



THE CANADIAN AEROPHILATELIST

#98

Quarterly Journal of THE CANADIAN AEROPHILATELIC SOCIETY

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

Editor: Chris Hargreaves, 4060 Bath Road,
Kingston, Ontario K7M 4Y4
Tel. 613 389 8993

E-mail: hargreavescp@sympatico.ca

WEBSITE - www.aerophilately.ca

SI VOUS DÉSIREZ DE L'INFORMATION EN FRANÇAIS SUR LA SOCIÉTÉ CANADIENNE D'AÉROPHILATÉLIE, VEUILLEZ
VOUS ADRESSER À: PIERRE VACHON, 26 HILLANDALE DRIVE, GRAND BAY - WESTFIELD, N.B. E5K 3E3

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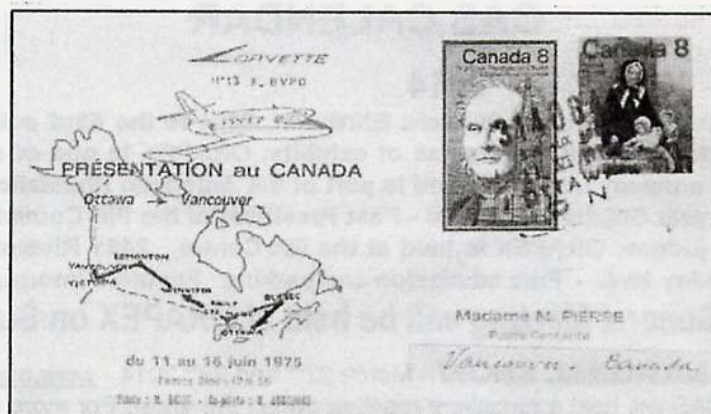
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Anybody who wants to copy an item from this newsletter is welcome to do so. - Please acknowledge
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appears to the editor.

EXECUTIVE COMMITTEE and RESPONSIBILITIES

- President:** Steve Johnson, 787 Wharncliffe Road S., London, Ontario N6J 2N8
Telephone: 519 913 1834 E-mail: steverman@rogers.com
- Tony Hine,** 125-720 King Street West suite #109, Toronto M5V 3S5
Telephone: 416 649 7045 E-mail: tonyh6@gmail.com
- Secretary-Treasurer:** Brian Wolfenden, 203A Woodfield Drive, Nepean, Ontario K2G 4P2
Telephone: 613 226 2045 E-mail: binepean@trytel.com
- Western Chapter Representative:** Dave Brown, P.O. Box 1683, Grand Forks, BC V0H 1H0
Telephone: 250 442 2744 E-mail: dgbrown_id@shaw.ca
- Members at Large:** David Crotty, P.O. Box 16115, Ludlow, KY 41016-0115, U.S.A.
Telephone: 859 462 6995 E-mail: decrotty@yahoo.com
- Walter Herdzyk, 104 Cantrell Drive S.W., Calgary, Alberta T2W 2M6
Telephone: 403 238 7845 E-mail: herdzykw@telus.net
- Neil Hunter, 1F - 293 Perry Street, Port Perry, Ontario L9L 1S6
Telephone: 905 985 8848 E-mail: n.h.hunter@sympatico.ca
- Gord Mallett, #2 6909 Manning Place, Vernon, BC V1B 2Y6
Telephone: 250 549 6896 Email: gdmall@telus.net
- David Whiteley, 303 - 91 Willowdale Cres., Winnipeg, Manitoba R2J 3E6
Telephone: 204 947 9904 E-mail: davidwhiteley531@hotmail.com
- Past Presidents:** Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4
Telephone: 613 389 8993 E-mail: hargreavescp@sympatico.ca
- Major (Ret) R.K. "Dick" Malott, CD, 1275 Richmond Rd - Apt 610, Nepean, Ontario K2B 8E3
Fax: 613 829 7673 Telephone: 613 829 0280 E-mail: toysoldier@sympatico.ca
- Webmaster** - Steve Johnson
Snowbird covers - Dick Malott
- Editor** - The Air Mails of Canada and Newfoundland - Neil Hunter
Editor - The Canadian Aerophilatelist - Chris Hargreaves
Index to The Canadian Aerophilatelist - Gord Mallett

Revisions to *The Air Mails of Canada and Newfoundland*: For a Draft copy of Section 5: Government and Other Airmail Covers of Canada for peer review, please contact Dick McIntosh at mcintosh47@sympatico.ca or write to Dick at: 3 Concorde Place #205, Toronto, Ontario M3C 3K7

CAS CALENDAR

ORAPEX, Ottawa - May 3rd - 4th 2014

ORAPEX is the Ottawa RA Centre Philatelic EXhibition. 2014 is the 53rd edition of the show, which features over 40 dealers, and 150 frames of exhibits. ORAPEX is one of only a few national-level stamp shows held annually in Canada and is part of the American Philatelic Society's "World Series of Philately." This year Stephen Reinhard - Past President of the FIP Commission for Aerophilately - will be one of the judges. ORAPEX is held at the RA Centre, 2451 Riverside Dr., Ottawa, Ontario. Saturday 10-6, Sunday 10-4. - Free admission and parking. For more information see www.orapex.ca

The CAS Annual General Meeting will be held at ORAPEX on Sunday afternoon.

EDMONTON SPRING NATIONAL SHOW - March 22nd and 23rd 2014 - www.edmontonstampclub.com

The Western Chapter CAS will hold a lunchtime meeting during the show. For more information contact Walter Herdzyk, address above.

ROYAL 2014 ROYALE - Halifax, Nova Scotia - Friday May 30th to Sunday, June 1st.

Annual convention and exhibition of the Royal Philatelic Society of Canada. Details at www.royal2014royale.com

BNAPLEX 2014 - August 29th to 31st Baltimore, U.S.A. - Annual exhibition and convention of the British North America Philatelic Society (BNAPS). For further information see www.bnaps.org

AEROPHILATELY 2014 - American Philatelic Center, Bellefonte, Pennsylvania - September 12th to 14th.

The American Air Mail Society is organizing this all air mail sequel to the very highly regarded AEROPHILATELY 2007. See page 6 of this issue for more information.

TORONTO DAY OF AEROPHILATELY - This annual event will be held in the Fall. The Day features displays, questions and answers, trading, lunch at a nearby restaurant, and lots of excellent conversation. For more information contact Dick McIntosh - mcintosh47@sympatico.ca

PRESIDENT'S REPORT

I am afraid that the weather report for London is that it will snow forever! So thoughts of spring dance in my head.

Speaking of spring, keep in mind our annual general meeting will be held on Sunday afternoon at Orapex 2014. Hopefully you will be able to attend and enjoy the fellowship of other members.

During the calendar year, the CAS will be hitting a milestone: the publishing of our 100th edition of the CAS Newsletter. I think we should do something special, and would like your input and ideas.

I would also like to thank Chris for the wonderful work he is doing editing each edition. I would also like to acknowledge the terrific job Brian (and Joan) are doing looking after the CAS finances and providing the Secretary's Report, and to acknowledge all the contributors. I personally enjoy the wonderful articles and stories of the people involved with flight, and the trials they went through to deliver the mails. Please keep sending in your articles and sharing your information.

Steve Johnson

EDITOR'S REPORT

With this issue I am completing 20 years as editor of The Canadian Aerophilatelist, and still enjoy the correspondence involved with each issue.

This issue includes a long update on the "D.w." covers. - This is a very fitting article for my 80th issue, as the D.w. covers have produced more emails and debate than any other topic that has appeared in our journal. It also demonstrates the potential of The Canadian Aerophilatelist in furthering research:

- when Don Fraser asked me about a D.w. cover during the CAS meeting at ROYAL 2008 ROYALE in Quebec City, we discussed a report in the BNAPS Air Mail Study Group Newsletter that was based on 5 covers
- when I wrote the first article on these covers in The Canadian Aerophilatelist in September 2010, I had information on an additional 6 covers for a total of 11
- as a result of the articles in The Canadian Aerophilatelist, and networking with other editors, we now have details of 30 D.w. covers to analyze!

Back in 1994 when I took over as editor, I corresponded with Mike Shand, who was then the CAS Vice-President. In one of his letters, Mike commented about Alan Tunnicliffe, editor of New Zealand Air Mail News:

You may be interested that I just got the latest issue of the NZ Air Mail News - I belong to that Air Mail Society also. The editor of that has a note to say it is his 150th issue as editor - 14 years, so you have a way to go yet!

I responded to Mike that, "Although I enjoy editing The Canadian Aerophilatelist, that's a record I'm not going to try and match".

It therefore feels somewhat remarkable to have beaten Alan's record of 14 years, though not of 150 issues. (The NZ Air Mail News is usually produced monthly.)

It is even more remarkable that Alan Tunnicliffe is still the editor of the New Zealand Air Mail News! He has now been editor for 34 years, and has produced approximately 370 issues! I think that's an awesome achievement!

Back in 1999, we created the CAS Editor's Award, which I have the pleasure of presenting to anybody I chose, to recognize any achievement I choose, to make up for having to write obituaries from time to time.

I am very pleased to announce that:

THE CANADIAN AEROPHILATELIST EDITOR'S AWARD FOR 2014
is being presented to ALAN TUNNICLIFFE in recognition of his
34 years as editor of the New Zealand Air Mail News.

Congratulations Alan!

Chris Hargreaves

SECRETARY - TREASURER'S REPORT

Welcome to two more new members:

#445 Robert Timberg of Toronto, Ontario

#446 Norman Pike of Heywood, U.K.

As of January 01, 2014, the Society has a total membership of 130. This is a decrease of 2 from January, 2013. The breakdown of the membership is as follows:

CANADA:

Alberta 12
British Columbia 15
Manitoba 3
New Brunswick 6
Newfoundland 2
Northwest Territories 1
Nova Scotia 1
Ontario 41
Quebec 5
Saskatchewan 2

Total 87

USA:

Arizona 1
California 2
Colorado 2
Connecticut 3
Florida 1
Illinois 3
Kentucky 1
Michigan 1
Nebraska 1
New Jersey 1
New York 4
Ohio 1
Oregon 2
Texas 2
Virginia 2
Washington, D.C. 1

Total 28

INTERNATIONAL:

Australia 1
Cayman Islands 1
France 2
Israel 1
Netherlands 1
New Zealand 2
South Africa 1
Switzerland 1
U.K. 5

Total 15

GRAND TOTAL: 130

The 2013 year end Treasurer's Report is shown on the next page.

Please note that with regard to "Dues – New members & Renewals", the big difference is because the 2012 December Journal was late, so all fees associated were received in 2013. This year it was on time, so many people renewed this year.

The same rationale applies to the costs of producing the Journal.

Brian Wolfenden

**Thanks Brian, and Joan, for the
great job you do maintaining our records.**

CANADIAN AEROPHILATELIC SOCIETY TREASURER'S REPORT FOR THE YEARS ENDING 31 DEC 2012 AND 31 DEC 2013

	2012	2013
Opening Bank Balance	<u>10,543.93</u>	<u>21,462.30</u>
INCOME		
Accounts Receivable at Previous 31 Dec	<u>0.00</u>	<u>0.00</u>
Income Generated During the Year		
Dues – new members & Renewals	2,213.14	3,526.02
CAS Covers – sale of various philatelic covers	2,348.72	2,081.44
Other Sales – includes e.g. books, pins & advertising	0.00	27.00
Donations – from members	10,103.91	0.00
Bank Interest – chequing account	<u>0.00</u>	<u>0.00</u>
Income Generated and Received during the Year	14,665.77	5,634.46
Less Accounts Receivable at 31 Dec	<u>0.00</u>	<u>0.00</u>
Opening Bank Balance & Income Received During the Year	25,209.70	27,096.76
EXPENSES		
Accounts Payable/Outstanding Cheques at Previous 31 Dec	<u>0.00</u>	<u>0.00</u>
Expenses Incurred During the Year		
Dues & Advertising-other philatelic organizations	138.09	187.38
Philatelic Covers-costs e.g. covers, postage & envelopes	1,082.67	1,152.78
Office Supplies	90.67	124.10
Postage-such as for CAS journal, covers & books	697.96	1,318.93
Printing and Photocopying – such as journal and catalogue	1,514.88	2,396.48
Bank Charges-chequing account,cheques,deposit stamp	0.00	0.00
AAMS – publications & other books	67.00	42.71
Web Site	92.50	0.00
Videoing – D. Malott	0.00	321.65
Engraving – presentation plaques/donations	<u>63.63</u>	<u>213.80</u>
Expenses Incurred during the Year	<u>3,747.40</u>	<u>5,757.83</u>
Less Accounts Payable/Outstanding cheques at 31 Dec	<u>0.00</u>	<u>0.00</u>
Expenses Incurred in Previous and Current Years but paid in Current Year	<u>3,747.40</u>	<u>5,757.83</u>
Closing Bank Balance	<u>21,462.30</u>	<u>21,338.93</u>
FINANCIAL POSITION		
Accounts Receivable at 31 Dec	-	-
Accounts Payable at 31 Dec	-	-
Financial Position at 31 Dec	<u>21,462.30</u>	<u>21,338.93</u>

BRIAN WOLFENDEN
Treasurer - CAS

AEROPHILATELY 2014

September 12-14, 2014

American Philatelic Center, Bellefonte, Pennsylvania

*A special "Airmail Only" national philatelic exhibition,
American Philatelic Society approved with FIP Recognition and world-wide participation.*

~ and ~

8th Postal History Symposium

DEVELOPMENT AND OPERATIONS OF TRANS-OCEAN AIRMAIL SERVICES

*Sponsored by American Philatelic Society, American Philatelic Research Library
and Smithsonian National Postal Museum*

Details and Call for Papers on APS Website www.stamps.org

Deadline for Proposals: May 1, 2014

* * * * *

Exhibit Classes

- Class 1. Aerophilately
- Class 2. Astrophilately
- Class 3. Traditional, limited to airmail stamp issues only.
- Class 4. Airmail postal history
- Class 5. Thematic, limited to airmail, aviation or astro subjects.
- Class 6. Postal Stationery, limited to airmail postal stationery only
- Class 7. One frame exhibits of the above classes

All multi-frame exhibits (Classes 1 - 6) must be either 5 frames or 8 frames.

Aerophilately 2014 is an "all airmail" philatelic exhibition with FIP Recognition, It is the ideal aerophilatelic "proving ground" and FIP-advancement opportunity prior to the 2016 FIP World Stamp Exhibition in New York City.

Regulations and Entry Form available from:

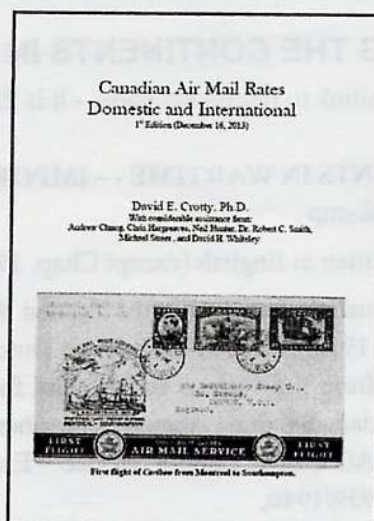
www.stamps.org or www.americanairmailssociety.org

Deadline for receipt of entry form: May 1, 2014

**Exhibition Hotel: Best Western Plus University Park Inn & Suites
115 Premiere Dr, State College PA 16801
(814) 234-8393 Rate: \$72.00 (APS rate)**

Book reservations directly; do not use "Central Reservations." Space is limited and reservations should be made as soon as possible.

A New Resource on Canadian Air Mail Rates



Canadian Air Mail Rates Domestic and International by David E. Crotty, Ph.D., with considerable assistance from: Andrew Chung, Chris Hargreaves, Neil Hunter, Dr. Robert C. Smith, Michael Street, and David H. Whiteley.

David Crotty has been working on a revised *Section 17 - Canadian Air Mail Rates, Domestic and International* for the next edition of the *Air Mails of Canada and Newfoundland*. This expands on the current section produced in 1995 by Trelle A. Morrow, which was based on the work of Ritch Toop, and reflects more recent research by Walter Plomish, George Arfken, David Whiteley and Robert Smith.

David comments in his introduction:

It is our good fortune that at least five major rate studies have been published in book form since that time. These, plus a number of focused articles from the philatelic press make light the task of preparing a rather complete update of what we know about Canadian letter air mail postage rates. The importance of these many works cannot be overstated. The authors also showed great willingness to help this writer when he became a bit confused by the complexities.

From the References list we have constructed a number of tables that specify the letter air mail postage rates for the first and second weight categories in most cases. The tables also show surface letter rates for comparison. An outline of the history of the times is included in the introduction of each section to help explain the rates. Details of this history can usually be found in the references cited.

A draft/first edition of this update has been posted on the website of the Yahoo Aerophilately Discussion Group. Everybody is invited to look at and consult this document, and to give feedback if you notice any typos, errors, or confusing passages.

The Yahoo Aerophilately Discussion Group is a moderated group, but membership is open to any user with a Yahoo address, and it's free. In order to join:

1. For any non-Yahoo user, please go to www.yahoo.com or www.yahoo.ca
 - Click "Sign Up" usually at the top right corner.
 - As you enter the required information, make sure that you enter your favorite email address as the "alternate email address". This will allow you to use your favorite email address for the group.
2. From your favorite email send an empty message to: aerophilately-subscribe@yahoogroups.com
 - Answer the automatic Yahoo message with your name. This helps screen out the spammers.
 - The moderator will approve you.
3. Once you are approved you can enter the group at: <https://groups.yahoo.com/neo/groups/aerophilately/info>

The document will also be posted on the CAS website once some technical issues are resolved.

This new document should develop into the prime reference on Canadian air mail rates.

Many thanks to David for leading the revision of AMCN Section 17.

NEWS AND LETTERS TO THE EDITOR

Reprint edition of "BRIDGING THE CONTINENTS IN WARTIME"

I have obtained the o.k. from Hans Aitink to reprint his book. - It is 227 pages in full color, exactly as the original book:

"BRIDGING THE CONTINENTS IN WARTIME -- IMPORTANT AIRMAIL ROUTES 1939-1945",
by Hans Aitink & Egbert Hovenkamp

Soft cover, 8½ x 11 format. Written in English (except Chap. 19, which is in Dutch & French).

This book details the major airmail routes during the Second World War period between 1939 and 1945. There are 19 chapters. Chapter 19 summarizes the book in Dutch, German & French, for speakers of those languages. Covers are shown from the various routes. The following is a summary of the major routes covered: KLM Service Amsterdam-Bandung August-September 1939,

Imperial Airways/BOAC/Qantas Empire Service – England-Australia, England-Africa & Hong Kong-Bangkok 1939/1940,

BOAC/Qantas Horseshoe Route – South Africa-Australia – June 1940-1942,

KNILM Service Java-Australia 1938-1942,

Tasman Empire Airways Ltd. (TEAL) Service – Sydney-Auckland 1940-1943,

Pan Am Transpacific, North Atlantic, Miami-Leopoldville & San Francisco-Hong Kong-Singapore
Clipper Service FAMs 14, 18 & 22, 1939-1945,

LATI Service – Italy-South America – 1939-1942

The price is US\$50.00 plus the following postage: U.S. addresses - \$4.00 media mail, Canada - \$13.00 first class, Other countries - \$14.25 1st class airmail or \$23.95 Global Priority Mail

For orders from the U.S. & Canada, please send a U.S.\$ check (drawn on a U.S. bank or U.S. branch of a bank), made payable to Ken Sanford, to: 613 Championship Drive, Oxford, CT 06478-3128

For orders from outside the U.S. & Canada, please pay by PayPal to kaerophil@gmail.com and add \$3.00 to cover the PayPal fee.

If anybody wants more details of the book's contents, just let me know.

Ken Sanford

EDITOR'S NOTE: Thanks to Ken for arranging this reprint. - I gather he has already sold about 30 copies.

New publications from CANAV Books

Dead Men Flying: Travelling with the Lost in Bomber Command James R. Stevens has produced a gem of a book getting right into the lives of several young men among Canada's 18,000 or so RCAF WWII fatalities. Solid biographical background on such fellows as Ross Nairn right from his boyhood. Then all about his training and operations. Includes personal correspondence for most of the men covered. A key collector's item for the serious RCAF WWII bibliophile, 86pp, hc, photos, biblio \$35.00

Voices from a Forgotten Tragedy: Trans-Canada Air Lines Flight 831 Page et al. An important book about the accident that took the lives of all 118 aboard TCA DC-8 CF-TJN, which crashed mysteriously near Mirabel in November 1963. Many photos/illustrations, but the real importance of this special book is its coverage of those on the ill-fated plane – each crew member and passenger is noted – why they were on board, quirky instances of fate, how some escaped by missing their flight, etc. Rarely has a crash been studied so interestingly. Families, first responders, investigators and others also are part of the in-depth research done by dedicated authors. 468pp, sc, photos. A key addition to Canada's aviation literature. \$35.00

The Noorduyn Norseman Volume 2 is also now available.

For details of shipping, and/or a full list of publications see www.canavbooks.com

Larry Milberry

Best wishes to Cheryl Ganz

I've received a press release from the Smithsonian National Postal Museum in Washington D.C. -

Dr. Cheryl R. Ganz, Chief Curator of Philately and lead curator of the William H. Gross Stamp Gallery, will retire at the end of February from the Smithsonian's National Postal Museum. Her retirement follows a decade (2005-2014) in which she transformed the vision for philately at the museum and set new international standards for museum postage stamp exhibits. "There will never, ever be another Cheryl," said Allen Kane, director of the museum.

The Smithsonian Institution grants emeritus status to exceptional employees, who have made significant and lasting contributions to the Smithsonian. Smithsonian Secretary Wayne Clough has recognized Ganz with the title Curator of Philately Emerita. She is the first National Postal Museum employee to receive this honor.

Ganz's exhibit strategy of selecting rare philatelic objects and framing them with strong narratives engages a variety of visitors. By organizing exhibits around the idea that "every stamp tells a story," her exhibits offer a fresh perspective of history and culture and make philately exciting, accessible and engaging for all visitors. Exhibitions, web stories and catalogs that she worked on include *Rarity Revealed: The Benjamin K. Miller Collection*; *Delivering Hope: FDR & Stamps of the Great Depression*; *Fire & Ice: Hindenburg and Titanic*; *Favorite Finds* and *Pacific Exchange: China & U.S. Mail*. As lead curator of the William H. Gross Stamp Gallery, Ganz developed the conceptual plan for the new gallery, incorporating input from over one hundred staff members and stakeholders. She led the museum curatorial, script and content teams in creating the world's largest postage stamp gallery. The gallery opened to rave reviews in September 2013.

Ganz received the Smithsonian Secretary's Research Award for the best research book of the year in 2011. Her scholarship previous to working at the museum, combined with museum outreach to various audiences via popular press, academic journals and philatelic publications, has positioned her as a preeminent philatelic researcher and author. Smithsonian Scholarly Press is currently preparing her latest book, *Every Stamp Tells a Story: The National Philatelic Collection*, for publication in 2014.

Cheryl is also a longstanding member of the Canadian Aerophilatelic Society. - Best wishes on your retirement Cheryl!

Depiction of Native People in the 1930's

From time to time there are comments about how Native Canadians were depicted on some of the First Flight cachets of the 1930's, such as the one to the right.

The Smithsonian has launched a new online exhibition exploring a similar topic:

"Indians at the Post Office: Native Themes in New Deal-Era Murals."

The exhibition features 27 murals in post offices across the country depicting American Indians.

During the New Deal-era, the U.S. Treasury Department's Section of Painting and Sculpture, in a non-relief effort, established a "48 states" art competition to commission artists to create public art in post offices. The competition resulted in the painting of 1,600 murals in post offices and federal buildings nationwide.

"Four hundred of these post office murals depict American Indians, and they will be the focus of this ongoing collaborative project of the National Postal Museum and the National Museum of the American Indian," said Allen Kane, director of the National Postal Museum. "We look forward to adding new images and stories every year."

The National Museum of the American Indian has closely examined 1,630 black-and-white images of these murals and sculptures provided by the U.S. Postal Service, which showed that of the 400 murals containing American Indians, only 24 were created by American Indians. Most of the artists participating in these visual stories were entirely unfamiliar with the region connected to the post office to which they were assigned, and most, unless they were a Native themselves, were unfamiliar with Indian culture.

"The long-range goal of the 'Indians at the Post Office: Native Themes in New Deal-Era Murals' online exhibition is to publish 21st-century critiques of the 400 murals to address both virtues and inaccuracies," said Kevin Gover, director of the National Museum of the American Indian.

The online exhibition can be viewed at <http://npm.si.edu/indiansatthepostoffice/>

For more information about the Smithsonian National Postal Museum please call (202) 633-1000 or visit the museum website at www.postalmuseum.si.edu



International Exhibiting

The latest news from Jim Taylor, the RPSC International Liaison Officer, is that:

MALAYSIA 2014, the World Youth Philatelic Exhibition, has changed its dates to December 1-6, 2014. It has also expanded to include two additional competitive classes:

- Adult Thematic Philately. (This class of philately is very popular in Southeast Asia and allows for a larger exhibition.)
- Adult Modern Philately of the 21st Century.

SINGAPORE 2015 is the 3rd World Stamp Exhibition to be held in the island state of Singapore. It is to be held in conjunction with Singapore's 50th Year of Independence. The dates of the show are August 14-19, 2015, but note that the dates for upcoming FIP Exhibition frequently get revised so always check the Exhibition websites to confirm the latest dates and information before booking travel and accommodation.

NEW YORK 2016 Newsletter number 1 of the Organizing Committee for the New York 2014 FIP World Philatelic Exhibition can be downloaded at <<http://www.ny2016.org/images/ny2016newsletters/2013-08-newsletter1.pdf>>. The five-page newsletter in colour identifies with colour photos the members of the Organizing Committee. *"The doors of the Jacob Javits Convention Center swing open at 10 AM on Saturday, May 28, 2016" according to Show President Wade Saadi, "on what could very well be the most celebrated gathering in philatelic history. We hope you plan to be there and check out nearly 300,000 square feet of the best philately has to offer!" "Thousands of exhibit frames featuring pages from the world's finest collections await your gaze.... Coming to learn? Hundreds of meetings, seminars and lectures are being planned on almost every subject imaginable about our great hobby."*

EXPONET: Canadian Exhibits - To see some examples of what other Canadian philatelic exhibitors are up to, try EXPONET the virtual stamp show web site: http://www.japhila.cz/hof/index_canada.htm

For more information about international exhibiting, see *The International Exhibitor Newsletter* produced by Jim Taylor. - To be added to the distribution list, contact Jim at miquelon@shaw.ca Please include your full name, city and one email address.

INTERNATIONAL FEDERATION OF AERO-PHILATELIC SOCIETIES
FEDERATION INTERNATIONALE DES SOCIÉTÉS AÉROPHILATELIQUES



FISA PRESIDENT MESSAGE FOR 2014

I would like to wish you all a Happy New Year, and thank you for making 2013 such a memorable year with the Congress in San Francisco. It was unfortunate that more people were unable to attend through injury and other reasons but one of the main things achieved at the Congress was our support of Aerophilately 2014 at the American Philatelic Center Bellefonte PA in the USA 12-14 September 2014. Therefore I hope that you will attend this exhibition as it will be worthy of your attendance. More details are available on our website fisa-web.com

FISA is a major supporter of this exhibition and it is unfortunate that non-competitive entries cannot be accepted. With that in mind FISA would like to be a major sponsor of a non-competitive exhibition at a venue somewhere in Europe in 2015 or 2016 such as was the case in Meyrin (Geneva) at the Congress in 2009. I am aware that the 2015 Congress is to be held in London during the FEPA exhibition there in May 2015 but I do not think that London would be the place at that time. If there is some member club or a group of clubs that would like to hold such an exhibition the FISA Board would like to hear from you as we will support you financially as well as physically. It does not have to be a complete non-competitive exhibition, as a combination would be just as welcome. Though there are a lot of fine aero/astro exhibits being shown, there is a lot of interesting and important material not being displayed as some collectors do not wish to either compete or follow the exhibiting rules. Remember we exist to mainly support the collection of aero and astro material and it would be good for it to be shown to a group of interested people as some of the ancillary items (that you cannot exhibit) are more attractive than the actual exhibited items.

I wish you all a happy new year and prosperous 2014 and hope to see you at Philakorea 2014 in Seoul and/or Balpex Malmo in August or Bellefonte in September.

Ross A L Wood, FISA President

CORVETTE COVERS



CORVETTE No 4 F-BUOP
TRAVERSEE de L'ATLANTIQUE NORD
St-Nazaire (France) - Oklahoma City (USA)

VIA - STORNOWAY (Ecosse) - KEFLAVIK (Iceland)
SONDRESTROM (Greenland) - GOOSE BAY (Canada)
MONTREAL (Canada) - Windsor (Canada)

Postmarked MONTOR DE BRETAGNE LOIRE ATL 25-5-1974
Addressed to POSTE RESTANTE 73008 OKLAHOMA

CORVETTE No 13 F-BVPD
PRESENTATION en ASIE du SUD-EST

Voyage ALLER
SAINT NAZAIRE - DJAKARTA

Postmarked MONTOR DE BRETAGNE LOIRE ATL 28-2-1975
Addressed to POSTE RESTANTE DJAKARTA - INDONESIE

The cover on the front page of this journal is from:

CORVETTE No 13 F-BVPD PRESENTATION au CANADA Ottawa -> Vancouver
Postmarked OTTAWA 11 VI 1975 Addressed to POSTE RESTANTE VANCOUVER - CANADA

Many thanks to HERBERT LEALMAN for sending me copies of these covers. They are from tours of the Aerospatiale Corvette: a 12 seater corporate jet:



Although the Corvette was designed as a versatile aircraft, and made sales tours around the world, it was not a commercial success, as only 40 aircraft were sold. (<http://www.airliners.net/aircraft-data/stats.main?id=13>)

At present *The Air Mails of Canada and Newfoundland* only lists a Montreal - Vancouver cover from the June 1975 demonstration flight. (#7517). If anybody has additional covers flown to, within, or from Canada by the Corvette; or any additional information regarding the Corvette flights, please send me details.

Revisions to *The Air Mails of Canada and Newfoundland*.

Dick McIntosh has completed a major revision of Section 5: **GOVERNMENT AND OTHER AIRMAIL COVERS OF CANADA, including First Flight Covers, Historical Flight Covers, Airport Dedication Covers, and Commemorative Flight Covers.**

He is now looking for people to help with a Peer Review, with particular emphasis on adding unlisted covers. He would also like comments about the values currently given for covers in AMCN, and suggestions for revised values in AMCN2.

For a Draft copy of the revised Section 5 to review, please contact Dick McIntosh at mcintosh47@sympatico.ca or write to Dick at: 3 Concorde Place #205, Toronto, Ontario M3C 3K7

NEW ZEALAND PICTURE AND PRIVATE POSTAGE STAMPS

Alan Tunnicliffe, Editor - New Zealand Air Mail News

As a follow-up to the article in the March 2013 issue of the journal about the Air Canada Hockey and other Picture Postage stamps, Chris has asked me to comment on the analogous situation in New Zealand. Here we have not only the official Government issuer of postage stamps, NZ Post, but also several other privately owned postal operators who are allowed, if they wish, to issue their own postage stamps. Our situation is therefore more complicated than in Canada. In 2001 NZ Post began issuing a type of ordinary postage stamp called "personalised". These replaced earlier greetings stamps where the design contained messages such as "Happy Birthday". The new personalised stamps were issued in sets with various appropriate designs for use for birthdays; weddings, etc. In conjunction with these personalised stamps NZ Post offered a service (for an extra fee) for customers who wished to have a photo of their choice printed on a tab or label (like the perforated selvage). See fig 1.



Fig 1. Example of a personalised stamp with a customer's image on the tab

In early 2004 NZ Post began to print for customers (at a fee over and above the postage price) what were then known as Personalised Advertising Labels. These were later called Customised Advertising Labels and are now called Personalised Postage Labels. See fig 2.



Fig 2. Example of a 2006 Personalised Postage Label

As can be seen from the illustration, Personalised Postage Labels differ from ordinary postage stamps issued by NZ Post, in that they do not have on them the words "New Zealand" nor do they carry the official identifying symbol of a fern leaf. Instead they have in the value panel at right the NZ Post logo. If the ordering customer of a label is for example a philatelic exhibition, then they will be available for purchase but if the customer is a business then they will be used on mail sent out by that business. NZ Post does sell these labels to collectors but only in packs available each January containing all of the labels they have printed for customers in the previous calendar year.

Most catalogues (e.g. Scott and Stanley Gibbons) do not list these labels but they are listed in the Campbell Paterson catalogue (a specialised catalogue of New Zealand stamps).

For the past 16 years (since 1 April 1998) private postal operators have been able to legally deliver letter mail in NZ in competition with NZ Post and to issue their own postage stamps and prepaid postal stationery. Over that time there have been more than 40 registered postal operators come and go, a few of whom have issued stamps. Four companies still operate and issue stamps. These stamps may be similar to NZ Post stamp issues and, for example, depict scenes of various places in New Zealand. However, some of these private stamp issues have been printed on behalf of customers for advertising purposes and thus are similar to the Personalised Postage Labels of NZ Post. There have been many hundreds of different stamps issued by the private postal operators during this period. There have been a few publications listing some of these stamps written by collectors but there is no comprehensive catalogue published so far. See fig 3.

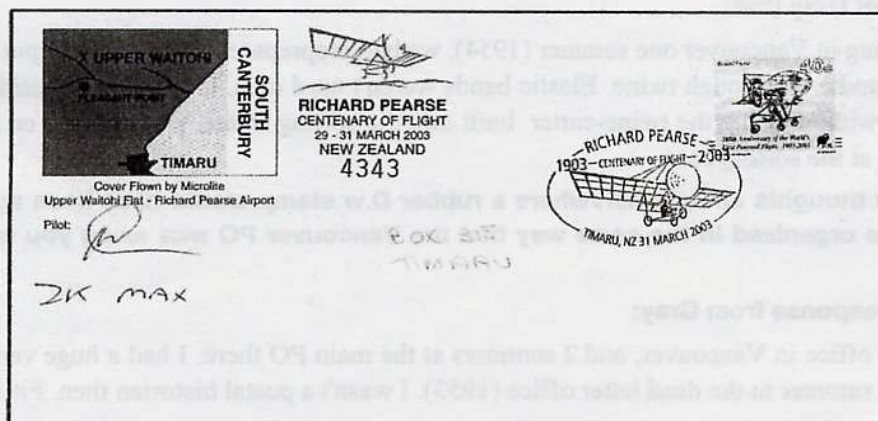
NEW ZEALAND PICTURE AND PRIVATE POSTAGE STAMPS by Alan Tunncliffe continued:

Fig 3. Example of a private postage stamp issued in 2004 by Fastway Post New Zealand Ltd.

The four private postal operators who currently issue stamps have commercial agreements with NZ Post whereby NZ Post delivers the mail on behalf of the private operators, although one of these companies, DX Mail, does also operate its own private delivery system in several cities.

Private stamps may be used on mail going overseas, whereas the Personalised Postage labels of NZ Post are not supposed to be used on international mail (although this sometimes happens). To further complicate the situation in my country, there is a company, International Mail NZ Ltd, which sell stamps throughout the nation specially for posting overseas postcards and letters, aimed at tourists. This company has its own posting boxes where their stamps are sold and this mail gets sent to an overseas country (such as Singapore) for processing and forwarding on to its destination. These stamps are mainly scenic in design. This same company also has a branch in UK which issues similar stamps there but there the mail can be posted into Royal Mail posting boxes.

Alan Tunncliffe



Cover flown by Microlite to commemorate the Centenary of Flight by Richard Pearse, 2003
The cover is franked with a 40 cent stamp produced by Black Sheep Stamps

Thanks Alan

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The Vancouver Post Office building opened in 1910. This photograph was taken in 1937.
The Post Office moved to another building in 1958. This building is now part of the Sinclair Centre, an upscale shopping mall.

HOW MAIL WAS PROCESSED IN THE 1950s

Gray Scrimgeour

Editor's Note: During the enquiry into covers with a D.w. handstamp, I commented to Gray that, "a couple of people have suggested that the scarcity of D.w. covers can be explained by the D.w. stamp being used on the top envelope of a bunch of envelopes that were tied together with an elastic band or equivalent".

I received a very useful note from Gray that:

When I worked in the PO sorting in Vancouver one summer (1954), we had preprepared facing slips to put on the top of bundles, and tied the bundle with rough twine. Elastic bands weren't used then. One learned quickly how to break the twine after tying without using the twine-cutter built into the sorting frame. [Pull it back on itself.] No rubber stamps of any kind at the sorting case.

I then asked Gray if he had any thoughts about when/where a rubber D.w stamp would have been applied, if the Winnipeg Post Office was organized in the same way that the Vancouver PO was when you worked there in 1954?

I received this very interesting response from Gray:

I spent 2 Christmases at a sub office in Vancouver, and 2 summers at the main PO there. I had a huge variety of jobs assigned, including a full summer in the dead letter office (1953). I wasn't a postal historian then. Pity, as I'd have tried to remember more.

The early 1930s and the early 1950s would have had a lot of similarities. The regimentation attitude was still there when I was working. A supervisor (who was ex-military) standing behind primary sortation workers on the sorting floor. We stood at attention when there was no work. The unions had not been able to change the atmosphere up to that point. Many workers were still parttime (that way the PO didn't have to pay benefits). Hourly payment but regular employment.

In 1954, I did about everything. First 4 weeks in the accounting office, 2 or 3 weeks in the bag room (opening supposedly empty mail bags check for any contents and then to stack them neatly). We always found leftover mail -- some times even registered. We were stacking the extra bags in July to get them ready for Christmas use. My elbows had scabs by the first week -pushing bags open to look inside. Final job: 3 weeks running the printing office (using a Gestetner to run off the near-daily mailings to postmasters, stuffing their envelopes at 4 pm, and

Continued

HOW MAIL WAS PROCESSED IN THE 1950s by Gray Scrimgeour continued:

getting them in the day's mail). And the rest of the time on the sorting floor. Often the primary sortation, standing at a metal table and facing envelopes for the machine cancellers. There was a left-moving conveyer belt. We'd turn envelopes so that the address was facing us, upside down. Drop them into the correct slot on the table onto the belt. I think there were 3 slots: local, out-of-town, and airmail. I think foreign mail and any registered or outsized mail went onto a shelf right above the table. This was a very mechanical job. Mail bags started coming in heavily about 5 pm, after the street boxes were cleared. We worked 4 or 4:30 to midnight -- the heavy mail time. Afternoon shift. For some weeks, I was assigned to a sortation -- I got the Montreal B&F case: British and foreign letters to be sent via Montreal. Probably the top of the heap of sorting jobs. My case had a variety of European countries and British counties as the slots. At a certain time, I had to close sorting, bundle each slot's letters, and they'd be picked up for air transport to Montreal. Each bundle had a facing slip included on top, and then I tied the bundle with a cross of fibrous twine. I think a man with a cart came by and picked up all my bundles. Then I'd start sorting any more letters for the next clearance -- next day (perhaps done by the morning shift). I didn't have any rubber stamps or pad. Someone else dated the facing slips as I recall, after they were on the bundles. For the life of me, I can't remember who or where. He'd have had a battery of rubber stamps, though. That's one job I didn't ever have -- using the rubber stamps. [I remember one DLO envelope I sent out in 1953 lacked a full address. The dispatcher with the rubber stamps used all he could on it -- filled the front and back of the ambulance envelope with marks, for fun. Pete Wiedeman has this envelope in DLO his collection. Every possible mark under the sun for BC. I saved it aside when I replaced it with an ambulance env. with a full address.] Air mail went into blue bags eventually -- but I don't remember who put them there. I should, but can't. As part of my work in the bag room, I had to go up the freight elevator with a cart to each sorting floor and pick up all the used and supposedly empty mail bags. That part of the job got me everywhere in the PO except to the top floor, the PM's offices. I think there was a separate area that dealt with all air mail, an area for local mail, and a large area for domestic mail. Certainly reg'd mail was kept well apart from all regular mail. It was supposed to be mailed at a separate wicket on the main floor (most sorting was on 2), and both that reg'd mail and other reg'd mail from other offices would be fully segregated from regular mail. I think I picked up bags from all areas, including registration -- one of the few employees allowed access to the whole sorting area.

The possible use of the Dw handstamp: If the handstamp were in the Winnipeg office, I would guess that the clerk who had this handstamp was not a primary or secondary sorter, but one who looked after perhaps all westbound airmail or all airmail. Perhaps someone who handled bundled mail, not individual letters. Applying a handstamp takes time, and the PO didn't like any wasted time. Sorting was to be done as quickly as possible. Even if one piled up unused time at the end of the letter sorting. Rush, rush, rush... to then stand still (at attention, no loud talking, no washroom breaks, etc.)

Sorry if this meanders a lot. But maybe it'll give you an idea of the organization of the sorting process, and its rapidity.

Best, Gray

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EDITOR'S NOTE: The mystery of the D.w. covers continues to generate more responses than any other topic in this journal. I am therefore including an extended article in this issue, to bring the published debate "up to date" with the correspondence I've received.

UPDATE ON THE "D.w." COVERS - Part 2

Chris Hargreaves



Figure 1 - Cover #26. Postmarked WINNIPEG FEB 2 1931. Addressed to Rose Valley, Saskatchewan.
(Numbers refer to a specific cover, and remain constant from article to article.)

What does "D.w." stand for?

Who applied the handstamp? When? Where? Why?

Many thanks to everybody who responded to part 1 of this update in the September 2013 Canadian Aerophilatelist. - That update, and a summary of the earlier articles, have been posted on our website at www.aerophilately.ca for easy reference.

There is still no consensus as to the purpose of the D.w. handstamp! In this article, I am going to present additional covers and suggestions I have received. I am still hoping that as more information is available, somebody will have an idea or memory that provides the solution to the mystery.



Figure 2 - Cover #27.

Postmarked HAMILTON ONT JUL 3 31 Typed Endorsement ACROSS CANADA AIR TOUR
Addressed to Revelstoke Y.M.C.A., B.C.

Two line handstamp INSUFFICIENTLY PREPAID
and charged 2 cents Postage Due. (The basic Canadian air mail rate had increased to 6 cents on July 1st 1931.)
Feint D.w. handstamp applied over typed endorsement.

Cover 27 is from Dick McIntosh, and illustrates two of the basic questions regarding the D.w. handstamp:

- if it was a collector's mark, why was it applied over the endorsement?
- if it was a Post Office marking, why wasn't its purpose stated, as with the INSUFFICIENTLY PREPAID handstamp?

Continued

UPDATE ON THE "D.W." COVERS - Part 2 by Chris Hargreaves continued:**Figure 3 - Cover #28.**

Postmarked WINNIPEG MAR 27 1932. Addressed to Vancouver, B.C.

This is the latest recorded cover with a D.w. handstamp - so far.

**Figure 4 - Cover #29.**

Postmarked WINNIPEG FEB 16 1931. Addressed to Vancouver, B.C.

Cover #29 is from Gray Scrimgeour, who also commented on one of the other basic questions regarding covers with a D.w. handstamp: how come some covers on a particular flight or day received a D.w. handstamp, while other covers to a similar destination on the same flight or day didn't?

Gray is one of several people who have suggested that covers were often bundled together, and that the D.w. handstamp was applied to the top cover in the bundle, or to a facing slip on the top of the bundle.

Gray's suggestion draws on the fact that he had some experience working in a major Post Office in the 1950's. - An article describing his experiences is included earlier in this issue.

Of note for this enquiry, is that when Gray was working at a sorting table, (and putting lots of letters into bundles), he never used any rubber stamps. So if the Winnipeg Post Office in the 1930's operated like the Vancouver Post Office in the 1950's, (which seems highly likely), at what stage in mail processing would a D.w. handstamp have been applied?

Continued

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UPDATE ON THE "D.W." COVERS - Part 2 by Chris Hargreaves continued:**Figure 5 - Cover #30.****Postmarked WINNIPEG FEB 23 1932. Addressed to Victoria, British Columbia**

Although there are still many unanswered questions regarding the D.w. covers, the enquiry is definitely making progress!

Cover #30 is from *Air Mails of Canada, 1925 - 1939* by George Arfken and Walter Plomish. This book was published in 2000, and describes the cover as:

the new 6c rate was properly paid with a 6c Scott C3. Posted in Winnipeg on February 23, 1932, the cover went by air to Pembina and Chicago, CAM 8. The cover then went by air to Salt Lake City, CAM 18, and to Seattle, CAM 5. Air service to Vancouver and Victoria at this time is uncertain. The alternatives were train and ship. Trelle Morrow has suggested that the strange boxed D.w. handstamp is the monogram of a certain collector whose last name began with a D and whose first name began with a W. About a dozen of these D.w. covers have been noted.¹

- 30 of these D.w. covers have now been noted.
- the collector "whose last name began with a D and whose first name began with a W" was named by Trelle as W.C. Diment.² - W.C. Diment has turned out to be a minor figure in this enquiry. He is only linked to one of the 30 covers, and Barry Countryman established that he used the name Charles.³
- The consensus of opinion in correspondence I have received recently, is that the D.w. handstamp is probably a Post Office marking, not a collector's mark. - In addition to Don Amos's original concern about why a collector or dealer would apply a handstamp over a stamp when there was lots of open space on a cover, (referring to Cover #2 - Figure 6); the D.w. handstamp has only been found on Air Mail covers that passed through Winnipeg during the period March 1st 1930 to March 31st 1932 when the Prairie Air Mail service was operating. It is also only found on covers to the Prairie provinces and B.C., but occurs on covers to a variety of addresses within these Provinces. This pattern of use is much more likely to have occurred if the D.w. handstamp was applied in the Winnipeg Post Office, than if it was a private collector's mark.
- the D.w. handstamp has not been found on any covers addressed to the U.S.A. or eastern Canada. This indicates that cover #30 did not travel from Winnipeg by air to Pembina and Chicago, but flew from Winnipeg to Calgary on the Prairie Air Mail Service, and then continued to B.C. by train.

Continued

¹ *Air Mails of Canada, 1925 - 1939* by George Arfken and Walter Plomish, is an excellent book, notwithstanding its write up of this cover. It describes the development of international air mail services from Canada, with a lot of information about routes and postal rates. The book has 12 chapters, each looking at a different region, and about 200 illustrations of covers in "black and white". - It is still available from the British North America Philatelic Society, www.bnaps.org

² *BNAPS Air Mail Study Group Newsletter*, December 1994, p.3.

³ *The Canadian Aerophilatelist*, September 2013, p.24.

UPDATE ON THE "D.W." COVERS - Part 2 by Chris Hargreaves continued:

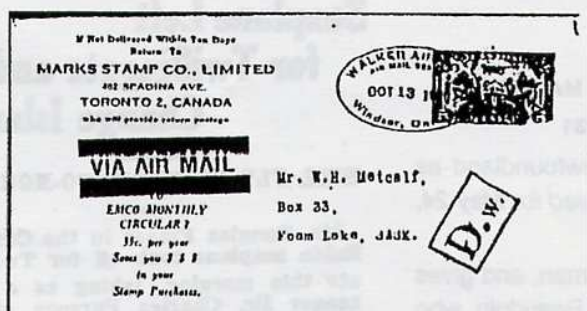


Figure 6 - Cover #2

However, while D.W. seems to have been a Post Office marking, there are still questions as to what it stood for, and what it indicated?

Don Amos suggested it stood for "Delayed weather", and several of the covers (like #26) are from the Winnipeg - Pembina First Flight. This was scheduled for February 2nd 1931, but was delayed by fog until February 3rd. However, the D.W. handstamp has only been found on covers which returned to Winnipeg with incoming mail from the U.S.A., and were addressed within the Prairie provinces.

Barry Countryman has researched some of the other covers with the D.W. handstamp:



Backstamp: Foam Lake OC 17, 1930

Figure 7 - Cover #3

Cancelled Walker Airport, Windsor, Ontario OCT 13 1930

- COVER 5: (Foam Lake, Sask., Oct. 17/30 backstamp) A blizzard hit Saskatchewan and Alberta Oct. 15-16 and was headed towards Manitoba. Air travel was suspended and many trains were delayed.

(See Figure 8.)

Continued

BLIZZARD PILES UP SNOW TWENTY FT. DEEP IN WEST

Air Travel is Suspended and Many Trains Are Delayed

MERCURY DIPS TO LOW LEVELS ON PRAIRIES

Millions of Bushels of Grain Lying Unthreshed in Alberta Fields

Suspension of air travel and a holding up of train services, resulted from an unprecedented October blizzard over the prairie west, which only today abated and beat its way northward to the region of the Hudson Bay.

Millions of bushels of wheat, stacked for threshing, were buried by snowfall in northern Saskatchewan and Alberta. Street cars rolled along fairly regularly after a two-day battle with the covered rails, and in northern Saskatchewan drifts of 20 feet height had piled up along the right-of-way of the rail tracks. Two feet of snow fell in Prince Albert, with nearly a foot and-a-half in Saskatoon and Regina.

Trains Held Up

A snowed-in freight on the C.P.R. line, 29 miles west of Saskatoon, delayed two passenger trains, Number 82 from Edmonton to Winnipeg and Number 51 from Winnipeg to Edmonton.

Railway officials report the storm as one of the most severe in the recollection of old-timers of the West. Number 1, westbound, and Number 2, eastbound, Canadian National railway trains, are held up at Palo, west of Biggar, Sask., by a freight train in a snowdrift. Both are 12 hours late. The freight is snowbound between the passenger trains.

Air mail service was tied up by the blizzard and dangerous flying conditions.

Figure 8. - The Winnipeg Evening Tribune October 17th 1930

UPDATE ON THE "D.W." COVERS - Part 2 by Chris Hargreaves continued:



Figure 9 - Cover #11 Postmarked FRIEDRICHSHAFEN 15.08.1931
Cachet: MIT LUFTSCHIFF GRAF ZEPPELIN BEFORDERT
Addressed to Prince Albert, Sask., Canada

Further research by Barry Countryman:

- COVER 11: The "Graf Zeppelin" was in Munster, Germany on Aug. 16/31, then returned to base the next day. I believe that the Prince Albert date slugs are misplaced. The backstamp - should read Aug. 28. Ice forced the Winnipeg-Regina-Moose Jaw plane to land Aug. 27 in Manitoba. Bad weather also kept the Winnipeg-Moose Jaw plane in Manitoba the day before. (See Figure 10.) A deadly tornado struck Estevan and southeast Saskatchewan Aug. 26 evening.



Figure 11 - Cover #13 Postmarked ST. JOHNS, N.F.L.D. MAY 24 1931
Backstamped in MOOSE JAW on June 5th 1931

This cover is listed in the Air Mails of Canada and Newfoundland as Newfoundland FF-42, with a note: *This flight was scheduled for May 24, but was held until May 26.*

The clipping to the right was sent to me by Barry Countryman, and gives no indication that the flight was likely to be delayed. - Bill Beaudoin, who sent me the cover, included a comment that "Newfoundland Air Mails" by C.H.C. Harmer did not give a reason for the delay.

Regarding the end of the cover's journey, Barry commented:

- COVER 13: "Don't know why "D.w." was applied. Prairie weather was fine."

The cover would have been flown from Winnipeg to Moose Jaw, and then continued by rail to Estevan.

I also received a comment from Bob Dyer that, "This is the first Newfie cover I recall seeing with the "D.w." " - Bob edits "The Newfie newsletter", produced by the Newfoundland Study Group of the British North America Philatelic Society, and is also the current President of BNAPS.

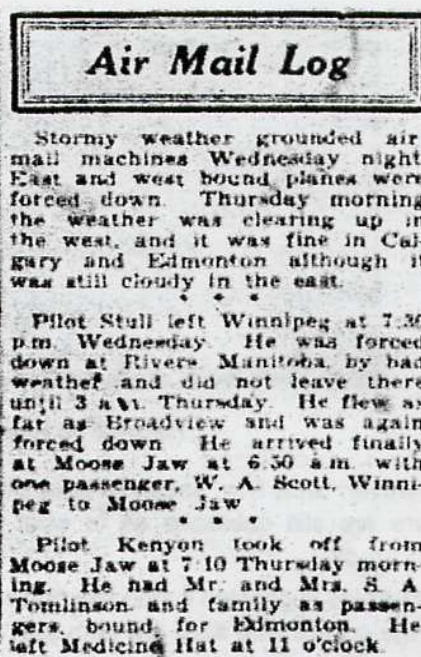


Figure 10 - The Leader-Post, Regina
August 27th 1931, page 3.

Seaplane Left for Twillingate and Change Islands

WILL FLY TO BURIN TO-MORROW

Mr. Douglas Fraser in the Curtiss-Robin seaplane took off for Twillingate this morning, taking as a passenger Dr. Charles Parsons of the Notre Dame Bay Hospital. Mr. Fraser will land in the vicinity of Change Islands in the hope of finding or securing some information of Varrick Frissell's dog. To-morrow Mr. Fraser expects to fly to Burin with Mr. G. A. Bartlett and his bride. The postal authorities have arranged to dispatch a letter air mail to Burin. The plane will make the return trip to-morrow night.

Figure 12 - The Evening Telegram,
St. John's, Newfoundland,
Saturday May 23rd, 1931.

Continued

UPDATE ON THE "D.W." COVERS - Part 2 by Chris Hargreaves continued:

Barry also looked at Cover 4 (Figure 13), which is a First Flight Cover postmarked SISCOE on October 28th 1930, and addressed to *Grande Prairie, Manitoba*. He commented that:

- ☐ The Prairie air routes had excellent weather for at least the first five days of November.
- ☐ Grande Prairie was less than 20 miles from Winnipeg. (See map below.)



* indicates Grande Prairie.

Since the airmail route to Winnipeg via Pembina did not open to February 1931, this means that Cover 4 would have arrived in Winnipeg by train, received the D.w. handstamp, and then continued by train to Grande Prairie.

Covers 7 and 8, (Figures 14 and 15), were also from the Amos - Siscoe first flights, and would have arrived in Winnipeg with Cover 4. They also received a D.w. handstamp, and probably also continued from Winnipeg by train, as Oak Lake is inbetween Winnipeg and Regina: 264 kms west of Winnipeg, but 310 kms east of Regina.



A indicates OAK LAKE

However, the cover in Figure 16 is also from the Amos - Siscoe First Flight, so would have arrived in Winnipeg with Cover 7. It is addressed to A.B. Stuart in Estevan, as was Cover #13, and backstamped MOOSE JAW NOV 4 1930 which indicates it was flown from Winnipeg. But whereas Cover #13 to Estevan received a D.w. handstamp, Figure 16 to Estevan didn't, even though covers 4, 7 and 8 which arrived in Winnipeg at the same time did!

One possible explanation, is that all the covers from the Amos - Siscoe First Flights flew from Montreal via Toronto, Windsor and Chicago to Minneapolis, and then continued to Winnipeg in an "Air Mail bag". The D.w. handstamp might then have been applied before further sorting. However, the D.w. handstamp is also found on some covers that originated in Winnipeg, (e.g. Covers 26, 28, 29, 30), so at what stage of mail handling was it applied? And why?



Figure 13 - Cover #4



Figure 14 - Cover #7
Addressed to Oak Lake, Manitoba



Figure 15 - Cover #8
Addressed to Oak Lake, Manitoba



Figure 16

Continued

UPDATE ON THE "D.W." COVERS - Part 2 by Chris Hargreaves continued:

A number of people have made comments about the enquiry, and/or suggested alternative explanations as to what "D.w." stood for, either in writing or in discussions. - These comments and suggestions are summarized below, and hopefully will encourage more people to send in suggestions.

Normally I am careful to give credit for a contribution to the individual who makes it. In this case, however, I am also including comments and questions raised in discussions about some of the suggestions, as I hope these comments will stimulate more ideas.

I have therefore not attributed the individual comments below, as I don't want anybody to feel "criticized", or to hesitate about sending in a novel idea in the future.

- ◆ Maybe D.w. stood for *Diverted westbound* ?
- ◆ or *Destination west* ?
- ◆ or *Dispatched Winnipeg* ?
- ◆ Since the 'w' is lower case, 'D.w' more likely means 'Delayed (by) weather' then 'Delayed (at) Winnipeg'. I think that it would be upper case if it meant Winnipeg.
- ◆ I believe that the mark was only used at one specific post office (possibly Winnipeg), and was for INTERNAL use only to indicate special handling i.e. Delayed weather, Delayed work, Delayed waybill etc., and that the term was understood by all local staff.
- ◆ Last Saturday at brunch, some of us had a discussion re: "D.w.". We did not come to any satisfactory answers, but one fact came up that there was no correspondence out of Winnipeg going East. One thought was that "D.w." stood for Destination west. Perhaps a capital "w" was not available?
- ◆ Both "weather" and "Winnipeg" start with a "W". Could it be that the Winnipeg P.O. did not want the blame for delay placed on them when mail was delayed by weather, and so deemed it necessary to use a small "w" when the delay was due to weather? Had the delay been the fault of the Winnipeg P.O. a capital W would have been used as all cities begin with a capital letter.
- ◆ Would the postal chiefs in such places as Winnipeg, Calgary and Edmonton be somewhat autonomous in what they used as "stamps"? Might one postmaster save ink by using an abbreviation in a handstamp, while another used a text message?
- ◆ if "D.w." is a Post Office handstamp, did it comply with U.P.U. regulations?
- ◆ D.w. covers are scarce. - I've been watching for more D.w. covers but no luck so far.
- ◆ "While doing some eBaying last evening I came across an interesting lot." (See Figure 17.) "It struck me that although the font of the 'Air Mail' handstamp on it is different from that of the 'D.w.'s, the vertical size, line thickness and ink colour are very similar. My understanding is that this 'Air Mail' handstamp was a post office issue. If correct, could that be a link between the two?"



Figure 17

After seeing the eBay illustration I bought this cover to examine it. - The "Air Mail" handstamp does indeed look very similar to the D.w. handstamp. I have a number of other covers with the boxed Air Mail handstamp, and hadn't thought about a similarity to the D.w. handstamp before. Then again, Murray Heifetz researched both handstamps, and never suggested a connection either. The 'Air Mail' handstamp was indeed a post office marking, but Murray thought the handstamps may have been produced locally, rather than "issued from Ottawa".⁴

⁴ Murray's research on *The "Boxed" Air Mail Hand Stamp* is posted on the CAS website at www.aerophilately.ca

UPDATE ON THE "D.W." COVERS - Part 2 by Chris Hargreaves continued:

- ◆ "My guess is that the D.w. handstamp was applied in the Winnipeg post office. It was possibly applied to the top cover in each bundle of airmail dispatched westbound."
- ◆ The only reason why mail is sent by air, is to speed it up. If flights are delayed there is little difference with rail transport which is cheaper. Flying in those years was still largely by Visual Flight Rules, and any kind of bad weather would delay the plane taking off. In order to stop an avalanche of complaints about slow delivery of airmail, the Winnipeg post office put on this handstamp, basically saying "Not our fault". I believe the D. w. stands for " Delayed. weather."

An article about the "D.w." covers was also published in the BNAPS journal, BNATopics.

This has worked out very well, as aerophilatelists have generally assumed the marking was related to air mail service and the flight. However, a couple of readers from the BNAPS community have focussed on other issues, particularly the railway mail service:

- ◆ The D.w. article sparked my interest as I collect Alberta related flight material. While I do not have any "D.w." covers on hand, I strongly support the notion it is a Winnipeg post office marking and related to the first Prairie Flights. This is mainly because the dates that "D.w." markings are found neatly fit the start and end dates of the Prairie Flights; which began on March 3rd 1930 and were terminated on March 30th 1932.

I collect commercial covers on these routes, on the Alberta legs. There were two changes that effected the Alberta legs. On January 15th 1931 Lethbridge was added to the Winnipeg - Calgary route. On July 1st 1931 the route from Winnipeg to Calgary was extended to Edmonton; and at the same time the Regina, Saskatoon, North Battleford, Edmonton route was terminated. However throughout the 1930 - 1932 period, there were very many adjustments to the times schedules. These schedules are now available online via the Monthly Postal Guide Supplements for the dates in question.

I suspect the many changes in the schedules were in part due to ease the burden on the carrier; but also to better match the train schedules. While the first Prairie Flights were in operation a person could send a letter airmail to eastern Canada at 5 or 6 cents, but the letter still had to be carried by train east of Winnipeg to Ontario.

My suspicions are that the "D.w." marking was used by the Winnipeg PO for bundled mail related to meeting a schedule and thus putting a priority on the bundle. The fact that the "D.w." has been found on facing slips tends to support such a notion, but it is pure supposition. I don't know what the initials may mean but it may have been coded on purpose. It seems that this Prairie Air scheme was not a paying proposition. Matching the train plane schedules with the plane schedule was a bit of a challenge and perhaps the post office did not want to advertise the misses. Delayed or Detained at Winnipeg comes to mind, both of which are negative in the promotion of the air service so why spell it out? Regardless it is a most interesting aspect of this period.

An earlier comment also mentioned "fault". Perhaps the handstamp was intended to tell postal employees in Regina, Calgary, etc. that the slow delivery was the railway's fault, and that the mail had missed a connection in Winnipeg because the train was late arriving in Winnipeg? But if so, why is it found on covers that originated in Winnipeg?

- ◆ might D.w. mean "Day (train) west"? Perhaps it indicates that once the covers reached Winnipeg, they were being sent to their destinations further west by train and not by air.
- ◆ could air mail out of Winnipeg have been sent (infrequently) by train for whatever reason? I recall seeing somewhere, not in Canada but in the USA I think, that some railway post offices used the initials dw to mean day train west, dn to mean day train north, etc.

I asked a friend who is a railway-philatelist to look into the use of "Dw" for me. He replied:

- ◆ I am unable to find any references to DW in the Railway Study Group news letters. The word DOWN is used on some cancels but usually it's just N or S or E and W. Good luck with your research - we have our own mysteries involving strange sets of letters showing up on covers.

Continued

UPDATE ON THE "D.W." COVERS - Part 2 by Chris Hargreaves continued:

I also received some other suggestions, which may hold a key to the mystery:

- ◆ Having spent many years planning aircraft baggage, cargo and mail loading, and weight and balance, I am acutely aware of the importance of the weight of things stuffed into aircraft. I would think that those handling air mail in the post offices would have been briefed on the importance of the accurate recording of the weights of any mail they submitted for carriage by air. As postal employees processed the mail, and I know nothing of the processes followed in those 1930s post offices, there would at some point have been a requirement to accurately keep a record of the mail accumulating for the airport. Could it have been possible that letters were organized in bundles of a certain weight? Is it possible that the top letter in each bundle was stamped d.W. to indicate that the weight of that bundle has been recorded in a total? Could the 'w' have stood for weight? Could the D. have stood for daybook or diary or
- ◆ I have a suggestion to make by analogy to practice in the UK. The UK post office had a wide variety of marks that are generically known as inspectors marks. They are often strange symbols or one or two letters within a frame. The frame could be circular, oval, rectangular etc. These were applied by an inspector in the post office and authorised the treatment of the letter in some way. Often each inspector had his own distinctive mark. Maybe the handstamp is the mark of an inspector in the Winnipeg office.

The suggestion of an Inspector's mark revisits one of the earlier lines of enquiry. The concern at that time, was what sort of post office employee would apply their handstamp over special instructions, as on Covers #26 and 27; or a postmark as on Cover #9 (Figure 18.)

However, the letter below also revisited an "old" question: how many handstamps were there?

- ◆ The more I look at the covers in Topics, the more I see different stamps.

Look at Cover 5, both parts of the D have a surge or extension.

Cover 6 the D has a serious indent in the upright and the w appears as separate strokes

Cover 3 & 4 the right hand stroke of the w appear different

BUT clearly the "surge around the periods appear to move around within each box. Some are to the left say 10 o'clock (Cover 4), some 11 (Cover 7), some 12 (Cover 3), some none or very little (Cover 3),

Even the boxes are different. Cover 1 missing a junction in lower right, Cover 2 is overly fat at that same place, Cover 3 the lines are overly thick, Cover 7 lines appear flexible, Cover 5 the upper right is bent out. Cover 8 an extra line appears.

Interesting to note that Cover 10 & 11 appear identical, bent out top right and amiss in bottom right.

I wonder about a "homemade" kit type device. I remember as a young boy ('40's) we had a rubber type set we could "manufacture" our own rubber stamps. Tweezers fit the individual letters into a wooden holder. My best guess it is a homemade personalized stamp. Any professionally done stamp would have been consistently the same, even if there were more than one made from a PROPER mould. All the "stamps" I saw here in Toronto at our historic post office were in fact made of engraved steel and not rubber, which these appear to be.



Figure 18 - Cover #6



Figure 19 - Cover #3



Figure 20 - Cover #10

These comments are intriguing!

[I too had a children's rubber stamp set. - At the back of my mind in the early stages of this enquiry, was a thought that the "simplest" explanation for the D.w. was that a small child got hold of a batch of covers in somebody's collection and put a handstamp they'd made on all of them! Fortunately as more covers were found, in a variety of collections and in different countries, a child at play was no longer a simple explanation.]

Continued

UPDATE ON THE "D.W." COVERS - Part 2 by Chris Hargreaves continued:

I also received another comment regarding the handstamp:

- ◆ The impressions illustrated on the 14 covers indicate that the mark was a rubber cancel, subject to inking and pressure application, and probably locally made. Rubber deteriorates with the use of acid inks, so short term use (2/3 years).

Comparing the handstamps is challenging, as in addition to normal variations caused by the amount of ink used, the pressure applied, and wear and tear on the handstamp; the illustrations provided vary in size and quality. To allow a more definitive analysis, I've scanned a number of the handstamps in a single image:



Left column: Covers 8, 7, 25, 9 Centre: Covers 18, 2, 28 Right: Covers 16, 14
Inch scale included at the bottom for reference.

But, if there was more than one D.W. handstamp:

- were they all being used in used in Winnipeg at the same time?
- were they used in Winnipeg in sequence after one was worn out and replaced?
- or was a D.W. handstamp being used in more than one location, and not just in Winnipeg?

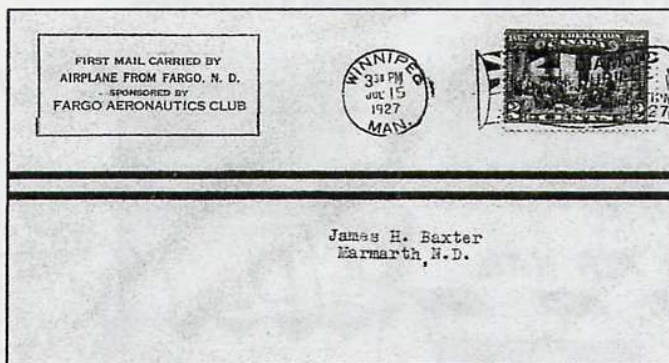
Many thanks to Dale Spiers, Denny May, Don Fraser, Ed Matthews, Ian Macdonald, Julian Burgess, Ken Snelson, Mike Street, Norman Seastedt, Peter Motson, Peter Wood, Rick Parama, Robert Timberg, Ron Barrett, and William Cochrane whose comments were used in the above "anthology", and to everybody with whom I've discussed these covers from time to time.

If anybody has comments on this article, suggestions, more information, or copies of additional covers with a D.W. handstamp, please send them to Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4 [Email: hargreavescp@sympatico.ca]

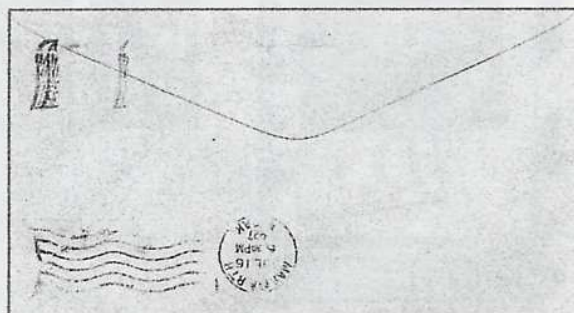
INFORMATION WANTED

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.

FARGO covers 1927



Front:
Postmarked
WINNIPEG
3.30PM
Jul 15
1927



Back:
Backstamped MARMARTH N DAK
JUL 16 6.30PM 1927

I have been having a very interesting discussion with Doug Lingard about this cover.

At first sight it appears to be one of the covers flown to Winnipeg by the Fargo Aeronautics Club on July 15th 1927. - This was a big event at the time, and was reported on the front page of *The Manitoba Free Press*:

TEMPERATURE, WINNIPEG
(Five Days Thermometer Record)
1.50 p.m. July 12 6.50
11.00 a.m. July 13 4.00
11.30 a.m. July 14 4.50
11.30 a.m. July 15 4.50
11.30 a.m. July 16 4.50
For full report of Meteorological
Bureau, see page one.

Manitoba Free Press

Winnipeg, Saturday, July 16, 1927

ESTIMATE 100 ARE SLAIN IN BITTER VIENNA FIGHTING

FIRST AIR MAIL FROM STATES ARRIVES

Out of the blue, at 11:30 p.m. yesterday, came the first air mail received in Winnipeg from the United States. The plane, which was flying from St. Paul, Minn., was the first of a series of planes which will be flying from St. Paul to Winnipeg, and was welcomed as such by the officials and spectators who crowded forward to greet the carrier on their plane back to the ground.

U.S. ASKS CANADA TO NEGOTIATE TREATY ON ST. LAWRENCE PROJECT

Omission Government Wants More Time to Consider Appendices of Engineering Report
Says Canada Will Then Be Pleaded to Discuss Whole Situation With U.S. at Early Date
Kellogg Says Scheme Will Serve Interests of Both Countries

MEETS RIOTERS' LEADERS

MINNAPOLIS, Minn., July 15. (AP) - Mayor of Minneapolis, Minn., met with a group of rioters who appeared to be

RED DICTATORSHIP SET UP DURING SOCIALIST REVOLT, LONDON HEARS

Rising Starts After Acquittal of Former Soldiers Accused of Murdering Socialist
Police of Justice Burned, Offices Sacked, Apartments Looted and Police Stations Raided
Rioters Held Strategic Points

PACIFIC FLIERS 1,000 MILES ON ISLAND OF MOLOKAI, PLANE BADLY DAMAGED
Wrecked Down on Isolated Section of Kaula Layer Colony, When Gasoline Supply Exhausted
Tail of S.B.S. Signals Left Behind on Latter Part of Journey, Sent Ships Rushing to Aid
Brutal Fight in All Aspects: the Hurricane Storm Head Winds

Manitoba Free Press, Saturday July 16th 1927.

Continued

INFORMATION WANTED - FARGO covers 1927 continued:

The caption below the photograph read:

Out of the blue, at 12.30 Friday afternoon, came sailing the first air mail ever received in Winnipeg from the United States. The plane, which came from Fargo, N.D. was in the nature of a goodwill emissary from across the international border, and was welcomed as such upon its arrival. The plane came to rest on a field north of Portage avenue near St. Charles, eight miles west of Winnipeg. Above are seen the crowds of officials and spectators, who crowded forward to greet the airmen as their plane sank to the ground.

It looks like the cover was flown to Winnipeg on the Fargo Aeronautics Club flight, then handed to somebody who took the air mail to the Winnipeg Post Office, where this cover was cancelled and put in the regular mail stream. It would then have traveled to Marmarth, North Dakota by train.

However, there are two problems with this explanation of the cover:

1. The flight to Winnipeg is listed in *The Air Mails of Canada and Newfoundland* is:

1927, July 13 — Fargo, N.D. - Winnipeg. Covers bear printed inscription: "First Mail Cover by Aircraft from Fargo, N.D. Sponsored by Fargo Aeronautics Club." Postmarked Fargo on July 13, backstamped Winnipeg on July 16.

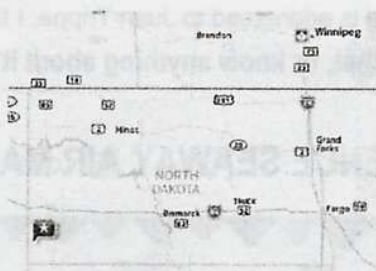
2701 Fargo - Winnipeg, July 13-16

35.00

The listing is quite specific about the cancellations, and this cover doesn't have them.

2. Marmarth is a small town some 400 miles (640 kms) west of Fargo, and Fargo is approximately 220 miles (350 kms) south of Winnipeg. (Marmarth was established in 1907 along the Milwaukee Road transcontinental rail line. It's population was 1,318 in 1920; but 136 in 2010.)

* = Marmarth



Could this cover have reached Marmarth by 6.30pm on July 16th, if it didn't leave Winnipeg until after 3.30pm on July 15th, and was traveling only by rail?

This raises the question as to whether this cover was carried by the Fargo Aeronautics Club aircraft back from Winnipeg to Fargo, and put on a train in Fargo?

This alternative explanation also has problems:

- there was no mention of mail from Winnipeg to Fargo in the Manitoba Free Press.
- cancelling covers in Winnipeg and handing them back to a pilot would have been against Post Office regulations, though it seems to have happened from time to time.
- there is no postmark to indicate the covers being put into the mail stream in Fargo.
- there is no mention of covers flown from Winnipeg to Fargo in AMCN, or in older air mail catalogues, such as *The Specialized Catalogue of Canadian Airmails*, published by Ian. C. Morgan in 1931.

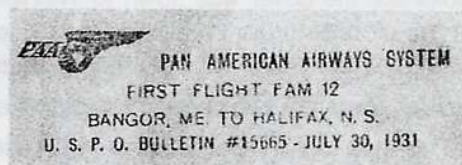
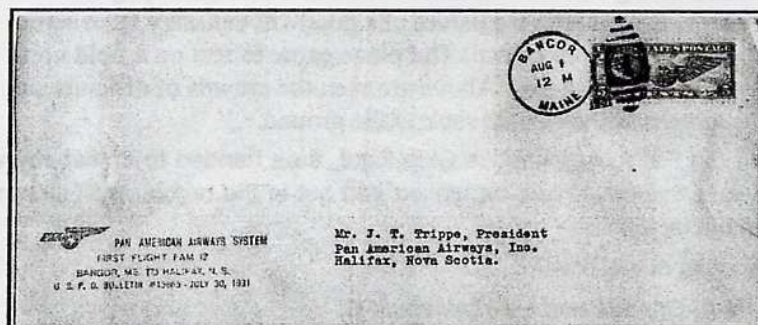
If anybody has any information about the Fargo covers, and/or knows about railway mail schedules in the mid-west during the 1920's, please contact the editor.

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INFORMATION WANTED continued:**AMCN #3139 1931, August 1-3 — Halifax / St. John - Bangor, Maine.**

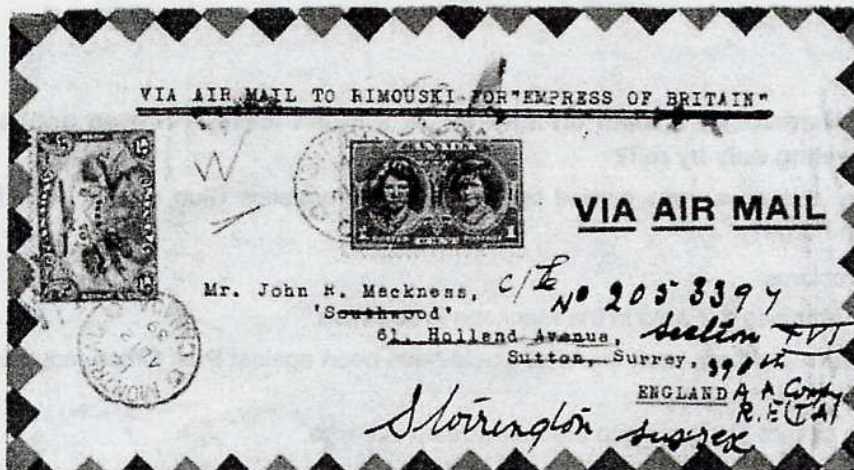
According to the Air mails of Canada and Newfoundland as:

This service was performed by R.O.D. Sullivan of Pan American Airways under U.S. Foreign Air Mail Route No. 12. Although the contract was for ten years, the service was discontinued after a few months of operation.

There were no dispatches of local mail between Halifax and St. John; no official cachets provided.

Most covers from these flights are on plain envelopes, but this cover has a Pan Am "cachet". John Johnson commented that, "Somehow I believe cachet on FAM 12-1 cover was generated by PAA personnel." Given that the handstamp included a Pan Am crest, and is addressed to Juan Trippe, I think John's right.

Has anybody seen a similar cover/cachet, or know anything about it?

THE ST. LAWRENCE SEAWAY AIR MAIL SERVICE, 1939

One of the major sources of information on the air mail service between Montreal and trans-Atlantic ships passing Rimouski, is an article by F.J. Hatch on "Ship-to-shore airmail service of the 1920s" published in the *Canadian Geographic*, August 1978. - According to F.J. Hatch:

The Rimouski to Montreal flights were continued until 1937 when the British (Imperial Airways) and the Americans (Pan American Airways) simultaneously inaugurated a series of experimental flights across the Atlantic. The ship-to-shore service then faded into aviation history.

However Richard Beith has sent me this cover, which is postmarked MONTREAL AU 12 39. And endorsed:

VIA AIR MAIL TO RIMOUSKI - FOR "EMPRESS OF BRITAIN"

Can anybody provide any information about the St. Lawrence Seaway Air Mail Service in 1939?

1939 Trans-Canada Air Mail labels



I've received the following question from Ron Lafreniere, editor of the "Field Guide to the Cinderella Stamps of Canada". (details at www.birdbearpress.com):

I'm interested in Canadian cinderella stamps, and have put together a book on the subject. Recently I've been working on a second edition of the book, that adds a chapter on airmail labels (government issued, private issued), and also other types of postal etiquettes such as special delivery, fragile, COD, etc. I have come across some interesting labels that reproduce the cachet designs that were used on covers for the March 1st, 1939 inaugural Trans-Canada Air mail flights. I have three such labels, which are printed in black on cream-coloured gummed paper (see attached images). I bought three of the labels from a dealer, who could provide no other information as to their origin, other than that they were from an extensive and rather vintage airmail etiquettes and covers collection he had recently acquired in an auction. There were only the three different labels available. They are on gummed paper, as usually seen for stamps or gummed labels, so are not cut-outs from the FF covers that have been regummed.

The Mair catalog seems to reference another such label (MAIR#CAN-C-2). This has the same design as the Montreal-North Bay FFC.

One label was offered in an auction by the Postal Label Study Group (PSLG).

I would expect that there were over 40 in the set, as that's how many different cachet designs were made; although I have only seen the ones with Montreal as a destination. I've not seen the labels ever attached to a cover. The sizes of the labels I have seen vary from 42-59 mm wide by 48 mm high.

I'm wondering if you or anyone in the Society has any further information on these labels. When were they produced? What was their use? What quantity was made? Any information would be gratefully appreciated.

I have never seen labels like the one's Ron describes, and neither has Gord Mallett who's studied the Canadian Post Office First Flight Cachets.

The illustrations on them strike me as quite unusual, as the cachets all have the same amount of ink, and they are all very heavily inked. - It looks to me like the cachets had been reproduced from a book, not from covers. However, I've checked in the American Air Mail Catalogue and Air Mails of Canada and Newfoundland, and they don't illustrate these cachets from the 1939 flights, so I don't know what the source would be.

741 Handstamp

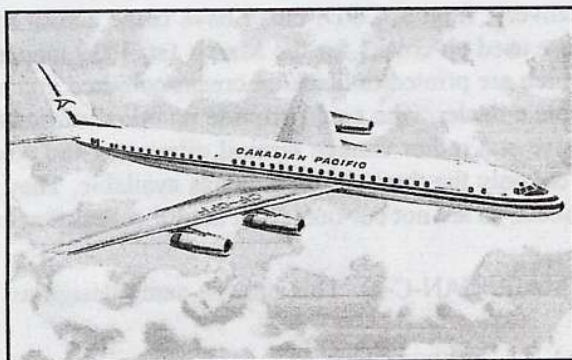
Can anybody provide any information regarding the "741" handstamps that were applied to airmail letters from the Toronto post office in the 1930s?



Cover addressed to Tacoma, Washington.

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

CP AIR CARDS AND COVERS



An article by Vittorio Zanoncelli in the March 2013 Canadian Aerophilatelist described the covers he produced with a mixed Italy-Canada franking at EXPO67, and for the Canadian Pacific Airlines first flights from Toronto and Montreal to Athens in September 1967.

I've received a message from Vittorio:

All my personal left over covers and postcards will be available for sale at

Expo67 CAN\$1.50 each or CAN\$6.00 for set of 5

CAN\$1.00 postcards (printed in colour with a flying CPA Speedmaster Jet that carried them to Greece) cancelled on the FF date.

CAN\$1.50 for FF covers each from Toronto

CAN\$1.50 for FF covers each from Montreal

CAN\$3.00 for return flights from Athens to Montreal

I also have 1st Man on the Moon First Day Covers at CAN\$3.00 each

I can also exchange 1 cover FF or Postcard against 1 FF cover offered to me.

Payment can be made in Canadian dollars.

For more information contact:

Vittorio Zanoncelli

20 ST Marks Road

Southernwood, East London 5201

SOUTH AFRICA

E-mail Zanoncelli@telkomsa.net



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.

Postal Ephemera

I am a collector and trader for postal collaterals and philatelic ephemera. That scope includes just about everything that appeared on post office lobby walls or sent to collectors. This ranges from new stamp issue posters to first flight announcements to marketing materials for postal items and services. Canada Post over the years issued a good many aircraft and flight related stamp posters / notices and collectibles, many of which are sought after by specialists, exhibitors and people who simply like to display these items in their homes or offices. If you are seeking these materials, you can reach me at shibumi.management@gmail.com; or write: D.G. Jones, 184 Larkin Dr., Ottawa ON K2J 1H9

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 May 1st.**

The following issue, in September 2014, will be a special issue:

#100 !

**If you have any ideas about how to make this a special issue,
please send them to the editor, or to our President**

**Steve Johnson, 787 Wharncliffe Road S., London, Ontario N6J 2N8
[Email: steverman@rogers.com]**

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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 journal, 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 aerophilatic 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)

OR check out our website: www.aerophilately.ca

The annual membership dues are:

\$20.00 CDN in Canada,

\$22.00 CDN in U.S.A. (or \$23.00 US),

\$25.00 CDN for members Overseas, (or \$27.00 US, or 21 Euros, or 17 Pounds Sterling).

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

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

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

Name: _____

Address: _____

Telephone: _____ **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.

#314 Glenn Baechler
#313 Alastair Bain
#441 Paul Balcaen
#439 David Bartlet
#353 *Chris Carmichael*
#326 Gary Cristall
#393 Malcolm Crux
#436 Peter Edwards
#376 Charles S. Flynn
#342 Sandy Freeman
#226 David Granger
#183 Robert A. Haslewood

#361 Walter Herdzik
24 Neil Hunter
#284 John Irvine
49 Jonathan L. Johnson Jr.
#359 Steve Johnson
#263 Louis K. Levy
#367 Doug Lingard
#418 Ian M. MacDonald
#429 Ian McMahon
#155 Larry Milberry
#243 Jim Miller
#375 Stewart R. Murray

#440 Maraya Raduha
#360 Stephen C. Robbins
#395 Rory Stewart
#315 Reginald Targett
#302 Pierre Vachon
#428 Michael F. Valenti
#262 *E.S.J. Van Dam*
#412 John Walsh
#254 John Webster
#311 Hans Wichern
#139 G.A. Wilson
#437 Peter Wood

(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.