

# THE CANADIAN AEROPHILATELIST



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## Volume XXXIV, Number 2

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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 Index - Gord Mallett - (see contacts above)

## CAS CALENDAR

**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](http://www.rpsc.org)

**BNAPEX 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](http://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](http://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](http://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](mailto:mcintosh47@sympatico.ca)

**EDMONTON SPRING NATIONAL SHOW 2019** - March 23rd-24th 2019, at the Central Lions Rec Centre, 11113 113 St NW, Edmonton, AL, T5G 0E9. An APS "World Series of Philately" show with Stamp Dealers from across Western Canada. For more information see [www.edmontonstampclub.com](http://www.edmontonstampclub.com)

**ORAPEX 2019** - May 4th and 5th 2019 at the RA Centre, 2451 Riverside Dr., Ottawa ON. ORAPEX is a National Level show, and part of the "World Series of Philately". It features some 40 dealers and 150 frames of exhibits. Free admission and parking. The theme of ORAPEX for 2019 is "Elizabethan Era Philately". For more information see - [www.orapex.ca](http://www.orapex.ca)

**ROYAL 2019** - will be held in Mississauga at the end of June 2019.

## Canadian Aerophilatelic Society AGM at ORAPEX May 6, 2018

In attendance: Charles Livermore, Earle Covert, Mike Street, Alastair Bain, Dick Malott, Chris Hargreaves, Brian Wolfenden, Peter Allen, Gail Allen, Tony Hine, Dave Bartlet

Regrets were received from CAS President Steve Johnson, who had to miss ORAPEX for the first time in ten years.

In the absence of our President, Chris Hargreaves called the meeting to order at 2.02pm.

A minutes silence was observed for absent friends Mike Shand, Patrick Campbell, Malcolm Crux, Hans Steinbeck, Ed Matthews, Chris Edwards & Donald Holmes. Mike Shand & Patrick Campbell were founding members of the CAS, being members #'s 4 & 1 respectively

The Secretary & Financial reports were presented by Brian Wolfenden. On a motion from Dick Malott, seconded by Mike Street, the were approved unanimously.

There was a discussion about the upcoming Stinson 100th anniversary flight that Gord Mallett is organizing.

There was then a discussion as to whether the CAS should be doing anything for the 100th anniversary of the Peck flight. With no volunteers to take on the project it was left with Chris Hargreaves to see if we proceed or not. Dave Bartlet offered to help him.

Chris Hargreaves gave an update on the next edition of *The Airmails of Canada and Newfoundland*. 4 sections are ready & 7 others are actively being worked on. Chris is looking for volunteers for some of the other sections. If you'd like to help, please contact him. Dick Malott thanked Chris on behalf of the society for his ongoing work on the new catalogue.

Alistair Bain raised some questions about errors in the Unitrade Catalogue for some Semi-Official listings. It was suggested he liaise with Steve Johnson before contacting Robin Harris at Unitrade.

On a motion by Brian Wolfenden, seconded by Charles Livermore, the meeting adjourned at 2.59pm.

Brian Wolfenden, Secretary CAS

### AMCN2 EDITOR'S REPORT

Many thanks to everybody who is currently helping with the revision of *The Air Mails of Canada and Newfoundland*. Most of the sections are now being reviewed

I'm now at the stage of seeking help on some specific tasks:

- **Canadian Glider Flight Covers (Section 9)** - is anybody interested in doing a review of this section, and bringing it up to date by adding recent flight covers?
- **Helicopter Flight Covers (Section 10)** - this section also needs somebody to review and update it.
- **Bibliography (Section 27)** - the revised catalogue will include a list of the aviation and aerophilatelic resources that members find most useful. Everybody is requested to send me

a short note with the names of the books and websites, etc., that they find the most helpful. References to cyber resources are particularly needed.

- **Balloon Covers (Section 8)** - Nino Chiovelli has done a great job of updating this section, so that it now includes the Trans-Oceanic flights that started from or landed in Canada. However, he has not found any references to any covers carried on flights made in, from or to Canada, or by Canadian balloonists overseas, since September 2006. If anybody has information about covers since 2006 that should be included in the listing, please send me details.

**Chris Hargreaves**, [hargreavescp@sympatico.ca](mailto:hargreavescp@sympatico.ca)  
4060 Bath Road, Kingston, Ontario K7M 4Y4

## SECRETARY'S REPORT

### Welcome to eight new members!

#475 Robert Ascah of Montreal, Quebec  
 #476 Mike McNeill of Beckenham, UK  
 #477 Simon Claughton of Streetsville, Ontario  
 #478 Peter Allen of Manotick, Ontario  
 #479 Richard Degendorfer of Toronto, Ontario

#480 Michael B Deery of Wallaceburg, Ontario  
 #481 Robert Toombs of Surrey, BC  
 #482 Brainard Fitzgerald of Port Williams, Nova Scotia  
 #483 Anne Hutchinson of Victoria, Australia



  
 2018

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show!

July 19-22, 2018, Hamilton Sheraton Hotel, Hamilton, ON






Speakers, historic tours and social events (July 19-20)  
 Speakers, Exhibition & bourse (July 21-22)  
 and this year a **bonus day** of Toronto's living postal history (July 18)  
 Info: [postalhistorycanada.net/php/Symposium/](http://postalhistorycanada.net/php/Symposium/)

## CONGRATULATIONS TO CHERYL GANZ CAS member #238

Cheryl's exhibit of Hindenburg onboard postmarks won the **2018 SINGLE-FRAME CHAMPION OF CHAMPIONS AWARD** at the American Philatelic Society's Ameristamp Expo in Birmingham, Alabama!

This is a terrific achievement:

- the first Airmail exhibit to win this award!
- the first 20th Century exhibit to win this award!
- Cheryl is the also first woman to win this annual single-frame championship since the award was first given in 2000.



According to *Linn's Stamp News*, Cheryl is one of, "Four leaders in stamp and postal history research who have contributed significantly to the world's store of philatelic knowledge (and) are about to receive one of the field's top honors". The Roll of Distinguished Philatelists was established in 1921 by the Philatelic Congress of Great Britain, and records those who have achieved international recognition for their outstanding studies and research in the philatelic sphere, demonstrated through their own collections and in their writings.

AND - Cheryl has been invited to sign the Roll of Distinguished Philatelists!



**"LETTERS TO THE EDITOR"****HOW I BECAME AN AEROPHILATELIST #6****David Reynolds - Christchurch, New Zealand. CAS member #370**

It was in 1934 on Vancouver Island at the age of 6 that I was on one wet day driving my Mother nuts with 'what can I do now' pleas. In desperation she brought out a large tobacco tin full of stamps and said 'here, sort those out' Little did she know what she had started! Now, 84 years later, I face a wall of bookcases holding over 200 albums and uncounted catalogues and reference books. Mum had acquired the tin of stamps from a grateful W.W.I German prisoner-of-war in Swanage, Dorset, in 1916 when she passed sweets through the wire to them.

World War 2 drove us apart as a family and I ended up in New Zealand. Dad remained in B.C. and when he died in 1984 I inherited his stamp collection (which is still not fully integrated with mine!) Included in his Canada collection were 4 FFC sent to one another by the Adolph brothers of Brandon, Manitoba in the early 1930s. These had been given to Dad by his neighbor who was a close relative of the Adolphs. I transferred them along with everything else into my Canada collection. I would probably have thought no more about

them but it so happened that a few months later at a local auction 3 more FFC of a different provenance appeared and since nobody wanted them they were mine for a song. And the rest is history as they say!

I started learning all I could about Canadian aviation postal history. There was a sale over in Melbourne a few years later with an album with some 200 FFC in it, and that ended up with me. Nearly every year I chicken out of the local winter here in Christchurch and come north to Canada – and particularly Victoria where I still have relatives. I, of course, check out any philatelic meetings or sales and attend them if I can. It was at one of these that I met up with Tom Watkins who has been a great help in furthering my education, and providing for my needs and wants over the years. Brian Duff of All Nations Stamp and Coin in Vancouver has also been a great support. I have been back east many times to various exhibitions, and attended two or three of our Society meetings. One memorable year I went north to Dawson and the Yukon and up above the Arctic Circle, and got a

first-hand experience of the conditions those early pilots had to contend with. It was a perfect fine day and the views were spectacular. The day I flew just happened to be the 80th anniversary of the first flight. The pilot was thrilled to know that because it was also his final flight before retiring! To have had a good view of Akivik was a thrill indeed – not to mention the sight of the vast panorama of the Mackenzie basin delta from 18 thousand feet up.

At the start of serious collecting I faced the dilemma of just how to arrange them. Very quickly I came to the decision to have an East and West divide and that has stood the test of time. Not so sensible was instituting my own numbering system and, being stubborn, it took more experience than it should have to fall into line with the layout of 'The Airmails of Canada and Newfoundland'. My optimum cover is one that is handwritten, clearly postmarked with interesting stamps, and genuinely from point of origin to somebody at the flight destination. I am just at the point now of having to go through and cull out much of the duplication that has built up over the years.

There needs to be a clear point of difference to keep two or more of the same number. So far I have been merely collecting, but now with over a thousand of them the question of better presentation is concerning me. Somehow a map of the route needs to be incorporated, and a physical and economic description of the town/centre at the time of mailing; and some photos to go with it would be the icing on the cake. It is proving to be a bit of a challenge for an A4 page and no template is yet available! There may have to be a rethink on that.

Finally there is the problem facing all of us. What is to become of our efforts when the grim reaper calls? I


can face the commercial reality of my stamp collection and have discussed that with my three children to our mutual acceptance. I am not so keen on seeing the break-up of my FFC collection. There is some significant Canadian history involved and it deserves to be preserved for everybody for all time. There must be many other members with similar thoughts. Could I plead with the Society leaders to put the matter high on the agenda for a soon meeting and at least come up with a discussion paper; if not even some specific proposals to meet a vision for a more sustainable future for AEROPHILATELY.

P.S. If anybody has any other 'Adolph' covers I would love to know about them and either have photos of them or I would be happy to buy them.

[dgreynolds@farmside.co.nz](mailto:dgreynolds@farmside.co.nz)

**Editor's Note:** David's question at the end of his letter about what to do with his FFC collection "when the Grim Reaper calls", is an issue that people raise from time to time. Personally, I like the idea of collections being returned to the philatelic market. It seems to me that this is the way in which they are most likely to be enjoyed by future collectors, and enjoyment by collectors is the key to a sustainable future for aerophilately. It also strikes me that when key pieces are acquired by exhibitors, they are more likely to be visible to collectors around the country as they are entered into exhibitions in different locations, than they would be if they were put in a museum. There are a number of stories about collections which were donated to museums, that ended up being put in storage and are now rarely appreciated.

I would be glad to hear other members' thoughts about this.



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## BNAPEX 2018

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British North America Philatelic Society  
70th annual convention, exhibition and bourse

Theme  
100th anniversary  
of The Armistice

**Friday, September 21, 2018 - 10am to 6pm**  
**Saturday, September 22, 2018 - 10am to 5pm**  
**Sunday, September 23, 2018 - 10am to 3pm**

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Hosted by La Société d'Histoire Postale du Québec (SHPQ)  
 and La Fédération Québécoise de Philatélie (FQP)

## Aerospace

There was an item in the last issue about when the term Aerospace was first used. JOHAN VISSCHEDIJK looked into this, and according to the Merriam-Webster dictionary, the First Known Use of "Aerospace" was in 1959. ( [www.merriam-webster.com/dictionary](http://www.merriam-webster.com/dictionary) )

This seemed a bit late to Robert Timburg, who found a reference in the Wikipedia entry for "Aerospace Engineering", stating that the term was coined in 1958.

However, Robert thinks it might be a little bit earlier than that:

*Between 1968 and 1972 I studied engineering at the University of Toronto. I was in the nuclear engineering option but took a fair number of courses in the aeronautical option too. I recall hearing back then that aerospace had been coined between 1955 and 1960, and probably closer to 1955*

## International Exhibiting

David McLaughlin has taken over from Jim Taylor as the RPSC International Liaison Officer, and is continuing to publish the *International Exhibitor* newsletter.

The May issue includes a list of future international exhibitions that are in the planning stages:

- CHINA 2019 - June 2019, Beijing
- INDIA 2019
- LONDON 2020—London, United Kingdom.  
May 2020. Website: <http://www.london2020.co/>

- MALAYSIA 2020 - November/December
- SOUTH AFRICA 2021 - May 2021, Capetown.
- PHILLANIPPON 2021 - Japan.
- BOSTON 2026 - United States, May 23rd - 30th.
- CHINESE TAIPEI 2026.

For more information about these exhibitions, or any aspect of International Exhibiting, contact David at [david.mclaughlin@rogers.com](mailto:david.mclaughlin@rogers.com)

## Aerophilately / Open Philately

I received the following message circulated by Dr. György Lovei of Hungary, regarding the European exhibition held in Tampere, Finland, May 2017 :

*I was jury apprentice in Tampere at the FEPA exhibit. 26 different air mail exhibits made a big show of the aerophilately. This figure could have been even more but some exhibit remained in the traditional, postal history and open (!) class. The open class exhibit dealt with the pioneer period with lot of postcards, timetable and other relics, prohibited from the airmail class.*

However, there also appear to be some problems with the Open Class, as the minutes of the FEPA Congress referred to:

Motion of the Swedish Philatelic Federation about the Open Philately

*Mr Peter Nordin explained the motion and reasons for it. They have found in Sweden problems with the evaluation of exhibits in Open Philately using the FIP regulations. So, they proposed to change back to the previously used FEPA regulations. In this case the medals and results would not be recognized by the FIP. There were many speeches about the subject . . . It was expressed that in most countries the scores of evaluation of Open Philately were very similar when using both scoring systems. Then Mr Jan Cees Van Duin proposed that we should continue with the existing FIP regulations but take the Swedish motion into account in the way of trying to harmonise the concepts when evaluating. This comment from Mr Van Duin was accepted unanimously.*

Want lists welcome  
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## F.I.S.A. - Fédération Internationale des Sociétés Aerophilatéliques

The 48th Congress & General Meeting was held in the Gasthaus Goldener Hirsch, Hirtenberg, Austria, on October 7th 2017

After the business part of the meeting, there was a discussion about Astrophilately, "due to all the difficulties with FIP and exhibitors and exhibitions worldwide."

According to a report by Patrick Walters in The Airpost Journal:

*Serious concern was focused on the failure of FIP to distinguish the major differences between aerophilately and astrophilately. This has been an ongoing issue with FIP as it does not recognize or accredit judges for astrophilately and recently took board action to merge astrophilately into the FIP Aerophilatelic Commission in line with a report that aero and astro share the same principles. That action triggered major protests because, in fact, aero and astro share essentially no principles at all, and very few FIP aero judges know, understand and appropriately apply the astro principles (none are astro collectors). Suggestions for action to remedy this problem were discussed. Representatives were asked to discuss the issues within their societies and provide FISA with suggested action alternatives.*

### FISA Awards for Literature were presented:

Gold FISA Medal	Alain Dornu (France) <i>French Airmail</i> Walter Hopperwieser (Austria) <i>Airmail Flown in Space</i> Dott. Fiorenzi (Italy) <i>Italian Airmail</i>
Silver FISA Medal	Hans-Joachim Dusterwald (Germany) <i>Airmail in Danzig</i> Julius Cacka (Czech Republic) <i>for astrophilatelic work</i>
Bronze FISA Medal	Manfred Kockriz (Germany) <i>Austrian Airmail Since 1945</i>

### FISA Special Awards for major contributions and achievements in aero- and astro-philately:

Hans Mieri - Austria  
Stephen Reinhard - United States

**Stephen is CAS member #81.  
CONGRATULATIONS STEPHEN ON THIS  
VERY WELL DESERVED AWARD!**

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## 49th F.I.S.A. Congress - Berlin 2019

The next FISA Congress will be held during the Philatelic Show AEROBERLIN 2019. This show will be a German „Rang 2“ exhibition with International Participation.

Aero- and Astrophilately will be the focus point as we celebrate various jubilees such as 100 years German Civil Airmail, 100 years Zeppelin Airship LZ 120 „Bodensee“, 70 years end of the Berlin Airlift and 50 years Moon Landing.

The show will take place in the fantastic ambience of the historical city hall of Schöneberg. From its balcony President John F. Kennedy announced: „Ich bin ein Berliner“.

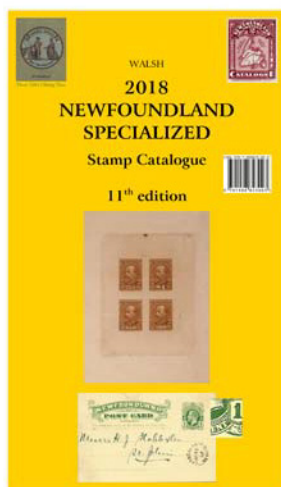


## F.I.P. - Fédération Internationale de Philatélie

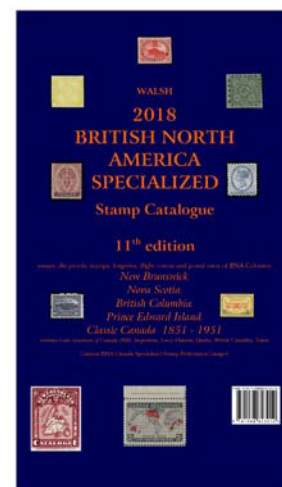
**The FIP Commission for Aerophilately** has started publishing a newsletter. - It can be read online at: <http://www.fipaero.org/>

**Election of F.I.P. President:** I have received several emails from Chris King, who will be standing for

election as President of the F.I.P. at the 75th Congress in Bangkok, 2nd December 2018. He has created a website outlining his platform: this can be viewed at [www.fotfip.online](http://www.fotfip.online)



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## A sign of the postal times: Britain's oldest postcard publisher closes

Because of the trend towards ubiquitous online communication, Britain's oldest postcard publisher decided to shut down its operation.

The family-owned publisher J. Salmon Ltd., which has been publishing postcards and calendars for nearly 140 years, closed in December 2017.

Operating out of Sevenoaks, Kent, since 1880, Salmon—the oldest postcard and calendar publisher in Britain—announced its plans to “withdraw from publishing” last fall.

“Increasingly challenging trading conditions and changes to the nature and size of the market for its publications have resulted in uncertainty over the viability of its trade,” said brothers Charles and Harry Salmon, who are the fifth generation of Salmons to operate the business, in a statement released in September.

The Salmons said the publishing business is no longer viable owing to the surge of social media, which is being used to share information that formerly would've been reserved for the correspondence side of a postcard. The brothers also cited the ongoing trend of shorter vacations as another reason why less people are buying and sending postcards.

The amount of postcards sold each year has fallen to about five million cards—down 15 million cards from 25 years ago. Because of the state of the industry, the Salmons also noted “there are no more members of the family who wish to join the business.”

Based on an article by Jesse Robitaille in the Canadian Stamp News.



A postcard published by Salmon in 1909

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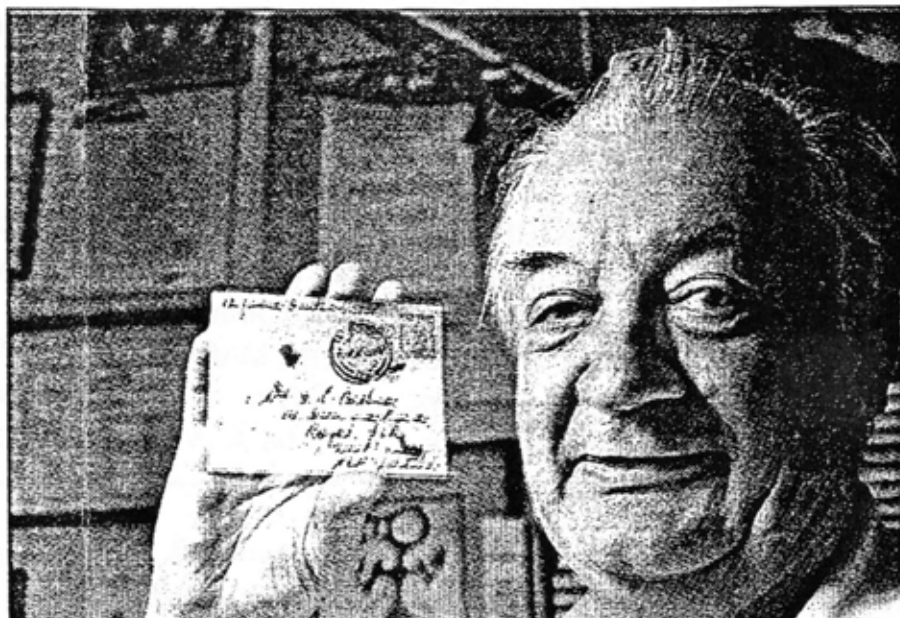


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## IN MEMORIAM

### Mike Shand: 1931-2018



*Mike Shand's photograph in the Ottawa Citizen, May 6th 2002, after he won a Gold medal and the Grand Award at ORAPEX for his exhibit of New Zealand Air Mails. Later that year his exhibit won a Large Gold medal and the Reserve Grand Award in Auckland.*

In our last issue, I enjoyed publishing Mike's account of "How I Became an Aerophilatelist": now I have the sad news, that Mike passed away in April.

Before he died, Mike composed his own obituary:

*After a long life and shortish illness, Mike said we should mention that his only regret would be leaving behind Rita, the wonderful energetic, intelligent and most loving lady he met on Tuesday in the Philippines, marrying her on the Friday in her small Barrio 43 years ago. She left her beautiful country to be his partner and to help raise his four small (at the time) children, Brian 53, Keith 51, Douglas 48 and Sylvia 47. A great gang one and all. As a graduate in Geography from Aberdeen University in Scotland and subsequently with a Masters in Public Administration from Carleton, Mike had an interesting career in the public service working in the most remote settlements of the high Arctic and the bureaucratic halls of Treasury Board in Ottawa. He finally retired from the Aviation Administration side of Transport Canada "A few strange bosses but many fine friends" he used to say. With retirement lasting as many years as time worked, he traveled with Rita to many places around the world, sight seeing, exhibiting an international display of New Zealand aerophilately at major stamp*

*exhibitions, checking orchid shows (Rita) and Opera (Mike) including a fairy Ring at Covent Garden. At his specific request a No religion, No Frills cremation has been carried out, with many helpful people. But Rita will happily welcome friends and acquaintances to talk over old times, have a glass of his home made wine before it to like Mike is sadly gone. Last words – Rejoice in choice ! Contributions can be made to Canadian Cancer Society.*

Mike was member #4 of the Canadian Aerophilatelic Society, and contributed regularly to this journal on a wide variety of topics.

After the show in Auckland, Mike was asked by The New Zealand Air Mail Society to update the New Zealand Airmail Catalogue which had first been produced by Jim Stapleton in 1987, and revised in 1994. Mike edited the third edition, which added more than 100 new entries. Because of the large number of additions, the catalogue was completely renumbered. After it was published, the numbers in the second addition were referred to as Stapleton numbers, and the numbers in the new third edition are referred to as Shand numbers.

In 2013 Mike was elected Patron of the New Zealand Air Mail Society.



## Donald Holmes: 1927 - 2018



Donald Holmes was the author of *Air Mail: An Illustrated History 1793-1981*, extracts from which have been published in this journal several times. The book was an attempt to introduce the general public to the fascination of aero-

postal history, by means of a coffee table style book. It was thoroughly researched and beautifully illustrated, and although published in 1982, is still widely regarded as the best one volume history of the early air mail flights and services around the world.

In the years after this book was published, Donald moved from the U.S.A. to Scotland, then to England, to France, and then back to England. Throughout this time he was a regular contributor of letters and articles on many different topics to the American Air Mail Society's *Airpost Journal*, and to *The Canadian Aerophilatelist*.

Donald was interested in not just the "facts" of history, but the significance of different events in the development of aviation and air mail.

One of his particular interests, was the relative importance of the Wright Brothers' flights at Kitty Hawk on December 17th 1903, and Wilbur Wright's flight at Le Mans in France on August 8th 1908:

- The Wright Brothers first flights in December 1903 received little attention at the time.
  - There was in fact great scepticism as to whether they had actually flown. In 1906, for example, the Paris edition of the *Herald Tribune* carried an article on the Wright Brothers with the headline "Flyers or Liars?". In 1908, when there were delays before Wilbur Wright's first demonstration flight in France, the press often referred to them as "Bluffeurs".
- It was the August 8th 1908 flight from Les Hunaudières race track at Le Mans, when Wilbur Wright amazed the crowd with his ability to make controlled turns, that turned the Wright Brothers into international celebrities.
  - The Paris daily newspaper *Figaro* wrote that, "It was not merely a success, but a triumph;

a conclusive trial and a decisive victory for aviation, the news of which will revolutionize scientific circles around the world." When they returned to the U.S.A. in 1909 there were two days of festivities in Dayton.

Nowadays, however, the first flights on December 17th 1903 are frequently regarded as one of the most significant events of the 20th Century, but Wilbur's flight on August 8th 1908 receives little attention.

In a "Letter to the Editor" in the May 1999 *Air Post Journal*, Donald wrote that: "It seems to me that this easy to remember date 8.8.08 has been short changed in our awareness. This flight – Wilbur's first flight in France – was the one that awakened the world to the importance of what happened at Kitty Hawk in 1903."

During his years in France, Donald became very involved with the Centenary celebrations for the 1908 flight being organized in Le Mans, and in the group Aero-Retro which built a replica of the Wright Flyer III that flew as part of the Centenary celebrations.



As part of the Centenary commemoration, and to try and raise awareness of Wilbur Wright's flight at Le Mans, Donald wrote a second book: *Wilbur's Story - a Personal View of the Role of France in Wilbur Wright's Life*. It is profusely illustrated with

reproductions of old postcards, etc, and provides a thoroughly researched and highly readable account of the events before and after Wilbur's flight on 8-8-08.

Donald was elected to the Aerophilatelic Hall of Fame in 2005, to honour "his dedication to aerophilately and aerpostal history".

He is survived by his wife Lesley, and his daughter Carolyn.

# COMMEMORATING THE CENTENARY OF CANADA'S FIRST AIR MAIL FLIGHTS

## #1 Captain Brian Peck's Montreal to Toronto Flight - June 24th 1918

Brian Peck was born in 1892, and lived in Montreal and Metis Beach, Quebec. He was educated at Lower Canada College and McGill University, Montreal. At the outbreak of World War I he joined the 5th Field Battery and served with it until he transferred to the Royal Flying Corps as a pilot in 1916. After serving at the front, he returned to Canada in 1917 as Officer Commanding the Cadet Wing at Long Branch and North Toronto, and assisted in organizing a School of Military Aeronautics. During the winter of 1917-18 he was in Fort Worth, Texas, with the Royal Flying Corps. In the spring of 1918 he returned to Camp Leaside in Toronto, and worked on artillery cooperation with what became #83 Canadian Training Squadron of the Royal Air Force.

At this time he wanted to visit Montreal, and made a proposal to promote Royal Air Force recruiting in Montreal by performing aerobatics over the city.

The proposal was accepted, and Captain Peck departed Camp Leaside for Montreal on Friday 20th June, accompanied by Corporal C.W. Mathers. (See Figure 2.) They flew in an open cockpit Canuck JN-4, serial number C203, with a cruising speed of 60 m.p.h. Montreal was 340 miles from Toronto, and because of the aircraft's limited range, they

had to stop at Deseronto for refuelling. The flight to Montreal was made in poor conditions of low cloud and strong wind, with no radio aids, but Montreal was reached safely, and the aircraft landed at the Bois Franc Polo Grounds around noon.



Figure 1

recruitment. Permission to do this was obtained from Mr. R.F. Coulter, Deputy Postmaster General at Ottawa, and a special cancellation and mail bag were provided.



Figure 2 - Cpl. Mathers (left), and Capt. Brian Peck.

Rain prevented both the flying exhibition planned for Saturday 21st June, and the departure back to Toronto on Sunday 22nd June.

During the delay, Mr. George Lighthall, (President), and Mr. Edmund Greenwood, (Treasurer), of the Montreal Branch of the Aerial League of the British Empire, proposed carrying air mail on the return flight to Toronto as a publicity event to encourage

The cancellation, shown on Figure 1, was applied by Mr. Greenwood to mail before the planned departure, but an attempted flight on Monday, 23rd June, was thwarted by zero visibility. Postage was the regular rate of 2 cents plus 1 cent War Tax. The additional fee for registered letters was 5 cents.

Captain Peck managed to take off on Tuesday, 24th June, though adverse weather



Figure 3 - The Curtiss JN-4 being prepared for flight on June 24th. The low quality of the photograph is partly due to poor weather conditions that day.

conditions still prevailed, as can be seen in Figure 3.

At the time of the trip, there was prohibition in Ontario, but not in Quebec. A lieutenant in charge of stores at Leaside was to be married, and had asked Peck to bring back something suitable for celebration. Peck obliged, and when the aircraft took off, Cpl. Mathers was sitting on a case of "Old Mull" whiskey, and carrying the mail bag on his lap.

The aircraft was heavily laden, as it also had full fuel tanks, and after he took off Captain Peck had to fly under the telegraph wires along the railway tracks at the south end of the polo field. He then followed the railway tracks to the river, and turned west along the river. It took the aircraft over five miles to reach a forty-foot altitude!

Strong winds and rain squalls forced a landing at Kingston for refuelling. Since only automobile gasoline was available, it had to be used until Deseronto was reached. After refuelling with aviation gasoline at Deseronto, the remainder of the flight to Camp Leaside was uneventful.

The aircraft arrived in Toronto in the late afternoon, (see Figure 4), and landed at 4:55 p.m. - 6 hours and 43 minutes after leaving Montreal. Captain Peck then delivered the mail by automobile to the Postmaster, Mr. William E. Lemon, in Toronto.

Newspaper accounts and old philatelic catalogues differ in the number of envelopes cacheted with the special rubber stamp and flown on the flight.

Quantities range from 120 to 300. The consensus appears to be 124. Mail was supposed to have been selected at random from the ordinary Montreal mail, but many of the covers are from people connected with the flight, from the military headquarters, and from the Bank of Montreal in Montreal to their counterparts in Toronto. The flight also carried official correspondence, and civic greetings were sent from the Mayor and Postmaster of Montreal to the Mayor and Postmaster of Toronto.



Figure 4 - Captain Peck coming in to land at Camp Leaside, Toronto.

The mail was given and arrival postmark in Toronto on the back reading: "Toronto, Canada, June 24, 1918". The postmark on mail returned to Montreal on 25th June reads, "Montreal, Canada, 9 A.M. 25 June, 18".



Official letters to Toronto were delivered on the evening of 24th June, and ordinary letters were delivered the next day, 25th June.

Captain Peck received the mail bag as a memento of the occasion. Today the mail bag is in the collection of the Canadian Postal Museum in Ottawa.

**This article is based on a detailed account of Captain Peck's flight written by Dick Malott, and published over three issues of the Jack Knight Air Log in January, April and July 1986.**

**The article includes some additional information regarding Captain Peck's flight from Canada's Flying Heritage by Jack Ellis. - Although first published in 1954, and revised in 1961, Jack Ellis's book is still an outstanding history of early aviation in Canada.**

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## Commemorating Captain Brian Peck's Montreal to Toronto Flight - June 24th 1918 June 24th 2018



The CAS is producing commemorative postcards, which will be franked with a commemorative "Personal Postage" stamp.

The cards will be carried by Dave Bartlet on a scheduled Westjet flight between Montréal and Toronto on June 24th 2018. In Toronto the cards will be given to

Chris Hargreaves, who will take them to a sub Post Office in Leaside, to be cancelled. - Some of the cards will be sent to CAS members in their September Journal: others will be mailed to Ejournal subscribers.



*There will be a display of old photographs, etc., in the north area of The Leaside Pub, 190 Laird Drive, Toronto, from June 23rd - 30th . - This exhibit will be open to all.*

### **Saturday June 30th 2018**

There will be a ceremony/reception from 2 to 3 p.m. to which representatives from Canada Post, local and national government, the Royal Canadian Air Force, the Canadian Aviation Historical Society, the Canadian Aerophilatelic Society, and residents whose relatives were there, have been invited. - Any CAS member who would like to attend the reception should contact Chris Daniels for an invitation: email [dnlschrschrs@netscape.net](mailto:dnlschrschrs@netscape.net) - tel: (416) 483-6345.

Between 3 and 4 pm, there will be a **flypast by a "Sopwith 1-1/2 Strutter"** - a replica World War I biplane from the Great War Flying Museum in Brampton, Ontario. This flypast will be visible to everyone in the Leaside area, and should generate a lot of publicity and attention to the Commemoration. - The Canadian Aerophilatelic Society is one of the sponsoring organizations for this flypast.

From 4 - 7 p.m., The Climax Jazz Band will give their usual end of the month Saturday performance at The Leaside Pub playing appropriate tunes, with Canadian Forces' Favourite Dorothy Rose (95 years young) singing songs from that time.



## #2: Katherine Stinson's Calgary-Edmonton Flight - July 9th 1918



*Caption on postcard:*

**MISS STINSON RECEIVING FIRST AERIAL SERVICE MAIL IN WESTERN CANADA CALGARY TO EDMONTON JULY 9, 1918**

*Calgary Postmaster G. C. King (in bowler hat) is handing the mailbag to pilot Katherine Stinson as Exhibition Manager E. L. Richardson looks on.*

Katherine Stinson's flight was the first time in Western Canada, (and the second in all of Canada), that mail had been transported by air. It was also the first-ever flight between major urban centres in Western Canada: previous flights having been limited to the centres themselves, in aircraft constructed on site or transported there by rail.

Her flight, and the mail carried, were described in the December 2017 Canadian Aerophilatelist. Katherine Stinson was doing a tour of agricultural fairs in Western Canada. She had been hired to perform aerobatics as a major attraction at the Edmonton Exhibition, after the usual fireworks display had to be cancelled due to wartime restrictions on the sale of gunpowder.

On her flight between Calgary and Edmonton, Katherine Stinson carried 259 letters, most of which were cancelled with a special hand stamp. She also carried a box of complimentary passes, which were dropped above the settlements along her route to Edmonton: anyone finding a pass was entitled to free entrance to the city's exhibition and agricultural fair. Her flight to Edmonton took approximately two hours, and there was a crowd of several thousand people when she arrived at the city's exhibition grounds at 8 p.m.



## Commemorating Katherine Stinson's Flight

On July 9th 2018 the Centenary of the First Calgary - Edmonton air mail will be celebrated at Calgary Airport.

Gord Mallett is coordinating a commemoration that involves WestJet, the Canadian Aerophilatelic Society, Canada Post, the Calgary and Edmonton Airport authorities, the Calgary Mayor's office, the Canadian Aviation Historical Society and the Alberta Aviation Museum.

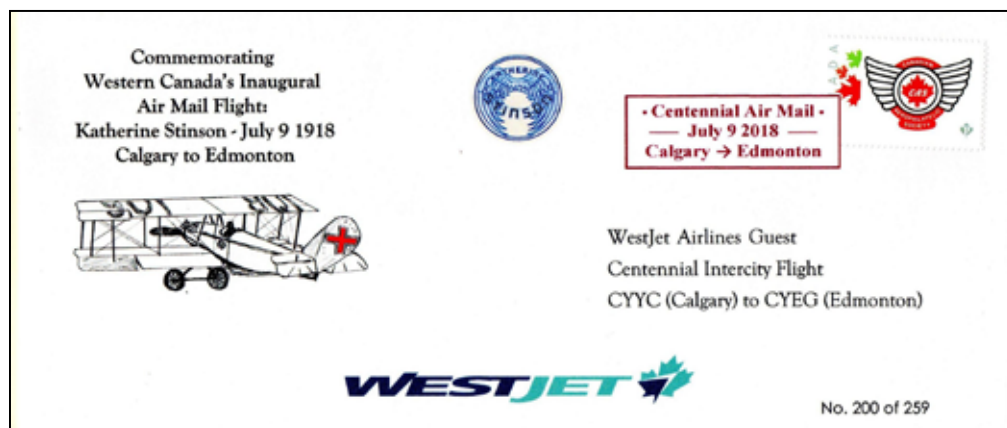
A special exhibit about Katherine Stinson and her flight has been prepared, and will be displayed at Calgary Airport on July 9th. It will initially be set up at 6:00 a.m. in the WestJet ticketing area, and at 10:00 a.m. be moved to the WestJet passenger boarding lounge.

259 commemorative covers have been produced, and a special cancellation is being provided by Canada Post. The covers will be flown on the regular 12.15

p.m. WestJet flight from Calgary to Edmonton, on board a Bombardier Q400 aircraft.

There will be a ceremony at 9.30 a.m. when a special mailbag containing the 259 covers is handed over to the WestJet pilot. The covers contain enclosures describing the centenary, and one will be given to each of the passengers on the flight. On arrival in Edmonton, the remaining covers will be mailed to members of the Canadian Aerophilatelic Society, to personnel within WestJet and the other organizations involved, and to airmail/aviation enthusiasts.

Gord has also prepared an extended photo essay "Canada's Love Affair with Katherine Stinson", which describes her aviation achievements, and her popularity with the press, (who affectionately called her the "bird girl"), and with the Canadian public. The essay includes letters, postcards, photographs, and associated material. An emailed copy of the study can be obtained by contacting Gord at [gdmall@telus.net](mailto:gdmall@telus.net)



Commemorative Cover -  
July 9th 2018

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# SEMI-OFFICIAL NOTES

Tom Reyman

## The Roessler Semi-Official Air Mail Covers

Anyone who collects Semi-Official covers has at one time or another encountered the covers that originated with Albert (or A.C.) Roessler of East Orange, New Jersey, USA. He was the source for many of the First Flight Canadian Semi-Official covers and, to be sure, there may not have been First Flight covers carried on some routes had it not been for the efforts of Mr. Roessler and his agents. However, he was also the source for many questionable and outright fraudulent creations made to pass as legitimate Semi-Official material. The covers presented here are samples of some of these creations. They are shown so air mail enthusiasts not familiar with them can be forewarned before purchasing such items. Unfortunately, the author did not have this warning when he began collecting and these covers now are part of his collection.

A.C. Roessler (pronounced as wrestler) began a legitimate business as a supplier of covers to collectors circa 1910. He also owned a printing business and began printing envelopes for air mail use. In this way he produced some of the more colorful air mail envelopes with a variety of designs. Somewhere in the mid-1920's he realized the business potential of using First Flight covers to supply to his stamp collecting customers and increase his revenue. First Flight covers in Canada and the United States were very popular in the 1920's. Initially, these were properly flown covers along the correct routes on the appropriate date. Later some covers were produced for sale that had incorrect flight dates or along routes not taken. There were ready customers for all of his products and many people were unsuspecting of the errors. Especially during the time of the Depression, Mr. Roessler was seeking any income source. Eventually in the 1930's Mr. Roessler was confronted by U.S. postal authorities and he was required to stop his questionable practices. The items he produced live on and are still actively sold and traded.

## Early Semi-Official Products

To support his cover-producing efforts, Mr. Roessler employed the services of dealers and postal workers to distribute the covers and then return them to him for sale. Some covers were addressed to "A.C. Roessler" in East Orange, New Jersey, or to "A.C. Roe" (same Address) or some other variation including different cities than East Orange. Others were addressed to agents such as W. R. Patton and O.W. R. Smith.

Some of the questionable Semi-Official Air Mail prod-



Figure 1 Cover front



Figure 1A Cover back

ucts were seen as early as 1924 with some Laurentide Air Service mailings. The following CL9 cover from 1926 related to Elliot – Fairchild Air Service is one that appears to have been created for sale to customers even though

this cover does not match the date or route of the known flights. The only postmarks are from Red Lake, Ontario both on the front and the back, all May 26, 1926 dates (Figures 1 and 1A). There is no indication of delivery to another Canadian location such as Rolling Postage before

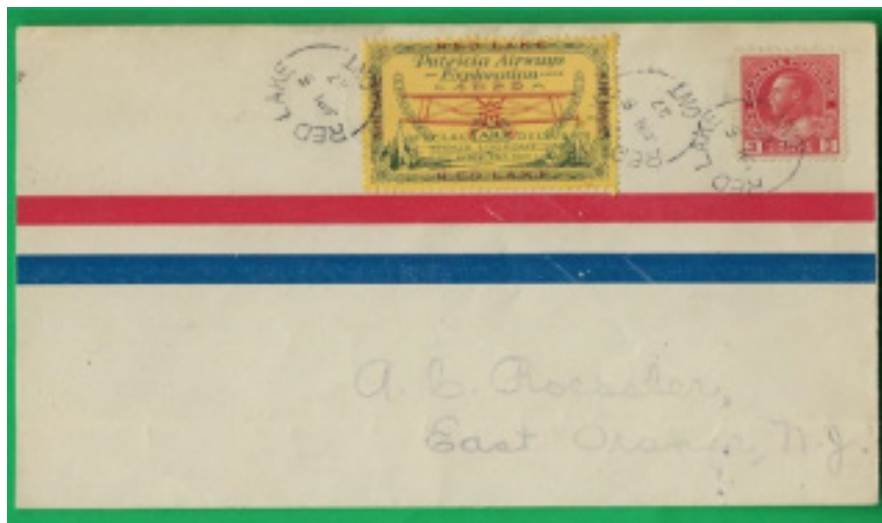


Figure 2  
going on to East Orange, N.J.

This Patricia Airways and Exploration cover is dated June 5, 1927 when regular flights with this stamp (CL13) had ceased. This is possibly a cover fabricated from one of the remainder stamps and forwarded to Mr. Roessler. (Figure 2) Note that it is from Red Lake to East Orange, N.J.

The backstamp is also from Red Lake and dated June 5, 1927. There are no other destinations or post offices identified with a dated postmark.

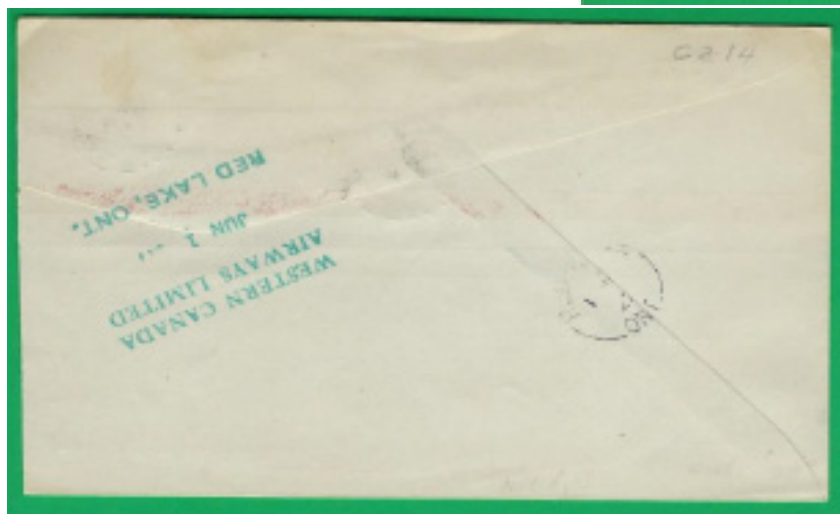


Figure 3A  
Backstamped June 1, 1927

The flights by Western Canada Airways (WCA) also received attention from Mr. Roessler. Figures 3 and 3A show a cover listed in the AMCN as CL40-2702. The comment from AMCN (Pg. 60) says, "Covers postmarked June 1 are known signed by 'R. C. Cockburn, Postmaster.' These were prepared by dealer A. C. Roessler or the Postmaster at Red Lake, William Brown. It is possible that the two men learned of a stop at Snake Falls on the regular Red Lake – Rolling Postage route and took advantage of the knowledge to get some covers on the flight. It has also been suggested that these were commemorative covers arranged by Brown or Roessler for the opening of the Snake Falls Post Office." Additional study by Derek Rance led him to the conclusion that this cover (and others) was prepared but not flown (Pg. 25) but was likely carried by boat to Red Lake. The cover is



Figure 3  
Signed by R. C. Cockburn, Postmaster at Snake Falls  
backstamped with a Western Canada Airways receiver on June 1, an obvious fabrication since it was not flown.

This cover for Commercial Airways (CL47) is dated May 31, 1929 and is not a First Flight. (Figures 4 and 4A) The First Flight for the route from Edmonton to Grand Prairie AB was flown on May 21 and carried a First Flight cachet on the envelope front. (Figure 5) Again the date and the address to Mr. Roessler raise questions.

The "Gogama, Ontario" Covers are known to be outright fabrications. This one dated





Figure 4  
Front of non- First Flight Cover

October 10, 1933 and postmarked in Gogama and was offered for sale by Mr. Roessler. (Figure 6) The supposed Semi-Official stamp from Canadian Airways Limited was not one that had ever been issued by that airline. It was determined that Mr. Roessler and the Gogama postmaster conspired to produce the stamps and postmark the fake covers. Despite its created status, the AMCN lists the cover as #3345 noting that it was a non-flown cover with a "cinderella" stamp.



Figure 4A  
Back of non- First Flight Cover



Figure 5  
First Flight Cover with First Flight Cachet



Figure 6

## Summary

*There are many collectors who seek the Roessler covers for their collection. These collectors know what those covers are and the controversy surrounding Mr. Roessler and his offerings. Those who collect Semi-Official Air Mail covers need to know the difference between the legitimate covers and those that are not. Research and education is needed to avoid paying for items that are not genuine.*

## References:

- A.C. Roessler's Canadiana; Gary Dickenson, Pages 29-34.
- Air Mails of Canada and Newfoundland (AMCN); Sixth Edition 1997
- Heifetz, M.; "A.C. Roessler and His Influence on B.N.A. Philately", BNA Topics, Sept.-Oct. 1991, Pages 30-36
- Rance, Derek; "The AMCN CL40-2702 Semi-Official Snake Falls – Red Lake Flight Did Not Occur", The Canadian Aerophilatelist, June 2004, Pages 23-25
- The Pioneer and Semi-Official Air Mails of Canada 1918-1934; C.A. Longworth-Dames, Page 166.

## NEXT ISSUE DEADLINE

### THE CANADIAN AEROPHILATELIST

is produced quarterly in March, June,  
September and December.

If you have anything you'd like to be included in  
the next issue, please send it to the editor:  
(for images, make high res tifs/jpegs - 300 dpi)

### Chris Hargreaves

4060 Bath Road, Kingston,  
Ontario K7M 4Y4

Email: [hargreavescp@sympatico.ca](mailto:hargreavescp@sympatico.ca)

**by August 1st.**

## FOLLOW-UP: GRETTIR ALGARSSON'S NORTH POLE EXPEDITION

In the March 2018 *Canadian Aerophilatelist*, Nino Chioveli described a cover prepared to be flown on a test flight of Grettir Algarsson's dirigible between London, England and Liverpool in 1925. - Algarsson planned to use the dirigible to be the first person to fly over the North Pole, but the airship was not built to his specifications, and as a result was not fit for Arctic operations.

Algarsson then came up with a new plan to be the first man to reach the North Pole: he would sail to Spitzbergen, fly from there to the North Pole where he would crash the plane, and, with his pilot, sledge back.



This plan also had to be abandoned, as a lack of funds meant that a suitable plane could not be found.

However, a 15-man expedition, known as the ALGARSSON NORTH POLAR EXPEDITION, went ahead with various mapping and scientific objectives, among them a search for Gillis Land, northeast of Spitzbergen, which had not been sighted since 1707, as well as sounding the continental shelf between Spitzbergen and Franz Josef Land. The expedition sailed from Liverpool on June 21st in 1925 in "The Island": a 99-foot (30 m) diesel-engined brigantine that Algarsson had purchased for the expedition,



*Hal Vogel has sent me a very unusual cover from this expedition:*

Personal mail from shortly after the expedition arrived at Spitsbergen, probably sent by one of the two New Zealanders on the expedition (Frank Worsley, the ship's captain, or its Chief Engineer Burt). It was cancelled at Green Harbour, 18 July 1925, and receipt stamped in New Zealand, 2 September 1925. The correct rate (45 ore) to NZ expired 1 January 1926, having been in effect from 1 September 1924. The expedition cachet that is stamped on the mail states the year 1925.

Frank Worsley was a famous Polar Explorer who had served on Ernest Shackleton's Imperial Trans-Antarctic Expedition of 1914-1916. Algarsson offered him co-leadership of his 1925 expedition, which Worsley accepted.

Shortly after leaving Spitzbergen, a blade of the propeller of "The Island" was damaged in a collision with an ice floe. Then, according to wikipedia:

When the engine was run, severe vibration was felt and this forced Worsley to continue northwards under sail, searching for Gillis Land until the ship reached the pack ice. While doing so, soundings were taken which confirmed the presence of a submarine plain between Spitzbergen and the island group of Franz Josef Land. Turning south and sailing along the



northern coast of Spitzbergen, a previously uncharted harbour was found, which Algarsson named after Worsley. The ship then sailed north, still seeking Gillis Land, but became trapped in the ice. Worsley took the opportunity to create an ice dock to facilitate repairs to the rudder, which had become damaged. After two weeks beset in the ice, he used the engine to break free but the last blade of the propeller was lost in the process.

"The Island" was now effectively without an engine, a prospect that did not daunt Worsley as he sailed for Franz Josef Land. He described it as "sail's last unaided battle with the polar pack [pack ice]". In August he landed on Cape Barents, one of the southern islands of Franz Josef Land, and planted a Union Jack. Together with the ship's engineer who was from Dunedin, he claimed to be the first New Zealander to set foot on Franz Josef Land. The expedition, which had been renamed the *British Arctic Expedition* with the consensus of the participants, made several attempts to find a way northwards through the pack ice, Worsley harbouring hopes of being the first sailing ship to sail through the island group to Gillis Land and then back to Spitzbergen, but was unsuccessful. In one attempt, "The Island" nearly collided with a large iceberg, but Worsley ordered a rowboat to take to the water and the ship was towed out of harm's way.

Finally, on 14 September, what was thought to be Gillis Land was spotted several miles away. "The Island" was unable to sail close enough to confirm the sighting, but Worsley noted that it was to the west of its charted position. If it was Gillis Land, it was the first

sighting of the island for 200 years. (Gillis Land no longer appears on modern charts). The ship then sailed to North-East Land, circumnavigating it and while doing so reaching the expedition's farthest north, 81° 15' N. Worsley ensured the New Zealand flag was flown at the spot. The expedition then set sail for Spitzbergen, reaching the island's Green Harbour in mid-October. The ship's engine could not be repaired before Green Harbour was closed for winter and Worsley accepted a tow to Tromsø, the conclusion of which marked the end of the expedition. He later wrote a book of the voyage, *Under Sail in the Frozen North*, which was published in 1927.

[https://en.wikipedia.org/wiki/Frank\\_Worsley](https://en.wikipedia.org/wiki/Frank_Worsley)

At this point, things get a bit confusing, as there are several copies of Frank Worsley's book for sale on the internet, which refer to the 1926 British Arctic Expedition! There are also illustrations of the book cover with that text!

I asked Hal about this. - He replied that he'd checked his contemporaneous copy of Worsley's book, and there are not only numerous references therein to the "1925" expedition, but also that the leader (in deference to Worsley) changed its name from the Algarsson expedition to the "1925 British Arctic Expedition" (so quoted in the book). So, someone began the mistake of subsequently referring to it incorrectly as a 1926 expedition and others followed, including publishers of the reprints with the wrong date on the paper cover.

Thanks Hal, and thanks again Nino for the first article.

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

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

Ray Simrak, [simrakr@hotmail.com](mailto:simrakr@hotmail.com)

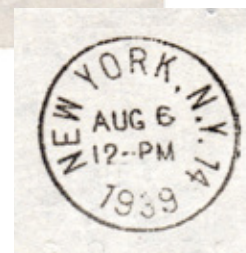
Text. 519-562-6627.



## 1939: IMPERIAL AIRWAYS FIRST TRANS-ATLANTIC SERVICE



Thanks to **Diana Trafford** for two very interesting articles about the Imperial Airways first Trans-Atlantic flight from England to New York in August 1939.



The first - shown at right - is from the *Globe and Mail*, August 7th, 1939, and has some interesting headlines which stress the "All-Red" (i.e. British Empire) air mail route.

It also describes how the Empire flying boat *Caribou* had been delayed by the weather: "the ship fought high winds and cold weather for nineteen and a half hours, compared with the 14.24 crossing of the *Cambria*, one of the flying boats which pioneered the route, late in 1937."

As a result of this delay, the *Caribou* ended up making the first landing by a trans-Atlantic flying boat in New York after dark. - This is reflected in the backstamp on the First Flight Cover which has a time of 12 PM.

The details about how this night landing was done are described in a second article from the *New York Times*, August 7th 1939, which is shown on the next page.

### Imperial Airways Forge All-Red Airmail Route In Flight to Canada-U.S.

Giant Caribou Brings Mail to Montreal in First Scheduled Flight Across Atlantic; Continues to Port Washington; Crosses Ocean in 33 Hours

JOINS SYDNEY-VANCOUVER BY AIR

(Special to The New York Times and The Globe and Mail.)  
(Copyright.)

Port Washington, I.I., Aug. 6.—The Imperial Airways flying boat *Caribou* alighted at the Pan-American

dock, but the *Caribou's* landing was believed to be the first by a Trans-Atlantic clipper after dark.

Mail Discharged.

Montreal, Aug. 6 (Special).—Roaring up the St. Lawrence three

# BRITISH MAIL HERE BY NEW AIR SERVICE

**Caribou Makes Night Landing  
on the Sound With Aid of  
Rows of Lighted Buoys**

**600 ON SHORE TO GREET IT**

**Craft Behind Schedule Owing  
to Wind—U. S. Flying Boat  
Sets Atlantic Record**

Special to THE NEW YORK TIMES.

PORT WASHINGTON, L. I., Aug. 6.—The Imperial Airways flying boat Caribou alighted at the Pan American Airways seaplane base here at 9:27 o'clock tonight and tied up at 9:48 P. M. after a scheduled flight from Southampton, England, which opened British transatlantic air mail service to the United States.

The Caribou made the flight in 36 hours 40 minutes, of which 31 hours 33 minutes was flying time. The British flying boat, after refueling in the air over Foynes, Eire, followed the northern route by way of Botwood, Nfld., and Montreal.

In command of the Caribou was Captain J. C. Kelly-Rogers, heading a crew of four. He brought the ship down on the waters of Long Island Sound near the mouth of Manhasset Bay. The Caribou's flying lights were visible, although there was no moon, and floodlights made the outlines of the craft visible to 600 persons on shore who watched the landing.

Captain Kelly-Rogers and his aides, Captain Samuel G. Long, chief officer, a native of Colorado; B. C. Frost, first officer; A. J. Coster, senior radio officer, and C. E. Wilcockson, second radio officer, were met at the dock by a delegation. It included G. E. Woods-Humphrey, consultant to Imperial Airways; Captain G. E. Pirie, air attaché to the British Embassy in Washington; Paul E. Bewshea, American representative of Imperial Airways, and W. Davis Hegeman, president of the Port Washington Chamber of Commerce.

After immigration formalities had been completed, the fliers left for the Manhasset Bay Yacht Club, where they planned to stay until they take off on the return flight to England Wednesday. The Caribou brought 1,000 pounds of mail. Two mechanics were brought down from Montreal to inspect the craft here.

## Once Climbed to 12,000 Feet

Captain Long said the flight had been uneventful. It was made three-quarters of the way at an altitude of only 1,000 feet, he said, and for seven hours the flying boat passed through rain. At one time the craft climbed up to 12,000 feet to take a bearing on a star. During the flight tests were made of communications with ships and land stations.

Heavy winds between mid-Atlantic and Botwood, Nfld., delayed the British flying boat. Although it left Foynes on schedule at 2 P. M. (9 A. M. Eastern daylight time), it did not reach Botwood until 9:30 o'clock Eastern daylight time, this morning. The ocean crossing was made in 19 hours 30 minutes. The Imperial Airways flying boat Cambria, in experimental service, flew the course in 14 hours 24 minutes in 1937, a month after it had flown it in 17 hours 30 minutes. Arriving in Montreal at 6:08 o'clock tonight, the Caribou left for Port Washington at 7:06.

The night landing of the 24-ton flying boat was facilitated by lighting arrangements designed by Pan American Airways. Although the sky was overcast and the night dark, the designated alighting area was set off by two rows of lighted buoys extending along the Sound for about a mile. A white blinker light marked the beginning of the string, five white lights its course and a red light its end. A powerful searchlight aboard the Pan American Airways cruiser Pan Air, stationed nearby, illuminated the area.

The Caribou approached from the southeast and its navigators saw the lighted buoys. With these as a guide, they were able to alight smoothly and twenty-one minutes later were tied up to the mooring at the seaplane base. The crowd gave the British fliers an ovation.

The Bermuda Clipper of the Pan-American Airways arrived here this afternoon from Bermuda at 2:46 o'clock with twenty-four passengers aboard. The flying boat left the island at 9:33 A. M.



## FOLLOW UP : “VOLUNTARY CENSORSHIP”



This cover was illustrated in the March 2018 *Canadian Aerophilatelist*. It was mailed in TORONTO on June 19th 1945, and addressed to:

*Mr. Chas Walkey, w/o, SS Winona Park, c/o  
Canadian Shipping Co., Vancouver, B.C.*

It is sealed with clear tape over a handstamp stating:

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

on the back, and a handstamped number 56041 on the front.

It turns out that the handstamp comes from the Travelers' Censorship branch, which censored mail that arrived in the USA outside the regular mail system.

- The number 56041 is from Los Angeles Travelers' Censorship, and its previous recorded uses are at San Pedro and Tecate. According to Wikipedia, "San Pedro is a community within the city of Los Angeles, California. Formerly a separate city, it consolidated with Los Angeles in 1909. The Port of Los Angeles, a major international seaport, is partially located within San Pedro." - The Los Angeles TC inspectors appear to have moved around from sub-unit to sub-unit as needed, which would make sense as the traffic flows at ports of entry were not constant.

- The cover would have flown by Trans-Canada Air Lines from Toronto to Vancouver, where it was delivered to the steamship company
- Charles Walkey was a wireless operator on the SS Winona Castle
- It looks like the ship had already left Vancouver, and the mail was re-directed to the ship at its next known port of call, namely Los Angeles. - Since there are no forwarding markings, or postal censorship markings, it looks like the letter was bagged by the steamship company with other mail for the ship, and carried outside the mails by another ship of the same line from Vancouver to LA.
- on arrival in LA, the pouch of forwarded mail was turned over to the Travelers' Censorship examiner at the Port of Los Angeles (San Pedro) before being delivered aboard SS Winona Castle.

**Many thanks to Brian Wolfenden, Dann Mayo, Eugene Labiuk, John Johnson, and Nino Chiovelli for responding to the questions about this cover.**

## 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.

### 1945 - AN UNLISTED FIRST FLIGHT



Postmarked EDMONTON  
OCT 15 2 PM 1945  
Endorsed EDMONTON  
CANADA TO FAIRBANKS  
ALASKA  
and VIA FIRST OFFICIAL  
FLIGHT



Backstamped FAIRBANKS  
OCT 16 1945 11 AM  
*Can anybody provide any information about the service that this cover was carried on?*

If you can help, please send information to the editor:

Chris Hargreaves,  
4060 Bath Road, Kingston, Ontario K7M 4Y4. (Email: [hargreavescp@sympatico.ca](mailto:hargreavescp@sympatico.ca) )

# 1930 - AIR MAIL FROM MEXICO to NEWFOUNDLAND and then to the Philippines C.A. Stillions



**Cover cancelled CIUDAD JUAREZ 10 NOV 30**  
**Addressed to: Mr. E. H. Oesch, P.O. Box R5205, St. John's, Newfoundland**  
**Endorsed by handstamps VIA AIR MAIL and "EXPRES- Entrega Inmediata"**



**Backstamped DETROIT MICH NOV 13 8.30AM 1930**  
**and ST. JOHN'S EAST NEWFD. NOV 20 3-PM 1930**

## After arriving in St. John's, this cover:

- was reposted at St. John's East on 21 November 1930 and addressed to Mr. Ernest H. Oesch, 222 East Rugby Ave., College Park Georgia, USA.
- Forwarded to Drawer E, Carmel, California on 1 December 1930 from College Park, Georgia.
- Forwarded to Nausori, Fiji on 2 January 1931 from Carmel, California after first being re-addressed to the "Postmaster, Tooraweenah, New South Wales, Australia" and then scratched out.
- Arrived at Nausori, Fiji on 24 February 1931.
- was re-directed once again, this time to Mindanao Estates Co., Padada, Santa Cruz, Davao, Philippine Islands and passing through Suva, Fiji on 26 February 1931.
- Arrived at Santa Cruz, Davao, P. I. on 19 May 1931 and received at Santa Cruz, Davao, P. I. at 2 PM, 19 May 1931.

From this chronology it is apparent that this is a contrived cover. A fact that was quickly confirmed by my Philippine Islands collecting friends. Among them the name, Ernst H. Oesch, is very well known as he was



a stamp collector specializing in the Philippines. He was also notorious for creating Philippine covers with full booklet panes and for creating covers between Australia and the Philippines.

The second tip-off of contrivance are the addresses in St. John's; College Park, Georgia; and Carmel, California. Many Newfoundland collectors will recognize P. O. Box E5205 as being one of the Post Office boxes used by Newfoundland stamp dealer, Frank Wills. 222 Rugby Avenue in College Park, Georgia was the home of Society of Philatelic Americans member William Mills and his wife, Jeanette. A check of the 1930 American Philatelic Society Membership Directory will quickly reveal the Drawer E address in Carmel, CA belongs to a stamp collecting member, Jas. H. Cooke. Oh yes, Mr. Ernest H. Oesch is listed as APS member 10237 with a mailing address of "Mindanao Estates Co., Padada, Santa Cruz, Davao, Mindanao, Philippine Islands" and with a collecting interest in British Colonies.

Ernst H. Oesch is an interesting fellow. He was a native of Fremont, Missouri and came to the Philippines in 1920 after service in the American army in World War I. From 1923 to 1925 he was the American Superintendent of the Central Luzon Agriculture School (now Central Luzon University) and from 1926 through 1928 he was in Fiji helping the British set up an agriculture school. The Fiji College of Agriculture is located at Nausori, Fiji. In 1928 he left government service and became the plantation manager for the Mindanao Estate Co. A position he held until his death on 21 April 1941. An obituary for Mr. Oesch in the *American Chamber of Commerce Journal of the Philippines* reports that his wife was from Australia which would explain the Australia connection.

In making his covers, Mr. Oesch is known for having the correct postage and an examination of this cover somewhat confirms this. On this cover are a pair of Scott #653, a single of Scott #'s 651, 655, C22, E2, and RA10 for a total of 52 centavos. At this time the air mail rate from Mexico to Newfoundland was 35 centavos per 20 grams; the foreign special delivery fee was 20 centavos; and the postal tax was 2 centavos for a total of 52 centavos. Mr. Oesch does not quite live up to his reputation here as the postal tax only applies to domestic letters. In other words, the postal tax stamp does nothing.

### **How did the cover get to Newfoundland?**

In the fall of 1930 there was no air mail service in Newfoundland nor in the Canadian Maritime provinces. So, how did the cover get to Newfoundland and did it receive the air mail service for which it was so boldly endorsed?

At this time the USA had recently established a southern air mail route that started in Los Angeles and went to New York with an extension to Boston. Boston was the normal exchange office for Newfoundland mail. But this cover did not go anywhere near Boston. It went to Detroit instead. The southern trans-continental route made a stop in El Paso, Texas which is just across the Rio Grande River from Ciudad Juarez. Thus, this cover went across the Rio Grande River by truck and was flown to Ft. Worth. From there it was flown to Chicago and then to Detroit.

In the fall of 1930 the maps show an air service between Detroit and Toronto via Windsor and Hamilton. At Toronto it could have connected with the Toronto-Montreal-Quebec-Rimouski route at least as far as Montreal, where it could have connected with the Montreal-to-Moncton route. Moncton, New Brunswick was as far east as air mail service went. Would the cover have travelled by air from Detroit to Moncton, and then continued the rest of the way to St. John's by surface means? (See editor's response below.)

### **Franking for the travel beyond Newfoundland.**

Once the cover reached St. John's, Mr. Wills flipped the cover over, re-addressed it, placed a Newfoundland Publicity series 4cents Prince of Wales stamp on it, and started it on its way back to Mr. Oesch. The 4-cent Prince of Wales was only sufficient to get it to the U.S.A. thus the addition of the U.S.A. 2-cents George Washington at Carmel, California was needed to get the letter on to the Philippines, a U.S.A. possession at the time.

### **The "EXPRESS Entrega Immediate" marking.**

While this cover has a interesting story with lots of twists and turns and I have had a lot of fun researching it, that is not actually why I bought it. I grabbed it up because of a single marking --The "EXPRESS

Entrega Inmediata" marking. In 40 plus years of collecting Newfoundland stamps and postal history this is the first, and so far only cover that I have seen, that pays for special delivery service in Newfoundland – but that is another story.

### Editor's response

The backstamps on this cover give a nice oppoortunity to see which of the potential airmail services were actually used. Although there were two air services available, they only operated once a day, and only on some days.

- There was a daily except Sunday service which left Detroit at 5.15AM, (according to a March 1931 *Canadian Airways Limited Timetable*), which flew via Windsor and Toronto to Montreal, where it arrived at 11.30 A.M.
- There was a Five Days a week service, excluding Saturdays and Sundays, which left Montreal at 8.15 a.m., and arrived in Moncton at 1.45 p.m.

The cover is backstamped at 8.30AM on November 13<sup>th</sup>, which in 1930 was a Thursday. If it had flown by air from Detroit, it could not have flown onward until November 14<sup>th</sup> which was a Friday. The cover would then have reached Montréal at 11:30 AM, and missed the flight to Moncton. Since that service did not operate on Saturdays or Sundays, it could not have been flown on to Moncton until Monday November 17<sup>th</sup>.

This raises the question, of whether to cover could have travelled faster by rail?

The oldest railway timetable I have for Eastern Canada is from 1948. At that time, there was a train which left Detroit daily at 9.00 a.m., and arrived in Toronto at 3.05 p.m. There was then a night train which left Toronto at 10.30 p.m., and arrived in Montreal at 7.00 a.m. - Although the train speeds and schedules are likely to have changed between 1930 and 1948, and only some trains carried mail, it seems likely that this cover would have travelled from Detroit to Montreal by train on November 13th/14th, been flown from Montreal to Moncton on November 14<sup>th</sup>, and then continued to St. John's by train-ferry-train.

**Can anybody provide additional information to establish the most likely way by which this cover reached Newfoundland?**

DEARBORN TO MONTREAL (FLOWN DAILY EXCEPT SUNDAYS)					
EASTBOUND (Read down)			WESTBOUND (Read up)		
5.15 a.m.	LV	Dearborn (Detroit)	AR	4.00 p.m.	
5.25 a.m.	AR	Windsor	LV	3.45 p.m.	
5.35 a.m.	LV	Windsor	AR	3.30 p.m.	
6.40 a.m.	AR	London	AR	2.20 p.m.	
6.50 a.m.	LV	London	AR	2.05 p.m.	
7.30 a.m.	AR	Hamilton	LV	1.20 p.m.	
7.40 a.m.	LV	Hamilton	AR	1.05 p.m.	
8.00 a.m.	AR	Toronto	LV	12.45 p.m.	
8.30 a.m.	LV	Toronto	AR	12.30 p.m.	
		Kingston			
11.30 a.m.	AR	Montreal	LV	9.15 a.m.	
QUEBEC TO MONTREAL (FIVE DAYS A WEEK EXCLUDING SATURDAYS AND SUNDAYS)					
EASTBOUND (Read Down)			WESTBOUND (Read up)		
7.45 a.m.	LV	Montreal	AR	12.00 N'n	
9.00 a.m.	AR	Quebec	LV	10.30 a.m.	
(FLOWN SATURDAYS ONLY)					
7.45 a.m.	LV	Montreal	AR	4.45 p.m.	
9.00 a.m.	AR	Quebec	LV	3.15 p.m.	
MONTREAL—SAINT JOHN—MONCTON (FIVE DAYS A WEEK EXCLUDING SATURDAYS AND SUNDAYS)					
EASTBOUND (Read down)			WESTBOUND (Read up)		
8.15 a.m.	LV	Montreal	AR	12.00 N'n	
12.45 p.m.	AR	Saint John	LV	8.00 a.m.	
1.00 p.m.	LV	Saint John	AR	7.45 a.m.	
1.45 p.m.	AR	Moncton	LV	7.00 a.m.	

## 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](mailto:hargreavescp@sympatico.ca) ) OR check out our website: [www.aerophilately.ca](http://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
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- 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)
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\$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](mailto: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:

- #397 Paul M. Cere,
- #290 Michael Deal,
- #464 Hugo Deshayé,
- #453 Steve N. Dulaney,
- #455 Bernie Finkelstein,
- #361 Walter Herdzik
- #420 Allen Klein,
- #416 Charles Livermore,
- #448 Bernie Smith,
- #360 Stephen C. Robbins

*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.**