

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

**Number 89**

**July/August 2001**

**EDITOR'S COMMENTS**

**THIS ISSUE**

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**SWAKOPMUND, Anybody?**

New member, David Eisenhower, seeks help about the item shown. He has a complete set of 1897 Cabots with full circle CDS cancels from 9/6/01 with a cancel that seems to be **SWAKOPMUND**. Now there is a town of that name in what was once German South-West Africa (until 1920) – now the country of Namibia. The town still has a German-like resort, and is at the mouth ("mund") of the Swako River. Did some Newfoundlander on vacation in 1901 have a set of Cabots cancelled there? Send any ideas to David at:

7030 SW Kaufman Drive, Beaverton, Oregon, U.S.A. 97007



**BNAPEX2001 NEWFOUNDLAND STUDY GROUP MEETING**

Another member, Sammy Whaley, will introduce a significant new research project.-

**A Study of Newfoundland's Cents Issues of 1865-80 On Cover.** Among other things, when completed, it will update Robert Pratt's famous 1989 study – **Newfoundland Cents Issue Covers**. Sammy will introduce himself, and stress the importance of members' help in the undertaking. He'll detail what he has done so far and provide an outline of how he sees the study structured. **All members attending BNAPEX2001 in Ottawa are encouraged to attend!** Our meeting is scheduled for Friday, August 31, from 10:30/11.45 A.M. in the "Large" room. Don Wilson will chair meeting.

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**Support Our Dealer Members:**

J.C. Michaud, Box 31248, Halifax, Nova Scotia, B3K 5Y1

Gary Douglas, 2675 Hayfort Cty. Mississauga, Ontario, L5K 1P8

R. L. McGillivray, Stanley Stamps, 1096 Richard's St. Vancouver, B.C. V6B 3E1

John Jamieson, Saskatoon Stamp Center, P.O. Box 1870, Saskatoon, Saskatchewan, S7K 3S2

Chairman/Editor: Norris (Bob) Dyer, 1708 Granada Court, Petaluma, Ca 94954 [nrdyer@home.com](mailto:nrdyer@home.com)

Treasurer: Martin Goebel, 79 Highland Dr., St. John's, Nfld, Canada A1A 3C3

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**MOON LISTINGS**

Sixth installment, in alphabetical order. See issues 83-84 and 86-88 for previous listings.

54300	POOLS ISLAND	53002	POSTVILLE
Y621	POOLS ISLAND	Y647	POSTVILLE
54305	PORT ALBERT	Y654	POUCH COVE
Y622	PORT ALBERT	54345	POUND COVE
54310	PORT ANNE	Y618	POUND COVE
Y631	PORT ANSON	54350	PRESQUE
Y624	PORT AU BRAS	Y656	PRINCETON
Y626	PORT AU CHOIX	54354	PURBECKS COVE
Y630	PORT AU PORT	Y660	PUSHTHROUGH
Y635	PORT BLANDFORD	54360	QUEENS COVE
Y640	PORT DE GRAVE	Y670	QUEENS COVE
Y242	PORT ELIZABETH	54362	QUIRPON
54320	PORT HOPE SIMPSON	Y671	QUIRPON
Y651	PORT HOPE SIMPSON	Y673	RALEIGH
54322	PORT KIRWAN	Y675	RAMEA
Y645	PORT REXTON	54370	RATTLING BROOK
Y650	PORT SAUNDERS	Y676	RATTLING BROOK
Y655	PORT UNION	54375	RED BAY
Y625	PORT-AUX-BASQUES	Y679	RED BAY
Y643	PORTLAND CREEK	54377	RED COVE
40829	PORTLAND CREEK P.A. 1	Y684	RED HARBOUR
54330	PORTUGAL COVE	54380	RED HEAD COVE
Y652	PORTUGAL COVE	Y683	RED HEAD COVE
54335	PORTUGAL COVE SOUTH	Y680	RED ISLAND, PB
Y653	PORTUGAL COVE SOUTH	54535	REEFS HARBOUR

*THIS LIST WILL BE CONTINUED IN THE NEXT ISSUE*

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**BNAPEX2001 WILL FEATURE LIVE STAMP AUCTION!!**

At BNAPEX2001, in Ottawa from Aug31<sup>st</sup> to Sep2nd, a public auction will be held, featuring specialized BNA material. It's an opportunity to sell unwanted stamps or covers to members at a live auction. It will be conducted with the donated support of Ian Kimmerly and his staff. A colour catalogue will be passed out to all attendees as well as being posted on the BNAPS website, with a maximum of 1,000 lots. Net proceeds will be used to reduce Convention costs.

Here's how it works. The entire bid will go to the Consigner, and reserves may be placed on any lot. Consigner fees are simple - \$100 per sold lot and \$50 per unsold lot. The more valuable the lot, the greater the savings to the Consigner. The auction will be called at 5PM on September first.

If you are interested in consigning one or more lots, they need to be received in Ottawa not later than August 30<sup>th</sup>, but the earlier the better, as lot descriptions will be posted on the website as soon as material is available, possibly starting in July. A Consignment form is available on the BNAPS website ([WWW.BNAPS.org](http://WWW.BNAPS.org)). Alternatively, the form may be obtained from Andy Ellwood at Box 83004, Vista Centre, Ottawa, Ontario K1V 1A3. You may contact Andy by telephone with any questions at (613) 737-2137, in the evening.

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**CLAYTON-COUSENS' ALCOCK COVERS**

**Bob Dyer**

BNAPS member, Rod MacLennan, of Truro, Nova Scotia, has sent us pictures of correspondence relating to the 1919 Vickers-Vimy and Handley-Page flights. The covers were sent to England by Mr. Clayton-Cousens of St. John's, and one enclosed letter demonstrates his desire to prove they were actually flown across the Atlantic. He was successful in part, as we'll see. Rod obtained the material from Clayton-Cousens' grandson in the 1980's.

Much has been published before in the **Newsletter** on the Vickers-Vimy and Handley-Page flights, as well as elsewhere, so I won't spend much space, or your time, reconnecting the dots, so to speak.

IF NOT DELIVERED IN FIVE DAYS, RETURN TO  
**The Mercantile Cooperage**  
P. O. BOX 156  
ST. JOHN'S, N.F.



Mr. Ethelbert G. Clayton-Cousens.  
C/O L. Stribling, Esq.  
Headland House.  
Headland Park.  
Plymouth. Devon.  
England.

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

***Cover Carried on the Handley-Page Flight***

Postmaster-General, J. Alex. Robinson, authorized the 15¢ Cabot stamp to be surcharged to ONE DOLLAR for mail to be carried aboard competing transatlantic flights. C.H.C. Harmer, in **NEWFOUNDLAND AIR MAILS** explains:

"Mail for the pending Atlantic flights was accepted at the St. John's Post Office on June 9 'after 10.30 a.m.' but all letters cancelled on that date...were reserved for the Handley-Page machine and sent by rail to Harbour Grace.

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All letters postmarked at St. John's from June 10-13 inclusive and bearing the \$1 Provisional were carried on the successful Vickers-Vimy flight on June 14-15."

Ethelbert G. Clayton-Cousens' letter inside the cover pictured on the previous page (per MacLennan) was dated "June 9<sup>th</sup>. 1919", and destined for the Handley-Page flight. He wrote:

"L. Stribling, Esq.  
Headland Park.  
PLYMOUTH. ENGLAND.

Dear Mr. Stribling:

As I have the unique opportunity of forwarding some mail by 'TRANSATLANTIC AIR POST' I have just written you and Mrs. Stribling under separate cover.

As I am a stamp-collector, I am desirous of having one of the first letters to land in England by Aeroplane. With this object in view, I am addressing this letter to you, asking you if you will be good enough to open the letter, endorse the letter with your signature, also the face of the envelope, stating the time you received it, and have a friend witness it. Is this asking too much?

The letter I have just written you, is one for your own collection or if you are not a Stamp collector it will be a real curio worth having in later years.

The 'HANDLEY-PAGE' Mail to be dispatched on tomorrow, Tuesday June 10<sup>th</sup>, 1919, will be forwarded from Harbour Grace, (some 63 miles from the city) by the Handley-Page Aeroplane.

The 'VICKERS-VIMY ROLLS' Mail is also to be dispatched at once, (probably about the same time) from Quidi Vidi, this City. It will therefore be interesting to have this mail reach you by 'AIR POST' which will be the first direct non-stop flight from this Island to our Mother Country, therefore this will be one of the first letters to reach you.

Trusting you will grant my request, and again extending our heartiest Greetings and Good Wishes to you and family.

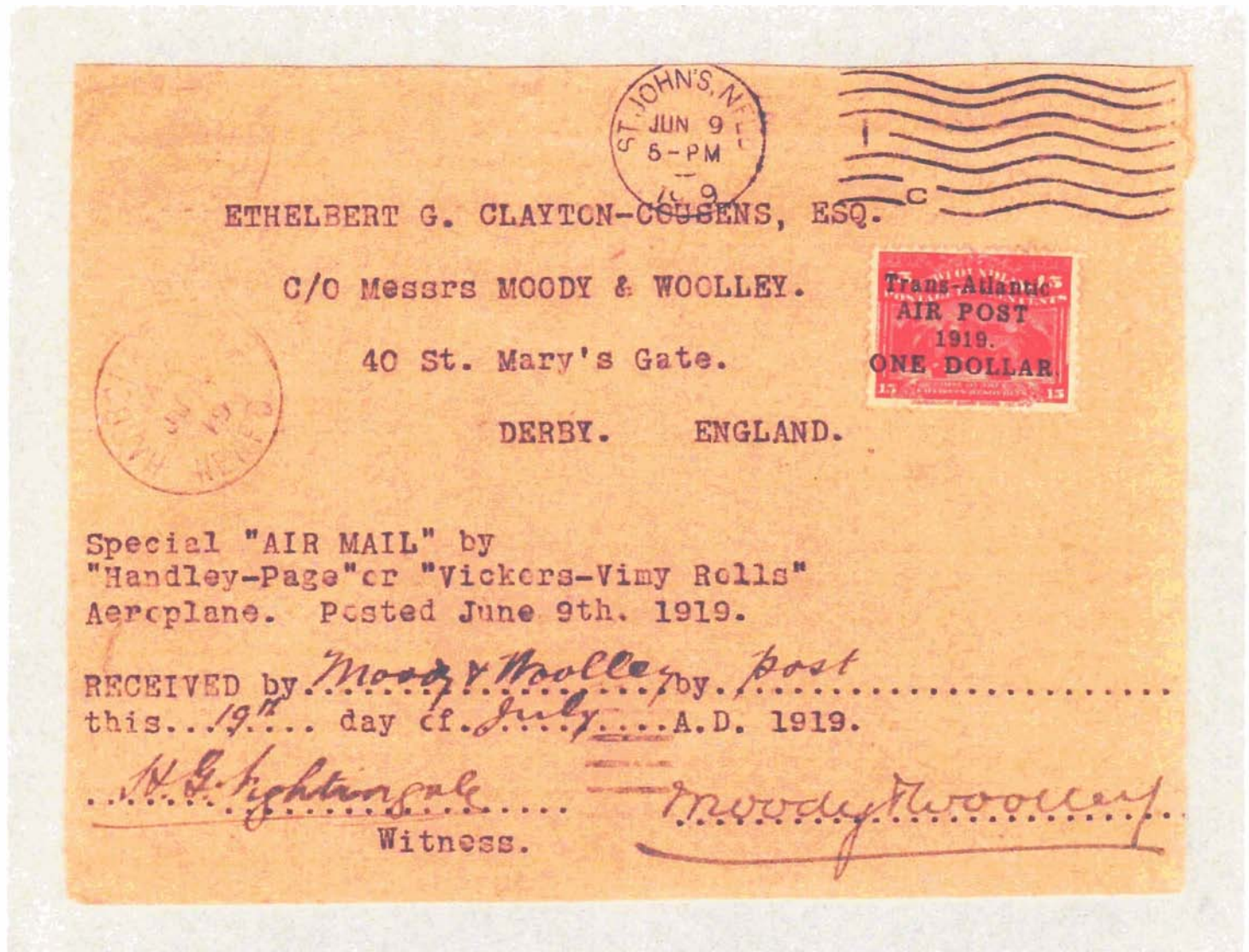
I am, Yours Sincerely.  
Ethelbert G. Clayton-Cousens"

As you'll note, the face of the envelope was *not* signed. The Handley-Page flight left Harbour Grace on July 4, 1919, and crashed in Parrsboro, Nova Scotia. After repairs it eventually made it to New York by October. The mail was taken from Parrsboro by train to New York on July 11<sup>th</sup> and carried aboard the Mauretania, arriving in England around July 20, 1919. MacLennan provided me a picture of another Handley-Page cover (obviously part of the same correspondence) *that did get signed and witnessed* – see the next page!

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***Another Handley-Page cover by Clayton-Cousens Duly Witnessed as Requested***

The above cover can be identified by the **JUN 9** postmark as one carried on the Handley-Page flight. The date of receipt is odd, however, as Harmer indicates backstamped covers are from July 20-21, in London. How then do we get a receipt date of the 19<sup>th</sup> in Derby? Also, the stamp is not tied, although the cancel and postmarks are authentic.

On the next page you will see another Alcock cover, this time postmarked **JUN 11**, and carried on the successful Vickers-Vimy flight by Alcock and Brown. The envelope is addressed to the same firm, but the enclosed letter by Clayton-Cousens is handwritten, dated "*June 11<sup>th</sup>/19*", and directed to "*My Dear Roy*".

"As I have the unique opportunity of dropping you a line by Aeroplane I am taking the opportunity of doing so. I am now at the General Post-Office, Water Street, this city, and propose sending this via 'Derby England' to your address.



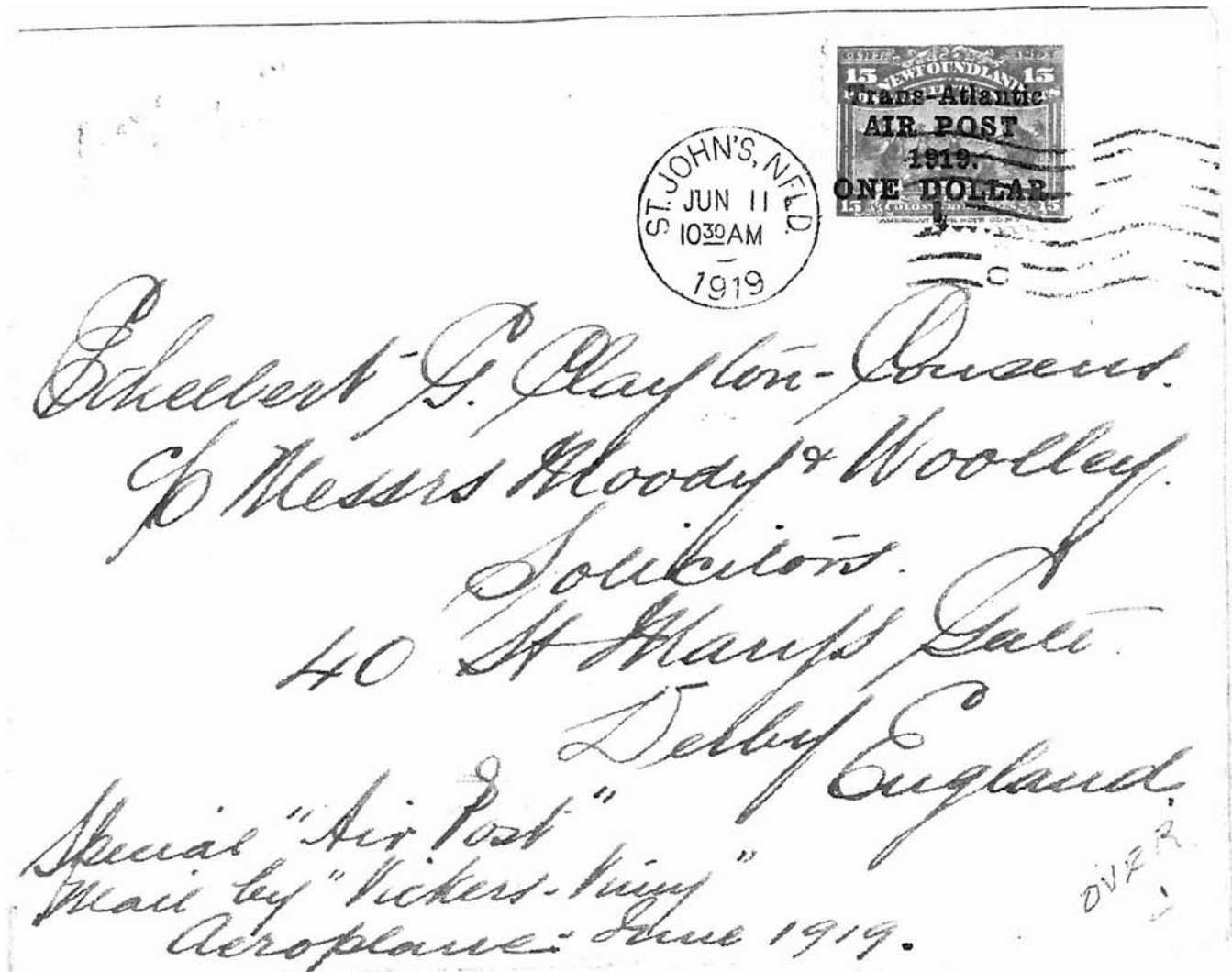
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The 'Vickers-Vimy' Air Mail closes within a few minutes, and the Aeroplane starts at once on the Transatlantic Flight and should this reach you safely on return from England it will be a curio worth having for your stamp collection."

This time, Clayton-Cousens signed the letter as "Dad".



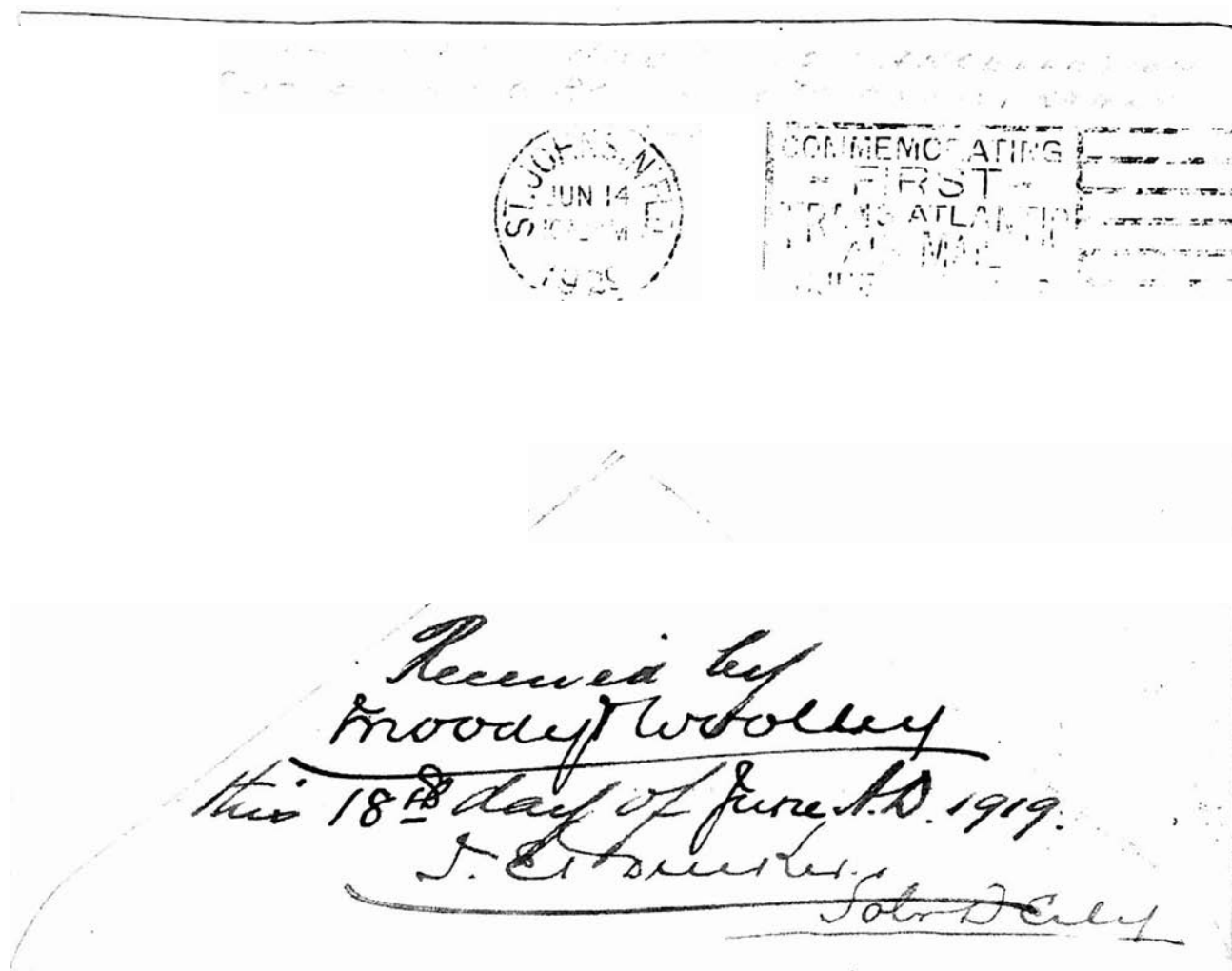
**Cover from Clayton-Cousens Carried on Vickers-Vimy Flight Cover**

The actual take-off from St. John's was from Lester's Field, and delayed by weather until the afternoon of June 14, 1919. Although mail directed to London was backstamped June 17<sup>th</sup>, other mail is not usually backstamped. The next page shows the reverse of the above cover.

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**Vickers-Vimy Cover Duly Notarized And Witnessed**

The faint machine postmark at the top was done in 1929 on the tenth anniversary of the successful flight and was initialed by Clayton-Cousens.

MacLennan also provided a copy of a short, typed note from Moody & Wolley from June 18, 1919, enclosed in the cover when it was returned to Clayton-Cousens in St. John's. This final piece reads:

"It is very gratifying to the British Public that Capt. Alcock and Lt. Brown were successful in their flight across the Atlantic in the Vickers Vimy Aeroplane.

We have this morning received the letter dispatched by the Air Post and have Completed the receipt on the back thereon and send same herewith."

**The Study Group thanks Rod MacLennan for sharing this historical correspondence with us!**

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**NEWFOUNDLAND'S POSTAL STATIONERY 1873-1941- Horace W. Harrison**

**Page 20**

ST-JOHN'S POST OFFICE AUXILIARY MARKINGS

**NOT-KNOWN**

ST-JOHN'S, AP 19, 88

PRINTED NOTICE TO A CHURCH MEMBER



PLATE  
POSITION  
NINE

MANUSCRIPT "NOT KNOWN/KING'S ROAD"

**ADVERTISED-NOT CALLED FOR**

MESSAGE DATED "ST. JOHNS RAILWAY STATION"

"NOV 28<sup>TH</sup> 1890"

MANUSCRIPT FREIGHT ADVICE FROM Fwy. AGENT



PLATE  
POSITION  
SEVEN



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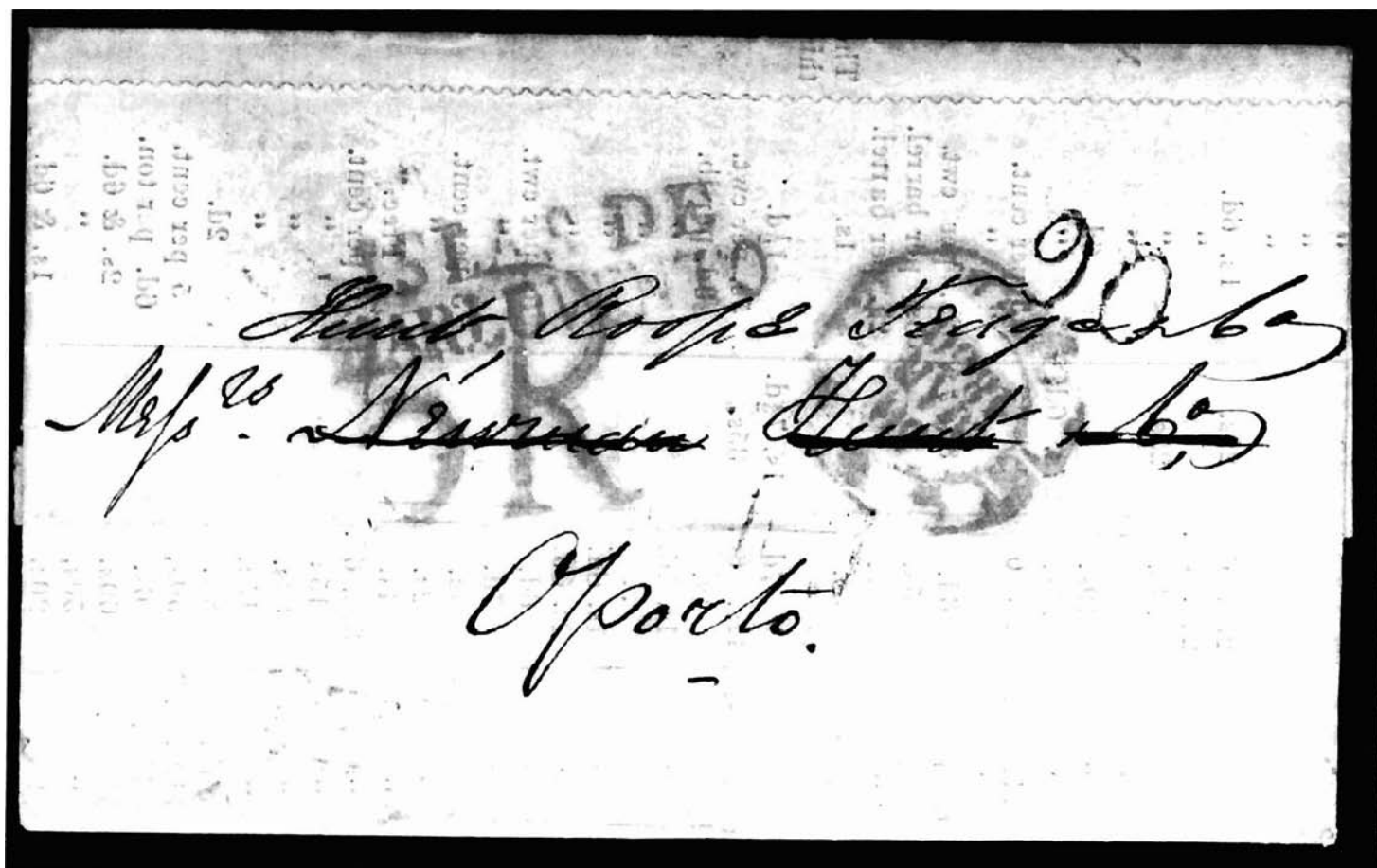
**A TRANS-ATLANTIC RARITY**

The associated folded letter, or to be precise, "**Prices Current**", from St. John's must have followed one of the most circuitous routes possible before completing its journey to Oporto in Portugal.

Its origin was the export and import Company of C.F. Bennett of St. John's, Newfoundland. The introductory letter written as a frontise-piece to the circular was printed on January 1<sup>st</sup> 1850, whilst the accompanying list of current prices were those applicable as of January 31<sup>st</sup> 1850.

The letter would have been handed to the master of a trading vessel, in this case most likely of Spanish origin. Maybe it was a fishing boat that had been trawling for cod on the Grand Banks. The vessel set sail from St. John's, bound for Havana, the capital of the Spanish Colony of Cuba in the West Indies. There it might well have been delivering part of a cargo of salted cod.

Upon leaving Havana the master's voyage took him across the Atlantic Ocean to his home port of Cadiz, Southern Spain, or the letter might have changed vessels in Havana. It would have been handed over to the Spanish Postal Authority at Cadiz where the red ink circular postmark **Cadiz 30 March 1850** was struck. Also applied in the same ink was the two-line **ISLAS DE / BARLOVENTO** that signified that the letter has entered Spain from the Island of Cuba ( below) *Continued next page.*



**Front of Letter**

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The literal translation of "Islas De Barlovento" is "Windward Islands". A Spanish charge mark of **5R** (Reales de Vellon) was also applied to the front and was the Spanish Rate for a letter entering Spain from Cuba. Unlike the convention of most countries Spanish unpaid marks were recorded in red rather than black. The letter was then forwarded via the Spanish border town of San Lucar de Barrameda, on the southern border with Portugal, through Lisbon to Oporto. On the reverse of the folded letter (below) was struck the Spanish transit town mark in the three-line format **S.L.B. / ANDALUCIA / VAXA**.

The letter then followed the main road from the Spanish border to the capital city of Lisbon where the postmark of **April 5 1850** was struck. It then went north to Oporto where it arrived and was postmarked on **April 7 1850**. Note that the city name is shown as **PORTO** in the postmark. The overall transit time from the date of the letter at St. John's to its receipt at Oporto was 66 days.

At this time a Postal Treaty existed between Spain and Portugal that set a single rate item from Spain at 45 Reis collect. Added to this would have been the 5 Reales, also converted to 45 Reis, Trans-Atlantic charge applied at Cadiz to make the final fee of 90 Reis to be collected from the addressee at Oporto. The **90** handstamp is struck in blue on the front of the letter.

**Colin D. Lewis, Swansea U.K.**



**Reverse of Letter**