



# THE CANADIAN AEROPHILATELIST

# #79

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Newsletter of THE CANADIAN AEROPHILATELIC SOCIETY

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

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SI VOUS DÉSIREZ DE L'INFORMATION EN FRANÇAIS SUR LA SOCIÉTÉ CANADIENNE D'AÉROPHILATÉLIE,  
VEUILLEZ VOUS ADRESSER À M. PIERRE VACHON, 909 CHEMIN SAND COVE, SAINT JOHN, N.-B. E2M 4Z7

## June 2009

Volume XXV, Number 2

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**CONTENTS INCLUDE:**

**EXECUTIVE COMMITTEE and REPORTS**

All members of the executive are continuing in their current positions. - Many thanks to them for everything they do for the CAS.

**MINUTES OF THE 2009 ANNUAL GENERAL MEETING**

**NEW CANADIAN SPACE STAMPS**

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## *Delivery of Mail By Ocean and Air*

Seaplane to Take Off Packages From Liner Empress of Scotland at Father Point.

Kingston Whig-Standard  
September 6<sup>th</sup> 1927, page 1.

(The full article is reproduced on  
Page 25 of this newsletter.)

**THE ST. LAWRENCE SEAWAY AIR MAIL SERVICE: 1927 to 1939 (Part 1)** - Richard Beith

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Anybody who wants to copy an item from this newsletter is welcome to do so. - Please acknowledge

The Canadian Aerophilatelist as the source, and send a copy of any publication in which the reprinted material appears to the editor.

## EXECUTIVE COMMITTEE OF THE CANADIAN AEROPHILATELIC SOCIETY

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## PRESIDENT'S REPORT

Thank you to Neil Hunter for running our AGM, while I was at WESTPEX in San Francisco.

WESTPEX was a fabulous show, and I had a great time meeting many members of the American Air Mail Society. However, AAMS President Andrew McFarlane missed the show due to a business commitment; Vice-President Phil Stager was busy elsewhere as Chairman of the WESTPEX jury; and Treasurer Stephen Reinhard, who is also the President of FISA, was in Switzerland at the FISA Congress; so there were no big decisions or announcements made at the AAMS meeting.

There were no additional nominations for CAS Executive Committee positions prior to our AGM, so all the current Executive members were acclaimed for another term of office. I think this reflects satisfaction with the way in which the CAS is running, and I want to thank all the executive members for doing a great job.

There were also no nominations of people wishing to join the Executive as a MEMBER AT LARGE. If anybody was prevaricating about offering to stand as a member-at-large, please contact me. It's not too late to join the executive. - I want to assure everybody that there are no tasks waiting to be foisted onto new executive members. But they will have an opportunity to join in our occasional discussions about issues affecting the CAS, such as the details of a new policy for CAS Exhibition Awards, that the executive is currently sorting out.

Having missed a number of my annual acquaintances at ORAPEX, I enjoyed meeting a lot of members at ROYAL 2009 ROYALE in St. Catharines, and am looking forward to some CAS meetings in the Fall:

### **BNAPEX - 2009 - SEAWAYPEX KINGSTON, ONTARIO - September 11<sup>th</sup> - 13<sup>th</sup> 2009**

There will be a talk on *Canadian Airmail: the development of services along and above the St. Lawrence*, on Friday morning at 10:00am. This should provide an early opportunity for aerophilatelists to meet up.

On Saturday afternoon from 2:00 to -3:00 PM, there will be a joint meeting of the CAS and the BNAPS Airmail Study Group

For more information on the show, check the website [www.bnaps.org](http://www.bnaps.org) or contact me.

### **TORONTO - DAY OF AEROPHILATELY Sunday October 25<sup>th</sup>**

The fifteenth annual Toronto Day of Aerophilately, will be held at the Vincent Greene Foundation, close to Summerhill subway station on the Yonge St. line. - For more information contact Murray Heifetz: email [MurrayHeifetz@rogers.com](mailto:MurrayHeifetz@rogers.com) or tel. 416 444 6494.

**There will also be a CAS meeting in Calgary during the Fall, as part of CALTAPEX.**

**Please see the Western Chapter Report on page 6 of this newsletter for more information.**

Best wishes to all members for enjoyment and success in their summer activities.

**Chris Hargreaves**

## SECRETARY'S REPORT

Welcome to **five** new members:

- #392 Ken Thibault of Osoyoos, BC
- #393 Malcolm Crux of London, Ontario
- # 394 Sameer Pruthee of Calgary, Alberta
- #395 Rory Stewart of Aurora, Ontario
- #396 Hans Steinbeck of Stevensville, Ontario

**Brian Wolfenden**

## WEBMASTER'S REPORT

Denny May has circulated a terrific video showing "**24 hours of the World's Air Traffic**", with a comment:

Did you ever think that there were this many aeroplanes in the sky at one time?

This is amazing: you'd never realize just how many scheduled aircraft flights are in the skies at one time!

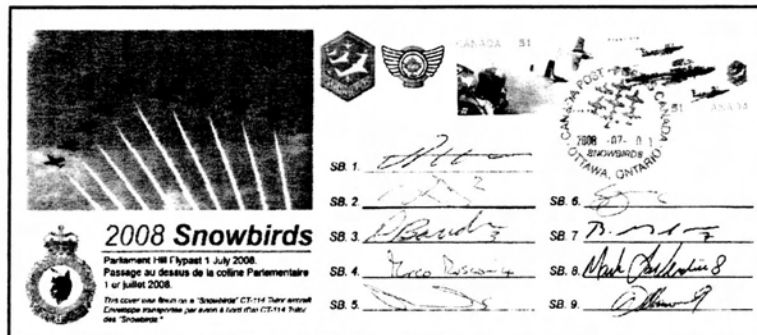
This video shows a 24 hour period. You'll see daylight moving from east to west, and each little yellow dot representing an aircraft in flight. It's fascinating to watch as daytime flights escalate and decline at night.

The video has been added to our website at <http://www.aerophilately.ca/movie.html> so that everybody can enjoy it. (It's 5 megabytes, so for users on dial-up internet, it might take a few minutes to load.)

The webcounter now stands at 1993.

**Steve Johnson**

## SNOWBIRDS COVERS



Our 2008 Snowbird covers were flown over Parliament Hill, Ottawa, on Canada Day - 1<sup>st</sup> July 2008. They have now been signed by the pilots, and are ready for distribution.

- A group of nine envelopes each autographed by a different pilot is \$55.00.
- A single envelope signed by all nine pilots, like the one shown above, is \$30.00.
- Packaging and postage are included in the above prices.

Readers interested in purchasing any of the Snowbird covers should send their order and cheque, (payable to the CAS), to: Major (Ret) R.K. Malott, CD, 16 Harwick Crescent, Nepean, Ontario K2H 6R1

## CONDOLENCES

On behalf of the CAS, I would like to offer our condolences to Derek Rance, whose wife Cynthia passed away in April.

**Minutes of Canadian Aerophilatelic Society  
Annual General Meeting  
May 3, 2009 at ORAPEX in Ottawa**

In attendance: Marge Hunt, Steve Johnson, David Hanes, Al Bain, Dick Malott, Neil Hunter, Denice Guimond, Stewart Murray, Brian Wolfenden, James Austin ( Guest ).

Neil Hunter called the meeting order at 1.30 p.m. & introduced James Austin who has created a PDF file of "The Air Mails of Canada And Newfoundland" which will act as both an index & a search function. Mr. Austin then gave a presentation of the disc & how it worked. After the presentation, he created 4 more discs that were distributed to the CAS executive for them to try out themselves. There was a discussion after the presentation and all there agreed it was an excellent idea, but that problems could arise moving forward. It was decided to push this as an index to the AAMS & that talks should proceed with the AAMS to get approval for us to proceed with the disc as index. Motion to proceed moved by Brian Wolfenden, seconded by Steve Johnson.

It was then moved that after getting the above approval from the AAMS, we proceed to the next step – using the PDF file to update the catalogue for members. Motion by Dick Malott, seconded by David Hanes

Minutes of last year's meeting were not available for review.

Treasurer's report was presented. To see a copy, please see the March 2009 mailer. Report was accepted on motion from David Hanes, seconded by Steve Johnson.

President's report. There was no President's Report this year.

Society Honours – no update from last year to report.

CAS Awards: It was decided that the CAS award at ORAPEX should go to the best Canadian Air Mail Exhibit. Motion by Neil Hunter, seconded by David Hanes. There was then further discussion about a second CAS award to be presented to the best World Air Mail exhibit. This was approved by a 7 to 1 vote in favour of the motion.

Editor's award. This was presented to Mike Shand in absentia.

Other Business: David Hanes spoke about the Silver Dart centenary flight & the covers that CAPA had flown on the flight. He is sending the information to Chris Hargreaves for inclusion in the June Mailer.

There being no more business, the meeting adjourned at 2.36 p.m.

*Brian Wolfenden*



# EXHIBITION RESULTS

Congratulations to our Aerophilatelic exhibitors:

## ORAPEX 2009 - Ottawa, Ontario

Neil Hunter	Air Mail Across the Atlantic: May 1939 to December 1941.	Gold. CAS Best Airmail Award. AAMS Best Airmail Award. Special Aerophilatelic Award from Larry Milberry, Toronto.
Alastair Bain	Commercial Airways Limited.	Gold. American Philatelic Society Medal of Excellence (1920-1940). Special Aerophilatelic Award from Larry Milberry, Toronto.
Steve Johnson	Yukon Airways and Exploration Company Limited (One frame)	Gold. BNAPS - Best BNA One Frame Exhibit Special Aerophilatelic Award from Larry Milberry, Toronto.
David Hanes	Air Mail Labels found on Canadian Mail	Vermeil AAPE - Best Presentation Pin. Special Aerophilatelic Award from Larry Milberry, Toronto.
Stewart Murray	Imperial Airways in Africa, 1925 - 1934	Vermeil
David Hanes	Postal History of the Silver Dart.(One Frame.)	Bronze.

## ROYAL 2009 ROYALE - St. Catharines, Ontario

Steve Johnson	Yukon Airways and Exploration Company Limited (One frame)	Gold. CAS Best Canadian Airmail Award
Neil Hunter	Air Mail Across the Atlantic: May 1939 to December 1941.	Gold. CAS Best World Airmail Award. AAMS Best Airmail Award.
J.W. Bodnar	The First Regular and International Airmail Service in the World: Vienna - Cracow - Lernberg -Kiev.	Vermeil.
D.A. Pocock	The First Five Years of Nicaraguan Airmail Stamps.	Vermeil.
C. Pomfret	Canadian Airmen in the Great War.	Silver.
Hans Steinbock	Zeppelin Mail to and from Canada.	Silver

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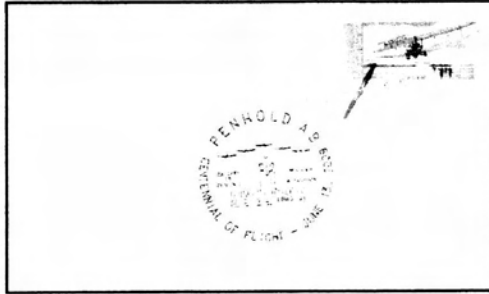
### ROYAL 2010 ROYALE

Will be held in Windsor, Ontario - May 28<sup>th</sup> to 30<sup>th</sup> 2010. For more information see

[www.royal2010.com](http://www.royal2010.com)

or contact Brian Cutler, Tel. 519 966 2276, Email [cutler@mnsi.net](mailto:cutler@mnsi.net)

# WESTERN CHAPTER REPORT



The WCAS had a table at AIR AFFAIR, at the Red Deer Airport (Penhold Base) on June 13, 2009.

The Harvard Historical Aviation Society, located in Springbrook, Alberta, hosted this event to celebrate the Centennial of Powered Flight in Canada, and to honour the 65<sup>th</sup> anniversary of Andrew Mynarski V.C.'s fatal flight.

The day included a *Back to Baddeck* flight arrival and departure. The HHAS is part of this cross-Canada relay, which is hitting every province and territory in Canada, with each leg of the relay being flown by different antique aircraft.

A Stampe airplane flew in from Calgary. The landing was followed by a short ceremony, then the Harvard left for Wetaskiwin. This relay will make its way back to Baddeck, Nova Scotia, where the first flight took place in Canada.

The HHAS is in the process of building a museum in Springbrook to house the history of the Penhold Base from the 1940's to its close in 1995. For more information please visit: [www.penholdbase.ca](http://www.penholdbase.ca)

The Western Chapter of the CAS prepared First Day Covers of the Silver Dart stamp for sale, with the special cachet shown above applied. The pilots of the Calgary to Penhold flight, and the Penhold to Wetaskiwin flight, signed the FDCs, but the covers were not flown.

The Western Chapter also planning to meet on the Saturday for lunch at CALTAPEX in Calgary in the Fall. - All CAS members are more than welcome at our meetings, to join in on lunch and a time of sharing airmail interests.

For more information on the meetings and or covers, contact David Brown at P.O. Box 2446, Blackfalds, AB, T0M 0J0, Phone 403-885-2744 or email at [dgbrown\\_id@shaw.ca](mailto:dgbrown_id@shaw.ca)

*Dave Brown*

## CONTROVERSY OVER CANADA POST FIRST DAY COVERS

The Official FDC's for the Silver Dart stamps, feature a pale grey photograph of John McCurdy at the controls of an aircraft. - This is likely to be impossible to see on the FDC illustrated above, as it is quite faint on the actual FDCs. I have enhanced part of a cover, to try and show it to the right.

Jack Minor has pointed out that McCurdy is sitting in a 1911 McCurdy Biplane, not the Silver Dart.

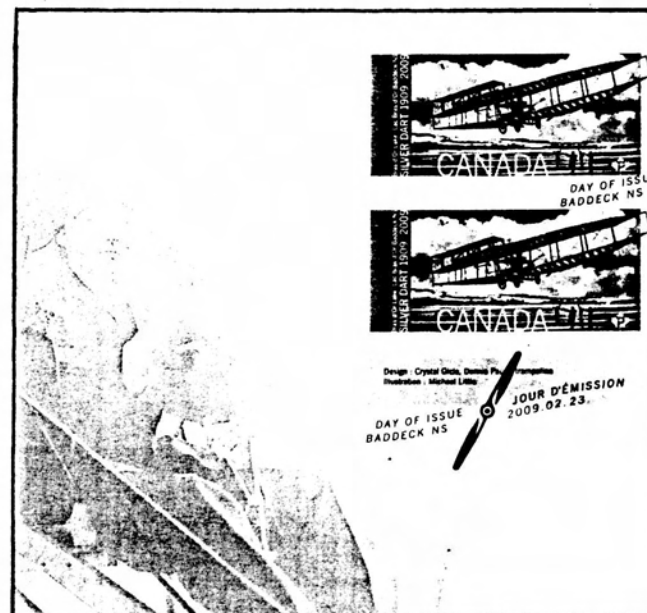
According to a front-page story in the *Canadian Stamp News* (April 28<sup>th</sup> 2009), "Minor said most people would assume the photo shows McCurdy at the controls of the famous Silver Dart".

In a response, "Canada Post spokesperson Nicole Lemire pointed out that the cover doesn't state that the photo is of the Silver Dart, and in any case, even historians often incorrectly attribute the photo.

She confirmed that the photo was, in fact, taken in 1911 in Hamilton, two years after the Silver Dart was destroyed in a crash.

She said the picture of McCurdy was chosen to showcase his achievements as an aviation pioneer.

"The Silver Dart crashed just a short time after the first flight, and there are very few good pictures of him at the controls."



# CENTENARY OF FLIGHT COVERS

I reported in the last newsletter that the Canadian Aeronautical Preservation Association (CAPA) has produced a variety of First Day Covers for the "First Flight in Canada" stamp, and that some of these covers were flown on the SILVER DART, and signed by the pilot, Bjarni Tryggvason.

The following covers are now listed on the CAPA website at:

[http://www.capa-acca.com/centennial\\_of\\_flight.htm](http://www.capa-acca.com/centennial_of_flight.htm)

They're right at the bottom, and listed as *CAPA First Day Cover Custom Envelopes*.



**CAPA First Day Cover custom envelope** with an Upper Right corner block of the 1909-2009 Silver Dart Stamp with the Date of Issue Cancellation and Baddeck NS Post Office Cancellation was produced in a quantity of 99 (numbers 1 to 99). They are signed by the pilot of the replica Silver Dart, Bjarni Tryggvason, who carried these enveloped with him during the flights. He stated that they gave him extra insulation from the wind on the lake that day.

**FDC001**      **\$100.00**  
plus  
HST.

**CAPA First Day Cover custom envelope** with a corner block of the 1909-2009 Silver Dart Stamp with the Date of Issue Cancellation and Baddeck NS Post Office Cancellation was produced in a quantity of 301. 1 with an Upper Right a corner block (number 100), 100 with a Lower Right corner block numbered 101 to 200, 100 with an Upper Left corner block numbered 201 to 300 and 100 with a Lower Left corner block numbered 301 to 400.

**FDC002**      **\$12.00**  
plus  
HST.

**CAPA First Day Cover custom envelope** with 1909-1959 and 1909-2009 Silver Dart Stamps complete with Date of issue cancellation as well as Baddeck Post Office Cancellation was produced in a quantity of 28 (numbers 752 to 779).

**FDC003**      **\$15.00**  
plus  
HST.

**CAPA First Day Cover custom envelope** with the 1909-2009 Silver Dart Stamp with the Date of Issue Cancellation and Baddeck NS Post Office Cancellation was produced in a quantity of 572 (numbers 401 to 751 and 780 to 1000).

**FDC004**      **\$6.00**  
plus  
HST.

**HST (Harmonized Sales Tax) is currently 13%. Postage is included in these prices.**

25 of the FDC01 covers flown on the Silver Dart and signed by Bjarni Tryggvason are currently being flown across Canada on the *Back To Baddeck* flights. 25 of each of the other types of cover, FDC02,03,04, are also being carried on the *Back To Baddeck* flights.

Some of these *Back To Baddeck* covers will be used for presentations, but most will be sold at the end of the flights.

For more information on these covers,  
and/or to order covers listed above, (the PayPal link on the CAPA website is not working at the moment),  
and/or to reserve a cover from the *Back To Baddeck* flights, contact:

Bryan Nelson, Executive Director, Canadian Aeronautical Preservation Association  
PO Box 786, Greenwood, NS B0P 1N0, Canada



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

The 44<sup>th</sup> FISA Congress was held in Meyrin, Switzerland, on April 25, 2009, on the occasion of the International Aerophilatelic Exhibition, PHILAERO '09.

#### **GRANTING OF A WARDS**

The GOLDEN F.I.S.A. MEDAL 2009 was presented to Hans MIERL/ A and Derrick PILLAGE/UK for their outstanding contribution to aero- and astrophilately.

The GOLDEN F.I.S.A. PIN was awarded to Richard K. MALOTT for his service and devotion to aero- and astrophilately.

A SILVER MEDAL 2009 was awarded to Gerard COLLOT/F and to Walter M. HOPFERWIESER/ A, both for research in literature.

A BRONZE MEDAL 2009 was awarded to Hans Ullrich SCHULZ/D for his catalogue/hand book '*Im Zeichen der Luftbrücke*'.

The American Air Mail Society elected Secretary General Jacqueline LAUWERS-BEKAERT to the 2009 AEROPHILATELIC HALL OF FAME for her lifetime dedication and outstanding service as secretary of F.I.S.A., and to aero- and astrophilately. She received from President Steve Reinhard the AAMS plaque. At the gala evening she was also nominated Honorary Secretary General of F.I.S.A. Jackie thanked F.I.S.A. and the delegates for their cooperation and friendship during the past 25 years.

#### **ELECTIONS**

The Board and delegates unanimously agreed to re-elect President Steve REINHARD.

Wolfgang PORGES was proposed as the new Secretary General, and unanimously accepted.

Neville POLAKOW from South Africa, and Ross WOOD from Australia, were unanimously elected as new Board members.

A list of all members of the F.I.S.A. Board is given on the F.I.S.A. website at [www.fisa-web.com](http://www.fisa-web.com)

#### **GENERAL ASSEMBLY in 2011**

According to Wolfgang Porges, IAPC (International Aero-Philatelisten-Club, Berlin) in cooperation with other German clubs, would be willing to organize an Aero/ Astro exhibition in the range of 300 frames. The 2011 Congress and General Assembly could take place at the same time.

For more information contact Wolfgang Porges, Sperberstrasse 47, D-13505 Berlin, Germany.

(Tel: 00 49 / 030- 436 66 511 Fax: 00 49 / 030- 436 66 510 E-mail: [porgesberlin@snafu.de](mailto:porgesberlin@snafu.de) )

#### **CONGRATULATIONS TO DICK MALOTT FOR HIS AWARD OF A GOLDEN F.I.S.A. PIN!**

The Pin will be presented to Dick by Stephen Reinhard, during the Awards Reception at ORAPEX 2010.

### **ORAPEX 2010**

**ORAPEX 2010 will be held on May 1st and 2<sup>nd</sup> next year, in the RA Centre at 2451 Riverside Drive in Ottawa.**

**Stephen Reinhard, President of F.I.S.A., will be one of the judges.**

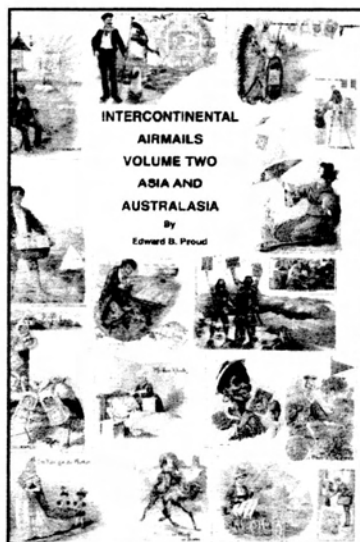
**Stephen has also agreed to give the FIP Aerophilately Judging Seminar. This is currently scheduled to be held from 10:00 am to 11:00 am on Sunday morning.**

**The CAS will have it's usual Annual General Meeting on the Sunday afternoon of ORAPEX.**

**For more information about ORAPEX, or to obtain an entry form when they become available, contact Doug Lingard at [lingardd@istar.ca](mailto:lingardd@istar.ca) or call him at 613-737-4864.**



# BOOK REVIEWS



## **INTERCONTINENTAL AIRMAILS — VOLUME TWO — ASIA AND AUSTRALASIA, by Edward B. Proud.**

Published in 2009 by Proud Publications Ltd., P.O. Box 74, Heathfield, East Sussex, England TN21 8PY, email: [proudbailey@btconnect.com](mailto:proudbailey@btconnect.com). 896 pages, hard cover.

Available from the publisher for UK£80.00 (approximately US\$118.00) plus £8.00 postage in the UK, £15.00 (US\$21.00) postage to the rest of the world, or: Leonard H Hartmann, Po Box 36006, Louisville, Kentucky 40233-6006, U.S.A. (E: [Leonard@pbbooks.net](mailto:Leonard@pbbooks.net) )

### **Reviewed by Ken Sanford**

This is the second volume of the author's monumental works on intercontinental airmails. The first volume, published in 2008, covered Transatlantic & Pacific.

This book covers all aspects of intercontinental airmails in Asia and Australasia up to the end of World War Two in August 1945, carried by normal civilian airmail services. The emphasis is on British colonial airmail services. However, it also covers the KLM services from Holland to Asia, the French service from France to Asia, the Lufthansa service from Germany to Asia, the Qantas service from Australia to Ceylon between 1943 & 1945, and the Lancastrian service between Australia and the UK in 1945.

The book also covers the overland services to the Far East via Russia & China, as well as Japanese services, and the Italian & Polish services to the Middle East.

The first chapter covers the airmail services which were operated by the Royal Air Force (RAF) between Cairo, Egypt and Baghdad, Iraq starting in 1919. It gives a narrative of the services, with descriptions by pilots, of the difficulty of operating these services, and includes timetables between 1921 and 1926.

Some of the following chapters are: Imperial Airways service to Asia, later extended to Australia, Imperial Airways timetables for the Cairo to Basra and Asia—Australia service, the Horseshoe Route service, BOAC service to India between 1943 & 1945, Imperial Airways Hong Kong Feeder service, and Imperial Airways & BOAC rates between 1929 and 1945.

The chapters describe the first flights on the routes, list the aircraft used and their final disposition (e.g. sold to another airline, crashed, etc.), show numerous timetables & maps, as well as advertising posters in full color, and provide interesting narrative of various flights by the pilots. There are photos of some of the aircraft used, and timetables for most of the years covered. The author uses a point system for evaluating flown covers, with one point equal to £1.00. Rates are shown for letters from major countries to be carried on the various routes.

**Continued**



**INTERCONTINENTAL AIRMAILS — VOLUME TWO — ASIA AND AUSTRALASIA, by Edward B. Proud.****Reviewed by Ken Stanford, continued:**

The majority of the data provided are the timetables and changes to the routes, especially as a result of the War. Numerous flown covers are also shown in color. Most chapters also include charts showing routes operated, dates, and the names or registration numbers of the aircraft used on those routes & dates. Obviously, a tremendous amount of research has gone into these charts.

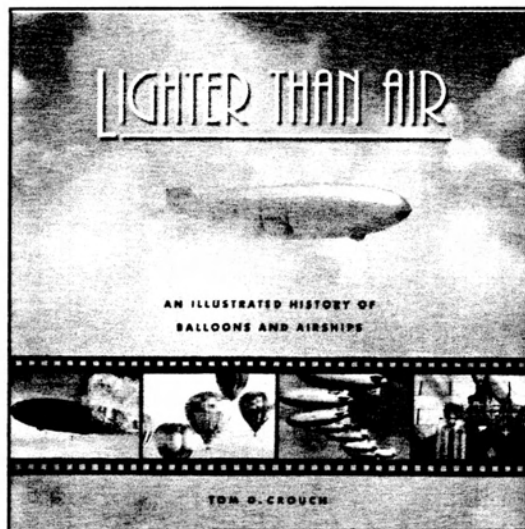
The chapters covering Imperial Airways mention the various crashes and show some—but not all of the cachets that were applied to recovered mail. This reviewer believes that all known cachets should have been shown. The Chapter on the Horseshoe Route is very useful. It provides government announcements, complete schedules and timetables of various airline flights over that route, and schedules of the ships that connected with the Horseshoe route at Durban and India.

One chapter gives postal rates for all Imperial Airways (BOAC from April 1940) Asian routes up to 31 August 1945, which will be a very valuable resource for airmail collectors. The chapters on Air Orient (and Air France from 7 October 1933), KLM of the Netherlands, and the German service to Asia, also contain very useful rate information and timetables.

There is an appendix with notes on censorship, a bibliography and an index.

The book is very well done and in spite of its cost, will be an essential reference for aerophilatelists, especially those who study the World War Two period.

**EDITOR'S NOTE: The CAS has purchased a copy of this book for our library. - Anybody who wishes to know what information it contains on particular topics, should contact the CAS librarian: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4**

**Lighter than Air by Tom D. Crouch.**

Published by Johns Hopkins University Press. Binding: hard cover, 21.7 cm by 21.7 cm (8.5 in by 8.5 in). Price in Canada: \$43.95 in bookstores, \$29.00 on line at [chapters.indigo.ca](http://chapters.indigo.ca).

**Reviewed by Nino Chiovelli.** Rating: Four out of five stars.

Tom D. Crouch has produced a masterful and condensed history of lighter-than-air (L.T.A.) aviation and a keen focus on the people involved...the good, the bad and the ugly.

This richly illustrated work reaches back to Archimedes' discovery of the theory of buoyancy and marches onward through time, introducing many of the pioneers and present-day protagonists involved in L.T.A. development.

He organizes his work neatly into sections.

**Continued**

**LIGHTER THAN AIR by Tom D. Crouch. - Reviewed by Nino Chiovelli continued:**

In the first section, he describes the invention of hot air and gas balloons and goes on to describe the high points of early aerostatic showmanship in Europe and North America (including military and scientific uses of balloons).

In the second section, he presents the development of pressure, semi-rigid and rigid airships, culminating in the phasing out of the U.S. Navy's Airship Fleet in 1961.

He continues his keen narrative in the third section, providing the reader with a very interesting history of scientific ballooning.

In his last section, he skillfully finishes by presenting a look into the future of airships and sport ballooning.

The reader will certainly enjoy his/her flight on this well produced history.

Four specific balloon-messaging events are strategically placed in this history.

There are details of the letter from William Franklin, an American Loyalist living in England, addressed to both his patriot son William Temple Franklin and his father, Benjamin Franklin the U.S. ambassador plenipotentiary living in Paris.

That letter was carried on board a balloon flight from a field near Dover Castle, in the United Kingdom, crossing the English Channel on 7 January 1785 to land 12 miles inside France.

The two aeronauts on the flight were Dr. John Jeffries, an American expatriate living in London, and Jean Pierre Blanchard, the pilot in command.

The second event is the Danish messaging experiments conducted by Johann Pete Colding (also spelled as Colting), in 1808.

The third mention of balloon messaging is the many flights during the Siege of Paris and other French cities during the Franco-Prussian War (1870-71).

The author's last reference to the carriage of mail is to scheduled airship mail carried by Zeppelins in the early 1900s.

Recreational readers will find this book a door-opener to further exploration of a very interesting subject

Those employed in L.T.A. projects will find this a ready reference from which to prepare public relations material, or will find pointers for the investigation of archived engineering documents.

Stamp Collectors specializing in airship and balloon covers will appreciate this accurate time line as a guide to researching events that will assist them to identify items in their collections. Prints, etchings, ceramics, furniture and medallions are featured in many of the high quality illustrations. Unfortunately, there are no philatelic illustrations and the fact that mail was carried on most of the record-setting flights has been omitted. This time line is an important research tool for stamp collectors nonetheless.

The wealth of history is complimented by rich illustrations of prints and artifacts held in collections of the National Air and Space Museum in Washington, D.C., the Zeppelin Museum at Zeppelinheim, Germany, the Imperial War Museum, London, and le Musée de l'Air et d l'Espace at Le Bourget, France.

**EDITOR'S NOTE: The Danish balloon flights mentioned above, have received much less attention than the other lighter-than-air flights. I am very pleased that Nino is going to write an article about the Danish flights for a future newsletter.**

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# FLYING ON A ZEPPELIN NT

Chris Hargreaves

There have been several articles in this journal, about the new Zeppelin NT airships. Three of these airships are currently flying: in Europe, the United States, and Japan.

While at WESTPEX, I had the opportunity to join a group that was taking a flight on the Zeppelin NT-4 "EUREKA". - This is operated by a company called Airship Ventures, which is mainly involved in giving sight-seeing flights around the San Francisco area.

Several people have asked me for my thoughts about flying in a Zeppelin, so I am including them in this newsletter:

My impressions come into three sort of groups.

The first regards the size of the Eureka. - I hadn't expected it to be as big as a jumbo-jet!

The second relates to the actual flight, which was WONDERFUL. - It was smooth, quiet, and spacious. It was like being in a revolving restaurant at the top of a tall building, with the view outside the windows slowly changing.

The third set of impressions involves boarding the Eureka.

An initial surprise was when we were driven from Airship Ventures "office", (which is actually a corner of the lobby at a Holiday Inn), to the landing site, which was an area of grass at Oakland Airport. - The "ground facilities" were just a group of people standing in the middle of a patch of grass! The photo at the bottom of this page was taken as we approached.

We then received our boarding instructions, which included that in order to maintain buoyancy, we had to embark / disembark "two by two". - Two of us got on; two of the current passengers got off; two more of us got on, etc.

When it was my turn to board, a slight wind caused the airship to move, like a weather-vane. I had to walk after the Eureka in order to catch it, and get on board. This wasn't a problem to do, but it did point out how delicate and unstable airship operations are!

It set me wondering about two sets of statistics. - The first, from Zeppelin websites, is that "*The Zeppelin-NT has an unmatched global safety record, carrying more than 80,000 passengers since August 2001, without a single incident.*" The second is based on simple arithmetic: 25% of Zeppelins built since 1997 have been damaged beyond repair in accidents!

The second statistic is perhaps unfair, since only four Zeppelins have been built since 1997. But since last December's newsletter reported that another airship, the Russian built "Total Pole Airship", was destroyed in an accident in 2008, maybe it isn't unfair.

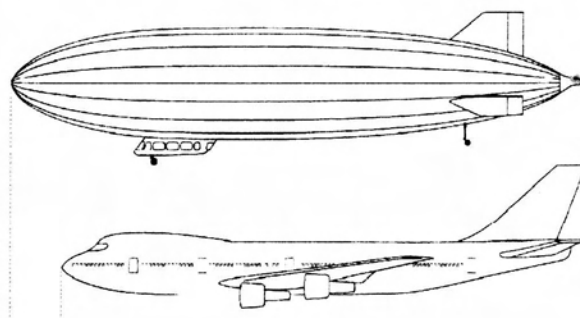


Image from [www.airshipventures.com](http://www.airshipventures.com)



**John Johnson**  
(the frequent contributor to this newsletter)  
on board the EUREKA waiting for take-off.



Continued

**FLYING ON A ZEPPELIN NT - Impressions from Chris Hargreaves continued:**

So, which of these statistics gives a more accurate impression of the current state of Zeppelin travel?

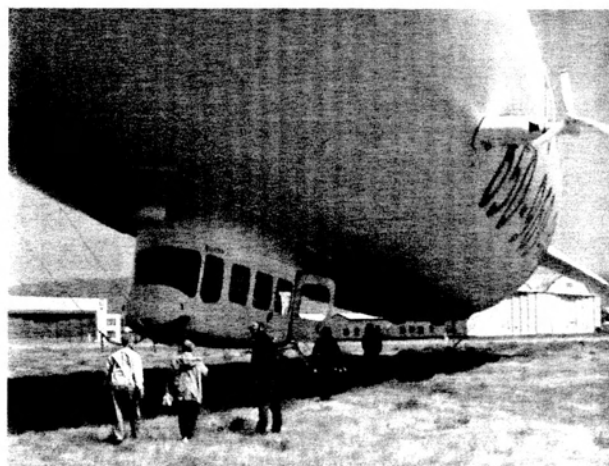
It seems to me that distance from an operating base is likely to be a key feature in future operations.

The people at Airship Ventures appear to have developed procedures to deal with the delicacy and instability of airships, and their short flights are as safe as any other form of transport. I'd have no hesitation in taking another flight on the Eureka.

However, I think the further an airship travels from an operating base, the more fickle the weather is likely to be, and the more difficult it will be to maintain the procedures necessary to operate unstable airships.

I used to read articles about airships being the future method of long range transport in northern Canada, and their potential to transport heavy cargos. - After my experience walking after the Eureka to board it, I don't think airships are likely to be suitable for regular transport services in remote regions.

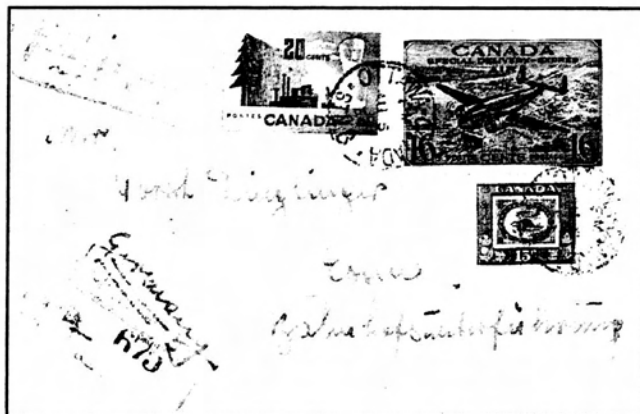
*Chris Hargreaves*



On the left:  
Two passengers waiting to board the Eureka.

Fourth from left:  
a crew member carrying ballast to the Eureka, as more passengers were getting off than were getting on.

## BOXED AIRMAIL HANDSTAMPS



Postmarked OTTAWA AU 5 54  
Addressed to GERMANY

**MURRAY HEIFETZ sent me a copy of this cover, and a note that:**

The airmail rate was 15 cents. If the sender did not know the registration fee, the domestic rate for values between \$50 and \$75 was 35c. This would make a total of 50c, and come close to the 51c applied.

What's more interesting is the Air Mail strike. The letters are much thicker than on previous covers, and would substantiate a classification of this strike as VIIa. It is the first I have seen like this.

The ink for the strike is a pink-red colour, and looks very similar to the ink for the registration strike, lending credibility to the idea that these boxed airmail strikes were postmaster applied.

**Murray's full classification of the BOXED AIR MAIL strikes was published in *The Canadian Aerophilatelist* for March 2006. It has now been posted in full on our website, at [www.aerophilately.ca](http://www.aerophilately.ca)**



## CAS LIBRARY ACQUISITION

**Pioneer Airpost Flights of the World 1830-1935** by Dr. Max Kronstein.

Published by the American Air Mail Society, 1978.

According to the preface to the book:

No catalogue, including the various editions of our own American Air Mail Catalogue, has gathered together so much information on first flights in so many, many countries.

Yet it's far from complete. Dr. Kronstein had the big task of choosing from his vast collection of articles those which he and this editor believed would be interesting, informative and authoritative. The result is approximately ninety-two articles out of at least three hundred which have appeared over the years, primarily in our Airpost Journal and a host of illustrations, many never before in print. To choose these particular articles, we had to lay down certain ground rules, and establish a pattern, which would lead the reader through the beginnings of the various means of airmail transportation throughout the relevant periods.

It seemed logical to divide the series into three primary parts. First came mail via lighter-than-air dirigibles. Next the development and expansion of aeroplane transportation, and finally the usage of rocket propulsion. Of course to carry throughout trends of aeronautical growth, the material had to be presented in chronological order. We therefore have grouped the articles *chronologically by year* and have listed the countries concerned *alphabetically during each year*. Some countries are discussed more than once.

Max Kronstein was born in Basle, Switzerland, October 7, 1895. He grew up in Karlsruhe, Germany, and as a youth had the good fortune to observe some of the flights he writes about in this book. He majored in chemistry at the College of Engineering, but in 1914 left college to see active service in the German Army during World War I. Wounded at the Battle of Somme in 1916, he was captured by the British and held in England for two years, when he became an exchange prisoner in Holland. He resumed his studies and received his PhD in Leipzig in 1922, and became a professional chemist. He left Germany in 1938, came to the United States, and continued his work in the chemical industry in New York and New Jersey. In 1946 he became a research scientist and taught at the College of Engineering, New York University.

**For more information about the contents of this book on particular topics, contact the CAS librarian: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4**

## EDITORIAL

Over the years, philatelic journals and magazines have contained numerous articles, editorials, and letters to the editor, complaining about the increasing number of new issues.

The explanation for this tide of new issues has always been that they made money for the Post Offices.

So: I'm perplexed by the article opposite, from the Canadian Stamp News for April 28<sup>th</sup> 2009, describing how the U.S. Post Office is reducing it's number of new issues in order to save money!

If anybody can provide some information to explain this contradiction, please send it to your perplexed editor: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4

**CANADIAN STAMP NEWS is published bi-weekly. It is the leading source of up-to-date information on the Canadian stamp scene, and on the world of stamps from a Canadian perspective. Copies are available in most stamp shops, or by subscription. For more information contact: Trajan Publishing, PO Box 28103, Lakeport PO, St. Catharines, Ontario L2N 7P8, or visit their website at [www.canadianstampnews.ca](http://www.canadianstampnews.ca)**



# 12 stamps fall victim to USPS budget cuts

By Hans Niedermair

Three planned 2009 stamp issues have become casualties of the United States Postal Service's need to cut costs.

A 44-cent stamp depicting realist painter Edward Hopper's *The Long Leg* and a 44-cent stamp showing an angel playing a lute will not be released this year as originally planned.

As well, the fourth 10-stamp instalment of the Flags of our Nation series has been put on hold until 2010. The 10 stamps are to depict state flags of Montana, Nebraska, Nevada, New Hampshire, New Jersey, New Mexico, New York, North Carolina, and North Dakota, as well as an American flag with a mountain.

The move was "a budget call by our stamp services department," USPS spokesman Roy Betts told *Canadian Stamp News*.

While he said that stamps will continue to generate revenue for the service, it was decided their removal from the 2009 program would help trim the stamp services budget, with the stamps' production and marketing adding up to significant costs.

The angel with lute stamp was pulled because it was part of the USPS' extensive holiday series, Betts said.

"We'll have other holiday stamps," he said. "It's just one less holiday stamp."



The USPS' Angel with Lute (above) and Edward Hopper (below) stamps, which were due to be released late this year, have been shelved due to budget cuts.



"From what I've seen, we're keeping pace with what we've done in past years."

The USPS generally issues more than 200 stamps per year, so with 12 fewer stamps in 2009, collectors of U.S. stamps will still have their hands full this year.

As for the Hopper stamp, it was removed from the program because it was scheduled for release late in the year, and could potentially be issued in the future, Betts said. Hopper was born in 1882 and died in 1967, so 2009 didn't represent a significant anniversary for the artist.

"We're looking at issuing it later, but a decision hasn't been made yet," he said.

He added that there are no other planned cuts from the 2009 program, and that 2010 will have the usual volume of stamp issues.

*Continued on page 14*

*Continued from front page*

The cancellations – or delays – of the stamps are one of several cost-cutting measures recently announced by the USPS.

On March 20, the USPS announced it would lay off 1,400 administrative workers, and offer early retirement to 150,000 workers. It will also close six of its 80 district offices. The moves will save the postal service \$100 million US annually.

Just days later, U.S. Postmaster General John Potter presented a strategy to Congress to address the USPS' revenue shortfall.

"I come before you today with only one agenda – asking for your support in preserving an effective, affordable postal service, capable of serving every American in every community, and one that remains an important economic driver for many years to come," Potter told Congress on March 25. "These are extremely challenging times – for the nation and for the postal service. We have done a great deal to preserve the future of our nation's mail system. But there is more to be done and we must do it together."

Parts of the strategy include adjusting city delivery routes, a reduction in employee work hours and overtime, halting construction of new postal facilities, reducing fuel usage, and renegotiating supplier contracts.

Potter also said he would initiate public policy discussion to change the USPS's delivery schedule to five days instead of six, a move he said would save the service \$3.5 billion US per year. Six-day-per-week mail delivery was mandated by Congress in 1983.

The USPS has predicted that the economic recession will spur a drop in mail volume from 212 billion pieces in 2007 to about 180 billion for 2009. ☐

# NEW CANADIAN SPACE STAMPS

## International Year of Astronomy

Issue Date: April 2, 2009

*"Many people tend to postpone their enjoyment of the stars because they are constantly with us, but the indescence of the twilight bow or the orange harvest moon rising slowly over a smoky fall landscape are celestial real-life scenes to look forward to from night to night or year to year."*

— The Stars Belong to Everyone,  
Helen Sawyer Hogg, Canadian astronomer

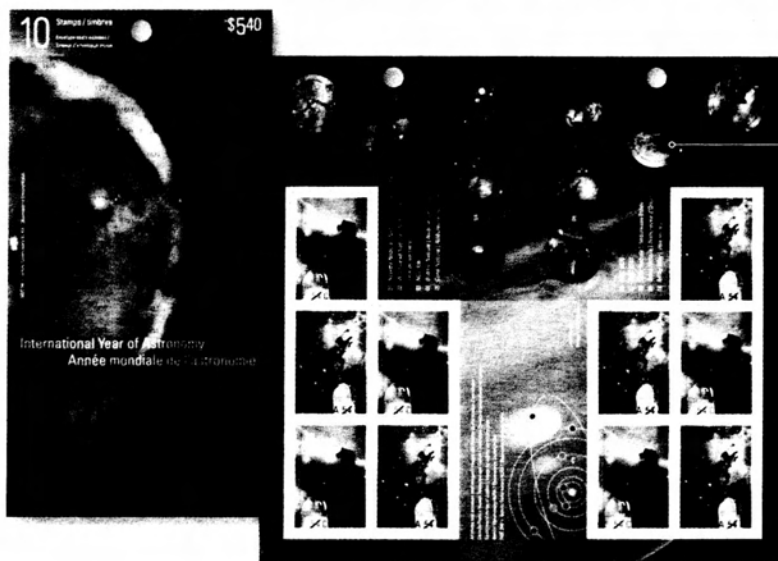
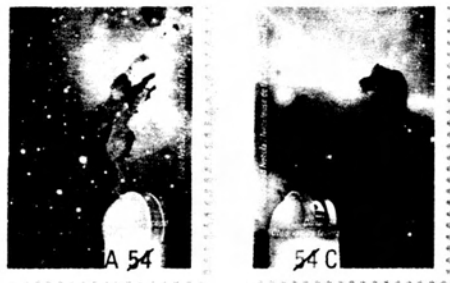
SINCE THE DAWN OF TIME, WE'VE LOOKED TO the sky for hints of our cosmic roots—our place in time and space. The celestial jewels above have been an oracle for religions, a muse for poets and a compass for explorers. They continue to form the basis of our calendars, our clocks and our seasons. Our modern world is clearly indebted to the contributions of the world's astronomers.

The cosmos have always been a subject of special fascination in Canada. Long before the nation came to be, Aboriginal peoples looked to the constellations to track changing seasons, plan important rituals, and shape their understandings of the universe. Later, European explorers relied on the sky to guide them to the New World, using it to keep time, survey land and navigate.

Today, Canada's astronomers are world research leaders. Some of the many Canadian contributions to the field include the first accurate estimate of the mass,

size and rotation of our Milky Way galaxy and the discovery of the first black hole in outer space. Just last year, Canadian-led teams captured what is likely the first picture of a planet around a normal star similar to the sun and used an innovative imaging technique to discover a triple planet system. IYA 2009 is an excellent opportunity to trace our cosmic roots through the mysterious wonders of the sky. This April, two commemorative stamps will be issued to mark the occasion.

Each stamp pairs an important Canadian observatory with a nebula. One stamp features the National Research Council's Dominion Astrophysical Observatory (DAO) in Saanich, BC. Completed in 1918 the DAO was the first Canadian observatory of international calibre and, for a brief period, it was the largest operating telescope in the world. It is pictured before the Horsehead Nebula, an evocative cloud of cold gas and dust silhouetted against bright, swirling gases in the constellation of Orion.



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## CANADIAN STAMP DEALERS' ASSOCIATION

The **2009 CSDA DIRECTORY** has now been published. It lists CSDA members alphabetically, geographically, and by speciality. There is also a list of traditional stamp stores, which now lists only 14 stores across Canada. If you would like a copy of the CSDA Directory, contact the editor of this newsletter.

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Best wishes to Bob Simson of Mark-Lane stamps in his recovery from surgery.

## From Canada Post's DETAILS April - June 2009

The other stamp features the Canada-France-Hawaii Telescope (CFHT). This world-class 3.6 metre telescope is located atop the summit of Mauna Kea, a dormant volcano rising 4,200 metres above the Pacific Ocean. Opened in 1979, the highly-successful CFHT is Canada's first partnership in an international observatory, in this case between the University of Hawaii, France's Centre national de la recherche scientifique, and the National Research Council of Canada. The observatory is featured before the Eagle Nebula, a massive tower of cold gas and dust shaped like a mythical beast in the constellation of Serpens. Both nebulae were photographed by Jean-Charles Cuillandre with the CFHT.

"The observatories featured in this stamp issue represent two critical steps in the development of present-day astronomical excellence in Canada," says the NRC's Jim Hesser, Chair of the IYA 2009 partnership of Canadian amateur and professional astronomers. "Federally funded facilities provide

Canadian scientists access to instruments on some of the very best observing sites on Earth, as well as in space. Their discoveries inspire the next generation of scientists, engineers and educators, while reminding us that all human activity occurs under one beautiful sky."

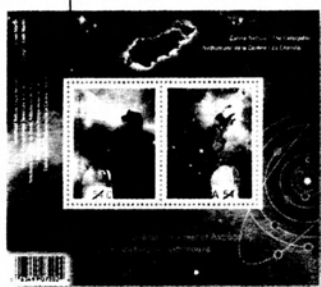
And to designer Keith Martin, these observatories are interesting not only as tools for scientific advancement. "They represent the human quest for cosmic knowledge," he explains. The air of mystery and wonder captured on the stamps is carried onto the first day cover, souvenir sheet, booklet and enhanced press sheet, where mesmerizing images of far-away galaxies and nebulae hint at the many marvels of our vast universe.

The stamps will be cancelled in Saanich, BC, home to the Dominion Astrophysical Observatory (DAO). ☼

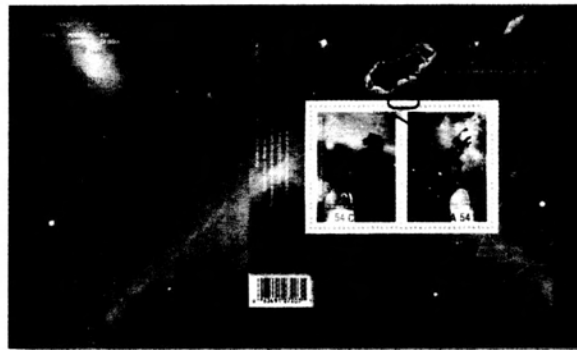
To learn more about Canada's participation in the International Year of Astronomy 2009, visit: [www.astronomy2009.ca](http://www.astronomy2009.ca)

The International Year of Astronomy logo appears in the top left corner of the overprint version, viewable only under black light.

Le logo de l'Année mondiale de l'astronomie apparaît dans le coin supérieur gauche du bloc-feuillet avec surcharge (visible uniquement à la lumière noire).



Souvenir sheet overprint  
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403733146 \$ 1<sup>08</sup>



Souvenir sheet (not shown)  
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Souvenir sheet OFDC  
PPJO du bloc-feuillet  
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INTERNATIONAL YEAR OF ASTRONOMY	
Date of Issue	April 2, 2009
Denomination	2 x 54¢
Layout	A: Booklet of 10 stamps B: Souvenir sheet of 2 stamps C: Souvenir sheet of 2 stamps with overprint D: Enhanced Uncut Press Sheet
Product No.	A: 413733111 (\$5.40) B: 403733145 (\$1.08) C: 403733146 (\$1.08) D: 403733149 (\$19.95)
Design	Keith Martin
Photography	Canada-France-Hawaii telescope and Coelum; background image of Jupiter: Gemini Observatory/Aura
Printer	Lowe-Martin
Quantity	A: 6,000,000 B: 250,000 C: 80,000 D: 7,500
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## UPDATE ON CANADIAN POSTAL RATES

As reported in the September 2008 newsletter, Canada Post increased the basic Lettermail rates (up to 30 grams) in January 2009 to 54 cents in Canada; \$0.98 to U.S.A.; and \$1.65 for standard International Letter-post.

However, it dropped the plan for a new *Irregular Oversize Specification and Price*, for Lettermail items that were "thick and rigid", or thick and have box-like edges.

## UPDATE ON THE WRECK & CRASH MAIL SOCIETY

Ken Sanford has brought the Index to the Wreck & Crash Mail Society's journal *La Catastrophe* up to date, and posted it on their website at: <http://wreckandcrash.org>

He has also started a News page on that website. Just click on "NEWS" in the appropriate box

For more information about the *Wreck & Crash Mail Society*, contact: Ken Sanford, 613 Championship Drive, Oxford, CT 06478-3128, U.S.A. [Email: [kaerophil@gmail.com](mailto:kaerophil@gmail.com)]



# THE ST. LAWRENCE SEAWAY AIR MAIL SERVICE: 1927 TO 1939 (Part 1)

by Richard Beith

**EDITOR'S INTRODUCTION:** It has often struck me as strange that although the St. Lawrence Seaway Air Mail service was the first air mail service to be financed by the Canadian Post Office, and is therefore one of the most significant events in Canadian aerophilately, very little information is available about it!

I was therefore very pleased to see this article by Richard Beith, when it was originally published in Air Mail News, the journal of the British Air Mail Society, in May 2008.

Richard's article reviews the information that is generally known about the St. Lawrence Seaway Air Mail Service, and adds additional information from his research.

The article has been updated by Richard with information obtained since 2008, and is going to be reprinted over the next few issues of The Canadian Aerophilatelist, with permission of the BAMS.

Apart from the ten return flights made by the LZ 129 Hindenburg from Frankfurt to Lakehurst NJ and back in 1936, regular commercial North Atlantic air mail service did not materialise until 1939. Faced with the lack of aircraft of suitable range, reliability and load capacity, it was not surprising that improvisation and compromise ruled the day in the North Atlantic from the late 1920s onwards. Aerophilatelists are well aware of the existence of such ship-to-shore air mail services as the short-lived catapult flights from the Il de France (1928 — 1929) and the longer lived services from the Bremen and Europa (1929 — 1935). Less well-known, perhaps because catapults were not used, is the service that was sponsored by the Canadian Post Office and which operated for more years than any other North Atlantic air-sea acceleration scheme. It is hoped that this present article will help to spread the word about that very practical venture, the St Lawrence Seaway Air Mail Service (1927 — 1939).<sup>1</sup>

Between the years 1927 and 1939, the Canadian Post Office operated an air mail service designed to accelerate the carriage of steamer mails to and from Canada and the United Kingdom. From 1928 this was operated from April/May to November every year when the St Lawrence Estuary was free of ice. In spite of initial procrastination on the part of the British Post Office, it would appear that the service continued until the introduction of transatlantic air mails in 1939. Transatlantic steamers, mainly from the Canadian Pacific Line but also from the White Star Line, heaved to off Rimouski on the southern shore of the estuary, and mails were carried to or from the steamer, saving up to a day between Montreal and Rimouski in either direction. Following experiments in 1930, aerial conveyance of the mails was extended to and from the Straits of Belle Isle, between Newfoundland and Labrador, one third of the way to (or from) Great Britain, during the 1932 Imperial Economic Conference in Ottawa. Figure 1 shows the routes flown and the later track of the flying boats operating on the 'northern transatlantic route', via Shediac and Botwood to Foynes and Southampton.

Though the extended 'Conference' route in 1932 was well known, it would appear that this regular but unspectacular air mail service was often ignored by aerophilatelists and postal historians alike. Even the coverage in *Air Mails of Canada 1925-1939* by Arfken and Plomish or that voluminous AAMS publication *The Air Mails of Canada and Newfoundland* failed to recognise the year-in, year-out life of the service.<sup>2</sup>

## 1926: The Canadian Initiative

On 7 December 1926, the Deputy Postmaster General in Ottawa wrote to the GPO in London. He commented:

'As you are aware, at the Imperial Conference recently held in London the question of co-operation in the development of Empire air routes was raised, and the use of air mail services between the Atlantic Ocean ports such as Halifax, St John and Rimouski, and Montreal was discussed.'

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**AIR MAIL NEWS** is the quarterly journal of the **BRITISH AIR MAIL SOCIETY**.

For more information, please contact the editor:

Richard Saundry, 3 Reawla Lane, Gwinear, Hayle TR27 5HQ, England.

(Email: [Rsaundry@aol.com](mailto:Rsaundry@aol.com) )

## THE ST. LAWRENCE SEAWAY AIR MAIL SERVICE: 1927 TO 1939 (Part 1) by Richard Beith continued:

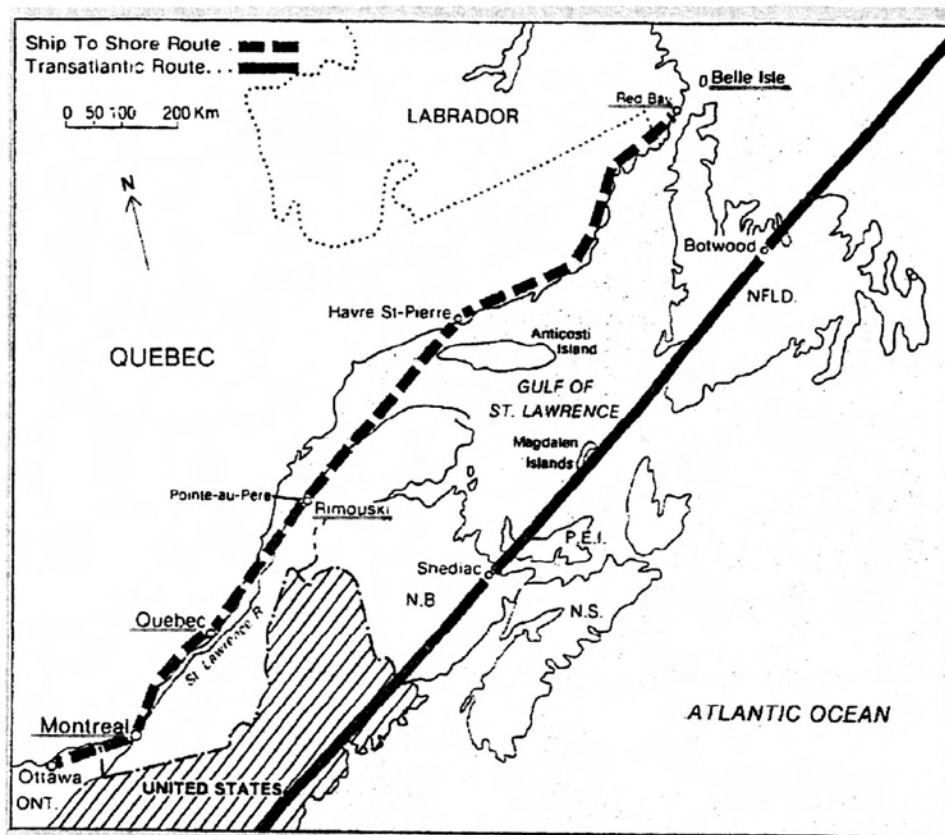


Figure 1. The

Seaway Air Mail Service, taken from Hatch, 'Ship to Shore', page 58.

St. Lawrence

With a view to developing this policy, and having regard especially to a more rapid handling of the mails, this Department has under consideration the inauguration of an aerial mail service to and from trans-Atlantic steamers at Rimouski and Montreal. Such an air route could readily be linked up with any Empire system which may possibly be put in operation in the future. As we understand it, studies are at present being made into the operation of airships across the North Atlantic. In the circumstances, we would very much appreciate your getting in touch with the British Air Ministry and favouring us (confidentially, if thought advisable) with such information as it is possible to obtain which would tend to throw light on this subject at this present time.'<sup>3</sup>

### 1927: The British Response

Ottawa again contacted London on 17 March 1927, asking if, when such an air mail service was in operation, the British Post Office could segregate business correspondence from Great Britain — 'or from London only':

'... for Quebec, Montreal and Canadian exchange offices west of Montreal ... specially labelled "Air Mail" and placed on board outgoing steamers on the direct route (to Canada), with instructions to hand it over at Rimouski for onward dispatch by air mail. The quantity of such mail ... should not exceed 500 pounds, and it would be necessary to advise this office by cablegram as to the name of the steamer, the date of sailing and the weight of the air mail.'<sup>4</sup>

London eventually made a reply to Ottawa on 19 May 1927 noting that while the Postmaster General 'is anxious to assist your administration in any way possible, the present proposal is not free from difficulty'. He pointed out that the full contract service to New York was operated twice weekly by fast steamer and took the bulk of the Canadian mails from the United Kingdom. He added:

'Despatches by direct steamer to Rimouski are normally limited to those occasions when there is a suitable sailing in the interval between contract sailings to New York. ... As the difference in time of transit between Rimouski and Montreal by fast train (about 10½ hours), and by air (about three hours), will be at best small, diversion to direct steamer to Rimouski ... would not be justified.'

The Postmaster General also regretted that 'the separation of business from other correspondence ... cannot be undertaken.' Having poured much cold water on the Canadian initiative the PMG did then suggest:

'that the public might be invited to use experimentally the Rimouski air route ... such correspondence to be labelled ... 'By



**THE ST. LAWRENCE SEAWAY AIR MAIL SERVICE: 1927 TO 1939 (Part 1) by Richard Beith continued:**

Air Mail from Rimouski' ... but not to be liable to payment of a special air fee.'<sup>5</sup>

Ottawa replied at length on 6 June and pointed out that their interest was solely:

'to accelerate the delivery of business mail normally sent by direct Canadian steamers ... by taking it off the steamer at Rimouski and carrying it by air to Montreal. This will advance delivery at Montreal in many cases by 24 to 48 hours; Ontario mail will frequently benefit to same extent, and mail for Winnipeg and West will usually gain 24 hours.'

They went on to note that 'a full day usually elapses between Rimouski and Montreal, ... not 10½ hours as suggested in your letter'. They also noted that in 1926 there were only 22 direct letter mails to Canada. That was not a problem as the proposed service would be 'largely experimental'. Ottawa asked the GPO to rethink their disinterest in separating business mail; this was not a problem in Canada. The British idea of labelling correspondence "By Air Mail" was rejected on the grounds that there was no guarantee that all mail would be accelerated by such an experimental service. The Deputy Postmaster General concluded by asking the GPO to co-operate, 'so that the proposed air service can be given at least a fair trial'. He added that:

'The (Canadian) Department of National Defence are prepared to furnish an experimental service towards the end of the summer, but we will have to let them know soon what is to be done in order that they make the necessary preparations.'<sup>6</sup>

By 15 July 1927 the Canadian High Commissioner in London was involved and wrote to the GPO asking 'how this matter stands at the present moment'.<sup>7</sup>

At the end of July, the GPO in London received a cable from Ottawa indicating that the Canadian Post Office was proceeding with its experiment:

'Yours twentyeight received. Experimental flying will be undertaken between Montreal and Rimouski before close of navigation. (i.e. the arrival of ice) During this investigation mails will be carried when conditions allow. Will cable you name of each steamer in time make up despatches containing business correspondence. Hope to commence air mail service September.'<sup>8</sup>

The content of a cable from London and the subsequent letter of 2<sup>nd</sup> August 1927 at last indicated a more co-operative attitude on the part of the GPO. The text of the British cable was confirmed as:

'Your letter 6th June. British Post Office will make up despatches containing business correspondence up to 500 lb. for Rimouski-Montreal Air Mail. Please notify date of starting Air Service.'

The GPO was prepared to make up separate labelled bundles as indicated:

Mail for To contain ordinary and registered letters and postcards normally included in mails for:

Quebec Quebec

.....  
Montreal Montreal City and Forward  
Toronto City and Forward. London. Hamilton.  
Ottawa and Kingston.

.....  
Winnipeg Winnipeg City  
Winnipeg Forward  
Winnipeg Forward (Alta)  
Winnipeg Forward (B.C. including Vancouver Island)<sup>9</sup>

**1927: The First Experimental Flights**

Ottawa cabled London on 13<sup>th</sup> August 1927:

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**THE ST. LAWRENCE SEAWAY AIR MAIL SERVICE: 1927 TO 1939 (Part 1) by Richard Beith continued:**

'Your cable twentyeighth July. Would appreciate your office making up despatches containing business correspondence labelled Air Mail for Montreal City, Air Mail for Toronto City and Air Mail for Winnipeg City to be landed at Rimouski ex Empress France leaving Southampton Third September, Empress Australia Tenth September and Empress Scotland Seventeenth September.' <sup>10</sup>

This was followed by a letter dated 16<sup>th</sup> August which outlined the Canadian proposals for experimental outward mails to the United Kingdom. The first despatch would connect with the *Empress of France*, due to sail from Quebec on 14<sup>th</sup> September, with additional mails 'if conditions permit' by the *Empress of Australia* and *Empress of Scotland* on 21<sup>st</sup> and 28<sup>th</sup> September respectively. It was noted that:

'At the outset, such air mails will be confined to despatches from Montreal, which will be in the form of a supplementary letter mail to connect with the outgoing steamer at Father Point. ... The letter bill will bear the additional endorsement "By air service from Montreal to Father Point".'

Hatch noted that:

'The location chosen for the transfer (of the mails) was Pointe-au-Père (Father Point), a small community near Rimouski on the south shore about 185 miles downstream from Quebec. It was here that river pilots boarded vessels bound for Montreal and the small boats that carried them ... could also be used to carry the mail from ship to shore.' <sup>11</sup>

An internal Post Office memorandum of 26<sup>th</sup> August noted that the three ships leaving from Southampton would be advertised to take letter mails for Quebec City, New Brunswick, Prince Edward Island and Nova Scotia only, and the correspondence included in these experimental air mails would be diverted from the mails due to be despatched by the *Aquitania*, *Berengaria* and *Mauretania* on 3, 10 and 17 September respectively. <sup>12</sup>

The first experimental flight was to be performed by a Canadian-built Vickers Vanessa seaplane, G-CYZJ, piloted by Squadron Leader J H Tudhope, RCAF, with his engineer Gerald LaGrave. Frank Ellis recounted the sad story:

'Tudhope and LaGrave flew the machine from Montreal on 8 September, arriving at Rimouski during a heavy wind and thunderstorm. In spite of the high seas running, Tudhope managed to bring the craft down in the lee of the Rimouski wharf, but the flotation gear took a very severe pounding, and a strut fitting was damaged, ... unnoticed at the time. At 8.00 am on the 9th, the pilot boat received 500 pounds of selected first-class mail from the incoming *'Empress of France'*, and the bags were transferred to the waiting aircraft. Since there was still a heavy swell on the river, the Vanessa was towed by the pilot boat to calmer seas ... about three miles from Rimouski. While the seaplane was taxiing at speed for the take off, the pounding of the choppy waters against the floats caused the weakened strut fitting to give way. The fuselage immediately tipped to one side, the port wing sliced into the sea ... and the propeller ripped through the forward section of the port float, cutting it in half. The pilot boat quickly came to the rescue, transferred the precious mail to its sturdy deck, and made fast a line to the crippled seaplane. By the time the pathetic parade had reached Rimouski wharf, the rough seas had battered the Vanessa completely under. She was a total wreck; only the engine was worth salvaging. The mail taken off the *'Empress'* arrived at Montreal quite a time after the liner instead of ahead of her.'

Luckily, the first flight to connect with an outbound steamer, on 12 September 1927, was successful. Ellis reported:

'A Canadian Airways HS-2L flying-boat, piloted by H S Quigley, was chartered for the trip. Five hundred pounds of mail were taken on at Montreal, and Quigley made the 330 miles to Rimouski in two hops, stopping once at Three Rivers to refuel. A short time after Quigley reached Rimouski, the liner *'Doric'* halted briefly at Father Point to drop the pilot and take aboard the mail flown from Montreal.'

The first successful flight with incoming mail took place on 16 September, using the same HS-2L flying-boat with Quigley and Stuart Graham in charge. 500 pounds of mail were conveyed from the *Empress of Australia*, again with a stop at Three Rivers, and reached Montreal 24 hours ahead of the steamer. <sup>13</sup>

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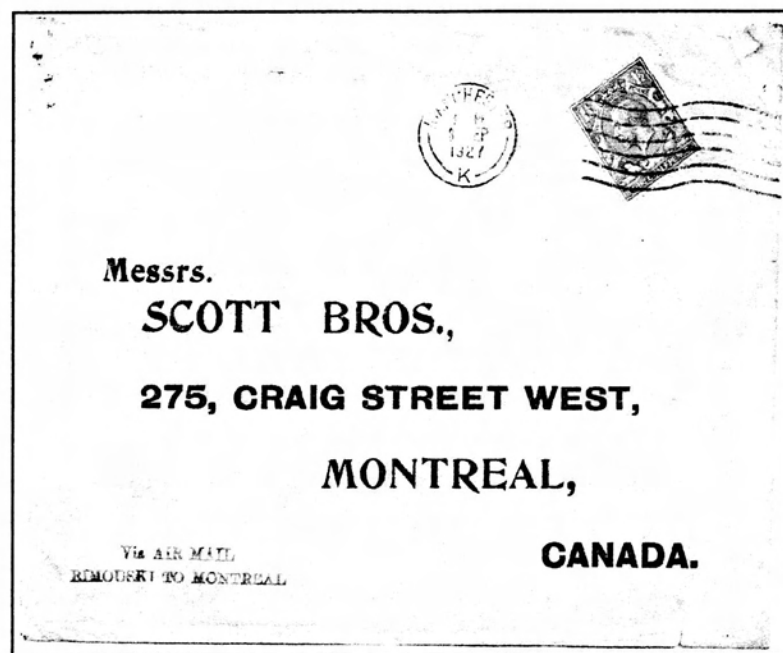


Figure 2. Manchester, UK, 8<sup>th</sup> September 1927 to Montreal with 'unofficial' cachet.

The cover shown above as Figure 2, posted in Manchester on 9 September 1927, and addressed to Montreal bears an unofficial two-line cachet: Via AIR MAIL/RIMOUSKI TO MONTREAL. The origin of the cachet was queried; Chris Hargreaves noted that it was identical to one on a cover in the Malott collection in the Canadian Postal Archives, attributed to the Montreal stamp dealer Ian C Morgan. That is, he rounded up some of the incoming commercial covers and embellished them.<sup>14</sup>

Both the Canadian and United Kingdom Post Offices could now relax a little with the completion of successful flights relating to both inbound and outbound steamers. The 1927 flights continued until mid-November. These are summarised below, giving the date and the steamer involved. This summary is based on the listings of D Field, F Muller, R G Stanley-Smith and the American Air Mail Society and the works of Ellis and Hatch. Including the two initial flights noted above, the best estimate is that there were four inward mails and six outward mails.

Inward mails:

16 September	<i>Empress of Australia</i>
2 October	<i>Montroyal</i>
27 October	<i>Montroyal</i> (flight continued to Ottawa, 450 pounds of mail, Cap. L Mulcahy, RCAF, to Quebec, Cap. H M Passmore RCAF on to Montreal)
11 November	<i>Montnairn</i>

Outward mails:

12 September	<i>Doric</i> (The AAMS catalogue and Hatch queried this flight, but it is listed by Ellis and Stroud)
21 September	<i>Empress of Australia</i> (Mulcahy)
28 September	<i>Empress of Scotland</i>
26 October	<i>Empress of Scotland</i>
5 November	<i>Megantic</i>
12 November	<i>Doric</i>

Ellis noted that:

'By November, emergency landing-fields had been prepared along the route and the last two flights were made by aircraft with wheel-equipped landing gear. (S/L) Tudhope was the pilot on these flights and his successful performance at every stage made up for his ill luck on the first flight of the series.'

Main confirmed four inward and six outward flights carrying a total of about 2,500 pounds of mail and said: 'The

**THE ST. LAWRENCE SEAWAY AIR MAIL SERVICE: 1927 TO 1939 (Part 1) by Richard Beith continued:**

average advance of delivery for incoming mail was 30 hours. For outgoing (mail) the estimated advance was three-and-a-half days'. In view of the experimental nature of these services, no air mail surcharges were applied either in Canada or the United Kingdom.<sup>15</sup>

**To be continued.**

**Acknowledgements**

This present text is a slight enlarged and corrected version of one first printed in *Air Mail News* in May 2008. Grateful thanks for advice and assistance from Stewart Duncan, Aberdeenshire; Chris Hargreaves, Kingston, Ontario, Editor of *The Canadian Aerophilatelist*; Jack Ince FRPSL, Stirling, Ontario; Brian Lythgoe, Cheshire; Dr Richard Saundry, Editor of *Air Mail News*; Brian Wolfenden, Nepean, Ontario; and Ronny Vogt, Zurich. All the quoted extracts from Post Office Archives are reproduced courtesy The British Postal Museum and Archive. ©

**NOTES**

- <sup>1</sup> Graue, J W, and Leder D, *German North Atlantic Catapult Flights 1929-1935*, (Valleyford WA, Jim & Me Ink, 2004); Rawlins, J, *The Postal History of Nord Deutsche Lloyd Sea Post Services on the Bremen-New York Run (1919-1939)*, (St Albans, Germany & Colonies Philatelic Society, 2000); Stanley-Smith, R G, *The North Atlantic Catapult, (Parts 1 and 2)* (Hurstpierpoint, Pier Point Publishing, 1990).
- <sup>2</sup> No White Star liner has so far been reported carrying air-accelerated mails after 1928, but it may have happened. Malott, R K (Coordinating Editor), *The Air Mails of Canada and Newfoundland*, (Mineola NY, American Air Mail Society, 1997)
- <sup>3</sup> Letter from the Deputy Postmaster General of Canada to The Secretary of the GPO, London, 7 December 1926, in *Canadian Internal Air Mail Service: Rimouski-Montreal*, Post Office Archives, London, file POST 33/5251.
- <sup>4</sup> Letter from the Deputy Postmaster General of Canada to The Secretary of the GPO, London, 17 March 1927, in POST 33/5251.
- <sup>5</sup> Letter from the Postmaster General, London, to the Deputy Postmaster General, Ottawa, 19 May 1927, in POST 33/5251.
- <sup>6</sup> Letter from the Deputy Postmaster General of Canada to The Secretary of the GPO, London, 6 June 1927, in POST 33/5251.
- <sup>7</sup> Letter from the Secretary's Office, The Canadian Building, London, to the Secretary of the GPO, 15 July 1927, in POST 33/5251.
- <sup>8</sup> 'Imperial Cable' from Ottawa to GPO London, 30 July 1927, in POST 33/5251.
- <sup>9</sup> Letter from the Postmaster General, London, to the Deputy Postmaster General, Ottawa, 2 August 1927, in POST 33/5251.
- <sup>10</sup> 'Imperial Cable' from Ottawa to GPO London, 13 August 1927, in POST 33/5251.
- <sup>11</sup> Letter from the Deputy Postmaster General of Canada to The Secretary of the GPO, London, 16 August 1927, in POST 33/5251; Hatch F J, 'Ship-to-shore airmail service of the 1920s', *Canadian Geographic* 97, August-September 1978, pp.56-61.
- <sup>12</sup> Draft Post Office memorandum, 26 August 1927, in POST 33/5251.
- <sup>13</sup> Ellis, F, *Canada's Flying Heritage*, (Toronto, University of Toronto Press, 1954), pp.313-314. The failure of the *Vanessa* with mail onboard, was not listed by Nierinck in *Courrier Recupere*. Campbell, P J, *At the End of the*

**Continued**

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**THE ST. LAWRENCE SEAWAY AIR MAIL SERVICE: 1927 TO 1939 (Part 1) by Richard Beith continued:**

- <sup>13</sup> continued: *Final Line*, (St-Anne-de-Bellevue, Shoreline Press, 2006) noted that only one Vansessa was ever built in Canada. S/L Tudhope was a WW I pilot, who served with the RCAF until 1938 when he joined the newly formed Trans-Canada Airlines. La Grave became chief engineer with Ferry Command in WW II. Quigley and Graham were both World War I pilots.
- <sup>14</sup> Beith R, 'Question 296', *Air Mail News*, November 2003, Vol 46 No 183; Hargreaves C, 'Answer 296', *Air Mail News*, February 2004, Vol 46 No 184.
- <sup>15</sup> Malott, p.94; Stanley-Smith; Muller, F, *Catalogue des Aérogrammes du Monde Entier*, (Paris, Editions Bertrand Sinais, 1991); Field, D, *Air Mail Stamps and Airposts of the World*, (London, D Field, 1934); Stroud, J, *Annals of British and Commonwealth Air Transport 1919-1960*, (London, Putnam, 1962), p.408; Ellis, p.314; Main, J R K, *Voyageurs of the Air, a history of civil aviation in Canada 1858-1967*, (Ottawa, the Queen's Printer, 1967), p.95.

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# Questions about covers from the 1927 Rimouski Flights

Chris Hargreaves

With many references to the previous article in this issue of The Canadian Aerophilatelist

by Richard Beith on THE ST. LAWRENCE SEAWAY AIR MAIL SERVICE: 1927 TO 1939 (Part 1).

The lack of information regarding the early airmail flights to and from Rimouski is quite surprising, since they were well publicized at the time. - The headlines on the cover of this newsletter came from the article below, which was published on the front page of the Kingston Whig-Standard for September 6<sup>th</sup>, 1927. Another front page news story, reporting the departure of the aircraft for Rimouski, was published on September 7<sup>th</sup>.

## Delivery of Mail By Ocean and Air

Seaplane to Take Off Packages From Liner Empress of Scotland at Father Point.

### FLIGHT IS TEST TRIP

(Special to The Whig-Standard OTTAWA, Sept. 6.—Canada's first mail delivery by the ocean and air route may take place this week. Today a great Vickers Vanessa seaplane left Ottawa for Father Point to take off three packages of mail from the liner Empress of Scotland, one for Montreal, one for Toronto and one for the west.

The flight is a test trip and the flying boat will alight on the water at Montreal. From Montreal, the Toronto fast mail will go by train, the net gain being about 20 to 30 hours. If the tests prove the feasibility of the service, further trips will be made. For the present the air section of the trip will be between Father Point and Montreal, but it may later be extended to Toronto direct, saving forty to fifty hours or more in urgent British mail for the Ontario capital.

Other tests will shortly be made with mail for the remote regions of Canada where hitherto long delays have ensued through lack of rapid transit. Hon. Peter Veniot, postmaster-general, declined to-day to specify these routes.

"We want to prove them feasible first," he said. "Otherwise we might cause great disappointment after announcing a service and finding it cannot be carried through."

The failure of the first attempt was also reported on the front page, of the evening paper on September 9<sup>th</sup>:



The incident then became part of the story of Canadian aviation history, as demonstrated by Richard's quoting of the account in Frank Ellis's Canada's Flying Heritage.

It is therefore surprising that, as Richard mentioned: *The failure of the Vanessa with mail onboard, was not listed by Nierinck in Courrier Recupere - Recovered Mail.*

The "500 lbs of mail" involved in the attempted flight on September 8<sup>th</sup> was also not listed in the Third, Fourth or Fifth editions of the American Air Mail Catalogue; or in Muller's Catalogue des aerogrammes du Monde Entier (1950).

They were also not in Smith, Crouch and Jarrett's Airmail Catalogue - Canada and Newfoundland (1930), which listed *Rimouski - Father Point - Montreal* covers, but erroneously stated that:

*The first attempt to pick up the mail at Father Point, the plane crashing into the dock through being too heavily loaded and unable to rise. This was on Sept. 16<sup>th</sup>, 1927.*

Continued

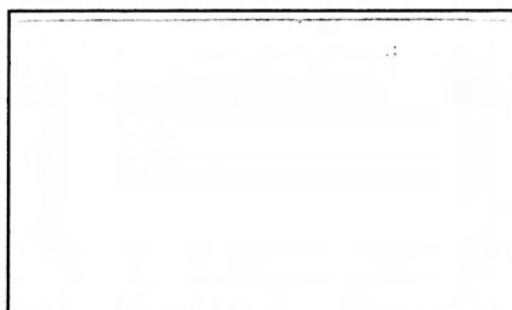
The absence of listings is particularly surprising, as there are a number of covers around which appear to have been intended for the September 9<sup>th</sup> flight. They were finally listed in Section 5, *Government And Other Air Mail Covers Of Canada 1926 - 1997*, in *The Air Mails of Canada and Newfoundland*:

“Empress of France” sank while attempting to take off due to previous unnoticed damage. Covers exist with private cachets and the mail arrived in Montreal after the ship!

25.00



**Cover 1 - Postmarked QUAI DE RIMOUSKI SP 9 27 QUE. - Has a handwritten note inside the cover "Invoice later" above a "MONTREAL, Canada - CENTURY STAMP CO." handstamp.**



**Cover 2 - Postmarked QUAI DE RIMOUSKI SP 9 27 QUE. - No contents. - Numbered "6" in bottom left corner. The vertical line on the front looks like the sort of mark you might get from a rubber band that has deteriorated. Dick McIntosh has similar covers numbered 9 and 16.**

Although these covers are cacheted "VIA AIR, RIMOUSKI TO MONTREAL. FIRST FLIGHT", they originated in Rimouski, so were not part of the 500 lbs. of mail transferred from the *Empress of France*.

It looks like these covers were created for philatelic dealers, and added to the mail in Rimouski, but it is not obvious how this would have been done. It is possible that the covers went through the Rimouski Post Office, which would have put them in an extra mail bag, that was delivered to the pilot boat before it met the *Empress of France*. This bag could then have been added to the sealed bags of mail from the *Empress of France*, and transferred with them to the Vickers Vanessa. However, there seems to be no record of this happening.

It is also possible that the Rimouski Post Office cancelled the covers, and handed them back to the creator, who had arranged for them to be carried on the aircraft. However, this would have been against Post Office regulations, though it does seem to have occurred with a number of First Flights.

Unfortunately, a third possibility is that these are bogus covers!

It is known that bogus covers were created for several flights around this time, including the First Mail Flight along the North Shore of the St. Lawrence, which occurred some three months later in December 1927. - This flight was dramatically described by Frank Ellis in Canada's Flying Heritage, and by Georgette Vachon in Goggles Helmets & Airmail Stamps. Following further research by Derek Rance[1] and Pierre Vachon[2], it has been established that:

*At 10.15 in the morning of December 25, 1927, Captain Charles Sutton, pilot, with Dr. Louis Cuisinier, General Manager of Canadian Transcontinental Airways as passenger, left the company's base located at Lac Ste-Agnes (14 kms WNW of La Malbaie). They flew in a Fairchild FC2-W monoplane, G-CAIP. Flying in very adverse*

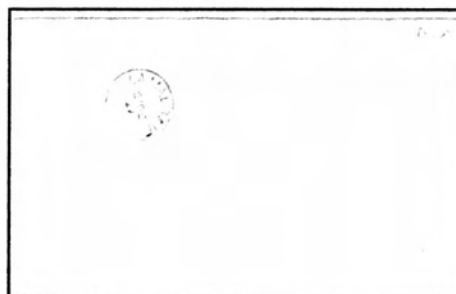
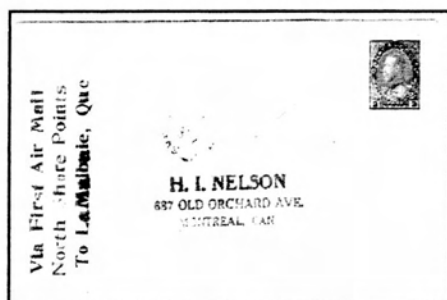
**QUESTIONS ABOUT COVERS FROM THE 1927 RIMOUSKI FLIGHTS by Chris Hargreaves continued:**

weather, they parachute-dropped 800 pounds of letters and parcels to six villages along the route, one of which was Shelter Bay, (now Port Cartier). At 2.15pm they landed at Seven Islands, on open water near what was later the Iron Ore Company of Canada's dock.

Derek Rance interviewed Georges Blouin, who was the Seven Islands Postmaster and Customs Officer at the time. Georges had been ordered by telegraph to await the plane's arrival, and saw it landing. He then recruited and led two fishermen to rescue the plane, which was drifting because it had run out of fuel after landing. They rowed out to the plane, anchored it, and rowed the pilot and Dr. Cuisinier back to shore.

The next day, they procured a motor and towed the plane back to the sand beach which fronts Seven Islands. Georges Blouin recalled that the plane left Sept-Iles the following day, (December 27<sup>th</sup>), during the late morning. The reason for this delay is that great difficulty had been experienced in trying to start the plane's engine after the plane had been brought to shore and refuelled. This was finally achieved by using heating pots under a tarpaulin thrown over the engine.

According to Georges Blouin the plane then flew directly back to La Malbaie, as it was sufficiently late leaving Seven Islands as to be hard pressed to complete its journey to the base at Lac Ste Agnes within daylight hours.



**Cover 3: Postmarked SHELTER BAY DE 27 27. Backstamped LA MALBAIE 27 DE 27.**

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

Cover 3 appears to be a cover from the return flight, but there is overwhelming evidence that the aircraft did not stop at Shelter Bay to collect mail on the return flight, and that this cover is bogus! This evidence includes:

- Georges Blouin's comment reported above, that the aircraft was left Seven Islands late in the day, and flew directly to La Malbaie.
- Pierre Vachon found a newspaper item that the flight had been completed non-stop.[3]
- Derek Rance has done considerable research on covers from these flights, and has established that after arrival in La Malbaie, the mail went on to Quebec for sorting, at which point the covers were back stamped QUEBEC. Dec. 28. - Covers with a backstamp from La Malbaie dated December 27<sup>th</sup> 1927 are generally bogus.

### **PROVENANCE OF COVERS**

Cover 3 above, and Cover 2 on the previous page, are both addressed to H.I. Nelson in Montreal. - Since Cover 3 is bogus, this increases the possibility that Cover 2 is also bogus!

There is also a possible link between Cover 1 on the previous page, and the dubious covers from the North Shore Flight! - According to the listing of the La Malbaie - Seven Islands covers from Smith, Crouch and Jarrett's Airmail Catalogue - Canada and Newfoundland (1930):

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

Is it just coincidence that the note inside Cover 1 indicates it was created by or for the Century Stamp Co., which is linked to questionable covers from Shelter Bay for the North Shore First Flights?

**Can anybody provide any additional information about these September 9<sup>th</sup> 1927 covers?**

**Can anybody provide further information regarding H.I. Nelson, and/or the Century Stamp Co., that would indicate whether these covers are likely to be genuine or bogus?**

Continued

**QUESTIONS ABOUT COVERS FROM THE 1927 RIMOUSKI FLIGHTS by Chris Hargreaves continued:**

**Does anybody know of covers from the mail transferred from the *Empress of France* on September 9<sup>th</sup> 1927, and rescued from the *Vickers Vanessa*, that are in collectors' hands?**

### Later Flights of 1927



**Cover 4. Postmarked LONDON W.C. 9 SP 27**

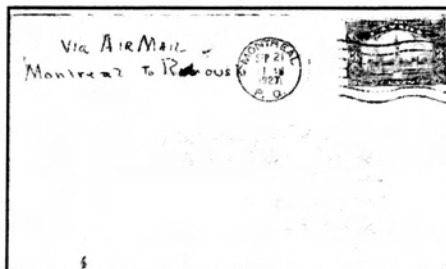
**Handstamped VIA AIR MAIL RIMOUSKI TO MONTREAL EXPERIMENTAL FLIGHT and FIRST FLIGHT**

This cover is part of the mail transferred from the *Empress of Australia* on September 16<sup>th</sup>. It is also the cover referred to by Richard Beith, which was used to establish that the VIA AIR MAIL/RIMOUSKI TO MONTREAL cachet on the cover shown as Figure 2 in his article, was applied after arrival in Montreal. - When this cover was mailed on September 9<sup>th</sup> 1927, the failure of the first attempt to transfer mail at Rimouski would not have been known. It was only known that this was a FIRST FLIGHT cover when it arrived in Montreal. It seems most likely that both handstamps were applied at the same time.

**Does anybody have covers from inbound flights after September 16<sup>th</sup>?**

### Outbound Flights

**Richard mentioned that there may have been an outward mail on 12<sup>th</sup> September by the *Doric*: "The AAMS catalogue and Hatch queried this flight, but it is listed by Ellis and Stroud". Can anybody provide any information regarding this possible flight?**



**Cover 5. Postmarked MONTREAL SEP 21 11AM 1927**

**Handwritten endorsement VIA AIR MAIL MONTREAL TO RIMOUSKI**

Cover 5 is one of several I have seen, prepared for the "First" outbound flight, carrying mail to outbound *Empress of Australia*.

**Has anybody seen covers carried on later outbound flights in 1927?**

Many thanks to Richard Beith, Dick McIntosh, Derek Rance, Ken Sanford, and Pierre Vachon, for their responses when I corresponded with them about these covers.

**If you can help with any of these questions, please send information to the editor:**

**Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4. (E: [hargreavescp@sympatico.ca](mailto:hargreavescp@sympatico.ca))**

- [1] *The First Quebec North Shore Mail Flight - December 25, 1927* by Derek Rance, The Canadian Aerophilatelist December 1995. Later translated and reprinted in the Bulletin of LA SOCIETE D'HISTOIRE POSTALE DU QUEBEC, #59, Hiver 1996.
- [2] Pierre Vachon's research was reported in *Follow Up - The First Quebec North Shore Mail Flight - December 25, 1927*, The Canadian Aerophilatelist September 1998.
- [3] Pierre researched back issues of *Le Soleil* and *l'Action Catholique* at the University of New Brunswick library in Fredericton.



# FOLLOW UP: CHRISTMAS 1944 AIR LETTERS



This Air Letter was illustrated on the cover of our December 2008 newsletter.

According to Lt.Col. R.H. Webb in the May - June 1963 *Canadian Philatelist*, (accessed on the website [www.rpsc.org](http://www.rpsc.org)): "the "Christmas 1944" air letter was issued in Canada for use by members of the British Armed Forces and Merchant Marine who were in this country in late November and December 1944".

I commented in that issue, that this description didn't seem to fit the examples of these Air Letters that I'd seen, which were addressed to places in Canada.

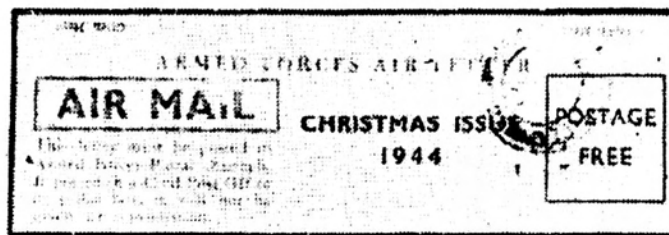
DENICE GUIMOND sent me the following extract from Holmes' *Specialized Philatelic Catalogue of Canada and British North America*:

## Air Letter Sheets

In June, 1942, the first air letter service was established between Canada and Great Britain. Several varieties of air letter forms to be used with adhesive stamps exist.

In 1944 special Christmas air letter sheets were supplied to the Armed Forces for sending home Christmas greetings. These sheets were overprinted "Christmas Issue/1944" in two lines in red. Three types exist and are extremely rare.

**Type 1** On form with "Armed Forces Air Letter" in two lines in upper left corner of sheet.



Type 2

**Type 2** Same overprint on military type form, C.F.Q.11, "Armed Forces Air Letter" in one line across top of form, 4 address lines on front.

**Type 2 (a)** Double impression of blue inscription on form.

**Type 3** Same overprint on military type form, C.F.Q.11, 3 address lines on front.

This extract does describe the Air Letter Sheets I've seen.

Thanks Denice.

## CANADIAN AEROPHILATELIST - INDEX and BACK ISSUES

Gord Mallett can supply a detailed index to this newsletter by email at no charge; or on diskette in Microsoft Word or WordPerfect format, or as a printed version for the cost of production. He will also copy articles, and/or back issues of the newsletter. - For more information contact:

Gord Mallett, #2, 6909 Manning Place, Vernon, B.C. V1B 2Y6

( Email: [gdmall@telus.net](mailto:gdmall@telus.net) )

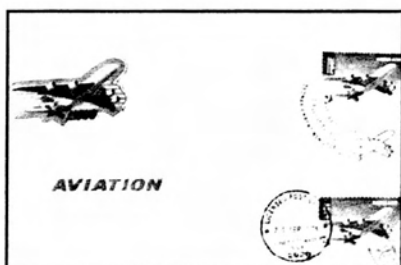
# MORE AIRBUS A-380 COVERS

The September 2008 issue of this journal, included an article by Nino Chiovelli on *Airbus A-380 Stamps and Covers*. The article described several covers to and from Canada, that had been produced by 'Editions Philatéliques Européennes'. ( A complete list of their covers is at [www.europafdc.eu](http://www.europafdc.eu) )

KEN SANFORD and MICHAEL DODD have sent me a list of other A-380 covers which have been produced. It begins with:



1. Cover flown on the first demonstration flight from Toulouse, France to Filton, England on Monday 26 March 2007. Produced by Buckingham Covers - all very genuine as souvenir covers. [http://www.buckinghamcovers.com/shop/productdisplay.lasso?product\\_id=723&-session=shopper:42F948C316a8836464VsxS963255](http://www.buckinghamcovers.com/shop/productdisplay.lasso?product_id=723&-session=shopper:42F948C316a8836464VsxS963255). With & without crew signatures.

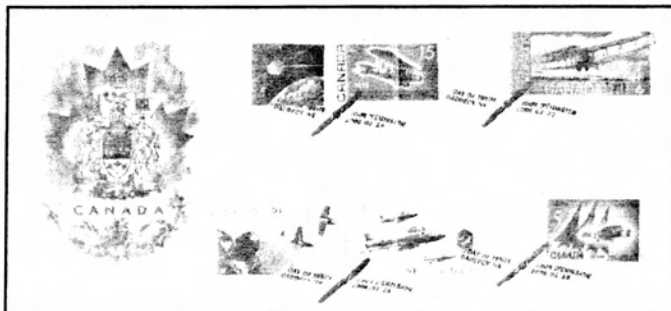


2. Prestige Qantas Airbus A380 First Day cover of Australian \$2 Stamp. First day of Issue 5 August 2008, Sydney Airport NSW 2020. Not flown. From eBay seller Aussiebid to Buy -theozy2000

We are looking into posting the complete list, which illustrates and describes 31 covers, on the CAS website. In the meantime, for more information about any of these covers, please contact Ken Sanford, 613 Championship Drive, Oxford, CT 06478-3128, U.S.A. [Email: [kaerophil@gmail.com](mailto:kaerophil@gmail.com) ]

## 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.



Bob Sharpe has produced a number First Day Covers for the Centenary of Flight stamp, using different Canadian aviation stamps.

These are now being offered for sale.

For more information, please contact:

Bob Sharpe, 302-2388 Baron Road  
Kelowna, BC V1X 6X4

## **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.**

### **TWO QUESTIONS RECEIVED ABOUT EUROPEAN AIR MAIL SERVICES**

1. I have seen several pieces of 1937 UK-Shanghai, China, personal air mail (seemingly non-philatelic) that bear six pence postage with a boxed cachet stating something to the effect that this mail need not be carried by air beyond Moscow. The "European" (included Moscow) air mail rate in July 1937 (date of this mails' postings) for UK air mail was  $2-1/2 + 2-1/2d = 5d$ . Air mail to China was over a shilling. Surface rate was  $2-1/2d$ .

My question is whether there was a jusqu'a rate (air mail only up to Moscow from UK, by surface thereafter to China) UK-China (or anywhere else)? There was such a rate then in the USA (air mail up to either coast, by surface thereafter for a complicated, reduced charge), however, I can find no reference or individual who can confirm this for mail then (mid-1937) from UK to the Orient.

2. USSR resumed partial air mail service across Siberia (Moscow-Irkutsk, by TSSR the rest of the way to East Coast through rest of Siberia or vice versa) in May 1929, after making one flight in late 1928 (sort of a proving flight). It became a scheduled flight (believe twice a week with some interruptions due to weather, initially with no winter service) in May 1929. However, first flight registered mail (May 1929) I have seen to Germany from Irkutsk on this route is franked 70k, though I can find no international air mail/registered to group II rate (or even group IV, highest destination country rate) more than 58k.

Can anyone explain? There was an EXPRESS rate of 70k then in effect, but that only would have applied to domestic mail (beginning in 1925).

### **AND ONE ABOUT CANADA'S 1942 50 cents MUNITIONS STAMP**



Can anybody provide any information about the design of this stamp?

Assuming it is based on a photograph, or photographs, where were the photographs taken?

Have any of the people in the stamp been identified?

**If you can help, please send information to the editor: Chris Hargreaves,  
4060 Bath Road, Kingston, Ontario K7M 4Y4. (Email: [hargreavescp@sympatico.ca](mailto:hargreavescp@sympatico.ca))**

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## **NEXT ISSUE DEADLINE**

**THE CANADIAN AEROPHILATELIST is produced quarterly  
in March, June, September and December.**

**If you have anything you'd like to be included in the next issue,  
please send it to the editor:**

**Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4  
by August 15<sup>th</sup>.**

## 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 this newsletter, 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;
- discount prices on several aerophilatelic publications;
- a "sales department", with 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)

The annual membership dues are:

**\$20.00 CDN in Canada,**

**\$22.00 CDN in U.S.A. (or \$19.00 US),**

**\$25.00 CDN for members Overseas, (or \$22.00 US, or 17 Euros, or 15 Pounds Sterling).**

**Payable to: The Canadian Aerophilatelic Society. - Dues can be paid by cheque in Canadian \$, U.S. \$, Euros, or Sterling; 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: \_\_\_\_\_ Fax: \_\_\_\_\_

E-mail: \_\_\_\_\_ Date of birth: \_\_\_\_\_

Collecting interests: \_\_\_\_\_

(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.

#237 Michel Brisebois

#335 Peter Bulloch

#172 Ivan Burges

#230 Canada's Aviation Hall of  
Fame

#348 Canada Aviation Museum  
Library Services

#318 *Martin Cole*

#290 Michael Deal

#238 Cheryl Ganz

#361 Walter Herdzik

#386 Gantsogt Jigjid

#377 Andre Lacroix

#324 H.Lealman MBE

#308 Don Lussky

#387 Ronald Markwell

#228 William McCann

# 93 Ron Miyanishi

#234 Kevin O'Reilly

#235 Dominique Tallet

(A member in italics is an Advertising Member, who pays double the annual dues, but is guaranteed an advertisement in each newsletter.  
If anybody would like to become an Advertising Member, please contact the editor.)

**EDITOR'S NOTE: I was on the list above, so paid my dues promptly. Everybody else is encouraged to renew promptly too. - If you are on the list above, but have already renewed your membership, thank you for doing so.**