



THE CANADIAN AEROPHILATELIC SOCIETY

Organized 1986 in the interest of Aerophilately and Aerophilatelists everywhere

American Air Mail Society - Canadian Chapter
Royal Philatelic Society of Canada - Chapter No. 187
American Philatelic Society - Affiliate No. 189
FISA (Fédération Internationale des Sociétés Aérophilateliques) - Club Member

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===== SI VOUS DESIREZ L'INFORMATION EN FRANCAIS SUR LA SOCIETE CANADIENNE D'AEROPHILATELIE, CONSULTEZ =====
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December 1995

THE CANADIAN AEROPHILATELIST

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NOTES FOR NEW READERS

If you are a new reader of *The Canadian Aerophilatelist*: welcome!

Aerophilately is a broad subject, and can embrace almost any topic that combines flying and philately, including:

- the collection of envelopes carried on first flights between different places: these usually bear special markings to identify the flight, and are referred to as First Flight Covers;
- a study of the development of commercial airmail routes and services, and/or of the airmail stamps issued for these services;
- commemorative stamps and covers, normally produced on the anniversary of historically significant flights;
- astrophilately, which is the collection of stamps and covers that trace the development of space flight. - Since very few covers have been flown into space, this usually involves covers associated with the ground support network: launch sites, recovery ships, etc.

The Canadian Aerophilatelic Society 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.¹

The Society also provides a number of other services, including:

- a library from which a variety of books and periodicals can be borrowed by mail: for more details contact Ivan W. MacKenzie, 2411-420 Gloucester Street, Ottawa, Ontario K1R 7T7.
- a translation service from French to English and vice versa: contact Francois Bourbonnais, 58 Ste-Catherine, St. Polycarpe, Quebec JOP 1X0.
- a "sales department", with a variety of covers for sale: for a full list contact Mike Shand, 1183 Agincourt Road, Ottawa, Ontario K2C 2H8.

For more information on Canadian aerophilately, the best sources are:

- for general information on all Canadian airmail stamps and covers up until 1950, the Canada Section in Volume 4 of the *American Air Mail Catalogue*. - Although this volume is out of print, an authorized photocopy of the Canada Section can be obtained from Dick Malott, 16 Harwick Crescent, Nepean, ON K2H 6R1, for \$8.00 including postage.
- for detailed information on early air mail flights, stamps, and airlines, *The Pioneer and Semi-Official Air Mails of Canada 1918-1934*, C.A. Longworth-Dames, published by Unitrade Press, Toronto. (Semi-official stamps were produced by the companies that operated the first airmail services in Canada. - The Post Office authorized the issue of these stamps, and sold them from post offices, but did not assume responsibility for the airmail, or help with the cost of the service.)
- on the air mail stamps and covers of Newfoundland, *Newfoundland Air Mails: 1919-1939*, by C.H.C. Harmer, which is one of the publications of the American Air Mail Society, (see below).

Anyone interested in aerophilately is recommended, (by the editor), to consider joining The American Air Mail Society. - It publishes a very informative monthly magazine, *The Airpost Journal*; holds 5 or 6 excellent postal auctions each year, with many lots under \$5; and publishes some very useful books and catalogues. - Membership is \$22 U.S. per year. For more information contact: Dan Barber, AAMS Secretary, P.O. Box 23055, Lansing, MI 48909, USA.

¹ 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.

NEWS - NEWS - NEWS

REPORT ON THE SOCIETY'S AEROPHILATELIC SYMPOSIUM IN TORONTO:

As previously announced, a symposium was held on Sunday November 19th, in Toronto, at the premises of the Vincent Greene Foundation. The location was very suitable as free meter parking was available on Sunday. A pub for lunch was just a few doors away and was open on Sunday. The premises themselves have 13 permanent 16 page frames mounted on the walls which makes displays very easy to mount and to view. There are also tables for display of available literature and covers for sale or for trade. Seating is available for up to 40 persons.

11 persons attended. While the number was a little lower than hoped, it has to be considered as reasonable bearing in mind the competition - the 3rd day of a concurrent major stamp expo, the last day of the Royal Winter Fair, the Santa Claus Parade, and the Grey Cup Festival. There were 7 persons from the Toronto area and four from other parts of Ontario.

After some introductory remarks and personal introductions of those attending, we were treated to some very interesting displays by Neil Hunter, Dick McIntosh, Bob Jamieson, Murray Heifetz, and Harry Pope. It was a treat to see a few of Harry Pope's items - the only known mint block of four of the Newfoundland Columbia airmail stamp and the same stamp on a flown cover, and the Newfoundland DO-X with inverted overprint - truly aero gems.

Dick McIntosh gave a report on the progress of his section of the forthcoming Canadian Airmail Catalogue which comprises all the various flown covers - first flight and others - presently listed in the AAMC under the government flight and stage section. This is a monumental undertaking and Dick was looking for help in locating some of the more esoteric places for which postmarks on flown covers are known but which no longer appear on any maps.

Murray Heifetz used three displays to illustrate a talk on exhibiting and judging guidelines in aerophilately. A three frame exhibit of the Patricia Airways & Exploration semi-official airmail stamp was used to show how one could develop an appropriate exhibit of airmail stamps and also showed some of the pages that would be used properly in a Canadian Airmail exhibit in contrast to an exhibit of stamps. A display of flown covers in the 1923 German inflation period was used to demonstrate a one frame exhibit. Another selection of covers showing cachets commemorating historic Canadian flights was used to suggest caution in using certain types of material that may be personally very satisfying but dangerous in exhibit.

The meeting finished about 4.00 pm with those in attendance expressing a desire for more such meetings and saying they would come again. Perhaps the most effective part of the meeting was not the program itself, but the opportunity for members to meet with each other and begin a "network" - very important for those who do not live in large metropolitan areas.

Editor's Note: Many thanks to Murray Heifetz for organizing this symposium, and for providing the above report. The best measure of the symposium's success is that those of us who attended want to get together again, perhaps in April 1996. Everybody else will be invited to join us: more details in the next newsletter, (I hope).

NORWEX 97:

This will be a Specialized FIP World Exhibition, limited to Aerophilately and Postal History exhibits, and is being organized as part of the celebrations of the 350th Anniversary of the founding of Norway Post. - It will be held in Oslo from the 16th to 21st April 1997, and there will be 1,500 frames for the competitive classes.

More details can be obtained from the Canadian Commissioner: Denis Hamel, Suite 2109, 15 Maitland Place, Toronto, Ontario M4Y 2X3.

REMEMBERING RITCH TOOP:

30 October 1995

Major (Ret.) E.R. "Ritch" Toop, CD, FRPSC, BNAPS Order of the Beaver

1923 - 1995

The philatelic community has good reason to dislike the date of Friday, 13 October 1995. On that date we lost our dear colleague, Major "Ritch" Toop, an icon to the Canadian military postal history community.

"Ritch's" philatelic activities were varied and numerous, both as an avocation and as a hobby.

"Ritch" was a doer and shaker. He contributed to the advancement of all the philatelic organizations to which he belonged. On most, at one time or another, he served as a Director, and in several Treasurer, Editor of society publications, office manager, and chairman of study groups. He was a most successful exhibitor of his well-researched military exhibits and highly rated reference texts at all three competitive levels - local, national and international. His last award was a FIP large silver at SINGAPORE'96 for his book done in conjunction with LCol. Bill Bailey, "Canadian Military Post Offices to 1993" (2nd edition).

For his dedicated work as Secretary of the Canadian Aerophilatelic Society (CAS) for over seven years he received the "Recognition of Contribution to Aerophilately Award" from the CAS in the early 1990's.

"Ritch" was aware of his pending demise from the cancer that he withstood for many years. He struggled to the end to finish his many projects. He was the first to complete his two sections on Canadian Forces Air Letter Forms for the new CAS catalogue-to-be, "The Air Mails of Canada and Newfoundland". A dedication to his memory will be published in this catalogue along with his excellent research work.

Major (Ret.) RK Malott

NEW MEMBERS

Welcome to the following new members who have joined us since the last newsletter:

- #237 Michel Brisbois, Ottawa, Ontario
- #238 Cheryl Ganz, Chicago, Illinois, U.S.A.
- #239 Brian Asquith, Carshalton Beeches, Surrey, England
- #240 Abraham Siegel, Long Island, New York, U.S.A.
- #241 J.W.T. Wannerton, Kenilworth, Cape Province, South Africa
- #242 Jacques Bot, Amstelveen, Netherlands

PRESIDENT'S REPORT

THE CANADIAN AEROPHILATELIC SOCIETY

Organized 1986 in the interest of Aerophilately and Aerophilatelists everywhere

To All Members of the Canadian Aerophilatelic Society

Please address reply to:

Re: President's Comments for the December 1995 Issue of The Canadian Aerophilatelist

On behalf of the Executive Committee of the Canadian Aerophilatelic Society I extend best wishes for the festive season and the New Year 1996 to all of our members and many friends in other aerophilatelic organizations. I trust that despite all of the difficult times experienced by our members the relaxation of our aerophilatelic activities brings relief. The friendships formed over the years through our hobby is an added bonus from our collecting activities. It is thus a sad time for those of us who knew and worked with our departed colleague Major "Ritch" Toop, an icon in the field of Canadian military postal history. Elsewhere in this issue of "The Canadian Aerophilatelist" a tribute to "Ritch" is presented.

The countdown is proceeding at a hastened rate for the opening of CAPEX'96 and all of its fascinating activities. The aerophilatelists/astrophilatelists have a full program slated for the last three days - 14, 15, and 16 June 1996, including a judging seminar by three leading international aerophilatelists, the XXXVI Congress of FISA, annual general meetings of the CAS and the AAMS, seminars, the launching of our new catalogue, "The Air Mails of Canada and Newfoundland", and a dining-in-night for aerophilatelists/astrophilatelists and friends at the Royal Canadian Military Institute (RCMI) on Friday evening, 14 June 1996. Anyone wishing further details are invited to contact me at their convenience. We are also requesting members who plan to attend CAPEX'96 or those who live in the Toronto area to contact our Secretary, Ron Miyanishi, at 124 Gamble Avenue, Toronto, Ontario, M4J 2P3 and offer some time to help host our combined booth with the AAMS. It is imperative that we do our share at making our aerophilatelic/astrophilatelic guests welcome to CAPEX'96. May we count on your support.

The work is progressing well on our catalogue with at least 75% of the data on computer discs ready for perusal by the Editor of AAMS publications. There are four more sections to be received and then the final details will be finalized. As an example of the catalogue's contents there will be 33 pages of data from Cimon Morin, Chief of the National Postal Archives and Library on reference material for the various sections of the catalogue. The Canadian Pioneer Section by Ray Simrak, the Canadian Semi-Official Section by Murray Heifetz, the large Government Flights Section by Dick McIntosh, and the Newfoundland Section by John Butt have been updated and corrected. Smaller sections have been completed also on helicopter flights by Nelson Bentley, Canadian Crash Covers by myself and Henri Nierinck, several sections by Trelle Morrow, my back-up as Coordinating Editor, and others. At the book launch various Section Leaders will be there to autograph the book if requested.

Canadian aerophilatelists /astrophilatelists are still hesitant to exhibit their material. At regional and national exhibitions in Canada there are often no aviation exhibits at all. If fortunate perhaps the exhibition committee will receive two or three aviation entries. If you wish to develop your collection exhibit sections of it to obtain new ideas on presentation, to contact individuals that have material useful for your collection, and to receive recognition for your work. I am looking for exhibitors for AEROFIL'96 an all aerophilatelic/astrophilatelic exhibition to be held in Buenos Aires, Argentina, 30 August to 8 September 1996. If you are interested please contact me for information on this new event. As yet I have not received data on whose exhibits have been accepted for ESPAMER'96 and AVIACIÓN Y ESPACIO, and CAPEX'96. Data on the latter event should be released before Christmas. To all who have helped make the CAS function during 1995 my sincere thanks.

(RK "Dick" Malott) Major (Ret) President Canadian Aerophilatelic Society

SANABRIA - THE WORLD AIRMAIL CATALOGUE NORTH AMERICA

a review by Murray Heifetz

Stephen Datz, the publisher of the new Sanabria Airmail Catalogue, has now issued the first section which covers North America, including Canada. This is the first Sanabria revision of Canada in 30 years. The definitive airmail and airmail special delivery stamps, SCADTA "CA" overprints, and Canadian pioneer and semi-official stamps are included.

In reviewing the catalogue for collectors of Canadian airmail, it must be emphasized that the catalogue attempts to cover airmail items in greater depth than found in standard catalogues such as Scott or Gibbons, and in this respect, I think it is quite successful. It includes some of the varieties found in the definitive airmail stamps and also includes a section of proofs, essays, and specimens.

If it falls down anywhere, it is in the more detailed elements of the semi-official stamps. It does not have anywhere near the detail found in the Unitrade catalogue. For those specializing in these semi-officials, or those just beginning to collect, there are a number of errors and omissions which limit the value as a specialized aid. Among the major problems are valuations of stamps on covers, perforation descriptions, and omitted listings of some stamp overprint types.

It is however a very useful air for generalists and, most of the problems, not unusual for a first edition, will likely be corrected in the next revision. The major faults have been brought to the attention of the publishers. I recommend it as a nice addition to any aerophilatelist's library.

AWARDS

Congratulations to all our members who have won awards recently.-
Those who have come to my attention are:

At the SINGAPORE '95 Stamp International Exhibition:

Stephen Reinhard - Large Gold - U.S. Pioneer Airmails 1910-1916.

Dick Malott - Large Vermeil - Canadian Crash Covers 1915-1978.

William G. Robinson - Vermeil - Canadian Participation in the
Anglo-Boer War 1899-1902.

Jack Ince - a Large Gold in the Literature Section, and THE JOHN
GARTNER LITERATURE AWARD, for The Postal Services of
British Nigeria to 1914, (with John Sacher).

As already mentioned on page 4, the late Ritch Toop won a Large
Silver for Canadian Military Post Offices to 1993.

At the 1995 BNAPS Convention in Edmonton, the CANADIAN
AEROPHILATELIC SOCIETY'S ACHIEVEMENT AWARD was presented to John
Wannerton, for his exhibit Canada: Pioneer and Semi-Official Airmails.²

² Note for new readers: BNAPS is The British North America
Philatelic Society.

CANADIAN AIR MAIL COLLECTORS CLUB - JACK KNIGHT AIR LOG

The CANADIAN AIR MAIL COLLECTORS CLUB used to be a Full Supporting Club within the AFA, (Aerophilatelic Federation of the Americas). It's major activity was producing the Canada Air Mail Notes that appeared in the quarterly *Jack Knight Air Log*.

As part of the merger between the AFA and the American Air Mail Society, (AAMS), a number of the AFA Clubs, including the CANADIAN AIR MAIL COLLECTORS CLUB, became Study Groups of the AAMS.

Rather than start a new section of Canadian Aerophilatelic Society Notes in the *Jack Knight Air Log*, it was suggested that I take over as editor of the existing Canada Air Mail Notes.

I have agreed to do this, starting with the January 1996 issue of the *Jack Knight Air Log*.

AMERICAN POSTAL RATES TO CANADA:

Is anybody else perplexed by the US postal rates, and wondering how much postage to put on a Stamped Addressed Envelope? - I recently discovered that not only did the US rates increase in July, but the weight categories changed too!

The new rates to Canada are: up to 0.5 oz - \$0.46; 1.0 oz - \$0.52;
1.5 oz - \$0.64; 2.0 oz - \$0.72.

Postcards are \$0.40.

Another change is that all mail to Canada now goes First Class, but should be endorsed AIR MAIL.

OBITUARY - ROBERT LOGAN, 103, EXPLORER AND PILOT:

Robert A. Logan, a resident of Rice Lake Road, died Tuesday, Sept. 26, 1995, in Chris Jensen Nursing Home. He was 103.



Mr. Logan

He was born in Halifax, Nova Scotia, Canada. He was a photographer, surveyor, author, writer, linguist and pilot.

Mr. Logan was a veteran of World War I and World War II. He was a prisoner of war from 1917 until 1919 in Germany. He was commissioned to the British Royal Flying Corps by the Duke of Connaught. He served in

the Royal Canadian Air Force from 1940 until 1942. He was the recipient of the first Air Navigator Certificate in Canada and the British Empire.

He was on the Arctic expedition in 1922. Mr. Logan worked for Fairchild Map Making in New York from 1923 until 1925. He married Daisy Barrett on Nov. 2, 1925, in Reading, Pa. He lived in South Africa from 1927 until 1929. He explored the North Atlantic in 1933 with Charles Lindbergh. He worked for Pan American Airways from 1930 until 1938 in Brazil and Argentina. He also developed a gold mining operation in Nova Scotia.

Mr. Logan became a citizen of the United States in 1937. He worked for Irish Government Airlines in 1938. He retired from

the U.S. government as a lieutenant colonel in 1944. He lived in Halifax from 1948 until 1962, when he moved to Duluth.

He was a member of the Explorers Club in New York, Canadian Institute of Surveying, Retired Officers Association, VFW in Boston and the Epigraph Society. He was an honorary member of Provincial Land Surveyors Association of Nova Scotia. He wrote and published a dictionary for the Cree Indians.

He is survived by a nephew, Robert Power Logan of British Columbia; and three nieces, June Logan Tyler of Palm Springs, Calif., Frances Logan Higgins and Eva Logan Macdonald, both of Nova Scotia.

This obituary was received from Dick Malott, who added that Robert Logan's many achievements included translating the Holy Bible into the Cree language!

Dick also provided copies of two covers relating to Robert Logan's achievements, which are reproduced on the following pages:

Balloon Mail From the Canadian Government Ship "Arctic" August 1922

Major R.A. Logan, Canadian Air Force member of the Canadian Government Arctic Expedition of 1922, was the official surveyor on board the C.G.S. "Arctic". On 2 August 1922 he released a message in a balloon. His diary entry for that date reads: "I wrote a letter to the Secretary of the Air Board showing progress to date, and with it an envelope addressed to myself care of the Air Board, Ottawa, Canada. These with a note asking the finder to please forward to Ottawa, collect, were placed inside a pilot balloon blown up to about 6 inches in diameter and securely tied and placed inside a similar balloon which was blown up by lung power to about 24 inches in diameter and very securely tied and then thrown overboard in the hope that the strong north wind would blow it south and that it might be picked up".

The letter was picked up, turned over to Danish officials in Greenland on 4 September 1922 and eventually delivered to Ottawa. The envelope and the instructions to the finder are depicted on this page.

*Finder please state
where found and*

Name of finder - - - -

Place - - -

*Indleveret paa Kolonien Godthaabs
Kontor (Grønland) den 4^{te} Sept 1922
Fandt af en Fanger fra
Kanger den 2/9 1922*

*Brevet har været udsendt af
Finderen og alle hermed
her*



den 4 September 1922

Christmann

Location of Canadian Airports in the Canadian Arctic, August 1922

In August 1922 the site of the world's most northerly air strip was marked on Ellesmere Island, 830 miles from the North Pole, and 2200 miles north of Toronto, Ontario, by Major R.A. Logan of the Canadian Air Force. Major Logan, a member of the Canadian Government Arctic Expedition of 1922, a qualified surveyor, was responsible to investigate flying conditions, and to take readings to stake out possible sites for future Canadian aviation requirements.

To mark the event of the first site location on Ellesmere Island at Latitude 76 degrees and 11 minutes North, on 27 August 1922, Major Logan cacheted a few envelopes with the wording, "Craig Harbour, Ellesmere Is. N.W.T." The envelopes were cancelled at Ottawa, Ontario on 4 October 1922 after the Expedition's return to Ottawa. This envelope was not flown over the route but it records the official founding of the first landing site for aircraft in the Canadian Arctic. The postage required for the envelope was two cents.

*Latitude
76°-11' North.*

O. H. M. S.

August 27, 1922

*Squadron Leader R.A. Logan
to Canadian Air Force H. Q.
Canadian Building
Ottawa
Ont.*

NORTHWEST TERRITORIES OFFICE
OTTAWA



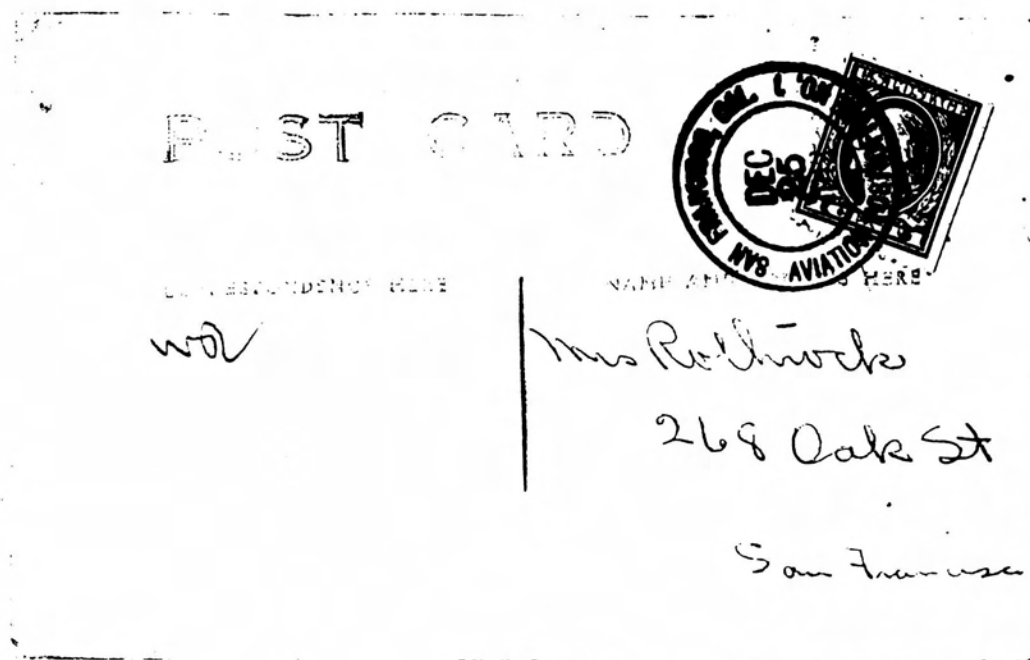


Members' December Covers



Thanks again to all the members who sent in covers for this section.

United States Pioneer Airmail



TANFORAN PARK AVIATION MEET—SAN FRANCISCO, CALIFORNIA DECEMBER 25–29, 1912 Aviator Roy N. Francis flew official United States mail during this meet held at the Tanforan Park Race Track. Souvenir cards were dropped to the crowd from Francis' plane and then addressed, stamped, and submitted to the Aviation Post Office on the field, where they were postmarked and given back to Francis for the official flight. Two types of double-ring rubber stamp postmarks were used. Type 1 used the words "Aviation Post Office No. 1." Type 2 included the words "Aviation Postal Station."

Although mail could have been flown on any of the five days, only four cards are known: this December 25th card with type 1 postmark, a December 25th card with type 2 postmark, a December 27th card with type 1 postmark and a December 29th card with type 1 postmark.

Although not presently listed in the Pioneer Section of the American Air Mail Catalogue, these will be listed as Pioneer #66 in the new Sixth Edition and valued at \$ 1,500 each.

Merry Christmas and Happy New Year from Stephen Reinhard, the owner of the above card.

DECEMBER 1921

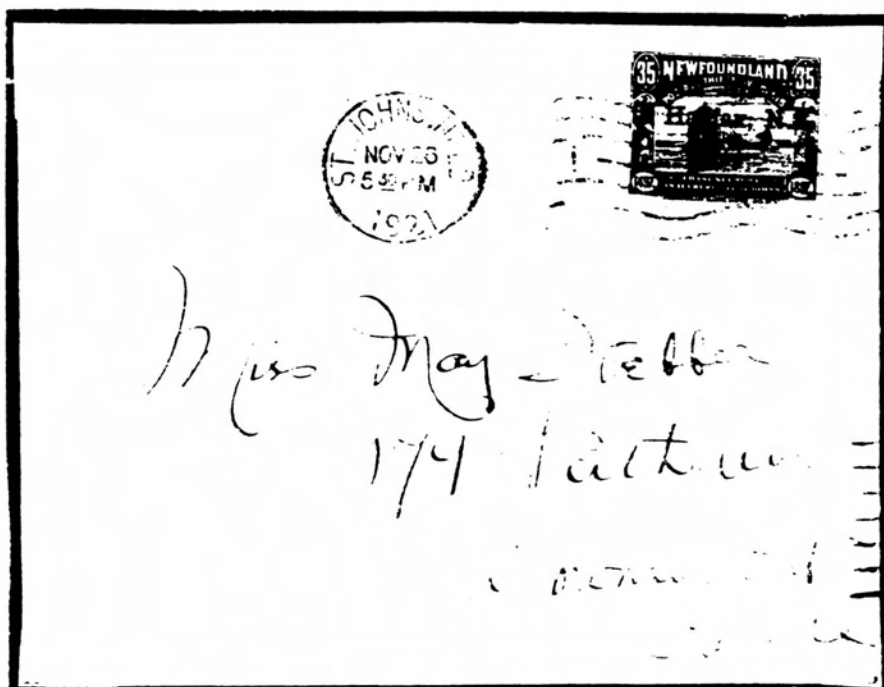
Season's Greetings from David Granger in England.

I am a new member and among my special interests are the Pioneer and Semi-Official airmails of Canada.

However the cover I have chosen is from the proposed special mail flight to Halifax, NS, of December 1921. The flight was to be a trial which, if successful, would lead to a contract to deliver mail between Botwood and St. Anthony.

The 35c red stamp of the 1897 Cabot issue was overprinted for use on the flight.

10th December 1921 Attempted flight Botwood to Halifax, NS

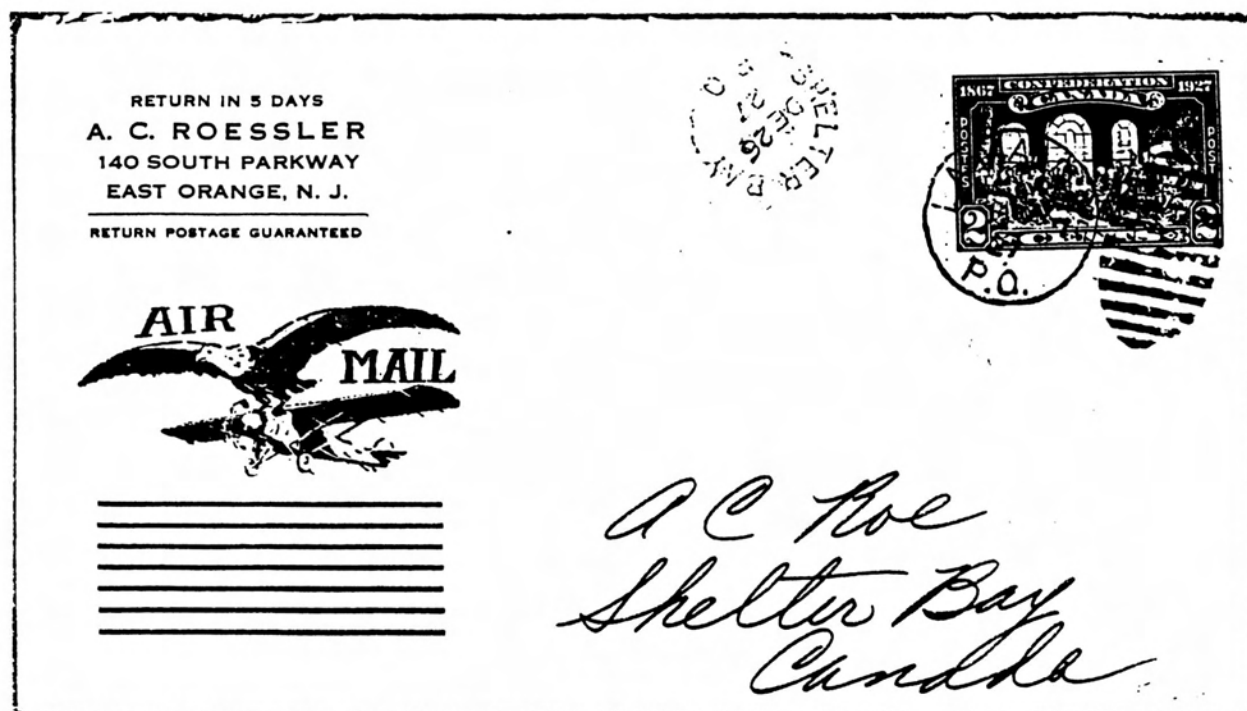


Mail for the flight was assembled at St. Johns until November 26, and the following day sent by rail to Botwood. The flight by Major Cotton was due to depart for Halifax on November 30, but the floats on the De Havilland were faulty and before they could be repaired the bay was icebound. A storm then drove the ice into a solid wall between the hangar and the bay, which then prevented the flight leaving until December 10.

Engine problems forced the plane to land at Deer Lake after only 95 miles. The following day in starting the engine Major Cotton met with such a severe accident that he was forced to return to St. Johns for treatment. Captain Bennett went to Deer Lake to fly the plane back to Botwood but he crashed near Grand Falls.

Finally on January 28 1922 the flight was abandoned. The mail was transferred by rail and steamer reaching Halifax on February 4.

THE FIRST QUEBEC NORTH SHORE MAIL FLIGHT: DECEMBER 25, 1927.



Cancelled: LA MALBAIE
DE 24
27

Backstamped:



Editor's introduction: The above cover is one of my favorites, because of the history behind it.

In 1927, the Canadian Government budgeted money for air mail services for the first time. - Five services were operated during the winter of 1927-28, bringing mail to communities that were otherwise cut-off. They are described dramatically in Frank Ellis's invaluable book *Canada's Flying Heritage*.

On December 25th 1927, the first flight was made from La Malbaie on Murray Bay, (approximately 130 kms east of Quebec City on the North Shore of the Gulf of St. Lawrence), to Seven Islands, (which has since been renamed Sept Isles.)

According to Frank Ellis, "deliveries were made at various points en route, mostly by parachute"; and according to the *American Air Mail Catalogue*, Shelter Bay was one of the places where mail dropped.

However, I have often wondered: if this cover had to be air-dropped to Shelter Bay on December 25th, how did it get back to La Malbaie on December 27th?

I was delighted to receive the following article from Derek Rance, which examines a number of questions regarding this First North Shore Flight.

THE FIRST QUEBEC NORTH SHORE MAIL FLIGHT - DECEMBER 25, 1927

by Derek Rance

Air mail historians have noted the substantial difference between the historical account of the first air mail flown from La Malbaie to Seven Islands, and the air mail cover cancellations that resulted from this flight. In particular, both outbound and return flights were supposedly both flown on December 25, 1927, yet the Seven Islands return covers are front stamped December 25 and back stamped December 26. (and back stamped at Quebec on December 27.)

Frank H. Ellis (Canada's Flying Heritage) and Romeo Vachon's spouse Georgette Vachon (Goggles Helmets & Airmail Stamps) are the two main sources of the accepted history of this flight. According to their accounts: Early in the morning of December 25, 1927, Romeo Vachon, flying G-CAIP, left the Canadian Transcontinental Air Services base located at Lac Ste-Agnès (14 kms WNW of La Malbaie), carrying 763 lbs of mail, that consisted mainly of parcel post and newspapers. Flying alone in very adverse weather, Vachon parachute-dropped mail at various villages along the route. At Seven Islands he landed his ski-equipped aeroplane on a sheltered snow-covered part of the bay, where he was met by the village postmaster in order to exchange postbags. Vachon then returned to Lac Ste-Agnès, that evening, landing ten hours after his initial departure.

Apart from the aforementioned problem with the Seven Islands' return mail date, this conventional history does pose a number of questions. These are:

1. How could a solo pilot fly a plane in adverse weather, yet single handedly drop large bulky mail at the eight en-route villages? In reality, parachutes were not used - the mail was jettisoned through the plane's floor hatch by the flight engineer, as the pilot flew low over a flag marked drop zone, that was usually located near the Post Office.

2. At many of the points where the outbound mail was dropped, the mail is back stamped with a date differing from that of December 25. A full listing of these intermediate points, and dates are:

<u>Town</u>	<u>(Modern Name)</u>	<u>1st Back stamp date</u>	<u>2nd Back stamp date</u>
Betsiamites		Dec. 25	Feb. 05
Pointe aux Outardes		Dec. 26	Jan 03 (Betsiamites)
Baie des Cedres	Franquelin	Jan 7	
Godbout		Dec. 27	Jan 6
Baie de la Trinité	Baie-Trinité	Dec. 25	
Penticoste River	Rivière Penticôte	Dec. 26	
Shelter Bay	Port-Cartier	Dec. 25	
Clarke City		Dec. 26	Dec. 27

While the back stamp dating of Dec. 26 may be explained by the local postmaster not wishing to open his Post Office on Christmas day, the later date stamps are most indicative of later flights, and/or deliveries.

(Continued)

THE FIRST QUEBEC NORTH SHORE MAIL FLIGHT - DECEMBER 25, 1927, Derek Rance - continued:

3. The landing at Seven Islands was supposedly made on skis on the snow covered bay. At this time of the year the bay at Seven Islands is still not frozen, so the December 25 landing, if made on snow with skis, would have had to been on the beach in front of the village, not on the bay.

4. As December 25 is one of the shortest days of the year, and as no aerial night navigation aides then existed on the Quebec North shore, the pilot would not have tarried on the flight. The FC-2W aircraft had a flight cruising speed of about 125 kms/hr. Considering the distance flown, the round-trip should have taken eight, not ten, hours.

5. Romeo Vachon was a prolific signer of first flight covers. No pilot signed covers from this flight exist.

Considering all of the above evidence, it is doubtful that this first flight as described by Ellis and Mrs. Vachon, was the December 25 first flight from La Malbaie to Seven Islands. In all likelihood the flight they described was the February 2, 1928 La Malbaie - Port Mernier, or the December 22, 1928 Quebec - Seven Islands first flights, both of which were flown by Romeo Vachon.

Who then flew the first flight? A Quebec newspaper LE SOLEIL on the 22 December under the headline "Le service de la poste aérienne" recorded the delivery, the day before, of the Canadian Transcontinental Air Services FC-2W from Farmingdale NY, via Quebec, at which city a sack containing 150 to 200 letters had been dropped, before the plane had flown on to La Malbaie. Capt. Charles Sutton piloted the plane, with Dr. Louis Cuisinier as a passenger and observer. The listing in the Canadian Air Board Aircraft Register confirms the delivery date of G-CAIP to La Malbaie was 21. 12. 27.

Also, a 27 December LA PRESSE article entitled "La Cote Nord recoit son courrier aerien" briefly states that the aeroplane left La Malbaie (Lac Ste-Agnès) at 10:00 a.m. December 25 and landed at Seven Islands at 2:00 p.m., and that mail packages had been dropped by parachute by Dr. Cuisinier. Nothing was said about the return to base, or the pilot's name. This newspaper article is most significant in-as-much as if the landing time at Seven Islands was stated correctly, the plane could not have flown back the same day, as it would have had to land at Lac Ste Agnes in total darkness, an almost impossible feat, with an unlighted landing area.

Georgette Vachon relates a very dramatic tale in her book, whereby after the delivery of G-CAIP to the Lac Ste-Agnès base, a flight was made to Seven Islands (according to her, prior to the first mail flight) by Capt. Sutton with Dr. Cuisinier as a passenger. Dr. Cuisinier had been a pilot during World War 1, and was a Director of C.T.A.S. (He was also arrested as a German spy during World War 2). According to Mrs Vachon, halfway to Seven Islands the flight ran into a violent snowstorm. Visibility was reduced to zero, so Charles Sutton decided to turn the plane back to base. Dr. Cuisinier, fearing the inability to prove that winter aerial mail delivery was a viable proposition, ordered him to continue on. Sutton, claiming authority refused. A tussle ensued over the airplane's controls, which was finally resolved when Dr. Cuisinier drew a gun and forced Sutton to continue with the flight. The plane finally landed on the water (in Seven Islands' bay), but the plane began to wind drift in the waves and was in danger of capsizing, which imperiled the two aviators. They

(Continued)

THE FIRST QUEBEC NORTH SHORE MAIL FLIGHT - DECEMBER 25, 1927, Derek Rance - continued:

were finally rescued by some fishermen. According to Mrs. Vachon, they then flew back to the Ste-Agnès base the next day, where Capt. Charles Sutton promptly resigned.

I recently met with Georges Blouin, who in 1926 had been appointed the Seven Islands Postmaster and Customs Officer. When I asked him if he remembered the Christmas mail flight of 1927; he remembered it in vivid detail, as he had recruited, and led the two fishermen - Jean Levesque and Dan Ferguson, in the rescue of the plane. The reason that the plane was drifting was that it had run out of fuel after landing. He remembered the "Englishman pilot" who was frozen half to death on the float, trying to cast the plane's anchor with about ten feet of anchor line in an area which is now the Iron Ore Company of Canada's dock which has a water depth of 57 feet at low tide. Not having a motor available, the three men had rowed out to the plane with an anchor and 100 feet of line. Blouin remembers that there was a moderate North wind which was blowing the aircraft toward the islands which give Seven Islands its name. The plane was not in danger of capsizing, but if it had run into the rocky shores of these islands, it would have foundered. They anchored the plane and rowed the pilot and Dr. Cuisinier back to shore. The next day, they procured a motor and, during high tide, towed the plane back to the sand beach which fronts Seven Islands. The reason why Blouin had been in the position to see the plane's landing, is because he was waiting for it, having been ordered by telegraph to await the plane's arrival.

With this evidence, there can be no question that the pilot of the December 25, 1927 first airmail flight on the Quebec North Shore was Captain Charles Sutton.

Georges Blouin recalled that the plane left Sept-Iles two days later, during the late morning. The reason for this delay is that great difficulty had been experienced in trying to start the plane's engine after the plane had been brought to shore and refuelled. This was finally achieved by using heating pots under a tarpaulin thrown over the engine. Blouin's recollection of the return date fully coincides with that of Ian C. Morgan, who in his "Specialized Catalogue of Canadian Airmails - 1931", lists the return flight as on December 27.

In this catalogue, Morgan states that most return flight covers were back stamped at Quebec, and a few at Malbaie (both on December 27). He lists return mail as having occurred from Seven Islands, Shelter Bay (about 40 covers) and Betsiamies. These latter two origins are not listed by the AAMC. Some of the covers carried on the outbound flight were carried on the return flight to La Malbaie and Quebec. These returned covers have December 27 receiving back stamps.

Returned	Date stamped at	- <u>La Malbaie, Dec. 27</u>	- <u>Quebec, Dec. 27</u>
Outbound Covers		Shelter Bay	Seven Islands
		Penticost River*	
		Baie de la Trinite*	

* These cover addressed to Ian C. Morgan (His catalogue, however, does not list return flights from these villages.)

In order for the return flight to have carried the mail to La Malbaie, the plane must have landed at the above villages. The return air mail could not have been land transported in time from any of these locations to Seven Islands, as the distance, even from Shelter Bay, would have been too far

(Continued)

THE FIRST QUEBEC NORTH SHORE MAIL FLIGHT - DECEMBER 25, 1927, Derek Rance - continued:

to transport by dogsled in a single day. There is the possibility that the plane on its return flight did land at Shelter Bay, as a cover is known to have been postmarked both at Shelter Bay and at La Malbaie on December 27, 1927. This dating on this particular cover is unlike the other La Malbaie to Shelter Bay and return covers, which are date stamped at Shelter Bay for return on December 26, 1927. When I questioned Georges Blouin with regard to the possibility of the plane having landed at these villages on its return flight, he was adamant that it did not. He states that when the plane left Seven Islands, it was sufficiently late so as to be hard pressed to complete its journey to Lac Ste Agnes within daylight hours.

Georges Blouin remembers preparing a small mailbag for the return flight, which was stuffed in the rear of the aircraft. Notably only the Seven Islands return mail was back stamped at Quebec. Blouin insists that the last mailboat sailed in early December, so unless there was a private boat sailing which favour transported the mail, this means of carrying the mail can be ruled out. When I showed the return covers to Blouin, his feeling was that these covers had received favour cancelling in La Malbaie. Earlier in our conversation he had related just how poorly paid these village postmasters were, so favour cancelling for pay could be a very likely answer to this puzzle. If a plane had to drop deliver mail at these villages, it is unlikely that it would then land at this same point to pick the mail up. In particular, Shelter Bay has a very small harbour area, and it would have posed a difficult landing site. As stated previously, Morgan did not list in his catalogue, the covers that were addressed to him from Penticost River and Baie de la Trinite, so this gives some credence to the possibility that, in fact, these same covers were favour cancelled in La Malbaie at some later date.

There is the curiosity of the date stamping of the Franklin (Baie des Cedres) and Godbout covers. Presumably it was in this area that Sutton and Cusinier ran into the blinding snowstorm, and so the mail was not dropped on that day. Presumably the Godbout covers were dropped on the return flight. The usual bad fog conditions on the North Shore may have delayed delivery of the Franklin covers until the next flight. Blouin stated that it was two weeks before the next mail flight occurred, which would co-incide with the date of the Baie des Cedres cancellation. Or, in this case, the Franklin mail could have been dogteam delivered.

Other interesting points that were raised during my conversation with Georges Blouin were: That the dropping of mail at local postoffices, apart from the first flight was really not practised until the Sept-Iles - Natashquan service was started on December 14, 1933. Up until that time the mail was usually flown to Sept-Iles, and dogteam transported from there to the North Shore villages. Also Blouin, who knew Romeo Vachon well, states that he never flew once during the course of that first Winter to Seven Islands. The first time he arrived was a year later when the mail was flown from Quebec to Seven Islands, on December 22, 1928. (This could be the flight that Georgette Vachon actually described in her book). This information certainly strengthens the theory that the La Malbaie - Mernier flights of February 2, 1928 were conducted by two aircraft, with Romeo Vachon flying the direct route while "Duke" Schiller flew the other plane via Seven Islands.

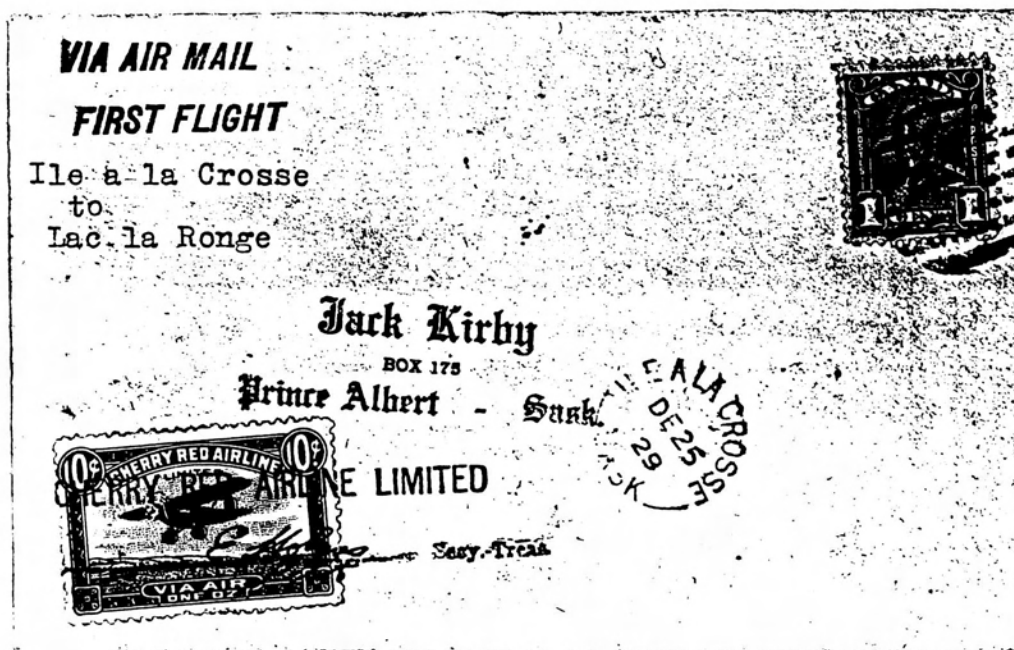
Regards.
Derek Rance.



CHERRY RED AIRLINE LTD.



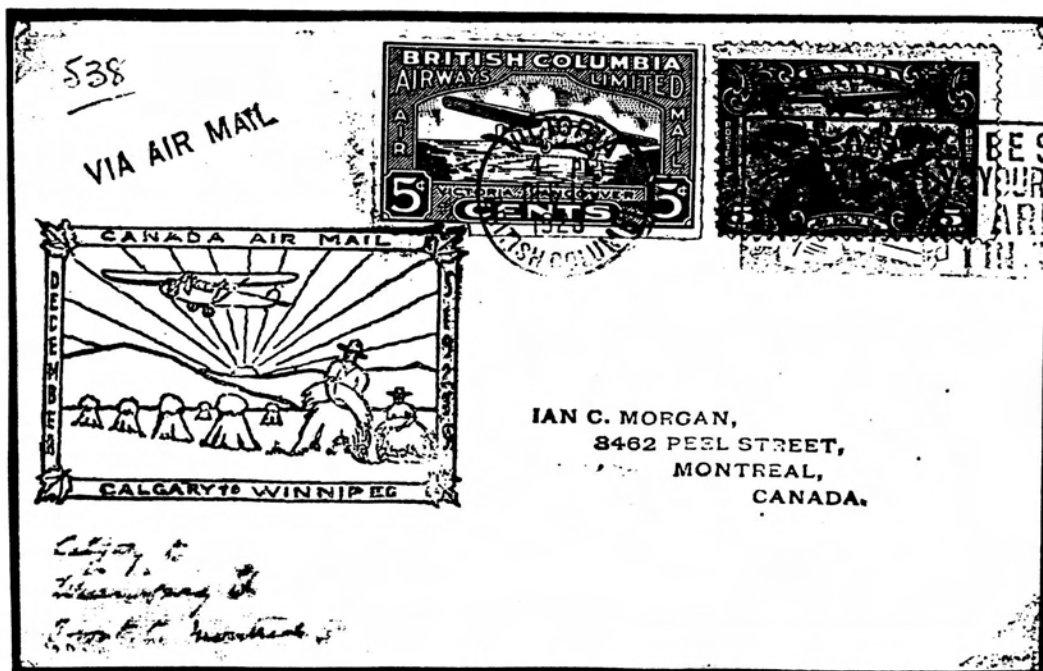
*Merry Christmas
1995*



*from Doug Smith
139 Cowley Road
Saskatoon, SK
S7N-3Z6*

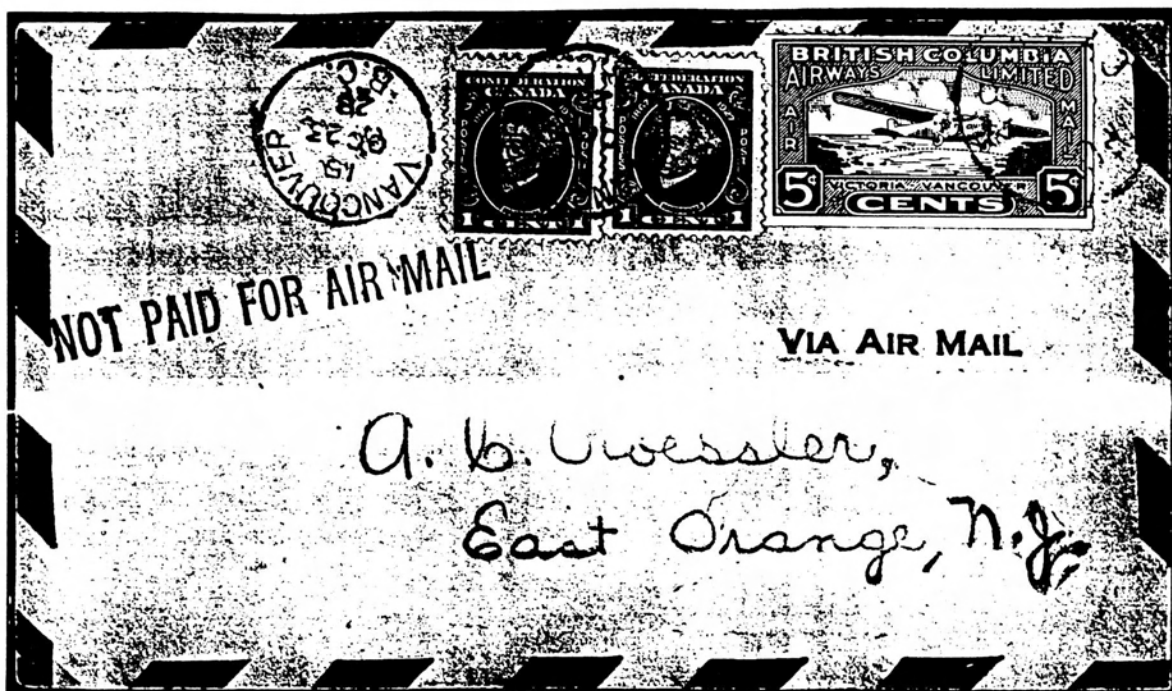
The first airmail delivery to Ile a La Crosse occurred on Christmas day of 1929. Pilot Ted Holmes (note his signature cancelling the Cherry Red stamp) flew the nearly 800 km round trip from Prince Albert, stopping at Montreal Lake and Lac La Ronge to pick up some additional pieces of mail. Although he returned with mail from Ile a La Crosse for both La Ronge and Montreal Lake, there was none addressed for Prince Albert.

DECEMBER 1928



Cancelled: Victoria, 10th December 1928.

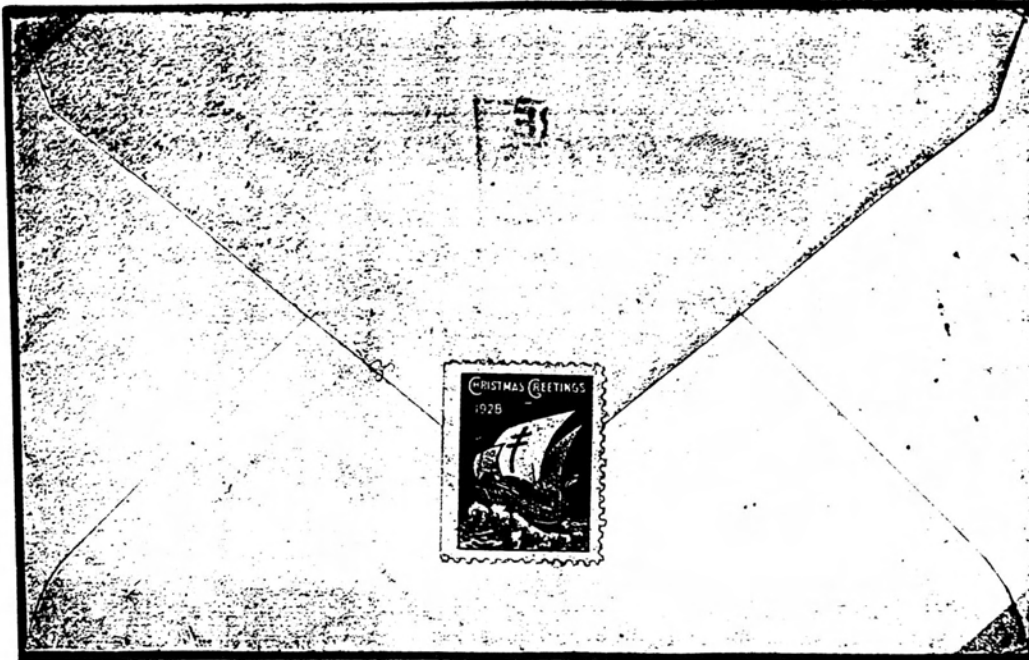
TWO INTERESTING EXAMPLES OF THE B.C. AIRWAYS LTD. STAMP AFFIXED TO COVERS FROM VICTORIA AND VANCOUVER LATER IN 1928 THE TOP ONE OF WHICH WAS FLOWN BUT THE BOTTOM WAS STOPPED BY THE POSTAL INSPECTORS AND NOT ALLOWED TO FLY AS THE COMPANY'S PLANE HAD BEEN LOST AND THEY WERE NO LONGER IN OPERATION.



Cancelled: Vancouver, 23rd October 1928.

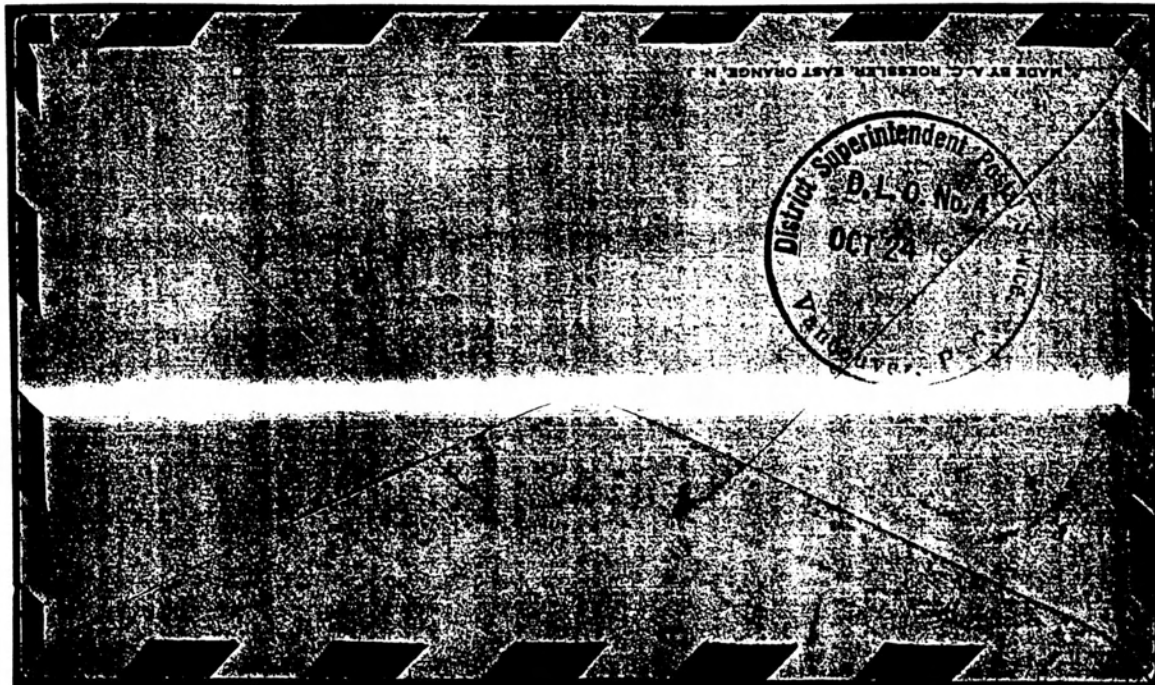
(Continued)

DECEMBER 1928 continued:



THESE COVERS WERE SENT IN BY BOB JAMIESON, AS A FOLLOW-UP TO THE
ITEM ON BRITISH COLUMBIA AIRWAYS IN THE LAST NEWSLETTER.

THANKS BOB.



Cancelled: Dead Letter Office, Vancouver, October 24th.

FLYING GHOSTS OF CHRISTMAS PAST: NEW ZEALAND 1931 & 1932.

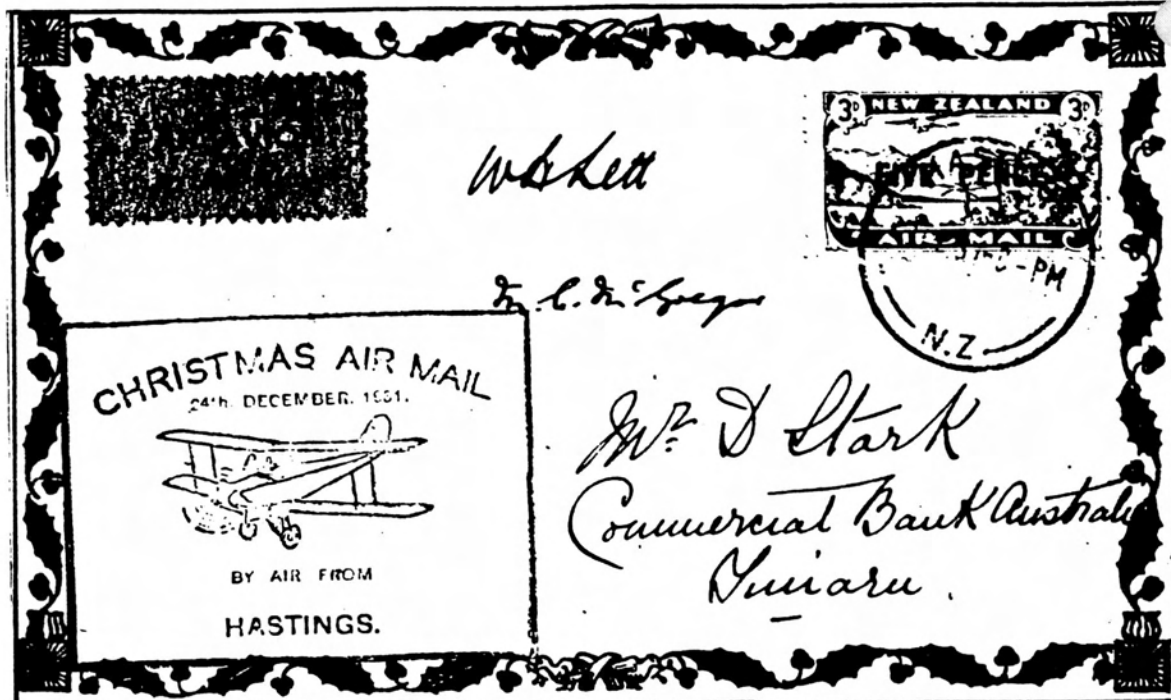


MIKE SHAND
1183 AGINCOURT ROAD
OTTAWA ONT CANADA
K2C 2H8

1931

Airmail was slow to develop in NZ, so when the New Zealand Air League got approval from the Post & Telegraph Dept. to "cover the whole of NZ with a network of air mail services on Xmas Eve", this was a most ambitious project.

In fact, pilots and planes could not cover all that was planned but 16,763 items of Xmas mail were carried over the 73 different legs of the route.



The Postal Dept reprinted the current air design with the colour changed to green and overprinted "FIVE PENCE" to cover the 3d air fee and 2d postage (letter rate).

1932

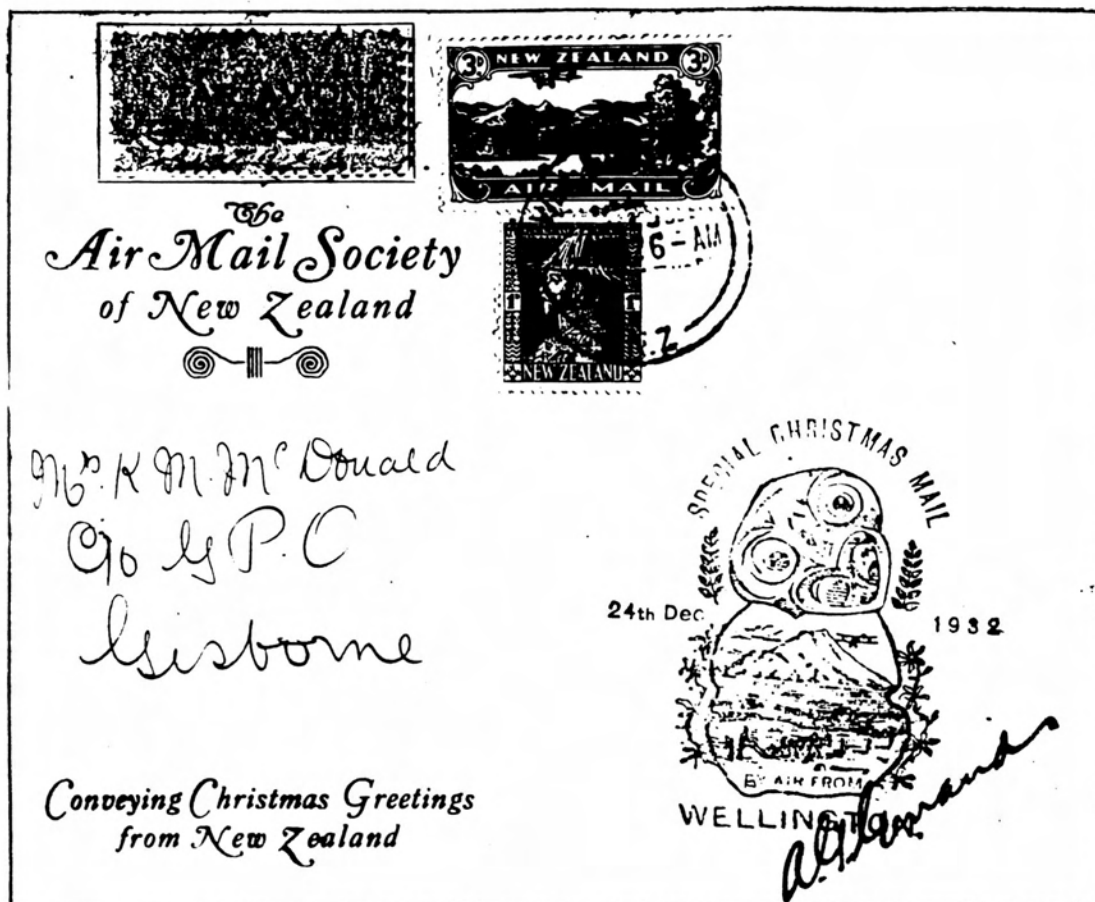
In 1932 the experiment was repeated with a colourful Maori TIKI used as a cachet in different colours depending on point of departure.

In spite of the Postal rate going down (are you listening Canada Post?) to 1d (still 3d for air) only 6,694 letters were flown over the same 73 stages.

The scheme was not repeated in 1933 and not till 1936 was there a more or less complete network of air services in NZ.

In both 1931 and 1932, letters were not only posted but also delivered on Xmas Eve. Any bets on delivery times within Canada, this Xmas Eve?

MERRY XMAS!



DECEMBER 1936

IMPERIAL AIRWAYS AFRICAN SERVICE and WEST AFRICAN FEEDER SERVICE

ACCELERATED MAIL by Telegram to Airport in Nigeria

In 1900 a facility had been agreed with the Lagos Government, whereby individuals could send letters over the official telegraph system to the Lagos Post Office, and from there they would be dispatched by ordinary mail on the next mail boat. This facility was later extended to other places abroad, but then cancelled at the outbreak of hostilities in August 1914.

With the advent, early in 1936, of a regular airmail service to London, the mixed postal and telegraph service was reintroduced.

According to the Nigerian Gazette of 31st October 1936:

- for forwarding by airmail, the word PAM (per air mail) had to precede the address when handed in at the telegraph office;
- for registered airmail, the word PAMR was to be inserted;
- for forwarding by seamount, the word POST was to be inserted.

In each case the appropriate postage was to be paid at the time of handing in of the telegram.

The above cover is the only known example where the word PAM was retained in the address, so identifying the method of transmission.

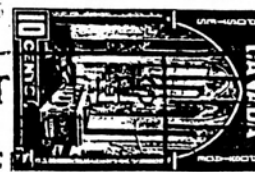
It is a brown-orange "Telegram Nigeria" cover; with a manuscript address in Stuttgart, Germany, preceded by PAM; and is franked 9 pence. - The postage rate at the time was 6d. per 1/2 oz. for airmail to the U.K., plus 3d. to other countries such as Germany.

It was flown by flight WAN46 from Kano (18th Dec.), to Khartoum (21 Dec.), to Brindisi (22 Dec), and thence by rail to Stuttgart.

Season's Greetings from Jack Ince.

DECEMBER 1940

EXAMINER 3471

TRANS-ATLANTIC
AIR LINES

VIA AIR MAIL

Miss. E. Mumford.

Ashleigh Grange.

Haywards Heath.

Sussex.

England

This cover was cancelled in Victoria on December 6th, and (according to a note on the back) was delivered in England on December 24th.- It is endorsed "Via Trans-Atlantic Air Lines", but which air line(s) was it carried by?

Of the three Trans-Atlantic services that started in 1939:

- Imperial Airways was now part of the British Overseas Airways Corporation, which was referred to as BOA at that time. BOA made eleven Atlantic crossings in 1940, but the last of these was on October 10th.
- Pan American Airways did not operate on their "northern" trans-Atlantic route, (New York - Shediac - Botwood - Foynes-Southampton), in either 1940 or 1941, due to the U.S. Neutrality Act.
- Pan American continued to fly the "southern" trans-Atlantic route, from New York via the Azores, but with Lisbon as the European terminus.

This cover probably continued from Lisbon to England by K.L.M., which operated a service for the Allies from Lisbon to Bristol. (Bristol had replaced Croydon Aerodrome as the base for British landplane services at the beginning of the war).

An alternative route from Lisbon to England would have been by BOA, which operated a flying boat service from Poole to West Africa, which included a stop at Lisbon. (Another result of the war was that Southampton had been replaced by Poole Harbour as the base for flying boat services). However, this service was only operated at ten day intervals, and was mainly used for the transport of military personnel and equipment, so I think it more likely that the cover went by K.L.M.

Very best wishes to all members for Xmas and the New Year,

Chris Hargreaves

DECEMBER 1958

CANADA
AIRMAIL FLIGHT COVERS

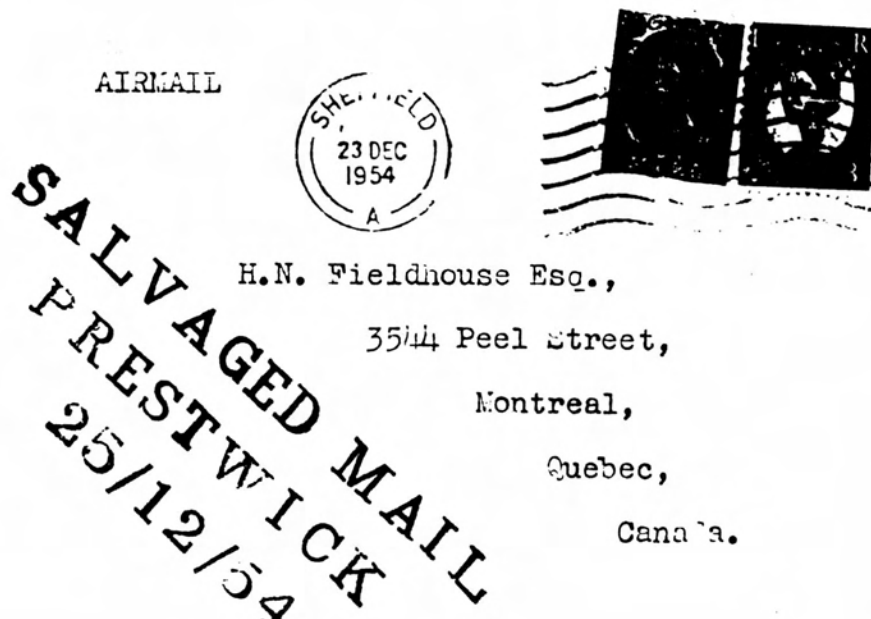
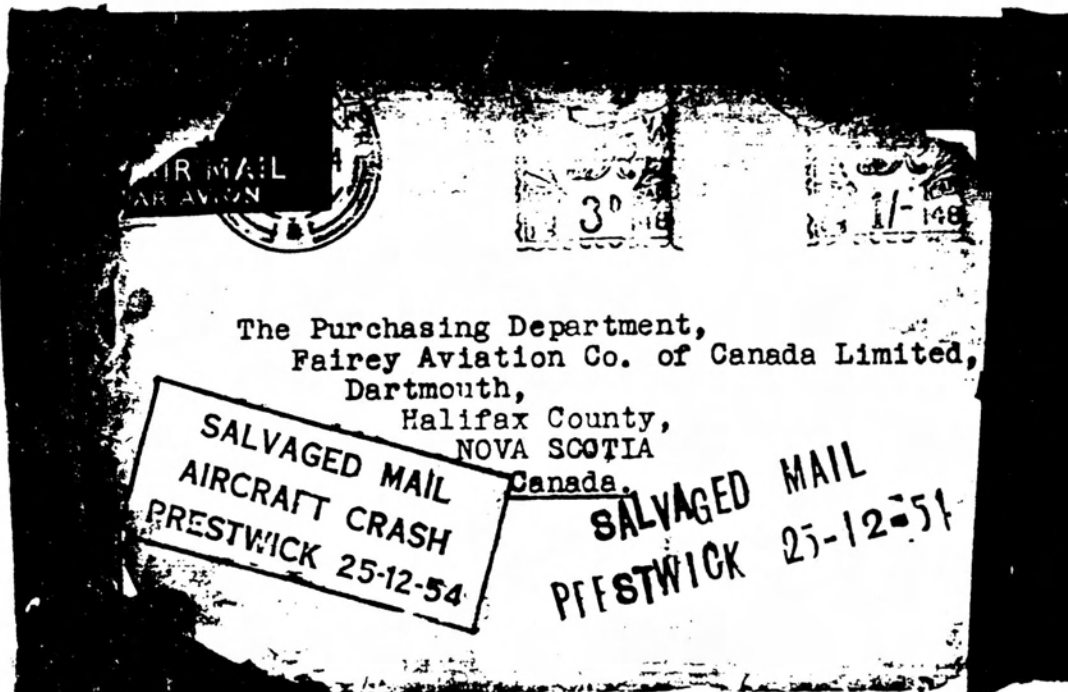
CANADIAN CRASH COVERS

DICK MALOTT

Prestwick, Scotland 25 December 1954: British Overseas Airways Corporation

This damaged and repaired airmail envelope mailed from Manchester, England to the Fairey Aviation Company of Canada, Limited in Dartmouth, Nova Scotia received the two of the three known salvaged cachets in purple. Most salvaged envelopes received only the three-lined rectangular cachet: "SALVAGED MAIL/ AIRCRAFT CRASH/ PRESTWICK 25-12-54". This first cover received the other two-lined cachet in purple reads: "SALVAGED MAIL/ PRESTWICK 25-12-54", as well as the boxed cachet.

The second cover from Manchester, England dated 23 December 1954 addressed to Montreal, Quebec is the only known example of the one-inch purple three-lined cachet, "Salvaged Mail/Prestwick/25/12/54".



FOLLOW UP - COMMENTS ON STAMPS AND COVERS IN THE LAST ISSUE

PATRICIA AIRWAYS AND EXPLORATION LIMITED - "DEFORMED O" OVERPRINTS:

Oct. 6, 1995

Dear Chris,

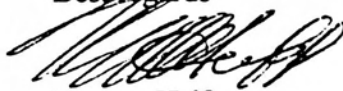
Mea Culpa!

In the current CAS bulletin, you printed my letter of May 5 with comments on the "deformed O" of the Patricia Airways issue. I may have made an error here and in doing so, incorrectly referred to an error in the Unitrade catalogue.

I was reasonably sure that I had seen this stamp with the second O in a slanted rather than upright position and that this is what the Unitrade catalogue was referring to. Unfortunately, I was going by memory and did not have a photocopy or other reference of this item. Bob Jamieson has correctly pointed out that the "blocked O" in the third O, which is what I submitted, is what was actually listed in the catalogue and is therefore correct. Bob has examples of this in all three styles i.e. the yellow perf, black perf on green paper, and yellow roulette. He further has the roulette in red descending found on plate 11 and in the green descending found on plate 12. This answers the question I raised as to whether it appears on other colour prints and also explains why, in the roulette style it is not constant as it appears only on the sheets of the one plate number.

Bob further points out that the initial report of this variety, though up to now unlisted in catalogues, was made some time ago by the late Don Cox. To correct the error, I was appreciate it if you would include this correction in the next bulletin.

Best regards



Murray Heifetz

Editor's note: I have also received an article on these overprints from Bob Jamieson, which will be included in the next newsletter.

QUESTION ANSWERED - AIRMAIL FROM LONDON TO SOUTH AMERICA, 1938:

The cover shown on page 27 of the last newsletter was carried to South America by AIR FRANCE. It was aboard a Farman 2200 aircraft which crossed from Dakar to Natal on the night of 22/23 August. The Chief Pilot was Captain Espitalier, and the crossing took 17 hours and 33 minutes. - More information can be found in *Répertoire des Traversées Aériennes de L'Atlantique Sud* by Pierre Labrousse.

It is suggested that the backstamp on this cover actually reads 24 VIII 38. - A photocopy of another cover from this flight, and the backstamp, is shown on the next page.

It was also mentioned that the Italian flights to South America did not commence until December 1939.

(Continued)

AIRMAIL FROM LONDON TO SOUTH AMERICA, 1938 - continued:*SOUTH ATLANTIC AIRMAIL**Air France*

1938 - FRANCE TO BRAZIL



August 19 - 24 - Biarritz - Marseille - Dakar - Natal - São Paulo

MAILED

Biarritz, France, 19 August 1938

BACKSTAMP

São Paulo, Brazil, 24 August 1938



Thanks to Frans van Beveren, James Graue, and Pat Sloan for answering this question, and to Pat for the above cover.

QUESTIONS AND ANSWERS

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 following newsletter.

CANADIAN INTER-CITY AIR MAIL: 1932 to 1938?

At the beginning of 1932, the Canadian Government cancelled both the Prairie air mail service, and that from Toronto to Windsor, as part of it's Depression-era economy measures.

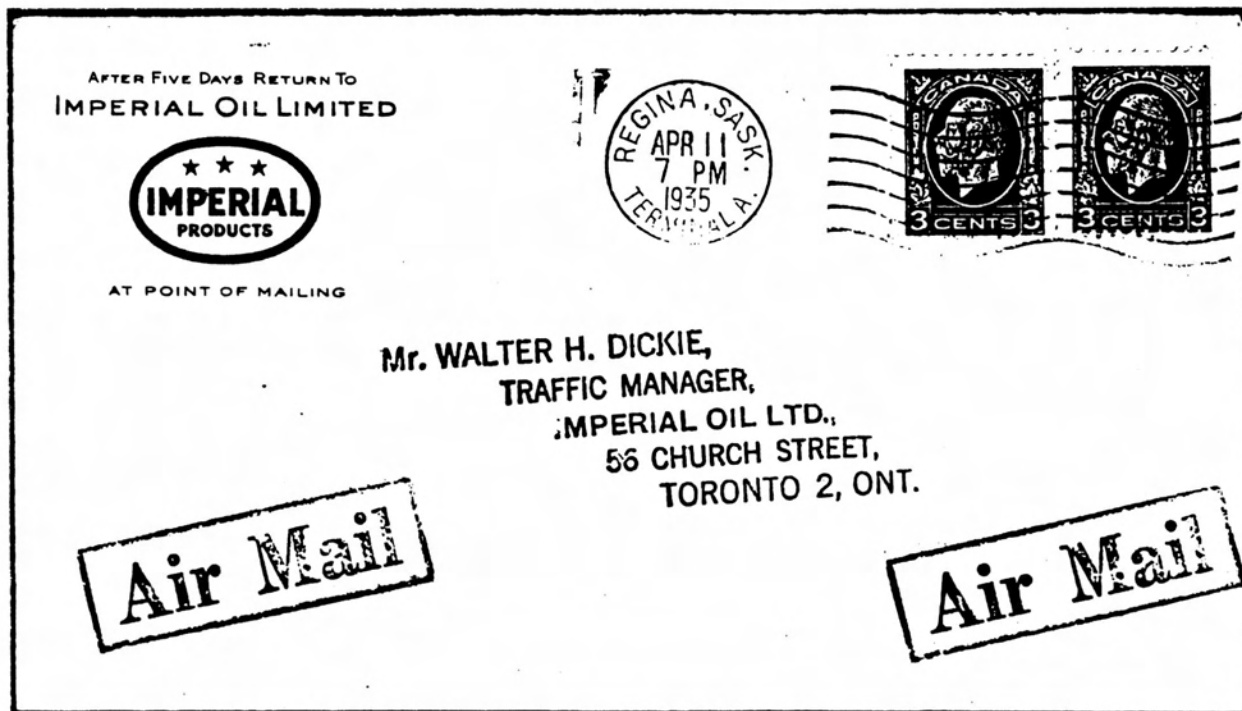
According to a speech by Prime Minister R.B. Bennett:

"with 300,000 of the population receiving some form of relief, there was very little gratification in seeing an aeroplane passing by day after day when the unfortunate owner of the soil could hardly see the aeroplane because his own crop had gone up in the dust."³

Six years later, Trans-Canada Air Lines began experimental air mail services between Winnipeg and Vancouver.

However, the following covers were all mailed during this six-year gap. - Can somebody provide information on:

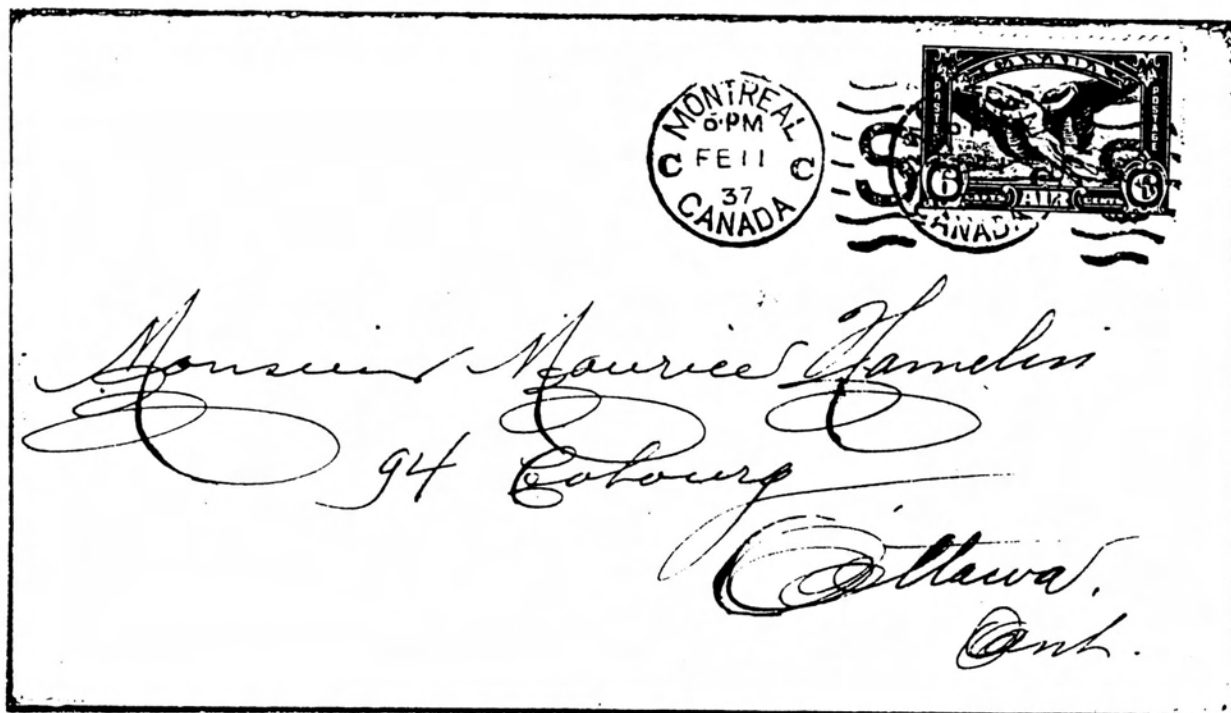
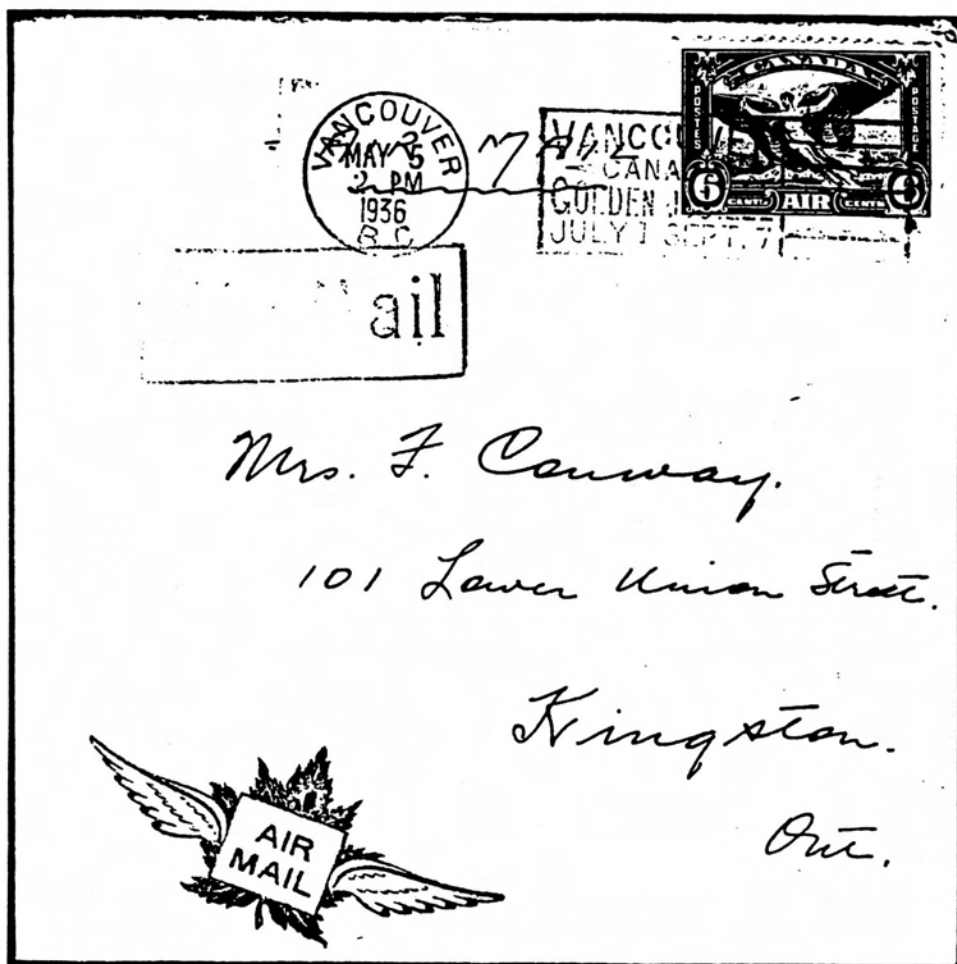
- what inter-city air mail services were available in Canada between 1932 and 1938?
- was the Canadian Government paying a fee for air mail service by American airlines, after it had cancelled the contracts with Canadian airlines?

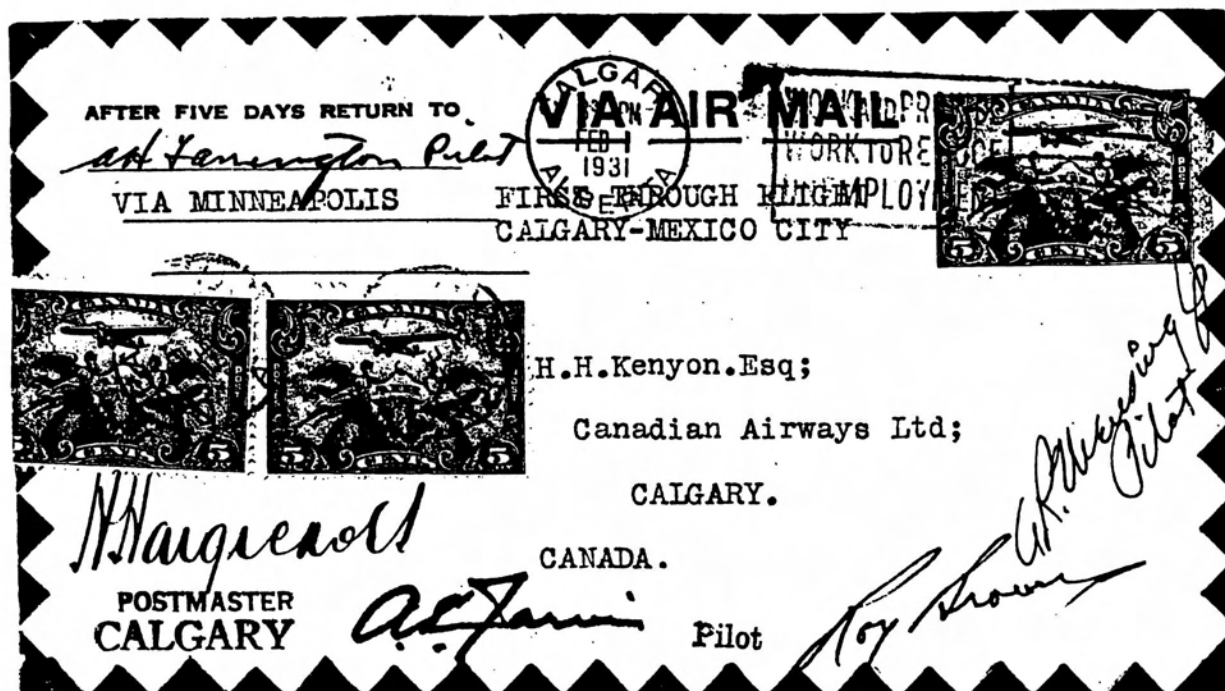


(Continued)

³ Quoted in *It Seems Like Only Yesterday - Air Canada: The First 50 Years*, by Philip Smith, page 23.

CANADIAN INTER-CITY AIR MAIL: 1932 to 1938 - continued:



INFORMATION NEEDED - CALGARY TO MEXICO CITY AIR MAIL, 1931?

Machine cancel (with boxed slogan): Calgary 8:30PM, Feb 1 1931.

Hammer cancel: Calgary 2PM, Feb 1 31 (on lower two stamps).

No backstamps.

QUESTION: This "mystery" cover, with routing and address typed on a single typewriter, was flown as "First Through Flight Calgary-Mexico City via Minneapolis". The cover is signed by pilots of Western Canada Airways - A.H. Farrington, A.E. Jarvis & Roy Brown. Also by A.R. McEwing Jr. (an American pilot?) As well the cover is signed by the Calgary Postmaster - N. Hargreaves. (Note that this signature is partially covered by the two lower stamps). It is addressed to Herbert Hollick-Kenyon a W.C.A. pilot who had joined Canadian Airways. The cover is philatelic, still sealed and has no contents. Does anyone have any information with regard to this flight?

INFORMATION NEEDED: AIR MAIL FROM CEYLON & INDIA TO CANADA, 1944.

The covers on the next page were sent with a note that they had been purchased from an American dealer visiting London, England, in October 1995. - They were from a Canadian R.A.F. officer, writing to his wife in California:

I assume the "CANADA" handstamp was to direct airmail within Canada and US (though only in US in this case), and in one case (or in both?) the air letter seems to have gone off by surface. But where was this marking applied? Perhaps the earlier cover, from Ceylon, went initially to India, and the marking was applied there. Have you any idea about it; or can you refer it to someone who might be able to help?

(Continued)

AIR MAIL FROM CEYLON & INDIA TO CANADA, 1944. - continued:

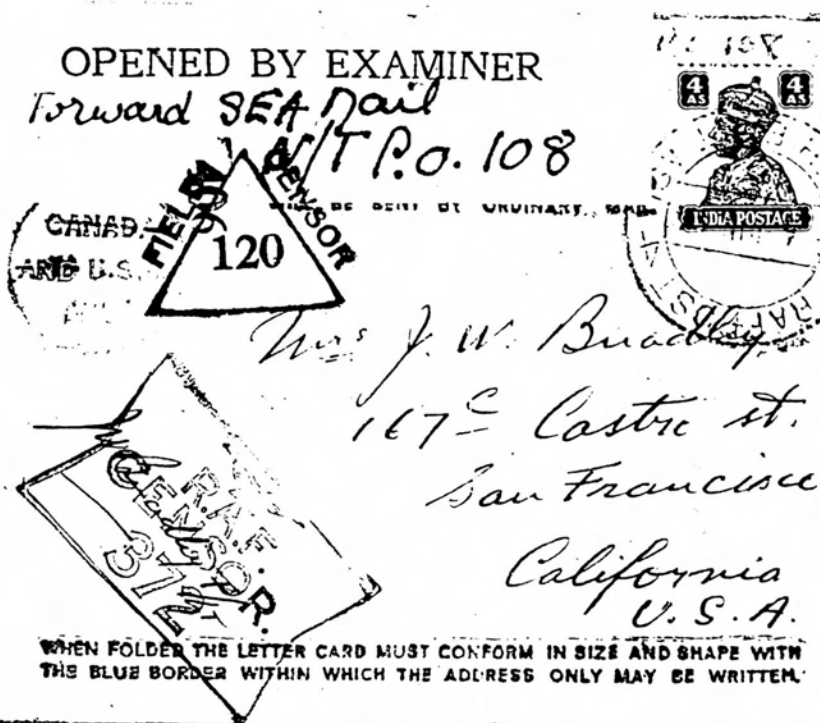
Handstamp
in violet:
CANADA AND
deleted in
red crayon.



Written in
Ceylon
22. 4. 44.

RAF BASE P.O.
CEYLON
in violet

Handstamp
in violet:
CANADA AND
deleted in
blue ink.



Written
at Delhi
2. 6. 44

RAFPOST 4
SOUTH EAST ASIA
4 JUN 44

No markings on reverse of either cover.

SALES AND WANTS

=====

Members are invited to send in details of items wanted or for sale to the editor. - Create your own "advertisement" if you like, up to a single page 8 1/2" x 11", photocopier ready.

POSTAL HISTORY

PUBLIC AUCTION SALES:

**3000 to 5000 lots of
UNITED STATES
Britain & Colonies
and General Foreign
are offered bi-monthly.
Lots sell from \$2 each up
to many thousands of \$\$\$
Over 1000 are photographed.**

**FREE CATALOG UPON REQUEST.
PLEASE LET US KNOW
EXACTLY WHAT YOU COLLECT.**

**FDC's & Topicals
are also included.**

**PRIVATE TREATY SALES:
Specialized Collections
Large Box Lots
Dealer Stocks**

**-----
We buy outright and
accept consignments.
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Long Island City, N.Y. 11106-6603**

Tel: 718-392-4855 Fax: 718-786-1341

NEXT ISSUE DEADLINE

The Canadian Aerophilatelist is produced quarterly in March, June, September and December. - If you have anything you'd like to go into the next issue, please send it to the editor:

Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4
by February 29th.

MEMBERSHIP RENEWAL

193	J.P. Gadoury	Jan 1996	69	Don Amos	Feb 1996
191	Tony Giancola	Jan 1996	135	Beatrice Bachmann	Feb 1996
14	Murray Heifetz	Jan 1996	172	Ivan R.W. Burges	Feb 1996
173	G. Bill Kaufmann	Jan 1996	180	Elmer W.A. Cleary	Feb 1996
111	James Larry Kobelt	Jan 1996	67	Robert North, Sr.	Feb 1996
171	Albert N. Leger	Jan 1996	220	Richard Whalley	Feb 1996
109	Gary J. Lyon	Jan 1996	221	W. Arnold Stearman	Feb 1996
106	Maurice G. Malenfant	Jan 1996	222	Douglas M. Smith	Feb 1996
17	Richard J. McIntosh	Jan 1996			
65	Ian Mowat	Jan 1996			
219	William C. Noble	Jan 1996			
105	Dr. Gordon L. Ralph	Jan 1996			
13	Janice E. Weinstock	Jan 1996			
217	Cecil G. Stoner	Jan 1996			
218	Roy Shuker	Jan 1996			
19	Ray Simrak	Jan 1996			

In order to reduce postal costs, renewal notices will be printed in each issue of the **The Canadian Aerophilatelist**. Members within a 2 month period of this issue of the newsletter will be notified. Membership cards will be mailed upon receipt of payment. Final renewal notices will be mailed out to members who have not replied.

Please return this form to the Secretary with your payment. Cheques, Money Orders etc. to be made payable to the **Canadian Aerophilatelic Society**.

As a result of rising costs, the membership fee will increase in **1996** to **\$15.00** Canadian in Canada and the USA, **\$20.00** Canadian for members Overseas.

Membership No.: _____ Renewal Month: _____

Name: _____

Address: _____

Mail notice to: Ron Miyanishi, Secretary
124 Gamble Ave.
East York, Ontario
CANADA M4J 2P3

Secretary's Use Only

Date: _____

Payment: _____

MEMBERSHIP APPLICATION FORM

THE CANADIAN AREOPHILATELIC SOCIETY has approximately 150 members - Its objectives are:

- to promote the advancement and growth of aerophilately in Canada;
- to provide a forum for the exchange of information and news about aerophilately among members;
- to represent Canadian aerophilatelists at the national and international levels;
- to promote and support areophilatelic research in Canada.

Membership of The Canadian Aerophilatelic Society is open to all interested individuals, including those living outside of Canada, and new members are always welcome.

The annual membership dues are **\$15.00 Canadian in Canada and the U.S.A., \$20.00 Canadian for members Overseas.** Payable to: The Canadian Aerophilatelic Society.

If you would like to join, please complete the information below, and sent it with your dues to:

Ron Miyanishi, Secretary - The Canadian Aerophilatelic Society,
124 Gamble Ave., East York, Ontario CANADA M4J 2P3

I hereby apply for membership in The Canadian Aerophilatelic Society:

Name: _____

Address: _____

City: _____ Province/State: _____

Postal Code: _____ Country: _____

Collecting interests: _____

If applicable: American Air Mail Society membership number: _____

American Philatelic Society membership number: _____

Royal Philatelic Society of Canada membership number: _____

For Secretary's use:

Date joined: _____ Amount of dues paid: _____

Entered on Mailing List: _____

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EDITOR'S LAST WORD AND REMINDER

Please send all items for the next issue of the newsletter to:
Chris Hargreaves, 4060 Bath Road, Kingston, Ontario Canada K7M 4Y4
by
29th February 1996