

THE CANADIAN AEROPHILATELIST



QUARTERLY JOURNAL OF THE CANADIAN AEROPHILATELIC SOCIETY

March 2018

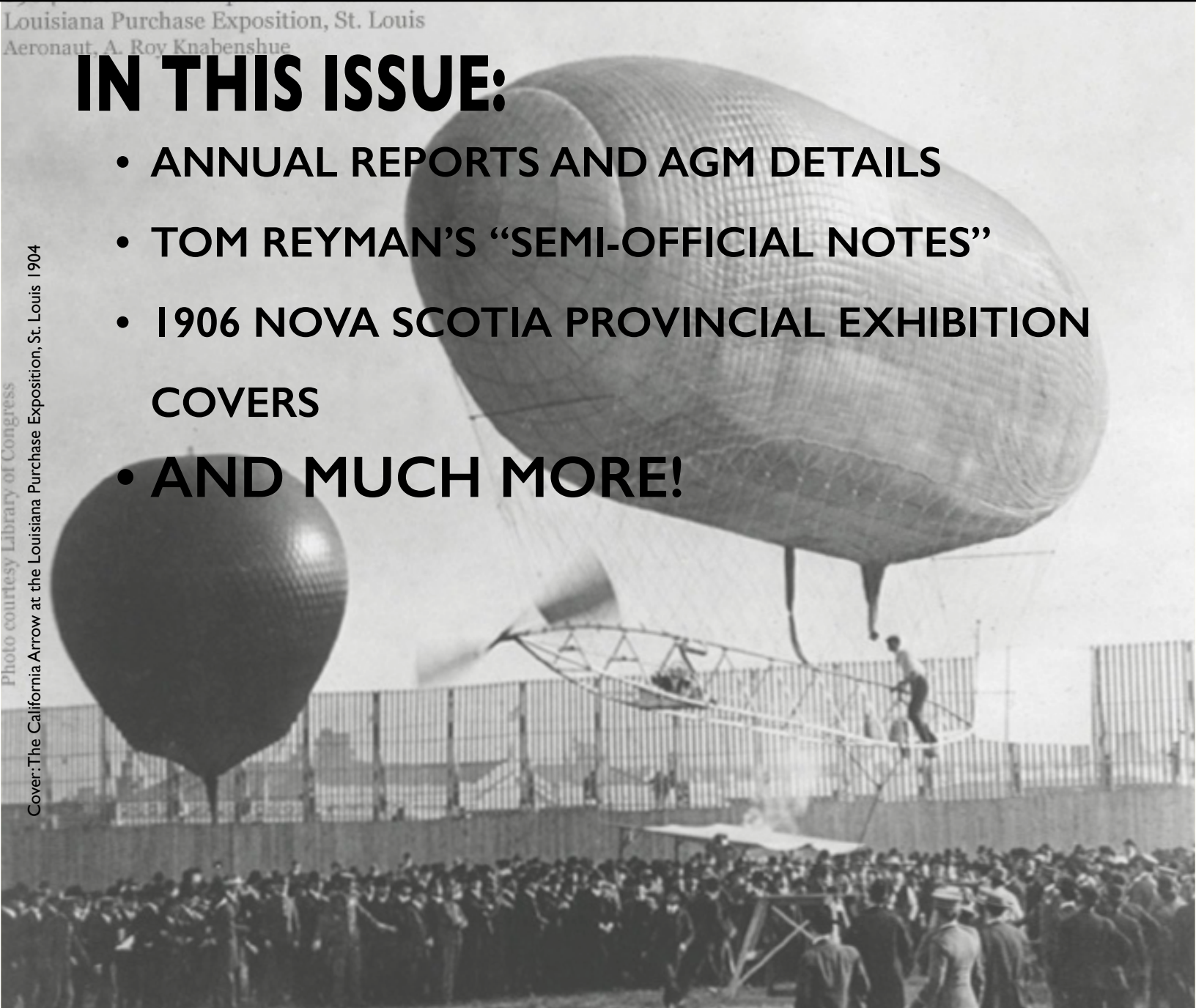
No. 114

Louisiana Purchase Exposition, St. Louis
Aeronaut, A. Roy Knabenshue

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- ANNUAL REPORTS AND AGM DETAILS
- TOM REYMAN'S "SEMI-OFFICIAL NOTES"
- 1906 NOVA SCOTIA PROVINCIAL EXHIBITION
COVERS
- AND MUCH MORE!

Photo courtesy Library of Congress
Cover: The California Arrow at the Louisiana Purchase Exposition, St. Louis 1904



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Volume XXXIV, Number I

American Air Mail Society - Canadian Chapter
 Royal Philatelic Society of Canada - Chapter No. 187
 American Philatelic Society - Affiliate No. 189
 FISA (Federation Internationale des Societes Aerophilateliques) - Club Member

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Webmaster - Steve Johnson

The Canadian Aerophilatelist Editor - Chris Hargreaves, Layout Editor - Paul Balcaen, Index - Gord Mallett

CAS CALENDAR

EDMONTON SPRING NATIONAL SHOW 2018 - March 24th and 25th 2018, at the Central Lion's Recreational Centre, 113 St & 111 Ave, Edmonton. The show features stamp dealers from across Western Canada, and National-level Competitive Exhibits. For more information see www.edmontonstampclub.com

ORAPEX 2018 - May 5th and 6th 2018 at the RA Centre, 2451 Riverside Dr., Ottawa ON. ORAPEX is a National Level show, and is part of the American Philatelic Society's "World Series of Philately". It features some 40 dealers and 150 frames of exhibits. There is free admission and parking. The theme for ORAPEX 2018 is "The Military". For more information check the ORAPEX website - www.orapex.ca

ROYAL 2018 ROYALE - June 22-24, 2018. To be held at the Holiday Inn and Suites, Parkway Convention Centre, 327 Ontario St., St. Catharines, Ontario L2R 5L3. Annual exhibition and convention of the Royal Philatelic Society of Canada. For further information see www.rpsc.org

BNAPLEX 2018 - September 21-23, 2018. Will be held in Quebec City, at the Hotel Plaza Quebec, 3031 Laurier. Annual exhibition and convention of the British North America Philatelic Society. Further information will be posted at www.bnaps.org

CALTAPEX 2018 - Calgary - The annual show of the Calgary Philatelic Society is normally held in October. For further information see www.calgaryphilatelicsociety.com

CANPEX 2018 - October 13th and 14th 2018, at The Hellenic Community Centre, 133 Southdale Rd. West, London, Ontario. CANPEX is a National-level show, and also part of the American Philatelic Society's "World Series of Philately". It features 150 frames of competitive exhibits and National dealers. Hours: Sat. 10 a.m. to 5 p.m. and Sun. 10 a.m. to 4 p.m. Free admission and parking. For more information see www.canpex.ca

TORONTO DAY OF AEROPHILATELY - Sunday November 4th 2018. 11.15 a.m. to 4.00 p.m. Held at the Vincent Greene Foundation, 10 Summerhill Avenue, Toronto, which is close to Summerhill subway station. - Displays, trading, and lots of excellent conversation. For more information contact Dick McIntosh: mcintosh47@sympatico.ca

NOTICE OF ANNUAL GENERAL MEETING

**Our AGM will be held on
 the afternoon of SUNDAY MAY 6TH as part of ORAPEX
 at the RA Centre, 2451 Riverside Drive, Ottawa K1H 7X7**

PRESIDENT'S REPORT

I trust everyone had a safe and happy holiday season! financial records.

I would like to thank everybody who has helped keep the CAS running smoothly over the past year, and in particular Joan Hafer for all the work she does helping see as many members as possible there.

Brian Wolfenden keeping the CAS membership and

Steve Johnson

SECRETARY'S REPORT

Welcome to two new members:

#473 Jane Wilson of Kitchener, Ontario

464 Ted Nixon of Toronto, Ontario

As of January 01, 2018, the Society has a total membership of 116.

This is a decrease of 5 from January 01, 2017.

The breakdown of the membership is as follows:

Membership Breakdown: (Province/State/Country)

CANADA:

Alberta	10
British Columbia	15
Manitoba	1
New Brunswick	4
Newfoundland	2
Northwest Territories	1
Ontario	38
Quebec	7
Saskatchewan	1
Total	79

USA:

Arizona	1
California	2
Colorado	1
Connecticut	2
Illinois	4
Kentucky	1
Michigan	1
New Jersey	1
New York	4
Ohio	1
Oregon	2
Texas	2
Virginia	2
Total	24

INTERNATIONAL:

Australia	1
Cayman Islands	1
France	1
Israel	1
Netherlands	1
New Zealand	2
Switzerland	1
U.K.	5
Total	13

GRAND TOTAL: 116

Brian Wolfenden
Secretary, CAS

CANADIAN AEROPHILATELIC SOCIETY TREASURER'S REPORT FOR THE YEARS ENDING 31 DEC 2016 AND 31 DEC 2017

	2016	2017
Opening Bank Balance	<u>30,838.38</u>	<u>30,045.34</u>
INCOME		
Accounts Receivable at Previous 31 Dec	<u>0.00</u>	<u>0.00</u>
Income Generated During the Year		
Dues – new members & Renewals	2,204.75	3,166.92
CAS Covers – sale of various philatelic covers	0.00	0.00
Other Sales – includes e.g. books, pins & advertising	0.00	0.00
Donations – from members	0.00	656.95
Western Chapter – cash on hand	<u>0.00</u>	<u>0.00</u>
Income Generated and Received during the Year	2,204.75	3,823.87
Less Accounts Receivable at 31 Dec	<u>0.00</u>	<u>0.00</u>
Opening Bank Balance & Income Received During the Year	33,043.13	33,869.21
EXPENSES		
Accounts Payable/Outstanding Cheques at Previous 31 Dec	<u>0.00</u>	<u>0.00</u>
Expenses Incurred During the Year		
Dues & Advertising-other philatelic organizations	50.00	265.04
Exhibiting fees	379.00	114.44
Office Supplies	74.28	72.36
Postage-such as for CAS journal, covers & books	1,045.38	492.73
Printing and Photocopying – such as journal and catalogue	812.08	854.89
Bank Charges-chequing account,cheques,deposit stamp	50.00	0.00
AAMS – publications & other books	438.86	69.30
Stinson Cent. Flight	0.00	876.76
New C.A.S. catalogue	0.00	0.00
Engraving – presentation plaques/donations	<u>148.19</u>	<u>15.68</u>
Expenses Incurred during the Year	<u>2,997.79</u>	<u>2,761.20</u>
Less Accounts Payable/Outstanding cheques at 31 Dec	<u>0.00</u>	<u>0.00</u>
Expenses Incurred in Previous and Current Years but paid in Current Year	<u>2,997.79</u>	<u>2,761.20</u>
Closing Bank Balance	<u>30,045.34</u>	<u>31,108.01</u>
FINANCIAL POSITION		
Accounts Receivable at 31 Dec	-	-
Accounts Payable at 31 Dec	-	-
Financial Position at 31 Dec	<u>30,045.34</u>	<u>31,108.01</u>

BRIAN WOLFENDEN
Treasurer – CAS

EDITOR'S REPORT

2017 was a very good year for *The Canadian Aerophilatelist*. - The electronic issues all came out on time; Brian Wolfenden has taken over the distribution of the paper issues; readers' comments are very positive; and we won a Vermeil medal at the American Philatelic Society's STAMPSHOW 2017 in Richmond, Virginia.

2018 should be even better!

- Paul has some great plans to update the appearance of the journal, and you will see the first changes in this issue.
- Tom Reyman has offered to write a regular column about Canadian Semi-Official Air Mails.

Tom has lived in Arizona for over 60 years, since leaving New York in 1957. He finished his last year of high school in Phoenix and then enrolled at Arizona State University. After completing his B.Sc. degree in Manufacturing Technology, (and later a Master's degree in Industrial Management), he worked for a succession of manufacturing companies in the Phoenix area as an Industrial or Manufacturing Engineer, and as a

Manufacturing Program Manager before retiring in 1998. For the last 25 years, Tom has also been a part-time instructor at Mesa (AZ) Community College, teaching manufacturing-related courses in the Applied Sciences Department.

Tom describes himself as "an avid collector of philatelic material". He is a member of The Canadian Aerophilatelic Society, the British North America Philatelic Society, the American Air Mail Society, the Nova Scotia Stamp Club, and two local stamp clubs (Phoenix and Mesa, AZ). His main collecting interests are Canadian Semi-Official Air Mail stamps and covers, Cape Breton (Nova Scotia) covers, and U.S. Foreign Air Mail covers.

Tom's first column appears in this issue.

Unfortunately, there is also some bad news: BELL CANADA has scrambled my email again! I have lost the contents of several files, so if you have sent me an email and are wondering why you have not had a response, please send me the email again.

Chris Hargreaves

Canadian Pioneer & Semi-official Airmails Canadian S.C.A.D.T.A.



Stamps and covers for sale and wanted! Send Want list.

Ray Simrak, simrkr@hotmail.com Text. 519-562-6627.

UPDATE ON AMCN2 - INPUT WANTED

What are the aerophilatelic books, web-sites, etc., that you find most useful?

For the first edition of *The Air Mails of Canada and Newfoundland*, Cimon Morin produced a very extensive Bibliography of aerophilatelic resources. This was included as Section 27, when the catalogue was published in 1997.

Cimon kept the Bibliography up to date until he retired from Library and Archives Canada in 2005. His updated list is available on the LAC website at:

Rather than attempt a comprehensive update of the current Section 27, I would like to produce a more limited list of the key aviation and aerophilatelic resources that members find most useful.

Everybody is invited to send me the names of the "Top 10" books, websites, etc., that they find the most useful.

Longer lists will also be appreciated.

A shorter list will be much better than no list.

Duplications between lists will be fine. - It will be interesting to see what books and websites get the most nominations, and I will report on that in a future journal.

Chris Hargreaves hargreavescp@sympatico.ca
4060 Bath Road, Kingston, Ontario K7M 4Y4

CANADIAN AEROPHILATELIST EDITOR'S AWARD

One of the great developments for aerophilatelic research that has occurred over the last few years, is the number of periodicals that have been digitized and placed on the internet. The information in them can now be accessed from "anywhere", and often found by doing word-searches within the document.

The periodicals available online include:

The *Canadian Aerophilatelist* at www.aerophilately.ca where there is also the excellent index that Gord Mallett produces

The British North America Philatelic Society's *BNA Topics* at <http://www.bnaps.org/hhl/hhl-index.php> where there is also a comprehensive index

The Postal History Society of Canada's *PHSC Journal* and index at <http://www.postalhistorycanada.net/php/Library/journal.php>

The American Air Mail Society's *Airpost Journal* from 1929 to 1965, and 2012 to 2016 at http://www.americanairmailssociety.org/html/air-post_journal.html

As a regular user of online publications, I am very pleased that *The Canadian Aerophilatelist* is among the periodicals available. - This is possible because Charles Livermore did a lot of work scanning the journals, and making .pdf copies of them.

I am very pleased to be able to recognize Charles's work by announcing that

THE CANADIAN AEROPHILATELIST EDITOR'S AWARD FOR 2018

is being presented to
CHARLES LIVERMORE
for making the digital copies of
The Canadian Aerophilatelist.

Chris Hargreaves

THE CANADIAN AEROPHILATELIST

EDITOR'S AWARD

20th PRESENTATION

As editor of *The Canadian Aerophilatelist* I enjoy all aspects of producing the journal except writing obituaries. The Editor's award was created in 1999, as an award I can present to anybody I choose, to recognize "an outstanding contribution to the journal or aerophilately". - It gives me a very nice good news story each year, to make up for the obituaries.

To mark the 20th presentation of the Award, I am publishing a list of the Award recipients:

1999	Don Amos	for his article "The Golden Age of Air Mail", describing his air mail collecting in the 1930's.
2000	Patrick Campbell	CAS member #1, for his continuing contributions to the journal on many topics
2001	Ed Matthews	for his research into the LONG LAKE overprints on the Western Canada Airways' semi-official air mail stamp
2002	Gord Mallett	for compiling the index to the newsletter
2003	Nino Chioveli	for organizing the CAS balloon flight at ROYAL 2002 ROYALE in Edmonton
2004	John Irvine	for his research into National Air Transport Limited, and contribution to the friendly spirit of aerophilately.
2005	Barry Countryman	for finding the answers to many questions raised in the journal
2006	Richard Sanders Allen	for his "Memoir of an Aerophilatelic Boyhood"
2007	Jim Graue	for his comments on defining crash covers, written in <i>The Airpost Journal</i> and remembered 10 years after they were written.
2008	Rex Terpening	for his great book " <i>Bent Props and Blow Pots</i> " describing bush flying in the Mackenzie District during the 1930's.
2009	Mike Shand	for contributing to the December, <i>Seasonal Special</i> issue of this journal every year since 1994
2010	Thomas H. Boyle Jr.	in appreciation and admiration of his outstanding book <i>Airmail Operations During WW II</i>
2011	Richard Beith	for his research and writing on " <i>The St. Lawrence Seaway Air Mail Service 1927 - 1939</i> "
2012	Donald Holmes	for his terrific book <i>Air Mail: An Illustrated History 1793 -1981</i> and his many contributions to <i>The Canadian Aerophilatelist</i> ".
2013	Ken Sanford	on the 50th Anniversary of his joining the American Air Mail Society, for his many contributions to aerophilately and the CAS
2014	Alan Tunnicliffe	in recognition of his 34 years as editor of the <i>New Zealand Air Mail News</i> , which is one of the journals we receive by exchange with other societies.
2015	Neil Hunter	for his work as editor-in-chief of <i>The Air Mails of Canada and Newfoundland</i> from 2009 to 2014
2016	Basil Burrell	for his many contributions to the CAS, and the BNAPS Air Mail Study Group
2017	Tony Conyers	for his practical project to attract young collectors to aerophilately
2018	Charles Livermore	for digitizing the past issues of <i>The Canadian Aerophilatelist</i>

CONGRATULATIONS again to all the recipients!

Chris Hargreaves

“LETTERS TO THE EDITOR”

Paper copies of The Canadian Aerophilatelist

DENNY MAY is downsizing. - He has a complete collection of The Canadian Aerophilatelist, that he is offering to give away for just the cost of shipping.

If you are interested in receiving this copies, please contact Denny at maycroft@Shaw.ca

Change of Address

Our Executive member SANDY FREEMAN is moving on March 29th to:

161-900 Arbour Lake Rd. N.W., Calgary,
Alberta T3G 5J1

Her telephone number and email stay the same. (See page 2 of this journal.)

Good luck Sandy!

Aerospace

In the tribute to Patrick Campbell in the December 2017 *Canadian Aerophilatelist*, it was stated that he worked for some time with the Bristol Aerospace Company (Engines Div.), and returned to Canada in 1952. This was five years before Sputnik was launched, and it started JOHAN VISSCHEDIJK wondered when the term “aerospace” was first used?

When we looked into this, it turned out that:

- the First Known Use of “Aerospace” was in 1959. (www.merriam-webster.com/dictionary)
- Patrick would have worked for the Bristol Aeroplane Company. - Following various reorganizations, the Engine division was merged with Armstrong Siddeley to form Bristol Siddeley, and the Aircraft division became part of the British Aircraft Corporation (BAC). BAC later became part of British Aerospace plc when it was formed in 1977

Johan is a co-organizer of the website www.1000aircraftphotos.com together with Ron Dupas.

International Exhibiting

Jim Taylor is stepping down as the RPSC International Liaison Officer, and will be replaced by David McLaughlin. - Many thanks to Jim for all the information and support he has provided to international exhibitors over the last six years.

There are several international exhibitions in various stages of planning:

- **EXFIL 2018**, Santiago, Chile Oct 9-13, FIAF (Federación Interamericana de Filatelia)
Patronage - **Application Deadline June 29, 2018**
- **CHINA 2019** - June 2019, Beijing - All FIP Classes - FIP Patronage Pending
- **SINGAPORE 2019** - Pending
- **MALAYSIA 2020** - November/December - FIP Patronage Pending
- **LONDON 2020**—London, United Kingdom
- Business Design Centre in Islington, London :
Saturday, 2 May 2020 until Saturday, 9 May 2020.
- Website: <http://www.london2020.co/>

For more information, contact David McLaughlin at david.mclaughlin@rogers.com or telephone him at 905-509-7530 (Pickering, Ontario - Eastern Standard Time).

CANAV Books

CANAV's Fall/Winter 2017-18 booklist includes:

Our Atlantic Attempt The great British pioneer aviators Hawker and Grieve set out before anyone in 1919 to fly non-stop more than 1700 miles from Newfoundland to Ireland. After making more than 1000 miles, they end “in the drink”, then miraculously are rescued by a passing ship. This important reprint (first published in 1919) describes their enormous feat of courage and airmanship. 118 pages, photos.

For a copy of the full list contact Larry Milberry at larry@canavbooks.com

Walsh NEWFOUNDLAND Specialized Stamp eCatalogue 10th ed., 2016 color; 737 pgs. www.nfldstamps.com

Walsh BRITISH NORTH AMERICA Specialized Stamp eCatalogue 10th ed. 2016 Color; 624 pgs. www.nfldstamps.com

- stamps; airmails; flights; forgeries; die proofs; unissued essays; revenues; stationery; Government Official flights; semi official airmails and flights •

Ted Proud Books and Archives

The Royal Philatelic Society (London) has acquired an invaluable resource from the late Edward B. Proud, RDP.

Edward ('Ted') Proud was a prolific writer, researcher and collector who published a phenomenal sixty eight books covering the postal history of the British colonies. This indispensable collection and source of information has now been generously transferred to the Royal Philatelic Society London (RPSL), where they will be made available online, cementing the incredible legacy and lifetime of dedication to the unique history of the postal service.

Ted Proud was a trustee of the International Postal Museum, which he tirelessly developed over many years with the late Professor John West, RDP. Ted's son and surviving trustee, Christopher Proud, has according to his family's wishes, now donated the entirety of the Museum to the RPSL.

The International Postal Museum owned the copyright to Ted Proud's extensive philatelic works, including electronic editions of all his 68 books and hundreds of hard copies, as well as a fastidiously constructed online archive and the copyright of the philatelic

publications of R.C. Alcock. Ted Proud's books will all be available for purchase on the RPSL website with all proceeds now going to the Royal Philatelic Society London.

The extensive online archive will be an incredibly important asset and will render a wealth of information accessible for the very first time. Much of this newly uncovered data from Colonial postal administrations was unpublished and will now be indexed and made accessible. This will enable a wealth of data to be shared and explored on the relaunched RPSL website in 2018.

Initially, enquiries for books should be made to adminmanager@rpsl.org.uk

[Ted Proud's books included Intercontinental Airmails - Volume 1: Transatlantic and Pacific; Volume 2: Asia and Australasia; and Volume 3: Africa.]

This item is reprinted from AIR MAIL NEWS - Quarterly Journal of THE BRITISH AIR MAIL SOCIETY with which we exchange journals. For more information on BAMS see their website www.britishairmailsociety.co.uk/

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HOW I BECAME AN AEROPHILATELIST

Your editor, being I suspect, something of a psychiatrist at heart asks, "How did people contract that affliction called aerophilately?" Well probably like most things we do in life, (Golf? Climbing Everest?), chance plays a greater role than reason.

For boys like me growing up in Scotland in the 1930's, stamp and cigarette card collecting were 'normal'. Little stamp shops were everywhere with assorted boxes of treasures for a penny, while many stamp publications, new and used, lay all around. A small pack of many stamps (6 pence?), some stickers and a simple printed album were all it took to get started.

This lasted till another form of stamp disease caused collectors to become more interested in the gum on the back, and the perforations or lack thereof, than the history or geography of what the stamp was issued for.

In any event by the 1940's or early 1950's First Day Covers were "IN". You could buy face value stamps at the Post Office, stick them on an envelope, and address it all to yourself in fine school-boy hand. Alas, yet another virus took hold favouring unaddressed (can you imagine!) envelopes which Post offices produced in huge quantities any old day to sell at profit, never putting them in a mail box.

By now it was clear that nobody could collect everything and choices had to be made. For me, having lived through exciting times watching Spitfires shoot down Messerschmitts, and listening to stories of famous people going round the world, the Pacific seemed exotic, especially to a student who had never been out of his home town. The Pacific area also offered adventure and mystery, and even possibilities as pocket money was being replaced with salary.

Perhaps it was ESP or some form of pre-destination that one of the first countries for which I started to build a collection in the early 1960's was Philippines.

How so? Well because my first ever trans-Pacific flight in 1975 was to that country to marry a lady who is still with me today. The Philippine collection was eventually sold because some scoundrel in USA collected the same and would not sell. I gave up first and moved to New Zealand Airmail.

A great choice. We first visited N.Z. in 1990 for their International Exhibition for which I was lucky to be allowed a small showing. The collection has allowed visits to many countries, Many views as to Judges! and of course many friends. I was asked to edit the N.Z. Air Mail Catalogue (2009) originally by Jim Stapleton, which was produced in record time, (that's a hint to Canada!), and now being so ancient was elected 'Patron' of the Society.



Mike outside SYDNEY (KINGSFORD SMITH) AIRPORT INTERNATIONAL TERMINAL

"Kingsford Smith was the first person ever to fly into NZ : Sydney - Christchurch, 1928. I made my first flight into New Zealand: Sydney - Christchurch 1990."

Hope all your choices work out as well as ours.

Mike Shand

Mike was Vice President of the CAS from 1993 to 2005. He has contributed regularly to The Canadian Aerophilatelist on a wide variety of topics, and received the CAS Editor's Award in 2009. His exhibiting achievements include the Grand Award at ORAPEX, as well as International Gold medals.

I would like to continue this series, and invite more members to contribute their own account of "How I became an Aerophilatelist". Ed.

SEMI-OFFICIAL NOTES

Tom Reyman

Introduction

The history behind the development of air mail in Canada is well known. There are a number of excellent books written on the subject some of which are referenced below. The rapid development of the airplane during and just after World War I provided a number of companies with a platform with which they could transport people and materials to remote or distant locations. Mail to and from these locations was a necessary part of the lives of the citizens and companies at these destinations. The Canadian Post Office initially focused most of its official air mail routes in the Eastern region of Canada. Many small airline companies in Quebec, Ontario, and Westward were supporting other settlements and businesses with air delivery of goods and people. Some of these regional airlines obtained a contract from the Canadian Post Office to deliver mail by air. These contract air mail carriers are identified under one label, Semi-Official Air Mail companies. Their stories of how they came to be are detailed in the reference books noted. The purpose of this column is to feature the stamps created by these airlines and the covers that were transported by these companies. The focus will be on the particular stamp/cover and analysis of what is interesting about the item from a philatelic point of view.

This is to be an "open" column in that the author will primarily review items from his own collection but expects that others will have items that they will want to present to the CAS members. Any and all constructive comments are welcome. From this approach, covers of flights mentioned in words in the Air Mails of Canada and Newfoundland (AMCN) and other publications can be displayed for all readers to see.

The Semi-Official Air Mail companies to be featured are:

- Laurentide Air Service Ltd.
- Northern Air Service
- Jack V. Elliot Air Service
- Elliot-Fairchild Air Service
- Elliot-Fairchild Air Transport Ltd.
- Fairchild Air Transport Ltd
- Patricia Airways and Exploration Co. Ltd.
- Western Canada Airways Service
- Yukon Airways and Explorations Co. Ltd.
- Patricia Airways Ltd.
- British Columbia Airways Ltd.
- Cherry Red Airline Ltd.
- Commercial Airways Ltd.
- Canadian Airways Ltd.

Some of the publications that will be referenced are listed here. If there are others that should be listed please inform the column author. (Contact information – tomreyman85@gmail.com).

- Air Mails of Canada and Newfoundland (AMCN) – Sixth Edition 1997
- Air Mails of Canada – 1925-1939, Arfken and Plomish, 2000
- Aviation in Canada: The Formative Years, Larry Milberry, 2009
- Pioneer and Semi-Official Air Mails of Canada 1918-1934, C.A. Longworth-Dames, 1995
- Pioneering in Canadian Air Transport, K. M. Molson, 1974
- Unitrade Specialized Catalogue of Canadian Stamps, 2017

Want lists welcome
203A Woodfield Drive,
Nepean, Ontario K2G 4P2
www.brianwolfenden.com

Wolfenden
Canadian Flight Covers

See my table at the
Ottawa Stamp and Coin
Dealers Monthly Bourse
At the RA Centre

British Columbia Airways Ltd. – The First Flights

Tom Reyman

The distance between Vancouver, British Columbia and Victoria, the capitol city of British Columbia Province in a straight line (“As the crow flies”) is only about 100 km/60 miles. However, there are bodies of water separating the two, the Strait of Georgia and the Strait of Juan de Fuca making travel difficult. In the 1920’s, the only means of travel between the cities was accomplished by local ferries and spending a lot of time to make the trip.

With the coming of the airplane after World War I, some people began considering using airplanes to provide a quicker way of moving mail, goods, and people between the cities. Pioneer flights were made from Vancouver to Seattle to Vancouver in 1919 and later, in October 1920, with some flights transporting mail. These all were infrequent flights that did not establish a continuing air mail service to support the cities.

In late 1927, British Columbia Airways was formed and was to be based in Victoria, with plans to service Victoria, Vancouver, and Seattle with reliable air transport. The company ordered a Ford tri-motor aircraft which had the capability of carrying passengers, mail, and cargo. When the airplane was on its delivery flight from Seattle to Victoria and on to Vancouver on July 23, 1928 mail was carried without the company stamp but the envelopes carried an imprint indicating this was the first company flight with air mail. **(Figure 1)**

When the company CL44 label/stamp was available it was applied to the envelopes of the first regular air mail flights which commenced on August 3 between Victoria and Vancouver. One cover shown carries the imprint for the first regular flight (with the CL44 on the back) **(Figure 2 and 3)**, and the other has that information typed on the envelope (The CL44 is on the front). **(Figure 4)**

British Columbia Airways - Flights after the First Flights

British Columbia Airways in regular service planned to fly two flights a day between Victoria and Vancouver. After the first flights on August 3, 1928, this regular air service was begun following this schedule. The company Ford tri-motor aircraft was designed to carry as

many as twelve passengers with their luggage or some combination of passengers and cargo including air mail.

The mail-carrying contract from the Canada Post Office required the all mail would be posted with regular Canada stamps on the front of the envelope and the company CL44 label/stamp applied to the back of the envelope. In practice, the people sending correspondence often applied both stamps to the face of the envelope.

On page 69 of the AMCN states that “Covers franked with CL44 dated between August 4 and August 25 carry a premium.” This is mostly because most mail was commercial vs. private mail (per C.A. Longworth-Dames). The first cover shown is one flown on the second day of air mail service, August 4, 1928 and appears to be of a personal nature. **(Figure 5)**. The sender added the blue and red stripes as this was becoming the custom to identify air mail envelopes.

The other cover contains a number of surprises. First of all, the franking on the front **(Figure 6)** is a 20 cent Canada E3 Special Delivery stamp, far more postage than is necessary for normal air mail fees for what was a round trip flight from Victoria to Vancouver and back to Victoria. On the back is the CL44 stamp/label **(Figure 7)**.

The correspondence enclosed inside explains the reason for this private mailing: **(Figure 8)**

*“This envelope was carried to Vancouver from Victoria on the British Columbia Airway’s plane on the above date [August 8] by Cousin Ina, and sent back by return mail on the same day and plane.
Written and sealed by: John Southwell”*

The hand-written note on the back of the cover says:

“The trip across was lovely – wouldn’t mind coming back. Rather queasy when leaving the ground.” And then it is signed with the initials “I. S.”

From this it can be assumed that the note on the back was written by “Cousin Ina” – the “I” – who was on the plane and carried the envelope and letter on the flight.

British Columbia Airways came to an abrupt ending

continued p.15



Figure 1.



Figure 2.



Figure 3.



Figure 4.



Figure 5.



Figure 6.



Figure 7.

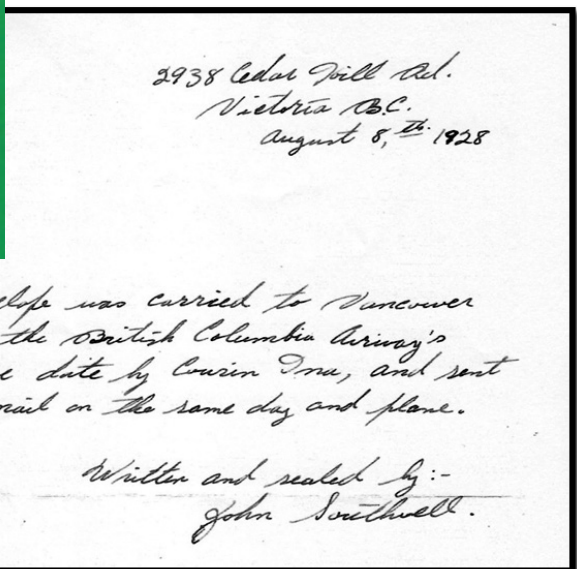


Figure 8.

on August 25, 1928 when the only company plane crashed into the Strait of Juan de Fuca resulting in the death of the pilot, co-pilot, and five passengers. As stated in C.A. Longworth-Dames book, "Airline safety was poor, with the company often carrying more passengers than the twelve seats available, and flying in weather conditions that were often poorer than the accepted limits." On the day of the crash, the pilots attempted to fly through dense smoke from a forest fire. The airline was in business for a little over one month. The Canada Post Office did not reestablish air

mail regular flights on the Victoria/Vancouver/Seattle route until October 1929.

References:

- Air Mails of Canada and Newfoundland (AMCN); Sixth Edition, Pg. 69.
- Air Mails of Canada 1925-1939; Arfken and Plomish, Pgs. 15-16.
- The Pioneer and Semi-Official Air Mails of Canada 1918-1934, C.A. Longworth-Dames, Pgs. 137-139.

NEXT ISSUE DEADLINE

THE CANADIAN AEROPHILATELIST

is produced quarterly in March, June,
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If you have anything you'd like to be included in
the next issue, please send it to the editor:
(please use high res images/jpegs - 300 dpi)

Chris Hargreaves

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Email: hargreavescp@sympatico.ca

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1907 NOVA SCOTIA PROVINCIAL EXHIBITION COVERS

Chris Hargreave



Figure 1: Postmarked HALIFAX April 30 1907

This research began with some questions from Don Hedger, regarding the the airship shown on covers like Figure 1, produced for the Nova Scotia Provincial Exhibition of 1907.

One of these covers was included in an article by Murray Heifetz in the September 2003 *Canadian Aerophilatelist* on "Canadian Historical Aviation Events and Their Pictorial Cachets". Murray described the cover as:

an envelope prepared to promote the 1907 Nova Scotia Provincial Exhibition. Thomas Baldwin was to bring his dirigible, the California Arrow, to the exhibition for demonstration flights. Envelopes with the dirigible shown in the upper left corner were prepared to promote the exhibition.

Don Hedger emailed me that although the graphic looked like the California Arrow:

- "the "California Arrow" along with 4 other airships were destroyed by fire in the 1906 earthquake that

struck San Francisco."

- "It would appear that Baldwin was collaborating with Glenn Curtis and had one airship moved, prior to fire in 1906, to Hammondsport N.Y."
- "The cachet as well as reports for the time indicated an airship was to fly at some point during the exhibition."
- Did a Baldwin airship actually fly during the exhibition? I have been unable to determine this. However weather forecasts at the time would indicate heavy winds for the few days of exhibit."

In looking into this, it turns out that the California arrow was a remarkable airship! Its builder, Thomas Baldwin, was a remarkable person too!

According to the *Smithsonian Air & Space Magazine*:

For many years, "Captain" Thomas Scott Baldwin was the greatest showman among American aerialists. Baldwin was a tightrope walker and trapeze artist, often performing stunts dangling beneath a rising

balloon. Wearing a pink leotard with blue trunks, he gained international fame in 1887 with his first parachute jumps. The parachute's shroud lines ended in a small iron ring that Baldwin simply held with his hands. Earning a dollar for every foot he dropped, he would step out of his balloon's basket and hold on tight. He strongly cautioned against changing one's grip on the way down. [1]

Baldwin's parachute act took him to Europe, South Africa, New Zealand, and Asia. Somewhere in his adventures, he became "Captain" Tom. Always looking for his next act, Baldwin became interested in the flights of Santos-Dumont, and began his own experiments with steerable balloons—dirigibles. [1]

Baldwin then had the same problem that confronted all the early aviators: finding an engine that was light enough for their design to carry into the air!

He spent 4 years trying to find a suitable engine, and finally obtained one built by Glenn Curtiss, who was then a builder of motorcycles in Hammondsport, New York. [2]

Baldwin's first airship was completed in July 1904, in San Francisco, and named the California Arrow.

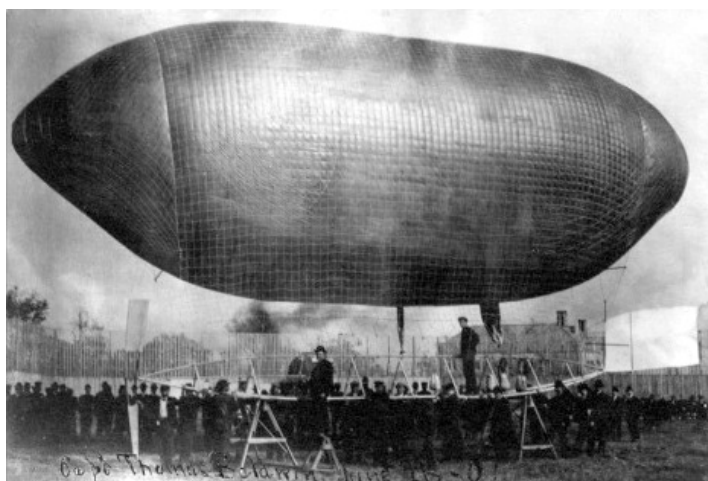


Figure 2 - California Arrow - 1904 [2]

The California Arrow was described by Bill Welker - who has posted various airship related articles on the internet - as "a completely basic design":

a suspended triangular frame catwalk as a "control car" under a set of square-mesh nets of strong cord which, upon inflation of the gas bag, contain and held the gas bag captive.

The wooden frame held the Curtiss engine which produced 5-7 hp, the output shaft of which was connected to a rudimentary propeller. The pilot simply stood on the frame and used his own weight to "balance" the craft, as very little in the way ballast could be carried.

The Gas-bag envelope was 54 feet long, the control "car" was 48 feet long, made up of square cedar struts (painted a silver color resulting in an "aluminum" appearance) and piano wire cross bracing making the entire frame very rigid. The gas bag is cigar-shaped, made of Japanese silk "painted" with linseed oil to seal the silk and make it both impervious to gas, and relatively waterproof. It had a capacity of 8,000 cubic feet of hydrogen. The envelope of the gas bag was "contained" by a thin diameter, rope netting attached to the control car along its full length.

The Curtiss engine weighed only 60 pound, and was located in the control car frame just forward of the center of gravity, and so geared as to generate 150 revolutions per minute at the propeller shaft.

The altitude of Baldwin's early airship was not regulated by means of a gas valve attached to the balloon. It had no valve! When the gas-bag is filled with hydrogen the neck of the gas inlet was simply tied-off with a piece of rubber. Elevation was provided by the volume of gas in the gas-bag, and the payload weight. Then after rising to a certain height the gas, which expanded due to the decrease in atmospheric pressure, would exert pressure against the constraint of the rubber tie around neck of the gas inlet. Overcoming the tie-off, some gas volume would be release allowing the machine to settle and stabilize at altitude! Of course, as the sun further heated the gas, the whole process would repeat, limiting the vehicle's altitude and endurance.

Ascent and descent was affected by a weight which could be shifted from bow to stern, or vice-versa and permits the nose of the airship to be raised or lowered. The pilot could also scramble forward or aft on the gondola's framework, thus subtracting of adding to the tilt of the nose. Using the thrust of the propeller alone, the airship was then "pulled" in the desired direction, though the pilot also had the luxury of reversing the rotation of the propeller if need. Directional turns were provided by a 5 by 3.5 foot rudder, which could be activated by the pilot from anywhere along the frame. Only about 20 pounds of

ballast was carried for emergencies. [2]

The California Arrow made the first controlled circular flight in America, on August 3rd 1904 at Idora Park in Oakland. [3]

Meanwhile, the 1904 World's Fair was being held in St. Louis, Missouri. The Fair celebrated the 100th Anniversary of the Louisiana Purchase, and was - in the words of one newspaper headline - "The Most Stupendous Entertainment the World Has Ever Known." [1]

The various events and attractions in St. Louis included the 1904 Olympic games.

The World's Fair also featured an aeronautic competition, with a \$100,000 grand prize, for

navigating the fair's 30-mile grand prize course — three times around a 10-mile L-shaped path. [1]

According to the *Smithsonian Air & Space Magazine*:

In 1904, Europeans appeared to lead the way in human flight. The exploits of aviation pioneers Otto Lilienthal, Alberto Santos-Dumont, and Ferdinand Graf von Zeppelin were well known in the United States. Americans, on the other hand, weren't offering much in the way of aeronautical success. December 1903 brought headlines ridiculing the catastrophic failure of Samuel Pierpont Langley's Grand Aerodrome, and unreliable reports of secretive brothers from Ohio and their apparently successful flights on the North Carolina coast.

The press heavily favored Santos-Dumont to win the



Figure 3 - St. Louis World's Fair advertising.

grand prize at the St. Louis fair. Headlines blared from Paris of the Brazilian's stunning successes with dirigibles, like his epic circling of the Eiffel Tower. If anyone could navigate the fair's 30-mile grand prize course—three times around a 10-mile L-shaped path—it would be Santos-Dumont. But it was not to be. After arriving in St. Louis to great fanfare, Santos-Dumont's airship No. 7 was left overnight in the fair's aeronautical concourse hangar. The next morning the silk envelope was found irreparably slashed. The sabotage was never solved, and Santos-Dumont returned to Paris.

The field was now wide open for the grand prize. Several tried, but none made it past the 30-foot-high fence surrounding the concourse, ostensibly there to shelter the airships from the wind. [1]

After his flight in Oakland, Baldwin travelled to St. Louis, and arrived there on September 10th 1904 with the gas bag and the motor. He needed to build a new frame and propellor, and when these were completed, Baldwin - at 220 pounds - was 100 pounds too heavy, and Arrow couldn't lift him.

Baldwin recruited Roy Knabenshue to be the pilot. - Knabenshue was 29 years old, and had been selling tethered balloon rides that offered spectacular views of the fair. He was also a daredevil: to attract business, he once allowed the balloon to rise while hanging onto its tether underneath. Sliding along as he and the balloon rose, he paused now and again, hanging on one-handed hundreds of feet up, waving to the growing crowd below. [1]

The *California Arrow* was ready six days before the deadline to compete for the \$100,000 Grand Prize.

The first flight of the *California Arrow* at the World's Fair, and events afterwards, are described in the *Air & Space Magazine*:

On October 25, 1904, the *Arrow* was taken out into the concourse. Knabenshue climbed aboard, and the Curtiss motor was started. It shook the frail frame violently. "I longed for a piece of rubber to put between my chattering teeth," Knabenshue recalls in his unpublished autobiography. He yelled at Baldwin to get a mechanic, but Baldwin misheard and ordered the ad hoc ground crew to let go. Flying straight at the hangar, Knabenshue tugged the rudder and swung

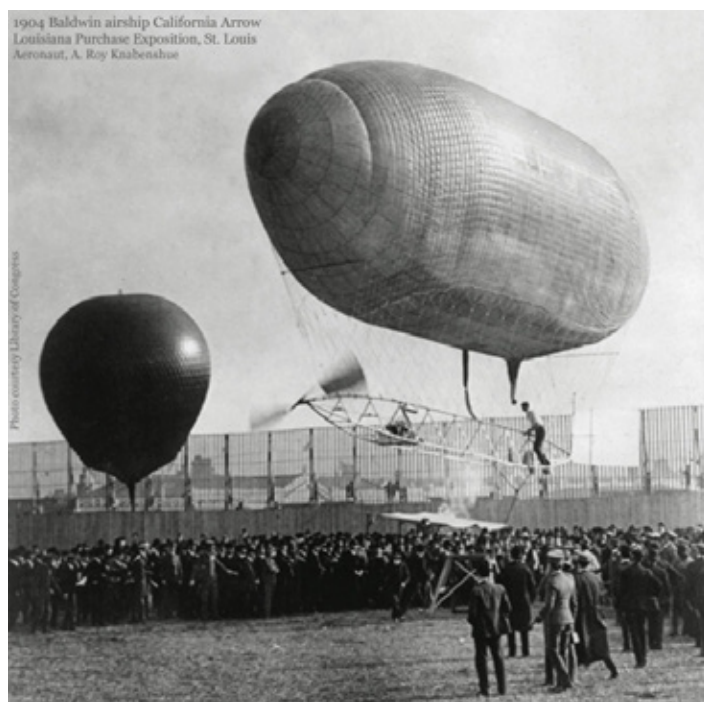


Figure 4 - *California Arrow* at the Louisiana Purchase Exposition, St. Louis 1904 [2]

around—directly toward the dreaded fence. Heaving over some ballast, he watched the fence slip by underneath. America's first public dirigible flight was under way.

With the motor spewing flame and black smoke, Knabenshue climbed, threading his way among the domes and spikes of the fair's ornate palaces. Narrowly missing the giant Ferris wheel, he swung out over the grounds as tens of thousands cheered and gaped—someone at St. Louis was actually flying! And then it was over. The Curtiss coughed and died, and Knabenshue began to float east. He crossed the Mississippi and landed in a cornfield in East St. Louis. He missed the course altogether, but he, Baldwin, and the Arrow were heroes.

The newspapers roared. "Airship Arrow Scores Triumph!" "Aeronaut Knabenshue is Now Hero of the World's Fair!" The flights continued until early November. Knabenshue thrilled the crowds with turns, circles, figure eights, and landings back at the concourse. Memories of failure evaporated, but sadly, so did the grand prize. Baldwin was awarded only \$500 for demonstrating "dirigibility."

It didn't matter. Newspapers from New York to the Yukon trumpeted the pair's success. The American public no longer needed Santos-Dumont nor anyone

else from overseas for aerial heroes. Knabenshue and Baldwin headed for California, and for the next four years, the one-man dirigible owned the American sky. Their partnership did not last long. The two turned in a set of stunning flights in Los Angeles: in one, Knabenshue was filmed in what he claimed was the first movie ever shot in the city; in another, he entered a race to Pasadena with the owner of a Pope automobile and won. Having earned nationwide fame, Knabenshue and Baldwin parted ways in the spring of 1905. [1]

Thomas Baldwin built a number of airships like the *California Arrow*, which toured the United States giving demonstration flights. - As the design developed, some of the airships had different shapes: see for example **Figure 5**.



Figure 5 - Baldwin's airship *GELATINE* at the Lewis & Clark Exposition, Portland, Oregon, 1905. [4]

Then, on April 18th 1906, a massive earthquake struck San Francisco. Thomas Baldwin's manufacturing facility on Market Street was destroyed, and he lost five airships including the *California Arrow*. [2]

Baldwin had one airship remaining, which had been relocated to Hammondsport, New York, before the earthquake. Baldwin then moved to Hammondsport and, in collaboration with Glenn Curtiss, continued airship work.

This remaining airship was probably named, (or

re-named), the *California Arrow II*, and was the airship booked to appear at the Nova Scotia Provincial Exhibition in 1907. However, very little information is available about the different Baldwin airships after 1904.

As advertised on the cover in Figure 1, the Nova Scotia Provincial Exhibition was held from September 25th to October 3rd 1907.

Covers like Figure 1 are listed in *The Air Mails of Canada and Newfoundland* as:

AP-0700 1907, September 25 - October 3 —
Halifax Souvenir Cachet. Capt. Thomas Baldwin was scheduled to fly his dirigible the "California Arrow" as a feature of the Nova Scotia Provincial Exhibition. The flight was aborted due to high winds. As part of the advance promotion for the exhibition, advertising envelopes were prepared with an illustration of the dirigible in the upper left corner. This is the earliest representation of a dirigible on a Canadian envelope.

The exhibition is also mentioned in *125 Years of Canadian Aeronautics* by Fuller, Griffin and Molson, according to which:

26 SEPTEMBER, 1907. Captain Thomas Scott Baldwin flew his dirigible "The California Arrow II" at the Nova Scotia Provincial Exhibition at Halifax, Nova Scotia. Another flight was made on 30 September.

Ref: The Halifax Herald, Halifax, N.S., 21 September - 1 October, 1907.

I asked Kathy Hartley of the Harry Sutherland Philatelic Library in Toronto if she could help me find the newspaper stories in The Halifax Herald. Kathy put me in touch with Debbie Reid in The Halifax Chronicle Herald Library, who was terrific!

Debbie found a number of stories which clarify what happened. - On September 25th 1907, the first day of the exhibition, *The Halifax Herald* reported on its front page that:

Captain Thomas S. Baldwin will have his airship ready and will make an ascent if the weather is favourable. (**Figure 6**).

However the weather was not favourable, and - as noted in *AMCN* - a flight was not be made on September 25th.

The weather was better the next day, and a flight was made in the evening on September 26th. (**Figure 7, 8**). - The paper reported the following day that:

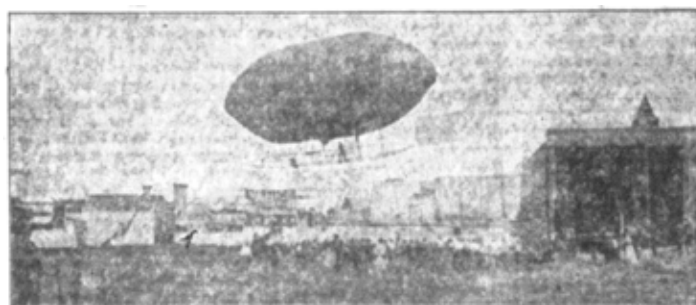
Exhibition Racing Will Begin Today

Baldwin's Airship, the Specialties and the Formal Opening This Afternoon.

The eleventh annual Exhibition will open its gates to-day. The inaugural ceremonies will take place from the grand stand at three o'clock, when Mr. Justice Longley, the president of the commission, and Lieutenant-Governor Fraser will deliver brief addresses.

Captain Thomas S. Baldwin will have his airship ready and will make an ascent if the weather is favorable.

Figure 6 - The Halifax Herald Sept. 25th 1907



Baldwin's Airship in Flight

Figure 8 - The Halifax Herald Sept. 27th 1907 - Page 3.

The wind had been too high during the afternoon and it was not until considerably after five o'clock that it became calm enough for an attempt - for the velocity of the wind must not be greater than about seven knots an hour to allow of success.

Debbie also found the details of the later flight reported in *125 Years of Canadian Aeronautics*: Baldwin made a 20 minute flight beginning at 4.40 p.m. on September 30th, after the "considerable breeze" that had been blowing all afternoon died down to about 8 knots. [5]

With regard to the original question about the airship illustrated on the cover in Figure 1, that illustration is clearly different from the airship photographed in Figure 8.

THE CALIFORNIA ARROW MAKES SUCCESSFUL FLIGHT

CLOSE RACING ON THE EXHIBITION TRACK

The Four-Year-Old Race Was Unfinished at Sundown, and the Final Heat Will Come Off at 1.30 O'clock This Afternoon—
Mamsie P. Wins the 2.30 Trot in Three Straight Heats

Captain Thomas S. Baldwin's Airship Shows
What It Can Do
at Exhibition.

Figure 7 - The Halifax Herald Sept. 27th 1907 - Front page.

However, in determining what airship is illustrated, there are several factors to consider:

1. What images did the graphic designer have to work from? - Although the shape of the gasbag on Baldwin's airship had changed between the photograph in Figure 2 taken in 1904, and the photograph shown as Figure 5 taken in 1905, the various changes weren't necessarily publicized.

Although the airship in Figure 2 has been identified as the original *California Arrow* at the St. Louis World's Fair in 1904, the image is from a postcard sent June 28th 1907, a year after the original *California Arrow* had been destroyed! The originator of the postcard has written "Capt Thomas Baldwin June 28 - 07" on the card, and is referring to a flight of the "*California Arrow* No. 4" which he witnessed on this date in 1907. [2]

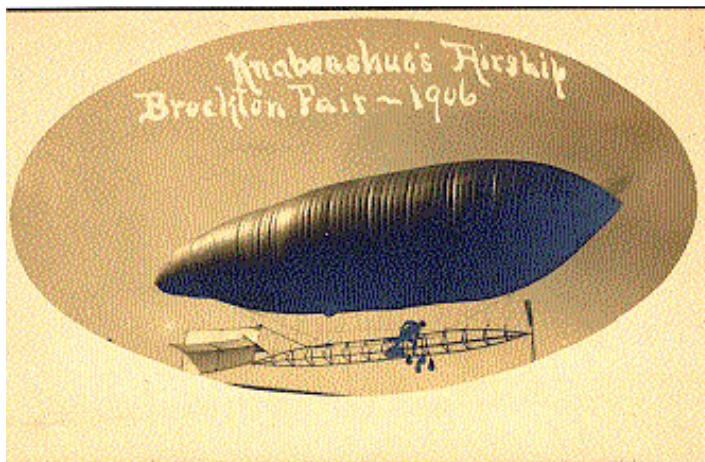


Figure 9 - Knabenshue's Airship Brockton Fair ~ 1906 [6]

2. Baldwin was not the only person flying small airships in the U.S.A. at that time. - The

illustration on the envelope looks very similar to Figure 9, which shows the 'Toledo Number Two' airship which was built by Roy Knabenshue, and flown by him at Brockton, Massachusetts, in 1906. [6]

3. What was designer trying to show? Was he trying to be realistic, or just to create an eye-pleasing image?
4. If the artist was just trying to create an attractive design, I think he succeeded very well.

Chris Hargreaves

Acknowledgements

Many thanks to Debbie Reid for the clippings from *The Halifax Herald*; Kathy Hartley, who always welcomes questions at library@greenefoundation.ca ; Bill Welker for the detailed research on his website; the Smithsonian Air & Space Magazine for their very informative article; Don Hedger for the question which began this enquiry; and to Barry Countryman and Cheryl Ganz for their comments at the start of this enquiry.

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- [1] <https://www.airspacemag.com/history-of-flight/kings-of-the-air-3437428/>
- [2] <http://welweb.org/ThenandNow/California%20Arrow.html>
- [3] https://en.wikipedia.org/wiki/Thomas_Scott_Baldwin
- [4] <http://www.earlyaviators.com/ebaldto2.htm>
- [5] *The Halifax Herald*, October 1st 1907 - Page 1.
- [6] "Sky Pilot" by Mary Gorman (<http://brocktonmagenealogy.tripod.com/search/feb02.html>)



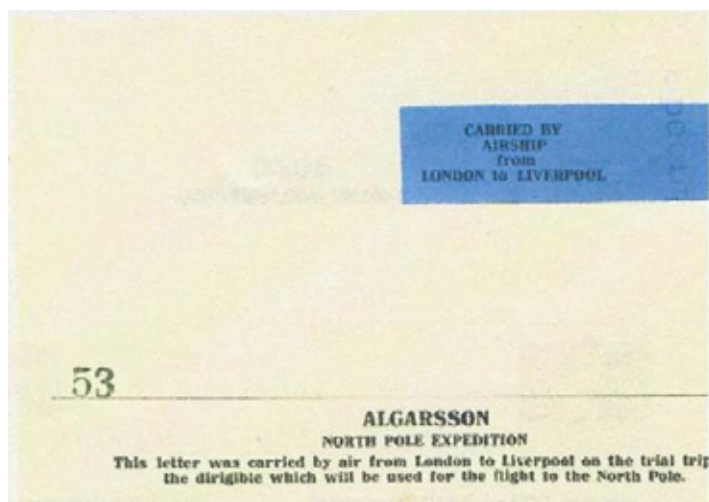
Figure 1: Postmarked HALIFAX April 30 1907

Grettir Algarsson an Unsung Canadian Hero of Icelandic Heritage

Nino Chiovelli

During the recent updates to the *Airmails of Canada and Newfoundland* many members of the Canadian Aerophilatelic Society have added a great deal of new material to the listings. Having researched the “Lighter than Air Arena,” an interesting cover came to my attention that seems worthy of inclusion. It deals with an attempt by Grettir Algarsson who was born of Icelandic parents in Montreal and raised by adoptive parents.

As a young man Grettir traveled the country and lived in Vancouver for a while on his trek west. His avid interest in aviation and Polar Exploration lead him to involvement with well-known explorers and business men. His dream was to be the first to fly over the North Pole in a Dirigible during 1925. The project was partially financed by the City of Victoria, B.C. where he resided at that time. Among other funding methods Grettir decided to sell 100 serial numbered covers from the maiden flight of the Dirigible that would be from London, England to Liverpool.



The cover illustrated was offered for sale on eBay in April 2009

The C.G. Spencer & Son Company, Highbury, England, contracted to build the Dirigible for Algarsson and unfortunately did not build it to specification. As a result it was not fit for Arctic operations. Then a general strike delayed upgrades to winterize the Dirigible for the 1925 – 1926 expedition time frame.

On 9 May 1926 Admiral Richard E. Byrd of the United States in a fixed wing aircraft claimed to have flown over the North Pole dashing Algarsson's dreams of being the first to accomplish that feat. He then partnered with Commander Frank Arthur Worsley to conduct a surface expedition to the North Pole in 1926.

Shortly thereafter Lincoln Ellsworth, Rold Amundsen and Umberto Nobile flew across the North Pole in the semi-rigid Italian built Dirigible NORGE on 12 May 1926 putting a full stop to Grettir's flight plans.

Modern instrumentation and fuel calculations during the 1960s determined that it was not possible for Byrd to have flown over the North Pole and the honour of being first to do so was revised and awarded to the Ellsworth, Amundsen, Nobile Team.

Time magazine in a 1925 article mentions Algarsson's change of plans resulting from the cancelled airship flight stating that: The steamer Iceland sailed from Liverpool bound for Gilles Land, east of Spitzbergen where Algarsson proposed to do geological surveying. Then he will attempt to go (by boat, sled and foot) "further north than any expedition this year," not excluding Amundsen's or MacMillan's expeditions.

Commander Frank Arthur Wolsey lead the British Arctic Expedition in 1926 and Algarsson was co-leader.

After the event Commander Wolsey wrote a book about the expedition titled "Under Sail in the Frozen North" that was prefaced by Algarsson.

Having satisfied his thirst for Arctic exploration, Algarsson's passion for aviation took over in the 1930s and he invented a variable-pitch aircraft propeller, which he called the Algarsson Automatic Supercharger. Financial backing to develop, build and test it was required. Hartland Molson (heir to the Molson Brewery Estate) who owned Dominion Skyways Aviation appreciated the concept of

Algarsson's variable-pitch propeller and with his partners Jackson Ogilvie and M. Lawson Williams set up a fund to test and patent Algarsson's invention. By 1938

numerous delays in testing procedures had rendered Algarsson insolvent necessitating him to reside at the Montreal Y.M.C.A. while fending off creditors.

In 1938 Hartland Molson again provided funds for Algarsson to establish "Algarsson Engineering Co." to enable development of new products: Including a Super Charger Automatic Pressure Control for high altitude aircraft cabins and an Automatic Synchroniser for aircraft engines. The result was a new partnership with ten individuals including R.J. Moffett of Canadian Vickers. Moffett was given two per cent of the company in return for hangar space and aircraft suitable for testing the new products. The Vickers Company manufactured the Algarsson variable-pitch propeller in October 1938. But it was an anti-climatic triumph. Wallace Rupert Turnbull had patented a similar version by this time and the competition weakened the market for Algarsson's invention.

Algarsson went on to form a company in Winnipeg that built elevators and later moved to the U.S. Information about his life thereafter is not easy to obtain, however; he did achieve a great deal during his lifetime and should be recognised as a great Canadian for his accomplishments as an explorer and inventor. The cover that he created should be listed in The Airmails of Canada and Newfoundland as an acknowledgement of Canadian participation in early exploration of the North Pole.

Nino Chiovelli

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Flight Magazine: 9 April 1925

Molson Archives: 549, 40, 41, 42, 43

Quebec Heritage News: July 2004



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The Curtis Lark Flight to Red Lake, 1926

Robert Galway



AMCN - (CL-13)-2600a

Postmarked TORONTO MAR 20 8AM 1926

Handstamped:

THIS LETTER WAS CARRIED ON OFFICIAL MAIL-CARRYING FLIGHT FROM TORONTO TO RED LAKE

Signed W.R. Maxwell Capt. Pilot

The cover was carried on the delivery flight of the Curtiss Lark from New York to Patricia Airways and Exploration Ltd. in Red Lake.

During the flight, the aircraft was changed from wheels to skis at Sudbury's Ramsay Lake. The change over is described in the article to the right, and shown in the photograph below.

The article was one of many written by Fred Griffin, a Toronto Star reported who travelled as a passenger on the flight. - He carried the covers in his briefcase.

HOP OFF FROM SUDBURY FOR RED LAKE TO-DAY

Next Lap of Long Flight to Be to Orient Bay or Oba

By FREDERICK GRIFFIN

Special to The Star by a Staff Reporter
Sudbury, Ont., March 30.—Skis were fitted on the Lark plane this morning, replacing the wheels that brought it from New York, and the skip is all set to face the remaining 900 odd miles that still separate it from the Red Lake gold camp.

The operation of replacing the wheels with skis took considerable time. They fitted too snugly and a machinist had finally to be secured to grind out the axle cups. Mr. Cowley, director of civil aviation for the Canadian air board, arrived at noon from Ottawa and inspected the Lark, to pass on her air worthiness. This took over an hour. So that it will be two o'clock before we get away on the next hop. There is beautiful visibility and absence of wind, so we shall try to make Orient Bay before night-fall, a distance of 450 miles. If we find we cannot reach this Nipigon retreat to-night, we shall likely land at Oba.

Source: TStar March 30, 1926 Pg 1



1939 - FIRST FLIGHT POSTCARD FROM EIRE to SASKATCHEWAN

Duff Malkin



I have been researching some postcards sent from Dublin on the first Pan American Airways Transatlantic flight in 1939 between London, Shannon, Botwood, Shediac, and New York. I am trying to get some idea as to how the parents of the addressees happened to be in Ireland to send the cards from Dublin to Yorkton, Saskatchewan. In the late 1930's your average person residing in Saskatchewan was not taking a trip to Ireland. In fact, given the still evident effects of the Depression, it would be rather more unusual.

The Rothes were leaving Belfast for home on the 30th of June, and the cards were written on the 26th. It is possible that they sent the cards by air at least in part to give the information that they were leaving for Canada. Other reasons might be a response to having received a card there from their sons, a desire to show their sons a couple of views of Ireland and a desire, still, to send postcards and not letters and thus save on the airmail postage. Most of the people using the service for the first flight did not do this, so the postcards are nice rate covers, especially since one of them did not get off the flight in Shediac, in New Brunswick, Canada, but continued on to New York City. The special first flight ink stamp may have interfered with the pencilled address on the postcard enough to cause some confusion.

My father was in Shediac and saw the flight come in. I am not sure whether he saw the flight in from New York or London, but he got the pilot to autograph his jacket. He once saw a FFC cover I have from it and enthusiastically said "I WAS THERE".

The Transatlantic air mail rate included air service on arrival in Canada and/or the U.S.A.

The postcards were mailed on the 26th, which would have been correct for the anticipated first flight, but the flight was postponed for a few days and thus the June 30th postmark. Since the covers made it over the Atlantic in one day and the 30th was when the parents were leaving by ship, and would take about three or four days to cross the ocean and another two or three by train to get to Saskatchewan, the postcards

probably arrived a few days before they did.

A basic problem in getting any Rothe information seems to be the rather poor nature of online Saskatchewan records. There seem to be no Saskatchewan or Yorkton directories during this time period and the newspaper archives seem to end years earlier (1918). Searching the Provincial Archives yielded no results as did records of Yorkton cemeteries and the like. If the Rothes were prominent in the region with some money or opportunity to travel it has not been recorded. Rothe is a good Irish name and a good German one as well. Canadian voting lists for 1935-1940 list the following Rothes in Saskatchewan – Joseph Rothe (and his wife), Fred Rothe (and his wife Mrs. Fred – Punnichy Rothe) and Woodrow Rothe. Punnichy happens to be the name of a Saskatchewan community west of Yorkton. The name is derived from "panacay", a Saulteaux joke referring to the appearance of a pioneer merchant. It means "fledgling bird with few feathers".

Most of the 1939 first flight covers do not have this kind of familial connection and of those that do, few have it on the form itself, and, in many cases, it would seem that the letter inside was lost. These people were there and took advantage of the flight's happening.

Duff Malkin

Editor's Note: Thanks Duff for this intriguing pair of postcards.

Once it had arrived in Canada, the card offloaded in Shediac would have travelled by rail to Montreal, and then been flown to Winnipeg. The card which continued to New York City would have been flown from New York via Chicago to Winnipeg. I'm wondering which would have arrived in Yorkton first? I'm also wondering whether the postal clerks in Dublin didn't know which route would be faster either, so deliberately sent one card via Shediac, and the other via New York?

INFORMATION WANTED

Any member who has a question about a mystery stamp, cover, or any aspect of aerophilately, is invited to send it to the editor. - I will try to obtain the answer, and publish it in a future newsletter.

“VOLUNTARY CENSORSHIP”



This registered cover has an indistinct cancellation, that seems to be TORONTO June 19, 1945.

It is addressed to Vancouver, B.C.

At that time there was a direct air mail route through Canada from Toronto to Vancouver.

BUT: the cover is sealed with printed tape stating:

*This communication voluntarily surrendered
to U.S. Censorship for Examination*

Can anybody provide information regarding:

- when/why was mail submitted to U.S. Censorship for Voluntary Examination?
- where would this have happened?
- why wouldn't the letter have been sent by the direct air mail route through Canada from Toronto to Vancouver?



**If you can help, please send information to the editor: Chris Hargreaves,
4060 Bath Road, Kingston, Ontario K7M 4Y4. (Email: hargreavescp@sympatico.ca)**

INTRIGUING COVERS FROM ESTEVAN

Tom Reyman

Estevan, Saskatchewan has been a coal producing area since the early 1900's and, more recently, has become known as The Energy City with the addition of the production of oil and natural gas in the vicinity. This city was first incorporated in 1899 and by 1930 had grown to almost 3,000 residents. The coal fields that were discovered along the Souris River spurred the growth of the mining industry in the area and the growth of the city. In 1924, to make people aware of the abundance of coal in the area and to promote further development of Estevan, the local coal companies and other companies produced a printed mailing envelope that advertised the area and the coal resources available. (Figures 1, 2)

Most of these envelopes had a CLP5 red air mail label attached as seen in the scans. Approximately 100 covers were signed by the pilot Lt. E.A. Alton. Almost 2,000 envelopes of all sorts were prepared and mailed. The flight planned for Estevan to Winnipeg on October 1, 1924, did not go well. After only about 13 miles the pilot experienced engine failure and landed at Bienfait, Saskatchewan. The covers completed the journey to Winnipeg by railroad. This attempt at civic promotion likely brought in some land speculators to purchase properties in the growing area. This is a possible reason for the subject of this philatelic discussion.

Some time ago, three large-envelope covers from Estevan showed up on an on-line auction site with each cover showing an identical corner imprint stating "Return in Ten Days to Drawer 40, Estevan Sask."

(Figure 3) The covers were dated for 1927 and 1930 and each was registered. I purchased the covers mainly because they were registered covers (a favorite collecting interest of mine), were from the late 1920's/early 1930's, and were franked with higher denomination stamps. All three were addressed to Winnipeg addresses. The curiosity common to all three covers was they were all returned to "Drawer 40" because the recipients could not be located. As seen in the accompanying image of the 1927 cover, each were similar with a "pointing hand" imprint and various notations from the Post Office indicating the failure to find the addressee. That common fate for the three

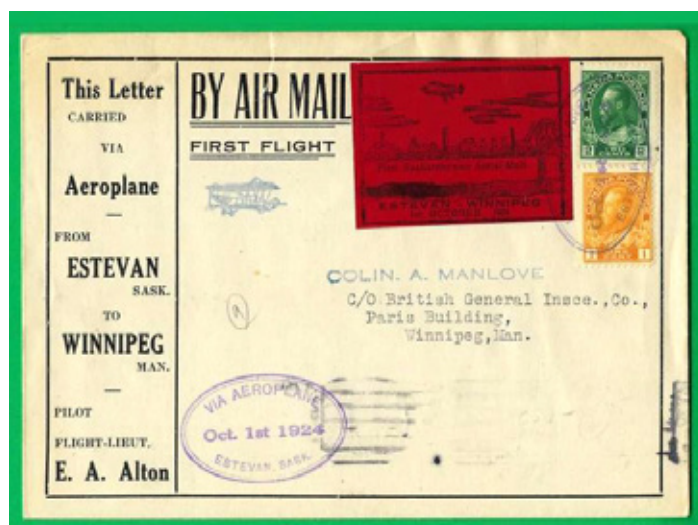


Figure 1:
CLP5 Stamp on front of mailer Dated Oct 1, 1924

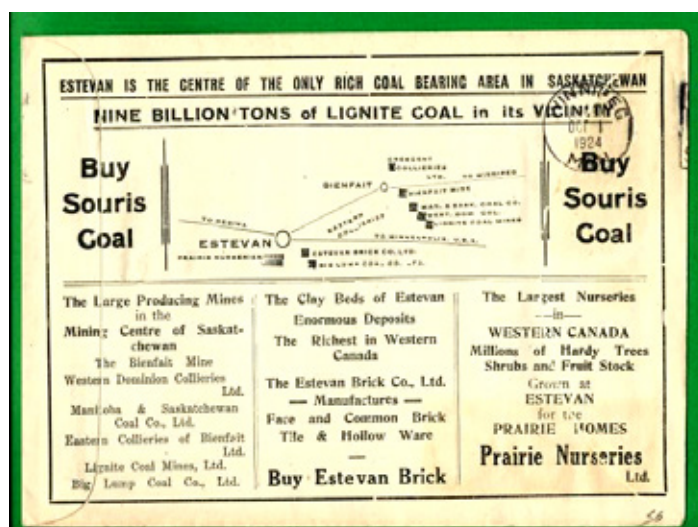


Figure 2:
Back of mailer with ads and Winnipeg receiver

covers raised questions about what was the correspondence sent and who is/was "Drawer 40"? I was resigned to the idea that I would probably not be able to answer those questions even with extensive research.

As luck would have it, another similar cover from 1932 was offered for auction some months later. (Figure 4) The same situation occurred with this cover – the cover was returned to "Drawer 40", the

pointing hand was there, and the addressee could not be found. A difference was that this cover was addressed to Minneapolis, Minnesota.

When I received this cover, I was pleased to find that the mailed contents were still sealed in the envelope. Was I at last going to solve the mystery of "Drawer 40"? The careful removal of the contents revealed that the contents of this cover was a notice that the addressee was late in paying taxes on a plot of land in Estevan and was, in fact, three years in arrears.

(Figure 5) Take note that the Post Office notated on this cover that the building at the address in Minneapolis had been "tore down"!

This was quite a discovery to make and I can only speculate that the other three covers at one time also included a similar notice to the respective addressees.

Perhaps, all of the people had purchased land in and around Estevan and, because of various reasons, were not able to meet the tax requirements in order to retain the land especially during the Depression. So has the mystery of "Drawer 40" been solved? Maybe! With only one data point a conclusion would be risky but, for now, I am willing to take that risk.

References:

- The Air Mails of Canada and Newfoundland, Sixth Edition, 4997; Page 31
- The Pioneer and Semi-Official Air Mails of Canada 1918-1934; C.A. Longworth-Dames, Pages 40-41.
- <https://en.wikipedia.org/wiki/Estevan> – accessed 1/16/2018
- <https://encyclopedia.thefreedictionary.com/Estevan> - accessed 1/16/2018



Figure 3:
Dated Feb. 18, 1927

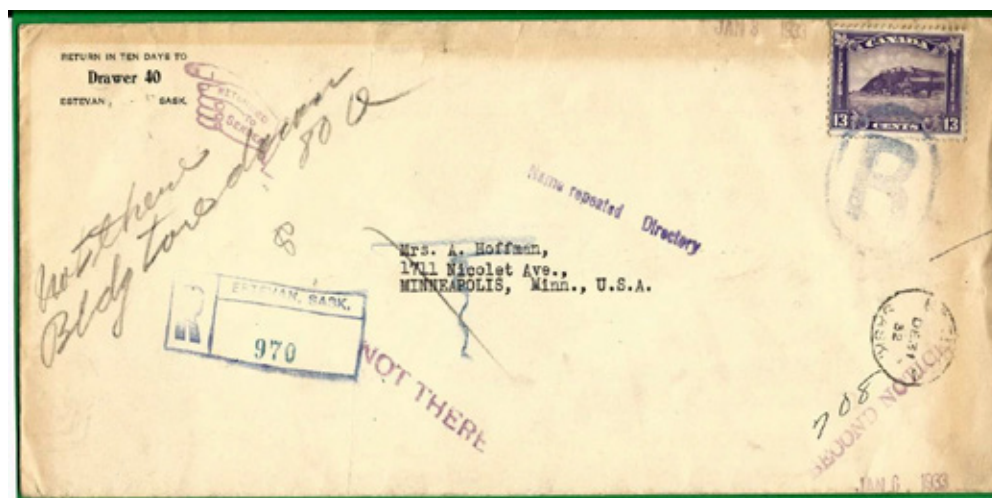


Figure 4:
Dated Dec. 31, 1932

FORM No. 636-1-9-32 THE WILLSON STATIONERY CO., LTD.—29438

Notice (Re Land Sold for Taxes)

Application No. 3408

The Arrears of Taxes Act

Town of Estevan of Estevan, Sask.

has applied to be registered as owner under the above Act of the land described at the foot hereof, and the Registrar has directed notice of the application to be served on you. The applicant claims title to said land by virtue of a sale of the land for taxes on the 15th day of Oct., A.D. 1929, by the Municipality of Town of Estevan

and you are hereby required to take notice that unless you redeem said land under the provisions of the above Act or take the necessary proceedings to stop the issue of a certificate of title to the applicant within six months from the service of this notice upon you, a certificate of title will be issued to the applicant, and you will thereafter be forever estopped and debarred from setting up any claim to, or in respect of said land

The amount required to redeem may be ascertained on application and remittance of 50 cents to the Registrar.

Dated at the Land Titles Office at Regina, Sask. this 12th day of October A.D. 1932.

LAND: Lot Two (2) in Block Twenty Two (22) in the Townsite of Estevan, in the Province of Saskatchewan, in the Dominion of Canada, as shown on Plan No. C.1129

Extract from Abstract and General Registration Certificate

REGISTERED OWNER: Albina Hoffman, Winnipeg, Man.

Last Assessed Owner: Mrs. A. Hoffman, 1711 Nicolet Ave., Minneapolis, Minn., U.S.A.

INCUMBRANCES:

Debt Adjustment Commissioner, Regina, Sask.

Figure 5:
Notice enclosed in
the 1932 envelope

CANADA REVENUES • DUCKS SEMI-OFFICIAL AIRMAILS

Lavishly illustrated ReveNews on request
or see in full color at

www.canadarevenuestamps.com



E.S.J. van Dam Ltd.

P.O. Box 300-P, Bridgenorth, Ont., Canada K0L 1H0 • 1-866-EVANDAM

MEMBERSHIP APPLICATION / RENEWAL FORM

The CANADIAN AEROPHILATELIC SOCIETY has about 150 members, and membership is open to all. The CAS aims to provide a forum for the exchange of information among Canadians who are interested in any aspect of world-wide aerophilately, and for collectors from around the world who are interested in Canadian aerophilately. - This is mainly achieved through our journal The Canadian Aerophilatelist which is published quarterly.

The Society also provides a number of other services, including: a question-and-answer service for mystery air mail stamps and covers; a small library that can be searched for information on particular topics; a "sales department", with discount prices on several publications, and a variety of modern covers for sale; representation of Canadian aerophilatelists at national and international levels.

For more information about these services, and/or a free copy of our Short Guide to Canadian Aerophilately, contact Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4. (hargreavescp@sympatico.ca) OR check out our website: www.aerophilately.ca

Membership rates based on current exchange rates

The membership dues for members who receive The Canadian Aerophilatelist by EMAIL are:

- 1 year - \$15.00 Canadian or US\$12.00 or 10 GB pounds or 11 Euros - anywhere in the world
- 2 years - \$25.00 Canadian or US\$20 or 16 GB pounds or 17 Euros, anywhere in the world

The dues for members who prefer a PAPER COPY of The Canadian Aerophilatelist mailed to them are:

- 1 year - \$25.00 CDN in Canada, \$30.00 CDN in U.S.A. (or \$24.00 US),
\$35.00 CDN for members Overseas, (or \$28.00 US, or 24 Euros, or 22 Pounds Sterling)
- 2 years - \$45.00 CDN in Canada, \$55.00 CDN in U.S.A. (or \$44.00 US)
\$65.00 CDN for members Overseas, (or \$52.00 US, or 44 Euros, or 40 Pounds Sterling)

Members receiving a paper journal may also receive an emailed journal at no extra charge.

Dues can be paid by cheque in Canadian \$, U.S.\$, Euros, or Sterling, payable to: The Canadian Aerophilatelic Society, or by PAYPAL in CANADIAN \$ to bjnepean@trytel.com

If you would like to join, please send the following information with your dues to:

Brian Wolfenden, Secretary-Treasurer CAS, 203A Woodfield Drive, Nepean, Ontario K2G 4P2

Name: _____	
Address: _____	
Telephone: _____	Date of birth: _____
Period and Type of membership: _____	
E-mail: _____	
(For Secretary's use: Date joined: _____ Amount of dues paid: _____)	

MEMBERSHIP RENEWAL

The following members are due for renewal before publication of the next newsletter. - **Please send your renewal to Brian Wolfenden as soon as possible, in order that the next newsletter is sent to you without delay.** PLEASE NOTE that new MEMBERSHIP CARDS are only sent to renewing members on request.

Regular members:

#313 Alastair Bain,
#439 David Bartlet,
#183 Robert A.
Haslewood,
#401 Tony Hine,
#330 John C. McCuaig,
#254 John Webster

Advertising members:

#412 John Walsh

The dues for Advertising Members are \$25 Canadian per year, in addition to their regular membership fee. - Advertising Members are guaranteed an advertisement in each issue, but the size of the advert is at the editor's discretion, and depends on the space available. (Very large advertisements can be placed by special arrangement, for an additional charge.) If anybody would like to become an advertising member, please contact the editor.

To all members listed who have already renewed their membership, thank you for doing so.