



# BNA TOPICS

Official Journal  
of the  
British North America  
Philatelic Society

---

Vol. 26, No. 9, Whole No. 283

October, 1969

Printed September 25, 1969

# New Season...

If there was such a thing as a Philatelic Calendar, New Year's Day would probably fall on September the First.

So, Happy New Stamp Year, Everybody!

The past year has been a good one for the Stamp Fraternity, Collectors and Dealers alike. There have been many interesting properties come on the market, and although the competition was strong, the share which we managed to capture contains much worthwhile material which broadens the choice which we can offer to our customers.

We will welcome you at 37 Victoria Street if you can get in to look over our new stock, both B.N.A. and the rest of the world. Otherwise your written enquiries will get our best attention.

**George S. Wegg Ltd.**

37 VICTORIA STREET

TORONTO 1 - CANADA

Telephones:  
368-7528  
489-1344  
Area Code 416

# IF YOU THINK SELLING YOUR COLLECTION IS LIKE DIVORCING YOUR WIFE ...you can have custody of the kids!...if you'll give us your stamps!

Parting with a stamp or coin collection, whatever the reason, is for most serious collectors, a near traumatic experience. When the time comes, however, your collection is in the best of hands at Harmer, Rooke. Whether for auction or for immediate cash from private sale, you can depend on the expertise and professional integrity for which Harmer, Rooke has been famous since 1903.

With sophisticated clients throughout the philatelic and numismatic world, Harmer, Rooke is your assurance of the expeditious liquidation of your collection at extremely attractive prices. Estates, trust departments of leading banks and knowledgeable private collectors, as well, have come to depend on Harmer, Rooke & Co., the world's first major stamp & coin dealer and auction house. When your time comes... come to Harmer, Rooke. You'll understand why.

• **NO PROPERTY TOO LARGE!** • **NO DISTANCE TOO GREAT!**

WHEN IN NEW YORK, WE INVITE YOU TO VISIT  
**THE HARMER, ROOKE GALLERIES**  
... dedicated to the public exhibition and sale  
of the world's rare and interesting stamps and coins  
...and, **THE HARMER, ROOKE LABORATORIES**  
The world's first electronic laboratory specifically  
devoted to the authentication of stamps and coins

**REGULARLY SCHEDULED PHILATELIC AUCTIONS ARE HELD  
IN OUR OWN GALLERIES and OPEN TO MAIL BIDDERS**

*Write for complimentary auction catalog and descriptive brochure*

**USE THE CONVENIENT COUPON BELOW**

## HARMER, ROOKE & CO., INC.

*Negotiators in Fine Properties*



Established:  
LONDON—1903 • NEW YORK—1939  
**THE HARMER, ROOKE BUILDING**  
604 FIFTH AVENUE  
NEW YORK, N. Y. 10020

For direct inquiry, CALL (212) 765-3883.  
For long distance, Call collect.

**APPRAISERS • SALES AGENTS  
AUCTIONEERS**

**OFFICES IN  
LONDON and LUGANO**

**HARMER, ROOKE & CO., Inc.**  
604 5th Avenue, New York 10020

- Please send auction catalog and put me on your mailing list.  
 I have material for auction or sale. Please contact me.

NAME \_\_\_\_\_  
(Please Print Legibly)

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_

PHONE \_\_\_\_\_ ZIP \_\_\_\_\_

# WE REALISE!

THAT WHEN YOU ENTRUST YOUR COLLECTION FOR SALE AT AUCTION YOU WANT A FIRM THAT HAS EXPERIENCE, REPUTATION, KNOWLEDGE, A STAFF OF EXPERTS, AND THE KNOW-HOW, SO THAT YOUR MATERIAL WILL REALISE TOP PRICES.

HERE ARE A FEW REALIZATIONS FROM OUR LAST TWO AUCTIONS

## CANADA

Scott No.		Scott Catalogue	Price Realized
15 xx	5c Beaver, centered and very fine .....	\$ 30.00	\$ 77.50
15 o	5c Beaver, superb .....	3.75	42.00
19a o	17c Cartier, centered, superb .....	25.00	90.00
35a xx	1c Small Queen, orange n.h., very fine .....	15.00	31.00
36 xx	2c green, early Montreal print, superb .....	2.50	34.00
37a xx	3c deep rose, very fine .....	40.00	80.00
38 xx	5c deep slate green almost n.h., superb .....	15.00	62.50
39b xx	6c perf. 11½ x 12, almost n.h., superb .....	75.00	180.00
40a xx	10c magenta, very fine .....	35.00	75.00
43a xx	6c chocolate brown, almost superb .....	10.00	38.00
46, 47xx	20c and 50c Widow Weeds, very fine .....	35.00	52.50
55 xx	6c Jubilee n.h., superb .....	15.00	36.00
61 o	\$1.00 Jubilee, very fine .....	75.00	110.00
62 o	\$2.00 Jubilee, very fine .....	50.00	97.50
63 xx	\$3.00 Jubilee n.h., superb .....	225.00	350.00
76a xx	2c purple, thick paper, n.h. block of 4 v.f. ....	60.00	150.00
96-103xx	Quebecs cpl. centered and very fine .....	65.00	100.00
105a xx	1c yellow bookletpane with "Pyramid" v.f. ....	7.50	260.00
106a xx	2c carmine bookletpane with inscription v.f. ....	1.25	290.00
107b xx	2c green bookletpane with "Pyramid" v.f. ....	7.50	260.00

**DO YOU REALIZE NOW, WHO SHOULD BE SELLING YOUR STAMPS?**

**Extensive Collections and Large Properties Solicited For Sale at Auction. May we hear from you?**

## R. MARESCH & SON

DEALERS IN RARE STAMPS SINCE 1924

8 Temperance Street - Toronto 1, Ontario

# BNA TOPICS



OFFICIAL JOURNAL OF THE BRITISH NORTH AMERICA PHILATELIC SOCIETY  
VOLUME 26 / NUMBER 9 / WHOLE NUMBER 283 / OCTOBER, 1969

## OFFICIAL REPORTS AND NOTICES

Secretary's Report .....	228
The Editor's Mailbag .....	229
Report from the Library .....	231
Classified Topics .....	247
BNAPS Handbooks .....	248

## COLUMNS

Canadian News .....	231
Tagging Along .....	232
Flag Cancellations .....	234
More Sketches of BNAPSers .....	235
Canadian Patriotics .....	236
The Canadian Stamp Collector .....	237
Perfin Study Group .....	238

## ARTICLES

AN UN-STICKER-Y RULE by E. F. Schiewick-Smith, No. 1533 .....	234
THE GREAT 1919 TRANS-ATLANTIC AVIATION RACE by Major R. K. Malott, No. 2335 .....	239
ADDITIONAL DATA ON THE STAMPS OF NEWFOUNDLAND by Robert H. Pratt, No. 1982 .....	242

Editor: Board Chairman—V. G. Greene, 77 Victoria Street, Toronto 1, Ontario

Acting Editor: R. J. Woolley

CIRCULATION MANAGER: C. Russell McNeil, Suite 3-C, 187 Park St. S., Hamilton 10, Ontario

ASSOCIATE EDITORS: Dr. R. V. C. Carr, P. J. Hurst, L. J. LaFrance, Dr. W. G. Moffatt, K. G. Rose,

Glenn F. Hansen, R. J. Woolley

ADVERTISING MANAGER: Edward J. Whiting, 25 Kings Circle, Malvern, Pa., U.S.A. 19355

LIBRARIAN: Stewart S. Kenyon, 15205-74 Avenue, Edmonton, Alberta

SALES CIRCUIT MANAGER: James C. Lehr, 2818 Cheshire Rd., Devon, Wilmington, Delaware, U.S.A. 19803

DIRECTOR OF PUBLICITY: A. W. McIntyre, 10918 84th Ave., Edmonton, Alberta

COMMITTEE CHAIRMEN: Board of Examiners, J. N. Sissons; Conventions, R. A. Peters; Editorial, V. G. Greene; Elections, H. Reinhard; Perfin Study Group; R. J. Woolley; Liaison Study Groups, Ed A. Richardson, C. A. Westhaver; Handbooks, Ed A. Richardson; Membership, Al H. Kessler; Nominating, Al H. Kessler.

Published at Toronto, Canada, by the British North America Philatelic Society. Subscription: \$5.00 per year; single copies, from the Circulation Manager, 50 cents. Opinions expressed are those of the writers. Printed by Mission Press, 53 Dundas St. E., Toronto.

COPY DEADLINES: Display advertising copy must be received by the Advertising Manager six weeks prior to the month of publication. For membership details write to the Secretary.

# B.N.A.P.S. Elected Officers

PRESIDENT	Dr. R. V. C. Carr, 117 Robin Hood Way, Sherwood Forest, Youngstown, Ohio 44511
VICE-PRESIDENT	Sam C. Nickle, 1208 Belavista Cr., Calgary, Alta.
SECRETARY	Jack Levine, 511 Peyton St., Apt. C, Raleigh, North Carolina 27610
TREASURER	James T. Culhane, 119 Montgomery Ave., Norristown, Pa. 19401
BOARD OF GOVERNORS	Nine Sitting. Three Year Term — Three Elected Each Term 1967-69 Dr. R. A. Chaplin, S. S. Kenyon, Wilmer C. Rockett 1968-70 L. M. Bell, R. H. Pratt, D. G. Rosenblat 1969-71 A. P. Cook, G. B. Llewellyn (Chairman), C. R. McNeil

## Secretary's Report

September 1, 1969

### NEW MEMBERS

- 2462 Barnes, Austin E., 519 East Monroe, Metamora, Illinois 61548  
2463 Constantine, Aeneas, M.D., Harrisville, Michigan 47640  
2464 Farrell, Major William H., R. 1, Rochester, Indiana 46975  
2465 Hancox, George Thomas, 2313 Sooke Road, Victoria, British Columbia  
2466 Harris, David M., 4101 N.E. 16th Terrace, Fort Lauderdale, Florida 33308  
2467 Hazelton, Bruce W., R.F.D. No. 2, Cumberland Center, Maine 04021  
2468 Horning, Dr. W. C., 3175 Sheringham Place, Victoria, British Columbia  
2469 Horovenko, Albert, 1005 Strathmore Street, Windsor, Ontario  
2470 Lee, Robert A., 1490 Union Avenue, West Vancouver, British Columbia  
2471 Leggett, Arthur W., 1945 Lawrence Avenue West, Weston, Ontario  
2472 Linder, John, 2162 Sherbrooke Street West, Apt. C-6, Montreal 109, Quebec  
2473 Logan, M., 14 Kingsfold Court, Islington, Ontario  
2474 Mida, Hymie, 1491 East 191st Street, Apt. 606, Euclid, Ohio 44117  
2475 Morisch, Donald L., 5804—214th S.W., Mountlake Terrace, Washington 98043  
2476 Mitchener, Ralph D., 1253 Sherman Drive, Ottawa 5, Ontario  
2477 Munro, J. M., 366 Henry Street, Cobourg, Ontario  
2478 Phair, Dr. George, 14700 River Road, Potomac, Maryland 20854  
2479 Savage, Dorothy L., 9312 East Muroc Street, Bellflower, California 90706  
2481 Tygett, Joseph N., M.D., 2112 Woodhaven, Cape Girardeau, Missouri 63701

### APPLICATIONS PENDING

- Burley, Edward F., Box 164, Keswick, Ontario  
Crouse, Wm. Victor, Box 762, Amherstburg, Ontario  
Marston, Dr. Judith H., 2815 Linkwood Drive, Houston, Texas 77025  
Priestley, Arthur, 136 Helmsdale Avenue, East Kildonan 15, Manitoba

### APPLICATIONS FOR MEMBERSHIP

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

- BANE, Thomas R., D.D.S., 21 Muzzey St., Lexington, Mass. 02173 (C-CX) CAN, NFD, N.S., N.B.—19th century used postage. Stampless covers. Mint booklet panes. Federal, Provincial and Tax-Paid Revenues. Literature. SPECIALTY—Revenues and Plating. Proposed by L. A. Davenport, No. 51. Seconded by V. G. Greene, No. L40.  
FRANCOEUR, Francois, 1600 Boul. Manicouagan, Hauterive, Co. Saguenay, Que. (C-CX) CAN, NFD, B.C., N.S., N.B., P.E.I.—19th and 20th century mint and used postage and blocks. Federal, Provincial and Law Stamp Revenues. Cancellations. Proposed by J. Levine, No. L1.  
GOULD, Charles P., 1200 Old Mill Road, San Marino, Calif. 91108 (C-CX) CAN, NFD, PROV—Federal, Provincial and Tax-Paid Revenues. Semi-Official Airmails. Proposed by L. A. Davenport, No. 51. Seconded by J. N. Sissons, No. L17.  
HAUSMANN, Edward H., 117 Alcorn Ave., Toronto 190, Ont. (C-CX) CAN—20th century mint postage. Coils. O.H.M.S.-G. Mint booklet panes. Mint Airmails. Major plate varieties. Proposed by M. Logan, No. 2473. Seconded by C. R. McNeil, No. 649.  
ISAACSON, Jack, 5009 Wesley Road, Victoria, B.C. (C) CAN, NFD—Mint and used postage. Pre-stamp and 1st Day covers. Coils. O.H.M.S.-G. Mint and used Airmails. Proposed by W. E. Topping, No. 949. Seconded by J. W. Millard, No. 2052.  
KENNEDY, Arthur M. Jr., 908 Fredericka Drive, Pittsburgh, Pa. 15236 (C-CX) CAN—Mint postage. Plate Blocks. O.H.M.S.-G. Mint booklet panes. Federal and Provincial Revenues. Mint Airmails. Proposed by R. J. Woolley, No. 359.  
KISCH, Robert L., 521 F.D.R. Drive, New York, N.Y. 10002 (C-CX) CAN, NFD, PROV—19th and 20th century mint and used postage. Pre-stamp, stampless covers. O.H.M.S.-G. Mint Airmails. Proofs and Essays. Proposed by R. J. Woolley, No. 359.  
McFARLANE, Ronald M., 4546 S. Lowe Ave., Chicago, Ill. 60609 (C-X) CAN, NFD, N.S., N.B.—Mint postage. 1st Day covers. Coils. O.H.M.S.-G. Mint booklet panes. Precancels. Seals. Federal, Provincial and Tax-Paid Revenues. Mint and semi-official Airmails. Postal Stationery entires. R.P.O., Territorial, Flag and Slogan Cancellations. Proposed by J. Levine, No. L1.  
RE, Luigi I., 1592 E. 91st St., Brooklyn, N.Y. 11236 (D) Proposed by J. Levine, No. L1.  
STILLIONS, Clarence A., 3204 Norfolk, Apt. D, Houston, Texas 77006 (C-CX) CAN, NFD—19th and 20th century mint and used postage. Postal Stationery entires. Proposed by J. Levine, No. L1.

ADDRESS CHANGES

(Notice of change MUST BE SENT TO THE SECRETARY. Any other office will cause delay)

- 1496 Bilden, William O., 801 Hennepin Ave., Minneapolis, Minn. 55403
- 1339 Black, Raymond E., 49 Sherburn St., Winnipeg 10, Manitoba
- 634 Charkow, Abe, 3898 Angus Drive, Vancouver, B.C.
- 2442 Dean, John M., P.O. Box 585, Shamokin, Pa. 17872
- 2378 Dowsett, Lt. Col. John, CFSIS, CFB Borden, Borden, Ontario
- 1783 Irvine, Alan F., Redford Road, R.R. No. 2, London, Ontario
- 1336 Kirk, Amy (Mrs. J. A. C.), No. 7—1080 Broughton St., Vancouver 5, B.C.
- 518 Peatman, Alfred N., 22 Second St., Renforth, Saint John, N.B.
- 1724 Ross, John A., R.R. 2, Abercorn, Co. Brome, Quebec
- 2287 Stouhey, Thomas W., 16 Westdale Drive, Apt. 406, Welland, Ontario
- 1773 Stonier, Peter F., M.D., No. 30—380 Pemberton Terrace, Kamloops, B.C.
- 1260 Swenson, Eimer C., 426—5th Avenue Drive N., Princeton, Ill. 61356
- 1450 Traquair, Robert S., 870 Dorchester Drive, Sarnia, Ontario

DECEASED

- 166 Leuf, Ralph R., 6 Sagamore Drive, R.D. No. 1, Simsbury, Conn. 06070

MEMBERSHIP SUMMARY

TOTAL MEMBERSHIP, August 1, 1969 .....	1053	
NEW MEMBERS, September 1, 1969 .....	19	
	1072	
DECEASED, September 1, 1969 .....	1	
	1	
TOTAL MEMBERSHIPS, September 1, 19699 .....		1071

# THE *Editor's* MAILBAG

Dear sir:

As Acting Editor, I trust I am writing this to the proper person. I recently joined BNAPS and was disappointed when I saw my copy of the Yearbook that there was no mention of members' collecting interests. In Topics, new members' applications give this information rather extensively. For purposes of corresponding, it is literally impossible for me to know who collects Postal Stationery, for example. This applies to some of my other interests as well.

I belonged to a group one time who listed the interests after the collector's name and address by number, which was a very simple way of coding, yet took up a very small amount of space. The code was listed before the membership, so there was no problem in identifying what the numbers represented. Couldn't something of this nature be incorporated in our Yearbook? I realize the expense involved plus time and effort, but I feel it would benefit all members. If even a dozen or so interested people handled the project, it could be rather easily carried off.

It would mean sending a questionnaire to each member to be filled out and returned, so the largest expense would be postage. As far as the questionnaire is concerned, I have access to a mimeograph machine and if someone typed out the form,

I could cut a stencil and do the mimeographing for nothing. The other problem would be addressing envelopes, but I feel enough people could be called upon to do a share of the roster, myself included.

I would be interested in other members' views on this idea of listing collecting interests to see if there is much enthusiasm for the idea.

Thank you for your time.

Sincerely,  
JEAN WILLIAMSON,  
No. 2459

**Editor's Note:** This subject will be brought to the attention of the Board of Governors for their consideration at the Convention.

\* \* \*

Dear sir:

I refer to the article "Canadian Forces In the Far East" on page 176 of Topics for August 1969.

It was with no little astonishment that I read "An Army Post Office was not attached to serve the force, according to Canadian Army Post Office records". In this regard I wish to point out that the Official History of the Canadian Army, Volume I, page 448, states that the Force included a detachment of the Canadian Postal Corps. Moreover, I have in my possession a copy of a letter dated 28 March 1960 from the Director of Armed

Forces Postal Services in which he states "It has been determined from existing records that the Hong Kong CPC unit consisted of five other ranks". I might add that one of those soldiers, Staff Sergeant Charles A. Clark, won the Distinguished Conduct Medal for bravery during the brief campaign and whilst a prisoner of war.

The CPC detachment began operations on 24 October 1941 — while still in Canada — and it actually despatched three bags of first class mail (120 lbs.) via the Embarkation Officer at Vancouver on the night of 27/28 October just before the Force sailed on the Awatea and HMCS Prince Robert. The detachment was equipped with daters which produced a double ring postmark containing the designation FIELD POST OFFICE FORCE "C". While I have imprints from those daters (made in 1960) I cannot vouch that they were ever used for marking outgoing mail, for the only cover I've seen from the Force has the postmark of Victoria, Hong Kong dated 8 De 41.

The article contains two other minor points which I feel should be corrected for the record. The opening paragraph seems to have a typographical error. The composition of the Force was not quite as shown; instead it comprised a brigade HQ and two battalions, which were the Royal Rifles of Canada and the Winnipeg Grenadiers. Then, in the third last paragraph there is the phrase "British Field Post Office postage stamps". As there never were such postage stamps, I suppose the term "postmarks" was intended.

Yours truly,  
R. H. WEBB

### ONE CENT SMALL QUEEN "HAIR STRAND"

Mr. Peter Hurst in his article "Two Strands of Hair Identified" (December 1958) located the positions as No. 13—"Long Strand" and No. 26—"Short Strand" with re-entry.

Recently I have acquired six copies of this variety and have noted the following on five copies:

1.—The strands are fairly light, and equal in degree of strength, being only slightly heavier than the rest of the hair in the design.

2.—The strand begins approximately under the right leg of the third "A" in Canada.

3.—A break in the strand below the space of "A-P".

4.—In position 13 the strand terminates at, but below, the point on the diadem at the second pearl. (3 copies.) In position 26 the strand does not reach the diadem. (Two copies with re-entry present.)

The sixth copy is the one of interest since:

1.—The strand is an exceptionally bold line.

2.—The strand begins approximately below right center of "D" in Canada.

3.—There is no break in the strand.

4.—The strand enters the diadem exactly at the point below the pearl, continues through following the left leg of the "X" in the diadem design, and exits as a short spur below the lower line of the diadem and approximately in line with "S" of Postage.

5.—There is no re-entry thus eliminating a retouch to Position 26.

This sixth copy raises two possibilities. The "Strand" in No. 13 had a plate retouch at a later stage, or, there are more than two varieties of the "Hair Strand" in this issue.

Mr. Hurst further stated the earliest date recorded, at that time, was October 14, 1895. I would like to record that one of my position 26 copies shows the date July 24, 1895.

CHARLES D. BLAIR,  
BNAPS No. 2376

---

An International Stamp Exhibition — "RSA 10"—will be held in Cape Town from May 31st to June 5th, 1971. This will be organized by the ROYAL PHILATELIC SOCIETY OF CAPE TOWN, commemorating their 60th Anniversary festivities.

An informative Brochure will be available before the end of this year, meanwhile all enquiries are to be directed to the Hon. Secretary, P.O. Box 1973, CAPE TOWN, R.S.A.

We would be most grateful if you could publish this preliminary announcement at the earliest possible date, and we shall keep you fully posted of further developments. We rely on your wholehearted co-operation to make this event an outstanding Philatelic success.

With Philatelic greetings,

Yours sincerely,  
J. W. T. Wannerton, BNAPS No. 1706  
Exhibition Secretary



# Report from the Library

STEWART S. KENYON, 15205-74th Ave., Edmonton, Alta.

## DONATIONS

- Mr. Hans Reiche  
2 issues "The Postmark"  
2 issues "The Postmark"
- Mr. Warren F. Haley  
2 issues The American Revenuer  
2 issues B.N.A. Topics  
1 issue Canadian Philatelist
- Mr. J. Jamieson  
12 issues "American Stamp News"  
4 issues "Philatopic Monthly"  
1 issue "Philatelia"  
Assorted catalogues, price lists and clippings
- Mr. Donald Jean  
H. R. Harmer 1963-64 Resume of Sales  
H. R. Harmer Annual Resume (1962-63)
- Mr. Warren F. Haley  
1 issue "Canadian Philatelist"  
3 issues "The American Revenuer"  
5 issues "B.N.A. Topics"
- Mr. Fred Jarrett  
46 issues B.N.A. Topics  
141 issues Popular Stamps
- 27 issues Canadian Philatelist  
16 issues Maple Leaves  
1 set BNAPS 1968 Monographs
- Scott Publications  
"Know Your U.S. Stamps"  
by Lilly B. Freed
- BNAPS Handbooks Committee  
Mr. R. J. Woolley, Chairman  
2 copies Standard Catalogue of Canada and the Provinces Revenue Stamps by Sissons Publications Ltd.
- Dr. Henry D. Hicks  
Complete catalogues of the Dr. Lewis L. Reford Collection of B.N.A.  
(Harmer, Rooke & Co. Inc.)
- Dr. J. L. Paterson  
81 issues "Popular Stamps"  
17 issues "S.C.E.C. Magazine"  
51 issues Miscellaneous Periodicals  
11 issues Miscellaneous Catalogues and Price Lists
- Mrs. Margaret Toms  
\$5.00 donation for bookbinding

## Canadian News by Donald Jean, BNAPS No. 2156

We have an awful lot of figures of production, panes with plate blocks taken into the Philatelic Agency and first day cover serviced quantities of Canada's stamps of the past few years.

The first figure is the quantity received from the manufacturer (this differs from the quantity ordered for each Canadian stamp); the second figure (in brackets) is the quantity of panes taken into the Philatelic Agency for direct sale to collectors, with plate blocks still attached. First Day Covers serviced by the Postmaster at Ottawa are shown as "FDC" followed by the figure known.

No. 351 10c Eskimo, February 21, 1955—313,525,000 (first, second, third, fourth, fifth plates unknown); FDC—24,464.

No. 362 20c Paper Industry, June 7, 1956—214,856,000 (1, 2, 2N 3, 4th plates unknown); No. 363 25c Chemical Industry, June 7, 1956—120,447,250 (first and second plates unknown); FDC combined with 362—29,843.

No. 401 1c brown QEII, February 4, 1963—478,269,000 (60,000, two plates, third plate unknown).

No. 402 2c green QEII, May 2, 1963—464,937,000 (60,000, two plates, third and fourth plates unknown).

No. 403 3c purple QEII, May 2, 1963—545,055,000 (60,000, two plates, third plate unknown); FDC combined with 402—90,014.

No. 404 4c carmine QEII, February 4, 1963—1,387,395,000 (60,000, two plates, third, fourth, fifth plates unknown); FDC combined with number 401—121,066.

No. 405 5c blue QEII, October 3, 1962—1,427,894,000 (60,000 two plates, third plate unknown); FDC—91,447.

No. 406 2c QEII coil 1963—2,115,000.

No. 407 3c QEII coil 1964—6,797,000.

No. 408 4c QEII coil 1963—11,677,000.

No. 409 5c QEII coil 1963—25,830,000.

These figures include 2c and 3c coil precancels, as well as precancels of the 1c, 2c,

3c, 4c and 5c 1962-63 issues. The quantities precancelled are not known.

No. 411 \$1 Export, June 14, 1963—19,360,000 (31,000); FDC—19,306.

No. 415 15c Geese in Flight, October 30, 1963—106,260,000 (60,000, two plates); FDC—75,631.

Canada may very well have another postage stamp booklet for vending machine use in 1969, the present one consisting of four 6c stamps and one 1c is an experimental variety.

The big question is what combination is best to use without an expensive conversion of the vending machines. They are reported to cost \$300 and a conversion of some sort is inevitable in the near future—the present machine is not capable of accepting the new 25c pure nickel coins. A warning sticker to that effect is now displayed on all machines—but how many people read this in this hurried world?

With the cost of the conversion to accept nickel coins and a quarter and a nickel (30c) to dispense five 6c booklets, perhaps the decision will be to scrap the machines completely and start out with a more modern looking new machine.

The actual vending machines are ugly looking boxes in red, which stick out like a sore thumb in the new modern post offices across Canada.

A possibility being considered to utilize the present machines is a booklet containing five 3c stamps and five 2c. Such would be useful for making up some local mailings as well as airmail rates (10c) to the United States and 15c to England and Europe.

The current booklet for across the coun-

ter sale of 25 x 6c stamps is not at all popular with the public. The cost of \$1.50 for stamps to persons who mail an occasional letter offsets the convenience of purse and wallet protection carrying. It might well be that in the future one type of booklet—five 6c stamps—will be the answer to the problem for both vending machine and across the counter sales.

The selling plate blocks in post offices was discontinued in 1957 because demands by collectors were disrupting and delaying the sale of regular stamps to the general public. This is the Canada Post Office Department's official reason for removal, and now the same thing may be applied to the philatelic agency. The sale of these unnecessary items through the philatelic agency may be disrupting and delaying the processing of regular stamps to collectors. If this is the case then let's have an end to them completely, regardless of the consequences.

The first to object to this policy will be the small time speculators and the dealers—with very little from the stamp societies because if they take a stand it will be the first on anything philatelic-wise.

One wonders sometimes just where the societies stand on service by the Post Office Department to the collector. If it were not the collectors themselves taking a stand and demanding service we would not have even as good as that we enjoy today.

It is not that the societies do not do good work for philately, but it does appear they could do more in certain areas with their larger-voiced memberships behind them.

---

## Tagging Along

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

This is the twelfth of a series, and deals with two new reportings, and an additional find of a previous reporting. The first two varieties were received in the mail for Mr. Bileski (24 June) and descriptions, illustrations, and comments follow:

Figure 1 is a strip of 20 of the current 4c. As Mr. Bileski states, at first glance, it appears to be a 6 bar split (my type 7). However, when you measure the distance (sketch is not to scale) between the right-hand two bars and any other two bars, you will realize that it is merely the regular 5

bar split misplaced one complete stamp to the left, and that the trace of phosphor on the extreme right should actually have been between the first and second stamps on the adjoining sheet. This is by far the greatest misplacement I have seen on any tagged stamp, and is an interesting variety of my type 6. Figure 2 is merely a normal strip of 20 for comparison.

I always find it difficult to disagree with the experts, and even now, the best thing for me to do is to quote an excerpt from Mr. Bileski's letter, and then follow it up



with my own comments, and you can take your choice.

"The 5c is something new thanks to the error shift from left to right. As a result the inner left 2 stamps show a double tagging while the remainder are tagged down the centre. These are still the original 1967 tagged not the new style narrow bar down the centre which is on all values 1c to 5c except that no 3c as yet have appeared."

The last comment in the foregoing confirms my comments in article No. 11 about the new narrow bar (type 4) appearing on all values up to and including the 5c. The 1c I have not seen as yet, and apparently the 3c has yet to come as of 18 June 69.

Please refer to figures 3 and 4. Figure 4 is an example of a type of which I have dozens in my collection. The stamp itself has the normal type 3 bars, but there is an extra bar showing on the selvege. I do not know the reason for this extra bar of tagging, but it is my intention to write to Ottawa and find out the reason for it. As I have said, it is far from rare, but nevertheless it is a distinctly different type of application from the normal. Figure 3 is a sketch of the block of 10 current 5c re-

ceived from Mr. Bileski today, and if you will compare the spacing of the two left hand bars with those in fig. 4, you will see that they are virtually identical, and caused by misplaced type 3 being applied to this pane. A complete misplacement it is. The two left hand stamps do have 2 bars thanks to the misplacement, but having two bars of this type does not constitute double tagging as Mr. Bileski states.

One last comment — at the end of his letter Mr. Bileski states as follows regarding Fig. 1 — "No hope of the other 5 possible panes to be now in existence. As it is, 5 such units total is all that exist." I am not in a position to question this statement, but believe me I will double check any corner blocks of the current 4c value I see or obtain with type 6 tagging — whether they come from Ottawa or any post office in Winnipeg. The chances are very slim I will admit, but after all, I did get a complete sheet of the current 5c with misplaced type 3 from Ottawa.

Louis E. Fontaine, 706 Comm. Sgn., Borden, Ont. reports finding a mint and used single plus a mint corner block of 4 1967 5c Christmas with misplaced type 3. Previously reported in article No. 7.

## TRADE NOTES

### H. R. HARMER INC.

Report a 60% increase in their auction turnover for the season 1968-69 which ended in July.

An item reported which is of particular interest to collectors of BNA is the \$1,800 made for a Favor's Express cover from New Brunswick in 1856 — the highest price made for a stampless cover.

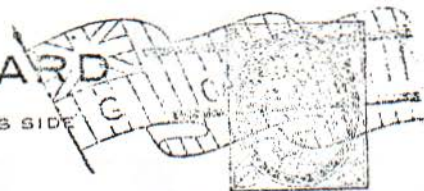
### H. E. HARRIS & CO.

Have brought out their third 1969 edition of "Top Buying Prices" offering higher buying prices for stamps of the U.S.A. and Canada which they require "to meet the ever-increasing demand for their customers throughout the World".

Available for 25c from the company at Boston, Mass. 02117.

# CANADA POSTCARD

THE ADDRESS TO BE WRITTEN ON THIS SIDE



## FLAG CANCELLATIONS

The type 8 Hamilton G flag cancel of Canada is perhaps the key to the collection. There is believed to be only 5 or 6 known. I have one in my collection and have recently purchased a second one. They are both addressed to the same person with the same date, the only difference is the time. One has 13-0 and the other has 23-S. Though no one knows for sure what the O or S after the hour means these two covers shows that both symbols were used in one post office in one twenty-four hour day.

The Hamilton G was first reported as

C, but poor early reporting may explain why the G isn't listed in the McCready Handbook, to date the Hamilton C hasn't been verified. The earliest date for the Hamilton G is March 12, 1898 and the latest March 14, 1898. The illustration shows a Xerox of this rare cover that I would like to trade to some collector that needs it. I collect only Canadian flag covers and would appreciate hearing from any collector that is interested in a trade.

Larry R. Paige

1069 Shillelagh Road  
Chesapeake, Virginia 23323

## *An Un-Sticker-y Rule*

by Ernest F. Schiewick Smith

Postal regulations, listed under four different classifications in the Postal Guide, namely post cards, prohibited articles, postage stamps and General Laws and Regulations prohibit the use on the face of mail of "stamps issued in the interest of charitable institutions, etc." They may be "placed on the BACK of letters or other mail as stickers provided they do not resemble postage stamps in form and design and do not bear numerals or indications of value."

Examination of the semi-official air mail stamps and covers shows proof that the regulation has met with difficulties in enforcement. Those listed as Pioneer Air Mail by Holmes, six in number are of three kinds. The Aero Club 1918 appears with and without a 25c numeral of value. The issue of 1919 carries a \$1.00 value numeral. The Grand Army 1919 has the \$1.00 value but blacked out. Estevan 1924 and Moose Jaw 1928 carry no value figure. The London-London 1927 carries a 25c figure. Except for Estevan and London-London the stamps generally appear on the back of the envelopes but exceptions are known. Estevan stamps were all on the face, alongside the regular postage. London-London is too rare to cite as an example for anything really. Thus the regulation found difficulty of interpretation when brought up against

aviation, a new venture, which fell under the **etc.** of the rule.

The real semi-officials, Laurentide, Northern Air, the Elliots, the Fairchilds, Patricia Airways and Exploration as originally issued, Western Canada, all in the years 1924-27 carry no numeral of value and generally were placed on the back although face placement also occurs. Yukon Airways, 1927, B.C. Airways, 1928, Klondyke, 1928 and Cherry Red 1929 all carry numerals of value as part of the design. Again Commercial in 1929-30 and the original Can. Airways 1932 carry no numeral of value but the latter did overprint a value later on. The Yukon and the Klondyke were far from really settled areas and B.C. Airways had only a short 3 weeks of life. Postal operations for the first two firms were difficult enough and they were in an area where men did not pay too close attention to rules from the banana belt to the south. B.C. Airways could have no such excuse but once disaster struck them enforcement of rules for postal matters became a dead issue anyway. The overprints of Patricia Airways and Exploration and Canadian Airways reflect the issue of the first regular Canadian Airmail stamp on Sept. 21, 1928 and Government assisted flights of late 1927 and 1928. Thus the

# More Sketches of BNAPSers

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

No. 132

LEO LaFRANCE

No. 1369

One of the toughest offices in our society is that of treasurer, so when Jim Culhane announced his planned retirement effective at the end of his term of office, December 1970, the problem arose as to whom could be induced to stand for the job. When Leo LaFrance was asked, he immediately responded that he would be honored to have his name placed in nomination! Now, just how many of us would have responded in this fashion and so willingly, too. Therefore, Leo has been appointed as Assistant Treasurer to learn the great amount of detail, and, if it pleases the Society, he will be elected next year.

Leo is a rather quiet chap and now we know why; he is a native Vermonter! Born and educated in Rutland and then to St. Michael's College for his B.S. in chemistry. He spent the war years at the Atomic Research Center—the Manhattan Project, Oak Ridge, Tennessee. After the war, back to Vermont—Norwich University to teach followed by graduate work at the University of Rochester in Medicine and Dentistry while doing work with the Atomic Energy Commission. During the Korean War, Leo returned to Oak Ridge. In 1957 he joined Union Carbide and has been their advisor on Industrial Hygiene and Occupational Health ever since (which means travelling 75% of the time inspecting the company plants). The moral of the story—always give a job to a busy man—and it seems to apply here.

Leo and his wife Sue live in Ossining, New York and have a son starting college and a daughter two years younger. Leo is



bringing Sue to Vancouver for all of us to meet.

Here is another childhood collector with interruptions of school and war. From a general collector, he has narrowed to France and its colonies and BNA. His BNA specialty, as you could guess by his column each month, are the Revenues. We know that his philatelic library has become exceptional as evidenced by his writings and research projects.

Besides BNAPS, Leo is a member of the RPSC, the CPS of G.B., the APS, the Collectors Club, and several others. "In my spare time(!), I do the usual household work plus photography, camping, hunting and fishing."

Don't you just love a "doer"? Would we had more Leo Leo LaFrances around!

*(Continued from page 234)*

numeral of value prohibition was definitely not always followed. Position of the stamps on envelopes generally adhered to the regulation but Northern Air, and Yukon are regular offenders.

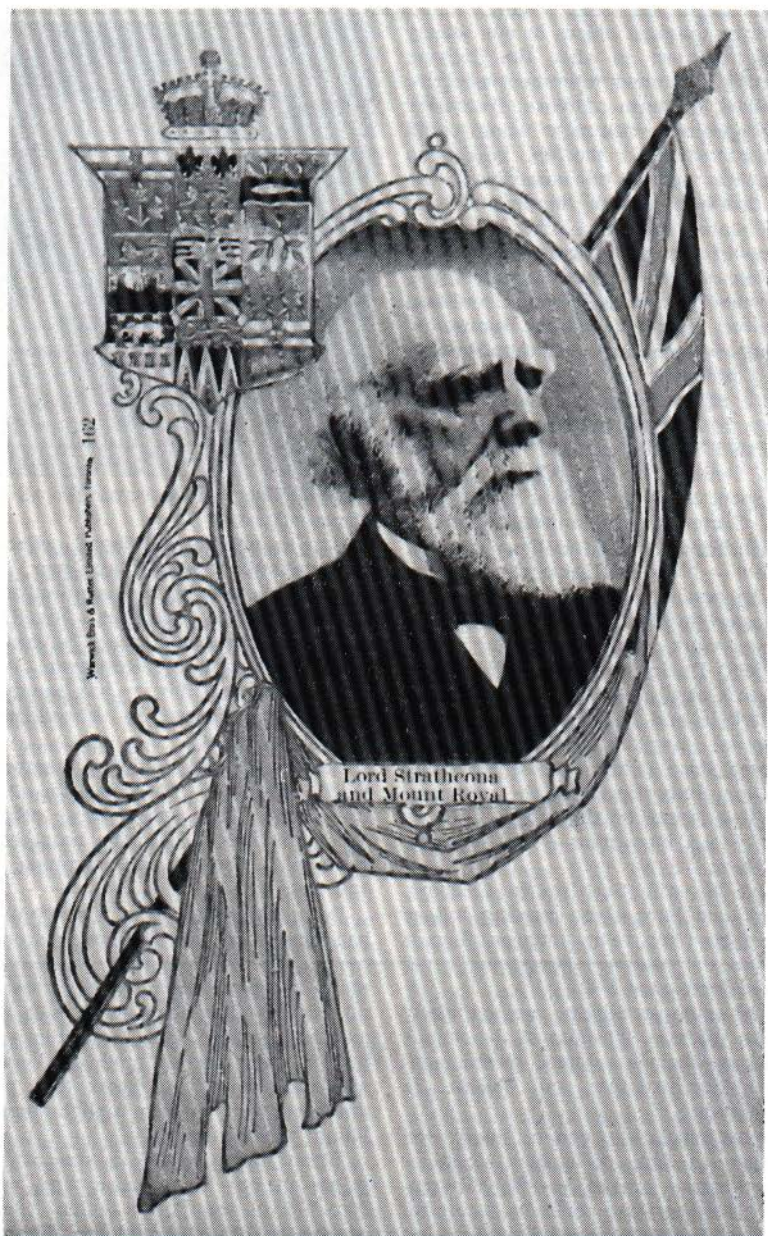
But postal regulations can be interpreted freely when in face of a new situation. These companies proved to the Government that the operation could be successful and assist enormously especially where no road, rail, or ship conveyance existed. And the Canadian Government as ever would

make no move officially till it was certain of success. Only then did it issue a regular air mail stamp. But these pioneer pilots had to carry more freight and mail than any other country to prove their point. In doing so, what matters a slight postal regulation infringement.

When next you lick a stamp and place it on an envelope, pause, and read item No. 476 of the Postal Guide, "the corner of the envelope should be slightly moistened, the stamps placed thereon, and gently pressed until they are firmly affixed."

# Canadian Patriots

by Clarence A. Westhaver, No. 1442



NUMBER 10 — FAMOUS STATESMEN OF CANADA

Description:

The background of the card is white. The picture is draped with the Canadian Flag and in upper left hand corner the shield and crown of Canada.

Earliest known use: November 8, 1904.

Publisher: Warwick Bros. & Rutter Ltd., Toronto.

Market price: \$3.00 to \$4.00.

Sir Wilfred Laurier, Premier of Canada .....	132
(same as 224 but smaller type setting of name. Also at bottom Warwick Bros. & Rutter Publishers, Toronto)	
Hon. George W. Ross, Premier of Ontario .....	134
(Same as No. 186 but smaller type on name)	
J. P. Whitney, M.P.P. ....	135
(Smaller name type than No. 187 across bottom)	
Earl of Minto, Governor General .....	161
(Same picture as No. 526)	
Lord Strathcona and Mount Royal .....	162
Hon. Clifford Sifton, Minister of Interior .....	163
Hon. W. S. Fielding, Minister of Finance .....	164
Hon. Geo. W. Ross, Premier of Ontario .....	186
(Same as No. 134 but larger type on name)	
J. P. Whitney, M.P.P. ....	187
(Same as No. 135 but larger name type across bottom)	
Hon. C. S. Hyman .....	188
Hon. R. Prefontaine, Minister of Marine .....	189
Sir Wilfred Laurier, Premier of Canada .....	224
Hon. Wm. Patterson, Minister of Customs .....	225
Sir William Mulock, Postmaster General .....	226
Hon. J. Sutherland, Minister of Public Works .....	227
Sir R. Borden, Minister of Militia .....	256
Sir Richard Cartwright, Minister Trade and Commerce .....	257
Hon. Sydney Fisher, Minister of Agriculture .....	258
Hon. S. N. Parent, Premier of Quebec .....	259
Hon. J. B. Snowball, Lieutenant Governor of New Brunswick .....	290
Hon. H. R. Emerson, Minister of Railways .....	291
The Earl of Minto, Governor General (Same picture as No. 161) .....	526
Hon. A. B. Aylesworth .....	630

## The Canadian Stamp Collector

GLENN F. HANSEN, No. 2203, 375 Jefferson Ave., Winnipeg 17, Manitoba

### NEWFOUNDLAND

Perkins & Bacon Co. brought out a completely new issue for Newfoundland which was placed on sale January 1st, 1932. This set had fifteen values from 1c to 48c with the 48c value not being issued until January 1st, 1938. Perforation varied between  $13\frac{1}{4}$  and  $13\frac{1}{2}$ . Members of the Royal Family shown on this set included Princess Elizabeth (now Queen Elizabeth) and her mother. The Cod is shown on the 1c value while a Caribou, a Newfoundland Dog and a Seal are shown on other values. The balance of the set is made up of scenes of

Newfoundland. The paper used bears the "Coat of Arms" watermark.

A change of postal rates in 1933 created a shortage of 15c value stamps and the 15c Airmail of 1931, both watermarked and unwatermarked, was overprinted vertically "L. & S. Post" reading down. Double bars were used to strike out the words "Air Mail" appearing on the stamp. L. & S. stood for Land & Sea. The overprinted stamp is known reading up and also without the overprint. The last item must, of course, be collected as part of a pair with one stamp showing the overprint.

The 350th Anniversary of Sir Humphrey Gilbert's first successful attempt at colonizing, near the present site of St. John's, was commemorated by an issue of fourteen stamps. Perkins, Bacon & Co. produced these stamps which were first issued perforated 13¾. A second printing of the 7c, 14c, 20c, 24c and 32c values was perforated 14½ x 13¾. Sir Humphrey Gilbert, his home and his family coat of arms are shown on the first three values. Eton College is shown on the 4c and a "Token" gift from Queen Elizabeth is on the 5c. The 7c shows Sir Humphrey kneeling at the feet of the Queen while the 8c, 9c and 10c show various scenes from the history of Sir Humphrey's annexation of Newfoundland for Great Britain. The Royal Arms are shown on the 14c while a portrait of Queen Eliza-

beth is shown on the 24c stamp. Another scene in the life of Sir Humphrey is shown on the 15c while the 32c value shows Sir Humphrey's statue.

These stamps were all printed on paper watermarked with the Coat of Arms of Newfoundland.

The Gilbert set was the last issue of Newfoundland before the institution of commission government. The Silver Jubilee Issue of 1935 was, therefore, of design used by Great Britain for all Crown Colonies. The four values, 4c, 5c, 7c and 24c were printed by Bradbury, Wilkinson & Co., London, England from engravings prepared by Waterlow & Sons. The watermark used was the familiar Crown and Script C.A. used for colonial stamps at the time.

*Perfin Study Group* by R. J. Woolley, 1520 Bathurst Street, Apt. 206, Toronto 10

#### NOTES

**Newfoundland**—An enquiry from Mr. J. G. Wright of Ladner, B.C. who I might say joined BNAPS about a year ago because of an interest in Perfins raised the question of whether the Newfoundland Post Office Department required a user of perforating devices to obtain a permit. I have to acknowledge that we have no information on this subject. I do know that serious students have a great deal of difficulty in research of anything in connection with official records of the postal administration of Newfoundland during the Colonial administration and I understand is due to there having been at least two or possibly three major fires at the head office in St. John's destroying most if not all of their records.

**Period of Use**—The dates which we use in this column of the catalogue are derived from dated cancelled copies and do not necessarily mean that a company actually put their machine in use in the year shown. As an example, a company might have bought a machine in 1919 so the issue first recorded by us would be the 1912 issue. Note that the column is headed issue which would be correct. The one company that would be confusing in this regard is S.L./A.Co. recorded as having perforated the 1893 issue. This company so far as we know did not perforate any of the small Queen issues and the listing is derived from one or two of the 15c large Queen in use for some years after the small Queen

issue was discontinued in 1897. The SL/ACo perfin will be found on all issues from and including the Jubilees until they changed over to the SUN/LIFE design.

#### THE J. SLOPER & CO. LTD.

The perfin column of February, 1968 has a brief history of this British company which invented the perforating machine and are responsible for this method of protecting stocks of postage stamps in the hands of companies and other large users of postage.

Information omitted from this article, because at the time I had no knowledge of their method of operation, was that this company would purchase any desired quantity of postage stamps for their clients, would perforate and mail them against a prepaid order which included postage and registration and a commission for their services.

I have recently acquired one of the Sloper order forms listing all values from ½d to 1/9 in sheets of 240 and all values from 2/6 to £1 per single stamp. Stamps in rolls are also listed with values ½d to 6d in rolls of 480 and values of ½d to 4d in rolls of 960. The company also offer to overprint receipt stamps of the 2d, 6d and 1/- values in sheets and the 2d in rolls of 480.

The question that now comes to mind is: did the company's Montreal agent ever offer these services to their Canadian clients or did they only supply the perforating machine?



# The Great 1919 Trans-Atlantic Aviation Race

by Major R. K. Malott

## ALCOCK AND BROWN

(Continued from June Topics)

Competition was still keen and the difficulties with weather conditions and facilities unending for the remaining Trans-Atlantic competitors, two of whom were Captain John Alcock, pilot, and Lt. Arthur Whitten-Brown, navigator. Captain Alcock, born in Manchester in 1892, obtained his pilot's license in 1912. He won renown for his amazing aerobic capabilities as an aerial fighter and instructor. In World War I he won the Distinguished Service Cross and was a Turkish prisoner of war. During his captivity he planned for a daring aviation flight, a non-stop flight across the Atlantic. Lt. Whitten-Brown was born in Glasgow in 1886 of American parents. Although he studied aerial navigation, he joined the Manchester Regiment in 1915 to serve England. Later he joined the Royal Flying Corps (RFC) as an observer. He was captured and interned in Switzerland until repatriated in 1917. He, too, while a captive, planned on navigating an aircraft across the Atlantic Ocean, non-stop.

Thus this moment of destiny commenced at 4:28 p.m. (G.M.T.), 14 June, 1919, when their Vickers-Vimy aircraft sluggishly rose from the mud of Lester's Field, St. John's, Newfoundland. The Vickers-Vimy biplane was a modified W.W. I bomber, with two Rolls Royce 375 h.p. Eagle VIII engines, capable of 103 m.p.h. On board besides the crew were 860 gallons of gasoline, 40 gallons of oil, some food, whiskey and a bag of mail composed of 196 envelopes—a total take-off weight of 13,500 pounds.

A plaque was unveiled at St. John's, Newfoundland, 26 November, 1952 as a memorial to Alcock and Brown by the Historic Sites and Monuments Board of Canada. The inscription reads, "Alcock-Brown Trans-Atlantic Flight. On 14th June 1919 Captain John Alcock and Lt. Arthur Whitten-Brown of the R.A.F. took off nearby in the first non-stop Trans-Atlantic flight in a Vickers Vimy aeroplane at 12:58 p.m. Newfoundland time. Sixteen hours and twelve minutes later they landed at Clifden, Ireland, a distance of 1,800 miles." This cold, concise description pays well-deserved homage to the unbelievable flight of Alcock and Brown in their Vickers-Vimy.

Shortly after take-off the propeller of the generator for the wireless set broke off, thus ending communication with anxious listeners on land. An overcast developed that lasted throughout the trip making only three aerial navigation shots possible. Turbulent air, then rain and sleet struck the aircraft. Finally the full fury of an Atlantic storm hit forcing Alcock to fight for height and survival. Icing conditions worsened and the air intakes of the engines began to clog up. To remain airborne Lt. Brown had to struggle out onto the port and starboard wings five times to chop off with a pen-knife the ice clogging the air intakes. Brown's body was frozen stiff from these five superhuman efforts. Only his strong determination to survive and a few necessary sips of whiskey kept him on his task. For several hours the battle continued. Once the aircraft stalled and spun to within 100 feet of the threatening waves before Alcock regained control and climbed to 4,000 feet. After an eternity of time the weather improved. At 8:25 a.m. the coast of Ireland was crossed approximately 10 miles from Lt. Brown's estimated landfall. His navigation was an exceptional feat, as well as Alcock's piloting. Deteriorating weather influenced the crew to select a landing spot near the Clifden wireless station and at 8:40 a.m., when the Vickers-Vimy touched down on the Irish bog, Alcock and Brown won undying fame and glory (as well as over £10,000) for the first non-stop flight across the Atlantic. Unfortunately the bog caused the aircraft to lurch over onto its nose but the crew were not injured. Data re the length of the route traversed and the time required for the flight vary according to the source. The plaque at St. John's states a flying time of 16 hours and 12 minutes (4:28 p.m. to 8:40 a.m.) and a distance of 1,800 miles. Whatever the exact flying time and distance may be, the accomplishment stands as a unique feat.

The uninjured flyers were rushed to London and on 21 June, 1919 King George V knighted both flyers. Sir John Alcock continued flying until his untimely death in an air crash near Rouen, France, 18 December, 1919. Sir Arthur Whitten-Brown retired to private life and died of natural causes in Swansea, Wales, 3 October, 1948.

Aboard the Vickers Vimy to share in the glory of the event was a mailbag containing 196 envelopes and one parcel. Dr. J. A. Robinson, Postmaster General of Newfoundland, again arranged to have a general mail flown by the aircraft across the Atlantic. The 15c stamp of the 1897 series depicting seals received a four line black surcharge: "Trans-Atlantic—Air Post, 1919. One Dollar." There were 10,000 stamps overprinted and five variations resulted: a) normal surcharge with comma after POST and stop after 1919 (6,400 stamps); b) no comma after POST (2,400 stamps); c) no comma after POST nor stop after 1919 (400 stamps); d) and no comma after POST and 1919 further to the left. Mail for this flight and that of the Handley-Page aircraft was accepted from June 9 to June 13 at a rate of \$1.00 per envelope. Mail postmarked on 9 June went to Harbour Grace for the anticipated flight of the Handley-Page aircraft. Mail postmarked for June 10 to 13, 1919 was carried on the successful flight of the Vickers Vimy. Upon arrival in London the mail was taken to the General Post Office and envelopes destined for London delivery were backstamped 17 June, 1919. The great Trans-Atlantic Aviation Race had been won. Alcock and Brown were the winners.

All remaining contestants withdrew from the race, except for the crew of the Handley-Page who were determined to fly some long distance flight.

#### **KERR AND BRACKLEY**

The Handley-Page Bomber "The Atlantic", Registration Number F7140 was the largest of the aircraft vying to cross the Atlantic Ocean, non-stop, in 1919. The "Atlantic" was powered by four 350 h.p. Rolls-Royce Eagle engines, two push and two pull type, capable of a maximum speed of 105 m.p.h. The dimensions of this 14 ton giant were 64 feet long, 32 feet high, and a wing span of 166 feet.

The aircraft arrived by boat from England and was transported to Harbour Grace where assembly and construction commenced 11 May, 1919. The first trial flight on 10 June, 1919, indicated that many adjustments had to be made before a Trans-Atlantic flight could be attempted.

The "Atlantic" had a six man crew commanded by Admiral Sir Mark Kerr; Major Herbert G. Brackley, D.S.O., D.F.C., pilot; Major Trygve Gran, navigator; A. P. Arnold, Engineer; C. C. Clements, rigger;

and Chief Mechanic Wyatt, wireless operator. At first Admiral Kerr selected Gibraltar as the new goal for a non-stop flight, but later he decided to fly, non-stop, to Mitchell Air Field, Mineola, Long Island, New York, to meet the English airship, the R-34 flying from England to the U.S.A.

Some of the mail of three pounds (115 pieces had been cancelled at St. John's, Newfoundland, 5 p.m., June 9, 1919, in anticipation of the "Atlantic's" departure on 10 June. The \$1.00 Trans-Atlantic Air Stamp later used on the Alcock and Brown mail was used first for this anticipated flight.

Alcock and Brown's successful flight on 14-15 June, 1919, resulted in Admiral Kerr's decision to fly to New York. At 6:30 p.m., on 4 July, 1919, the "Atlantic" took off from Harbour Grace, Newfoundland, carrying a crew of six, the original mail of 115 envelopes, and a supplementary mail of 119 envelopes, dated 14 June, 1919, at Harbour Grace. Fate again intervened. An oil leak developed resulting in a forced landing at Parrsboro, Nova Scotia, at 5:30 a.m., 5 July, 1919. A miraculous landing on a rough field ended in the "Atlantic" hitting high tension wires and nosing over in the Nova Scotia soil. No one was injured. A gale later tipped the aircraft over causing further damage. For the next three months, Parrsboro was the centre of great activity for tourists and aviation personnel, repairing the Handley-Page for another flight towards New York.

Lt. Col. E. W. D. Stedman, the Chief of the Technical Staff of the Handley-Page Aircraft Company of England, was in charge of the repairs. Lt. Col. Stedman later joined the R.C.A.F. and retired as an Air Vice Marshal in 1946.

At 10:44 a.m., 9 October, 1919, after elaborate preparations, the Handley-Page took off from its adopted home for three months with 12 personnel aboard, plus new mail with a two line black cachet "Handley-Page Aerial Mail from Parrsboro, N.S."

The 12 personnel aboard established a Canadian record for the number flying in one aircraft as of that date. Those aboard experienced another unforgettable flight. The 1,000 mile journey was planned for 10 hours. However a 40 m.p.h. head wind reduced the aircraft's ground speed to 65 m.p.h. requiring, when the fuel ran out, an emergency landing at Greenport, on the eastern end of Long Island, at 10:45 p.m.,

9 October, 1919. The "Atlantic" had been airborne 12 hours and one minute.

The 12 personnel aboard were the crew—Admiral Kerr; Major Brackley, pilot, whose wartime experience of night landings again saved the day for the "Atlantic" and its passengers; Major Gran, navigator; A. P. Arnold, engineer; C. C. Clements, rigger; 3 extra crew composed of R. Clarke, J. Donaldson, and A. Harold; and 4 newspaper reporters—Mr. W. H. Dennis of the Halifax Herald; Mr. Merkel of the Associated Press of Canada; Mr. Quinn L. Martin of the New York Herald; and Lt. Richard Sears, Moving Picture Expert of the Boston-American Company.

The special mail from Paarsboro to Greenport was mailed the next day at Greenport and received the cancellation "Greenport Oc 10 1130 a.m. NY". The mail destined for England returned ingloriously by ship.

The Handley-Page was refuelled and flown on to Mitchell Field, Mineola, N.Y. On 14 November, 1919, while attempting a commercial experiment carrying valuable freight from New York to Chicago, the Handley-Page experienced frozen radiator pipes and had to effect an emergency landing at Mount Jewett, Pennsylvania. The forced landing sheared 13 feet off both wings. This was the last effort of the "Atlantic" for the aircraft was dismantled and later scrapped. Two of its engines reportedly were incorporated for speed motor boats in rum running between Canada and the U.S.A. A most inglorious end for an aircraft that might have been the first across the Atlantic in the Great Trans-Atlantic Aviation Race of 1919.

Several of the citizens of Parrsboro remember the descent and departure of the Handley-Page Bomber. Many articles removed from the aircraft for its flight to Mitchell Field are now treasured mementos of Parrsboro's citizens. Admiral Sir Mark Kerr, Major Brackley, and Lt. Col. Stedman are now deceased. Who knows, perhaps at least one of the participants of the "Atlantic's" two flights—Harbour Grace to Parrsboro, on 4 July, 1919, and Parrsboro to Greenport, 9 October, 1919, may still be alive to celebrate the 50th anniversary of these flights.

## SUMMARY

A summary of the data re the attempts to fly the Atlantic follows re group, aircraft, crew, date of attempt, result and number of envelopes flown:

1. Sopwith "Atlantic" 375 h.p. Rolls-Royce Eagle VIII Engine. Speed 120 m.p.h. Harry Hawker, pilot. Lt. Cdr. Kenneth Mackenzie-Grieve, navigator. 18 May 1919. Rescued in Atlantic Ocean by Danish Ship S.S. Mary. No. of covers flown—86.

2. Martinsyde "Raymor" 285 h.p. Rolls-Royce Falcon Engine. Speed 100 m.p.h. Major F. P. Raynham, pilot. Major C. W. F. Morgan, navigator. 18 May 1919. Crashed at take-off. No. of covers flown—20 to 30.

3. Vickers-Vimy biplane. Two 375 h.p. Rolls-Royce Eagle VIII Engines. Speed 103 m.p.h. Captain John Alcock, pilot. Lt. Arthur Whitten-Brown, Navigator. 14 June, 1919. Completed first non-stop Trans-Atlantic flight. Crashed at Clifden, Ireland, 15 June, 1919. No. of covers flown—196.

4. Handley-Page "Atlantic". Four 375 h.p. Rolls-Royce Eagle VIII Engines. Speed 97 m.p.h. Admiral Sir Mark Kerr, Commander; Major Herbert Brackley, pilot; Major Trygve Gran, navigator; A. P. Arnold, engineer; Chief Mechanic Wyatt, wireless operator; C. C. Clements, rigger. 4 July 1919 (Harbour Grace to New York City.) Crashed at Parrsboro, N.S., 5 July, 1919. No. of covers flown—234.

5. Martinsyde "Raymor" 285 h.p. Rolls-Royce Falcon Engine. Speed 100 m.p.h. Major F. P. Raynham, pilot; Lt. C. H. Biddlescombe, navigator. 17 July 1919. Crashed at take-off. No. of covers flown—60 (including envelopes from first "Raymor" flight of 18 May 1919).

6. Handley-Page "Atlantic". Four 375 h.p. Rolls-Royce Engines. Speed 97 m.p.h. Admiral Sir Mark Kerr, Commander; Major H. Brackley, pilot; Major T. Gran, navigator; A. P. Arnold, engineer; C. C. Clements, rigger; plus engineers R. Clarke, J. Donaldson and A. Herald; 4 newspaper reporters. 9 October, 1919. (Parrsboro, N.S. to New York City.) Forced landing at Greenport, Long Island, N.Y. No. of covers flown—Small quantity including 6 post cards from Lt. Col. E. W. Stedman.

**AFTER VANCOUVER - EASTON, MD.**

# *Additional Data on the Stamps of Newfoundland*

by Robert H. Pratt, No. 1982

## II—THE CARIBOU ISSUE, 1919

The first release of this series outlined the reference data and the reasons for these articles. In this article, information will be given for the first time on a recent offering to collectors of imperforates of this issue.

The Caribou issue was the complete product of De La Rue. The initial essays, made on March 9, 1918, were typical De La Rue hand colored photographic reductions. Three still survive, labeled 'A', 'B' and 'C'. 'A' is in bottle green with the numerals 5 below the head on an unrealistic Caribou facing right and the numerals 3 in all four corners and 'C' is in red with the Caribou facing properly to the left and the numerals 5 below the head and in mss 'approved'. 'A' and 'C' have the inscription 'gueudecourt' while 'B' is inscribed 'monchy.'

Die proofs also exist in black, red and brown for the initial master die. When the Naval forces objected that the 'Trail of the Caribou' did not properly represent them, a second master die (which exists in black and red) was prepared, changing the 'Trail' slogan to 'Royal Naval Reserve' and adding UBIQUE for the engagement. This appeared on the 2c, 5c, 8c and 12c values.

Color trials were only needed for the higher values as De La Rue was instructed to use the colors of the previous set for the lower ones. Color trial proofs were run off on the 1c plate for the 8c, 10c, 12c, 15c, 24c and 36c values. These scarce items exist singly, imperforate in the final colors of these stamps.

Master plates were prepared for each value, and the inscription of the engagement (where needed) and value were pantographed on each stamp.

The attached table, (Table I) showing the orders and the deliveries against them are relevant to the shortages that occurred at various times. They also indicate the slowness with which De La Rue sometimes-filled orders. As these were postwar times, the delays were probably caused by a tremendous increase in business and an associated lack of production facilities. Changes in the administration of the post office, which failed to make a decision on a new issue of stamps, in the summer of 1920, delayed action until late 1922. Poor requisitioning and delivery could also be a consideration.

The recurrent shortages were thus a result of many factors.

### SEE TABLE I

Not shown in the table are the following values for which one delivery of 50,000 each was received at the post office, 2 January 1919, except for the 6c of which 48,400 were sent.

6c Exhausted 10 Dec. 1919

8c Exhausted Mar. 1920

12c Exhausted 9 Nov. 1920

15c Exhausted 13 Feb. 1921

24c Exhausted Apr. 1928

36c Exhausted Still on sale in 1928

This brings to mind the rare "Prussian Blue" 15c variety catalogued by Gibbons. How did it come about if there was only one printing? This also causes one to wonder about the light and dark colored shades of the above values, which are noticeable but never commented upon. Were these due to poor mixing of ink or from other causes?

My thinking is influenced by the statement in Arnold Strange's article that De La Rue was advised by Whitehead Morris on 6 December 1918 that they might be required to furnish additional stamps for dealers in England. It should be noted that later it became common practice for the Newfoundland commissioner in London to sell stamps for the account of the government. This had already happened with the packets of Guy stamps. These stamps, therefore, probably would never appear on the books of the Post Office in St. John's.

At the time of the advice (6 Dec. 1918) the orders for the six higher values were increased by 250 sheets or 25,000 stamps. As we shall see a bit later on, this increase came after the printing of all of the values, except the 36c, had been completed. No doubt a second printing was necessary, and from this, the slight differences in color would occur. How many of the 25,000 were disposed of in London is at this time unknown. The "Prussian Blue" probably came from this printing. These 25,000 stamps of each were not reported as received by the post office.

How many printings were there of the other values? The number of orders can be ascertained, but because of the erratic filling of the orders, it is difficult to assign print-

**TABLE I**  
**CARIBOU ISSUE**

	1c	2c	3c	4c	5c	10c
Ordered 22 July 1918 ....	5,000,000	4,000,000	6,000,000	250,000	1,000,000	250,000
Delivered 2 Jan. 1919 ....	1,900,000	1,500,000	1,800,000	100,000	650,000	283,400
Delivered 24 Feb. 1919 ....	2,200,000		650,000			
Delivered 8 Mar. 1919 ....				75,000		
Delivered 24 Apr. 1919 ..	839,000	200,000	50,000	81,900		
Delivered 23 June 1919 ..		1,600,000	1,600,000			
Delivered 28 July 1919 ..		425,000	1,759,000			
	4,939,000	3,725,000	5,859,000	256,900	650,000	283,400
Ordered 19 Jan. 1920 ....	1,000,000	1,000,000				
9 May 1920 ..		30 April				
		Exhausted	2,000,000			
Delivered 10 May 1920 ..		200,000				
Delivered 31 May 1920 ..			85,000			
Delivered 2 June 1920 ....	952,000	696,500				
Delivered 10-19 July 1920			250,000			
Delivered 9-21 Aug. 1920		70,000	300,000			
Delivered 27 Sept. 1920 ..		1 Sept.				
		Exhausted	1,200,300			
	952,000	966,500	1,835,300			
Ordered 27 July 1920 ..		1,600,000				
Ordered 3 Sept. 1920 .....	2,000,000	3,000,000	4,000,000			
22 Oct. 1920 .....				100,000	1,000,000	
Delivered 4-22 Oct. 1920		500,000				
Delivered 3 Nov. 1920 ..		300,000	800,000			
Delivered 14 Dec. 1920 ..		85,000	350,000			
Delivered 30 Dec. 1920 ..	700,000		500,000	31 Dec.		
				Exhausted		
Delivered 25 Jan. 1920 ..	400,000			106,900	700,000	
Delivered 11 Feb. 1921 ..	600,000	600,000				
Delivered 7 Apr. 1921 ....	219,000	1,572,500	2,492,500		293,300	
	1,919,000	2,172,500	4,142,500	106,900	993,300	
N.B.—Hubers delivery figures end 7 April 1921						
Ordered 8 Nov. 1921 ....	250,000	250,000	250,000			
Ordered 11 Apr. 1922 ....				2,000,000		50,000
Ordered 31 July 1922 ....				2,000,000		
Ordered 19 Oct. 1922 ....	1,000,000	1,000,000	500,000			50,000
Ordered 21 Dec. 1922 ....	1,000,000	1,000,000				
Ordered 25 Jan. 1923 ....		Last Order				
		Cancelled				
Overrun .....		400,000				
Total ordered through						
22 Oct. 1920 .....	8,000,000	9,000,000	12,000,000	350,000	2,000,000	250,000
Delivered by						
7 Apr. 1921 .....	7,810,000	7,749,000	11,836,800	363,800	1,643,000	283,400
Total Ordered to						
25 Jan. 1923 .....	10,250,000	11,250,000	12,750,000	4,350,000	2,000,000	350,000
N.B.—Huber's delivery data ends 7 April 1921						
Strange's order data seems to be complete						

ings. A minimum number can be guessed at, but not the maximum. By study of the table, assumptions can be made up to 7

April 1921 when Huber's data ends. It is too bad that further information is not available now.



Figure 1

- 1c—6 Orders, possibly 8 printings, or more  
 2c—7 Orders, possibly 12 printings, or more  
 3c—5 Orders, possibly 10 printings, or more  
 4c—4 Orders, possibly 5 printings, or more  
 5c—2 Orders, possibly 3 printings, or more  
 10c—3 Orders, possibly 3 printings, or more

It is not known if the supplies for the London sale were taken from the above printings or from a special one for the purpose. The many color varieties from the 1c, 2c and 3c can now be understood.

A group of 15 imperforate, un gummed "record sheets" became available recently. All values were represented, and two sheets each of the 1c, 2c and 3c were included. All except 1 sheet of the 2c carried a date, stamped or written in the lower left corner. Several of the sheets fortunately also bore plate numbers. From these notes much can be learned.

1c—13 Nov. 1922, (2) plate number 2 shows (Fig. 1). 9 Jan. 1923, M/S printed 200 set.

2c—28 Oct. 1922. No Date. Plate number 1 shows.

3c—10 Nov. 1921, almost severed number appears as 3 left center margin. (Plate 3) (Yellow Brown). 1 Nov. 1922 (Purple Brown).

4c—31 August 1922.

5c—2 Nov. 1918.

6c—16 Nov. 1918.

8c—23 Oct. 1918.

10c—24 Oct. 1922.

12c—22 Nov. 1918.

15c—28 Nov. 1918 (Indigo Color). (Fig. 2).

24c—6 Dec. 1918, M/S left border opposite 3rd row "perforate this way".

36c—13 Dec. 1918. (Fig. 3).

The 5c, 6c, 8c, 12c, 15c, 24c and 36c sheets are thus from the first printings. All others are from the last or next to last printing of the value. Other perforated sheets were in the lot, but as they did not bear a date, they do not add to the story.

What does this tell us?

- (1) Printing of the first order was completed by 13 Dec. 1918.
- (2) The 1c, 2c, 3c and possibly the 4c were printed 200 up. Two plates were set side by side in the chase.
- (3) Plate numbers exist for the 1c, 2c, 3c and possibly the 4c.
- (4) By comparison with these dated examples, the colors of the known printings can be ascertained.
- (5) The odd plate numbers (1, 3) always appear in the left border outside the double border line at the middle of the plate. The even numbers (2, 4) appear in the same place in the right border. (Confirming Huber).



Figure 2



Figure 3

(6) Normally plates were locked in the chase so that the number appeared in the gutter (Plate 1 on the right—Plate 2 on the left, looking down at the Chase) but this did not always have to be the case.

Arnold Strange reported in his article that there were 4 plates of the 1c, 5 plates of the 2c, 4 plates of the 3c and 2 of the 4c. All the rest had only one. This is why the assumption is made that there exists a possibility of plate numbers on the 4c. Also, it is possible that the 4c was only printed in groups of 200 during the last two sizeable orders. This is probably when the second plate for the 4c was made. (April 1922).

Several interesting blocks of the 1c and 2c exist with manuscript notations in the margins. Two of them are from Plate 2 of each value, and bear the notation "1 stamp color book." These are probably from the first printing. The third block, of the 1c, bears the notation "1 stamp used as specimen for making of new issue." This probably is from one of the last printings and the new issue could have been the 1923 pictorial. (Fig. 4).



Figure 4

(Other Fig. 4 illustrations on next page)



*1 stamp  
used as specimen for the making of 5511*



*Stamp Catalog list*



# Classified Topics

THE B.N.A. MARKET PLACE • RESERVED FOR BNAPS MEMBERS

RATES: 4 cents per word per insertion; 500 words to be used as desired, \$15.00. Payable with copy in advance. Copy for Classified Topics should be sent to Edward J. Whiting, 25 Kings Circle, Malvern, Pennsylvania 19355.

## WANTED

PRE-1940 CANADIAN FDC WANTED — One or quantities. 19th Century earliest known uses and first days of rates also sought. Send priced. Bob Markovits, P.O. Box 744, New York, N.Y. 10005. ct

SPECIAL DELIVERY — CROSS BORDER COVERS WANTED — Especially prior to 1910. Will purchase or record for survey. Bob Markovits, Box 744, New York, N.Y. 10005. ct

CANADIAN SPECIAL DELIVERY SPECIALIZED MATERIAL WANTED—Send Priced. Bob Markovits, P.O. Box 744, New York, N.Y. 10005. ct

## BUYING CANADA!

I will purchase Canadian Stamps, singles, collections, wholesale lots, etc.

Immediate cash available. Your offers are welcome

**LEO SCARLET**

116 NASSAU STREET

NEW YORK, N.Y. 10038



*The LOUISE BOYD DALE and ALFRED F. LICHTENSTEIN  
COLLECTIONS*

## JUST A REMINDER!

**JANUARY 26, 27, 28, 29, 1970**

*SALE SEVEN*

BRITISH NORTH AMERICA — PART III

Another wonderful selection of Canada and the balance of the exceptional groups of Provinces.

If you are in the unusual position of not receiving the Dale catalogues, reserve your copy of this one. \$1 postfree [refundable to purchasers in the Dale sales]; List of Prices Realized [mailed after sale], \$1.

**H. R. HARMER, INC.**

International Stamp Auctioneers

6 West 48th Street, New York, N.Y. 10036

(212) 757-4460

# BNAPS HANDBOOKS

<b>1969 CANADA REVENUES, FRANKS AND SEMI-OFFICIAL AIRMAILS</b> By J. N. Sissons — a priced catalogue .....	\$3.00
<b>1968 HOLMES SPECIALIZED CANADA &amp; BNA</b> Reprinted by a BNAPS Committee .....	Can. \$12.50, U.S. \$11.50
<b>1968 CANADA PRECANCEL CATALOGUE (Noble)</b> Edited by H. Walburn .....	Can. \$2.25, U.S. \$2.00
<b>A HISTORY OF THE CANADIAN RAILWAY POST OFFICE</b> 1853-1967 by Lionel F. Gillam, F.C.P.S., 200 pages .....	Can. \$8.10, U.S. \$7.50
<b>THE FIRST DECIMAL ISSUE OF CANADA</b> 1859-68 by Geoffrey Whitworth—96 pages .....	\$6.00
<b>CANADIAN ROLLER CANCELLATIONS—1894-1930</b> By E. A. Smythies, C.I.E., F.R.P.S.L., F.C.P.S. ....	\$2.00
<b>CANADIAN STAMPS WITH PERFORATED INITIALS</b> Third Edition—Perfin Study Group .....	\$1.50
<b>THE ADMIRAL STAMPS, 1911-1925</b> By Hans Reiche, based on Marler's handbook .....	\$5.00
<b>THE SQUARED CIRCLE POSTMARKS OF CANADA</b> By Dr. Alfred Whitehead. Third edition .....	\$2.00
<b>REGISTERED LETTER STAMPS OF CANADA</b> By Smythies & Smith (C.P.S. of G.B.) .....	\$3.00
<b>CANADIAN DUPLEX CANCELLATIONS OF THE VICTORIAN ERA, 1860-1902 (Revised Edition)</b> By E. A. Smythies, C.I.E., F.R.P.S.L. (C.P.S. of G.B.) .....	\$2.25
<b>CANADIAN TRANSPORT POSTMARKS HANDBOOK AND CATALOGUE OF R.P.O.'s &amp; WATER P.O.'s</b> By T. P. G. Shaw, M.A., B.Sc. (R.P.S.C.) (linen bound) .....	\$5.00
<b>CONSTANT PLATE VARIETIES OF THE CANADA SMALL QUEENS</b> By Hans Reiche. 24 pages .....	\$1.25
<b>THE POSTAL STATIONERY OF CANADA—NELSON BOND</b> A reference catalogue—1953—132 pages—hard cover .....	\$2.50
<b>CANADIAN POST OFFICE GUIDE—1863—REPRINT</b> Historical review—rules, regulations and rates .....	\$1.50
<b>THE CANADIAN EXPEDITIONARY FORCE IN SIBERIA, 1918-19</b> 32 pages, illustrated, by Edith M. Faulstich .....	\$2.00
<b>CANADIAN OFFICIAL STAMPLESS COVERS SINCE 1963</b> 72 pages, by Wm. Pekonen B.N.A.P.S. ....	\$2.00
<b>O.H.M.S. &amp; "G", PERFORATED AND OVERPRINTED (1966)</b> Checklist and catalogue, by Roy Wrigley, B.N.A.P.S. ....	\$2.00
<b>SIMCOE COUNTY POST OFFICES, 1830-1967</b> 20 pages, by L. Whitby, BNAPS and M. Millar .....	\$1.00

Post Free From

**R. J. WOOLLEY - Apt. 206, 1520 Bathurst St., Toronto 349, Ont.**



## STANLEY GIBBONS AUCTIONS LTD.

Drury House  
Russell Street  
London W.C. 2  
England



### OCTOBER SALES

**8th-10th.** All world sale strong in Commonwealth including a further selection from the "Elicabe" collection, Falkland Islands. Catalogue 50c.

**29th-31st.** Autumn Wholesale Auction including an attractive stock of modern Commonwealth. Catalogue 60c.

### NOVEMBER SALES

**12th-15th.** Great Britain General Sale and Saturday Sale. De Luxe Catalogue \$1.00.

**26th-28th.** "Sale for the Connoisseur" with superb early Mauritius, Cape Good Hope and Mafeking. De Luxe Catalogue \$1.00.

### DECEMBER SALES

**3rd-5th.** All world with an exceptional section of Airmails with Pioneer Flight covers, etc.

FURTHER DETAILS WILL BE ANNOUNCED

Catalogues available from:

STANGIB LTD. - 595 FIFTH AVE., NEW YORK, N.Y. 10017

**CANADA  
NEWFOUNDLAND  
BRITISH EMPIRE**

Your want-lists for classical and modern issues of the above groups will be given careful attention.

Our stock is large and varied, with many elusive items always on hand.

**STANLEY STAMP COMPANY  
(1958) LTD.**

**877 Hornby Street  
Vancouver 1, B.C.  
Canada**

**REVENUES**

New SISSONS Catalog includes Semi-Official Airmails, Perf. O.H.M.S., etc. Free packet listing over \$7.00.

**BOTH FOR \$3.00**

**FEDERAL SPECIALS**

R17	\$3.00 mint block .....	\$12.00
*R33a	Horiz. Imperf Pair ....	97.50
*R40c	Part Imperf. Block ..	92.50
R52a	Imperf. Pair .....	14.00
R63	Supreme Court .....	2.25
R80	S.C. "IN PRIZE" .....	27.50
R81	S.C. "IN PRIZE" .....	37.50

\*one only

WANT LISTS WELCOME

**L. T. DAVENPORT**  
230 LONSMOUNT DRIVE  
TORONTO 349 - CANADA

**B.N.A. COVERS**

We always have over 5,000 B.N.A. covers in stock.

Selections gladly sent BNAPS members  
on approval.

**NEW ENGLAND STAMP COMPANY**

BNAPS

Established 1893

ASDA

**45 Bromfield Street  
Boston, Mass. 02108  
Phone 617-426-2712**

ct

**1,693 PRICE CHANGES**

Biggest Single Printing to Date!

PRICE 60c EACH — TWO FOR \$1.20

Sold Coast to Coast in Canada — Buy from Us or Your Dealer

B.N.A. BOUGHT FOR CASH — B.N.A. WANT LISTS FILLED

**ROBERT W. LYMAN (CANADA) COMPANY**

BOX 23-BN, STATION D

TORONTO 9, ONTARIO, CANADA

**OUR MAIL AUCTION SALES**

are carefully and accurately described. Lots for dealers and  
collectors always included

We specialize in filling Want Lists for USED  
only GT. BRITAIN and COLONIES

**START STAMPS**

P.O. Box 130, Teaneck, N.J.

ct

**NEWFOUNDLAND**

Scott No.	Unused Set	Scott No.	Unused Set	Scott No.	Unused Set
61-74 .....	\$22.50	145-59 .....	11.50	C2 .....	30.00
75-77 .....	65.00	163-71 .....	12.00	C3 or C3A .....	20.00
87-97 (12 val.) .....	37.50	172-82 .....	21.00	C6-C11 .....	25.00
98-103 .....	35.00	183-210 .....	11.00	C12 .....	95.00
104-14 .....	27.50	212-25 .....	22.50	C13-C17 .....	19.00
115-26 .....	17.50	226-232 .....	1.55	C18 .....	187.50
127-30 .....	14.50	233-43 .....	3.75	J1-J6 .....	2.00
131-44 .....	17.50	253-67 .....	3.75	J1a-J4a .....	4.75

My Current 1969 price list offers singles, sets and plate blocks per one, four and ten. This new 28 page price list cancels all prior lists. Send for your copy now.

SELLING? In order to maintain a complete stock of B.N.A., I will pay 1/3 off my selling prices for stamps I need. Please write first.

**PHILIP S. HOROWITZ**

(BNA Specialist — ASDA, APS, BNAPS, CPS of GB)

BOX 27 — FOREST HILLS — NEW YORK 11375



## Offers From Our Rare Stamp Department

**NEW BRUNSWICK** — S.G.4a. 1851 6d olive-yellow bisected on July 1858 cover to Newfoundland plus 5d manuscript to make full 8d rate ..... **\$845.00**

**NEWFOUNDLAND** — S.G.198a 1931 1c green "Perkins Bacon" re-engraved issue strip of four, two stamps imperforate between horizontally, fine unused o.g. with fresh appearance **\$325.00**  
S.G.270 1938 4c light blue two die proofs one off centre only, the other of complete design, signed by engraver. .... **\$65.00**

**NOVA SCOTIA** — S.G.2, 6. 1851 3d deep blue and 6d deep green on 1858 cover tied with oval bars cancel, addressed to Amherst 9d rate for registered mail and local posting. Backstamped "Amherst SP16 1858 NS" in black and "Londonderry SE 15 1858 NS" in red. Rare .... **\$962.00**

**PRINCE EDWARD ISLAND** — S.G. 9 1863-8 1d yellow-orange a pair used on cover. .... **\$65.00**  
S.G.31a 1867-8 4d black a fine unused o.g. variety imperforate between horizontally.. **\$34.00**

**CANADA** — S.G.11ab. 1852-7 3d brown-red on medium wove paper a major re-entry used on cover to Toronto bearing Morrisburg U.C. dated cancellation and on reverse, railway cancellation ..... **\$364.00**

S.G.57b. 1868-71 2c bluish-green a partially severed pair and single used on cover to New York, illustrating 6 cents rate effective April 1st, 1868 ..... **\$58.50**

S.G.121/134 1897 Jubilee issue in marginal pairs unused o.g. some unmounted to the 50c value ..... **\$156.00**

R.8. 1875 8c bright blue a magnificently fresh block of 16 exceptionally well centred.... **\$1950.00**

1898-1902 3c die proof in issued colour on sunken wove paper, with die number and imprint superb. .... **\$143.00**

ALL ITEMS ARE OFFERED SUBJECT UNSOLD

If you would like to see any of the above or similar material from the extensive stocks of our Rare Stamp Department for further details write to John Farthing

# Stanley Gibbons Ltd.

## 391 Strand London W.C.2 England

## J. GRANT GLASSCO

The incomparable collection of British Used Abroads formed by the late Mr. Glassco of Toronto has been entrusted to the Mercury Stamp Company, Inc., and Messrs Robson Lowe, Ltd., for a joint auction sale to be held in London, England on Nov. 25th and 26th, 1969.

The viewing schedule will be:

September 19th .....	Bergen, Paris
September 20th .....	Oslo, Paris
September 22nd .....	Stockholm
September 23rd .....	Rome, Madrid
September 25th ....	Dusseldorf, Bologna, Florence and Geneva
September 26th .....	Frankfurt, Milan, Berne
September 27th .....	Munich, Milan, Lucerne
September 29th .....	Zurich
September 30th-October 2nd .....	Vienna
October 3rd-4th .....	Zurich
October 6th-10th .....	Basle
October 22nd-25th .....	London
(in conjunction with the British Philatelic Association)	
November 3rd-7th .....	New York

Other viewing times are being arranged for London.

Myself and other officers of the Mercury Stamp Co. Inc., will assist in these displays.

North American collectors interested in British Used Abroads and related material should plan on viewing the collection in New York at our offices, during November.

## ROBERT W. LYMAN

POST OFFICE BOX No. 348

IRVINGTON-ON-HUDSON

NEW YORK 10533

MEMBER OF LEADING SOCIETIES

# FALL AUCTION

**WEDNESDAY OCTOBER 22, AT 2:00 P.M.**

WEDNESDAY, OCTOBER 22, AT 2:00 P.M.

THE "DR. GUY TARDIF" COLLECTION

on estate property in immaculate condition  
offered by order of Mme. Simone Tardif

402 lots choice Canada — 112 lots Pence incl. centered 6d Perf

28 lots 1859-64 incl. centered 10c black brown on and off cover

74 lots Large Queens incl. 2 centered 1c Laid

65 lots Newfoundland and Provinces

WEDNESDAY, OCTOBER 22, AT 8:00 P.M.

Collections & Rarities the property of over 25 different owners & estates  
including "Dr. L. Seale Holmes", "J. Ronald McMurrich" and others

334 lots Canada including 42 lots collections and miscellaneous

½d vertically ribbed unused imperf blocks 1859 1, 5, 10, 12½ and 17c  
Seaway inverted centre

"McMurrich" Toronto and Leeds County collections

THURSDAY, OCTOBER 23, AT 8:00 P.M.

86 lots Canada Revenues incl. \$2 invert

58 lots "Holmes" Canada Semi-Official Airmails

Incl. mint singles & cover Grand Army of Canada & London to London

42 lots U.S.A., Foreign & British Commonwealth

incl. sheet of 120 Great Britain St. Paul's Cathedral 9d omitted

51 lots the Provinces — 120 lots Newfoundland

Pence scarlet vermilions incl. bisect 8d & 1/- on cover

oranges mint & used incl. 1/- watermarked — 2d rose unique sheet of 20

rare blocks cents issues — mint Columbia Airmail

CATALOGS WITH 32 PAGES ILLUSTRATIONS AVAILABLE

1969 Standard Catalog of  
CANADA and THE PROVINCES REVENUE STAMPS  
Telegraph and Telephone Franks  
Officially Sealed — Perforated OHMS  
SEMI-OFFICIAL AIRMAILS — Price \$3.00  
AVAILABLE DIRECT OR FROM YOUR FAVORITE DEALER

## J. N. SISSONS LIMITED

37 KING ST. EAST

TORONTO 210, CANADA

Cables: Sistamp Toronto

Telephone (416) 364-6003