

THE CANADIAN AEROPHILATELIST



QUARTERLY JOURNAL OF THE CANADIAN AEROPHILATELIC SOCIETY

March 2024

No. 138

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AND MUCH MORE!



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Volume XL Number I

Royal Philatelic Society of Canada – Chapter No. 187
 American Philatelic Society - Affiliate No. 189
 FISA (Fédération internationale des sociétés aérophilatéliques) – Club Member
 WEBSITE – www.aerophilately.ca

Editor: Chris Hargreaves, 4060 Bath Road
 Kingston, Ontario K7M 4Y4
 Tel. 613 389 8993

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Vice-President: Tony Hine, 155 Chaplin Crescent, Toronto, ON, M5P 1B1, Tel: 647 519 1442, tonyh6@gmail.com
Secretary-Treasurer: Brian Wolfden, 203A Woodfield Drive, Nepean, ON, K2G 4P2, Tel: 613 226 2045 bjnepean@trytel.com
Western Chapter Representative: Dave Bartlet, 1955 - 9th Avenue NW, Calgary, Alberta T2N 4N3 Tel: 403 289 9680
dave.bartlet@shaw.ca

Members at large:

David Crotty, P.O. Box 16115, Ludlow, KY, U.S.A. 41016-0115, Tel: 859 360 0676, decrotty@yahoo.com
 Walter Herdzyk, 104 Cantrell Dr. S.W., Calgary, AB, T2W 2M6, Tel: 403 238 7845, herdzykw@shaw.ca
 Sandy Freeman, 343 – 4135 University Ave. N.W., Calgary, AB, T3B 6K8, Tel: 403 241 9280, freemangs@shaw.ca
 Tom Reyman, 2943 N 82nd St., Scottsdale, Arizona, U.S.A. 85251, Tel: 602 389 4804, tgraz356@msn.com
 Gord Mallett, #202 – 1966 Durnin Rd. Kelowna, BC, V1X 7X2, Tel: 250 868 8848, ggmallett@gmail.com

Past President:

Chris Hargreaves, 4060 Bath Road, Kingston, ON, K7M 4Y4, Tel. 613 389 8993, hargreavescp@sympatico.ca

Webmaster:

Dave Bartlet (see contacts above)

The Canadian Aerophilatelist:

Editor – Chris Hargreaves (see contacts above)
 Layout Editor – Paul Balcaen, labriseman@pm.me
 Columnist - Tom Reyman (see contacts above)
 Index – Gord Mallett (see contacts above)

CAS CALENDAR**EDMONTON STAMP CLUB SPRING NATIONAL STAMP SHOW – March 23rd – 24th 2024**

Central Lions Recreation Centre 11113-113 St., Edmonton, Alberta
 March 23: 10:00 am to 5:00 pm March 24: 10:00 am to 4:00 pm
 Dealers buying and selling stamps, National Level Exhibits (WSP), Jr Table, Free Evaluations, Door Prizes, and more. Website: <http://www.edmontonstampclub.ca>

ORAPEX 2024 – OTTAWA - May 4th - 5th 2024

at the Nepean Sportsplex, 1701 Woodroffe Ave, Ottawa, Ontario K2G 1W2.

May 4 10am-6pm May 5 10am-4pm

The theme will be "Marcophily/Postmarks". About 35 dealers. National level exhibits – ORAPEX is part of the American Philatelic Society's "World Series of Philately." See www.orapex.ca for more information.

BNAPEX 2024 – KINGSTON, ONTARIO – August 23rd – 25th 2024.

Annual Exhibition of The British North America Philatelic Society

For information see www.BNAPS.org

ROYAL*2024*ROYALE – FREDERICTON, NEW BRUNSWICK – September 20th-22nd 2024.

For information see www.rpsc.org

CALTAPEX – CALGARY, ALBERTA – October 2024

For information see: <https://calgaryphilatelicsociety.com/>

QUÉBEC CITY OLD PAPER SHOW - October 26th 27th 2024

Travelodge by Wyndham Hotel and Convention Centre. 3125 Hochelaga Blvd., Quebec City, Quebec

Saturday 10 a.m. to 5:30 p.m. Sunday 10 a.m. to 3 p.m.

25 dealers in attendance: stamps, postal history, covers, postcards, ephemera, old papers, archives, vintage posters and magazines and antiquarian books. One to two pages exhibition.

E-mail: salonduvieuxpapierdequebec@videotron.ca Website: <http://https://svpq.ca/>

PRESIDENT'S REPORT

Congratulations to the team that produces *The Canadian Aerophilatelist* for winning a Large Vermeil Medal at the 18th New Zealand National Philatelic Literature Exhibition, which was held in Christchurch, New Zealand, last November.

Many thanks to Chris Hargreaves for putting together the content of each issue, Paul Balcaen for doing terrific layouts, and Gord Mallett for keeping up the index which was included as part of the entry. Thanks also to everybody who contributes articles, which go into producing what I consider is one of the finest journals in Canadian philately.

Congratulations also to Chris for the success of *The Air Mails of Canada and Newfoundland (2nd edition)*, which won a Large Gold Medal and the Reserve Grand Award at the CHICAGOPEX Philatelic Literature Exhibition at the end of last year.

This time last year I commented in my President's Report about all the snow in Ottawa. As I write this there is hardly any! But the real Spring in Ontario is still 2 1/2 months away, so there is plenty of time to plan a visit to Ottawa for ORAPEX, which will be held on Saturday May 6th and Sunday May 7th.

The CAS will have its Annual General Meeting,

and bi-annual elections, on the Sunday afternoon of ORAPEX as usual.

Brian will gladly stay on as Secretary-Treasurer, as will Chris as editor of *The Canadian Aerophilatelist*, and myself as President, but we need a new Vice-President.

Tony Hine is going to step down from CAS Vice President and become a Member-at-large. I want to thank Tony for his years of service to the CAS, and to thank the other members of the executive for their contributions too.

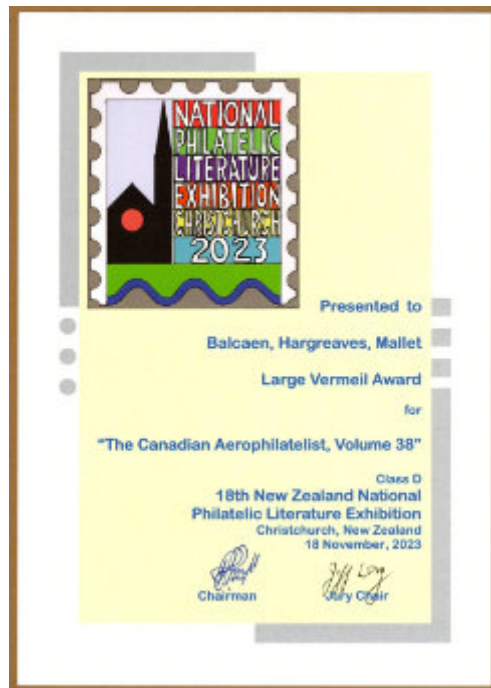
If you are interested in taking on one of the executive positions, and to help determine the future direction of the CAS, please contact Brian, Chris or myself.

A future activity for the CAS should be to commemorate the centenary of the first semi-official airmail flight in Canada, which was made by Laurentide Air Service in September 2024. - If you have any suggestions for what the CAS should do to commemorate

the centenary, please send your suggestion to Brian, Chris or myself, and/or come to the AGM when this will be discussed.

I hope everybody has a safe and healthy Spring/Fall season depending on your hemisphere.

Steve Johnson



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SECRETARY'S REPORT

Welcome to 3 new members:
 #536 John Cranmer of Mirfield UK
 #537 Bryan Dunne of Delta BC
 #538 Celine Poulin-Lape of Norton MA

As of January 9, 2024 the Society has a total membership of 141. This is an increase of 7 from January 4, 2023. The breakdown of the membership is as follows:

CANADA: 2024

Alberta	7
British Columbia	21
Manitoba	1
New Brunswick	4
Newfoundland	1
Northwest Territories	1
Nova Scotia	3
Ontario	45
Quebec	9
Saskatchewan	1
Total	93

USA: 2024

Arizona	1
California	2
Colorado	2
Connecticut	2
Illinois	3
Kentucky	1
Maryland	1
Massachusetts	1
Michigan	1
New Jersey	1
New York	3
North Carolina	2
Ohio	1
Oklahoma	1
Oregon	1
Texas	2
Virginia	2
Total	27

INTERNATIONAL: 2024

Australia	2
Cayman Islands	1
France	1
Germany	1
India	1
Ireland	1
Israel	1
Netherlands	1
New Zealand	2
Sweden	1
U.K.	9
Total	21

GRAND TOTAL: 141

Brian Wolfenden
 Secretary, CAS

**CANADIAN AEROPHILATELIC SOCIETY TREASURER'S REPORT
FOR THE YEARS ENDING 31 DEC 2022 AND 31 DEC 2023**

	2022	2023
Opening Bank Balance	<u>25,971.33</u>	<u>25,135.47</u>
INCOME		
Accounts Receivable at Previous 31 Dec	<u>0.00</u>	<u>0.00</u>
Income Generated During the Year		
Dues – new members & Renewals	3,229.07	2,423.17
AMCN 2- sales less expenses	2,818.01	2,396.68
Other Sales – includes e.g. books, pins & covers	20.00	50.00
Donations – from members	<u>0.00</u>	<u>0.00</u>
Income Generated and Received during the Year	6,067.08	4,869.85
Less Accounts Receivable <u>at</u> 31 Dec	<u>0.00</u>	<u>0.00</u>
Opening Bank Balance & Income Received During the Year	32,038.41	30,005.32
EXPENSES		
Accounts Payable/Outstanding Cheques at Previous 31 Dec	<u>0.00</u>	<u>0.00</u>
Expenses Incurred During the Year		
Dues & Advertising-other philatelic organizations	163.72	53.50
Editor Expenses	0.00	635.79
Office Supplies	94.28	152.48
Postage-such as for CAS journal, covers & books	619.43	581.99
Printing and Photocopying – such as journal and catalogue	780.20	672.06
Journal Exhibit Fees	100.00	0.00
ORAPEX sponsorship	250.00	305.00
Book purchases & book storage	130.00	172.84
AMCN 2	4,002.00	2,909.62
New C.A.S. catalogue	471.44	0.00
Engraving – presentation plaques/donations	<u>291.87</u>	<u>84.70</u>
Expenses Incurred during the Year	<u>6,902.94</u>	<u>5,567.98</u>
Less Accounts Payable/Outstanding cheques <u>at</u> 31 Dec	<u>0.00</u>	<u>0.00</u>
Expenses Incurred in Previous and Current Years but paid in Current Year	<u>6,902.94</u>	<u>5,567.98</u>
Closing Bank Balance	<u>25,135.47</u>	<u>24,437.34</u>
FINANCIAL POSITION		
Accounts Receivable <u>at</u> 31 Dec	-	-
Accounts Payable <u>at</u> 31 Dec	-	-
Financial Position <u>at</u> 31 Dec	<u>25,135.47</u>	<u>24,437.34</u>

BRIAN WOLFENDEN
Treasurer – CAS

THE CANADIAN AEROPHILATELIST EDITOR'S AWARD FOR 2024

will be presented to

IAN MACDONALD

for his many and diverse contributions to The Canadian Aerophilatelist.

The Editor's Award is presented each year to a person chosen by the editor to recognize "an outstanding contribution to the journal or aerophilately". - The Award was created as a way for the editor to recognize current achievements, in addition to writing obituaries which record past achievements.

Last December when he updated the index to The Canadian Aerophilatelist, Gord Mallett pointed out that Ian Macdonald had provided content for the journal over 40 times, and suggested he be considered as a recipient for the annual Editor's Award. I fully agreed with Gord's suggestion, as Ian has undoubtedly made an outstanding contribution to our journal!

Ian's first item in the journal involved World War II Airgraphs, (March 2012). His subsequent contributions have covered a wide range of items including:



"THE FIRST DOGMAIL CONNECTING WITH AEROPLANE AT ST. HUBERT AIRPORT NEAR MONTREAL, CANADA", (September 2014 and June 2015)



Identifying this postcard as showing a former Royal Air Force Canada JN-4Can Canuck, belonging to the Vancouver Aerial Transportation Company, photographed in Vernon, BC, in August 1919. (June 2023)

Ian has also corrected spelling errors in northern Canadian place names in section 5 of AMCN2, (Dec.2023); passed on a newspaper story about one of the World War II hillside signs in Eire that was repurposed to honour singer Sinéad O'Connor at the time of her funeral, (also Dec. 2023); and has another contribution later in this issue!

Many thanks for your outstanding contributions Ian.

Chris Hargreaves

INDEX to THE CANADIAN AEROPHILATELIST

The index begins with the July 1985 inaugural issue, 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. The index is produced as a Word document, and 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, contact society member Gord Mallett Cdn.airmail@gmail.com

CAS and BNAPS AIR MAIL STUDY GROUP JOINT MEETINGS - SUNDAY FEBRUARY 4th

John Bertram gave a very informative and entertaining tribute to Bob Bradford. – John's presentation described Bob's very varied life as a World War II pilot, renowned aviation artist, historian, and founder of the National Aviation Museum in Ottawa. It included detailed information on the renowned series of 16 aircraft stamps he produced for Canada Post in 1979-82, and showed some draft studies which changed considerably before getting final approval for an actual stamp.

DAY OF AEROPHILATELY – Sunday November 3rd – HYBRID MEETING

There will be an in-person meeting at the Vincent Graves Greene Philatelic Research Foundation, 10 Summerhill Avenue, Toronto, from 11.15 a.m. to 4.00 p.m.

The first part of the meeting from 11.15 to 1.00 PM will be broadcast on Zoom. – It will feature a presentation by Marc Castel about his research into the 1927 London to London flight and the CLP6 semi-official stamp. Marc's research was described in a very detailed article in the September 2023 Canadian Aerophilatelist.

The live meeting will continue with lunch on Yonge Street, followed by an open frame session at the VGGF when people can put up exhibits and other material to look at and discuss, and also buy and sell items.

For more information, and/or to obtain a

copy of Marc's article on the CLP6, contact the editor:

hargreavescp@sympatico.ca

CRASH COVERS ON VIDEO – KEN SANFORD

There is an interesting internet series produced by Ted Tyszka on You Tube entitled "Ted Talks Stamps". Each episode is about 30 minutes long. A recent episode featured Ken Sanford talking about collecting crash covers. It can be viewed at: <https://www.youtube.com/watch?v=9I3Em-e53UU>

CANADIAN POSTAGE RATES TO INCREASE

CANADIAN STAMP NEWS reported in February that Canada Post is seeking approval to increase the price of a domestic stamp in a booklet, coil or pane from 92 to 99 cents.

The proposed rate changes would also affect other products, including U.S., international letter-post and domestic Registered Mail items. The price of a single stamp for a domestic letter (30 grams or less) would increase from \$1.07 to \$1.15. When purchased in a booklet, coil or pane, the price would increase from 92 cents to 99 cents per stamp.

The new rate would take effect on May 6. According to Canada Post, domestic letter mail rates have increased twice over the last decade (five cents in 2019 and two cents in 2020), with the last major pricing change on March 31, 2014.

Canada Post says the rate increase will impact the average Canadian household at 65 cents per year and the average Canadian small business at \$12.07 per year. Permanent stamps will always be accepted at the current domestic postage price.

For more information about Canadian Stamp News see <https://canadianstampnews.com/>

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BNAPEX 2024 Kingston **St. Lawrence College Event Centre** **100 Portsmouth Ave., Kingston ON**

August 23-25, 2024

Friday (10:00-17:00) Saturday (10:00-18:00)
 Sunday (10:00-15:00)

160 frames of BNA Philatelic exhibits
National Dealer Bourse
Philatelic Seminars and Meetings

Free admission to the Exhibition, Special Display, Bourse, Seminars and Meetings. For additional information and exhibit applications refer to BNAPEX website bnaps.org

There will be a BNAPS Air Mail study group meeting on Saturday afternoon, at 2.00 p.m. with a presentation on

KINGSTON'S AIRMAIL: EARLIEST COVERS TO THE TRANS-CANADA AIR MAIL ROUTE
 by *Chris Hargreaves*

A feature of this year's show will be a co-operative exhibit on:

THE PHILATELIC HISTORY OF KINGSTON FROM 1673 TO THE PRESENT DAY.

Everybody is invited to contribute a page towards this project. It will be a fun, non-competitive exhibit that is not restricted by the exhibiting guidelines for Postal History or Aerophilately, but can include anything that has gone through, or was intended to go through, the mail to or from Kingston.

Original items are not required: scans and photo copies are fine! – Contributions can be sent electronically as a high quality, colour pdf or jpeg. For postal submissions, please print on white card stock, and mail unfolded and adequately stiffened.

Pages should be 8½" × 11", vertical format, with a minimum 1 cm / ½ inch margin on all sides. Font type is optional, but we would like minimum sizes of 16 point bold for the page title, which should include a year or range of years; 14 point bold for headings; and 12 point for text. If you wish acknowledgement, add your name, initials or "from the collection of ..." on the bottom right.

Deadline for submissions is JULY 1st but sooner would be welcome.

Please send your submission to Chris Anstead, 3258 Elphin Maberly Road, McDonald's Corners, ON K0G 1M0 (Co-Chair: BNAPS St. Lawrence Seaway Regional Group) 613-278-1428 or to your editor at hargreavescp@sympatico.ca (Co-chair BNAPEX 2024)

A demo page is shown opposite. – I hope that many CAS members will contribute to this project, and am very curious to see what air mail items to or from Kingston that CAS members have.

Chris Hargreaves

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BRITISH NORTH AMERICA AND CANADIAN POSTAL HISTORY

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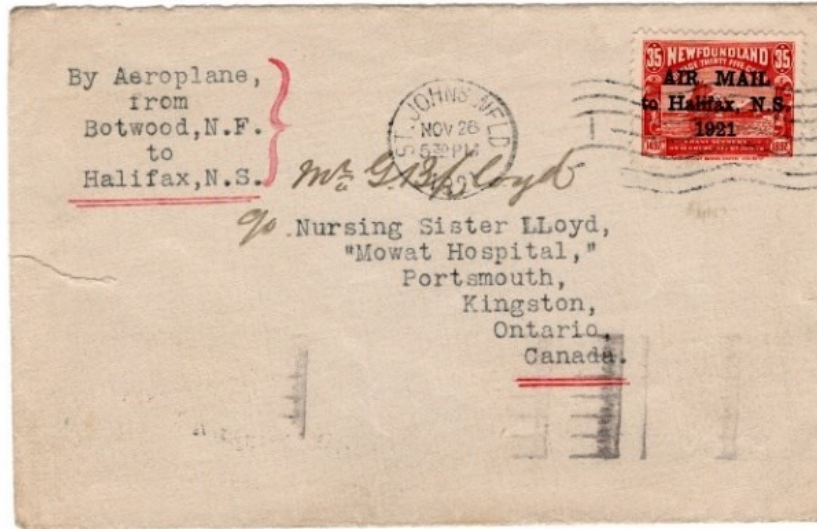


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1921 – A VERY EARLY AIRMAIL LETTER TO KINGSTON



Postmarked **ST. JOHNS NFLD NOV 26 5:30 PM 1921**

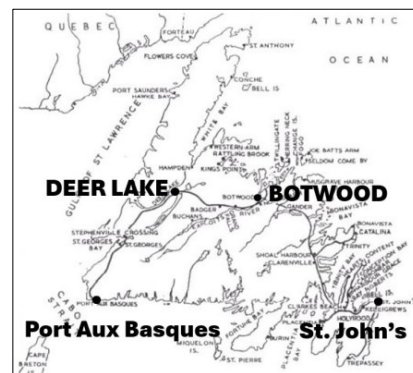
Endorsed **“By Aeroplane, from Botwood, N.F. to Halifax, N.S.”**

In November 1920, Major Sidney Cotton set up an aviation company to provide seal-spotting flights for the Newfoundland government. It also made occasional mail carrying flights within Newfoundland.

In November 1921 the company proposed a mail carrying flight to Halifax, Nova Scotia. The cost would be 35 cents per letter instead of the usual 3 cents, and the Newfoundland Post Office issued a special stamp for the flight by overprinting an existing 35 cents stamp.

Mail for the flight was collected at the St. John’s post office, and was sent by train to Botwood on November 26th. Major Cotton planned to fly to Halifax on November 30th in a four-seater Martinsyde aircraft, but the Martinsyde was damaged when a ski broke through thin ice. It was then planned fly mail in the De Havilland 9 shown below, but this plane was not ready to take off until December 10th. The plane left Botwood at 10:40 a.m. but after two hours had to land near Deer Lake, 150 km from Botwood, due to engine trouble. A spare part was sent by rail to Deer Lake, but in trying to start the plane the next day Cotton was hit by the propeller and injured. He was sent by train to St. John’s and was in hospital for several weeks. The mail was held until January 23rd in the hope of completing the flight, but was then sent by rail to Port-aux-Basques, by steamship to North Sydney in Nova Scotia, and then by rail to Halifax where it was backstamped on February 4th 1922.

This letter continued by rail to Kingston, and was then sent on to Portsmouth – at that time a village 4 kms outside Kingston – where it was backstamped on February 7th 1922.



(Information from *Newfoundland Air Mails* by C.H.C. Harmer)

Chris Hargreaves

1928 - THE BREMEN TRANS-ATLANTIC FLIGHT

Puzzling covers and a mysterious signature
 Chris Hargreaves with information from Derek Rance



Figure 1: Cancelled CLARKE CITY AP28 28 (feint on stamp, clear below) Newspaper clipping on front:

CANADA AIR COVERS

Here's something rather unusual. This cover was up to Greenly Island right after the Bremen flyers landed and was prepared to be taken out by one of the rescue planes. Envelope is addressed with ----- names ----- of the gallant captains who did much the toward helping in the rescue work. Postmark is Clarke City. Has one of the new Patricia Airways labels, a 5c Laurier Canada postage stamp and is Backstamped Clarke City, Sioux Lookout, Red Lake, Rolling Portage. In addition it has the cachet of the Western Air-

Backstamped CLARKE CITY looks like AP25 28 but could be AP26 or AP28, ROLLING PORTAGE MY 12 28 and SIOUX LOOKOUT MY 12 28 (No sign of a RED LAKE backstamp or WESTERN AIRWAYS cachet.)

Many thanks to David Ball for sending me a copy of this most intriguing cover.

As the clipping on the cover states, it is related to the first East – West Tans-Atlantic flight by the “Bremen”. This flight was a major news story in 1928, as shown

by the front page of *The New York Times* for April 14th 1928, (Figure 2), on which all but two stories dealt with various aspects of the Bremen flight.



Figure 2 (above) - New York Times April 14th 1928

According to *The Airmails of Canada and Newfoundland* (2nd edition) only one cover is known from the actual flight: a message from Director and Council of Aonoch Tailteann, the ancient name of Ireland. [1]

There are a variety of covers, including Figure 1, related to the rescue of the crew of the Bremen from Greenly Island. However, the claims made for these covers do not match the events that actually occurred, and the handling of them is a puzzle.

Derek Rance wrote a very detailed article about the Bremen rescue that was published in the March 1997 *Canadian Aerophilatelist*. [2]

According to Derek, “the most accurate accounting of the Bremen Trans-Atlantic Flight was published by the three Bremen pilots Kohl, Fitzmaurice and von Huenefeld in their book “The Three Musketeers of the Air”. [3] This publication

contains each individual pilot's account of the flight. The following chronology emerges:

April 12, 1928. The Bremen takes off from Baldonnell, Ireland at 5:15 a.m.

April 13, 1928. After flying through a gale, the Labrador coast was reached 36 ½ hours later. As most of the flight had occurred in clouds with severe wind buffeting, the aviators became lost. Consequently they decided to land at the first habitation they saw. This was the Greenly Island lighthouse in the Strait of Belle Isle. The landing was made on a lagoon on the island. However, break-up was then occurring. As the plane was on wheels, not skis, the wheels broke through the lagoon's thin crustal ice. The plane nosed over, damaging the propeller and wheels and breaking the axle. After making the aircraft secure, the fliers were taken in by the lighthouse keeper, Le Templier. Using the Long Point of Blanc Sablon telegraph station, which was located on the mainland, 2 miles North of

Greenly Island, telegrams, requesting help and spare parts, were sent.



Figure 3 (above): The BREMEN on Greenly Island.

April 14, 1928. To aid the Bremen flyers the Quebec Government promptly chartered the two Fairchild aircraft of the Canadian Transcontinental Airways. "Duke" Schiller with Dr. Louis Cuisinier as passenger, took off from Lake St. Agnes at 10:45 a.m.. They reached Seven Islands that afternoon. Here they refueled the plane and spent the night. The flight to Greenly Island was not continued that day, as the destination could not be reached before nightfall.

April 15, 1928. At 5:15 p.m. Schiller and Cuisinier landed on the frozen sea at Greenly Island, after having again refueled at Natashquan. On the same day, Roméo Vachon, with four reporters on board, left Lake St. Agnes for Greenly Island.

April 16, 1928. In order to meet with Miss Herta Junkers (daughter of the manufacturer of the "Bremen") who had flown to Lake St. Agnes to provide assistance, as well as to organize the rescue effort for the plane, Fitzmaurice was selected to fly back to Lake St. Agnes with Schiller. They left Greenly Island that noon, but due to having to fight headwinds, they were forced to land at Natashquan in order to spend the night.

April 17, 1928. The pair left Natashquan at 12 :30 p.m. and flew to Seven Islands. They were met by P.L. Collier, manager of the Clarke Company, who persuaded them that they would spend the night in greater comfort if they flew the seven miles to Clarke City, which had the area's only hotel . This they did, landing at 5 p.m.

April 18, 1928. Schiller and Fitzmaurice left Clarke City at noon and landed at the Lake St. Agnes base late that same afternoon. Here, after first meeting with Herta Junkers, Fitzmaurice then stayed at Murray Bay (La Malbaie) in order to organize delivery of the parts needed to repair the Bremen.

April 20, 1928. A Ford Tri-Motor, which had been chartered from Commander Byrd, by the New York World and North American Newspaper Alliance, left the Detroit airport. Its pilot was Floyd Bennett, who en-route, become

ill, and so had to leave the plane at Quebec. He died, in hospital, five days later, of pneumonia.

April 22, 1928. Fitzmaurice with the crew of the Ford Tri-Motor, and a Junkers' mechanic, flew directly back to Greenly Island. (Figure 3.)

April 26, 1928. After it became apparent that the Bremen could not be rescued at that time, the crew of the Bremen left Greenly Island in the Ford Tri-Motor. They reached Lake St. Agnes the same evening and overnighted in Murray Bay.

April 27, 1928. The Bremen crew continued with their flight to New York in the Ford Tri-motor. Their routing on this final day's leg overflew both Quebec and Montreal. In New York, the Bremen pilots were given a heroes' welcome, with a massive 5th Avenue ticker-tape parade, lamp post decorations and banquets.

AMCN2 lists three covers signed by Schiller with a typed inscription "Carried on aircraft carrying Comm. Fitzmaurice, Clarke City to Quebec". (Section 5 #2817). However, Schiller only flew as far as Lake St. Agnes, which was the base of operations of Canadian Trans-Continental Airways. and then stayed in La Malbaie. [Figure 4.] The reason why the covers were backstamped in Quebec, is that after North Shore air mail had been flown into Lake St. Agnes, the mailbags were taken 8 miles by road to Murray Bay (La Malbaie), to be placed on the train that ran to Quebec for sorting and processing. According to Georges Blouin (who was the Seven Islands postmaster at that time), without exception, all North Shore mail was sorted at, and forwarded from, Quebec, as this was the regional post office. Even mail that was addressed to La Malbaie was first sent to Quebec, to be sorted there, and then subsequently returned on the train to La Malbaie."



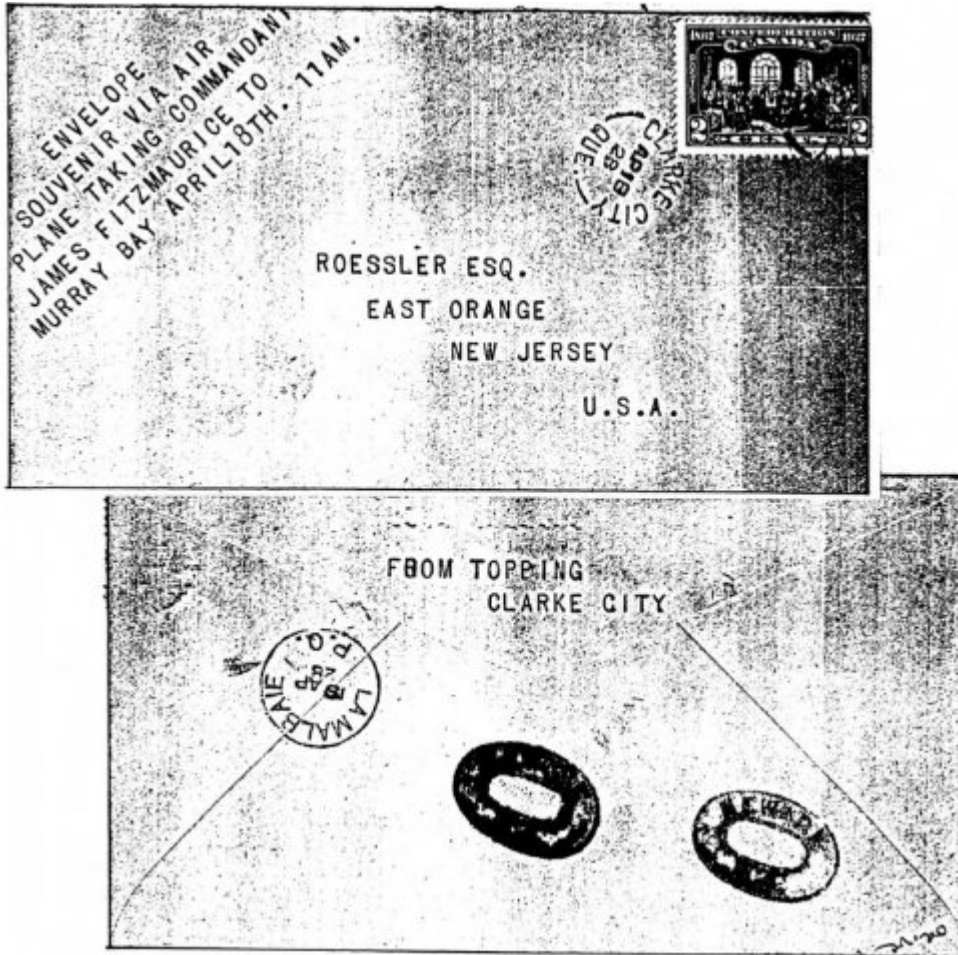
Figure 4 (above): Schiller and Fitzmaurice arriving at Lake St. Agnes.

Many newspapers had sent reporters to cover the rescue of the Bremen flyers, often chartering aircraft to do so.

According to Fred Motson's book *The Bremen*, which gives a very dramatic and readable description of both the flight and the events which followed it, "By 4 PM when the Fairchild came into view, 12 aircraft were parked on the lake below, and the landing area was dotted with 30 excited photographers milling around". [4]

Figure 5 (below): Typed inscription ENVELOPE SOUVENIR VIA AIR PLANE TAKING COMMANDANT JAMES FITZMAURICE TO MURRAY BAY APRIL 18TH. 11 AM. Postmarked CLARKE CITY API8 28 Backstamped LA MALBAIE 18 AP 28

The cover in Figure 5 claims to have been on the same flight as the cover was listed in AMCN2, but has a different inscription. - According to Derek, "the cover is very questionable! The sender of the cover was Topping, who, at that time, was the Clarke Company employee in charge of the company's post office. (Clarke City then was a true "company town" in all respects.) Favour canceling - at La Malbaie - had definitely taken place, three months earlier, on the first air mail flight to Quebec's North Shore. Also, it should be noted that this is a Roessler cover. It is certainly not inconceivable that this cover was contrived at some later date, in order to cash in on the fame and glamour of the Bremen flight. Certainly the opportunity and means to do so was readily available, if there was connivance between the two postmasters. This connivance probably occurred, as if the flight cover was genuine, it would have been processed, and forwarded to Roessler, from Quebec, not from La Malbaie."



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Figure 6 (above): Addressed to: Col. James C. Fitzmaurice, c/o Plane "Bremen", Seven Islands, P Que

An "Almost Bremen" - When Colonel Fitzmaurice left Greenely Island for the U.S. he carried no mail, but some was prepared. We have covers postmarked "Clarke City, April 26, Que." Each one is inscribed "Col. James C. Fitzmaurice, c/o Plane "BREMEN" Seven Islands, P. Que." in red. These covers were not carried in the plane as the dogsled made poor time, and the fliers had been rescued by Duke Schiller when the sled got to Greenely Isle, but are the best you can get as a souvenir of the Bremen. Our thanks are due to the P.M. of Clarke City for handling this mail for us.

Figure 7 (above): Note sold with cover in Figure 6, transcribed.

The cover in Figure 6 came with a newspaper/magazine clipping, probably from Roessler's Air Mail News, that is shown in Figure 7. According to Derek, "this cover was obviously prepared by postmaster Topping. This can be demonstrated by comparing the type face with that on Figure 5. The statement in the newspaper / magazine that the cover was prepared so as to be taken by dogsled to Greenely Island is clearly a case of Roessler's overheated imagination. The date of this cover is April 26, 1928. This was the date that the Bremen crew flew from Greenely Island to Lake St. Agnes. Topping (the Clarke City postmaster) would have known of this departure through the telegraph that ran along the Quebec Northshore. A kindly conjecture is that Topping prepared these covers in the belief that the plane carrying the Bremen aviators would have to stop at Seven Islands for refueling. If the plane had been a Fairchild FC-2W this would have been a necessity. However, the plane flying the aviators was Commander Byrd's Ford Tri-Motor, which was fitted with extra fuel tanks for prolonged flights. Consequently the plane overflew Seven Islands, and for this reason the covers did not connect with the Bremen flyers. A more cynical viewpoint is that these covers, like those described above, were merely

contrived.

"It is very possible that the more kindly explanation is correct. Certainly this answers the question as to why Roessler would claim in his newsletter that the Figure 6 covers were the "best that you can get as a souvenir of the Bremen." Probably these were the first covers that he had for sale. Subsequently Roessler probably had the James Fitzmaurice covers (Figure 5) manufactured when it came to light that genuine Bremen covers did exist, or possibly as a consequence of a high demand for commemorative material."

Herta Junkers (the daughter of Hugo Junkers, who oversaw the effort to rescue the Bremen and its crew), James Fitzmaurice, and Duke Schiller were all in La Malbaie on April 18th 1928. Their signatures on Figure 1 suggests it is a "true" Bremen rescue related cover, but everything else about the cover is weird!

A similar cover, without the signatures, is shown as Figure 8, which Figure 8 comes from Gary Dickinson's A.C. Roessler's *Canadiana*. [5]

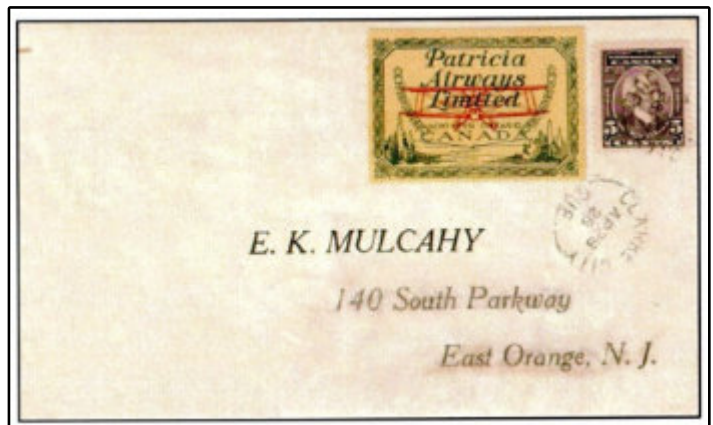


Figure 8 (above) is described by Gary as:

Addressed to E.K. Mulcahy at Roessler's home address. It has two Clarke City, Quebec split circle cancellations dated April 28, 1928, one of which ties the five cent #144 to the cover, but the Patricia Airways Limited stamp is not tied. There is another Clarke City split circle cancel dated April 25 on the back as well as Rolling Portage, Ontario and Sioux Lookout, Ontario back stamps dated May 12, 1928. Those dates are beyond the period in which PAL operated, so it appears that their stamp is likely an add-on by Roessler to get decorate the cover after it was delivered to him.

Figure 8 is a very puzzling cover, and the questions about it also apply to Figure 1 which began this article:

•why is there no incoming postage to match the backstamp of April 25th

- if the cover was flown from Clarke City, Quebec, to New Jersey on April 28, why was it sent to Northern Ontario in May to be flown again between Rolling Portage and Sioux Lookout?
- Why does it have back stamps for a flight between Rolling Portage and Sioux Lookout but no postage?
- Why was the Patricia Airways Limited label added to the cover when PAL was no longer flying?

Given all the claims Roessler made about the rarity of Bremen covers, and the efforts he made to create Bremen rescue covers, I am left wondering why a “true” rescue cover would be sent away for irrelevant cancellations, rather than being held and sold?

A final puzzle regarding the cover in Figure 1, is the signature of E.K. Mulcahy.

E.K. Mulcahy is a name that Roessler occasionally used for his correspondence. Gary Dickinson shows it on a label to Roessler’s home address, applied to a cover flown by Western Canada Airways on July 1st 1927 to commemorate the 60th Anniversary of Confederation. - Figure 9.

The surname was also used on the cover in Figure 10 which is addressed to “Miss Mulcahy, 1000 Oraton, E. Orange, NJ”. Gary notes that the handwriting on the cover is clearly Roessler’s.



Figure 9

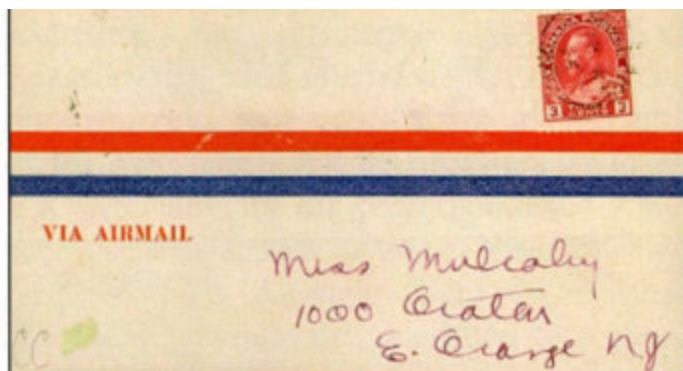


Figure 10

Given the three apparently genuine signatures on the back of the cover in Figure 1, why was a faux signature for the E.K. Mulcahy added to the front of the cover?

If anybody can provide additional information regarding these Bremen covers, or would like to add comments on and/or possible explanations for any of the questions raised, please send them to hargreavescp@yimpatico.ca

REFERENCES:

[1] *The Airmails of Canada and Newfoundland* (2nd edition), is available for \$65 Canadian plus \$10 postage to anywhere from Canadianairmail@gmail.com

[2] The March 1997 *Canadian Aerophilatelist* can be viewed on our website www.aerophilately.ca

[3] *The Three Musketeers of the Air*, Koehl, J.C.Fitzmaurice, von Huenefeld. (The Knickerbocker Press, 1928).

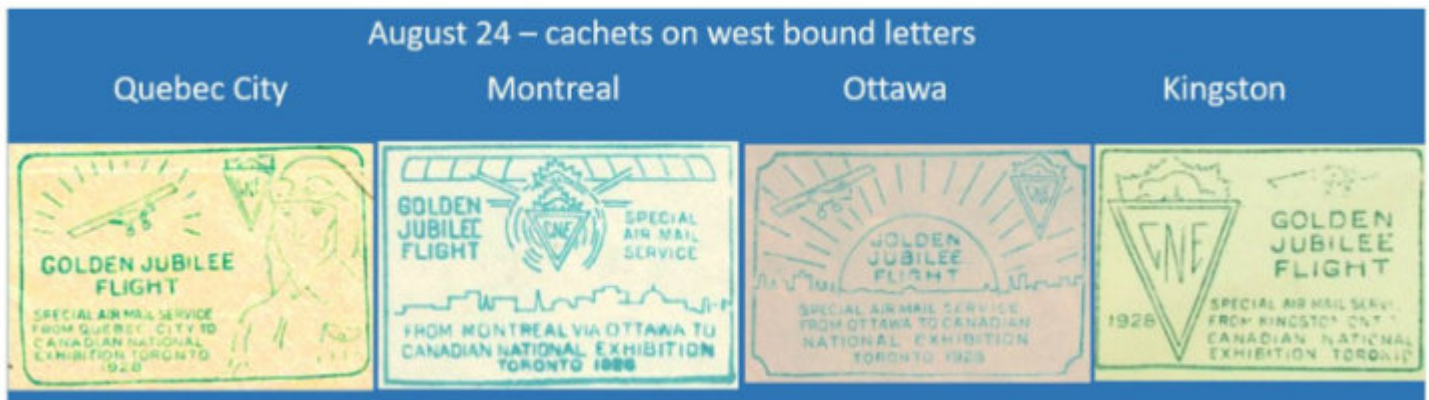
[4] *The Bremen* by Fred Hotson. Available from Larry Milberry at larry@canavbooks.com Larry comments, “From the drama to the humour of this amazing venture – it’s a beauty and you’ll love it! Photos, fold-out map, 3-views. 224 pages, \$22.50”. I think it’s terrific too!

[5] *A.C. Roessler's Canadiana* by Gary Dickinson is a very comprehensive study of Roessler’s life and times, the airmail envelopes he printed, and his First Flight Covers - both the genuine (usually) and spurious (sometimes) ones. Published by the British North America Philatelic Society. 62 pages, 8.5x11, spiral bound. Colour \$ 23.00 [ISBN 978-1-897391-83-9]. For more information see <https://bnaps.org/books/bookdetails.php?bookid=37>

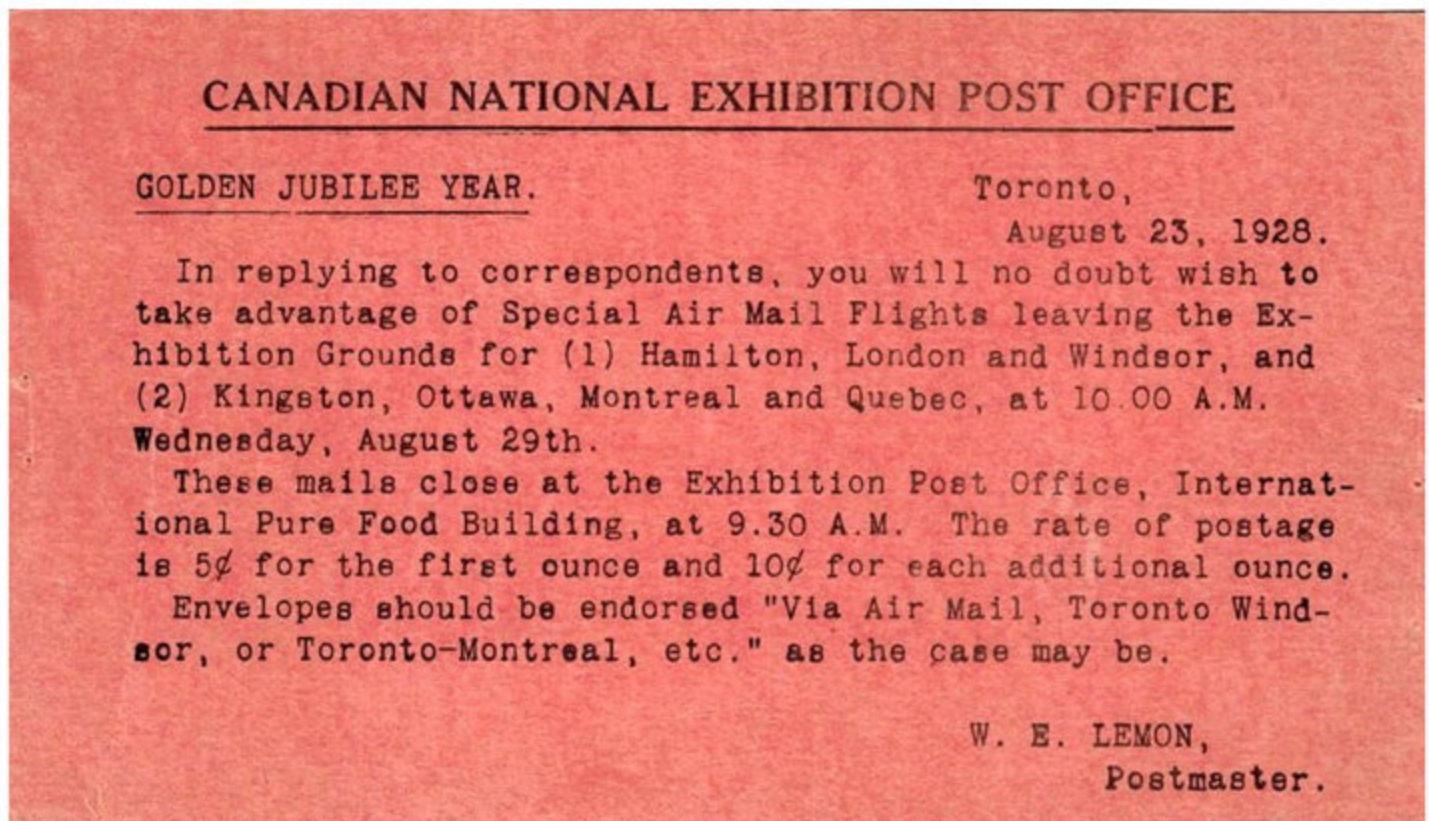
The Golden Jubilee flights of 1928.

Charles Livermore

1928 was the 50th anniversary of the Canadian National Exhibition. Its organizers arranged with Canada Post and Canadian Transcontinental Airways for special flights to and from the Exhibition. On August 24, there were two flights. One left from Windsor with stops at London and Hamilton before its final arrival at the Ex. The other left from Québec City with stops at Montréal, Ottawa, and Kingston before its final arrival at the Ex. There are a total of 38 cachets that can be collected from these flights. In addition to the cachets to and from the CNE, most of which are relatively easy to find, there are also cachets between the intermediate cities which are more difficult to find. The flights to and from Québec city were by seaplane. The flights between Hamilton and Windsor were by land-based planes. Below is a sampling of the cachets that were used.



I recently picked up the card shown below. I particularly like the fact that they explain where the Exhibition Post Office is. I am speculating that it was handed out at the CNE to remind people of the special event that was to happen on August 29.





Boulton & Paul Ltd. & The R-101 Airship

Brian Wolfenden

At a recent local stamp show, I came across this advertising blotter from the Boulton & Paul Ltd., a successful general manufacturing firm with a history of building steel frame aircraft from World War One on. The company head office & works was based in Norwich, with a depot in Birmingham & also an office in London.

They were contracted by the British government to provide most of the structure for the R101 airship. The completed sections were transported to RAF Cardington for assembly there. The R101 subsequently flew over Norwich in return.

The blotter has a full colour picture of the R101, as well as a brief commentary from Boulton & Paul, the basic statistics of the R101 & a comparison of the size of the R101 with the ocean liner Mauretania, which at 700 feet long was 30 feet

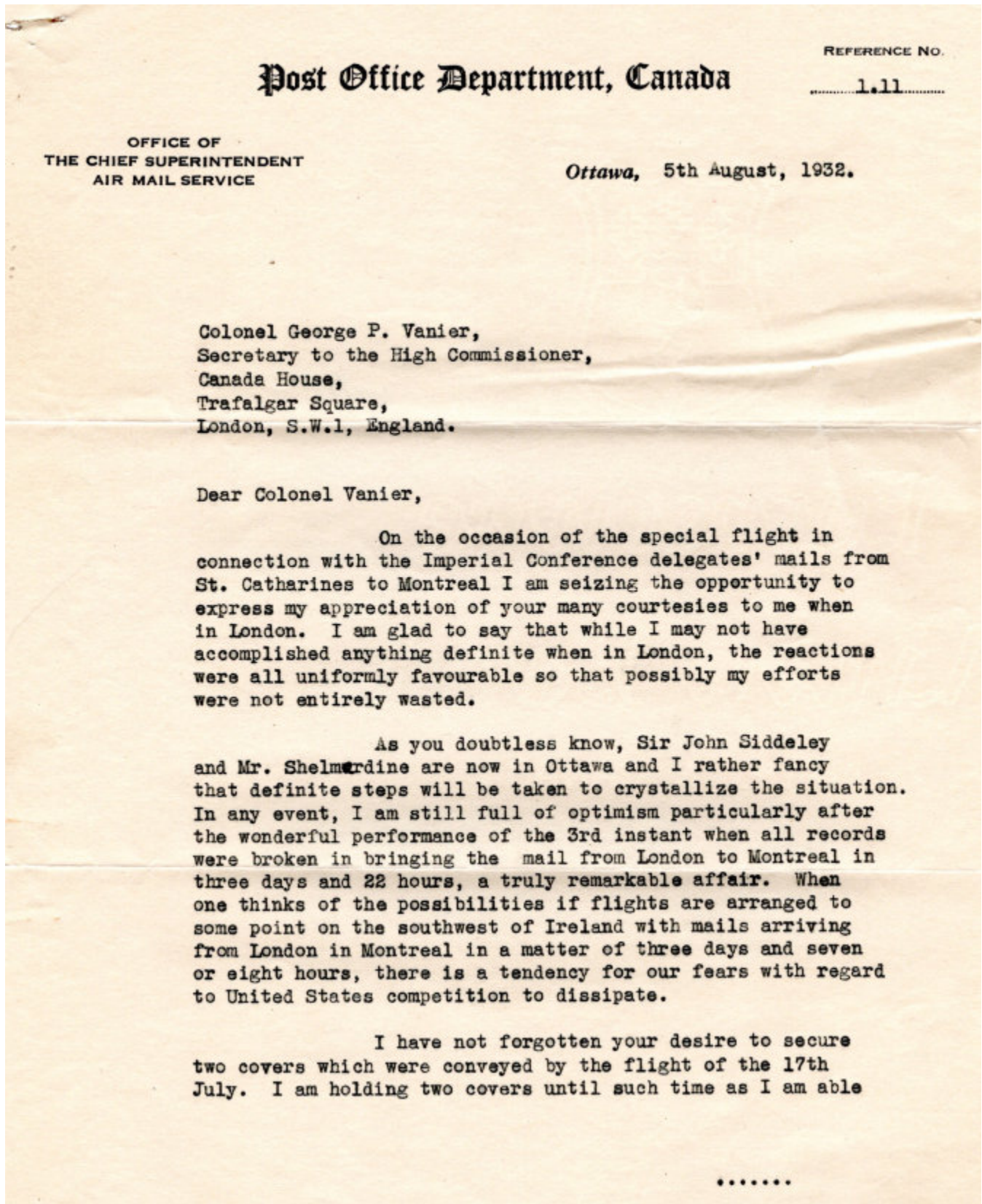
shorter than R101 as well as with Nelson's Column, which at 145 feet tall was only 13 feet taller than the R101.

The R101 was one of 2 rigid airships completed in 1929 as part of the Imperial Airship Scheme. The first was the R100 which flew to Montreal in July & August 1930 & then back to the U.K., where it remained. It was privately designed & built with government funding.

The R101 was designed & built by an Air Ministry appointed team. After trial flights & subsequent modifications to increase lifting capacity, the R101 crashed in France on its maiden overseas voyage on 5 October 1930, killing 48 of the 54 people on board. This crash marked the end of the Imperial Airship Scheme & the R100 was broken up for scrap.

1932: SPEEDING UP TRANS - ATLANTIC MAIL

Thanks to Ian MacDonald for this very interesting letter, which gives an insight into the planning taking place in 1932 to use aircraft to speed up mail between England and Canada. It includes an intriguing reference to, "a tendency for our fears with regard to United States competition to dissipate".



to secure the signatures of the pilots which should add to their interest. But in any event, they will be forwarded in due course.

This letter comes to you after a special flight from St. Catharines to Montreal which is being performed in order to look after certain mails from Imperial Conference delegates who will be in St. Catharines in connection with the opening of the Welland canal. It is really an extraordinary service performed for their benefit and the psychological reaction should, I think, be favourable when the general question of air mail transportation is under consideration. In view of its unique character the cover might have certain philatelic interest and for this reason you might be disposed to retain it rather than throw it away.

With best personal regards,

Yours sincerely,

G. Herring
 Chief Superintendent
 Air Mail Service.



Postmarked ST. CATHERINES 17 AUG 6 32
Backstampe MONTREAL 9 PM AUG 6 32
Listed in AMCN2 section 5, #3237

The letter refers to, "the wonderful performance of the 3rd instant when all records were broken in bringing the mail from London to Montreal in three days and 22 hours". - The Red Bay airmail flights which made this possible were described in the June 2022 *Canadian Aerophilatelist*.

This cover was supposed to have been flown on from Montreal to connect with the *Empress of Britain* en route to England, but missed the connection due to fog. The mail was then

THE MYSTIQUE OF AMELIA EARHART

1932:

Amelia Earhart made the first non-stop solo Trans-Atlantic flight by a woman.

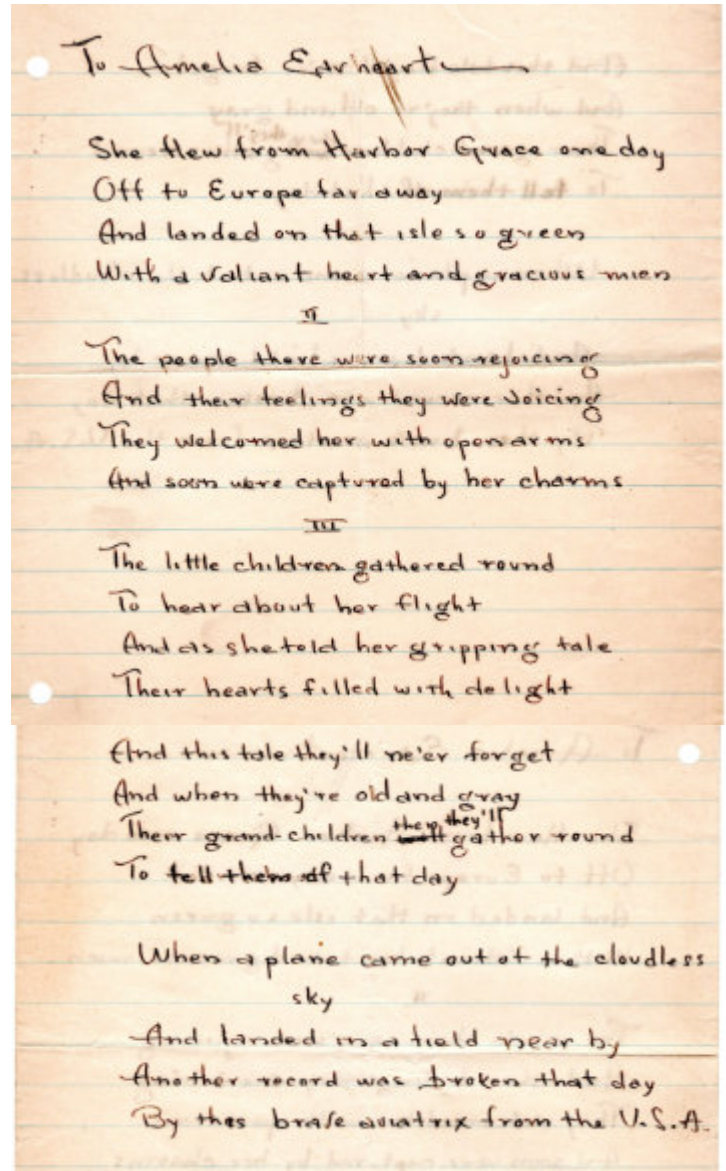
This poem was found by John Johnson among a collection of British air mail covers: no information is known about it.



Drawing by Robert Crandall

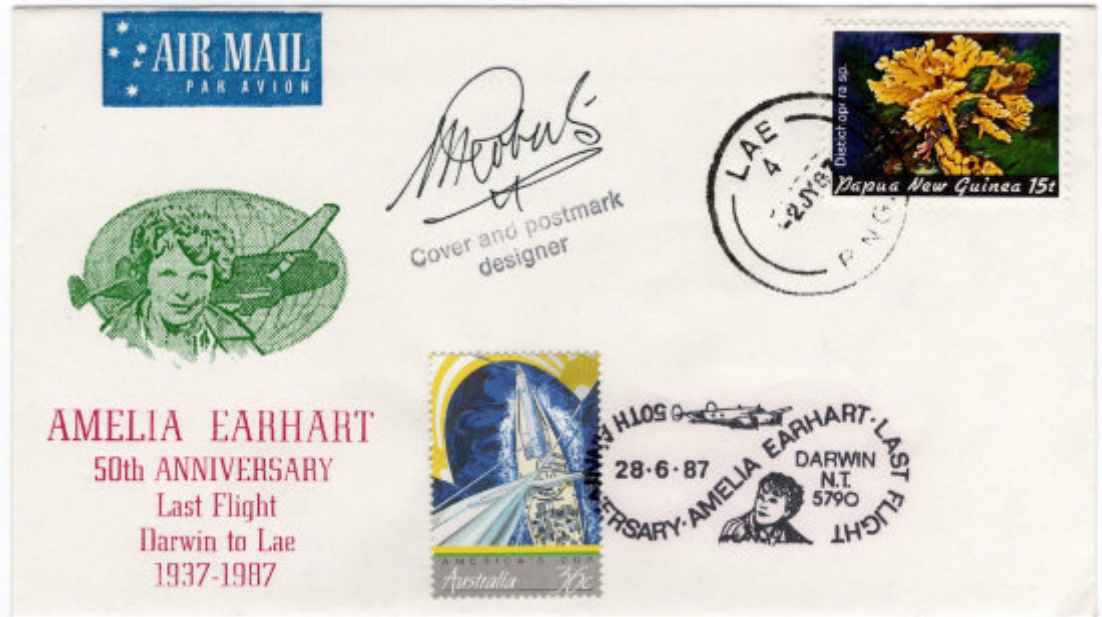
1937:

Amelia Earhart attempted an around-the-world flight together with navigator Fred Noonan in a Lockheed Electra 10-E. They left Oakland, California on May 20th 1937, but disappeared over the Pacific Ocean while trying to find and land on Howland Island on July 2nd 1937.



1987

Commemorative cover produced on the 50th Anniversary of the last completed leg of her attempted around-the-world flight.

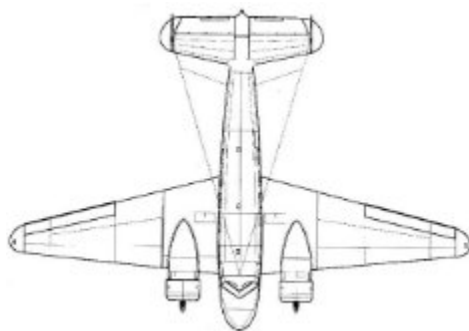


2024

The latest of many expeditions to find the remains of Amelia Earhart or her aircraft claims to have succeeded!

The image was taken at a depth of 4800 m (16,400 feet) about 160 km (100 miles) from Howland.

However, some people have commented that the image appears to have swept wings, and looks more like a jet fighter than Amelia Earhart's Lockheed Electra 10-E



Thanks to Sandy Freeman for this article from The Calgary Herald, February 1st 2024.

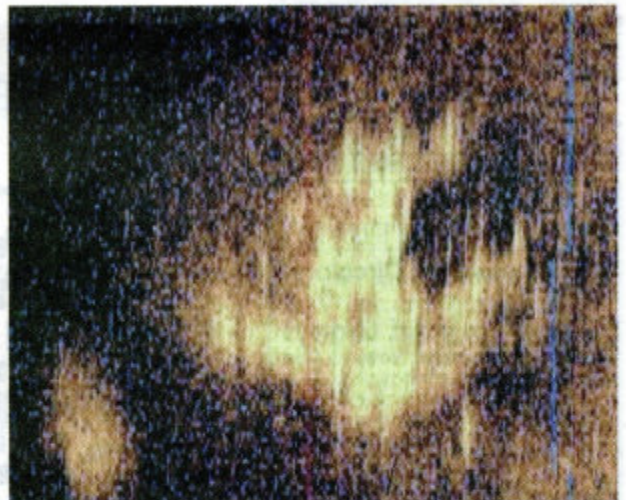
GRAINY SONAR IMAGE REIGNITES EXCITEMENT ABOUT EARHART'S FATE

JAMES POLLARD AND BEN FINLEY
in Columbia, S.C.

A grainy sonar image recorded by a private pilot has reinvigorated interest in one of the past century's most alluring mysteries: What happened to Amelia Earhart when her plane vanished during her flight around the world in 1937?

Numerous expeditions have turned up nothing, only confirming that swaths of ocean floor held no trace of her twin-tailed monoplane. Tony Romeo now believes his new South Carolina-based sea exploration company captured an outline of the iconic American's Lockheed 10-E Electra.

Archeologists and explorers are hopeful. But whether the tousled-haired pilot's plane lies at the roughly 4,800-metre depth remains to be seen. And debates abound about the proper handling of whatever object is discovered.



DEEP SEA VISION / AFP VIA GETTY IMAGES

A sonar image released this week shows a plane-shaped object believed to be Earhart's Lockheed 10-E Electra about 4,800 metres down on the Pacific Ocean floor.

From alien abduction to Japanese execution, theories abound

Earhart and her navigator, Fred Noonan, disappeared while flying from New Guinea to Howland Island as part of her attempt to become the first female pilot to circumnavigate the globe. She had radioed that she was running low on fuel.

1938 - AIR MAIL PARCEL RATES

During the 1930s First Flight Covers flown on Air Stage routes were generally mailed to addresses in Canada or the USA, and franked at the prevailing "up to 1 ounce" air mail rate: 5 cents then 6 cents to addresses in Canada; 5 cents, 6 cents, 8 cents, then 6 cents again to the U.S.A.

However, a lot of the non-philatelic mail carried on Air Stage routes was parcel post, and the rates for parcels were much more complicated than those for First Class letters, as shown by this announcement from the United States postal bulletin.

Thanks to Jean Walton for the copy of this announcement, and to Bill Walton and Mike Street who passed it on to me.

There is a second article on Air Mail parcel rates later in this issue, regarding the rates charged in the 1950s and 1960s.

WASHINGTON, THURSDAY, OCTOBER 27, 1938

SECOND ASSISTANT POSTMASTER GENERAL,
Washington, October 25, 1938.

AIR POSTAGE RATES FOR MATTER TO BE CARRIED ON CERTAIN ROUTES IN CANADA

Under the heading "CANADA" of the paragraph "Mail for the Mackenzie River district of northwestern Canada" on page 96 of Part II of the July 1938 Postal Guide, change the postage rates to be as follows:

"First- and third-class matter—Ordinary first-class rates.

"Second-class matter and parcel post, as follows:

"For Bitumont, Embarras Portage, Fort Chipewyan, Fort Fitzgerald, Fort Smith, and Goldfields, 30 cents per pound or fraction; for Camlaren, Fort Resolution, Yellowknife, Rae, Hay River, Fort Providence, and Port Radium, 70 cents per pound or fraction; for Coppermine, Fort Simpson, Wrigley, Fort Norman, and Fort Good Hope, \$1.20 per pound or fraction, and for Arctic Red River, Fort McPherson, Aklavik, and Herschel Island, \$1.40 per pound or fraction.

"Small parcels weighing up to 8 ounces may be prepaid at the rate of 6 cents for the first ounce and 5 cents for each additional ounce (minimum postage 14 cents per parcel)."

Add after the last paragraph "Articles paid at," etc., the following:

"The postage rates for second-class matter mailed by publishers, newsdealers, or the public, to be conveyed by air in Canada to the post offices in the list stated below, are:

"12 cents per pound up to and including 10 pounds.

"\$1.50 per parcel over 10 pounds up to and including 15 pounds.

"\$2.00 per parcel over 15 pounds up to and including 20 pounds.

"\$2.50 per parcel over 20 pounds up to and including 25 pounds.

British Columbia:

Finlay Forks.
Fort Graham.
Fort McLeod.
Fort St. James.¹
Germanson Landing.
Manson Creek.
Taka Landing.
Ware.
Manitoba:
Berens River.
Beresford Lake.
Bissett.
Cross Lake.
Gods Lake.
Herb Lake.
Island Lake (Non P. O.).
Norway House.

Saskatchewan:

Beauval.
Buffalo Narrows.
Cumberland House.
Doré Lake.
De à la Croix.
Lac la Ronde.
La Loche.
Montreal Lake.
Sturgeon Landing.

Ontario:

Central Patricia.
Cole.
Goldpines.
Jackson Manion.
McKenzie Island.
Madsen.
Narrow Lake.
Pelee Island.²
Pickle Crow.
Red Lake.
Sachigo River.
Scudder.²
Uchi Lake (Non P. O.).

Quebec:

Amanish.¹
Baie Comau.²
Baie de la Trinité.²

Quebec—Continued.

Baie Johann Beetz.¹
Baie Ste. Claire, Anticosti Island.²
Betsiamites.¹
Blanc Sablon.¹
Boisville, Magdalen Islands.²
Bonne Espérance.¹
Bradore Bay.²
Chemin des Buttes, Magdalen Islands.²
Chutes aux Outardes.²
Clarke City.²
Dock.²
Etang des Caps, Magdalen Islands.²
Etang du Nord, Magdalen Islands.²
Franquelin.²
Galix.²
Gethsemani.²
Godbout.²
Grand Entry, Magdalen Islands.²
Grand Ruissseau, Magdalen Islands.²
Grindstone Island, Magdalen Islands.²
Gros Cap, Magdalen Islands.²
Harrington Harbour.²
Havre Aubert, Magdalen Islands.²
Havre St. Pierre.²
House Harbour, Magdalen Islands.²
De aux Oeufs.²
De Michon.²
Ilets Caribou.²
Kegaska.²
La Cyr, Magdalen Islands.²
Lapeyrière, Magdalen Islands.²
La Tabatière.²
Le Vernière, Magdalen Islands.²

Quebec—Continued.

La Pré, Magdalen Islands.²
Les Caps, Magdalen Islands.²
Leslie, Magdalen Islands.²
Long Point of Mingan.²
Lourdes du Blaise Sablon.²
Marpie.¹
Matamek Factory.²
Middle Bay.²
Millerand, Magdalen Islands.²
Mingan.²
Moisie.²
Mutton Bay.²
Natachquan.²
Old Fort Bay.²
Old Harry, Magdalen Islands.²
Pointe au Loup, Magdalen Islands.²
Pointe aux Anglais.²
Point aux Outardes.²
Pointe Basse.²
Pointe des Monts.²
Pointe Lebel.²
Portage du Cap, Magdalen Islands.²
Port Menier, Anticosti Island.²
Ragueneau.²
Rivière au Tonnerre.²
Rivière aux Graines.²
Rivière Pentecôte.²
Rivière Pigois.²
Rivière St. Jean.²
Ruisseau Vert.²
St. Augustin, Saguenay.²
Sept Iles.²
Shekatika Bay.²
Sheldrake.²
Shelter Bay.²
Solomon, Magdalen Islands.²
South Beach, Magdalen Islands.²
Trillardat.²
Tête à la Baleine.²

¹ Also served by surface transport on which ordinary rates apply.
² Winter only.

"The postage rates for second-class matter mailed by publishers, newsdealers, or the public, to be conveyed by air in Canada to the following post offices, are:

"To Carajou, Fort Vermilion, Keg River and North Vermilion, Alta., 15 cents per pound; to Fort Nelson, B. C., 25 cents per pound; to Fond du Lac and Stony Rapids, Sask., 30 cents per pound; to Nelson Forks, B. C., 35 cents per pound, and to Fort Liard, N. W. T., 45 cents per pound.

"Articles paid at the above rates for the Canadian service are not to be given air dispatch in this country."

AMBROSE O'CONNELL,
Second Assistant Postmaster General.

FOLLOW-UP TO THE 1944-45 CRASH COVERS

Barbara Priddy



The articles on 1944-1945 crash covers from Canada, (published in the June 2022 and March 2023 Canadian Aerophilatelist, and reprinted by the British Air Mail Society in the May 2023 issue of their Air Mail News. Ed.) prompted me to look out this cover that I had filed away under 'We May Never Know'. It originated in Toronto, the contents are dated 8 March 1944, it is addressed to a Canadian serviceman stationed at the RAF airbase at Takoradi, Gold Coast, and it bears the sans serif salvaged from / air crash cachet illustrated in Chris's June 2022 article. There is unfortunately no arrival backstamp.

The route for Forces mail from Canada would to begin with be by the North Atlantic Liberator service from Montreal to Prestwick. It would then be sorted for onward air transportation. Airmail to civilians in West Africa was not accepted at this period, but mail for the armed forces was carried by the BOAC service from Lyneham to Rabat via Lisbon, thence by the RAF service from Rabat to Accra.

As the crash cachet was also applied to mail from Canada to destinations which would not have involved the Lyneham-Rabat-Accra route, either there were crashes on all the routes involved at this time or there was one crash (or possibly two) which occurred

before the sorting and onward air transmission, i.e. in Canada or UK. If there was a large volume of mail it is possible that the two different handstamps, serif and sans serif, were both being used by those dealing with the recovered mail. All the covers to which the cachet was applied appear to have suffered water damage, and a land-plane that crashed in water was generally not salvageable, but according to the BA Aircraft Movements charts none of the Liberators on the North Atlantic route suffered this fate.

I hope this helps, but, alas, We May Never Know.

Barbara Priddy

1968 – AIR MAIL FROM HOLMAN (ULUKHAKTOK) N.W.T.

John Aitken with Chris Hargreaves

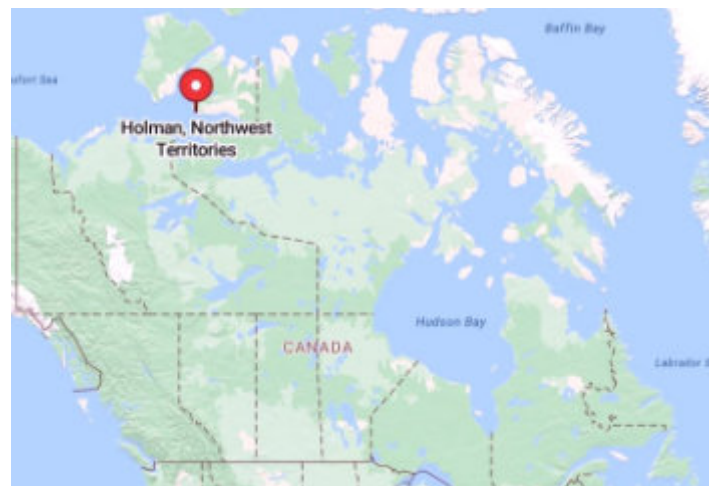


Formerly known as Holman, Ulukhaktok is an Inuvialuit community of about 500 people. It wraps around the head of an Arctic inlet on the west coast of Victoria Island, the ninth-largest island on Earth.

Its name translates to “where there is ulu material,” referring to the copper used to make the semi-circular Inuit knife called an ulu. The large bluff overlooking Ulukhaktok was the source of these materials.

Although people travelled here to harvest slate and copper, this wasn't a permanent settlement until the opening of a Hudson's Bay Company store and Roman Catholic mission in the 1930s. Since then Ulukhaktok has become famous for two things: the world's northernmost golf course and exquisite Inuit prints.

<https://spectacularnwt.com/>



Recently I came across this parcel piece mailed from Holman in the NWT in December 1968. Although there is no destination visible, and it could have been sent by surface or air, it is the first example I have come across of an item with both a parcel fee and a surcharge for mail to or from the NWT.

In the 1955 Postal Guide there are tables for calculating air mail parcel rates, which depend on both the province the parcel is sent from, and the province it is going to: an example as shown in Figure 1. However, these tables do not include the North West Territories: there is just a statement "For rate on air

parcels to Post Offices in the Northern Territories consult local Postmaster".

There is also an example of a calculation, as shown in Figure 2.

RATES OF AIR POSTAGE ON PARCELS MAILED IN THE PROVINCE OF ONTARIO

Addressed to	1 lb.	2 lb.	3 lb.	4 lb.	5 lb.	6 lb.	7 lb.	8 lb.	9 lb.	10 lb.	Over 10 lb. and up to 25 lb.
	\$ ¢	\$ ¢	\$ ¢	\$ ¢	\$ ¢	\$ ¢	\$ ¢	\$ ¢	\$ ¢	\$ ¢	per pound
Any Post Office within the Province of Ontario	.40	.40	.60	.80	1.00	1.20	1.40	1.60	1.80	2.00	.20
Any Post Office in Quebec or Manitoba	.50	.50	.75	1.00	1.25	1.50	1.75	2.00	2.25	2.50	.25
Any Post Office in Nova Scotia, New Brunswick, Prince Edward Island or Saskatchewan	.60	.60	.90	1.20	1.50	1.80	2.10	2.40	2.70	3.00	.30
Any Post Office in Newfoundland or Alberta	.70	.90	1.35	1.80	2.25	2.70	3.15	3.60	4.05	4.50	.45
Any Post Office in British Columbia or the Yukon	.80	1.20	1.80	2.40	3.00	3.60	4.20	4.80	5.40	6.00	.60

Air parcels or packets weighing 15 ounces or less may be paid at the rate of 7c. for the first ounce and 5c. for each additional ounce or fraction if the sender so desires.

Air parcels are liable to 5c. an ounce on the excess weight over the even pound until the next pound rate is reached.

In cases where an air parcel is addressed for delivery at an office served by an air stage route, where air stage parcel rates are in effect, the parcel will be subject to the air parcel rate to the province or the Yukon Territory where the office of delivery is located plus the air stage parcel rate in effect on the route.

For rate on air parcels to Post Offices in the Northern Territories consult local Postmaster.

NOTE:—The combined length and girth of an air parcel must not exceed 72 inches and no one dimension may exceed 36 inches. The limit of weight for an air parcel is 25 pounds.

Figure 1

(c) Air parcels addressed for delivery at post offices which are served by air stage routes on which air stage parcel post rates apply:

EXAMPLE 1

A 2 lb. 5 oz. parcel mailed in Ontario for delivery to a post office in Saskatchewan served by an air stage route where air stage parcel post rates are in effect would be subject to the 2 lb. air parcel post rate of 60¢ plus 5¢ for each ounce over the 2 lb. making a further charge of 25¢ plus the 3 lb. air stage parcel post rate in effect on the air stage route.

Figure 2

In the Canada Gazette part 2 there are four listings of rates and surcharges, published between 1967 and 1969. Holman appears in the last list: see Figure 3.

The rates which came into effect Nov. 1, 1968 were the last domestic airmail parcel rates. They are also the ones that apply to my parcel piece. Without a destination there are quite a few possible rate combinations, because additional services were likely included. If the parcel was oversize, there was a \$.75 surcharge. If it was sent C.O.D. the amount that works is \$ 1.00 (for up to \$ 100). Because the postmark is dated, insurance of 10c, 20c or 30c could have been purchased. Special delivery for parcels was \$.50, and given the date of mailing might also have been a consideration. Even assuming the parcel was addressed to Ontario there are still four possible rate combinations - three surface mail (13, 14 or 15 lbs.) and one airmail (9 lbs.). In each case an added service would have been paid for. With 13 lbs - \$ 1.00 for C.O.D. With 14 lbs. - \$.50 for Special Delivery and \$.10 for insurance (for up to \$ 10). With 15 lbs. \$.20 for insurance (\$ 10 - \$ 50). Airmail - 9 lbs. + \$.20 insurance. Letter mail is usually much less of a puzzle.

I am wondering:

- Why were the surcharges to places on the air mail route to Aklavik, much higher than those on the route to Coppermine? (See Figure 4.) They do not seem to be based on the distance involved. What other factors were involved?
- Does anybody have copies of the air stage surcharges prior to 1967?
- Which company flew the mail to Holman in 1968? How long had it had the contract for?
- How often was mail from Holman flown out?

Any information that anyone can provide will be much appreciated.

OCTOBER 8, 1968		THE CANADA GAZETTE PART II	508/68
No. 19		VOLUME 102	496
"TABLE B			
SPECIAL RATES—NORTHWEST TERRITORIES			
Column 1	Column 2		
Office	Rate		
1. *Aklavik	80¢ per lb.		
2. Alert	Surface rate to Ontario		
3. Arctic Bay (N.P.O.)	Surface rate to Quebec		
4. *Arctic Red River	80¢ per lb.		
5. Baker Lake	Surface rate to Manitoba		
6. Broughton Island	45¢ per lb.		
7. Cambridge Bay	45¢ per lb.		
8. Cape Christian (N.P.O.)	45¢ per lb.		
9. Cape Dorset	Surface rate to Ontario		
10. Cape Dyer (N.P.O.)	45¢ per lb.		
11. Chesterfield Inlet	Surface rate to Manitoba		
12. Clyde	45¢ per lb.		
13. Coppermine	30¢ per lb.		
14. *Coral Harbour	65¢ per lb.		
15. Discovery	30¢ per lb.		
16. Eskimo Point	Surface rate to Manitoba		

17. Eureka	Surface rate to Quebec
18. *Fort Franklin	65¢ per lb.
19. *Fort Good Hope	65¢ per lb.
20. Fort Liard	30¢ first lb. 25¢ each lb. after
21. *Fort McPherson	80¢ per lb.
22. *Fort Norman	65¢ per lb.
23. Fort Providence	Surface rate to Alberta
24. Fort Resolution	30¢ per lb.
25. Fort Simpson	45¢ per lb.
26. Fort Smith	30¢ first lb. 25¢ each lb. after
27. Frobisher Bay	45¢ per lb.
28. Grise Fiord	Surface rate to Quebec
29. *Hall Beach	65¢ per lb.
30. Hay River	Surface rate to Alberta
31. Holman Island	30¢ per lb.
32. *Igloodik	65¢ per lb.
33. *Inuvik	80¢ per lb.
34. Inuvik	Surface rate to Quebec

Figure 3: top of Table which continued next page.

SOURCES

The parcel rate information I have obtained so far comes from a number of different sources:

- *Postal Rates and Fees of the Elizabethan Era in Canada 1952-2002, Volume One (two parts)* (Andrew Chung, Harry W.E. Machum, Roger F. Narbonne, 2004, Spiral bound, 486 pages) and *Postal Rates and Fees of the Elizabethan Era from Canada 1952-2005, Volume Two* (Andrew Chung, Harry W.E. Machum, Roger F. Narbonne, 2006, Spiral bound, 276 pages) These were very helpful, though they do not include anything about Air Stage offices or parcels to foreign destinations. The authors have a nifty way of combining the various tables into one, so if space is at a premium then check the parcel rate book out.
- Before Chung I relied on the Canada Gazette part 2 and on a Rates and Fee history produced as a summer student project for the Post Office in 1979. They were found by entering "Library and Archives Canada" into the search engine, then going to "Collection Search", then "Canada Gazette Part 2". Further searching could be done by entering a year, or the term "Air Parcel Rates".
- Chung used the Postal Guide and the weekly and monthly supplements. I have the 1955 and 1961 editions of the guide. They are helpful in explaining what post office practice was, but for anything after 1961 it is necessary to look elsewhere.
- The VG Greene library has many of the supplements, and the librarian Willow Moonbeam has been very helpful to me in the past. (Willow has left the VGGF library. The new librarian is Natalie Mitchell, who was very

helpful during our Day of Aerophilately last November. Ed.)

- There is an overview of rates in the 1979 history. The student showed a representative table

rather than one for each province or parcel region. The full set is in the Canada Gazette.

John Aitken

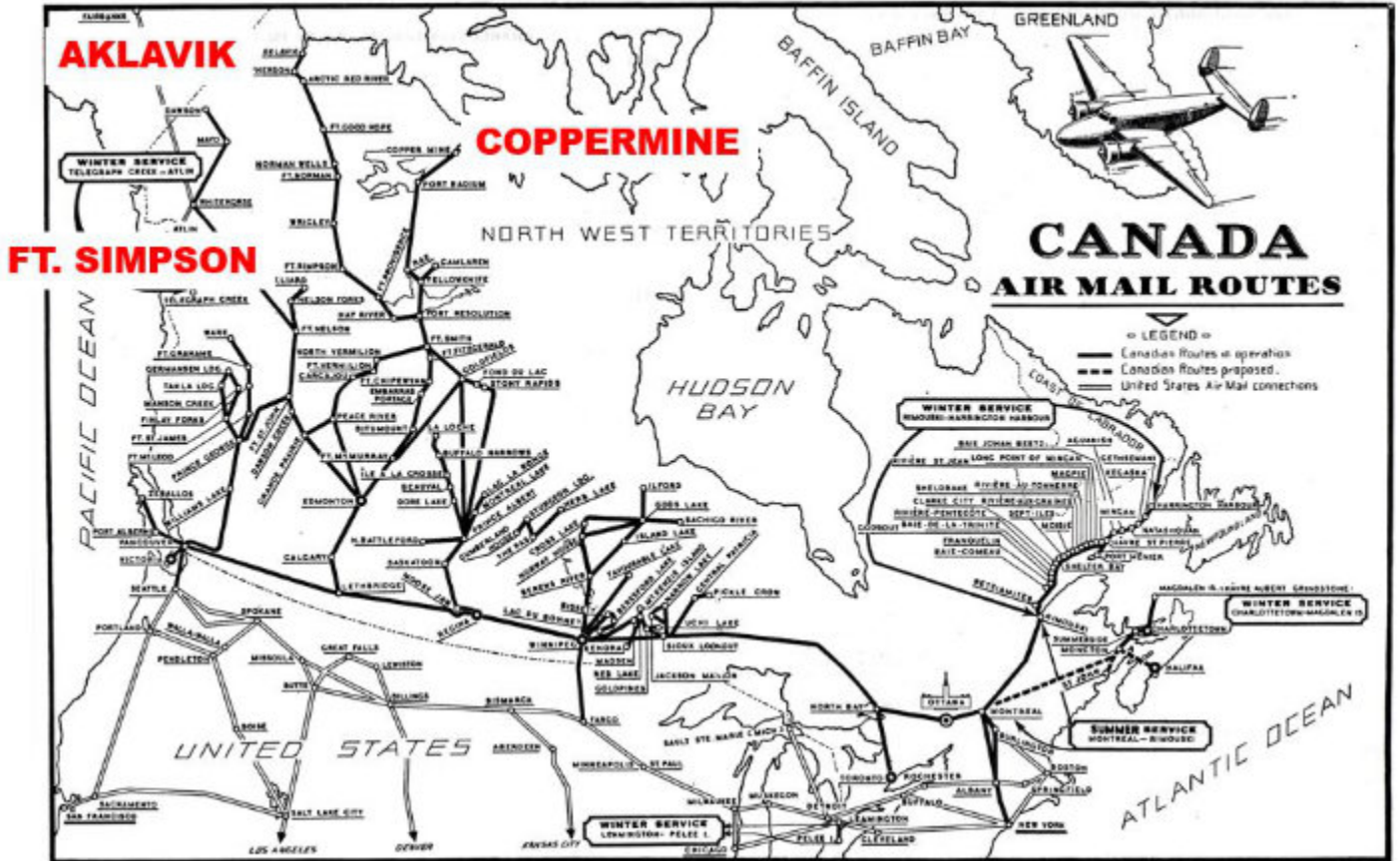


Figure 3

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 at

hargreavescp@sympatico.ca or to:

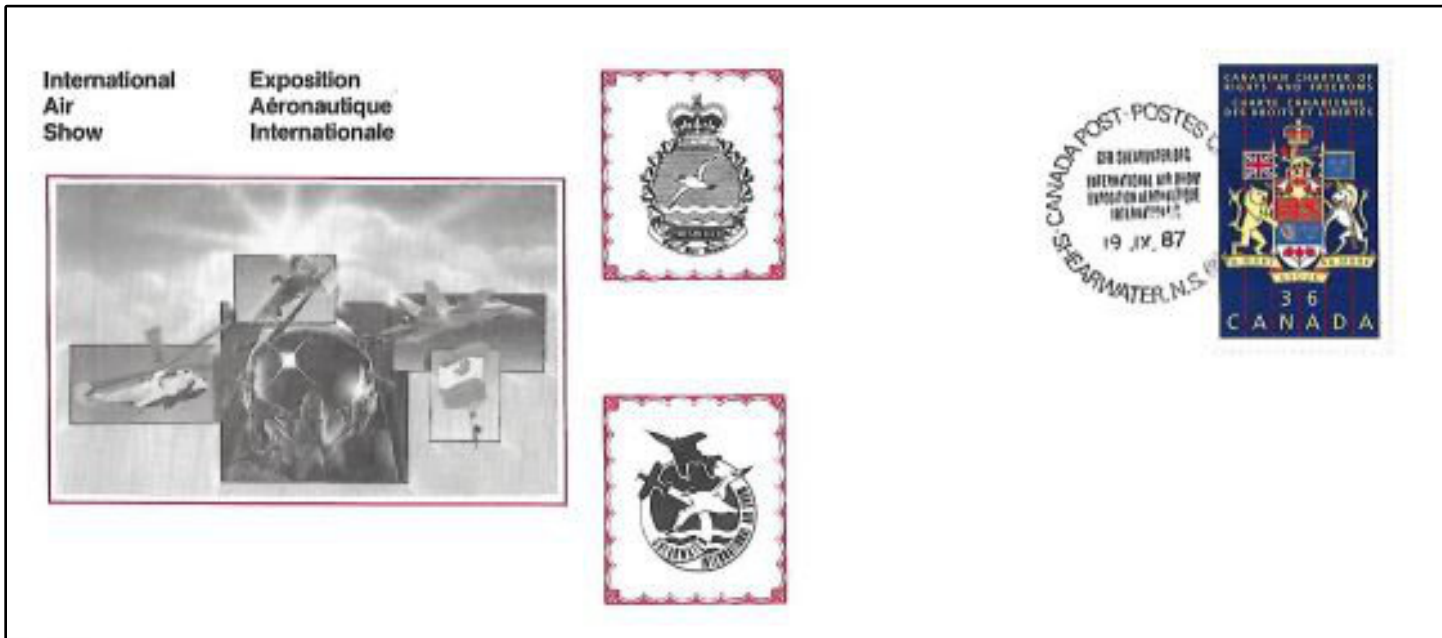
Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4

PLEASE SEND IMAGES (JPEGS, PNG, PDF) AT 300 DPI AND AS LARGE AS POSSIBLE

SEND BY May 1ST.

Changes to AMCN2 Section 12 - Canadian Forces Covers

Laurence McWha



The listing for CF-8718 is accompanied by a figure showing CF-8803 incorrectly identified as CF-8718. A copy of the actual CF-8718 is shown above.

In 1982 when it was announced that the Atlantic Canada Air Show (ACAS) would be changing its name to the Shearwater International Air Show (SIAS) beginning in 1983, a Halifax aerophilatelist named G.A. Mackenzie approached the Air Show staff with a proposal to produce and sell special annual postage covers commemorating each Shearwater International Air Show.

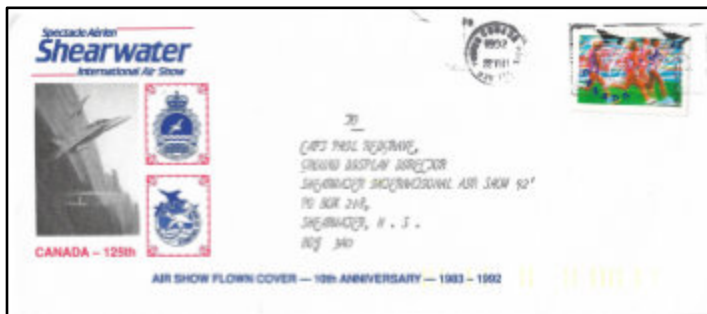
He was subsequently granted exclusive permission to produce commemorative postal covers franked by the Shearwater Post Office for sale at the Air Show beginning in 1982. Because he was classed as a licenced Air Show vendor for that purpose, his Air Show-related activities fell under the purview of the Air Show Ground Display Director.

For SIAS 92 (I was the SIAS Chairman in 1992 btw), Mr. MacKenzie produced two covers. Both were identical except that one cover had the additional caption "AIR SHOW FLOWN COVER - 10th ANNIVERSARY -- 1983--1992" (marking the Air Show's 10th year as "SIAS") printed along the bottom of covers

that were intended to be flown in various aircraft performing at the Show that year.

In August 1992 (the month prior to the Air Show), Mr. MacKenzie posted a sample cover of the "AIR SHOW FLOWN" cover to the SIAS Ground Display Director (shown below left -- this copy was obviously never flown at the Air Show). The listing for CF-9204 in AMCN2 makes no distinction that there were two different SIAS covers that year except for the listing of CF9204a, which cites a "Flown by" cover signed by a Snow Bird pilot and the SIAS Marketing Director.

Mr. MacKenzie apparently used surplus covers from previous Air Shows when corresponding with SIAS staff (and perhaps others). See for example the copy of CF-9104 (the SIAS 91 cover) below right, which he used for mail sent to the SIAS 92 Ground Display Director in June of 1992 (Mr. MacKenzie's return address is stamped on the back of that cover). It's therefore possible that he used the SIAS 92 (CF-9204) "Flown by" cover mentioned in the above para unintentionally for mail sent to SIAS prior to the intended date of its issue.



THE BOEING 747 “JUMBO JET”

Chris Hargreaves with information from Larry Milberry

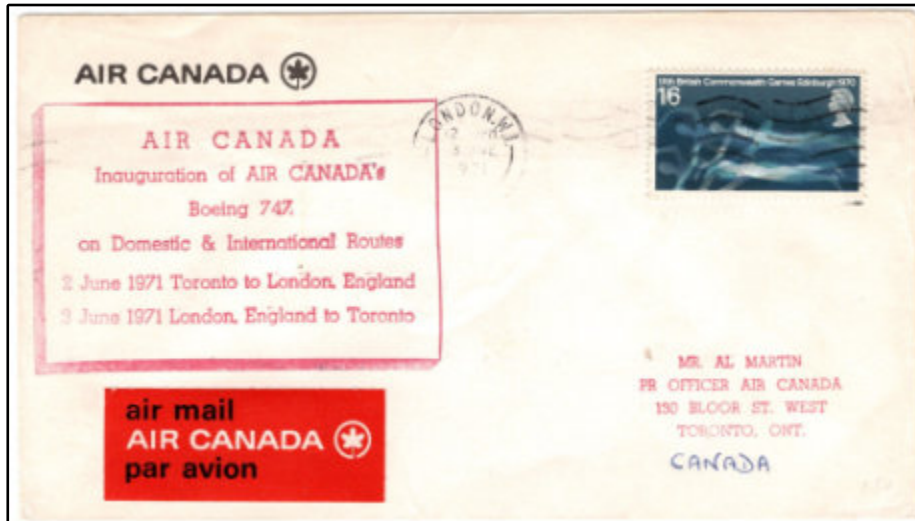
When the Boeing 747 was announced, it was twice the size of the largest airliners then flying, and intended to reduce seat costs by 30%.

Pan Am ordered 25 Boeing 747-100 aircraft in April 1966. The first flight took place on February 9, 1969, and the aircraft entered service with Pan Am on January 22, 1970.

Air Canada was quick to place its order for the 747. The type first appears in the company's 1968 budget as a proposal to purchase three. President G.R. McGregor simply explained how Air Canada would be sidelined in the industry, if it didn't join the global 747 “club”.



Arrival of the first Air Canada Boeing 747-100 aircraft -registration CF-TOA at Dorval on February 11, 1971.



First Flight Cover from inauguration of London, England to Toronto service, 3rd June 1971.

“TOA” would enjoy a long career with Air Canada before being sold to Guinness Peat Aviation in 1984. Thenceforth, it served carriers from National Airlines as N749R to People Express, Middle East Airlines and Flying Tiger Line. In 1988 it became N890FT owned by First Security Bank of Utah (banks and insurance companies often own the airliners we assume the operators must own). In 1992 “TOA” became N620FE with Federal Express. It finally went for parting out and scrapping at Marana, Arizona in 1995.

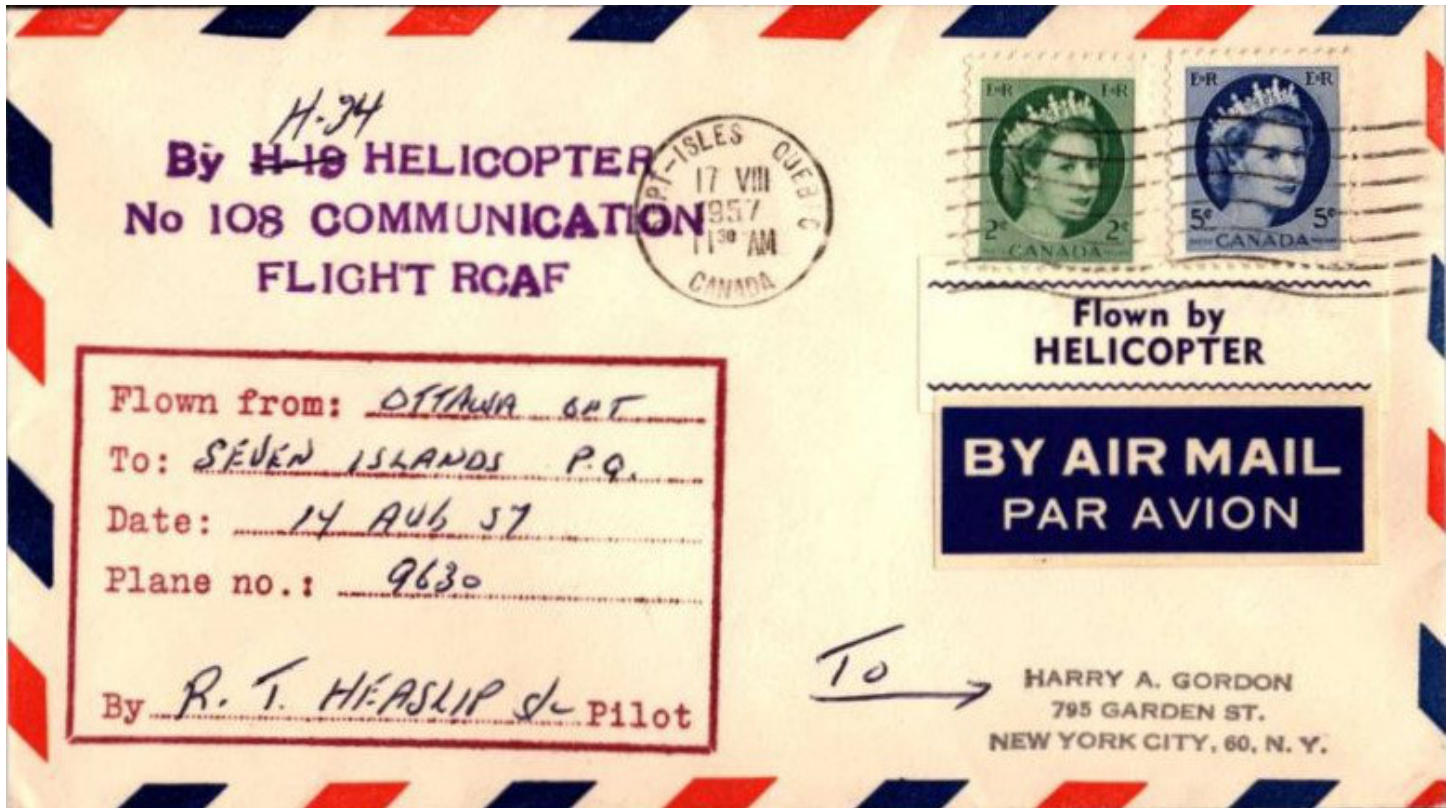
The final Boeing 747, a 747-8F for Atlas Air, rolled off the production line on December 6th 2022, after a 54-year production run with 1,574 aircraft built.

For more information:

Larry Milberry <https://canavbooks.wordpress.com/>

Wikipedia https://en.wikipedia.org/wiki/Boeing_747

AMCN2 SECTION 12 – UNLISTED FORCES COVERS



Thanks to DON LUSSKY for sending me some neat covers that were created by Harry Gordon that are not listed in *The Airmails of Canada and Newfoundland* (2nd edition).

Harry Gordon created a large number of covers like this that were flown in different types of aircraft by the US armed forces, and sometimes by Canadian armed forces. Similar covers flown in different Canadian armed forces aircraft were created by Jack Walsh, and also by C.G. Stoner.

These covers are of great interest to some collectors of military postal history.

However, the AMCNI Section 12 editors decided not to list this type of souvenir flight cover, and the AMCN2 Section 12 editors decided to continue that policy.

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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 CAS runs the website www.aerophilately.ca which provides extensive information about Canadian air mail

We also provide a question-and-answer service for mystery air mail stamps and covers; a library that can be searched for information on particular topics; and representation of Canadian aerophilatelists at national and international levels.

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 to anywhere in the world
- 2 years - \$25.00 Canadian or US\$20 to 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)
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\$65.00 CDN for members Overseas, (or \$52.00 US)

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

New members can receive a free, one year membership with delivery of The Canadian Aerophilatelist by email – just send information required below to Brian Wolfenden at bjnepean@trytel.com

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

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Dues can be paid by e-Transfer in Canada; or by PayPal to bjnepean@trytel.com or by cheque in Canadian or US \$ payable to The Canadian Aerophilatelic Society mailed to Brian Wolfenden at address below.

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MEMBERSHIP RENEWAL

The following members are now 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.

LIFE MEMBERSHIP - members who have reached the age of 85 and been a member in good standing for 15 years are no longer required to pay the annual membership fee. Contact Brian Wolfenden for more information.

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| #512 Brian Callan, | Smith, |
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| #326 Gary Cristall, | #470 David Whitbread |
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| #491 Bob Parsons, | |
| #529 Keith Power, | |
| #234 Kevin O'Reilly, | |

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.

Chris Hargreaves has just renewed his membership. - Many thanks to all other members who have already renewed their membership.