



BNA TOPICS

Official Journal
of the
British North America
Philatelic Society

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June-July, 1969

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SUMMER

At one time it was assumed that with the coming of the warm weather the stamp business would automatically roll over and die until Labour Day.

Along with the five cent cigar, those days are gone. Although summer activities do undoubtedly change the pattern of some collectors' hobby time, there now seems to be an ever-increasing number of people who keep up their collecting through twelve months in the year.

One summer pastime which is increasing steadily in popularity is travel. For those who travel to or through Toronto during the coming months, please note that the store will be open as usual from 9:30 a.m. to 5:30 p.m. six days a week. Visitors welcome.

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CANADA

Scott No.	We pay	Scott No.	We pay	Scott No.	We pay
14	\$ 25.—	41a	\$ 40.—	82	\$ 10.—
15	30.—	44, b, c	8.—	83	10.—
17, a, b	100.—	45, a, b	15.—	84	32.50
18, a, b	50.—	46	20.—	89 to 95	125.—
19, a	100.—	47	25.—	89	1.—
20, a	50.—	50 to 65	1000.—	90	1.—
22, b	35.—	50	7.—	91	5.—
23	125.—	55	17.50	92	7.50
23a	100.—	58	10.—	93	20.—
24, b	40.—	59	15.—	94	42.50
25, b	75.—	60	17.50	95	50.—
27, a	110.—	61	75.—	96 to 103	65.—
28, b	35.—	62	200.—	98	1.—
29, b	45.—	63	225.—	99	5.—
29e	90.—	64	225.—	100	12.—
35a Montreal	17.50	65	200.—	101	10.—
36	3.—	66 to 73	35.—	102	17.—
37	7.50	67	1.—	103	19.—
37a	50.—	68	1.—	104 to 122	45.—
37b	125.—	69	1.—	113 sage green	25.—
38	17.50	70	4.—	158	10.—
39	15.—	71	4.—	159	20.—
40	35.—	72	6.—	176	13.—
40a	40.—	73	15.—	177	13.—
40b	40.—	74 to 84	75.—	E1	6.—
35d	25.—	75	1.—	E2	6.—
36e	35.—	76	1.—	F1a	8.—
37e	25.—	77	2.—	F1b	17.50
38a	85.—	78	2.50	F2	10.00
39b	70.—	79	7.50	F2a	5.—
40c	100.—	80	7.—	F3	50.—
		81	5.—		

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BNA TOPICS



OFFICIAL JOURNAL OF THE BRITISH NORTH AMERICA PHILATELIC SOCIETY
VOLUME 26 / NUMBER 6 / WHOLE NUMBER 279-280 / JUNE-JULY, 1969

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Secretary's Report

May 1, 1969

NEW MEMBERS

- 2419 Boyd, Mrs. Barbara W., 1941 Richmond Street, Windsor 15, Ontario
2420 Carter, Frederick Henry, 123 DeBeck Street, New Westminster, British Columbia
2421 Connell, Jack R., 139 Dupont Street, Toronto 5, Ontario
2422 Hall, H. D., 164 Queen Street East, Brampton, Ontario
2423 Loggie, Colin C., 10 Beechwood Place, Apt. 804, London, Ontario
2424 MacFadyen, Donald A., 5 Ground Pine Court, Dix Hills, New York 11746
2425 Mills, Guy W., 177 Millbank Drive, London, Ontario
2426 Richardson, W. D., 80 West South Street, Painesville, Ohio 44077
2427 Taylor, Frank W., 492 Lawson Road, London, Ontario
2428 Todd, Miss Elizabeth Miriam, 170 Inglewood Drive, Port Credit, Ontario
2429 Troup, Colin, R.R. # 1, Jordan Station, Ontario
2430 Verno, Nicholas J., MTSN B443495, USN GMS FMB MTC-Z 6902, Dam Neck, Virginia Beach, Virginia 23461
2431 Walton, Wayne J. A. Jr., 305 West Burke Avenue, St. Paul, Minnesota 55113

APPLICATIONS PENDING

Atkinson, G. Barrie, 81 Fraser Road, Gander, Newfoundland
Clampett, Harry A. Jr., 730 Pelham Road, Apt. 2F, New Rochelle, New York 10805
Levine, Buddy, 511 Peyton Street, Apt. C, Raleigh, North Carolina 27610
Marcus, Rabbi Benjamin L., 1590 Compton Road, Cleveland Heights, Ohio 44118
Marshall, Albert W., 12827 Shorecrest Drive S.W., Seattle, Washington 98146
Matthews, Lawrence, Box 212, Bracebridge, Ontario
Webster, John C., 425 Bate Crescent, Saskatoon, Saskatchewan
Zinck, Russell C., 159 Lincoln, Lunenburg, Nova Scotia

APPLICATIONS FOR MEMBERSHIP

(Objections must be filed with the Secretary within 15 days after month of publication)

- BOETTER, Clem, P.O. Box 12, Skokie, Ill. 60076 (C-X) CAN—Used. Mint booklet panes. Precancels. Proposed by J. Levine, No. L1.
CRYSTAL, Emile Z., M.P.O. Gilboa, Ramat Zvi, Israel (C-CX) CAN, NFD, PROV—19th & 20th century mint and used postage and mint blocks. Plate Blocks. Coils. O.H.M.S.-G. Mint booklet panes and complete booklets. Proposed by D. A. Peppar, No. 2307.
DEAN, John M., 425 Valley Road, Upper Montclair, N.J. 07043 (C-C) CAN, NFD—Mint postage. Official covers. O.H.M.S.-G. Squared Circle cancellations. Jubilee and Squared Circle covers. Proposed by R. V. C. Carr, No. 1427.
DULLEY, Robert W., P.O. Box 214, Fort Langley, B.C. (C-CX) CAN—Mint and used postage and blocks. Plate Blocks. Coils. O.H.M.S.-G. Mint, used booklet panes and complete booklets. Errors—tagged and untagged. Proposed by K. Bileski, No. 122.
HEINS, Rev. Henry Hardy, Box 9005, Albany, N.Y. 12209 (C-X) CAN, NFD, PROV—19th and 20th century used postage. Used Airmails. R.P.O., Territorial, 2 and 4-ring, Squared Circle, Duplex and modern CDS. Proposed by J. Levine, No. L1.
GIBBONS, Norman, 122 Chatham Ave., Toronto 6, Ont. (C-CX) CAN, NFD, PROV—19th and 20th century mint postage. Coils. O.H.M.S.-G. Mint booklet panes. Mint Airmails. Literature. Proposed by R. V. C. Carr, No. 1427.
GILL, Laurence, 237 S. Russell St., Sarnia, Ont. (C) CAN, NFD—19th and 20th century mint and used postage. Plate Blocks. Coils. O.H.M.S.-G. Mint booklet panes. Federal, Provincial and Tax-Paid Revenues. Mint and used Airmails. SPECIALTY—Plate Blocks. Proposed by K. Bileski, No. 122.
HENNOK, Jim A., P.O. Box 270, Anderson Park, Ont. (DC-CX) CAN—19th and 20th century mint and used postage and blocks. Plate Blocks. Coils. O.H.M.S.-G. Mint and used Airmails. Literature. R.P.O., Territorial, Flag, Slogan, 2 and 4-ring, Squared Circle, Duplex and colored cancellations. SPECIALTY—Colored cancels 1851-99. Proposed by J. F. Webb, No. 1210. Seconded by L. A. Whitty, No. 1928.
KANNEY, J. L., 1725 Via Boronada, Palos Verdes Estates, Calif. 90274 (DC-CX) CAN, NFD, PROV.—Mint, semi-official Airmails and on cover. Essays, "Locals". Proposed by D. G. Rosenblat, No. 1445.
LAMKIN, Walter, Farmington, Me. 04938 (DC) CAN—19th and 20th century mint and used postage. Coils. O.H.M.S.-G. Mint and used Airmails. Proposed by R. V. C. Carr, No. 1427.
McCORMICK, Joseph J. Jr., 44 Park Place, Suffern, N.Y. 10901 (C-X) CAN—Plate Blocks. Proposed by R. V. C. Carr, No. 1427.
McCULLOCH, J. Douglas, 1293 Gainsborough Drive, Oakville, Ont. (C) CAN, NFD, P.E.I., N.B., N.S.—19th and 20th century mint and used postage and blocks. O.H.M.S.-G. 1st Day covers. Mint and used Airmails. Postal Stationery entires. Literature. SPECIALTY—1st Day covers Canada. Proposed by A. H. Kessler, No. 334.

- McDONALD, Leslie M., 20572 Grade Crescent, Langley, B.C. (C-CX) CAN, NFD, B.C.—mint and used postage and blocks. Proposed by R. V. C. Carr, No. 1427.
- McNEY, Floyd Gordon, General Delivery, Stony Plain, Alta. (C-CX) CAN—20th century mint and used postage and blocks. 1st Day covers. Plate Blocks. Coils. O.H.M.S.-G. Mint and used booklet panes. Precancels. Mint, used and semi-official Airmails. Perfins. Proposed by S. S. Kenyon, No. 1676. Seconded by F. Goodhelsen, No. 2247.
- PARSONS, James P., 5149 W. Berenice Ave., Chicago, Ill. 60641 (C-X) 19th and 20th century mint blocks. First Day covers. Used (FDC) booklet panes and complete booklets. Mint Airmails and FDC. Postal Stationery entires. Literature. Proposed by R. V. C. Carr, No. 1427.
- RAPOZA, Ralph, 153 Robeson St., New Bedford, Mass. 12740 (C) CAN, NFD—19th and 20th century mint and used postage. Pre-stamp, stampless, 1st Day and 1st Flight covers. Coils. O.H.M.S.-G. Mint and used booklet panes. Precancels. Mint and semi-official Airmails, and on cover. Postal Stationery entires. Proposed by R. V. C. Carr, No. 1427.
- SIEFEN, John F., 14344 Archdale, Detroit, Mich. 48227 (C-CX) CAN—19th and 20th century mint and used postage. Coils. O.H.M.S.-G. Mint booklet panes. Federal, Provincial and Tax-Paid Revenues. Mint, used and semi-official Airmails. Proposed by R. V. C. Carr, No. 1427.
- SNIDER, LCDR Donald M., 125 Mizner Ave., Fort Huachuca, Ariz. 85613 (C-E) CAN—Mint and used (10%) postage. Coils. O.H.M.S.-G. Federal and Provincial Revenues (also Nfd, and Prov.) Mint and semi-official Airmails. Postal Stationery entires. Proposed by R. J. Woolley, No. 359.
- WHITE, William F., 35 Allen St., Massena, N.Y. 13662 (C-CX) CAN, NFD, N.B., N.S., P.E.I.—19th and 20th century mint and used postage. Pre-stamp, stampless and early flight covers. Semi-official Airmails on cover. Postal Stationery entires. Literature. Unusual cancellations. Proposed by R. V. C. Carr, No. 1427.
- WILLIAMSON, Jean G., 5707 Oak Grove Ave., Oakland, Calif. 94618 (C-CX) CAN, NFD—19th and 20th century used postage. Pre-stamp, stampless and Patriotic covers. Coils. O.H.M.S.-G. Mint booklet panes and complete booklets. Federal, Provincial and Tax-Paid Revenues. Used, semi-official Airmails and on cover. Postal Stationery entires and cut-squares. "Locals". R.P.O., Territorial, Flag, 2 and 4-ring, Squared Circles and Duplex cancellations. Proposed by T. J. Perkins, No. 1350.
- WOOD, Robert Y., P.O. Box 1047, Natchez, Miss. 39120 (C-CX) CAN—19th century mint and used postage and blocks. 19th century covers. Literature. SPECIALTY—Canada 15c 1868. Proposed by R. J. Woolley, No. 359.

APPLICATION FOR LIFE MEMBERSHIP

- TANNENBAUM, Martin M., 65-42 Alderton St., Forest Hills, N.Y. 11374 (C-CX) CAN, NFD, PROV—19th and 20th century mint postage and blocks. Pre-stamp, stampless, 1st Day and 1st Flight covers. Plate Blocks. O.H.M.S.-G. Mint booklet panes and complete booklets. Precancels. Seals. Federal, Provincial and Tax-Paid Revenues. Mint and semi-official Airmails and on cover. Postal Stationery entires and cut-squares. Literature. Proofs and Essays. "Locals". R.P.O., Territorial, Flag, Slogan, 2 and 4-ring numerals, Squared Circles, Duplex cancellations. Varieties. Proposed by R. V. C. Carr, No. 1427.

CHANGES OF ADDRESS

(Notice of changes MUST be sent to the Secretary. Any other office will cause delay)

- 19 Bain, Rev. John S., 424 Fifth St., Santa Rosa, Calif. 95401
- 645 Billings, F. L., Apt. 805, Southwest One, 204 Seigniery Ave., Pointe Claire, Que.
- 77 Canham, H. E., 141 Halifax Street N., Regina, Sask.
- 2320 Cottenden, David G., 1722 Walnut St., Halifax, N.S.
- 452 Harmer, C. H. C., 41 New Bond St., London W1A 4EH, England
- 1955 Haywood, Barry K., 165 Roxborough Street E., Toronto 5, Ont.
- 1805 Heberling, Jack W., 1411 Devon Apts., 2401 Pennsylvania Ave., Wilmington, Dela. 19806 (eff. 5/23/69)
- 2221 Karr, James S., Box 608, Port Hawkesbury, N.S.
- 2415 Narbonne, Cpl. R. F., 429-509-359, C.F.B., Winnipeg, Westwin, Manitoba
- 2353 Ralf, George, 8209—120th Street, Delta 716, B.C.
- 1412 Smith, Joseph Raymond, "Sunrise", Granville St., Winsford, Cheshire, England
- 1911 Tizard, Eric P., 6338 Vienna St., Halifax, N.S.

RESIGNATION RECEIVED

- 2046 Banfield, Mrs. Rhea, 92 Wolfdale Ave., Oakville, Ont.

RESIGNATION ACCEPTED

Wilson, John R.

DECEASED

- 395 Sharpe, Lloyd W., 47 Grant Blvd., University Gardens, Dundas, Ontario
- 466 Sparrow, W. H., 125 Lytton Blvd., Toronto 12, Ontario

MEMBERSHIP SUMMARY

TOTAL MEMBERSHIP, April 1, 1969	1021	
NEW MEMBERS, May 1, 1969	13	
		1034
RESIGNATION, May 1, 1969	1	
DECEASED, May 1, 1969	2	
		3
TOTAL MEMBERSHIP, May 1, 1969		1031

VANCOUVER IN 1969

Message from the President

DR. ROBERT V. C. CARR, 117 Robin Hood Way, Youngstown, Ohio 44511

First, may I make a plea to ALL members — if you have not done so — PLEASE DO IT NOW; U.S. members, send in your Zip Code numbers, and Canadian members, as soon as you get your new area code numbers, send them in (the Canadian Postal authorities are getting quite sticky about bulk mailing).

All you need is your name and area code number on a post card and get it in to our Secretary:

JACK LEVINE
511 Peyton Street
Raleigh, North Carolina 27610

PLEASE!

We are studying the new 3rd class mailing of Topics and will report in the future of its success. Third class is more expensive than 2nd class but not nearly as expensive as 1st class — so, we will just have to wait and see. We have a most diligent treasurer in Jim Culhane who watches expenses like the proverbial hawk.

I am still asking those who are interested in going to Vancouver by train to drop me a note. We should be able to get our own car and a special group rate.

ROBERT V. C. CARR

OFFICIAL NOTICE CALL FOR NOMINATIONS Article IV, Section 3. Elections

A Nomination for the offices to be elected may be filed with the Secretary by any Regional Group of the Society or by any five (5) members in good standing in time, at least, for publication in the issue of BNA TOPICS scheduled for release ninety (90) days before the opening of the Convention and Annual Meeting of such election year. At least one hundred fifty (150) days before the opening date of such election year Convention and Annual Meeting, the President shall appoint five (5) members of the Society to serve and function as a Nominating Committee whose prime purpose shall be to prepare and present a slate of candidates for the elective offices to be voted, which slate shall be published in the issue of BNA TOPICS scheduled for release one hundred and twenty (120) days before the opening date of the Convention and Annual Meeting of such election year. No member shall be so nominated unless he shall have first assented to his nomination to his proponent, and his proponent, in nominating him, shall state such assent has already been received. Each nomination made shall be published in BNA TOPICS at least ninety (90) days prior to the election date.

THE Editor's MAILBAG

Dear sir:

I am writing this letter so that I might again remind readers of Topics that it is so wise to do business with our own reputable dealers.

Several years ago, I purchased a stamp from a dealer who advertises in our publication, and was satisfied that it was as described. Recently, I found that this copy had been a perforated copy, cut down, and most cleverly had a margin added—which I could not detect at the time.

Even after such a long time, the dealer made full restitution to my satisfaction. I know of others in our society who would do this and I just want the members to know who this one was — K. M. Robertsons of Victoria.

As I look through the ads of Topics, I

find more Mr. Robertsons — a lot more than one might find in other publications.

WE are a great society!

Most sincerely,
DR. ROBERT V. C. CARR,
No. 1427

6c VINCENT MASSEY VARIETIES

It has been discovered that the Massey stamp has the "Thick Floating 'o'" and "The Thin Floating 'o'" varieties.

These same varieties have been previously discovered on the 5c John McCrae stamp and been reported in TOPICS of March, 1969, page 62 (see The Editor's Mailbag). Curious as it may seem, both stamps have the identical varieties.

DONALD JEAN, BNAPS 2156

From the Treasurer . . .

James T. Culhane, 119 Montgomery Ave., Norristown, Pa.

STATEMENT OF OPERATIONS — 1968

INCOME		EXPENSES	
Dues		B.N.A. Topics	
For 1968 paid in 1967	\$ 180.00	Print 9 issues	\$ 3,942.25
For 1967 and earlier	12.50	Cuts	493.92
For 1968	4,769.50	Postage	319.85
From Life Membership Fund	170.00	Mailing Services	257.85
Fees	65.00	Mailing Envelopes	212.43
		Miscellaneous	170.00
	\$ 5,197.00		\$ 5,396.30
B.N.A. Topics		Yearbook	
Advertising for 1968	1,426.50	Printing	1,097.89
Classified advertising for 1968	59.55	Postage—cuts—mailing	67.53
Subscriptions and back issues	138.50		
	\$ 1,624.55		\$ 1,165.42
Yearbook		Miscellaneous	
Advertising	752.00	Discount on Canadian Funds	151.80
Miscellaneous		Canadian Bank Charges	28.43
Handbook Sales	2,635.83	Postage	295.22
Sales Dept.—Income in excess		Printing and Stationery	259.44
of expenses	938.93	Grand Award Bnapex '68	76.49
Library—Income	408.24	Cost of Handbooks Sold	2,501.52
Misc.	73.17	Library Expenses	339.14
		Miscellaneous	31.70
		C.P.A. Audit	50.00
			\$3,733.74
		Surplus for 1968	1,334.26
Total	\$11,629.72	Total	\$11,629.72

Our books were audited by James H. Degnan, C.P.A. who stated: "In my opinion, the accompanying Treasurer's Report presents fairly the financial position of the British North America Philatelic Society at December 31, 1968 and the results of its operations for the year then ended, in conformity with generally accepted accounting principles applied on a basis consistent with that of the preceding year."

JAMES T. CULHANE, Treasurer

New Perforation for 6c Definitive

While official announcement of the change-over from perf. 10 to perf. 12 for the 6c definitive stamp has yet to be made, readers are no doubt aware that this variety is now on sale in post offices across the country. The question of first day of issue therefore arises and the writer seeks the help of the membership in this matter. My earliest date is April 22, 1969, although I believe these stamps were on sale a few

days prior. Can anyone come up with an earlier date. Members are also requested to examine the "tagged" variety with the new perforation, to determine the earliest date for this stamp as well.

Readers may be interested to know that the 6c perf. 10 coil of 100 stamps can now be purchased from post offices complete with a plastic dispenser.

Yours truly,

M. B. DICKETTS, No. 2115

Rounding Up Squared Circles

Editor: DR. W. G. MOFFATT, Hickory Hollow, R.R. 3, Ballston Lake, N.Y. 12019



Several Squared Circle columns have been lost in the mail — those which would have appeared up through January, 1969. Unfortunately, I did not know that no column was to appear in the October, 1968 issue because I don't receive my copy of TOPICS until about six weeks after printing date; the first news that I had that there were no columns in the Editor's basket was when John Young told me so at BNAPEX '68. My first reaction was that it would be a simple matter to replace them with the carbon copies which I normally make. Then the dreadful remembrance came that I had run out of carbon paper the evening that the columns were typed up, and that I had taken them to work to make Xerox copies, only to find the machine broken down. They were thus sent on to John Young without my having copies; wouldn't you know that this would be just the time that they would be lost in the mail.

But all was not completely lost; I did still have the negatives for the illustrations and have been able to get new prints made. There may be a little problem in attempting to reconstruct all the material which was in the columns; I'll do my best. But if material which has been sent to me, and

which has not yet appeared in the column, does not appear in this and the next several columns, I would ask the indulgence of correspondents to resubmit the information. I will not again send columns to the Editor without retaining copies.

The illustration for this month's column is of a most remarkable item, shown through the courtesy of Dr. F. G. Stulberg. The card shown carries two strikes of CHARLOTTETOWN, O/ MR 31/ 98. I have not before heard of time-mark "O" for this town (or any other), and no mention of such a mark is made in W. W. Laird's detailed study of abnormal CHARLOTTE-TOWN time marks in the September, 1966 issue of TOPICS. In the event that some detail is lost in reproduction, the strike cancelling the postage is identical with that appearing on the lower left corner of the card. The explanation for the abnormal time marks 3, 5, inverted 2 and inverted 5 seem reasonable enough; but what can be said of "O"?

Sir George Williamson of Aberdeen, Scotland reports an addition to the listing of squared circle strikes on 5c Registry stamp. The town is HARRISTON, and while the date is not clear the top three-

quarters of the strike appears on the stamp. This item came to his attention when he was assisting with the Smythies Registry Stamp collection.

J. J. Bonar has sent me a photostat of an interesting cover in his collection. It carries a pair of 1c Small Queens, and two OTTAWA squared circle strikes. The first strike, 1/ DE 24/ 97, does not cancel any part of either stamp; the second strike, 8' DE 26/ 97, cancels the two stamps, tying them to the cover. The two marks, 1 and 8, are the scarcest of the OTTAWA time marks and a cover carrying both of them is most unusual.

N. A. Pelletier reports three new early dates, as follows:

MACCAN, JY 6, 94

ANGUS, OC 17, 94

ATHENS, JY 18, 94

Capt. G. Guilbert reports a new late date for IBERVILLE: JU 25/ 14. He also has AP 13/ 14, and has seen other 1914 strikes in another collection.

Emerson Clark reports that he has an example of the RAT PORTAGE squared circle on the 5c Registry stamp. He also sent me a photostatic copy of a group of three interesting postcards, as follows:

BEAVERTON, PM/ MR 9/ 01—new late date; the squared circle is used as a date stamp beside the postage which is cancelled with a circular grid.

SHANNONVILLE, JY 26/ 06—this is nearly a year later than the latest date thus far recorded; the squared circle strike appears just as listed above for BEAVERTON—used as a date stamp beside the postage which is cancelled with a circular grid. This is certainly an exception to the Handbook note that the SHANNONVILLE squared circle seems to have been used only as a backstamp from about 1900.

PORT ARTHUR, AU 3/ 04—this is used as a receiving mark on a postcard originating in St. Paul, Minnesota. This is, of course, not a record date of any kind, but it helps fill in the gap between the last known date of regular use (NO/ 01) and its reappearance in the 1905-08 period.

Dr. Edna Walck reports a new early date for SMITHS FALLS: AU 24/ 93.

Several new record dates are reported by Budd Soughton, as follows:

BYNG INLET NORTH, JY 25/ 93—new early date.

WATERLOO, QUE., MR 28/ 01—new late date.

HOCHELAGO, AP 23/ 94—new early date.

Dr. Warren Bosch reports a new late date for the MORDEN 37 time-mark:

MORDEN, 37/ SP 25/ 97 (See the note on page 22 of the Handbook regarding this mark).

I have had few replies to my request for information about WINGHAM, Second State, carrying year dates 01 and 10. I am more convinced than ever that "10" dates are errors for "01", appearing during the months of AP and MY. If this is so, the latest date for WINGHAM known to me is NO 1/ 01. Can anyone report a WINGHAM "10" date on any stamp later than the Numeral issue? I have yet to hear of one on an Edward. Can anyone report "10" dates for the months of JA, FE, MR, or JU through NO? Of course, one of the best ways of clearing this up would be the finding of a cover carrying the WINGHAM "10", and other backstamps which might verify the correctness of the year date. Until such a cover appears, I would appreciate reports of any and all "01" and "10" dates, with a statement as to what stamp they appear on.

BNAPS REGIONAL GROUPS

Philadelphia—Meets the first Thursday of each month at 7934 Pickering Street, Philadelphia, Pa. *Temagami*—Meet every summer. Alfred P. Cook, Coy Glen Road, Ithaca, New York. *Vancouver*—Fourth Wednesday of each month at 8 p.m.; Dickinson Room, Stry Credit Union Bldg., 144 E. 7th Ave., Vancouver. *Edmonton*—Meets twice a year in May and October in a public place, time and date to be announced. Out of town visitors to communicate with Secretary F. N. Harris, 11013-129 Street. *Calgary*—Meets fourth Tuesday at 8 p.m., Sec., Mrs. Jack Benning, 157 Wildwood Dr., Calgary 5, Alta.

Canadian Revenue Study Group News

LEO J. LA FRANCE, 27 Underhill Rd., Ossining, N.Y. 10562

MORE ON BILL STAMPS

First Issue — The following photo shows the BILD on the 9c, perf. 13½ as mentioned in an earlier column.

Incidentally Jim Lehr reports that he has a variety of the 8c with FIGHT instead of EIGHT perf 13½ x 12½. Can anyone else report having copies of this stamp? John Siverts has a full sheet that does not show this error.

It is a strong possibility that both of the above mentioned stamps could have come from damaged plates. In the case of the EIGHT cent value, Fred Jarretts 1929 opus on page 302 reports a variety in plate position 62 with a defective E in EIGHT. Can this be the same stamp as reported by Jim Lehr. We'd like to hear from anyone who can shed some light on this.

Second and Third Issue Bill Stamps

Here are the latest reports on the toughies in these issues, again with 36 people reporting.

Second Issue

40c Vert. Pr. Imperf. Horiz.—2 blocks of four.

\$1.00 Red-Green center, Vert. Pr. Imperf. Betw'n — 2 blocks of four.

\$3.00 Vert. Pr. Imperf. Betw'n — 5 reported.

In addition the following were also reported:

2 copies of the 40c. Perf 12.

2 copies of the 40c. Perf 12 x 13½.

2 Pairs of the 50c Imperf.

No copies of the 30c Red perf 13½.

Third Issue

1c stitch wmk. No copies reported.

2c brown—perf. 12—thin paper. 10 copies reported.

2c brown—perf. 11½ x 12. 5 copies reported.

3c Watermarked. 8 copies reported.

3c Imperf. Pr. 29 copies reported.

3c Imperf. Horiz. Pr. 12 copies reported.

4c Left Sheet Margin Imperf. 11 copies reported.

5c Imperf. Vert. Pr. No copies reported.

6c Watermarked. 1 copy reported.

6c Imperf. Vert. Pr. 1 copy reported.

\$2.00 Inverted center. 9 copies reported***



\$3.00 Thick paper—Perf. 12. 9 copies

***We know that an earlier survey of this stamp as reported by Nelson Bond indicated that at least 20 more copies were known. We suspect that there are probably even more if the people holding them will make themselves known.

In addition to the above 2 copies of the 4c, 3 of the 7c, 3 of the 8c, and 3 of the \$2.00 were reported perf. 11½ x 12. So come on you Revenoor's, let's see if we can come up with some more items in this fascinating area of TAX COLLECTION.

NEWFOUNDLAND CIGARETTE TAX STAMPS

In the April issue of TOPICS there appeared a letter to the Editor along with a photo from Mr. R. V. Mack inquiring about these items.

E. L. Piggott, a Revenoor from way back supplies the following: The MILITARY CANTEEN—Small type stamp. He has copy with 1-18-E and a BOA code cancel. The NAVAL and MILITARY CANTEEN—tall type stamp—a copy with the words blotted out with three heavy lines. In the CARIBOU type illustrated Earl has copies with the following overprinted letters and

More Sketches of BNAPers

DR. ROBERT V. C. CARR, 117 Robin Hood Way, Youngstown, Ohio

No. 129

DANIEL G. ROSENBLAT

No. 1445

Another new member of our Board of Governors is Daniel G. Rosenblat of San Francisco. He is a native of Winnipeg but spent his childhood in Vancouver. Then to "Frisco". After military service in the U.S. Army with medals received for action in Okinawa, Dan went into the brokerage business and is now a securities trader on the Pacific Coast Stock Exchange representing Noble, Cooke Division of Gregory & Sons. Dan is a member of the Board of Governors of the Pacific Exchange and Chairman of the Board of Data Technology Corp.

Dan had to leave Texas early to attend and do the honors at the marriage of one daughter while the other daughter will soon become a RN.

His place of birth determined his first philatelic love—the stamps of Canada which he developed as a relaxation to the market (now, he says, it is almost in reverse—spoken like a true collector). Through the years, he has concentrated on the Admiral issue and the Semi-Official Air Mails. Articles on both fields have appeared in Topics and Dan has promised more. He is also co-author of a specialized article on



plate identification of the 2c Carmine of the Admirals which is coming out in Maple Leaves.

BNAPEX '69

Twenty-first Annual Convention and Exhibition

OCTOBER 2nd, 3rd, 4th, 1969

THURSDAY TO SATURDAY

Bayshore Inn

Vancouver, B.C.

CANADA

(Continued from page 150)

numbers: E-5, EE 5, EE 915, S 5, T 4, T 5, and UU 5. Since little information concerning such items has been published and this could include other Newfoundland Tax

Paid items, how about coming forth with some pertinent information, if at all possible regarding these issues.

So till next time we sign off with the plea, KEEP THE INFORMATION coming.

Canadian Patriotics

by Clarence A. Westhaver, No. 1442



NUMBER 8 CANADIAN FLAG AND BEAVER SERIES

Description: Canadian flag surrounded by maple leaves with beaver in the top center. The coat of arms changes with the name.

Earliest Date: May 10, 1906.

Publisher: 1) Raphael Tuck & Sons "Oilette" No. 2532. 2) The Pugh Manufacturing Co. Limited, Toronto, Canada. 1358 made in Germany. 3) The Illustrated Post Card Co., Montreal.

Market Price: \$5.00 to \$7.50.

Blank — Used at Ottawa, May 10, 1906.

(Canada Coat of Arms)	Oilette.
British Columbia	Nova Scotia
City of Quebec	Ontario
Kingston	Quebec
Manitoba	Saskatchewan
Montreal	Toronto
New Brunswick	Vancouver

Note: All these cards of the three manufacturers the design is the same. The Pugh Mfg., card the background of the card is slightly darker. The Illustrated Post Card Co., background is of birch bark in a tan color. Otherwise the colors are almost the same.

Tagging Along

KENNETH G. ROSE, 87 Wildwood Dr., Calgary 5, Alta.

Palace Hotel, Tokyo, 24 Feb. '69

They tell me there are better things to do in Japan than write Philatelic Articles, however, first things first, and there are a few new reportings and odds and ends which, if I do not get them away now, they will not reach print until after Labor Day. If you will refer back to Article No. 7, you will see the nine major types and three misplaced types of tagging we have been deal-

ing with up to that time. Now, in Article No. 10, there is one more major, and two new misplaced types to add to the original list, making 10 major, and five misplaced types to contend with. Type 10 needs no explanation, and appeared on the 5-cent 1968 Christmas stamp.

The new misplaced types will be referred to in the following new reportings. I regret that this is being written from memory, but

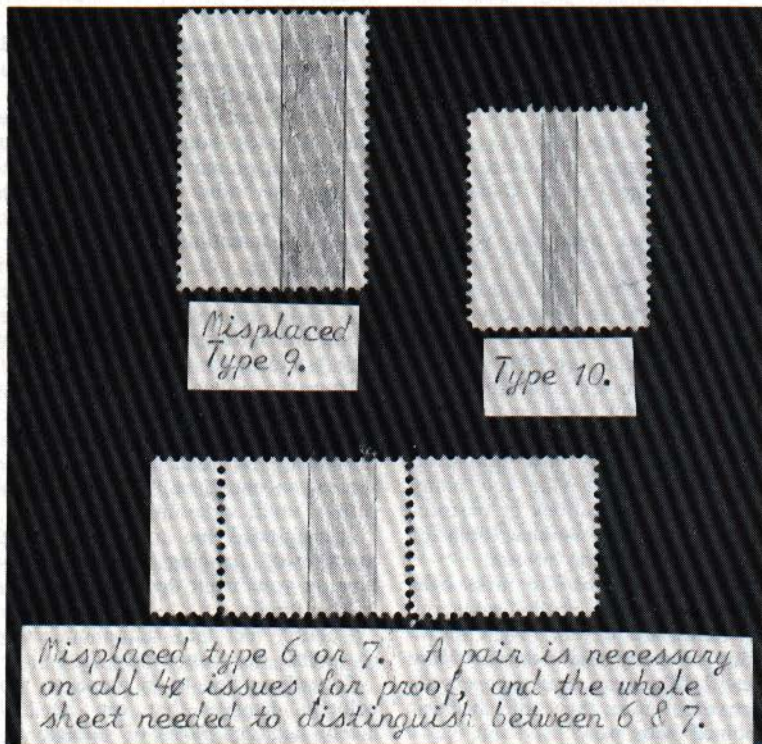
I have found that things philatelic do get soggy in these steam baths over here. To the best of my knowledge, most of the acknowledgments (and hard cash) belong to Mr. Bileski in Winnipeg.

I remember stating in a previous article that despite the Centennial 5c receiving perhaps the sloppiest application of phosphor of any issue, I had not been convinced to that time that there had been any incorrect application to this issue. I am now the owner of a block of 4 (mint UR) with "misplaced Type 9."

I remember also advising readers some time ago to be on the lookout for a pair of either Cameo or current 4c with the phosphor bar shifted over all on to one stamp. I now have a UR mint block of 4 with the

phosphor bar completely on the two right hand stamps. This must be classified as "misplaced type 6 or 7" although to the best of my knowledge only type 6 with the 5-bar split has been used on the current 4c.

I have no information officially on the tagged Christmas booklets, and assume that everybody is aware of their existence. My source of bulk mail has ended abruptly, therefore we will all be relying on reportings by members to a much greater degree. Please check any receipts from the philatelic section, and for members in Winnipeg, please check your over the counter purchases, and advise if and when they revert to one bar each for the 1c to 5c values, and two for the 6c. The Winnipeg postmaster advised that this was being considered.



CANADA AND BNA

Want Lists Filled - Mint - Used - Covers - Squared Circles - Railway Cancellations
Philatelic Supplies - Ultra-Violet Lamps

TATRA STAMPS

5423 EARNSCLIFFE AVENUE - MONTREAL 248, QUEBEC
(APS, BNAPS, CPS of GB, RCPS, PTS, CSDA).

Perfin Study Group

A guest column by G. Drew-Smith, No. 1921



A PHILATELIC EXPERIENCE IN CO-OPERATION

A philatelist is supposed to be trained to keep his eyes and ears open and if he comes across anything new or different that he does not know the answer to, he is advised to keep asking questions of all and sundry until a reasonable explanation is found.

I learned long ago that the information in most catalogues is vague, meager and sometimes downright incorrect. Almost never telling the whole story.

I also learned that the story behind the stamps, whether they be topical subjects, countries, colonies, postmarks, precancels or perfins, are often more interesting than the stamps themselves. If you take the time to dig it out.

This brings me to the subject of this story—Canadian Perfins—and those of the International Harvester Co. of Canada in particular.

Having accumulated over the years a goodly quantity (I thought) of Canadian Perfins in a box, I decided that I had enough to take a look at and so bought a perfin catalogue and started sorting. I was amazed to find that I only had representation of about half the items in the catalogue.

So began a search for more material.

Here a word of caution. Most auction lots were found to be only 40% usable on the average, with 60% having too many pins missing in the perforations or perforations only partly on the stamps, both of which are in my estimation useless.

One of the first questions to arise over the information proffered in the catalogue of company name and city of origin was—what did this company make or do? How big were they? What was their proper address (street, etc.)? Are they still in business? Combined with who?

Questions asked of stamp collectors brought negative results.

A search for possible information at the libraries of 4 cities also negative.

Then I remembered "Fraser's Canadian Business Directory", a yearly publication going back many years, and finally found their head office was on University Ave.,

Toronto. A phone call brought the answer that they would be pleased to let me go over their issues back to 1900. But unfortunately they were at that time "wrapping up" their new issue, and could I put off my call for about 3 months.

My second thought was Dun & Bradstreets who also put out a yearly book and are located on Carlton Street, Toronto. A call to them in March 1967 led to an invitation to use their library going back to the early 1880s.

It was pointed out, however, that only businesses subscribing to their credit services were listed.

Accordingly I made a date and spent two days tracing back all the companies in the catalogue that I could.

I found only limited information here: The addresses—sometimes, the size of company based on credit rating—yes, the association to other companies—yes, the founders—sometimes, year founded and/or deceased—sometimes.

Appraising my gleaned information on my return home, left me with mixed feelings, as to just how I was to make an interesting and informative album page with the little I had really found.

However, I began developing the album page style I might use. Immediately I vetoed the accepted pattern of mounting the stamp (for each company, no need for more than one) face down on a black base, with a small write-up beside it.

It reminded me too much of the old practice of hanging a large crepe black bow on your front door in event of a death in the family.

I didn't feel that stamp collecting, even of perfins was completely dead.

Something had to be done to retain the colorful displays that can be had from nicely laid out pages of stamps.

I threw out a black background to show up the perforated initials as completely inadequate.

After many trials and errors I found that, the brilliance afforded by the fluorescent colours by the Carter Ink Co. under the trade name "Glow-Color", come in a range of colour of high reflective power that

when used in contrast not only added to the colour display, but made the perforations stand out clearly.

Having dried up all my sources of information and still feeling it was inadequate I chose a bold step, I would pick on an existing company and write them advising of my problem and see if they would help.

As I had a large volume of stamps of International Harvester Co. of Canada, from their many branches I choose them as my starting point.

With tongue in cheek in March 1967, I wrote to the head office in Hamilton asking the following questions: (1) Could they give the name and serial number of the machine used for perforating in Hamilton and how many stamps were punched at a time. (2) Had they a brochure giving the company history as applied to Canada.

Three days later I received from Mr. M. C. Cline, Supervisor of Publications Section of Advertising, a 2-page letter answering my inquiry in detail.

He advised IHC in the U.S. was incorporated in 1902, by the amalgamation of McCormack Harvesting Co., the Deering Co., Plano Mfg. Co., the Milwaukee Harvesting Co. and Warder Buchwell & Glesener Co.

The Deering Co. had just acquired a manufacturing site at Hamilton and this became IHC of Canada Ltd.

He also sent booklets on company history and what were to prove most useful, 2 copies of their centennial booklet, illustrated with small prints of many of their early machines showing the development of farm machinery since the turn of the century.

There are three sides to their business—the farm machinery, motor trucks and the construction equipment.

A list of addresses of all their Canadian branches was included, as well as four booklets of their Hamilton and Chatham works. This letter provided me with enough material to finalize my album page layout, but raised many other points directly connected to IHC, for example their list of branches did not include outlets at: Belleville, Bran-

don, Lethbridge, North Battleford, Yorkton, Estevan, and Weyburn, though all of these are listed in the perfin catalogue, so I wrote Mr. Cline again.

On March 21st his letter provided the following information: "IHC never had an operation of any kind at Belleville." This might be Brockville as they did have both manufacturing and sales there from 1903 until about 1910, having purchased J. W. Mann Co.

He also gave me a list of branches for the period of 1920 to mid-1930s, said to compare this to the present list sent previously and advised that during the depression of the thirties many branches were closed out or consolidated with others.

Mr. Cline advised he was writing to all allbranch managers, asking them about their perforating machines as to type, still in use and condition, and where located.

From this point on to early May further letters advised me on these points and in most cases a sample punching on the bottom of the letter told of the condition of the machine as of 1967.

In July, I was working on my IHC pages when there was a knock on the door and Mr. Cline introduced himself and we had quite an interesting talk. He was most interested in what I was doing and said he would send me further books that might be interesting and helpful.

By the end of August more correspondence answered most of the gaps and questions still remaining and Mr. Cline was going to try to visit the Hamilton show to see the results, but a visitor prevented this, and instead he sent a photographer to the London show in November.

After the London show I took my album to IHC to show them the results and they were most impressed.

So in closing I would like to extend my sincere thanks to Mr. M. C. Cline of the International Harvester Co. of Canada, without whose untiring assistance my International Harvester album of some 60 pages would not have been possible.

In future articles I will detail my findings on IHC perfins.

Dear sir:

Our collection has acquired a nice Blyth squared circle cover that would be prized by any collector. It has two impressions on the face and two more on the back. A fast

service could be had in 1894. Registered in Blyth, on the London and Kingston railroad, and arrival in Clinton on the same day.

N. A. PELLETIER

Precancel Notes

By T. W. Turner, No. 2394

SHIFTS IN THE PRECANCELLED OVERPRINT ON MONTREAL TYPE 7

Recently while studying my duplicate precancels I noticed an apparent shift in the Type 7 overprint of Montreal. I had several examples of 7-106, 7-120, 7-131, 7-132, 7-143, and 7-151 which had the "QUE" shifted to the right about 1 mm. in relation to the "MONTREAL" when compared to the majority of stamps which are overprinted as illustrated in the catalogue. With the help of Mr. H. G. Walburn of Okanagan Centre, B.C. who had a reconstructed sheet of 7-131 I have noted four different settings.

There was only one plate of Type 7 and the variations are all found on the one plate. In setting up a plate for precanceling, one horizontal row of ten subjects would be made and repeated nine times vertically. In other words, any error (such as the "Bri(b)dgeburg" error) would be repeated in the vertical row. There could be ten different settings of Type 7 but some of them are so close that it would be hardly possible to separate them. There are four different settings that can be found without much difficulty. The numbers giving the vertical row from the left of the sheet:

Rows 1 and 2: the upright part of the "E" of "QUE" directly under the upright part of the "R" of "MONTREAL".

Rows 3, 4, 5, 6: the "E" of "QUE" is slightly to the left of the "R" of Montreal.

Rows 7 and 8: the "E" of "QUE" is to Row 9: same as rows 3-6.

Row 10: the "E" of "QUE" to the right of the "R" of "MONTREAL".

I have made a few other discoveries which you might find of interest.

I recently purchased a copy of T-61 (8c orange) with the overprint vertical rather than horizontal. Among my duplicates I have a Toronto 7-113a (10c blue) with the "T" of "TORONTO" completely missing. After studying my duplicates of the spacing variety which occurs on Type "W" I have come to the conclusion that one pair of lines is 1 mm. further apart rather than closer. If you compare a normal stamp with the variety it is evident that the spacing between both the top pair of lines the bottom pair of lines and the centre pair of lines on the normal stamp is the same as the narrow spacing on the variety, therefore, the narrow spacing is normal and the wider produces the variety. I have an irregular block of 29 of W-162 die II from a bottom pane (the narrow margin is across the top). The spacing variety, wide space between the top pair and centre pair of lines, occurs on the second row of stamps. I have several strips and singles with various marginal imprints. W-243 (3c carmine-rose) with "WARNING!—TO BE USED ONLY AS SPECIALLY AUTHORIZED". W-242 (2c green) with "AUTHORIZED". Toronto 15-211 (1c green) with "AS SPE". Toronto 15-223 (2c olive) with "O BE US". X-253 (3c purple) with "DE: N'UTIL". I would appreciate hearing from anyone who may have seen anything similar to these before mentioned stamps.

CANADA CREATES TASK FORCE TO STUDY STAMP DESIGN

Canadian Postmaster General Eric W. Kierans has announced the creation of a special Task Force on stamp design. The group, which includes some of Canada's best-known artists and designers, will study all aspects of the design and production commemorative and definitive stamps issued by Canada. The group is similar to the U.S. Post Office Department's "Stamp Advisory Committee".

Chairman of the Task Force will be Gordon Cunningham, Director of Information and Public Relations of the Canadian

Post Office. Its members will be: Julien Hébert (designer), Montreal; Yves Gaucher (painter), Montreal; Alex Colville (painter), Sackville, N.B.; Allan Fleming (designer), Toronto; and David Silcox, Visual Arts Officer, Canada Council, Ottawa.

In making the announcement Mr. Kierans noted that proposals for such a study, or for similar measures, have been made for many years. The decision to go ahead at this time was made on the basis of the complete re-examination of all phases of the Post Office that is already underway.

A further consideration is that new equipment recently installed by the security printing companies under contract to the

Canadian Post Office has greatly expanded the available reproduction options.

The security companies are now able to print by photogravure and lithography as well as by the well established intaglio process, and in color combinations of up to four.

"The purpose of the Task Force," said Mr. Kierans, "is to ensure that the stamps issued by the Canadian Post Office meet the highest international standards of philatelic and artistic merit".

It will examine all aspects of the design and printing of Canada Post Office stamps, including the choice and payment of artists, production techniques and selection of designs.

Canada releases ten to fifteen new commemorative stamps annually. The printing

run for each is 26,000,000 an amount sufficient to meet the needs of philatelists and for a ten-day across-the-counter sale to the general public.

Every four to seven years Canada also prints a new definitive issue in denominations from 1c to \$1.

The sale of commemoratives and definitives constitutes an important source of revenue for the Nation; annually the Postage Stamp Division at Ottawa records philatelic sales of over a million dollars, with additional sales being made through post offices.

It is anticipated by improved design, marketing and promotion, to raise the annual philatelic sales of Canadian stamps to more than \$2 million.

D. JEAN, No. 2156

SOME POSTMARK ERRORS

By N. A. Pelletier

Working on a collection of Ontario small Queens for their town or village postmarks, the odd error, probably caused by the local postmasters when requiring new cancellers, and requesting such items in a handwriting that needed deciphering.

Such an item was CARIO. It appeared in April 1896. The spelling should have been CAIRO, a small post office, now closed, in Lambton County. Our copy of the error had been given to us by Ronald McMurrich. Recently, Clarence Kemp gave us COBURG, an error for COBOURG. Two more copies of the COBURG cancellations are in Dr. Fred Stulburg's collection. One is on a cover. All the postmarks are dated around April 1896.

Frank Campbell's book mentions NIPIGON in Algoma for NEPIGON. It could have been an official name change. One well known error is BLEEKER ST., for BLEECKER ST. The error appeared in both the circular and squared circle postmarks. The BLEEKER ST. postmark on

the squared circle postmark is a rarity. We could use one in our own collection.



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Copy must be in the hands of the Advertising Manager six week previous to publication month.

The Great Atlantic Aviation Race

by R. K. Malott, No. 2335

The first successful powered man-carrying flight, 17 December, 1903, inspired the aviation minded to think of greater achievements in flight. The holocaust of World War I did not divert attention from man's desire to fly longer and longer distances, non-stop. In fact, the war hastened technological advances in aviation design to such an extent that Lord Northcliffe, the Editor of the London Daily News, offered £10,000 to any person who flew across the Atlantic Ocean, non-stop, from any point in the U.S.A., Canada, or Newfoundland, to any point in the United Kingdom, within a 72 hour period.

Many aviators were anxious to win fame and fortune by accomplishing this feat. Similarly, many aviation companies were anxious to test their aircraft and engines against this demanding requirement — a non-stop flight across the Atlantic. Thus, in early 1919 the situation developed that saw the beginning of the many trans-Atlantic non-stop flights, some of which claimed the lives of brave men and women. A by-product of these events was the creation of many philatelic varieties in Newfoundland air mail stamps and flight covers.

The preferred route of the Atlantic challengers was that from an area around St. John's, Newfoundland, to the British Isles, particularly to Southern Ireland. The aircraft and personnel selected for the flights had to be shipped via boat to Newfoundland. Once there the aircraft had to be assembled into an operative machine capable of performing the long gruelling flight that lay ahead over the ocean. Facilities were almost non-existent. Thus, fields for runways had to be selected and cleared, refuelling arrangements made, and accommodation provided.

The preparations leading up to the final minute of takeoff for each aircraft were a great challenge for the servicing personnel. If proper preparations were not completed, no flight could hope for a successful ending. Many stories have been written concerning the great 1919 Trans-Atlantic Aviation Race. Two books that contain excellent documented narratives, complete with photographs, are: "Newfoundland Air Mails 1919-1939" by R. E. R. Dalwick and C. H. C. Harmer, published in March 1953

by C. F. Hodgson & Son, Ltd., Pakenham Street, London, W.C. 1, (180 pages), and "Canada's Flying Heritage" by Frank H. Ellis, published in 1954 by the University of Toronto Press, Canada (387 pages; re the Atlantic Flights, see Part 20. Conquest of the Atlantic, 1919, pages 169 to 177).

A successful flight across the Atlantic to England by way of the Azores was accomplished by one of three American Navy—Curtiss flying boats, NC-4, 8 May to 31 May, 1919. Since the flight was not non-stop, the crew, commanded by Lt. Cdr. A. C. Reid, did not qualify for the £10,000. There were eventually 10 contestants for the attempted first Trans-Atlantic Flight:

- a) Mr. Harry G. Hawker and Lt. Cdr. K. Mackenzie-Grieve, in the Sopwith biplane "Atlantic";
- b) Mr. F. P. Raynham in the Martinsyde "Raymor";
- c) Mr. S. Pickles in a Fairey aircraft;
- d) Major J. C. P. Wood and Captain C. C. Wylie in a Short "Shiel" aircraft. Major Wood unsuccessfully tried to fly east to west from Ireland on 19 April, 1919;
- e) Captain A. Pazzo in a Whitehead aircraft;
- f) Captain H. Sanstead from the U.S.A. in a "Seaplane" entered by the Aero Club of America;
- g) Admiral Sir Mark Kerr, Major Herbert Brackley and Major Gran in the Handley-Page "Atlantic";
- h) Captain Alcock and Lt. Arthur Whitten-Brown in a Vickers-Vimy Bomber;
- i) Mr. A. J. Peters in the Boulton and Paul Alliance "Seabird"; and
- j) An unlisted pilot flying a Caproni aircraft.

For various reasons the pilots Mr. Pickles, Captain Pazzo, Captain Sanstead, Mr. Peters and the pilot of the "Caproni" withdrew. The story of the remaining four aircraft and their crews is one of courage, stamina and ability.

HAWKER & GRIEVE

Harry Hawker, an Australian pilot, and his navigator, Lt. Cdr. Kenneth Mackenzie-Grieve, R.N., were the first to take-off for the United Kingdom in their Sopwith biplane "Atlantic", powered by a 375 h.p. Rolls-Royce Eagle VIII engine, capable of 120 m.p.h. The flight commenced at 3.40

p.m. 18 May, 1919, from Mount Pearl Flying Field, St. John's, Newfoundland, and ended 13 hours later when they ditched 700 miles from Ireland. Fortunately, Hawker located a Danish ship, the S.S. Mary, prior to ditching, and both crew members were rescued. Since neither aircraft nor ship had wireless, bereaved families and friends did not learn of their safety until 25 May, 1919. By chance the Sopwith "Atlantic", complete with mailbag and contents, was discovered five days later floating in the Atlantic. The derelict aircraft was salvaged by the American Ship, S.S. Lake Charlottesville. The mail was composed of 80 envelopes dated St. John's April 12, 2 p.m. 1919 or later to May 2, 3 p.m. 1919, and 6 covers dated 17 May, 1919. The Newfoundland Post Office Department overprinted 200 copies of the 03c "Caribou" stamp of 1919 with a five line black overprint—"First—Trans-Atlantic—Air Post—April, 1919". All 200 stamps were initialised on the back "J.A.R." (Dr. J. Alex Robinson, Postmaster-General, Newfoundland). The 86 envelopes were delivered to London, England on 30 May, 1919, and thus the first of several scarce Newfoundland first flight envelopes were exposed to philatelists.

Both men were awarded the Air Force Cross for their gallant attempt by King George V. These two first heroes of the Atlantic Crossing are dead. Hawker died in an aircraft crash 12 July, 1921, and Mackenzie-Grieve died in Victoria, British Columbia, of natural causes, on 26 September, 1942.

RAYNHAM AND MORGAN FIRST MARTINSYDE ATTEMPT 18 MAY 1919

The second attempt to fly the Atlantic Ocean, non-stop, was made on 18 May, 1919, from a field near Pleasantville (now Fort Pepperel) two hours after Hawker & Grieve departed from Mount Pearl Field. Major F. P. Raynham, pilot, and Major C. W. F. Morgan, navigator, took off in their Martinsyde biplane "The Raymor", powered by a 285 h.p. Rolls-Royce Falcon engine, capable of 120 m.p.h. and a 3,000 mile range. Unfortunately the heavy load of the aircraft and a dangerous cross-wind caused the aircraft to settle back on its wheels. The result was disastrous. The under-carriage sheared off and the aircraft crashed. Fortunately there was no fire and the crew escaped slightly injured. Major

Morgan, because of injuries, was replaced later by Lt. C. H. Biddlescombe who arrived at St. John's, from England on 14 June, 1919, the day Alcock & Brown started their momentous flight.

RAYNHAM AND BIDDLEScombe SECOND MARTINSYDE ATTEMPT 17 JULY 1919

Undaunted by his first failure—Major Raynham had the damaged Martinsyde aircraft repaired. On 17 July, with Lt. C. H. Biddlescombe as navigator, Raynham commenced his second attempt to fly the Atlantic Ocean, non-stop and to beat Alcock and Brown's time of 16 hours and 12 minutes. A few seconds after lift-off at 3:15 p.m., the Martinsyde again crashed. The aircraft was wrecked beyond repair but the crew again escaped without serious injury. The Martinsyde attempt ended and Major Raynham returned to England. Still plagued by bad luck, Raynham forgot to hand in the official mail to the London Post Office and had to be reminded by an official enquiry to do so.

For Raynham's final attempt to cross the Atlantic, a special stamp was prepared by the Newfoundland Post Office Department. About 20 to 30 of the 03c, 1919 Caribou stamps were overprinted in a four line manuscript, in black ink—"Aerial—Atlantic—Mail—J.A.R." These stamps were applied only to envelopes handed in by 19 April, 1919, for the Martinsyde flight. Approximately 20 to 30 envelopes were aboard the Martinsyde on its first crash 18 May, 1919.

Once arrangements commenced for a second attempt by Raynham, more mail for an Atlantic crossing accumulated. A supplementary mail of 25 envelopes bearing the \$1.00 "Alcock" stamp and postmarked St. John's, July 12, 1919, was added to the mail bag. Approximately 60 envelopes altogether were flown on the Martinsyde flights. Major Raynham took the mail back to London, England by boat. After an official enquiry reminded the Major that he had not turned in the mail, he did so, and all envelopes were backstamped London, January 7, 1920.

Mr. Edwin Cleary, a reporter of the London Daily Express, apparently as a joke, prepared in May, 1919, some stamps of the 1919 Caribou issue with a five-line black overprint—"1st Atlantic—Air Post—Martinsyde—Raynham—Morgan."

(To be continued)

Plate Varieties of the Two Cent Stamps 1912-1922

by Edward J. McGrath

The Retouched Die.

Plates approved in 1913.

Date of Approval	Plate Number
1912	
December 28	27-28
1913	
January 11	29-30
January 29	31-32
February 5	33-34
February 19	35-36
February 25	37-38
March 26	39-40
April 17	41-42
June 19	43-44
July 24	45-46
August 15	47-48
August 26	49-50
September 5	51-52
November 26	53-54
December 19	55-56
December 29	57-58

The earliest date I have for a stamp from the retouched die is Feb. 11th, 1913. The second earliest is Feb. 29, 1913. Stamps from the retouched die may have come into use about the third or fourth week of January.

The common to scarce plate varieties that are found on stamps of the retouched die in 1913 are mainly found, like those of the original die, on the outer frame line of the right numeral box. But there are only half as many types. I now list them in the order of their appearance.

Type 1. A very short line at the top, followed by a potential break, followed by a line about twice as long as the first and then followed by a potential break one half a mm. from the top. Earliest date: March 1st. This type was commonly in use until July.

There are a few minor variations of Type 1. The chief one has the very short line at the top followed by the potential break but the rest of the line has no further break. I call it Type 1A. Earliest date: March 11th. It becomes rare after April. A scarce variety.

Type 2. A break or a strong potential break one half a mm. from the top. Earliest date: April 16. It can often be seen from that date until the end of June, when it becomes scarce. A common variety.

Type 3. A clear break in the lower left frame junction line. This variety is illustrated in George Marler's book and is said to come from plates 40 to 42. Stamps with Type 3 often have Type 2 as well. My earliest date for Type 3 combined with Type 2 is July 7. My earliest date for Type 3 without Type 2 is July 19. Type 3 was commonly used until October.

This break, or on some stamps a potential break, of the lower left frame junction line was sometimes covered by a retouch.

Type 4. The line is weak one quarter to one mm. from the top and one quarter of a mm. from the bottom. The outer line of the left numeral box is sometimes strong. Earliest date: Oct. 16. It continues on through the end of December. Another common type.

One slight variation of this type shows the line weak one half a mm. from the bottom.

A position dot can often be seen in the left central side of the inner white oval space on stamps in March, April and May and sometimes June. This indicates that the earliest plates of the retouched die had the position dots marked on the plates the same way as the plates of the original die.

Between May and September many stamps show a position dot in the right central side of the inner white oval space. This is unusual since such a position dot is rarely seen at any other time.

On early stamps, February to April, the color is a rose red or a rose scarlet of medium brilliance. From May to the end of the year the color becomes brighter or deeper, showing more rose.

Plates approved in 1914.

Date of Approval	Plate Number
January 14	59-60
January 28	61-62
February 16	63-64
March 4	65-66
April 22	67-68
May 1	69-70
May 26	71-72
July 6	75-76
(Approved out of sequence)	
July 29	73-74
September 11	77-78

Type 4 was continued on into 1914 until May, when it becomes scarce.

Stamps bearing Type 2 can sometimes be seen during January and February. Surprisingly, stamps from the original die can frequently be noticed during the first six months of the year.

A new type is characteristic of 1914. Being the next in order of appearance, I call it Type 5. It is very different from the other four types. The lower left frame junction line and the lower left spandrel line are weak where they join. The center of their coming together has the look of a position dot. I call it the junction dot. On the right side of the stamp the outer line of the outer white oval space bulges out into the outer frame line, making that line narrower there. In the four previous types the outer line of the outer white oval space only comes even with the right outer frame line.

Another characteristic of Type 5 is a weakness of the outer line of the left box, extending one third of a mm. from the top. The outer line of the right box shows the same weakness as that of Type 4. Sometimes the entire line of the right box is weak.

Type 5 was used from Dec. 1913 to the end of 1914 and then on into 1915. From Dec. 1913 to June, 1914 it is scarce. After that it is very common. My earliest date for Type 5 is December 2, 1913. Until April, 1914 many stamps of Type 5 have hair lines at the four corners of the outer frame lines. During April some stamps seem to show plate wear or maybe it is just the color of the ink.

A stamp dated September 29 appears to have the lower left frame junction line and the lower spandrel line retouched. From then onward to the middle of 1915 many stamps show this variety. Thus a new type is created—Type 6. Some stamps show only the junction dot retouched, giving it the appearance of a dash.

A scarcer type is the one that shows two breaks in the lower left frame junction line. November 5 is my earliest date. I call it Type 7. Type 7 only extends to Feb. 1915; Type 6 to May. As for Type 5, the commonest, it can often be seen as late as September 1915.

Regarding 1914 colors, most of them resemble those of the latter half of 1913. From September to the end of the year

some shades are more of a scarlet than a rose scarlet or a rose red.

Plates approved in 1915.

Date of Approval	Plate Number
May 5	79-80
July 16	81-82
August 4	83-84
September 22-23	87-88
(Approved out of sequence)	
September 28	85-86
October 29	89-90
November 5	91-92
December 9	93-94
December 10	95-96

There are no new types in 1915 until we come to Plates 79 and 80, which have a plate variety mentioned in George Marler's book and illustrated in Han Reiche's revision. Besides the two breaks at the bottom of the outer rim surrounding the vignette, this type can also be recognized by a potential break in the outer frame line of the left numeral box. My earliest date for this type, which I call Type 8, is August 4th. Its ordinary period of use extends from August to October.

Marler and Reiche mention a single break in the bottom of the outer rim surrounding the vignette above the "w" of "Two". It is illustrated in Reiche's book. It must be rare as I haven't seen it.

A plate number strip of three from plate 82 shows the lower left frame junction line without the junction dot while the entire outer line of the right numeral box is weak. The same line of the left box is fine and unbroken. I have a copy of this type dated No. 29 and five others with December dates. I call it Type 8A.

The next type, Type 9, is the extensive retouching of the four spandrel lines, described and illustrated in Marler's book and said to be from plates 87 to 90. Sometimes the retouching of the lower right spandrel line extends to the numeral box, making it thicker than the same line of the left box. My earliest date for Type 9 is No. 5. It was commonly used to the end of the year and on into 1916 for about three months.

Type 10. This is also mentioned in Marler's book and is from plates 91 and 92. The outer frame line of the right numeral box is faint and the outer line of the outer white oval space bulges very noticeably into the right outer frame line. The

(Continued on page 162)

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PLATE VARIETIES — (Continued from page 161)

lower left frame junction line and the lower left spandrel line are generally clearly defined where they meet. Since I have examples of this type as early as Nov. 22, perhaps a plate or some plates in the 87-90 group also bore this type. Its use continued on into the early months of 1916.

Scarlet is the main color of the stamps of 1915. The palest shades of scarlet can be seen on Type 10. From September to the end of the year there were some printings in carmine red.

A concluding article will cover the main plate varieties of 1916 to 1922.

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