



NEWFOUNDLAND NEWSLETTER BNAPS NEWFOUNDLAND STUDY GROUP



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From Ed Lewis #6459: Hi Malcolm, I have just enjoyed reading the #200 newsletter. Great job and quite a move forward from the original. My earliest copy that I have kept is # 9.

You have a list of the members from March 1986 on the first page. I see my name (S.E. Lewis) there as I was a member at that time and living in Edmonton. I took leave from the group during the 90s and returned some 20 years ago after moving to Victoria and retiring. So, while not a continuous member from the beginning I have had quite a number of years in the group.

Take care and keep up the interesting work. Happy Canada Day.

From my Editor's Hat: you will find an interesting article from Colleen Brennan who is likely unknown to you. She contacted me after discovering her mother's stamp collection, and after researching postmarks on the BNAPS website, specifically the [Post Offices of Pre-Confederation Newfoundland](#) - Carl Munden. Her Grandmother, Annie Flynn was postmistress and telegraph operator at Oderin. She corrected her last name spelling for me. I invited her to do a piece on Oderin and this article is the result. Enjoy.

From Malcolm Back: greetings to all. I have returned from another very enjoyable BNAPEX, this one in Vernon British Columbia. We had a good Study Group Session with Blair Ashford and Jim André presenting and Tony Thompson joining via ZOOM and he gave the group a little quiz on Newfoundland Philately. If you weren't able to connect via ZOOM, please let me know. The session was recorded and will be available on the BNAPS website. The only downside, I contracted COVID.

The bourse was very good and the Exhibits exceptional and inspiring as always. The complete Palmares is available on the BNAPS website

Multi-frame Exhibits:

Vermeil - Blair Ashford – The Sub-Post Offices of St John's, Newfoundland, 1877-1949

Silver - Dave Bartlet – Canadian and Newfoundland Pioneer Airmails of 1918-1919

Single Frame Exhibits:

Gold, Herbert L. McNaught One Frame Exhibit Award –

Bryan Dunne – Sperati BNA Forgeries

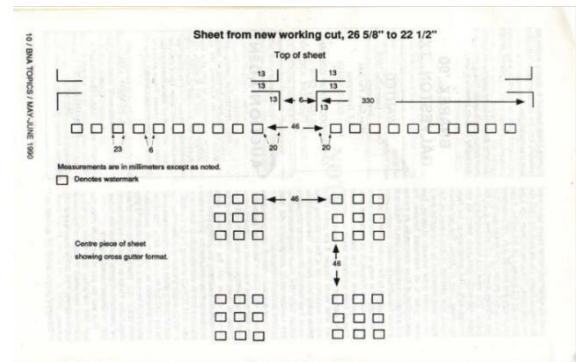
Vermeil - Blair Ashford – Save for Security. Newfoundland's War Time Slogan

Silver - Jim Andre – Re-Entries and Plate Flaws on Newfoundland's Second Cents Issue's 3c Queen Victoria

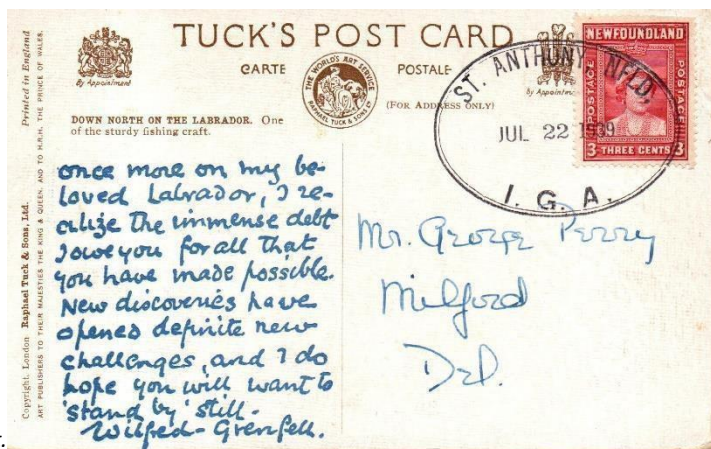
I found a few interesting items in the Bourse, and I thought I would share them with you. The first is this block of 9 Scott's 221, NSSC 194. Because the printer used the available stamp paper on this larger format stamp, the alignment of watermarks does not always align with the stamps. I have heard of a cross watermark from the center of the sheet on Sc C9i and in fact owned one in the past. It makes sense that if it occurs on C9i, then it will likely occur on 211. This example does not have a cross in the center but rather a single line to the right of center, on the center stamp. I have tried to show this with my limited graphics skills. (Thanks Jim André)



John Walsh came to my aid in the form of an article in the TOPICS Vol 47 #3, May-June 1990, #437. See NSSC 2025 Pg. 206. I also found an inverted watermark example.



One of my collecting interests is materials and Postal History with respect to Sir Wilfred Grenfell, and the Grenfell Mission. I found two Tuck's Post Cards with identical pre-printed messages to some of his supporters.



"once more on my beloved Labrador, I realize the immense debt I owe you for all that you have made possible. New discoveries have opened definite new challenges, and I do hope you will want to 'stand by' still. Wilfred Grenfell"

I also found these two pairs of stamps.

- 1) Paquebot cancels on Scott #83 (my favourite issue)
- 2) A lathework example on Scott #166i



A PAID LETTER FROM ST. JOHN'S TO BOSTON FROM 1847

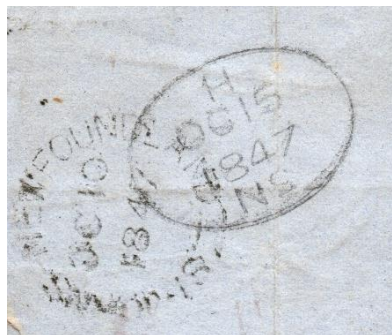
by Klaus Wehlt

In the spring of this year I was able to acquire some early Newfoundland covers in Great Britain, including this 1847 folded envelope without contents from St. John's to Boston. The letter had been in the Allan Steinhart collection (Harmers Auctions 2005, lot 1301)

The cover bears the red crown "PAID AT ST. JOHN'S NEWFOUNDLAND" postmark, as well as the handwritten rate marking 1s (possibly in a faded red ink). There is also a very indistinct red postmark "5 H(?)", which evidently stands for the US postage rate of 5c in Boston.



On the reverse there are postmarks of the split-ring "ST. JOHN'S NEWFOUNDLAND OC 10 1847" and the oval transit stamp of Halifax, "H OC 15 1847 NS"



Unfortunately, the 1847 edition of the Newfoundland Yearbook and Almanac is missing from the Memorial University Digital Archive, but in the 1848 edition the steamship "Unicorn" is mentioned as a feeder on the St. John's - Halifax route. This was probably the former Cunard steamer owned at the time by James Whitney of Halifax.

A PAID LETTER FROM ST. JOHN'S TO BOSTON FROM 1847

- conclusion



Figure 1 Unicorn in Salem Harbor, by Fitz Henry Lane (source: Wikipedia)

In Halifax, the letter was handed over to the Cunard steamer “Cambria”, which reached Boston on October 19, 1947. (see Walter Hubbard and Richard F. Winter: North Atlantic Mail Sailings 1840-75, p. 23) The “Cambria” belonged to the Britannia class.



Figure 2 Britannia of 1840, the first Cunard liner built for transatlantic service (source: Wikipedia)

A Special Delivery Cover from the USA to St. John's

by Blair Ashford

I am just sending along some scans of a cover that I recently purchased. It is a Special Delivery from the US to St John's. Special Delivery covers - in or out of Newfoundland - are perhaps one of the scarcest postal Newfoundland usages. CA Stillions said that only one in-bound cover was known, while Eric Yendall in the Newfoundland Newsletter #142 (Jan/Mar 2011) stated that he knew of philatelic Special Delivery covers from the US dated 1926. Eric further stated that the 1926 US Post Office Guide lists Newfoundland as a Special Delivery destination. This is the first cover that I have found in-bound to Newfoundland. Going to Ayre and Sons, the well-known Newfoundland merchant, I do not doubt that it is a non-philatelic usage. Unfortunately, while the back shows that it was getting fast(er) service in the US, there are no receiving marks from St John's to indicate how it was treated in-country. Possibly, since Ayre and Sons were such a large user of the mail, that the Post Office expedited the delivery to the point that it was not processed at the G.P.O. Of note, Maple Shade is just over 140 km from New York, just outside of Philadelphia, so the letter was certainly 'express' while it was still in the U.S.



One Pence Re-entry Plate Positions

by Jim André

Early Newfoundland line engraved stamps have long been known to exhibit one or more re-entries, beginning with the very first pence issue, the 1d of 1857 (Scott #1) with later printings from the same plate in 1861 and 1862 (Scott #15A). Jarrett's "Standard British North America Catalogue", 1929, lists a re-entry for the 1d and Holmes' "Specialized Philatelic Catalogue of Canada & British North America" eighth edition, 1954, identifies one at plate position 25, but more on that later. In addition to the two re-entries currently listed in the Unitrade Catalogue, there are two other re-entries recognized but whose plate positions have not been known until now.

The 1d plate was laid out with uneven spacing between the individual stamps providing a "fingerprint", or a unique pattern, against which larger multiples can be compared to ascertain their position on the plate. While apparently there are no remaining intact sheets of the 1d stamp, (including in the Library and Archives Canada holdings), there was a reconstructed sheet sold as lot #602 in H.R. Harmer's sale #2 of the Dale- Lichtenstein collection in 1968. There are also numerous existing large multiples, some containing re-entries, that may be plated.

One recent discovery is a major misplaced entry, shown in great detail on Ralph Trimble's old re-entries.com website as Newfoundland Pence Issue re-entry #3, the website now archived by the Greene Foundation at <https://re-entries.greenefoundationarchive.ca/>. There, the discovery block of 15 is shown with the upper right stamp being the plate position of interest (Figure 1). It is noted that the block is a right margin block with two rows of stamps beneath it. Since the 1d was printed in sheets of 120, 10 rows by 12 columns, the misplaced entry had to be located at the right end of one of the first eight rows; my first copy of the misplaced entry shows part of the stamp above it, narrowing the possible locations to rows two through eight. The misplaced entry is seen as a multitude of extraneous markings on the right side of the stamp (Figure 2); many are highlighted in Figure 3. That the markings are all to the right side suggests a misplacement of ~11.5 mm.



--- Figure 1, image courtesy of the Vincent Graves Greene Philatelic Research Foundation Harry Sutherland Library
 Website Archive ---

One Pence Re-entry Plate Positions

- continued



--- Figure 2 & 3, images courtesy of the Vincent Graves Greene Philatelic Research Foundation Harry Sutherland Library Website Archive ---

The website states that the plate position is unknown and this author has not seen anything written to the contrary until now. Comparing the block of 15 to the right side of the sheet in lot #602, it can be seen that the block comprises plate positions 32/60 and the major misplaced entry is plate position 36, the rightmost stamp in the third row.

Another feature on the 1d listed in the re-entries website whose plate position has been unknown is the major re-entry in item #4. The Eastern Auctions sale of the Denninger Collection, part 1, contained another block of 15 (lot #615, Figure 4) with this re-entry in the lower right stamp noted (Figure 5) and described as “position unknown”.



-- Figure 4, courtesy of Eastern Auctions --

--- Figure 5, courtesy of Eastern Auctions ---

One Pence Re-entry Plate Positions

- continued

Again, comparing the relative positions of the stamps in the block of 15 with those in the reconstructed sheet, it can be seen that the block comprises plate positions 39/67 and the major re-entry is plate position 67, the seventh stamp from the left in the sixth row.

Returning to the early identified re-entry, presumably the one listed in the Unitrade catalogue under Scott #1 and #15A as plate position 25, it is noted that there are two re-entries pictured in the catalogue. These are shown in the re-entries website as items #1 and #2 with #1 identified as plate position 25 and crediting the Unitrade Catalogue.

The Eastern Auctions Public Sale #874B contained yet another block of 15 from the left side of the sheet (lot #284, Figure 6) noting a documented major re-entry that is seen in the upper left stamp. Comparing this block with the reconstructed sheet, it can be seen that the block comprises plate positions 25/53 and the major re-entry is plate position 25. Close examination (Figure 7) will show that this is the re-entry identified in the Unitrade catalogue as Unitrade #1ii and 15Aiv and is item #2 on the re-entries website.



--- Figure 6, courtesy of Eastern Auctions ---



--- Figures 7, courtesy of Eastern Auctions ---

One Pence Re-entry Plate Positions

- continued

So, what about the last re-entry, the one listed as item #1 on the re-entries website, identified as plate position 25, and identified in Unitrade as #1i and #15Aiii (Figures 8 & 9)?



--- Figures 8 & 9, images courtesy of the Vincent Graves Greene Philatelic Research Foundation Harry Sutherland Library Website Archive ---

We now know that it is not plate position 25 and is found somewhere else on the plate. The author has attempted to reconstruct the plate with high-resolution images of blocks appearing in past auctions and has succeeded in filling over 85% of the plate positions. However, none of these plate positions appear to contain this last re-entry, so the search continues.

The plate positions of two re-entries on this stamp, recognized but currently unlisted in the catalogue, have now been identified, shown to be at plate positions 36 and 67. It is suggested that they are worthy of catalogue status, especially the major misplaced entry at plate position 36.

It has also been shown that the Unitrade catalogue image of the re-entry at plate position 25 is pictured beneath catalogue #15A and should have its caption corrected to #1i and #15Aiii, and the image of the re-entry beneath catalog #1 should have its caption corrected to #1ii and #15Aiv.

Auction Announcement

General Sale - February 2026

Featuring the Colin Lewis Collection
 of Newfoundland Postal History

Visit our Website for
 auction details & previews



1709 August folded lettersheet from St. John's to Liverpool
 - the Earliest Outgoing Mail from Newfoundland, in private
 hands, bearing postal markings.



A fabulous 6½-Pence Newfoundland inland to U.S. port packet
 rate with bisected franking, one of only four recorded.



Exceptional cover from St. Pierre & Miquelon with double franking
 - Canada Small Queen & Newfoundland Decimal stamps, a unique franking.



The magnificent pence bisect cover mailed during the
 interim decimal period to U.S.

Presenting the comprehensive Newfoundland postal history collections, formed by Colin Lewis. Spanning from early mails to the turn of the century, it features domestic mail, ERDs, rates to B.N.A. Provinces, United States, United Kingdom and beyond, along with incoming mail. Collectors will be delighted to find a remarkable showing of early unpaid and prepaid mails, letters from the French Shore, an in-depth coverage of Decimal period to the late 1870s, among other areas. Numerous rarities are present – often these being the very first time we have had the pleasure to offer.



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ODE TO ODERIN

by Colleen Brennan

Buried treasure, French spies, and secret tunnels from Oderin to Castle Island. Newfoundland's island of Oderin, in Newfoundland's Placentia Bay, holds a great many legends, and it's no wonder. As far back as the 1500s, fishing fleets from France, Spain, Portugal and the Bay of Biscay reaped the bounty of Oderin's fishing grounds. Codfish were so plentiful, that they could be scooped up in baskets.

Basque from Guizpocoa (Spain), and from St. Jean de Luz (France) fished around Oderin in the early days of the 16th century. The fishermen returned home in the fall; their boats loaded down from stem to stern with cured cod that had been dried on the beaches. The transatlantic migratory fishery would continue until the end of the 1700s, even as Britain gained sovereignty over Newfoundland in 1713. By then, the Portuguese and Spanish had stopped coming to Placentia Bay; their involvement in wars having destroyed their fishing fleets.

Oderin was one of the oldest settled communities in Placentia Bay. It appears on the early French maps as "Audierne," which is the name of a bay and seaport in Brittany. Inexplicably, a document from the Governor of Placentia in 1712 refers to Oderin as "Haridienne." The island is situated approximately one kilometre northward of Cape Jude, and 13 kilometres miles southeast of Baine Harbour, the nearest mainland port. Oderin is just 1.82 square kilometres in size.

Oderin's fishing grounds and beaches ranked at the top, and captains favoured her "locked-in" harbour, too. Many a ship took shelter in that harbour, when wicked gales whipped up the waters, out at sea. Oderin is shaped like a horseshoe, and her protected harbour is almost completely surrounded by land. Fifty schooners could easily anchor at Oderin, without being seen from the southern sleeve of Placentia Bay.

The triangular-shaped Placentia Bay stretches out to approximately 125 kilometres. It lies on a north-northeast axis, opening to the Atlantic Ocean at the southwest. The mouth of the bay is about 145 km wide. At its midpoint, the bay is 240 metres deep. A shoal rock that originates on Long Island, near to Oderin, is the location of Telegraph Rock. One of the cables was laid over that rock and was cut through.

Placentia Bay joins with Trinity Bay in forming the Peninsula and Isthmus of Avalon. The isthmus is a narrow neck of land that links the Avalon Peninsula to the rest of Newfoundland. It measures 2.5 kilometres, at its most narrow place. People have used this route for thousands of years, to move between Trinity Bay, to the north, and Placentia Bay, to the south. The cultural history of the area is some 5000 years old, as proven by archaeological sites on both sides of the isthmus. During the French occupation, in the mid-late 1600s, the French made a rough road between these two points and hauled their boats over it. The fishermen of Placentia Bay and Trinity Bay continued to use the path to carry bait from one bay to the other. Both the French and the English at various times surveyed the isthmus for the purpose of making a ship canal across it.

The English ship fishery in Newfoundland got its start in the first decade of the 1600s. Captains selected a harbour that sat near to good fishing grounds. His crews built wharves and stages and fished from small boats. They cured the fish, dried it on the beaches, and sold it to sack ships — large vessels owned by English merchants.

In last century of the 1600s, a new class of men, called "byeboat keepers" began to take shape in Newfoundland. These experienced fishermen migrated annually to Newfoundland to partake in the summer cod fishery. They freighted their own crew, their own gear and provisions, and worked one or more boats in the inshore fishery. Their operations were private, and independent of ship captains. By 1776, more than 500 byeboat keepers and 6000 men were active in the fishery. At the dawn of the 19th century, many of the byeboat keepers were settling into the outport communities, getting married and raising families. My great-great-great grandfather Lawrence Hartigan, at Placentia, was one of them. I have a photograph of his oldest daughter, my great-great grandmother, Ellen, in which she is very smartly dressed and wearing a grand hat. Her sister Alice, moved to the US, and had a grandson who played in the National Baseball League.

Cartographers in the 16th century variously named Placentia Bay as: "B. de St. Andre," "Baia de St. Andre," "I plasamse," "Plaesanse," "Ille de Plaisance," and finally — "Plaisance" — a French word that means "pleasure."



ODE TO ODERIN

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The Freducci map, drawn around the first decade of the 1500s, is considered the first map to delineate Placentia Bay. The map does not specifically mention the bay by name, but Henry William LeMessurier (1848-1931) believed that its cartographer drew the Peninsula of Avalon and Placentia Bay “more correctly than any map for one hundred years or more afterwards.”

LeMessurier also believed that name “Placentia” was intimately connected with English Kings, and that its name might’ve originated in England, not France. He notes that the Queen Dowager of France in 1515 quietly married the 1st Duke of Suffolk, in the “Chapel of the Palace of Placentia.” Coincidentally, the future King William IV, as Prince William Henry, Duke of Clarence, was Surrogate at Placentia, Newfoundland in 1786. The Prince’s spell in Newfoundland is another story, of the most dramatic kind.

In 1662, during the French occupation of Canada, France planted its flag at Placentia, on Newfoundland’s South Coast. Placentia became their base of operations for the next 40 years, and the place from which they conducted their raids on Newfoundland villages. The archipelago of numerous islands in Placentia Bay, Oderin among them, would eventually be reconnoitered, and settled, by the French. By the end of the century, they’d established several small winter settlements on the islands of Placentia Bay.

The Colony at Placentia, and the fortifications made by the French, were of great importance and service to the (French) king. Placentia was referenced as “a place of refuge to the ships that are obliged to put into a harbor, when they go or come from Canada, and even to those which come from South America when they want to take in fresh water or provisions.”

The English had taken notice of Placentia well before the French, however. Placentia is mentioned in Sir Humphrey Gilbert’s Voyage to Newfoundland (1583):

“We sent men on land to take view of the “soyle allonmg” this coast, whereof they made good report, and some of them had will to be planted there.”

Oderin was fortified, and deemed a place of some importance, around 1703. A French settler, Monsieur LaForce (some documents say “LaFosse”) owned a large fort, a prosperous fishing “room” (habitation), and 15 servants, at Oderin. Former residents of Oderin to this day are convinced that LaForce dug a tunnel from Oderin, to nearby Castle Island, and buried treasure there. The cannonballs that LaForce brought over from France were discovered by Oderin residents more than a century later.

In 1711, the French labeled LaForce as a spy for the English. He escaped his pending imprisonment, but he left behind his wife and four children in Oderin. The French governor Le Sieur de Costebelle was “determined to demolish and reduce to ashes everything which might serve the renegade (LaForce) as a place of shelter, should he come back.” Costebelle sent a detachment from Placentia to take away the wife and children of Monsieur LaForce and send them back to France. It seems that didn’t happen (stories differ), because when William Taverner set about a survey of all French settlements in Placentia Bay, he found Madam LaForce at Oderin. Her plantation beach was big enough for 20 boats. Her strong fort was “built on a little island” and all her houses were “surrounded with palisades.” She had sheep and goats, and in her garden was “the largest and heaviest ears of wheat that I ever saw in my life, very good rye, and all sorts of roots and cabbages in abundance.”

In 1713, the Treaty of Utrecht ended the War of Spanish Succession, and the French relinquished all of its Newfoundland settlements to England. The Frenchmen at the French harbours were duly rounded up and removed to Cape Breton.

In October, 1839, a man named Caesar LeFort married Mary Tobin in Oderin. Perhaps he was a descendant of the famed LaForce family of 1703.

In 1773, a new chapter opened in the history of Oderin. A man named Chris Spurrier, of Poole, set up shop on the island and conducted operations including a shipbuilding business from the northwest side of Oderin Harbour. The company became quite prosperous, employed about 150 men, and flourished for many years. The wood used in the construction of fishing ships came from “the mainland,” including nearby Baine Harbour, which would become the postal hub and telegraph centre for the region.



ODE TO ODERIN

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By 1802, English servants were staying in Oderin over the winter, and a permanent settlement formed; Oderin's population was 235.

At the turn of the 18th century, a multitude of ships was sailing back and forth, between Oderin and foreign ports, all season long. Fishing supplies, and manufactured goods like molasses, sugar, pork and flour, were exchanged for loads of codfish that had been dried on wooded "flakes" on the beaches of Oderin. The currency was cod. No money changed hands. There was no place to spend it.

Chris Spurrier built quite a fortune for himself. Unfortunately, his wife apparently frequented the gambling tables in England, and poor Spurrier died penniless. A man by the name of Hamilton took up similar operations in Oderin. He eventually sold the business to James Furlong, whose son became Speaker of the Assembly for Newfoundland.

In 1840, a mail courier service was established between St. John's and Placentia. Mr. Thomas Kelly was employed to carry the mail. A boat connected with the courier and ran across Placentia Bay. In 1850, the first contract was made (with John Collins) for the regular service of regular mail from Placentia to Burin, calling at Paradise and Oderin. Eventually, the steamer Hercules would perform the mail service, followed many years later by the SS Argyle.

My "byeboat keeper" ancestor Lawrence Hartigan was by now married to Margaret Nash. Margaret descended from Thomas Nash, who, with his sons created a very lucrative salmon and cod fishery at St. Mary's.

In 1857, nearly 400 people lived in Oderin. Remarkably, most of the residents were Newfoundland-born. Only 15 were born outside Newfoundland. The number of large fishing boats had increased from 21 to 94. Boys as young as eight — even younger — went out in the boats with their fathers, although most of the boys didn't actually do much work until they 14.

Oderin that year cured some 3000 quintals of codfish — 300,000 pounds in weight — and nearly as much herring. Sailors took the cured fish overseas, where it was gobbled up by the masses. Exports, over imports, were valued at 1100 British pounds that year. Never again would come a time when people earned as good a living in Oderin, as they earned in 1857.

Oderin served as the unofficial capital of Placentia West, on Newfoundland's South Coast. The island was home to the region's Constable, Way Officer, magistrate, doctor, and priest. Oderin had one of the best run schools in Placentia Bay. The teacher in the 1890s, Edward Morris, went on to become the Premier of Newfoundland.

The Catholic Bishop came every four years to Oderin, to administer the sacrament of Confirmation. The confirmation certificate of my grandmother, Annie Marie Flynn, shows her as nine years old in 1917. In six years she would be the Telegraph Operator and Postmistress at Oderin.

By 1858, Newfoundland was paying 12 pounds per year to keep a Constable at Oderin. That Constable was Andrew Murphy, my great-great-grandfather. He is listed as one of 12 men of stature in the 1864 census. Andrew's son James ran the Way Office that was opened in 1864 for the receipt and transmission of letters. The General Post Office Directory listed another of Andrew Murphy's sons, Andrew, as the Way Officer.

Andrew Murphy had another son, John. In 1864, John Murphy married Ellen Hartigan, the eldest daughter of "byeboat keeper" Lawrence Hartigan. Their daughter would marry into a family from Little Harbour West and eventually move to Oderin.

Jim Fowler, one of 10 people listed in the 1845 census, was an original settler of Little Harbour. His daughter Nancy was a schoolteacher in the settlement. She was my great-great-grandmother. In 1850, Nancy Fowler, 25, married the General Dealer in Little Harbour, a man nearly twice her age. "That cocky crow; he stole our Nancy," is what Jim Fowler said of his son-in-law. Not only did Jim's daughter marry a much older man, she married a Roman Catholic! And she converted to Catholicism. The Fowlers were Protestant. Maurice and Nancy moved to Oderin, where their sons all became involved in the fishery, and where my Grampa was born. My mother grew up in Oderin.



ODE TO ODERIN

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Little Harbour West had once been a thriving community. In the 1880s, Little Harbour always had at least two or three schooners in her harbour. In 1901, two small lobster factories opened in settlement, but soon after, the economy dwindled, due to a declining fishery. In 1960, a government official who visited Little Harbour reported a poor harbour, distant fishing grounds, and a declining population. Indeed, by 1961, the population had dropped from 128 to 86. Residents were encouraged to relocate. Little Harbour was completely abandoned by 1967.

Oderin's population had also been dropping, and the economy was in decline. In 1911, the population was down to 239 people, and the settlement's connection with Britain was far behind her. The fish was sold to merchants in St. John's, city firms supplied the fishing gear, and most of the manufactured goods came from St. John's. Saint Pierre supplied the liquor, tobacco, and rubber boots — all could be had for much lower prices than what could be fetched in Newfoundland. Beef and produce came from Prince Edward Island.

By 1915, merchants were packing up and leaving Oderin for greener pastures in nearby towns, such as Baine Harbour and Petite Fort, where my mother and grandmother were born. Petite Fort was described by one of the missionaries as a very beautiful inlet, surrounded by gently sloping hills, and wooded down to the water's edge. "The placid bosom of the bay is studded with several bright green inlands, or woody eyots." He notes that the school and the chapel are located in "a delightful secluded little cove quite protected from the waters of the bay outside which are frequently very stormy." The place might well be called "Pretty Port," he said.

Petite Fort was one of only two communities in that part of Placentia Bay to resist the government's resettlement program in the 1960s. The town continued to grow as a fishing community, despite having no connection to the province's road system, until the 1990s.

I am related to a number of families, either by blood or marriage, in Petite Fort, including the town's first settler, in the early 1830s, Patrick Hayden. My grandmother Annie Flynn was the granddaughter of Joe Farrell of Bar Haven (then Barren Island). Several of Joe Farrell's kids, including my great-grandmother, married into families from Petite Fort.

The island of Bar Haven (known as Barren Island until around 1911) was an important fishing and trading settlement. About 100 shore workers and a large number of fishermen were employed on the island during this period. By the 1900s, five fishing schooners were operating from the island, and in 1913, 22 lobster packers operated on the island. My great-great grandmother Mary Farrell, born 1843, is buried there. Her father was a Planter, and likely one of the original settlers. I visited Mary's grave in 1995. Her husband, Joe Farrell, was from Beau Bois. His father was also early settler of that community.

By the 1930s, lobster had been overfished in Bar Haven, and catches got smaller every year. The settlement came to an end when the population of approximately 200 people signed on to the Government's resettlement program.

In 1921, the year before my grandmother moved from Petite Fort to Oderin to be Telegraph Operator and Postmistress, Oderin fisherman had a tremendous catch; the highest on record - 3625 quintals of cod. Sadly, 1921 was the last really good year, and the economy began to sink even more.

When the Second World War broke out, young people who didn't go to war moved away. Many worked at the American base at Argentia.

In the 1950s, the population of Oderin dipped below 200. In 1966, only 58 people lived in Oderin, including my Grampa, my aunt Monica and aunt Mary, and my uncles Mike, Denis, and Eugene. They joined the other families who had decided to re-settle, and they moved to Marystown.

ODE TO ODERIN

- continued

Hutchinson's Newfoundland directory for 1864-65 — ODERIN shows the mail schedule, as follows:

Between St. Johns and Placentia, by wagon, at four o'clock, p.m., on the Tuesday after the arrival of the Halifax Mail steamer.

Between Placentia and St. Johns, by wagon, in one hour after the arrival of the Packet boat from Burin.

Between Salmonier and St. Mary's, by messenger. Between Great and Little Placentia, by messenger.

Between Little Placentia, La Manche, Sound Island, Harbor Buffett, Red Island, Merasheen and Burgeo, by boat.

Between Great Placentia and Burin, by boat, touching at Paradise and Oderin.



Little Harbour



Oderin



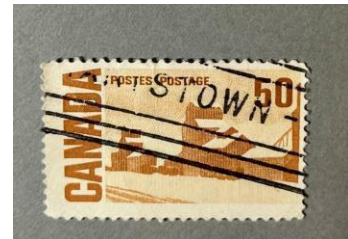
Marystown



Petite Fort



Placentia



Baine Harbour



Newfoundland Currency



ODE TO ODERIN

- conclusion



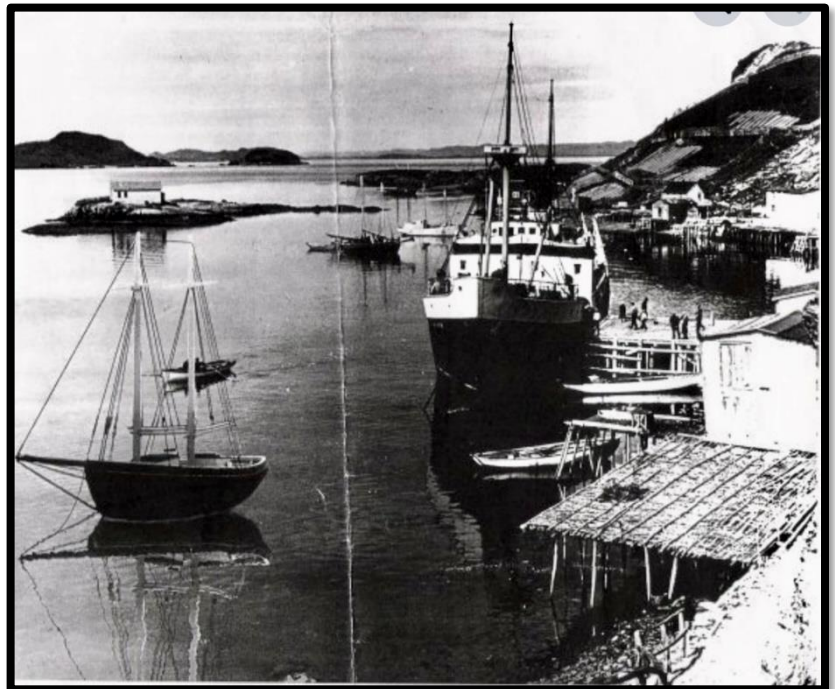
Odegin a couple years after resettlement



Mom - in Odegin. Circa 1939



*Annie Flynn telegraph op and postmistress
 My grandmother before she was married. Circa 1925*



*The "BAR HAVEN" tied up at Govt Wharf. Brought
 mail and passengers. Schooner in foreground.*

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