

# THE NEWFIE NEWSLETTER

OF THE NEWFOUNDLAND STUDY GROUP OF B.N.A.P.S.

Number 46

November / December 93

## EDITOR'S NOTES

I hope all our members had a most excellent Christmas and are enjoying any philatelic gifts they may have received. I tried to be my own Santa, bidding in Jim Heunock's December auction. I must have been a bad boy all year as I was shut-out.

In this issue you will find the second part of the Newfoundland Metered Mail article and a want list from Basil Burrell of the Air Mail Study Group (send any information you have to: Basil Burrell, 911 Huckleberry Lane, Glenview, Illinois, 60025, U.S.A.).

The balance of the issue contains Part I of a three part story on the "Great Atlantic Air Race of 1919" done in fact and photograph. This series will finish in June, serving as our tribute to the 75th Anniversary of the Alcock-Brown Flight on June 14, 1919.

## NEWFIE CHATTER

### AUCTION NEWS:

There were several interesting auctions of Newfoundland material in the December/January period. William Maresh and Ian Kimmerly with stamps and postal history in January and Jim Heunock's Auction of the First Cents Issues of Dr. Allan Selby in December. I have no prices realized as yet so I will get them to you in the next Newsletter.

### NEW MEMBERS:

Fred Noseworthy  
283 Elizabeth Avenue  
St. John's, NF A1B 1T8

Paul P. Russell  
9 Glenridge Crescent  
St. John's, NF A1A 1T4

### IN MEMORIAM

It is with deep regret I announce the passing of my good friend and longtime member of our Study Group, Brian Noble. Brian was taken from us suddenly, while on a business trip in the U.S.A. He will be missed by all who knew him.

Our sympathy goes out to his wife, Janice, and their two children and to both of their families.

### SUPPORT OUR DEALER MEMBERS

Gary J. Lyon, P.O. Box 450, Bathurst, NB, E2A 3Z4  
R.J. McGillivray, 1096 Richards Street, Vancouver, BC, V6B 3E1  
J.C. Michaud, Box 31248, Halifax, NS, B3K 5Y1  
John M. Walsh, 9 Guy Street, St. John's, NF, A1B 1P4

### YOUR EXECUTIVE

Chairman: J. Don Wilson, 11 Elm Place, St. John's, NF, A1B 2S4  
Editor: John Butt, 264 Hamilton Avenue, St. John's, NF, A1E 1J7  
Treasurer: Martin Goebel, 79 Highland Drive, St. John's, NF, A1A 3C3

# NEWFOUNDLAND METERED MAIL PART II

## The American Machines

### TYPE III

The Pitney Bowes Meter Company of Stamford, Connecticut, U.S.A. provided the next two types of meter machines. The first type was their H5 model, which provided the user with meter values from 1¢ to \$9.99. The design has the Royal Crown & Cypher over Newfoundland with the value tablet in the center of the box. The townmark is enclosed in a double circle, with the M/D/Y in the inside circle. A fancy design is featured underneath the value tablet with the meter number at the bottom. There are only six known numbers from this machine type. One of the meters is known to have been used by two business firms. Purity Factories and the Newfoundland Savings Bank shared #180009 from 1947.

### TYPE IV

The last meter machine used in Newfoundland were Pitney Bowes Model "R" Type. These machines featured the values as the previous model (1¢ - \$9.99). The indicia shows Newfoundland across the top with the Royal Crown and Cypher, value box and town mark (in a single circle), all as one unit. Two types of datestamps were used. The first has M/D/Y, the second D/M/Y with the month in roman numerals. The meters are numbered 180000 - 180017. To date the user names to match numbers 180012 and 180015 are unknown.

The Pitney Bowes meter machine was owned and serviced by the company. This would account for the clear and clean indicia found from these two types of meters. The short life span of these meter machines, mid 1947 to March 31, 1949, accounts for their scarcity.

AYRE & SONS, LIMITED, St. John's, Nfld.



Shirts  
Ties  
Pajamas



Dry Goods, Hardware, Stationery, Jewellery, Crockeryware, Groceries, Provisions, Blinds  
made to order. Pictures framed. Contracts made for laying Linoleum and Floor Tiles

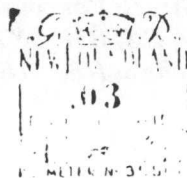
TYPE III

Imperial Tobacco Co.

(Newfoundland) Ltd.

ST. JOHN'S

NFLD.



TYPE IV

## NEWFOUNDLAND METER CANCELS 1928-1949

TYPE	METER NO	BUSINESS NAME	EARLIEST	LATEST
III	35500	IMPERIAL TOBACCO CO.	OCT. 20/47	MARCH 31/49
III	35501	BROWNING HARVEY LIMITED	OCT. 23/47	MARCH 31/49
III	35502	CANADA PACKERS LIMITED	MAY 1/48	MARCH 31/49
III	35503	THE IMPERIAL LIFE ASSURANCE CO.	MAY 1/48	JAN. 3/49
III	35504	AYRE & SONS LTD.	JUNE 26/48	MARCH 31/49
III	35504	NEWFOUNDLAND RAILWAY	JUNE 26/48	MARCH 31/49
III	35513	CANADA PACKERS LIMITED (CORNER BROOK)	SEPT.22/48	MARCH 31/49
IV	180000	BOWATERS NEWFOUNDLAND PULP & PAPER MILLS LTD.	JAN. 5/48	MARCH 31/49
IV	180001	BANK OF MONTREAL	JAN. 9/47	MARCH 31/49
IV	180002	F.M. O'LEARY LIMITED	OCT. 20/47	MARCH 31/49
IV	180003	THE STANDARD MANUFACTURING CO. LIMITED	NO DATE	MARCH 31/49
IV	180004	AYRE & SONS LIMITED	JAN. 1/48	APRIL 9/49
IV	180005	IMPERIAL OIL LIMITED	MARCH 3/47	MARCH 31/49
IV	180006	THE ROYAL BANK OF CANADA	DEC. 18/47	DEC. 1/48
IV	180007	BOWRING BROTHERS LIMITED	JAN. 31/48	APRIL 14/49
IV	180008	THE COLONIAL CORDAGE CO. LTD.	MARCH 5/48	MARCH 31/49
IV	180009	PRUITT FACTORIES LTD./NFLD. SAVINGS BANK	JULY 23/48	APRIL 9/49
IV	180010	NEWFOUNDLAND BUTTER COMPANY LIMITED	JUNE 18/48	MARCH 31/49
IV	180011	GERALD S. DOYLE LIMITED	SEPT. 13/48	MARCH 31/49
IV	180012	UNKNOWN		
IV	180013	HARVEY & COMPANY LIMITED	NO DATE	NO DATE
IV	180014	NEWFOUNDLAND LIGHT & POWER CO. LTD.	SEPT. 14/48	MARCH 14/49
IV	180015	UNKNOWN		
IV	180016	DICKS AND CO. LTD.	DEC. 10/47	MARCH 31/49
IV	180017	JAMES BAIRD LIMITED	MARCH 4/49	APRIL 7/49

**MARITIME and NEWFOUNDLAND AIRWAYS:**

As most collectors of Canadian Semi-Official Air Mail know this line never got off the ground. However, it is still in the books and there are a number of unanswered questions that need to be cleared up.

1. What was the make up of a sheet of stamps ?
  - A. Holmes 8th Edition says on page 161 sheets of 20, perf.
  - B. Not listed in 11th Edition.
  - C. Armand Singer says in Sept 22, 1951 Weekly Philatelic Gossip (on page 80) that they were 20 per sheet.
  - D. Ed Richardson wrote on page 351 of the Airpost Journal dated September, 1960 - "These were printed in sheets of 25, - - -".
  - E. The BNAPS Semi-Official Study Group report of January 1985 says that the stamps were printed 4 x 5 in sheets of twenty. They also mention that the imprint "Printed In The U.S.A." does not occur in the margin of all sheets. Ed Richardson was a member of group
2. Which of the stamps issued were originals from the company and which were reprints ?
  - A. Ed Richardson makes a complete and numbered listing in his Sept 1960 Airpost Journal article.
  - B. The Study Group report of January 1985 does not agree on listing

These questions beg for further study and a good collective answer. The Air Mail Study Group has been awarded a grant to cover the publication of a monograph, in color, that will clear up some of the questions.

So that we have a starting point with a good listing here is the Ed Richardson listing of this company's stamps.

1. Section I - Authorized Issue:
  - 0-1 OFFICIAL - Black on Silver surface colored paper. Perf 2 sides.  
Note: The Mar 1931 APJ mentions that this stamp had the word OFFICIAL mis-spelled "OFFICAL". However, this spelling did not occur on the issued stamps. It did appear, according to Morgan on the original proofs, which were printed in sheets of 3, imperf.
  - P-1 PUBLIC - Bright-Red on Yellow-Orange paper. Perf.
  - P-2 PUBLIC - Red on Yellow Paper, Perf.
  - P-3 PUBLIC - Red on Yellow paper. Imperf.
2. Section II - Reprints
  - RO-1 OFFICIAL - Black on Silver surface colored paper. Imperf
  - RP-1 PUBLIC - Brown-Red on yellow-Orange paper. Perf.
  - RP-2 PUBLIC - Brown-Red on Yellow-Orange paper. Imperf.
  - RP-3 PUBLIC - Brown-Red on Yellow-Orange paper. Part perf. Imperf V.
3. Section III - Overprinted Reprints
  - RP-4 PUBLIC - Stamp # RP-2 overprinted with faint horizontal silver Imperf.
  - RP-5 PUBLIC - Stamp # RP-4 with additional overprint made up of heavy vertical purple lines. Imperf.  
Note: Full sheets of RP-5 show a break in all vertical lines between the bottom two rows of stamps.
4. Section IV - Reprints in New Colors
  - RP-6 PUBLIC - Green on Green paper. Perf.
  - RP-7 PUBLIC - Green on Green paper. Imperf.
  - RP-8 PUBLIC - Green on Bluish-green paper. Perf
  - RP-9 PUBLIC - Black, on Pink on Yellow SAFETY paper. Perf.
  - RP-10 PUBLIC - Black, on Pink on Yellow SAFETY paper. Part Perf. imperforate vertically.

Please advise the editor if you have any, or all of these and would be willing to help in this project. Also if you have a complete sheet and the cover with bright blue or magenta cachet.



## FIRST CROSSING OF THE NORTH ATLANTIC FROM WEST TO EAST

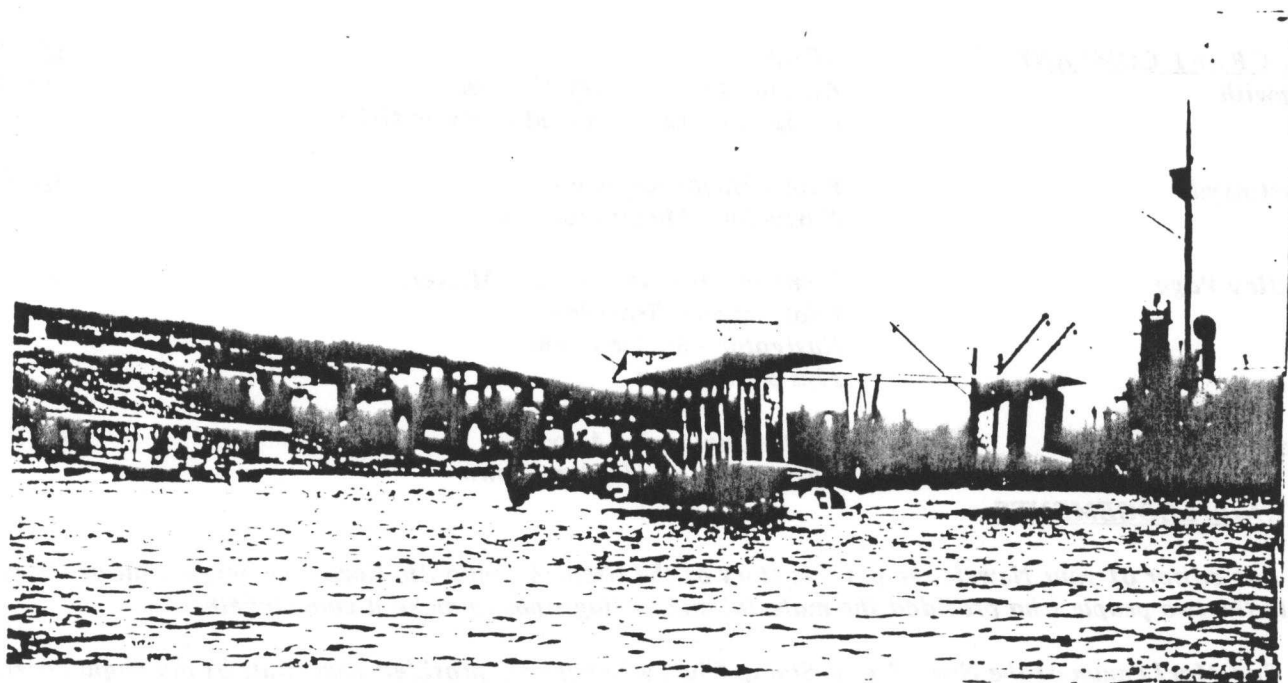
### *The N-C Flight - May 16, 1919*

*The first crossing of the North Atlantic from West to East was undertaken by the United States Navy air Corps with a fleet of three Navy Curtiss seaplanes. The planes bore the designating names of N-C 1, N-C 3 and N-C 4. They were powered by four 400 H.P. liberty engines, each swinging a 10 foot propeller. They had a wingspan of 126 feet, with a marine hull 44 feet long and a tail structure extending well beyond this.*

*Their ultimate destination was Plymouth, England, via Lisbon, Portugal. They left Rockaway Beach, Long Island, New York at 10 a.m. on May 8, 1919. The N-C 4 developed trouble in two engines and was forced down at sea, while N-C 1 and N-C 3 flew on to Halifax and on May 10th, they flew to Trepassey. The N-C 4 taxied through the night to Chatham Air Station, Cape Cod, and after replacing one engine and repairing another their flight continued on to Halifax on May 14, and on the 15th, to Trepassey.*

*All three aircrafts left Trepassey together at 5:36 p.m. on May 16th. The N-C 4 arrived at Horta in the Azores at 9:25 a.m. on May 17th, making the flight in 15 hours and 18 minutes, the longest non-stop overseas "hop" up to that date. The N-C 1 landed on the ocean 200 miles North West of Fayal, the crew were rescued by the Greek ship "Ionia" but their aircraft sank. The N-C 3 also landed on the ocean, far off course, and taxied to Ponta Delgada. Damaged to the N-C 3 was severe and their flight had to be terminated. On May 27th at 6:18 a.m. the N-C 4 took off for Portugal and at 4:02 p.m. the same day landed at Lisbon. Taking the whole distance from New York to Lisbon, the N-C 4 covered 3,450 miles in forty-two hours and twenty-nine minutes of actual flying time.*

*The arrival of the N-C 4 at Lisbon established her crew as the pioneers in Trans-Atlantic aerial navigation. On May 31st, at 2:27 a.m., they left Ferrol, Portugal and at 9:26 a.m. they arrived at Plymouth, England, thus completing their schedule as originally planned, although two of the three planes that had started had fallen out at the Azores. No air-mail was carried.*



N-C 1 AND N-C 3 AT TREPASSEY BAY, NEWFOUNDLAND

## THE GREAT ATLANTIC AIR RACE

*The Atlantic Seaboard of Newfoundland lies directly in the track of westbound air traffic between the 46th and 60th parallels of North Longitude, extending from Cape Race to Cape Chidley for 1060 miles. This embraces Labrador, with a coastline of 680 miles north of the Straits of Belle Isle.*

*It was inevitable, therefore, that in the development of trans-atlantic commercial aviation Newfoundland had to be part of any international arrangements that were made for the shortest and most feasible air route between the continents of Europe and America.*

*In the course of trans-atlantic flights, beginning in 1919, Newfoundland was the half-way house where aviators rested and refreshed themselves, and refuelled their planes for their perilous "hops" across the Atlantic Ocean. In the case of those who, on stunt or scientific expedition flights, did not stop in Newfoundland, they endeavoured to make it the last signalling station from which their course eastward, or their land fall on westward flights, was shaped.*

*To the Air-Mail Philatelist Newfoundland air-mail stamps, and covers, are the most popular in the world. These include trans-atlantic air-mail and Newfoundland internal air-mail covers.*

*In 1919 Lord Northcliffe, the owner of the British newspaper, The Daily Mail, renewed his offer, first made in 1913, to give 10,000 pounds sterling for the first successful director non-stop trans-atlantic flight between any point in Great Britain and any point in Canada, Newfoundland or the United States.*

*In all, there were ten entrants and all but one planned to fly from west to east in order to take advantage of the prevailing wind. All of these planned their take-off across the Atlantic Ocean to take place from Newfoundland.*

*The following are the four aircraft companies, their crews and the time of arrival at St. John's, of the original ten, these were the only participants:*

<u>AIRCRAFT COMPANY</u>	<u>CREW</u>	<u>ARRIVED</u>
Sopwith	Aviation Pilot - Harry Hawker Navigator - Lt. Comm. Mackenzie-Grieve	Late March
Martinsyde	Pilot - Major Raynham Navigator - Major Morgan	April 10
Hadley Page	Commander - Admiral Sir M. Kerr Pilot - Major Brackley Navigator - Major Gram Plus 3 Crewmen	May 11
Vickers Vimy	Pilot - Capt. John Alcock Navigator - Lt. Whitten Brown	MAY 24

ACKNOWLEDGEMENTS

*I as editor of your Newsletter put this story of the Great Atlantic Air Race together, but all of the credit must go to the two people who provided the material and photographs to make it come together.*

*Rod MacLennon of the Nova Scotia Stamp Club, who not only provided photostats of his flight covers, but also slides for an upcoming slide show on this event.*

*His Excellency Frederick W. Russell, Lieutenant Governor of Newfoundland and Labrador, a long time collector of Newfoundland's stamps and Air Mail history. I thank him for taking the time out of his busy schedule to help me, providing photostats of his Air Mail Exhibit, write up and photos which make up the bulk of these articles in our next three Newsletters.*

## Part I

Hawker & Grieve

The afternoon of Sunday, May 18, 1919, was a momentous day in the history of Trans-Atlantic Flight. On that day Harry Hawker, an Australian pilot, and his navigator, Lieut. Commander Kenneth Mackenzie-Grieve, R.N., were the first contenders to take off from Newfoundland on the first non stop Trans-Atlantic flight.

Hawker and Grieve arrived in St. John's with their crated bi-plane, the Sopwith "Atlantic", in late March of 1919. Two test flights in mid April proved the plane was airworthy and in good condition, so all that was needed was good flying weather. It was quite a wait.

On Sunday, May 18, the Sopwith "Atlantic" took off from their grassy runway at Glendenning's Farm in Mount Pearl, just outside of St. John's. The Sopwith biplane was equipped with a 350 h.p. Rolls Royce engine and capable of a speed of 120 M.P.H. The plane flew over St. John's and the White Hills, dropping their undercarriage just outside the "Narrows", to extend the range and increase the airspeed.

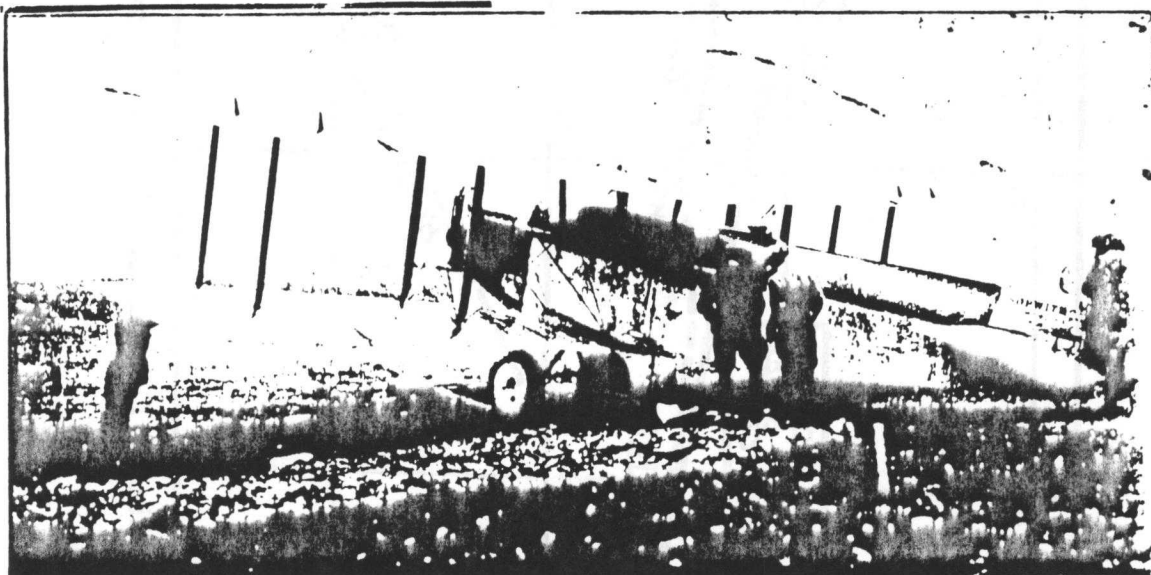
The "Atlantic" rose to a height of 10,000 ft. with an airspeed of 105 M.P.H. After four hours flying time, the weather turned sour and the planes radiator started to heat up. A short dive seemed to rectify the problem, but after eight hours out the trouble reoccurred and another short dive didn't help the situation.

Hawker and Grieve, knowing that they were going to have to ditch the plane, went looking for a ship that could rescue them when they ditched into the ocean. Twelve hours out they spotted the Danish vessel "Mary". The Sopwith crashed into the ocean near the "Mary", but heavy seas forced the two airmen to hang on the plane for one and a half hours, until a rescue boat from the ship picked them up. Some five days later, the aircraft and mail bag was picked up by the S.S. Charlottsville and brought to England. The salvaged mail which was watersoaked, was sent to London. Mail with the stamps soaked off was put back together and sent on to the owners.

Harry Hawker and Mackenzie-Grieve were hailed as hero's upon their arrival in England. They were awarded the Air Force Cross by King George V and the London Daily Mail gave them a prize of 5,000 pounds for their gallant efforts.

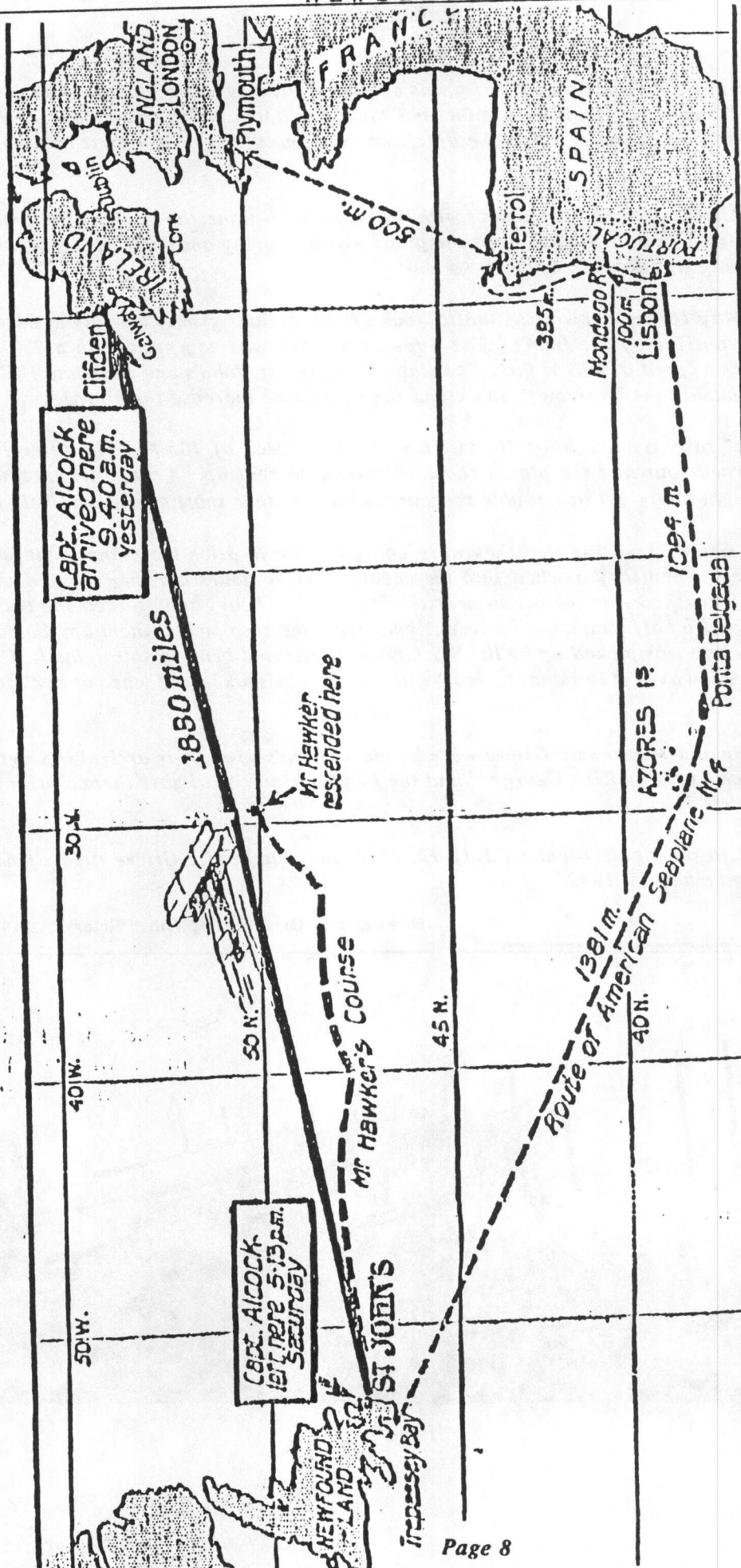
Hawker died in an air accident on July 12, 1921 and Mackenzie-Grieve died of natural causes in Victoria, B.C., on September 26, 1942.

Hawker and Grieve's Sopwith "Victory", 1919





# "DAILY MAIL" £10,000 ATLANTIC PRIZE WON.

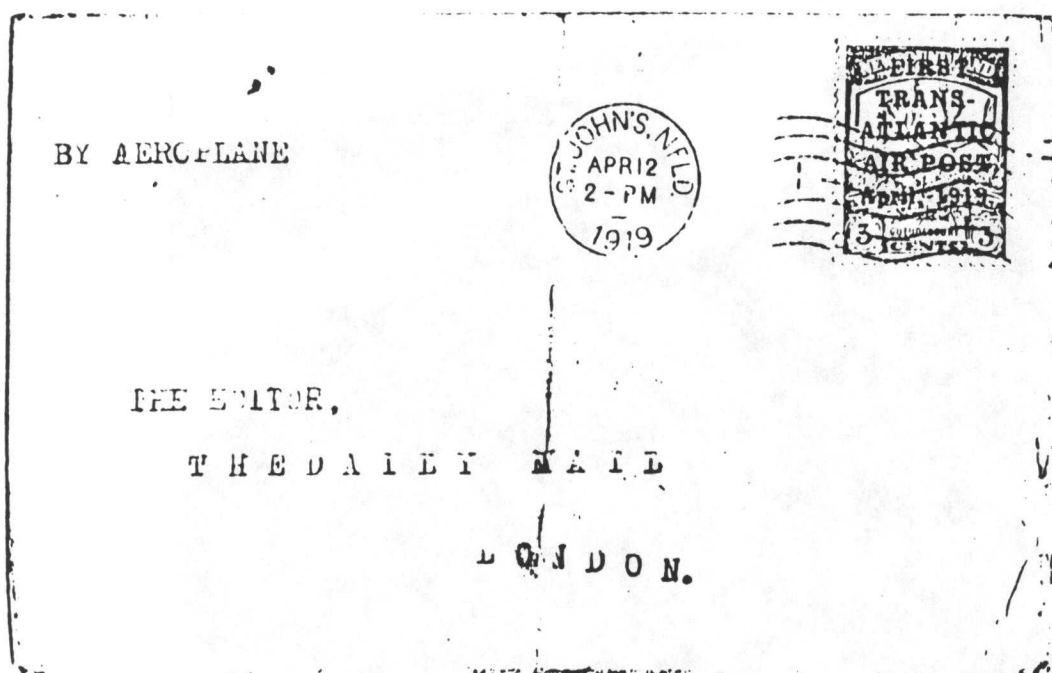


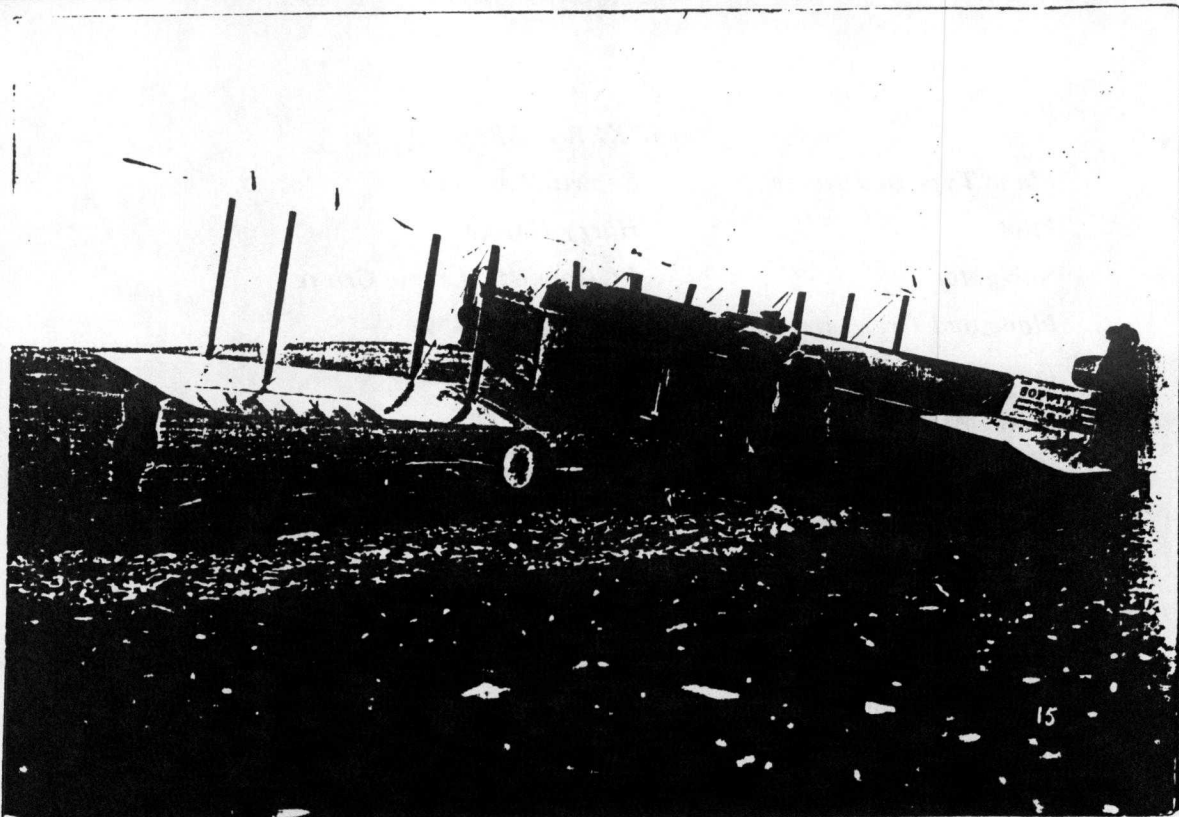
The chart shows Capt. Alcock's route, compared with that of Mr. Hawker, and also that of Cdr. Read in the U.S. seaplane N.C. 4.



**"HAWKER & GRIEVE"**

<i>Plane Type and Name</i>	<i>Sopwith "Atlantic"</i>
<i>Pilot</i>	<i>Harry Hawker</i>
<i>Navigator</i>	<i>Lt. Com. Mackenzie Grieve</i>
<i>Plane and Crew Arrived</i>	<i>Late March 1919</i>
<i>Test Flights</i>	<i>April 11 &amp; 12, 1919</i>
<i>Flight Attempted</i>	<i>May 18, 1919</i>
<i>Flight Status</i>	<i>Crashed into the Atlantic (12 hrs.)</i>
<i>Disposition of Mail</i>	<i>Watersoaked but intact</i>
<i>Stamp Used</i>	<i>3¢ Caribou Issue overprinted First-Trans-Atlantic-Airpost-1919 in 5 lines. Signed on reverse J.A.R.</i>
<i>Number of Stamps Issued</i>	<i>182</i>
<i>Number of Covers Flown</i>	<i>86 pieces</i>
<i>Covers Postmarked</i>	<i>St. John's, April 12, 1919</i>
<i>Covers Backstamped</i>	<i>London "Officially Secured" 30 May 1919</i>





The Sopwith "Atlantic" at Mount Pearl, Newfoundland, in May 1919



Commander Mackenzie - Grieve and Harry Hawker alongside their aeroplane at Mount Pearl, Newfoundland, May 1919  
Autographed by crew