

# THE CANADIAN AEROPHILATELIST

No.  
110

QUARTERLY JOURNAL OF THE CANADIAN AEROPHILATELIC SOCIETY

March 2017

## IN THIS ISSUE:

- CAS AGM AND ELECTIONS AT ORAPEX
- ANNUAL REPORTS
- REVISING AMCN
- A MAIL THEFT AT LONG LAKE
- BOOK REVIEWS
- FOLLOW UP: 1929 MACALPINE RESCUE
- AND MUCH MORE!

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**Volume XXXIII, Number 1**

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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**WEBSITE - [www.aerophilately.ca](http://www.aerophilately.ca)**

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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Webmaster - Steve Johnson

The Canadian Aerophilatelist Editor - Chris Hargreaves, Layout Editor - 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](mailto:mcintosh47@sympatico.ca)

Section 17: Canadian Air Mail Rates, Domestic and International - contact David Crotty [decrotty@yahoo.com](mailto:decrotty@yahoo.com)

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

**ELECTIONS FOR THE EXECUTIVE OF THE CAS**

**Our bi-annual elections will be held on the afternoon of Sunday May 7th as part of the CAS Annual General Meeting at ORAPEX. - Would any member who is interested in getting more involved in the CAS, and would like to join the executive, please contact the President.**

**CAS CALENDAR**

**ORAPEX 2017** - May 6th and 7th 2017 at the RA Centre, 2451 Riverside Dr., Ottawa ON.

ORAPEX is a National Level show, and is part of the American Philatelic Society's "World Series of Philately." It features some 40 dealers and 150 frames of exhibits. There is free admission and parking. The theme for ORAPEX 2017 is "Ships and Ship Mail - Building a Nation".

For more information check the ORAPEX website - [www.orapex.ca](http://www.orapex.ca)

**ROYAL 2017 ROYALE** - May 26-28, 2017.

Hotel Mortagne, 1228 Nobel, Boucherville QC. Annual exhibition and convention of the Royal Philatelic Society of Canada. For further information see [www.rpsc.org](http://www.rpsc.org)

**BNAPEX 2017** - Annual exhibition and convention of the British North America Philatelic Society, will be held in conjunction with CALTAPEX 2017, September 1st - 3rd 2017 at the Hyatt Hotel, Calgary. For further information see [www.bnaps.org](http://www.bnaps.org)

**CANPEX 2017** - October 14th to 15th 2017, at The Hellenic Community Centre, 133 Southdale Rd. West, London, Ontario.

A National-level show sanctioned by The Royal Philatelic Society of Canada, it is also part of the American Philatelic Society's "World Series of Philately".

Features 150 frames of competitive exhibits and National dealers. Hours: Sat. 10 a.m. to 5 p.m. and Sun. 10 a.m. to 4 p.m. Admission is free and there is plenty of free parking.

**TORONTO DAY OF AEROPHILATELY** - Sunday November 5th 2017. 11:15 a.m. to 4.00 p.m.

Held at the Vincent Greene Foundation, 10 Summerhill Avenue, Toronto, which is close to Summerhill subway station. - Displays, trading, and lots of excellent conversation. For more information contact Dick McIntosh: [mcintosh47@sympatico.ca](mailto:mcintosh47@sympatico.ca)



**ORAPEX 2017**  
Ottawa's National Stamp Exhibition


56<sup>th</sup> Annual Exhibition and Bourse  
*Theme: To honour Canada's sesquicentennial, our show theme for 2017 is "Ships & Ship Mail – Building a Nation" / Exhibit applications for all subjects welcome.*

[www.orapex.ca](http://www.orapex.ca)  
email: [info@orapex.ca](mailto:info@orapex.ca)

**RA**  
RA Centre Ottawa

**Saturday, May 6, 2017 • 10 am to 6 pm**  
**Sunday, May 7, 2017 • 10 am to 4 pm**  
Free admission and parking

RA Centre, 2451 Riverside Drive,  
Ottawa, Ontario K1H 7X7 - Curling Rink



**Royal Philatelic Society of Canada**  
2017 Annual Convention

Hosted by ANPB and FQP

**May 25 - 28, 2017**

**Hôtel Mortagne**  
1228 rue Nobel, Boucherville, Québec

For more information:  
[www.royale2017.com](http://www.royale2017.com)

## PRESIDENT'S REPORT

I trust everyone had a safe and happy holidays as we march into 2017.

A reminder that this year's AGM will take place at Orapex 2017, held in Ottawa May 6-7. All members are welcome to share their thoughts and views on a wide variety of subjects.

Later in the year, at Canpex 2017, held in London, Ontario, October 14-15, the theme will be The 90th anniversary of the London, Ont - London, England flight. As you may recall, this was the famed transatlantic flight which ended in disaster with the plane crashing in the Atlantic Ocean.

I would like to pass along my very best wishes to one of our Past Presidents, Dick Malott. Dick had a health scare in the early part of the year, and I would like to wish him a speedy recovery!

**Steve Johnson**

## SECRETARY'S REPORT

Welcome to another new member: #465 Al Urbonas of Toronto

As of January 01, 2017, the Society has a total membership of 121. This is a decrease of 11 from January 01, 2016. The breakdown of the membership is as follows:

### Membership Breakdown:

<b>CANADA:</b>	
Alberta	11
British Columbia	14
Manitoba	1
New Brunswick	6
Newfoundland	2
Northwest Territories	1
Ontario	39
Quebec	7
Saskatchewan	1
<b>TOTAL</b>	<b>82</b>

<b>INTERNATIONAL:</b>	
Australia	1
Cayman Islands	1
France	1
Israel	1
Netherlands	1
New Zealand	2
Switzerland	1
U.K.	6
<b>TOTAL</b>	<b>14</b>

<b>USA:</b>	
Arizona	1
California	2
Colorado	1
Connecticut	2
Illinois	4
Kentucky	1
Michigan	1
New Jersey	1
New York	4
Ohio	1
Oregon	2
Texas	2
Virginia	2
Wisconsin	1
<b>TOTAL</b>	<b>25</b>

<b>GRAND TOTAL:</b>	<b>121</b>
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**Brian Wolfenden**  
Secretary, CAS

**Walsh NEWFOUNDLAND** Specialized  
Stamp eCatalogue 10th ed., 2016 color,  
737 pgs. [www.nfldstamps.com](http://www.nfldstamps.com)

**Walsh BRITISH NORTH AMERICA**  
Specialized Stamp eCatalogue 10th ed.  
2016 Color; 624 pgs. [www.nfldstamps.com](http://www.nfldstamps.com)

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

# **CANADIAN AEROPHILATELIC SOCIETY TREASURER'S REPORT FOR THE YEARS ENDING 31 DEC 2015 AND 31 DEC 2016**

	2015	2016
Opening Bank Balance	<u>23,101.19</u>	<u>30,838.38</u>
<b>INCOME</b>		
Accounts Receivable at Previous 31 Dec	<u>0.00</u>	<u>0.00</u>
<b>Income Generated During the Year</b>		
Dues – new members & Renewals	4,224.76	2,204.75
CAS Covers – sale of various philatelic covers	212.00	0.00
Other Sales – includes e.g. books, pins & advertising	77.88	0.00
Donations – from members	6,181.56	0.00
Western Chapter – cash on hand **	<u>0.00</u>	<u>0.00</u>
Income Generated and Received during the Year	10,696.20	2,204.75
Less Accounts Receivable at 31 Dec	<u>0.00</u>	<u>0.00</u>
Opening Bank Balance & Income Received During the Year	<b>33,797.39</b>	<b>33,043.13</b>
<b>EXPENSES</b>		
Accounts Payable/Outstanding Cheques at Previous 31 Dec	<u>0.00</u>	<u>0.00</u>
<b>Expenses Incurred During the Year</b>		
Dues & Advertising-other philatelic organizations	323.04	50.00
Exhibiting fees	0.00	379.00
Office Supplies	190.53	74.28
Postage-such as for CAS journal, covers & books	1,023.15	1,045.38
Printing and Photocopying – such as journal and catalogue	802.48	812.08
Bank Charges- <del>chequing account, cheques, deposit stamp</del>	0.00	50.00
AAMS – publications & other books	0.00	438.86
Web Site	0.00	0.00
New C.A.S. catalogue	563.87	0.00
Engraving – presentation plaques/donations	<u>55.94</u>	<u>148.19</u>
Expenses Incurred during the Year	<u>2,959.01</u>	<u>2,997.79</u>
Less Accounts Payable/Outstanding cheques at 31 Dec	<u>0.00</u>	<u>0.00</u>
Expenses Incurred in Previous and Current Years but paid in Current Year	<u>2,959.01</u>	<u>2,997.79</u>
Closing Bank Balance	<u><b>30,838.38</b></u>	<u><b>30,045.34</b></u>
<b>FINANCIAL POSITION</b>		
Accounts Receivable at 31 Dec	-	-
Accounts Payable at 31 Dec	-	-
Financial Position at 31 Dec	<u><b>30,838.38</b></u>	<u><b>30,045.34</b></u>

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

**BRIAN WOLFENDEN**  
Treasurer – CAS

## EDITOR'S REPORT

Most of all in this year's report, I want to thank Paul Balcaen for style and speed with which he takes my draft text, and produces a stunning journal from it. - We have received many compliments about how good the journal looks, and this is because of Paul's work.

I also want to thank Gord Mallett for the great job he does in keeping the index to *The Canadian Aerophilatelist* up to date. Gord first produced the index in March 2001, at which time it covered 45 issues, and was 14,000 words in length: it now covers 109 issues, (soon to be 110), and is over 60,000 words in length. I use the index regularly, particularly when I remember that I've written about a topic in the past, but don't recall which issue it was in, and find it terrific!

I'm pleased to say that during 2016, the electronic version of the journal was always sent out in its nominal month of publication. Unfortunate the paper copies were generally not sent out until several weeks later, and there were a variety of reasons for this.

Any reader who is paying for a subscription to the paper copy of the journal, which is printed in "black and white", can have a copy of the cyber-journal in full colour emailed to them at no extra charge. - Just email Brian Wolfenden, ( [bjnepean@trytel.com](mailto:bjnepean@trytel.com) ), and ask to be added to the list for an emailed journal.

Readers should not hesitate to ask for an electronic journal because they are concerned that it might be complicated to download. We are ahead of you! - One of the criteria set before we introduced our electronic journal, was that it had to be sent out as a small and simple email attachment, that could be easily opened and instantly read. Paul somehow compresses the journal into a .pdf file that is under 5 megabytes in size, that can be sent and downloaded quite quickly, but still looks great.

Steve Johnson, who currently mails out the paper copies of the journal, is looking for a volunteer to take over that task. - The task is quite straightforward, but can be more time consuming than one might expect. A master file from which the journal is printed would be emailed to you to send to a printers (office supply store) near you, and Brian Wolfenden would send you address labels, and a supply of mint postage stamps. (Brian is sometimes able to purchase these at a discount from face value.) If you are able to help, please contact Steve at [steverman@rogers.com](mailto:steverman@rogers.com)

**Chris Hargreaves**

## REVISING THE AIR MAILS OF CANADA AND NEWFOUNDLAND

The process of revising AMCN is about to pick up speed!

In various conversations I've had about revising AMCN, the two sections that people most often want to see revised are:

- SECTION 3: SEMI-OFFICIAL STAMPS AND COVERS.
- SECTION 5: GOVERNMENT AND OTHER AIRMAIL COVERS OF CANADA.

Dick McIntosh has been keeping Section 5 continually revised and updated.

Steve Johnson has now completed a draft of the revised Section 3.

So: I have been in contact with Vickie Canfield Peters of the American Air Mail Society, who will be responsible for the actual publication of the revised catalogue, and we have agreed a time-scale for producing the revised edition:

1. I am contacting the past and/or potential new editors for various sections by the catalogue. I hope to have completed this by the time this issue of *The Canadian Aerophilatelist* is published.
2. each editor to send me a draft of their updated section within six months (by end August).
3. six months for me to work with the editors on the various sections (up to end Feb 2018) - I particularly want to be sure that all the discoveries and changes reported in *The Canadian Aerophilatelist* over the last 25 years are included in the revised catalogue.
4. six months to work with Vickie Canfield Peters on the final draft of the catalogue (up to end August 2018).
5. add an index to the final draft, and have it finished by the end of 2018.

Revising the catalogue will need the co-operative efforts of many people, and there will be multiple opportunities for everyone who wants to help to get involved. In particular:

- if you have offered to help in the past, but I have not contacted you during the last month or so, please contact me.
- if you have suggestions for additional topics to be covered in the catalogue, and a proposal as to how they can be included within the time scale above, please contact me.
- many years ago, the then editors of the American Air Mail Catalogue decided that flight listings would not normally include information about the aircraft that made the flight! Many people have since wished that this information was available. If anybody has been compiling information about the aircraft involved in First Flights, that we could include in the revised AMCN, please contact me.

**Chris Hargreaves**, [hargreavescp@sympatico.ca](mailto:hargreavescp@sympatico.ca)

## The Canadian Aerophilatelist Journals and Index

The index to the journal identifies the focus and details in articles linked to the collecting, researching and exhibiting interests of Canadian and international aerophilatelists/astrophilatelists. Aviation and philatelic information of a more wide-ranging nature is also indexed. The only content exclusions in the 60 000 word index are advertisements, meeting announcements and the like.

The index can be emailed to you as a Word document.

By utilizing the Find function of Word, any keyword, phrase or *Air Mails of Canada and Newfoundland* catalogue number, can be used to find pertinent articles and details located in past journals. Below are several examples of searches involving sample keywords, phrases or catalogue numbers:

1. keyword Campbell (Patrick): 35 entries, starting with journal #6—CAS member #1, CF-AAM, Soviet stamps, Canadian RJ 7001, Vance “Flying Wing”, FC-2W G-CAIQ, Editor’s Award...
2. phrase book review: 62 entries, starting at journal #4—airmail slogans, rocket mail, wartime airmails, Brazilian flights, aerogrammes, postcard history, search for gold, Pan American Airways...
3. AMCN catalogue number 3105: 9 entries, starting at journal #26—prairie air mail, Winnipeg and Pembina, Roessler forgeries, John McHale, Dick McIntosh, D.w covers...

For further information, or to receive a copy of the index and/or particular journal(s) contact [gdmall@telus.net](mailto:gdmall@telus.net).

**Gord Mallett**

## THE TONY CONYERS PROJECT, 2007 - 2017



*Jill Hare studying First Flight Covers with students at the Mutchmore Public School Stamp Club in Ottawa. (Photo by Tom Hare.)*

This project began with a very generous donation of over 600 Canadian First Flight Covers for distribution to young collectors, made by Tony Conyers to the Canadian Aerophilatelic Society.

The project offered free covers to young collectors, together with a leaflet which described what First Flight Covers are, and a map of air mail routes on which students could trace the route of their covers. The CAS saw this project as a great opportunity to do something practical to try and attract new collectors. It therefore paid the costs of printing the leaflets, and of sending out the covers, so that the covers really were free to the young collectors.

The project was publicized by articles in The Canadian Aerophilatelist, The Canadian Philatelist, BNA Topics, and The Airpost Journal. It got very enthusiastic responses from some individuals and groups in Manitoba, New Brunswick, Ontario, Saskatchewan, and the U.S., and from the American Air Mail Society.

However, the project never attracted the number of requests that “everybody” thought an offer of free covers would receive, and the last covers have just been donated to the Saskatoon Stamp Club for their youth activities.

**Want lists welcome**  
203A Woodfield Drive,  
Nepean, Ontario K2G 4P2  
[www.brianwolfenden.com](http://www.brianwolfenden.com)

**Wolfenden**  
Canadian Flight Covers

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

## **CANADIAN AEROPHILATELIST EDITOR'S AWARD**

I have often said that I enjoy all aspects of editing The Canadian Aerophilatelist except writing obituaries. The Editor's award was created in 1999, and is an award I can present to anybody I choose, to recognize "an outstanding contribution to the journal or aerophilately". - It gives me a very good news story each year, to make up for the obituaries.

I think that throughout the period since 1999, people have been talking about the need to attract new collectors, but very few new initiatives are undertaken.

Tony Conyers, however, did something very practical to try and attract young collectors to aerophilately, and I am very pleased to be able to recognize Tony's initiative by announcing that:

## **THE CANADIAN AEROPHILATELIST EDITOR'S AWARD FOR 2017**

**is being presented to**

**TONY CONYERS**

**for his project to attract young collectors to aerophilately.**

**Chris Hargreaves**

## **INTERNATIONAL EXHIBITING - Jim Taylor**

The world philatelic scene needs more Canadian exhibitors, commissioners and jurors. High level philatelic competition is an enjoyable and rewarding endeavour. You have worked hard on your exhibit, worked it up to five frames and enjoyed success regionally. What now? How do you personally qualify for International FIP frame space? Achieve a vermeil or higher medal at a RPSC or other national philatelic exhibition - You may already qualify!

A vermeil medal winner is qualified to enter his or her exhibit in an FIP or FIAF exhibition. Acceptance of course is up to the Canadian Commissioner and the FIP exhibition organizing committee. A vermeil medal winner is also qualified to apply to be a RPSC regional or national philatelic juror.

For information on future International exhibitions, please contact me at [miquelon@shaw.ca](mailto:miquelon@shaw.ca)

**Jim Taylor, RPSC International Liaison Officer**



INTERNATIONAL FEDERATION OF AERO-PHILATELIC SOCIETIES  
FEDERATION INTERNATIONALE DES SOCIETES AEROPHILATELIQUES

**Website:** FISA is launching a new and fully responsive website for desktop, tablet and smartphone. Included is a Forum where all aero- and astrophilatelists of member societies can ask questions and give answers. Estimated launch date is March 2017 at <http://www.fisa-web.com/>

**Congress 2017:** F.I.S.A. has been invited to attend the ÖVEBRIA 2017 exhibition at Hirtenberg, Austria, from 6 to 8 October 2017. During ÖVEBRIA 2017 there is also a Salon for Aerophilately (50 to 60 frames). Participation in this event is possible, inscription before May 31st 2017. Hotel accommodation and social events will be communicated at a later stage. Information can be seen at:

<http://www.briefmarkenverein-hirtenberg.at/>

**Congress 2019:** the place for the 2019 Congress could be Berlin, Germany, during the Aero 2019 Berlin Show ® II) with an International Air Mail Salon. Seven to eight philatelic clubs will work together for this event that will take place at the historical Schöneberg Rathaus in Berlin. A first internet link was recently established: <http://www.aerob Berlin2019.de/PH0VWelcomeE.php>

## IN MEMORIAM - JOHN ROBERT ELLIS

John Ellis was the author of The Canadian Civil Aircraft Register which was published by the Canadian Aviation Historical Society in two volumes: G-CAA to G-CAXP, 1920 to 1928 and CF-AAA to CF-ACG, 1929-1945. They were compiled from Department of Transport files in the National Archives, and are a great resource for aviation researchers. The information for each aircraft includes the date of registration, type of aircraft, changes in ownership, and major accidents involving the aircraft.

John was born in 1919, and served as an armourer in the RCAF. After the war he graduated from the University of Toronto with a degree in metallurgical engineering, and was then employed by the Canadian General Electric Company for 29 years.

John was one of the original members of the CAHS, and played a very significant role in the growth of the society.



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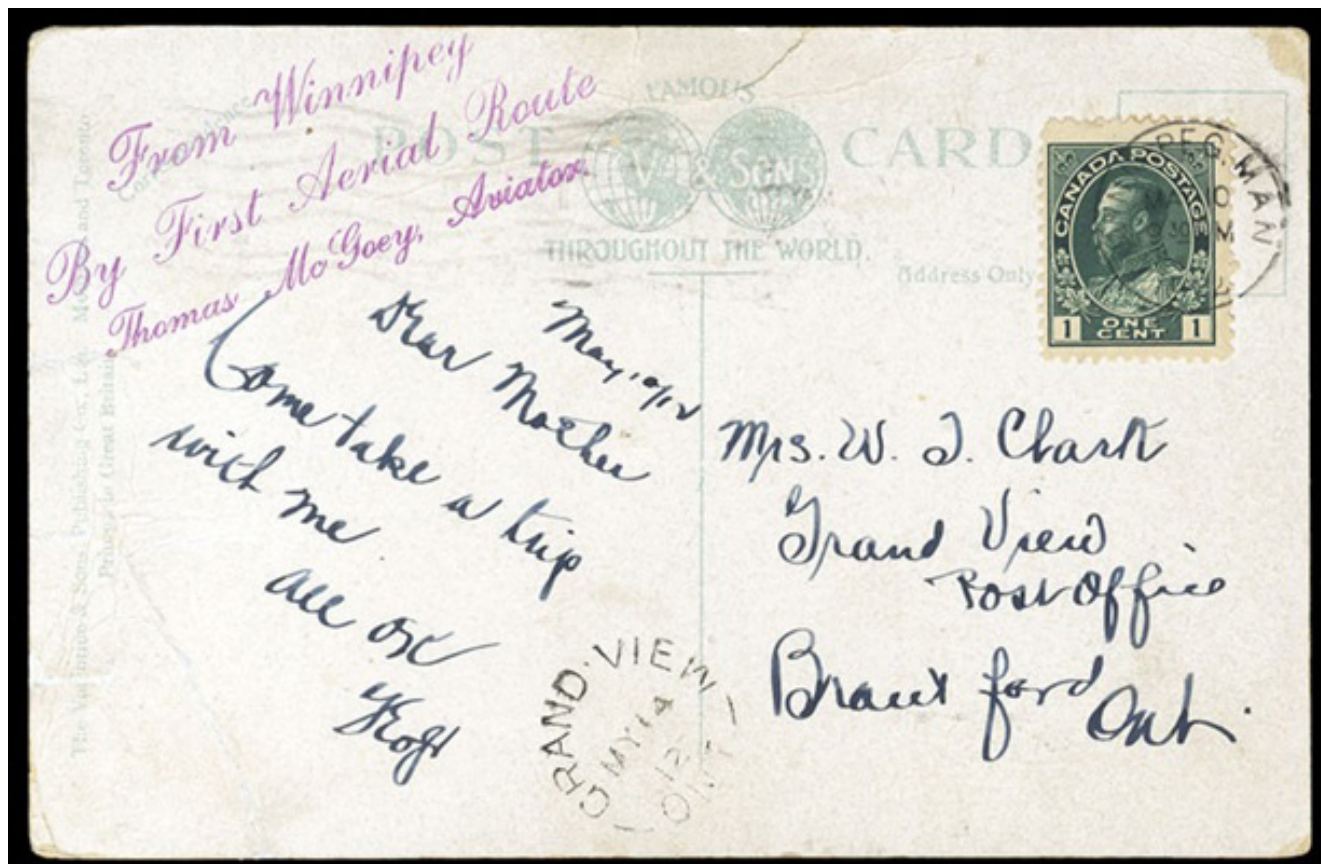
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## 1912 McGOEY POSTCARD OFFERED AT AUCTION

The following Lot was offered in the Cherrystone Auctions sale on January 10-11, 2017:



Lot #684

### BRITISH COMMONWEALTH CANADA Flight Covers

1912 (May 10) Winnipeg, Manitoba Air Circus (an "Air Circus" was held in Winnipeg for an entire week. On May 10, it was expected that one of the pilots, Thomas McGoey would fly mail in his machine, with the authority of the postmaster), picture postcard, franked with 1c green, tied by Winnipeg, May 10, 1912 (9:30 a.m.) cds, bearing a personal note "Dear Mother, come take a trip with me", also a three line "From Winnipeg by First Aerial Route Thomas McGoey, Aviator" cachet, addressed to Grand View Post Office, Brandford, Ont, with May 14 arrival pmk, creased at lower left and expertly restored, otherwise fine. It is not known whether this mail was carried by Sam Tickell on his attempt on 10th May, or whether it was dispatched via ordinary means upon the failure of McGoey to arrive. Being the only known item from this flight, this card is considered to be the greatest rarity of Canadian Aero philately



Catalog #AAMS PF-3

**The Lot was listed with a minimum bid of \$4,500 but did not sell.**

Although this is the only known card sold for the planned flight that was postally used, a couple of unused postcards are known. They are typical of cards being sold at early aviation shows in United States at this time, that were to be carried by a pilot and posted after the flight.

Also, according to *Pioneer Airpost Flights of the World 1830-1935* by Dr. Max Kronstein:

McGOEY was not in Winnipeg on May 10th: he was ill at Grand Forks, North Dakota.

This postcard is postmarked Winnipeg, May 10, 9:30 A.M., 1912,

The only flight made on May 10th was at 6.30 p.m. by "Fat" Tyckell. His first attempt to get off the ground failed because some of his plane's cylinders did not work. On a second attempt: "he rose 30 feet above the ground, but again cylinder trouble occurred. He struggled to clear the grandstand, and then toppled over and plunged with his machine from a height of 50-feet to the track." Although it was at first reported that he had only received scratches, he was in fact seriously injured.

For more information see *The Canadian Aerophilatelist* March 2012 pages 16 - 21, and June 2012 page 16.

Thanks to Barry Countryman, and to George Dresser, for sending me a copy of this listing.

## BOOK REVIEW

**Aviation and Airmail Encyclopedia, Volume 2**  
**J.L.C.M. Tschroots & H.H.C. Tschroots-Boer**  
**ISBN/AEN 978-90-818881-1-0**

Review received from Ken Sanford

This book is the result of a tremendous amount of research. There is a wealth of information in it, and even though it is in the Dutch language, it will be useful to all aerophilatelists interested in the World War 2 period. It is easy to translate the text into English using Google Translate or a similar Internet translator.

It is a companion to Volume 1, which was published in 1992, and covered mostly the period up to 1934.

Volume 2 is Hardbound (17 x 24 centimetres) and contains (932 pages with many full colour illustrations).

The first three chapters cover, Dutch mail to South America via: French airlines – 1919-1940, German airlines – 1934-1939, & Italian Airlines (LATI) – 1939-1941.

Rates are shown from/to the Netherlands for all countries on the routes. There are lists of each flight, including the pilots' names and the names & registration letters for the aircraft used.

The next section covers Europe to the USA from 1932 to 1945, including connections to trans-Pacific routes. Rates are shown from the Netherlands to various Asian countries via the USA.

The next chapter covers North Atlantic Pan American Airways "Clipper" service between 1939 and 1942, including rates between the Netherlands and the USA, and the aircraft used on each flight.

Next come North Atlantic catapult flights and the Netherlands mail connections to them.

The following chapter covers KLM services to Asia, including connections to Manchuria, China, Hong Kong, Indochina, Japan, Korea, Macao and the Philippines, including rates.

The following chapters list various airmail developments by year, from 1936 to 1945, with the emphasis on The Netherlands. These sections provide a lot of information on all aspects of airmail development.



There is a short section on the Horseshoe Route operated by British Overseas Airways Corp. (BOAC) between Australia and South Africa between 1940 and 1942.

Next are "Undercover Addresses" during World War 2, which shows lots of Dutch covers addressed to undercover addresses.

The final section covers mail held during the War, and finally there is a Glossary, which includes translations of most Dutch terms used into English, French and German.

The book shows lots of covers, most with a Dutch connection, many photos of aircraft, and various useful tables & charts.

There is also a list of the literature and references consulted.

All information in chronological order, arranged per route and year.

Price **Euros € 55 plus the following postage:** € 10,00 The Netherlands; € 20,00 Europe EEC; € 27,00 other Europe; € 35,00 Overseas. To order contact the authors at: [tschroots1@zonnet.nl](mailto:tschroots1@zonnet.nl)

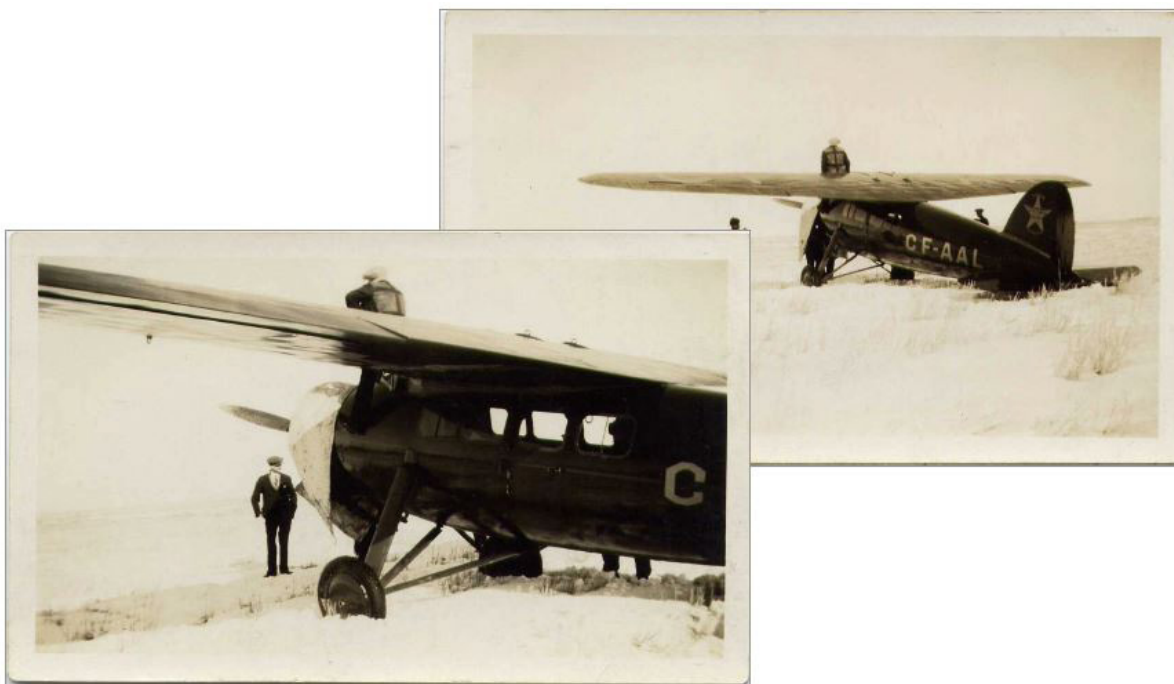
## HOW I BECAME AN AEROPHILATELIST

**Gord Mallett**

*EDITOR'S NOTE: Gord sent me this item with a comment that it was originally written as a response to an email request from a new collector, who had asked him about how he became an aerophilatelist, and how he had gained the information for his series of DVDs on Early 20th Century Aviators & Air Mail.*

*Gord suggested that the topic might be of general interest, and that it would be interesting to invite other readers to send in an item on how they became aerophilatelists. I think that's a great idea for a series of articles, and encourage everybody to send in an account of how they became an aerophilatelist.*

Your query on how I became interested in aviation history and aero-philately got me doing a bit of reminiscing! To answer, I have cobbled together a few recollections.—Back then I was nearing the age of 40 (many years ago now!) and was thinking of taking up a new hobby. When looking through some long-forgotten family black-and-white photographs, a couple of them caught my eye.



That's pioneering Canadian aviator W. R. 'Wop' May atop Lougheed Vega CF-AAL! My father Ivan is standing just to the front. Dad was only twenty and in his first year of teaching at Hackett, a CNR whistle-stop southeast of Stettler, Alberta. A note on the back of one of the photos is dated May 1929 and describes the scene as, "Wop May's plane landed a half mile north of Hackett. It was a red letter day at Hackett".

A few weeks after I looked at the Hackett photos, a colleague invited me to a meeting of the local Stamp Club. Although not particularly interested in stamps, I thought I would just sit in and observe the proceedings. At the end of the meeting, an auction of philatelic items took place. One of the auction lots was a half-dozen covers (i.e. envelopes) that contained a variety of air mail markings, cachets, cancellations, indications of the route flown, etc. I decided to enter the bidding and was surprised when my bid was the winner. Later on I discovered that one of the covers (flown from Ft Resolution NWT to Ft McMurray Alberta on December 18 1929) was transported aboard the same aircraft as pictured in my dad's photos—CF-AAL!

I was hooked! Over the years, uncovering details linked to flown covers has been made easier by studying pilot flight reports.

These reports recorded by the pilots contain details such as the miles flown, flight duration, destination, mail carried, passengers and so on. Much of the data that I was interested in is located in the Canadian Airways Collection (MG I I A34) fonds, archived in Winnipeg. I was delighted to find that the entire collection of company records is available for inspection and study.

In 2000, I received a package from an aviation history buff that contained a photocopy of the Commercial Airways CF-AAL flight report log book! (The original log book is held in Calgary's Glenbow Archives as part of the May Collection, #M829.)

## CANADA REVENUES • DUCKS SEMI-OFFICIAL AIRMAILS

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PILOTS NAME		CLASSIFICATION		LICENSE NUMBER			
ADDRESS		CITY		STATE			
COPYRIGHT 1928 BIGHFIELD OIL CO. OF CALIFORNIA PILOTS LOG FORM 2-2							
DATE	REG. MARK	TYPE OF PLANE	NO. OF FLIGHTS	MILES FLOWN	NATURE OF FLIGHTS	DURATION IN MINUTES	CERTIFIED BY
BROUGHT FORWARD				350	Heating	3.25	WPM
Feb 2	1929			50	Burbank Metropolitan	30	WPM
" 3				10	Burbank National Guard	15	WPM
" 3				20	Burbank Western Air Express	30	WPM
" 3				25	Mr & Mrs Webb	15	WPM
" 4				60	Western Air Express March Field	45	WPM
" 4				60	March Field Western Air Express	45	WPM
" 5				275	Western Air Express Los Angeles	230	WPM
" 5				425	Los Angeles Salt Lake City	400	WPM
" 6				650	Salt Lake Great Falls	600	WPM
" 7				375	Great Falls Calgary	430	WPM
" 7				50	Mr & Mrs Adams Smith & Mrs	30	WPM
" 10				200	Mr & Mrs Hansen Mrs May	210	WPM
" 16				55	Edmonton Westlock	35	WPM
" 16				15	Westlock Da & Son 15 miles SW	20	WPM
" 16				15	SW Westlock Westlock	15	WPM
Feb 16				1 50	Westlock Edmonton	15	WPM
" 24				1 25	Tex. Passenger C. Becken	15	WPM
Mar 5				2 100	4 Pass & Paid 4 Pass gratis	60	WPM
" 7				1 300	" " Grande Prairie 1st 3hr 20m	200	WPM
" 9				1 300	" " Edmonton 12hr 2hr 10m	200	WPM
" 9				1 140	" " S.E. Stettler 1grat 1hr 30m	200	WPM
" 9				1 295	2 Pass Pd. 2 grat	15m	WPM
" 9				1 115	2 Pass Pd. Edmonton 1st 1hr	200	WPM
" 10				31 275	27 Pl. Passenger	2:45	WPM
" 13				2 400	Edmonton 1st 2nd & 3rd 4:20	200	WPM
" 13				1 300	Grande Prairie 3rd Edmonton 2:45	200	WPM
" 14				4 125	Edmonton taking the 12:15 Big Lake 1:15	200	WPM
" 15				1 180	" " Youngstown 1:30	200	WPM
" 15				1 180	Youngstown 175 00 Edmonton 2:00	200	WPM
						53 35	
CARRIED FORWARD							

There, in front of me, were details of the flight pictured in my family photos! It was immediately evident that the CF-AAL flight had taken place in March 1929 (see the red boxed-in sections in the report), not in May as stated on the back of one of the photos. There are no trips to the Stettler area recorded in the log book for May 1929. Dad no doubt had added the note to the photo several years after the event and he slipped up in recalling the correct month. Snow on the ground, of course, does suggest a prairie scene in March rather than in May, two months later!

Wop May's March 9 flight to the field north of Hackett was CF-AAL's third-only commercial trip (the first having been a February 16 medical emergency flight to the Alberta farm community of Westlock). Identified in May's log book as 140 miles flown to "S.E. (southeast) Stettler", its duration was 1 hour 30 minutes. The log book entry further reveals that he flew his three passengers back to Edmonton later that same day, touching down en route after only 25 miles (no doubt at Stettler, my hometown) to drop off a "gratis"

passenger he had picked up at the Hackett field.

It is of interest as well to note that May's initial CF-AAL flights were in the Burbank, California area. May and fellow-pilot Vic Horner had travelled by train south to California to pick up the Vega at Howard Hughes' Lockheed Manufacturing Company. While there, the pair took part in some of the flying scenes in Hughes' movie *Hells Angels*, one of the very first 'talkies'. A number of the scenes featured dozens of aircraft engaged in simulated WW I dogfights. Several pilots died in the shooting of the movie. The film propelled Jean Harlow to superstar status. May's flight back to Edmonton from the USA was via Las Vegas, Salt Lake City, Great Falls and Calgary. (Note the CF-AAL log book entries for February 5–7.)

Much useful information can also be gained from individuals who have a 'personal link' to air mail history. I was fortunate in becoming friends with two persons who related to me accounts of their fathers' early 20th century aviation-related experiences in the far-north—Denny May, son of WW I aviator/bush pilot Wop May; and Tom Hale, son of Edmonton and NWT District Postal Superintendent (*the flying postmaster*) Major Walter Hale.

It is this sort of first-hand knowledge that helps aviation and air mail history come alive! Denny received the 2012 Queen Elizabeth II Diamond Jubilee Medal, presented to him for his work in helping to preserve aviation history, including the aerial exploits of many of the early aviators. He and his wife Margaret are members of the Operations Committee of Canada's Aviation Hall of Fame; <http://www.cahf.ca/>.

In writing a biography of Postal Superintendent R.W. 'Walter' Hale, I came to realize that the storyline contained several gaps. A personal interview with his son Tom helped provide a solution. He retold stories first told to him by his father, including details of flights Hale-senior had made accompanying bush pilots to far-northern outposts in oft-times hazardous winter conditions.

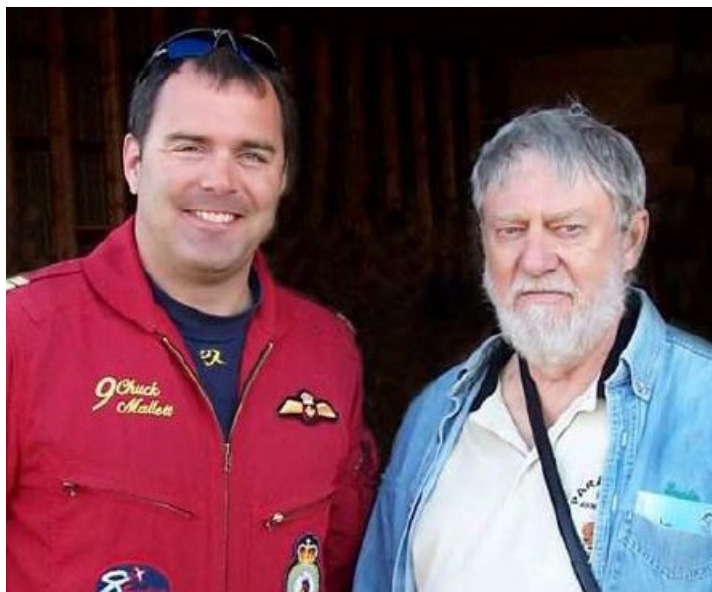
The resulting 170-page life history—*No Englishmen Need Apply*—has been published by BNAPS (British North America Philatelic Society). A 340-file 'Companion' DVD features 200-plus photographs scanned from an air mail album that British-émigré Hale put together in the 1930s, as well as aviation monographs, Hale/pilot-signed flight covers and related memorabilia items. (The album was kindly given to me by Denny May as an aid to my research and for continued safekeeping.)

A final personal note—In August 2005 I attended an air show in Westlock in which one of my sons was flying. Denny, himself a former pilot, was there as well. After we shared our impressions of the Canadian Forces Snowbirds' programme, he left to chat with a few of the pilots. I later received an email with a photo of him alongside Snowbird #9, 'Chuck' Mallett.

### **Gord Mallett**

Thanks Gord. - I hope that many readers will respond to Gord's suggestion, and send an anecdote or article about how they became an aerophilatelist to [hargreavescp@sympatico.ca](mailto:hargreavescp@sympatico.ca) or to the address on page 2.

For information on Gord's set of 10 DVDs on Early 20th Century Aviators & Air Mail in Canada contact Gord at [CalderRiver@hotmail.com](mailto:CalderRiver@hotmail.com) or at the address on page 2.



## 1920 - A FAM 2 COVER AFTER THE FIRST FLIGHT

George Dresser



Posted: Victoria, B.C., NOV 2, 1920, Transit: Pittsburgh, PA, NOV 7, 1920, Received: New Kensington, PA, No receiver



Note the **AIR PLANE SERVICE** cancellation

Canada special delivery stamp no valid for special delivery service in the United States and special delivery service was not received.

The Seattle-Victoria air mail contract was let to pilot Edward Hubbard in October 1920 by the U.S. Postmaster-General. Thus Canada's first regular air mail service was actually part of U.S. Foreign Contact Air Mail Route No. 2 which operated between Seattle and Victoria from October 15, 1920 until 1937. This cover, dated November 2, 1920 was flown from Victoria to Seattle via a Boeing B1 seaplane piloted by Mr. Hubbard. Covers from FAM 2 are very scarce as the letters carried did not require special instructions or additional franking and were not normally given a special cancel. So, why this cover? The cover is addressed to Mr. H. A. Truby. Mr. Truby was the Secretary-Treasurer of the Aero Mail Club founded June 21, 1913. The Club used the New England Philatelist to promote and report on Club activities. The red "AERO MAIL" with wings marking on this cover was a Club marking and not an official postal marking. Mr. Truby would also have been aware that the use of a Canadian special delivery stamp, while dressing up the cover, would not have resulted special delivery service. So, the cover is philatelic and scarce.



A Boeing Corporation B1 seaplane not to be confused with the more recent Boeing B1 strategic bomber operated by the United States Air Force.

# 1935 - CANADIAN AIR MAIL TO AFRICA

Peter Wingent



Try as I might, I cannot find a reason why this cover is franked at 23 cents.

In David Whiteley's book *Airmail Covers from Canada to Overseas Destinations Except North America & Mexico 1927-1946* (\*) he shows on page 52 a 35 cents rate to the whole of Africa from 1 July 1934, reduced to 25 cents on 1 July 1935. My cover, posted in May 1935 is franked only 23 cents and is registered but no charges have been raised and there doesn't appear to be any missing stamps. According to Whiteley, the cover should be franked 45 cents (35 cents air + 10 cents registration). Can anybody offer any explanation for this large underpayment please?

It is the first cover I have obtained which bears Canadian RPO cancels so I am on a huge learning curve about them. The one that most puzzles me is the BDRY LINE & WPG because I have read that even train numbers

(this one is 110) show the train was traveling either south or east (odd nos. going north or west) so from this cancel it would seem the cover was sent by train from Winnipeg at least as far as the US border. However, there was a daily air service by both Northwest Airlines from Winnipeg to New York. I wonder why the cover was not flown from Winnipeg? (I have discovered that BDRY = boundary and assume it is the stretch of line from Winnipeg to the US border).

I should mention that the Kisumu arrival datestamp proves the cover was flown from London to Kenya because by ship it would have taken 3 weeks, so could not have arrived by the date of the Kisumu cancel, which also was the day of arrival there of a southbound IA service.

From "The Times" newspaper I have discovered that it would have been carried by the Cunard White Star ship 'Aquitania' which sailed New York 4 June and arrived Southampton at noon on the 14th.

**(\*) Ed's note: David's book has been posted on the website of the Canadian Philatelic Society of Great Britain**  
**at:**

<http://www.canadianpsgb.org.uk/PDF/Air%20Mail%20Covers%20from%20Canada%20to%20Overseas%20Destinations%201.pdf> (Type as one "word".)

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# 1928 - A POST OFFICE ROBBERY IN LONG LAKE

*In the September 2016 Canadian Aerophilatelist, I reprinted Ed Matthews' article "A Mystery Solved: the Western Canada Airways LONG LAKE Semi-Officials" as a tribute to Ed and his research.*

*Following Ed's death, his collection was acquired by Vance Auctions, which has very kindly donated a binder of Ed's research notes to the Canadian Aerophilatelic Society's library.*

*As part of Ed's research into the LONG LAKE overprints, he hired a researcher to check a file with the title "INSPECTORS' REPORTS AND GENERAL CORRESPONDENCE FILE FOR THE POST OFFICE AT WADHOPE, MANITOBA" in the Post Office Records at the National Archives in Ottawa. (The Post Office at Long Lake was called Wadhope.)*

*The file did not have the information to solve the mystery of the LONG LAKE overprints, but it did contain the following chronicle of the investigation into a robbery reported by the Wadhope Post Office in 1928, that gives a fascinating account of life and postal operations in that era and area.*

*The comments in italics were made to Ed by the researcher, Christine Ashley-Firth, who commented that "the curious capitalization is as it was written".*

## **Police Report 24th June 1928**

**12.00 noon**

### **Riverton Detachment**

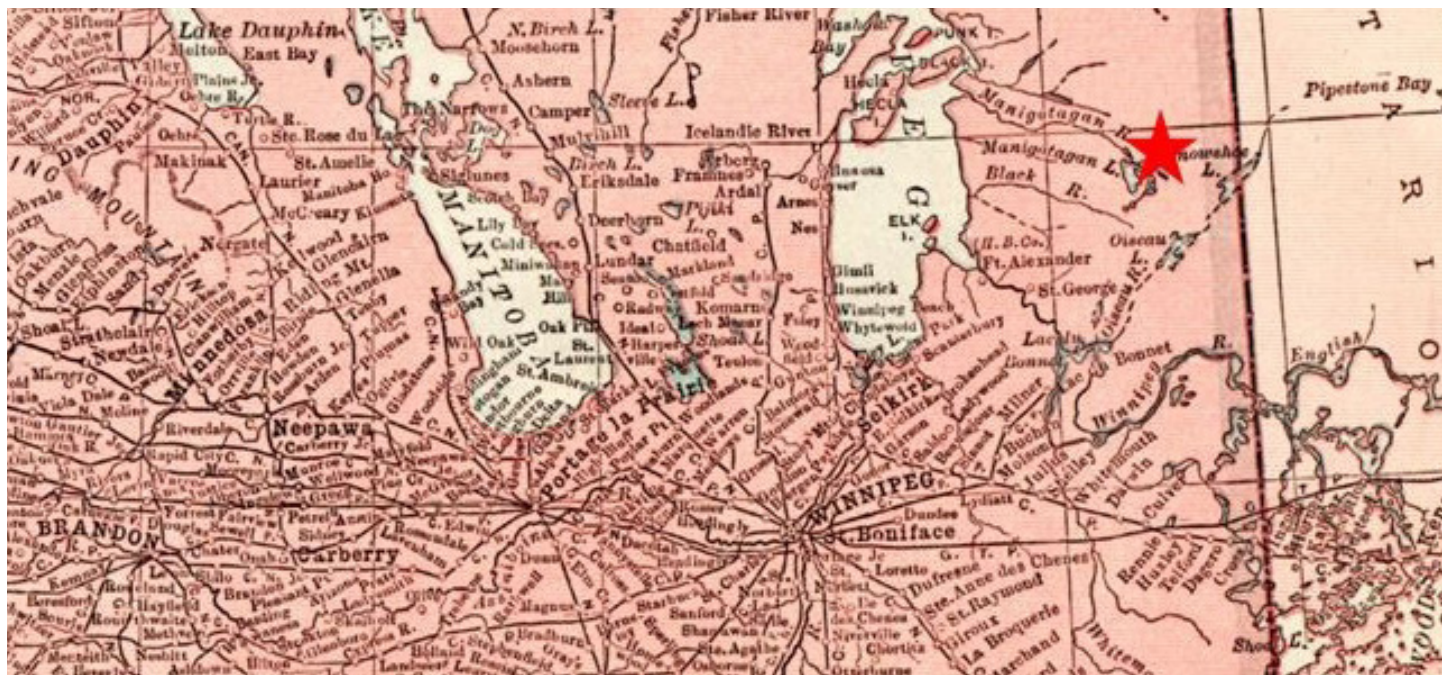
#### **Complaint of Campbell Brothers - Wadhope P.O. - Man**

#### **"Theft of money from the Post Office and General Store"**

In connection with the attached letter of complaint [page torn] the above named, I most respectfully beg to report that on the 12th inst. I left Riverton by passenger boat for English Brook arriving there at 1.30 P.M. same date, from there I proceeded over the Two Mile Portage where I obtained another boat which took me as far as the Government Landing staying there overnight. On the morning of the 13th inst. I travelled over the 17 mile Portage to Caribou Lake where I proceeded by boat to Long Lake arriving at Long Lake at 8 P.M. on the 13th inst. I walked from Long Lake to Wadhope P.O. arriving at Wadhope at 12.30 P.M. During the afternoon I interviewed Archibald Campbell one of the Campbell Brothers who gave me the following statement-;

About 10.15 P.M. on the night of the 25th of May 1928 I deposited the drawing for the day amounting to \$94.00 in the safe which is situated in the enclosure inside the Store set apart as the General Post Office. I locked the safe, and the Two outside Doors which is equipped with Yale Locks and went home to my residence which is only about 40 feet from my Store. About 8 A.M. on the morning of the 26 inst. I returned to the Store and found everything in apparently good order, then around 10 A.M. I had occasion to go to the Safe for small Change, it was locked and I had to use the usual Combination to open it, I then discovered that apart from some Silver that all the Paper Money was stolen, as near as I can say there was \$550 or \$700.00 in the Safe when I locked it on the night of the 25th inst. I don't know the number of the Bills but the majority was Fives (Bank of Toronto), about 15 Ten Dollar Bills, 3 Twenty Dollar Bills, and about 40 New One Dollar Bills T. Series, and one British Postal Note for £1 payable to J.R. Herron of Kenora P.O. Ontario. When I Discovered this theft I examined all doors and windows of the building and it is evident that the thief or thieves had used a key as nothing was disturbed. I am mostly sure I locked the safe on the night of the 25th inst. and I don't remember having ever found this safe unlocked on any previous occasion. My brother and myself are the only person's who have the Combination of the Safe, and he was absent on that date. I have one boy named R. Graham employed in the store, he is a nephew of R.H. Graham, Crown Prosecutor of Winnipeg, he was formerly in Accounting in the Bank of Nova Scotia in Winnipeg the Manager of which gave me excellent references

regarding his conduct and character. I have not the slightest idea of who might have committed this theft but there is no doubt it was some person who knew the general situation of the store.



*Location of Wadhope - shown by star - on 1933 map of Southern Manitoba.*

I did not want to report this matter to the Police but I was instructed to do so by G. Edmonds Esq. Police Magistrate of Long Lake; It was my intention just to keep this matter quiet thinking that probably some information would leak out in the near future.

I next interviewed one Mindy Olson of the Central Manitoba Mines Ltd. who gave me the following statement;

I have been employed for the past five years at the Central Manitoba Mines, on the 1st of February last I was appointed Policeman for the Central Manitoba Mines Ltd. and my duty is to see that all men of the shift are in their rooms at 11 P.M. at night, and to see that no Gambling or drinking takes place on the premises, I also make several rounds of the Company's property during the night to see that everything is in order. My working hours are from 7 P.M. at night until 8 A.M. in the morning. About the time the alleged theft took place at Campbell's Store I did not notice anything unusual nor did I see any strangers around as I make a special check up of any strange persons hanging around and generally order them off the property. Campbell's Store is located about 100 feet from the Main Shaft of the Mine and I was in that vicinity several times that night but did not notice any person's around. There is a doubt in my mind as well as the Officials and men of the Company if this theft ever took place at all.

I next interviewed J.H. Stevel Superintendent of the Central Manitoba Mines Limited, he stated that if this theft was committed it was his opinion that it had been done by some person not connected with the Company, the large majority of his men had been in the company's service for a long period and he had been very careful in his selection of employee's, he had occasion to dismiss several of his workers lately for having liquor on the premises.

On the 15th inst. I made quiet enquiries around the Mines at Long Lake regarding new arrivals etc. and I found three men who arrived lately to work for the Central Manitoba Mines Ltd. namely, Edward Matthew [H] Taylor of Morris, Manitoba, Joe Schnel of Morden, Manitoba, and George Faust, of Morden, Manitoba, these men have been working for the Central Manitoba Mines for the past five weeks and on making enquiries regarding their movements around the 25th of May I found that E.M. Taylor was working on the Night Shift, and that Faust and

Schnel were in their room before midnight on that date. I did not question these men personally as in my opinion there was no suspicion of them at the present time.

On the 16th inst. I continued making enquiries around the vicinity of Long Lake regarding the movements of one Keith Roseborough during the time of the alleged theft, I found this man employed as Cooke in the boarding House at Long Lake operated by one J.C. Irving. From my investigation I learned that this man had been sleeping every night in the Boarding Camp for the past two months and nobody had seen him in the vicinity of the Central Manitoba Mines; I might say that this man's reputation is very doubtful as I learned that he had been previously before coming to the Mining Area been associated with the MacLeods in running liquor over the Border. This man is a native of Chicago and came to Canada a few years ago and took up residence in Winnipeg and went to the Long Lake district about one Year ago. It is said he spent most of his time gambling in the various Camps. I understand he is leaving for Hole River Lake where he is going to work for W.K. Hardiung of the Clinton Gold mine company. *[In later memos aspersions are several times cast on this man who had at one time worked in Campbell's Store so could have known the combination of the safe - nothing was proved against him though except that he had taken up quarters with a woman called Rose and moved to Great Slave Lake].*

On the 17th inst. I continued making enquiry in the Long Lake vicinity regarding any suspicious characters leaving the Mining Area by Boat or Air, G. Edmonds Esq. Police Magistrate of Long Lake who issues all transportation from Long Lake informed me that since the theft was committed about 20 persons had left the district by Boat and Air Route, the most of them he knew personally and did not suspect any that had left since that time. During the afternoon of the 17th inst. I again interviewed J.H. Stovel Esq. Superintendent of the Central Manitoba Mines Ltd., and it was his opinion as well as most of whom I came in contact with that Campbell's Store was not robbed at all. Mr Stovel informed me that Campbell Brothers had been during the past years overcharging his men for goods, and that his business was practically dwindling away to nothing and that he had probably taken this course to try and obtain public sympathy. I found this to be the general opinion from Long Lake to English Brook.

I might state that when I interviewed Mr Campbell it appeared to me that he did not want to give any information regarding this alleged theft, he stated that he as not worrying about it at all and expressed a wish that I make my investigation as secret as possible.

Regarding the theft of Post Office money he had no idea of the amount taken and apparently keeps no record as required by the Postal Authorities.

Before leaving Wadhope I informed Mr. Campbell, also Mr. Olson Policeman of the Central Manitoba Mines Ltd. to notify me should they obtain any reliable information in this connection.

Owing to bad weather and heavy seas I was tied up at Long Lake until the 19th inst. arriving at English Brook on the afternoon of the 21st inst. From English Brook I proceeded to Manigotogan par motor boat on the 22nd inst. to investigate Liquor conditions at that point.

Remarks: During the whole of this trip it rained every day. Mileage covered during investigation, 203 miles.

(signed) R. Anderson  
Constable Reg. No. 31  
I/c Riverton Det. M.P.P.

**Letter, 12 June 1928,  
from the District Superintendent, Winnipeg  
to the Postmaster General , Ottawa,**

"After noting that Campbell had advised him that "approximately \$600. 00" had been stolen, "together with a British Postal Order for one pound sterling which had been cashed but not date-stamped" the Superintendent went on, "The Postmaster was at once written to and asked to say definitely whether the Post Office had suffered either financially or otherwise through the robbery, and also as to what he was doing in the way of police

investigation. His reply has now been received and indicates that no post office money or mail, either ordinary or registered, was taken. The Provincial Police were notified- and are working on the case but up to the present no arrests have been made. The postal order mentioned was paid to the proper payee at Wadhope out of the store funds of the Postmaster but inasmuch as the latter failed to date-stamp the order the robber might be able to realize on it but very unlikely.

The Postmaster of course realizes his responsibility in failing to affix an impression of the date-stamp.

In view of their being no ready means of travel to Wadhope apart from the Airways, the office has not been visited and perhaps in view of their[sic] being no Post Office loss the Department may feel a visit at the present time is scarcely necessary."

### **Letter July 9 1928**

**from the District Superintendent, Winnipeg H.H. Pinney  
to the Postmaster General , Ottawa,**

"With reference to your memo of the 30th ult. #84165 [not on file] ... I beg to say that the advice of the postal order in question has been obtained from Kenora and is herewith.

I have also received in today's mail a report from the Provincial Police in connection with the robbery in question, copies of which are enclosed." [*Presumably this is the report from Anderson above*]

### **Memo 23 July 1928**

**from the District Superintendent, Winnipeg, H.H. Pinney  
to the Postmaster General , Ottawa,**

"Referring to your memorandum # 84165 of the 20th inst. ... I am inclined to think that some confusion has arisen in the Constable's mind as to just what Post Office monies are, as Mr Campbell, the Postmaster knows perfectly well that his stamps and note credits amounts to \$50.00 and \$150.00 respectively. ... In fact, his stamp credit should, in view of the transportation facilities in the Mining district be increased to at least \$100.00, and this will be represented to the Financial Superintendent at once.

As already stated no Post Office cash or valuables were taken in the alleged robbery, and unless the Police uncover some additional information, it would seem that the correspondence of the Department might now be closed out."

*Similar memos noting the suspicions and doubts of the police concerning the character of Archie Campbell contrast with the certitude of the P.O. that their man was a good man.*

*A letter dated 11 Aug. and received by the Postmaster General , Ottawa, on 14 Aug 1928, quotes a letter from the Police Commissioner dated the 7th inst. "Replying to your letter of the 4th instant, I have to advise you that we have been unable to discover anything further thus far in the matter of the above robbery."*

*Throughout the summer the P.O. continued to defend their Postmaster noting that "the idea advanced by the Provincial Constable as to there being some doubt of an actual robbery is after all pretty much his own opinion and does not affect our confidence in the Postmaster." Added to which, "his mother was Postmistress for many years at Gypsumville".*

*On the other hand, on 13 Sept 1928, James Painter, Inspector, E.D.M.P.P. noted that since Archie Campbell had lost "a considerable amount of money gambling in stocks" he had been led "to believe that he [Archie Campbell] took the money if it was stolen."*

*This correspondence peters out in Nov 1929.*

**Thanks again to Vance Auctions for donating Ed's research notes to the CAS.**

**The Post Office file from which this information is taken is: RG 3, series D-3, volume 1543. Access Code 15.**

## FOLLOW UP: 1924 - Air Mail to Estevan

Mystery Signature



Regular Signature



These covers were illustrated in the September 2016 Canadian Aerophilatelist. They both purport to be endorsed by the pilot, E.A. Alton, but the signatures are very different!

Thanks to Tom Reyman, who sent me a copy of his cover from the flight, with a pilot signature that matched the bottom cover shown above.

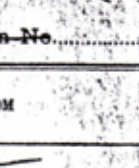
Thanks also to Paul Cere, who has a specialized collection of these Estevan covers. Paul commented that:

- he has seen over 20 Estevan - Winnipeg covers, and they all match the bottom signature. - None had "loops" underneath Alton's name and underneath Pilot, and none had a bold signature as on the "top" cover.

- none of the major sales, (Cornelius, Simrak, Goldberg, Jamieson, Levy, Wall, etc), had a cover with the “top” signature.
- he enclosed a copy of the mail bag receipt from the flight which was signed by Alton, and his signature matches that on the “bottom cover”. The receipt is shown below.

**MEMORANDUM OF MAIL BAGS**

Transferred by Postmaster of Estevan to Conductor or  
Alton Baggage Master of Train No. Oct 1 going Pilot 1924.

No. of Bags	FROM	LABELLED FOR
1	Estevan	Winnipeg City
		
<p>Total: <u>1 bag only</u></p> <p><u>[Signature]</u> P. M. Delivering.</p> <p><u>E. Alton</u>  Receiving Conductor or Baggage Master.</p>		

58 R. M. S.—100,000-17-1-22.

Paul also remarked that although a previous owner may have forged Alton's signature on the "top cover", not knowing what the real signature looked like, there are a number of other possibilities that could explain the different signature:

- an authorized person (secretary or other party) may have signed Alton's name in his absence
- Alton signed this cover with an injured hand
- Alton signed this cover when he was older and may have suffered from arthritis
- it is not unusual for a person to change his signature as he gets older.

**If anybody can provide more information about the two signatures, please contact the editor - address on page 2.**

## PRAIRIE AIR MAIL - FIXED PRICE CONTRACT

At various times during the debate on the "D.w." handstamp, there was speculation as to whether it meant "Diverted weight", and indicated that mail was sent by train in order to reduce the payment to Western Canada Airways.

Many thanks to Diana Trafford for sending me copies of these reports she found in the Canadian Airways fonds at the Manitoba Archives in Winnipeg.

The report below shows that Western Canada Airways was paid a fixed amount based on the length of the route, not the amount of mail carried. (The route was not flown on Sundays.)

The report on the next page shows the agreed distance of each leg, and amount to be paid when it was flown.

<b><u>NORTH BATTLEFORD TO EDMONTON - 235 MILES</u></b>									
<b><u>STATEMENT</u></b>									
<b>Western Canada Airways Limited, Winnipeg, Canada</b>									
WESTERN LINES OF CANADIAN AIRWAYS, LIMITED									
AIR MAIL SERVICES FOR THE MONTH OF <u>JUNE,</u> 193 <u>1,</u>									
CHIEF SUPT. AIR MAIL SERVICE									
OTTAWA, ONT. DATE <u>July 3rd,</u> 193 <u>1.</u>									
DAY	ROUTE FLOWN			MILES	GROSS WEIGHT IN LBS.	RATE PER MILE			
1	North Battleford	Edmonton		235	15	75	176	25	
2	"	"	"	235	18		176	25	
3	"	"	"	235	15		176	25	
4	"	"	"	235	23		176	25	
5	"	"	"	235	18		176	25	
6	"	"	"	235	17		176	25	
7									
8	North Battleford	Edmonton		235	14		176	25	
9	"	"	"	235	19		176	25	
10	"	"	"	235	18		176	25	
11	"	"	"	235	16		176	25	
12	"	"	"	235	17		176	25	
13	"	"	"	235	17		176	25	
14									
15	North Battleford	Edmonton		235	15		176	25	

*28th June*

CANADIAN AIRWAYS LIMITED  
Western Lines

*SUNDAY*

ROUTE	MILEAGE	POSSIBLE REVENUE	LOST REVENUE (Failure to complete flt.)	ACTUAL REVENUE
Winnipeg - Regina	330	247.50		<i>247.50</i>
Regina - Winnipeg	330	247.50		<i>247.50</i>
Regina - Moose Jaw	44	33.00		<i>33.00</i>
Moose Jaw - Regina	44	33.00		<i>33.00</i>
<del>Moose Jaw - Med. - Hat</del>	<del>233</del>	<del>174.75</del>		
<del>Med. - Hat - Moose Jaw</del>	<del>233</del>	<del>174.75</del>		
<del>Med. - Hat - Lethbridge</del>	<del>100</del>	<del>75.00</del>		
<del>Lethbridge - Med. - Hat</del>	<del>100</del>	<del>75.00</del>		
<del>Lethbridge - Calgary</del>	<del>108½</del>	<del>81.37½</del>		
<del>Calgary - Lethbridge</del>	<del>108½</del>	<del>81.37½</del>		
 <del>Regina - Moose Jaw</del>	 <del>44</del>	 <del>33.00</del>		
<del>Moose Jaw - Regina</del>	<del>44</del>	<del>33.00</del>		
<del>Moose Jaw - Saskatoon</del>	<del>134</del>	<del>100.50</del>		
<del>Saskatoon - Moose Jaw</del>	<del>134</del>	<del>100.50</del>		
<del>Saskatoon - Ne. B. Ford</del>	<del>80</del>	<del>60.00</del>		
<del>Ne. B. Ford - Saskatoon</del>	<del>80</del>	<del>60.00</del>		
<del>Ne. B. Ford - Edmonton</del>	<del>235</del>	<del>176.25</del>		
<del>Edmonton - Ne. B. Ford</del>	<del>235</del>	<del>176.25</del>		
	<u>2617</u>	<u>\$1962.75</u>		
	748	561.00		<i>561.00</i>

*561.00*

*MANITOBA  
ARCHIVES*

The original reports are in the Archives of Manitoba, File M-93-2-16.

**Thanks Diana.**

## Vance Auctions Ltd.

Postal auctions every seven weeks,  
Call 905 957 3364 for a FREE catalogue  
or view it online at [www.vanceauctions.com](http://www.vanceauctions.com)



## FOLLOW UP: 1929 MacAlpine Rescue - Postal Documentation

**Hal Vogel**



The excellent article about the correct spelling of Canadian Airways pilot Andrew Cruickshank's name in the September *Canadian Aerophilatelist* (pp. 22-26) focused on coverage of the 1929 MacAlpine Search flights and Cruickshank's participation.

Several postal documentations of the search flight operations are known.

These are listed in my "Polaraerophilately" (American Air Mail Catalogue, 7th edition, volume 2) as #PP86.

1929, November 2 — December 4. Aerial Search for Downed MacAlpine Party Exploratory Flight

Two planes under Lt. Colonel C.D.H MacAlpine, loaded with mineral investigators of his Dominion Explorers, were forced down on August 24, 1929, in the vicinity of Churchill Harbor. Following a series of further mishaps, the party became stranded in the high Canadian Arctic as winter approached. A five-plane aerial search and rescue, including Western Canada Airways bush pilot Andrew Cruickshank, eventually found party (November 4) that had straggled into the Hudson's Bay Company post at Cambridge Bay. The scope of the arial search resulted in first flights over much of that part of Arctic Canada. Though discovered November 4, poor flying conditions prevented all of party from being flown out until December 4.

Seventeen envelopes, five registered, covers canceled Fort Resolution, November 2 1929, and backstamped The Pas, December 4, signed by pilot Cruickshank.

Registered cover	(5)	350.00
Cover, not registered	(12)	275.00

The cover shown above has also been found. It is cancelled FORT RESOLUTION, November 2 1929, and EDMONTON, December 24 1929, and is signed by two of the MacAlpine party. Top signature is that of Alex J. Milne (mining company's chief engineer) and below his signature is that of the unfortunate pilot of the crashed aircraft that precipitated the enormous search (Stanley R. McMillan).

**THANKS HAL.** - For more information about the search for the MacAlpine expedition, there is a very readable book **FOUR DEGREES CELSIUS** by Kerry Karram, that was reviewed in the December 2016 *Canadian Aerophilatelist*. For more information see [www.kerrykarram.com](http://www.kerrykarram.com)

## 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.

### 1929 – Who was Guileau?

This cover comes under the listing 2908 in Section 5 of AMCN:



**1929, January 21-24—Moncton - Charlottetown.** Mail was flown on a weekly basis at the regular 2c surface rate during the winter season only. There were no special cachets applied. Pilot was R. K. Rose. The first flights were on the indicated dates and provided an intermediate stop at Summerside. Other flights at the 2c rate took place on February 2, 6, 7, 21 and 23. Moncton applied two different postmarks and backstamps.

2905	Moncton - Summerside, Jan. 23	45.00
	a. Summerside - Charlottetown, Jan. 23	75.00
	b. Charlottetown - Summerside, Jan. 24	75.00
	c. Summerside - Moncton, Jan. 24	50.00
	d. Moncton - Charlottetown, Jan. 23	50.00
	e. Charlottetown - Moncton, Jan. 21	50.00

**The cover is signed on the back "Guileau"? - Does anybody know who Guileau was?  
- Pilot? Company official? Postmaster?**

## SALES AND WANTS

All members are invited to send in details of items wanted or for sale to the editor. They will be published as soon as space permits, at no charge to the member.

### WANTED - 1932 OLYMPIC AIR CRUISE Cover



This cover is listed in *The Air Mails of Canada and Newfoundland* as #3213:

**1932, May 30 - Vancouver.** Commemorative cachet in purple: "Vancouver, B.C. Welcomes Olympic Air Cruise / May 30, 1932." Commemorating the arrival of aircraft on route to Olympics in Los Angeles.

3213

Vancouver

20.00

It was produced to commemorate the arrival of a flight of ten aircraft in Vancouver, that were publicizing the Olympic games to be held in Los Angeles that year.

Thomas Lippert has been looking for a copy of this cover for many years. - It is one of those covers where the cover value does not reflect the difficulty of finding one!

If anybody can help, please contact Thomas at [Friedrich-Poppendorf@t-online.de](mailto:Friedrich-Poppendorf@t-online.de)

### 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:  
(please use high res images/jpegs - 300 dpi)

**Chris Hargreaves,**

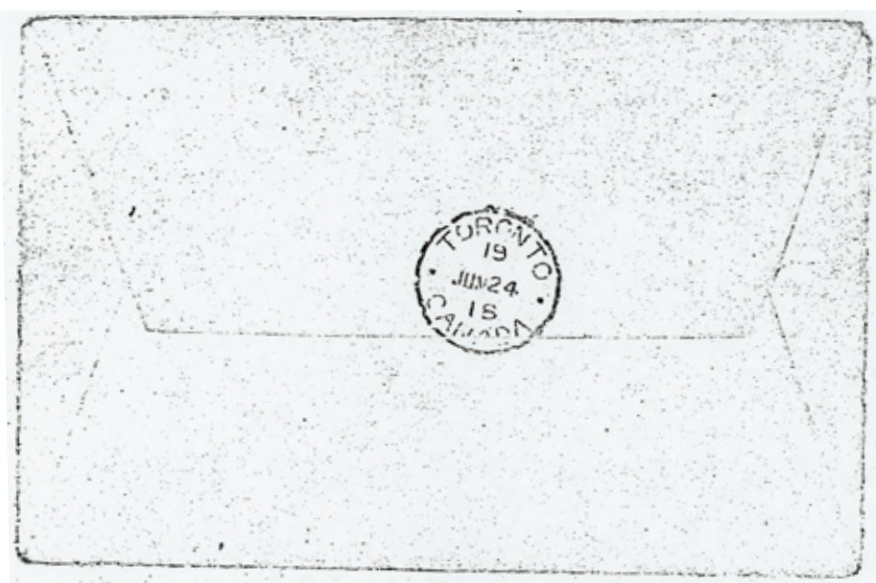
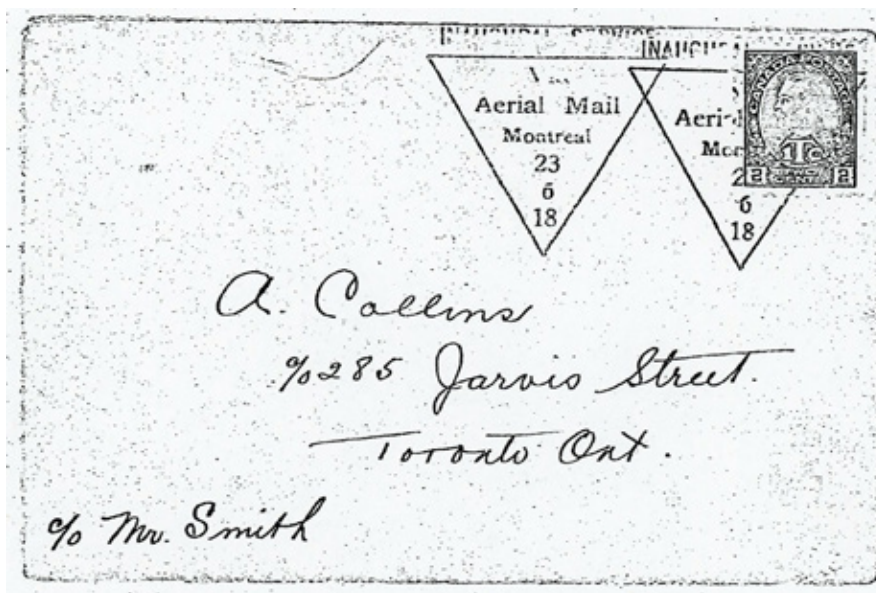
4060 Bath Road, Kingston,

Ontario K7M 4Y4

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

**by May 1st.**

## FOR SALE - A COVER FROM THE FIRST CANADIAN AIR MAIL FLIGHT



This flight is listed in The Air Mails of Canada and Newfoundland as PF-6:

1918, June 24 — Montreal - Toronto. The flight was attempted on June 23, but due to weather was consummated on the 24th. The plane made stops for gas at Desoronto and Kingston. It reached Toronto at 4:55 p.m., after a flight of almost six hours. Covers were backstamped at Toronto on the same day. A cachet was applied in red. The pilot, Capt. Brian Peck, RAF, flew a Curtiss JN-4 "Canuck."

PF-6 Montreal - Toronto (124 pieces) 2,000.00

a. Montreal - Toronto (registered cover) 2,500.0

A friend of Denny May's has a PF-6 for sale, with a good clear cachet as shown above. For more information please contact Denny at [maycroft@Shaw.ca](mailto:maycroft@Shaw.ca) or via the editor.

## MEMBERSHIP APPLICATION / RENEWAL FORM

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

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

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

### Membership rates based on current exchange rates

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

- 1 year - \$15.00 Canadian or US\$12.00 or 10 GB pounds or 11 Euros - anywhere in the world
- 2 years - \$25.00 Canadian or US\$20 or 16 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 \$23.00 US),  
\$35.00 CDN for members Overseas, (or \$27.00 US, or 22 Euros, or 25 Pounds Sterling)
- 2 years - \$45.00 CDN in Canada, \$55.00 CDN in U.S.A. (or \$43.00 US)  
\$65.00 CDN for members Overseas, (or \$50.00 US, or 40 Euros, or 47 Pounds Sterling)

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

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

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

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

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

## MEMBERSHIP RENEWAL

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

**Advertising members:**

#376 Charles S. Flynn	#243 Jim Miller
#353 Chris Carmichael	#226 David Granger
#443 Eastern Auctions	#183 Robert A. Haslewood
#262 E.S.J. Van Dam	#462 Pierre Hudon
#412 John Walsh	#24 Neil Hunter

**Regular members:**

#313 Alastair Bain	#284 John Irvine
#414 Peter A. Carter	#49 Jonathan L. Johnson Jr.
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#436 Peter Edwards	#429 Ian McMahon
	#155 Larry Milberry

#243 Jim Miller  
#463 Mike Street  
#315 Reginald Targett  
#302 Pierre Vachon  
#428 Michael F. Valenti  
#311 Hans Wichern  
#139 G.A. Wilson

*The dues for Advertising Members are \$30 Canadian with an email journal / \$40 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 who have already renewed their membership, thank you for doing so.**