



The ill-fated London to London Flight in September 1927 created Canada's rarest semi-official airmail stamp. Since mail was to be carried on that flight, Mayor Moore of London, Ontario swore in the two pilots Terence Tully and James Victor Medcalf, as official carriers of government mail.

The plane, called "Sir John Carling", was to carry a mailbag of 97 letters. The envelopes were cancelled on August 29, 1927 prior to the first attempt at the flight which was turned back by fog near Kingston. Another attempt was made a few days later and the letters were given a Second cancellation on September 1, 1927 at London, Ontario. Somehow one of the envelopes was not put back into the mail pouch. This letter and three or four mint stamps are the only genuine copies of this philatelic gem. The cover was shown at INTERPHIL by Edward A. Richardson and the cancellation and postmark shown is from that cover.

With respect to the so-called "Proofs" there is now evidence indicating that the use "Proof" is a mis-nomer. Stuart Johnstone of Vancouver, formerly of Edmonton and who was associated with Commercial Airways, Ltd., and probably with the Hamly Press claimed that these were made at his request in various colours as a joke and he does not know how they got into private hands.

They are known of both the "VIA AIR" and "AIR FEE" types on paper and on card in Orange, Crimson Lake, Lemon, Violet, Jade Green, Black and in a Blue.

Trelle Morrow reports that he has what he calls a "Galley Proof". These are on newsprint and are the first pull from the galley by the printer. These are from the Ed Richardson collection and Ed terms them "newsprint proofs". Perhaps these are the only true "Proofs". They have been proven to be legitimate and contemporary with the 1930 issue, however, the newsprint has turned quite brown.

Two Parallels

By LEOPOLD BEAUDET

The 8c QE2 Centennial definitive and the caricature stamp that replaced it were printed by the British American Bank Note Co., and both have varieties that are very similar to each other.

Both stamps are harrow perforated; that is, a complete pane is perforated with one strike of the comb. This is why just one perforation misalignment occurs per pane, in the left margin for the Centennial stamp and the bottom margin for the caricature definitive. A few months before the former

was replaced some panes were found with one perforation missing, presumably the result of a broken pin. Its location is in the next to bottom row of perforations, the rightmost pin in the left margin. I searched for the same variety on the caricature stamp but was unsuccessful until July, 1974, when I finally found a pane with a missing perforation in the rightmost but one column of holes, the first pin in the bottom margin. The defective pin is the same for both stamps since the Centennial definitive trav-

elled through the printing press and perforator left to right with respect to the design whereas the caricature stamp travelled in the top to bottom direction. It would appear that the broken pin was noticed and repaired while the Centennial stamp was printed, but broke again during a printing of the caricature stamp.

In the October and December, 1973, issues of *BNA Topics*, Kenneth W. Pugh wrote about a peculiar variety on the Centennial definitive which took the form of a dotted horizontal line in the bottom margin of the third or the top margin of the fourth row of stamps. His postmarked examples originating in Manitoba and southern Ontario were dated in June and July, 1973. A similar variety (literally a parallel!) has been found on the caricature stamp in the right margin of the pane (see illustration). Examples found so far have emanated from southern Ontario and were first noted in June, 1976. I know of no satisfactory explanation for this variety.



— Philately In Print



Letter Sorting Mechanization in Canada

by SALLY S. TUNNICLIFF

Fourth in the series

I had a most enjoyable tour of the Ottawa letter processing plant recently. In addition to observing and asking numerous questions, I performed a simple experiment using envelopes with stamps placed in unusual positions. The combination of the tour and the experiment has increased my

understanding and enjoyment of postal automation.

My first impression was one of surprise to see so many workers involved in mail handling. The ideal situation of dumping a bag of mail in one side of the post office and removing other bags already sorted