

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

Number 47

March/April 1994

EDITOR'S NOTES

I wish to apologize and thank Dave Cooper of Thunder Bay, Ontario, for his listing of Meter Covers, which helped me so much with the two articles on newfoundland meters. I did not give Dave credit for this in my article, for which I am sorry.

This Newsletter continues with the second part of the First Non Stop Trans Atlantic Flights. Some excellent photos here, but most do not seem to photocopy well. This article will finish in the next issue, after which we have articles by Dave Piercey and Peter de Groot.

WELCOME NEW MEMBERS

*H. Ross Christian, Gloucester, Ontario
Norman S. Seastedt, Valley Stream, NY, USA
William F. Thornburgh, Foley, AL, USA
Larry M. Buchanan, Alameda, CA, USA
David W. Bishop, Altoona, PA, USA
Barry C. Senior, Gerrace Bay, Ontario*

AUCTION RESULTS

Ian Kimmerly (January 26, 1994)

163i	Imperf right margin	Est 100	Real. 80
260	Offset	Est 100	Real. 55
C2A	Air Mail	Est 200	Real. 125
C14a	Imperf Pair	Est 180	Real. 145
158	MNH UF	Est 30	Real. 24
170	MNH UF	Est 50	Real. 46

R. Maresch & Son (January 13, 1994)

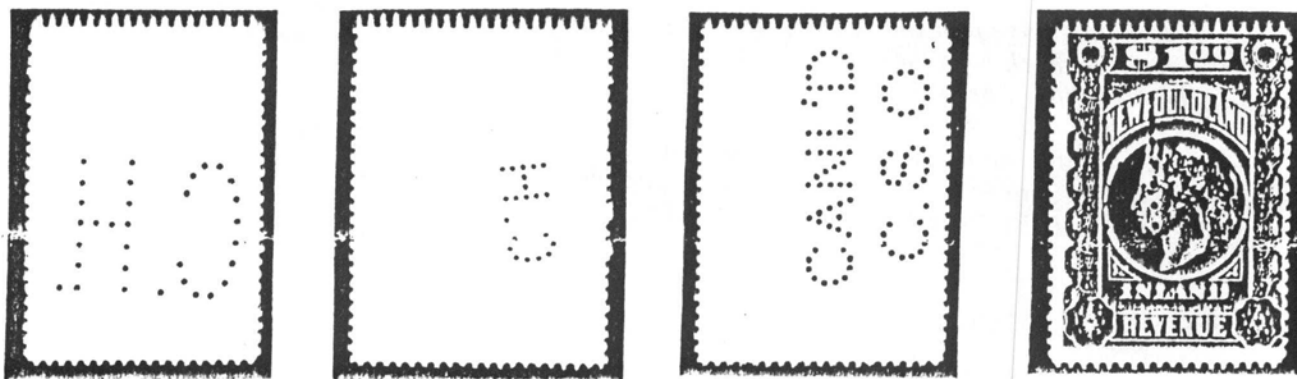
61-74	Plate Proofs on card	Est 500	Real. 375
76i	Pair, one with wide spacing	Est 300	Real. 425
115-126	Set Complete F-UF NH	Est 240	Real. 220
172-182	in Blocks UF H, NH	Est ---	Real. 270

SUPPORT OUR MEMBER DEALERS

*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*

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

When in St. John's in October, I contacted Don Wilson as he is a member of our Perfin Study Group, and discussed with him a project that I had embarked upon and that being to try to establish whether the perfins illustrated below were in fact perfins as originally listed, or are they cancelling devices to which they have now been downgraded.



The CH perfins appear on the NFR1 series of revenues and the CSO on the NFR1, NFR10 and NFR 16 series.

Don gave me a copy of your Society Newsletter, and in discussion we thought that an article in it might result in information that could settle the matter.

Basically, if a perforation was applied before the stamp was applied to a document, it is a perfin, but if the perforation was applied after the stamp was affixed to a document and penetrated both, it is a cancelling device.

Has anyone a document with any of these stamps affixed, and if so which of the foregoing is the arrangement? Another factor that would indicate a perfin would be if the revenues exist mint, gummed and perfinned.

If anyone can be of assistance, I would appreciate hearing from them.

I would like to use your newsletter to thank Don for his kindness to me. I was not travelling by car, so he came to the hotel early one day, taking the morning to drive me to many interesting small outports outside St. John's, places I would not otherwise have seen, and then to the home of John Walsh to see if he could help me with my research.

Stamp collectors are special people!!!

Many thanks.

Marcus Fennell, Chairman
BNAPS Perfin Study Group
816 3rd Ave. N.,
Saskatoon, SK S7K 2K2

The First Train Ride May 18, 1882

It roared down the tracks at the breathtaking speed of 25 mph.

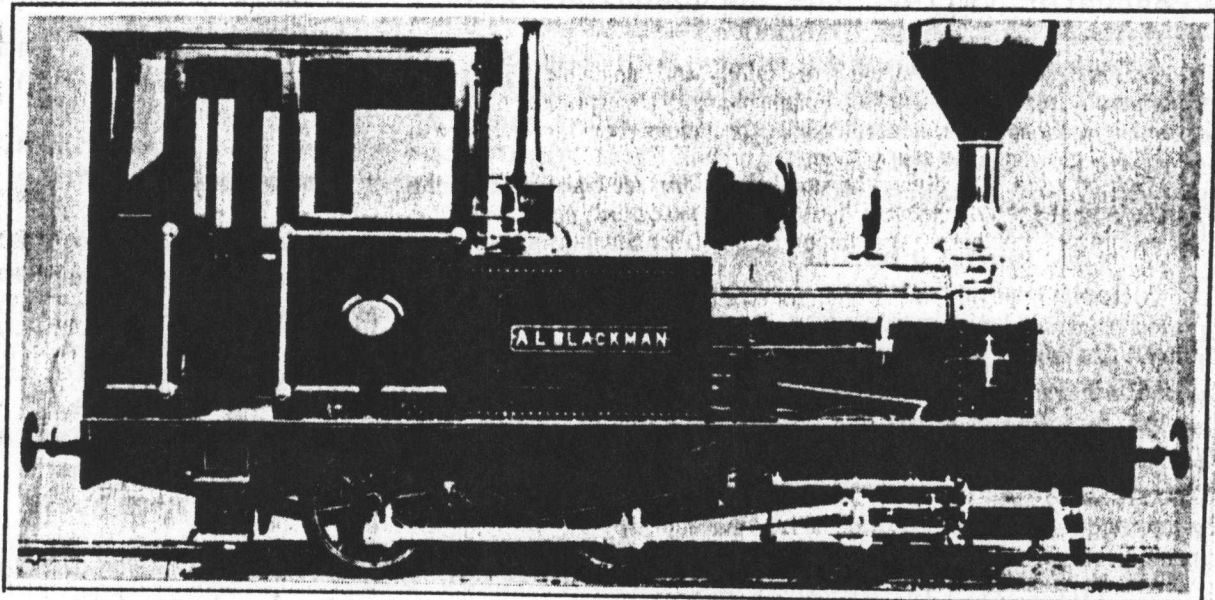
On a sunny day in May of 1882, a land transportation hallmark in Newfoundland was dutifully reported in the press and lauded by an excited citizenry. It was a train run from St. John's to where the rail tracks had been extended up to that time; a place called Donovans, about eight miles southward of the town.

It would be six years before the first regular passenger train crossed the island from the capital to Port aux Basques on the southwest coast. But that short experimental run on May 18, 1882, was touted as a spectacular event presaging a rewarding economic future for the colony.

Certainly it was choice copy for the newspapers of St. John's and Conception Bay. The press had good reason to give unlimited coverage to the unprecedented odyssey; reporters were among the privileged groups invited along for the ride by the government.

Others of that select assemblage included high-ranking political figures, headed by Prime Minister Sir William Whiteway; court officials; merchants; and representatives of the various churches. And there were some aboard the two-car train from the mass of faceless people known as the "general public."

The locomotive attached to the cars was owned by the Blackman Syndicate of America and built by a company in Leeds, England. The Reid family of railway construction fame had not at the same time entered the local train-costal boat transportation system.



Posterity was enriched because of the presence of journalists at that historic event, for the scribes, besides being eye-witnesses themselves, quoted the impressions and observations of passengers. All they saw is preserved today in vintage newspaper files.

Shortly after noon, crew and passengers boarded the train at the depot at Fort William, near where Hotel Newfoundland now stands. Each car held 60 travellers, but there were many hundreds of citizens at the station to witness the departure of the abbreviated train. Here's what one reporter wrote:

"It was really surprising to notice the alacrity and confidence with which ladies and prudent elderly fathers got on board, even though they were certain of being whirled along the steel highway at the perilous rate of 25 miles per hour. They seemed to have no distrust of the railway, the cars, the engine or the (railway) company, and they were actually laughing, chatting, joking, and even some of the younger ones flirting as the iron horse snorted and started to move. Some of the more elderly passengers were heard to remark to one another that they never hoped to live so long as to see the day when they would share in railway excursion in the land of fog and cod."

Another newspaper quoted one passenger as saying in awed tones: "I shall be surprised at nothing that takes place in the future." Remarked an elderly woman as she took her place in the elegant car with its crimson velveteed seat cushions: "This is a day I shall never forget."

The following report is from another of the town's journals: "The train was soon howling along at a rapid rate with easy fluent motion and speedily the city was left behind. Groups of people were gathered at different points along the line and gazed wonderingly and admiringly at the train. In the fields, the conduct of the startled cattle was noticeable. When the train reached the elevated ground about four miles out, the view of Freshwater Valley, the surrounding hills and the ocean in the distance was very fine."

About 25 minutes after leaving St. John's, the train reached the end of the line. The day was beautiful, with a bright sun overhead. The passengers alighted and, according to reports, spent a couple of hours rambling about the track and the roads. Refreshments were provided at a wayside inn owned by Mrs. Anne Fitzpatrick.

The train then headed back to St. John's, reaching the depot in about 20 minutes. In an editorial, one newsman said that soon people would be taking excursion trips to Holyrood, and then to Bay Roberts, Harbour Grace and Carbonear as more and more track was laid. And later, the writer added, people would be able to take a train run to Gander Lake or the "Grand Falls" on the Exploits River for angling expeditions. It was rumoured that a joint stock company was in the process of "formation for the purpose of building a first class hotel at the Grand Falls, a locality second only to Niagara."

This overly optimistic editorialist added: "Tourists would flock to this new hotel, and it would be an ideal place for honeymooners, just like Niagara."

The writer was correct in his other predictions. Rapidly the steel tracks did extend into important towns in Conception Bay and up the east coast to settlements in Notre Dame Bay where copper mining was in full swing, a vital activity in the colony's commerce. And the rail line ran into other bays linking up settlements. Finally there was a ribbon of rail from the east coast to the west. Life in Newfoundland would never be the same again.

Smallwood's Encyclopedia has an interesting entry on Donovans, the end of the railway line from St. John's for that memorable excursion in mid May of 1882.

People had been living in the area since the early 1880's but had been calling it Donovans only since the beginning of the 20th century. At first passengers to the place, only one person resided there. She was Mrs. Anne Fitzpatrick, who owned the hostile at which these early express travellers wined and dined.

As the tracks extended onward, "Anne's" changed the name on the railroad timetables to "St. Anne's" and this name held for several years. But some time shortly after 1900, the locality became known as Donovans, after a farmer of that surname who had resided there. It was also referred to as Donovans Station because the train continued to stop there.

Following that widely-reported 1882 trip to Anne Fitzpatrick's hostel, Premier Whiteway, a relentless booster of a Newfoundland railway system, was quoted in the press as being "supremely happy." But he was achieving his dream in the face of severe opposition. Whiteway had been a prominent supporter of confederation with Canada in the acrid election of 1869, when union was thoroughly rejected by the majority of Newfoundlanders.

There was talk that Canada was financing the railway and would eventually take over the colony with imposition of heavy taxes. A classic example of railway opposition surfaced in the celebrated "Battle of Foxtrap" of July 12, 1880, in which people with stones and weapons drove Canadian surveyors off their land. Police from St. John's were rushed in to quell the disturbance.

But in spite of the hostility from many quarters, Whiteway's dream became reality.

From the article by Don Morris in the
Sunday Express of June 16, 1991

BNAPEX '94

Burlington, Vermont
September 29 - October 1, 1994
The Radisson Hotel, Burlington
Telephone: 1-800-333-3333

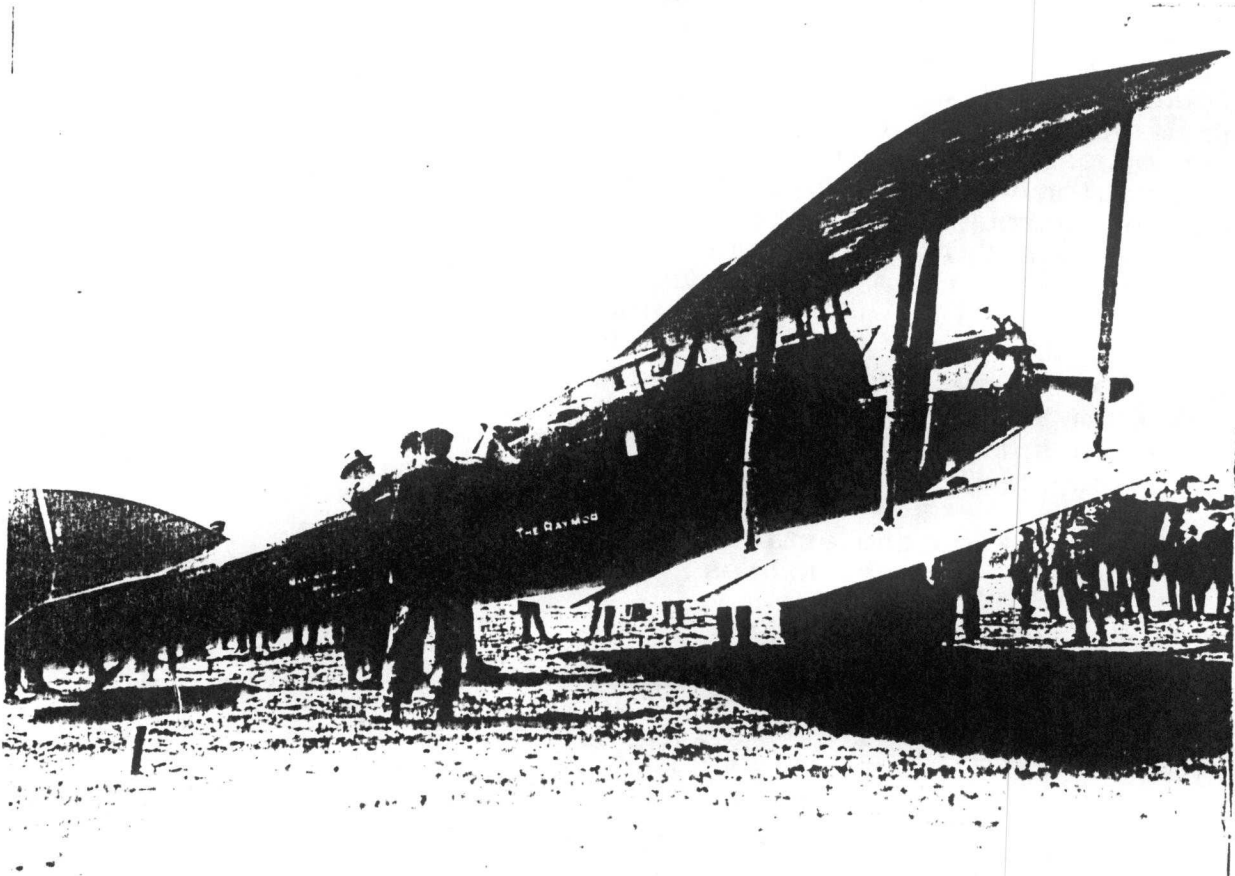
*"THE GREAT ATLANTIC AIR RACE"**PART 2**Raynam & Morgan*

On May 18, 1919, two hours after Hawker & Grieve left Mount Pearl, Newfoundland, Major F.P. Raynam, pilot, and Major C.W. Morgan, navigator, prepared to take off from the north side of Quidi Vidi Lake, St. John's, on their attempted crossing of the Atlantic Ocean.

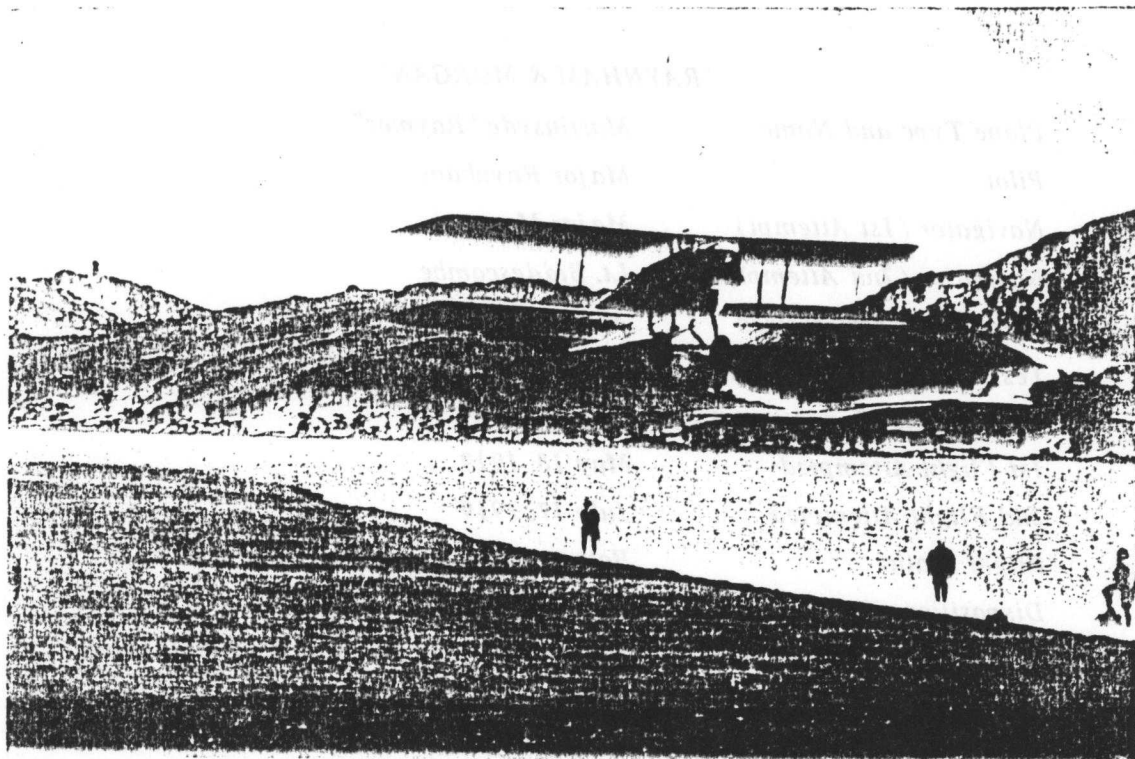
The "Raymor" was powered by a 285 H.P. Rolls-Royce Falcon 3 engine and it was capable of flying 3,000 miles at a speed of 100 m.p.h.

The "Raymor" became briefly airborne, touched down again and, as a crosswind caused them to drift, the undercarriage collapsed and the aircraft crashed.

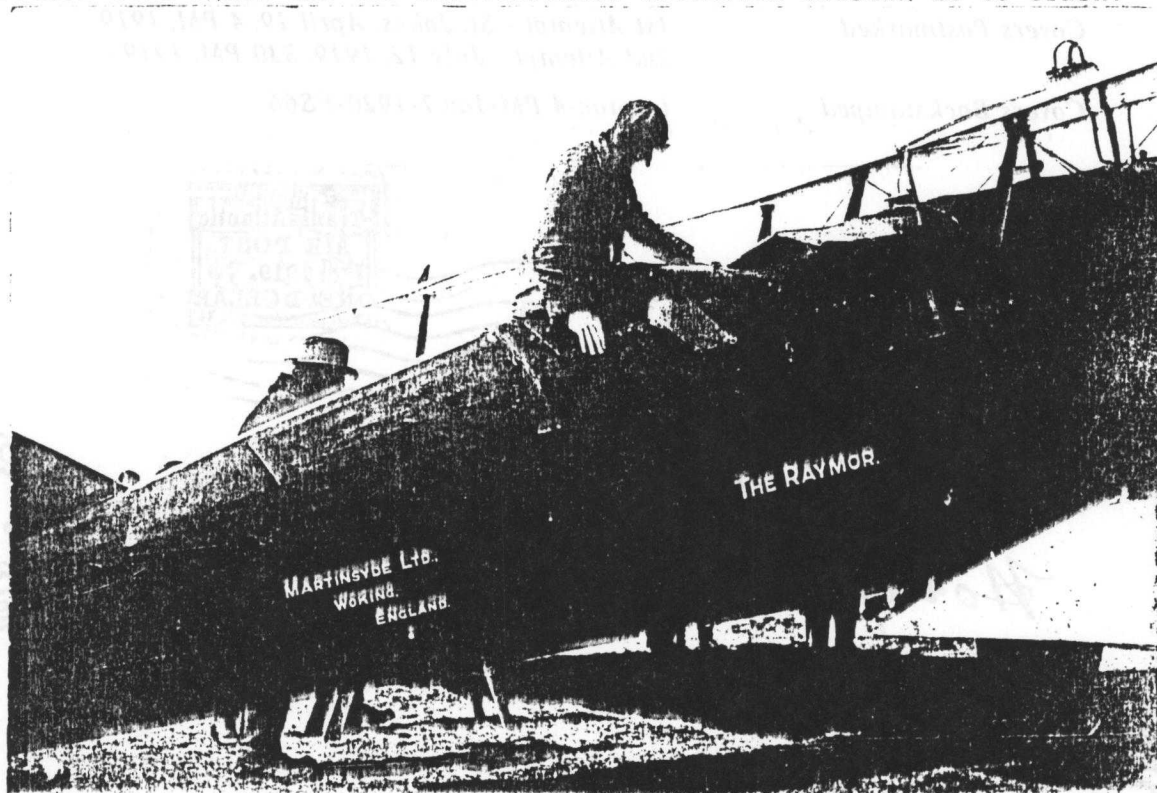
Undaunted by the first failure, Major Raynam had the damaged aircraft repaired, renamed the "Chimera", and, with Lieut. C.H. Biddlescombe replacing Morgan as navigator, a second attempt was made to take off on July 17, 1919. A few seconds after lift off at 3:15 p.m. the aircraft again crashed and was damaged beyond repair. The crew escaped serious injury. The flight was abandoned and Major Raynam returned by ship to England, taking the mail with him. The mail bag was not handed over to postal authorities until January 7, 1920, at which time the mail was forwarded to the owners.



THE MARTINSYDE 'RAYMOR' ON THE NORTH SIDE OF QUIDI VIDI LAKE,
ST. JOHN'S, NEWFOUNDLAND MAY, 1919.



The Martinsyde "Raymor" aeroplane with Major Raynam, Pilot, and Major Morgan, Navigator, taking off from the Northside of Quidi Vidi Lake, St. John's, Newfoundland, on May 18, 1919. The "Raymor" was only airborne briefly, as it touched down again and the undercarriage collapsed causing it to crash.



The Martinsyde "Raymor" with Major C.W. Morgan, Navigator, climbing into the cockpit. At Quidi Vidi, Newfoundland, May 1919

"RAYNHAM & MORGAN"

<i>Plane Type and Name</i>	<i>Martinsyde "Raymor"</i>
<i>Pilot</i>	<i>Major Raynham</i>
<i>Navigator (1st Attempt)</i>	<i>Major Morgan</i>
<i>Navigator (2nd Attempt)</i>	<i>Lt. Biddescombe</i>
<i>Plane and Crew Arrived</i>	<i>April 10, 1919</i>
<i>Test Flights 1st Attempt)</i>	<i>April 18, 1919</i>
<i>Test Flights (2nd Attempt)</i>	<i>July 4 & July 14</i>
<i>1st Flight Attempted</i>	<i>May 18, 1919</i>
<i>2nd Flight Attempted</i>	<i>July 17, 1919</i>
<i>Flight Status</i>	<i>Both attempts crashed on take-off</i>
<i>Disposition of Mail</i>	<i>Mail intact, sent via surface</i>
<i>Stamp Used (1st Attempt)</i>	<i>3¢ Caribou Issue overprinted Aerial-Atlantic-Mail-J.A.R. in manuscript</i>
<i>Stamp Used (2nd Attempt)</i>	<i>15¢ CaBot surcharged \$1.00</i>
<i>Number of Stamps Issued</i>	<i>60 (First Flight)</i>
<i>Number of Covers Flown</i>	<i>St. John's Postmark - 60 HR. Grace Postmark - 25</i>
<i>Covers Postmarked</i>	<i>1st Attempt - St. Johns, April 19, 4 PM, 1919 2nd Attempt - July 12, 1919, 830 PM, 1919</i>
<i>Covers Backstamped</i>	<i>London-4 PM-Jan 7-1920-FS66</i>

Crosbie Hotel

ST. JOHN'S, NEWFOUNDLAND



Mrs. S. Yellie

Holly Mann

Atton

Yellon

Middlemore



"THE GREAT ATLANTIC AIR RACE"

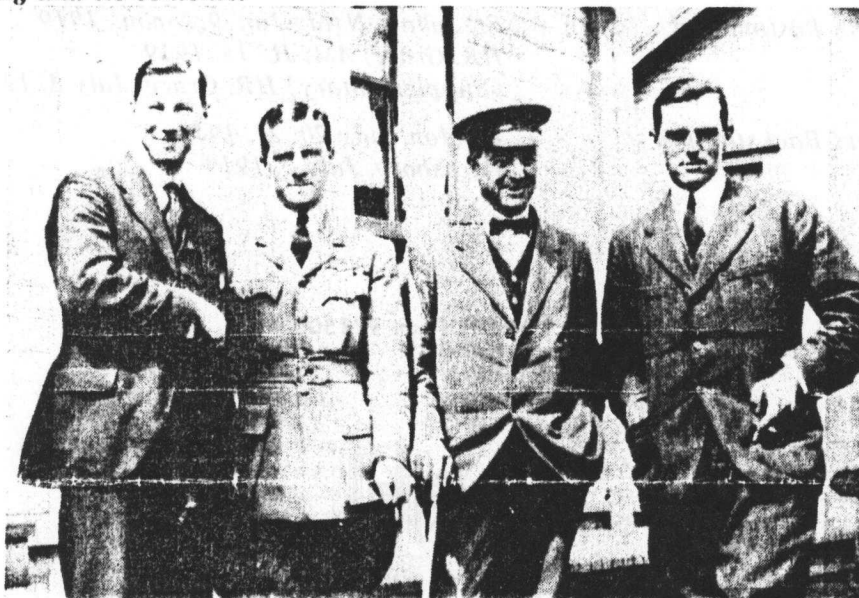
PART 3

Kerr & Brackley

The S.S. "Digby" sailed into St. John's Harbour on May 11, with the crated parts of the biplane Hadley-Page "Atlantic". The huge size of this plane caused almost a months delay in its re-assembly and first trial flights. During this time news reached Harbour Grace of Alcock & Brown's successful crossing of the Atlantic. Kerr and Brackley, the pilot and navigator, decided that they would try for Gibraltar instead.

The mail to be carried was postmarked at St. John's and Harbour Grace, bearing the \$1.00 stamp (overprinted on the fifteen cent Cabot issue) Trans-Atlantic Air Post, 1919. The mail from St. John's contained 115 letters which were added to the 119 pieces from Harbour Grace for a total of 234 pieces. Some cards and covers bore the oval cachet "Atlantic Aerial Mail", June 14, 1919, Hadley Page.

Kerr and Brackley left Harbour Grace on July 4, for Long Island, New York. Soon after reaching the mainland of Canada, the "Atlantic" crashed near Parasboro, Nova Scotia. The plane was repaired and went on to New York. After arriving in New York the plane was dismantled and sent back to England via surface, as was the mail bag and its contents.



THE CREW which manned the V-1500 in North America. Left to right: the engineer, Wyatt; pilot, Major Brackley; Vice-Admiral Kerr; and the navigator, Major Gwan.

IF NOT DELIVERED IN FIVE DAYS, RETURN TO

The Mercantile Cooperage

P. O. BOX 156

ST. JOHN'S, N.F.

Mr. Ethelbert G. Clayton-Gubens.

C/O L. Stribling, Esq.

Headland House.

Headland Park.

Plymouth. Devon.

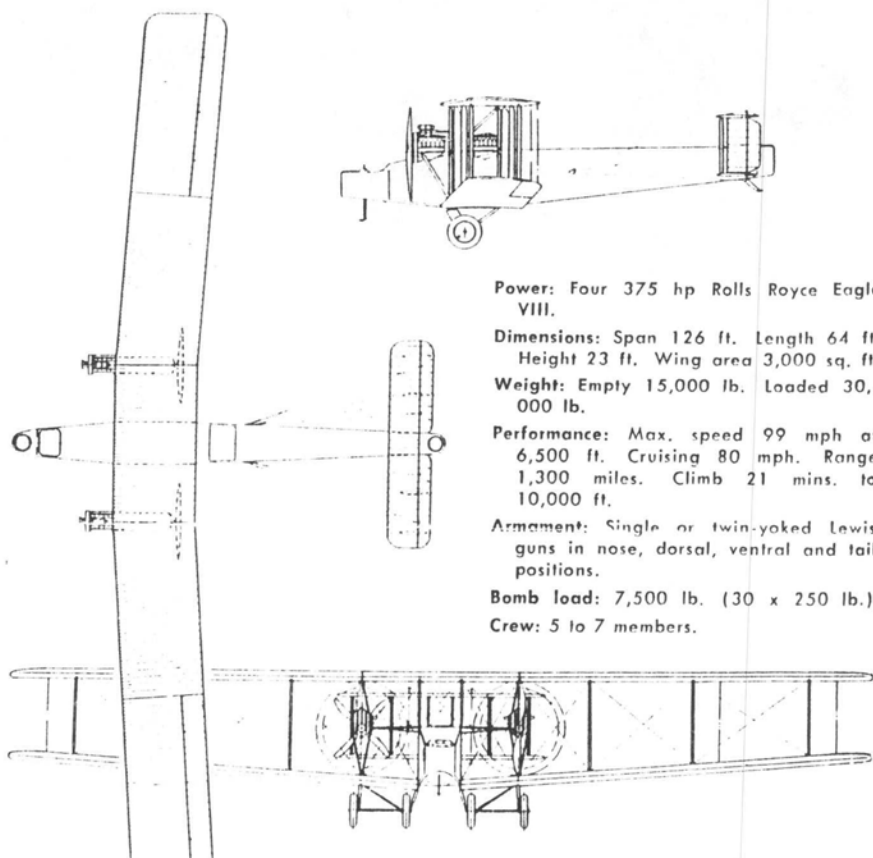
England.



Special "AIR-POST" Mail, by
"Hadley-Page" or "Vickers-Vimy Rolls"
Aeroplane. Posted June 9th. 1919.

"KERR & BRACKLEY"

<i>Plane Type and Name</i>	<i>Hadley-Page "Atlantic"</i>
<i>Pilot</i>	<i>Major Herbert G. Brackley and Admiral Sir Mark Kerr</i>
<i>Navigator</i>	<i>Major Gram</i>
<i>Plane and Crew Arrived</i>	<i>May 11, 1919</i>
<i>Test Flights</i>	<i>June 10, 1919</i>
<i>Flight Attempted</i>	<i>July 4, 1919</i>
<i>Flight Status</i>	<i>Forced Landing at Parashoro, N.S.</i>
<i>Disposition of Mail</i>	<i>Intact, sent via surface</i>
<i>Stamp Used</i>	<i>15¢ Cabot surcharged "Trans-Atlantic-Air Post-1919-One Dollar"</i>
<i>Number of Stamps Issued</i>	<i>Part of Alcock & Brown Issue</i>
<i>Number of Covers Flown</i>	<i>St. John's (115) HR. Grace (119)</i>
<i>Covers Postmarked</i>	<i>St. John's, Nfld., Jun. 9, 5 p.m., 1919</i> <i>HR. Grace, AM, JU 14, 1919</i> <i>(Supplementary) HR. Grace, July 3, 1919</i>
<i>Covers Backstamped</i>	<i>London, July 20, 21, 1919</i> <i>Parashoro, July 7, 1919</i>

Handley Page V/1500

Power: Four 375 hp Rolls Royce Eagle VIII.

Dimensions: Span 126 ft. Length 64 ft. Height 23 ft. Wing area 3,000 sq. ft.

Weight: Empty 15,000 lb. Loaded 30,000 lb.

Performance: Max. speed 99 mph at 6,500 ft. Cruising 80 mph. Range 1,300 miles. Climb 21 mins. to 10,000 ft.

Armament: Single or twin-yoked Lewis guns in nose, dorsal, ventral and tail positions.

Bomb load: 7,500 lb. (30 x 250 lb.)

Crew: 5 to 7 members.