

London to London

1927

Flight and Philately

Marc Castel

Toronto, November 2, 2024

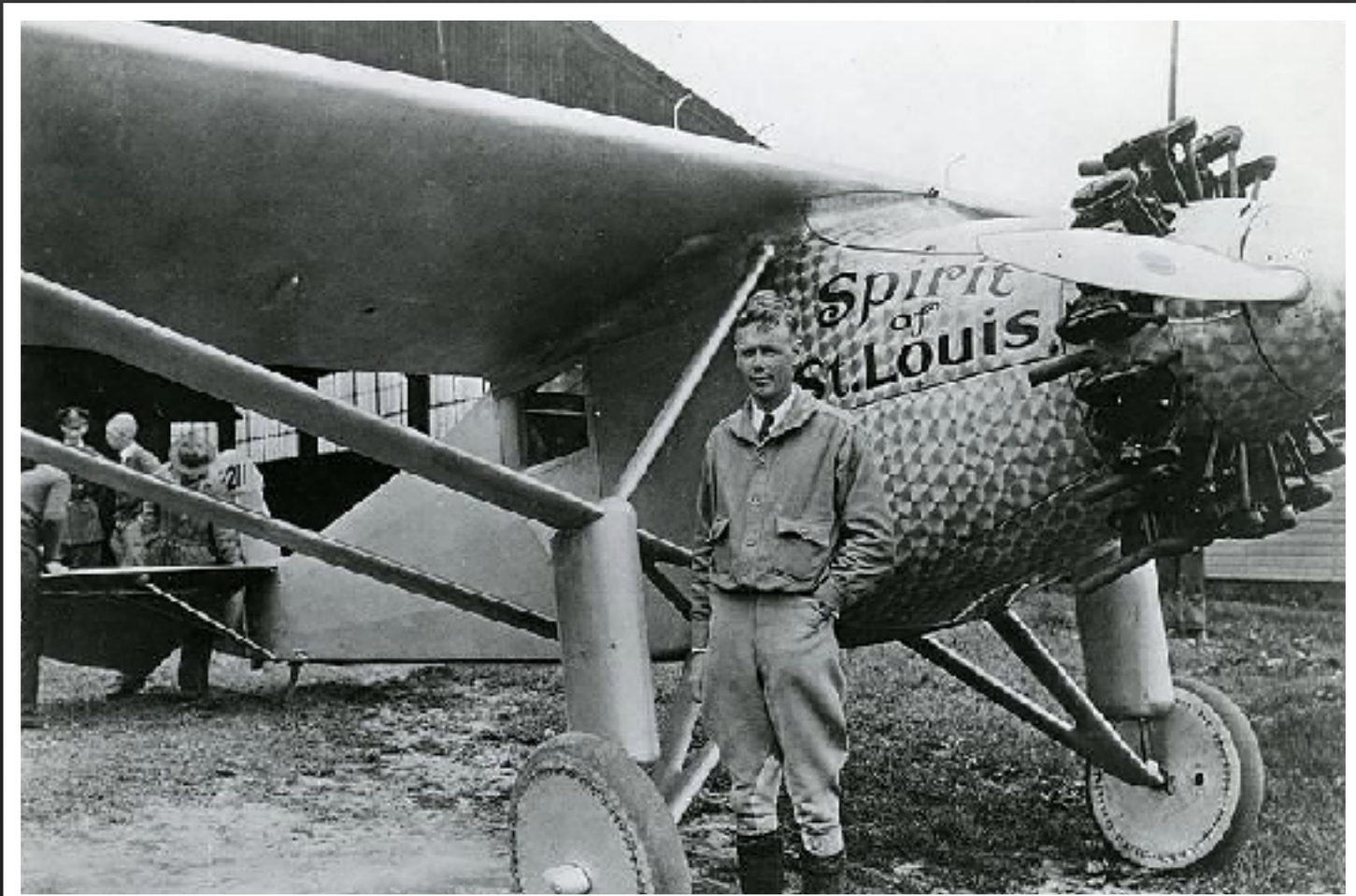


PART I

The Flights

Summer 1927

Saturday, May 21, 1927



Wikipedia

After Charles Lindbergh wins the Orteig Prize for crossing the Atlantic non-stop from Long Island to Paris and stirred by patriotism and profit, London, Ontario reporter Art Carty and Charles Burns of Carling Breweries Limited in London, Ontario, brainstorm the idea of a flight from “the heart of the Empire to the soul of the Empire”.

Wednesday, June 29, 1927

London Centennial Review, 1926



WANTED Canadian Aviator

TO FLY FROM

LONDON, ONT., To LONDON, ENG.

Wright, Bellanca, Fokker, Ryan or other fully approved one or two-man machine (preferably Canadian or British built, if available), to be supplied by us to pilot.

Man selected must be approved by Canada's highest aviation authorities, and fully qualified to discharge this trust with credit to Canada.

\$25,000 In Cash

has been posted by us with Ray Lawson, London, Ont., who has been nominated for this trusteeship by John M. Moore, mayor of London, Ont., and Dr. A. J. Grant, president of London Chamber of Commerce.

Flight to be undertaken as soon as necessary arrangements can be made.

Address All Correspondence to Transatlantic Flight Manager,

Carling Breweries, Limited
LONDON, ONTARIO.

London Free Press, June 29, 1927

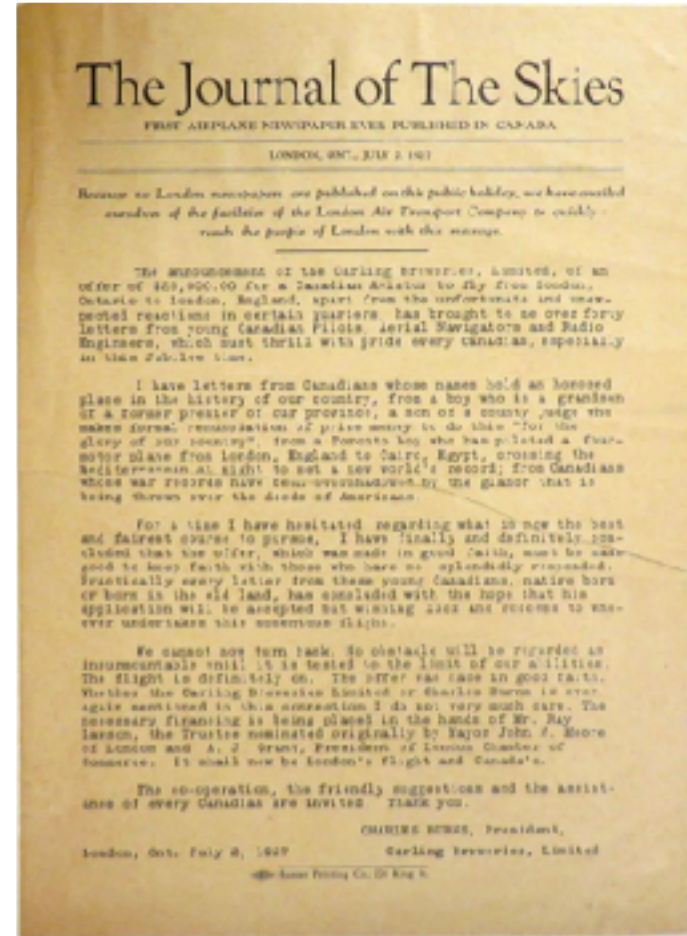
Carling Breweries puts up \$25,000 in prize money (about \$450,000 today) and Carty posts an ad in Canadian newspapers seeking a Canadian aviator to make the London to London flight.

Saturday, July 2, 1927



Commodore F.G. Ericson

Charles Burns



The Journal of The Skies

FIRST AIRPLANE NEWSPAPER EVER PUBLISHED IN CANADA

LONDON, ONT., JULY 2, 1927

Because no London newspapers are published on this public holiday, we have omitted our usual number of the Journal of the Skies to enable the people of London to catch the spirit of the day.

THE MANAGEMENT OF THE CARLING BROTHERS, LIMITED, of an offer of \$65,000.00 for a Canadian Explorer to fly from London, Ontario to London, England, apart from the unfortunate and unexpected reactions in certain quarters has brought to me over forty letters from young Canadian Pilots, Aerial Navigators and Radio Engineers, which must thrill with pride every Canadian, especially in this Jubilee time.

I have letters from Canadians whose names hold an honored place in the history of our country, from a boy who is a grandson of a former premier of our province, a son of a country judge who makes formal recommendations of prize money to do this "for the glory of our country", from a Forester boy who has piloted a four-motor plane from London, England to Cairo, Egypt, crossing the Mediterranean at night to set a new world's record; from Canadians whose war records have been overshadowed by the glories that is being thrown over the heads of Americans.

For a time I have hesitated regarding what is now the best and fairest course to pursue. I have finally and definitely concluded that the offer, which was made in good faith, must be made good to keep faith with those who have so splendidly responded. Practically every letter from these young Canadians, native born or born in the old land, has concluded with the hope that his application will be accepted but wishing also and earnestly to ever undertake this momentous flight.

We cannot now turn back. No obstacle will be regarded as insurmountable until it is tested to the limit of our abilities. The flight is definitely on. The offer has gone in good faith. Whether the Carling Brothers Limited or Charles Burns is ever again mentioned in this connection I do not very much care. The necessary financing is being placed in the hands of Mr. Ray Lawson, the trustee nominated originally by Major John J. Moore of London and A. J. Brown, President of London Chapter of Commerce. It shall now be London's flight and Canada's.

The co-operation, the friendly suggestions and the assistance of every Canadian are invited. THANK YOU.

CHARLES BURNS, President,

London, Ont., July 2, 1927

Carling Brothers, Limited

©-James P. H. Co. Ltd. King St.

D.B. Hanna's (chief liquor commissioner for Ontario) declares that the venture violates the Liquor Control Act. In response, Burns announces in "The Journal of the Skies" that "The flight is definitely on", and drops the leaflets from a plane over the city of London. The official sponsor is switched to the City of London to comply.

Tuesday, July 5, 1927



As all but one of the prospective pilots do not have their own plane, an expert committee selects a Stinson Detroiter for the flight, paid for by Carling Breweries Limited.

Tuesday, August 9, 1927



University of Western Ontario Archives

Charles Burns (centre) poses with 28 of the 40 applicants, mostly former RAF and RCAF pilots, in front of Carling Breweries HQ on Ann Street.

Wednesday, August 10, 1927



Talman Collection

On August 10, an expert committee selects RAF veterans and Ontario Provincial Air Service pilots, Captain Terence Bernard Tully and Lieutenant James Victor Medcalf to fly the plane.

Thursday, August 11, 1927



Ray Simrak Collection

The pilots fly to the Stinson Aircraft Company in Detroit. The following day the Stinson Detroit is christened the "Sir John Carling" by 11 year old Leonard Carling - a great grandson of the famous man.

Monday, August 22, 1927



Digital Museums Canada

Tully and Medcalf fly the “Sir John Carling” back to Lambeth, (London, ON) where investors had recently built a grass airstrip for the flight.

Tuesday, August 23, 1927



London Public Library

The event is picked up by Reuters, garnering significant press around the world.

Tuesday, August 23, 1927



Thousands of spectators visit the plane and watch it take off on a five hour test flight to Curtis Field, Long Island, New York. It is determined that more fuel than the plane can carry in its tanks will be needed for the flight to London.

Wednesday, August 24, 1927



University of Western Ontario Library

Standing in front of the airplane are (left to right): Captain Terrence B. Tulley (Pilot), Commodore F.G. Ericson (pilot/ airplane selection committee), Charlie Burns (President of Carling Breweries, Limited), an unknown individual, and James V. Medcalf (navigator).

Saturday, August 27, 1927



University of Western Ontario Library

Carty is inundated by companies, like AMOCO Gas, wanting to donate their products in exchange for free publicity. Tully is seen here helping to load the cabin with tins of extra fuel needed for the flight to England.

Sunday, August 28, 1927



Tully and his wife Anne pose in front of the “Sir John Carling” as it is readied for the flight.

Monday, August 29, 1927 - 5:50 A.M. EST



National Film Board of Canada

Jimmy Medcalf and Terry Tully, exceedingly confident,
are all smiles prior to take off.



Monday, August 29, 1927 - 11:00 A.M. EST



National Film Board of Canada https://www.nfb.ca/film/sunshine_eclipse/ (segment 5:20-5:44)

After a bumpy start from Lancaster Field they return later that morning at 11:00 A.M. due to heavy fog near Kingston.

Monday, August 29, 1927 - Late Afternoon



Conception Bay Museum

The aviators are concerned that the extra 300 gallons of fuel stored in 5 gallon containers in the cabin could break free.

Thursday, September 1, 1927 - 5:35 A.M. EST



Talman Collection

A decision is made to make a refuelling stop in Harbour Grace on the way to England. The "Sir John Carling", now dubbed the "Boomerang" by the press, departs once again with 15 days of army rations, a life raft, oars, flares and emergency transmitter but no radio.

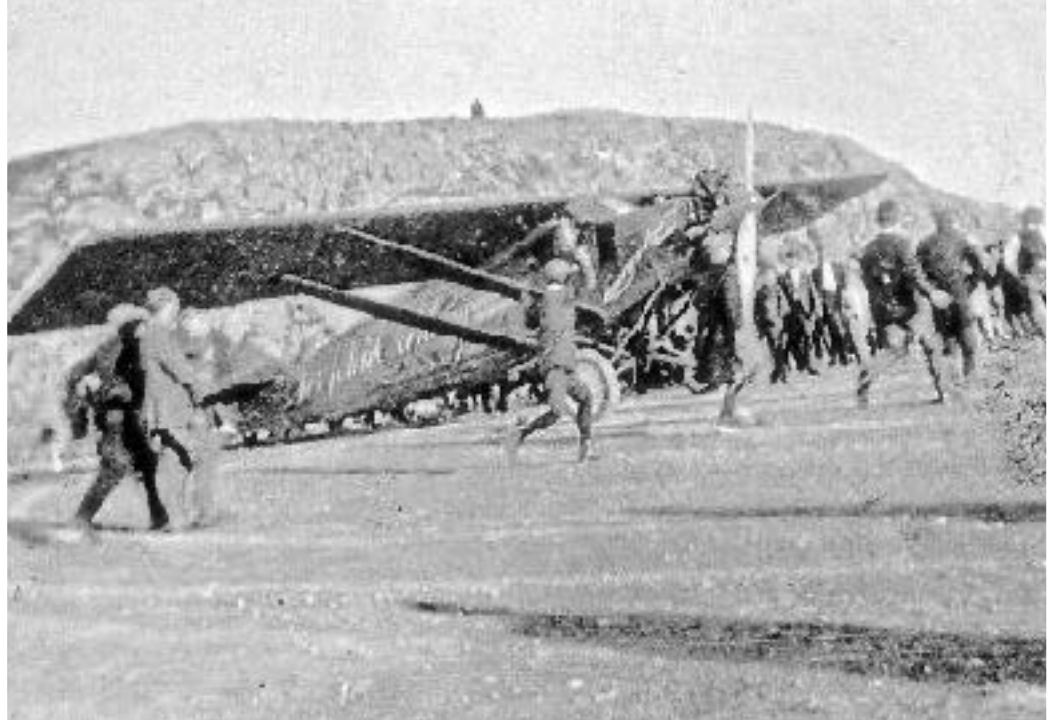
Thursday, September 1, 1927 - Evening



Digital Museums Canada

After encountering heavy fog near P.E.I., the plane circles back and makes an unceremonious landing in a potato field in Washburn, Maine (near Caribou) sustaining minor damages.

Monday, September 5, 1927, 5:35 P.M. NDT



Conception Bay Museum

While waiting out poor weather in Maine, they make repairs. A small fire breaks out under the plane during refuelling with no damage. They finally depart Maine and arrive in Harbour Grace, Newfoundland that afternoon.

Wednesday, September 7, 1927, 9:05 A.M. NDT

FORM T.D. 1-14

CANADIAN PACIFIC RAILWAY COMPANY'S TELEGRAPH

 TELEGRAM

All Messages are subject to the Company for transmission, subject to the terms and conditions printed on their Blank Form No. 2, which terms and conditions have been agreed to by the sender of the following message. This is an unregistered message, and is delivered by request of the sender under these conditions.

J. McNEILAN, General Manager of Telegraphs, Montreal.

27RNXA

23

HARBORGRACE NFLD SEPT 7-27

ANNE L. TULLY

CARE ARTHUR LONDON

WE ARE JUST OFF ON A LONG PATROL TODAY YOU
SHOULD HEAR FROM US THIS TIME TOMORROW LOVE TO YOU
TERRY AND PAT.

TERANCE.

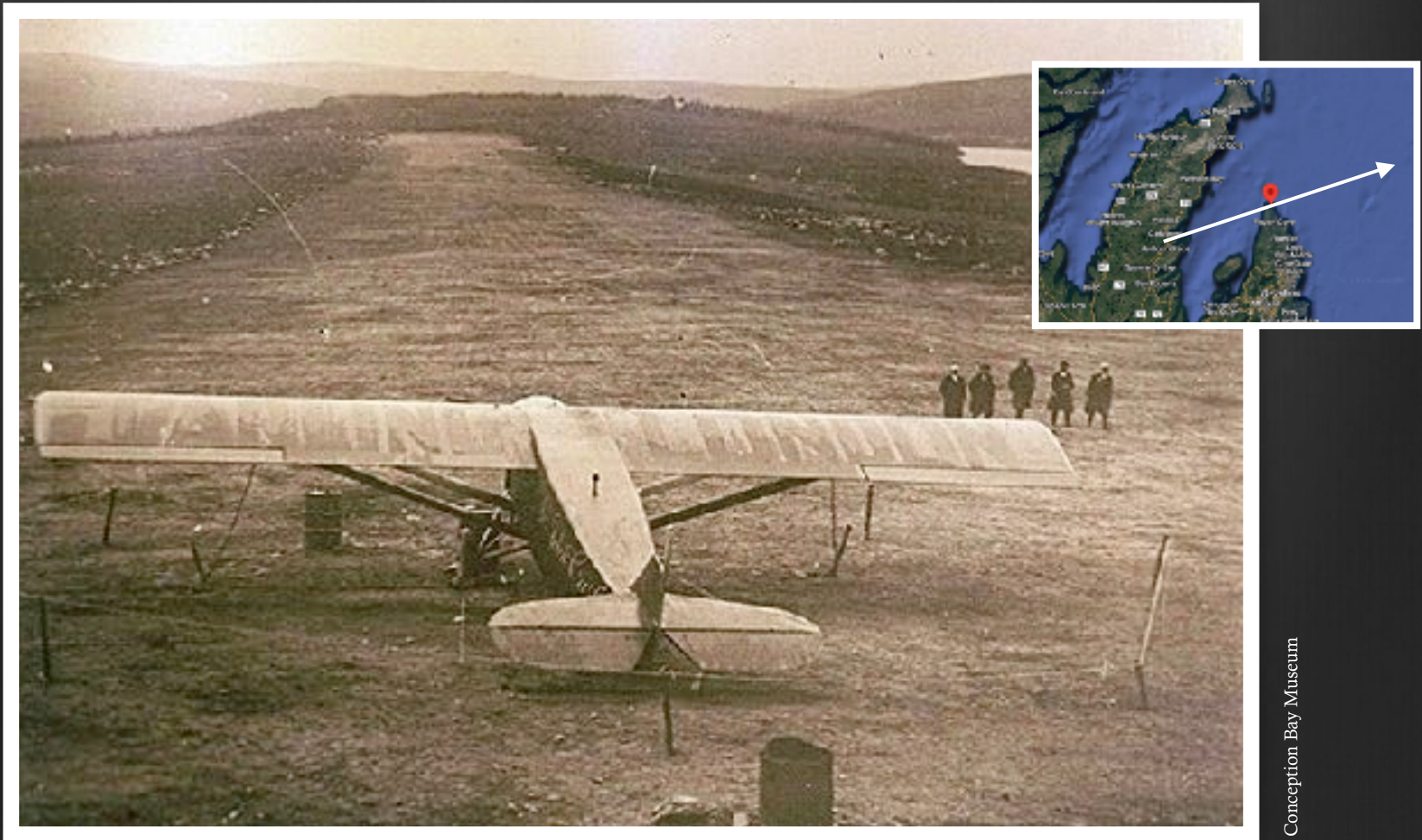
905A

25

Ray Simrak Collection

The plane is delayed in Harbour Grace by poor weather and the need for minor adjustments. Prior to departing Tully telegrams his wife Anne. Winnifred Medcalf awaits her husband's arrival at the Croydon Airfield outside London, England.

Wednesday, September 7, 1927, 9:49 A.M. NDT



Conception Bay Museum

The plane departs from Harbour Grace. It is last seen heading across the Atlantic at Cape St. Francis, Newfoundland. The Windsor to Windsor flight is cancelled due to deteriorating weather over the Atlantic.

Thursday, September 8, 1927, 11:00 P.M. GMT

Attempt

Hope was virtually abandoned today for the lives of five more trans-Atlantic aviators.

No word from ships scanning the waters of the northern Atlantic for trace of the monoplane *Old Glory* and her crew of three has reached officials. J. D. Hill, navigator, Philip Payne, passenger and Lloyd Bertaud are believed to have met their death when the plane crashed into the ocean.

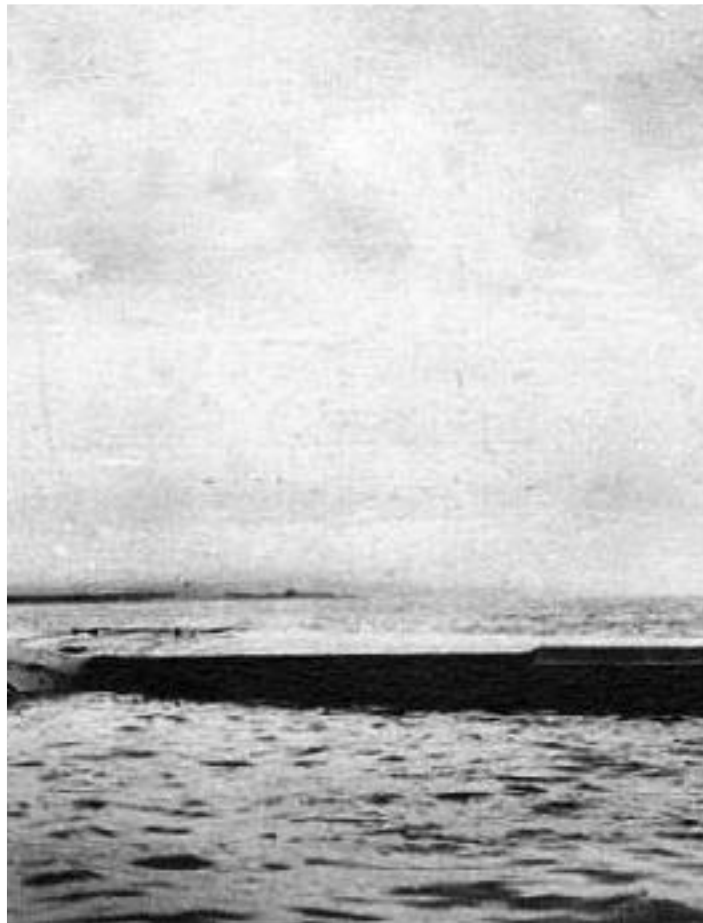
The monoplane *Sir John Carling*, which took off from Harbor Grace, Newfoundland, Wednesday, is long overdue in England and it is feared that Captain Terence Tully and Lieut. James D. Medcalf also have fallen victims to the Atlantic.

24 HOURS OVERDUE

LONDON, Sept. 8.—(UP)—As dawn and early forenoon arrived and passed today without news of the monoplane *Sir John Carling*, now overdue 24 hours, it was certain that the plane was no longer in the air. The *Carling* was presumed to have fallen into the sea.

Two young Canadians, Captain Terence Tully and Lieutenant James D. Medcalf, left Harbor Grace, Newfoundland, Wednesday morning on an attempted flight to London.

Meteorologists advanced the theory today that strong southwesterly winds might have forced the plane



theory today that strong southwesterly winds might have forced the plane off its course and toward the direction of Scandinavia. But there were no reports of the plane from Scandinavia.

May Have Landed

Estimates varied as to the time the plane could have remained in the air but the maximum of 40 hours would have brought the plane to land or sea at 4:55 a. m., today, Greenwich time (11:55 p. m., yesterday, eastern standard time).

It was possible, of course, for the fliers to have landed during the night in Ireland or elsewhere, but thus far there have been no such reports.

WIFE IN TEARS

LONDON, Eng., Sept. 8.—(UP)—Mrs. James Medcalf, wife of one of the airmen missing with the monoplane *Sir John Carling* was in tears today but maintained hope that her husband would be found alive.

Mrs. Medcalf expected yesterday to receive a telegram from her husband announcing he had arrived at Croydon field near here.

"It is terribly hard to believe that perhaps he is drowned," she said. "One minute all sorts of queer hopes stick in my mind and the next all is black despair. It is all so sudden and Jimmy always succeeded when he set out to do anything. He is utterly fearless. When I first heard of the flight I had no fear, and the idea did not dawn on me that it

The aviators are unaware that the weather over the Irish Coast had worsened and "*Old Glory*" had disappeared. The "*Sir John Carling*" is never heard from again and by evening is declared missing.

Monday, September 19, 1927



Stable Diffusion AI

The plane is considered lost and the crew perished. Carling Breweries puts the \$25,000 prize in trust for the widows. Lloyds of London pays out the life insurance (\$20,000 less \$3,000 premium) to the aviator's widows.

PART II

The Stamps

Summer 1927

Wednesday, July 27, 1927



Charles Burns
President Carling Breweries Limited

University of Western Ontario Library

Burns, makes a request to the Postmaster General in Ottawa, Peter John Veniot, to carry mail addressed to “notables” in England on the flight.

Saturday, August 13, 1927

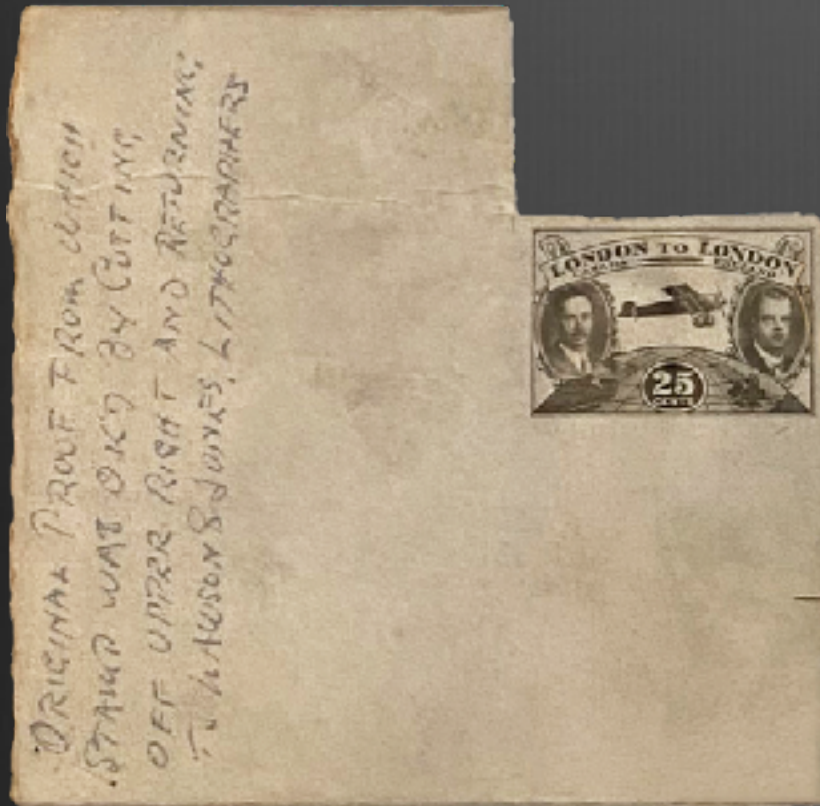


Peter Veniot
Postmaster General of Canada

Veniot approves Burns' request and advises the London Post Office to handle the mail despatch and follow the usual procedures. The despatch to include any mail provided by Mr. Burns. Pilots are to be sworn in as Mail Couriers prior to departure. Ottawa to provide slogan cancel die: "AIRMAIL / LONDON.CANADA -LONDON.ENGLAND / --1927--".

Monday, August 15, 1927

Ray Simrak Collection



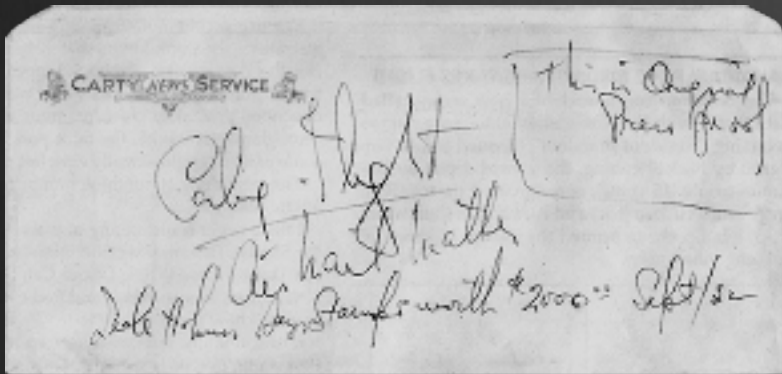
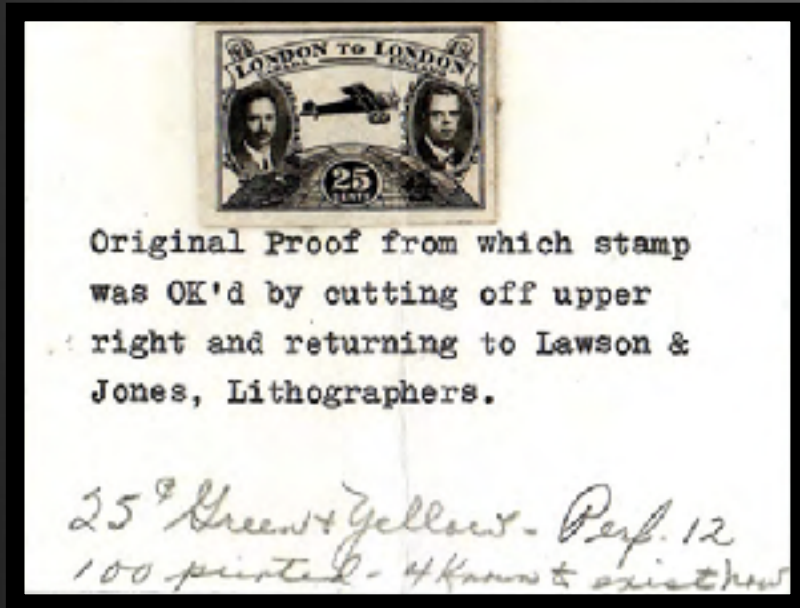
Inscription reads:

Original Proof From which stamp was O.K'd by cutting off upper right and returning to Lawson & Jones Lithographers

A proof of the promotional flight label is made by Lawson and Jones, Limited of London, ON and sent to Postmaster General Veniot, who informs London Postmaster, Kenneth A. Murray, that the promoters have prepared a sticker reading “London, Canada, to London, England” which will be attached to the letters along with regular postage, and that it is accepted.

March 2014

Many years later, in London, Ontario, a lot containing a box of airplane magazines, old photos, and various articles pertaining to the 1927 London to London flight is actioned off. The purchaser additionally discovers a photo of the “Sir John Carling” taken by Archie Nicholson at the Crumlin Airstrip, three postcards - one signed by the pilots - and a note with a glassine envelope containing a second printer’s proof of the semi-official stamp.



John Irvine Collection

Cover reads:

This is Original Press Proof;
Carling Flight Air Mail Letter
Dr. Holmes says stamp worth \$2,000 Sept / 52

Tuesday, August 16, 1927



Col. Kenneth Alexander Murray
Postmaster London, Ontario

London Postmaster Col.
Kenneth Alexander
Murray acknowledges
Postmaster General's
instructions and suggests
the weight and wording
of the stencilling on the
mail bag and asks if it
can be returned to
London, Ontario
afterwards to be shown at
the Western Fair.

A handwritten signature in dark ink, appearing to read 'K. A. Murray'. Below the signature, the word 'Postmaster,' is printed in a small, serif font.

Wednesday, August 17, 1927



King George V
British Monarch

Wikipedia

A list of mail recipients is created by flight organizers, promoters, politicians and others closely connected to the flight. The \$25 payment is collected for each special 25c London to London label used. “The quantity of mail is rigidly limited to avoid excess weight”. In 1952 Philatelist L.Seale Holmes, a friend of Carty, reports that the flight committee closely controlled the special flight labels and mail. Only Murray will be allowed to cancel the mail.

Thursday, August 18, 1927



digital reconstruction only
not a real block

Lawson and Jones, Limited prints 100 special flight labels (25 sheets of 4 labels) by lithography on a proof press under the supervision of a Government inspector - the lithographing stone is destroyed thereafter. The stamps are perforated 12 and [likely] delivered to Art Carty who directed the printing.

Inventory of the 100 CLP6 Labels Printed by Lawson Jones



On Covers with postage lost at sea	41
On Cover with postage removed from the Mail Bag	1
On Official Covers (no postage) lost at sea	15
Sent to Government of Canada Archives	10
Sent to Canada Post Office (Ottawa)	6
Singles given to people connected with the flight	11
Two Stolen "Widow" Blocks of four	8
Charles Burns Block of four	4
Ray Lawson Block of four	<u>4</u>
Total	100

The CLP6 Labels Currently Known to Exist



Copy 1 (Marcello F)
John C. Cornelius



Copy 2 (Marcello B)
L.S. Holmes



Copy 3/7 (Marcello E)
Lionheart Collection



Copy 4 (S. Fitzgerald)
British Library



Copy 5 (S. Fitzgerald)
British Library



Copy 6 (Marcello C)



Copy 8 (Marcello D)



Copy 9
The Geldert



Copy 10
Location unknown



Copy 11
Smithsonian
National Postal
Museum



Copy 12



Copy 15 (Marcello A)
L.S. Holmes

CLP6 Labels in Blocks

Block 1 (Promoter - Charles Burns)



UL (Copy 3 & 7): Spink UK Auction 20012, -The 'Lionheart' Collection of Great Britain and British Empire - Part XII, Lot: 62, July 15, 2020, £22,000.

UR (Copy 2): J.N. Sissons, The John C. Cornelius Collection of Canadian Airmails, October 6, 1971, C\$2,700. (Holmes' copy.)

LL (Copy 12): Daniel F. Kelleher Auctions, Sale 663, Lot 2675, January 30, 2015, US\$ 26,400.

LR (Copy 9): Eastern Auctions, Lot 897, November 3, 2017, C\$ 24,150.

CLP6 Labels in Blocks

Block 2 (Widow - Anne Tully) - Stolen



UL (Copy 10): For sale by private treaty, December 2009. Asking \$75,000. (1927 LPO employee's copy.)

UR (Copy 8): Eastern Auctions, "The D'Arcy Mosher Collection", Lot 306, November 18, 2021, C\$ 47,400. (Will appear at an upcoming Eastern Auctions sale in Spring 2025 - The Denninger Collection)

LL (Copy 5): Sybil Fitzgerald Collection donated to the British Library in 1947.

LR: Unknown

CLP6 Labels in Blocks

Block 2 (Widow - Winnifred Medcalf) - Stolen



UL (Possibly Copy 11): Unknown (Perhaps the copy at the Smithsonian National Postal Museum.)

UR (Copy 1): J.N. Sissons, The John C. Cornelius Collection, April 19, 1972, C\$2,700.

LL: Unknown

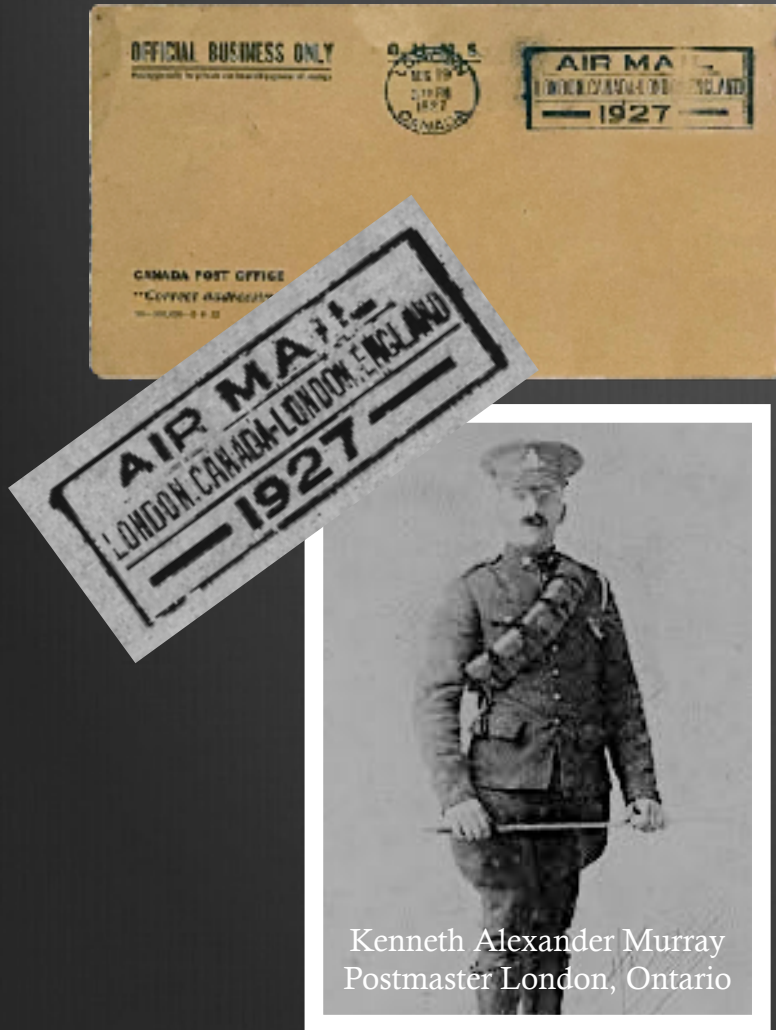
LR (Copy 6): Vance Auctions Sale - 346, Lot 6451, October 15, 2020, C\$ 20,900.

PART III

The Mail

Summer 1927

Friday, August 19, 1927 3:30 P.M.



Ray Simrak

On Aug 19 at 3:30 PM, the London, Ontario Post Office Staff test the slogan cancel and dater sent by Ottawa. The box cancel reads: “AIR MAIL / LONDON.CANADA-LONDON. ENGLAND / —1927--”

An unknown number of “notables” names and addresses are typed onto OFFICIAL manila envelopes and a newly minted (Jun 29, 1927) 60th Anniversary of Confederation 3c brown carmine Parliament stamp (Unitrade #143) is affixed to them. The official mail bag, weighing just under 10oz arrives at the LPO from Ottawa on August 20, 1927.

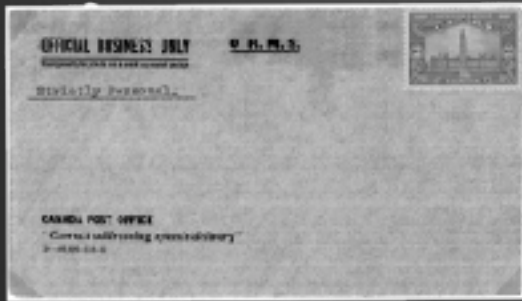
August 25-28, 1927



London, Ontario Post Office, 1927

Official covers (and perhaps other mail) receive a special oval London Postmaster handstamp "POST MASTER / 08, 25, 1927 / London, Canada".

Monday August 29, 1927



Contents of the Mail Bag

Weight of an Envelope	0.238oz
Weight of a Sheet of Paper	0.159oz
Weight of a CLP6 Label	<u>0.005oz</u>
Total Weight of a Letter	0.40 oz



Gross Weight of Bag + Mail	33oz
Weight of Mail Bag	<u>10oz</u>
Total Weight of Mail	23oz
	$23 \div 0.40$
Total pieces of mail in Mail Bag	57

Letters with postage lost at sea	41
Surviving Cover removed from the Mail Bag	1
Official Covers (unpaid) lost at sea	<u>15</u>
Total	57

Monday, August 29, 1927 4:00 A.M.



London Postmaster - Col. K.A. Murray cancels the mail and placed 42 pieces of paid mail and 15 pieces of Official Government mail with free frankings, in the mail bag prepared by Ottawa having the inscription "Canada Air Mail London, Canada to London, England 1927 via monoplane Sir John Carling captain T.B. Tully, pilot, Lieutenant James V. Medcalf, navigator". It is officially sealed by Murray.

Monday, August 29, 1927 5:50 A.M.



Tully and Medcalf
are sworn in to be
Mail Couriers by
John Mackenzie
Moore, the Mayor
of the City of
London, Ontario.
The mail bag is put
on the “Sir John
Carling”.

Monday, August 29, 1927 11:00 A.M.



Talman Collection

When the plane returns later that day, the mail bag is off-loaded and returned to the vault at the London Post Office for safekeeping.

Thursday, September 1, 1927 5:32 A.M.



Ray Simrak

When Murray received official word of the flight's departure for day-break he "personally opened the bag of mail and stamped on each of the items therein the date and hour when the bag was finally closed." Presumably with the date stamp: "LONDON / SEP. 1 / 5 AM / 1927 / CANADA". A fresh bag label was attached and new way bills prepared, and the bag was handed to the pilots within a few minutes of take-off, but this time with only 41 rather than 42 paid letters.

PART IV

The Surviving Cover

August 29 1927



Canada's most famous Airmail Cover



Canada's most famous Airmail Cover

Some time after September 1, 1927

How the only cover came to be



Scenario One 👍

While machine cancelling the mail for the second on September 1, 1927, one of the envelopes is misplaced and consequently does not receive the new cancellation mark. The misplaced cover, addressed to “The Controller of / the London Postal Service, / London, England”, is found by a postal worker at the London Post Office after the flight leaves and is set aside and later sold to Holmes.



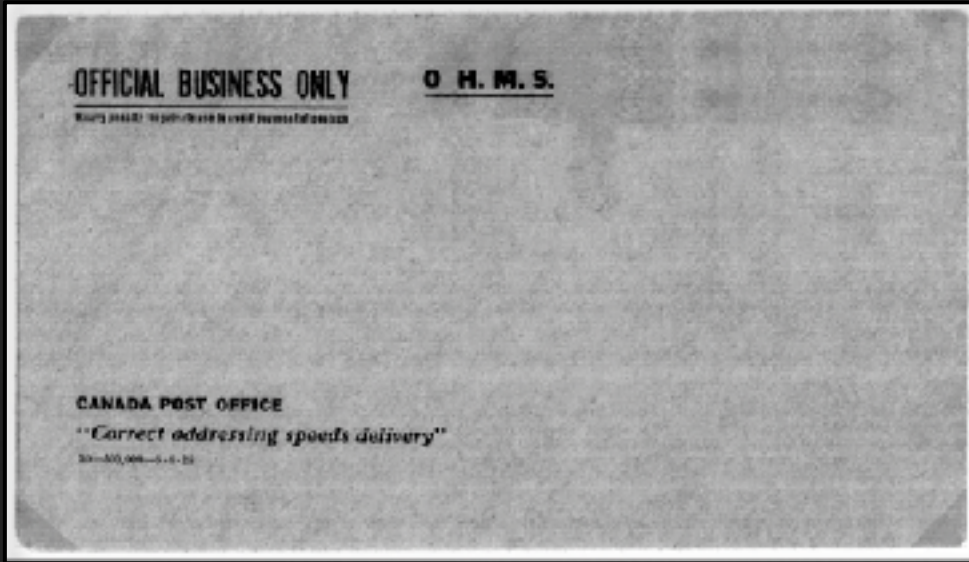
Holmes
Catalog
1943

👎 Scenario Two



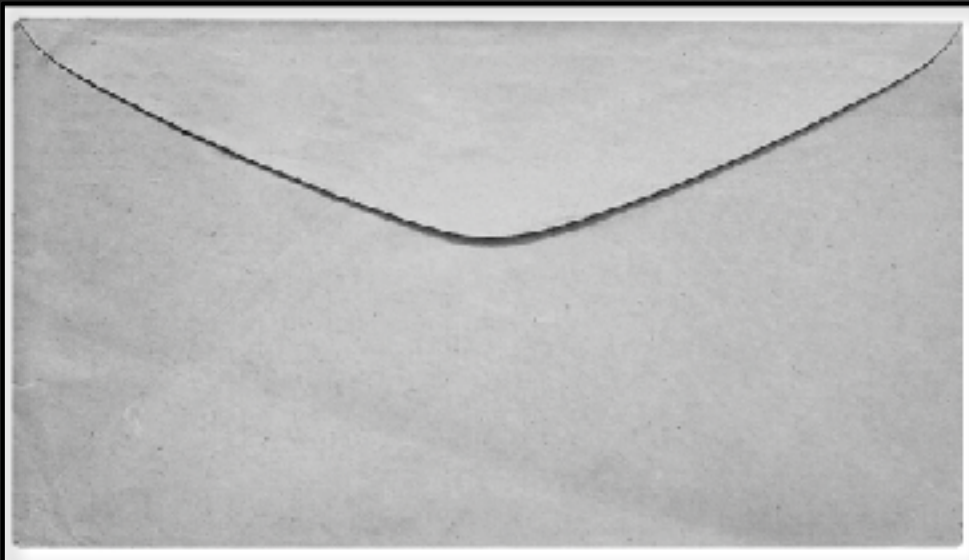
When it is decided that the flight will stop in Harbour Grace, Carty asks Murray to pull a cover from the mailbag. He chooses one of perhaps several addressed to “The Controller of the London Postal Service”. Someone at the London Post Office hastily applies a new label, re-address it to Newfoundland, and affixes it to the cover with tape. The envelope is opened, the contents removed, and replaced with return instructions. The cover is given to the pilots to hand deliver to postal authorities at Harbour Grace.

Reconstruction of the Cover



Front

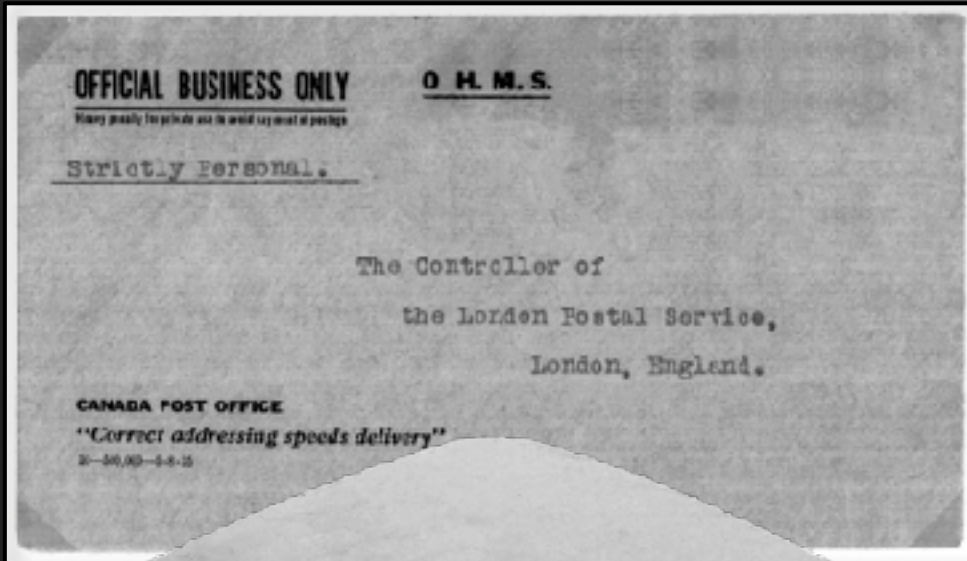
1. Fresh unused Official Business Only O.H.M.S envelope provided by Post Master.



Back

2. Reverse side of envelope showing flap.

Reconstruction of the Cover



Front

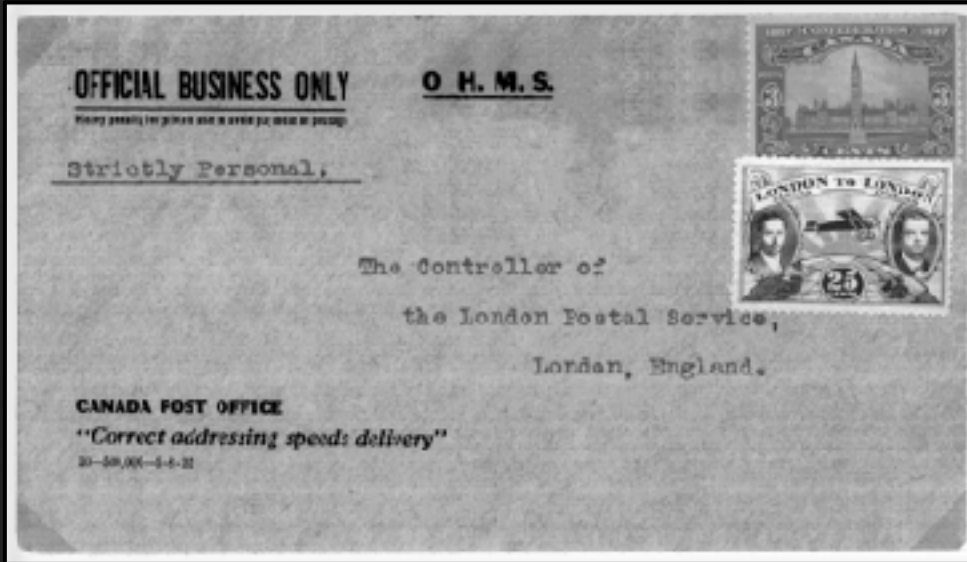
3. Envelope is addressed by London Postmaster to his counterpart in London, England and labeled "Strictly Personal".



Back

4. A letter of instruction is placed in the envelope by Postmaster, London, Ontario.

Reconstruction of the Cover



Front

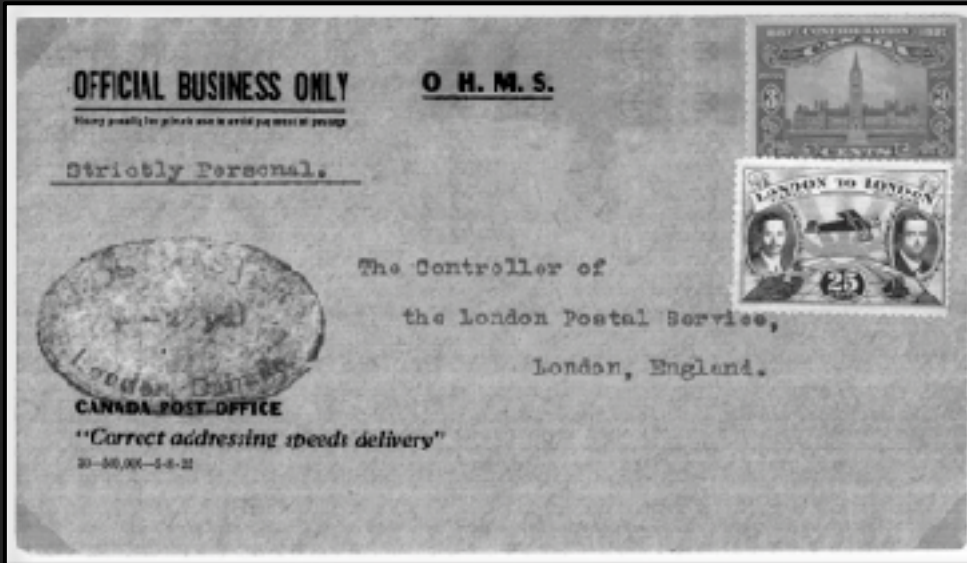
5. Because the correspondence is "Strictly Personal", postage is required, and the newly minted 3c Parliament 60th Anniversary of Confederation stamp is applied, followed by the CLP6 flight label.



Back

6. The envelope is sealed by moistening the glue strip along the flap with the tongue.

Reconstruction of the Cover



Front

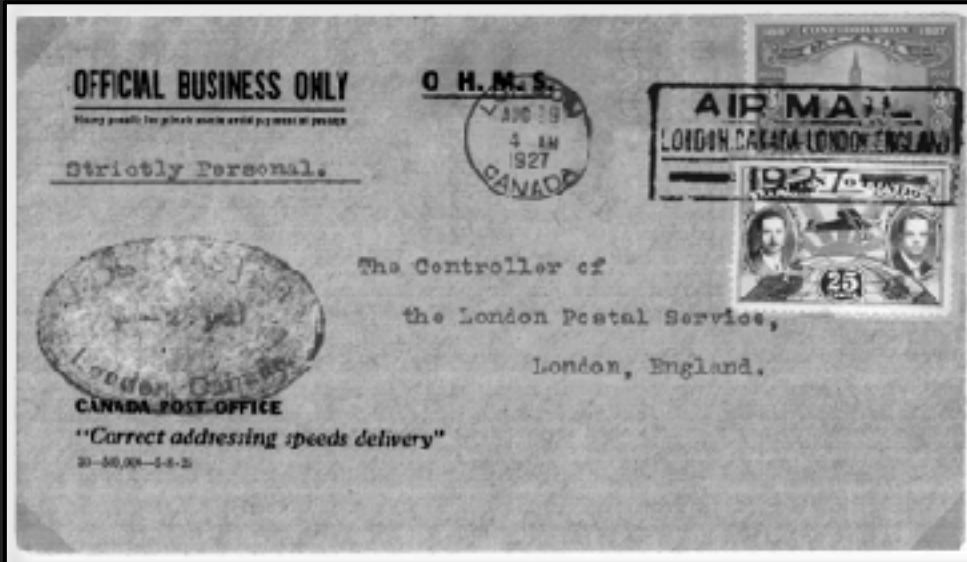
7. The London Postmaster, who had sole authority to cancel envelopes, stamps the cover with his oval date stamp on August 25, 1927.



Back

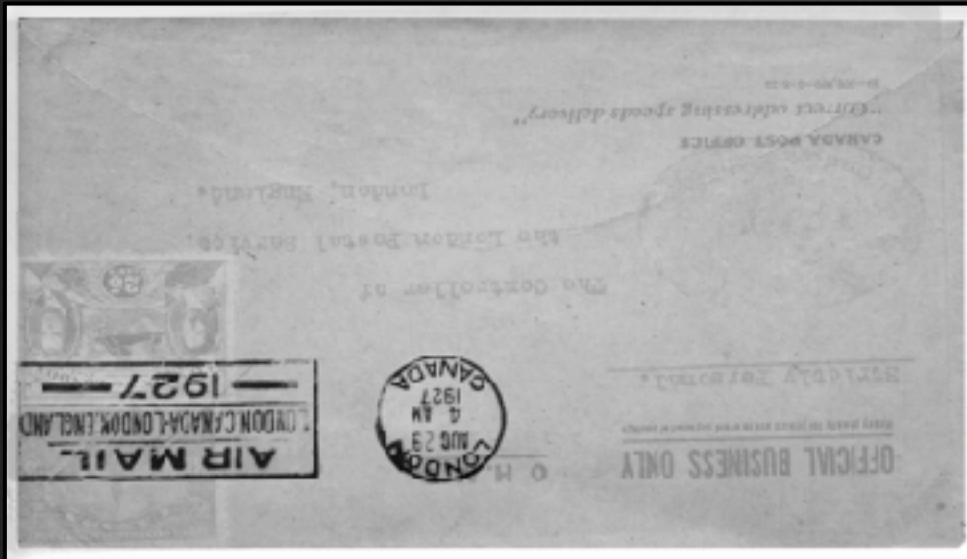
8. The sealed envelope containing the letter to the Controller of the London Postal Service.

Reconstruction of the Cover



Front

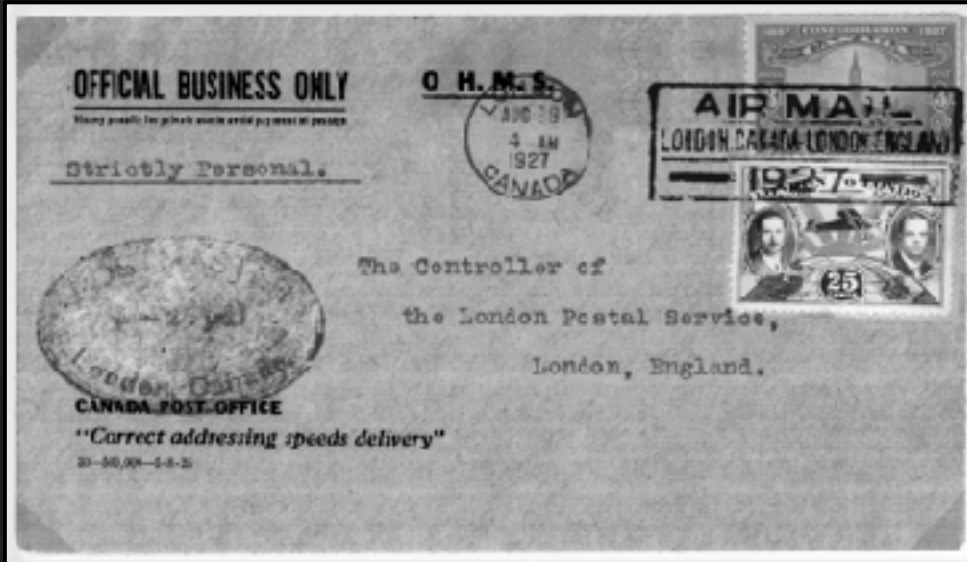
9. The Postmaster, then machine cancels the stamps with the official box slogan cancel and date stamp on August 29th at 4 AM.



Back

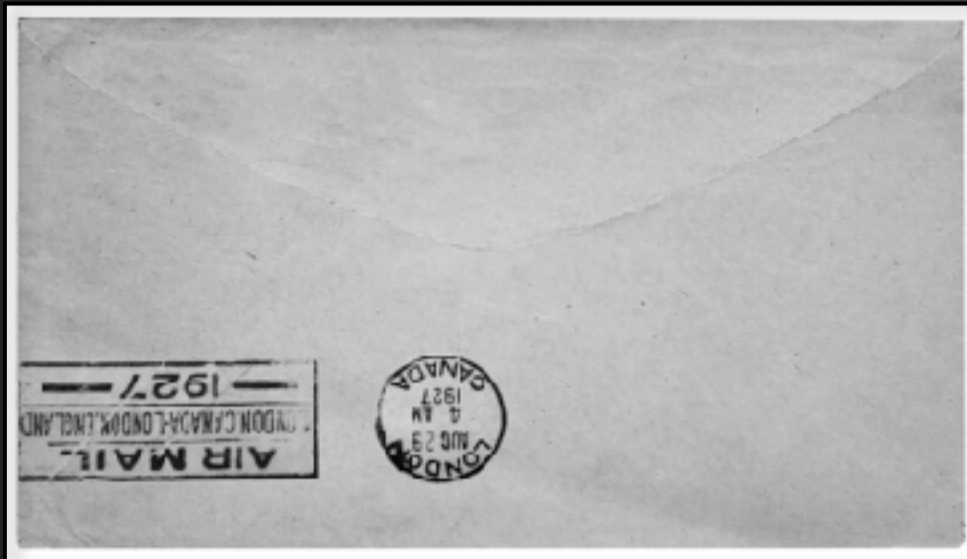
10. The Postmaster, flips the envelope over vertically and again applies the official box slogan cancel and date stamp to the back of the cover. (The front cover is overlaid and made transparent to demonstrate this action.)

Reconstruction of the Cover



Front

11. The envelope is placed in the Mail Bag, which contains 42 paid letters and 15 Official letters and is officially sealed by the Postmaster.

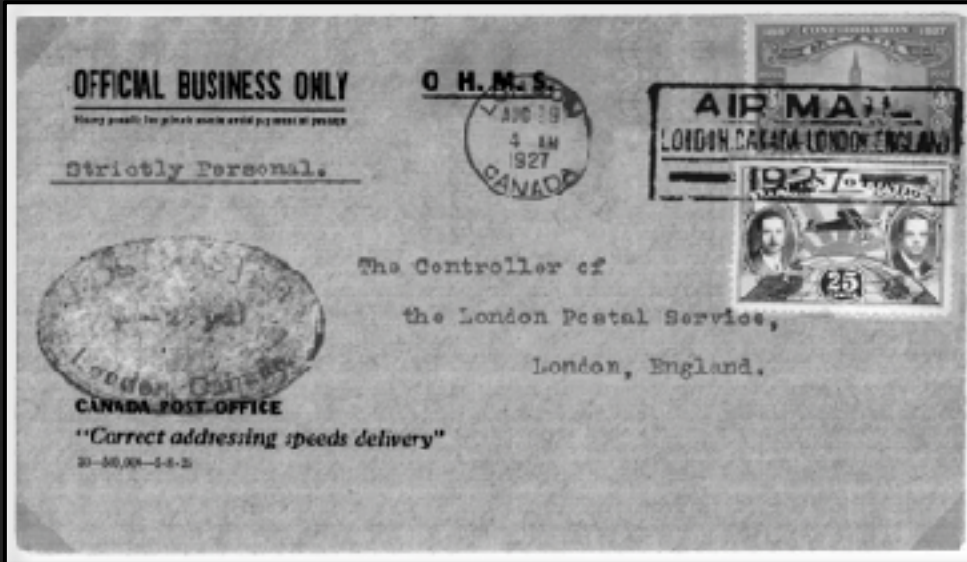


Back

12. The Mail Bag is given to the pilots on August 29th, 5:55 AM.

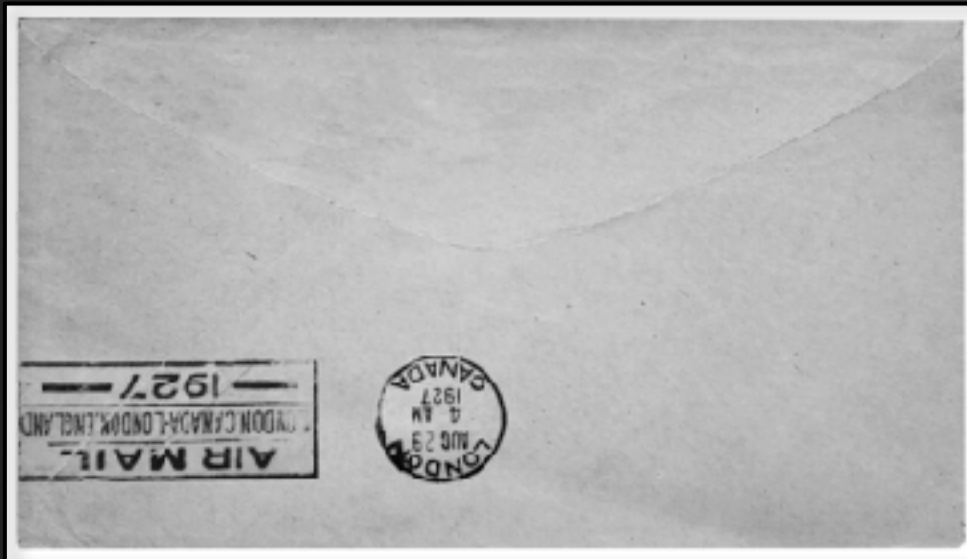
(There has been a suggestion that the date stamp on the reverse of the cover is actually a receiving stamp from August 29th when the flight returned, but with the date unchanged from the outbound flight in error.)

Reconstruction of the Cover



Front

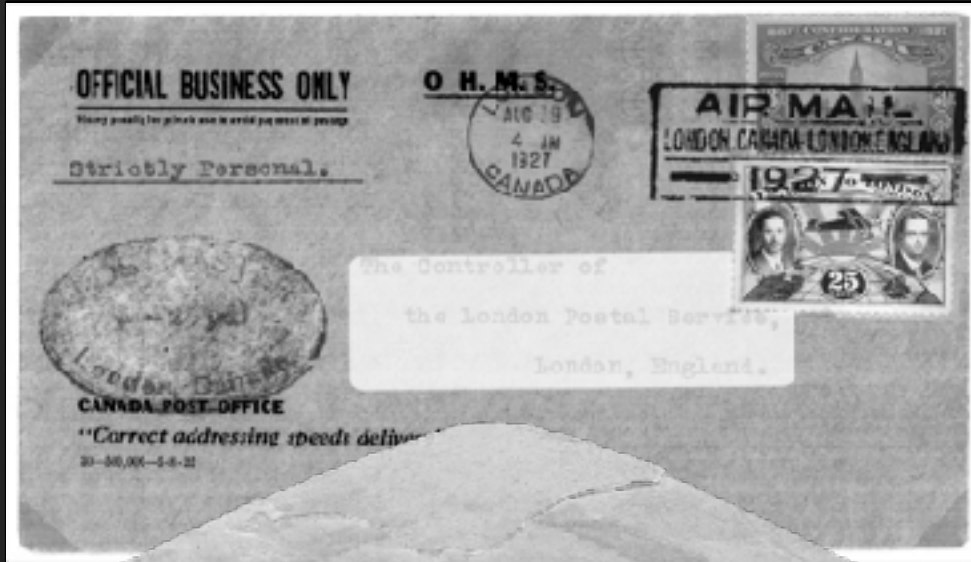
13. "The Controller of the London Postal Service" cover is misplaced when the mail bag is re-opened on September 1st.



Back

14. Consequently, the envelope does not receive the "LONDON/ Sept 1 / 5 AM / 1927 / CANADA" cancellation as it was misplaced ahead of the mail being cancelled for the second time.

Reconstruction of the Cover



Front

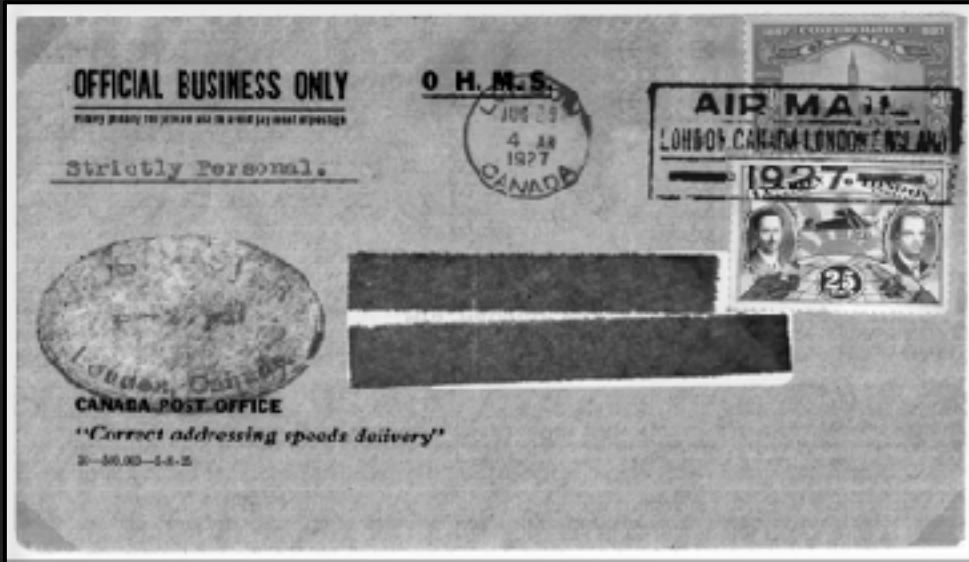
15. Someone at the London Post Office finds the misplaced cover. Some time later, a blank white label is placed over the existing three line address.



Back

16. The envelope is roughly opened using a letter opener moving from right to left (given the direction of tearing), and the contents removed.

Reconstruction of the Cover



Front

17. Two strips of black tape are applied over the labels to further obscure the underlying address.



Back

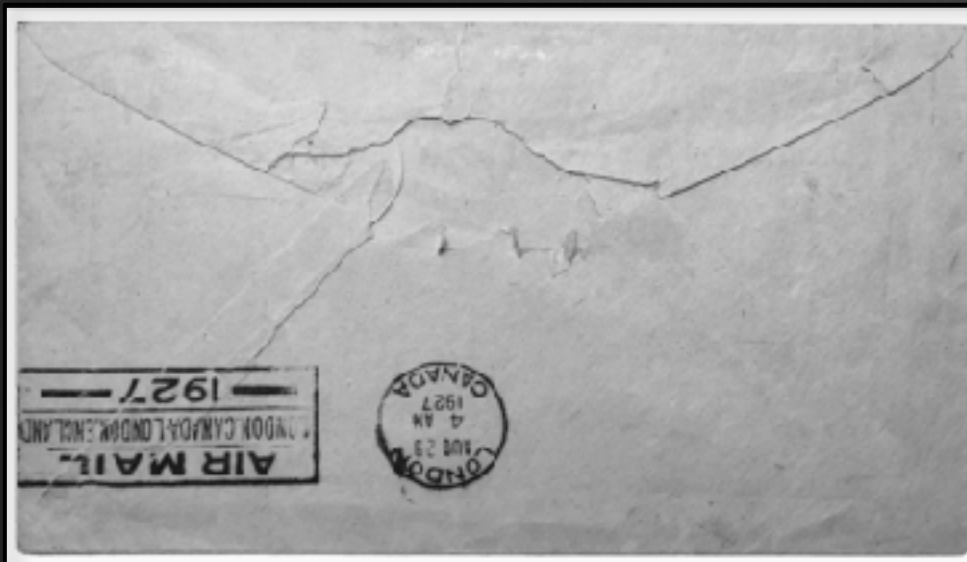
18. The envelope appears to have then been re-sealed with some kind of glue (shown as if flap is transparent).

Reconstruction of the Cover



Front

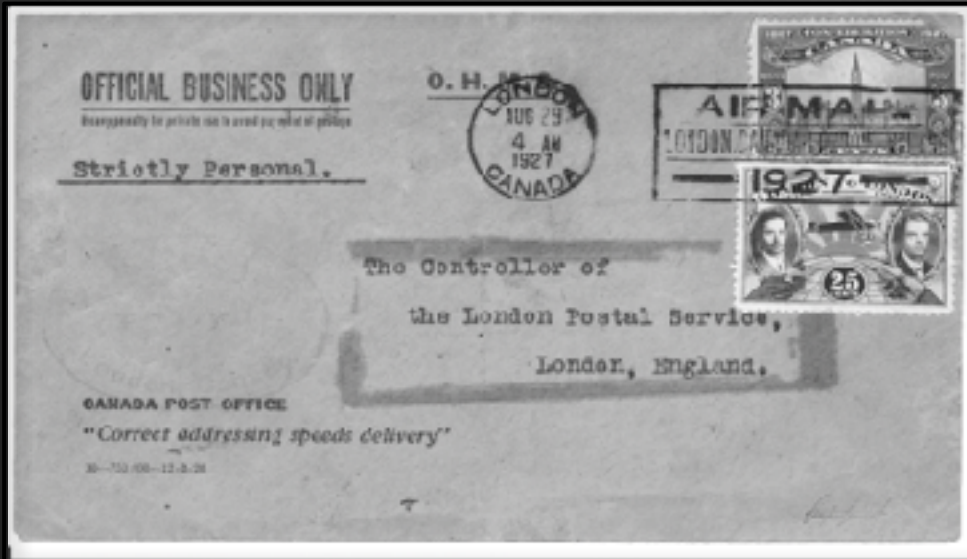
21. Two strips of transparent tape are applied over the black tape to hold it in place. The cover is stashed away and is sold to L.S. Holmes some years later. The top right corner of the envelope gets folded over and the top right corner of the 3c Parliament stamp is torn off at the crease.



Back

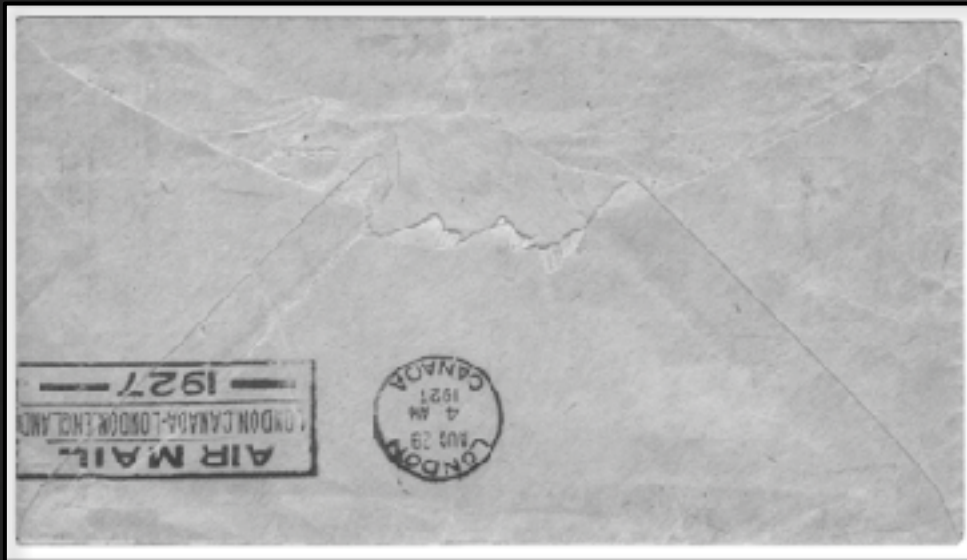
22. The bottom portion of the envelope flap eventually falls off, and as the glue dries out, the flap can again be lifted but is torn in several places where the glue was applied.

Reconstruction of the Cover



Front

23. Some time after October 1971, the tape and the labels fall off or are removed, once again revealing the original address. The Postmaster's handstamp has largely faded. Sergio Sismondo's hand stamp was added to the front of the cover in 2003.



Back

24. The torn envelope is smoothed out and flattened.

Over the years, the Cover gets acquired by Famous Collectors



1927
Postal employee
Theft



1979
Sam Nickle
C\$ 30,000



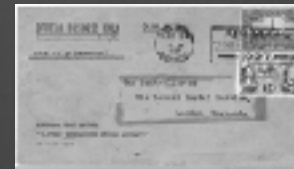
Circa 1927
L. Seale Holmes
\$ unknown



1995
G. Orlandini (Harmers)
US \$44,000



1962
R. Brian Holmes
Inheritance



1995-2004
Joseph Bergier
\$ undisclosed



1969
John C. Cornelius
C \$4,750



2004
UK Collector
US\$ 129,500 + label copy 3



1971
Ed Richardson
C \$3,500



2022
Canadian Collector
US \$74,750

Provenance:

Cherrystone Auction Sales 0522, Lot 659, May 4, 2022, US\$ 74,750 (incl. BP)

Harmers of London, Joseph Bergier Collection, April 6, 2004, £ 70,575 (US \$129,250 at time) (lot included cover and CLP6 stamp - Copy 3)

Charles G. Firby Auctions, The Sam C. Nickle Collection of Canadian Airmails, Lot 106, April 30, 1995, US\$ 44,000 (reportedly to Giangiacomo Orlandini)

J.N. Sissons, The Ed Richardson Collection of Canadian Airmails, Sale 396, Lot 53, November 14, 1979, C\$ 30,000 (covering label missing)

J.N. Sissons, The John C. Cornelius Canada Airmails, Sale 304 (Part 1), Lot 298, October 6, 1971, C\$ 3,500

J.N. Sissons, The Dr. Holmes Collection, Sale 287, Lot 932, October 23, 1969, C\$ 4,750

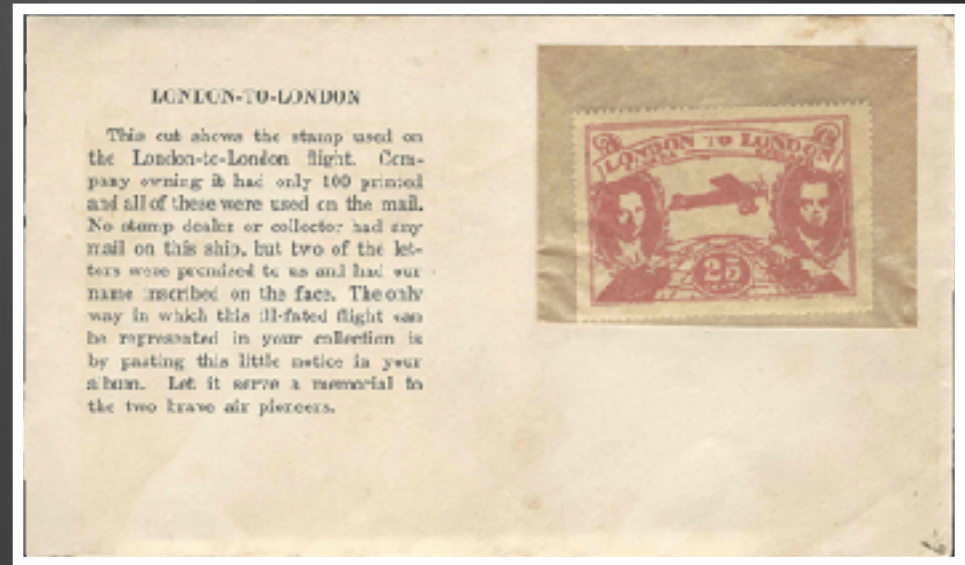
Dr. R. Brian Holmes, Inherited from his father, circa 1962

Dr. Lawrence Sealewyn Holmes, M.D, author of "Holmes' specialized philatelic catalogue of Canada and British North America", circa 1930

(Presumed) Postal Worker at the London Post Office - perhaps the Postmaster, Col. K.A. Murray, shortly after September 1, 1927

Roessler's London to London Cover

The stamp design was copied from a Globe newspaper clipping from August 18, 1927.



Albert C. Roessler was a prominent stamp dealer in East Orange, New Jersey. From 1919 to 1931, he built a vast network of dealers and collectors, using it to gain insider information on flights and facilitate the creation of covers. He became a key source for First Flight Covers. When he failed to secure covers for the 1927 London to London flight, he created improvised covers and reproduced semi-official stamps to satisfy customer demand.

40th Anniversary Label 1967

75th Anniversary of the London Philatelic Society - November 10-12, 1967



In 1967, the London Philatelic Society commemorated the 40th anniversary of Tully and Medcalf's attempted London, Ontario to London, England flight. To mark this occasion, they created a commemorative label based on the original 1927 semi-official stamp. The new label, printed by Lawson and Jones, featured a blue and yellow vignette instead of the original green and yellow design.

(Two slogan postmarks were created. The first: "40TH ANNIVERSARY / LONDON TO LONDON / FLIGHT ATTEMPT / SEPT 1 1967", was used only on that date on 500 covers addressed to England and bearing the souvenir sheet and the 15c Bylot Island Centennial stamp. The second: "LONPEX 75 / STAMP EXHIBITION / CENTENNIAL HALL / NOV 10-11-12" was used on 2,000 covers bearing the souvenir sheet and a 5c stamp, and used only at the show.)

Thank You for keeping our memories alive



The Promoters

A.Carty and C.Burns



The Pilots & the Ladies

T. Tully and J. Medcalf
Anne Tully and Marjorie Stinson



The Philatelists

P.Veniot and K.Murray
L.S.Holmes B.Holmes
S.Nickle and G.Orlandini