

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

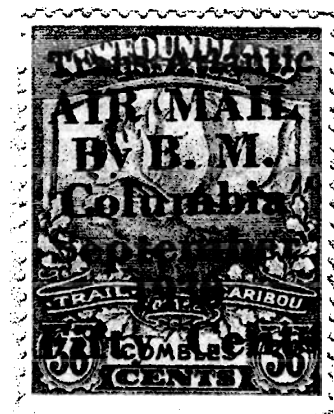
Number 116

January/February 2006

EDITOR'S COMMENTS

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IN WITH THE NEW MEMBERS!!

Welcome new members of the Newfoundland Study Group that joined in 2005. They are Phil Bialobzyski, J. William Davis (who has already provided some nice material for the Newsletter), John Hurst, Brad Miller, Derrick Scoot, and James Wood.

OUT WITH THE OLD NEWSLETTERS!!

I went through the archives for the Newfie Newsletters recently, and found a few surplus copies of older newsletters some members may never have seen. They are: #63 (November/December 1996), #67-70 and #74-82 (January/February 2000). These are 14 newsletters for a total of 144 pages. #81 has a four page supplement in colour showing the differences between Whitehead Morris Publicity Set and the one by Perkins Bacon. I'll sell these as a lot to a group member to add a few dollars to our treasury. The first one who contacts me at my email below or at (707)763-2934 may have them for \$30 U.S. or \$35 Cdn. That includes postage.

NEW EXHIBIT STARTS THIS ISSUE!!

Carl Munden sent me copies of a two-frame exhibit he recently showed at NOVAPEX for the Nova Scotia Stamp Club. The covers display postmarks from post offices that no longer exist. Some of the towns had populations of less than 100. I include Pages 1-3 this issue. Future issues will have two pages. Thank you, Carl!

COLIN LEWIS EXHIBIT

Colin's points out his exhibit is "chronological in geographic areas" and this issue shows a return to Colonial material recommencing after Page 8 shown in Newfie Newsletter #109.

VIMY!!

Once again you will find several pages on the Vimy flights. Because of lead time (it is now November) and the time you receive this, you may have your third quarter BNATOPICS of 2005. It includes an article by me on the 1919 and 2005 flights; if so you will have seen some of the material on Page 3. The cover on Page 8 was not included in the article, however.

SECOND PAGE OF COLOUR THIS ISSUE!!

Thanks to BNAPS and Jim Hansen, in charge of study groups, we have had a cash infusion to pay for a second colour page in this issue. I felt the Special Printings page could be helpful to members to check their stamps and covers against.

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TWO INTERESTING AYRE COVERS – Graham Worrall

AYRE & SONS, LIMITED.
231, 233, 235 and 249, 251, 253 WATER STREET
ST. JOHN'S, NEWFOUNDLAND.



Mr. John R. Ross,
~~c/o Messrs. J. J. Langley, Ltd.,~~
~~Bank Chambers, Cook Street,~~
~~Liverpool,~~
ENGLAND.

Waldorf Hotel
London

AYRE & SONS, LIMITED.
231, 233, 235 and 249, 251, 253 WATER STREET
ST. JOHN'S, NEWFOUNDLAND.



Mr. John R. Ross,
~~c/o Messrs. J. J. Langley, Ltd.,~~
~~Bank Chambers, Cook Street,~~
~~Liverpool,~~
England.

Grand Hotel

Grand Hotel
Leicester

Please consider these 2 interesting covers. One is double rate to U.K. (8¢) and other is triple rate (12¢). They look like business mail, from Ayre & Sons, Ltd., possibly to a lawyer. I have been unable to identify **John R. Ross** – perhaps our Newfoundland members might know who he was. Whoever he was, he traveled well. One letter is forwarded (at no expense) to the Waldorf Hotel, the other to the Grand Hotel, Leicester. Both traveled via Liverpool, but there are no other receivers. (The back of both envelopes bear only the Ayre Co. Ltd. Seal, in red wax.)

EDITOR: Looking at the stamps, which all have perfins, I feel that are NP4 Position 1 for NSSC 127-129. Barry Senior, our resident perfin expert verified that and commented:

"As to J. Ross, I can only assume he was employed by the company on the address and probably had no connection with Newfoundland other than through business. As the Ayres originally came from England and since NFLD was part of the British Empire I'm sure there would have been dealings with many companies in England and there were with businesses in Canada and the U.S. [Later] A second look at the covers and I begin to think why were the covers forwarded to a hotel – actually, two different hotels? Was this person visiting England and using this business to forward his mail? What was his relationship with Ayre?" **EDITOR:** Anyone else on John R. Ross??"

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VIMY AFTERNOTES - The Editor

In Edmonton, Colin Lewis gave me a copy of the CONNEMARA VIEW, a Galway newspaper with many items on the July 2005 Vimy flight. Here are some tidbits.

"Blue skies opened over the Connemara Championship Golf Links to welcome the thrilling sight of the Vickers-Vimy bi-plane overhead..... Mark [Rebholz] and Steve [Fossett] charmed the many thousands at the golf course by flying over them numerous times. Their cheers echoed for miles and the sea of waves welcomed the boys to Ireland."

Extract from Michael Lee Ballad about the 1919 flight:

"They bid good-bye at Newfoundland and fly by St John shore,

They never sighted land again
'til they came to Errismore.

'Twas on a Sunday morning,
at the dancing of the day,

When the neighbours saw her
come they all began to pray.

They thought she was the
Morning Star as she did draw
so near,

Sent down by the Almighty
God, auld Ireland for to free."

NEWFIE STUDY GROUP
FRIDAY, 4 P.M.
ROOM #14
SEPT. 2, 2005



The **2005** adventure to
CLIFDEN

On July 2nd, pilots Steve Fossett and Mark Rebholz left St. John's, Newfoundland, in a Vickers Vimy open-cockpit bi-plane, flew 1,800 miles across the Atlantic Ocean and landed safely July 3rd, as planned, on the 5th fairway of Connemara Championship Golf Course, Clifden, Co. Galway, Ireland.



Poem about the 2005 flight:

"BRAVE AVIATORS – John Dunne

You brave aviators,
Magnificent Men in Their Flying Machine
Wires and Glue Between You and Disaster
How daring you are, you brave aviators.
On a wing, and a prayer like this,
Please God, Don't Let Our flimsy Engines
Fail,
Slowly But Surely, You Cross the Wild
Atlantic,
You are Indeed Very Brave Aviators.
Newfoundland Behind, Clifden Ahead,
In Between are Two Thousand Miles of
Ocean,
You are Most Certainly in the Lap of the
Gods,
May They Smile on You Brave Aviators.
Fortune Favours the Brave,
So Fly, Fly, You Brave Aviators,
Come to us in Connemara,
We await your arrival.
Land Safely You Brave Aviators."

WHAT THEY WORE...

"To Suit up for the Transatlantic flight, from buff to bulk, the layers go on like this:

Body talc (medicated) to help absorb moisture and provide a comfort layer between skin and clothing...

Two sets of fine-spun polyester long Johns.

Ziplock plastic bags for 'peeing' are placed in front of private parts, between long John layers, for... access.

One set of moisture absorbing socks.

One set 'smart wool' socks.

One set thick, mid-calf wool socks.

One pair Polartek sweat pants.

One Polartek zip-front jacket.

One pair insulating foot inserts.

Mark goes into the heavy rubber survival suit,

Silk mask goes on over the head and face.

Fanny pack with navigational Tools...around left thigh.

Smaller pack with supplies Strapped around waist.

Around neck – St. Christopher medal.

Bongo, the monkey placed down trouser leg..."

GONE BUT NOT FORGOTTEN

Carl Munden

ABANDONED OUTPORTS OF NEWFOUNDLAND ON SELECTED COVER AND PIECE

The Island of Newfoundland has had a long history of resettlement and people moving from one area to another. The causes were many and varied. The fishery could collapse in their location. They would move elsewhere to be with other relatives. They had no access to medical facilities. Their children were not guaranteed a reasonable education. Very few roads existed and all travel including the mail went by coastal boats. In essence, the typical Newfoundland Outport, with a few exceptions, was completely isolated from St. John's and the outside world.

The complete closing down of these places occurred roughly during three periods.

1. Pre-Confederation era: Loss of fishery. Closing of "company towns". Men changing occupation from fishing to mining or lumbering.
2. The Joey Smallwood "Resettlement" programmes: A brilliant idea by "The Only Living Father of Confederation" to put all of his eggs in one basket. The plan was to move the "Baymen" to growth centres for better medical facilities and higher education. This occurred in two stages. A Provincial plan was implemented from 1950-1959. From 1960 to the early 70's, the Federal Government also got in on the action and provided additional funding.
3. The modern or "Post-Resettlement" era: Since the 1970's, a few outports have been abandoned completely. Most recently, one in 2003 and one in 2004.

All of the following postmarks in this exhibit have one thing in common. They come from post offices in settlements that NO LONGER EXIST !!

SOUTH COAST

The South Coast always was and still is one of the remotest sections of the island. All mail for this region was sent and received by boat. Although this route went along the South Coast, all shipborne markings were named Coastal TPO West. There were a few split ring hammers of this name and one was Coastal West T.P.O. This particular hammer is very uncommon. The mail clerk on the ship at the time was one John W. Kinsella and the ship was most probably the S.S. Virginia Lake.



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BALENA

Balena was basically an American whaling station with a permanent population of 14. This post office was in operation from 1899-1916.



NORTH BAY BURGEO

Open 1929-1947. Population 72.



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NEWFOUNDLAND POSTAL HISTORY JANUARY 1857- JUNE 1893 – COLIN LEWIS

Colonial

Page 9

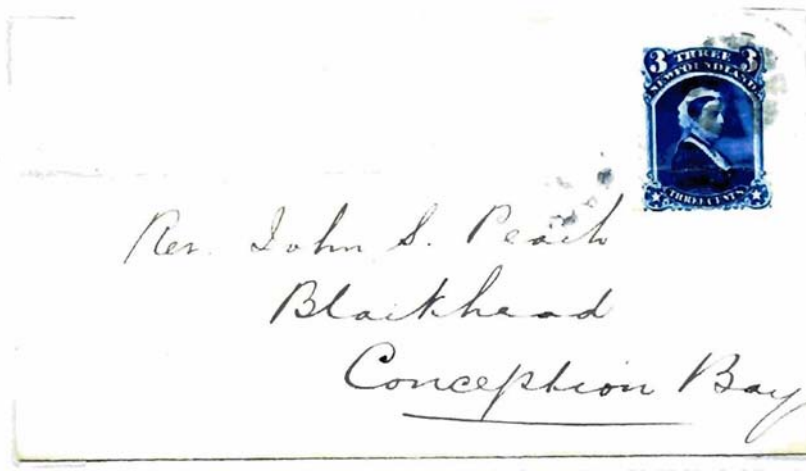
Single Letter Rate 3 Cents Per ½ Ounce



St. John's December 20th 1871

Note Use of the first 3 Cents stamp issued September 1870

Change in Colour of the 3 Cents Stamp



St. John's September 8th 1875

Note: The second 3 Cents stamp was issued April 1873

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A LITTLE IMAGINATION LEADS TO AN INTERESTING SOUVENIR

Submitted by Doug Hannan



Bob – I just happened to have a cover from the 1969 Alcock & Brown anniversary flight stamp. This has been undelivered and returned. The Dublin return date is 25 VI 69. I am sending this as I just found it again when ordering my copy of the recent flight recreation cover. I do not know how common this cover is because I normally only collect pre-49 but this is the only one I have seen.

Editor's Note.

JUN 14 1969 was the 50th anniversary of the Alcock flight and this is a FDC cover of the stamp Canada issued (Scott #494.) Mrs. G. Wylie cleverly sent it to Clifden, Ireland c/o General Delivery knowing it would not be called for. It was then returned to her with some nice markings. The Dublin return date is on the back of the cover. How much more fitting for the 50th anniversary of the historic 1919 flight from St. John's to Clifden is this cover than an unaddressed, commercially cacheted cover. A little "cute" perhaps, but this time the VIMY was *on* the cover, while in 1919 the cover(s) were on the VIMY!

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1896 SPECIAL PRINTINGS ON ONE COVER – Sammy Whaley



1896 Special Printings on AU 16 97 local cover to collector P.G. Tessier

Sammy Whaley:

Although contrived, an especially interesting cover in that the stamps of the 1896 printings are shown – especially useful in allowing one to compare other stamps/covers to determine if they are of the 1896 issues. Note the lack of a 1 cent green; strongly indicating there was no 1 cent green in the 1896 special printings.

Editor:

There was no *green* Edward in the 1896 printings no matter what you might see in some catalogues. Several times in 1896, Postmaster James Fraser pitched the special set (shown above) on the backs of GPO post cards as follows:

Reprints. ½¢ Red, 1¢ **Brown**, 2¢ Green, 3¢ Blue, 3¢ Brown

Robert Pratt points out that there was no one cent green Edward in the 1896 special printings. late 1897, J. Alex Robinson did order 100,000 each of the ½¢ black Newfoundland dog, 100,000 of the 1¢ green Edward and 100,000 of the 2¢ orange codfish. Sammy and I are trying to determine when the various shades of the Edward were released. We would especially appreciate seeing colour scans of any green Edward covers from 1898-1900, as we think the last printing, received in January or February 1898, was in a light or yellow-green shade and not deep green.

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NEWFOUNDLAND'S POSTAL STATIONERY 1873-1941 – Horace Harrison

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