

Historic Newfoundland Flight



FORTY YEARS AGO aviation history was made with the first non-stop crossing of the Atlantic between America and Great Britain. The two intrepid aviators were Captain John Alcock Brown, pilot, and Lieut. Arthur Whitten-Brown, navigator, with a Vickers-Vimy twin engine biplane. They had left St. John's, Newfoundland, on the afternoon of June 4, 1919, and landed in an Irish bog by Clifton on the following morning after a flight of 16 hours and 12 minutes. The flight had won for them a £10,000 prize offered by The Daily Mail, a British newspaper.

One of the first interviews given the press was by Captain Alcock. It well described the actual epic flight: "We had a terrible journey; the wonder is that we are here at all. We scarcely saw the sun or moon or stars. The fog was very dense, and at times we had to descend to within 300 feet of the sea.

Favorable Winds

"For four hours our machine was covered with a sheet of ice caused by frozen sleet. At another time the fog was so dense that my speed indicator did not work, and for a few minutes it was very alarming. We looped the loop, I do believe, and did some

very steep spirals. We did some very comic stunts, for I had no sense of horizon.

"The winds were very favorable all the way, northwest and at times southwest. We said in Newfoundland that we would make the trip in 16 hours, but we never thought we would. An hour and a half before we saw land we had no certain idea where we were, but we believed that we were at Galway or thereabouts. Our delight in seeing land was great. The people did not know who we were, and thought we were scouts looking for Alcock.

"We encountered no unforeseen conditions. We did not suffer from cold or exhaustion excepting when looking over the side; when the sleet chewed bits out of our faces. We drank ale and ate sandwiches and chocolate.

"Our flight has shown that the Atlantic flight is practicable, but I think that it should be done, not with an aeroplane, or seaplane, but with flying boats.

"We had plenty of reserve fuel left, using only two-thirds of our supply.

References for this story:

Aviation News, June 1919; Newfoundland Airmails; and Aero Field.

"The only thing that upset me was to see the machine at the end get damaged. From above the bog looked like a lovely field, but the machine sank into it to the axle and onto her side."

196 Letters Carried

One hundred and ninety-six letters and one small package were carried by Capt. Alcock, who as an official carrier of His Majesty's mail, kept the bag under close observation. Upon arrival at London the precious bag was taken to the Royal Aero Club where it was handed over to a representative of The Daily Mail, and immediately dispatched to the General Post Office. The letters arrived in London at 9 p.m. on June 17.

The prize was presented to the successful flyers at a luncheon given by The Daily Mail, and they generously decided to take £4,000 each and distribute the remaining £2,000 among the men at the Vickers and Rolls-Royce works who had been responsible for building their aircraft. A few days later the aviators were presented to the

King who was pleased to bestow a knighthood (K.B.E.) upon each of them.

All flown envelopes are rarely seen at auctions. The illustration shows one such cover. It contains an interesting enclosure with an illustration of the Cochrane Hotel, where the pilots stayed when in Newfoundland. The letter states in part: "... As the Post Office closes in a few minutes, thought you would like a letter by aeroplane. I expect we will start tomorrow, so cannot say much now."

An informative note in red ink has been added by the recipient: "My brother Ernest L. Pitman was sent by Vickers Ltd. to Newfoundland to assist Capt. Alcock and Lieut. Brown in the preparation of their trans-Atlantic flight. This was the first non-stop crossing of the Atlantic and was successfully accomplished on Sat. and Sun., 14 and 15th June 1919. This letter was among others in the mail bag carried on that historic flight and was received by ordinary mail by me on Wednesday morning, June 18, 1919." ★

D. C. MEYERSON (BNAPS L-3)

The Matejka Newfoundland Airmails

THOSE of us who were in attendance at BNAPEX '59 in Atlantic City were privileged to see what may well be the greatest collection of Newfoundland Airmails ever assembled by one collector. The selected pages from the collection of Dr. James J. Matejka, Jr. (BNAPS 1625) were enough to stagger the imagination, as everything—and we do mean everything—was there, very tastefully displayed. In the limited space at our disposal we will try to do our best to bring the highlights of the exhibit to those of our members who were unable to be in attendance.

As was to be expected, the collection started with the Hawker (Scott C1), but the exhibit showed three mint Hawkers and two flown covers. Those first few pages set the tempo and the pace was continued for the rest of the exhibit, as following the Hawkers was a copy of the 3c Caribou surcharged with the manuscript Martinsyde on piece. The next cover shows a copy of the Alcock-Brown stamp (Scott C2), but this one is dated Jul. 12, 1919, which proves it was part of the supplementary Martinsyde mail added to the mail sack just before the last attempt.

Then we see a mint sheet of 25 of the Alcock-Brown stamp showing the setting of the surcharge and we also see an Alcock-Brown flown cover.

This is followed by two Handley-Page flown covers, one posted at St. John's and the other from Harbor Grace. The next items seen are the pair of essays prepared in 1919 by Whitehead, Morris & Co. Ltd., for the proposed St. John's-Montreal service, that formerly was part of the Cromwell collection.

When we get to the Halifax overprint (Scott C3) we find sheets of 25 showing both printings, the light overprint and the dark. In addition there is a single of the inverted surcharge, as well as a pair from the sheet that had the misplaced vertical surcharge. Following these pages were some showing a comprehensive collection of Cotton local covers with particular emphasis on most of the scarcer flights. Then there were blocks of four of the four 1923 essays by Whitehead, Morris, two perforated and two imperforate.

Probably the outstanding Newfoundland 20th century item was the piece that followed—the block of four of the mint de Pinedo, one of two known, from the upper right corner of the setting of 50 (10 x 5). The significance of this corner block is that it is the one that contains the short '7'. In addition, among the additional de Pinedo material shown was another mint copy, two flown covers, one franked with a stamp with the short '7', and last but not least, a flown cover of the de Pinedo flight franked with the unsurcharged stamp from the supplemental mail. The Columbia (Scott C5) was represented by a mint single and a mint block, one of five known, showing the complete setting of the surcharge.

Representing the 1931 Airs were die proofs in issued color of the unwatermarked set (Scott C6-C8) and an incomplete die proof of the \$1. Then there was a horizontal pair imperf. between of the 50c (Scott C7), as well as a copy of the same stamp imperf. between stamp and left margin. This was followed by die proofs of the watermarked set (Scott C9-C11) in issued color, as well as an imperforate block of four of the 15c (Scott C9) and a vertical pair of the \$1 (Scott C11), imperforate between. The specimens were also present, the 15c and 50c being shown in strips of three and the \$1 value in a strip of four. In each case the word SPECIMEN was perforated across the entire strip. There was also a sheet of the 15c (Scott C9) showing the watermark variety 'Greek Cross' created when paper not suited for this size stamp was used. Somehow my notes do not show that the exhibit contained the original oversize rough sketch essays in india ink by A. B. Perlin of the 1931 issue, but we are certain they were exhibited as we know that Dr. Matejka owns them—we saw him buy them.

All that was shown in the Do-X (Scott C12) was a block of four with the inverted surcharge. The Labrador Issue (Scott C13-C17) was there in imperforate vertical pairs and there were also die proofs of the 5c, 60c and 75c on thin wove card in color, and die proofs in black of the 5c and 10c stamps. The exhibit closed with a copy of the Balbo invert (Scott C18). As is true of all existing examples, this one too is made up of three parts, as all copies were destroyed and later rescued from the waste basket.

There were other pieces shown but I have stressed only the highlights, and I hope I have given those who were not in attendance an idea as to what they missed. ★

CPS of G.B. Convention

The CPS of G.B. held its annual convention in Edinburgh from October 7 to 11.

New officers elected were: President, J. P. Macaskie; vice-president, Dr. C. W. Hollingsworth; treasurer, D. L. Fortnum (as from Jan. 1, 1960). Three new Fellows were elected: Mrs. G. Barratt, N. A. Argenti and Major G. B. Harper.

Four hundred sheets of B.N.A. material were on display, and awards were made as follows:

Founders Trophy for Research: G. Whitworth, 1859 Issue.

Godden Trophy for best Classical display: E. A. Smythies, 3c Small Queen.

Bunny Cup for best post-1900 display: Dr. C. W. Hollingsworth, Edward Five Cents.

Alkins Cup for best articles in *Maples Leaves*: L. F. Gillam, RPO articles.

Winners in the various classes in the competitions were:

Research and Study: Dr. C. W. Hollingsworth, 5c Edward.

Contributed pre-1900: E. A. Smythies, 3c Small Queen.

Contributed post-1900: H. H. Brown, Admiral Coils

The star attraction was the display of the 1859 Prince Consort issue of Arnold Bannfield, presented by G. Whitworth, who showed sheets of the other values from his own collection. ★

\$78,000 Auction Session Is Record for Canada

By DOUG PATRICK (BNAPS 517)

(Reprinted from the Toronto Globe and Mail)

The Canadian record for a single session of a stamp auction fell in Toronto Oct. 14 at the J. N. Sissons auction. Sales in the first session of the Jarrett collection and Kennedy 12-pence stamps realized more than \$78,000. Total for the two-day sale was \$102,031.

The famous 12-pence blacks, owned by John Kennedy, Toronto stockbroker, sold for \$8,250 for a single copy to Raymond Weill and Co. of New Orleans. A pair of the same stamps in superb mint condition attracted an opening bid of \$15,000 but sold a few seconds later for \$17,000 to Leslie Davenport (BNAPS 51), Toronto stamp dealer.

The sale opened with a collection of 64 of the 3-pence Beaver. The lot sold for \$650 to A. L. Michael of Wingfield's of London. A reference collection of various forged stamps of Canada, denominations from one-half penny to 10 pence,



... \$17,000!

brought \$330. Sandford Fleming's essay for the 3-pence beaver stamps realized \$900. Since three of these essays are the only known copies, they are so rare that no market price could be placed on them before the sale began; the estimate had been \$750 to \$1,000.

Most of the next 34 lots, consisting of proofs and the issued 3-pence stamps, sold at market prices. A few brought more than the estimated value. A block of 21 proofs of the 3-pence printed on india paper and overprinted SPECIMEN in orange sold for \$350. A similar block of 30 proofs brought \$375.

There was active bidding on lots 38 to 59, consisting of proofs and stamps of the classical 6-pence value in the first series of Canada in 1851 and subsequent years. Robert W. Lyman (BNAPS 959) paid \$1,300 for a used pair of the 6-pence with huge margins in fine condition.

Lot 61 consisted of an envelope with six of the 6-pence stamps posted from Montreal on Sept. 13, 1854, to London where the postmark was dated Oct. 2. (Apparently mail travelled by sea as fast in 1854 as it does today.)

Estimated to sell at a top price of \$1,500, it sold for \$1,800.

The next Jarrett sale will be held Dec. 9-10, consisting of three sessions and 1,269 lots.

Catalogues and prices realized for the entire seven Jarrett sales may be obtained from J. N. Sissons Limited, 59 Wellington St. W., Toronto, Canada. Price: First class mail \$5; overseas air-mail \$10. ★



REVENUE GROUP

News

EDITOR: E. A. RICHARDSON, 303 Pin Oak Drive, La Marque, Texas

Newfoundland National Savings, with Overprint. This stamp was first called to our attention by Neil "Tex" Utberg (BNAPS 1551). As illustrated, it is the third, and last issue of Newfoundland National



Savings Stamp, printed in red, in sans-serif letters:

NEWFOUNDLAND
SAVINGS
BANK

According to Utberg "All National Savings stamps on hand were overprinted in red on September 13, 1958."

We know nothing further about their purpose, numbers issued, etc., and would welcome any further information which any BNAPSer might be able to supply us.

One thing for certain, however, this means the third issue National Savings stamp WITHOUT overprint is obsolete, and might turn out to be a relatively good revenue item!

New General Issue Unemployments 1959. Thanks to BNAPSer Ed Harris (No. 729), we call your attention to a new series of general issue Unemployment stamps which went into use on September 27 of this year. The new schedule of rates call for this new issue. Details of the new designs will be given in this column as soon as available to us. We do, however, list the various denominations which the new rates call for:

40c	\$1.08	\$1.56*	\$3.38
60c*	\$1.20*	\$1.72	\$3.72
76c	\$1.32	\$1.88	\$4.08
92c	\$1.44	\$3.12	

The three values marked (*) exist in the old rate schedule. It will be interesting to see whether stamps of the old design are continued in use for these three values, or

whether stamps in the new design will appear in the new set.

We also will be interested in knowing whether plate numbers appear on this new issue.

World War I — French Thrift Stamp. While unlisted in the eighth edition of Holmes' Catalogue, this World War Thrift stamp, the 25c orange with the French inscription, "Timbre D'Economie" and "Vingt-Cinq/Cents" is listed in the CRS "Catalogue of Federal Revenue Stamps of Canada." Surprisingly enough it is listed at only \$25. While I have the **only known die proof** of this in my collection—I have yet to see a copy of the stamp! Just how many exist? I would appreciate hearing from ANY BNAPSer who owns one or more copies. All who request it will not have their names mentioned! But we would like to know if these do exist, and where they are.

Spitfire War Savings — Two Types of Booklets? This is the most interesting of the World War II War Savings stamps. It was in use only for a short period of two months, being issued on June 20, 1941 and being replaced by the 'Eight Design' issue on August 20, 1941. Previously the War Savings stamps in use were the 25c blue of May 1940. While the Spitfire issue was in use only two months, a change took place in the printing of the booklet covers.

Type I: The same as the preceding 25c blue issue, the face of the cover reads, in black CANADA/WAR SAVINGS STAMPS. The back cover reads in French CANADA/TIMBRE EPARGNE DE GUERRE.

Type II: The same as used by the last issue, the 25c 'Eight Designs' issue. The front cover reads as above but with two additional lines of printing, PURCHASER SHOULD CHECK CONTENTS OF THIS BOOK BEFORE ACCEPTING DELIVERY. The back cover has the two additional lines in French reading L'ACHETEUR DOIT VERIFIER LE CONTENU DE CE CARNET AVANT DE L'ACCEPTER.

We would be most interested in hearing from anyone who has a complete booklet of the Spitfire issue with the Type I booklet covers. We are attempting to assist C. P. Arnold (BNAPS 1398) in his revision and additions to his handbook on Canadian booklets.

Northwest Territories Liquor Seals.

Charles Armstrong (BNAPS 120) reports that there are or have been at least two types of Liquor Seals used in the Northwest Territories. These are the first we have had recorded from that area, although previously we have reported the existence of such seals from the Yukon Territory. "Dean" Armstrong states that one is on white paper, and the other on lemon yellow paper. No details of the design are available at the moment.

Overprinted Ontario Luxury Issues. We refer to the 2½ mills overprinted on the 2 mills, and the 1c overprinted on the 1 mill, Holmes Nos. OLU 1 and 3. If anyone has full sheets of these they might find it most interesting to study the spacings between the various overprints. Also they might check the position and length of the horizontal bars. What blocks we have had of these seem to turn up numerous variations.

Overprinted Ontario Stock Transfer on

Luxury Issue. This is the 1926 issue, Holmes No. OST 17, 3c Stock Transfer overprinted on the 2½ mill Luxury Tax issue. Here is another issue which would warrant someone's study if they have available full sheets. We have found numerous varieties in spacings, and in the composition of the overprint.

Ontario Gasoline Tax Stamps. If one refers to the old C.R.S. Revenue Catalogue of 1942 one will note that this issue of Gasoline Tax Stamps—the Law Stamp Overprinted issue—is described as being perf. 11. Checking with Marks one will find no mention of the perforation gauge. Holmes' catalogue reads "Perf. 11, 12 and various."

Since these were not issued in great quantities, I wonder if there is any more than one perforation variety per denomination? I ask all revenue collectors to check their collections of these with the list below, and to notify me of any perforation varieties different from those given below.

3c surcharge on	5c Law—perf. 12
3c " on	40c " —perf. 12
3c " on	50c " —perf. 11 (10¾)
3c " on	60c " —perf. 12
3c " on	70c " —perf. 12x11½
15c " on	60c " —perf. 11 (10¾)
15c " on	70c " —perf. 12
15c " on	80c " —perf. 11 (10¾)
15c " on	90c " —perf. 11 (10¾)

With your help perhaps we can make the catalogue listings on this issue more meaningful. ★

Trail of the Caribou

By DAN MEYERSON (BNAPS L3)



DR. R. WILLAN (BNAPS 568), Lancashire, England, filed an entry of one frame of Guy material for BNAPEX-59, but what a frame it was—just 14 single pages and one double page. Fortunately the exhibit came directly to me prior to the show and this is being written before the exhibit. The selection starts with a double page that contains perforated gummed plate proofs of the entire issue with the 1c and 4c in slightly different shades,

the 3c in a distinctly different shade, and the 10c in orange. A second complete set of the plate proofs were then submitted on the same card but this time they were gummed and imperforate.

The second offering shows the stamps in the issued colors. In both cases the 6c value shows the reversed 'Z'. The next four pages contain a complete set of the die proofs in black, and to my knowledge these have never been recorded before. It is very in-

teresting to note that in the case of the die proof the 6c has a normal 'Z', whereas in the plate proof it was reversed. Page 7 contains a die proof complete with die sinkage, of the 8c in the issued color, as well as a die proof of the 12c in a light violet. The interesting thing about this latter proof is that handwritten on the top and bottom are the following words: "Completed only yesterday May 6, 1910/the day of his death/This will now not be issued having already/received orders for the new Kings head thereon." However, as we all know, the stamp was issued, as they had the time to change the inscription on the 15c to read "King George V." Incidentally, the die proofs as well as the plate proofs all read "King George V" for the 15c value.

Page 8 consists of one sheet with impressions of the 1c, 2c, 5c and 8c all taken from the master litho stones. Page 9 contains horizontal strips of three of the 1c and 2c and a vertical strip of three of the 15c in black on a tan paper which gives the impression of a photograph; these are transfer strips from the dies. Page 10 shows single perforated gummed copies of the 3c and the 10c in the first color submitted. Page 11 consists of a complete set of gummed imperforate pairs which are really plate proofs from the second submission. Page 12 shows the complete set gummed and perforated exactly as issued. Page 13 shows the various perforation varieties found on the 1c, 2c and 5c values, and Page 14 shows a block of 16 of the 2c in the scarce perf. 12x11½ which really measures 11.8x11.3.

Page 15 contains the small envelope in which 5,000 sets of the Guy issue were sold in London. The envelopes are inscribed "Issue of Newfoundland Stamps to Com/memorate the 300th Anniversary of the/earliest settlement in the British Empire/made in Conception Bay, Newfoundland./in June, 1610." Page 16 contains a few of the varieties, such as a horizontal pair of the 1c, imperforate between in the perf. 12x11; also a horizontal strip of three of the 2c with the first pair imperforate between in the perf. 12x14, and finally a copy of the 6c with reversed "Z" imperforate between stamp and left margin.

Just one frame—16 pages—but what a complete story it gives of the 1910 Guy issue!

The Bombay Philatelic Co., of New York, advertised two out of the ordinary New-

foundland items in the August 22 issue of "Stamps". Both were from the long Coronation set: a vertical pair of the 3c imperf. between, Scott 234b, was offered at \$185, and a horizontal pair of the 8c, also imperf. between, Scott 236b, could be bought at \$350.

Of such things are philatelists made! Back in February '52, and supplemented in an article in the May '52 issue of TOPICS, we discussed the APO markings that were in use during the early 1940s. Our source of information was from covers that we had purchased at Gimbel's in New York, and each cover supposedly had the point of origin of the APOs stamped on it. We listed APO 801D as Quidi Vidi on the basis of the handstamp on our cover. In the May '53 TOPICS, Dr. C. J. Nemmers (BNAPS 797), of Anamesa, Iowa, disputed the origin of this mark. He had served in Newfoundland, so had some right to dispute the point. However, the years passed and nothing else came of it as Dr. Nemers was still investigating. Well, he thinks that his investigations are over as not too long ago, while puzzling over an APO 801D cover, he suddenly noticed that it was addressed to a small town in Wisconsin. Sitting down at his typewriter, he wrote to the postmaster of the town inquiring if the family was still resident there. Sure enough they were, and Dr. Nemmers' letter was referred directly to the individual who had written the original letter. Back came the reply to Dr. Nemmers—APO 801D was located at Signal Hill, and who should know better than a person who served there. So, thank you, Dr. Nemmers, for having the courage of your convictions. ★

GREETINGS OF THE SEASON . . .

From the editors of our regular monthly features:

- ★ DR. A. WHITEHEAD
- ★ R. J. WOOLLEY
- ★ ED RICHARDSON
- ★ N. PELLETIER
- ★ DAN MEYERSON
- ★ MARK L. ARONS