

offer I gladly availed myself having him sign a few.

From my point of view the most interesting part was that a friend of mine from Walpeton, South Dakota, was in town a few days before this flight was made, and wanted to send some from his home town. I advised him that the only way it could be done would be to have his Postmaster "date stamp" them and then send them under cover to me to put in the plane.

We filed up four envelopes which came through all right, and I kept two and he kept two."

The story of the actual flight is rather limited. After a very auspicious take off, Lieutenant Alton was forced down because of engine trouble between Bienfait and Hirsch. After making the necessary repairs the Pilot attempted to take off again but due to the limited space available, he ran into a stone pile and damaged a wing so badly it was impossible to continue the flight. An automobile came to the rescue and carried the mail to the nearest railroad station which was at Hirsch, from which point the Mail Bag was carried the balance of the distance to Winnipeg.

It is generally believed that about 1250 covers were carried of which 400 had the regulation sticker affixed. Some 100 covers with and without seals were signed by Lieutenant Alton that early September morning in 1924 before the take off.

Newfoundland Caribou Inland Revenue

by Dan Meyerson

The lot of the Newfoundland Revenue collector bids fair to be an interesting one if we can judge from the degree of specialization available to the collector in just the perforation varieties and the differences in the size of the design in the King George V Revenues and in the Caribou Revenues.

In the January 1945 issue of the **Topics**, I listed the four different varieties to be found in the George V Inland Revenue stamps. Shortly thereafter, Mr. Roy Trickey, of Towanda, Pa., after an exhaustive study of these stamps, wrote me and put forth the suggestion that the differences in the size of the design might be due to paper shrinkage or the fact that these stamps may have been manufactured by both wet or dry print methods. This would account for the variation in size, but pending further study by some of our members, no definite conclusion will be drawn.

In the meantime similar variations in the size of the design are found in the case of the Caribou Inland Revenue stamps. Since these variations appear to be constant, I shall list them as separate varieties for the time being.

In the March 1944 issue of the **Topics**, when the first check list of Newfoundland Revenues was noted, just one variety of perforation and size was listed for the Caribou Inland Revenues and only four values: the 5c, 10c, 25c and 50c. I understand that this issue also provides a \$5, \$20, \$25 and \$50 value.

Since then the original listing can be greatly expanded and although I am listing below as many varieties as I have seen, I must stress the fact that the list will still be far from complete and it will be up to every collector of Newfoundland Revenue stamps to check his collection and try to fill in any values not recorded in the following:

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|---|--|
| 1. Perf 11 $\frac{1}{2}$ 28 $\frac{1}{4}$ mm x 21 mm. | |
| A. 5c Carmine | |
| B. 10c Black | |
| C. 25c Light Green | |
| D. 50c Deep Blue | |
| E. 1.60 Bistre Brown | |
| F. 2.50 Ochre | |
| 2. Perf 13 $\frac{1}{2}$ 27 $\frac{1}{4}$ mm x 20 $\frac{1}{2}$ mm. | |
| A. 5c Carmine | |
| B. 10c Black | |
| C. 25c Light Green | |
| 3. Perf 17 $\frac{3}{4}$ 28 mm x 20 $\frac{1}{4}$ mm. | |
| A. ? | |
| B. ? | |
| C. ? | |
| D. 50c Deep Blue | |
| E. 1.00 Bistre Brown | |
| F. 2.50 Ochre | |
| 4. Perf 14 $\frac{1}{2}$ 27 $\frac{1}{4}$ mm x 20 $\frac{1}{2}$ mm. | |
| A. 5c Carmine | |