

# THE NEWFIE NEWSLETTER



NEWSLETTER OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS

Number 150

January / March 2013

## ► 150<sup>th</sup> ISSUE! ◀

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### ARCHIVES UPDATED

Until recently, one could only access *Newfie Newsletters* through the end of 2002 on the BNAPS website. Thanks to the help of Charles Livermore, 36 additional issues are now available through the end of 2008. To see the first 133 newsletters, go to [www.bnaps.org](http://www.bnaps.org), then "The H.W. Harrison Library - BNA Topics Archive", "Study Group Newsletters", and "Newfoundland". En route you will notice that TOPICS issues only go through 2005. BNAPS policy has been not to publish recent TOPICS or newsletters on-line since it might discourage some members from renewing their memberships. There is a study underway for a new version of the website, possibly with a "members only" section that could change that.



### RED VICTORIA COVER

As you probably know, I collect and exhibit the 1897-98 red Queen Victoria one-cent stamp. Here is an example I recently purchased from Eastern Auctions – ten copies paying the registered rate to the U.S., and backstamped May, 1898. Has anyone seen a cover like this?

### DUES

Please see Page 16 for our fiscal report and dues notice. We owe our gratitude to Martin Goebel who serves not only as Secretary and Treasurer but also Distribution Manager!

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**NEWFOUNDLAND'S "SERRATED-EDGE" POSTAL MARKINGS – A FOLLOW-UP**

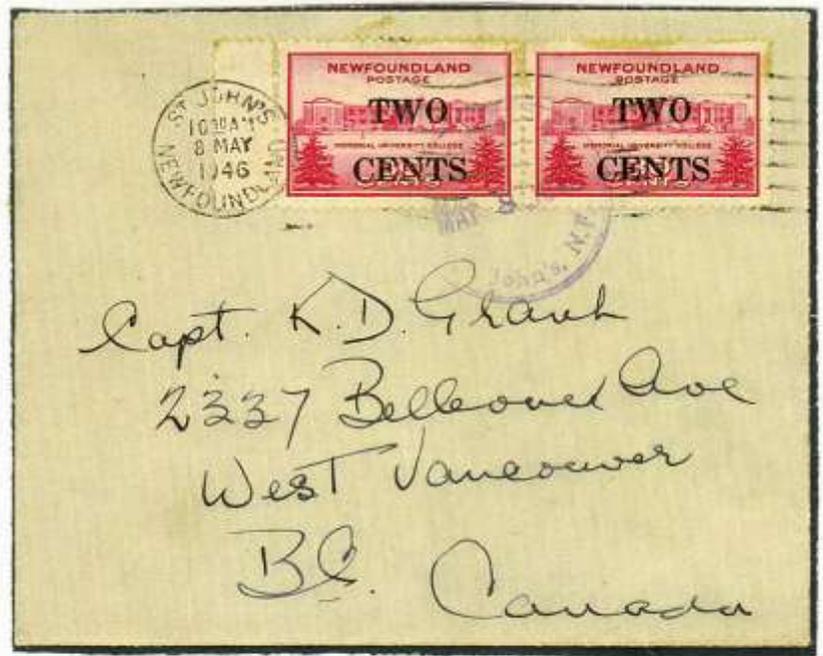
**Dean Mario**

Ron McGuire's 1941 "RECEIVED IN DAMAGE CONDITION" auxiliary marking on a somewhat-damaged cover is interesting and quite unusual [1]. The late John Butt, in his series on the postal markings used at the St. John's General and Sub-post Offices, illustrated a similar device but the 1937 rectangular marking did not have a "serrated-edge" [2].

This marking device "type", however, does not seem to be unique as it does appear that other, attractive "eye-catching" "serrated-edge" rectangular markings were introduced and were used throughout the 1940's. Whether they were ordered from the same local supplier remains to be seen and further research is needed, but they do seem to be very similar in size, style, and format.

I can add several similar devices to that illustrated by Ron in his article. Perhaps the closest in terms of a device type "series" is the May 8, 1946 "RECEIVED WITHOUT CONTENTS, G.P.O., ST. JOHN'S, NFLD." that is seen to the right [FIG. 1 and FIG. 2].

Along with the interesting auxiliary marking, this cover is also unusual because of its "ROYAL CANADIAN CORPS OF SIGNALS" embossed vignette on the reverse flap. The Signals, more specifically the Newfoundland Signal Company (formerly No.3 Company, Atlantic Command Signals), were part of Canada's "W Force" in Newfoundland. This may have been one of the last "possibly official" sendings from the Company as the majority of the group left Newfoundland on April 30, 1946 [3].



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**Continued**

Keeping with the "W Force" military-related serrated-edge devices, is this rather rare registered October 5, 1945 marking from Gander's C.A.P.O. No. 4 below in Fig. 3. The cover was included within the award-winning exhibit of the late John Frith [4]. John noted on the exhibit page that this was the only known usage of this device (albeit possibly philatelically-inspired by Ian Morgan), and no record of it exists among the proof books in the archives.

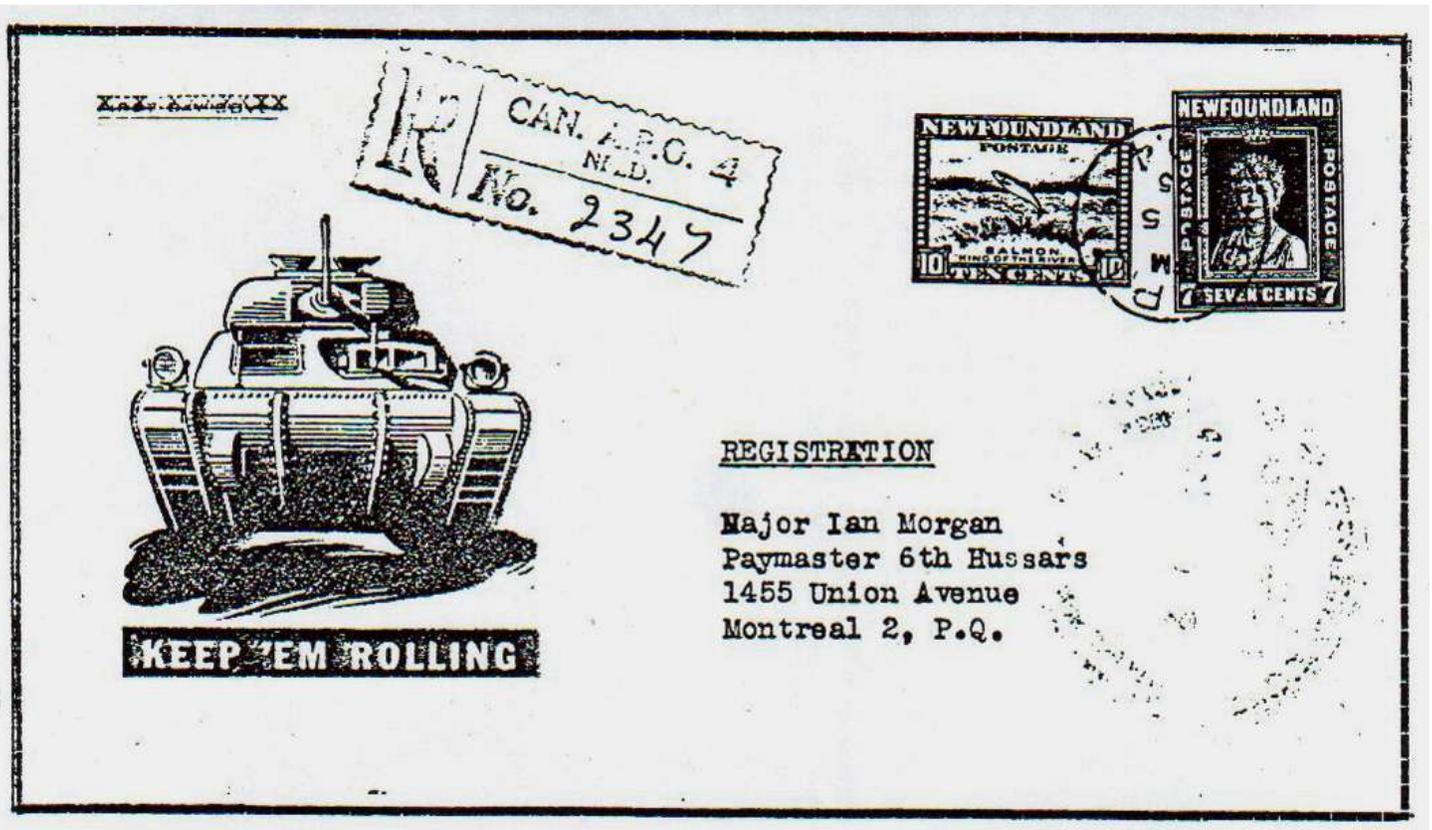


Figure 3

Frith assumed that it may have been "locally" produced by a St. John's firm. I agree because it does not appear to be among the "officially" standardized rectangular registry devices. Members are also aware of other serrated-edge non-military registry rectangles used primarily during the late 1920's through the 1930's by the St. John's G.P.O. and various outposts.

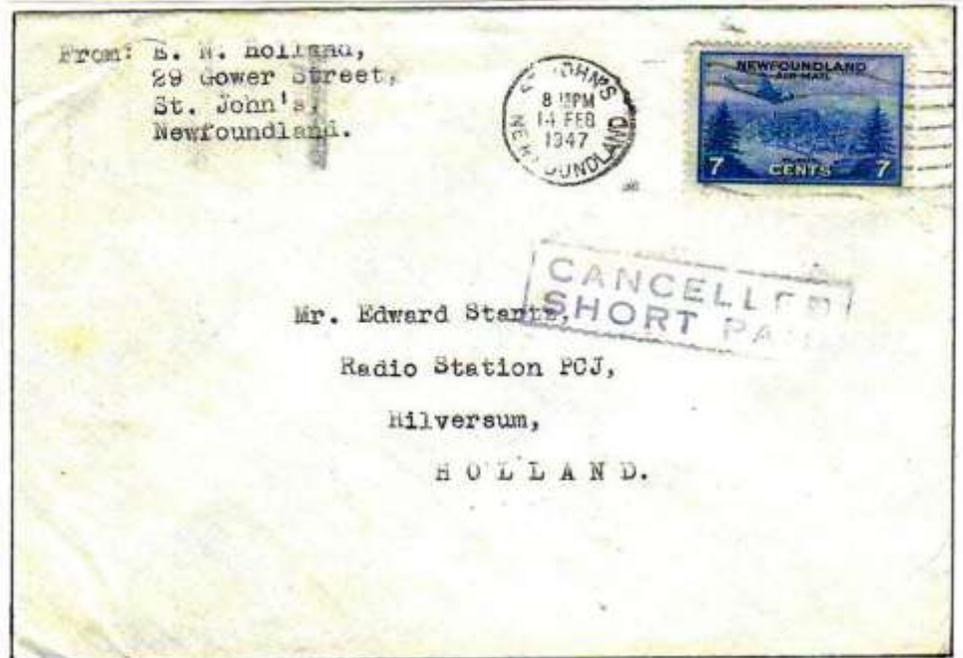
Fig. 5 (next page) illustrates the unusual serrated-edge "CANCELLED SHORT PAID" device on a February 14, 1947 cover to Holland. The 1947 foreign letter rate was 7¢ but the airmail rate was 30¢.

Post-confederation Newfoundland postal history, and some of the unique devices used during the 1950's often "fall between the cracks" and have not sustained much popularity, which endures for

**NEWFOUNDLAND'S "SERRATED-EDGE" POSTAL MARKINGS – A FOLLOW-UP**  
**Concluded**

pre-1949 material. While “technically” a Canadian-period device, Fig. 5. shows a very unusual and non-standard (for Canada) registry marking. This January 29, 1951 St. John’s G.P.O. rectangle is especially similar to that from Frith. Note the similar “R” with its sweeping right “leg” and the slanted “No.” in both devices.

Figure 4.



Given the uniqueness of Ron’s item, and the other attractive serrated-edge devices used by postal officials through the 1940’s and early 1950’s, there is a need for more study and research into these fascinating markings. If members have others to report, I am sure the Editor will be happy to include them in the future.

Figure 5



**REFERENCES**

- [1] Newfie Newsletter No. 147 (April/June 2012), p.4.
- [2] Butt, J. “The Postal Markings St. John’s General Post Office and Sub Offices, 1840-1949,” TOPICS (Vol. 51-1, Whole No. 458, Jan.-March 1994, p.30).
- [3] Bailey, W.J. and Toop, E.R. Canadian Military Postal Markings: 1881-1995. Vol. II. Ed. W.J. Bailey. Waterford, Michigan: C.G. Firby Publications, 1996, p. 823.
- [4] Frith, J. “Canadian Forces in Newfoundland World War II”. Philatelic Exhibit. N.d. (ca. 1983).

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**The perfin corner by Barry Senior**

Other Perfin Patterns on Newfoundland Stamps

When Newfoundland joined Canada on April 1, 1949 the remaining stamp stocks were distributed for sale across the country and were valid as Canadian postage. Some companies and provincial governments purchased these stamps and applied their perfins. Shown here are some examples of this usage. Because of the type of business being conducted with the Colony at least one Canadian and one American company had their perfins on Newfoundland stamps long before 1949.

**C25 International Harvester Company**  
Hamilton, ON  
Discovery Copies



**C41 Canadian National Railway**  
Toronto, ON



**C43 Canadian National Railway**  
Vancouver, BC



**C52 Canadian Pacific Railway**  
Winnipeg, MB



**C53 Canadian Pacific Railway**  
Vancouver, BC



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The perfin corner Concluded

**C58 Caterpillar Tractor Company**  
Peoria, IL – USA  
Used to pay Customs Duty on Printed  
Matter entering Newfoundland.



**L1 Province of Ontario**  
Toronto, ON



**M12 Mutual Life Assurance Company**  
Waterloo, ON  
2 cent red is dated – 13, 1934  
Used for Revenue purposes.



3 cent has a Bank Teller Cancel  
used as a revenue



**P15 Province of Saskatchewan**  
Regina, SK



**T13 Travelers Insurance Company**  
Montreal, PQ



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**DOES ANYONE KNOW THE ANSWER??? – Ron McGuire**

1

This new series will occur occasionally and concerns items for which I have been unable to identify or find an answer. Any response, opinion or guess on what is posed will be appreciated.

Figure 1 is the blue embossed crest on the flap of the cover in figure 2. Initially, I thought it had a military connection [ to be more honest, I hoped it would! ], but none of my military colleagues recognized it as the crest of a known unit. Since it is on an envelope mailed from Newfoundland I had also hoped there was a Newfoundland connection. This was because it was mailed to 'Mrs. H. Wells' and I thought it may have been sent by well-known Newfoundland historian, Herb Wells, to his wife or mother [1]. Herb served with distinction in the Royal Canadian Navy and suffered serious injuries during WW II. For various reasons, I am now convinced that it is unfortunately *not* connected to Herb or his family. One of my interests is mail to or from what I refer to as, 'notables'; well-known Newfoundlanders. I consider Herb Wells to be an example for the work he has done to record aspects of the Island's often overlooked military contributions to the allied cause in the Second World War [1]. He is also noted for his recording of pre and post Newfoundland civilian history; therefore, this cover would have been an ideal addition to my 'notables' collection.



## **DOES ANYONE KNOW THE ANSWER??? Concluded**

Posted on the 4 August 1942 and censored as one would expect, the cover was sent by air mail to Cardiff, [Wales]. The 35 cent per half ounce rate is partly paid with the use of the 25 cent Resource Issue. My observation is that any non-philatelic use of that value is uncommon, scarce on a nice clear cover like this one and rare as a single proper use. The air mail rate to Britain was reduced from 40 cents on 1 May 1942. This 35 cent rate was in effect for one year when it was again reduced; to 30 cents on 1 June 1943.

Does anyone know who or what organization would have used envelopes with this crest featuring a Maltese cross on a barrel-like background?

### **References:**

[1] As with Col. G.W.L. Nicholson's,---"The Fighting Newfoundlander', St. John's, Government of Newfoundland, 1964 and "More Fighting Newfoundlanders', St. John's, Government of Newfoundland, 1969, I have found Herb's books absolutely invaluable, particularly before the internet became what it is for finding historical information. The titles are:

---"Comrades in Arms" Volume one, [1977] and Volume two [1995] and, "*Under the White Ensign*", volume one [1986] and volume two [1988]. All four books were published in St. John's by Robinson-Blackmore Printing and Publishing Ltd.

If you can find any of these books they are well worth adding to your library. Wells' books are hard to find as was the Colonel's, until his were recently reprinted. However, I am happy to have my Volume one concerning the Royal Newfoundland Regiment's history to the end of WW I, because it was one of the copies presented to surviving veterans of the Regiment who fought in 'the War that will end War' [2] --- if only it had!. These presentation books came with a special scroll with the recipient's name and are rarely found as families tend to keep the book or they get separated when it is sold. For his numerous military contributions Herb was posthumously awarded the Minister of Veterans Affairs Canada Commendation in 2004. On 10 November 2010, I too was honored to receive the MVACC for my work on behalf of veterans of Newfoundland and Canada since 1978. Fortunately, unlike Herb, I was still alive to attend the ceremony.

[2] Did you know that this well-known quotation was the title of a book published in 1914, and that it was written by Herbert George Wells [1866-1946].? He is more easily recognized as **H.G. Wells** and better known for another book, "*The War of the Worlds*", a science fiction classic. I do not think H.G. and Herb were related.

Ron McGuire, [crm\\_cpmh5@sympatico.ca](mailto:crm_cpmh5@sympatico.ca)

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**SURVEY REQUEST FROM MILITARY MAIL STUDY GROUP NEWSLETTER**

*This article is from Newsletter No. 205, August 2012 – The Editor*

THE CIRCULAR ARMY CENSORSHIP MARKINGS:  
SECOND WORLD WAR NEWFOUNDLAND--By Paul Binney

In early December 1940, the first circular censor markings were introduced for army units at the Newfoundland military bases. The 28mm single-or-double-ring enclosing circles contained the common phrase "Passed by Military Censor No.##". In the centre of the circle are text and lines for "Initials\_\_\_\_" and "Date\_\_\_\_". The two basic types of markings are shown in Figures 1 and 2.



Figure 1: Single ring censor marking



Figure 2: Double ring censor marking

These circular censor markings remained in use throughout the war by all army units located on the island of Newfoundland. Locations included: CAPO #1 (St. John's); CAPO #2 (Gander); CAPO #3 (Botwood); and CAPO #5 (Torbay). CAPO #4 was a post office serving R.C.A.F. personnel at Gander and CAPO #10 at Goose Bay, Labrador had a varied and unique set of markings not common to the rest of the Newfoundland bases.

I have begun to compile information on the distribution of these markings throughout the war. As such, this article is really an appeal for data from our membership. Most collectors of Canadian Second World War mail have at least a few of these markings in their collection, but I suspect that none of us have enough material to tell the whole story of the distribution and use of these markings. To date I have information from the late John Frith, the late Doug Sayles, Colin Pomfret, my own covers, [the Editor's! Ed.], and some data from dealers' stocks; a total of 185+ covers.

[Cont'd.]

Some preliminary observations include:

- The lowest censor number is "1" used by the Lincoln and Welland Regiment in 1942, and the highest appears to be "100" used by the Royal Canadian Army Service Corps in 1944.
- The markings were made of vulcanized rubber; possibly using metal "masters" to create the moulds for casting. For the initial twelve censor marks, the pattern of manufacture appears to be batches of three. Censors #1, #2, and #3 are double-ring markings, then #4, #5, and #6 are single-ring markings, and so forth up to censor #12. This suggests that two metal masters existed: one for single-ring, and the other for double-ring markings. It is also possible that the masters were attached in groups of three such that three castings could be made simultaneously to speed production.

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- The colour used in the markings was merely a factor of what was available at the moment. Red appears most common, followed by purple, black, blue, and green. The same censor mark can be seen from the same location with a variety of coloured inks.
  
- Some markings stayed in one location and were used by a variety of military units as they "moved through" during their tour of duty. An example is Censor #2, used by the Royal Rifles of Canada to August 1941, then the Sherbrooke Fusiliers during September 1941. All of this use was at St. John's.
  
- Other markings moved about with a unit as H.Q. staff were posted to St. John's, then the regiment was moved to Newfoundland, and finally H.Q. staff moved back to St. John's to complete the paperwork for their tour of duty in Newfoundland. An example is Censor #4, commencing in St. John's (CAPO #1) in April 1941, moving to Gander (CAPO #2) in September 1941, then finally relocating back to St. John's in April 1942.
  
- Most regiments had several censor markings, suggesting that for "field units" each officer responsible for censorship had their own marking. While other units (for example, Coast Artillery batteries) tended to have a single marking used throughout the war. At Headquarters in St. John's, some markings appear to be for "common use" among all army personnel of officer rank.
  
- Some censor numbers appear to be common in the early years of the war, and then "disappear" later in the war. Other numbers don't appear until the latter part of the war. These discontinuities would suggest the normal loss/replacement cycle as many regiments came and left the island.

To further this study I would appreciate receiving scans of any relevant covers that members would have in their collections. If sending scans is not possible, then the following information would be of use: **military unit, date mailed, location mailed (CAPO #), censor number, and if the censor marking is a single-or-double-ring.** Please send all information to [pbinney@persona.ca](mailto:pbinney@persona.ca) or if you use normal postal service

to: Paul Binney, 1 Courtney Hill, Sudbury, Ontario, P3E 5W6.

Of particular importance are the military unit and the date of use. I am trying to document the assignment of the markings to individual military units, and then track the usage by location and date. This should provide a "time-line" showing when, where, and by whom each marking was used throughout the war.

When sufficient information is received, I will provide a more complete article for the newsletter with usage information. Thank you for your assistance. [If members can assist Paul with his project it would benefit this relatively "unknown" story of these interesting censor devices. A copy of this article will be sent to Bob Dyer, OTB, Editor of the Newfie Newsletter to help expand Paul's study. Ed.]

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**ARTHUR D. SULLIVAN – Bruce Robertson**

Unicorns and cannonballs, palaces and piers  
Trumpets, towers and tenements, wide oceans full of tears  
Flags, rags, ferryboats, scimitars and scarves  
Every precious dream and vision underneath the stars

Yes, you climbed on the ladder with the wind in your sails  
You came like a comet, blazing your trail  
Too high, too far, too soon  
You saw the whole of the moon

Mike Scott 'The Whole of the Moon' lyrics 1985

Just like the meaning of Scott's lyrics, the life of the Newfoundland pilot Arthur D Sullivan may forever remain an enigma. Examples of his first flight airmail covers from the early 1930s, often signed, are fairly easy to find and still relatively affordable. But there is little published record of the man himself – but what we do know, suggests a man of considerable flair and daring-do.

There is no explanation to be found for why, in the early days of the Great Depression he would invest his savings in buying himself an airplane – especially as he did not even know how to fly one! Luckily, he had an old friend, Douglas Frazer (who was to go on and distinguish himself in the annals of Newfoundland's aeronautical history), whom he convinced to help, and it was agreed that the two chums would meet up in Toronto, and fly the airplane back to Newfoundland – Frazer teaching Sullivan to fly en-route! The airplane was Gipsy Moth, GF-AGL. [Editor's Note – the plane is alternately called the "Gypsy Moth" .]



Sullivan's Gipsy Moth GF-AGL landing Mount Pearl Nov 19<sup>th</sup> 1930. ( *Aviation in Newfoundland* [www.angelfire.com/nf/nutting](http://www.angelfire.com/nf/nutting))

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**ARTHUR D. SULLIVAN – (Continued)**

After taking delivery of the aircraft, they left Toronto on Nov 4, 1930 and arrived in Montreal within four hours of flying. Two days later they flew first to Quebec City, and then on to Woodstock, New Brunswick for refueling. From there it was on to Moncton and Sydney, Nova Scotia – where after three attempts, they were finally able to take off for Stephenville Crossing in Newfoundland. The aircraft was on wheels, so the flight over Cabot straight was particularly adventurous. On the next leg of the flight on November 18<sup>th</sup>, (perhaps with Sullivan at the controls?), they landed in a cabbage patch in Grand Falls. The following day they completed the trip by landing in Mount Pearl.

The journey, which had taken only 21 hours 55 minutes of flying time, had taken fifteen days. Gipsy Moth G-FAGL carried the first foreign airmail from Canada to Newfoundland.

Early the following year, in January 29, 1931 - Arthur Sullivan and his newly formed company Newfoundland Airways, set out on the first mail flight within Newfoundland. However, because of a number of mechanical problems, Sullivan and his Gipsy Moth did not reach St. Anthony until February 13, stopping at villages along the way to take directions.



St Anthony – St John's return flight 14 Feb 1931. Addressed to Mrs Kathleen Sullivan. 'Newfoundland Airways' rubber stamp and signed A D Sullivan. There is a St John's backstamp dated Feb 18 – suggesting a journey of four days. (Author).

Thereafter for a year or two, Sullivan's Gipsy Moth would have become a regular sight over many towns and outport settlements as he criss-crossed Newfoundland. *But then disaster struck.*

Details are sketchy, but Paul O'Neil's *Oldest City* (1975) tells us: that on May 30<sup>th</sup> 1932, at 8:30 a.m., on a clear spring morning, Arthur Sullivan and Karl Kuehnert, a young dentist from Illinois visiting the Grenfell Hospital at St. Anthony to get some experience, took off for a brief joy ride. At the end of a night of merriment Kuehnert had expressed a desire for a closer look at an iceberg which was grounded on a nearby cape. Sullivan was delighted to give him the pleasure and they flew off in the

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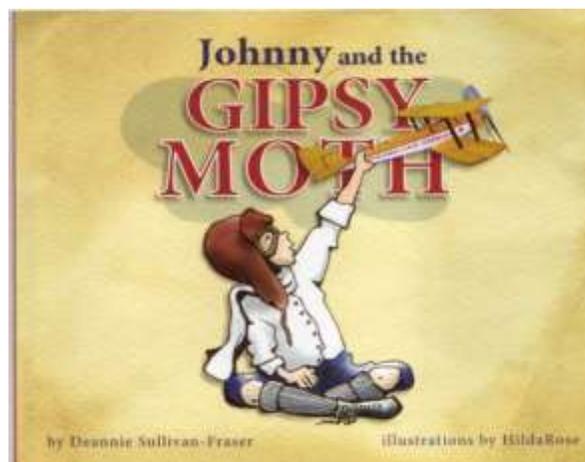
**ARTHUR D. SULLIVAN – (Concluded)**

Gipsy Moth - never to be seen again. Two nurses later reported seeing the plane fly behind the iceberg, after which the sound of its motor suddenly died.



First official air mail St John's NFD – North Sydney N.B. note late date on cancel. (eBay)

Apart from the collectable first flight airmail covers, there is a slim little children's book '*Johnny and the Gipsy Moth*' written by Sullivan's great niece, Deannie Sullivan-Fraser in which she tells the tale of when Arthur Sullivan came to visit in his Gipsy Moth.



Publisher: Tuckamore Books (a Creative Publishers imprint), 32 pages, ISBN: 978-1-897174-40-3

**NEWFOUNDLAND'S 1897 POSTAL SHORTAGE- ANNOTATED**  
**Norris (Bob) Dyer - Page 12.**

TYPE IA'S

Type IA's are only from positions 1-10 in the setting, with the bars 17mm apart. The top Type IA cover is local while the second shows this variety with a 4¢ Cabot for the 5¢ letter rate to the U.S.



Used block with Pos. 1-2 & 11-12. Stamps above, bars 17mm apart. Those below, 17.75mm apart.



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**NOTES ON 1897 SURCHARGE EXHIBIT – PAGE 12**

Type I and IA comprise the first four rows of ten, of the setting of 50. The distance between the horizontal bars varies by row. The numbers to the left represent my measurements, in mm.

17.0mm

17.75mm

18.2 mm

17.75mm



Robert Pratt provides his measurements in his 1986 article previously referenced in the **FIFTY-SECOND AMERICAN PHILATELIC CONGRESS** book. We agree *except*, he shows the third row as 18mm. **Only the first row is Type IA.** These distinctions allow one to easily plate any block by rows, although exact positions within the rows are more difficult.



The above block is from row two (17.75mm between bars) and row three (18.2mm between bars). The **NO 5 97** cover at the right has a single measuring 18.2mm between rows, so is from row three.

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**Financial Statement as of December 31, 2012**

	Item	Debit	Credit
Dec. 31, 2011	Balance Forward from Previous Year		\$1,175.58
	BNAPS Stipend and Membership Credits		220.00
	73 Membership dues <sup>(8 memberships were paid in advance in 2011)</sup>		729.60
	14 Membership dues paid in advance		123.14
	Newsletter reimbursement (advertising)		0.00
	Donations		28.00
	Service Charges (Cheques, etc.)	8.00	
	Newsletter Postage (4 issues)	278.60	
	Paper and Copying	622.02	
	Misc. Stationary and Postage	0.00	
	<b>Totals</b>	<b>\$908.62</b>	<b>\$1,100.74</b>
Dec. 31, 2012	Balance on hand		\$1,367.70

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

**BNAPS Newfoundland Study Group**

**Name:** \_\_\_\_\_

**Address:** \_\_\_\_\_  
\_\_\_\_\_

**Postal Code:** \_\_\_\_\_ **Email:** \_\_\_\_\_

**Telephone:** (Home): \_\_\_\_\_ (Office): \_\_\_\_\_

Annual dues: Canadian Dollars \$13.00 \$5.00 (email only)  
US Dollars \$13.00 \$5.00 (email only)  
British Pound £8.00 £3.00 (email only)

Please make your cheque or money order payable to:  
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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 accounting and mailing.  
Thank you!*