

THE CANADIAN AEROPHILATELIST



QUARTERLY JOURNAL OF THE CANADIAN AEROPHILATELIC SOCIETY

September 2019

No. 120

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Volume XXXV, Number 3

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

CALTAPEX 2019. The annual show of the Calgary Philatelic Society is normally held in October at the Kerby Centre, 1133-7th Ave SW, Calgary, AB, T2P 1B2. See: <https://calgaryphilatelicsociety.com>

CANPEX 2019 -- October 19th and 20th at The Hellenic Community Centre, 133 Southdale Rd. West, London, Ontario. CANPEX is a National-level show, and part of the APS "World Series of Philately". See www.canpex.ca

TORONTO DAY OF AEROPHILATELY - Sunday November 3rd 2019. 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

EDMONTON SPRING NATIONAL SHOW 2020 - Usually held at the end March, 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

ORAPEX 2020 - May 2nd and 3rd 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 2020 is "Topicals, Thematics and Illustrated Mail". For more information see - www.orapex.ca

The ANNUAL GENERAL MEETING OF THE CAS WILL BE HELD DURING ORAPEX.

ROYAL 2020 ROYALE - will be held in Fredericton, New Brunswick. This is the annual exhibition and convention of the Royal Philatelic Society of Canada. For further information see www.rpsc.org

BNAPEX 2020 will be held in Dartmouth, Nova Scotia. Annual exhibition and convention of the British North America Philatelic Society. BNA Exhibits, dealers, and study group meetings. Further information at www.bnaps.org

BNAPEX 2021 To be decided.

BNAPEX 2022 will be held in Winnipeg, Manitoba.

EDITOR'S REPORT

We have now been producing an "electronic" copy of our journal as well as the paper copies for 5 years.

Many thanks to Paul Balcaen who has done the layout for each of the twenty electronic issues. I think that Paul does a tremendous job with the layout of *The Canadian Aerophilatelist*, and so do the many people who have complimented me on our journal.

Paul is also very easy to work with, and does a great job of producing the journal before the end of its nominal month of publication, even when I send the text to him later than we would both like.

Thanks also to Brian Wolfenden for printing and mailing out the paper copies shortly after the electronic master copy, so that these are usually also sent out in the nominal month of publication.

Meanwhile, I keep juggling journal correspondence, and correspondence received regarding the revised catalogue. - If anybody feels I have "dropped a ball", and lost an email or letter I should have replied to by now, please send me a copy and a request for a speedy response.

Chris Hargreaves

PRESIDENT'S REPORT

I think most members would agree, our journal is one of the best philatelic references produced. This is due to our editor Chris Hargreaves and to our layout editor Paul Balcaen. I would like to thank both for their continued efforts. Also, I would like to mention that the September issue is Paul's 20th issue as layout editor. Congratulations Paul!

By now, you should have received the wonderful Alcock and Brown commemorative postcard. I would like to thank Dave Bartlet, Chris Hargreaves and Brian Wolfenden for their efforts in designing the card, the special cachet along with the picture postage. Dave was also involved with cancelling the cards and

flying with the cards to ensure their safe arrival and return.

I would like to congratulate member Sam Chiu for receiving the American Association of Philatelic Exhibitors' Sapphire Award. Sam is the first Canadian to receive this award, and only the 4th person to receive this award. This award is granted to an exhibitor who has entered a multiple frame exhibit in 20 different National level shows in a 10-year period. Congratulations Sam!

I hope everyone had a safe and happy summer.

Steve Johnson

SECRETARY'S REPORT

Welcome to two new members:

486 Sparks Auctions, Ottawa, Ontario - Advertising member
#487 Ken Snelson, Toronto, Ontario

Brian Wolfenden

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COMMEMORATING ALCOCK AND BROWN

Many thanks to Dave Bartlet, Chris Hargreaves and Brian Wolfenden for designing the CAS post-card, cachet, and stamp, and especially to Dave for all the time he spent franking and cancelling the cards, and for flying with them.



The cards were:

- Franked with a specially designed Picture Postage stamp showing Alcock and Brown
- Cancelled in St. John's, Newfoundland on 14th June 2019 with a Canada Post commemorative cancellation, by Dave Bartlet, and by Michael Deal who is a member of both the CAS and the St. John's Philatelic Society
- Carried across the Atlantic by Dave, (who works for Westjet), on Westjet's scheduled

flights from St. John's to Halifax, Nova Scotia, (WestJet Encore Flight 3423 - Bombardier Q400; Captain Ivaylo Sarbinski)), and from Halifax to Dublin, Ireland, (WestJet Flight 50; Captain Heiko Partenheimer). Dave applied the commemorative flight cachet.

- In Dublin Dave was met by Brian Warren of the Irish Philatelic Society, who drove him from Dublin to An Clochán (Clifden), where the cards were cancelled on 15th June 2019 with an Irish Post Office commemorative cancellation, and also postmarked at the Clifden Post Office.
- Numbered from 1 to 196 as were the letters carried by Alcock and Brown.



Dave Bartlet by the Derrygilmagh Bog outside Clifden, where Alcock and Brown landed.

SOME OTHER COMMEMORATIONS

The St. John's Philatelic Society produced covers which they are selling for \$20 each. - They can be purchased from their treasurer Martin Goebel goebel@nf.sympatico.ca.

An Post - the Irish Post Office - issued a commemorative stamp on June 13th. - The stamp was officially launched in Clifden as part of the **ALCOCK & BROWN 100 FESTIVAL**.

In Britain there was a commemorative cancellation in Manchester, where Alcock and Brown had both been born.

The Royal Mail used a special slogan postmark "Centenary of the first transatlantic flight 14 June 1919" on mail across the country on June 14-15th. - There was no prior notice given to collectors about this postmark: apparently that is the Royal Mail's usual practice.

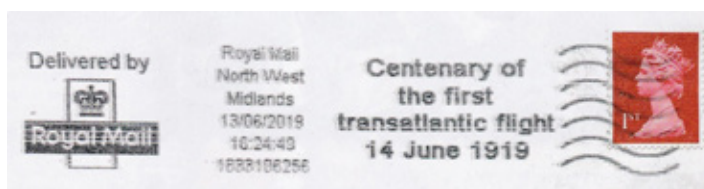
The Royal Canadian Mint issued a solid silver replica of the Canadian postage stamp produced for the 50th anniversary of Alcock and Brown's flight. The coin has a face value of \$20, and retails from the Mint for \$139.95. - Canada Post did not issue a stamp for the 100th anniversary of the flight, but is selling the Canadian Mint "coin".

The German Stamp magazine *Der Briefmarken Spiegel* (The Stamp Mirror) ran an article about Alcock and Brown's flight, which included the CAS cachet, and a cover produced by Peter Lepold of Kelowna, BC. - For information about Peter's covers email him at peter_lepold@telus.net

There were also newspaper articles in *The Globe and Mail* and *The Toronto Star*, and items on the radio in at least Calgary and Winnipeg.

I am very pleased that Alcock and Brown's flight received more attention that it looked like it had received when I wrote our June journal.

Many thanks to Barry Countryman, Herbert Lealman, John Bertram, Kathy Hartley, Michael Deal, Mike Street, Neil Hunter, Paul Balcaen, Peter Lepold, and Sandy Freeman, for sending me information about these commemorations.



CONGRATULATIONS TO AEROPHILATELIC EXHIBITORS: ROYAL 2019 ROYALE

LARGE GOLD

Doug Matthews Grande Semaine d'Aviation de la Champagne
RESERVE GRAND AWARD

GOLD

Robert Parsons Peruvian Airmails 1928 – 1942
CANADIAN AEROPHILATELIC SOCIETY Best Aerophilatelic Award

LARGE VERMEIL

Ray Simrak The R-100, 1930 Airship Flight from England to Canada and Return

PHSC SYMPOSIUM 2019

COURT OF HONOUR

Alexander Globe The Development of Pioneer and Semi-Official Air Mail
Within Canada, 1918-1934 Large Gold Medal

NON-COMPETITIVE

Michael Croy The History of Canadian Aviation and Pioneer Air Mail 1906-1934

26th ANNUAL DAY OF AEROPHILATELY in TORONTO

This will be held on Sunday November 3rd, from 11.15am to 4.00pm, at the Vincent Graves Greene Philatelic Research Foundation, 10 Summerhill Ave.

The Harry Sutherland Library, which is part of the VGGF, will be open from 10 AM on November 3rd. If you have specific interests you can contact Kathy Hartley before the meeting at library@greene-foundation.ca or call 416-921-2073

The Day of Aerophilately features displays, presentations, questions and answers, trading, lunch at a nearby restaurant, and lots of excellent conversation.

An added feature this year is a book sale. - Dick Malott has donated a number of books to the Harry Sutherland Philatelic Research Library. Ones that the library has duplicates of will be put in a book sale, and CAS members will have the first opportunity to purchase those with an aerophilatelic theme during our Day of Aerophilately.

For more information contact Dick McIntosh, mcintosh47@sympatico.ca

In Memoriam: Lee Downer

Lee had been President of the American Air Mail Society since 2018. He passed away in late July.

Lee grew up around aviation. His father flew reconnaissance in the U.S. Air Force while stationed in Alaska. Lee attended the Air Force Academy, and then flew F-4 fighters in Vietnam. He would later be an instructor pilot in the F-16, lead a distinguished career, and retire as a two star General. His last assignment was as Director of Operations, Headquarters Air Combat Command, Langley Air Force Base, Virginia.

Collecting covers from the US Contract Air Mail routes was a lifelong source of enjoyment for Lee. He shared his passion in a regular column "Treasure Hunting for CAM Covers" in the Airpost Journal, before taking on the role of AAMS President.

On behalf the CAS I would like to offer our condolences to Lee's family.



INTERNATIONAL FEDERATION OF AERO-PHILATELIC SOCIETIES
 FEDERATION INTERNATIONALE DES SOCIETES AEROPHILATELIQUES
 INTERNATIONALER VERBAND DER AERO-PHILATELISTEN-VEREINE
 FEDERACION INTERNACIONAL DE SOCIEDADES AEROFILATELICAS

PRESIDENT'S REPORT

**Presented at the 49th Congress & General Meeting
 Russisches Haus, Berlin, Germany - April 27th 2019**

Only 18 months after the 48th FISA Congress, which was held in Hirtenberg/Austria on October 7, 2017, we meet again on April 27, 2019 in Berlin to celebrate the 49th FISA Congress. The last meeting was dominated by a long and open discussion about Astrophilately's future, a topic that keeps us still quite busy. Especially Stefan Bruylants, FISA Secretary General was and is always challenged and brings in all of his energy.

For all of us the surprising passing of our former President Ross Wood on May 31, 2018 came as a shock. Ross was an outstanding player in Aerophilately and FISA. He had been chairman of the Aerophilatelic Commission of FIP and fulfilled this significant position very active. I highly esteemed Ross both as personal friend and philatelist and I do really miss him and his advice.

Special thanks go to all members of the FISA Board of Directors who have campaigned for the issues of Aero- and Astrophilately as speakers, jury members and, not to forget, issued various articles in the special literature.

In Aerophilately we have unfortunately to realize that we have to remain to be on the watch that our class with its clear exhibition regulations will persist; we realize always efforts to shift us into Postal History and/or Thematic Philately. This is unacceptable and must be defeated vigorously. It is a constant necessity for lobby works in all areas, especially to win collectors for Aerophilately, to encourage exhibiting and to win and educate qualified philatelists as potential jury members. This incidentally applies for Astrophilately who sees itself always pushed in the direction of Aerophilately and/or Thematic Philately. In my func-

tion as FISA President I shall always fight this rubbish!

We are proud to have a very good online presence; <http://www.fisa-web.com> is the name of our Internet address, which is accessible by all club members. The offered Forum however could be used far more. Therefore, my appeal goes to all Club Presidents and Delegates: Please strengthen your respective promotion activities!

Finally a private word: I am proud and happy to be FISA President but this function has a time limit and therefore I announce already today my demission on the 50th FISA Congress 2021. Thus the organisation has sufficient time to arrange the succession in a timely matter.

Wolfgang H. Porges
 FISA President

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AMCN2 EDITOR'S REPORT

Chris Hargreaves - hargreavescp@sympatico.ca

Many thanks to everybody who sent me information in response to the questions in the last issue.

Q 1. When did the Post Office introduce BY AIR MAIL labels?

Section 18 of AMCN1 states that the blue Post Office BY AIR MAIL labels were introduced "circa 1935". However, in David Hanes book a *Study of the Air Mail Labels and Airmail Markings Found on Canadian Mail*, he showed the cover below left produced on July 12th 1932. In my collection I have the cover below right, postmarked December 6th 1932. - Since the BY AIR MAIL label is bilingual, and has no promotional information for a hotel or airline, it looks like it was produced by the Canadian Post Office.



Does anybody have a cover (or covers) showing an earlier use of the BY AIR MAIL label, or information as to when they were first used?

It turns out that my comments were unduly influenced by Section 18 of the *Air Mails Of Canada And Newfoundland*, which shows unilingual labels from the USA, and bilingual labels from the Canadian Post Office.

I received copies of a number of covers with a variety of bilingual labels, including:



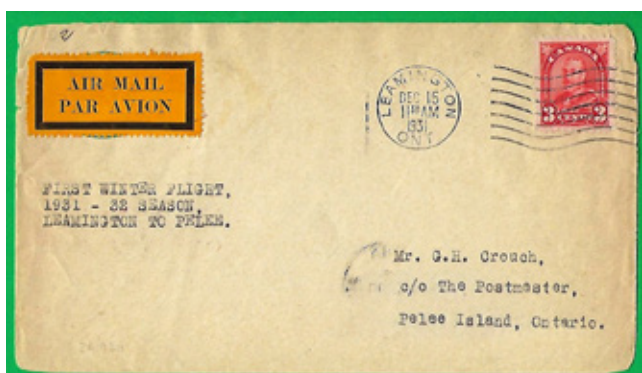
First Flight Cover from Fort Good Hope
December 31 1929



Cover from Britain with bilingual
Air Mail instructions printed on the envelope.



First Flight Cover from Newfoundland
August 23rd 1931



Orange Air Mail etiquette
FFC from Leamington, December 15 1931



Trilingual Air Mail label
U.S. Air Mail label of 1928



Mailed Winnipeg JAN 23 1928
Used on cover from Hamilton, JUL 15 1929

This led to me wondering how the labels on the Canadian and Newfoundland FFCs were obtained:

- who printed them?
- how did labels printed in the U.S.A. and/or Europe get to Canada and Newfoundland?

I then contacted Brainard Fitzgerald, whose exhibit on "The Airmail Sticker" won a Vermeil at ORAPEX this year. Brainard responded:

Your questions are pretty near the questions that I had while doing the exhibit. I found little information or articles or anything that pertained to them. I believe there was little interest in them as the quality was very poor and they were really not a stamp. Great variations occur in the same kind of labels. There was little quality control on labels as they were not paid for, or even considered collectible at the time.

My major source of information on Canadian early labels are a catalogue done by Gunter Mair in 1991, R. Lafreniere's Field Guide to Cinderella Stamps 2nd Edition, and Dave Haynes book. Mair seems to be positive that 1935 was the first blue labels listed by the Canadian Post Office.

Using their information of year of first use, I would think the label on the 1929 Fort Good Hope cover may be a far later one, probably from the early 40's. It may not be tied. Some of the blue labels were certainly used before 1929, but in 1929 the Universal Postal Union Congress decided that all air mail stickers from all nations would be blue with white lettering. This was for official government post offices. It was the same year that the Canadian Post Office suggested strongly that air mail covers be identified with colour. With both these suggestions it was hoped that one could pick out the air mail letters quickly.

The label on your first cover dated July 12, 1932 seems to be tied at first glance but I would like to question it or see the actual piece to convince me that it is tied, but that is only my opinion. The label looks like the 1935 label to me.

Many thanks to Brainard, and to Anne Hutchinson, Daniel Michaud, Ian Macdonald and Tom Reyman for their responses.

Q. 2 Who were C.B. Cardinet and J.R. Robertson?

Section 26 - Air Mail Pilots of Canada and Newfoundland - is being expanded to include a guide to where examples of air mail pilot signatures can be found.

One of these sources is a page from Ian Morgan's *Specialized Catalogue of Canadian Airmail*, published in 1931, that includes:

- the signature of C.B. Cardinet, who is listed by Morgan as making the Laurentide First Flight on October 3rd 1924. However, AMCN says this flight was made by Roy Grandy!
- a signature of J. R. Robertson, who is not mentioned in his catalogue, and is not recorded as a pilot for any of the companies that flew air mail.



CALDWELL not CARDINET !

JOHN LEWINGTON wrote that Cardinet was a mis-identification of Colin S (Jack Caldwell), who pioneered the Haileybury to Rouyn route for Laurentide Air Service Limited, with a first air Mail flight on September 1924. The cover above is signed by Caldwell, and was franked on October 28, 1924 at Rouyn Lake, and addressed to Springfield, Massachusetts.

Colin Spencer (Jack) Caldwell received his pilots license, #180, on November 10, 1922. His career with Laurentide included aerial exploration north of Lake Athabasca with Irene Vachon in a Vedette flying boat. He was also the Air Engineer to Pilot Donald B. Foss, on September 2nd 1922, when HS2L G-CCAC "La Vigilance" was lost on takeoff near Fauquier, Ontario.

When the Ontario Provincial Air Service was formed, Caldwell moved from Laurentide to

the OPAS and was in the first cadre of pilots along with "Doc" Oaks, etc. He left there to move to the Canadian Vickers Company in Montréal as a company test pilot. While flying for them in 1929 he bailed out of a Vickers Vedette flying boat that went into an uncontrollable spin while on test. Thus, he became a Canadian member of the Caterpillar Club as a pilot who saved his life by use of a parachute. Jack Caldwell was killed later in 1929 when his aircraft struck a power line.

The wreck of "La Vigilance" was found in 1967, and retrieved by a team from the Canada Aviation and Space Museum during 1968 and 1969. The original hull was preserved separately, while the aircraft was recon-



structed using parts from three different HS-2Ls. The restoration project lasted from 1970 until 1986.

The restored aircraft is displayed as part of the Bush flying Exhibition at the Canada Aviation and Space Museum in Ottawa.

J.R. Robertson ?

JOHN LEWINGTON also wrote that Canada's Aviation Pioneers by A.G. Sutherland has several references to J. Ross "Robbie" Robertson.

Upon the 1936 creation of the Department of Transport under C.D. Howe, the Director of Civil aviation was J.A. Wilson. He undertook inspections of civil aviation facilities throughout Canada. He was often accompanied by J.R. Robertson who was an Airways Inspector in DOT. Robertson was almost certainly a pilot as there is a reference to him flying Wilson "in a Waco aircraft to Rivers and Broadview" in 1938. In 1946 Robertson was the Chief Inspector of Airways at DOT. He apparently was involved in the creation of radio ranges and approaches to civil airports. He

attended any number of DOT functions and ceremonies. In his work capacity he would have met many aviation "names" familiar to the semi official period.

He did not show up in my Goggle search. In Parrot's book about Farrington there is a list of pilots that Farrington had known but Robertson is not among them. Nor is he mentioned in Molson's book about Canadian Airways. I could not find him in McGrath's book about Canadian Airport History, or the books about the Ontario Provincial Air Service.

This may be our man, but he does not seem to have been a pioneer airmail pilot.

Thanks John

Q. 3 Newfoundland Air Mail rates

Section 17, which currently covers "Canadian Air Mail Rates Domestic and International", will be expanded to include *Newfoundland Air Mail* rates. The information is largely based on the booklet *Newfoundland Air Mail Postage - 1937 to 1949*: Extracts from the Newfoundland Post Office Circular, that was produced by Jack Ince, and has been edited by David Crotty. Unfortunately the Newfoundland Post Office Circulars tended to report what had happened, rather than what was going to happen.

The Circular for July 9th 1942 states: "AIR MAIL TO UNITED KINGDOM . . . The Postage rate to the United Kingdom and European countries is 35 cents for each half ounce."

The next reference to a Trans-Atlantic rate is on June 8th 1944 which states that: "The Air Mail Service, by the Northern Route, between Newfoundland and the United Kingdom has been resumed in both directions. . . . The Air Mail rate of postage is 30 cents for each half ounce."

When was the 30 cents per half ounce rate for Air Mail from Newfoundland to England introduced?

May 1st 1943

C.A. Stillions has done a lot of research on various aspects of the Newfoundland mail service, and wrote that there was an announcement in the St. John's Evening Telegram on 28th April 1943, that the rate would be introduced on 1st May 1943.

Thanks C.A.

Charles Walsh - Pilot - 1877-1912 ?

There was also a question about Charles Walsh in the last issue. - This referred to a peculiar statement in a booklet on Canadian Air Mail published by Francis J. Field in 1951, that Charles Walsh carried souvenir mail on a demonstration flight in Hamilton, Ontario, in 1913. This is a very strange statement as I have seen no other reference to such a flight in the aerophilatelic literature, and because Charles Walsh died in 1912!

DIANA TRAFFORD looked into this, and sent me the following biography of Charles Walsh. He did a lot of very impressive things, but there is no mention of him carrying mail on his flights.

1910 - As a member of the Aero Club of California, Walsh participated in aviation meets in California, in the Los Angeles and San Diego areas. New to aviation, he flew a biplane of his own construction described in press coverage as similar to the Herring-Curtiss type. In the 13 September 1910 edition of The Los Angeles Times, he was called "one of the few successful amateur aviators of the Coast" and was credited with having flown his aircraft for over a mile and a half. At a novice meet in October, he flew 5 miles at an average speed of 40 mph, and won 3 trophies for his efforts.

1911 - Walsh appeared at numerous fairs and exhibitions in a Curtiss biplane or Curtiss-Farman biplane throughout the United States, accompanied by a crew of mechanics on his travels. In the summer he joined the Curtiss Exhibition Company. By October he was credited as being "one of the most successful of the Curtiss aviators" (Quad-City Times of Davenport, Iowa). His background in bicycle and automobile racing proved excellent preparation for his aviation career. Flying a Curtiss biplane, he was reported to have flown 15 miles over the city of Albuquerque at 1500 feet at a speed of 65 mph. (Evening Herald, Albuquerque NM).

April 1912 - As aviator for the Curtiss Aeroplane Company of Hammondsport NY, Walsh made 17 test flights at the U.S. Army Aviation School at Augusta

GA on a dual control war aeroplane constructed by Curtiss to specifications supplied by the signal corps. "This is to be the first war machine in our army," said an unnamed army officer. (The Province, 4 April 1912, p. 7.)

He flew 3 exhibition engagements in Canada:

30 May 1911 - Charles Francis Walsh of San Diego CA made 2 flights on a Curtiss-Farman style biplane at Victoria BC. He made 2 more flights on 31 May. (The Daily Colonist, Victoria BC, 31 May and 1 June 1911.) See p. 43 in Fuller, Griffin and Molson, 125 Years of Canadian Aeronautics: A Chronology 1840-1965. Willowdale ON: Canadian Aviation Historical Society, 1983.

3 June 1912 - Charles F. Walsh of the Curtiss Exhibition Co. made the first aeroplane flight at Kingston ON. He flew a Curtiss pusher biplane (60 h.p. Curtiss motor) during the city's celebration of the King's birthday. (The Daily Standard, Kingston ON, 4 June 1912.) See p. 51 in Fuller et al., Chronology.

16 September 1912 - C.F. Walsh flew a Curtiss pusher biplane for the Curtiss exhibition team at the Provincial Exhibition, Halifax NS. The aeroplane had been damaged in an abandoned take-off attempt on 11 September. He made successful flights on 17, 18 and 19 September before crashing again on the last day. (The Morning Chronicle, Halifax NS, 9-10 September 1912.) See p. 57 in Fuller et al., Chronology.

He died 2 weeks after his Halifax appearance.

3 October 1912 - At the Interstate fairgrounds in Trenton NJ, Walsh lost control of his Curtiss biplane while performing a spiral descent in strong winds. - A native of San Diego CA, Walsh was survived by his wife and two children. He was 35 and had been flying for 3 years.

Diana also mentioned the matter to George Fuller,

who was one of the authors of the Chronology "125 Years of Canadian Aeronautics". - George had 14 or 15 pages of notes about Charles Walsh, but found no mention of him carrying mail "official or otherwise".

IAN MACDONALD also looked into this puzzle, and wrote that:

Wikipedia appears to be correct about Walsh's death in 1912. He is reported flying in Victoria in May 1911, Kingston in June 1912 and in Halifax in September 1912. I haven't found any reference to a Hamilton flight.

There was a reported aviation meet at Hamilton in July 1911 but neither the CAHS 125 Years of Canadian Aeronautics A Chronology 1840-1965 or Milberry's Aviation In Canada, The Pioneer Decades mention Walsh appearing there or make any reference to mail.

I stopped briefly at Library and Archives Canada to check the July-August 1911 Toronto Star for Hamilton and Toronto aviation meet news. Most of the coverage was of course about Toronto, and the only aviators mentioned in the stories were McCurdy and Willard. The Toronto World reported that J.V. Martin also flew in Hamilton, but had trouble getting airborne due to problems with his engine.

The aviators rather than the flying machines were the stars in those days, so we can assume that Walsh would have been mentioned if he had been at the meet.

The reference in Francis Field's book is an error, but still a puzzling one. - These sort of errors often arise from mixed up information, but since Charles Walsh didn't carry any souvenir mail in Canada, fly in Hamilton, or fly in 1913, what got mixed up?

Many thanks to Diana, George and Ian for researching this topic.

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

1907 - THE "MAMMOTH" BALLOON FLIGHT

The September 2018 Canadian Aerophilatelist included an article by Ken Snelson about the "Mammoth" balloon flight. The "Mammoth" balloon was - as its name suggests - huge, and it aimed to set a world long distance balloon flight record.

The flight was sponsored by *The Daily Graphic*, and Ken recently found in an auction an eight page booklet produced by *The Daily Graphic* which describes the balloon and aviators. The booklet was intended to be dropped from the balloon whilst still over England.

It was a miniature booklet, and the print is tiny

The first two pages gave a detailed description of the balloon. - They are enlarged and reproduced below:

THE "MAMMOTH" BALLOON.

Attempt to Break the World's Distance Record.

ALL ABOUT THE "DAILY GRAPHIC" EXPEDITION.

To Russia by Balloon.

To break the world's record in long-distance ballooning, a record of about 1,500 miles. This is the interesting enterprise upon which the *Daily Graphic* expedition in Mr. J. L. Tannar's "Mammoth" balloon is speeding.

It is the largest balloon ever made for free ascents in England. It is capable of staying in the air for about four days. Its destination cannot be definitely foretold, but it will cross the North Sea, and land on the Continent as far east as possible.

This huge balloon, upon which the finest material and workmanship have been expended, is manned by Mr. Auguste E. Gaudron, the celebrated aeronaut (captain), M. J. L. Tannar, proprietor of the balloon, and Mr. Charles C. Turner, representing the *Daily Graphic*, and log-keeper and chronicler of the voyage.

The enterprise was originally entertained by Mr. J. L. Tannar and Mr. A. E. Gaudron, who made the balloon, with the intention of attempting the record-breaking voyage by themselves. To these two gentlemen, therefore, the credit must be given for its inauguration. At a later date the *Daily Graphic* heard of the project and asked to be allowed to participate in it. An arrangement was thereupon made, and the representative of the *Daily Graphic* accompanies the aeronauts and will relieve them of the task of keeping full records of the voyage and of the observations made, and take photographs and sketches as occasions offer.

LIFTING POWER, TWO TONS!

The dimensions and capacity of the balloon are :-

Diameter ...	59 feet.
Circumference ...	385 feet 7 inches
Surface ...	33,333 square feet.
Capacity ...	107,963 cubic feet.
Lifting Power ...	2 tons.

During one of the great Exhibitions in London a captive balloon of slightly larger size was, we believe, used.

The car is suspended by forty-eight cords interwoven with the basket-work, and it is so constructed that it will float in the water for many days should the unexpected contingency arise of having to abandon the balloon at sea.

The car is provisioned for many days. It is a two-decker car. Above the basket occupied by the aeronauts is a platform, reached by a rope ladder. Here are stored the provisions. From this point many observations and photographs will be taken. Here, also, are kept the carrier pigeons, which will be the subject of valuable experiments, and may help to keep the world informed of the progress of the balloon.

The balloon carries, in addition to its own weight, the car and the passengers :-

Sand Ballast ...	2,400lb.
Provisions ...	157lb.
Instruments;	} 450lb.
Anchor,	
Ropes, &c.	

EQUIPMENT OF THE CAR

The car is 4ft. 6in. square and 3ft. 6in. deep. It is comfortably upholstered, and is surrounded by two thick waterproof sheets. The cylindrical objects on two sides of the car are air-tight cases to keep the car afloat, should the balloon be adrift in the sea.

The tapering canvas bag at the bottom of the car is a sea-anchor, for use in the same emergency. If the balloon has to be cut adrift, and the voyagers are compelled to use the basket as a sea-boat, this anchor will be manipulated so as to keep the uncommon craft steady while assistance is arriving.

The cylindrical bag hanging vertically at a corner of the car is the "ballast-thrower." During a balloon voyage ballast has to be thrown out frequently. With the ballast-thrower, a lever on a level with the top of the basket simplifies this operation and regulates it to a nicety.

So much endurance will, in any case, be demanded of the aeronauts that any device that will reduce the number of details requiring

constant attention is valuable. Special appliances are on board the "mammoth" balloon for the purpose of giving audible intimation of the approach to land or sea, and of changes of direction, upward or downward.

BALLOON SAILING-SHIP

The cylinder with pointed ends is the water-trailer. It is an iron case, measuring 64in. in length and 8in. in diameter. The two tapering ends are air-tight compartments. This arrangement makes the floater of sufficient buoyancy to keep on the surface of the water. It is suspended from the balloon by a rope 300ft. in length.

Should the balloon tend to rise owing to the expansion of its gas in the heat of the sun, it will lift the forward end of the floater out of the water. This action in itself increases the weight dependent upon the balloon, and naturally checks any further tendency to rise. The reverse happens as the balloon descends, and decreases its load of floater and ropes.

Balloons lose floating capacity by being drawn up through the expansion of the gas in the warmth of the sun. The gas escapes from the neck of the balloon; frequently has to be let out by the valve. The balloon in any case descends again, and sooner or later ballast has to be thrown out to keep it up. The time soon arrives when there is no margin of ballast, and the journey cannot be continued.

The rope at the tail of the floater enables the occupants of the balloon to tilt it to any angle they please. By tilting the tail of the floater up, the water pours out of the holes in front in quantities regulated by the angle of the tilt, and the balloon lifts the lightened floater clear of the water. The floater may remain half full of water, and this is a great advantage, for it constitutes a fresh supply of ballast, which means additional prolongation of the journey.

It is likely that the North Sea will be crossed where it is 200 to 250 miles wide, and the balloon will be so near the surface that passing ships will be easily spoken with the aid of the megaphone.

POSTCARDS AND PIGEON-POST

Readers of the *Daily Graphic* are sending postcards to their friends from the balloon. In place of some of the ordinary sand ballast, the aeronauts are taking up a large number of addressed picture postcards. When necessary, bundles of these will be thrown out of the balloon and posted by the finders of them. Some will be dropped into the sea in hermetically sealed canisters. Sooner or later all the postcards will probably be delivered.

Sir Thomas Dewar has lent the pigeons, which have been specially trained by Mr. Day, his pigeon-keeper, over the direction they are likely to be called upon to carry messages when liberated from the balloon.

Each pigeon is numbered, and the numbers and full particulars have been published in the *Daily Graphic* for the information of pigeon-keepers all over the country. (See article for August 26 and subsequent dates.)

Before each pigeon is released a message will be tied to it, and arrangements have been made to ensure the immediate transmission of this message to the *Daily Graphic* upon the arrival of the bird at its loft.

HOW THE PUBLIC CAN HELP

But it sometimes happens that a pigeon fails to find its way home, or is injured and unable to fly. It may then seek refuge in a strange loft or may be picked up in the country. The *Daily Graphic* requests that any person who may come across one of these birds to detach the message from its leg and send it as addressed. Any expense incurred in doing this and in returning the pigeon will be refunded.

The flights of the pigeons from the *Daily Graphic* balloon will be watched with interest by the numerous homing pigeon associations in Great Britain, Belgium, and France. Records will be taken of the time and altitude of each release, and it is hoped that the time and condition of each bird's arrival home will also be recorded.

For the full report of the voyage and for
photographs taken from the balloon, see the
"DAILY GRAPHIC," "GRAPHIC."
and
"BYSTANDER."

Unfortunately, as reported in the previous article, the flight did not go well:

The balloon took off from the Crystal Palace near London on 12 October. The flight did not go according to plan: *Mr Turner, in a message telegraphed from Taesso, near Gothenburg, yesterday said – The expedition ended a remarkable journey at Braecken, near Mellerud. The balloon broke all oversea records by a North Sea crossing which began at Yarmouth and extended to North Denmark. They sighted the coast of Denmark at 8 o'clock on Sunday morning, and passed on towards the Baltic. The wind had veered from south-south-west to west, and they hoped it would have taken them to Moscow. "But shortly afterwards" continues the correspondent, "a change of wind brought us north again towards the Skaw?, and again we sighted the sea. We decided none the less to accept the risk and stand seaward again. The backing wind had increased almost to a gale, and we were swept northward at 50 miles an hour. Scandinavia appeared in sight, but dense clouds below us prevented us from taking our bearings and we were ignorant whether we were being carried out to sea again, or whether we were still travelling over land. The situation becoming critical, the expedition made a rapid descent from a height of 11,000 feet, and, in 30 seconds were below the low clouds. It was a perilous landing in the heavy wind, but was made in safety. It was impossible to hold the balloon, though it was rapidly deflating and the gale whirled it away. The expedition then learnt they were on the shores of Lake Wener, which is Sweden's largest inland sea, 90 miles long, with a width varying from 15 to 50 miles, and an area of more than 2000 square miles. (from Aberdeen Daily Journal 15 Oct 1907)*

The deflating balloon was found in a forest 30 miles north of the landing place. The cards were scattered over a large area. Locals picked some of them up and delivered them to the Post Office at Tosse. They were treated as unpaid international postcards and charged 2d postage due.

A BIG BALLOON.

FROM CRYSTAL PALACE TO SWEDEN.

By Telegraph.—Press Association.—Copyright.

LONDON, '14th October.

A mammoth balloon started from the Crystal Palace, London, on Saturday evening, and descended at 1.30 p.m. on Sunday at Brockan, in Sweden. This voyage establishes an oversea record.

Recently the largest balloon ever built in England made its first ascent, carrying the largest number of passengers that have ever been accommodated in one car. The "Mammoth," for so the monster is appropriately named, was built by Mons. A. E. Gaudron, of the Alexandra Palace, for Mr. J. L. Tannar. Its capacity is 108,000 cubic feet; it can carry approximately two and a half tons, in addition to ballast, and has a circumference of 178ft. It cost £350 to construct, and a trifle of £15 will be expended on gas every time it makes an ascent. Mr. Tannar coveted the long-distance record, and as soon as the arrangements were completed, the Mammoth was to start for Russia—or wherever the wind carried it. No doubt this is the balloon which has landed in Sweden.

The Route:



Evening Post, 15 October 1907

CONTINUED

Follow-up to the Mammoth and a very early airmail postage due

By Gary Coates

Ken Snelson's article in the September 2018 *Canadian Philatelist* caught my attention. I was only vaguely aware of this balloon flight, which ended up in an area about 100km as the crow flies from where I lived many years ago in Sweden. The name of the place where the journey ended as named in the *Aberdeen Daily Journal* (Braecken) and the *Evening Post* (Brocken) didn't look quite Swedish. I tried to find something close to that name on Google maps and other Swedish maps, but with no success. The *Aberdeen Journal* indicated that the place was near Mellerud, a larger town in that area. I looked in Örjan Lünings book *The History of Airmail in Scandinavia*, which had 2 pages on the subject, and he wrote that they had landed near the village of Tösse, which is just over 30km north of Mellerud, and the place where Ken's postcard was mailed. I was even more confused.

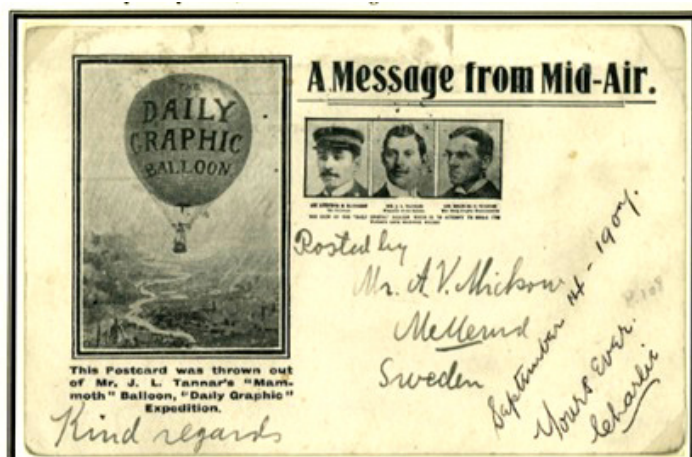
I contacted Ulf Nilsson, the editor of *Filatelisten*, the journal of the Swedish Philatelic Society (SFF), who passed my question on to Fredrik Ydell, a well-known Swedish postal historian who is very interested in that particular balloon flight. He was not familiar with the Braeken name either. Fredrik then looked for reports from Swedish newspapers about this event and found the clarification we were looking for. According to the Göteborgs Posten, the balloon landed first in Bräcka, just outside of Mellerud. The 3 passengers hopped out of the basket, but then the balloon, with less ballast, took off in a gust of wind only to land again about 30km away in Gunnebykögen, near Tösse. Fredrik has not been able to locate on his maps neither Tösse nor Gunnebykögen. Tösse is likely the name of a farm or croft, and so may not be on maps, and Gunnebykögen indicates a forested area that may not now be forest.

It is clear that the postcards that were found in the basket at the second landing place were taken the same day, a Monday, to the post office in Tösse and mailed back to England. Lünings writes it was an elementary school teacher, A.V. Mickow who arranged that. Later, when other cards were found which had apparently fallen out of balloon after taking off after the first landing, they too were taken care of by

Mickow, including drying them and putting Swedish stamps on some of the cards. Stamps of 1 and 2 öre are known, which was insufficient for mailing to England, so they too are marked postage due. A few cards had 5 öre stamps, paying the proper postage for printed matter rate. Cards are known cancelled in Mellerud from November, December and January.



Picture postcard with caption "After a 19-hour journey through the air from London to Mellerud the balloon Mammoth (sic) was caught and packed up by the Englishmen Gaudron, Tannar (sic) and Turner in Tösse on October 14th, 1907.



Specially printed card given to those who attended on the balloon flight.

The postcard shows how small the basket was!

Thanks Ken and Gary, and thanks to Fredrik Ydell for the postcard illustrations.

SEMI-OFFICIAL NOTES

Tom Reyman

No. 7

PATRICIA AIRWAYS AND EXPLORATION LTD.

In April 1926, three former pilots of the Ontario Provincial Air Service formed a new air service company, Patricia Airways and Exploration Limited (PAE). The base of operations was established at Sioux Lookout. This was the same location as Jack Elliot and his companies and served notice that there was competition for the lucrative air service business in the district.

PAE purchased a new aircraft, a Curtiss Lark (dubbed "The Lark") from Garden City, New York and several Curtiss pilots proceeded to fly the aircraft from New York to Buffalo to Toronto ending in Red Lake. This trip required 21 days because of weather issues. Even though this delivery flight did not carry any covers with the company Semi Official stamp it did carry other stamped mail on its March 23 to April 12 flight. Figure 1 is a cover that made this journey.



Figure 1 – New York to Red Lake via Buffalo and Toronto. The Canadian stamp was added to the cover in Toronto. The cover is signed by Pilot W. R. Maxwell.

Some general flights were conducted in May and June but when the Elliot and Elliott-Fairchild Air Service companies ceased operations, a lot of mail accumulated at Red Lake, Sioux Lookout, and Rolling Portage (Hudson).



Figure 2 – Jack V. Elliott Air Service cover (CL6 on back) flown from Red Lake to Sioux Lookout by PAE on June 27, 1926.

The Post Office paid Patricia Airways a fee to complete the transportation of the accumulated mail to the final destinations. These covers retained the Elliott Air service stamps (CL6 and CL7) or the Elliott Fairchild stamps (CL8 and CL9) but were imprinted with the PAE information (Figures 2 and 3)



Figure 3 – Elliott Fairchild Air Service cover (CL9 on back) flown from Red Lake to Sioux Lookout by PAE on June 27, 1926.

The Patricia Company obtained its own Post Office charter and with a newly issued stamp, CL13, began its first company flights on July 7, 1926. This initial stamp design featured the company name and a “head-on” view of the “Lark” aircraft. The cost to the stamp user was 25 cents. The main routes were between Red Lake, Sioux Lookout, and Pine Ridge. (Figure 4)

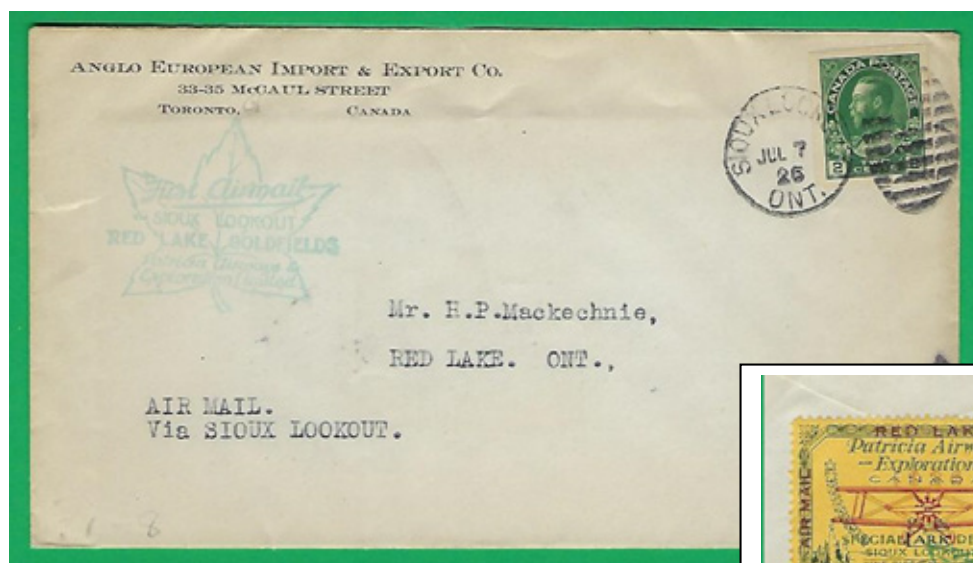


Figure 4 – First flight with the CL13 on July 7, 1926 – Sioux Lookout to Red Lake.



In August 1926, Pilot F. J. Stevenson made an air mail flight from Cryderman Mine (located in the Rice Lake mining district in Manitoba) to Sioux Lookout (Figure 5). This cover is one of only 35 pieces carried on this flight.



Figure 5 – This is the Cryderman Mine to Sioux Lookout cover dated August 17, 1926. The CL13 stamp is on the back.

In December 1926, a new aircraft was added, a Stinson “Detroitter”. Covers were prepared for this delivery flight from Toronto to Red Lake to publicize the event. Figure 6.



Figure 6 – A cover carried on the delivery flight of the Stinson “Detroitter” airplane from Toronto to Red Lake on December 19, 1926.

When the company expanded its routes to Rouyn and Haileybury in April 1927, the CL13 company stamp was overprinted with “Haileybury and Rouyn 10 cents” in red ink. This reduced rate stamp was to be used only on the Haileybury-Rouyn route and has been given the designation of CL14. When the fee for the Sioux Lookout to Red Lake air mail service was reduced from 10 cents to 5 cents on September 1, 1927, the CL13 was overprinted to show the reduced fee. This is the CL15 stamp.



The next installment of the PAE story will feature the second and third stamp designs for the company and the routes for which they were produced.

References:

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- Milberry, Larry; *Aviation in Canada: The Formative Years*; CANAV Books, Toronto, 2009, Pages 68-69.
- *Unitrade Specialized Catalogue of Canadian Stamps 2017*; The Unitrade Press, Toronto 2017; Pages 576, 578-579.
- www.mindat.org/loc-243403.html

“From Pine to Palm”

by Ronald G. Lafrenière

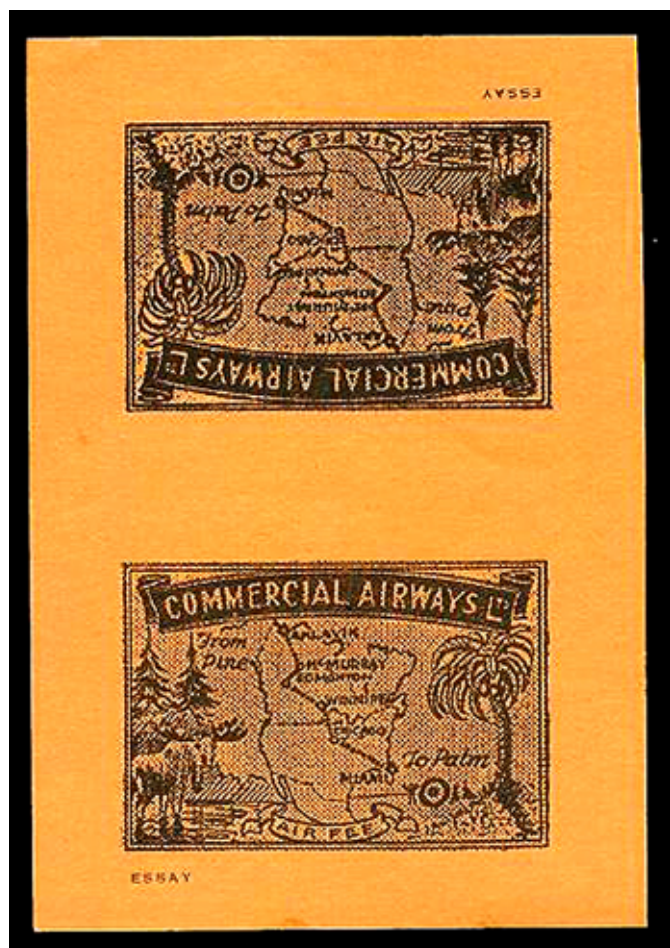


Fig. 1. Pine to Palm essay vertical pair minisheet.

“From Pine to Palm” was the name of the first aerial mail flight from Aklavik, Northwest Territories to Miami, Florida that began on March 14, 1931. Since the route from Fort McMurray to Edmonton was not yet serviced by the Canadian Post Office Department, Commercial Airways Ltd. carried mail over that portion for an extra fee.

Mr. Robertson Arlidge, aka “Bob of the Northland”, who operated the Northland Stamp Co. in Edmonton, Alberta, drew the attention of the Commercial Airways officials to the fact that mail carried on the regular flight south from Aklavik in March could be the first carried all the way by air from northern Canada to the southern United States. The continuous flight was possible due to the opening of the Winnipeg, Manitoba to Pembina, North Dakota route on February 3, 1931, that connected in Pembina to the U.S. air mail network.

It was proposed that mail would be carried from Aklavik to Fort McMurray on the regular Post Office service operated by Commercial Airways Ltd.; from Fort McMurray to Edmonton on the semi-official air mail service operated by Commercial Airways Ltd.; and from Edmonton to Winnipeg and Pembina on regular Post Office air mail services. For the flight, Commercial Airways suggested a special stamp be used to collect the additional air fee for the Fort McMurray to Edmonton leg of the trip.

Arlidge submitted a design to Commercial Airways for a special “From Pine to Palm” semi-official air fee stamp that featured a map of North America with the proposed route, a moose and pine trees on the left, and a palm tree on the right. The company then forwarded the design for approval to the Superintendent, Air Mail Service, in Ottawa.

However, approval of the Pine to Palm stamp was not forthcoming from Ottawa. So covers destined for the flight bore the 5¢ government airmail stamp and the Commercial Airways black “AIR FEE” stamp on the back. It was later determined that no approval of the Pine to Palm stamp was obtained since the Superintendent of Air Mail Service decided that Commercial Airways already had its semi-official air mail stamp that could be used for the flight, and the first flight on every part of the entire route had already been flown.

Not to be deterred, Arlidge nonetheless had the “From Pine to Palm” essays printed as a tête-bêche vertical pair minisheet with “ESSAY” in the lower left corner of each design (**Fig. 1**). This minisheet measures 63 x 93 mm; the design of each stamp is 43.5 x 29.5 mm, excluding the word “ESSAY”. The minisheet is printed in black on orange paper with shiny gum, though ungummed minisheets have also been seen (but this may simply be due to soaking). Arlidge reportedly [1] had 400 of the essay labels printed (i.e. 200 minisheets), and those that were not used on covers were offered as souvenirs of the flight to air mail collectors.

The flight began on March 14, 1931 with the first leg from Aklavik to Fort McMurray being flown by Capt. W. R. “Wop” May. Further legs of the flight included stops in Edmonton, Winnipeg, Pembina and

Chicago, with arrival in Miami on April 2.

Based on available information, a total of 1363 covers were on this flight. All covers received a very poor impression of the March 14 date stamp on account of frozen ink used by Bishop W.A. Geddes, who acted as postmaster at Aklavik.

Some 37 covers were sent by registered mail, passing through Brownsville, Texas March 25 and Cristobal, Canal Zone, March 28, to finally arrive in Buenos Aires about March 31 [2]. One of these covers (**Fig. 2**) was addressed to the Prince of Wales, and signed by Postmaster Geddes, in hopes that the Prince of Wales would agree to be the Honorary President of the Alberta Provincial Philatelic Society [3]. Such covers were apparently handled differently from the covers flown to Miami. They were likely treated as “real” mail rather than “philatelic” mail, and put on the first train out of Fort McMurray to Edmonton.



Fig. 2. Registered cover addressed to H.R.H. The Prince of Wales and signed by W. A. Geddes, Postmaster at Aklavik.

The remaining 1326 covers were flown from Aklavik and arrived in Miami on April 2. Only about two thirds of these (the covers addressed to Bob of the Northland's customers) obtained a purple “RECEIVED GENERAL DELIVERY” Miami backstamp

(see **Fig. 3**). A very few of these covers were refranked with USA air mail stamps and posted from Miami on April 4 to arrive in Buenos Aires on April 13. An example of such a cover is shown in **Fig 4**.

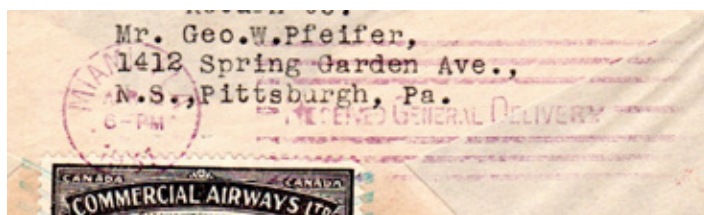


Fig. 3. Example of the “RECEIVED GENERAL DELIVERY” backstamp from Miami dated APR 2, 1931, 6 PM.



Fig. 4. Example of a refranked cover sent from Miami to Buenos Aires.

About one third of unregistered covers were addressed to “Bob of the Northland, c/o Postmaster, Miami, Fla., U.S.A.” and received no backstamp. Such covers were presumably returned to Bob of the Northland, who offered them to his customers. It is suspected that Bob attached the “From Pine to Palm” essay label to the front of an unknown number of these covers, and the essay was cancelled “by favor” by Commercial Airways. An example of a cover bearing the essay label is shown in **Fig 5**.



Fig. 5. Cover bearing the “From Pine to Palm” essay label.

In addition to the orange minisheet of “From Pine to Palm” essays described above, four presumed single essays of the label have been seen by the author. None of these has the word “ESSAY” added to the lower left margin of the design. These are all printed in black on various paper types, with the stamp design measuring 43.5 x 29.5 mm. They are shown in **Fig. 6** and consist of the following: A) black on pale yellow-orange ungummed paper measuring 58 x 59 mm; b) black on faintly shiny ungummed ivory paper measuring 62 x 47 mm; C) black on dull ivory gummed paper measuring 89 x 74 mm; and D) black on red-orange thick ungummed card measuring 83 x 77 mm. A fifth single essay (E, not shown) was offered in Lot 1156 of the Sparks Auctions sale of Dick McIntosh’s collection in September 2018. It appears to be black on white paper, and measures approximately 66 x 70 mm. Finally, it is mentioned [4] that Ed Richardson had six different varieties of the single essays in his collection, so presumably there is a sixth variety (Type F) as yet undescribed, other than it is printed in black on a variety of paper different from the five other varieties.



Fig. 6. Four types (A-D) of essays of the “From Pine to Palm” essay label.

The “From Pine to Palm” essay is an interesting example of a cinderella stamp from the early days of Canadian aviation. Covers bearing the essay label, and minisheets of the essay label are scarce nowadays. And the only examples known to the author of the single essays are from the author’s collection, or offered in the Sparks Auctions sale. If you can provide further information on the “From Pine to Palm” labels, please contact the author by Email at birdbearpress@gmail.com.

Acknowledgments

The author thanks Chris Hargreaves for helpful discussions and images for Figures 2, 3 and 4.

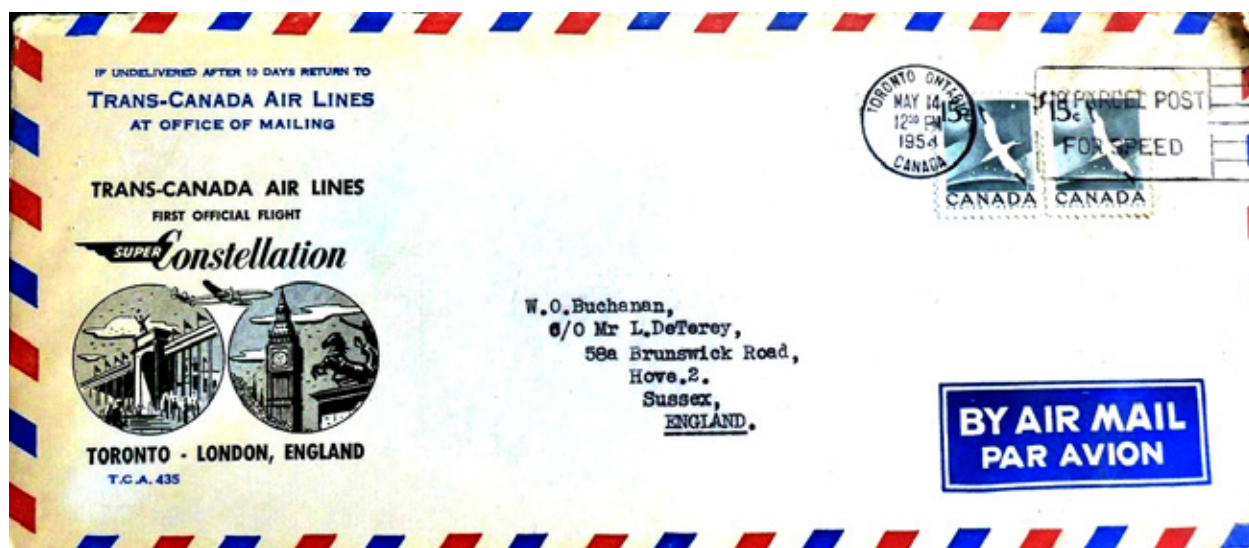
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1. W. R. Patton. *The Airpost Journal*, June 1933, vol. IV, No. 9, Issue 38, p. 17.
2. American Air Mail Society. *The Air Mails of Canada and Newfoundland*. 1997. Edwards Brothers: Ann Arbor, Michigan. p. 75.
3. Letter from Bob of the Northland to Hawthorne Hill, 25 March 1931. *BNAPS Air Mail Study Group Newsletter*. Vol 1, No. 3. August 1993, p. 17.
4. History of the “From Pine to Palm” flight of 1931. *Jack Knight Air Log*. August 1962, p36-37.

65 Years Ago - When Air Travel Was Quite Pleasant!

Ian Macdonald

Sixty-Five years ago, on Friday 14th May 1954, Trans-Canada Air Lines operated their first trans-Atlantic Super Constellation flight: CF-TGB departed Malton as flight 534 at 1725, and after stops at Dorval and Prestwick arrived London Airport at 1515 on Saturday.



11

Trans-Atlantic Services

Light Face Type (11 50) indicates A.M.

TIME—Arrivals and departures throughout this timetable are shown in the time in effect in the city, i.e., Daylight Saving Time or Standard Time, whichever is applicable.

Dark Face Type (11 50) indicates P.M.

CANADA - GREAT BRITAIN - IRELAND - FRANCE - GERMANY

Effective MAY 14 to JUNE 14, 1954

☆SUPER Constellations (Combined First Class and Tourist Class)

★"NORTH STAR" Skyliners (Tourist Class only).

EASTBOUND		Flight Number	→	☆540**	☆500	☆542†	☆532	☆534	☆504
Toronto (Malton Airport).....	Lv	EDT							
Montreal (Overseas Terminal).....	Lv	EDT		D 3 00 Mon	D 6 15 Tue	10 00 Wed	D 9 00 Thur	D 5 25 Fri	D 6 15 Sun
Goose Bay.....	Ar	ADT		7 45		2 45 Thur	B b	D 8 00	B b
Goose Bay.....	Lv	ADT		b 8 45		b 3 45			
Gander.....	Ar	NDT			11 15	L		1 00 Sat	
Gander.....	Lv	NDT			B b 12 15 Wed			B b 2 00	
Shannon.....	Ar	GMT+1							9 40 Mon
Shannon.....	Lv	GMT+1							10 40
Glasgow (Prestwick).....	Ar	GMT+1		9 50 Tue		4 50	12 45 Fri	12 30	
Glasgow (Prestwick).....	Lv	GMT+1		10 35		5 35	I 1 45	I 1 30	
London (London Airport).....	Ar	GMT+1		12 30	11 35	7 30	3 30	3 15	12 30
London (London Airport).....	Lv	GMT+1			I 12 35				1 30
Paris (Orly).....	Ar	GMT+1							2 45
Dusseldorf (Lohausen).....	Ar	GMT+1			2 10				



Thanks Ian.

NEXT ISSUE - SEASONAL SPECIAL

The Canadian Aerophilatelist is published quarterly in March, June, September and December.

The next issue will be our annual SEASONAL SPECIAL. - All members are invited to contribute to each issue of the journal, but particularly this one. Just prepare a page featuring any favourite stamp or cover, add your name, and/or address, and/or Seasons' Greetings to other members, and/or any other information you like, and send a copy of it to the editor -

Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4

(hargreavescp@sympatico.ca)

to arrive by November 1st.

Question: What were the Baby Squid pilots?

Bob Baltzell

I have a cover sent on the first airplane carrying passengers from Kansas City, Missouri to Chicago, Illinois by National Air Transport (later United Airlines). The postmark date is January 1, 1931 and it is addressed to John McHale in Halifax, Nova Scotia and signed by the two NAT pilots, Novinger & Sterling. John McHale is on the 1935 Canadian census as a postman in Halifax. The back-stamp shows it was received in Halifax Jan 3rd and is signed "Cliff Tredur" (could be Trider) Baby Squid Pilot, Halifax. The last name is hard to read.

From what I can determine, mail between the U.S. and Nova Scotia in January of 1931 would have been sent to Sydney, N.S. and then forwarded to its destination. (FAM-12 started Aug 1, 1931) NAT was awarded the contract to carry airmail (CAM-3) on the Chicago to Dallas route where Kansas City was the middle stop.

Editor's Thoughts:

- John McHale produced many First Flight Covers, and sometimes got them signed by people who were not connected to the flight, such as "Mary Viesse - Miss. Halifax". - There is an article about him in the September 2000 issue of The Canadian Aerophilatelist, which you can read at <http://www.aerophilately.ca/ca-200409-v022n03-w060.pdf>

I suspect that "Cliff Tredur (or Trider) Baby Squid Pilot, Halifax" is a local celebrity, not an aviation pilot.

- Bob sent me a reply he received from an inquiry to Reference Services, Library and Archives Canada. LAC did some very thorough and impressive research for Bob, and refer to sources that other people could use when researching covers. I am therefore reprinting the LAC letter on the next two pages:

Reference Services, Library and Archives Canada, Government of Canada

Our reference number: QMS-70529

Dear Mr. Baltzell,

Thank you for having sent images of the airmail cover for the first National Air Transport flight from Kansas City to Chicago on January 1, 1931.

I have conducted extensive research on airmail covers of the era and have unfortunately not been able to find any reference to the "Baby Squid" pilots. I tried some variations on the term, such as "squad", but to no avail.

I have listed below the sources I consulted so as to avoid duplicating our research efforts. I have also



provided a link to our catalogue for each entry so that you may have complete reference information.

Richard K. Malott, Canadian Air Mail Services, 1925 to 1977

http://collectionscanada.gc.ca/ourl/res.php?url_ver=Z39.88-2004&url_tim=2018-07-26T20%3A46%3A36Z&url_ctx_fmt=info%3Aofi%2Ffmt%3Akev%3Amtx%3Actx&rft_dat=44264639&rft_id=info%3Asid%2Fcollectionscanada.gc.ca%3Aamicus&lang=eng

Richard K. Malott, Pioneer and Semi-Official Canadian Air Mail Flight Covers, 1853 to 1934

http://collectionscanada.gc.ca/ourl/res.php?url_ver=Z39.88-2004&url_tim=2018-08-09T18%3A25%3A57Z&url_ctx_fmt=info%3Aofi%2Ffmt%3Akev%3Amtx%3Actx&rft_dat=44265202&rft_id=info%3Asid%2Fcollectionscanada.gc.ca%3Aamicus&lang=eng

John Young, Pioneer and Semi-Official Airmails in Canada

http://collectionscanada.gc.ca/ourl/res.php?url_ver=Z39.88-2004&url_tim=2018-08-09T18%3A27%3A15Z&url_ctx_fmt=info%3Aofi%2Ffmt%3Akev%3Amtx%3Actx&rft_dat=26553084&rft_id=info%3Asid%2Fcollectionscanada.gc.ca%3Aamicus&lang=eng

American Air Mail Society and Canadian Aerophilatelic Society, The Air Mails of Canada and Newfoundland

http://collectionscanada.gc.ca/ourl/res.php?url_ver=Z39.88-2004&url_tim=2018-08-09T18%3A28%3A54Z&url_ctx_fmt=info%3Aofi%2Ffmt%3Akev%3Amtx%3Actx&rft_dat=17389747&rft_id=info%3Asid%2Fcollectionscanada.gc.ca%3Aamicus&lang=eng

Furthermore, "Cliff Tredue" was not listed among the pilots in the above resources and no one by that name appears in the city directories of that time period. However, I was able to locate a Clifford G. Trider, tobacconist at 695 Barrington Street, Halifax in Might's 1931 Directory of Halifax and Dartmouth, Nova Scotia. His residential address appears as 706 Barrington Street. This may well be our man, but I'm afraid I do not have any additional information on him or his possible flying career.

I have transcribed the details provided for Mr. Trider in full above, as I am not able to provide a copy of the relevant directory page. These works cannot be reproduced for preservation and copyright reasons. Please see this link for a complete reference to the directory in our catalogue:

http://collectionscanada.gc.ca/ourl/res.php?url_ver=Z39.88-2004&url_tim=2018-08-09T18%3A43%3A04Z&url_ctx_fmt=info%3Aofi%2Ffmt%3Akev%3Amtx%3Actx&rft_dat=1097965&rft_id=info%3Asid%2Fcollectionscanada.gc.ca%3Aamicus&lang=eng

I also checked various news sources (The Globe and Mail, The Toronto Star, Newspaper Archive and Paper of Record databases), as well as specialized websites (<http://www.aerodacious.com/>, <http://www.americanairmailssociety.org/>, <http://www.aerophilately.ca/>, etc.) with no luck.

There are a few more avenues of research open to you.

It might be worth looking through early aviation or philatelic magazines to determine if this mail route and its pilots are discussed.

The American Airmail Society has made available digitized copies of the Airpost Journal from 1929 onwards, complete with indexes, available here: http://www.americanairmailssociety.org/html/airpost_journal.html. You may also wish to contact the philatelic groups they list with your question: http://www.americanairmailssociety.org/html/aerophilatelic_societies.html.

A 1998 issue of the Canadian Aerophilatelic Society's newsletter, The Canadian Aerophilatelist, (<http://www.aerophilately.ca/ca-199806-v014n02-w035.pdf>) lists the following publications of the era that might provide some leads: Lynn's Weekly Stamp News, Weekly Philatelic Gossip, Mekeel's and the Standard Airpost Catalogue (see page 11). Should you wish to investigate if issues of these titles are available near you, you can search WorldCat (<http://www.worldcat.org/>) or check with your local public library.

The Canadian Aerophilatelic Society also provides an

index to their newsletter (<http://www.aerophilately.ca/pdfbacktest.html>) and links to several other relevant philatelic groups (<http://www.aerophilately.ca/Links.html>).

Here at Library and Archives Canada, one possible source of information would be Canadian Aviation magazine, the catalogue entry for which is here: http://collectionscanada.gc.ca/ourl/res.php?url_ver=Z39.88-2004&url_tim=2018-08-09T19%3A29%3A53Z&url_ctx_fmt=info%3Aofi%2Ffmt%3Akev%3Amtx%3Actx-&rft_dat=87762&rft_id=info%3Asid%2Fcollection-scanada.gc.ca%3Aamicus&lang=eng. Short of coming onsite to consult issues of this magazine yourself, you could hire a freelance researcher to do so on your behalf: <http://www.bac-lac.gc.ca/eng/freelance-researchers/Pages/freelance-researchers.aspx>.

Finally, the Smithsonian National Air and Space Museum holds an archival collection on National Air Transport, the letter's carrier: <https://airandspace.si.edu/collection-objects/national-air-transport-collection-hutchinson-1927-1937>. It may be worth contacting their Archives for additional guidance: <https://airandspace.si.edu/archives>.

I'm sorry that I could not provide you with more definitive information on this very interesting topic, but I hope that some of the leads I have provided prove helpful.

Best regards,

Alexandra Clemence

Reference Services

Library and Archives Canada / Government of Canada
bac.reference.lac@canada.ca / Tel: 1-866-578-7777 /
TTY: 1-866-299-1699

Well done Alexandra Clemence and Library and Archives Canada!

CALTAPEX 2019

Annual show of the Calgary Philatelic Society.

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**CACHETS APPLIED
TO INTERRUPTED NEW ZEALAND
AIR MAIL, by Brian R Peace FRPSL
APR and Robin D Gwynn
RDP FRPSL FRPSNZ**

Review by Ken Sanford: kaerophil@gmail.com

The authors of this study have spent thirty years amassing examples and information on the subject. The result is a 108-page full-colour book containing details of every cover recorded and its provenance.

Jim Stapleton, compiler of The New Zealand Air Mail Catalogue, had intended to publish something on this subject over 25 years ago, and the two authors had provided him with details of their examples. Sadly, Jim passed away before taking the matter further.

The study deals only with the cachets applied to interrupted air mail in the period 1936 to 1967. The authors set the context by stating 150 examples have been identified. They then list the number of examples recorded for each year, pointing out that 87 examples (58% of those recorded) are from the period April 1936 to 1938. What is remarkable is that in 57 of the 89 incidents (64%) only a single example is recorded.

Auction realisations have not reflected the scarcity of these cachets.

A census of covers is included. Listing every example in chronological date order, with images where available, one can quickly establish whether a

cover has been already recorded or is a new find.

Listings of all the aircraft involved during the period are very detailed, and useful for those collecting first flight covers.

Inevitably the publication of the study will encourage collectors to examine their examples to check if they have an unrecorded item. Many more examples will come to light.

The authors state that other aspects of New Zealand disaster mail could be the subject of further studies. It is hoped these have already been started. Available at NZ\$35.00 plus postage from Mowbray Collectables, Wellington, NZ. john@mowbrays.co.nz

**NEW EDITION OF THE AUSTRALIAN
AIR MAIL CATALOGUE.**

Plans are under way to release a new edition of The Australian Air Mail Catalogue for release at Aeropex in December of this year. Tom Frommer and Charles Leski have been updating the last edition, published in 2008, but are always conscious of corrections and new entries to be made. Such a catalogue is a work in progress that is continually evolving.

Collectors and researchers with details of changes and additions to the catalogue are invited to send them to Tom Frommer, Charles Leski or Martin Walker by the end of September 2019 so they can be verified and considered for inclusion in the new edition.

If sending changes please quote the current AAMC number and the details of the change.

For new entries please send the details as found in the catalogue for other flights. eg, date of departure, the names of the pilots and crew and the aircraft used, the route flown including stops, and if known, the number of covers carried. Scans of the cover at min 300dpi will also be helpful.

To encourage new contributions to the catalogue Charles Leski is generously offering a 50% discount off the retail price of the new edition to all contributors who suggest corrections or additions that are adopted.

Details of how to order the new edition will be released later in the year.

Tom Frommer - frommer@pcug.org.au

Charles Leski - Charles@leski.com.au

Martin Walker - saphilatelist@gmail.com

How I became an Aerophilatelist #9

Chris Hargreaves



First Flight Cover: EDMONTON, Alberta - FORT NELSON, British Columbia, July 5th 1937

As a boy I collected stamps, and loved the pictures and designs on them. I also read comics, wanted to be a pilot, and dreamed about travelling the world.

Later on, I stopped collecting stamps, and no longer read comics. I started a pilot training course, but had to withdraw due to chronic ear ache.

Instead of travelling the world, I became a high school Social Science teacher. - I taught students how to locate remote towns in northern Canada on maps, and the skills of historical research. (I also taught Law, Philosophy, and a lot of other things.)

But my parents continued to collect stamp, and I occasionally visited stamp shops and shows to buy presents for them.

My father collected bird stamps, and one day I came across some First Flight Covers with drawings of birds in the cachets. The covers were in a box, and being sold for \$2 each.

I was intrigued by the \$2 price, as the covers were franked with a 6 cents airmail stamp from the 1930s.- I had often taught about the 1930's, and in order to help students understand articles about the Depression, gave them a comparison of prices in the 1930's with contemporary prices in the 1990's. I remembered that in the 1930's a quart of milk also cost 6 cents. But in 1992 a quart of milk, (or its metric equivalent), cost \$2.25!

So this cover had once been a valued item, that was prepared specially for a flight, sent to Edmonton, flown to Fort Nelson, travelled

back across North America to Massachusetts, and been put in a collection. Then, fifty-five years later, it was sold for less, in purchasing power, than the original cost of the stamp!

I started wondering about these First Flight Covers. - Why did people create them? What sort of aircraft were they flown in? Why was the first flight made when it was?

Then I began reading about aviation history, and First Flight Covers. - Soon I was collecting again, looking for First Flight Covers, and enthralled

by aerophilately.

Now I do my own historical research, and gather information from various sources. - I'm delighted when I have to try and reconcile different accounts of the same event.

Sometimes at stamp shows, when going through boxes of covers, I feel like a modern-day archaeologist! Fortunately the surroundings are normally much more pleasant than those endured by many archaeologists.

I can tell stories about northern Canadian towns like Fort Nelson, which are no longer just names on a map.

I read newspaper articles about flying that were written in the 1920's and 30's, and which remind me of the comic books I once read. Meanwhile people I meet who actually fly around the world on business, tend to complain about hotels and jet lag.

And I still love an attractive design on my covers, and the pictures on the stamps.

Many thanks to Gord Mallett, Ian MacDonald, Dick McIntosh, Don Fraser, Dave Reynolds, Thomas Lippert, Brian Wolfenden, and the late Mike Shand, for their contributions to this series of articles. All readers are invited to contribute an account of how they became an Aerophilatelist, and/or why they chose the specialization you did. Please send a long or short item to the editor at hargreavescp@sympatico.ca

INDEX to THE CANADIAN AEROPHILATELIST

Gord Mallett maintains a terrific index to the contents of *The Canadian Aerophilatelist*, which begins with the July 1985 inaugural issue.

The index is produced as a Word document, and includes all Journal articles linked to the collecting, researching and exhibiting interests of aerophilatelists and astrophilatelists, as well as the aviation and philately articles of a more general nature. - by using the Find function any name, keyword, phrase or The Air Mails of Canada and Newfoundland catalogue number can be utilized to locate pertinent articles.

For a free copy of the Index, or further information, contact society member Gord Mallett [gdmall@telus.net].



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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; and 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: _____	
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(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:

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#403 David Crotty,
#453 Steve N. Dulaney,
#455 Bernie Finkelstein,
#186 Chris Hargreaves,
#420 Allen Klein,
#387 Ronald Markwell,
#234 Kevin O'Reilly,
#194 Derek C. Rance,
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#412 John Walsh

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