

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

Number 112

May/June 2005

EDITOR'S COMMENTS

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Horace Harrison**



THE CHALLENGE OF LEADTIMES

As Editor, I am responsible for putting together the master for each Newfie Newsletter. I then send it to J. Don Wilson in St. John's. Don arranges for copying and distribution, which takes quite a bit of time. Our goal has been to get the newsletter in your hands by the beginning of the time period on the header, whenever possible. The master of this newsletter was sent to Newfoundland before April 15th. *Sometimes that makes it awkward for me as Editor.* A prime example is the situation of the Vimy. Shakedown flights in California have not yet been completed. Will the craft function properly so they can head for Newfoundland on time for a mid-June Atlantic crossing? For those of you on the Internet, check their website for more timely news – www.vimy.org

COLIN D. LEWIS WINS PRATT AWARD!!

Lewis wins Pratt award

Colin D. Lewis of Swansea, Wales, is the winner of this year's Pratt award from the Collectors Club of Chicago.

The club presented the award to Lewis for his article "Newfoundland-Oporto Mail 1810-1865," which was published in *BNA Topics*, the journal of the British North America Philatelic Society.

The award, which includes a cash prize of \$1,000, is named for Newfoundland collector, researcher and author Robert H. Pratt.

The award is given annually to the author or authors of what is judged to be the best philatelic article on Newfoundland published during the past year. ■

Congratulations to Colin! The article is from LINN'S STAMP NEWS of April 4, 2005.

OUR DEALER MEMBERS

J-Claude Michaud, P.O. Box 31248, Halifax, Nova Scotia B3K 5Y1

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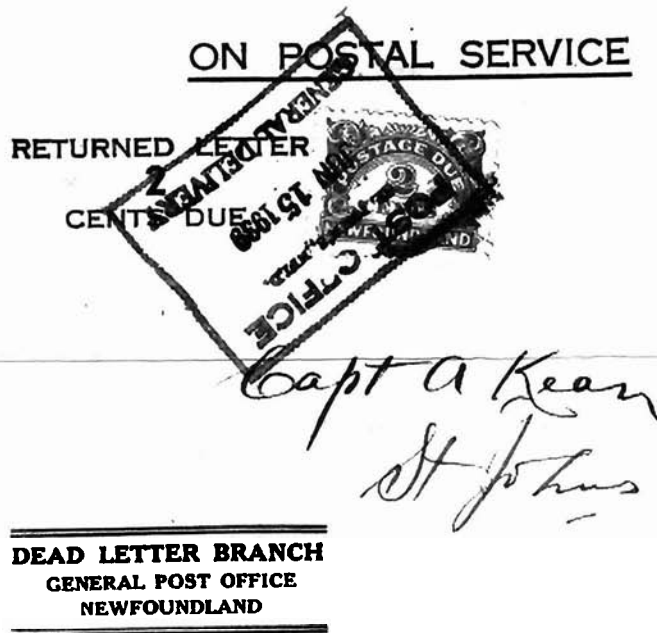
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POSTAGE DUE ENVELOPE TO CAPTAIN KEAN - The Editor



The above postage due envelope sold on ebay in late December for \$299 (U.S.). One seldom sees these items. Horace Harrison's exhibit book on Newfoundland Postal Stationery shows four types. This appears to be Type II. Below is the seller's description, edited for space.

Likely [the addressee is] the same Captain [Abram] Kean and most famous/infamous Newfoundland mariner as described in the Centre for Newfoundland Archive:

Born: 8 July 1855 on Flowers Island, Bonavista Bay, Newfoundland
Died 18 May 1945 in St. John's, Newfoundland

In 1889, Kean became the captain of his own sealing ship, the Wolf...By 1934, his career total reached one million pelts and his many accolades included the Order of the British Empire.

Kean was first elected to the Newfoundland House of assembly, as the reform member representing Bonavista in 1889...When then Prime Minister of Newfoundland, James Winter, formed the Department of Marine and Fisheries in 1898, Kean was asked to serve as the very first Minister...

Despite his records and his significant contribution to politics, Kean may be remembered most for his involvement in the 1914 sealing disaster. On 30 March that year, Kean was the skipper of the Stephano and his son, Westbury, was in command of the Newfoundland. A crew of men was sent from the younger Kean's ship to the Stephano in order to receive directions to a patch of seals. Despite the fact that a storm appeared to be brewing, Abram told the men where to find the seals and instructed them to return to their own ship when they were done. The storm became significantly worse but each captain assumed the men were safe on the other's ship and, because neither ship was equipped with a radio, no search was sent out. With no shelter, food, or protective clothing, the men spent fifty-three hours stranded on the ice before being spotted by the Bellaventure.

Of the 115 men and boys involved, 78 died of either exposure or drowning and 11 of the survivors were permanently disabled. A government inquiry found Abram Kean partially responsible but he was not punished and he continued to hunt until his retirement twenty-two years later.

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VICKERS-VIMY HOPES TO RECREATE 1919 FLIGHT IN JUNE – Editor

Here are a few paragraphs from www.vimy.org as of April 8, 2005:

John LaNoue and the Vimy team work to complete final modifications to the Vimy necessary for the transatlantic leap...with a heavy shakedown scheduled to occur immediately thereafter i.e. first two weeks of April

Resources, weather and time permitting the preferred routing is to proceed from California to Victoria...and then eastward across Canada, in a memorialization of the WWI Battle of Vimy Ridge for which the Vimy was named...

Failing a transcanada routing the Vimy will find its way to St. John's Newfoundland through the U.S. to Toronto and through the maritimes to St. John's...or by the shortest flyable "Great Circle" route. In all cases, arrival in Newfoundland is scheduled for late May, early June. The Transatlantic attempt itself will be made as soon thereafter as weather, logistics and aircraft permit.

If an Atlantic attempt is not possible this spring/summer, the Vimy will "over winter" in Newfoundland and try again in June of 2006.

Sylvia Ficken of the St. John's Philatelic Society has designed the envelope see below.



This design has been approved by David Holbook for Vimy Restoration, Inc. The cover (within the cover) was actually carried on the 1919 flight. Canada Post has promised a special cancel (also designed by Sylvia) and the Canadian 15¢ stamp honoring the 50th anniversary of the 1919 flight (Scott #494) will be used with contemporary definitives to make the air mail rate to Ireland. Here are the mail proposals to Vimy (See Next Page):

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VIMY FLIGHT (Concluded) NOTE: All terms below subject to negotiation with Vimy!!!

1. St. John's Newfoundland Philatelic Society (club) will coordinate mail in St. John's
2. Design of envelope is seen below [see prior page]
3. 1969 Canadian stamp commemorating 50th anniversary of first flight will be one of the stamps making up the air mail rate to Ireland
4. It's estimated 250 3 5/8 X 6 1/2 inch envelopes will weigh two pounds
5. Lightweight nylon airmail bag would be used to secure envelopes
6. Special slogan cancellation will be provided by Canada Post
7. Club will pay for cacheted envelopes and postage
8. Covers will be numbered #1 – 250 [*Late development, 4-18-05 Vimy now proposing 500 covers*]
9. Pilot and co-pilot will sign first 60 of these 250 envelopes. #1 – 20 given to VIMY, signed covers #21 – 60 go the Club. #61 –100 go to VIMY & #101-250 to the Club
[*Late development, 4-18-05, all covers to be signed, 250 to Vimy and 250 to club*]

THE FAMOUS STEVE FOSSETT IS SCHEDULED AS PILOT!!

10. Club, through contacts in Ireland, will pick up mail and see it is backstamped and returned to owners with covers belonging to VIMY given to crew in Ireland
11. Cost of signed and unsigned envelopes to collectors will be determined. [*Under Vimy's new proposal, all covers would be signed*].
12. Club will coordinate publicity regarding Special mail with VIMY, before release
13. Club members can provide tours to VIMY crew and staff, and introductions to local and provincial officials

Here are our coordinators:

- **Roger Squires** of the St. John's club will coordinate the preparation of the envelopes, ensure signatures, deal with Canada Post, and see mail is loaded aboard. A number of other club members are involved including Sylvia Ficken and Martin Goebel.
- **Colin Lewis** is in contact with the Irish Air Mail Society which will send a member to pick up the mail near Clifden (unclear which airstrip will be used yet) and see mail is returned here. Colin is also making contact with Irish Post to ensure some sort of receiver is applied.
- I am the overall coordinator with Vimy Restoration, which is headquartered in the San Francisco area (along with the Vimy). I am seeking a written contract with them.

As I mentioned on Page 1, it is not a 100% certainty that the flight will take place, but the Vimy people are optimistic and we are also proceeding optimistically. --- Bob Dyer, April 8, 2005

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NEWFOUNDLAND POSTAL HISTORY JANUARY 1857- JUNE 1893 - COLIN LEWIS

Provinces – Nova Scotia

Page 24

Single Letter Rate Port-to-Port 4 Pence Sterling Per ½ Ounce



St. John's December 17th 1864

Note: The latest of the four recorded covers of this franking.

Double Letter Rate Port-to-Port 8 Pence Sterling Per Ounce



Carbonear December 31st 1860

Notes: There are no previously recorded covers at this Rate to the Provinces.
John W Smith was Manager of St. John's Union Bank and in the 1860's
he helped establish agencies of the Bank in Halifax Nova Scotia.

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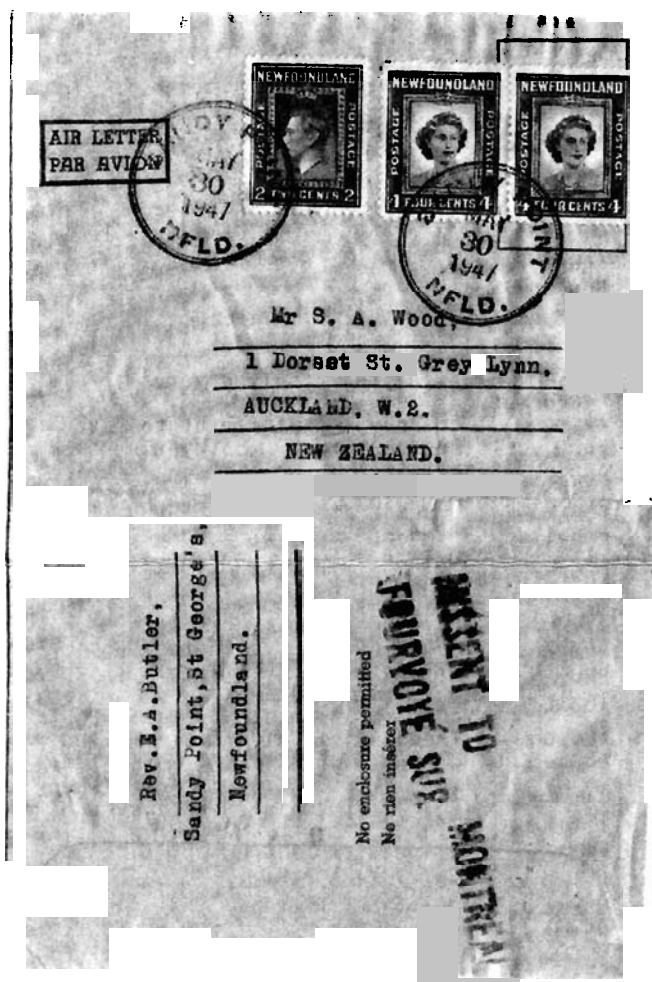
May/June 2005

A FEW NEWFLD. AIR LETTER SHEETS --- Dean Mario

Little has been written specifically on Newfoundland's various "civilian" air letter sheets. Issued shortly before Newfoundland joined Confederation, these air letters are an interesting area of Newfoundland postal history. This article will not detail them to any great extent, as I shall leave that up to the specialists, but a recent auction purchase of a few adds to their story.

The following illustrated air letters presumably came from the estate and collection of former BNAPSer and study group member, A.N. Peatman. Given the fact that these air letters survive intact, they are doubly interesting because of the presence of an inside message. Sent from well-known dealers to their customers, they give us an insight into their transactions.

Figure 1 and 1a were sent in 1947 from Reverend E. A. Butler to one of his customers in New Zealand. Note the slanted address lines sometimes seen on these examples. Figure 1 also bears a bilingual auxiliary marking **MISSENT TO MONTREAL** on the reverse. (Continued next Page).



Sandy Point,
St George's,
Newfoundland.
May 29th 1947

Mr S.A.Wood,
1 Dorset St.,
Grey Lynn,
Auckland, W.2.
New Zealand.

Dear Sir:

I have just received your Air Letter of May 19.

I am sorry, but I forgot to give you credit for the \$20.00 that you sent on Sept 25th 1946.

I trust that you have now received the stamps sent on March 25th. With the credit of \$20.00 your debit is now \$19.95.

I have no bisects, stampless covers or imperf between varieties, No booklets or 77 on cover available.

Please advise what you want of the new 4c, issued April 21, and the new 5c to be issued June 24th. — 25% over face and postage.

Yours faithfully,

E. A. Butler
Rev. E. A. Butler

Figure 1 and 1a. Note Rev. Butler no longer had any "bisects, stampless covers or imperf between Varieties, No booklets or 77 on cover..."

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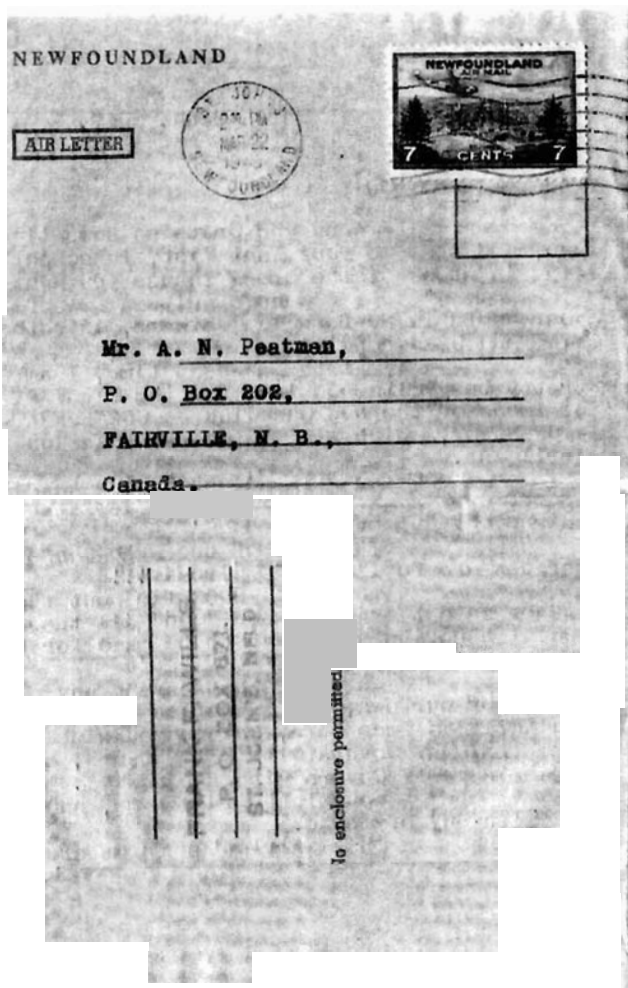
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A FEW NEWFD. AIR LETTER SHEETS (Continued) - Dean Mario

This letter (Figure 1a) includes some interesting observations. Note that Butler charged a reasonable "25% over face plus postage" for Newfoundland's "last issues" (Scott #269 and #270). Butler had just turned 75 so I suspect, because he did not have much of the more "exotic" material requested by his customer, he was slowly downsizing his stock (or at least the more scarce and expensive pieces).

The other example was issued in February 1949. It was sent by dealer Frank F. Wills to A.N. Peatman. The letter is particularly interesting as it reveals some of the contemporary social history and controversy in Newfoundland at the time of Confederation. Wills' position on Confederation couldn't be more evident given his succinct sarcasm expressed in the March 22, 1949 air letter (Figure 2 and 2a). He also details his philatelic observations, too, and notes the disappointment of the "new" Canadian 4¢ stamp (Scott #282). He also noted that the air letters were "just out" and explains their future usage. In a post-Confederation usage of June 1949 by Wills, he seems to be "all business" and his political commentary is non-existent (did he accept the inevitable?). He commented that the air letters are "now obsolete". (Concluded next page).



FRANK F. WILLS.
P. O. BOX 671.
ST. JOHN'S, Nfld.
March 22nd. 1949.

Dear Mr. Peatman:

When you wrote me some time ago, and sent me your Want List, I had nothing in stock of the OLDER Issues you wanted.

I now have quite a few of your wants in Newfoundland Stamps, in both MINT and USED condition.

At the present time, I am pretty busy with bookings for the FIRST DAY of Issue of the New Canadian 4¢ CONFEDERATION Stamp, which will be on sale HERE on April 1st.

We will not be having ANY stamp, or stamps of OUR OWN to celebrate this WONDERFUL event!!

The most of the NFID-Confederates are feeling SICK already!!!

They will SOON find out that CANADA is not "SANTA-CLAUS," and all these SOCIAL benefits will have to be paid for by THEMSELVES!

As we are not having any stamps of our own, I will not be sending you ANYTHING from here, unless you wish some LAST DAY Covers with NFID stamps, or some FIRST DAY Covers with the new 4¢.

You might AIRMAIL me, should you wish any of these.

These Airletter Forms are just out, but they will be re-placed by Canadian on March 31st. They are only supposed to be Used on mail for Great Britain.

With My Best Regards, Sincerely,

Frank F. Wills

Figure 2 and 2a. Note Wills' social commentary about Confederation.

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A FEW NEWFLD. AIR LETTER SHEETS (Concluded) – Dean Mario

Air letters are another study area within Newfoundland's postal history. They are equally collectible because their "insides" are sometimes just as interesting as their "outsides".

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A FEW BALBO PRICES REALIZED



Balbo block (from my collection)

In #110, I ran an article on the Balbo stamp (Scott #C18) being chosen as a "Tip of the Week" in **LINN'S STAMP NEWS**. I have collected a few prices realized in U.S. dollars from January auctions and eBay.

Singles (Catalogue \$325): VF, hinged, \$173, 184, 184, 196, 197, 210, 275 & 282. Average = \$213, 66% cat.

Single, Used (Catalogue \$325): VF, \$220, 68% cat.

Block of four (Catalogue \$1900): VF, never hinged, \$1428, 75% cat.

On cover (Catalogue \$800): VF, \$518, 960 (ebay = 20 bids!). Ave. = \$739, 90% cat.

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SHEET OF 100 OF BEAUTIFUL 1897 1¢ RED VICTORIA – The Editor



400,000 of Scott #79 were released in December 1897 but few sheets are still intact.

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NEWFOUNDLAND'S POSTAL STATIONERY 1873-1941 – Horace Harrison

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