

THE CANADIAN AEROPHILATELIST



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Volume XXXIII, Number 3

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

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CAS CALENDAR

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

EDMONTON SPRING NATIONAL SHOW 2018 - this show is traditionally held during the last weekend of March. Information about the 2018 show will be posted at www.edmontonstampclub.com

ORAPEX 2018 - May 5th and 6th 2018 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 2018 is "The Military". For more information check the ORAPEX website - www.orapex.ca

ROYAL 2018 ROYALE - June 22-24, 2018. To be held at the Holiday Inn and Suites, Parkway Convention Centre, 327 Ontario St., St. Catharines, Ontario L2R 5L3. Annual exhibition and convention of the Royal Philatelic Society of Canada. For further information see www.rpsc.org

BNAPLEX 2018 - September 21-23, 2018. Will be held in Quebec City, at the Hotel Plaza Quebec, 3031 Laurier. Annual exhibition and convention of the British North America Philatelic Society. Further information will be posted at www.bnaps.org

CALTAPEX 2018 - Calgary - The annual show of the Calgary Philatelic Society is normally held in October. For further information see www.calgaryphilatelicsociety.com

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Editor's report

Since we began the electronic, colour edition of The Canadian Aerophilatelist, many members have been encouraging us to enter the journal in an exhibition. It took us a long time to find an exhibition which accepted electronic journals, but we finally did so, and are delighted to announce that at the American Philatelic Society's STAMPSHOW 2017 in Richmond, Virginia, The Canadian Aerophilatelist received a Vermeil medal.

Chris Hargreaves and Paul Balcaen

PRESIDENT'S REPORT

I trust everyone had a healthy, happy summer.

A reminder that CANPEX 2017 is just around the corner. The theme this year is airmail related with the 90th anniversary of the ill fated London to London flight. There will be a display frame of London to London related material. We also have the pleasure of having FIP judge, and Past President of the American Philatelic Society, Steve Reinhard as Head of the Jury. It should be a great philatelic event.

I received an email regarding "The First Aerial Forest Patrol". There seems to be some advertising produced by the St. Maurice Forest Protective Association Limited who were stationed in Three Rivers, Quebec. If anyone has information on this, I would be interested in hearing from you.

Some sad news to pass along. A long time friend in Canadian Philately recently passed away. John Beddows had been a staple at philatelic shows across the country, and always had a supply of airmail related material. For anyone who knew John, you knew of his smiling presence, and that he was always helpful to every collector. On behalf of the CAS, I wish to offer our condolences to his family and friends.

Steve Johnson

SECRETARY'S REPORT

Welcome to another new member
#470 David Whitbread of Montreal QC

Brian Wolfenden
Secretary, CAS

WEBMASTER'S REPORT

The website has been updated, and now includes all issues of The Canadian Aerophilatelist from the first issue in July 1985, to number 102 in March 2015.

The website also includes the Index to The Canadian Aerophilatelist, produced by Gord Mallett. This index covers all issues of the journal, starting with July 1985's inaugural issue. By using the FIND function, any keyword, phrase or catalogue number from The Air Mails of Canada and Newfoundland can be utilized to locate pertinent articles of interest.

Many thanks to Charles Livermore for scanning the early issues of the journal, and to Gord Mallett for keeping the index up to date.

Steve Johnson

CONGRATULATIONS FOR AEROPHILATELIC AWARDS:

**Postal History Society of Canada Symposium
National Level Postal History Exhibition -
Hamilton, Ontario July 20-23, 2017**

Multi-Frame

Tom Watkins	The Postal History of Canada's Semi-Official Air Mail	Gold
Robert Toombs	RAF Ferry Command Dorval: Military Mail to and from Global War Fronts	Vermeil Toop Military Award

Single Frame

Ray Simrak	The S.C.A.D.T.A. System from Canada to Columbia, South America	Vermeil
Chris Anstead	The Royal Flying Corps in Deseronto 1917-1918 PER ARDUA AD ASTRA	Large Silver

American Air Mail Society

**L. B. Gatchell Literature Award, for the best article published
The Airpost Journal in 2016:**

Multi-Frame

Chris Hargreaves	Canadian Airmail Notes: The St. Lawrence Air Mail Service 1927— 1939
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CANAV's AUTUMN 2017 BOOK LIST

**Larry Milberry's latest book list contains a huge number and variety
of new and used books, including:**

Pioneering in Canadian Air Transport The seminal Ken Molson work covering the rise of Canadian Airways from the 1920s to the formation of CPA early in WWII. Autographed by Molson to fellow author Fred Hotson. 316pp. Good condition. \$89.00 + shipping.

**Your editor thinks this is still the best resource on early Canadian bush flying,
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AMCN2 EDITOR'S REPORT - WE'RE WELL UNDER WAY

During ORAPEX, I gave a progress report on AMCN2 as part of the CAS Annual General meeting. - Jesse Robataille was present during my report, and published the following account of it in the Canadian Stamp News, July 11th, 2017.

Many thanks to Jesse and the CSN and for permission to reprint his report.

CAS in planning stages for forthcoming revised catalogue

By Jesse Robitaille

The Canadian Aerophilatelic Society (CAS) is about a year away from having all the information compiled for its forthcoming revised catalogue.

Chris Hargreaves, who's the editor of the society's quarterly journal, *The Canadian Aerophilatelist*, has taken over co-ordination of updating *The Air Mails of Canada and Newfoundland*, which was a joint effort by the CAS and the American Air Mail Society (AAMS) originally published in 1997.

Hargreaves, who's also a past president of the CAS, said it's the "standard accepted catalogue" of Canadian aerophilately. He has been canvassing the aerophilatelic community to determine an approach for the forthcoming revision.

"This is my chance to tell everybody here what this is going to be," he said, at the CAS' annual general meeting on May 6. "If there's anything which you think could be a questionable change, this is a great opportunity to discuss it and make sure that what we come out with is going to be popular."

'A COUPLE PRE-CONDITIONS'

Hargreaves said there are "a couple pre-conditions to what we can do," adding the catalogue is 20 years old.

"Let's not change it unless we have to. Let's update it, let's correct it, but let's try to make as few changes as possible, and that leads to conflicts – or questions – in terms of what do we need to change and what can we leave, and that's what I'd really like your opinions of while we go through this presentation."

Hargreaves also said although the CAS compiled the catalogue – they "did the work" – the first edition was paid for by the AAMS, which also co-ordinated the printing, publishing, sales, distribution. "That's what's going to happen for the revised edition, too," he said, adding the AAMS will pay for the printing. "In terms of ongoing expenses until that moment in time, we're paying for them", but there aren't that many.

PRINT VS. ONLINE

Hargreaves noted the ongoing debate regarding print publications and electronic publications, to which CAS member Dave Bartlet raised an interesting point.

"Since 2004, BNAPS has published 175 editions of about 150 books, and we've had one – and only one – request for an electronic copy of a book. It's that simple," said Bartlet, who's also vice-president of regional groups for the British North America Philatelic Society (BNAPS).

"Not only does BNAPS publish books, but we do have one catalogue which is only available online, the per-fins catalogue. We put it into sections there in PDF format, so you can view it or you can print it yourself," he said, adding he also works with the Scouts on Stamps Society International (SOSSI), which has made a push to electronic formats due to cost.

Hargreaves said there's a statement on the front of every issue of *The Canadian Aerophilatelist* informing members of the full-colour electronic copy, which can be sent via email for free.

"Right now, I think we have maybe 40 people who get the electronic copy and 100 who still get the paper, and we have about 130 members, so we've got 90 members who hopefully have read this offer of getting a colour copy for free every three months, and they're not interested." Hargreaves said the AAMS is planning to issue the revised edition in print; however, he estimates it'll be another year before everything is ready for printing.

"At that point, when we've got everything set to be published, the AAMS will make a decision on how many copies to produce, what the price is going to be and so on." There's also another important issue: finding a Canadian distributor is vital as postage costs to ship books from the U.S. is "horrendous," Hargreaves added.

"We really need to ensure there is somewhere in Canada that people can write to and purchase their copy."

CATALOGUE SIZE

Hargreaves said one of his biggest decisions has to do with the revised catalogue's size.

"Some of the catalogues and books I see being produced nowadays are too big," said Hargreaves, who added the current catalogue, at 550 pages, is "quite heavy enough to carry around all day."

He suggests keeping the catalogue to 550 pages.

"I see no advantage in a 1,000-page catalogue."

REVISIONS, REVISIONS

Steve Johnson, who's been busy reworking the chapter on Canadian Semi-Official stamps and vignettes as well as first flight covers and special flight covers, said it's an intensive process.

"If you look at the catalogue now, when Murray Heifetz did it, Murray based the section on the stamp, so if you take Patricias, which has the most stamps, he took the CL-13 and listed flights underneath it, and then he would take the CL-14 and list flights underneath it, and then 15 and so on."

What was happening, Johnson said, was unnecessary duplication of flights.

"If you wanted to look for a flight, you'd have to keep going and searching for all the stamps and write down the flight number, and then it pertained to which stamp went with which flight."

For example, the current catalogue lists the stamps used for the March and February 1928 Patricia Airways Ltd. flights alongside stamps for Patricia Airways Exploration Co. stamps.

"You have the same flight going into a different company, which was going to be used later," said Johnson. "It gets very confusing."

Johnson has been busily studying half a century's worth of auction catalogues to "pinpoint when all these flights took place." He said his plan to remedy these aforementioned duplications is to revise the listings by flight date. "When you go to Patricia Airways, you're going to see July 7 and you're going to see CL-13 listed after it, so when you get down to the Patricias in the 1927 flights, you're going to see, 'Feb. 8, 1927,' when the flight took place, and then the legs of the flight," he said.

"Underneath, you'll see a valuation for CL-15, CL-17, CL-18, so you can see all the stamps listed for that flight in one little spot."

Johnson said the new system will render the old system "virtually irrelevant as the way everybody sees and lists covers because it means a complete different numbering system and how it's being listed."

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The problem of Semi-Official Numbering in the current catalogue:

Rolling Portage – Red Lake

April 15th 1926

CL7-2602

(page 48)



Return Flight

CL9-2600a

(page 49)



“The numbering system has to completely reflect the new information, which, again, won’t be based on the stamp itself but on the chronological order of the flights that took place,” he said, adding “as a collector and an exhibitor, I want as much information as possible.”

For more information about the forthcoming catalogue, or to contact Hargreaves, email hargreavescp@sympatico.ca

Jesse Robitaille, July 11, 2017 • Canadian Stamp News • www.canadianstampnews.ca

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**CANADIAN
STAMP NEWS**

HOW I BECAME AN AEROPHILATELIST #3

Dick McIntosh

Chris Hargreaves asked me to give him a short note on how I got started on First Flight Cover collecting and why I continue on collecting.

Most people at some stage of their life collect something. (China, paintings, coins, hockey cards, take your pick.) As a kid, I had a rudimentary stamp album and collected a range of common stamps from all over the world. Sound familiar?

I remember, when I was 9 years old, my Dad sent first day covers of the Canadian George VI 1937 stamp issue to both my brother and me. This was my first cover. After some indifferent collecting of stamps from all over the world, interest faded and collecting became very sporadic. However, from time to time, well-meaning relatives would still give me stamps for 'my collection'.

Years later while, at a flea market, some first flight covers were seen in a booth. As I had always had an interest in aviation, through participation in Air Cadets and the University Air Training Plan, I was hooked again on collecting. The next step was attending a few bourses put on by local stamp clubs.

Discovery of the AAMS catalogue and the CAS led to meeting both Neil Hunter and Murray Heifetz two experienced collectors who lived nearby. I was now a member of the First Flight Cover Collectors fraternity! Membership in and Meetings of both the CAS and AAMS and chatting with members of these groups from all over Canada and USA has been and continues to be a fun and rewarding experience to this day.

Initially, I collected worldwide Flight covers, then only British Empire, then only Canada and Newfoundland with a side interest in Canadian Military, Canadian War Plane Heritage and RAF Museum covers. Collections of Canadian semi-officials and Newfoundland First Flight Covers were enjoyed and subsequently sold, when making further acquisitions at a reasonable price became unlikely.

After joining AAMS and CAS, Dick Malott inveigled me into editing a section of the 1981 AAMS Fifth edition, Volume 4 Catalogue, as part of the project to produce a new catalogue: The Air Mails of Canada and Newfoundland. This interesting chore has continued on to include sections of the (soon to be published?) next edition of the Catalogue. The search through dealer cover boxes to find an unlisted item, or a different variety, adds to my interest in the hobby.

Exhibiting one's collection becomes a natural outcome of serious collecting. It is a challenge, and a little bit intimidating, to put your collecting interest up for judgement by others for the first time. My first showing was at the local stamp club show. The Bronze award was generous as were the supportive comments, which encouraged me to continue on and try to improve both my collecting and exhibiting techniques. Even after several subsequent exhibits at local and National shows, (and, thankfully, an improvement in medal level,) the challenge and excitement of creating an interesting exhibit to display to others is still there.

EDITOR'S NOTE: Thanks Dick.

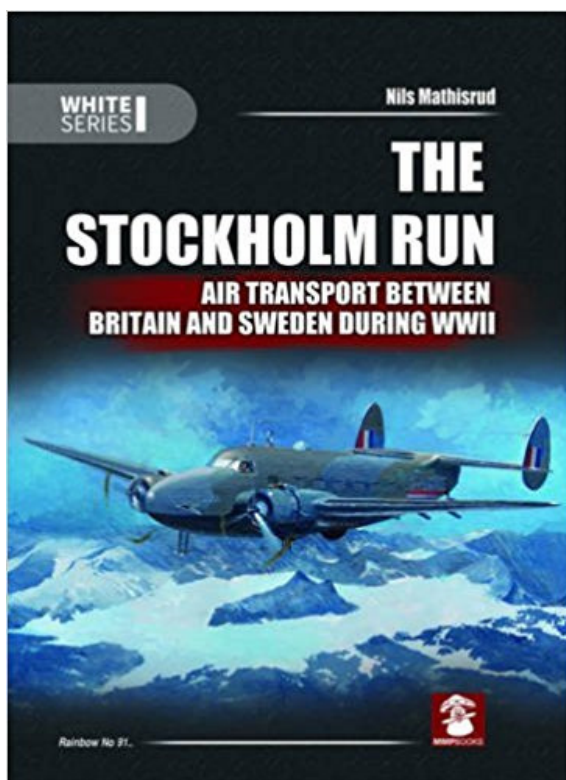
It always strikes me that "stamp collectors" write a lot about stamps, cancellations, routes and rates, etc., but very little is written about "collecting".

This series began with an article by Gord Mallett, who commented 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 continued with an article by Ian Macdonald.

I hope that more members will send in their own account of "How I became an aerophilatelist".

BOOK REVIEW

from Ken Sanford



The Stockholm Run: Air Transport between Britain and Sweden during WWII

Nils Mathisrud - ISBN 9788365281159. Published 2016, 344 pages, large format.

The book is written by Norwegian Nils Mathisrud, who came to be a flying historian due to his initial interest of air modelling and construction.

There have been some books on the subject such as Nilsson / Sandberg's book "Blockade Runners" from 1996 and other books in Swedish that deal with the subject. The faults with these books are the strictly Swedish perspective on the history. It has been difficult to grasp the flights made by the Allied side.

This new book (2016) therefore fills a difficult gap. The book describes in detail the game behind the scenes about how air traffic towards Sweden worked during WW2. In detail, British (BOAC) and Norwegian but also American and Swedish, efforts and operations are described. The book is also richly illustrated with World War II photos. Of particular interest is the chapter about "Accidents, losses and incidents".

The subject of crash mail is not dealt with specifically in this book (2 objects are shown), but I recommend it to all inter-

ested in Sweden during WW2. A basic knowledge about the wartime situation in Scandinavia is, however, recommended.

A virtual review can be found at; <https://www.youtube.com/watch?v=cqGrf15ReHY>. The book is available from a number of sources, including Amazon – USA and ABE Books.

Magnus Heder

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UNRECORDED AIR MAIL FROM 1920

Flown by Capt. William Roy Maxwell

Robert Galway

Editor's Note: Robert Galway has been doing extensive research on the career of Captain William Roy Maxwell, who was a pioneer Canadian aviator, an early pilot with Laurentide Air Services, and first Director of the Ontario Provincial Air Service.

In his book NUMBER 34: FROM HAMILTON TO DE HAVILLAND AND BEYOND - THE AVIATION CAREER OF WM. ROY MAXWELL, Robert referred to: *"the first carriage of mail by a commercial aircraft carrier in Canada, to the James Bay project carried out by Canadian Aero Film Company in August, 1920. This is attested to by Kenneth M Molson in his introduction to "Flying Boat Operations in Northern Ontario" published in the CAHS Journal number 11, Fall 1973."*

I asked Robert for more information about this carriage of mail, and he sent me a transcript off Ken Molson's article from the Canadian Aviation Historical Society Journal. An abridged version of this article is given below:



Illustration by Norm Best

INTRODUCTION BY K. M. MOLSON

In the summer of 1920, pioneering flights were made into James Bay by Roy Maxwell. These noteworthy flights, the first in the area, have received little or no attention from aviation writers or historians. Undoubtedly, a major reason for this oversight has been the lack of good information about them. Recently, a copy of a report by Maxwell on the operation has turned up, (it was just by chance that it was not thrown out), and the complete account is presented here. Also the opportunity is taken to present some of the background of W. R. Maxwell and the Canadian Aero Film Company.

William Roy Maxwell was born on 14 June 1892, and served as an instructor with the RFC/RAF Canada. He was based at Camp Borden and Armour Heights in Ontario and Camp Everman in Texas. In 1919, he telephoned from Toronto to H. D. Wilshire in Montreal and suggested they buy a couple of Curtiss JN-4(Can) from F. G. Ericson, who had just started selling them. Two aircraft were purchased and flown to Hamilton. As a

result of publicity, a crowd had gathered to see the landing and to purchase flights afterwards. Unfortunately, Maxwell ran into a fence and did considerable damage to his aircraft. Then a man named Irwin Proctor walked out of the crowd and offered to pay for the repairs and buy a third aircraft.

Operations were carried out from the Adams Ince farm on the Hamilton Mountain near the east end incline and started sometime prior to 2 May 1919. A regular passenger service to an unstated point was intended for the future and, in the meantime, a sightseeing service and advertising program by leaflet-dropping was carried on.

Business was good and Wilshire reports "we made considerable money". They were joined by Lt. J. L. Younghusband as the pilot of the third machine. They barnstormed as far east as Montreal where they distributed Victory Loan flags and handbills advertising the Victory Loan.

One day in Hamilton, Blain Irish walked out of the crowd that was watching the flying. He was a cinematographer and owned a motion picture camera. Discussions ensued between Irish, Proctor and the others

and, as a result, it was decided to form a company, the Canadian Aero Film Company, to take motion pictures from the air; it was incorporated on 28 July 1919. Irwin Proctor was appointed president and Blain Irish general manager.



TO NORTHLAND BY AIR.

This map shows roughly the course taken in the air trip from Toronto to Remi Lake as described in the accompanying article. The total journey of 630 miles was made in six hours' flying. The times at the various points are compared with railway times in a table elsewhere. The actual route from North Bay to Remi Lake was not a straight line but followed chains of lakes and rivers in a northwesterly direction. The distance of the flight may be judged by the fact that, taken west, it would extend well beyond Chicago.

Canadian Aero Film purchased a Curtiss HS-2L in 1920.

In addition to making motion pictures on the James Bay trips, the company also made motion pictures of the Hamilton-Toronto highway, apparently then known as the "Great White Way" because of its concrete construction.

The Curtiss HS-2L G-CAAZ, still in its wartime grey with U. S. Navy rudder stripes, left Hamilton on Saturday 7, August 1920, for the trip north. On board were its crew Maxwell and Doan (Air Engineer), and passengers Irwin Proctor and Roy Tash. Tash was a motion picture camera man for the Ontario Government. The flight north was made in short stages and the aircraft arrived safely in Cochrane the following Wednesday.

Joining the airborne party at Cochrane were the following, who arrived by surface transport: J. F. Hyde, Canadian Aero Film; H. M. Blake, Editor of the Motion Picture Bureau of the Ontario Government; E. T. Ireson, a Toronto surveyor engaged by the Ontario Government for the project; and later, Fred G. Griffin, of the Toronto Daily Star.

Originally Lillabelle Lake, about two miles north of

(Left photo) Part of an article in the Toronto Star, July 31st 1920. - The flights were sponsored by the Toronto Star newspaper, which seconded their ace reporter Fred Griffin to the undertaking. His stories chronicled the flight north, and were feature articles on the front page of that newspaper as well as other local regional and national news outlets.

Cochrane, was used as a base for the aircraft. However, it was soon found to be impossible to take off from there with any margin of safety. A new base was then located to the west of Cochrane at Remi Lake, about three miles north of Moonbeam. This was the first use of Remi Lake as a seaplane base and later it became well known as a main operating base of Laurentide Air Service and OPAS. All flights to Moose Factory were carried out from Remi Lake.

It is of interest to note that mail was carried on six flights and on one occasion one hundred pounds of mail is recorded. These would be the first mail flights in northern Canada. The difference in travelling time between the approximate two weeks by surface mail and the two to two and a half hours achieved by Maxwell was indicative of great savings in both time and hardship which were effected by aircraft in northern Canada. Surprisingly too, philatelists have apparently overlooked these flights when an aircraft for the first time in Canada carried comparatively large loads of mail. It is also of interest to note that J. M. Thompson (noted as E. Thompson by Maxwell) of Revillion Freres, who was flown out on the 28 August, 1920 trip, was suffering from mastoiditis and was taken out for hospitalization. It therefore seems certain that this was the first ambulance flight or "mercy" flight in Canada.

At the end of the 1920 flying season, Maxwell went to Camp Borden as an instructor with the Air Board, and then went on to the Laurentide Company at Lac a la Tortue, Quebec, in 1921. Apparently no further flying was done by the Canadian Aero Film Co. and their two aircraft, the HS-2L and a Canuck, together with another Canuck owned by Proctor, were burnt in storage at Burlington during the following year.

Extracts from REPORT ON FLYING BOAT OPERATIONS IN NORTHERN ONTARIO by Wm. R. Maxwell

During the months of August and September, 1920, it was my privilege to undertake and accomplish an extended trip by flying boat from Hamilton Bay on Lake Ontario to James Bay.

Under the supervision of W. B. Cleland, F. G. Ericson and W. H. Maxwell, Directors in Charge of Aviation, the trip was made by the Canadian Aero Film Co. for the Provincial Government of Ontario, with the purpose of making series of motion pictures, covering the following subjects:

"Available water powers, Timber resources, Agricultural possibilities, Fishing, The Fur industry, The Possibilities of the country for the sportsmen and tourists, Native life, etc."

NATURE OF COUNTRY

The territory drained by the Abitibi, Metagami, Opazatika and the Missinabi, all of which unite to form the Moose River, is not a new country. For over two hundred years it has been known to fur traders, both French and English and is the home and trapping ground of the Cree Indian. This district has been entered by geological and survey parties but their work has been confined chiefly to exploration in the vicinity of the main water courses as the existing maps would indicate.

It is a noteworthy fact that the meridian run by O. L. S. E in 1911, from a point on the Transcontinental Railway near Fauquier, north to Lat. 50-22-18 is still quite clearly defined on the ground and can be followed with ease from a height of 3,500'.

The area north from the railway, to a depth of some sixty miles is well wooded with spruce, some poplar and birch and may be classed as agricultural land, but is practically worthless as such in its present condition on account of the lack of proper drainage. Beyond this area the forest growth rapidly becomes stunted and sparse and long stretches of wide open muskeg prevail, although the water courses are bordered on both banks with irregular stands of market able spruce, white birch and poplar, varying in depth from one-quarter to a full mile. The limitless supply of pulp wood popularly attributed to this area is not in evidence.



CURTISS HS-2L G-CAAZ FLOWN BY MAXWELL TO MOOSE FACTORY IN AUGUST, 1920.

During his research, Robert Galway contacted Maxwell's son Bill Maxwell, who went through his mother's effects, and found 4 boxes of photographs and unprinted negatives, most of which appear to have been taken by his father. He also found four scrapbooks of news clippings (~250) recording his father's aviation exploits.

MEANS OF COMMUNICATION

The only means of communication is by means of canoe in the summer or dog-sled and snowshoes in the winter, both slow and arduous methods of travel, requiring an average of from ten to fifteen days, one way. Small power boats may ascend the Moose River for a distance of forty miles from the mouth, in an average season, and at this point there is an excellent landing place for seaplanes. After thorough reconnaissance, the route selected ran from Remi Lake, the established base, northeast over a series of smaller lakes to the Ground Hog River; North over the Ground Hog River to the Metagami River, thence North and Northeast following the general course of the Metagami and Moose Rivers to James Bay. Flying at a height of 4,000 feet this route affords perfect safety in the case of forced landings, with the possible exception of one stretch of rapids fifteen miles in length, about forty miles from Remi Lake, and even along this stretch there are many places where ordinary skill will effect a safe landing.

MAIL SERVICE

The Hudson's Bay Company and Revillon Freres maintain separate mail services which take from two to three weeks for the round trip, light.

PHOTOGRAPHY

The lack of abrupt changes in the formation of this area eliminates almost entirely disturbances of air currents, doing away with "bumps" and allowing a greater measure of accuracy in survey and photographic work from aircraft.

One important point to consider is that of fuel and oil supply. If machines of from eight to ten hours cruising radius are used, this point is negligible, but with the use of the smaller types, having from two to four hours radius, it is essential. Fuel and oil may be transported during the six weeks season of spring freshets from Pagwa on the Railway, down the Pagwa River on freight barges operated by the fur trading companies, to the Bay; or by yearly steamer from Montreal to any point on the Hudson Bay.

A very great saving in the time for transportation of mails and express can be effected by the use of aircraft when it is realized that by the ordinary methods now in use, a round trip occupies an average of three weeks, whereas it can be done by air line in approximately five hours.

The prospects for passenger work in this area should be exceedingly good as the prospector and fur trader will be quick to take advantage of this speedy and comfortable method of reaching his destination. So also, the hunter and tourist will be glad of the opportunity of attaining this hitherto inaccessible country, now put within easy reach.

In the case of a valuable mineral discovery, not at all improbable, the aircraft will be very much in demand for passenger, food supply and mail transport.

SUMMARY

The foregoing would tend to show that this district can best be developed through the use of the flying boat or sea plane during the season of open water, and lends itself even more readily to the use of aircraft equipped to land on snow or ice during the winter months, as not only the water courses but the swamps and muskegs, useless in the summer, will be available for use by properly equipped machines.

Robert Galway added: *Hugh Halliday undertook to unearth the RCAF Records on We. Roy Maxwell and as a bonus this material showed up. It is an image the original copy of his report on the August 1920 aerial expedition to James Bay carried out by the Canadian Aerial Film Company (CAF) on contract to the Ontario Govt. Film Board. This report was described in the CAS Journal by Ken Molson but the original had never had the dust shaken off of its cover!*

Maxwell's Report finished with a record of his flights, that included details of the mail carried. - This is reproduced on the next page.

EDITOR'S NOTE:

Although this mail was carried by favor, and not on Post Office authorized flights, there are several unauthorised / favor flights listed in the Pioneer section of The Air Mails of Canada and Newfoundland, (e.g. PF-1, PF-2, PF-3, PF-14 and PF-15), so I think these flights should be added to the catalogue.

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

by November 1st.

The following is the actual record of through trips from Lake to Moose Factory. The crew consisted of mechanic and pilot flights:

Date.	Wind.	Height.	Time in Min.	Pass.	Cargo	Course.	Rem.
Aug. 17.	SE-15	3000	150	0	Fuel 80 gal.	North.	Exploratio
" 18.	N- 5	3000	165	0	Mail	South	Very Clear
" 23.	SE-15	2500	110	2	Fuel & bagg.	North	Camera-as
" 24.	NW-10	3000	140	2	Mail & bagg.	South	Mr. & Mr.
" 27.	S- 5	3500	140	2	Inst. & bagg.	North	E. Ireson & O.L.S.
" 28.	SW-10	4000	140	1	Fur & Mail,	South	E. Thompson, pondents F. Clerk.
Sep. 2.	W- 5	4000	160	0	Mail 100# Fuel 80 gals.	North.	Weather ha
" 4.	S- 5	4000	155	2	Mail & bagg.	South	Editor & C pond. Force
" 9.	SE 5	3500	115	0	Mail, fruit and Fuel,	North.	Clear.
" 12.	W- 5	3500	150	3	Mail & 450# Baggage,	South.	Last trip Missionary man and

Trusting that the foregoing will be of some assistance
those contemplating a trip by air over this territory.

I have the honour to be, Sir,

Your Obedient Servant.

Maxwell's Report - with references to mail carried.

Walsh NEWFOUNDLAND Specialized
Stamp eCatalogue 10th ed., 2016 color;
737 pgs. www.nfldstamps.com

Walsh BRITISH NORTH AMERICA
Specialized Stamp eCatalogue 10th ed.
2016 Color; 624 pgs. www.nfldstamps.com

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

New research on Canada's 5 cents Air Mail rate - 1928

Chris Hargreaves

Two questions that have been debated for several years are:

- **When was the 5 cents first ounce / 10 cents per additional ounce rate introduced on air mail from Canada to the USA?**
- **When was this rate introduced on air mail within Canada?**

The situation at the beginning of 1928, was that:

- a letter could be sent from Canada to the USA, using US Air Mail routes, if it was franked with Canadian stamps for the regular surface mail to the US, and US stamps for the air mail service within the U.S.
- the Canadian Post Office was beginning to fly mail on some routes within Canada, but no additional payment for the air mail service was required.

In July 1928, Canada and the USA reached a reciprocal air mail agreement, under which they agreed to a common air mail rate of 5c first ounce / 10c each additional ounce that would cover all air mail services in either country, and that each country's stamps would be accepted by the other country. (For the rest of this article, I will usually refer to this as just the "5 cents rate".)

The text of a letter outlining this agreement is shown below:

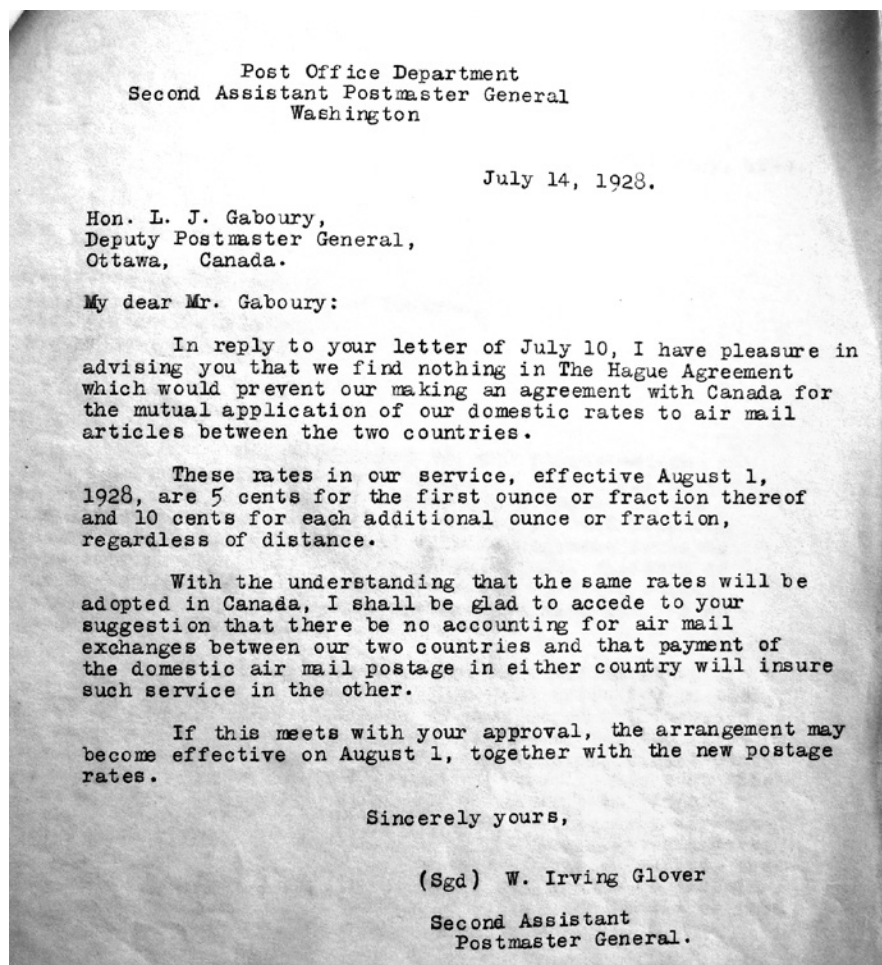


Fig. 1 - Letter from W. Irving Glover, Second Assistant Postmaster General (USA) to Hon. L. J. Gaboury, Deputy Postmaster General, Ottawa - July 14, 1928

This letter was transcribed by George Arfken and Walter Plomish in their book Air Mails of Canada, 1925 - 1939. [1]

The 5 cents rate was widely publicized in the U.S., and came into effect on August 1st 1928.

In Canada, however, things were quite different. According to Arfken and Plomish: "the Canadian Post Office did not issue any bulletins nor did they immediately advise this agreement to Postmasters and certainly not to the public". [1, page 40.]

This lack of publicity in Canada, has created a situation in which different authors give different dates on which the five cent rate came into effect. For example:

- *Air Mails of Canada, 1925 - 1939* by Arfken and Plomish, says the rate to the U.S., and the air mail rate within Canada, were both inaugurated on August 1st 1928 (Pages 9, 19 and 22)
- *The Air Mails of Canada and Newfoundland - Section 17 Canadian Air Mail Rates* by Trelle Morrow and Ritch Toop, says both rates were inaugurated on August 7th 1928. (Page 412)
- *Official Air Mail Rates to Foreign and Overseas Destinations as Established by the Canadian Post Office 1925-December 1942* by David H. Whiteley, says August 7th 1928 for air mail to the U.S.. (Page iv.)
- *Selected Canadian Postal Rates - 1859 to 2005* by Robert C. Smith, and *Canada Domestic and International Postal Rates and Fees 1870-1999* by Robert Smith and Anthony Wawrukiewicz, say that both rates were introduced on August 24th 1928.

The September 1928 *Monthly Supplement to the Canadian Post Office Guide* included a notice that the air mail rate to the U.S. had been reduced, and that it could be paid for in Canadian stamps. However, it did not give an effective date for this change, or say anything about a 5 cent rate being required in Canada.

Then, the October 1928 *Monthly Supplement to the Canadian Post Office Guide* contained a notice that the new, 5 cents air mail stamp, should be used for: "air mail at the rate of 5 cents for the first ounce ... for conveyance over the following air mail routes - Montreal - Toronto ... daily except Sunday ..." Since the daily service between Montreal and Toronto was not inaugurated until October 1st, this indicated that the 5 cents rate was not in fact required until October 1st. [2]

As part of the preparation for the revised edition of *The Air Mails of Canada and Newfoundland*, I decided to try and establish which of these dates was correct.

I tried looking in the RG3 Post Office records at the National Archives in Ottawa, and found the same letter between the Canadian and US Post Offices that Walter Plomish found, which was reproduced as Figure 1.

There was also some interesting correspondence between the two Post Offices, confirming that the Canadian Post Office could continue to fly mail to remote locations without charging the air mail fee. However, like Walter, I could not find copies of any bulletins or notices to the public regarding the change in rates.

I also checked the *Monthly Supplements to the Canadian Post Office Guide*, but only found the announcements mentioned above.

This was all in keeping with Arfken and Plomish's comment that: "the Canadian Post Office did not issue any bulletins nor did they immediately advise this agreement to Postmasters and certainly not to the public".

One resource that is now available to researchers, but was not readily available when the books mentioned above were published, is old newspapers which have been posted on line and can be digitally search.

I tried doing a search for "air mail", in back issues of *The Toronto Star*. My search found a variety of items, but not an announcement as to when the 5 cent rate would begin.

I then contacted Kathy Hartley, who is the Reference Librarian at the Vincent Graves Green Philatelic Research Foundation in Toronto.

Kathy searched *The Globe* online, and found a story on the front page of the Monday, August 6th 1928 edition,

announcing "Air Mail Cheaper" because of the 5 cents rate for air mail transmitted over any United States air mail route: see Figure 2.



Figure 2 - The Globe August 6th 1928

One can infer from this story that:

- it was the first announcement The Globe received, or it wouldn't have been on the front page
- since The Globe was a morning paper, the Post Office had probably made the announcement on Friday August 3rd.
- since the announcement is written in the past tense, the rate reduction had already taken place

This information has been discussed with David Crotty, who is editing Section 17 on Air Mail Rates for the revised edition of *The Air Mails of Canada and Newfoundland*.

This announcement establishes that the date of August 7th given in the current *Air Mails of Canada and Newfoundland* is wrong.

The revised *Air Mails of Canada and Newfoundland* will follow Arfken and Plomish, and date the change in rate to the U.S.A. as occurring on August 1st.

However, the article in Figure 2 only refers to air mail to the U.S.A. - It doesn't say anything about a 5 cents charge for air mail within Canada!

with Robert some years ago, and was told that the earliest announcement of a 5 cents rate that he had found, was for the flights to commemorate the Golden Jubilee of the Canadian National Exhibition. There was one flight from Quebec City via Montreal, Ottawa and Kingston to Toronto, and a second from Windsor via London and Hamilton to Toronto, on August 24th 1928. Mail was carried on these flights, and given a souvenir cachet if

it was franked at 5 cents. (See for example Figure 3 below).



Figure 3 - Special Flight from Windsor to the C.N.E. in Toronto: franked 5 cents to get the souvenir cachet.

There were return flights on the same routes from Toronto on August 29th, on which souvenir cachets were again offered on mail franked 5 cents.

However: these were special flights, and the rate applied for the two days only.

After the CNE flights, covers can be found that were flown on the regular, twice-weekly service between Montreal and Toronto, at the original surface rate of 2 cents: for example Figure 4.

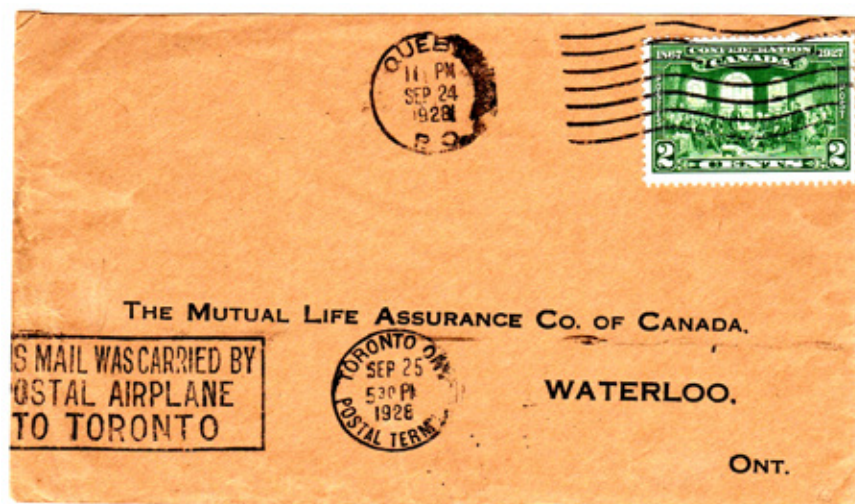


Figure 4: Postmarked QUEBEC SEP 24 1928, carried by surface routes to Montreal, BY POSTAL AIRPLANE from Montreal to Toronto, and then by surface routes to Waterloo.

But: one can also find covers flown between Toronto and Montreal that were franked 5 cents during September 1928: e.g. Figure 5.



Figure 5: Postmarked TORONTO SEP 25 1928, carried BY POSTAL AIRPLANE TO MONTREAL, and then by surface routes to Point Aux Trembles.

This confusion about franking is not surprising, and is in keeping with Arfken and Plomish's comment about the Canadian Post Office's lack of announcements regarding its air mail services.

Fortunately, Kathy found some newspaper articles which clarify the situation regarding charges for air mail:

- an article in *The Globe*, July 21st 1928, saying there was no plan to charge extra for air mail in Canada until there was a daily air mail service between centres like Toronto and Montreal
- an article in *The Globe*, August 30th 1928, in which the Postmaster-General is still referring to a future 5 cents rate "when the regular service was established". (Figure 6.)

Veniot Appeals to Business Men To Make Greater Use of Air Mail

*Postmaster-General Hopes for
Trans-Canada Service, Cut-
ting Present Time in Half, in
Near Future*

FIRST-CLASS MATTER AT 5 CENTS AN OUNCE

Telling the guests at the 'C. N. E. Directors' luncheon yesterday that the business men of Canada are not using the mail service of the Dominion to their best advantage, Hon. P. J. Veniot, Postmaster-General of Canada, outlined the service and appealed to business interests to increase their use of it and "get more out of it."

Better Service, Not Surplus.

He emphasized that the object of the postal service was never to place a cent of revenue in the Federal exchequer as a surplus, but to use up the moneys in giving a better service to the country. "That's why," he continued, "that we attempted a more rapid service by the introduction of the air mail."

He pointed out that the testing of air routes was still going on. He thought that when the regular service was established the charge would not be more than five cents an ounce on first-class matter throughout Canada and even into the United States.

Figure 6 - The Globe, August 30th 1928

- a later article in The Globe, September 27 1928, announcing that the 5 cents air mail rate would be required between Toronto and Montreal from October 1st. (Figure 7).

AIR MAIL SERVICE BEGINS ON MONDAY

Postmaster Announces Regu-
lations for Toronto-Mon-
treal Deliveries

RATES OF PREPAYMENT

On Monday next, Oct. 1, regular daily air mail service (except Sunday) between Toronto and Montreal will go into effect. Mails for despatch from Toronto by this service will close at the following hours: General Post Office, registered mail 8.10 a.m., ordinary mail, 8.40 a.m.; Postal Terminal "A," registered mail 8.40 a.m., ordinary mail 9 a.m.

The plane is due to leave Leaside at 9.45 a.m. and to reach St. Hubert Air Field at Montreal about 1 p.m.

The incoming mail by aeroplane from Montreal is due to reach Toronto at 2.15 p.m.

Expediting Delivery.

This schedule has been arranged to secure delivery of mail so carried, at least throughout the business districts and to boxholders in either city, before the close of the same business day.

On Saturday, the air mail for Montreal will close one hour later than on the other days in the week, and mail intended for delivery in Montreal (except to boxholders) the same day, should be prepaid by 20-cent special delivery stamp, in addition to the air mail stamp.

On Saturdays, the plane will carry outgoing unregistered letters for Great Britain and transatlantic destinations for connection with steamer at Rimouski.

Rate of Prepayment.

All letters and other mail intended for Montreal City or other Canadian or United States points for transmission by air mail service, must be prepaid at the special air mail rate of 5 cents for the first ounce and 10 cents for each succeeding ounce. Registration or special delivery fee will be additional to this.

The new 5-cent air mail stamps and special air mail envelopes, bearing transverse red, white and blue lines across the front and back, priced at 10 cents per dozen, now on sale at the General Post Office and Postal Stations, should be used, but in cases where this is not possible, ordinary postage stamps and plain envelopes may be used provided the envelopes are prominently endorsed on the address side, "via air mail."

The first International Air Mail Service, operating between Montreal and Albany, N.Y., will also be inaugurated on Oct. 1. Prepayment at Canadian air mail rates will provide for conveyance over any air mail route in the United States.

Figure 7 - The Globe, September 27 1928

There is also the announcement in the October 1928 Monthly Supplement to the Post Office Guide, which only gave two routes for which the new 5 cents air mail stamp was required: Montreal - Toronto, and Montreal - Albany, U.S.A. (Figure 8).

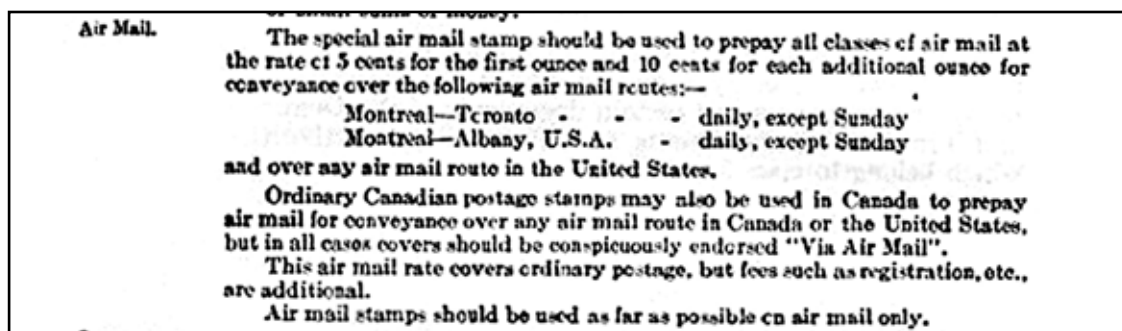


Figure 8 - October 1928 Monthly Supplement to the Post Office Guide

These articles and announcement show that:

- the 5 cents rate was not required before October 1st 1928
- that it was required when the daily Montreal - Toronto air mail service was inaugurated on October 1st 1928
- that it was not required on any other routes within Canada where the Canadian Post Office had mail flown in October 1928.

This information has also been sent to David Crotty and discussed with him.

Section 17 of the revised edition of *The Air Mails of Canada and Newfoundland* will list the domestic air mail rate of 5 cents first ounce / 10 cents per additional ounce, as being introduced on October 1st 1928.

Acknowledgement

Many thanks to Kathy Hartley for her skill and help in finding the articles that answered the long-standing questions about the 1928 air mail rates.

Kathy is the Reference Librarian in the Harry Sutherland Library at the Vincent Graves Greene Philatelic Research Foundation in Toronto. - The Foundation is located at 10 Summerhill Avenue, near the Summerhill subway station. The HSPL is the largest philatelic library in Canada, and houses a comprehensive collection of Canadian and British North America philatelic literature, including monographs, journals, Postal Guides, Postmaster General Reports, auction catalogues and research papers on British North America. The library is open on Mondays through Thursdays and one Saturday a month, from 10 a.m. to 4 p.m. For more information see <http://www.greenefoundation.ca/index.html>

The library is a wonderful resource for philatelic research, and Kathy says that she "welcomes any and all enquires." She can be contacted at library@greenefoundation.ca or 416-921-2073.

Chris Hargreaves

Resources:

[1] *Air Mails of Canada, 1925 - 1939*. George Arfken and Walter Plomish is still available from Sparks Auctions: <https://sparks-auctions.com/bnaps-books-list/>

[2] Most of the Monthly Supplements to the Post Office Guide from 1913 to 1932 have been digitized, and can be viewed online at: www.bac-lac.gc.ca/eng/discover/postal-heritage-philately/Pages/postal-heritage-philately.aspx

Unfortunately the Monthly Supplements from 1927 and 1928 were not digitized.

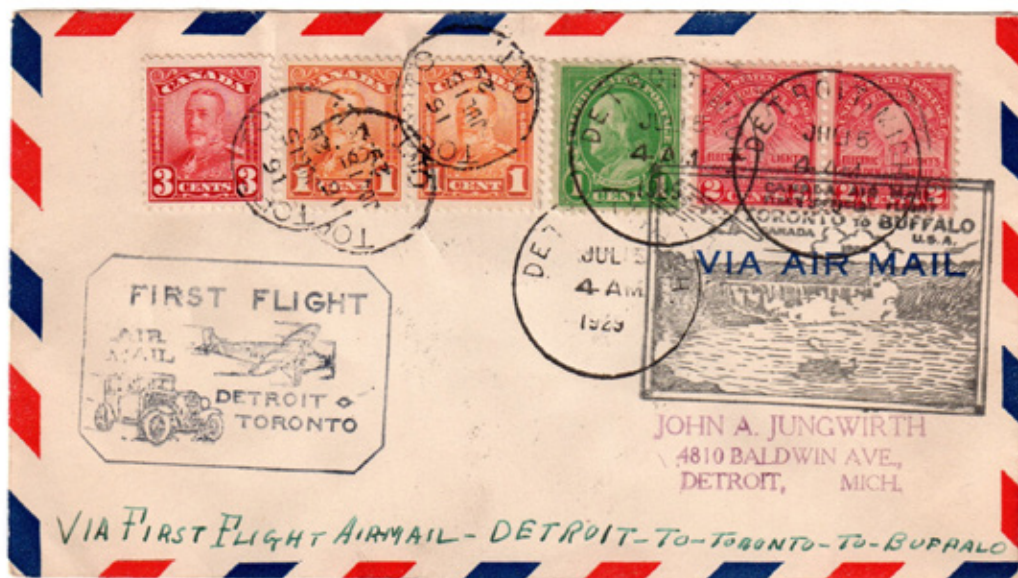
July 15th 1929

Two unusual TORONTO - BUFFALO First Flight Covers

On July 15th 1929, two new air mail services were inaugurated by the Canadian Post Office.

The Montréal - Toronto air mail service was extended from Toronto to Detroit, with stops at Hamilton, London and Windsor. This service operated in both directions.

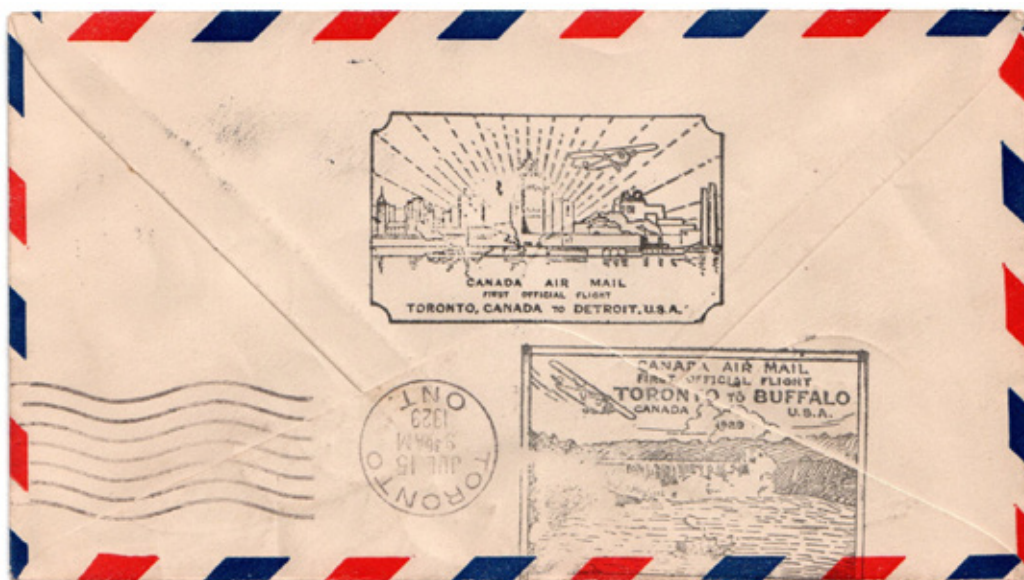
An air mail service was also inaugurated between Toronto and Buffalo on July 15th. - Some two weeks earlier, on June 29th, Canadian Colonial Airways Limited (and subsidiary Canadian Flying Service) had begun a twice daily service Buffalo and Toronto. The service was operated by Sikorsky S.38 amphibian aircraft, which carried passengers between the Royal York Hotel on the Toronto waterfront, and the Hotel Statler near the harbour in Buffalo. Air mail was carried on the evening flight which left Toronto at 6.30p.m., and arrived in Buffalo at 7.15 p.m. It was then transferred to the 20th Century Limited overnight train from Chicago to New York, for speedy delivery to New York. There was no corresponding delivery of mail from Buffalo to Toronto: the service only operated to Buffalo



(Left) Figure 1

Figure 1 has:

- 5 cents US and 5 cents Canadian franking to cover two First Flights
- a 4AM DETROIT postmark, DETROIT - TORONTO First Flight Cachet, and 9.30am TORONTO backstamp, which match the markings on other Detroit - Toronto FFCs. (The covers are listed as 2945r, in Section 5 of the *Air Mails of Canada and Newfoundland*).
- a TORONTO - BUFFALO First Flight cachet, and a 4pm TORONTO postmark that is appropriate for the Toronto - Buffalo First Flight. It's not backstamped in Buffalo, but my other Toronto - Buffalo FFCs aren't backstamped either.



The Toronto - Buffalo First Flight Covers are listed as 2943 in AMCN:

1929, July 15 — Toronto - Buffalo, N.Y. This one-way service was performed by Jack Little of the Canadian Flying Service. An official cachet, showing Niagara Falls, was applied in black to all covers. There was no return service for mail; unofficial covers, bearing no postage, exist but these have no official standing as according to the instructions of both governments, no mail was to be flown from Buffalo to Toronto.			
2943	Toronto - Buffalo (black)	(9288 pieces)	3.00

Figure 1 also has a TORONTO - DETROIT first flight cachet on the back, but can't have taken that flight and the Toronto - Buffalo First Flight. - It seems that the Post Office staff in Toronto were very philatelically friendly on July 15th, and gave the cover an extra cachet.

Figure 2 was sent to me by Dick McIntosh, and is one of the unofficial covers carried from Buffalo to Toronto that were noted in AMCN, but very rarely found.



(Top) Figure 2

Figure 2 was created by Louis Guenzel. - It has his corner card at the top left, and is addressed to him, "c/o Post Master, Toronto, Canada". There is no stamp on the cover, but a circular handstamp in the top right corner. The handstamp is inscribed "FIRST FLIGHT AIR MAIL" around the outside, with Louis Guenzel's name and address in the centre. In the middle of the cover is a private, three line handstamp/cachet, "Via Air Mail First Flight BUFFALO - TORONTO".

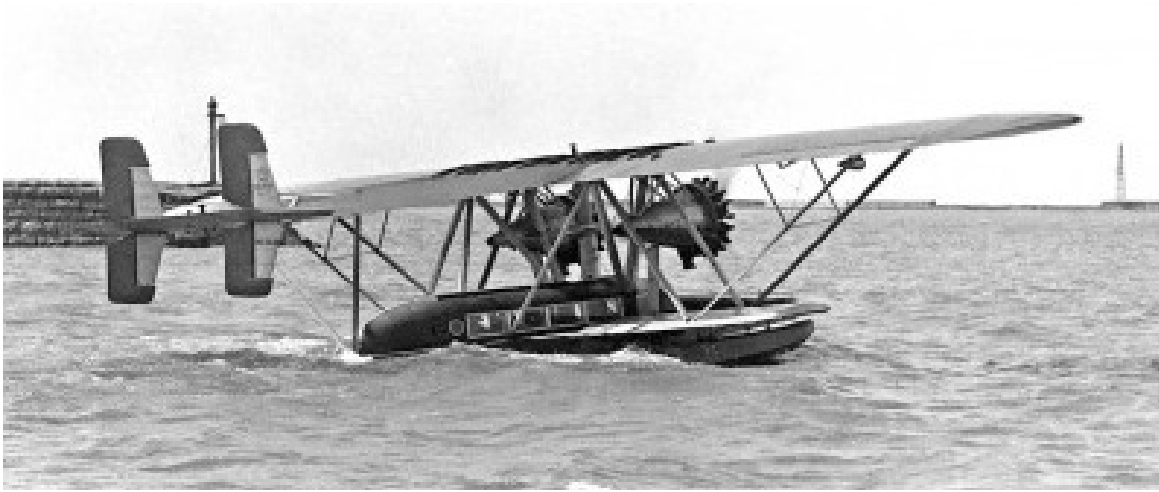
Although there is no stamp, the cover is back stamped in Toronto at 1 p.m. on July 15th, and has the Toronto - Buffalo first flight cachet!

An article about the Toronto - Buffalo air service was published in the September 2000 *Canadian Aerophilatelist*, and can be viewed on the CAS website www.aerophilately.ca - It was based on an article by C.D. Long in the *Canadian Aviation Historical Society Journal*, Fall 1970.

The article states that one of the Canadian Colonial Airways Limited aircraft, "was formally christened Neekah by Mrs. G. Howard Ferguson, wife of the Premier of Ontario, on 15 July, the day the mail contract began".

It looks like the cover in Figure 2 was flown over from Buffalo to Toronto on the morning of July 15th, and carried back on the first mail carrying flight to Buffalo that evening.

Since the cover has no stamp, both the backstamp and Toronto - Buffalo cachet would have been applied on a favour basis. This was very unusual but, as seen with Figure 1, the Post Office in Toronto was very philatelically accommodating on July 15th.



A Sikorsky S-38 departing from Buffalo heads for an open-water takeoff.

This photograph is from the website <http://jonproctor.net/heath-proctor-pioneer-aviator/> which was created by Jon Proctor, and describes the career of his father, Heath Proctor, who flew as a pilot for American Airlines and its predecessors from 1927 to 1950. - It is a very readable and interesting website, with a lot of information about early aviation.

Chris Hargreaves



1939 - WHITEHORSE to SEATTLE



DON LUSSKY found this intriguing cover, which is postmarked WHITEHORSE May 4th 1939, and endorsed:

ALASKA to U.S.A. BABY CLIPPER

FIRST FLIGHT From White Horse, Yuk. To Seattle, Wash.

However, it didn't seem to be a "Canadian" First Flight, as the First Air Mail Flight from White Horse to Vancouver was made on August 6th 1938, and would have connected to a Vancouver - Seattle service that had operated since 1935.

Later on there were direct flights from White Horse to Seattle by the U.S. Post Office Route FAM20, but according to the American Air Mail Catalogue, the First Flight by FAM 20 between White Horse and Seattle was in June 1940.

FOREIGN AIR MAIL ROUTE NO. 20

Contractor: Pacific Alaska Airways, Inc. (Subsidiary of Pan American Airways, Inc.)



"Baby Clipper" was the generic name for the Sikorsky S. 43, which was a twin engine amphibious aircraft. It accommodated between 18 and 25 passengers, and was primarily used by Pan American World Airways for flights to Cuba and within Latin America.



Sikorsky S.43

I consulted Tom Reyman, who had done some research on the survey flights for FAM20. - Tom sent me some information originally provided by David Wilma, that:

On August 7th 1938, a Pan American Airways twin-engine "baby clipper" departed the Naval Air Station at Sand Point, Seattle, en route to Ketchikan and Juneau, Alaska, in an experiment with air service to Alaska. The Pan Am crew from Miami explored an "outside route" over water for the seven hour flight to Ketchikan.

Pan Am established regular, freight-only Alaska Clipper service in June 1939, but made only 10 flights before switching to an "inside route" through Prince George, B.C. on November 9, 1940. In March 1941 the route was extended to Fairbanks and the flight carried passengers

Tom added that in his opinion, the cover was sent on one of the returning survey flights, and that "I have not yet found a reference to survey flights going to Whitehorse, but since that destination was on the projected Alaska Clipper route, I assume they eventually arrived there."

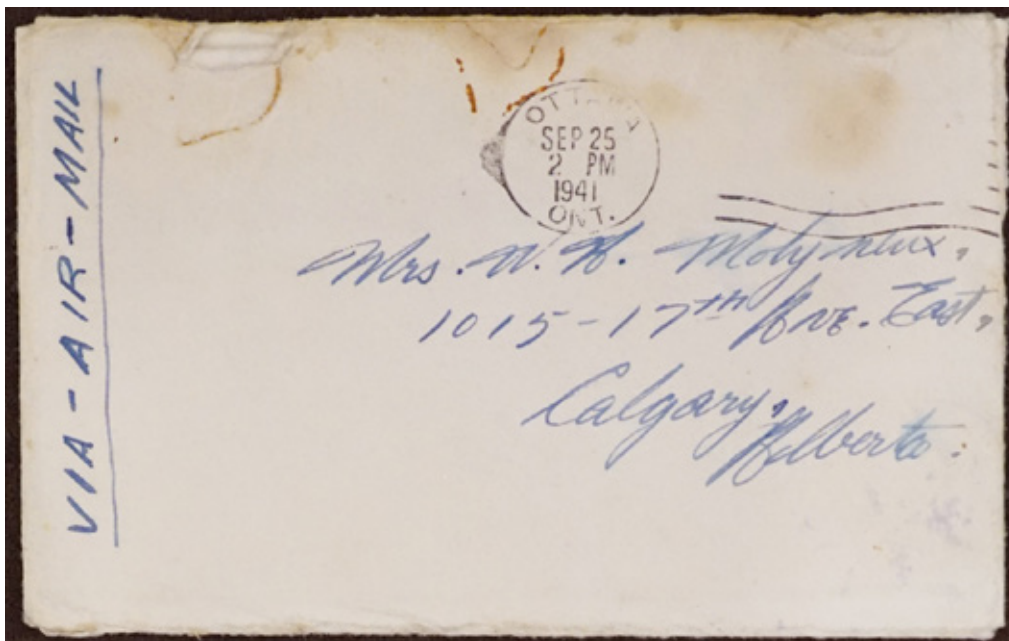
Thanks Don, and thanks Tom.

Want lists welcome
203A Woodfield Drive,
Nepean, Ontario K2G 4P2
www.brianwolfenden.com

Wolfenden
Canadian Flight Covers

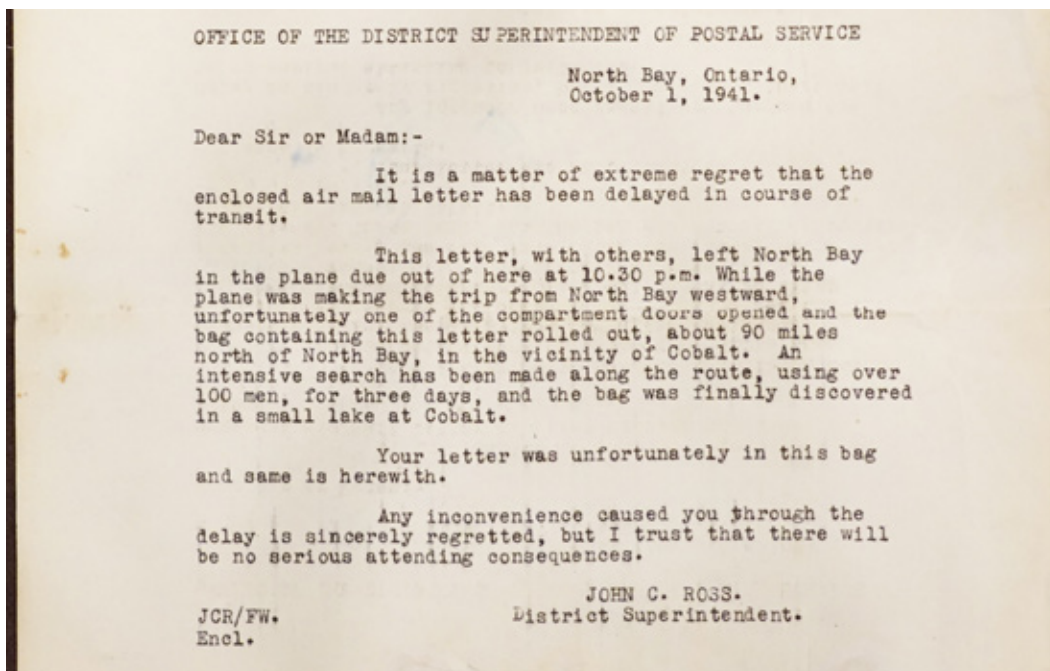
See my table at the
Ottawa Stamp and Coin
Dealers Monthly Bourse
At the RA Centre

1941-INTERRUPTED AIR MAIL IN NORTHERN ONTARIO



Postmarked OTTAWA SEP 25 1941

This cover has a very unusual explanation for its damage:



Thanks to Kevin O'Reilly for the photographs.

The cover and letter are part of the stock of Firmin Wyndels, of Victoria, B.C.

Firmin can be contacted at firminwyndels@hotmail.com or tel. 250-588-4211

AIRGRAPH EXTENDED TO WARTIME ST. PIERRE & MIQUELON 1943

James R. Taylor



Figure 1 front. The first Airgraph outer cover (one of six) mailed from Toronto, Canada Airgraph depot with a message from Rotherham, England. Arrival postmark at St. Pierre is dated August 11, 1943. (ex. Keeton; 1987 page 229A). (James R. Taylor Collection)

Airgraph letters were written on special standard sized Airgraph forms. While the forms were usually supplied free from the Post Office, postage stamps in payment were applied to the back of the completed forms. Members of the military on active service could send Airgraphs without charge.

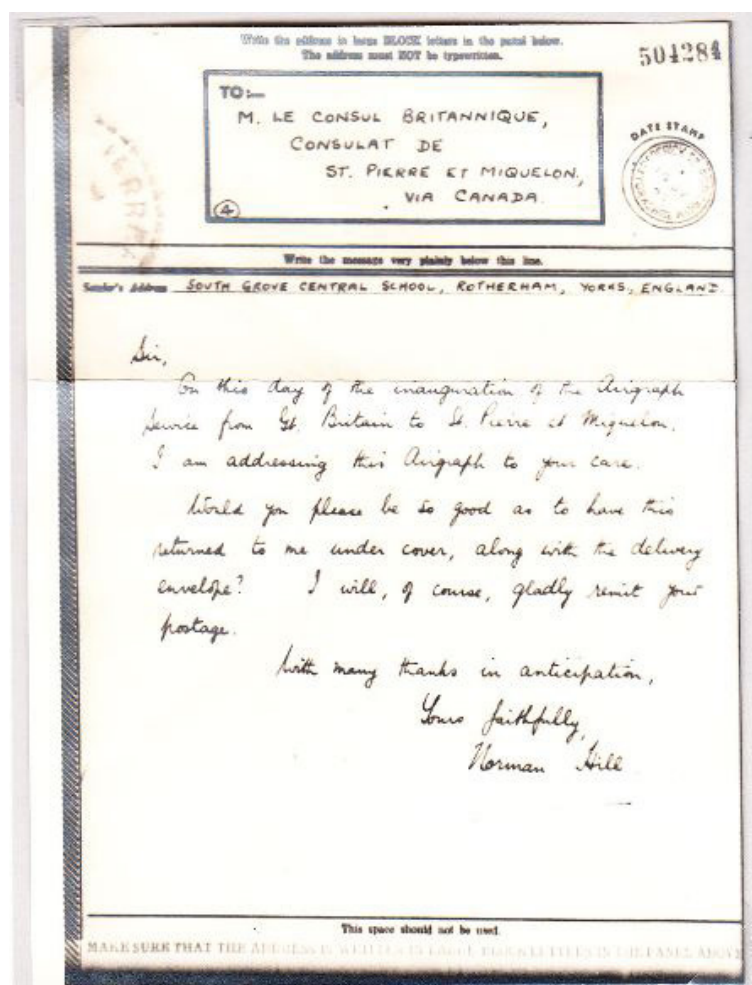
The completed forms were handed back across the civilian Post Office or military Post Office counter. The completed forms were postmarked on the face and the messages were examined and passed by civilian or military censors. The forms were then photographically reduced on microfilm using Recordak equipment. Two copies of each microfilm were made, one to be sent, the other to be held as a backup. The volume and weight of the roll of microfilm with 1,600 letters on film weighed just 149 grams (5.25 ounces), less than one fiftieth of the volume and weight of the equivalent letters. The rolls of microfilm negatives were then sent as air cargo. At their destination the negatives were enlarged, printed on photographic bromide paper, folded into windowed envelopes, free franked usually by postage meter and delivered as Airgraph letters through the normal mail system.

During the early stages of the Second World War, delivery times for letters sent via regular Airmail services were greatly slowed, or the letters lost and not delivered at all, due to accidents or enemy action in the Mediterranean. The British Post Office and Military needed to find a speedier and safer alternative for delivery of mail to and from serving troops; it adopted the Airgraph service. Airgraphs were introduced in 1940 to mail between England and British military bases in the Middle East. The service met with early success, and the Airgraph service was later extended to Canada (1941), East Africa (1941), Burma (1942), India (1942), South Africa (1942), Newfoundland (April, 1943), Australia (1943), New Zealand (1943), Ceylon (1944) and Italy (1944) (Senkus, 2007).

In July 1943 the Airgraph service was extended, via Canada, to the North American French Colony of St. Pierre & Miquelon. Several hundred St. Pierrais served with the Free French armed forces in North Africa, Europe and on Free French naval ships in the North Atlantic.

The first Airgraph envelope (six known) was delivered in St. Pierre on August 11, 1943 an example is shown as Figure 1. The Airgraphs were sent from Norman Hill of Rotherham, Yorks, England to the British Consular office at St. Pierre (Figure 2). Airgraph processing in Canada was carried out at Toronto. The first Airgraph outer envelopes to St. Pierre

(Figure 1) contained a message from England, reduced to microfilm, carried by trans-Atlantic air and developed and mailed from Toronto to St. Pierre. The franking, done by postage meter, is a straight line italic "AIRGRAPH" with stylized wing and arrow and a double circular "AIRMAIL/JULY 28/ 530 PM/ 1943/ POSTAGE PAID" in blue ink. The cover is struck with the broken-circular "ST PIERRE ET MIQUELON/ 11 - 8/ 43/ *." postmark (Figure 1A). The cover is marked in manuscript on the back "1st GB - St Pierre Miquelon" in Norman Hill's hand writing (Figure 1B; Berman, 2011). An example of the enclosed message is shown on Figure 2.



(Left) Figure 2. The first six Airgraph letters to arrive at St. Pierre contained the same message. It was sent dated July 16, 1943 from Rotherham, England (ex. Keeton; 1987 page 229A). (James R. Taylor Collection)

Airgraph message 504284 from Norman Hill to the British Vice Consul at St. Pierre was one of six sent at the same time to test the newly inaugurated Airgraph destination (Figure 2). Note the inbound Airgraph form with the address in block letters in a rectangular box. The serial number and the dated postmark of the dispatching post office in the upper right. The date is July 16, 1943 which according to the text was the first day that Airgraphs could be sent from England to the new destination at St. Pierre. Notice on the upper left, the partial receiving postmark of St. Pierre which managed to land within the envelope window onto the form. The sender's address appeared just above the fold in the paper.

The British Vice-Consul at St. Pierre A.R. Bartlett returned the six messages and their covers to Hill by registered mail (slow) and sent what is thought to be the very first Airgraph (fast) from St. Pierre back to Hill dated by the St. Pierre postmark August 23, 19 (Figure 3). Note the Canadian PASSED BY CENSOR/ DB 156

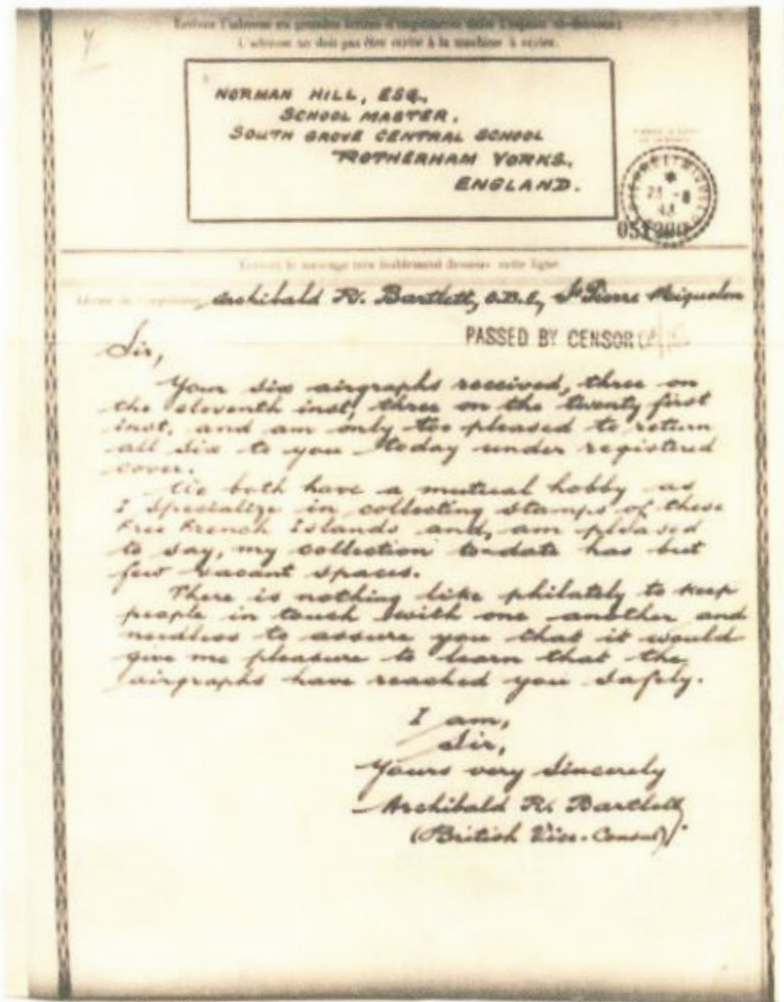
marking that appeared on the original form and reduced on the Airgraph message. Although initially restricted to active forces mail, by 1943 civilian use of Airgraphs was permitted. Also note that Figure 3 has the scarcer French language instructions on the front of the Airgraph form. Also note the distinctive border design on the left and the right of the form. These would have been printed in Canada mainly for use in the French speaking Quebec province. Archibald Bartlett besides being the Vice-Consul also represented the Western Union Telegraph Company which ran submarine cables that connected at St. Pierre to Europe, Canada and the United States.

In July 1945, Airgraph service was discontinued between Canada and all other countries. It is also interesting to note that the Airgraph system was also adopted by the United States that operated a similar independent system called V-Mail or Victory Mail.

The Airgraph forms, covers, message and any surviving paraphernalia such as film strips and packaging are of tremendous interest to the airmail collector and the postal historian. The forms were produced in many countries, from Aden to Zanzibar, wherever needed, and in whatever language was appropriate (Sanders, 2011). Troops stationed there would use these local forms, which were then sent to the nearest processing station. The basic format of all forms had to be the same, of course, to conform to the processing system. Forms printed outside the United Kingdom can be identified in various ways - some by mention of local currency, others by variations in the instructions, postmarks, or by local postage applied.

(Right) Figure 3. An Airgraph message from British Vice-Consul at St. Pierre & Miquelon, A.R. Bartlett, O.B.E., to Norman Hill at Rotherham, England acknowledging receipt of six Airgraphs at St. Pierre. (ex. Keeton; 1987 page 229A). (Berman, 2011)

Forms available at the St. Pierre Post Office were printed in French (Figure 3). The originating forms, with stamps attached to the back, were retained by the Canadian Post Office authorities in Toronto and the forms were destroyed after being microfilmed. Surviving blank or stamped Canadian forms in English or French are rarely found today. The used original forms would only have survived if they were returned to sender for some reason, such as a censorship violation, and were kept. Stamped Airgraph forms from the small colony of St. Pierre & Miquelon, population in 1943 of about 3500 (Cormier, 2011), while worth watching for, may not have survived destruction. Other Airgraph covers and enclosures to and from St. Pierre, although rare, may still be hidden in collections or dealer stocks. Those from and to serving St. Pierrais soldiers or sailors would be highly prized.



References

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 Keeton, E. H.; 1987, Airgraph, Forces Postal History Society, 260pp.
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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.

These covers were found by Alan Klein in a box of "thousands" of American First Flight Covers. - Given that provenance, and the fact that they were created by L. Fischbach, who was a regular producer of FFCs, we can assume they are from unlisted First Flights.

Does anybody know which airlines that were involved with these flights? Can anybody provide additional information about these covers?

July 1st 1947 - OTTAWA to NEW YORK



Postmarked OTTAWA 8 JUL 1 47



Backstamped:
NEW YORK, NY CHURCH STREET STN. JUL 2 1947
GEN. DEL.

June 1st 1951 - MONTREAL to PLATTSBURG



Postmarked: MONTREAL 16 31 MY 51 CANAD
and PLATTSBURG N.Y. JUN 1 1951 7AM
Handwritten endorsement:
1st Non Stop (Can't read) 6.10 A.M. to Plattsburg N.Y.



Backstamped:
PLATTSBURG N.Y.
JUN 1 1951 7AM

Thanks Alan.

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

Membership rates based on current exchange rates

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

- 1 year - \$15.00 Canadian or US\$12.00 or 10 GB pounds or 11 Euros - anywhere in the world
- 2 years - \$25.00 Canadian or US\$20 or 16 GB pounds or 17 Euros, anywhere in the world

The dues for members who prefer a PAPER COPY of The Canadian Aerophilatelist mailed to them are:

- 1 year - \$25.00 CDN in Canada, \$30.00 CDN in U.S.A. (or \$24.00 US),
\$35.00 CDN for members Overseas, (or \$28.00 US, or 24 Euros, or 22 Pounds Sterling)
- 2 years - \$45.00 CDN in Canada, \$55.00 CDN in U.S.A. (or \$44.00 US)
\$65.00 CDN for members Overseas, (or \$52.00 US, or 44 Euros, or 40 Pounds Sterling)

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

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

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

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

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

MEMBERSHIP RENEWAL

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

Regular members: #4 Michael Shand

- #242 Jacques Bot,
- #266 John F. Church,
- #457 Randolph H.
Dimond,
- #336 George B. Dresser,
- #406 Louis-Georges
Dumais,
- #432 John Lewington,
- #350 Bill Pearce,
- #212 Harold J. Petoskey,
- #81 Stephen Reinhard,
- #286 Jean Rowe,

The dues for Advertising Members are \$25 Canadian per year, in addition to their regular membership fee. - Advertising Members are guaranteed an advertisement in each issue, but the size of the advert is at the editor's discretion, and depends on the space available. (Very large advertisements can be placed by special arrangement, for an additional charge.) If anybody would like to become an advertising member, please contact the editor.

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