will have to change the routing of the letters slightly, they will be essentially the same as originally planned.

Again regretting the delay in answering your letter and thanking you for your interest in this flight, we remain.

Yours truly,

Maritime & Newfoundland Airways.

J. R. McCowan / L. C.



Revenue Study Group

— By CHUCK EMERY

For this edition of **Topics**, I have some information to pass along from Earle Piggott, BNAP'er No. 629.

Earle tells me that some of our members have been doubting the existence of the Broken "E" in the "one" of the 1c denomination of the first Bill issue (Sisson's R1). He further tells me that if any of our members want to hustle on down to Kentville, Nova Scotia, he'll be glad to show them his copy, complete with broken "E".

Earle also reports having two nice items in the three leaf excise series, namely a 1/4c green, perf 11, vertical coil; and, also, a 2c blue, perf 11, vertical coil. Both of these are non-catalogue items, even for us B.O.B. freaks. I hope we can all look forward to seeing these in Florida this fall.

* * *

I should tell you that the amount of correspondence I am getting from BNAP'ers, asking about revenues in general, where to buy, what to read, etc., is far greater than I thought it would be. It would seem that our revenue study group is due for a shot in the arm.

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Ed Zaluski, BNAP'ers No. 3355, wrote an excellent article in the *American Revenuer*, journal of the American Revenue Society, on the Federal Supreme Court "In Prize" surcharges. Members of our own Revenue Study Group are all receiving a copy, via our group bulletin, thanks to Bill Rockett. Anybody else who would like one, can send me an SASE envelope.