

THE CANADIAN AEROPHILATELIST

No.
102

QUARTERLY JOURNAL OF THE CANADIAN AEROPHILATELIC SOCIETY

March 2015

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Volume XXXI, Number I

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

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SI VOUS DÉSIREZ DE L'INFORMATION EN FRANÇAIS SUR LA SOCIÉTÉ CANADIENNE D'AÉROPHILATÉLIE, VEUILLEZ VOUS ADRESSER À:
 PIERRE VACHON, 26 HILLANDALE DRIVE, GRAND BAY - WESTFIELD, N.B. E5K 3E3
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Anybody who wants to copy an item from this newsletter is welcome to do so. - Please acknowledge The Canadian Aerophilatelist as the source, and send a copy of any publication in which the reprinted material appears to the editor.

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Webmaster - Steve Johnson

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

Revisions to The Air Mails of Canada and Newfoundland: Two sections are now available for peer review: Section 5: Government and Other Airmail Covers of Canada - contact Dick McIntosh mcintosh47@sympatico.ca Section 17: Canadian Air Mail Rates, Domestic and International - contact David Crotty decrotty@yahoo.com

For information on other sections, contact the editor-in-chief, Neil Hunter (address above).

CAS CALENDAR**ORAPEX, Ottawa- May 2nd - 3rd 2015 - www.orapex.ca**

Held at the RA Centre, 2451 Riverside Dr., Ottawa, Ontario. The CAS Annual General Meeting will be held at ORAPEX on Sunday afternoon.

ROYAL 2015 ROYALE - London, Ontario - May 22nd to 24th 2015

Annual exhibition and convention of the Royal Philatelic Society of Canada (RPSC). To be held at the London Convention Centre, 300 York Street, London. There will be over 150 frames of exhibits, and a large bourse with dealers from across Canada, and from the U.S. and United Kingdom. Hours are Friday May 22, 10am to 5pm (opening ceremonies at 9:30am), Saturday, May 23, 10am to 5pm, and Sunday May 24, 10am to 3pm.

For further information see www.rpsc.org

BNAPLEX 2015 - Niagara Falls, Ontario - September 11th to 13th 2015

Annual exhibition and convention of the British North America Philatelic Society (BNAPS). There will be a joint meeting of the Canadian Aerophilatelic Society and the BNAPS Air Mail Study Group on the Saturday afternoon, which will include a talk about Gerhard Zucker's scheme for rocket mail over Niagara Falls in 1936. For further information see www.bnaps.org

CALTAPEX 2015 - CALGARY- www.calgaryphilatelicociety.com

Annual show of the Calgary Philatelic Society, held every October. The Western Chapter CAS will hold a lunchtime meeting during the show. For more information contact Walter Herdzik, address above.

TORONTO DAY OF AEROPHILATELY- Sunday November 1st 2015.

This annual event will be held from 11.15am to 4.00pm, at the Vincent Greene Foundation, 10 Summerhill Avenue, near Summerhill subway station in Downtown Toronto. The Day features displays, questions and answers, sales, trading, lunch at a nearby restaurant, and lots of excellent conversation. For more information contact Dick McIntosh - mcintosh47@sympatico.ca

ROYAL 2016 ROYALE - Waterloo, Ontario - August 19th to 21st 2016 (proposed).**ROYAL 2017 ROYALE - Boucherville, Quebec - May 26th to 28th 2017 (proposed).**

Annual General Meeting and Elections for the Executive of the CAS

Will be held on the afternoon of Sunday May 3rd as part of Orapex 2015 in Ottawa

This is a CAS Election Year. Elections will take place at our AGM

The president, Vice President, Secretary, Treasurer, and Members at Large, will be elected for a two year period.

- The current President, Steve Johnson will continue in his role and will continue as Webmaster
- The current Vice-President, Tony Hine has offered to continue his role on the executive
- The current Secretary-Treasurer, Brian Wolfenden has offered to continue in both roles
- The current Editor of the Canadian Aerophilatelist, Chris Hargreaves, has offered to continue his role.
- Our current members at large are continuing on the Executive Committee
- The Western Chapter Representative is nominated and elected by the members of the Western Chapter.
- The Past Presidents are automatically members of the Executive Committee: Dick Malott and Chris Hargreaves.

Would any member who is interested in standing for any positions on the Executive, or assisting with the journal and/or website, please contact the President or any member of the Executive Committee.

All members are particularly encouraged to volunteer to be a Member at Large. This is not an onerous position. It is intended to give members an opportunity to participate in decision making and decide whether they would like to take on an executive role in the future. We can have a limited number of Members at Large on the Executive Committee.

PRESIDENT'S REPORT

This being an election year, I would like to thank Joan Hafer for all the work she does helping Brian Wolfenden keeping the CAS membership and financial records. While Joan is not part of the CAS Executive Committee, I wish to thank Joan for the many years of dedicated service to the Society! I wish to invite all CAS member to this years Royal 2015 Royale being held here in London on May 22 to the 24th. I am pretty sure the snow will have melt by then! I would encourage members to view the RPSC website <http://www.rpsc.org/> for more information.

I always try to encourage members to exhibit their material and knowledge. Please consider doing so at your local or national level shows!

Steve Johnson

ORAPEX, Ottawa- May 2nd - 3rd 2015

ORAPEX is the Ottawa RA Centre Philatelic EXhibition. 2015 is the 54th edition of the show, which features over 40 dealers, and 150 frames of exhibits. ORAPEX is one of only a few national-level stamp shows held annually in Canada and is part of the American Philatelic Society's "World Series of Philately." ORAPEX is held at the RA Centre, 2451 Riverside Dr., Ottawa, Ontario. Saturday 10-6, Sunday 10-4.-Free admission and parking. For more information see www.orapex.ca

CAS SECRETARY'S REPORT JANUARY 28, 2015

Welcome to another new Member: #449 Ken Lemke of Burlington, Ontario

As of January 01, 2015, the Society has a total membership of 129. This is a decrease of 1 from January, 2014. The breakdown of the membership is as follows:

Membership Breakdown: (Province/State/Country)

CANADA:

Alberta	11
British Columbia	14

Manitoba	4
New Brunswick	6
Newfoundland	2
Northwest Territories	1
Ontario	42
Quebec	5
Saskatchewan	2
Total	87
USA:	
Arizona	1
California	2
Colorado	2
Connecticut	3
Florida	1
Illinois	4
Kentucky	1
Michigan	1
Nebraska	1
New Jersey	1
New York	4
Ohio	1
Oregon	2
Texas	2
Virginia	1
Total	27
INTERNATIONAL:	
Australia	1
Cayman Islands	1
France	2
Israel	1
Netherlands	1
New Zealand	2
Switzerland	1
U.K.	6
Total	15
GRAND TOTAL: 129	
Brian Wolfenden, Secretary, CAS	
<p>Editor's Note:</p> <p>It's very nice to see that our membership only changed by 1 over the year. It struck me that I've been saying that the CAS "has approximately 150 members" for a long time. - I checked back in the March 1995 Canadian Aerophilatelist, when I first published an Annual Secretary's Report, and at that time we had 126 paid members!</p> <p>I think that to have increased by 3 paid members compared to 20 years ago, during a time when many philatelic societies have shown declines in membership, is a terrific achievement for the CAS!</p>	

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:

Chris Hargreaves,
4060 Bath Road, Kingston,
Ontario K7M 4Y4
Email: hargreavescp
@sympatico.ca
by May 1st.

**CANADIAN AEROPHILATELIC SOCIETY TREASURER'S REPORT
FOR THE YEARS ENDING 31 DEC 2013 AND 31 DEC 2014**

	2013	2014
Opening Bank Balance	<u>21,462.30</u>	<u>21,338.93</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	3,526.02	2,589.03
CAS Covers – sale of various philatelic covers	2,081.44	83.00
Other Sales – includes e.g. books, pins & advertising	27.00	6.50
Donations – from members	0.00	0.00
Western Chapter – cash on hand **	<u>0.00</u>	<u>3,000.00</u>
Income Generated and Received during the Year	5,634.46	5,678.53
Less Accounts Receivable at 31 Dec	<u>0.00</u>	<u>0.00</u>
Opening Bank Balance & Income Received During the Year	27,096.76	27,017.46
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	187.38	0.00
Philatelic Covers-costs e.g.covers, postage & envelopes	1,152.78	51.03
Office Supplies (incl. F.I.S.A. dues)	124.10	177.47
Postage-such as for CAS journal, covers & books	1,318.93	897.93
Printing and Photocopying – such as journal and catalogue	2,396.48	2,499.55
Bank Charges-chequing account,cheques,deposit stamp	0.00	0.00
AAMS – publications & other books	42.71	256.56
Web Site	0.00	0.00
Videoing – D. Malott	321.65	0.00
Engraving – presentation plaques/donations	<u>213.80</u>	<u>33.73</u>
Expenses Incurred during the Year	<u>5,757.83</u>	<u>3,916.27</u>
Less Accounts Payable/Outstanding cheques at 31 Dec	<u>0.00</u>	<u>0.00</u>
Expenses Incurred in Previous and Current Years but paid in Current Year	<u>5,757.83</u>	<u>3,916.27</u>
Closing Bank Balance	<u>21,338.93</u>	<u>23,101.19</u>
FINANCIAL POSITION		
Accounts Receivable at 31 Dec	-	-
Accounts Payable at 31 Dec	<u>-</u>	<u>-</u>
Financial Position at 31 Dec	<u>21,338.93</u>	<u>23,101.19</u>

** Western Chapter \$3,000.00 is returnable to them
upon request.

BRIAN WOLFENDEN
Treasurer - CAS

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EDITOR'S REPORT

The last twelve months are a very good period to look back over for my Editor's report.

The December Canadian Aerophilatelist was the first of our journals to be available electronically and in colour, with a new look thanks to Assistant Editor Paul Balcaen. It was great to receive comments such as:

- "TCA #101 arrived today, I like the new look, very smart."
- "Electronic #1 101 looks real good. I like the screen colour on the philatelic items."
- "Wow! I like it. Very attractive indeed. A brand new look."
- "Of all the philatelic publications I receive, the Aerophilatelist is the one I always eagerly wait for, and the only one I read cover to cover, word for word."
- "My congratulations to you and Paul for another fantastic issue of the Canadian Aerophilatelist, No. 101. The new layout is spectacular. It is great that we have members as Paul who will contribute their talents to the betterment of the CAS."

I particularly agree with the last of these comments. - Many thanks for your assistance Paul!

I also received many compliments on the special, 100th issue of The Canadian Aerophilatelist from September 2014. - That issue contained items from 54 different contributors! Thanks again to everybody who contributed.

I also want to thank John Walsh, for showing that our June journal could be converted into a small electronic file, which could be sent as a simple email attachment, that was easy to open and pleasant to read. - John's demonstration of what could be done gave the project to produce an electronic version of our journal a terrific impetus!

Earlier in the year, I had the pleasure of reporting in our March 2014 journal that a second section of the revised Air Mails of Canada and Newfoundland was available for peer review. - David Crotty produced a greatly expanded Section 17 - Canadian Air Mail Rates, Domestic and International, that includes rates up to the 21st century. This section, and Dick McIntosh's Section 5: Government and Other Airmail Covers of Canada, have both involved a lot of work, and will make the revised edition of the Air Mails of Canada and Newfoundland a significant enhancement of the current edition. Thanks again to David and Dick.

The project to revise the Air Mails of Canada and Newfoundland was given a lot of momentum by Neil Hunter, when he took on the role of Editor-in-Chief in 2009. Unfortunately Neil is now stepping down as Editor-in-Chief due to a number of reasons.

Neil is member #24 of the CAS. He joined in the first year, (1984), and has been an active member ever since. As well as steering the revision of AMCN, Neil served as CAS Vice President for several years, designed the CAS Awards program, and is highly regarded as an international exhibitor of aerophilately. I am very pleased that I can recognize Neil's contribution to the Canadian Aerophilatelic Society and our catalogue, by announcing that:

**THE CANADIAN AEROPHILATELIST EDITOR'S AWARD
FOR 2015**

is being presented to

NEIL HUNTER

for his work as Editor-in-Chief of
The Air Mails of Canada and Newfoundland
and his many contributions to the CAS

Congratulations Neil!

Chris Hargreaves

A PASSION FOR FLIGHT: NEW ZEALAND AVIATION BEFORE THE GREAT WAR

VOLUME THREE: THE JOE HAMMOND STORY

AND MILITARY BEGINNINGS 1910-1914

BY ERROL W MARTYN

REVIEWED BY ALAN TUNNICLIFFE

This is the final volume in the trilogy about NZ aviation from 1868 to the start of World War One in 1914. – The two earlier volumes: Ideas, First Flight Attempts and the Aeronauts 1868-1909 and Aero Clubs, Aeroplanes, Aviators and Aeronauts 1910-1914 were reviewed in the December 2013 Canadian Aerophilatelist.

This present book has 208 pages and is well illustrated with 130 photos of aircraft and of the people involved in the story of this period of the country's aviation history: inventors, pilots and others. In writing about these people the author provides many biographical details. The detailed index includes about 500 names of people and 150 places.

Much of the book relates the story of New Zealander Joe Hammond and his flying life in New Zealand, Australia and Britain. He was a Captain in the Royal Air Force during the War. He was one of several RAF pilots stationed in USA in 1918 and ended his life in a flying accident at Indianapolis on 22 September 1918.

The "Notes" section at the back has

no less than 540 references that can be followed by anyone wanting to view the original sources.

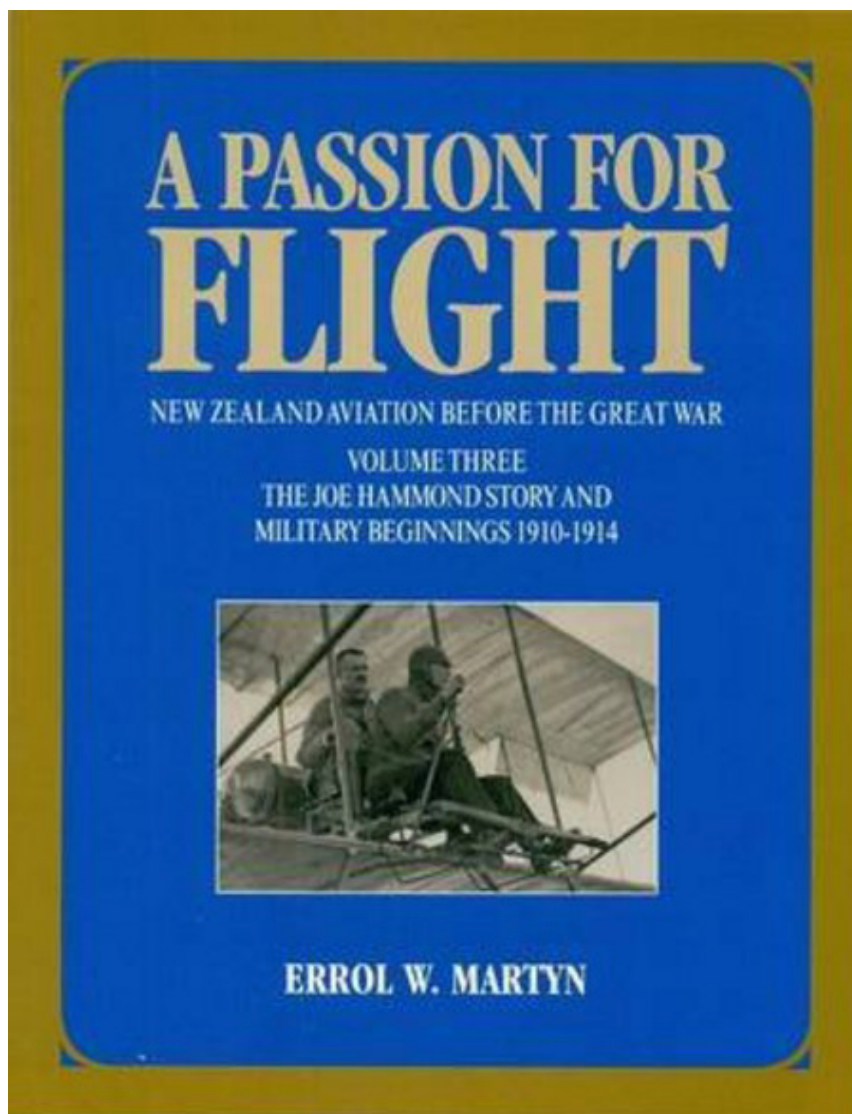
The author is well-known for his aviation historical publications, especially his earlier trilogy For Your Tomorrow, a record of all New Zealanders who died while serving with the RNZAF in war and peace. He is also the author of the 2010 publication Swift to the Sky: New Zealand's Military Aviation History, a more general work in one volume.

Available from Nationwide Book

Distributors, PO Box 65, Oxford 7448,

New Zealand.

www.nationwidebooks.co.nz books@nationwidebooks.co.nz



INTERNATIONAL EXHIBITING

Some recent developments reported in The International Exhibitor newsletter produced by Jim Taylor: World Stamp Show NEWYORK 2016 will be held from 28 May to 4 June 2016, in a 300,000 square foot convention space, at the Jacob J. Javits Convention Center, New York, New York, USA, under the patronage of FIP and FIAF.

Information for potential Canadian exhibitors is now available with the release of the Bulletin by the WSS. The 60-page, full-color booklet contains complete details about exhibit entry requirements, the application and acceptance process, and the costs involved. It also covers the GREX (General Regulations for EXhibitions) held under the patronage of the Fédération Internationale de Philatélie (FIP), the 91-member international stamp collecting body considered as the "United Nations" of the hobby.

The IREX (Individual Regulations for EXhibitors), specific to the New York 2016 exhibition, is also included. All potential Canadian exhibitors, particularly new international entrants, need to study both the GREX and IREX documents. These regulations differ from the APS Manual of Philatelic Judging revised October 7, 2014.

First time FIP exhibitors must have won a vermeil or higher level medal at a national philatelic exhibition. (In Canada a RPSC sanctioned philatelic exhibition). 20% of the exhibition space in New York 2016 will be reserved for first time exhibitors at the world level. First time exhibitors are limited to five-frames. For those who want to show eight-frames, their exhibit must have won a Large Vermeil medal (85 points or more) at a previous FIP World or Continental philatelic exhibition. Entries of philatelic literature can also be submitted. The show has the potential to be the largest and grandest international philatelic exhibition staged. 4000 frames (3800 competitive) of representative exhibits of all areas together with very top exhibits from around the world will be displayed. In addition, many National Post Offices, Bourse Dealers, Stamp Auction Houses and Specialist Philatelic Societies will have booths.

See the website at < <http://www.ny2016.org/> > for updates and a copy of NY2016 Newsletter number 6.

TIPS FOR EXHIBITORS

There are a number of online PowerPoint® or .pdf presentations that offer tips for achieving high awards at philatelic exhibitions, either at your local show or at New York 2016. Some of the better ones are:

General Exhibiting

<http://www.aape.org/howtocreateexhibit.asp>

<http://www.aape.org/docs/howto/How%20To%20Build%20A%20Philatelic%20Exhibit.pdf>

Sample Exhibits

<http://www.aape.org/exhibits.asp>

<http://www.exponet.info/>

http://www.boneandstone.com/neandertal/neandertal_frame.html

Aerophilately

<http://www.fipaero.org/> [link to seminars at bottom of menu]

<http://www.apf.org.au/news2.htm>

FIP EXHIBITS IN THE PLANNING STAGES

PHILA-TAIPEI 2016— CHINESE TAIPEI (TAIWAN)

74th FIP Congress, October 20-25, 2016 World Trade Centre Taipei, Chinese Taipei All FIP Classes

FINLAND 2017- HELSINKI, FINLAND

PRAGUE 2018—CZECH REPUBLIC

TEL AVIV 2018—ISRAEL April, 2018

AUCKLAND 2018—NEW ZEALAND November, 2018 Website: <http://www.aps.gen.nz/176/2018.html>

CHINA 2019

Jim Taylor is the RPSC International Liaison Officer. - To be added to the distribution list for his International Exhibitor Newsletter, contact Jim at miquelon@shaw.ca and include your full name, city and one email address.

CRASH COVERS - Information from Ken Sanford

The American Air Mail Society has acquired the rights to "Recovered Mail", by Henri Nierinck. This is the worldwide catalog of air crash covers, which was published in two volumes in 1992 (Vol. 1) and 1995 (Vol. 2). The plan is to completely update the Nierinck catalog, and incorporate both the American Air Mail Catalogue, Interrupted Flights section., and Section 7 Interrupted & Crash Covers of Canada and Newfoundland from AMCN.

We are asking all members who have air crash covers to send us scans of their covers. We need color scans in at least 300 dots per inch (DPI) as JPG or TIFF files. If there are any markings or labels on the back, include back as a separate scan. Identify each cover by Nierinck or AAMC catalogue number, and if scanning both front & back, then show file name as in following example:

540226 - there are 4 different cachets and a post office mimeo, so for example,

540226 (1st cachet)

540226 a. (type a. cachet)

540226 d. (mimeo)

if something on the back:

540226 a back

etc.

If the cachet, label, marking or post office explanation is unlisted in either Nierinck or the AAMC, then show as 540226 unl.

If more than one cover of the same type, then show as:

540226 a. cover 1

540226 a. cover 2

etc.

You can either send the scans by email, or put all the scans on a CD or DVD and send to:

Ken Sanford

613 Championship Drive

Oxford, CT - USA 06478-3128

email: kaerophil@gmail.com

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Finally, the flying car may have landed

Editor's Note: A question about the "Vance Flying Wing" in the September 1998 Canadian Aerophilatelist, led to several articles about flying wings and flying cars, and considerable correspondence. I am therefore passing on this news about "Flying Cars" from The Guardian, October 2nd 2014.

Slovakian company AeroMobil to unveil prototype of 'world's most advanced flying car' in at Vienna's Pioneers Festival



The Flying Roadster – AeroMobil 3.0

From the Jetsons' aerocar to the "spinner" in Blade Runner, via Doc Brown's modified DeLorean in the Back to the Future films, the flying car has been part of visions of the future for so long that it almost feels retro. A first patent was registered in 1903 and Waldo Waterman's "aerobile" went on its maiden flight in 1937. Yet, 100 years later, automobiles are still frustratingly short of options when stuck in traffic.

Things may be about to change: in 2014, talk of the first genuine flying car is setting the tech scene abuzz again. In June, Terrafugia announced that it was two years away from finishing its first "roadable aircraft", but now it looks like the US company will be beaten to the prize.

Organisers of Vienna's Pioneers Festival, an annual conference for future technology and digital entrepreneurship, announced on Thursday that they would unveil the prototype of "the world's most advanced flying car" on 29 October.

An earlier prototype of the Flying Roadster by Slovakian company AeroMobil reportedly took its first test flight in October last year. The latest version will be tested a day before its premiere, on 28 October. Company co-founder Juraj Vaculik said that AeroMobil had sped up the prototyping process after having seen "enthusiastic reactions of the global engineering and design community".

Weighing 450 kg, with carbon-fibre wings that fold behind the cabin and a flight top speed of 124mph, the two-seater promises to be more of a flying sports car than a flying family car.

"We want to make personal transportation exciting, more efficient and sustainable. With ever more cars on the roads and ever more crowded airports, travelling is no longer what it used to be," said AeroMobil's CTO Stefan Klein, who has been working on developing a flying car for two decades.

“THE FIRST DOG-MAIL CONNECTING WITH AEROPLANE AT ST. HUBERT AIRPORT NEAR MONTREAL, CANADA”

Barry Countryman



Ian Macdonald sent in this postcard which was featured in the September 2014 Canadian Aerophilatelist, and asked, “What was this all about, a publicity stunt perhaps?”

Barry Countryman has come up with the answer:

FIRST INTERNATIONAL DOG SLED MAIL

Minot, Maine postmaster Alden William Pulsifer, 35, and his younger brother George left Lewiston on Dec. 20, 1928 on a 600-mile, round-trip journey through towns and cities in Maine, New Hampshire and Vermont. Transporting greetings from Mayor to Mayor and from the State Governors to the Lieutenant-Governor of Quebec, was by 6 Blackhead Eskimo dogs pulling a sled to Montreal over varying road conditions.

Many days the team averaged 9 to 20 miles. An inch or so of snow provided an easy entry into Burlington, Vt. on New Year's Day. A crowd welcomed the visitors to the Canadian customs office at Frelighsburg, Quebec on Jan. 7, 1929. The team had arrived by truck after rain replaced snow on Vermont roads. Little snow was expected south of Montreal, which was reached Jan. 14 in -15 F weather.

On Victoria Bridge the mushers, now with brother Edwin, were met by mounted policemen and escorted to City Hall. They presented Mayor Camillien Houde with letters from Lewiston, Maine's mayor. Of the more than 1,000 letters carried, 700 were for Montreal. The sled dogs' scheduled appearances included Shriners Hospital for Crippled Children.

The sled returned to Lewiston on Feb. 2, opening day of the International Snowshoers Convention.

Barry's account is based on short items in many newspapers, including:

- Springfield (Mass.) Republican, Jan. 2/29 - 5 sentences; and Jan. 6.
- Cleveland Plain Dealer, Jan. 20/29 photo of crowd at Frelighsburg customs office.
- The Globe (Toronto), Jan. 8/29 -- 3 paragraphs: dogs and sled in truck to reach Frelighsburg.
- The Evening Repository, Canton, Ohio, Dec. 7/28 "Dogs to haul mail from U.S. to Montreal".

Congratulations on your great research Barry!

D.W. UPDATE #4 – A NEW THEORY!

Does the handstamp indicate the end of air mail service?

Chris Hargreaves



Figure 1 - D.w. Cover #45

Postmarked WINNIPEG 7 AM
FEB 22 1932 Backstamped
QU'APPELLE SASK. FE 23 32

Cover numbers refer to a specific cover, and remain constant from article to article. - Covers #1 to #44 can be seen in articles posted on the CAS website at www.aerophilately.ca

Update #3 in this series crossed with an email suggesting that the "D.w." cachet was an abbreviation for "Delayed Weight", and was applied when mail was delayed due to load limits for the aircraft being exceeded. However, by the end of update #3 I was skeptical that D.w. stood for either "Delayed" or "weather". - That article studied a group of covers to East End, Saskatchewan, that seemed to have been flown when the weather was fine, (such as D.w. Cover #34 - Figure 2); and a group of First Day Covers for the c3 Air Mail stamp that had been mailed from various cities to Ponteix, Saskatchewan, on February 22nd 1932 but weren't delayed, (such as D.w. Cover #35 - Figure 3).

I therefore asked the sender how they thought cover #35 (Figure 3) - which was mailed in Winnipeg on February 22nd 1932 - could have got to Ponteix, Saskatchewan on February 23rd if it had been "Delayed weight" and hadn't traveled by air? The response was that it might have been a coincidence, and that the train might also have got there in time to make the connection!

After this discussion I contacted Ross Gray, (editor for the BNAPS Railway Post Offices Study Group), who sent me copies of several railway timetables for the Prairies in 1931.

It turns out that the covers from Winnipeg to Ponteix could indeed have travelled by train – if they left early enough! (See Figures 4 and 5.) According to these timetables:

- There was one train daily to Ponteix from the east. It left Assiniboia at 2.05p.m., and reached Ponteix at 4.22 p.m.
- There was one train daily from Moose Jaw to Assiniboia, which left at Moose Jaw at 11 a.m. and reached Assiniboia at 1.35 p.m.
- There were two trains from Winnipeg to Moose Jaw each day: Train 1 left Winnipeg at 7.00 p.m. and arrived in Moose Jaw at 4.50 a.m. Train 3 left Winnipeg at 9.00 a.m and arrived Moose Jaw at 6.20 p.m.

Meanwhile, the air mail left Winnipeg at 8.00 p.m., arrived in Moose Jaw at 11.10 p.m., and in Calgary at 4.40 a.m.

So: the covers from Winnipeg could have reached Moose Jaw by rail in time to arrive in Ponteix on Feb 23rd, but the decision to divert them to the train must have been made during the afternoon, as Train 1 left before the plane. The Post Office staff couldn't have waited until the plane was being loaded, and then seen whether or not the mail was going to be over the weight limit.

Figure 2 - D.w. Cover #34 - Mailed in Inglewood, California on September 23rd 1931.



According to the weather report in the Winnipeg Free Press, September 23rd 1931: It has been cool throughout the west with scattered showers in Manitoba and Saskatchewan, and fair in Alberta. High 57. (14o C) Forecast: Manitoba and Saskatchewan mostly fair and cool: a few light scattered showers. Alberta: fair and cool.

Figure 3 - D.w. Cover #35 - Postmarked WINNIPEG 7AM FEB 22, and backstamped PONTEIX FEB 23 32

This is the same backstamp as First Day Covers mailed from CALGARY at 11.30 A.M. FEB 22 1932, and from MOOSE JAW at 11 PM FEB 23 32. (Neither of those covers had a D.w. handstamp.)



This started me wondering how often a decision to send "air mail" by train was made, in order to avoid weight problems later in the day?

Then I started wondering about the suggestions reported in Update #2, (published in the March 2014 Canadian Aerophilatelist), that "D.w." stood for "Diverted westbound", or "Day (train) west"?

What if rather than indicating that mail had gone by rail due to unusual circumstances, (such as bad weather), the "D.w." handstamp indicated a routine "end of air mail service" / diversion of "air mail" to surface mail? Such an "end of airmail" marking would explain why a D.w. handstamp was found on the covers to Ponteix that weren't delayed, and the covers to East End that travelled when the weather was fine and the flight was unlikely to have been "Delayed by weather".

An "end of air mail service" would also explain one of the mysteries of this enquiry, which is why the D.w. handstamp is found on some covers that would have only travelled by rail beyond Winnipeg, such as cover #4 to Grande Pointe which was only about 30 kms from Winnipeg, (Figure 6); covers #7 and #8 to Oak Lake, Manitoba, which is closer to Winnipeg than Regina; cover #10 from England to Banff, Alberta, that was handstamped "Insufficiently paid for transmission by air mail"; and cover #14 from Germany to Estevan, Saskatchewan which had killer bars on the air mail etiquette applied in London, England.

It turns out, on re-examining the accumulated D.w. covers, that most of the covers could in fact have been delivered just as quickly if they travelled by surface mail from Winnipeg, as they would if flown from Winnipeg:

- covers #37, 38, 39, 40, 41, 42 and 43 from eastern Canada to Ponteix, would have arrived in Winnipeg by air from Chicago and Pembina. This flight arrived at 1.00 p.m. each day, so the mail could easily have connected with Train 1 that left Winnipeg at 7.00 p.m.
- covers #32, 33, and 34 from the U.S.A. to East End, Saskatchewan, would have taken the same railway service from Moose Jaw as the covers to Ponteix, so they could also have been diverted to Train 1.



D.w. Cover #10

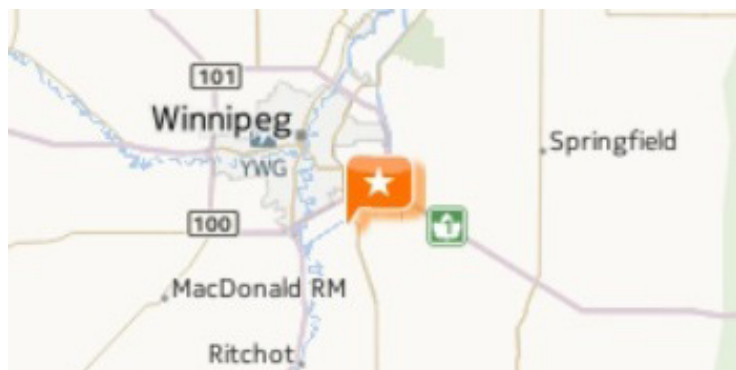
Figure 4 - Canadian Pacific Railway, June 1931 page 2

Tables 135 to 137

MOOSE JAW, WEYBURN, SHAUNAVON, VAL MARIE, LETHBRIDGE

TABLE 135				TABLE 136			
READ DOWN		Mountain Time		READ UP		Mountain Time	
429	309	319	Miles	320	310	430	Miles
A.M.	A.M.	A.M.		P.M.	P.M.	A.M.	
11:00	11:00	11:00	0.0	11:00	11:00	11:00	0.0
11:05	11:05	11:05	0.5	11:05	11:05	11:05	0.5
11:10	11:10	11:10	1.0	11:10	11:10	11:10	1.0
11:15	11:15	11:15	1.5	11:15	11:15	11:15	1.5
11:20	11:20	11:20	2.0	11:20	11:20	11:20	2.0
11:25	11:25	11:25	2.5	11:25	11:25	11:25	2.5
11:30	11:30	11:30	3.0	11:30	11:30	11:30	3.0
11:35	11:35	11:35	3.5	11:35	11:35	11:35	3.5
11:40	11:40	11:40	4.0	11:40	11:40	11:40	4.0
11:45	11:45	11:45	4.5	11:45	11:45	11:45	4.5
11:50	11:50	11:50	5.0	11:50	11:50	11:50	5.0
11:55	11:55	11:55	5.5	11:55	11:55	11:55	5.5
12:00	12:00	12:00	6.0	12:00	12:00	12:00	6.0
12:05	12:05	12:05	6.5	12:05	12:05	12:05	6.5
12:10	12:10	12:10	7.0	12:10	12:10	12:10	7.0
12:15	12:15	12:15	7.5	12:15	12:15	12:15	7.5
12:20	12:20	12:20	8.0	12:20	12:20	12:20	8.0
12:25	12:25	12:25	8.5	12:25	12:25	12:25	8.5
12:30	12:30	12:30	9.0	12:30	12:30	12:30	9.0
12:35	12:35	12:35	9.5	12:35	12:35	12:35	9.5
12:40	12:40	12:40	10.0	12:40	12:40	12:40	10.0
12:45	12:45	12:45	10.5	12:45	12:45	12:45	10.5
12:50	12:50	12:50	11.0	12:50	12:50	12:50	11.0
12:55	12:55	12:55	11.5	12:55	12:55	12:55	11.5
13:00	13:00	13:00	12.0	13:00	13:00	13:00	12.0
13:05	13:05	13:05	12.5	13:05	13:05	13:05	12.5
13:10	13:10	13:10	13.0	13:10	13:10	13:10	13.0
13:15	13:15	13:15	13.5	13:15	13:15	13:15	13.5
13:20	13:20	13:20	14.0	13:20	13:20	13:20	14.0
13:25	13:25	13:25	14.5	13:25	13:25	13:25	14.5
13:30	13:30	13:30	15.0	13:30	13:30	13:30	15.0
13:35	13:35	13:35	15.5	13:35	13:35	13:35	15.5
13:40	13:40	13:40	16.0	13:40	13:40	13:40	16.0
13:45	13:45	13:45	16.5	13:45	13:45	13:45	16.5
13:50	13:50	13:50	17.0	13:50	13:50	13:50	17.0
13:55	13:55	13:55	17.5	13:55	13:55	13:55	17.5
14:00	14:00	14:00	18.0	14:00	14:00	14:00	18.0
14:05	14:05	14:05	18.5	14:05	14:05	14:05	18.5
14:10	14:10	14:10	19.0	14:10	14:10	14:10	19.0
14:15	14:15	14:15	19.5	14:15	14:15	14:15	19.5
14:20	14:20	14:20	20.0	14:20	14:20	14:20	20.0
14:25	14:25	14:25	20.5	14:25	14:25	14:25	20.5
14:30	14:30	14:30	21.0	14:30	14:30	14:30	21.0
14:35	14:35	14:35	21.5	14:35	14:35	14:35	21.5
14:40	14:40	14:40	22.0	14:40	14:40	14:40	22.0
14:45	14:45	14:45	22.5	14:45	14:45	14:45	22.5
14:50	14:50	14:50	23.0	14:50	14:50	14:50	23.0
14:55	14:55	14:55	23.5	14:55	14:55	14:55	23.5
15:00	15:00	15:00	24.0	15:00	15:00	15:00	24.0
15:05	15:05	15:05	24.5	15:05	15:05	15:05	24.5
15:10	15:10	15:10	25.0	15:10	15:10	15:10	25.0
15:15	15:15	15:15	25.5	15:15	15:15	15:15	25.5
15:20	15:20	15:20	26.0	15:20	15:20	15:20	26.0
15:25	15:25	15:25	26.5	15:25	15:25	15:25	26.5
15:30	15:30	15:30	27.0	15:30	15:30	15:30	27.0
15:35	15:35	15:35	27.5	15:35	15:35	15:35	27.5
15:40	15:40	15:40	28.0	15:40	15:40	15:40	28.0
15:45	15:45	15:45	28.5	15:45	15:45	15:45	28.5
15:50	15:50	15:50	29.0	15:50	15:50	15:50	29.0
15:55	15:55	15:55	29.5	15:55	15:55	15:55	29.5
16:00	16:00	16:00	30.0	16:00	16:00	16:00	30.0
16:05	16:05	16:05	30.5	16:05	16:05	16:05	30.5
16:10	16:10	16:10	31.0	16:10	16:10	16:10	31.0
16:15	16:15	16:15	31.5	16:15	16:15	16:15	31.5
16:20	16:20	16:20	32.0	16:20	16:20	16:20	32.0
16:25	16:25	16:25	32.5	16:25	16:25	16:25	32.5
16:30	16:30	16:30	33.0	16:30	16:30	16:30	33.0
16:35	16:35	16:35	33.5	16:35	16:35	16:35	33.5
16:40	16:40	16:40	34.0	16:40	16:40	16:40	34.0
16:45	16:45	16:45	34.5	16:45	16:45	16:45	34.5
16:50	16:50	16:50	35.0	16:50	16:50	16:50	35.0
16:55	16:55	16:55	35.5	16:55	16:55	16:55	35.5
17:00	17:00	17:00	36.0	17:00	17:00	17:00	36.0
17:05	17:05	17:05	36.5	17:05	17:05	17:05	36.5
17:10	17:10	17:10	37.0	17:10	17:10	17:10	37.0
17:15	17:15	17:15	37.5	17:15	17:15	17:15	37.5
17:20	17:20	17:20	38.0	17:20	17:20	17:20	38.0
17:25	17:25	17:25	38.5	17:25	17:25	17:25	38.5
17:30	17:30	17:30	39.0	17:30	17:30	17:30	39.0
17:35	17:35	17:35	39.5	17:35	17:35	17:35	39.5
17:40	17:40	17:40	40.0	17:40	17:40	17:40	40.0
17:45	17:45	17:45	40.5	17:45	17:45	17:45	40.5
17:50	17:50	17:50	41.0	17:50	17:50	17:50	41.0
17:55	17:55	17:55	41.5	17:55	17:55	17:55	41.5
18:00	18:00	18:00	42.0	18:00	18:00	18:00	42.0
18:05	18:05	18:05	42.5	18:05	18:05	18:05	42.5
18:10	18:10	18:10	43.0	18:10	18:10	18:10	43.0
18:15	18:15	18:15	43.5	18:15	18:15	18:15	43.5
18:20	18:20	18:20	44.0	18:20	18:20	18:20	44.0
18:25	18:25	18:25	44.5	18:25	18:25	18:25	44.5
18:30	18:30	18:30	45.0	18:30	18:30	18:30	45.0
18:35	18:35	18:35	45.5	18:35	18:35	18:35	45.5
18:40	18:40	18:40	46.0	18:40	18:40	18:40	46.0
18:45	18:45	18:45	46.5	18:45	18:45	18:45	46.5
18:50	18:50	18:50	47.0	18:50	18:50	18:50	47.0
18:55	18:55	18:55	47.5	18:55	18:55	18:55	47.5
19:00	19:00	19:00	48.0	19:00	19:00	19:00	48.0
19:05	19:05	19:05	48.5	19:05	19:05	19:05	48.5
19:10	19:10	19:10	49.0	19:10	19:10	19:10	49.0
19:15	19:15	19:15	49.5	19:15	19:15	19:15	49.5
19:20	19:20	19:20	50.0	19:20	19:20	19:20	50.0
19:25	19:25	19:25	50.5	19:25	19:25	19:25	50.5
19:30	19:30	19:30	51.0	19:30	19:30	19:30	51.0
19:35	19:35	19:35	51.5	19:35	19:35	19:35	51.5
19:40	19:40	19:40	52.0	19:40	19:40	19:40	52.0
19:45	19:45	19:45	52.5	19:45	19:45	19:45	52.5
19:50	19:50	19:50	53.0	19:50	19:50	19:50	53.0
19:55	19:55	19:55	53.5	19:55	19:55	19:55	53.5
20:00	20:00	20:00	54.0	20:00	20:00	20:00	54.0
20:05	20:05	20:05	54.5	20:05	20:05	20:05	54.5
20:10	20:10	20:10	55.0	20:10	20:10	20:10	55.0
20:15	20:15	20:15	55.5	20:15	20:15	20:15	55.5
20:20	20:20	20:20	56.0	20:20	20:20	20:20	56.0
20:25	20:25	20:25	56.5	20:25	20:25	20:25	56.5
20:30	20:30	20:30	57.0	20:30	20:30	20:30	57.0
20:35	20:35	20:35	57.5	20:35	20:35	20:35	57.5
20:40	20:40	20:40	58.0	20:40	20:40	20:40	58.0
20:45	20:45	20:45	58.5	20:45	20:45	20:45	58.5
20:50	20:50	20:50	59.0	20:50	20:50	20:50	59.0
20:55	20:55	20:55	59.5	20:55	20:55	20:5	

Figure 6 - D.w. cover #4, postmarked SISCOE OC 28 30 P.Q., to Grande Pointe, shown by * on the map.



- covers #9, 12, 15, 25 and 26 are from the Winnipeg – Pembina First Flight, to addresses in Manitoba or Saskatchewan. They would have been flown back from Pembina to Winnipeg, and could then have been sent on by rail from Winnipeg.
- covers #1, 5, 6, 13, 17, 19, 20, 22, 23 and 24 are also to addresses in Manitoba or Saskatchewan, and could have been sent on by rail from Winnipeg.
- covers #16, 28, 29 and 30 were mailed from Winnipeg to British Columbia, but they are post

marked 2AM, 6AM, 2AM and 2AM, so could have been put on Train 3 from Winnipeg at 9.00 a.m. rather than waiting for the air mail that evening, and connecting with the same Train 3 in Calgary the next morning.

- cover #31 was postmarked 4.30pm in Winnipeg on March 19th 1932, and addressed to Calgary. – It's a commercial cover to "The Bank of Toronto" and clearly paid and endorsed for air mail service. However, March 19th 1932 was a Saturday, and the air mail service didn't operate westbound on Saturdays. So that cover could have been sent by rail on Saturday night, and been delivered on Monday morning just as if it had been held back and flown on Sunday night.
- cover #27 was postmarked 11AM on July 3rd 1931 in Hamilton, Ontario, and addressed to Revelstoke, B.C. This would have connected with the U.S. Air Mail service to Chicago and Pembina, and arrived in Winnipeg on July 4th. Since July 4th 1931 was a Saturday, this cover could also have been forwarded by train with no delay in delivery to B.C.
- cover #3 from Winnipeg to Regina has an unclear postmark, but the time includes a 2. – If it indicated 12 noon or 2PM, the cover could have been sent by Train 1, if it was midnight or 2AM, the cover could have been sent by Train 3.
- cover #11 was a Zeppelin cover, postmarked in Germany on 15th August 1931, to Prince Albert, Saskatchewan. It would have arrived in Canada after August 17th 1931, when the Prairie Air Mail service

to Saskatoon was cancelled, and the revised Winnipeg – Calgary – Edmonton route introduced. The cover would therefore probably have travelled directly from Winnipeg to Prince Albert by rail.

- covers #2 and 18 were postmarked in Winnipeg at 9 AM on February 22nd, and are addressed to Calgary. It seemed that they were processed too late to be sent by Train 3, but if they were diverted to Train 1 leaving that evening, they would not reach Calgary until 6.45 p.m. on Feb 23rd, and could not be delivered until Feb 24th. However, it seems that the railway schedule changed during 1931, as according to The Winnipeg Free Press for February 24th 1932: Winnipeg mail closes as follows: For Vancouver, 9 a.m. and 6.30 p.m. The Calgary mail would have closed at the same time as the Vancouver mail, so these covers could have travelled by Train 3, and been delivered in Calgary on the morning of Feb 23rd.
- cover #45 (Figure 1) was franked in Winnipeg at 7.00 A.M. on February 22nd 1932, and addressed to Qu'Appelle, Saskatchewan, which is about 55 kms east of Regina. - If it was held for the Air Mail flight which left Winnipeg at 8.00 p.m., and arrived in Regina at 10.20 p.m., it might have connected with Train 62 which left Regina at 11.00 p.m., and arrived in Qu'Appelle at 12.07 a.m. on Feb 23rd, or with Train 54 which left Regina at 8.45 a.m. on the 23rd and arrived in Qu'Appelle at 9.52 a.m. Alternatively, if it was sent directly by train from Winnipeg to Qu'Appelle, it would have left Winnipeg at 9.45 p.m. on the 22nd, (Train 61), and arrived in Qu'Appelle at 7.07 a.m. on Feb 23rd. Delivery by train may well have been considered the better option.



Figure 7 - D.w. Cover #21

The one cover which would seem to have been delayed by being diverted to rail in Winnipeg is #21 (Figure 7.) - This was postmarked 10.30AM on June 27th 1931 in Grand Rapids, Michigan, and addressed to Vermilion, Alberta, which is between North Battleford and Edmonton. If the cover connected with the U.S. Air Mail via Chicago that day, it would have arrived in Winnipeg on Sunday June 28th at 1.00 pm. In June 1930 the Prairie Air Mail left Winnipeg at 7.30 p.m., and arrived in North Battleford at 4.35 a.m., and Edmonton at 7.25 a.m. Since the train from Winnipeg to Edmonton took about 24 hours, being diverted to rail would seem to have slowed down its delivery.

Diversion to rail may therefore explain 43 of the 44 D.w. covers recorded between 1930 and 1932, which is more successful than any of the other theories.

Although diverting covers to surface routes when they were labeled “Air Mail” sounds somewhat strange, it would in fact be consistent with other Post Office operating procedures. For example:

- When I discussed this with Gray Scrimgeour, he commented that: “Trans-Atlantic and trans-Pacific steamship mail followed the procedure called the “first-packet principle”. Mail was despatched by the steamship that would deliver it to its destination most efficiently (quickly). The same should apply to westbound air mail from Winnipeg - by air if it is beneficial, by train if that route is faster.”
- When Gord Mallett researched the Experimental Prairie Air Mail Service of December 1928, he established that if a flight was delayed or cancelled, the “air mail” was given a flight cachet, but sent by rail, rather than being held for a future flight. [1]

The “end of air mail” / diverted to rail theory also does well in answering other questions regularly raised with regard to D.w. theories:

- The use of an abbreviation rather than a text explanation, could be because the Post Office did not want to draw attention to letters that were franked for air mail but were not being flown.
- The period for which the handstamp was used in the 1930's would coincide with the operation of the Prairie Air Mail service.
- The fact that only Winnipeg used this type of handstamp, would correspond to the patterns and volume of mail being handled. – Winnipeg would receive much more mail from the east that needed to be divided into “forward by air” / “divert to rail”, than Calgary or Edmonton would receive from the west.

Some years ago, Richard Beith wrote an article about setting up the St. Lawrence Seaway Air Mail Service, that included some comments about how the trans-Atlantic mail was to be handled after it arrived in Canada. [2]
- In 1926 it was proposed that mail from England to be offloaded at Rimouski should be organized in separate bundles labelled as:

Mail for	To contain ordinary and registered letters and postcards normally included in mails for:
Quebec	<u>Quebec</u>
<hr/>	
Montreal	<u>Montreal City and Forward</u> <u>Toronto City and Forward. London. Hamilton</u> <u>Ottawa and Kingston</u>
<hr/>	
Winnipeg	<u>Winnipeg City</u> <u>Winnipeg Forward</u> <u>Winnipeg Forward (Alta)</u> <u>Winnipeg Forward (B.C. including Vancouver Island)</u>

I have not seen anything else published about how mail handling was organized, but if mail from Eastern Canada to Western Canada was bagged on the same basis in the 1920s/30s, there would have been a lot of mail arriving in Winnipeg that needed to be sorted in Winnipeg for various destinations on the Prairies.



Figure 8 - D.w. Cover 44
- Postmarked SOUTH EDMONTON, OCT 26 4.30PM 942 (error in datestamp).

“End of air mail”, could also explain the use of a D.w. handstamp on the October 26th 1942 cover from South Edmonton to Virginia, Minnesota, that was described in the September 2014 Canadian Aerophilatelist. (Figure 8.) - By 1942 Trans-Canada Air Lines was operating a regular air mail service across Canada. This cover would have been flown from Edmonton to Winnipeg, and been transferred to surface routes in Winnipeg.

The fact that the D.w. handstamp has not been found on any other covers from the 1940's, is consistent with an “end of airmail” handstamp usually being applied to a facing slip, or to the top cover in a bundle of covers. Applying the D.w. handstamp to individual covers seems to have been unusual. Most of the covers from 1930 - 1932 with a D.w. handstamp were saved because they were First Flight Covers, First Day Covers, or otherwise philatelic in nature. There were very few First Flight or other philatelic covers produced around 1942.

There is still a question as to what “D.w.” stood for:

- Of the many suggestions that have been made, I think it is most likely to be “Diverted Winnipeg”. - Some people have questioned this, on the grounds that in the grammatically correct 1930's, when the Post Office was a highly organized and precise institution, Winnipeg would have had a capital W, the same size as the D! However, the large “D” could be because the Post Office was emphasizing the fact that mail was diverted, rather than the place where the diversion occurred.
- Another suggestion was “Day (train) west”. I asked Ross Gray about this, and he replied that “DW” and similar indicia had been used on the Montreal & Island Pond and Montreal & Toronto RPOs. (NW was Night, West; DW was Day, West etc.) He did not recall any such indications used in the western provinces.
- There have been a number of suggestions that the “w” referred to “west”, and that “D.w.” stood for something such as “Diverted west”, “Destination west”, “Dispatched westbound”, or “Departing west”. However, Figure 5 is to Grande Pointe which is South-East of Winnipeg; and Figure 9 is to Virginia, Minnesota, that is also to the south and east of Winnipeg.
- Several people have commented that weight of mail was a critical factor in aircraft performance, and in Post Office costs. They suggest that mail may have been diverted to surface routes to minimize the possibility that there would be too much mail for an aircraft to carry, and/or to minimize the amount the Post Office had to pay for the air mail service. In either case, this mail may have been marked “D.w.” for “Diverted

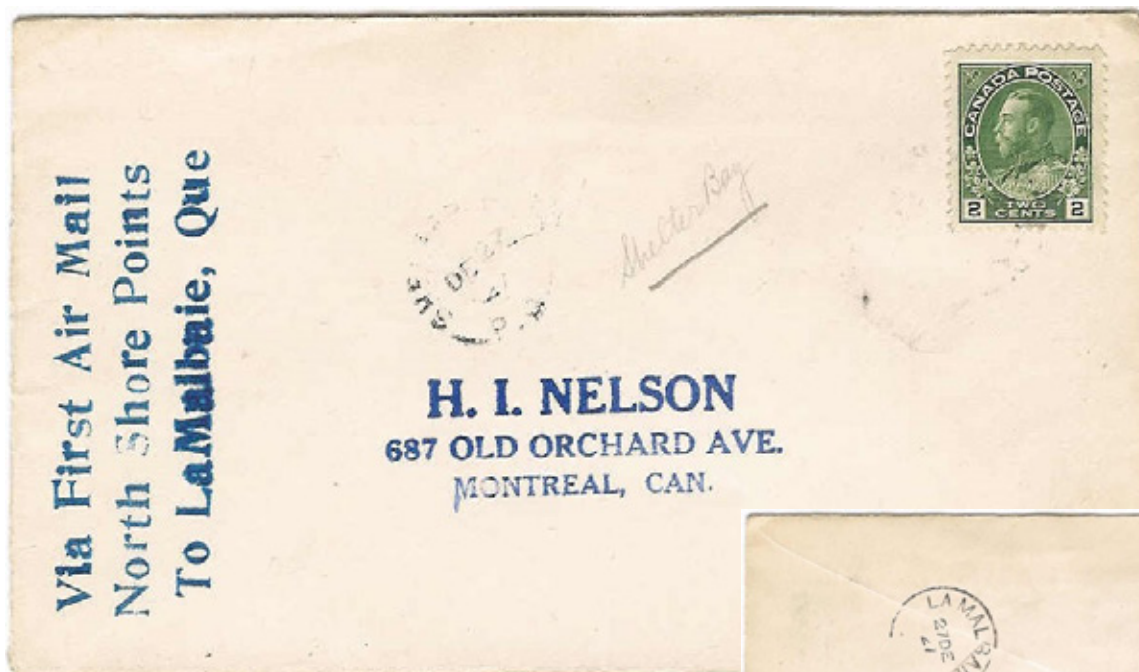
weight". However, mail was also diverted to surface routes when no further air mail service was available, (e.g. Figure 6), or there was no time saved compared to sending it by rail, (e.g. Figure 3).

My thanks again to everybody who has sent me copies of D.w. covers, and/or comments or suggestions about what the D.w. handstamp stood for, or how it might have been used. - If you have comments about this new, "end of airmail" theory, please send them to Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4 [Email: hargreavescp@sympatico.ca]

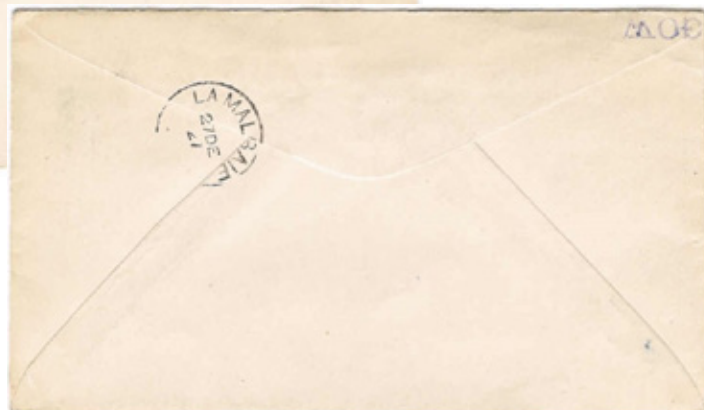
[1] "Experimental Air Mail Flights in the Prairie Provinces, 10 - 29 December, 1928" by Gord Mallett, The Canadian Aerophilatelist, June 2005.

[2] "The St. Lawrence Seaway Air Mail Service: 1927 to 1939 (Part I)" by Richard Beith, The Canadian Aerophilatelist, June 2005.

What happened at Shelter Bay?



Postmarked
SHELTER BAY
DE 27 27.
Backstamped
LA MALBAIE
7 DE 27.



Cachet on front: VIA FIRST AIR MAIL
NORTH SHORE POINTS TO LA MALBAIE, QUE

At one time this cover was quite controversial. - In Smith, Crouch and Jarrett's Airmail Catalogue - Canada and Newfoundland (1930) it was included in the listing of covers carried on the first return flight from Seven Islands to La Malbaie, December 27th 1927, where it was stated that:

On its return trip from Seven Islands the plane landed at Shelter Bay with and for mail. Mr. Goulden (Century Stamp Co.) states, "The mail coming out would be much scarcer than the mail going in, as the mail going out would be by dog team or wait for a later trip of the plane. I had only two letters out on the 27th."

However, when Derek Rance interviewed Georges Blouin, who was the Seven Islands Postmaster and Customs Officer in 1927, Georges stated that:

the plane left Sept-Iles on December 27th, during the late morning. The reason for this delay is that great difficulty had been experienced in trying to start the plane's engine. The plane then flew directly back to La Malbaie, as it was sufficiently late leaving Seven Islands as to be hard pressed to complete its journey to the base at Lac Ste Agnes within daylight hours.

Derek Rance also did considerable research on covers from the first North Shore flights, and established

that after arrival in La Malbaie, the mail went on to Quebec for sorting, at which point the covers were back stamped QUEBEC Dec. 28. - Covers with a backstamp from La Malbaie dated December 27th 1927 are generally bogus.

It therefore seemed that this cover was also bogus.

However, the December 2011 Canadian Aerophilatelist included a request for information on the cover below:



Postmarked CARIBOO ISLANDS QUE FE 11 30. Handwritten endorsement on left side, probably “par voie aerienne”, (by air route.) **Addressed to:** Interprovincial Airways Ltd, Grand Mere. Que. **Two line handstamp:** “Damaged when Air Plane sank at Shelter Bay 17 2 30” **Circular handstamp:** District Superintendent of Postal Service Quebec FEB 28 1930 **Handwritten note:** Received March-1-30 and initials.

This cover is extremely puzzling, as SHELTER BAY is one of the places at which aircraft did not land, and to which mail was dropped by aircraft on the North Shore air mail service.

Diana Trafford has sent me a copy Canadian Transcontinental Airways report to the Civil Aviation Branch of the Department of National Defence for 1930. This is reproduced on the next three pages, and establishes that CF-AAT sustained water damage when it sank through the ice during the night on February 18 1930.

This raises several questions. One is why did the plane land at Shelter Bay? Was it a forced landing, or were aircraft landing there regularly? And if aircraft were landing at Shelter Bay, do we need to reconsider the assessment of the December 27th 1927 cover?

Can anybody provide more information as to what happened at Shelter Bay?

DEPARTMENT OF NATIONAL DEFENCE
AIR SERVICE—CIVIL AVIATION BRANCH
OTTAWA, CANADA

R.C.A.F. B. 4
500—11-30
H.Q. 1922-15-3

SUMMARY OF ACTIVITIES FOR THE YEAR 1930

NAME OF FIRM CANADIAN TRANSCONTINENTAL AIRWAYS LIMITED

Signature.....

Note.—This information is required under the authority of Air Regulations 1929.

Date..... January 29th 1931

Date operations commenced January 1st 1930 Date operations ended December 31st 1930

I Province	Type of Aircraft used	Number	Number of Flights	Hours Flown	Mileage
Prince Edward Island	Aeroplane on skis.....				
	Aeroplane on wheels.....				
	Float seaplane.....				
	Flying boat.....				
	Amphibian.....				
Nova Scotia	Aeroplane on skis.....				
	Aeroplane on wheels.....				
	Float seaplane.....				
	Flying boat.....				
	Amphibian.....				
New Brunswick & Magdalen Islands	Aeroplane on skis.....	2	20	41	3600
	Aeroplane on wheels.....				
	Float seaplane.....				
	Flying boat.....				
	Amphibian.....				
Quebec	Aeroplane on skis.....	4	106	305	28370
	Aeroplane on wheels.....	5	201	516	52583
	Float seaplane.....	2	8	32	3126
	Flying boat.....				
	Amphibian.....	2	3	4	402
Ontario	Aeroplane on skis.....				
	Aeroplane on wheels.....				
	Float seaplane.....				
	Flying boat.....				
	Amphibian.....				
Manitoba	Aeroplane on skis.....				
	Aeroplane on wheels.....				
	Float seaplane.....				
	Flying boat.....				
	Amphibian.....				
Saskatchewan	Aeroplane on skis.....				
	Aeroplane on wheels.....				
	Float seaplane.....				
	Flying boat.....				
	Amphibian.....				
Alberta	Aeroplane on skis.....				
	Aeroplane on wheels.....				
	Float seaplane.....				
	Flying boat.....				
	Amphibian.....				
British Columbia	Aeroplane on skis.....				
	Aeroplane on wheels.....				
	Float seaplane.....				

Continued

6. 4. 2

IVV

A circular ink stamp is located in the upper right corner of the document. The text 'SASKATCHEWAN' is curved along the top inner edge of the circle, and 'ARCHIVES' is curved along the bottom inner edge. The center of the stamp is blank.

Licensed Pilots		Licensed Pilots		Licensed Engineers		Unlicensed Mechanics
Name	Address	Name	Address	Name	Address	
H. Watt	c/o Canadian Transcontinental Airways 920, University Tower Bldg. St Catherine Street, MONTREAL, P.Q.			A. Schneider	c/o Canadian Transcontinental Air 920, University Tower Bldg. St. Catherine Street, MONTREAL, P.Q.	6
A. Schneider				G. Quelette		
W.H. Irvine				H. Watt		
E.C. Burton				E. Patrault		
R. Vaehon				R. Vaehon		
				A.S. Parker		

Number of passengers injured.....		
" employees injured.....		One
" third parties injured.....		

MACHINES DAMAGED

Registration Marks	Date of Accident	*Extent of Damage	Brief Particulars	—
C.E. - A.J.F.	February 5th	Minor	Landing with damaged ski	
C.F. - A.A.T.	February 18th	Water damage only	Sank through ice during night	
G - C.A.N.C.	April 29th	Write off except engine	Crashed landing after engine failure. (Turned over)	
C.F. - A.A.T.	May 2nd	Serious	Engine failure in thundersquall	
C.F. - A.C.Y.	August 15th	Serious	Landing during thundersquall	
C.F. - A.K.T.	August 16th	Serious	Nosed over in soft field on Forced landing due weather.	
C.F. - A.A.T.	October 18th	Serious	Taking off from small field after Forced Landing. Struck fence.	
C.F. - A.				
Special note.				
C.F. - A.R.Q.	June 5th 1930	Rented to Quebec Liquor	Commission was burnt at Rimouski by incendiaries.	

* Total=Total (write off). S=Serious.

VIII

REMARKS

Mention should be made of special long distance flights which should include starting place, destination, distance flown and time occupied on flight. An account of the year's operations should also be given.

Experimental Mail Flights September 24th from Quebec to Bradore Bay, making connection with the Empress of Australia which had cleared from Quebec on the 23rd.

Mail operations between Moncton and the Magdalen Islands commenced on January 13th and finished on March 11th 1930

The Quebec-Seven Islands-Anticosti Mail Operations continued until April 18th 1930. 127 passengers were carried on this route, chiefly trappers and miners coming out after the winter.

The Rimouski-Montreal-Ottawa Overseas Mail Operations opened on May 2nd and closed on November 28th 1930

CF-AAT was a Fairchild 71 flying on the North Shore air mail service. In the company Operation Order of December 3, 1929, this plane was assigned to the Quebec - Seven Islands - Anticosti run with pilot Howard Watt. The order stated that after December 15, "Watt will go on the North Shore Mail and operate it exclusively." (M-93-3-6)

Thanks Diana.

A Remarkable Air Mail Cover: **SOUTHERN RHODESIA to THE FALKLAND ISLANDS** via **THE GRAF ZEPPELIN**



This cover was posted in Umtali, S. Rhodesia, at 5 pm on Friday the 15th November 1935.

The transit markings are 'BERLIN ZENTRAL ZUGHAVEN / 27.11.35-6', a circular 'DEUTSCHE LUFTPOST' handstamp struck in red with the code letter 'e' at 3 o'clock (used at Stuttgart from the 12th May, 1935 to the 16th April, 1936), an undated 'CONDOR / ZEPPELIN / LUFTHANSA' handstamp struck in Montevideo, and two superimposed Montevideo machine cancels, both dated 'DEC 3 / 1935'. The Port Stanley datestamp records receipt on '11 DE 35', and a total transit time of approximately a month.

This cover was featured in AEROLETTER #100 and #102, which also reported some very impressive analysis by Hugh Osborne, Peter Wingent and Alan Drysdall, who established both the route the cover took, and the modes of transport used:

The cover was posted on Friday, 15 November 1935. A time of 5 pm is legible.

It would have been carried over the first leg of the route by RANA's (Rhodesia and Nyasaland Airways) weekly Beira—Umtali—Salisbury service, departing Umtali at 09.40 the following day, Saturday the 16th November, arriving Salisbury 11.00 hours.

It would then have been forwarded by Imperial Airways AN291 service, departing Salisbury at 14.10 the same day, and arriving in Brindisi on the afternoon of November 23rd.

- *The aircraft as far as Kisumu was AW XV, Artemis.*
- *From Kisumu to Alexandria was HP42, Hadrian.*
- *Alexandria to Brindisi was a Short S.17, Scipio.*

The Brindisi — Paris leg was by train, arriving on the 25th November.

From Paris the cover may have been flown via Croydon, England, to Berlin, or it might have been sent directly from Paris to Berlin by train. In either case there was ample time to receive a Berlin datestamp on the 27th November.

The Graf Zeppelin was making a series of 'pendulum' flights across the South Atlantic between Bathurst (Gambia) and Recife (Pernambuco) via Natal (Brazil). The route from Europe was by Deutsche Lufthansa as follows:

DLH				
Dep.	Berlin	22.30	27 Nov	
Arr.	Stuttgart	03.40	28 Nov	Aircraft unknown.
Dep.	Stuttgart	05.59	28 Nov	
Arr.	Las Palmas	21.43	28 Nov	Ju-52 Mistral (D-APOK)
Dep.	Las Palmas	00.18	29 Nov	
Arr.	Bathurst	07.20	29 Nov	Ju-52 Zephyr (D-AGAV)
Dep.	Bathurst	21.00	30 Nov	
Arr.	Natal	01.15	02 Dec	Graf Zeppelin
Dep.	Natal		02 Dec	
Arr.	Montevideo		03 Dec	Condor aircraft — type/name unknown, probably a Ju-52.

The red "Deutsche Luftpost" cachet on front has code 'e' in 3 o'clock position. Code 'e' was used at Stuttgart from 12 May 1935 to 16 April 1936. The "Condor/Zeppelein/Lufthansa" cachet on reverse was applied at Montevideo.

The Port Stanley datestamp records receipt on '11 DE 35', and a total transit time of approximately a month. The last date equates to the date in the Port Stanley shipping logs for the mail ship SS Lafonia, inbound from Montevideo, a voyage of four to five days. The delay was because departure of the mail ships from Montevideo was not co-ordinated with the airmail service, but rather with the scheduled dates for the arrival of ships

under contract for the UK —Argentine (Buenos Aires) — UK service, which included calls into Montevideo, etc. Falkland inward mails were dropped off by south-bound ships; north-bound ships carried the outward mail, most of which was addressed to the UK.

As far as the rate is concerned, the Umtali PO clerk would not have been aware of the UK to South America 4 shilling rate but would have charged the sender the published Southern Rhodesia air mail rate of 4s 11d per ½ oz. which applied at this time to air mail for the Argentine, Bolivia, Chile, Paraguay and Uruguay.

My compliments to Hugh Osborne, Peter Wingent and Alan Drysdall, for their terrific analysis!

AEROLETTER is the journal of The AEROPHILATELIC SOCIETY OF SOUTHERN AFRICA, which is one of the societies with which the CAS corresponds and exchanges journals. For more information on ASSA, contact Neville Polakow, 149 Cape Road, Mill Park, Port Elizabeth 6001, South Africa

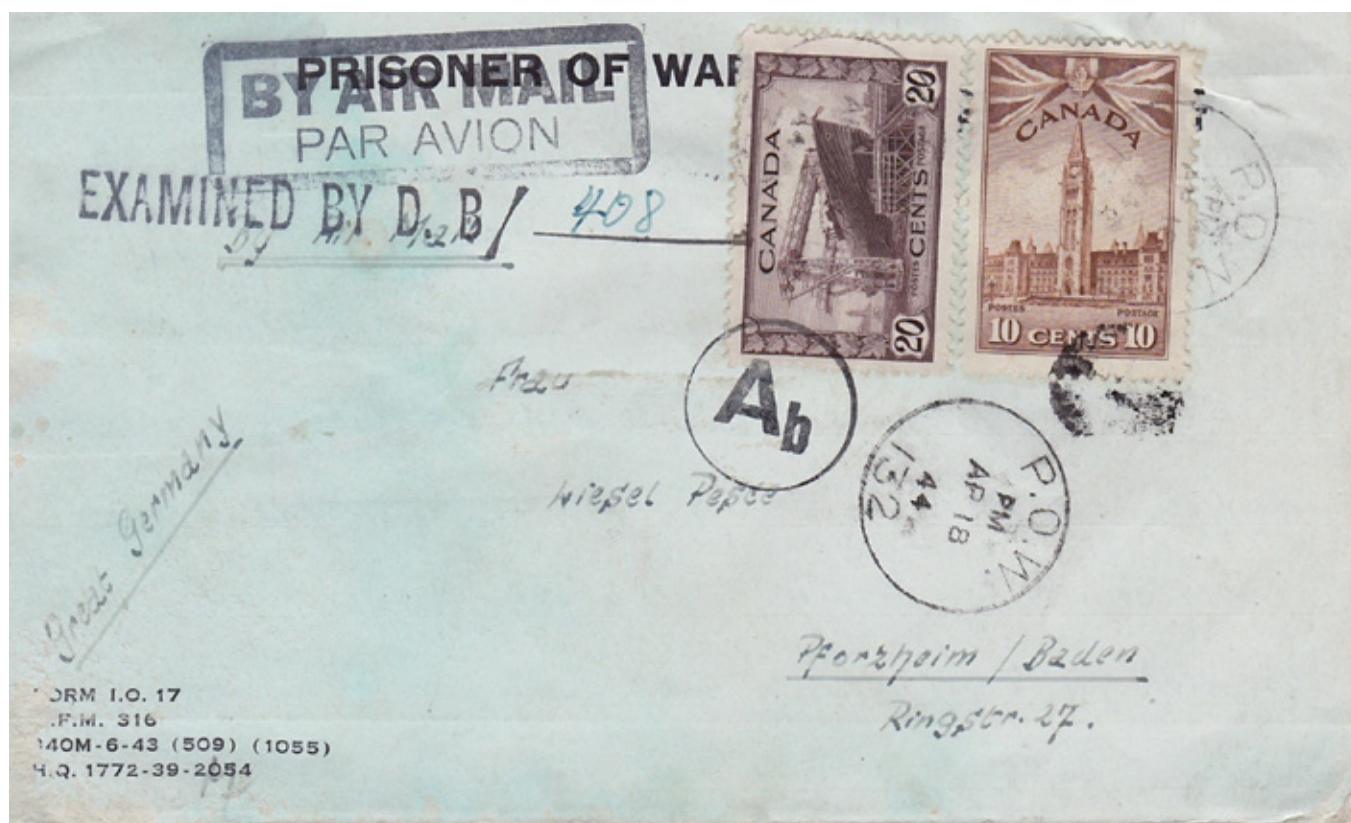
Please note that Neville's correct Email address is: nevillep@intekom.co.za (No r in intekom).

World War II POW Mail: How did this cover travel from Alberta to Germany?

This cover is from a German army Sergeant, writing home from Camp 132 at Medicine Hat, Alberta, to:

Frau Heisel Pesce Pforzheim/Baden Ringstr. 27 Great Germany

(The firstname is unclear. Great Germany is written diagonally on the left side of the cover.)





Postmarked: P.O.W. 132 PMAP 18 44

Canadian censor stamp: EXAMINED BY D.B/ 408

German censor stamp: Ab in circle.

Can somebody tell us the route this cover would have taken from Alberta to Pforzheim in Germany?

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

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The A.O. Directional Marking

An item in the December Canadian Aerophilatelist asked about a “mysterious” A.O. marking listed in Ian McQueen’s Airmail Directional Handstamps (2003).

Thanks to Richard Beith and Nino Chiovelli, who each sent me solutions to this question.

A.O. is an abbreviation of the U.P.U. phrase ‘Autres Objets’, which translates from the French as “Other Objects”. The term refers to items such as printed matter, in contrast to ‘L.C.’ = ‘Lettres, Cartes’, i.e., first class mail. It also refers to small packets that could be included with letter mail, but are in effect larger than normal.



The 2003 Snowbirds - NHL Heritage Classic Covers



Nino Chiovelli also sent me some information about how he arranged for the Snowbirds to carry covers on their flypast over Edmonton’s Commonwealth football stadium prior to the first NHL outdoor Heritage Classic hockey game:

It came to my attention that the SNOWBIRDS were going to do the fly-past exactly two days prior to the game. I established contact with the snowbirds PR Team at the Shell Service Centre at the Edmonton Municipal Airport and they kindly helped me to get the covers flown.

The covers were printed on my ink jet printer and the cancel was produced by the Edmonton Rubber Stamp Company (on a Friday afternoon) where the staff went above and beyond to produce it in time from my sketch design.

One of the covers was donated along with the private cancel that I had produced to the Canadian Hockey Hall of Fame in Toronto and was on display there for a period of time. The cover and cancel were part of a Hockey Exhibit sent on tour in Alberta for the one hundredth anniversary of the province. Since that time the material is probably in the Hockey Hall of Fame Archives to be used on specific special occasions.

Thanks Nino

OTTAWA STAMP DEALERS MONTHLY BOURSE

at the RA Centre, 2451 Riverside Drive, Ottawa.

Next dates for 2015 are:

April 12, May 17, June 14, July 12, Aug. 9, Sept. 13, Oct. 11, Nov. 8 & Dec. 13

For more information contact Brian Wolfenden: bjnepean@trytel.co

INFORMATION WANTED

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

WHO FLEW THIS FLIGHT ?

CL40-2802 Sioux Lookout - Pickle Lake, December 31st 1928

AMCN and Longworth Dames are both quite explicit that the pilot for this flight was Dale Atkinson. (Pages 62 and 118 respectively).



I have two covers from this Dec 31 flight and both have all the cachet and identity mentioned in these books. Both are "Flight No. 54" as stated by L-D. Both have been cancelled, date stamped and back stamped on Dec 31, 1928. One is not signed and the other is signed "A.H. Farrington-Pilot". The latter is a total contradiction of the current record. Section 26 of AMCN also credits Atkinson with this first

air mail flight. The date and flight are not credited to Farrington.

I looked at Van Dam's website. He has 5 covers for this dated flight. All have the cachet etc. Two are signed A.H. Farrington and three are unsigned. Molson is silent about the flight in "Pioneering in Canadian Air Transport" and it is not mentioned in Parrott's book on Farrington. Does anyone have a Dale Atkinson signed cover for this flight? Has Atkinson been wrongly credited with this first air mail flight?

John A. Lewington CAS#432

THE BOXED AIR MAIL HANDSTAMP?

I have been reading the article on the CAS website about Murry Heifetz's study on the "Boxed Air Mail Hand Stamps".

I've put together a small collection of them myself and am interested in carrying on Mr. Heifetz's work.

Is there anyone else who is focusing on this area of study ?

Bernie Smith

1-3891 Ness Avenue,
Winnipeg, Manitoba
R2Y 1T3 Email: bernardcsmith@gmail.com



MEMBERSHIP APPLICATION / RENEWAL FORM

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

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

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

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

- 1 year - \$15.00 Canadian or US\$13.00 or 8 GB pounds or 11 Euros - anywhere in the world
2 years - \$25.00 Canadian or US\$21 or 14 GB pounds or 18 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 \$25.00 US),
\$35.00 CDN for members Overseas, (or \$29.00 US, or 25 Euros, or 19 Pounds Sterling)
2 years - \$45.00 CDN in Canada, \$55.00 CDN in U.S.A. (or \$45.00 US)
\$65.00 CDN for members Overseas, (or \$53.00 US, or 47 Euros, or 35 Pounds Sterling)

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

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

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

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

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

MEMBERSHIP RENEWAL

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

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- | | |
|----------------------------|-----------------------------|
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The dues for Advertising Members are \$40 Canadian with an email journal / \$50 with a paper journal. - Advertising Members are guaranteed an advertisement in each issue, but the size of the advert is at the editor's discretion, and depends on the space available. (Very large

advertisements can be placed by special arrangement, for an additional charge.) If anybody would like to become an advertising member, please contact the editor.

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