

THE NEWFIE NEWSLETTER
OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS

Number 48

May/June 199

EDITOR'S NOTES

Welcome to the 48th edition of our Newsletter. Summer is almost here so I hope you have a "good one".

In this issue you will find the final part of the "Great Atlantic Air Race", the beginning of a great article on the "Corks and other Cancellations found on Newfoundland First Cents Issues", and article by a new member Bob Dyer on "Dating the Use of the First Provisionals" plus a few titbits.

I have no "Auction News" for this Newsletter as none has arrived from the latest Auctions (April-May).

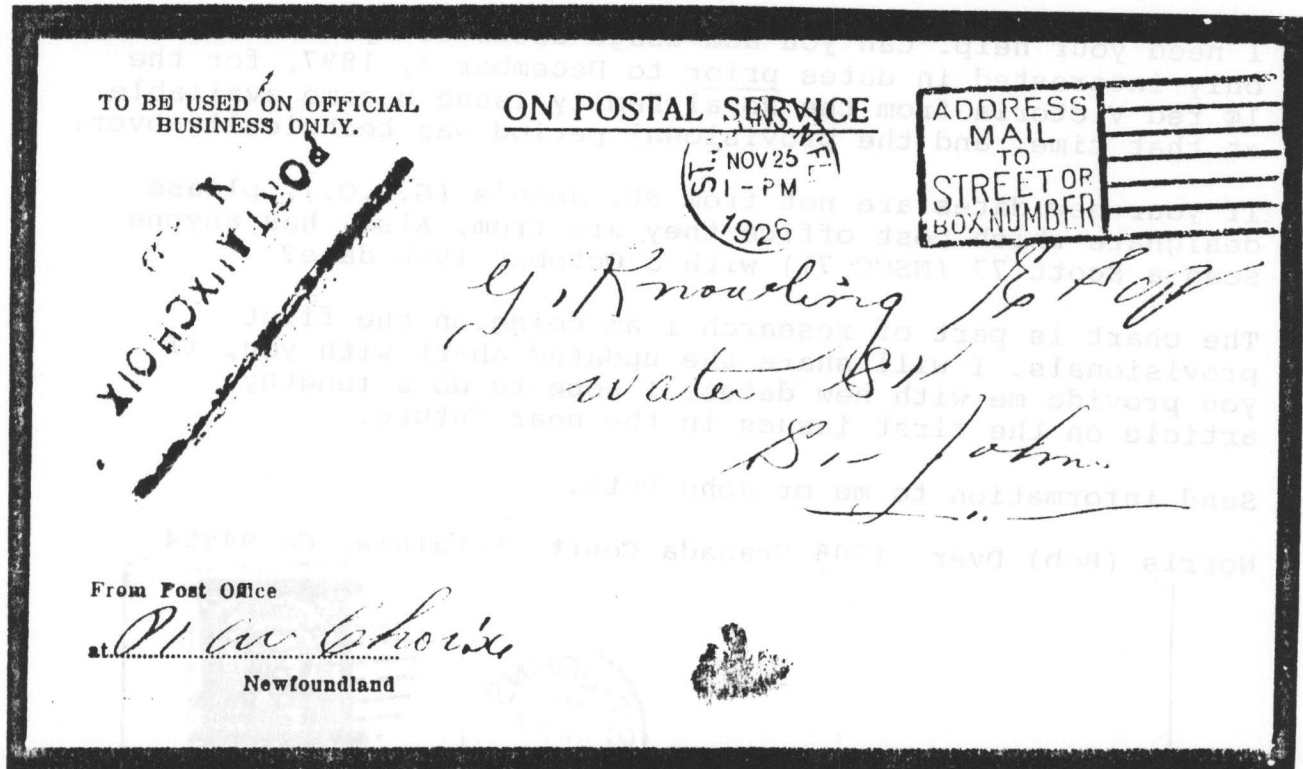
WELCOME NEW MEMBERS

Andre Gauthier, 7290 Pelletier, Brossard, PQ, J4W 2R1

Chris Matthews, 840 Winthrop Drive, Yarley, PA, 19067, U.S.A.

Timothy G. Ostrum, 5428 - 152 Avenue, Edmonton, Alberta, T5A 2M1

Norris R. Dyer, 1708 Granada Ct., Petaluma, CA, 94954, U.S.A.



An official cover from the Post Office at Port au Choix addressed to St. John's November 25th. 1926. It has a straight line Cancel of Port aux Choix

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

DATING THE USE OF THE FIRST PROVISIONALS

In October of 1897, Newfoundland postal officials found themselves without 1¢ stamps, due to speculation on the 1¢ Cabot issue. This ultimately led to the first provisionals being issued in mid-October (Scott 75-77, NSCC 69-71).

In previous issues of the Newsletter (September/October 1990 and August/July 1991) Dean Mario has listed dates of use for the **PAID ALL** handstamp, and his results are repeated in the accompanying chart - I have added one date, November 4, 1897. Much of the literature claims that the **PAID ALL** was used to supplement the provisionals but Mario has shown that to be incorrect. Actually, **PAID ALL** handstamps were used prior to the availability of the surcharged stamps, and in a supplemental fashion starting only on October 20, 1897.

Most experts date the first usage of the provisionals as October 19, 1897 at the G.P.O. Robert Pratt uses this date, as well as John Walsh. It was a Tuesday. Dean Mario has speculated to me that maybe there are covers from Monday, October 18th, but has anyone seen one?

I need your help. Can you add usage dates to my chart? I am only interested in dates prior to December 4, 1897, for the 1¢ red Victoria from the Royal Family Issue became available at that time, and the provisional period was technically over.

If your new dates are not from St. John's (G.P.O.), please designate which post office they are from. Also, has anyone seen a Scott 77 (NSCC 71) with a October 19th date?

The chart is part of research I am doing on the first provisionals. I will share the updated chart with you, if you provide me with new dates. I hope to do a lengthy article on the first issues in the near future.

Send information to me or John Butt.

Norris (Bob) Dyer, 1708 Granada Court, Petaluma, Ca 94954



G. H. Dickinson

221 Peel St

Montreal

1897 USE OF PAID ALL & PROVISIONAL ISSUES UNTIL AVAILABILITY
OF 1¢ VICTORIA ON SATURDAY, DEC. 4.

PAID ALL (PER D. MARIO)	SCOTT #75-77 USAGE (FROM RESEARCH)	SUNDAYS
9-24	10-19	9-26
9-27	10-20	10-3
9-29	10-21	10-10
10-1	10-22	10-17
10-2	10-23	10-24
10-12	10-25	10-31
10-13	10-27	11-7
10-14	10-29	11-14
10-15	11-1	11-21
10-16	11-2	11-28
10-18	11-5	12-5
10-20	11-11	
10-21	11-12	
11-3	11-22	
11-4	11-27	
11-26	12-3	
11-27		

PAID ALL used exclusively through 10-18. Provisionals used only on 10-19. PAID ALL used to supplement them from 10-20 on.

*Robson have: "A Walk Down Memory Lane," PostHorn International
2:1, Feb 1994*

In 1922 I met V.F. James who was well known for his sale of country lots. He had a dubious reputation because he used to include a good forgery in many of his collections and collectors would think it was a bargain and subsequently find out it was not. James collected pottery and was highly indignant when someone sold him some fake china.

Another auctioneer I met at this time was A.W. Tyrrel and we became good friends and used to work together at various exhibitions.

In 1923 there was an International Stamp Exhibition held in London in May and H.F. Johnson gave me a job. I fear it was rather a menial one, consisting of emptying the ash trays in the Jury Room. I remember Arthur Hind of Utica, New York, showed at the exhibition, and had armed guards positioned next to his exhibit of British Guiana which greatly infuriated the British viewers. At the exhibition I met Alexander J. Sefi who was to become a good client and he was a partner of P.L. Pemberton. Another person I met was Adrian Hopkins who was a lifetime friend and at that time a stamp dealer in Bath. I also met Mrs. Anson McCleverty who was a large lady who collected airmails and I had one other lady collector of this subject, Winifred Gaskill.

At Harmer Rooke's auction I bought a copy of the Newfoundland Hawker, pinned to an envelope. I took the cover home, took out the pin, ironed the stamp so that the pin holes closed and then stuck it back on the cover. Mrs McCleverty was very anxious to buy a Hawker on cover and I explained to her that I had removed the stamp that had been pinned to the envelope and placed it back in its correct position, having closed the pin holes. She was delighted to buy it for £100.

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

Corks and Other Cancellations Found on Newfoundland "Cents" issues : 1865-1898
by David Piercey

The following tables are an attempt to classify the variety of cork and other fancy cancels found on the Newfoundland "Cents" issues of 1865-1898 produced by the American and British American Bank Note companies. Based on a sample of about 200 copies selected for such cancels, I have attempted to copy (by tracing) these markings from each stamp or cover, and eliminate any obvious duplication. The accuracy of the tracings has been limited by my own visual interpretative skills, and by the lack of a sufficient quantity of full and complete strikes.

Cork cancels appear on all the various "Cents" issues. According to Pratt (1985) when Newfoundland switched to decimal currency in 1865, "Pence" issue stamps continued to be used as postage until the first decimal issues appeared almost a year later. Pence issue stamps used during the decimal period were cancelled with various large corks of about 23-25 mm. in diameter to denote proper prepayment. Subsequently, as Pratt relates, as the decimal issues were introduced the larger corks gave way to smaller 20 mm. corks. In the accompanying classification, items 2.1 and 2.2 are likely examples of these larger corks.

The cork cancels include a variety of types which can be classified in similar categories to those used to describe other BNA cancels. As much as possible, I have relied on Jarrett for commonality of terms, but have also used terms like "footballs" and "sunbursts", which have some currency among British collectors. Within each category the strikes are listed approximately chronologically, based upon the years of issue of the stamps they are found on, or upon known strikes on dated covers.

Included in the listing are items which may not have been designed as cancels but instead as rate markings, and which perhaps have incidentally either served as cancels or inadvertently ended up striking a stamp. The large script "3" (item 6.1) and the "Paid 5 Cents" (item 6.8) markings likely fall in this category. Also, without seeing the cancel on cover it is virtually impossible to know if the cancel was applied in Newfoundland or instead has been applied at some foreign destination. For example, item 6.3 could be a portion of a British "Foreign Branch" cancel. Others among the corks listing could similarly be of foreign origin.

A major difficulty is encountered in attributing these cancels to a particular town or outport due to the real scarcity of covers from the outports, particularly before about 1890. Much of what can be attributed is due to the research of Pratt and is found in his listings in his *Nineteenth Century Postal History*. The majority of the cancels that can be attributed have been to St. John's, properly so given that so much of the Newfoundland mails originated in St. John's and that the vast majority of surviving covers from this era are St. John's covers. Perhaps the fact that St. John's was periodically subject to devastating fires during this period accounts for the paucity of surviving outport mail.

The St. John's cancels are of great interest in their own right. Many of the early cancels were fabricated from earlier G.P.O. type date stamps introduced during the late 1840's. That is, the corks themselves were inserted into a holder made up of the outer portion of the G.P.O. date stamp. Consequently when struck the cancel often shows portions of the original identifying information. Pratt believes that as the original date stamps wore out they then saw service as cork holders, and uses this practice to indicate the frugality of the islanders. I have in my collection a "nude" strike on a 1¢ 1877 roulette issue which seems to suggest that the old G.P.O. hammers were used as cancellation devices even without an accompanying cork insert. Perhaps the cork simply fell out! In the present article, all of these "G.P.O. ring" cancels have been attributed to St. John's as they all

apparently have been made from old St. John's postmarking devices.

Because the corks fall readily into a few classifications, it is tempting to wish to ascribe a particular type to an individual postal clerk. Certainly the family of leaf cancels which occur within a short period of time in the 1880's lends itself to such speculation.








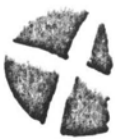




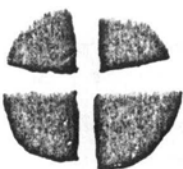

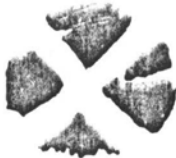
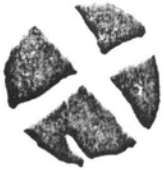
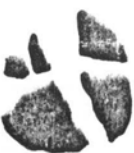




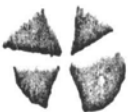

By the end of the Nineteenth Century the usage of cork cancels was declining in Newfoundland, though the occasional strike can be in fact found up to the time of Confederation in 1949. I believe that most of this decline can be attributed to the introduction of the generic killer, the 9-bar circle (item 10.9) introduced in 1888 and distributed to all but the very smallest post offices. The late 1880's corresponds to the beginning of the period of rapid postal expansion in Newfoundland and it would be expected that this killer was distributed at the same time as the Pritchard and Andrews date stamps began to be distributed. Consequently, the most recent corks found in this listing are more likely to have originated in some small centre or other than they would have from the major towns.

This listing includes corks not reported by Pratt, the majority occurring in the post-1880 issues. There are undoubtedly others. It is hoped this listing will spur collectors to identify and report others that they may have in their collections.

1. QUARTERED CORKS

Type	Found On	Attributed To
1.1 G.P.O. Ring	5¢ (1865)	St. John's
1.2 22 mm. Ring	12¢ (1865); 13¢ (1865); 1¢ (1871)	St. John's, 1870
1.3	13¢ (1865); 5¢ (1868); 1¢ (1871)	
1.4 G.P.O. Ring	12¢ (1865); 5¢ (1868)	St. John's, 1866
1.5	12¢ (1865); 13¢ (1865)	Hr. Grace, 1868
1.6	13¢ (1865)	
1.7	13¢ (1865)	
1.8	1¢ (1868)	
1.9	2¢ (1865); 6¢ (1870)	Twillingate, 1874
1.10 G.P.O. Ring	3¢ (1870); 6¢ (1870)	St. John's, 1871
1.11	12¢ (1870)	
1.12 G.P.O. Ring	3¢ (1873)	St. John's
1.13	10¢ (1875); 1¢ (1880); 3¢ (1887)	
1.14	3¢ (1877)	
1.15	3¢ (1880)	
1.16	3¢ (1880)	
1.17	3¢ (1887)	

1.18	3¢ (1887)	
1.19	4¢, 15¢ Cabot (1897)	
1.20	8¢ Cabot (1897)	
1.21	15¢ Cabot (1897)	
1.22	1/2¢ Royal Family (1898)	
1.23	1¢ Royal Family (1898)	

1.1  G.P.O. Ring	1.2  22 mm. Ring	1.3 	1.4  G.P.O. Ring	1.5 
1.6 	1.7 	1.8 	1.9 	1.10  G.P.O. Ring
1.11 	1.12  G.P.O. Ring	1.13 	1.14 	1.15 
1.16 	1.17 	1.18 	1.19 	1.20 
1.21 	1.22 	1.23 	<i>To be continued</i>	

"THE GREAT ATLANTIC AIR RACE" PART 4

Alcock & Brown

The last of the contestants to arrive were Alcock & Brown. They arrived in St. John's on May 24, 1919 on board the S.S. Glendevon. On May 26, the plane was uncrated and ready for a test flight. Bad weather in St. John's kept the test flights from operating until June 9, and again on June 12.

The "Vickers Vimy" bomber with Capt. John Alcock as pilot and Lt. Arthur Whitten Brown as Navigator, left Lester's Field in St. John's on June 14. After great difficulty on take-off, the plane soared off over the Atlantic, bound for Ireland. Sixteen hours and twelve minutes after take-off, they landed in a bog outside Clifden, Ireland.

The mail carried on this aircraft consisted of 196 covers franked with a special stamp. The 15¢ of the 1897 series was imprinted with the words, "Trans Atlantic - Air Post - 1919 - One Dollar". Covers are dated St. John's, June 10, 11, 12 and 13, 1919. Mail consisted of 196 letters, delivered in London, England on June 17, 1919.

Alcock and Brown received the Daily Mail prize of 10,000 pounds for their flight. They were presented with this by Mr. Winston Churchill who was Secretary for Air at the time. On June 21, 1919, Alcock and Brown were knighted by King George V at Buckingham Palace.

Sir John Alcock died in a crash of a Vickers "Vimy" bomber at Cote D'Evrard, France on December 18, 1919. Sir Arthur Whitten Brown died on October 3, 1948.



Alcock and Brown after their flight. Capt. Alcock, a model enthusiast, and Lt. Brown holding the first Trans-Atlantic air mail bag

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Sundays from
SUPPERS
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JAZZING
PRINCE'S
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Sunday NIGHT EXTRA Evening Telegram

No. 143.

TELEPHONE
Main 1000 and 1001

SUNDAY, JUNE 15, 1919.

PRICE THREE-HALF-PENCE.

GREAT BRITISH AIR TRIUMPH

Vickers-Vimy-Rolls Machine Crosses the Atlantic.

LANDS IN IRELAND THIS MORNING.

CLIFDEN, IRELAND, Sunday.

Captain Alcock and Lieut. Brown, the Atlantic fliers, in Vickers-Vimy-Rolls bombing machine arrived at Clifden (Galway), West of Ireland, shortly before 10 a.m. to-day, after about 16 hours' flight.

The landing was very difficult owing to the boggy nature of the ground.

The fuselage was buried at the nose.

Captain Alcock said: "We are tired of this, alone in the fog and drizzle, sometimes discovering that I was flying upside down. The wireless propeller blew off soon after leaving St. John's, and we were much jammed by strong wireless signals not intended for us."

Both occupants are in good spirits.—Wireless Press.

CONGRATULATIONS FROM HAWKER.

BRITISH SUPREMACY MAINTAINED

AN AMAZING ACHIEVEMENT.

"(Telegram Special)
Mr. Hawker, once by a representative
of the "Sunday Evening Tele-
gram" today, said:
"I think it is a very, very big
achievement."
"They must have had exceptionally
good weather to enable them to main-
tain the wonderful speed through
which they did."

MISS KENNEDY DELIGHTED.

A DAY OF BITING AT HER
BATHING HOME.

Major D. H. Kennedy, father of
Miss Kennedy, to whom Lieutenant
Brown is shortly to be married, gave
a representative of the "Sunday
Evening Telegram" the following
message this afternoon:
"After a night of great anxiety we
are greatly relieved and de-
lighted at the news, more espe-
cially in view of the fact that the avia-
tor has succeeded in reaching the
place that he aimed for, namely,
Clifden."
"The flight, of course, a great
achievement, 17 hours for 4,000
miles."



We in Britain are proud and
proud to day. Every great deed

AERO CLUB'S WELCOME.

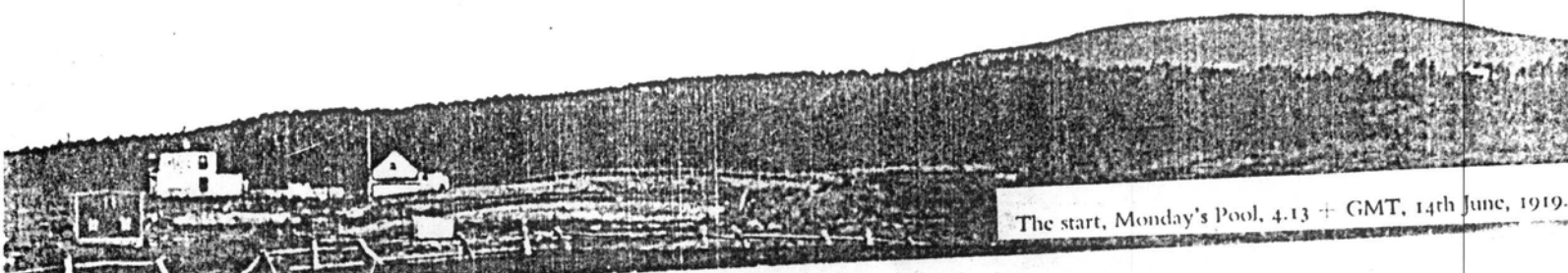
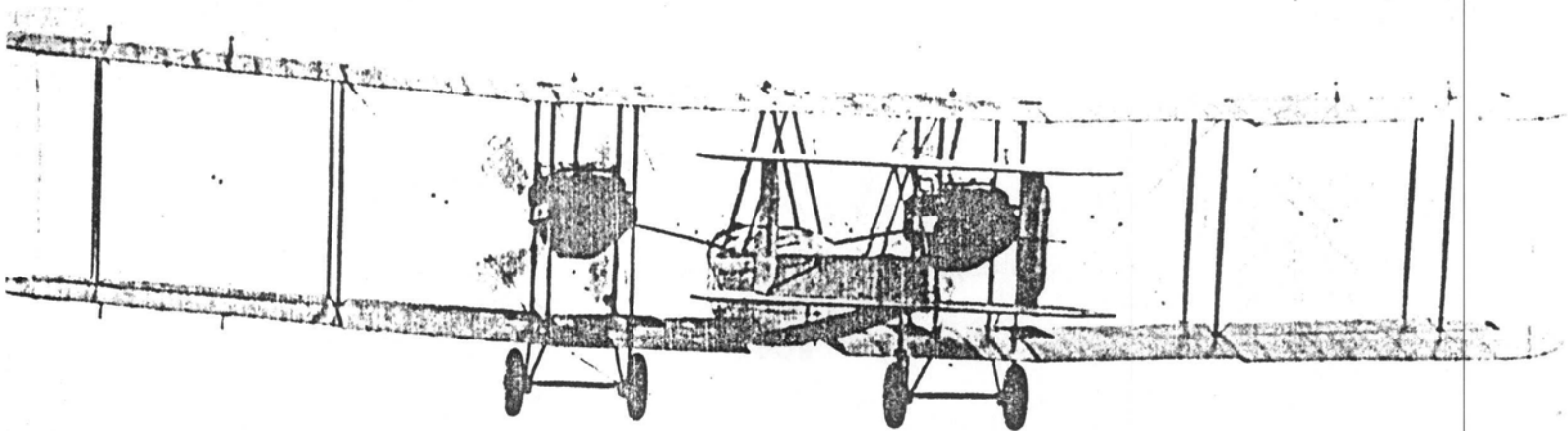
PREPARATIONS FOR ARRIVAL IN
BY LONDON.

The Aero Club has received a
message from the Vickers-Vimy-Rolls
machine, and preparations are
being made to receive the avia-
tor on his arrival in London.
The Aero Club has received a
message from the Vickers-Vimy-Rolls
machine, and preparations are
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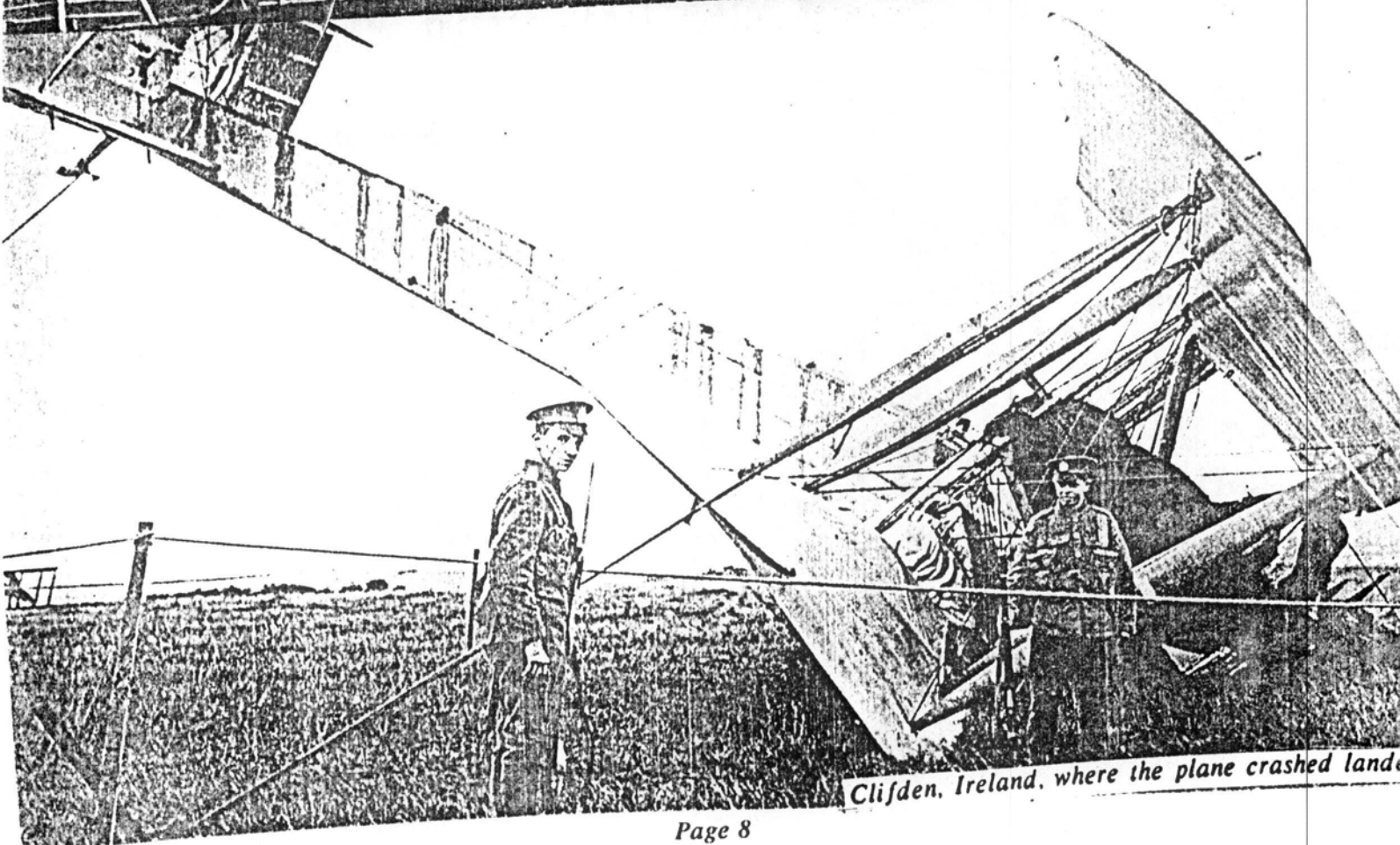
R 34'S SUCCESSFUL TRIAL.

ATLANTIC FLIGHT IN A FEW
DAYS.

Last night, at about nine o'clock,
the great machine R 34 was being
worked at the Vickers-Vimy-Rolls
factory, on a trial flight in order
to test the machine's engine and
wireless machine prior to proceeding
across the Atlantic.
The machine was carried out
over the factory's engine room, in-
spected by a flight over the Bank of
York, and it is understood that the
trial proved very satisfactory from
every standpoint.
The machine will probably receive
the Transatlantic flight in a few days.



The start, Monday's Pool, 4.13 + GMT, 14th June, 1919.



Clifden, Ireland, where the plane crashed landed



"ALCOCK & BROWN"

Plane Type and Name	Vickers Vimy
Pilot	Capt. John Alcock
Navigator	Lt. Whitten Brown
Plane and Crew Arrived	May 24, 1919
Test Flights	June 9, 12, 1919
Flight Attempt	June 14, 1919
Flight Status	Flight completed landing at Clifden, Ireland
Disposition of Mail	Mail intact, sent to London
Stamp Used	15¢ Cabot surcharged "Trans-Atlantic-Air Post-1919-One Dollar"
Number of Stamps Issued	9,970
Number of Covers Flown	197 pieces
Covers Postmarked	St. John's 10, 11 June
Covers Backstamped	London, June 17, 1919, EC

