

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 Aérophilatéliques) - Club Member

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===== SI VOUS DESIREZ L'INFORMATION EN FRANCAIS SUR LA SOCIETE CANADIENNE D'AEROPHILATELIE, CONSULTEZ =====
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THE CANADIAN AEROPHILATELIST

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CONTENTS:

PAGE:

NOTES FOR NEW READERS	2
NEWS - NEWS - NEWS including:	
<u>A DAY OF AEROPHILATELY IN TORONTO - NOVEMBER 17th 1996</u>	3
<u>NEXT NEWSLETTER - A SEASONAL SPECIAL</u>	3
HAPPY ANNIVERSARY TO US!	4
NEW CANADIAN POSTAL MUSEUM - AIR MAIL EXHIBIT	6
E-MAIL ADDRESSES	7
FEATURE ARTICLE:	
<u>EARLY AIR MAIL SERVICE IN THE RED LAKE DISTRICT, 1925/26</u>	9
FOLLOW UP - comments on some covers in the last issue	26
QUESTIONS - information wanted on some intriguing covers	27
SALES AND WANTS	30
<u>MEMBERSHIP RENEWAL LIST - PLEASE CHECK</u>	31
MEMBERSHIP APPLICATION FORM	32

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, tracking stations, 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 books and periodicals can be borrowed by mail: for details contact Chris Hargreaves, 4060 Bath Road, Kingston ON K7M 4Y4.
- a translation service from French to English and vice versa: contact Francois Bourbonnais, 58 Ste-Catherine, St. Polycarpe, Quebec J0P 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*. - This volume is now out of print, but an authorized photocopy of the Canada Section can be obtained from Dick Malott, 16 Harwick Crescent, Nepean, Ontario K2H 6R1, for \$8.00 including postage.
- for detailed information on early air mail flights and stamps: *The Pioneer and Semi-Official Air Mails of Canada 1918-1934*, C.A. Longworth-Dames, published by Unitrade Press, 99 Floral Parkway, Toronto ON M6L 2C4. (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.)
- similarly detailed is *Newfoundland Air Mails: 1919-1939*, by C.H.C. Harmer, published by the American Air Mail Society, (see below).
- two very useful "general histories" of Canadian aviation are *Canada's Flying Heritage* by Frank Ellis, which is the classic on aviation up to the 1930's; and *History of Canadian Airports* by T.M. McGrath, which describes 143 airports with many references to the airmail services that used them. - Both are available from CANAV Books, 51 Balsam Ave., Toronto, Ontario M4E 3B6.

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

A DAY OF AEROPHILATELY IN TORONTO - NOVEMBER 17th 1996

The C.A.S. is organizing its SECOND SYMPOSIUM from 10 a.m. to 4 p.m. on SUNDAY NOVEMBER 17th. - It will be held at the Vincent Greene Foundation, 214 Merton Street: this is close to DOWNTOWN TORONTO, (near Yonge and Eglinton), and easy to get to by car or public transport.

The symposium will include talking, trading, and a break for lunch at a nearby restaurant. - Everyone who came last year had a great time, and ALL MEMBERS ARE INVITED TO BOTH ATTEND AND PARTICIPATE this year: please bring a one frame exhibit, (16 sheets), or a "show and tell" (or ask) item; plus any material you'd like to trade.

Please contact DICK MCINTOSH, 47 Aldenham Cr., Don Mills, Ontario M3A 1S3, (telephone: 416 447 1579), for more information, and/or to let him know if you're likely to be attending.

Anyone who is interested in making this a philatelic weekend, should note that there is a Canadian Stamp Dealers' Association show on at the Queen Elizabeth Building, Exhibition Place, Toronto, from November 15th-17th. - For more information call 416 489 4457.

NEXT NEWSLETTER - A SEASONAL SPECIAL

All members are invited to contribute to the December issue of *The Canadian Aerophilatelist*. Please prepare a one page display featuring any stamp or cover you've acquired this year, and a brief description of the item/flight; add your name/address/Season's Greetings to other members as you want; include any other information you like, such as your collecting interests/items you'd like to find or trade; and send a photocopy of it to:

Chris Hargreaves, 4060 Bath Road,
Kingston, Ontario K7M 4Y4

by December 1st.

P.S. Other contributions are welcome at any time.

HAPPY ANNIVERSARY TO US!

According to our letterhead, 1996 is our Tenth Anniversary. However, when I asked around to get some information for a commemorative article, I discovered that we are in fact twelve years old!

The C.A.S. was formed during CANADA 84, which was held at Place Bonaventure in Montreal, from October 25th to 28th 1984. - I'm told by Patrick Campbell, who is our member #1, that:

The American Air Mail Society had a table, and I think Ken Sanford was running that. . . At some point the formation of a Canadian society was suggested and we all trooped off to a bleak concrete room where the subject was discussed at length. Eventually I got up and asked "where do I sign" so someone produced a piece of paper and I was the first to sign. . . I guess I wanted to get back to the show.

Dick Malott became member #2, and Nelson Bentley #3. - Nelson recalled that:

somebody said "Will you look after the money, Nelson" and I was Treasurer! I think it was Ken Sanford that said it.

Ken seems to have been a major force in the formation of the C.A.S.! He signed up as member #6, and was the Society's first Secretary. (Mike Shand, our current Vice-President, was #4; and Pat Sloan, our first President, #5).

The first issue of our newsletter, edited by Dick Malott, was produced on July 1st 1985; and our constitution was authorized on September 1st 1986, which is where the date in our letterhead comes from.

On behalf of all the more recent members, I would like to thank our early members for getting the C.A.S. started, and to congratulate everybody who has contributed to its expansion and activity.

SPECIAL CAPEX ISSUE OF THE AIRPOST JOURNAL

The cover story of the June 1996 *Airpost Journal*, was a very detailed and informative article by Jim Kraemer on Canada's First Airmail Stamps, (C1 to C4).

Other articles in this special "Canadian issue" were:

- Detroit to Windsor 1929, the first mail flown by glider on the North-American Continent: Simone Short.
- The Mystery and Pleasure of Editing The Canadian Aerophilatelist: Chris Hargreaves.
- New Zealand Airmail: The Canadian Connection, 1930 and 1931: Mike Shand.
- Collecting RCAF/Canadian Forces Philatelic Covers: Ron Miyanishi.
- An Overview of Canadian Astrophilately: Dr. Reuben A. Ramkissoon.

These items were assembled by Dick Malott, and the magazine was edited by James Graue with his usual style and professionalism.

The Airpost Journal is the monthly magazine of the American Air Mail Society. - A copy of this issue can be obtained for \$2.00 U.S. from Dan Barber, P.O. Box 23055, Lansing, MI 48909, U.S.A.

PRESIDENT'S REPORT



THE CANADIAN AEROPHILATELIC SOCIETY

Organized 1986 in the interest of Aerophilately and Aerophilatelists everywhere

The President's Report

Please address reply to:

Greetings to all members of the CAS. I trust that everyone has recuperated from the aerophilatelic excesses of CAPEX'96. It was indeed a great World Philatelic Exhibition. The CAS and the AAMS participated fully in the event. I am pleased to announce that our booth and the two special events - the dinner at the RCMi on Friday, 14 June 1996 and the AAMS annual convention breakfast on Sunday, 16 June 1996 did very well in attendance and financially. Despite some hefty Convention Centre invoices for equipment and refreshments we were able to make a reasonable profit which will cover earlier bills for postage and printing of our newsletter, *The Canadian Aerophilatelist*. Our success was mainly due to the continual presence of our secretary, Ron Miyanishi, and his reliable assistance Corrine Cawthorne. Thanks Ron and Corrine for your dedicated assistance at CAPEX'96. Our retiring treasurer, Nelson Bentley, will prepare a financial statement for CAPEX'96 for the information of all of our members. I presume that the report will be available for the next issue of our newsletter.

Chris Hargreaves is commemorating the 10th anniversary of the founding of the CAS. Some records indicate that our beginning was in 1984. Whether it is our 10th or 12th anniversary the success of the CAS has been in its contributing membership from the beginning. One of the first aerophilatelists to get the CAS going was the energetic Ken Sanford. Member No.6. Ken was living in the Montreal area working for ICAO. I believe that he was also the President of the AAMS at the time. A sincere thank you Ken for your efforts to promote aerophilately in Canada, in the USA, and internationally. At PACIFIC'97 the CAS will officially recognize Ken's contribution to aerophilately in all of its aspects. The contribution of our one and only Past President, W/C Pat Sloan, must not be forgotten as Pat guided the CAS through its formative years. He was ably assisted by four Secretaries, - Ken Sanford, Ken Johnson, the late Major ER Ritch Toop, and Ron Miyanishi. Our one and only Treasurer has been Nelson Bentley who kept our meager finances in proper order. Nelson is retiring soon to be replaced by our present Librarian, Ivan W. MacKenzie. After my struggling efforts as the Editor of *The Canadian Aerophilatelist*, I was saved by our present very talented Editor, Chris Hargreaves. Through Chris's efforts the CAS is now on the map for aerophilatelic recognition. Chris also writes the Canadian aerophilatelic news for the *Jack Knight Air Log*. To all those mentioned and to those overlooked, my deepest appreciation and thanks for making the CAS a success in only 10 (or 12) years. Happy anniversary to all!

Another great happening will be the launching of a revitalized National Postal Museum in the Canadian Museum of Civilization, Hull, Québec in mid-June 1997. The selected theme will be the contribution of aviation to world communication, and in particular air mail. I have been asked to serve as a consulting curator on this project. A letter from the National Postal Museum hopefully will appear in this issue of our newsletter.² I urge all members to support this project that will highlight our favourite hobby - aerophilately.

I am preparing this message on Wednesday, 28 August 1996. In six hours I will be flying to Buenos Aires, Argentina to attend *AEROFILA '96*, 30 August - 9 October 1996, as the Canadian Commissioner. I have five Canadian exhibits and two aerophilatelic literature entries. I will have a report on the event for the next issue of our newsletter. On 23 September 1996 I leave to attend *ISTANBUL '96*, 28 September - 6 October 1996, as the replacement Canadian Commissioner. Jim Kraemer, due to family illness, is unable to attend and thus he asked me to fill in for him with the approval of the RPSC and the *ISTANBUL '96* Committee. Thus I will have two FIP World Philatelic Exhibitions to report on to our membership. Cheers!

Dick Malott President CAS 28 August 1996

² See next page.

NEW CANADIAN POSTAL MUSEUM - AIR MAIL EXHIBIT



MUSÉE NATIONAL
DE LA POSTE
NATIONAL
POSTAL MUSEUM

100, rue Laurier
C.P. 3100, succursale B
Hull (Québec) J8X 4H2

100 Laurier Street
P.O. Box 3100, Station B
Hull, Quebec J8X 4H2



MUSÉE CANADIEN
DES CIVILISATIONS
CANADIAN MUSEUM
OF CIVILIZATION

Canada

In June 1997, the Canadian Postal Museum (CPM) will be opening its permanent exhibition space at the Canadian Museum of Civilization. The exhibition on the air mail service, which is to be the feature element of the new CPM, will be presented from June 12, 1997 to September 30, 1998.

We are pleased to have the collaboration of Major Richard K. Malott as guest philatelic curator for this exhibition. Acting on behalf of the CPM, Mr. Malott will be contacting collectors to borrow philatelic items which might be included in the exhibition.

This exhibition is particularly concerned with the heroic age of Canadian postal aviation. This flourishing era began in 1918 with the opening of the Toronto-Montreal mail route and ended in 1948 when "all-up service" was introduced. The themes to be explored are the beginnings of air mail in Canada (1918-1926), the operation of the trans-Canada air mail route (1927-1948), and the development of air mail in remote areas, together with the life of the bush pilot.

We will also be presenting the Canadian postal adventure in an international context. Most notably, we will be using the example of the French company Aéropostale to describe the early days of this era. Such an approach will allow us to make direct connection between the exhibition and the showing of the Imax film Wings of Courage.

The CPM would like to display philatelic items for the Canadian portions of each theme.

The CPM wishes to thank the aerophilatelists, members of the Canadian Aerophilatelic Society and other collectors in advance for their participation and contribution to the success of this exhibition.

Bianca Gendreau

Bianca Gendreau
Curator

Hull, August 26, 1996

BRITISH NORTH AMERICA PHILATELIC SOCIETY - AIR MAIL STUDY GROUP

This group's August 1996 newsletter contained articles on a wide variety of topics, including: the Newfoundland Wabush-Katsao Flight, 1932; more information on the Yukon Airways semi-official air mail stamp; the story behind the barrel shown on the First Flight cachet from Grindstone Island to Charlottetown, 1932; an examination of the AAMC catalogue description of the first flight from Rolling Portage to Narrow Lake, 1928; and a tale about some emergency aircraft repairs carried out by Leigh Britnell in 1927.

For more information on the BNAPS study group contact Basil Burrell, 911 Huckleberry Lane, Glenview, Illinois 60025-2301, U.S.A.

THE BRITISH AEROPHILATELIC FEDERATION

One very pleasant result of CAPEX, is that a newsletter exchange has been arranged between the CAS and the BAeF. - This will provide an increased flow of information to the members of each society, and a wider audience for the "questions and answers" in each newsletter.

The BAeF also holds a number of regional meetings throughout Britain, to which any CAS members visiting Britain have been invited. - For a schedule of these meetings, please contact: Richard Beith, 14 Middlecroft, Guilden Sutton, Chester, England CH3 7HF.

SECRETARY'S REPORT

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

- #257 Ron Hyde, Chelsea Stamps, Richmond, B.C.
- #258 Edward J Bizub, Clark, New Jersey, U.S.A.

E-MAIL ADDRESSES

Our secretary, Ron Miyanishi, now has an E-Mail address:

squeak@interlog.com

Would any other members who have or get E-Mail addresses please send them to him, so that he can add them to our address list.

"ON LINE" PHILATELY

On July 1st 1996, the WebZine Publishing Group launched NetStamp:

"the first electronic magazine for the hobby and business of philately. It will have no subscription fees to enter and participate, with costs to be covered by advertisers.

"Our editorial approach will be to cover the world of stamps and stamps of the world. We will offer serious philatelic articles, as well as breaking news. . . we can have a news story into the computers of our readers in less than a day!

"Articles will be presented almost as individual works of art, with our requirement that all articles include colour illustrations.

"We will be offering a Chat Room that will permit the reader to look at an article and respond immediately. . . Questions can be answered. Information can be shared. We can all learn."

The group is currently seeking philatelic articles, "for which payment will be made on acceptance".

For more information on this project, contact Richard L. Sine, Managing Editor, The WebZine Publishing Group,

E-Mail: rsine@ix.netcom.com

or write: P.O. Box 1316, Fort Mill, SC 27916, U.S.A.

Editor's Note: I am not yet "on line", but would be pleased to receive comments on NetStamp and similar sites from any members who are, and to include them in a future newsletter.

THE ASTRO SPACE STAMP SOCIETY

You are invited to join collectors from all over Britain, Europe, Russia, Australia and the U.S.A, who enjoy and profit from membership of the British based Astro Space Stamp Society - established since 1986. Patron: Cosmonaut Georgi Grechko.

ORBIT is the official quarterly publication of The Society, full of illustrations and informative space stamp and space cover articles, postal auctions, space news, and a new issues guide. It has a semi-professional editor, and regularly has around 30 A4 pages, often accompanied by special supplements. Collectors and dealers advertising keep members up to date on market values and assist obtaining needed stamps, covers, post-cards, autographs and all space related collectables.

Annual U.K. and Europe dues are just £7.50 and outside Europe only £12.50. Life membership is £75. Our junior section (age 11-21) has membership dues of £6.50 (UK/Europe) and £11.50 elsewhere.

Gifts of stamps kindly provided by The Crown Agents and The Australian Stamp Bureau are given on joining. New members will also receive a free copy of the check-list of stamps featuring spacecraft, Halley's Comet, Earth stations, astronomers and astronomy together with the latest update of the index which won a Silver Award at the 1994 Philatelic Literature Fair held in the USA and which is produced exclusively for members of the Society.

As a member you will be invited to receive regular Postal Packets, to buy/sell Astro space/stamps and covers, have your name and collecting interests published in our Directory supplement to *Orbit*, updated March 96.

For more information send an SAE or 2 IRCs to: Brian Lockyer,
21 Exford Close, Weston-super-Mare, Avon, England BS23 4RE

A CENTURY OF WAR DATES, 1859-1959 by THEO VAN DAM

"A Century of WAR DATES and More!" gives comprehensive coverage of a hundred year period, starting with the Italian War of Liberation, through the U.S. Civil War - the Franco-Prussian War - the Russo-Turkish War - the Sino-Japanese War - the Spanish-American War - the Boer War - the Russo-Japanese War - the Balkan Wars - World War I - the Spanish Civil War - World War II - the Korean War - the Suez War and the major conflicts, colonial wars, revolutions in between up to the Vietnam War, with background and aftermath until 1990.

In addition, this book presents the major political events and new nations established during this period, listed by their date of independence, including lesser known countries such as Hatay, Kashgaria, the South Moluccan Republic, Stellaland, Western Ukraine and others.

The United States and Possessions are covered first, followed by the Latin American republics and then the balance of the world by country in alphabetical order. Colonies, protectorates etc. are listed with their mother country. This is followed by four Appendices: The Balkan Wars 1912-1913; World War I Battlefronts, such as the Caucasus, Eastern and Western Fronts etc.; Peace Treaties and Aftermath, including Plebiscites and League of Nations Mandates; and World War II Allied and Axis Campaigns, from the German invasion of Poland until the surrender of Japan.

This soft cover, spiral book has 206 pages. Approximately 250 countries are listed (including colonies etc.); it contains more than 7,000 data, 44 maps and a 22-page index. Price: \$28.00 postpaid in the United States and Canada; Overseas add \$2.00

Available from: POSTAL COVERS, P.O. Box 8809, Anaheim CA 92812, USA

EARLY AIR MAIL SERVICE IN THE RED LAKE DISTRICT, 1925/1926

Derek Rance

The claims that started the Red Lake Gold Rush were staked on July 25, 1925. As the prospector brothers, Lorne and Ray Howey, had been grubstaked by different backers, they compromised this conflict in interest, by roughly dividing their gold discovery into two parts. Ray Howey staked the southern nine claim portion for his backer McIntyre-Porcupine Mines, while brother Lorne staked the thirteen claims to the north for themselves and their Haileybury backers. (Thirteen claimed Lorne Howey later was his lucky number)¹

After the discovery, the two brothers and their two partners, spent the next five weeks digging 15 cross-trenches with a total length of over a thousand feet, to expose the gold vein for sampling.²

In early September, they departed Red Lake by canoe, as Lorne Howey said "to record our find, and tell our friends".³ One of the friends they contacted was Jack Hammell. Their acquaintance with Hammell had started when he was a bartending in Cobalt. While there he had begun to deal in mining claims. From this modest beginning, he had become an extremely successful mine promoter (best known, at that time, for his success with the copper-gold-zinc deposits at Flin Flon). After the Howeys had described their find, Hammell immediately journeyed to Red Lake, arriving there in late September. He was deeply impressed with the prospect's showings. Consequently, on returning to Toronto, he formed the Howey Gold Mines Syndicate, in order to acquire, and finance, the northern group of claims staked by Lorne Howey.

It was now October and freeze-up was approaching fast. Hammell, with his financing in place, had great need, prior to the winter snows, to bring in men and equipment to surface explore these newly syndicated claims. He made a unique decision - one that forever after would change prospecting transportation. Eschewing the use of the steam and motor boats then plying Lac Seul, and thereafter using canoes from Pine Ridge to Red Lake, he decided on air transport.

Fortunately at that time, Canada's largest fleet of flying boats was based at nearby Sioux Lookout. These were the Curtiss HS-2L's of the Ontario Provincial Air Service (O.P.A.S.). This service had been formed in 1924 as a division of Ontario's Department of Lands and Forests. In reality the formation of O.P.A.S. had simply been a transfer of the personnel and planes to the Ontario Government, from Laurentide Air Service Ltd. The first Director of O.P.A.S. was Roy Maxwell, who was Vice President and an owner of Laurentide Air Service, Ltd. Initially he had flown with the Laurentide Co. as a pilot. In 1922, when the Laurentide Company decided to divest itself of its forestry air service, Maxwell had been encouraged by his superiors to offer to buy this flying service. This he had accomplished, in conjunction with a former business associate, H.D. Wiltshire, together with the financial support of Thomas Hall. The resultant company was named the Laurentide Air Service Ltd. Most of the air service work this new company acquired were the non-tendered forest patrol contracts, that were granted in 1922 and 1923, by Ontario's Department of Lands and Forests.

After the completion of the second contract, the Ontario Government decided to call tenders for future services. Both Laurentide Air Service and the then newly formed Jack V. Elliot Co. submitted tenders, with Elliot being the low bidder. However, ultimately neither offer was accepted, as the Ontario Government had calculated that it could save at least \$250,000 annually by flying its own aircraft. Faced with this contract loss, Jack V. Elliot promptly offered to sell 13 flying boats to this fledgling Provincial air service. The aircraft so offered were surplus U.S. Navy Curtiss HS-2L's, specially modified for civilian duty, priced at \$7500 per machine. This offer, although non-tendered, was accepted. The deal, however, fell through when the U.S. Government stepped in and stopped the sale under a new law, that it had just passed on September 23, 1923, which forbade sales of surplus military equipment to "foreign governments"⁴. Ontario then turned to Laurentide to supply the HS-2L aircraft. These were supplied at a sale price of \$5500 apiece. Ironically, Maxwell, ten years later, was forced to resign his position as Director of O.P.A.S. when it was disclosed that he, as one of the owners of Laurentide had purchased these planes from U.S. surplus for as little as \$3000 each, and that 6 of the 13 "new" aircraft, and their engines, had been in use for over a year.⁵

(Continued)

Jack Hammell managed to persuade the Ontario Provincial Air Service to lease to him five of the nine Sioux Lookout based HS 2L flying boats. These airplanes were then flown to the operations base that had been established at Minaki. This base, situated on the C.N. railroad, was selected because it had the shortest flying distance to Red Lake. It should be noted that the Curtiss HS-2L was not an ideal transportation aircraft as - its propensity for mechanical failure caused it, almost routinely, to go overdue on flights. Also, it was hampered by its cumbersome flight performance, often requiring the combined efforts of both the pilot and the engineer to control the aircraft - and as for its speed, pilots joked as to how they took off, cruised and landed at one speed, 65 m.p.h.. Never-the-less, with each plane carrying a load of 650 lbs. (people and freight), the transportation of the seven prospectors and fifteen tons of supplies was completed by late Fall, at which time freeze-up finally curtailed further flights. The senior pilot in charge of the operation was J.R. Ross. Other pilots were R.C. Guest, T.M.G. Stephens, Romeo Vachon and most notably Harold "Doc" Oaks. As Oaks was a graduate mining engineer it was not altogether surprising that he, and his flight engineer Hugh Bain, took full advantage of one of the seven flights they had made into Red Lake⁶, as each man took the opportunity to stake a claim.⁷

Considering the size of the Howey prospecting effort, and that there were three other prospecting parties active in the area, it would be most surprising if mail had not been flown by the supply aircraft. Such mail could be readily identified by a Minaki P.O. October 5-25, 1925 postmark and an appropriate addressee.

Activity in Red Lake, during the late Fall and early Winter of 1925, was relatively sporadic as news of the discovery was slow to leak out. The first news item was published in the Ottawa Journal - October 10, 1925, which briefly described the Howey discovery and the winter work envisaged. This news did not generate much excitement - and most of the work continued to be conducted by Lorne Howey's friends - the close-knit Haileybury circle. Interestingly, on November 2, 1925, a claim K1509 was staked by a mail carrier from Allanwater, the entrepreneurial William Brown, who on March 27, 1926 would become Red Lake's first resident postmaster.

After Christmas, with gold fever rapidly spreading, the trickle of prospectors started to become a flood. Ironically by the end of January, after which greenhorns by their hundreds would join in the rush - all of the gold mining properties that would eventually go into production had already been staked, with the single exception of parts of what is now Placer-Dome's Campbell mine.

It is believed by many, that the person mainly responsible for causing the Red Lake Gold Rush was Major Cunningham-Dunlop - scion of a prominent mining family. As Coniagas' Chief Exploration Engineer, he had first traveled to Red Lake in November. Impressed by what he had seen, he had resigned from Coniagas to form not one, but three, exploration syndicates, which he led in well organized fashion to Red Lake in early January. In late January he had returned to Toronto where he gave a series of colorful interviews, stating in one "That there has never been a rush of prospectors to a new gold district since the discovery of the Klondike".⁸

It was the Cunningham- Dunlop interview in the Hamilton Spectator, that Jack Elliot later believed that his father had shown him⁹, which had prompted his starting the Red Lake air service. However, his recollection was faulty, as on the day The Hamilton Spectator published this particular article, both he and Farrington were traveling on a CNR train en-route to Sioux Lookout.

Harold Farrington later claimed that it was he who had shown Elliot, in early January, a Toronto newspaper article, with the suggestion they start an airline service.¹⁰ Indeed on January 8, 1926 an article had appeared in The Toronto Daily Star which stated "The interest taken in the Red Lake District is increasing by leaps and bounds daily. - - many well known mining companies are financing prospecting parties to stake on the snow with all speed - - these parties do not hesitate to take this long, expensive and hazardous trip - - and the number of claims recorded will undoubtedly exceed the number already staked in the new gold fields of Quebec."

(Continued)

If it was indeed this article that triggered Elliot's decision to start a Red Lake air service - certainly the assurance that prospectors had the financial backing of "well known mining companies" and the "expensive - trip" would have triggered the Elliot entrepreneurial chord. Unquestionably Elliot knew of the Northern Air Service summer flight service to "the new gold fields of Quebec", and that as their aircraft fleet were flying boats, that they could not extend this service to Red Lake during the winter.

On deciding to form an airline service, the first task was to find out just where Red Lake was. On consulting a map, its location was found to be one thousand miles west of Hamilton. To preserve the aircraft engines, it was wisely decided to rail freight the aircraft to a suitably located flying base. According to both Elliot¹¹ and Farrington,¹² they promptly ordered a freight car from the C.N.R., which arrived the next day. However, after dismantling the two Curtiss JN4 Canuck aircraft that would fly the service, it quickly became apparent that the aircraft fuselage was too long to be maneuvered through a conventional boxcar door. So a boxcar, with end doors, had to be specially constructed on a flatcar base. The interior of this boxcar had special retaining sections to secure delicate structures, like wings, to prevent transit damage. Taking advantage of this delay, Elliot had the planes' wings strengthened by gluing and screwing one by one and a half inch spruce strips to the wing's rear spar. This enabled the Canucks load carrying capacity to be increased from 209 pounds to 332 pounds. As well an additional 4 ½ gallon fuel tank was added to the top section of the wing, to augment the Canucks standard 20 gallon fuel capacity.¹³

Elliot knew that Laurentide Air Service and Northern Air Service had both conducted an air mail service. He approached the Post Office for a similar permission. Receiving a favorable initial response, a formal



Figure 1

application was then submitted detailing information on the company, its equipment, personnel and the proposed service and schedules, together with a printer's proof of the proposed semi-official stamp. This proof (Fig. 1) had been designed by the printers of The Toronto Daily Star. It was composed from printer's type and ornaments and lithographed in blue on white paper. These proof sheets were left imperforate. On the stamp face a 25c price was printed. (This was the price as charged by both Laurentide and Northern Air Services) As displaying a price on the face of the stamp transgressed both the then International and Domestic postal regulations - which forbade stickers to "bear numerals or indications of value", the proof was summarily rejected.



Figure 2

The Toronto Daily Star then created a new proof, again by using printer's types and ornaments - this time the stamp was without value. The design had red characters on a printed yellow wavy line background. (Fig.2). Again in its proof form, this stamp was left imperforate. After Post Office acceptance of the design, it was printed by lithograph, using the "work and turn" method. This produced a tete-beche sheet of eight stamps to each side, with a half inch gutter in between. The sheets were perforated 11 ½ and separated.

At that time there was no post office in Red Lake, (although the contemplation of one had been announced on March 1, 1926¹⁴). Jack Elliot, in conjunction with his air mail carrying application, also applied to be appointed to the position of Red Lake Postmaster. Although the appointment was granted almost immediately, it was only publicized on March 5, 1926.¹⁵

Although Elliot was now the official postmaster, there was no post office in Red Lake to work from - and Elliot had no intention to spend his time in Red Lake to acting one. A potential solution to these problems

(Continued)



Figure 3

emerged, in late January, when the Ontario Department of Mines made the announcement of its intention to open a Mine Recorder's Office in Red Lake.¹⁶ Opportunistically, Elliot requested a meeting with the Ontario Minister of Mines, Charles McCrea. This meeting occurred on February 16th, and resulted in McCrea's approving that the Mining Recorders' office in Red Lake could also be used as a post office. (the Hamilton Spectator wrongly interpreted the purpose of the meeting as securing approval for the proposed air service.)¹⁷ So Herbert E. Holland, the newly appointed Red Lake Mining Recorder, busy on that date, moving his equipment and supplies from Kenora to the Redditt station on the C.N.R. - unknowingly was seconded as the de facto postmaster of Red Lake. Elliot, as a result of McCrea's concession, had an oval cancellation stamp prepared (Fig. 3). (The Kenora wording refers to the Kenora Mining District.)

Elliot had a third problem to overcome. If the airline service was to be continued into the Summer, water based aircraft would be required. The only operational aircraft Elliot had at his disposal were three Curtiss JN-4's. In 1925 he had purchased an Aeromarine 40-F flying boat. Unfortunately this plane, most unpopular with pilots, had overturned in a windstorm and been badly damaged, just six weeks after its purchase. At that time it was still inoperable. The JN-4 was not capable of being fitted with pontoons, as its 90 h.p. OX-5 engine had insufficient power to get water hugging pontoons up into the air^A.

His ability to find a suitable water-based plane in Canada was very limited as, in 1926, there were only 44 licensed aircraft operable¹⁸. But, there were 202 commercially licensed pilots.¹⁹ After the closure of the Laurentide Air Services in 1925, one of the largest companies then owning flying boats was the Fairchild Aerial Surveys Co. (of Canada) Limited. Elliot contacted this company with his air service plans - and this encounter led to an eventual partnership that was formed in March 1926. It was during these early meetings with the Fairchild Co. that the concept of combining air and water transport during the Summer had evolved; as the March 1st The Toronto Daily Star stated that "Provision has also been made for high-class boats to be shipped into Hudson so that summer transportation already seems to be provided for. The airplane service will put on a number of large hydroplanes, and will not only operate from Hudson to Red Lake, but also a fast and cheaper service from the end of Lac Seul (Pine Ridge dock) to Red Lake carrying mail, light freight and express."²⁰

On February 18th, Elliot, accompanied by Harold Farrington, left Hamilton by passenger train for Sioux Lookout. The purpose of their journey was to scout for a suitable airbase. They quickly rejected the trackside hamlets of McIntosh and Quibell, despite their closer location to Red Lake, in favour of the village of Hudson. The reason for this choice was that Hudson had become the prospectors' principal departure point for Red Lake. The route from Hudson, although much longer than any of the alternatives, was advantaged in that the major portion of the journey to Red Lake lay over the frozen surface of Lac Seul, which made for easy traveling. Jack Elliot reasoned that, by closely following a land route, should a forced landing occur, help would be close at hand.

Two days after Elliot's departure from Hamilton, his two planes, G-CAEI and G-CADW, were shipped. They arrived at Sioux Lookout on February 26th. This rail shipment also contained parts of G-CACP^B.

^A A seaplane version of the "Jenny", known as the Curtiss N-9H, had been built as a trainer for the U.S. Navy. This airplane was designed for a single main float with wing float outriggers. The seaplane conversion required extensive modifications to be made to the aircraft. The wingspan was lengthened by nearly ten feet, control surfaces were enlarged and the aircraft was repowered with a 150 h.p. V8 Hispano-Suiza Model A engine.

^B This JN-4 had previously belonged to B and B Air services of Niagara Falls Ont.. It had suffered a severe accident in April 1924, and consequently was decertified. Elliot had purchased the wreckage for parts. After Elliot had returned to Hamilton, from Red Lake, in May 1925, this aircraft was then fully rebuilt and recertified in July 1925, only to yet again crash and be totally demolished one month later.

Upon arrival at Sioux Lookout, the two planes were assembled, and then test flown on February 28th and March 1st by the Department of Transport, Civil Aviation Branch Inspector - Major Tom Crowley. After their acceptance on March 1st, the two airplanes were flown to their new Hudson base, on Lost Lake.²¹ The Toronto Daily Star prematurely announced that the air service would commence on March 1st, but the inspections, and the then ensuing bad weather, delayed the actual start to March 3, 1926.

Jack Elliot was not been the only person to recognize the potential for a commercial air service to Red Lake. On February 25th, The Toronto Daily Star headlined "Major Thompson and Capt. Oaks purchase Wright-Bellanca monoplane. Winner at New York races - to inaugurate air service into Mining District March 10th". After the cessation of season's flying by O.P.A.S., "Doc" Oaks had persuaded Major G.A. "Tommy" Thompson, Superintendent of Operations of O.P.A.S. into joining him to form an airline to service the Red Lake area. Needing financial backing, Roy Maxwell, Director of O.P.A.S., had advised them to talk to Frank E. Davison, an old Yukoner, turned Toronto mining promoter. Having gained Davison's financial support, they had started the search for a suitable aircraft. Although, for patriotism's sake, they later claimed that Canadian manufacturers "could not give delivery of a plane at a date early enough for their purpose."²² in reality at that time no Canadian manufacturer made a plane that could operate off both floats and skis. It was claimed that "a Vickers machine (Vedette) made at Montreal, will, however, be added to the Thomson-Oaks fleet as soon as it can be delivered by that firm"²³ - a commitment not kept.

The most promising plane they found, was the Wright-Bellanca monoplane which had won the Efficiency Trophy at the October 1925 New York Air Races. "This machine showed 53 per cent higher efficiency - combined speed, comfort and safety - any other competitor"²⁴. After they had test flown the plane at New York's Mitchell Field, negotiations for its purchase started, but no firm delivery date could be obtained. Leaving the negotiations temporarily in abeyance, they traveled up to Hudson to survey a suitable airline route and scout for suitable landing sites. Oaks during the interim had persuaded S.A. Tomlinson, a flight engineer, to leave O.P.A.S. and join their fledgling venture, so Tomlinson joined them on this trip. While at Hudson, they organized a dog team, and traveled to Red Lake to stake claims. They returned to Toronto on February 24th, and concluded negotiations to purchase the Wright-Bellanca. Delivery of the airplane was promised at the Mitchell field on March 9th. History does not record what caused the deal to fall through, nor why Thompson shortly thereafter left the Company to return to O.P.A.S.. In any event Oaks soldiered on, to eventually purchase a Curtiss Lark instead of the Wright-Bellanca.

On March 3rd, the skies over Hudson finally cleared. Elliot's two planes were prepared for flight and took off for Red Lake, piloted by Elliot and Farrington. Their two passengers were J. Adair - promoter of Huronian Belt Mines Ltd and his Chief Engineer, J.C. Rodgers. The airfare these two were charged was one dollar per pound of weight, which weight included themselves, the clothes they wore and their baggage.

These two passengers had been particularly selected for the first flight, as both men had previously traveled to Red Lake by dogsled. It was thought, therefore, they could aid in navigation. Otherwise the only map available to the two pilots was a sketch map from a C.N.R. timetable. Unfortunately, once in the air, both passengers, due to the different perspective, immediately became lost. Fortunately, the trail made in the snow by the passage by dog teams proved an excellent guide. The two planes landed together on Red Lake's Howey Bay, and were soon surrounded by the local population. "Surrounded" may be a euphemistic term - as apart from scattered prospectors' tents around the shores, the entire town of Red Lake then consisted of four tents, one being that of the Mining Recorder's Office, the others belonging to the Dome Syndicate.²⁵

Jack Hammell, accompanied by his financial assistant Charles Hamilton, was then in Red Lake overseeing the progress being made on the Howey property. Prior arrangements had made for them to be flown out on the first flight.²⁶ The return flight was delayed because the deep snow on Red Lake prevented the planes from taking-off. Constable Carr (who had arrived with Mining Recorder Holland, to be the law in Red Lake) soon solved this problem by rounding up the stragglers to tramp out a runway with their snowshoes. Hammell and Hamilton boarded the aircraft, each man clutching a large frozen lake trout, and were flown

(Continued)

back to Hudson without incident. On arrival, Hammell telegraphed the Minister of Mines Charles McCrae to say that the first commercial airline flight had been made from Red Lake to Hudson.²⁷

With the commencement of the airline service, there was now the mail service to start. On March 1st, The Toronto Daily Star stated; "It will be possible to make public announcement this week of an arrangement that the airplane service have already made with the dominion government postal authorities to carry mail from Rolling Portage P.O. (Hudson), to Red Lake for 25c per letter, which will, probably be affixed in stamps at *sending end*. (italics mine) The three times per week mail service is thought to be sufficient for the present. A post office is contemplated for Red Lake immediately". On the same date it was reported²⁸ that "the 25-cent air mail stamp - - - is now being printed" which if reported factually, is the probable reason why the stamps were to be affixed at the "sending end".

On March 5th, a Canadian Press Despatch²⁹ reported that "Friday, March 5, will witness the inauguration of a mail service to the mining camp. More than a thousand letters are awaiting delivery". The Globe also reported³⁰ "(Elliot) has forwarded to the Minister (of Mines) 100 air mail stamps for use in sending mail by plane - - - A few of these stamps will be available to the general public at the Parliament Buildings". This was the first, and probably only, time that a Provincial Legislature would sell private company air mail stamps. On the same day (March 5th) The Toronto Daily Star pictured the Jack V. Elliot Air Service stamp and announced "The stamps are on sale in the Star office" - again this is probably the only time that a newspaper would sell private air mail stamps.

It is likely that when A.U. Berberich of Kitchener, Ontario, had tried to obtain these stamps directly from the Jack V. Elliot offices in Hamilton, the regular stamps being unavailable, the rejected proof copies were mistakenly sold in their stead. When this misstamped mail reached Elliot's air base in Hudson, these proof copies were either torn from the cover, and replaced by a proper sticker, or a sticker was simply pasted over the proof to obliterate it.

When processing this mail, a set-back had occurred. Elliot had arranged with the Minister of Mines that Red Lake Mining Records office would act as the temporary post office. However, on his first flight into Red Lake, Holland had told him "the Records office at Red lake is working overtime"³¹ and so the mail could not be processed by him or his staff.

Consequently, Elliot and his crew processed the mail at the Hudson base. Although the first mail flight had originally been scheduled for March 5th³² - this flight was now postponed to March 6th. The cause of this delay was due to the amount of mail involved - the letters being reportedly "more than a thousand in number"³³. The preparation of this mail also had posed a second problem - Elliot had commissioned only one type of cancellation stamp (Fig. 3) As Red Lake had no post office, it had no cancellation stamp. In a rather ingenious fashion, this problem was solved by using the bottom half of the Elliot cancellation stamp (which reads "Red Lake") as the Red Lake cancellation, and the full stamp to cancel the semi-official stamp at the back of the cover. (Fig. 4) The effect would have been better - if this solution had been applied in a fully discriminatory fashion, but unfortunately, regardless of the direction of mailing, the front stamp is always the half-stamp reading Red Lake.

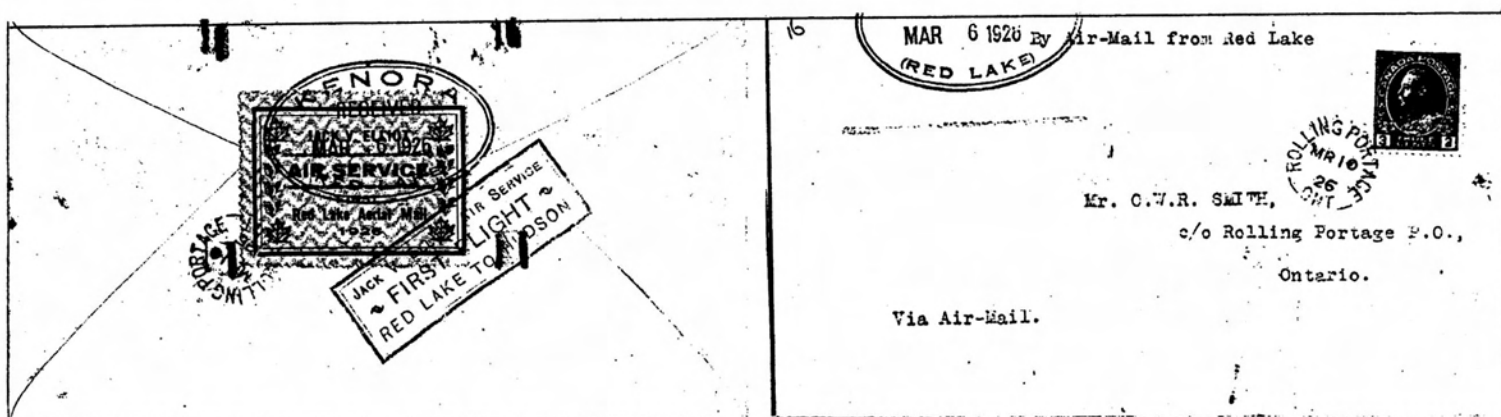


Figure 4 (Note the rectangular boxed private cachet, that is typical on these O.W.R. Smith covers.)

(Continued)

Although Elliot's cancellation stamp was dated March 6th, it can be presumed, that due to the volume of mail that the mail was actually prepared on March 5th. Early on March 6th the covers would have been canceled at the Rolling Portage post office^C. The mail was now prepared, ready for the inaugural air mail flight. There was only one problem - there were no planes available to fly it. On March 5th, Elliot who had stayed behind to prepare mail, had watched his two planes take off for Red Lake at 10:30 a.m.. Harold Farrington led the way in G-CAEI. Howard Watt, making his first flight to Red Lake, followed closely in G-CADW. The take-off time, originally scheduled for 9 a.m., had been delayed due to problems with starting the planes' engines on that sunny, but bitterly cold, morning.³⁴ Nearing Red Lake, black storm clouds had appeared and soon the two planes were engulfed in a blinding blizzard. With Farrington leading, and Watts closely following - too closely according to Watts' passenger Ernie Rivers, who claimed that at one stage the two planes had come within inches of each other - the two planes circled looking for a place to land. Finding a temporary lull in the storm, and seeing a lake surface below, Farrington landed. Unfortunately his landing site was too close to an island, so Farrington's plane crashed headlong into the undergrowth on the shoreline. Watts was no less unfortunate. Just prior to landing, his plane's engine had started to splutter, as snow had got onto his engine's sparkplugs. Moments later his engine died completely, forcing Watts to make a deadstick landing. The plane's skis ran into a snowdrift, causing the plane to abruptly nose over. Watts' passenger, Ernie Rivers, was catapulted out of the plane into the snow. Luckily he was not injured. The two pilots, and their passengers, after collecting themselves, both had set out to look for the other plane, and shortly met up with one another. By great fortune, both planes had alighted on Red Lake's Howey Bay, about a mile away from the Dome camp, so help was readily at hand. The people at the Dome camp had caught sight of one of the planes, but as it had not landed in the usual place, they sent out a dog team to investigate. Using this dog team they got their possessions back to the Dome camp.



Figure 5. The Toronto Daily Star, March 13, 1926. This photo was taken by Frank Holmes "within a few seconds after the machine came to a stop."

Farrington's plane was extracted from the bush and the slush near the shore, with a great deal of difficulty. Its lower wing had seventeen holes punched into it, and its leading edge was badly dented in several places. Watt's aircraft had suffered a cracked propeller and a broken undercarriage. A horse was used to tow both planes to the Dome camp for repairs. The two pilots worked on Watts' aircraft to tape and dope the two cracked propeller blades. Two Finn workmen cut down a spruce tree, and from it fabricated a replacement strut for the undercarriage. Meanwhile, Farrington's passenger, Frank Holmes, a Fox News cameraman, who had flown to Red Lake to film the Gold Rush, was put to work, on the other plane sewing fabric patches on the holes. Assisting in the repairs was Constable Carr, who had been an airforce pilot during WW I.

By Sunday March 7th, the temporary repairs to Watts' plane were completed. It was decided that Farrington would fly Holmes back to Hudson in G-CADW, taking a chance on the taped propeller. Unfortunately, while taxiing the plane back onto the lake, the plane ran off the trail and got stuck in the slush at the lake's edge. This time the propeller received severe damage. Again they had to laboriously extricate the plane from

^CThe reason why Hudson's post office was named Rolling Portage, is that there was a pre-existing town in Quebec, situated just west of Montreal, with the same name of Hudson.

the slush, and get it back to shore. On Monday, March 8th it was decided, that despite its damaged wings, G-CAEI should be flown out. A second storm threatened, so the plane's planned departure that morning was delayed. Finally when the weather cleared in late afternoon, Farrington and passenger Holmes took off to arrive back at Hudson late in the day^D <"Your ship looks battleworn", remarked one of the bystanders, when the plane taxied in. "it was the battle of Red Lake" replied Farrington.>

On March 9th, after proper repairs had been made to his aircraft - Farrington took Bob Hodges, the aircraft mechanic, to Red Lake, with a spare propeller and a new undercarriage strut.³⁵ After G-CADW had been repaired, normal air service resumed on March 10th.

So dispelling the myth that the first J.V. Elliot flight was flown on March 6, 1926 - just when was the first mail flown? It is believed that on the first flight to Red Lake, on March 3rd, that Elliot personally carried some mail³⁶, which he left with the Mining Recorder. Farrington told his biographer Don F. Parrott, that he carried mail on the March 4th and 5th flights.³⁷ A letter with the J.V. Elliot Air Service stamp sent by H.E. Holland, Red Lake Mining Recorder, was received by the Ontario Department of Mines on March 10th. This letter was probably brought out by Farrington on March 4th, and mailed on March 6th. Due to the plane accidents, definitely no air mail was flown from March 6th to 8th.

The amount of mail that was supposedly flown is also in dispute. The press at that time stated that there was "More than a thousand pieces of mail awaiting delivery."³⁸ Other aero-historians claim lesser amounts, down to as low as three hundred pieces. It can be safely inferred that the majority of this mail was philatelic, as at that particular time, most of the very few long term residents in Red Lake "have now left the place, to get a few days in the outside world before the Spring break-up blocks all the trails."³⁹ Most of the prospectors then flocking up the trail, had little immediate need for correspondence. This philatelic mail would have been easily identifiable, and so when Elliot's planes did not return on March 6th, it is more than likely that these already canceled covers were simply returned to their sender, without ever being flown.

There is some speculation⁴⁰ that a mail flight occurred on March 9th - but there are no covers to support this supposition. It is more than likely that this belief results from misinterpreting the date of Farrington's return to Hudson after his Red Lake crash.

On March 10th, an amount of mail was canceled in Rolling Portage - all of it still bearing the blue KENORA - March 6 1926 oval hand stamp. As both of Elliot's planes were serviceable on this date - it is likely that this was the actual start date of the semi-official air mail flights. Most of the March 10th canceled covers are addressed to towns other than Rolling Portage. It is most likely that these covers had been flown to Red Lake during the March 3rd to 5th period, in preparation to their being "officially" flown from Red Lake on the First Air Mail Flight.



Figure 6

From March 10th on, air mail was carried at intervals, probably in accordance with the original concept that "The three times per week mail service is thought to be sufficient for the present."⁴¹ On March 13th (probably realizing the deficiency of the KENORA oval stamp), Elliot introduced a new postal cancellation stamp. This stamp was in the form of a double oval - with the inter-spaced wording *Jack V. Elliot Air Service / Red Lake Gold District*. (Fig. 6). It should be noted that the designation **district** is erroneous as it refers to land registration boundaries. The correct designation is **division** which refers to judicial areas (i.e. as being under The Mining Act)

^D This chronology totally differs from that of other historians (with the single exception of Ken Molson). Its creation requires careful reading of the interview of Frank Holmes by William J. Scott, published in The Toronto Daily Star, Tuesday March 9, 1926. In particular, examination of his other news reports, clearly establishes that all of these are written in **real time**. i.e. all dates are referenced to the date of the article's publication, **not** to the supposed date of writing.



Figure 7

The receiving stamp of Mining Recorder H.E. Holland was also used to cancel mail. This stamp was single oval shaped and worded *Red Lake/Received/ Mining Division*. (Fig. 7). Previously, Red Lake had been a Kenora mining sub-division, but while Holland was en-route to Red Lake, an order-in-council had made it a full mining division. This cancellation was used on incoming mail addressed to Holland. On March 25th it was also used to cancel the out-going mail processed by the Recorder's office. In any event - with the opening of the Red Lake post office on March 27, 1926⁴², the true postal function of both cancellation stamps became obsolete. However, subsequent usage of both cancels on mail is known, particularly the double oval cancel, on March 30th air mail flights.

One of the initial problems faced by the Semi-Official air mail service was the severe lack of availability of the Jack V. Elliot Air Service stamps. Except for the initially announced outlets of The Toronto Daily Star and the Ontario Department of Mines, any air mail for Red Lake required that the letter be accompanied with an appropriate postal order, so that the Elliot stamp could be affixed at Hudson. This situation was redressed somewhat when The Globe ran a short article which "announces that stickers were available at the (Toronto) Adelaide St. P.O. and at Bay, and Front St. Terminal "A".⁴³ Four days later a J.V. Elliot news release announced "The air service stamps may be purchased from the following post offices: Toronto, Hamilton, Winnipeg, Montreal, Ottawa, North Bay, Sudbury, Cobalt, Haileybury, Temiskaming and Rolling Portage, or direct from us at Hamilton or Rolling Portage."⁴⁴



Figure 8. The white dot can be seen above SERVICE.

With the increased number of post offices, a second stamp printing was required. However, the plate used to print the yellow wavy background had developed a progressively worsening large white spot flaw in position 8. (Fig. 8) Consequently a substitute plate, was introduced. This plate had an interlocking swastika design. (Fig. 9). The printing date of this second issue is not known, but it was first used on March 25th air mail.



Figure 9

After Elliot had prepared the March 6th air mail to Red Lake, he had immediately left Hudson by train to meet again with Fairchild. (It is possible that it was Elliot's absence that caused the inaction regarding the undelivered air mail until March 10th.) At this meeting, held in Ottawa, the two men agreed to create a new company, the Elliot-Fairchild Air Service, Ltd. Fairchild was appointed President, and Elliot, Vice President and Managing Director. The company was capitalized at \$100,000 and incorporated under a Dominion Charter. The signing date of the Articles of Incorporation was March 11, 1926⁴⁵. The corporate functions of these two signatories, gives strong indication as to which party would supply the venture's major financing.

As part of the agreed on capitalization of the venture, Fairchild would supply an Aeromarine All Metal AMC No.1 flying-boat powered by a Liberty L-1L engine. This flying-boat had been operating with Aeromarine Airways in the West Indies.⁴⁶ Elliot presumably was to transfer his two planes G-CADW and G-CAEI to the new company. However, the only transfer Elliot made was G-CADW, the plane that was destroyed in a crash on take-off from Hudson on March 26, 1926.

Although the Elliot-Fairchild company was formed on March 11, it is curious that Elliot, in a news release, on March 16th, still referred to the company as the Elliot Air Service. On this occasion, a reduced airfare, effective as of March 15th, was announced. This reduction was: That instead of charging one dollar per

pound carried, passengers would now pay a one-way fare of \$100, and baggage would cost 50 cents per pound⁴⁷



Figure 10

Because of the merger, Elliot had the Toronto Daily Star print a new stamp (Fig. 10) which, with its swastika background, in its design, closely resembled the first two issued stamps. This new stamp was released on March 21, 1926, and was first used on the March 30th Red Lake air mail flight.

Elliot, after having assured his financing, launched into a heavy period of construction. Arrangements were made to build warehouses, living quarters, offices and wharves, both at Hudson and at Pine Ridge.⁴⁸ Problems were encountered particularly at Hudson where other construction was also ensuing. Consequently, as material supplies at Hudson, had become almost non-existent, Elliot was forced to procure these, at considerable expense, from much further away.

Elliot now had the flying boat he needed for summer operations. Early on (March 1st), Elliot had announced what he believed to be the ideal economical solution for the transport of people to Red Lake. By using a boat to first ply passengers over Lac Seul from Hudson to Pine Ridge, and then flying these same passengers over the last 40 miles to Red Lake, a number of advantages would be gained. Passenger fares would be reduced, and aircraft usage would be maximized as it would only fly one-third of the journey's distance. He was sure that passenger acceptance would be good as the flight would obviate the need for passengers to laboriously traverse the six portages that lay between Pine Ridge and Red Lake.^E Also, although the time for the journey would take longer, "the complete trip from the railway to Red Lake (would be) made in one day"⁴⁹



Figure 11

Elliot lost no time in promoting this new scheme. He had the Toronto Daily Star print a new stamp - which used the same swastika background print as the previous issue - but which depicted a Curtiss JN4 flying over a motor boat (Fig. 11). It is likely that both the aircraft and motorboat were stock illustrations as these do not represent the actual intended transportation units. The date of issue is uncertain, but this stamp was used on an April 5th cover, so the issue date was probably prior to this. The stamp has one noticeable feature in that a superfluous "s" was added to the Elliot Fairchild name, portrayed on the wing of the plane.

The Jack V. Elliot Air Service's first real setback occurred on March 26, Howard Watt, shortly after taking off in G-CADW

^E Elliot's attraction to the concept of supplying a boat service, as an adjunct to the airplane service, is not surprising. Elliot, earlier in his career had prospered sufficiently to own several boats. His pride was the *Baby Doris* - a 60 m.p.h. speedboat that unfortunately did not quite match in performance the others in its class. Never-the-less he had become Commodore of the Hamilton Motor Boat Club. In this capacity he had befriended the Commodore of the Toronto Motor Boat Club, Frithiof G. Ericson, who from 1915 through most of the 20's was probably the best known person in Canadian civil aviation. In August 1922 Hamilton was the host city for the motorboat Gold Cup races. Elliot had been appointed to marshal the races from his speedboat *Miss Hamilton*. However, Elliot decided to impress his influential New York friends, and so acquired a Curtiss "Jenny" aircraft from Ericson in exchange for what was described as "a fast racing car". This acquisition enabled Elliot to marshal the races from aloft. The airplane so acquired, after it was registered to Elliot, as G-CADW, in September 1922, was the plane that started the J.V. Elliot Air Service.

from Hudson's Lost Lake, crashed five miles later on. The aircraft was destroyed. Pilot Howard Watt suffered a broken jaw and lost four front teeth, while his passenger, Jack Hill, who was seated in the front, broke his arm and nose. Watt later stated that the plane's crash was due to a severe down draft - but the official inquiry attributed the crash to stalling at low altitude, following power failure, and with overloading being a contributing factor.⁵⁰

This left Jack Elliot with only one aircraft to continue his service. Some historians believe that G-CAEX, registered on 21 January, 1926, was then pressed into service. However, no evidence exists that this plane was actually flown in the Red Lake area. Also some publications carry a picture of Elliot's three seat G-CAFS, claiming that this picture was taken at Red Lake. As this particular plane was only registered on August 18, 1926, this is highly unlikely.

The consequence of the G-CADW crash was to encourage the MacDougall brothers and George Wardrope to start their horse-drawn sleigh service, which ran until breakup. "We called the conveyance the "Haywire Express" and charged twenty cents a pound for everything we carried. This applied, without discrimination, to baggage and men."⁵¹

In the meantime, the Toronto Daily Star had switched its aviation attention to the just purchased Curtiss "Lark". This aircraft was owned by the newly formed Patricia Airways and Exploration Company. This company's executive consisted of Frank E. Davison, President, James N. McKensie, Vice President, R.E. Campbell, Treasurer and H. A. Oaks, Director.⁵² Oaks reputedly had bought into the venture by selling the mining claims that he had staked in Red Lake. It has been suggested that Roy Maxwell was a silent partner in the venture.

As publicity for this new airline, two public relations ploys were brought into play. The partners made the flight from New York to Red Lake a highly publicized event, as they persuaded the Toronto Daily Star to provide full coverage of the air journey with an on-flight reporter - Frederick Griffen. Also, they coerced the Canadian Postal Department into declaring that official mail would be carried on the flight from Toronto to Red Lake, as well as from the intermediate stops. Unwisely, however, in their planning they did not pay due heed to the old adage "March goes out like a lion".

Although the "Lark" was ready to start its long flight from Long Island (New York) to Red Lake on March 19th, bad weather delayed this departure until March 21st.⁵³ When the plane finally took off, headed for Buffalo, it was piloted by Charles "Casey" S. Jones, with Capt. Roy Maxwell, the Director of O.P.A.S., and Frederick Griffen as passengers. At Buffalo, Maxwell took over the piloting of the plane. They expected to reach Toronto the next day, but the flight was further delayed by weather until March 25th. The originally intended flight route to Red Lake was to fly by way of Sault Ste. Marie, Orient Bay and Sioux Lookout. But break-up was then occurring in Ontario's south, so the flight plan was rerouted via Sudbury, Biscotasing and Oba.⁵⁴

Once more, in Toronto, the flight became delayed. It had been originally intended to fit skis to the "Lark" at the Leaside airport. However, this was prevented by bare ground conditions, and so the skis were shipped to Sudbury to be fitted there.⁵⁵ The plane finally took off from the Leaside airport at four o'clock on Sunday, March 28th. Amongst the crowd who watched the departure was Jack Hammell.^F Roy Maxwell piloted the "Lark", with S.A. Tomlinson - aircraft engineer, and Frederick Griffen as passengers. At Sudbury, the plane landed on wheels on the ice-covered surface of Lake Ramsay.⁵⁶

Yet again in Sudbury, there was a five day delay. Finally taking off, using the "iron compass", (the CPR railroad), as a guide, they flew to Lake Pogamasing. Here, once more, the weather closed in to entrap the plane, and its members, for a further three days. They at last took off and fought storms all the way until

^F Jack Hammell's fascination with aircraft would be culminated, when in February 1928, he would finance (with James Richardson as a minority partner) "Doc" Oaks into forming the Northern Minerals Aerial Exploration, Ltd. (N.A.M.E.)

being forced down on uninhabited Lake Como, near Chapleau. Here they slept the night in the plane. They continued to battle on, with a stop at Amyot on Lake Negwazu, and then on to Nipigon House, (at that time the oldest Hudson Bay Post in existence). Again, blizzard conditions forced their departure to be delayed for yet another three days. Finally, flying the last leg to Sioux Lookout, a broken oil line once more forced the plane down at Lake Wobinoh to make repairs. However, Sioux Lookout was reached that same evening.⁵⁷

As Griffin wrote, the twenty-four day odyssey contained an "actual flying time from that New York suburb to Sioux Lookout, including time taken in detours skirting snowstorms has been exactly 15 hours and 17 minutes". "Considerable time in days, due to atrocious weather and other irritating causes, has elapsed".⁵⁸ The plane, on its final leg from Sioux Lookout to Red Lake, piloted by "Doc" Oaks, reached there on April 12th, at 4.05 p.m.⁵⁹

The day after Howard Watt crashed, Jack Elliot lost his tenure as the Red Lake Postmaster. The official Red Lake post office opened on March 27, 1926 with William Brown as Postmaster. Brown had previously been the Postmaster at Allenwater. In February 1926, he had been asked to survey, and report on, the postal requirements of Red Lake. He had traveled to Red Lake by dog team, and had subsequently issued a favorable report on the need for the establishment of a post office. As a consequence he was appointed Postmaster and Royal Mail Carrier.

On March 30th, the first airmail bearing the Red Lake post office cancellation was flown. This was also the first occasion that the new Elliot-Fairchild stamps with the swastika background were used.

With break-up approaching fast, the hectic pace by all means of transportation increased in intensity. Ominously though, for Jack Elliot's enterprise, others also had enacted plans for transportation services after the break-up. Captain J. M. Clark announced the establishment of a new air service - Central Canada Airlines Limited, which would fly a Kenora - Red Lake route. Lac Seul Transport Company took delivery of its new motor launch, "Prospector", which was launched at Kenora, on April 7th, 1926. This 60 H.P., 40 foot long boat could carry twenty passengers. Ole Gustafson, who had built this boat, entered the market by buying, with Wilfred Wright, the Triangle Fish Company, with its boat the "Triangle", and acquiring the steamboat, the "Kale". The MacDougall brothers and George Wardrope, not to be outdone, had formed the Red Lake Transportation Company and had bought the "Piper", a passenger boat licensed for fifteen persons. The Hudson Bay Company, acknowledged experts in northern transportation, deployed an additional three tugs to their regular Lac Seul tug, the "Hulacapi". These were the "Hupine", "Hurila" and "The Blue Nose". These tugs towed York boats, usually crowded with passengers and freight⁶⁰.

Jack Elliot's efforts to obtain a boat was not proceeding as well. He had ordered, or intended to order, a 50 passenger boat from the Weir family of boat builders, in Hamilton.⁶¹ This deal fell through and so he settled on a twin engine, 48 foot cabin cruiser, the *Triton*, from Hamilton, "which would convey 15 people in staterooms and about 50 altogether".⁶² It was further stated that "an all - metal plane would convey them on to their destination (Pine Ridge to Red Lake) seven at a time".⁶³ The plane obviously being referred to was the Aeromarine All Metal AMC No. 1, that supposedly was being supplied by Fairchild.

By mid April, break-up had started in earnest, leaving the portages bare in many places. The Fairchild - Elliot air mail from Rolling Portage to Red Lake, on April 15, was stamped with the newest plane - motorboat stamp. Many of these covers, flown on this date, had the older Elliot - Fairchild stamps torn off and replaced with the newer stamp. It can be surmised, that this unnecessary action was done in an attempt to greater publicize the proposed Elliot-Fairchild summer service. This practise of over stamping with the newest stamp continued until the company's dissolution. The return flight from Red Lake was made on Saturday, April 17th. By this time the ice on Lost Lake at Hudson had started to become totally unstable and so Elliot - Fairchild flying stopped. The Patricia Airways and Exploration Lark continued to fly out of Sioux Lookout for a few more days.⁶⁴ This was probably a calculated gamble, as the plane, after its arrival, had accumulated only a few revenue days in which to fly, and its owners were probably feeling the cash pinch.

(Continued)

Farrington claims that he made 23 round trips to Red Lake, logging 4,600 miles.⁶⁵ Elliot later filed a return, stating in 1926, his company had carried 587 passengers, 2,000 pounds of freight and 800 pounds of mail.⁶⁶ These figures, if correct, must have included the "joy flights", conducted in the Hamilton area. If Farrington's statement, with regard to the number of flights he flew is correct, the maximum number of passengers that would have been carried in the Red Lake Gold Rush would have been less than 100.

Toward the end of the 1926 winter flying season Jack Elliot had met with A.G. McLerie, manager of the Fairchild Aerial Survey, in Ottawa. After this meeting Elliot announced, "We also intend starting an airline service from Haileybury to Rouyn as soon as the ice leaves Lake Temiskaming. This plane will be a five passenger one and it has already been shipped to be on hand as soon as the weather will permit trips."⁶⁷ The plane he was referring to, from its description, was obviously the ex U.S. Navy Curtiss HS-2L which would eventually be registered as G-CAFI.

Elliot had forecast that his air service would be reactivated on May 10th,⁶⁸ but in reality, his air service in the Red Lake area was never to fly again.

The first flight after breakup into Red lake occurred on May 1st when P.A. & E. flew Dr. W. S. Fitzpatrick into Red Lake as the new resident doctor. On May 12th Lac Seul was reported to be free of ice. However no word of transportation activity was being heard from the Elliot - Fairchild Air Service Co.. The reason is in the interim that there had been a bitter falling-out between Jack Elliot and Sherman Fairchild. The true cause of the dispute remains unknown. "Fairchild, who was asked about it a few years later, merely said that he felt that Elliot was much too concerned with looking after his own interests."⁶⁹ While Elliot, in 1955, said that, "They (Fairchild) left me high and dry - - - flat broke"⁷⁰. Many theories have been put forward as to why the dissolution occurred. However it can be speculated, that as Elliot did not transfer ownership of any of the Jack V. Elliot assets to the Elliot-Fairchild Co. (G-CAEI, and the two buildings under construction at Hudson and Pine Ridge) coupled with the fact that these buildings were being built with Elliot-Fairchild funds, on land personally owned by Jack Elliot - could have triggered Fairchild's animosity.

Elliot, despite the set-back of the non-formal dissolution of the company, and having to personally assume the debt of the non-transferred assets, persevered on. The *Triton*, on the 19th and 20th of May, made its first voyage from Hudson to Pine Ridge carrying 32 passengers. Among these passengers were the directors of Dome Mines, coming to inspect the property now incorporated as The Howey Gold Mine Ltd. This company had a seventy-five percent interest in the claims of Jack Hammell's and Lorne Howey's Red Lake Prospectors' Syndicate and The Howey-Red Lake Syndicate. Also, among these passengers, was Mr. Ennis, General Manager of the McIntyre-Porcupine Mines Ltd., (for which company Ray Howey had staked).⁷¹

It is claimed by many historians that, after disembarking at Pine Ridge, the *Triton* passengers were then flown to Red Lake by sea-plane. However, the Curtiss HS-2L flying boat that was presumably now earmarked for this duty in place of the Aeromarine AMC No. 1, was only readied to fly, at Hudson, on May 29th, (10 days after the *Triton*'s first voyage). The presumed flights therefore could not have occurred. Part of the *Triton*'s load on that first voyage were eight canoes, that were stowed on her deck.⁷² It is obvious that these canoes were being carried in order to further the transportation of the passengers to Red Lake.

In hindsight, the vast over-supply of boats on Lac Seul that summer, caused Fairchild's concept of boat haulage to be doomed from the start. As an example of the fierce competition that had ensued, the Triangle Fish Company finished their first summer making a loss. This loss was so bad, that the Triangle's crew each were compensated 1000 shares of the company, as there was not enough money to pay their wages.⁷³

With the de facto dissolution of the Elliot - Fairchild company, the necessity to reduce its indebted liability became of prime concern. The two main assets that had been purchased by the Elliot-Fairchild company were the *Triton* cabin cruiser and the Curtiss HS-2L flying boat. There is no record of by what means the *Triton* was disposed of, but the Curtiss HS-2L flying boat was sold to Central Canada Airlines Ltd.

In February, 1926, Jack Modder Clarke, together with air engineer, L. T. Palmer had been in New York City attempting to promote the concept of an air service between Winnipeg and Chicago. Word of this proposed venture had got back to William M. Noble - a Winnipeg lawyer. He contacted Clarke and interested him instead to create an air service for the newly discovered Red Lake gold fields. Clarke had enthusiastically followed up on this lead and, in early April, announced the incorporation of Central Canada Airlines Ltd.⁷⁴ Being early Spring, his initial aircraft had either to be mounted on floats or be a flying boat. On checking with Fairchild Aerial Surveys, he found that they had a surplus Curtiss HS-2L flying boat available, which he promptly purchased. On May 17th he engaged a pilot, Wilbert M. Emery, and two air engineers, Graham Longley and T. H. Cressy. As two aircraft engineers were being employed, it is apparent that it was Clarke's intention to pilot the aircraft. This was despite the fact that he did not have a Canadian commercial pilot's certificate, only a British Private Pilot's License No. 789.⁷⁵

The Curtiss HS-2L was delivered by train to Hudson, where it was assembled and static inspected by flight lieutenant A. T. N. Cowley, on May 29th. The plane supposedly was to be tested on the next day but there is no record of its certification at that time. Temporary certification of the plane as G-CAFI had been applied for on May 26th, 1926 in the name of the Elliot - Fairchild Air Service, Hudson, Ontario.⁷⁶ Full certification of the plane was not applied for until many months later. A possible reason for this is that, after being test flown in Hudson, the plane was then flown to Kenora, by A. G. McLerie, Manager of Fairchild Aerial Surveys, and delivered to Central Canada Airlines. Unfortunately, immediately after delivery, McLerie had suffered a heart attack and had died.⁷⁷

Central Canada Airlines conducted its operations in the period from June to October, 1926. During that Summer of 1926, James A. Richardson became the principal financial backer of the company. He subsequently became disillusioned with Clarke and as a result canceled his financial agreement thus causing the financial failure of the company, and the cessation of flying operations. Richardson took total possession of all the assets of Central Canada Airlines and utilized these in his new air service venture, with "Doc" Oaks - Western Canada Airways, Ltd.^G

After the secession of flying by Elliot - Fairchild Air Service, there were no organized air mail flights during the Spring months of 1926. Consequently, air mail kept piling up at the Rolling Portage post office until June 27th. On this date the postal authority took an unprecedented, and never repeated, step of paying the Patricia Airways and Exploration air service, 25 cents for each airmail letter carried. The post-office paid airmail flights were conducted between June 27th and July 6th. After this date, Patricia Airways and Exploration was granted permission to issue its own stamps, and carry air mail for a fee.

During the period, May 1st to June 26th, there is evidence that air mail was carried "by favor". Such mail is usually franked with the Elliot - Fairchild "airplane and motorboat" stamp. As most of these covers were carried during May, they could have only been transported by the Patricia Airways and Exploration "Lark". It is somewhat of a mystery as to why such covers were "favor carried" as the addresses on the covers give no indication as to the reason, or the importance, of their carriage.(Fig. 12)

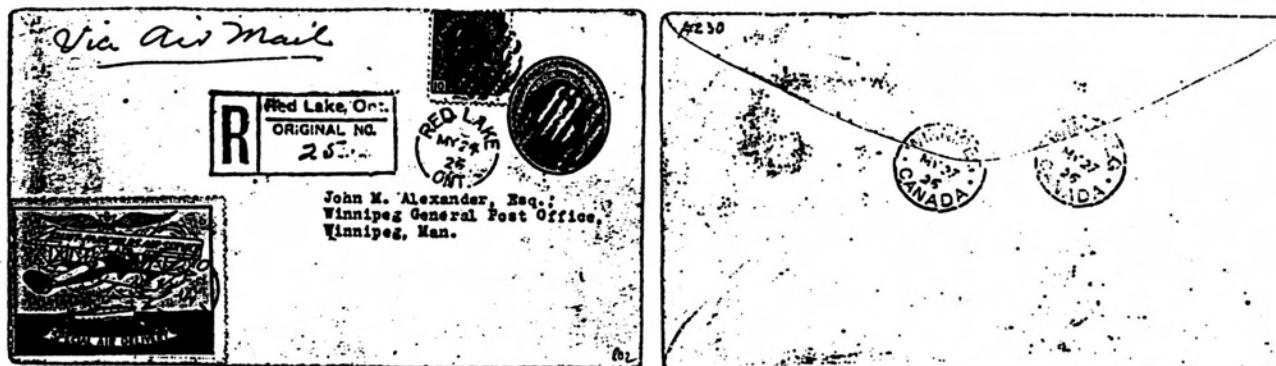


Figure 12. Registered mail flown from Red lake to Sioux Lookout, and transported to Winnipeg by train.

^G The Curtis HS-2L seaplane G-CAFI was not transferred to Western Canada Airways, Ltd. Finally, in May 1928, it was sold to Patricia Airways, Ltd.

EARLY AIRMAIL SERVICE IN THE RED LAKE DISTRICT, 1925-1926 by Derek Rance - continued:

- ¹ Fort William Times - Journal, March 15, 1926.
- ² The Toronto Daily Star, February 9, 1926. Ray Howey, Red Lake, Tells story of Famous Discovery
- ³ *ibid.* ref. 1.
- ⁴ K.M. Molson, Jack V. Elliot and his Air Service, The CAHS Journal Vol. 25, No.3. p.70.
- ⁵ Larry Milberry, Aviation in Canada, McGraw-Hill-Ryerson Ltd. 1979, p. 31
- ⁶ The Toronto Daily Star, February 25, 1926. Buy Trophy Winner Plane for Red Lake Service
- ⁷ K1490 (Oaks), K1501(Bain) - October 22, 1925.
- ⁸ The Hamilton Spectator, February 17, 1926. Plans Service Into Red Lake
- ⁹ The Hamilton Spectator, July 30, 1955. Looking at Business
- ¹⁰ D.F. Parrott, Harold Farrington Pioneer Bush Pilot. Pvt. Pub.1986
- ¹¹ *ibid.* ref. 8.
- ¹² *ibid.* ref. 10.
- ¹³ *ibid.* ref. 4.
- ¹⁴ The Toronto Daily Star, March 1, 1926. C.N.R. Official Arrives Back From Hudson This Morning.
- ¹⁵ The Globe, March 5, 1926.
- ¹⁶ The Toronto Daily Star, January 21, 1926. Red Lake Recorder.
- ¹⁷ *ibid.* ref. 8.
- ¹⁸ Ruth W. Russell, North For Gold, North Waterloo Academic Press, 1987.
- ¹⁹ Ken M. Molson, The First 500 Canadian Civil Pilots, CAHS, 1987.
- ²⁰ *ibid.* ref. 14
- ²¹ *ibid.* ref. 9.
- ²² *ibid.* ref. 6.
- ²³ *ibid.* ref. 6.
- ²⁴ *ibid.* ref. 6.
- ²⁵ The Toronto Daily Star, March 5, 1926. Airplane triumphs over hazards of waste trail.
- ²⁶ *ibid.* ref. 14.
- ²⁷ *ibid.* ref. 15.
- ²⁸ The Toronto Daily Star, March 1, 1926. Air Service Opens Up Hudson To Goldfields.
- ²⁹ The Globe, March 5, 1926. Air Route Opened To New Goldfields.
- ³⁰ The Globe, March 5, 1926. Red Lake Postoffice Ready For Business.
- ³¹ *ibid.* ref. 23.
- ³² *ibid.* ref. 27.
- ³³ *ibid.* ref. 28
- ³⁴ The Toronto Daily Star, March 17, 1926. Ended Long Trail Afoot And Won Race For Gold.
- ³⁵ The Toronto Daily Star, March 9, 1926. Prospector Found Gaelic Red Lake's Common Tongue.
- ³⁶ Personal correspondence.
- ³⁷ Personal correspondence.
- ³⁸ *ibid.* ref. 27..
- ³⁹ *ibid.* ref. 6..
- ⁴⁰ Private correspondence.
- ⁴¹ *ibid.* ref. 14
- ⁴² Robert C. Smith, Ontario Post Offices. The Unitrade Press, 1988
- ⁴³ The Globe, March 12, 1926.
- ⁴⁴ The Toronto Daily Star, Change in Air Rates to the Red Lake District. March 17, 1926.
- ⁴⁵ *ibid.* ref. 4. p.76.
- ⁴⁶ John R. Ellis, The Canadian Civil Aircraft Register G-CAAA to G-CAXP. C.A.H.S.
- ⁴⁷ The Toronto Daily Star, March 17, 1926 Changes to Air Rates In Red Lake District.
- ⁴⁸ *ibid.* ref. 4
- ⁴⁹ *ibid.* ref. 45
- ⁵⁰ *ibid.* ref. 4.
- ⁵¹ Rae Kiebuszinski, Yesterday The River, The Township of Ear Falls History Committee, p. 173
- ⁵² The Toronto Daily Star, March 29, 1926. Race Against Darkness Brings Lark To Sudbury.
- ⁵³ The Toronto Daily Star, March 20, 1926. Bad Weather Delays Flight To Red Lake.
- ⁵⁴ The Toronto Daily Star, March 25, 1926. Red Lake Airplane Arrives At Leaside.
- ⁵⁵ *ibid.* ref. 54.
- ⁵⁶ *ibid.* ref. 52.
- ⁵⁷ D.F. Parrott, The Red Lake Gold Rush. Private printing. 1976, pp.121-122
- ⁵⁸ The Toronto Daily Star, April 12, 1926. Lark on Threshold Of Red Lake's Wealth.
- ⁵⁹ The Toronto Daily Star, April 12, 1926. Lark In Red Lake Long Flight Ends.
- ⁶⁰ *ibid.* ref. 51 p.176
- ⁶¹ *ibid.* ref. 4. P.
- ⁶² The Toronto Daily Star, April 23, 1926. Red Lake Breakup Is Hitting Transport.
- ⁶³ *ibid.* ref. 62.
- ⁶⁴ *ibid.* ref. 62
- ⁶⁵ *ibid.* ref. 10. p.34.
- ⁶⁶ *ibid.* ref. 4. p. 78.
- ⁶⁷ *ibid.* ref. 62.
- ⁶⁸ *ibid.* ref. 62.
- ⁶⁹ *ibid.* ref. 4 p.76.
- ⁷⁰ *ibid.* ref. 9.
- ⁷¹ The Toronto Daily Star, May 22, 1926. Pine Ridge Pivot Point In Red Lake Gold Field
- ⁷² *ibid.* ref. 71.
- ⁷³ *ibid.* 31. p.191
- ⁷⁴ Ken M. Molson, Pioneering In Canadian Transport. D.W. Freisen & Sons Ltd. 1974. p. 19.
- ⁷⁵ *ibid.* ref. 74 p. 21.
- ⁷⁶ *ibid.* ref. 44.
- ⁷⁷ *ibid.* ref. 74. p.19.

Editor's Note: It was my decision to reduce the size of print for this bibliography. - Derek included the footnotes to substantiate his interpretations of events, and would welcome comments on them.

LOCKHEED ELECTRA CF-TCC FLIES AGAIN

This aircraft was originally refurbished by Air Canada in 1986. It made a 30-day cross-Canada flight in March and April, and was then displayed at Expo 86 in Vancouver. - This was one of the first events in a year of commemorations, that lead up to Air Canada's actual birthday on April 10th 1987.

5,000 sets of commemorative covers were produced in conjunction with this flight:

The 50-stop, month-long transcontinental flight, to be undertaken by Lockheed 10-A, CF-TCC marking Air Canada's 50th anniversary, will coincide with the issuance of a souvenir package of 50 commemorative covers prepared for the airline by the Canada Post Corporation.

Air Canada active and retired employees have the opportunity of participating in the offer first, before the public is made aware of it.

The philatelic issue is probably the smallest ever offered in Canadian postal history as only 5,000 sets of 50 enve-

lopes will be available for sale. At \$50 per series of 50 envelopes, orders will be restricted to a maximum of three series per collector.

The package will feature a cancellation from each of the 50 stops made by the 10A. The flight will depart St. Hubert Airport, near Montreal, on April 10, proceed to St. John's, Newfoundland and then work its way westward to its final destination of Vancouver by May 10. See the 10A schedule published in February 14 Horizons.

The commemorative covers will be blue, similar to the

original airmail envelopes, and will feature 49 first class Canadian stamps and one from the United States.

Air Canada has arranged with the U.S. postal authorities, a special cancellation to note the Seattle stop on the last leg of the coast-to-coast journey.

The Canadian stamps used will be the 34-cent one to be issued March 7, 1986 commemorating Expo 86 and showing the Canadian pavilion. A second 34-cent stamp will be issued to coincide with the opening of Expo 86 on May 2, 1986. Cancellations

for the airport stops made after that date will bear the second stamp.



(Continued)

LOCKHEED ELECTRA CF-TCC FLIES AGAIN continued:

The article on the previous page is from a 1986 issue of *Air Canada Horizons*, which also advertised a 50th anniversary, special plate collection by Wedgwood Canada. - In spite of this issue being "probably the smallest ever offered in Canadian postal history", these covers have hardly risen in value, and sets often sell today for \$50 - \$75.

Electra CF-TCC is still in flying condition, and earlier this year helped commemorate the 50th anniversary of regularly scheduled international flights to Chicago:

50 years of world flights to Chicago celebrated

By Phat X. Chiem

TRIBUNE STAFF WRITER

Coming into Chicago, the first international flights offered by Trans-Canada Air Lines in 1946 must have been like this: a deafening, bumpy ride in a tiny airplane where every seat had a spectacular view of the city below.

With planes such as the 1937-vintage Lockheed 10A, Trans-Canada, now called Air Canada, became the first foreign carrier to begin regular service to Chicago on July 1, 1946. To commemorate the 50th anniversary of international service, Air Canada flew a 10-passenger Lockheed 10A into Meigs Field Monday.

When Air Canada began offering international flights, its planes landed at the Chicago Municipal Airport, now Midway Airport, because the city had no such thing as an international airport at the time. The flights to Montreal took 2 hours and 35 minutes and cost \$43.33. Today, that same flight would take 1 hour and 20 minutes and cost about \$250.

O'Hare International Airport now has 31 airlines flying to international destinations on a regular basis, with an average of 161 flights in and out of Chicago per day. That kind of service has turned Chicago into an internationally-recognized hub of



Tribune photo by John Lee

An Air Canada 1937-vintage Lockheed 10A takes off from Meigs Field Monday for a 40-minute flight to commemorate the 50th anniversary of regularly scheduled international flights to Chicago.

business and culture, said city officials.

"Infrastructure is critical," said Dorothy Coyle, deputy director of the Chicago Office of Tourism. "Being able to have so many international flights into the city allows us to promote the city. We're able to attract visitors all over the world because they can get to Chicago easily."

Murphy Barrett, director of marketing for the Chicago Aviation Department, said global companies often decide where to locate their businesses based on

the availability of international service.

"A typical company wants to know how easy it is for their vice presidents to get back and forth," he said. "They're looking for these cities that have a high frequency of direct flights."

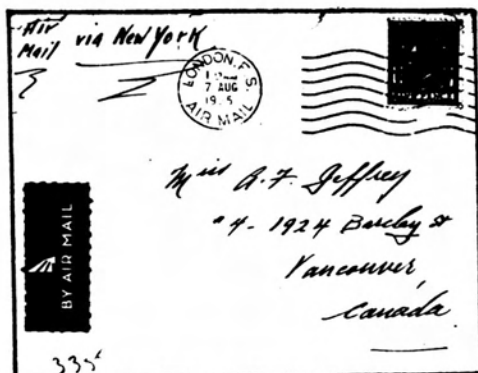
Chicago is the fourth largest international gateway in the nation, Barrett said.

Allan Lever, consul general of Canada, said Air Canada's historic flights in 1946 were "the beginning of closer relationships between Chicago and the rest of Canada."

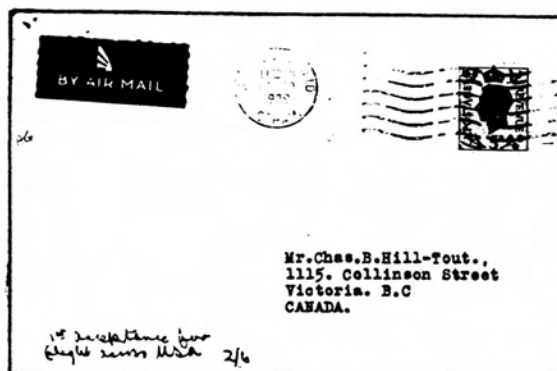
Chicago Tribune, July 2nd 1996.

Thanks to Don Lussky for sending in this article.

FOLLOW UP - TRANS-ATLANTIC COVERS FROM THE LAST NEWSLETTER



COVER 1:



COVER 2:

COVER 1 had been described as: 821 1935 "EXPERIMENTAL TRANSATLANTIC AIRMAIL", #194 pays the 5d airmail rate to VANCOUVER/BC, dated LONDON-FS-AIRMAIL/ENGLAND machine cancel AUG7/35, early commercial cover, file fold and a few minor opening tears at top, still scarce and VG-F

The question was whether this description was accurate, since the date did not seem to correspond with any trans-Atlantic flights, and the combination of sea mail across the Atlantic / air mail across the U.S.A. was hardly "experimental" in 1935.

The answer, according to Richard Beith, is that:

Your comment about lack of transatlantic flights is quite correct, this must have gone by sea to North America. (Think about the franking, when Pan American and Imperial got going in 1939, the all the way by air fee was 1/3d per half ounce!) If you look in Proud (*Postal History of British Air Mails*) he quotes the "by sea to New York and OAT (Onward Air Transmission) to Canada" rate as 5 1/2d for the first half ounce, plus 4 1/2d for each additional ounce from 23 February 1931 to 11 April 1939. However, rates given in the British Post Office Air Mail leaflets about this time seem less. The presence of an air mail etiquette probably resulted in the use of the LONDON FS cancel. So not an experiment and not particularly scarce!

COVER 2 - Cancelled "SUTTON COLDFIELD B'HAM" on 14 APR 1939;
Backstamped "VICTORIA CANADA" - 7 AP 22 39.

The cover has a manuscript endorsement **1st. Acceptance for flight across USA**, but as mentioned above, mail had been flown across the USA well before 1939. - This might therefore have been dismissed as another wrongly described cover, but the origin and addressee indicate it was a "philatelic" cover, (produced by Francis J Field), so why was it sent in April 1939?

It turns out that although the Trans-Canada Airline and air mail service was inaugurated on March 1st 1939, there was some delay before a connection between this service and sea-mail from Britain was organized. - This was the First Flight by U.S. and Canadian air mail, but with a poorly worded endorsement:

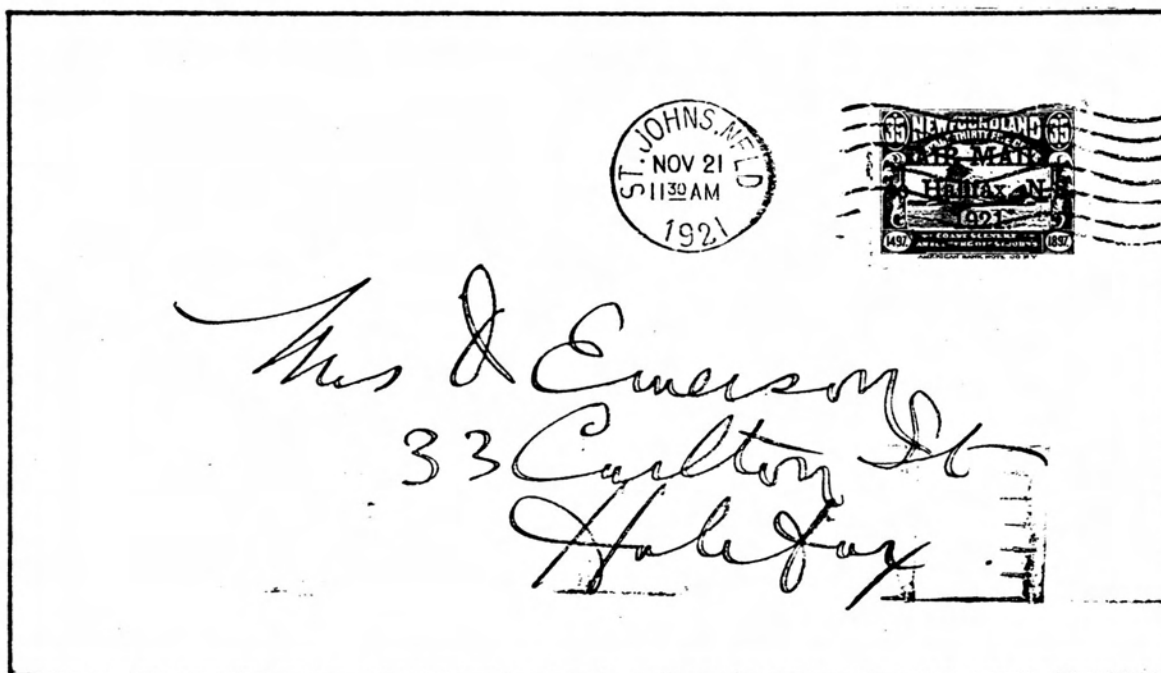
Proud tells us that 12 April 1939 saw the introduction of a by sea to Canada/USA service followed by OAT on the Montreal-Vancouver air service. The first despatch was by the SS *Queen Mary* sailing on 15 April '39. Baldwin (*British Air Mails 1784-1946*) gives: April 14: "First acceptance for Canada to benefit by onward transmission by air via USA services, letters 5d, postcards 3d". Under April 20, Baldwin gives: "First acceptance of mail for Canada to benefit by onward transmission via the newly opened trans-Canada air service; letters 5d, postcards 3d."

Thanks to Richard Beith and Dick McIntosh for their information.

QUESTIONS

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.

INFORMATION WANTED - ST. JOHN'S to HALIFAX FLIGHT, 1921



This is flight #9 in the Newfoundland section of the *American Air Mail Catalogue*, where it is described as follows:

- 9 1921, December 10 - Attempted Flight, Botwood-Halifax. For this flight the Newfoundland Post Office Department overprinted the 35-cent red value of the "Cabot" series with the words "Air Mail to Halifax, N.S. 1921" in three lines. There are no less than six varieties of the overprints. The flight was originally intended to take place about November 30 and mail was sent by rail to Botwood on November 27 and a small supplementary mail added, dated December 6 or 8. After delays, on December 10 the plane covered 95 miles and landed near Deer Lake on the Humber River. After further delays, the flight was abandoned and the mail reached Halifax on February 4, 1922, being forwarded by surface means. Covers are cancelled St. John's November 16 to 26, 1921; all are backstamped Halifax, N.S., February 4, 1922.

St. John's-Halifax

100.00

a. Botwood supplementary mail

200.00

(Varieties of the overprint are worth a premium depending on rarity.)

Dick McIntosh is doing some research on this flight, and would like to hear from anybody who has covers from it postmarked November 16th, 19th or 20th. - Please send information to the editor, or directly to Dick at 47 Aldenham Cr., Don Mills, Ontario M3A 1S3.

For more information on this flight, see David Granger's description in the December 1995 *Canadian Aerophilatelist*, page 11; or C.H.C. Harmer's *Newfoundland Air Mails*, which is listed on page 2 of this newsletter.

INFORMATION WANTED - AIR MAIL FROM EMPIRE EXHIBITION, JOHANNESBURG



Postcard from Johannesburg to Vancouver:

- franked with a 1 pence special overprinted stamp "JIPEX 1936", Scott 73. (There was also a 1/2 pence overprint, Scott 72).
- cancelled "JOHANNESBURG INTERNATIONALE FILATELISTIESTIESSIE LENTOON TELLING", 2 XI A36; and handstamped "FIRST DAY OF ISSUE".
- Backstamped MONTREAL / 11 AM / NO 21 / 36 / CANADA.

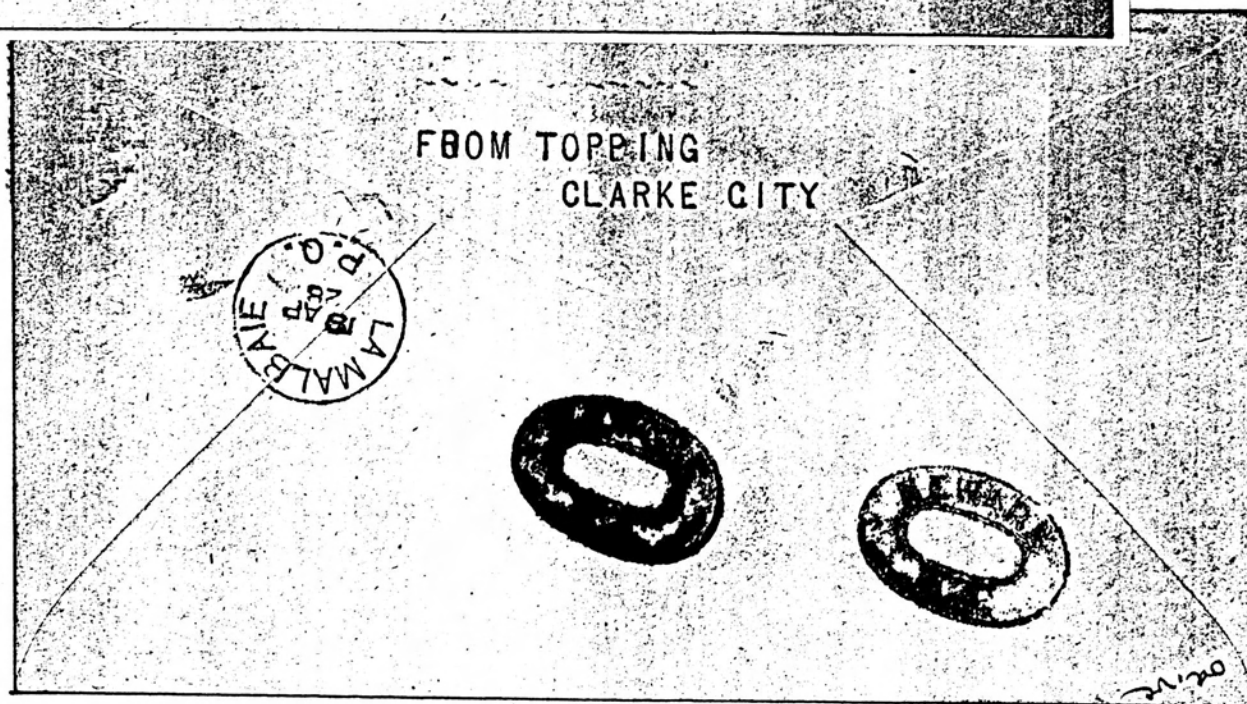
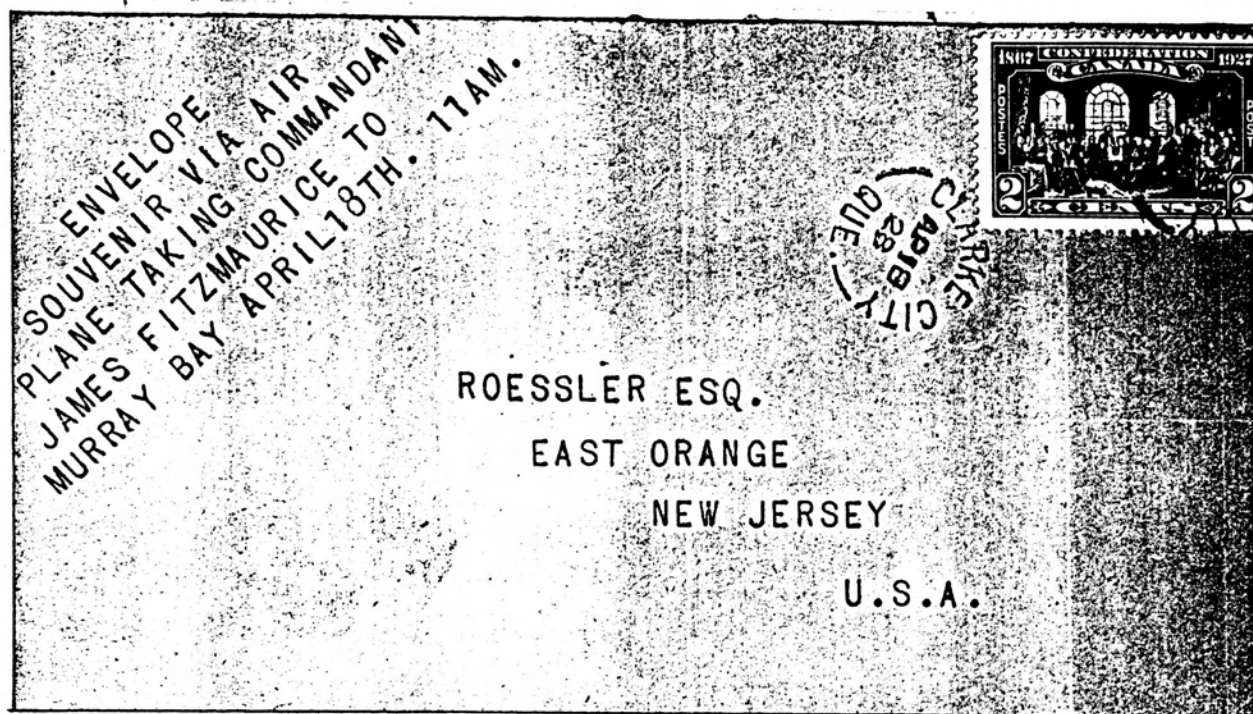
This card would have been carried from Johannesburg to London by Imperial Airways flight AN 392, arriving in Croydon November 12th. Then by sea across the Atlantic, presumably to Montreal where it was backstamped. - How did it then proceed to Vancouver?

The card says Affix a halfpenny stamp to this card, post it at the Exhibition, and it will be sent BY AIR MAIL to any part of the world: did this only apply to "continuous" services from South Africa, or would it include air mail through the United States?

The air mail etiquette was not cancelled in London, indicating it would continue to receive air mail treatment, but if it was going to travel by U.S. air mail, why was it sent to Montreal?

Also, are there other examples of a reduced international air mail rate being offered for special events?

INFORMATION WANTED - "BREMEN" RESCUE FLIGHT, 1928



I enclose a photocopy of front and back of a cover reputed to be on board the rescue flight of the Bremen on April 18, 1928. AAMC no. 208 describes a similar cover from Clarke City to Quebec with a different inscription and the signature of pilot Duke Schiller and notes the existence of only 3 covers.

The enclosed cover has the right dates but a different inscription, a Murray Bay backstamp and no signature.

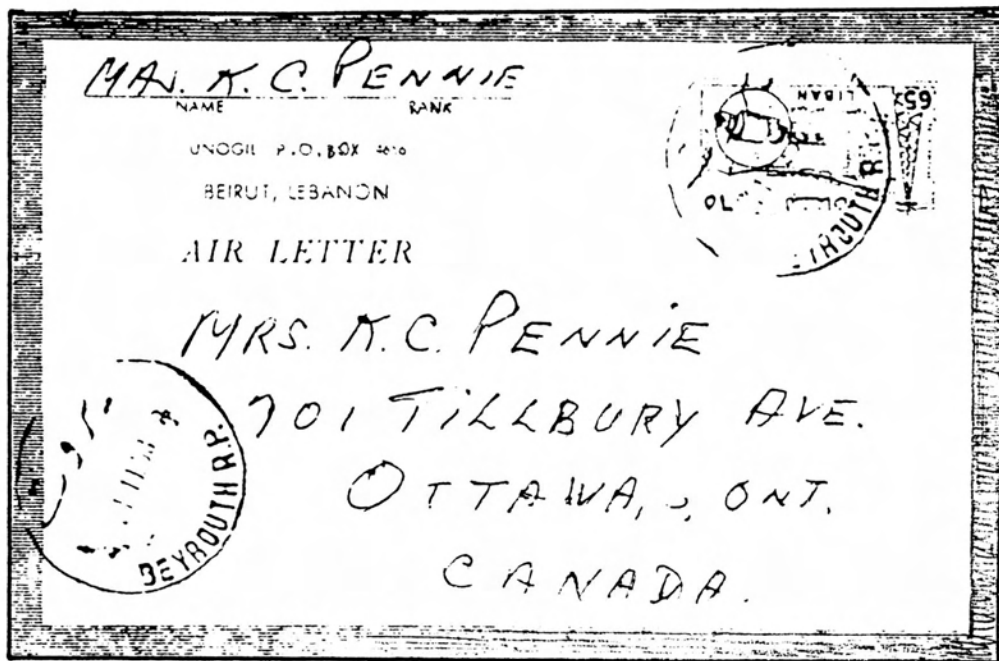
Where does my cover fit in? I take it would have been on the same flight but on the first leg of it?

If you can help with any of the questions in this newsletter, please send information to the editor: 4060 Bath Road, Kingston, ON K7M 4Y4

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.

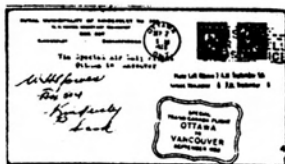
WANTED - "UNOGIL" AIRLETTER



J.-L. Emmenegger, P.O. Box 110, CH-1009 Pully, Switzerland, collects "envelopes and airletters sent to Canada by Canadian military personnel (officers or soldiers of contingents) or officers acting as "observers" on duty for United Nations Peace-Keeping Forces or Missions". He has been looking for a UNOGIL airletter like the illustration above "for 10 years". - If anybody can help, please contact him directly.

ABRAHAM SIEGEL
P.O. BOX 6603 -CAN
Long Island City, NY 11106

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MEMBERSHIP RENEWAL

October 1996

1 Patrick Campbell
2 RK Malott
4 Mike Shand
5 Pat Sloan
6 Ken C. Sanford
9 Geoffrey Thompson
12 Melville Smith
15 Graydon H. Veinotte
40 Jeffrey Lodge
53 Alex C. Ross
55 JM Ellis
97 Gary Hayashi
99 Piet Steen
122 Peter Muggler
199 Frank G. Jones
203 John H. Bloor
212 Harold J Petoskey
213 William R. Wallace
240 Abraham Siegel
241 JWT Wannerton

November 1996

20 Gibson B Stephens
56 Col. William G. Robinson
59 TW Cummings
61 Dr. M. Goldberg
62 Gary Coates
86 John R. Fagan
163 Walter R. Plomish
182 Robert Footitt
204 Dr. Maurice A. Mishkel
214 Trelle A. Morrow

December 1996

42 Robert H. Jamieson
54 Norbert E. Krommer
63 Paul Barbatavicius
81 Stephen Rienhard
103 K. Beleski
129 Allan Steinhart
130 Basil S. Burrell
132 John I Jamieson
145 Francois Bourbonnais
170 Kenneth G. Mitchell
188 Dyson H. Webb
189 Jacky Stoltz
215 Jack Ince
239 Brian Asquith
242 Jacques Bot

In order to reduce postal costs, renewal notices will be printed in each issue of the **The Canadian Aerophilatelist**. Members within a 3-4 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 of 1 January 1996, all new membership dues and 1996 renewals are **\$15.00 Cdn for Canada and the US** and **\$20.00 Cdn for Overseas** addresses.

Membership No.: _____ Renewal Month: _____

Name: _____

Address: _____

e-mail: _____

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

Secretary's Use Only

Date: _____

Payment: _____

MEMBERSHIP APPLICATION FORM

THE CANADIAN AEROPHILATELIC 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 aerophilatelic 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., Toronto, Ontario CANADA M4J 2P3

I hereby apply for membership in The Canadian Aerophilatelic Society:

Name: _____

Address: _____

City: _____ Province/State: _____

Postal Code: _____ Country: _____

Telephone: _____ Fax: _____ e-mail: _____

Collecting interests: _____

If applicable: American Air Mail Society membership number: _____

American Philatelic Society membership number: _____

Royal Philatelic Society of Canada membership number: _____

Other: _____

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
1st December 1996