

THE NEWFIE NEWSLETTER
OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS

Number 132

September/October 2008

EDITOR'S COMMENTS

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ON THE DORNIER INVERTED SURCHARGES

Bill Topping, editor of the B.C. History Newsletter, sent a note in June, about forged overprints by Alex McMaster, of the Stanley Gibbons Stamp Company in Vancouver. McMaster showed a number of "finds" of the Newfoundland overprints to Topping some time ago.

"The thing that caught my eye was the reference to the Dornier inverted surcharge [in my article on the L. & S. stamp in BNATopics]. One of the ways in identifying the McMaster forgeries is the color (texture) of the ink. Most overprints done by the Post Office were done in what can best be described as a dull ink whether the ink used by McMaster has a glossy look."

Robson Lowe also questioned the shade of the ink on the inverted surcharge but felt they were still from the correct device. Certainly, any inverted Dornier needs a cert!

DUES AND FUTURE NEWSLETTERS

See Page 10 for the dues for 2008. We are seriously considering going to four 16-page newsletters next year in place of six 10-page newsletters, and this will be discussed at our workshop at BNAPEX2008. So far comments from group members have favored a longer quarterly newsletter.

KEN KERSHAW LOOKING FOR 1¢ GUY PANE

Ken is looking for a full sheet of 100 of the 1¢ Guy (Scott #87). Here is what he says: "There are two panes of 100 each of this stamp. Pane B has the well known "NFW"foundland instead of the "NEWfoundland" with an additional strong flaw in Position 42. In Pane A this flaw is completely absent so that the panes are readily identified. I have fully plated Pane B and partially plated Pane A but require to borrow and scan, or to **purchase**, a complete copy of Pane A. I cannot publish this work until it is complete!! If you can help, call me at (905) 648-1991, or email to kenkershaw70@cogeco.ca, 601 Old Dundas Road, Ancaster, ON L9G 3J3

POPE FURNITURE COVERS SOUGHT

Member Gregory Pope is searching for covers from Pope's Furniture and Mattress Factory, and he says his surname is a "good giveaway as to why". Three illustrated advertising corner cards are listed in NSSC 6th Edition as P109-111. Gregory has only found one. He asks if any member might have one for him. His email is Gregpope@telus.net, or contact the Editor.

ARTICLES NEEDED

I am running low on material for future issues. Please help!

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

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

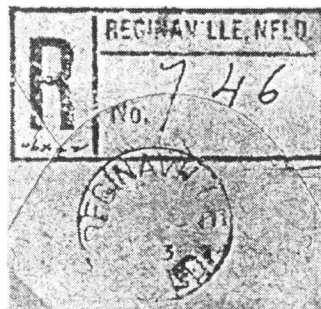
GONE BUT NOT FORGOTTEN – CARL MUNDEN

ST. MARYS BAY

Both locations were to be found on Great Colinet Island in the middle of this bay.

REGINAVILLE

Originally called MOTHER HICKS, a post office by this name was in operation from 1914 to 1916. The settlement was renamed REGINA in 1916 and the office continued under that name until closing in 1945. The office was again reopened under Canadian postal administration Jan. 1, 1951. In order to stop confusion with REGINA Saskatchewan, Canada Post, not the locals decreed the name was to be changed to Reginaville. That name was for postal purposes only. The office closed on Oct. 31, 1961. Population 54.



MOSQUITO

Open 1898 close Dec. 8, 1961 Population 62



*Led Fraser's Book Bin,
1247 Granville Street,
Vancouver 2, B.C.*

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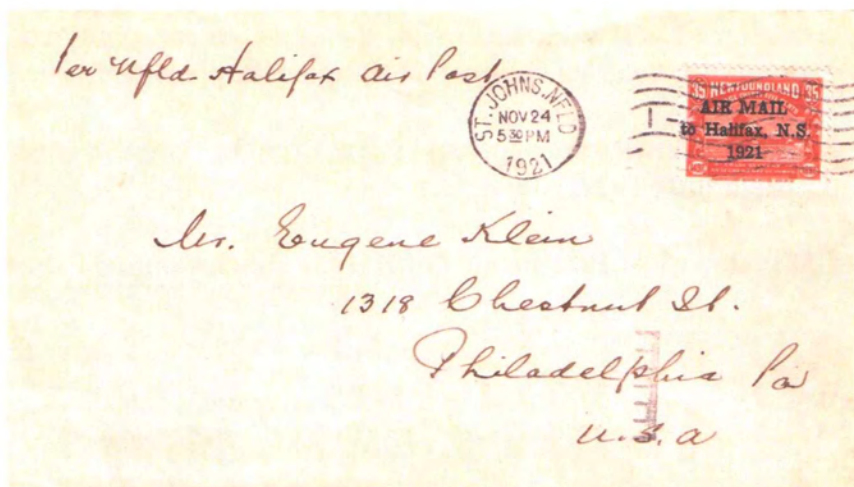
Halifax Air Mail

Background on the Attempted Mail Flight of 1921 Part II– Gregory Pope

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

The January 5 article [Evening Telegram] goes on to suggest that perhaps the D.H.-9 will not be the plane used on a third attempt, but instead a Westland plane will be used. This is confirmed in a January 9, 1922 article (p. 4) along with some concern noting that the plane “is rather heavy for the proposed flight”. On January 11 the D.H.-9 was flown out of Deer Lake for Botwood by Captain Bennett (The Evening Telegram, January 11, 1922, p. 5). The flight was unsuccessful though, with the engine completely shutting down just past Badger. Fortunately the aviators were only flying at a height of 500 feet and they made a quick landing in a clearing in the woods with deep snow. The mechanic on board was thrown thirty yards from the plane but walked away unharmed. Captain Bennett was also unhurt (The Evening Telegram, January 12, 1922, p. 4). The article notes that Captain Bennett will be flying with Major Cotton to St. John’s as soon as possible.

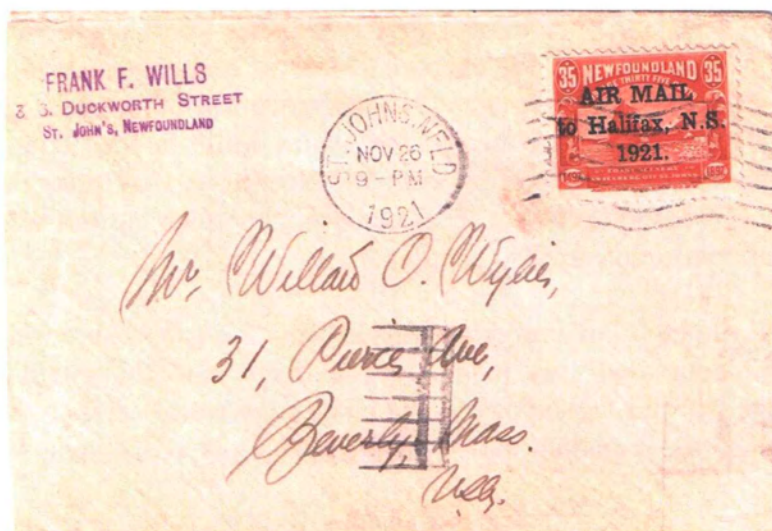
It is interesting to note two things at this point. Since Major Cotton was injured in the propeller accident he does not appear to have done any flying, thereby supporting Harmer’s assertion of a more serious injury. Still, the newspaper’s report is very specific as to his hospital release, supported by an apparent interview with the pilot, and is difficult to doubt. It is possible that Cotton’s injuries were such that he could return to Botwood for further recovery, but was still unable to pilot a plane. Cotton was back in Botwood by January 12, 1922, as referenced in the newspaper article.



C3f – 1.5mm between AIR & MAIL, no period after 1921

C3h – (below left) “

” with period after 1921



Secondly, the articles now are making no mention of another attempted flight to Halifax, although nothing has been reported officially terminating plans for the aerial mail flight. Cancellation may have happened but not reported in the paper, although I am skeptical of that given how detailed the coverage has been to this point regarding the aviators activities. Harmer (p. 65) notes that Cotton’s injury put an unofficial end to this Halifax air mail flight attempt, but that the mail was still held in hope of another try until January 23, 1922 when the plan was finally terminated and the mail placed on the *Kyle* for

transport to North Sydney and on to Halifax by rail. A January 16 article, noted below, supports Harmer’s assertion of a later attempt.

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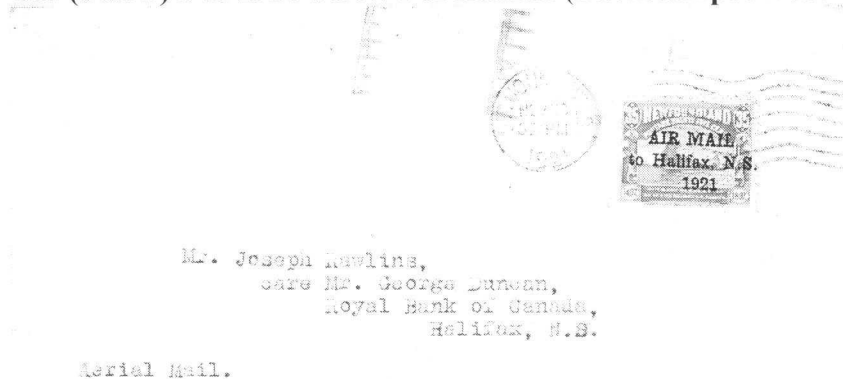
Halifax Air Mail (Part 11 Concluded)

The Martynside plane carrying Major Cotton and Captain Bennett arrived safely at Quidi Vidi Lake in St. John's on January, 14, 1922. This was a big event for the city, as evidenced by the significant article in that day's The Evening Telegram (p. 4). The article notes that the plane left Botwood at 1:06PM and made the flight in two hours. Well before the plane was sighted, a large number of people had gathered at "the pond" to see the plane arrive, and were under the supervision of police to maintain order. Despite the police's best efforts, a crowd rushed the plane when it landed to greet and congratulate the airmen.

Further mention of the airmail flight appears in the paper's January 16, 1922 edition (p. 4). Major Cotton gave an interview to The Evening Telegram that day where he discusses experimental winter flying, perhaps flying to Cartwright from St. John's and continued hope of running an ongoing airmail service. When specifically asked about the Halifax airmail flight, the paper reports "Major Cotton is not bound by any agreement to undertake this journey, and he may leave it until later in the season". He specifically points out that the primary reason for him being in Newfoundland was to do pioneer work and study winter flying conditions. Local excitement with the airplanes apparently continued, as Cotton also mentions during the interview the constant crowds that surround the plane each time it is out of the hanger.

Political overtones are apparent as The Evening Telegram concludes discussion of the Halifax airmail flight on January 30, 1922, p. 4:

C3f (below) 1 of 1921 below f of Halifax (Backstamped Feb. 4 1922)



"The Halifax flight has, unfortunately, to be temporarily abandoned owing to the more serious work on hand. Few people realize the tremendous difficulties with which these intrepid aviators have to contend. The expenses in connection with their experimental flights are great, and apparently, the Government cannot be brought to comprehend the necessity for the encouragement of aeronautics in this country. No insurance can be obtained on either of the planes while in the air and

every time the aviators go up they are running the risk of meeting with serious losses. At least, the Government should cooperate in this direction. The advantages of a local aerial mail service are too well known to require mention, and negotiations in this connection are also pending."

The story behind the attempted Halifax airmail flight is an intriguing insight into the ground-breaking evolution of aviation, the bravery and determination that was required of aviators, and the public's fascination with flying machines in the knowledge that this technology would change the world. This flight, and others like it during this period, highlights the important role Newfoundland played in aviation development.

Gregory Pope, Surrey, BC, Gregpope@telus.net

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NEWFOUNDLAND SLOGAN CANCELS - George McGowan

Part VIII

Before I begin this next segment of our look at Newfoundland slogan cancels, I would like to add to a previous portion. Since we started this series, we have questioned how many machines were in use at the G.P.O. in St. John's? While re-reading a section of The Postage Stamps and Postal History of Newfoundland by Winthrop S. Boggs, I found the following on page 165. "...in 1895 or thereabouts, one electric canceling machine was put in service at the G.P.O. St. John's. In 1910 two International machines were installed..."

We now have a new question, what was the 1895 machine and does anyone have examples from same? Some early canceling machines were relegated to postal cards only because of their uniform size and thickness. In my collection, I find no evidence of machine cancels on any card or cover before the International machines.

Our subject for this installment is the one-day-only slogan cancel to commemorate the 10th anniversary of the Alcock and Brown flight, NSSC PS 10.

On June 8th 1929, the following notice appeared in the *Evening Telegram*.

POST OFFICE NOTICE

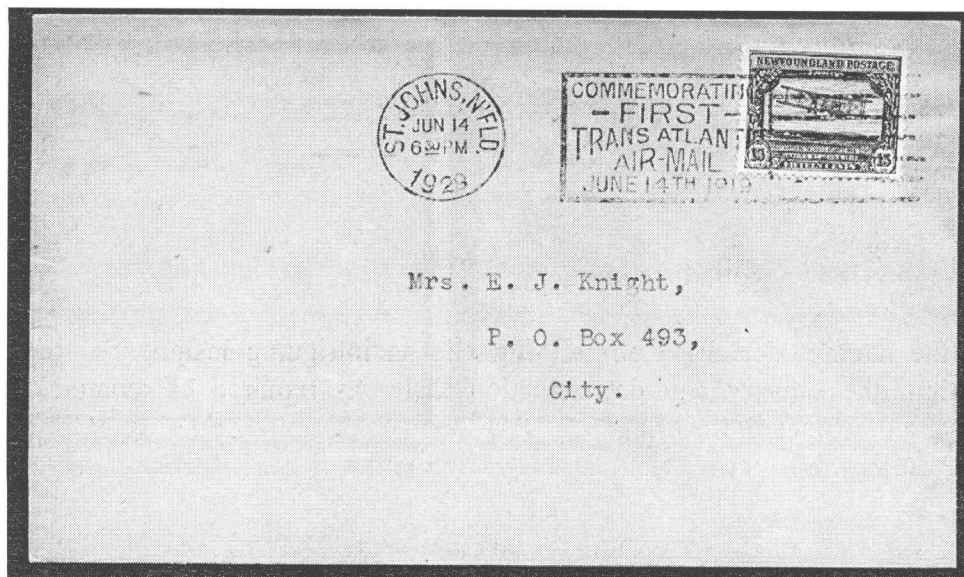
Friday next, 14th June, being the tenth anniversary of the first successful trans-Atlantic air mail flight, letters posted at the General Post Office, St. John's, will when being passed through the date cancelling machine bear the following words printed on the envelope:

"Commemorating First Trans Atlantic
Air Mail, June 14, 1919"

Persons desiring special attention to this dating impression should indicate same to clerk at receiving window, so that such may be given due attention.

W.W. Halfyard,
Minister, Posts and Telegraphs

General Post office
June 8, 1929



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NEWFOUNDLAND SLOGAN CANCELS (Concluded)- George McGowan
Part VIII

As mentioned, this slogan was used for only one day, June 14th 1929. Cyril Harmer, in his book Newfoundland Air Mails reports that "24,000 letters and cards were canceled that day, and the sale of stamps on the 14th was \$4,000 in excess of normal"

I have examples postmarked from 7:30 AM to as late as 8:00 PM and throughout the day at ½ hour intervals. All my examples appear to be from the same die, which leads me to believe that only one machine was dedicated to this all day task

Many of the covers were franked overpaid with the 15 cent stamp of the Publicity issue of 1938-29 featuring a portrait of the famous Vickers Vimy aircraft that was used ten years earlier (Figure one, Page 5).

Local stamp dealers such as R.C. Rose produced several covers for canceling (Figure 2).

Businessman K Bradley managed to get an example without investing in a stamp (Figure 3).

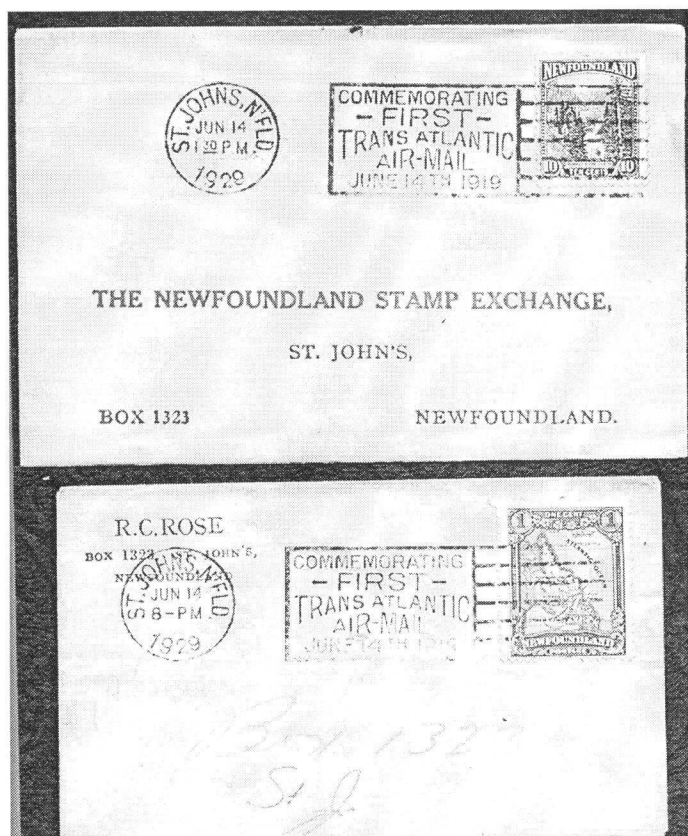
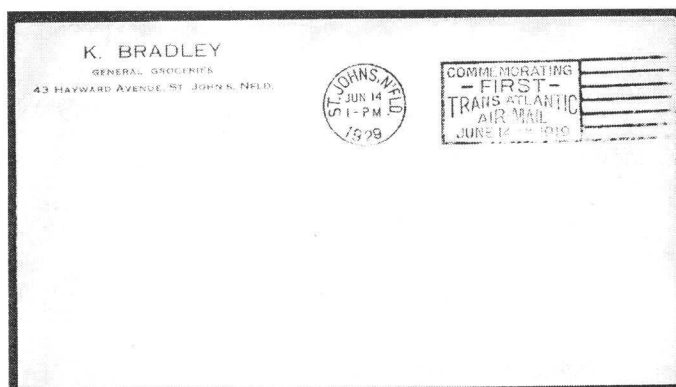


Fig. 2. R.C. Rose covers to and from Box 1323.

Fig. 3. Unfranked example.



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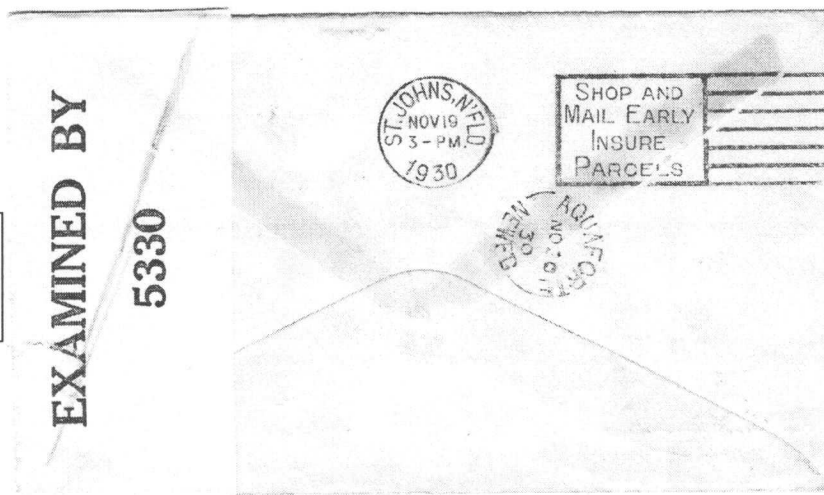
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A NEWFOUNDLAND WWII CENSORSHIP QUERY - Dean Mario

These two “**philatelic**” covers are curiosities. The 1930 First Flight and the 1939 Royal Visit covers are common enough to specialists but invite closer examination. Both bear similar American Second World War censor tapes “**EXAMINED BY/5330**” and a blue censor’s pencil line; presumably “cancelling” both.

Thanks are extended to Charles LaBlonde, a well-known civil censor specialist, who noted that the Examiner 5330 tape was recorded as being used from New York (1). Given the fact that both covers pre-date the Second World War (and thus civil censorship regulations), why would these covers have censor tapes affixed?

I can only come up with two plausible (and perhaps obvious) answers. The covers may have been enclosed in other correspondence after the outbreak of war (collector to collector or dealer to collector) and, if they were sealed (as philatelic covers often are), they were opened by Examiner 5330 and then allowed to pass. Regulations governing the sale or trade of stamps and other philatelic items during the war, as members know, were rather strict so this scenario may not have been allowed to occur. The covers have been subsequently opened along the tape-side. The 1930 First Flight has an original note enclosure which reads: “Please give the address to Daisy & return to me. A.J. Spracklin” in the same hand as the written address.



Concluded Next
Page

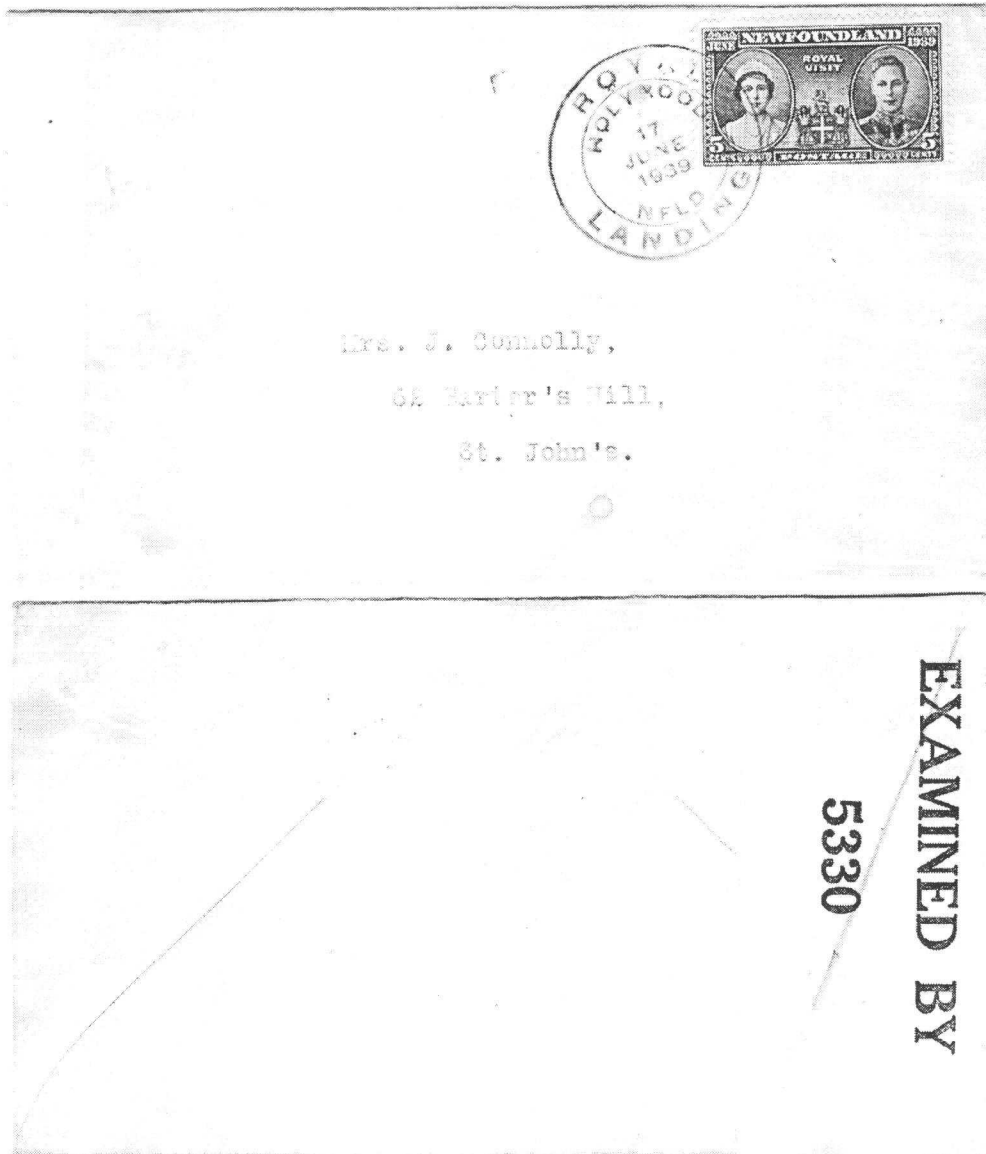
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Secondly, someone may have "added" the tapes to enhance the covers' "desirability" to collectors. While the First Flight is more "collectible" and the additional censor tape would add little to its value, the Royal Visit cover is quite common and an "extra" tape might increase its "value".



If members can add anything to the above, or share other covers which may be similar to these, it would be greatly appreciated.

Dean Mario

REFERENCE

(1) Wilfred Broderick and Dann Mayo. Civil Censorship in the United States During WWII.

The perfin corner by **Barry Senior**

Unidentified Punch Cancellations on Newfoundland Stamps

In the course of collecting Newfoundland perfins over the years I have come across a number of oddities that I've been unable to get a handle on. Shown here are a 4 cent stamp from the 1919 Caribou issue, Scott # 118 and a 2 cent king George VI from the second Resource Issue, Scott # 254. It is perfed 12.8 x 12.8. Both stamps have a punched initial cancellation while the 4 cent Caribou also appears to have been postally used since it has a August 1, 1923 Split Circle cancellation. This stamp is punched twice with the letter "P"

The 2 cent stamp has a single punch of the letter "L" but bears no postal marking of any kind. The fourth edition of the Newfoundland Specialized Stamp Catalogue has a listing for NP 11, initial "L", representing Legislature but I'm unsure how that link was made. Both initials look amazingly similar to various punch cancellations applied to Canadian Revenue stamps, especially those used in Ontario, Quebec and Saskatchewan.

Can anyone out there shed any light on these stamps, the Cancellation or intended use? Any and all comments or theories would be greatly appreciated.



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Financial Statement as of August 15, 2008

	Item	Debit	Credit
Aug 15, 2007	Balance Forward from Previous Year		\$560.25
	BNAPS Stipend		264.00
	78 Membership dues (2 memberships were paid in advance in 2006/2007)		1,006.28
	8 Membership dues paid in advance		108.55
	Newsletter reimbursement		39.00
	Newsletter back issues sold		100.00
	Donations		146.36
	Service Charges (Cheques, etc.)	11.40	
	Newsletter Postage (6 issues)	519.56	
	Paper and Copying	756.52	
	Misc. Stationary and Postage	16.75	
	Totals	\$1,304.23	\$1,664.19
Aug 15, 2008	Balance on hand		\$920.21

-----&----- **Membership Application / Change of Information Form** -----&-----

BNAPS Newfoundland Study Group

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Address: _____

Postal Code: _____ **E-Mail:** _____

Telephone: (Home): _____ (Office): _____

Annual dues: \$13.00 (Canadian Dollars)
 \$13.00 (US Dollars)
 £7.00 (British Pound)

Please make your cheque or money order payable to:
BNAPS Newfoundland Study Group
 care of the Treasurer
 Martin Goebel, 13 O'Mara Place, St. John's NL A1A 5B7, Canada
 Goebel@nf.sympatico.ca

*All new members are requested to kindly remit a copy of this form for our accounting and mailing.
 Thank you!*