



# THE CANADIAN AEROPHILATELIST

## #84

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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, 249 GUILFORD STREET, SAINT JOHN, N.B. E2M 1V5.

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Anybody who wants to copy an item from this newsletter is welcome to do so. - Please acknowledge The Canadian Aerophilatelist as the source, and send a copy of any publication in which the reprinted material appears to the editor.

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## PRESIDENT'S REPORT

I want to begin this report by welcoming **Gord Mallett** to the CAS Executive Committee as a Member at Large. Gord has been a very active member of the CAS for many years. He maintains the index to our newsletter, which is regularly updated on our website, and provides copies of articles as email scans or photocopies. Gord is also a keen researcher, and has just published No Englishmen Need Apply: a magnificent biography of Postal Superintendent Walter Hale, that is reviewed later in this newsletter. (Page 8.)

Your executive is very pleased that we will now have Gord's input into our discussions and decision making.

## 25<sup>th</sup> Anniversary of The Canadian Aerophilatelist



### *Happy Anniversary to us!*

The first issue of our newsletter was produced on July 1st 1985. It was edited by Dick Malott, who produced the first seventeen issues. I took over as editor in 1994, and have been enjoying the role ever since.

Our society had been formed a year earlier during CANADA 84, at Place Bonaventure in Montreal. It was initially the Canadian Chapter of the American Air Mail Society, but our name was changed to The Canadian Aerophilatelic Society in 1986.

Our newsletter has been called The Canadian Aerophilatelist since the first issue.

At our AGM in May this year, it was decided to commemorate our anniversary by commissioning some of the "Picture Postage" stamps produced by Canada Post. The design of the stamps is shown above, and enlarged on the front cover of this issue. It's planned to use one of these stamps on your mailing of this issue of the newsletter.

We still have a few mint copies of these commemorative stamps. - If anybody is planning special covers during the remainder of 2010, and would like some of our stamps to use on your covers, please contact me.

**Chris Hargreaves**

## **Canadian Aerophilatelist back issues on the internet**

**Many thanks to CHARLES LIVERMORE, who offered to scan all the backissues of our newsletter, so that they can be posted on the internet.**

The first two issues, from July 1<sup>st</sup> 1985 and September 16<sup>th</sup> 1985, are now available as PDF files on our website at [www.aerophilately.ca](http://www.aerophilately.ca)

More issues will be added as our webmaster, Steve Johnson, has time to post them.

Our plan is to post all the backissues of our newsletter on the website, except for the current and previous calendar year. As with most societies, the recent issues of the newsletter will only be available to members of the society.

New members of the CAS will be able to obtain copies of these recent issues, or articles in them, from Gord Mallett. Gord will also continue to provide his backissues service for members who don't use the internet. - For more information contact Gord Mallett, #2 6909 Manning Place, Vernon, BC V1B 2Y6 [Email: [gdmall@telus.net](mailto:gdmall@telus.net)]

**I think the combination of having back issues available via our website, and the comprehensive index to those back issues that Gord produces, will create a tremendous resource for philatelists and aviation historians!**

**Thanks again to Charles Livermore, and to Gord and Steve, for their work to make this possible.**

## **LETTERS TO THE EDITOR**

**Most of the letters and emails I receive are a combination of social chat and aerophilatelic information, and sometimes include comments about the CAS and/or the newsletter. I do not want to "silence" anybody who wishes to express their opinions to all readers, but I also don't want to embarrass anybody who expected their opinions to be private. - If you write to me, and want all or part of your correspondence to be published as you've sent it, please indicate that it is for the "Letters to the Editor" section.**

**FROM DICK MALOTT:**

12 August 2010

Dear Chris:

Here is my letter to the Editor of the Canadian Aerophilatelist concerning my appreciation of the excellent volunteer work done by our present CAS Executive.

Dear Chris:

About 4 years ago I relinquished the Presidency of the Canadian Aerophilatelic Society (CAS) to you, and despite your onerous duties as Editor of the Canadian Aerophilatelist, you graciously accepted the mantle of leadership of our Society. I retired from the position primarily to allow a new, energetic aerophilatelist to advance the Society. I wish to commend you, before our peers, for the outstanding leadership and productivity of the rejuvenated CAS under your Presidency. I am most grateful to you that our Society is steadily improving in its services to its membership, in its outreach programs and the enthusiastic support of the CAS Executive that you have gathered to serve our Society.

I hope that the CAS membership is aware of the extraordinary group of Canadian Aerophilatelists that serve the CAS in several capacities. Our long serving Secretary/Treasurer, Brian Wolfenden, assisted by his dear wife Joan, has maintained meticulous records for our membership lists and finances. Our finances are in good shape and our membership in these difficult times maintains growth. Our web master and coordinator for the distribution of the Canadian Aerophilatelist, Steven Johnson, maintains our excellent web site and promptly distributes our publication. Steven is also an enthusiastic, successful national and international exhibitor and an apprentice national aerophilatelic judge. David Whitely from Winnipeg, a member of our Executive, has recommended several improvements to our Society's activities, including spearheading our proposed symposium and non-competitive competition at ROYAL

2013 ROYALE in Winnipeg. David Brown, our West Coast Executive Member, has been busy on new activities for the CAS in that area. Another Westerner, Gord Mallett, has provided outstanding service in the preparation of our Canadian Aerophilatelist on discs and distributing them at cost to the membership. Gord has also just published, after ten years of research and writing, the excellent biography on District Postal Superintendent Major Walter Hale, a pioneer in the administrative air mail development in the North West Territories and the Arctic. The name of the book is "No Englishmen Need Apply". It is published under the auspices of the British North America Philatelic Society (BNAPS) in colour or in black and white print.

A year ago I resigned as Editor-in-Chief of the catalogue published by a joint effort of the Canadian Aerophilatelic Society and the American Air Mail Society in 1997. This seven year endeavour by 45 Aerophilatelists and Astrophilatelists worldwide produced a 550 page tome entitled "The Air Mails of Canada and Newfoundland" (AMCN). The work, although not perfect since it lacked an index, was awarded Fédération Internationale de Philatélie (FIP) small gold medals. I strongly felt that a new leader was needed to do an update of the catalogue that is now 13 years old. Neil Hunter volunteered to assume the leadership of this project subject to the approval of the AAMS Board of Directors as the AAMS paid for the publication of our Catalogue. The AAMS agreed. Neil, in the last six months, has enrolled an energetic group to update the catalogue and to seek authorization to publish a revised edition of the "Air Mails of Canada and Newfoundland". No publication date has been set yet as a great deal of work has to be done and funds obtained. Neil and his many researchers are to be congratulated for the tremendous strides already taken in publishing a revised edition of the AMCN.

The CAS membership and other volunteers who make the CAS so successful are not to be forgotten. We have a very vibrant Society as everyone contributes to its success. Long may it reign as the champion of Canadian Aerophilately!

*Dick Malott*

Past President CAS

Past Editor-in-Chief AMCN

**Many thanks for your accolades Dick, and for all your work in the early years of the CAS on which we have built.**

## AEROPHILATELIC JUDGING / NON-COMPETITIVE EXHIBITS

**FROM NINO CHIOVELLI:**

Hello Chris,

The under mentioned can be published and hopefully it will lead to a spirited debate and reform the judging, which is where the problem lies. By way of explanation, I am and always have been happy with my awards. My thoughts on this subject always go to an exhibit that I viewed on the first Airbus. Though I never had the opportunity to meet the exhibitor, he had perfectly nailed this great industrial event with a one frame, fantastic presentation of one of a kind covers and briefly listed facts. That exhibit deserved more than a Bronze!

Dear Editor

6 August 2010

I have had relatives visiting from Italy and am a bit late reading the June 2010 issue of the ever informative, "The Canadian Aerophilatelist!" The part about creating non-competitive exhibits is innovative and interesting. Though I disagree with the idea.

Since "Royal 2002 Royale," I have attended several stamp shows and actually prepared exhibits for some of them. At all of the shows it seems that "veteran collectors" are always getting the high end honours. The qualifier seems to be early material from defunct Canadian pioneer airlines or pricey and hard to obtain early philatelic material from a variety of countries. I do not disagree with those awards as in fact they are very educational and are to be prized for their historical significance. In fact the hard work and dedication of these veteran exhibitors is what has drawn me to the hobby. However I have seen many exhibits that featured modern hard to obtain material regarding aviation

development and other specialties that provided excellent historical facts. To my chagrin those exhibits only merited bronze awards.

Attending the critiques it was astounding to learn that the judges offered only Mickey Mouse observations about many of those particular exhibits and actually asked the exhibitor to add material about non related points and in some cases to remove pertinent material to enhance these exhibits. Talking with the individual judges it became very clear that they knew very little about some of the subjects that they critiqued. Then they also stated that the time they had to view each exhibit did not allow them to delve deeper into the individual exhibits (about 2.5 minutes to view each exhibit and grade it). After all we had to travel to get here and we don't have time to study the facts. Wow! That takes the cake as far as I'm concerned.

If people will not be competitively exhibiting, why should they do it just for fun? To my mind it is logical to select judges with an open mind who will respect Mary Jane because she has diligently researched butterflies. Joe Aerophilatelist because he spent several years researching a very important personage in the development of air mail delivery in Western Canada and provided excellent material in the exhibit. After all both exhibitors have contributed an amount of both research and material similar to the "veteran collector" who exhibited the Western Canada Airways materials or several frames of Penny Blacks. Further those research points added to the knowledge of those viewing the exhibits.

Creating the non-competitive exhibits will only serve to let the Show Organizers and judges off the hook. Let's try to correct the present situation and eventually grow the hobby. In fairness to the judges, exhibit write-ups should be divided equally among them and submitted at least two months prior to the specific show. Most exhibitors know well in advance where they want to exhibit and should have no difficulty preparing the write-ups in that time frame. A 10% late entry allowance would not create too much of a problem for the judges to study those write-ups. This would allow each judge to study the unfamiliar specialized areas of the hobby properly.

Not for one minute have my prior remarks been made with vitriol in that each judge is a volunteer and each devotes a great deal of personal time to this many faceted hobby for the greater good. However a different judging approach is required to bring in more exhibitors and to grow the hobby. Proper knowledge and up-ticking a few awards in each category while still maintaining high standards would go a long way in attracting more exhibitors.

Nino Chiovelli

### **EDITOR / PRESIDENT'S RESPONSE and update on CAS SYMPOSIUM at ROYAL 2013 ROYALE in WINNIPEG, JUNE 21<sup>st</sup> - 23<sup>rd</sup> 2013**

Thanks for your letter Nino. - I'd be happy if it lead to a spirited debate as you hope.

I have had a number of other emails and conversations regarding the Symposium, but Nino's was the only one that was identified for publication. - Some of the others contained comments about judging that I'm pretty sure were not intended for publication.

Although some responses followed Nino's approach, and want to reform judging, most responses supported the idea of non-competitive exhibits.

Over the last few months, it's become apparent that as soon as any "new" judging system was developed, there are likely to be ideas about how change it, so we'd then get a "new new" system, and so on.

The CAS plan for Winnipeg is therefore to just have an area for non-competitive aerophilatelic exhibits, in which members can show what they want, how they want.

There will be no judging type "grading" of these non-competitive exhibits.

However, most of the responses I've received regarding our symposium indicate that people would still like feedback on non-competitive exhibits they create. This could be achieved by having a forum, at which exhibitors who are at the symposium can discuss their exhibits. People at the forum could also be encouraged to discuss the other non-competitive exhibits, and hopefully some of them will volunteer to write summaries of the discussion for exhibitors

who can't attend the symposium.

The responses I've received also indicate that people like some element of competition. This could be achieved by having a "people's choice" type of award for the favourite "non-competitive" exhibit, which was determined by a vote.

Meanwhile, I've just heard that there are no aerophilatelic or airmail related exhibits at BNAPEX this year! - I've been thinking for some time that interest in traditional aerophilatelic exhibiting was declining. The decline seems to be happening faster than I thought!

One of the good things about holding our symposium at the same time as ROYAL 2013 ROYALE, is that members who enjoy traditional philatelic exhibiting will be able to enter the normal competition held at the Royal, and have their exhibits judged by RPSC qualified judges, according to the expectations laid out in the APS Manual of Exhibiting.

By having non-competitive exhibits, members who don't enjoy traditional philatelic exhibiting will also have an opportunity to create exhibits, and to share their information and interests with other people.

We hope that having provision for both types of exhibits, will encourage lots of CAS members to get involved, and that we will have a great symposium.

**Everyone is invited to keep sending me comments and suggestions about traditional exhibiting and non-competitive exhibiting.**

**It has also been suggested that we should have speakers on aerophilatelic topics; and organize trips to the Winnipeg Aviation Museum, the museum in the CAF Billy Bishop Building, and/or The Archives of Manitoba, which holds the Richardson Archives with all the files from Western Canada Airways.**

**PLEASE SEND ME YOUR SUGGESTIONS AS TO WHAT WE SHOULD BE DOING, TO CREATE A SYMPOSIUM THAT EVERY MEMBER WHO CAN TRAVEL WILL WANT TO GO TO.**

### Postal Geography Project

The aim of this project is to encourage and share research about the places that First Flight Covers originated from, and why airmail services began at the particular time they did.

If you are interested in researching the Postal Geography of particular areas, years, or flights, please contact me. - With so many flights to be researched, it would be nice to know which flights other people are researching.

It's been suggested that members might be encouraged to produce exhibits that could be shown in chronological sequence as part of the non-competitive exhibits at our Symposium. This might make a fascinating display, in which one could compare different approaches to the topic of Postal Geography.

It was initially suggested that exhibits might include a map; illustrations; text; and perhaps a description of the First Flight Cachet, since there was usually a connection between the cachet illustrations and the places involved. - Dave Reynolds is interested in also looking at economic factors, (*the ebb and flow of the economy 1918 - 1950; location and changes of economic drivers for the same period; demography - population ebb and flows; political influences, positive and negative on social development*); as well as geographical ones, (*Geographical location, reason for existence, brief history, state and condition at time of mailing, social circumstances; is the point of origin pivotal or a consequence of getting from A to B?, what area fed into the point of origin; what factors drove the first flight - commercial opportunism or social/political demand or balance of the two*). Meanwhile I'm concentrating on collecting postcards, to show what places were like at the time of a flight.

The concept of displaying a variety of exhibits from different people, also raises the question as to whether there should be some suggestions regarding presentation? Should we aim for the displays to look like a cohesive project, or should everybody involved just do whatever they want?

And, since the Symposium is not for another three years, maybe completed exhibits could be posted on our website, so that people can see and comment on what other people are doing?

**If you are interested in participating in the Postal Geography Project, please contact me, and let me know which areas and/or flights you are interested in, and your thoughts as to how the project might be organized.**

**Chris Hargreaves**

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

## SECRETARY'S REPORT

Welcome to two new members:

Howard Wunderlich of Ronkonkoma, New York State

William Cochrane of Castlemain, Australia

**Brian Wolfenden**

## WEBMASTER'S REPORT

A lot of new information has been added to the site recently, including copies of the first two issues of our newsletter. If anybody has comments or suggestions as to how the website is organized, please contact me.

**Steve Johnson**

[ Email: [steverman@rogers.com](mailto:steverman@rogers.com) ]

## WESTERN CHAPTER REPORT

We plan to hold the next meeting of the Western Chapter in Calgary during CALTAPEX in October. Everyone is invited to join in on lunch and a time of sharing airmail interests. Please contact me for details of the date, time and location.

**Dave Brown**

Phone 403-885-2744 or email [dgbrown\\_id@shaw.ca](mailto:dgbrown_id@shaw.ca)

## THE AIR MAILS of CANADA AND NEWFOUNDLAND

Work on the next edition of AMCN is well underway. If you would like to help but are not yet involved, please contact me.

**Neil H. Hunter, Editor in Chief**

Email: [n.h.hunter@sympatico.ca](mailto:n.h.hunter@sympatico.ca)

1F- 293 Perry Street, Port Perry, Ontario, L9L 1S6

## TORONTO DAY OF AEROPHILATELY 2010

This years Day of Aerophilately will be held at the Vincent Greene Foundation, on Sunday November 7th, from 11.15am to 4.00pm.

The Foundation is at 10 Summerhill Ave., which is close to Summerhill subway station on the Yonge St. line. - This is the same location as usual, but everyone should check the streetsigns, to see where parking is currently allowed on Sundays.

This is the sixteenth annual Day of Aerophilately in Toronto. It features displays, questions and answers, trading, lunch at a nearby restaurant, and lots of excellent conversation. - The regulars look forward to this meeting each year, and very much hope that more people will join them.

For more information contact Murray Heifetz, tel. 416 444 6494, or Dick McIntosh, tel. 416 447 1579.

## **NO ENGLISHMEN NEED APPLY by Gord Mallett.**



The British North America Philatelic Society (BNAPS) Ltd. is pleased to announce the release of its newest handbook, a biography that tells the very interesting story of one man's involvement with the development of air mail services in western Canada in the 1920s and 30s.

**"No Englishmen Need Apply", Gordon Mallett. 160 pages, 8.5 x 11, 2010. ISBN: 978-1-897391-59-4 (Colour), 978-1-897391-60-0 (B&W). Published by the British North America Philatelic Society (BNAPS). Stock # B4h043.1.1 (Colour) - \$C99.00; B4h043.1 (Black & White) - \$C49.95**

No Englishmen Need Apply is a detailed study of the career of Major R. W. (Walter) Hale with the Canada Post Office Department and the events that led to him becoming widely known as the flying postal inspector. The British émigré's early life adventures and military service in both World Wars also receive mention. Special attention is paid to the active role he played in the inauguration of air mail service throughout his adopted country's vast northlands, most particularly the Great Bear Lake region and the "Mackenzie River corridor" (the Athabaska/Slave/Mackenzie waterway linking Fort McMurray and Aklavik).

By the end of his lengthy career District Postal Superintendent Hale had logged more than seven hundred hours in the air, often flying to far-northern outposts in hazardous winter weather. He flew with many of the pioneer aviators including legendary bush pilots W. R. "Wop" May, C. H. "Punch" Dickins and G.W.G. (Grant) McConachie. Their signatures appear alongside his on a number of air mail covers illustrated in the book.

The biography's storyline is presented in two formats: a 160-page text and photo narrative supported by material taken from primary references, and a parallel account recorded on a companion DVD. The signed covers and the human interest stories linked to their carriage are the main focus of the study. Reference numbers in the narrative direct the reader to supporting textual and pictorial material in the Appendices and Additional Notes sections and on the disc. The rationale for the choice of the biography's unusual title is explained. Foremost among the more than 300 files on the disc are scans of vintage photographs in an album entitled Mackenzie River District Air Mail Service that Hale assembled in the mid-1930s. Scans of the biographer's collection of Hale-signed covers are also included.

Gordon Mallett's interest in philately and aviation dates back to his youth when he was an enthusiastic stamp collector. One day his father showed him a number of black-and-white snapshots he had taken of pioneer air mail pilot W. R. "Wop" May perched atop his Loughheed Vega monoplane, CF-AAL. Gordon was soon reading everything he could find about early aviation. These interests heightened in his adult years and by the early 1980s he had become an avid aerophilatelist. Gordon's two Aerophilatelic exhibits, "Canada's Love Affair with Katherine Stinson, Birdboy and Birdgirl in Japan" and "Three Weeks in December 1928", also focus largely on the human interest side of philately.

and aviation. He is actively involved in the Canadian Aerophilatelic Society (CAS) and will be part of a joint BNAPS Airmail Study Group-CAS seminar at BNAPEX 2010 in Victoria.

All BNAPS books are available from: Ian Kimmerly Stamps, 62 Sparks Street, Ottawa, ON K1P 5A8, Canada. Phone: (613) 235-9119. Internet orders can be placed at [www.iankimmerly.com/books/](http://www.iankimmerly.com/books/) (Click on the price at the end of the book description and you will be taken to the check out page.) Prices given above are the retail prices in Canadian Dollars. BNAPS members receive a 40% discount from retail prices. Shipping is extra. Credit card orders (Visa, MasterCard) will be billed for exact amount of shipping plus \$2 per order. To pay by cheque, please contact Ian Kimmerly Stamps directly for a total. For US\$ cheque payments, amounts will be calculated at the current rate of exchange. Applicable taxes are payable for Canadian orders.

#### EDITOR'S REVIEW:

Congratulations Gord on a terrific book!

Congratulations also to Mike Street of BNAPS, for producing a book that is a delight to hold, look at, and read.

At the beginning of the book, Gord comments that:

Running away from home to join the Royal Naval Volunteer Reserve, jumping ship in a foreign port, receiving the Military Cross for gallantry in World War I, carrying mail by dog team to remote Canadian settlements and flying with pioneer bush pilots to far-northern outposts in oftentimes hazardous winter weather are but a few of the life experiences of adventurous British émigré Major R.W. (Walter) Hale.

Walter Hale had an exciting life, and it is a credit to Gord and Mike that they have combined text, anecdotes, and illustrations, to produce a book that is "exciting" to browse through and read.

The title is based on an incident after Walter jumped ship in San Francisco, when he was about 20 years old:

His cruiser had left harbour bound for Pacific Station just north of the Canadian border. With no worry of being detected, he started looking for work. San Francisco was still recovering from the 1906 earthquake and there was a strong demand both for skilled and unskilled workers. He decided to search for a job shop by shop, door by door, and would apply at any shop that displayed a "Help Wanted" sign. He was certain that before sunset he would be gainfully employed. It did not take him long to find such a sign but it did not lead to employment for the young jobseeker. One can only imagine what his immediate thoughts must have been when he read the signage. The hand-printed lettering prominently displayed the shop window "jumped out" at him: **HELP WANTED • NO ENGLISHMEN NEED APPLY**

Similar signs appeared in windows of other shops that lined the steeply-sloped roadways a couple of blocks from the harbour. This unfortunate episode made a lasting impression on Walter and affected the manner in which he spoke to others and conducted himself, particularly during his early years in Canada.

When Gord and I corresponded about his plans to publish this book, Gord commented that:

When I first met with Tommy Hale, Walter's son, he requested that I name the work *No Englishmen Need Apply*. He argued pretty convincingly that that is what his father would have liked and in fact apparently had suggested, should the story of his life ever be told!

Although the title refers to Walter Hale's early years, most of the book is about the development of postal services, particularly the air mail services. There are details and anecdotes about the first air mail services to Aklavik in 1929, Embaras Portage in 1931, Cameron Bay in 1932, Camsell River in 1933, and many others. There are also numerous illustrations of First Flight Covers.

Some of the anecdotes were about the inauguration of air transport and mail service to the Cameron Bay mining camp in December 1932, when the first planes arrived without any mail! This upset the local population, which was waiting for mail that had accumulated in Fort Resolution. The first mail carrying flight had been deferred on instructions from Walter Hale, until he arrived from Edmonton with the First Flight Covers that had been sent in for the flight. - I occasionally hear comments from people who wonder whether all the thousands of First Flight Covers produced in the 1930's were really carried on the First Flights? - This incident shows that the Post Office took it's commitment to carry collector's mail on First Flights very seriously!

There is a note at the beginning of the book, that it is "breaking new ground" for BNAPS publications, as the book is "almost exclusively historical". - I think Gord's book contains a lot of information that will be both interesting and useful for collectors of Canadian air mails, and am very pleased that BNAPS has published it.

Chris Hargreaves

## **The January 25<sup>th</sup> 1928 Air Stage Service Inauguration from Rolling Portage - Narrow Lake**

By Derek Rance

Years ago, I wrote a published account of this flight, attempting to reconcile all of the disparate pieces of published history with the covers that relate to this flight. While this account made some elegant suppositions it was mainly incorrect, as I had failed to consider the potential for chicanery; particularly considering that William "Bill" Brown, the Red Lake postmaster, had previously created some fictitious semi-official flight covers,

When this first Air Stage Service flight occurred, the Red Lake District was a booming area. Not only was Goldpines a major airbase and commercial centre, but a hydro-dam at the nearby Ear Falls was being built. At Red Lake, the Howey Mine was being developed, and its gold mill was under construction. The whole of the Woman Lake area was very active, as seven mining shafts were then being sunk and twenty-one other companies were undertaking surface development.

The true details of this first flight are to be found in the Archives of Manitoba. This archive has an exceptionally large amount of Western Canada Airways material in the form of Head Office and station correspondence, pilot and aircraft flight and maintenance logbooks, etc. Unfortunately some of these data sheets are missing, so all of the W.C.A. flights cannot be totally verified.

The first official notification of the impending Red Lake air mail service came from a January 10, 1928 letter, written by H.H. Phinney District Superintendent of Postal Service to postal institutions as far afield as Moose Jaw and Ottawa. This letter stated the air mail service was to be between Red Lake and Rolling Portage (Hudson) via Goldpines. The service was to include Woman Lake and Narrow Lake, which interestingly were stated in this notification to be non-post offices. The weekly service would leave Rolling Portage at 8:30 a.m. and arrive back at 12:30 p.m. This letter was followed by a January 14<sup>th</sup> W.C.A instruction sheet that detailed the flight route and stated arrival and departure times for each point. The routing was to be Rolling Portage, Goldpines, Red Lake; then to Woman Lake (Jackson Manion mine) and Narrow Lake (Swain Lake trading post). From Narrow Lake the plane would fly back to Goldpines, by-passing Red Lake, then on to Rolling Portage. The time scheduled to be spent at most of the stops was very short – 5 minutes, with the exception of Red Lake which had a 15 minute allocation, presumably as the bulk of the mail was expected to be directed here.

The instruction also noted that all mail was to be carried in closed and sealed mailbags; that the contract weight limit per trip was 400 lbs. and that up to an extra 200 lbs could be carried but this would be charged to the Post Office at express rates. The first flight obviously attracted a great deal of interest as the outgoing mail totaled 588 lbs. The return mail was only 48½ lbs.

The mail flown on this first Air Stage service is of particular interest, as some of the resulting covers are controversial. The number of covers flown is listed for each of the outbound #2803 flight legs. Curiously, no mail was apparently staged between Red Lake and Jackson Manion, or between Jackson Manion and Narrow Lake. (However, as the flight time between these latter two points is only 5 minutes, no mail should have been expected.) On the return flight, apparently, no interstage mail was carried.

THE JANUARY 25<sup>TH</sup> 1928 INAUGURATION FROM ROLLING PORTAGE - NARROW LAKE by Derek Rance continued:

On examining the covers that resulted from this flight, two distinct types emerge. The more conventional types are, as usual, philatelic. (A large number of these were prepared in the distinctive style of W.R. Patton - a Winnipeg stamp dealer - whose covers can be readily identified by his use of heavily printed addresses). Most, but not all, of the covers received at Rolling Portage to be placed on the outbound flight were backstamped Rolling Portage - Jan 25 1928. Curiously, very few of the inbound flight covers were backstamped at Rolling Portage. The only cover in my collection that is back stamped is a cover addressed to P.T. Coolican, the Assistant Deputy Post Master in Ottawa. Possibly a favour cancellation.

The other type of cover are the grey coloured envelopes that bear the company name of **Morgan Nicholson Limited**. All of these covers have a typed heading "FIRST OFFICIAL AIR MAIL FLIGHT FROM----." They are also all hand signed, with the statement "certified D.S. Atkinson - Pilot." Each cover is Post Office cancelled, at the point from which they were flown. None of these covers are back stamped. Obviously, Dale Atkinson had carried these covers with him, and at each Post Office on his route, caused the appropriate cover to be cancelled.

#2803 return flight covers, in general, are scarce. The majority of these originated from Red Lake and a large number of these are controversial. These are the Red Lake return flight covers to Rolling Portage that have a Western Canada Airways sticker emplaced in addition to the regular 2 cent postage with the boxed statement "AIR STAMP PUT ON BY WESTERN CANADA AIRWAYS" with the sticker being cancelled by a 5 line Sioux Lookout Station stamp that interestingly has no year after Jan 25, just P.M. or sometimes A.M. Some of these covers carry a boxed flight information cachet, which states "Date del'd to machine **Jan 25, 28:** Machine G-CAFU: Flight No. **First:** Pilot **A.H. Farrington** (signed). It is also interesting to note that these same covers were all backstamped at Rolling Portage on January 25 1928; while the obviously more genuine return covers received no backstamp.

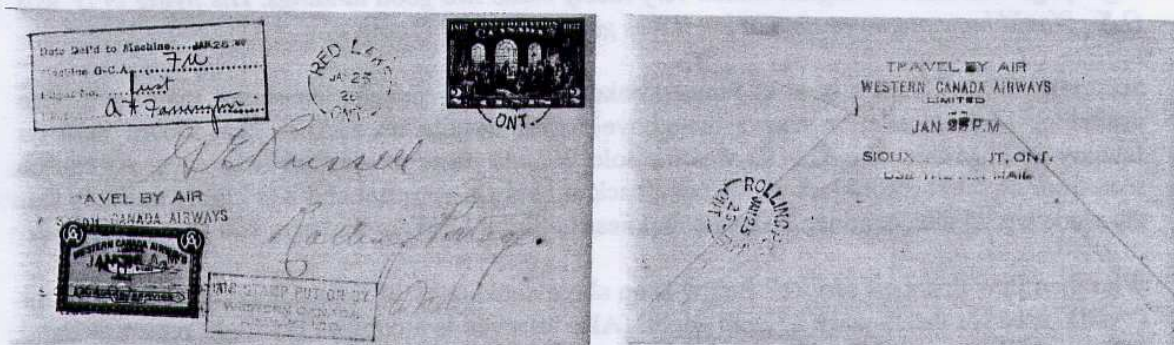


Figure 1 Front and Back of a Farrington cover  
(Note the 5 line cancel states JAN 25 A.M on the front JAN 25 P.M on the back)

The use of the boxed cachet on these covers is also interesting, as this cachet was not meant for use on mail. Following is an excerpt from the W.C.A. directives given to Station Agents (i.e. Farrington being one).

Continued

THE JANUARY 25<sup>TH</sup> 1928 INAUGURATION FROM ROLLING PORTAGE - NARROW LAKE by Derek Rance continued:

All Express and Passenger Forms will be rubber stamped  
as follows:-

Date Del'd to Machine.....
Machine G-C.A.....
Flight No. ....
Pilot.....

and necessary information filled in on each line:-

The triplicate -(or copy signed by party receiving Express  
at destination) will be stamped as follows:-

<b>ABOVE RECEIVED IN GOOD CONDITION</b>	
Date.....	Signature.....

When the present supply of Express and Passenger Forms have  
been used up new forms will have the above information in-  
corporated thereon.

How can one be sure that these covers are fraudulent? Because Farrington, at that time was not a Western Canada Airways pilot. Although Harold Farrington had flown for Jack Elliot, W.C.A. was then employing him to be their Goldpines Station Agent. Company policy at that time, due to having only three Fokker Universals available, was to check out all potential Fokker Universal pilots on their instruction plane CAIG, (a de Havilland D. H. 60X Moth acquired due to a company merger), which had arrived at Hudson on January 3, 1928. In the morning of February 3, 1928, Brintnell, on the urging of the Winnipeg office, took Farrington up, in CAIG, for dual control landings and take-offs. Brintnell noted in subsequent correspondence that Farrington's take-offs were suitable, but that his landing were a "little rough". Farrington continued to practice that afternoon and again circuted in CAIG on February 11, 1928. On March 20, 1928, Farrington flew CAIV (which had arrived at Hudson on January 26, the day after the mail flight) for the first time for *practicing and landings*. The Department of Air officer's comments on this flight page was that *Farrington soloed very nicely made two good landings. His flying in IV was O.K. Would have put more time in but it was getting sticky on snow.*

Secondly, W.C.A. had a base at Sioux Lookout and so a cancellation stamp may have been available. The cancellation shows the above cover, despite its address, was flown here on January 25. On this date, CAGD was the sole W.C.A. plane in the Red Lake area. As can be seen from its flight record below, it landed back at Hudson at sunset and it is highly unlikely that the plane would then continue on in the darkness to Sioux Lookout that lays 160 kms to the east.

Who then flew this mail service? Below is an abbreviated copy of Dale Atkinson's flight log for CAGD used for the January 25 mail flight. (Also attached is a copy of his flight report to Head Office, which shows the plane stayed at Hudson that night.) There can be no question that Dale Atkinson was the sole pilot of this mail flight and that the Sioux Lookout covers are frauds.

Flight No.	50	51	52	53	54	55	56
From	Hudson	Hudson	Goldpines	Red Lake	Narrow L	Woman L	Goldpines
To	Hudson	Goldpines	Red Lake	Narrow L	Woman L	Goldpines	Hudson
Time take-off	8.20	12.00	13.14	14.15	15.10	15.35	16.30
Time land	9.00	13.00	14.00	14.50	15.15	16.00	17.05
Air miles	. Airlock In oil system	64	44	44	10	40	64
No. of Pass.		0	0	2	3	2	2
Mail lbs.		588	400	100	70	30	50
No. of mailbags		12	8	2	?	?	?

THE JANUARY 25<sup>TH</sup> 1928 INAUGURATION FROM ROLLING PORTAGE - NARROW LAKE by Derek Rance continued:

ALL COMMUNICATIONS TO BE ADDRESSED TO THE COMPANY

*Western Canada Airways*  
Limited

HEAD OFFICE: 307 UNION TRUST BUILDING

TELEPHONE 86 710

AIR BASES  
HUDSON, ONT.  
SIOUX LOOKOUT, ONT.  
GOLD PINES, ONT.  
RED LAKE, ONT.  
WOMAN LAKE, ONT.  
NARROW LAKE, ONT.  
LAC DU BONNET, MAN.  
LONG LAKE, MAN.  
RICE LAKE, MAN.  
HOLE RIVER, MAN.

*Winnipeg, Canada*



Hudson Ont. Jan. 26th, 1928. D.S.A.

J.A. Macdougall, Esq.  
Treas. Western Canada Airways,  
1102 Union Trust Bldg. Winnipeg

Dear Mac:

Received your request this a.m. for detailed description of the first Gov. air-mail flight under our new contract.

The machine G.D. came in early on the 24th so that the engineers had ample time to give her a thorough inspection and servicing in readiness for an early start the next morning. On the morning of the twenty fifth it was brought to the office in time for a good start on the proposed schedule time. I started to take off on a smooth spot near the office but did not succeed as the run extended into rough snow so I taxied on out to our usual take-off ground. Before starting out however I had pointed out a small oil drip at the back of the engine where the pressure line fits in. This was thought not to be serious so I went on out and prepared to take off. Before opening the throttle I looked at the suspicious area again and found the back of the engine and the foot boards covered with oil so I taxied back to the drome for a thorough examination. An air-lock had developed in the oil return pipe.

I took off at twelve noon with 588 pounds of mail and a little urgent express on board. There was a N.W. light wind up top and the trip to Gold Pines took one hour. I took off fourteen minutes later after having turned the mail over to Gus. The trip to Red Lake took forty-six minutes see listed below. The exchange there took fifteen minutes and I took off from there with two passengers aboard at fourteen fifteen for Narrow Lake Portage. Landed in thirty-five minutes and was twenty minutes on the ground there. The trip to Jackson Manion took five minutes by air. Landed there at fifteen fifteen and was on the ground twenty minutes in making the transfer of mails as I had to wait for the mail bags to be emptied, as at Narrow Lake. The Inspector says this matter will be remedied in future and sufficient mail bags will be supplied to operate these post offices. Took off from the Jackson Manion at fifteen thirty-five and landed Gold Pines at sixteen O'clock. I remained there thirty minutes doing some of our own business and took off at sixteen thirty for Hudson. Landed at Hudson at seventeen nought five with about fifty pounds of mail and two passengers aboard. The engine ran continuously for five hours and thirty minutes and the flying time for the round trip was three hours twenty-six minutes.

The details of the times is as follows:

Continued

THE JANUARY 25<sup>TH</sup> 1928 INAUGURATION FROM ROLLING PORTAGE - NARROW LAKE by Derek Rance continued:

J.A.M.

*Western Canadian Airways  
Limited*

No. 2

*Hudson* Jan. 26th 1928

From	To	Off	Landed	Air-time	Ground
Hudson	Gold Pines	12.00	13.00	60	15
Gold Pines	Red Lake	13.14	14.00	46	14
Red Lake	Narrow Lake P.	14.15	14.50	35	15
Narrow L. Port	Jackson-Manion	15.10	15.15	05	20
Jackson-Manion	Gold Pines	15.35	16.00	25	20
Gold Pines	Hudson	16.30	17.05	35	30
				<u>3.25</u>	<u>1.54</u>

There were two other passengers to bring out from Red Lake but as I had the postal inspector to bring out from Jackson Manion and as they were persuaded to wait for a promised plane for today I took the two more urgent passengers on with me. We took a full load of freight in to Red Lake this a.m.

Considerable enthusiasm seem to be registered throughout the trip for such a service and if the schedule can be met to a fair percentage I believe the good will derived therefrom for the company. The first flight was unfortunately and unavoidably four hours late in its schedule but the weather permitting there should be no trouble in meeting the six hour schedule as it gets milder. Yesterday a.m. registered thirty below zero.

We seem to be deriving very little revenue from the Jackson Manion mines at present but I think that this will pick up when regularity even though once a week is assured. This winter seems to have been particularly grievous to us but with the arrival of another Fokker we ought to be able to serve our area much more closely without loss due to empty but rush return trips. With the one machine in operation it has been impossible to make any duty calls when returning to Pine Ridge for another load. If the time is taken for duty calls there is the loss of the extra loaded trip of urgent freight out of Gold Pines and the weather has been such that every advantage has to be taken of the hours favourable for flying to get the business done that is already booked ahead of us. With a machine at Gold Pines more or less permanently the day will not be so rushed and the various camps can be visited oftener as the convenience of the trip allows.

Mr. Dickson the Postal Inspector seemed entirely delighted with the trip and the feeling for the mail service. I pointed out to him the little things that are liable to delay the operation on a narrow schedule and the necessity of prompt co-operation by the Post-masters at the various points. All delays liable to be caused by our own business will I am sure be avoided and much quicker transfers will be made when a schedule has been established. The ground time will then represent more nearly the time it takes to manoeuvre the machine to and from the landing area to the dock.

This report with the appended opinions I hope will be what you require, if not I will be glad to give what information I can according to your suggestions.

It is thought by the Post Master Hudson that the outgoing mail will not be over four hundred pounds hereafter.

Yours sincerely,  
Dale Atkinson

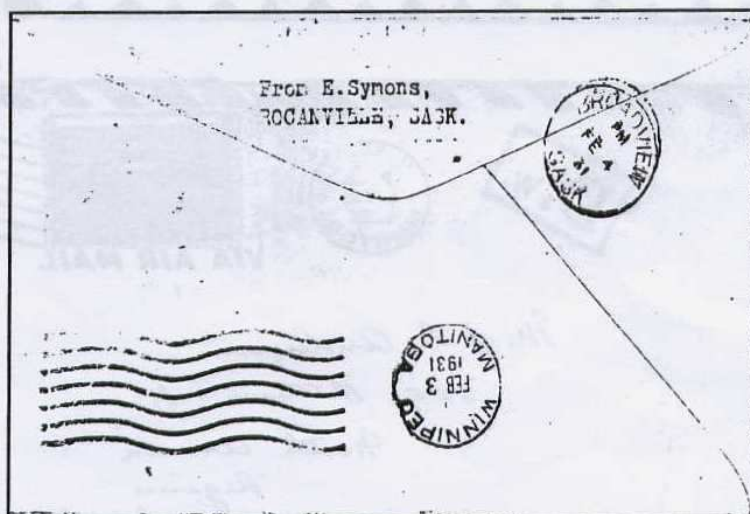
EDITOR'S NOTE: In reading the report from Dale Atkinson, I noticed that he returned to Hudson at 17.05. Given that the flight was made on January 25th, I wondered whether it was dark by the time he landed? - I checked with Derek, who looked up sunset on January 25<sup>th</sup>: it was 5.10 pm!

Thanks Derek for a very interesting article.

# THE "D.W." COVERS - An Enduring mystery!

Chris Hargreaves

During ROYAL 2008 ROYALE, Don Fraser showed me the cover below, and asked for my opinion regarding the D.W. handstamp.



Cover 1

When I checked back in my files, I discovered that there are three theories regarding this handstamp. The theories contradict each other, but each theory is from a very eminent aerophilatelist!

I have been looking out for these covers since talking to Don Fraser, and can state that they are very scarce.

I have, however, come across two D.W. covers that originated overseas, and warrant re-opening this mystery.

I am presenting all the information I have, and will then comment on the three theories. - If anybody can provide any additional information, prove which of the theories is correct, or provide a better explanation, I'd be delighted.

**Continued**

**THE "D.W." COVERS - AN ENDURING MYSTERY! by Chris Hargreaves continued:**

The first reference I have to these covers, is a question in the December 1993 BNAPS Air Mail Study Group newsletter:

**Can you help identify these markings ?**

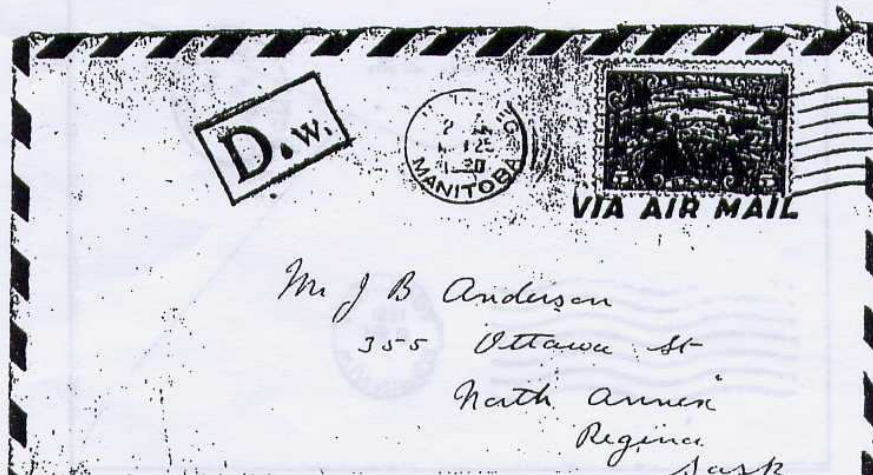
One of our very knowledgeable members has asked what the on an air mail letter means. The hand stamp is purple in color. As evidence these covers were cancelled in Winnipeg, and there is no back stamp. C-1 is dated March 25, 1930; C-3 is February 22, 1932 (First Day). One is on the stamp and the other is not. Any information ? Please share it with us.

D. W.

Cover 2



Cover 3



The question was repeated in the next, April 1994, issue of the BNAPS Air Mail Study Group newsletter, with a comment that there had been no responses to the question in previous, December 1993 BNAPS Air Mail Study Group newsletter.

Continued

**THE "D.W." COVERS - AN ENDURING MYSTERY! by Chris Hargreaves continued:**

Two issues later, in December 1994, there was an answer in the BNAPS Air Mail Study Group newsletter from Trelle Morrow:

**D.w. imprint on face of covers:**

During 1994 the question of what the hand stamped D.w. on certain Air Mail covers meant. What special service did that cover get that others did not?

The item was picked up by Charlie Verge and related in his column on the Study Groups edited by Peter McCarthy. This in turn was read by Trelle Morrow and he has come up with what he believes to be the answer. At least he'll stick by it until a better answer comes along.

Trelle says, "I believe this is a collector's mark, such as some people use in approval books, or for other markings. I have seen several of these covers so marked and one cover has the sender's return address. It is W.C. Diment, Sintaluta, Sask."

Trelle Morrow then goes on to say that he thinks it is a monogram stamp and that Mr Diment wasn't known to be a pilot. Possibly an old time collector who may be known to some of those in Saskatchewan.

I also have an undated note from Trelle in my files, which indicates that this question had been discussed before:

Several collectors have wondered about the Dw endorsement found on some First Flight covers. The feeling has been that the Dw may be a pilots mark, however, for the flights involved, the pilot's initials were not D.w.

This writer believes that this is a private collector's mark and recently one such cover has been seen with the return address of a Mr. W.C. Diment of Sintalusa, Sask. So we believe that the Dw endorsement is that of Mr. Diment.

Attached to this note is a copy of the FFC from Amos to Siscoe, shown below. - No information was given by Trelle regarding the back of this cover, so it may or may not be the cover with the return address of W.C. Diment. (The pilot for the First Flights between Amos and Siscoe was H.H. Langford.)



**Cover 4**

Meanwhile Bas Burrell, who was editor of the BNAPS Air Mail Study Group newsletter, had sent a copy of his original question from December 1993 to BNA Topics. This question, with illustrations of the two covers, appeared in the July -Sep 1995 issue of BNA Topics, but did not elicit any answers.

The next reference to the D.W. covers is an article from the December 2002 BNAPS Air Mail Study Group newsletter, which gave a very different explanation. It was from Don Amos, and is reproduced on the next page.

**Continued**

D.w. :

One of the topics discussed at BNAPEX 2002 was the hand stamp that appears on letters like the one shown.

The question was first raised in the Vol 2, #1 issue of this newsletter. Illustrated were a 3207p cover, Winnipeg to Calgary, Feb 22, 1932. Also FDC.

Also shown is what I think is a commercial cover or perhaps close to 3011.

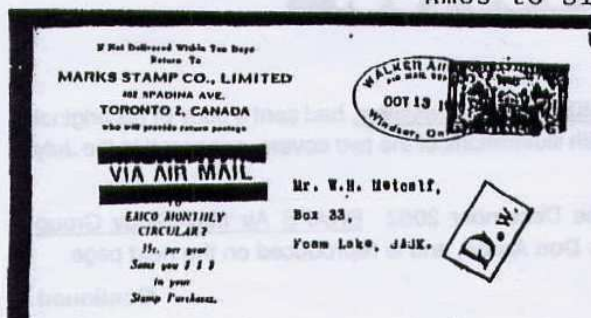
In Vol2, #2 we asked the question again. In Vol 3, #1 there was a reply from Trelle Morrow saying that it might be the collector's mark used in marking purchases in circuit books, and in particular perhaps W.C. Diment of Sintaluta, Sask.

I relayed this information to Don Amos and he replied in August as follows:

Now we come to a dandy. I read somewhere you were losing your sanity over the marking D. w. So am I. Before I retired I was in the main post office. One day I wanted to check back in the records for someone asking a question about them. I went to the room where the records were. I was told they needed the room and the records were all thrown out. I couldn't believe it. I tried Ottawa but they had no record of them. I have copies of it used in 1930-1931-1932. I have written to all the postmasters of each town and/or city giving all names and details, including Sintaluta in your letter, but never received a reply from any of them. The old-timers must have all gone. Trelle may be right but the general opinion here seems to be Delayed-Weather. You are probably aware that the FF from Pembina Feb. 1931 was delayed until the next day because of bad weather, referring the through flight from the east. I have never seen any collectors covers (FF's) with D. w. The thing I question of it being a dealer's mark is that the marking on some is right up cancelling the stamp, yet there is miles of space at the left on most covers thus. Seems odd that a dealer would put it up in that small space. There is a Seniors' stamp club in Winnipeg. I am trying to find time to go to one of their meetings and perhaps find an old timer who might remember. I'll keep on trying.

In addition, and to supplement this theory Gord Mallett sent in 2 covers shown below, but cropped for space.

I saw 2 at BNAPEX - Winnipeg to Pembina 9 AM 2 Feb 1931 (3105)  
- Amos to Siscoe Oct 28, 1930 (3061)



Backstamp: Foam Lake OC 17, 1930

Cover 5



Backstamp: Hamilton Jun 17, 1930

Cover 6

**THE "D.W." COVERS - AN ENDURING MYSTERY! by Chris Hargreaves continued:**

I have checked through the files from **Don Amos** that were donated to the CAS library. - Unfortunately there is no information in them to elaborate on his research into these covers. The only reference/correspondence in his files regarding the D.W. covers, is a photocopy of the question published in BNA Topics in 1995.

Although I have not seen anything published regarding the D.W. covers since 2002, I knew from comments that **Murray Heifetz** had made at some of our Toronto Days of Aerophilately, that he was very interested in these covers. When I corresponded with Murray, he offered a third theory about them:

Fact #1 - All known covers pass through Winnipeg both first flight and others.

Fact #2 - Covers are from a large variety of senders and addressees.

Fact #3 - All covers are dated in 1930 or 1931.

Fact #4 - None are registered or special delivery.

Conclusion: - They were applied by a person unknown, for reasons unknown, who was employed in the Winnipeg Post Office where normal mail was handled. They may have been his or her initials.

I mentioned at the beginning of this article, that these D.W. covers seem to be very scarce. I have only come across them for sale once, at ROYAL 2006 in Calgary, but at that time bought the three covers shown below from one dealer. - I expect that covers 7 and 9 are the two D.W. covers that Bas mentioned seeing at BNAPEX 2002 in the article on the previous page, as it would be a huge coincidence for two more covers from exactly the same flights to have come onto the market.



Cover 7



Cover 8

Both these covers are from the Amos - Siscoe First Flight, #3061, and addressed to **Mr. Jas. Stokes, Box 72, Oak Lake, Man.** Neither has an address or other information on the back.



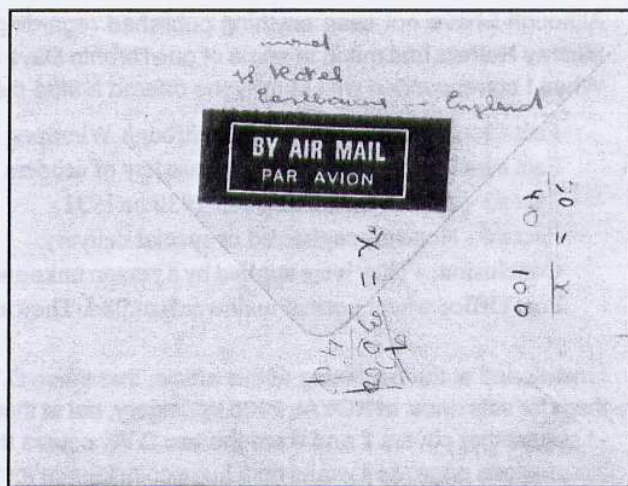
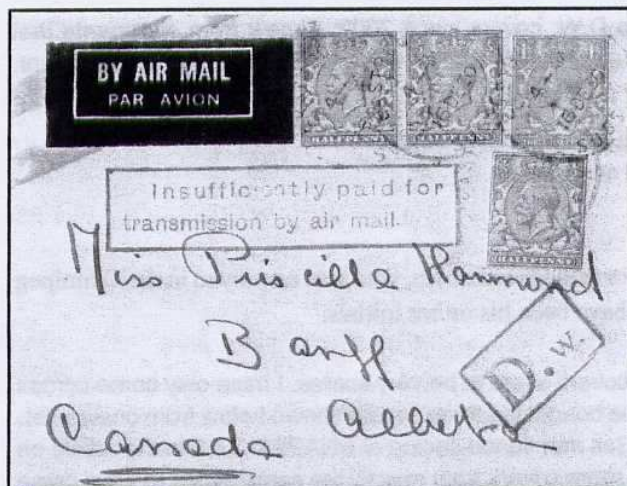
**Cover 9. AMCN #3105. Addressed to E. Symons, Rocanville, Saskatchewan. No backstamp.**

When examining this cover, it looks like the Winnipeg cancellation is on top of the D.W. handstamp. This may be an illusion, but it would be strange for a handstamp to be put on top of the postmark when so much clear space was available. However, the D. W. handstamp on Cover 2 is partially over the stamp, which is also a very strange place to put it.

**Continued.**

**THE "D.W." COVERS - AN ENDURING MYSTERY! by Chris Hargreaves continued:**

So far, all the D.W. covers shown have been mailed within Canada, and most are philatelic. I was therefore very surprised to see the cover below in Ken Snelson's collection:



**Cover 10. Postmarked EASTBOURNE 16 DE 30.**

Partial sender's address on back: .....mmond, .....s Hotel, Eastbourne, England<sup>1</sup>

**Continued**

<sup>1</sup> From November 4<sup>th</sup> 1929 to February 22<sup>nd</sup> 1931, the correct rate for seamail from Britain to New York with onward air transmission through the US to Canada, was 4 pence per half ounce. Since this cover was only franked 3 pence, it was diverted to surface mail.

Ken Snelson is the author of UK Tax Marks for International Mail 1875-2000 Usage and Listing, which studies the handling of underpaid international mail from the formation of the Universal (originally General) Postal Union in 1875 until the late 1990s when the British Post Office stopped using tax marks. The original price in Canada and the US was \$68 including postage in either currency. For more information, contact: Ken Snelson, 1000 King Street West #205, Toronto, Ontario M6K 3N1. [ Email: [ksnelson@rogers.com](mailto:ksnelson@rogers.com) ]

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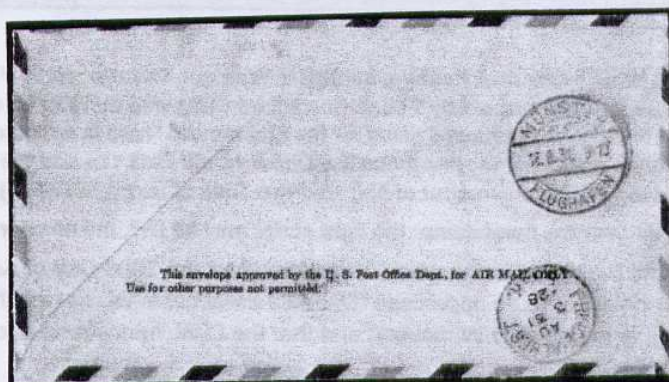
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**THE "D.W." COVERS - AN ENDURING MYSTERY! by Chris Hargreaves continued:**

To add to the mystery surrounding the D.W. covers, I then noticed the cover below in Hans Steinbock's exhibit of *Zeppelin Mail to and From Canada* at the ROYAL 2009 ROYALE in St. Catharines!



**Cover 11 - Postmarked FRIEDRICHSHAFEN 15.08.1931**

**Addressed to Mr. Ernest Lombard, General Delivery, Prince Albert, Sask., Canada**

I asked Hans: *Please will you check your Zeppelin cover with the D.W. handstamp for me, and let me know if it looks like the Zeppelin cachet was applied on top of the D.W. handstamp, or if the D.W. handstamp is on top of the Zeppelin cachet, or if you can't tell.*

Hans replied: The D.w. stamp is on top of the Zeppelin confirmation stamp.

**At this point I encourage everybody who wants to pick their explanation of the D.W. covers, or work out their own solution, to do so before turning to the next two pages, where I will give my comments.**

**Continued**

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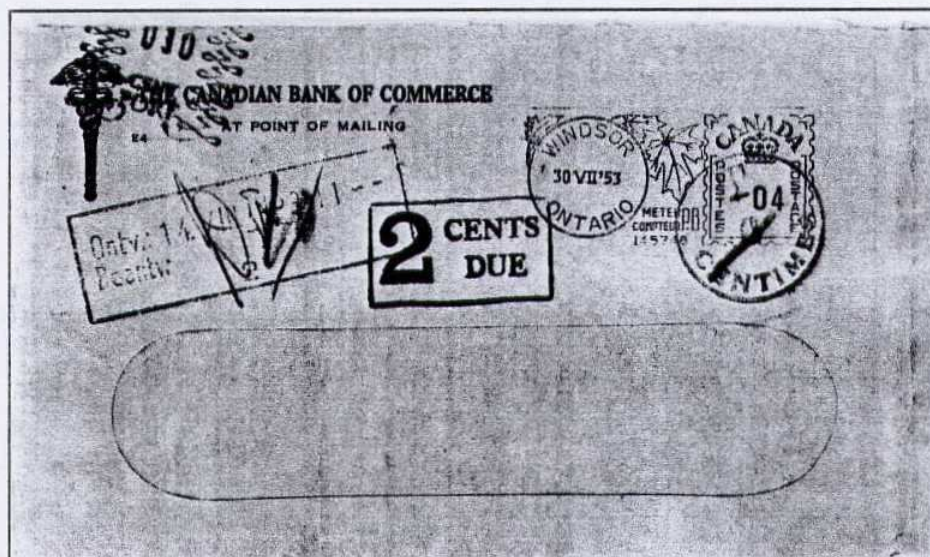
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**THE "D.W." COVERS - AN ENDURING MYSTERY! by Chris Hargreaves continued:**

There is one more cover to consider, before trying to reach conclusions:



Window envelope, with a 4 cents meter mail franking applied in Windsor, Ontario, on 30 VII 53. The charge of 2 cents Postage Due indicates it was shortpaid by 1 cent. Correct franking was therefore 5 cents, indicating this was a surface mail letter at the overseas rate of 5 cents for the first ounce. There is a rectangular handstamp on the left which is very difficult to read, ( the top line looks like *Onbv: 14.VIII 1953 11* – and the bottom line *Beantw*), and a partial meter imprint top left for an amount of 030 with two lines of text CENT (Top) PORT (underneath).

There are two sets of initials over the handstamp: the light script may be DW, the heavier script may be LO.

This cover produced a short but lively discussion when it was shown at the 2008 Day of Aerophilately in Toronto. - It was suggested that the light initials were an uppercase "D" and a lower case "w", as with the DW handstamps; that this cover was therefore linked to the other D.W. covers; and that the D.W. handstamp and initials were both some sort of postal marking.

However, some people thought the initials might be "Pw", and others thought that even if they were "Dw" this was just a coincidence, and there was not likely to be any link between this 1953 cover and the D.W. handstamp covers of twenty years earlier.

I was one of the sceptics, and am not going to try and link this 1953 cover to the other D.W. covers.

**Conclusions**

To summarize the D.W. handstamp covers, we have illustrations of 11 covers, to 10 different addresses in 3 Provinces in western Canada, from 3 or more people, mailed in 3 countries. The covers were mailed between March 25<sup>th</sup> 1930 and February 22<sup>nd</sup> 1932.

I keep wondering whether the key to these covers lies in the placing of the D.W. handstamp. - Sometimes it is placed in a blank space, and creates a nice cover. But it also appears partially over the stamp on Cover 2, the address on Cover 6, and a flight cachet on Cover 11.

It isn't known when the handstamp was applied. - On Cover 9 it looked like the handstamp was applied before the cover was postmarked. However, it seems unlikely that Cover 10 was handstamped before it was mailed from England. On Cover 11 it looks like the handstamp is on top of the cachet, so was applied after the Zeppelin flight.

We also don't know how many D.W. handstamps there were. - It would be easier to explain the range of senders and addresses, and the variations in where the handstamp was placed, if there was more than one handstamp, and/or more than one person using the handstamp. However, there seem to be too few D.W. covers for multiple handstamps to be involved.

Unfortunately, none of the three theories proposed seems to provide a satisfactory explanation for all the D.W. covers

**THE "D.W." COVERS - AN ENDURING MYSTERY! by Chris Hargreaves continued:**

now being studied.

The earliest theory, by Trelle Morrow, was that the handstamp was, "a collector's mark, such as some people use in approval books, or for other markings." He also thought the mark was applied by W.C. Diment of Sintalusa, Sask., whose return address appeared on a cover he'd seen. It is possible that W.C. Diment created some of the FFCs shown that are addressed to other collectors, (#4, 7, 8, 9), and applied a distinguishing handstamp to them. It is also possible that covers with different return addresses, (#1 and #10), were acquired by W.C. Diment as part of his collection, and he then applied the D.W. handstamp to them. But how does one explain Covers 2, 6 and 11? Why would a cover creator place a handstamp over the stamp, when there was ample clear space for the handstamp elsewhere on the envelope on Cover 2, or partially over the address as occurred on Cover #6? And why would a cover collector place a handstamp partially over a cachet, as occurred on Cover #11?

The apparent indifference with which the handstamp was applied, makes me think that this was some sort of official handstamp applied by an employee, and not a distinguishing mark applied by a collector. - I note that Don Amos reached a similar conclusion, for similar reasons, in the extract from the BNAPS Air Mail Study Group newsletter on page 18.

Don Amos's theory was that the D.W. handstamp was a Post Office handstamp indicating *Delayed by Weather*.

Unfortunately I also have a lot of trouble accepting this *Delayed by Weather* suggestion:

- one problem, is that on Cover #9 it looks like the D.W. handstamp is underneath the Winnipeg postmark, so was applied before the cover was mailed. This could just be an "optical illusion". But, if the handstamp is on top of the postmark, it seems very strange that a Post Office employee would "accidentally" apply the handstamp over the postmark when there was so much clear space available. It's also possible that the handstamp was deliberately placed over the postmark, but if so why didn't this occur on any of the other covers?
- I am also concerned that the D.W. handstamp doesn't look like a Post Office marking to me, as Post Office handstamps normally state the reason for which they are applied in full. (For example, the *Insufficiently paid for transmission by air mail* handstamp on Cover #10, though that was a British marking). However, I am willing to defer to Don Amos on this, as Don worked for the Post Office, and seemed ready to accept that it was a Post Office marking.
- Why would a *Delayed by Weather* handstamp be applied to Cover #10, which was travelling by surface routes?
- If this handstamp stands for *Delayed by Weather*, where was it applied to the First Flight Covers, (#4, 7, 8 and 9), and why doesn't it appear on any other FFCs I have from these flights?

Murray Heifetz also wrestled with these issues, and concluded that the D.W. handstamps, "were applied by a person unknown, for reasons unknown, who was employed in the Winnipeg Post Office where normal mail was handled. They may have been his or her initials."

By identifying Winnipeg as a place that all the covers passed through, Murray may have established the location at which the handstamp was applied. (I have some reservations about Cover #10, which was travelling from England to Banff, Alberta, by surface mail. I would have expected that to have passed through Winnipeg in a closed bag, and to have been sorted in Calgary.)

However, if the handstamp was applied inside the Winnipeg Post Office, it must have been an official marking.

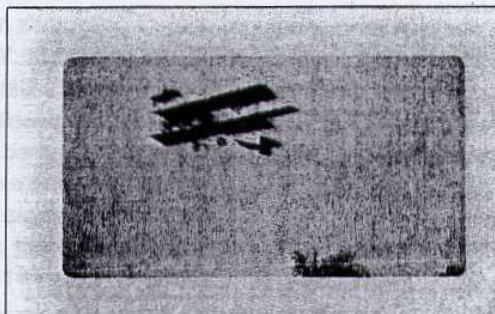
I would be very surprised if D.W. was the initials of a postal employee, as some of the recipients of the handstamped mail may have been quite unhappy when their mail arrived. (For example the recipient of the Zeppelin Cover, #11, where the D.W. handstamp overlaps the cachet.) Surely somebody employed by the Post Office applying their monogram to covers, would have taken more care with the handling of the mail?

I think the sloppy handling of the covers suggests that this was a routine, official application, perhaps by more than one employee. But if so what did D.W. stand for, and why was the handstamp applied? Is it *Delayed by Weather* after all, notwithstanding the concerns I raised above?

**If anybody can offer a solution to this mystery, and/or copies of more covers with the D.W. handstamp, please contact me!**

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

## FOLLOW UP: First aeroplane to visit Utica, New York, October 1911



Our March newsletter included the postcard above, (cancelled UTICA, NY OCT 30 - AM 1911, with a note on the back: *First aeroplane ever to visit Utica,*) and a question: Perhaps you or the membership can ID this plane?

**CONGRATULATIONS to Barry Countryman** who not only identified the plane, a Curtiss Pusher, but found out the date of the flight, September 17<sup>th</sup> 1911, and the name of the pilot: Eugene Godet. (Barry's information came from an article about a book "Flying To Marcy. Early Aviation History of Oneida County, N.Y.", by Ray Ball.)

Barry then researched and prepared a biography of Eugene Godet:

Theophile Eugene Godet was born in Camon, France on March 6, 1879. On his first visit to America the 5 ft. 8 in. balloonist's hydrogen gas knowledge got him a job with dirigible pioneer Roy Knabenshue in Los Angeles, Brockton, Mass. and at the 1904 St. Louis World's Fair. He built a 17,000-cu. ft., cotton-and-silk balloon, which Charles Walsh flew in New York City in 1906. Back in the States the following year Eugene Godet piloted a dirigible of his own design, intended for the French military, at the Jamestown (Va.) Exposition. The government later sold the airship for \$22.15 to recover customs charges. A few years later he turned to heavier-than-air machines.

He and a dozen other skilled and daring pilots comprised the (Glenn) Curtiss Exhibition Company Team of 1911. Replacing a team member Godet would pilot the first plane over Utica, N.Y. on Sunday, Sept. 17. Bands provided music among the Utica Day crowd of tens of thousands drawn from the city and surrounding villages. To clapping and shouts Godet rose that afternoon from the level parkway between two paved roadways, proceeded more than a mile west, north to the Central Railroad, east to the city limits, then back to his starting point after 10 minutes and 8 miles. Two more circuits were made before sunset.

Two days later before a crowd of 6,000 at Ogdensburg, N.Y., Godet broke an ankle and his shoulder in a 60-ft. fall when the plane's engine died. His appearances till the end of the year included Natchez, Miss.; Houston, Texas; Savannah, Ga.; Columbus, Ga. (where he carried mail) and Havana, Cuba.

Barry also sent me the advertisement on the next page for a later air meet in 1911 when Eugene Godet carried mail. - I think it's a wonderful period piece for a time when an aviation meet would brag that it had two aviators, a special train was laid on for a big event, and a Poultry Show was a big deal too!

Thanks also to Denny May and John Johnson who also identified the aircraft. - John noted that Lincoln Beachey was also making demonstrations in a Curtis aircraft in New York State in the Fall of 1911. "*He is listed on page 16, VOL ONE, SIXTH EDITION, AAMS, #7, as having flown on 21 Oct 1911 at Rochester, NY.*"

Denny added that the Curtis pusher was the first aircraft to fly in many places. "*Bob St. Henry and Hugh Robinson brought their CURTISS BIPLANE to Edmonton in 1911.*"

Continued

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# LEDGER'S COLOSSAL AVIATION MEET TWO DAYS THIS WEEK

Tuesday, Dec. 12 ——— Wednesday, Dec. 13

AT THE DRIVING PARK--Commencing at 1:30 o'clock.

## MAMMOTH ——— THRILLING ——— SPECTACULAR

Special Low Rates on All Railroads

### Special One-Day Train From Opelika

(Connecting with all East Alabama trains)

Leaves Opelika 9:30 A. M. Wednesday, Arrives Columbus 10:30 A. M.

Leaves Columbus 4:45 P. M. Wednesday, Arrives Opelika 5:45 P. M.

### Columbus' First Poultry Show Same Dates

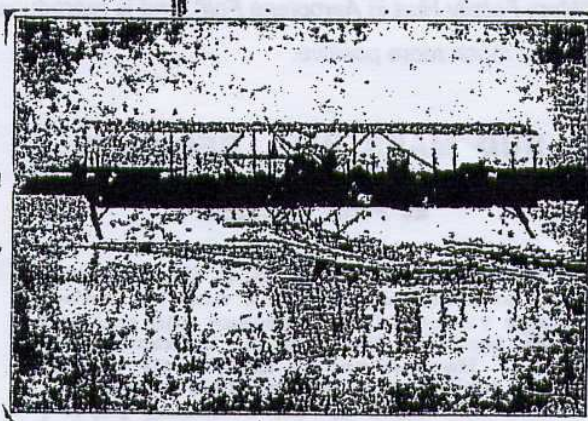
#### AEROPLANE RACES

1—The first genuine meet ever held in Columbus with two aviators.

2—The Aviators, HUGH ROBINSON and EUGENE GODET, master-flyers; none better.

3—Aerial mail delivery by aeroplanes for the U. S. Post-office department daily. Sub-Station on the grounds—mail your friends post cards by the aerial route. The best way to boost Columbus.

**DEC.  
12**



**DEC.  
13**

4—Military Day, Wed. Dec. 13. An afternoon of thrilling spectacles—mimic battles between the airships and sea troops.

5—Daily sensational exhibition flying. A whirlwind of death-defying flights and selection trials in mid-air.

6—For good measure on AVIATION DAYS, the Poultry Show. Bargain Sales at all stores—a boom for those shoppers. Reduced rates on all railroads.

AUTOMOBILE RACES

CURTISS FLYING MACHINE ABOUT TO LIGHT.

MOTORCYCLE RACES

2 Birdmen---America's Greatest Flyers; 2 Flying Machines;---2 Days  
Complete Change of Program Daily

UNDER DIRECTION CURTISS EXHIBITION CO., OF NEW YORK

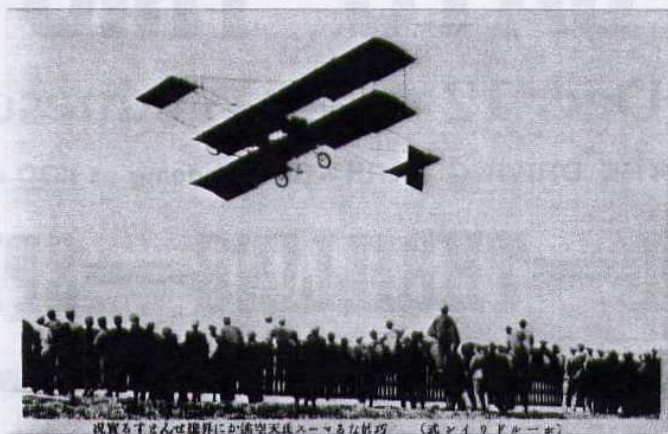
A Thrill a Minute Guaranteed---Not a Dull Moment

Remember the Dates---2 DAYS---December 12th and 13th.

Columbus (Ga.) Ledger - Enquirer, Dec. 12<sup>th</sup> 1911, p 7.

**FOLLOW UP: First aeroplane to visit Utica, New York, October 1911 continued:**

I also had an interesting response from Gord Mallett, who commented that the postcard and aircraft were almost identical to a postcard he has of J. C. "Bud" Mars, when he presented a series of demonstration flights in Japan flying a pusher-type Baldwin biplane:



This was also from 1911. They were the first flights in Japan by an American.

Gord added that the one variation between the Curtis pusher and Bud Mars biplane was in the balancing planes of the two biplanes. *"Mars maintained an even keel by shifting his weight from side to side in a shoulder yoke to manipulate the balancing planes [aileron, or aerolons as they were then called]. The balancing planes for this "wing-warping" effect were an integral part of the wing structure. The balancing planes in the newsletter biplane appear to be completely separate structures located between the upper and lower wings of the biplane."*

Gord included two news clippings, which also give a fascinating glimpse back to the early aviation meets. They are from issues of the, is headed, "Mars Fatally Hurt in Aeroplane Fall", and is reproduced on the next page.

Fortunately the next day's report was much more positive:

### **BUD MARS WILL RECOVER.**

**Aviator's Injuries Not So Serious as at First Thought.**

ERIE, Penn., July 15.—J. C. (Bud) Mars, the aviator, hurt in a fall with his aeroplane yesterday, will recover, and will be able to leave the hospital in about ten days. He will not be able to fly again for a long time, however. This announcement was made by the attending physicians after further examination of the injured man to-day.

Mars's injuries are not nearly so severe as at first reported. He has a slight fracture of the skull, which is not serious, but no other bones are broken, and beyond a slight hemorrhage of the lungs, which was stopped this morning, there are no internal injuries apparent.

Because of the accident to Mars's machine the aviation meet has been called off.

Bud Mars did indeed recover, and went on to fly at meets throughout the USA.

Many thanks to Barry, Denny, Gord and John for their responses to this question.

# MARS FATALLY HURT IN AEROPLANE FALL

Loses Control of His Machine at  
Erie, Penn., and Plunges Down  
in Sight of Thousands.

WIFE FIRST TO HIS SIDE

Her Condition Also Serious—Noted for  
His Daring, and Made World  
Aviation Tour.

*Special to The New York Times.*

ERIE, Penn., July 14.—"Bud" Mars, the aviator, was mortally hurt this afternoon at an aviation meet held in this city under the auspices of a newspaper, and to-night is sinking rapidly at the Hamot Hospital. The attendants have given up all hope for his recovery.

Mars made two flights this afternoon. The first was successful and was witnessed by thousands that packed the aviation field, but the second proved his undoing. Just as he was about to descend he suddenly lost control of his big machine. The horrified spectators saw him work his levers rapidly and then the aeroplane plunged downward from a height of several hundred feet.

A moan went up from men and women alike, and then all was silence until the big machine hit the ground. Then a cry of anguish rang out and a woman rushed forward. It was Mars's wife. She was so shocked by the accident that her condition is serious to-night.

The machine was completely wrecked and Mars was crushed under it.

Drs. Boughton and Gigliotti, who were present as spectators, were soon at the side of the injured man. Willing hands cleared away the wreckage and Mars was carried to an improvised field hospital.

It was fully thirty minutes before an ambulance arrived, and during that time the hot rays of the sun beat down with terrific force on the injured aviator. Then a large touring car drove up containing Mrs. Charles H. Strong, and her daughter, Mrs. Thora Strong Ronalds. Seeing the plight of the aviator, Mrs. Strong ordered

him placed in her machine. The auto was just leaving the aviation field when the ambulance arrived and the injured man was transferred to it and hurried to the hospital, his wife accompanying him and holding his hand until he reached the institution.

Before she became too ill from the shock to talk Mrs. Mars said to-night that her husband knew atmospheric conditions were unfavorable before he started on the flight which ended in his fall.

"Before starting on the second flight," said Mrs. Mars, "Bud said that something was wrong with the atmosphere at the lower end of the field. He said it gave him serious trouble on the first flight."

"The day was ideal and I did not have any fear for him. I was surprised, however, to notice that after he ascended the second time he flew directly to the lower end of the field, where he had found conditions unfavorable. I never took my eyes off him. He began to descend, and I was relieved, for I thought the danger was all over then."

"The next moment I saw him working desperately with the controller, but it would not respond apparently, and the machine darted toward the earth. I started forward, shut my eyes, and screamed. I don't remember what happened next. The doctors tell me he is very badly hurt."

To-night Dr. Boughton issued a statement from the hospital to the effect that the aviator's chest was badly injured, that he had sustained concussion of the brain, and suffered internal injuries, while he is also bruised from head to foot.

Capt. Thomas Baldwin, the veteran aeronaut, under whose direction the exhibition was held to-day, was present on the aviation field, but did not attempt a flight.

## "BUD" MARS'S CAREER.

A Daring Balloonist at Sixteen—Carried Aviation to the Orient.

James C. Mars, or "Bud" Mars, as he was known to all followers of aviation, was one of the most picturesque and daring of the fliers, and in little more than a year had made his name famous as an aeroplanist in many parts of the world.

It was shortly after the Los Angeles aviation meet, early in 1910, where Mars made several sensational balloon flights, soaring to tremendous heights, that he went to Hammondsport, N. Y., and became a pupil of Glenn H. Curtiss. Less than six weeks after that he was on the road giving exhibition flights in an aeroplane and startling thousands by his daring.

Last December Mars started for the Orient. He returned early in June, after having made 250 flights and leaving the populace of country after country agape with wonder. He was the first to carry aviation to the Far East.

*New York Times, July 14<sup>th</sup> 1911*

## FOLLOW UP: 19 Centimes Postage Due ?



**CNE GOLDEN JUBILEE Flight Cover, WINDSOR to TORONTO, August 24<sup>th</sup> 1928**

**19 CENTIMES Postage Due handstamp (to the right of the address)**

**QUESTION, from the September 2009 newsletter:** The Post Office Announcements for the 1928 CNE Flights just stated that, "All mail offered and prepaid at the rate of five cents for the first ounce and ten cents for each succeeding ounce will be conveyed on this flight." This led to great confusion about the correct rate on covers to England! - Was it: 5 cents, since the announcement didn't state differently, and this was in fact higher than the surface rate for mail to England?

6 cents, which was 1 cent higher than the announced rate, and corresponded to the difference between the Canadian domestic Rate of 2 cents, and the surface rate to England of 3 cents?

8 cents, which was 5 cents for the CNE flight, plus 3 cents for surface mail to England?

The clerk handling this cover obviously thought 5 cents postage was wrong, but why was it charged 19 Centimes Postage Due?

### **ANSWER from Michael Furfie:**

The 19 centimes marking is Canadian. During the 8c foreign letter rate period (1925-1930) Canada calculated taxes as if this rate was equivalent to the standard UPU letter rate, 25 gold centimes (although it was actually close to 40 gold centimes). So one gets a table like this :

deficiency 1c postage due 2c = 6.25 centimes but marked T 10 centimes (UPU minimum)

deficiency 2c postage due 4c = 12.5 centimes, marked as T 13 centimes

deficiency 3c postage due 6c = 18.75 centimes, marked as T 19 centimes (as here)

deficiency 4c postage due 8c = 25 centimes

deficiency 5c postage due 10c = 31.25 centimes, marked as T 31 centimes

deficiency 6c postage due 12c = 37.5 centimes, marked as T 38 centimes

and so on. I can remember seeing tax marks in this style for 10 and 13 centimes and in the more usual "T in a circle" style for 10, 19, 25 and 38.

The rules said that British offices of exchange were to calculate postage due at 1d = 10 gold centimes at this time, so 2d due is what I'd expect for 19 centimes tax. The charge mark is of office 620, Plymouth.

### **Additional comments from Ken Snelson**

I agree that the 19 centimes mark is Canadian. I recall seeing some of these odd numbers of centimes in Canadian tax marks but I do not have a record of the specifics. Michael commented that these marks were used during the 8c UPU rate period, which was Oct 1, 1925 to Jul 1, 1930. There are several recorded examples of underpaid airmail covers from about March 1930 with similar circular tax marks indicating 20 centimes due for a 2 cent deficiency. Either there was a change in policy, 1930 or the Canadian Post Office was not consistent.

**MANY THANKS to Michael and Ken for this information, and to Mike Street for passing the original question on to them.**

Two covers with 20 Centimes tax marks were illustrated on page 24 of the September 2009 Canadian Aerophilatelist. These were from the March 3<sup>rd</sup> 1930 Prairie Airmail First Flights, that took place two days after the Canadian Post Office introduced the 7 cents airmail rate to England on March 1<sup>st</sup>.

**Can anybody provide more information as to whether the Canadian Post Office calculated airmail Postage Due differently from surface Postage Due, or whether Postage Due was calculated inconsistently?**

## FOLLOW UP: The 1942 50 cents Munitions Stamp



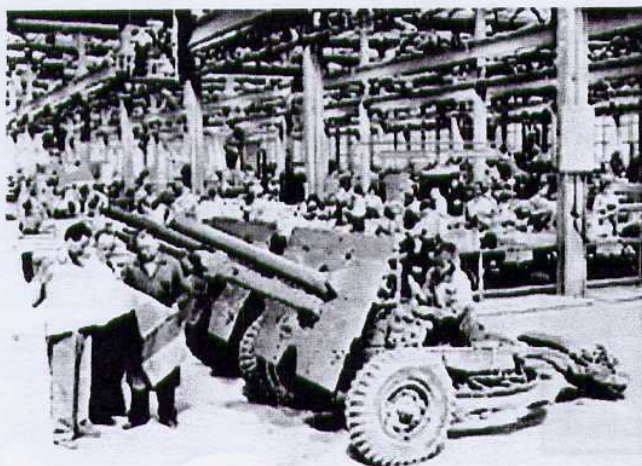
A QUESTION in the June 2009 newsletter asked for information about the design of this stamp.

DENICE GUIMOND sent me a link to a mother lode of information at the Library and Archives Canada's website ( ArchiviaNet ) at: [www.collectionscanada.gc.ca/archivianet](http://www.collectionscanada.gc.ca/archivianet) Follow the links, English >> Postal Archives Research >> Tools >> Philatelic - Postal Archives >> Visual Search >> Canada 1851 - 1966 >> 1939-1946, then click on the image of the stamp. You get a page which tells you that:

During the early days of the Second World War Canadian Postal authorities believed that the stamps in use since 1938 should be replaced with a new issue featuring Canada's substantial contribution to war work. A new general issue to last for the duration of the hostilities was designed. Subjects depicting Canada's munitions, war supplies, shipbuilding, agriculture, her importance as a great air-training centre, and as a source of food were chosen for the pictorial stamps. Interior of a Canadian munitions factory, showing a 25-pound gun being inspected. Modern war required the total mobilization of economic forces to equip and supply armaments to the fighting forces. For Canada this implied that in addition to providing men and materials for her own fighting forces, she must, to the maximum of her ability, furnish her allies with munitions. The scene illustrates the change of Canada's factories from a peacetime to a wartime basis.

The stamp was designed by Herman Herbert Schwartz; the picture was engraved by William Jung; the border was engraved by Charles H. Milks; and the stamp was printed by Canadian Bank Note Company, Limited.

If you click on "documents related to this stamp" immediately below the image of the stamp, Reference 11 is the original photo, (left below), and reference 10 is a montage of the stamp's scene:



I also received information from Brian Wolfenden, and from Herman Jacobs who noted:

*Three of the gentlemen are supposed to be the founder of the factory in Sorel Que, Joseph Arthur Simard and his two brothers, Ludger and Edouard, and the fourth gentleman is supposed to be an American engineer, E.G. Jones, from Sedro Woolley, Skagit County Washington State USA.*

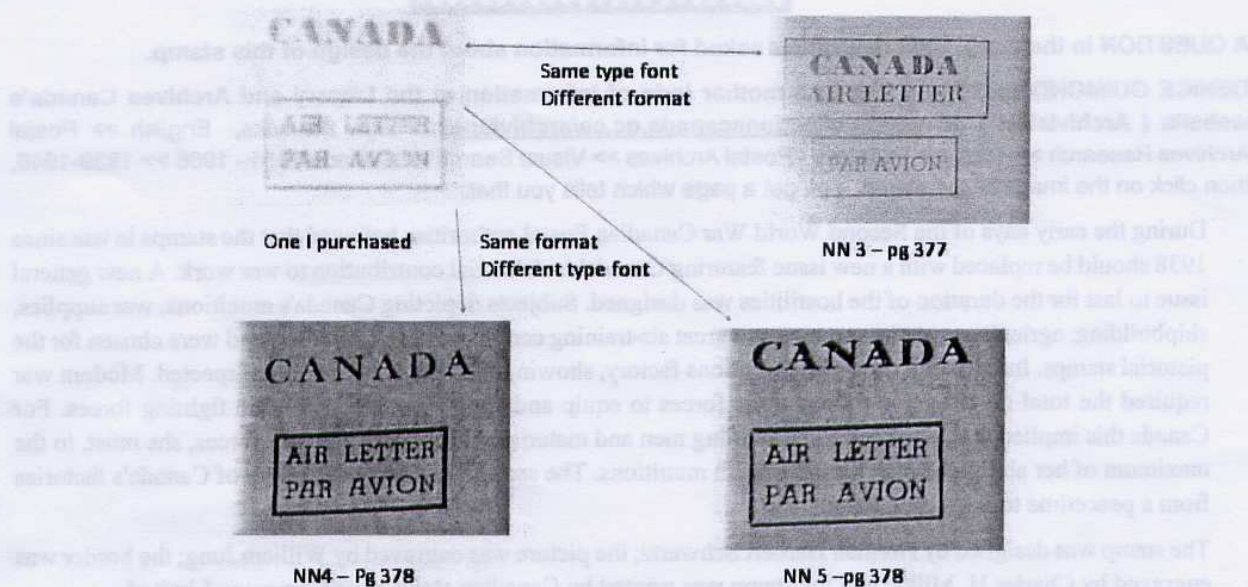
Many thanks to Brian, Denice and Herman for this information.

## 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.

### NEWFOUNDLAND AIR MAIL RATES

Bill Beaudoin wrote:



Besides collecting Newfoundland flights, I collect Newfoundland Air letters. The cataloguing of these tend to be challenging with Scott Catalogue using UCF1 to 3; NSSC using AL1-5 and the Air Mails of Canada and Newfoundland using both AL 1-4 and NN1-5.

Recently I purchased an unused NAL (top left) that has the same pictured format as NN4/NN5 (bottom left/right) but clearly has the type face/font of NN3 (top right). It has the same long rectangular stamp box and the 4-line "No enclosures permitted/Ne rien inserer". I have separate copy of NN4 and clearly NN1 and NN2 (also copies I have) are easily distinct. My references are pages 377-378 of the Air Mails of Canada and Newfoundland (6th Ed).

Can anyone help me out?

### YUKON AIRWAYS & EXPLORATION LTD.



Alastair Bain asked me:

I have a collection of CL42 on covers; the CL42 2801 series. I have all six of the series, plus five of them pilot-signed by T. J. Stephens. I keep searching for CL42 2801f (Carcross to Whitehorse) signed by the pilot, but so far no luck. Can somebody confirm that Stephens signed covers from this leg of the flight?

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

## 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.

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## NEXT ISSUE - SEASONAL SPECIAL

The Canadian Aerophilatelist is published quarterly in March, June, September and December.

The next issue will be our annual **SEASONAL SPECIAL**.

All members are invited to contribute to each newsletter, but particularly this issue.

Just prepare a page featuring any favourite stamp or cover, add your name, and/or address, and/or Seasons' Greeting to other members, and/or any other information you like, and send a photocopy of it to the editor to arrive by

**November 15<sup>th</sup>.**

### Seasonal Challenge!



In our March newsletter I mentioned Mike Shand's comment regarding these Australian stamps commemorating Charles Ulm: *"the stamps you illustrate show a cover from his flights. Many stamps show other stamps, but I think these are the only ones to show covers? Anyone know of any others?"*. I mentioned then that I reckoned it was a great question, and will hopefully be an irresistible challenge for this year's Seasonal Special newsletter!

**Please look out for covers on stamps, or covers on covers, and send me copies of them!**

## 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 \$22.00 US),**

**\$25.00 CDN for members Overseas, (or \$25.00 US, or 19 Euros, or 16 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: \_\_\_\_\_

(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.

242 Jacques Bot

203 John H. Bloor

271 Nino Chiovelli

62 Gary Coates

352 Tony Conyers

304 James Davidson

369 Hugh Delaney

336 George B. Dresser

389 Barry Douch

406 Louis-Georges Dumais

182 Robert Foottit

408 Don Fraser

362 Daryl Frenette

383 Larry Goldberg

371 Geoff Green

273 Denice Guimond

319 Donald Kaye

54 Norbert Krommer

2 Dick Malott

381 Daniel Michaud

170 Kenneth G. Mitchell

407 Peter Motson

409 Brian Murphy

212 Harold J. Petoskey

350 Bill Pearce

81 Stephen Reinhard

286 Jean Rowe

4 Michael Shand

391 R. Sharpe

382 Rick Sommerville

20 Gibson B. Stephens

189 Jacky Stoltz

9 Geoffrey Thompson

379 E. Wall

388 Richard Weigand

(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.)

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