

**THE NEWFIE NEWSLETTER**  
**OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS**

**Number 131**

**July/August 2008**

**EDITOR'S COMMENTS**

**THIS ISSUE**

- Page 2**      **Gone But Not Forgotten, Page 22 – Carl Munden**  
**Page 3-5**    **Halifax Air Mail, Part I – Gregory Pope**  
**Page 6-7**    **The “Caribou” Writes to the “Yeti”**  
                    **– Jean- Claude Vasseur**  
**Page 8**      **The Perfin Corner – Barry Senior**  
**Page 9-10**   **Newfoundland Slogan Cancels Part VII**  
                    **– George McGowan**



---

**WORTH PONDERING – IDEA ONLY AT THIS POINT**

Since its inception the NN has been published **six** times annually. During recent years that has meant 60 total pages of material. Because of increasing postal costs, it would be more cost-effective to publish quarterly, perhaps 16 pages per issue, for a total of 64 pages. Newsletters would probably be stapled. An increased length would also allow for some longer pieces. Comments? What about tradition? This item will be brought up at the Newfie Workshop at BNAPEX2008 in Halifax. Brian Stalker will be our speaker at the workshop on Friday afternoon, August 29<sup>th</sup>. - *Calling all Ports West by SouthBowring Brothers Coastal West Service, 1904-1919*. By the way, Brian is looking for the source of THE NEWFOUNDLAND RAILWAY. He has seen pages 598-611, probably prepared in 1956-57. Any help?

---

**AIR MAILS THIS ISSUE**

Half of this issue is dedicated to Newfoundland air mails. Gregory Pope has three pages this time on the Halifax air mail, including some material you have probably not seen before, and not in the Harmer book. It's Part I and Part II will be in the September/October issue. Jean-Claude Vasseur is researching the Balbo issue and his two-page article provides an interesting sidelight.

---

**THOSE PESKY LABELS**

In #130 I published a two-page article on the “Paris” essays. Eastern Auction had two lots in a February sale. These were cited in the article. Lot #281 was a se-tenant block in brown of four designs. It went for \$833. Lot #282 had six different singles “trivial flaws” which went for \$863. There obviously is a strong market for these scarce labels.

---

**WATERMARKING NEWFOUNDLAND'S OFFICIAL SEAL**

William Barlow gave a presentation to the BNAPS' Golden West Chapter at the April WESTPEX show on his research on watermarking the Newfoundland official seal. He has gathered 15 copies in recent years and is building on John Walsh's pioneer research. Barlow makes a strong case that the watermark is:

**JUDICIAL LINEN BOND**

**CUSTOM FINE**

---

**SCOTT SURPRISE**

Check the prices in the 2009 Scott, Volume II for Canada and Newfoundland! Most prices for Newfie material are up between 10-40% because of the increase in the Canadian dollar. I guess the editors believe only Canadians collect this material.

---

**Chairman/Editor:** Norris (Bob) Dyer, 1708 Granada Court, Petaluma, Ca 94954 [nrdyer@comcast.net](mailto:nrdyer@comcast.net)

**Treasurer & Circulation:** Martin Goebel, 13 O'Mara Place, St. John's, NL, A1A 5B7 [goebel@nf.sympatico.ca](mailto:goebel@nf.sympatico.ca)

THE NEWFIE NEWSLETTER  
OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS

Number 131



July/August 2008

Page 22

GONE BUT NOT FORGOTTEN – CARL MUNDEN

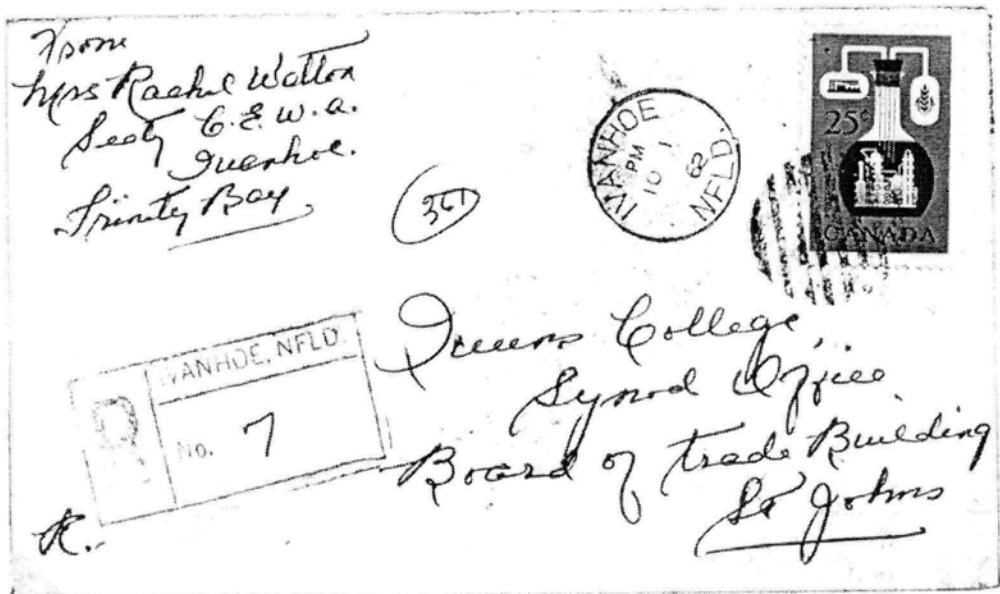
DANIELS COVE

Open 1898 Closed Aug. 24, 1959 Population 73

  
*Dr. A. W. Chase Medicine Company, Ltd.*  
*Oakville,*  
*Canada.*

IVANHOE

Previously called OLD TILT Open 1923 Close Nov. 13, 1964  
Population 64



**THE NEWFIE NEWSLETTER**  
**OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS**

**Number 131**

**July/August 2008**

**Halifax Air Mail**

**Background on the Attempted Mail Flight of 1921** – Gregory Pope

***Part I of II***

Sources: Harmer, *Newfoundland Air Mails*, 1984, pp 60-66  
The Evening Telegram

The many airmail flights from and within Newfoundland are well known to collectors. This article provides a chronological background on the attempted Halifax air mail flight of 1921, the hardships these daring pilots faced in the early days of aviation and a glimpse at another fascinating part of our history.

Harmer (p. 60) notes that news of a potential aeroplane flight carrying mail to Halifax first appeared in the Daily News newspaper on November 15, 1921. This was confirmed the same day with the announcement from the General Post Office in St. John's:

(Arms of Newfoundland)  
GENERAL POST OFFICE

*Special Mail by Aeroplane to Halifax*

Persons wishing to avail of the opportunity to forward letter mail to Canada, United States, Great Britain or European countries by aeroplane, will be given an opportunity to do so by a mail which will be closed at the General Post Office on Saturday evening, the 26<sup>th</sup> of November, at 9 o'clock. The mail will be sent by express from St. John's to Botwood, on or about Sunday the 27<sup>th</sup>, and from Botwood to Halifax by aeroplane. The maximum amount of mail for this special service will be 5000 one-ounce letters.

A special stamp costing thirty-five cents will be affixed to each letter on presentation at the General Post Office wicket after 9 a.m. on the 16<sup>th</sup> inst. [See Figure 1]

The Department of Posts and Telegraphs will not be responsible in any particular for the non-delivery of the mail.

(Sgd.) W.W. Halfyard

Minister of Posts and Telegraphs.

November 15, 1921



Figure 1. There are six types in a setting of 25 – ( block) narrow and wide spacing between *Air* and *Mail* with or without period after 1921. Singles show narrow and wide spacing and 1921 shifted to the right.

(Continued Next Page)



**THE NEWFIE NEWSLETTER**  
**OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS**

**Number 131**

**July/August 2008**

**Halifax Air Mail** (Continued)

Botwood was chosen as the origin of the Halifax flight because Major Sidney Cotton, an Australian World War One veteran, partnered with another veteran that had acquired a contract in late-1920 or early -1921 to run an aerial seal-spotting service. Cotton bought out his partner's interest shortly thereafter and established a base in Botwood to fulfill the contract. In February, 1921 there were four aeroplanes stationed at the base there. (Harmer p. 66)

Figure 2.  
Sidney Cotton,  
from 1941  
photo.



News of the Halifax Air Mail flight did not appear in The Evening Telegram until November 17, 1921 (p. 6):

“An air mail will leave for Halifax some time about the end of the present month. The mail will be taken by Mr. F. Sidney Cotton, late R.N.A.S. in his Martynside five-passenger ‘plane. Mr. Cotton has been guaranteed \$1,000 towards his expenses by the Department of Posts and Telegraphs provided he arrives at Halifax by air and within a certain time. About 600 lbs. of letter mail only will be carried and letters are now being received at the General Post Office. The postage tax will be five cents. The flight will be in the nature of a demonstration and if successful, will probably result in a contract between Mr. Cotton and the Posts and Telegraphs Department, whereby the former will deliver mails by air between Botwood and St. Anthony, taking in several places in his circuit. This delivery can be accomplished in four hours.”

It is interesting to note that with sixteen ounces in a pound, the 5000 one ounce letters noted in the G.P.O. announcement only corresponds to about 313 lbs. of mail versus the 600 lbs. noted above. The latter would equate to 9600 one ounce letters being available. The G.P.O. announcement is correct, supported by the fact that the initial order was for 5000 stamps to be overprinted for mail on the flight, all of which were used for the special mail by closing time on November 26<sup>th</sup> (Harmer p. 61).

With no airport or runways in Botwood, the Martynside plane in the pilot's hanger was equipped with skis for taking off and landing on ice. The Evening Telegram on December 8, 1921 (p. 6) noted that the plane had still not left Botwood because heavy wind had piled ice in front of the hanger, and it was expected to be four or five days before the ice could be cleared. Speculation was already happening in the press at this time as to when the aviators had to reach Halifax in order to qualify for the \$1000 that had been committed. Apparently the ice was cleared faster than initially thought, as The Evening Telegram on the following day (p. 6) reported that the ice had been cleared and the plane would likely take off within the next two days once the ice became hard enough for the plane to taxi and take off on.

**(Continued Next Page)**

**THE NEWFIE NEWSLETTER**  
**OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS**

---

**Number 131**

**July/August 2008**

**Halifax Air Mail (Part 1 Concluded)**

As expected, the plane did leave Botwood on December 10 (The Evening Telegram, Dec. 10, 1921, p. 6) at about 10:30AM. Within three hours, however, the plane had been forced to land on Deer Lake beach. The paper reported on the 12<sup>th</sup> (p. 7) that the pilots were on schedule until 11:16AM through Millertown Junction, but hit heavy headwinds shortly afterwards. Weather conditions deteriorated two hours into the flight and over Deer Lake the plane's engine began to "run unevenly", prompting the decision to land on Deer lake beach 5000 feet below. Following the landing the radiator froze, requiring engine repairs and parts being brought in from Botwood. Note however that the plane flown to Deer Lake was not the Martynside, as had been reported in The Evening Telegram on November 17, but a DeHaviland D.H.-9 per the December 19 paper (p. 6).

On December 16, 1921 (p. 8) The Evening Telegram reported that the plane was ready to leave Deer Lake and would be returning to Botwood. The plane was to be flown by Captain V.S. Bennett and he would be accompanied by a mechanic. Major Cotton would be leaving Deer Lake at the same time, but via train for St. John's for medical attention. He was injured by the plane's propeller when starting the plane the previous day. He was attended to in Deer Lake by Dr. Fisher, from Curling, who determined that the aviator should get an x-ray in St. John's to determine the extent of the injuries. The article further notes that if Major Cotton's injuries are not serious the plane will likely leave for Halifax the following week; if the injuries are more severe however, "the air mail will probably be sent by the ordinary routes, thus becoming a land mail".

There is a discrepancy between Harmer and published reports in the paper at this point. Harmer (p. 64) notes that Cotton was hospitalized in St. John's for a number of weeks. Conversely, the newspaper reports three days later that Cotton was already out of hospital and told the reporter "this morning " that he was planning to leave for Botwood the following day. The newspaper article further notes that Captain Bennett was preparing another plane for a second attempted flight as the first plane was ultimately left in Deer Lake, contrary to the original plans reported in the paper on the 16<sup>th</sup>. The second attempt at a Botwood to Halifax flight was expected on or about Friday, December 23, 1921 (The Evening Telegram, Dec. 19, 1921, p. 6). The articles do not mention how the mail was returned from Deer Lake to Botwood for the next attempt.

It seems news from Botwood suddenly stopped after that, with people wondering what had happened to the aviators and the planned Halifax flight. The Evening Telegram printed an article on Wednesday, December 28 (p. 4) that no news on the second attempted flight had been received despite the expectation of the plane departing the prior Friday. Another article on the flight does not appear until January 5, 1922 (p. 4), which confirms that the plane for the second attempt was this time the Martynside, presumably the same plane originally referenced for the first flight. The plane had attempted to leave for Halifax the previous day, but this time the plane did not get off the ground. The message sent by Captain Bennett:

" Yesterday broke through the ice while taxiing out to take off, smashed undercarriage. Getting another machine ready. Bringing back D.H.-9 from Deer Lake during delay. Probably ready by the 15<sup>th</sup>. Wonderful weather to-day. What irony."

Please send any comments to me at [Gregpope@telus.net](mailto:Gregpope@telus.net).

*(Editor's Note. This ends Part I of this two-part series. Part II will end the story and we'll see some Halifax covers.)*

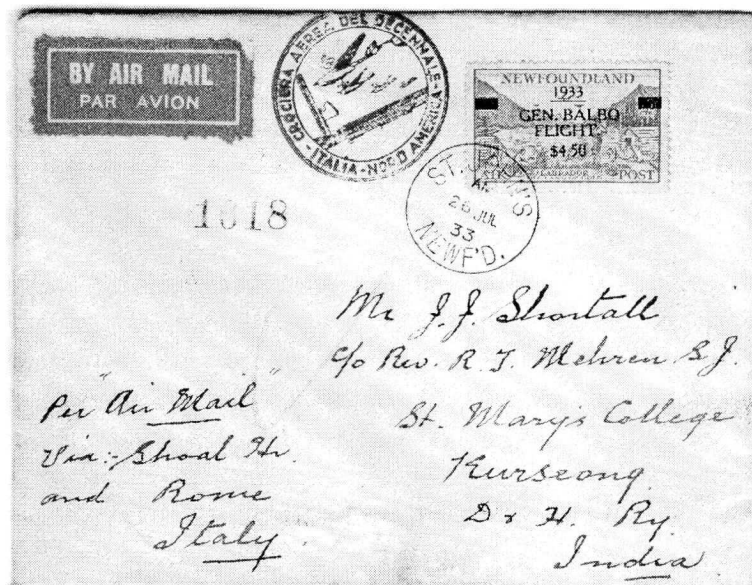
**THE NEWFIE NEWSLETTER**  
**OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS**

**Number 131**

**July/August 2008**

The “Caribou” writes to the “Yeti” –Jean-Claude Vasseur

Here is one of the hundreds of Balbo covers mailed/cancelled on July 26th in St John's, numbered in Shoal Harbor – as we know now – and receiving the usual blue hand stamp of the “Croceira” and usual receiving hand stamp in Rome. So?



The destination is Kurseong a city of India distant 35 km from Darjeeling in West Bengal, about 500 km north of Calcutta in the spurs of the Himalaya – from Darjeeling one can see Mount Everest -. That's far ! On the back of the cover, two additional hand stamps :

- Brindisi Transit 14 8 33 11 Embarcamento (Aug 14 1933 11 a.m.)
- Kurseong Reg 25 Aug 33

Brindisi is a harbour on the Mediterranean Sea which has been for a long time the base of the P & O Lines (Peninsular and Oriental Lines) joining by sea Great Britain and Europe to the Far East, including India. I was puzzled by this obvious continuation of the voyage of my cover. Not only because Brindisi was no more the base of the P & O Lines in 1933, but mainly because the maritime distance from Brindisi to Bombay on India west coast is 3972 nautical miles which makes more than 11 days of navigation at a speed of 15 knots – the maximum speed of most of the ships on this line - without counting the necessary time for the intermediate landings and Canal de Suez passage. Assuming an arrival at Bombay on the 25<sup>th</sup> we are still 3500 km away of our destination. Something was going wrong!

On July 1<sup>st</sup> 1933, Imperial Airways, opened its first connection to India with a new 4-engines **Armstrong Whitworth AW15 Atalanta** with a sufficient payload to usually carry 24 passengers – here reduced to 10 passengers-. The plane arrived in Karachi six days later after about 12 stop-over including Paris, **BRINDISI**, Athens, Cairo, Bagdad, etc .. Later the line was continued to Karachi, Rangoon, Singapore toward Australia and New Zealand. Meanwhile during the first two months the mail to Calcutta was handed to an associated local airline the **Indian Trans-Continental Airways** – a division of the well known and still existing and powerful Tata Company – which, with a **Puss-Moth** and stops-over in four cities including New Delhi , arrived in Calcutta 2 or 3 days later (handstamps on cover suggest 3 days).

(Continued Next Page)

**THE “CARIBOU” WRITES TO THE “YETI” - Concluded – Jean-Claude Vasseur**

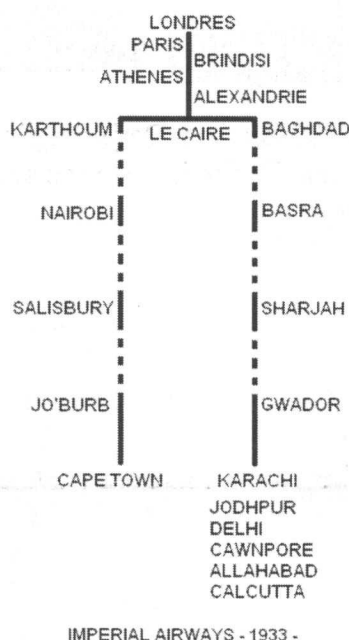
Assuming that the mail to India was handed over to the Imperial Airways flight on the 14th, the mail was in Karachi on the 20th and Calcutta on the 23rd. From Calcutta to Siliguri, about 500km away, one more day ... and from Siliguri to Kurseong, a distance of about 45 km, the mail was transported by the “Darjeeling Himalayan Railway” a short track (2 feet wide) “small” train climbing 2,000 meters to Darjeeling in 8 hours... to arrive on time!

I must confess that, to date, I have not been able to confirm the actual date of the Imperial Airways flight. Meanwhile the scenario is almost sure. Thus this cover is very likely part of the first – if not the first – mail to have officially flown over four continents in the northern hemisphere using three different airlines.

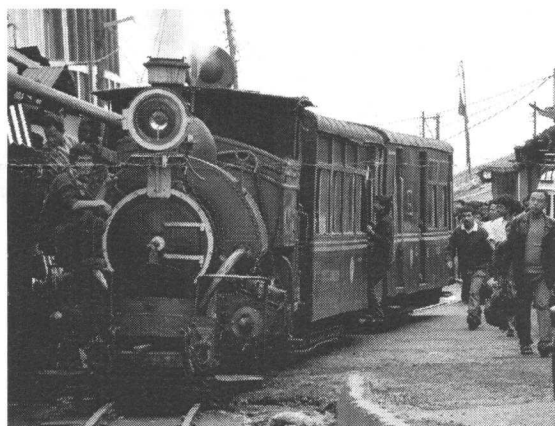
**Notes :**

Kurseong, beside the culture of the tea, was, in the thirties, a well known resort with numerous sanatoriums. Likely, this explains the presence of the addressee.

The “Darjeeling Himalayan Railway” still exists and has been inscribed to the World Heritage by UNESCO.



Atalanta



The Darjeeling Himalayan Railway



*THE NEWFIE NEWSLETTER*  
*OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS*

*Number 131*

*July/August 2008*

**The perfin corner by Barry Senior**

Here is a photo this month illustrating the various types of perforated cancellations found on the 1898 Queen Victoria Revenue issue.

Shown are : Small "PAID" punch, Large "PAID" punch, Geometric Snowflake, Small "C.H" , Large "C.H." and the CANL'D/C.S.O. The large and small "C.H" patterns are supposed to have been used by the Customs House while the CANL'D / C.S.O. pattern was used by the Colonial Secretary's Office. The Geometric Snowflake was a product of the Supreme Court. John Walsh's Victorian Revenue exhibit also shows the small "PAID" punch on a Supreme Court document so it can be supposed that both large and small punches were used there.





**THE NEWFIE NEWSLETTER**  
**OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS**

**Number 131**

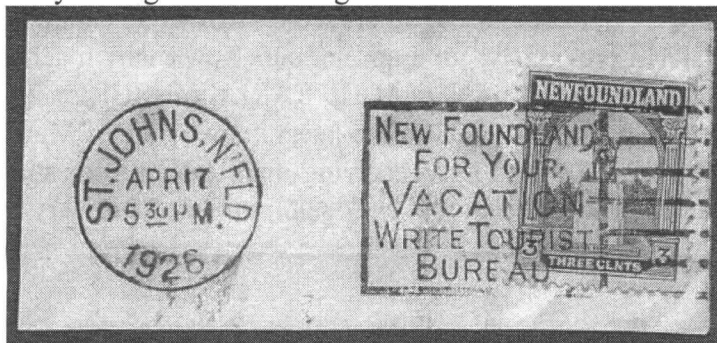
**July/August 2008**

**NEWFOUNDLAND SLOGAN CANCELS - George McGowan**

**Part VII**

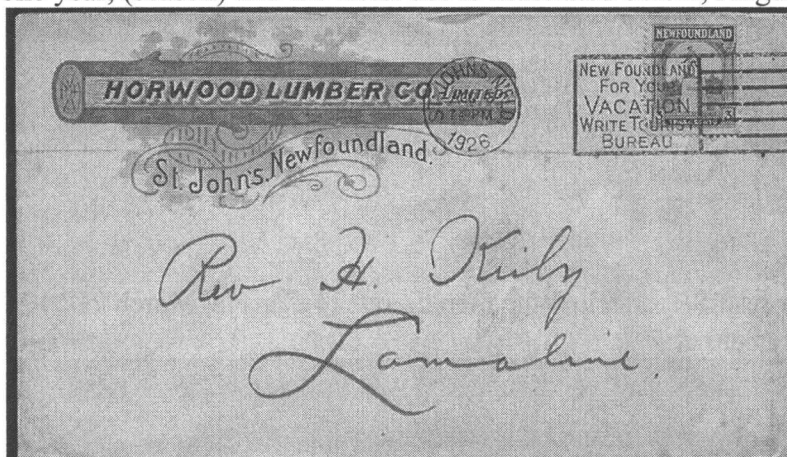
Let us begin this part of our series with another seasonal slogan, (NSSC #PS7 & PS7a), NEWFOUNDLAND / FOR YOUR / VACATION / WRITE TOURIST / BUREAU. This slogan was used from 1926 to 1930 generally in the months of May through October. Fig. 1 is the earliest known use of PS7 on April 17<sup>th</sup> 1926

Fig. 1



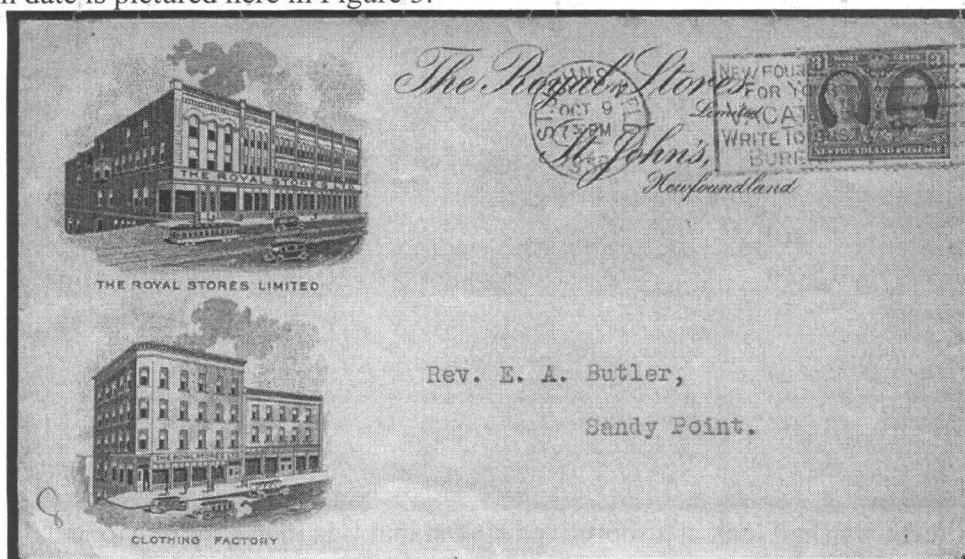
PS7 was only used for one year, (season) and the latest use is illustrated below, August 3<sup>rd</sup> 1926.

Fig. 2



PS7 and PS7a can easily be distinguished by looking at the word "Newfoundland" in the slogan. PS7 "New Foundland" is two words, and in PS7a is one. PS7a was in use from April 27<sup>th</sup> 1927 until October 9<sup>th</sup> 1930. The latest known date is pictured here in Figure 3.

Fig. 3



**THE NEWFIE NEWSLETTER**  
**OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS**

**Number 131**

**July/August 2008**

**NEWFOUNDLAND SLOGAN CANCELS** (Concluded) - George McGowan

**Part VII**

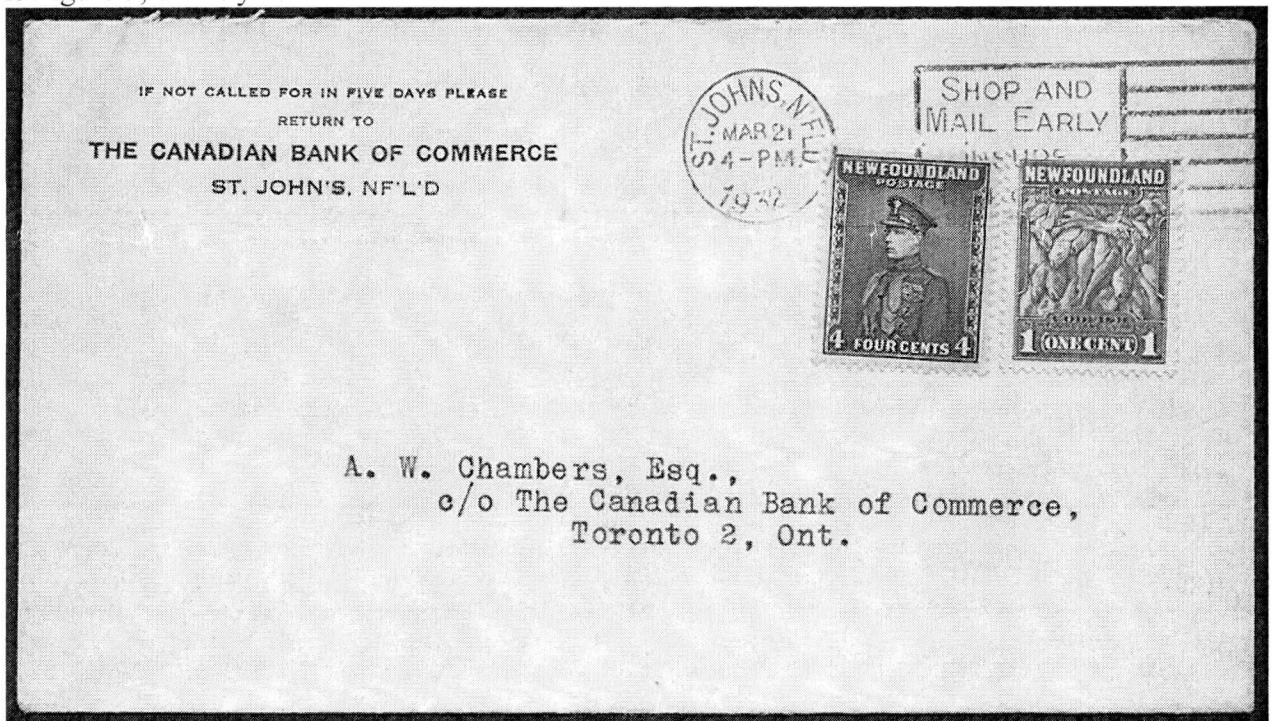
My guess is that a new canceller was ordered (PS7a) to replace the error (PS7) thus the one season usage.

Our next slogan, PS8, was likely intended to be seasonal, but its use became sporadic. One can easily see that while seasonal slogans were not being used, others were. However, I am not at the point to state exactly the sequence of usage, as stated previously, for I am not sure how many machines were in use - perhaps a project for a winter's evening. PS8, SHOP AND / MAIL EARLY / INSURE / PARCELS, can be found used from the earliest known date of March 5<sup>th</sup> 1928 to the latest known date of May 2<sup>nd</sup> 1933. Illustrated below (Fig. 4) is PS8 dated April 12<sup>th</sup> 1932 used as a receiving mark (as an interesting aside, the US Postmaster General order #7107 of May 8, 1913, directed that back stamping of all ordinary mail be halted.)

Fig. 4



The next illustration shows PS8 canceling the then 5¢ rate to Canada, March 21<sup>st</sup> 1932 on a bank corner card. This is Figure 5, directly below.



In the next installment we shall look at a short lived slogan that was in use for only one day....