



# THE CANADIAN AEROPHILATELIC SOCIETY

*Organized 1986 in the interest of Aerophilately and Aerophilatelists everywhere*

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

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## September 2000

# THE CANADIAN AEROPHILATELIST

Newsletter of THE CANADIAN AEROPHILATELIC SOCIETY

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

## CAS PRESIDENT'S REPORT SEPTEMBER 2000 THE CANADIAN AEROPHILATELIST

Greetings to our new and old CAS members. Your loyal support of the activities of your Executive Committee is greatly appreciated. For most of us I imagine the summer has been quiet philatelically and now a new stamp season is upon us. I have the privilege of representing the RPSC as the Canadian Commissioner to ESPAÑA 2000 in Madrid, Spain, 6-14 October 2000. I am also a member of the Jury for aerophilately and the representative of the RPSC on behalf of Murray Heifetz at the General Meeting of the FIP Aerophilatelic Commission. Murray is the RPSC's appointed aerophilatelic representative to the FIP Aerophilatelic Commission.

At this international philatelic exhibition the Spanish Army will once again be sponsoring a special pigeongram service as it did in 1996 in Seville, Spain for ESPAMER'96 AND AVIACIÓN Y ESPACIO. Canada has never had such a service although a recommendation was made by the Royal Military College of Canada's staff in 1902. The recommendation was not accepted by the Department of National Defence. The CAS for CAPEX 96 attempted to arrange a special pigeongram for the occasion but the Canadian Racing Pigeon Union did not support the idea despite the fact that we offered to pay all of the expenses. We included an account of these matters in our catalogue of *The Air Mails of Canada and Newfoundland*, Section 21. PIGEON POST, pages 454- 457. I plan to obtain some examples again if possible at ESPAÑA 2000.

Our industrious and knowledgeable aerophilatelist, Murray Heifetz, with the indispensable assistance of our Secretary, Ron Miyanishi of Toronto, has published his second edition of *OAT and AV2 MARKINGS*. This 142-page monograph, sponsored by the AAMS, expands greatly from the 1<sup>st</sup> edition on the study of OAT (Onward Air Transmission) and AV2 markings. A series of worldwide postal markings is presented from 1938 through 1974 that directed air mail envelopes to be carried by air through a series of intermediate points. Murray, an internationally accredited judge, award winning aerophilatelic exhibitor, and postal history specialist in many air mail topics, depicts and describes currently known OAT and AV2 markings, with many reproductions of full-sized covers. Congratulations Murray on your most recent accomplishment and for your generous gift of your time and knowledge for other aerophilatelists.

Murray's publication is available in Canada, through the President of the CAS, at a price of \$30.00 Canadian which includes applicable taxes, mailing and postage charges. Other AAMS publications are available also from the CAS as a service to CAS members. *The Air Mails of Canada and Newfoundland* is also available from me at a complete price of \$65.00 Canadian for CAS/AAMS members and \$75.00 Canadian for non-members. The CAS has an inventory of current AAMS aerophilatelic publications. If you are interested in the price list please contact me at 16 Harwick Crescent, Nepean, Ontario, K2H 6R1.

Our Snowbird covers for 2000 are available from me at a price of \$70.00 Canadian for a set of 10 autographed, cacheted and flown envelopes over Ottawa on 1 July 2000. A separate especially designed coloured cover by Ron Miyanishi, autographed by all of the 9 Snowbird pilots, is available for \$25.00. Each set of 10 envelopes for 2000 includes one of these special covers. Happy collecting!

Dick Malott President CAS

## **NEWS - NEWS - NEWS**

### **DAY OF AEROPHILATELY IN TORONTO**

The Toronto-area members of the CAS are holding their annual Day of Aerophilately on Sunday November 5<sup>th</sup>. This event will run from "10 to 4", at the VINCENT GREENE FOUNDATION, 10 SUMMERHILL AVE (close to Summerhill subway station). The day includes displays, questions and answers, trading, lunch at a nearby restaurant, and lots of excellent conversation.

Anybody reading this newsletter is invited to participate! - The event has a small following of regular participants who have a great time each year, and additional participants will be very welcome.

For more information contact: Dick McIntosh, 47 Aldenham Court, Don Mills, Ontario M3A 1S3, (telephone 416 447 1579; E-mail: [mcintosh@accessv.com](mailto:mcintosh@accessv.com) ).

### **ROYALE \* 2001 \* ROYAL**

The next annual convention of the ROYAL PHILATELIC SOCIETY OF CANADA will be staged by the Lakeshore Stamp Club at the Centre Communautaire Sarto Desnoyers, April 6-8, 2001 in Dorval, Quebec.

It will feature the 73rd annual conference of The RPSC with seminars, exhibits, and a bourse. Show contact is David G. Nickson, C.P. # 1, Pointe Claire- Dorval, Quebec H9R 4N5. To obtain further information by e-mail, contact Francois Brisse [fsbrisse@videotron.ca](mailto:fsbrisse@videotron.ca) .

The 2001 **ANNUAL GENERAL MEETING** of THE CANADIAN AEROPHILATELIC SOCIETY will be held on the afternoon of Saturday April 7<sup>th</sup> as part of this show.

### **AMERICAN AIR MAIL CATALOGUE**

Work is in hand on a revised listing of FAM flights, (Foreign Contract Air Mail Routes), for the Sixth Edition of the American Air Mail Catalogue.

If anyone has suggested corrections or changes for any of the FAM routes, or would like to help with this project, please contact George K. Sioras, 25 Brington Road, Brookline, MA 02245-6012, USA, as soon as possible.

### **LATEST DEVELOPMENTS AT AIR CANADA**

Following its take-over of *Canadian Airlines*, (reported in our March newsletter), *Air Canada* seems to have been in the news almost daily.

The good news is that a number of new services have been introduced, (such as direct flights from Toronto to Regina, without a change in Winnipeg).

Unfortunately, there's not much good news. - The lead story on the front page of The Globe And Mail for May 6<sup>th</sup> was:

#### **TRAVELLERS CURSE AIRLINE MERGER**

***Delays and confusion snarl Canada's airports; 'the very worst we anticipated is really happening'***

These problems got a bit better in June, when *Air Canada* introduced new arrangements at Toronto's Lester B. Pearson International Airport. (Most of the *Air Canada* and *Canadian Airlines* international flights now arrive and depart from Terminal 1, while most intra-Canada and U.S. transborder flights operate from Terminal 2.)

On August 3rd, *Air Canada* made a commitment to solve it's customer-service problems within 180 days.

However, the airline stayed in the news as a contract dispute with it's pilots dragged on, and the threat of a pilots' strike haunted summer travelers until a settlement was reached on September 1st.

## LIBRARIAN'S REPORT

Very many thanks to Jack Ince, who having switched the centre of his air mail interests from Africa to the Atlantic, has very kindly donated his research notes and files on AFRICAN AIR MAIL SERVICES to the CAS Library. These documents include articles on many different airlines and pioneer flights, a photocopy of his extensive collection, and a copy of The Travelling Post Offices of Nigeria which Jack produced for the West Africa Study Circle.

These will be a wonderful source of information for fellow collectors. - Any members wanting information on particular topics, (or to see the entire donation), should contact me to arrange access.

The library has also recently acquired copies of Volumes 2, 3 and 4 of the Fourth Edition of the American Air Mail Catalogue. These will be most useful in answering questions regarding covers that were dropped from the Fifth Edition. Many thanks to John Venskus for his help with this acquisition.

## NEW CAS PUBLICATIONS AVAILABLE

Given the often late publication of this newsletter, I am particularly pleased to report that the first copies of our resource booklets were distributed on schedule.

### **OFFICIAL AIR MAIL RATES TO FOREIGN AND OVERSEAS DESTINATIONS** **AS ESTABLISHED BY THE CANADIAN POST OFFICE: 1926 - December 1942**

**by David Whiteley**

This booklet is 66 pages long, and reproduces many rate tables and announcements, as reported in the Canadian Post Office annual Guides and monthly Supplements.

The price, including postage, is: \$17.50 Canadian in Canada; \$13 US for orders mailed to the USA; \$20 Canadian or \$14 US for orders mailed overseas. (CAS members may deduct \$3 Canadian or \$2 US from these prices.)

Orders should be sent to: *David Whiteley, 605 -77 Edmonton St., Winnipeg, Manitoba R3C 4H8*  
Payment can be made by cheque in Canadian or US Dollars, payable to David Whiteley.

### **NEWFOUNDLAND AIR MAIL POSTAGE 1937 - 1949** **Extracts from the Newfoundland Post Office Circular**

**by Jack Ince**

This booklet is 24 pages long, spiral bound, and reproduces the original announcements and rate tables from the Newfoundland Post Office circulars.

The price, including postage, will be: \$7 Canadian in Canada; \$5 US for orders mailed to the USA; \$10 Canadian or \$7 US for orders mailed overseas. (CAS members may deduct \$1.50 Canadian or \$1 US from these prices.)

Orders should be sent to: *Chris Hargreaves, 4060 Bath Road, Kingston, Ontario, K7M 4Y4*. Payment can be made by Canadian Dollar cheque payable to Chris Hargreaves, International Money Order, or in US Dollar bills (at sender's risk).

## CANADA AVIATION MUSEUM, OTTAWA

The Canada Aviation Museum at Rockcliffe Airport has a special exhibit until the end of January 2001:

### **HEAVENS ABOVE**

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For more information telephone 613 993 2010, or 1 800 463 2038;  
or visit their website at [www.aviation.nmstc.ca](http://www.aviation.nmstc.ca)

## THE KOREAN WAR

A CFPO 27 (YONGSON) REGISTERED COVER



A gunner in 81 Field Regiment, Royal Canadian Artillery, registered this air-mail cover to Denmark. It was sent about two months before a cease-fire ended hostilities in Korea. The 20¢ Forest Products stamp, issued in 1952, paid the registration portion of the postal rate. Examples of Canadian military registration handstamps from this theatre are scarce.

CFPO 27 markings were applied on June 1, 1953. The cover was routed through Kure, Japan. A CAPO 5000 marking on the back, dated June 3, 1953, is present.

### THE CANADIAN POSTAL CORPS IN KOREA

On November 1, 1950, the Canadian Postal Corps was reactivated after a rather limited role following the Second World War. Canada's Canadian Army/Field Post Offices were established at Pusan, Seoul, Toehong, Yongson, Korea and at Nippombara, Kure, Hiro, Tokyo, Kobe, Japan. These included CFPO 25 to 32 inclusive as well as CAPO 5000 to 5003 inclusive. Offices were equipped with circular steel hammers, rubber handstamps (including registration markings, large circular daters, and square "MOON's" or Money Order Office Number devices).

This cover is reproduced from a special issue of the Newsletter of the Canadian Military Mail Study Group of the British North America Philatelic Society, that was devoted to Canadian-related postal history from the Korean War.

For more information regarding this very detailed 38 page issue, or of the other activities of the Study Group, please contact: D. Mario (Editor), Post Office Box 342, Saskatoon, SK S7K 3L3

## INTERNMENT MAIL IN CANADA, 1914-1919 & 1939-1946

by S.C. Luciuk

Members who collect military mail may be interested in this recent publication in the British North America Philatelic Society's Exhibit series. - The 104 page photocopied exhibit examines the postal history and markings of POW's and internees in Canada from both World Wars.

For more information contact the BNAPS Book Department, c/o Saskatoon Stamp Centre, Box 1870, Saskatoon, SK S7K 3S2. (Telephone 306 931 6633 or 1 800 205 8814; Fax: 306 975 3728; or e-mail [ssc@saskatoonstamp.com](mailto:ssc@saskatoonstamp.com))

# THE POSTAL HISTORY OF CAMP BORDEN

published in the newsletter of

## THE GREY, BRUCE, DUFFERIN & SIMCOE POSTAL HISTORY STUDY GROUP

I recently received copies of some very detailed and well researched newsletters produced by this group. - They included a series of articles by Dave Hanes on *THE POSTAL HISTORY OF CAMP BORDEN* that I think will be very useful to anyone interested in R.C.A.F. postal history, and I have reproduced some of these articles on the following pages.

This study group was formed in 1998, and now has 47 members. Their newsletter has 10 pages per issue, and is produced six times a year. Membership dues are \$10 per year.

For more information on the study group, (or on the other articles about Camp Borden), contact:  
Gus Knierim, RR1, Thornbury, Ontario N0H 2P0 (Phone/fax: 519 599 6975, E-mail: [knierim@bmts.com](mailto:knierim@bmts.com))  
(Gus is also the editor of their newsletter. - Congratulations on an excellent publication Gus!)

## CATAPULT MAIL

Tony Kershaw produced a great article on *THE EASTBOUND NORTH ATLANTIC CATAPULT SERVICES 1928-1935 - A study of the Routes, Rates and Other Matters*, for the June/December 1999 issue of *Air Mail News*, published by the British Aerophilatelic Federation.

Tony's article was a composite of several articles and columns he has written over the years for various publications. - It provides both a comprehensive overview of this subject for "general collectors"; lots of rates etc. for "catapult specialists"; and some newly discovered information to update Tony's earlier articles.

For a copy of this article please send \$2 (for postage etc) to your editor - Chris Hargreaves (address on page one.)

## OTHER PUBLICATIONS RECEIVED

The CAS exchanges newsletters with:

the Air Mail Society of New Zealand,	the Astro Space Stamp Society,
the Australian Airmail Society,	the British Aerophilatelic Federation.
the Chicago Air Mail Society,	the Wreck and Crash Mail Society.

Articles in these publications related to Canadian Aerophilately will be reproduced in our newsletter, or listed as part of my Editor's Report, as space permits. For more information on any of these societies please contact me.

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### ADVERTISEMENT

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# THE POSTAL HISTORY of Camp Borden

by Dave Hanes

PART IV

[REF. 053]

THIS IS THE CONTINUING POSTAL HISTORY OF CAMP BORDEN BEGUN IN ISSUE N° 3



The Royal Flying Corps officially took over the airfield at Camp Borden on May 5, 1917. The flying train-

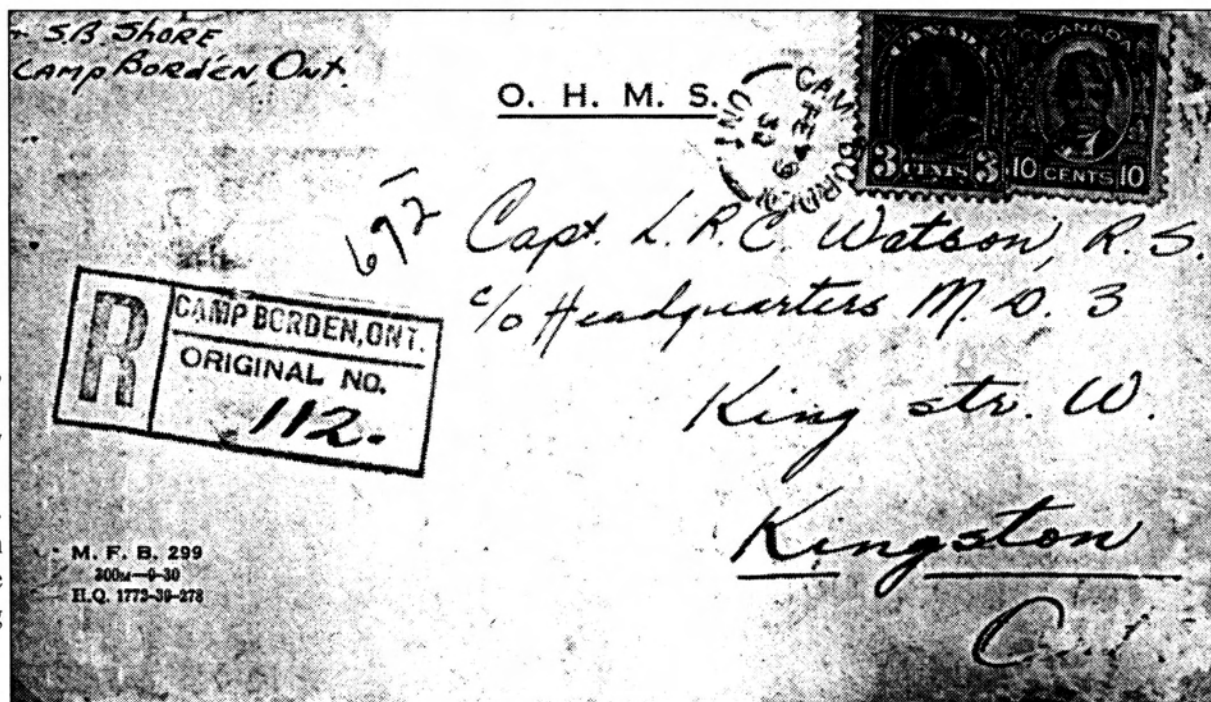
ing had commenced on March 30, 1917. Through arrangements with the Americans, the Corps travelled to Texas for winter training. On April 1, 1918 the Royal

Flying Corps merged with the Royal Naval Air Service, and the Royal Air Force came into being.

After the end of World War I in 1918, the strength of the Military Forces were greatly reduced. Camp Borden continued to be used for training of Army and Air Force per-

sonnel. During this period the main type of postal cancellation was the "broken circle" with a reported period of use from November 14, 1930 until June 27, 1940.

Early pieces of mail relating to the RCAF, which was formed in April, 1924, are hard to find. The cover shown below, is dated May 21, 1935 and is the earliest one found by this writer. Note the corner card: **Accounting Section R.C.A.F. Camp Borden, Ont.** The cover is addressed to Penmans Ltd., Paris, Ontario. Is it possible that the letter herein could have dealt with the purchase of some part of the uniform?

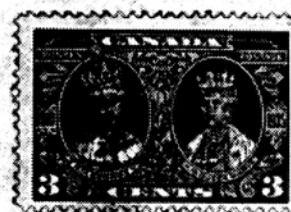


Accounting Section,  
R.C.A.F. Camp Borden, Ont.

Penmans Ltd.,

Paris,

Ontario.



Registered  
Letter showing  
registration  
box and the  
broken circle  
hammer.

[continued in  
Issue N° 7]

# Kolapore

Collingwood Township, Grey County

[REF. 054]

By Gus Knierim

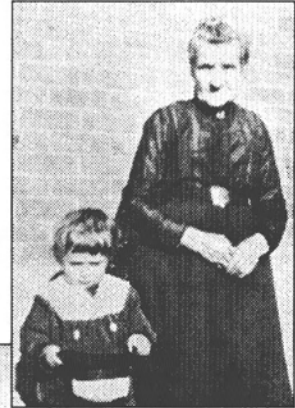
Kolapore's reason for existence were the surrounding hardwood forests. This lumbering community located in the southern part of Collingwood Township boasted a small general store, post office, church and school in the settlement of Paradise. All that remains today is a church and a couple of houses surrounded by forest. The new name of Kolapore was used when the post office opened in 1884. George Wilson, the first postmaster, and his wife Sarah, may have been responsible for the selection. "Kolapore" is an anglicization of the name of a small state in India. Kolhapur was the object of a British military expedition of the 1800s, and this small Indian state that objected to British rule became, the name of a forest community in Canada.

George Wilson remained as postmaster until his death in 1893; his widow continued until 1904. She was followed by James Pegg who lived just three years and in 1907 was replaced by William T. Pegg. Alfred Stoutenburg served for just over a year in 1911-1912 and was followed by John W. McAteer in the last two years of the life of this post office. Like so many other post offices that closed at the time of World War I service was replaced by the advent of rural delivery.

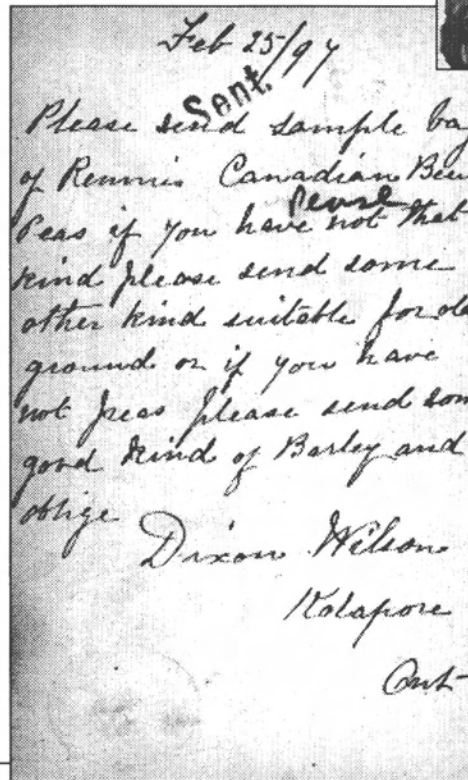
The logging and wood industries were very diverse at Kolapore and provided the main support for the community for over 50 years. The only other commercial activity in the community was a stone quarry and lime kiln. A small store was operated as early as 1880 by George Wilson.

Today the community has basically returned to its woodland state with much of the area being a county forest.

Kolapore is now served by RR1 Ravenna. Currently the carrier is Carol Bistretzan.



Postmistress Sarah Wilson who took over the duties of the office upon her husband's death.



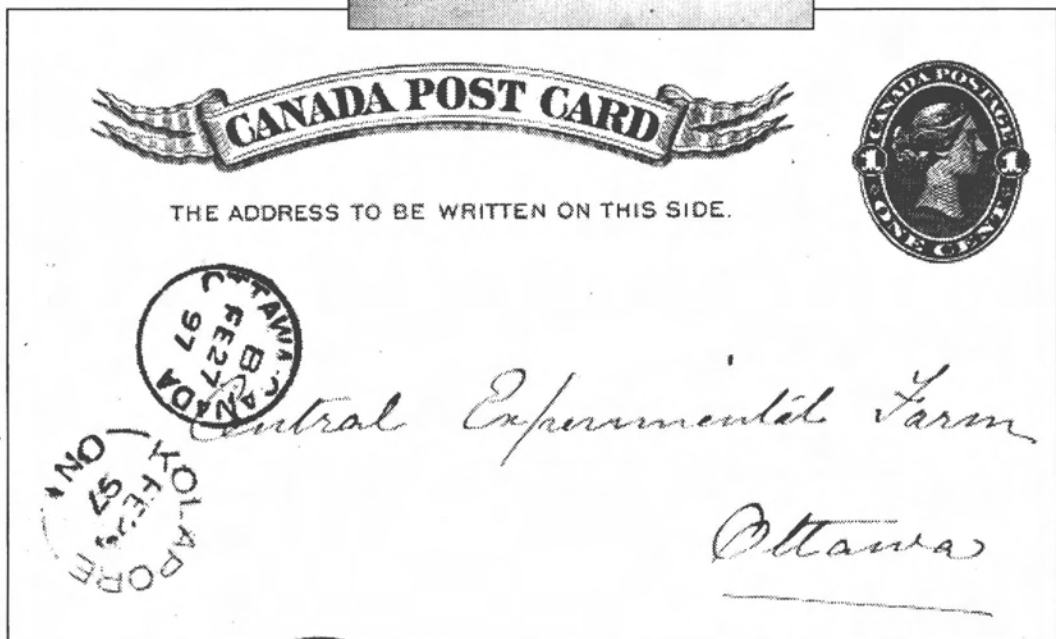
As this card to the Central Experimental Farm, Ottawa, indicates, farmers such as Dixon Wilson (son of George Wilson, postmaster) were willing to try and work hard at making a success out of farming at Kolapore. That same spirit exists today in the community.

KOLAPORE UPLAND FARMS  
"Upland Wool"



A. & A. WILSON  
R.R. 1, RAVENNA, ONTARIO N0H 2E0

A contemporary corner card from a nearby farm. The "A" in A. & A. (Alvin & Anita) Wilson is the great-grandson of Kolapore's first postmaster, George Wilson. Furthermore the tradition continues with Jeff Wilson, son of Alvin & Anita Wilson being the rural route carrier for both RR1 and RR2 Clarksburg.



# THE POSTAL HISTORY of Camp Borden

by Dave Hanes

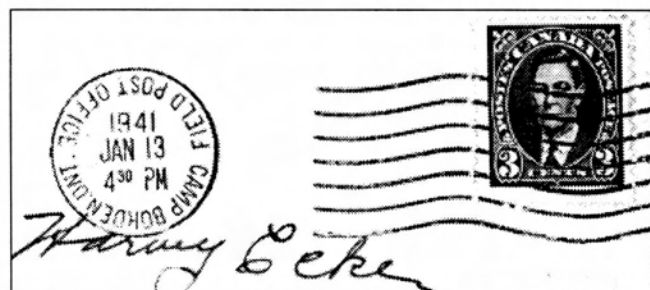
PART VI

[REF. 064]

THIS IS THE CONTINUING POSTAL HISTORY OF CAMP BORDEN BEGUN IN ISSUE N° 3

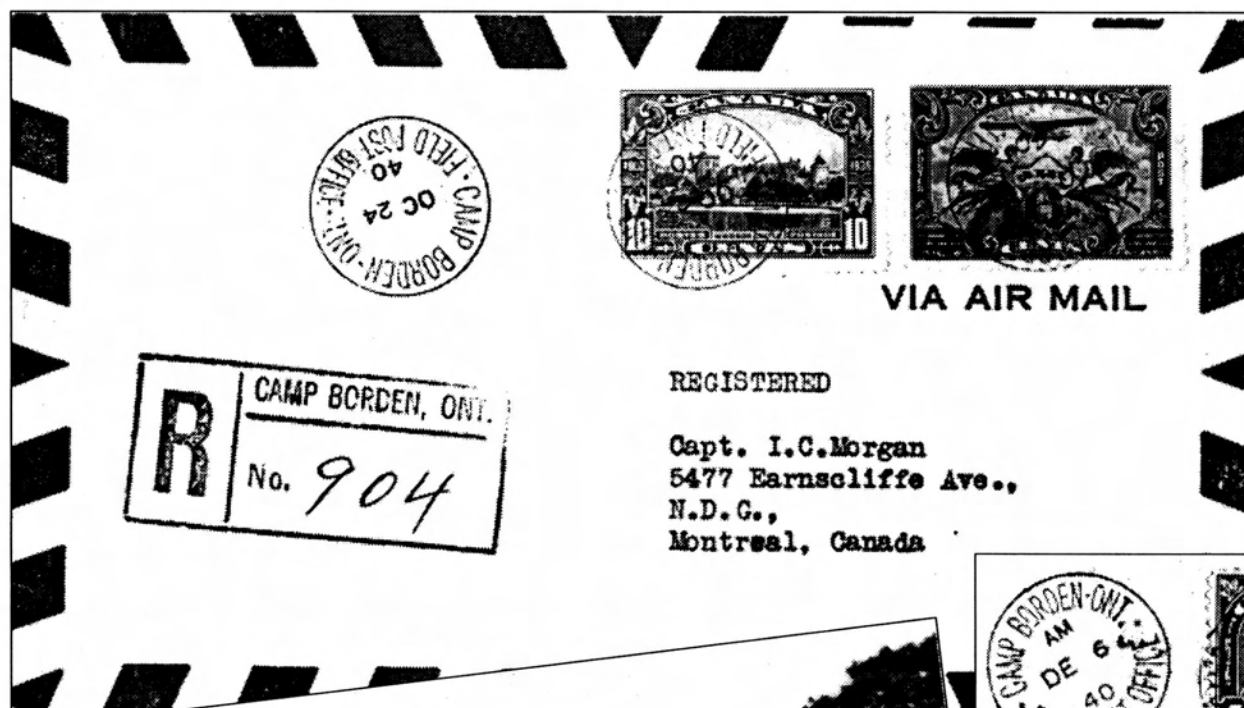
In the period leading up to World War II we see a change in hammers used at the Camp Borden office. We previously stated that the A1 type hammer was reportedly used until June 27, 1940. However, in the late 1930s we see the appearance of a 23-mm cds hammer [without dots] and again in 1940 a further 24-mm cds hammer [with dots].

The 23-mm FIELD  
POST OFFICE hammer.



The 22-mm FIELD POST OFFICE machine cancel. On some days the office was in a turmoil and the postmaster just didn't know which side was up.

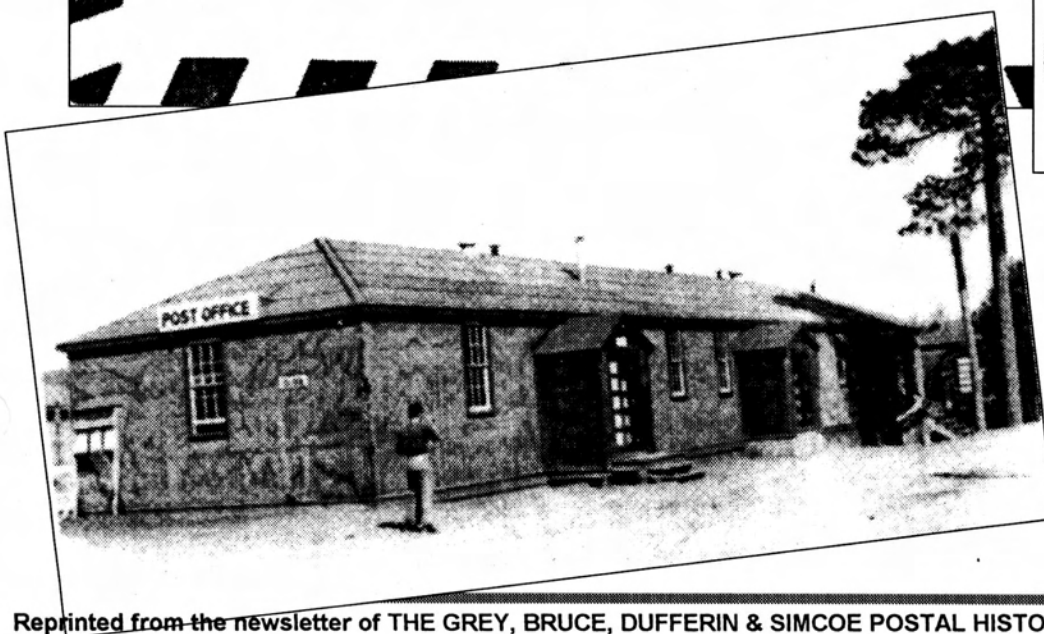
It would be interesting to pin down the actual periods of usage for these two hammers keeping in mind that machine cancels were used simultaneously during this period. The 22-mm FIELD POST OFFICE machine cancel was soon to be replaced and is often referred to as an interim postmark. Early in World War II new "MPO" cancels were introduced at the various military camps across Canada.



The 24-mm FIELD POST OFFICE hammer clearly showing the dots between CAMP BORDEN • ONT. • FIELD POST OFFICE

The Post Office at Camp Borden, 19??, as it appeared on a post card published in the "Canadian Art Deeptone" Series

[continued in Issue N° 9]



# EAST HOLLAND Chatsworth

HOLLAND TOWNSHIP  
County of Grey

John Rossiter

[REF. 065]

East Holland was the second of fourteen post offices to be established in what until recently was known as Holland Township and serving ten communities within that township. In the early years, there were two "towns" where Chatsworth now stands – **Johntown** and **Grandtown**. These names were still shown on some maps in conjunction with Chatsworth as late as 1880. No post office named Johntown or Grandtown was ever established at this location.

The first post office, located at the south side of the village was named **East Holland** and was established on July 6, 1851, with Henry Cardwell as postmaster. The township's first post office was at

office was relocated well towards the north. Henry Cardwell continued in his position as postmaster and it is suggested by more than one text that Chatsworth was so named after his proposal.

A 25-mm double broken circle hammer became the first postmark of Chatsworth. Bruce Graham lists its period of usage from 1858-1875. Shown with this article is a cover cancelled **CHATSWORTH U.C. / FEB. 0, 1869**. This is a very clear strike so it

*Paid 3*  
*Honorable John Rolph*  
*Commissioner of Crown Lands*  
*Quebec*



*This letter was mailed from East Holland on June 28, 1853 and arrived in Quebec, L.C., July 3, 1853. This delivery time is remarkable considering that East Holland was not served by railway at this point in time and that mail would move by stage coach.*

would appear the postmaster neglected to check the indicia for the proper day. The latest date seen by me is dated Nov. 7, 1883, making it the latest recorded cover.

Before the days of the railroad, the mails came once a week, and later twice a week. In August, 1873 the TORONTO, GREY & BRUCE RAILWAY, a narrow gauge line was built. When the first train pulled into Chatsworth it had taken eight hours to travel from Toronto. By 1880 the Belden Atlas for Grey County referred to Chatsworth as having "the best mail, express and telegraphic facilities".

I have no reference material from the year 1884 until 1888, so I'm not certain when a new device was put into place to supersede the double broken circle hammer. However, I do know that by 1888 a new circular dater, **CHATSWORTH ONT. / AP23 / 88** was in use measuring 23½ mm. A later recorded date is Dec. 2, 1897. Did this circular dater continue to be used in 1898 or the first couple of months of 1899? By 1899 a 20-mm broken circle hammer was in use and continued to be used into the 1900s. The latest known recorded use by Bruce Graham is April 2, 1906.

It is interesting to note, that for nearly 50 years,

**Sullivan** (later Williamsford), having commenced operations on October 6, 1847. The East Holland post office remained open until January 1, 1857, when it was relocated and the name changed to **Chatsworth**.

East Holland's sole postmark appears to be the double broken circle, manuscript dated. Several have surfaced in recent auctions, the earliest being a cover dated **10 Aug / 52** and the latest recorded being **1 Aug / 56**. The village had grown northward, so the post

## THE POSTAL HISTORY

# Camp Borden

by Dave Hanes

## PART VII

[REF. 068]

THIS IS THE CONTINUING POSTAL HISTORY OF CAMP BORDEN BEGUN IN ISSUE N° 3

Let us recap the period from the establishment of the first post office at Borden until the beginning of World War II. The first field post office was established May 22, 1916 and closed the 6th of January, 1919. No records are available currently to show who served as postmaster in this period of time.

A **CAMP BORDEN** post office was again established December 21, 1920 and operated under that name until April 25, 1940 at which time its name was changed to **CAMP BORDEN MPO 202**.

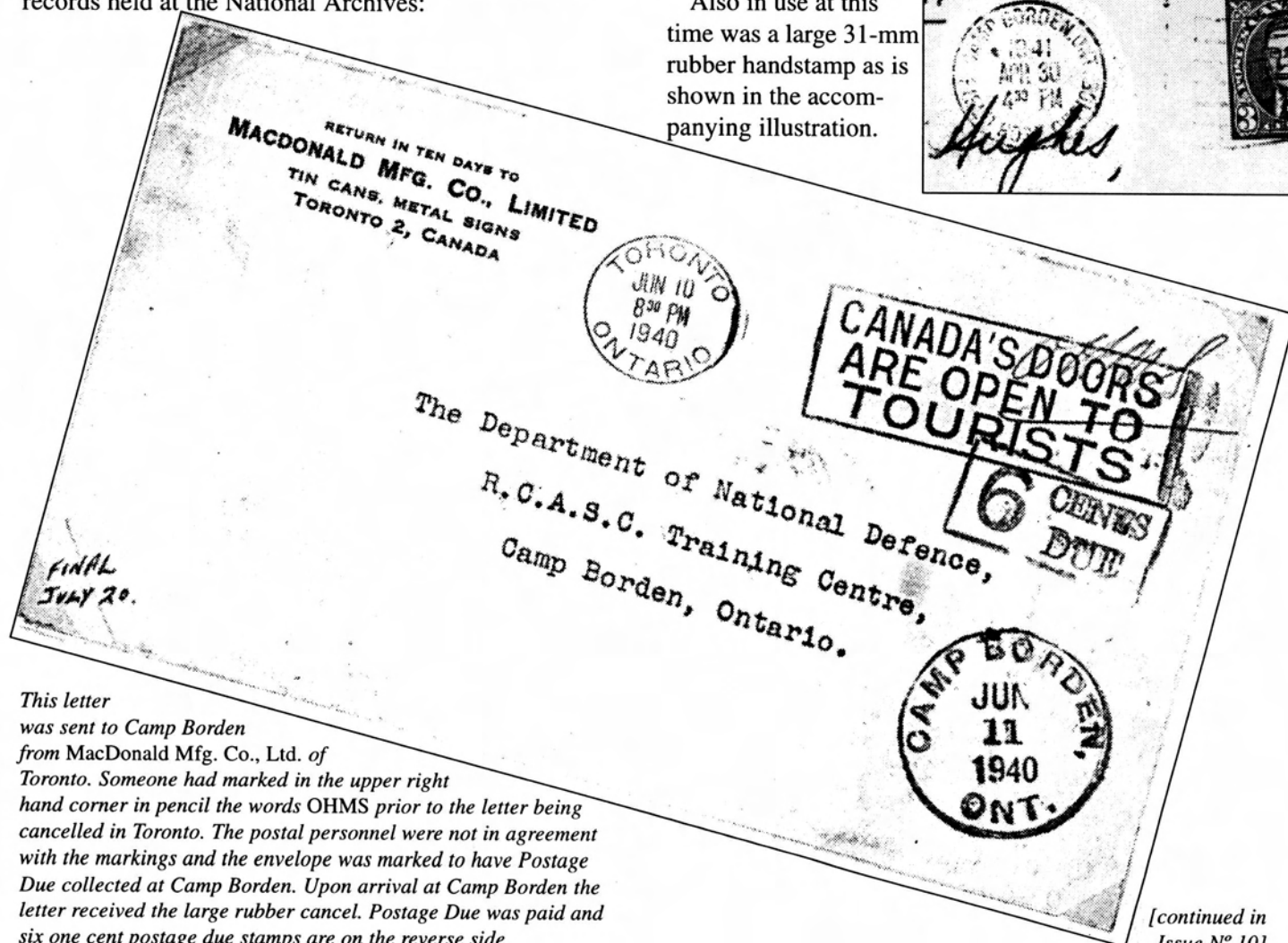
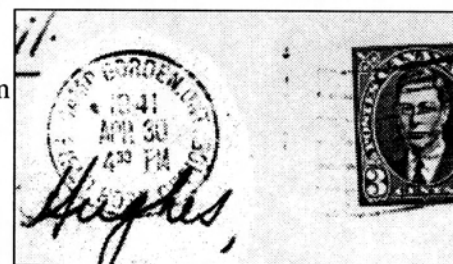
A number of men served in the capacity of postmaster, with most holding the position for only a few months. With the exception of one all reasons for vacancy was "resignation".

The following names of postmasters come from the records held at the National Archives:

1920, Dec. 21 until 1921, Jan. 19	Colonel D. G. Joy
1921, Feb. 24 until 1922, May 17	Major Geo. R. Rogers
1922, Sep. 22 until 1922, Dec. 26	Capt. F. J. Mawdesley [acting?]
??	Flight Lt. G. V. Walsh
1923, Aug. 31 until 1923, Dec. 23	Flight Lt. O. Berry
1924, May 2 until 1927, Apr. 7	Flying Officer F. S. Coghill
1927, Apr. 28 until 1931, Feb. 10	Flying Officer Elmer G. Fullerton
1931, June 5 until 1931, Sep. 2	Flying Officer V. W. Thompson
1932, Mar. 16 until 1932, Oct. 12	Flight Lt. Elwood E. Middleton
1932, Oct. 17 until 1935, Nov. ??	Flying Officer Arthur L. James
1935, Sep. 10 [acting]	Sydney George Barker
1935, Oct. 16 until 1936, Sep. 29	Flight Lt. Robt. B. Brown
1936, Oct. 8 until 1938, Dec. 2	Victor Stephen James Millard
1938, Dec. 30 [cancelled]	Flying Officer J. F. Fleming
1939, Mar. 30 until 1940, Mar. 29	George Robert Rodgers

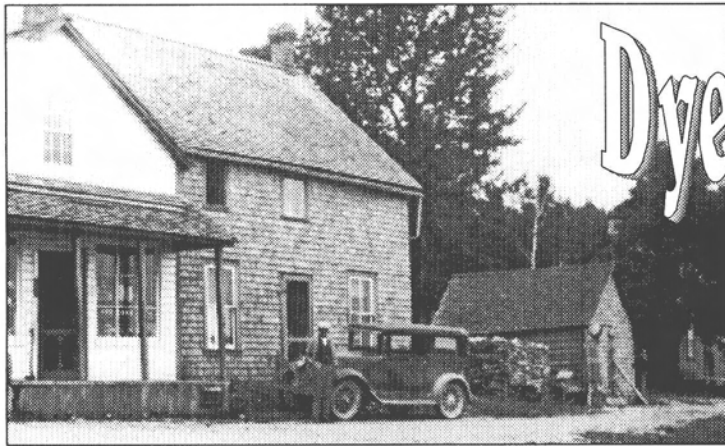
Towards the end of this period and just prior to the renaming of the post office to **CAMP BORDEN M.P.O. 202** we have the use of the 23-mm FIELD POST OFFICE hammer as mentioned in the last issue. Not only that but a 22-mm machine cancel with smaller lettering and bars measuring 54 mm was put into use. The changeover to the MPO 202 designation was April 25, 1940 and yet the 22-mm interim machine cancels was used as late as April 30, 1941. By May 10, 1941 an MPO 202 machine cancel was in use.

Also in use at this time was a large 31-mm rubber handstamp as is shown in the accompanying illustration.



This letter was sent to Camp Borden from MacDonald Mfg. Co., Ltd. of Toronto. Someone had marked in the upper right hand corner in pencil the words OHMS prior to the letter being cancelled in Toronto. The postal personnel were not in agreement with the markings and the envelope was marked to have Postage Due collected at Camp Borden. Upon arrival at Camp Borden the letter received the large rubber cancel. Postage Due was paid and six one cent postage due stamps are on the reverse side.

[continued in  
Issue N° 10]



The Dyer's Bay General Store in earlier days. This building is no longer standing. Photo courtesy of PHELPS/EVANS COLLECTION

# Dyer's Bay

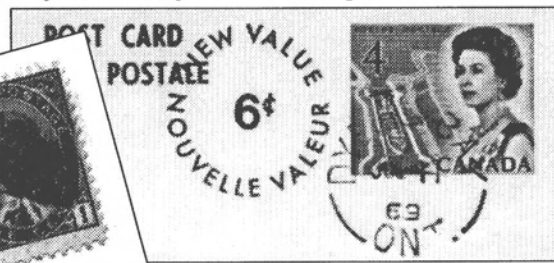
LINDSAY TOWNSHIP BRUCE COUNTY

Gus Knierim

[REF. 069]

this altered hammer remained in use until the last days in the mid-1980s. It does not appear that Dyer's Bay ever had a CBS hammer. This office was authorized to issue Denominative Money Orders not to exceed \$15.99 and could pay out if funds were available. The post office was assigned the number 79145. MOON and POCON numbers were 3301 and 396001 respectively. No registration boxes nor MOON or POCONS have been seen and yet some must exist. In 1973 the total revenue for this office was \$242.00. Today the folks of Dyer's Bay are served by the nearby Miller Lake post office.

The hamlet of Dyer's Bay on the eastern shore of the Bruce Peninsula saw its beginning in the 1880s when the Bruce Peninsula was being logged. Many sawmills existed in the vicinity of this hamlet which saw its first post office open December 1, 1881. The *National Archives* records show that this office was a full-time office until Dec. 31, 1946. As of June 16, 1947 the status was changed to a summer



The same A1 BROKEN CIRCLE CANCEL with and without the apostrophe.

A modern post card from the Bruce showing many of the early post offices.

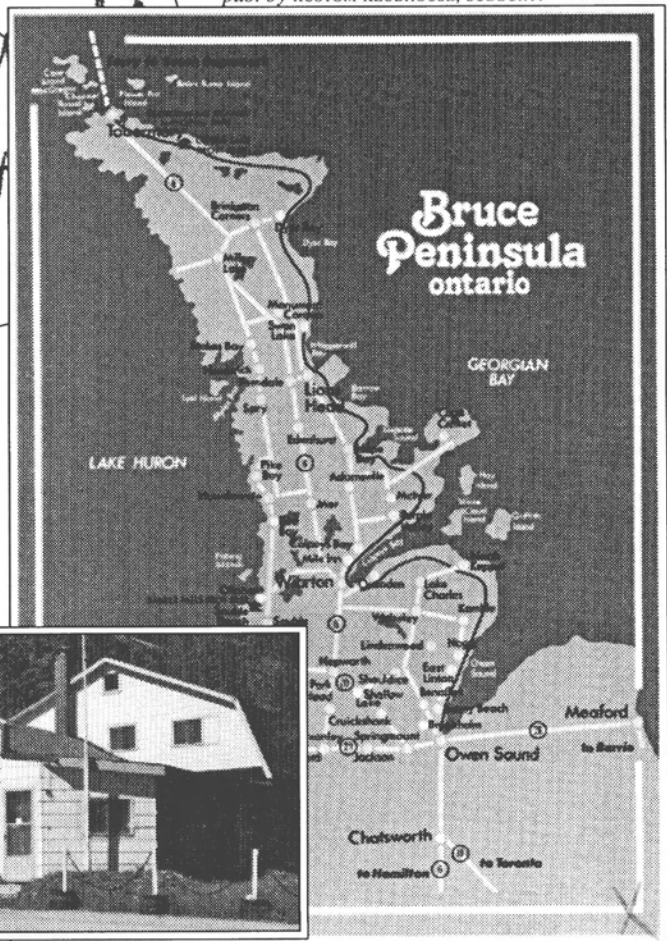
pub. by KUSTOM KLUBHOUSE, SUDBURY.

*Handwritten notes on a postcard:*  
 Miss Violet  
 Lions  
 Dyer's Bay  
 office until September 30, 1968. There is a gap until 1975 at which time records show an operation that finally closed April 1, 1986.

With the decline of logging in the Bruce some farming took place only to be replaced by vacationers and cottagers especially in the shoreline communities.

Only the 1882 hammer has appeared in the proof books but we do know that a second broken circle hammer with an apostrophe was in use as early as December 21, 1909. At some later point, as early as January 13, 1934, the apostrophe was excised and

Former Dyer's Bay P.O. (1990). Photo courtesy of BOB SMITH.



# THE POSTAL HISTORY of Camp Borden

by Dave Hanes

PART VIII

[REF. 072]

THIS IS THE CONTINUING POSTAL HISTORY OF CAMP BORDEN BEGUN IN ISSUE N° 3



The 22-mm CAMP BORDEN, ONT. M.P.O. 202 machine cancel.

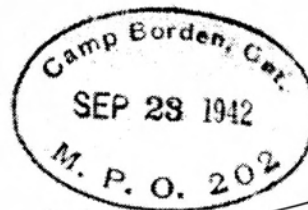
## MPO 202

Early in 1940, a new postal handstamp was issued to various Military Bases across Canada. Camp Borden was no exception and was issued three cancels. The most common one was **MPO 202** (Military Post Office) which saw use from April 1940 until November 1952, or later.

Along with the normal steel hammer showing the MPO designation, a machine cancel was put into use showing a smaller circle with seven wavy killer lines.

The designation of the "Military Post Office" was also included within the Registered Letter Box handstamp.

Another place where this designation appeared was on the Roller Cancel which tended to be used for parcels and larger packages. It was an exception when one discovered this cancel on an ordinary letter envelope.



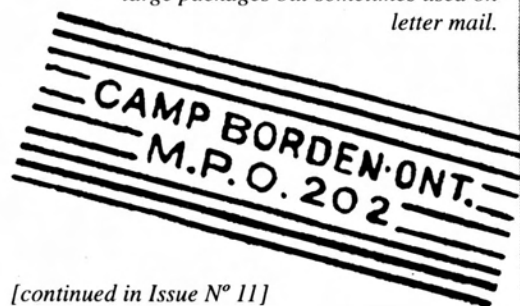
A 40 x 26 mm oval handstamp found on an O.H.M.S. stampless cover to the USA.



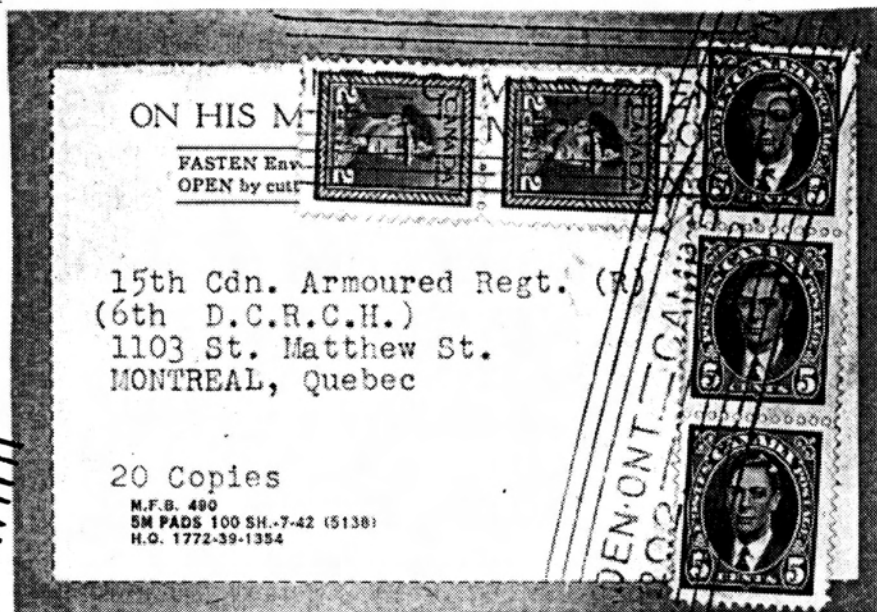
CAMP BORDEN • M.P.O. 202 ONT.  
MY 28 1941

Registered letter  
to the USA, opened by censor,  
and struck with the 24-mm CDS  
hammer, as well as the new MPO 202  
Registration Box.

The 10-bar  
CAMP BORDEN • ONT. / M.P.O. 202  
roller cancel designated for parcels and  
large packages but sometimes used on  
letter mail.



[continued in Issue N° 11]



# Luther AND Melancthon

PART II

## Named in Spite or Honour?

James E. Kraemer, F.R.P.S.C.

[REF. 073]

### MELANCTHON

When the first post office in Melancthon Township opened on July 6, 1851 according to custom it was named Melancthon after the township. The post office was located in a general store on the Provincial highway, 3 miles north of Shelburne. Melancthon's first postmaster was James Beachall, a Yorkshireman and tavern keeper.

He was a very prominent citizen. He was elected the first reeve of the township of Luther and later the first Grey County warden, (1852-53). Although not official, the Melancthon post office was often referred to as Beachall's post office. In September 1854 Beachall resigned as postmaster and later moved to Toronto where he died in 1867.

James Brown, Beachall's successor served as postmaster until June 1917, a span of more than 62 years. He was the postmaster when the County of Dufferin was established on January 24, 1881. When Mr. Brown resigned his daughter Miss Alice Brown, who did most

of the work at the post office, succeeded him. Alice Brown resigned two years later. On July 9, 1919 Charles O'Neill was appointed postmaster. After nearly five years in office O'Neill resigned and was succeeded by Hugh J. Matthews who operated a general store. Teresa Matthews, a sister, looked after the postal affairs while Hugh Matthews looked after two rural routes. Matthews who lived about 2 miles from the post office sold the general store to Robert R. Martin. He resigned as postmaster and expressed some urgency in having the post office transferred. As a result Robert Martin was sworn in as

PAID \$.  
Hon Stephen Richards  
Commissioner of Crown Lands  
Toronto  
MELANCTHON  
11 May 1871  
U.C.

Melancthon, U.C., Paid 3  
11 May, 1871 in manuscript

Melancthon, U.C., Registered, Paid 6  
Date Nov.26, 1872 in manuscript.

Melancthon, U.C., December 17, 1873.  
Date in manuscript. B/S Shelburne Dec.18  
and Toronto Dec.19.

PAID  
157 Pica 6671  
Registered  
Honorable the Commissioner  
of Crown Lands  
REGISTERED Toronto  
MELANCTHON  
17 Dec 1873  
U.C.

The Honorable  
Commissioner of  
Crown Lands  
Toronto  
MELANCTHON  
17 Dec 1873  
U.C.

Assistant Postmaster on  
January 7, 1926 with Frank  
Green as post office clerk.  
Martin who had been born in  
Ireland in 1885 was married  
with four children. On March

Note: Both the 1872 and the 1873 are  
new late dates for the Dufferin County  
Broken Circle list.

# THE POSTAL HISTORY of Camp Borden

by Dave Hanes

PART IX

[REF. 077]

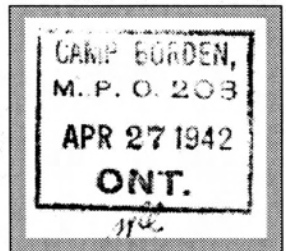
THIS IS THE CONTINUING POSTAL HISTORY OF CAMP BORDEN BEGUN IN ISSUE N° 3

## MPO 208

Along with the MPO 202 handstamp used at Camp Borden starting April, 1940, we see the appearance of the the 23-mm MPO 208 cancel. The reason for its existence is not know but perhaps it was a backup during busy periods. Its use covers the period from January 6, 1942 until January 15, 1946.



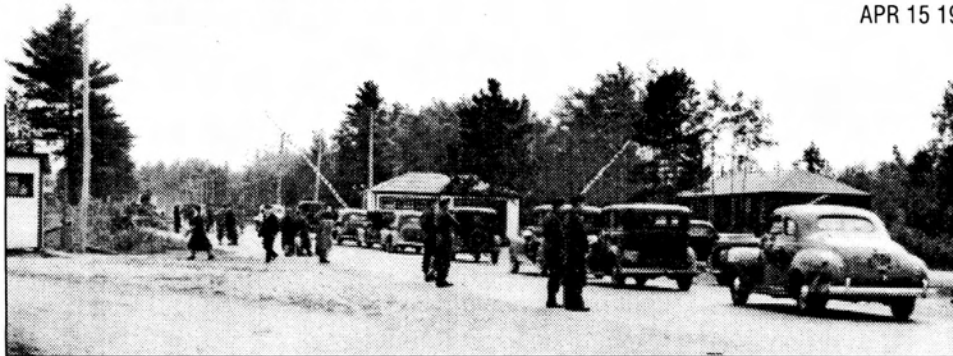
W.11736 P. Ward,  
c/o GSO 2 Intelligence (Security)  
Pacific Command,  
Jericho, Vancouver,  
B.C.



## MPO 210

A third MPO handstamp was issued to Camp Borden. The MPO 210 handstamp was used by *The Service Flying Training School* and was part of the Royal Canadian Air Force and as such trained pilots from many countries around the world.

Entrance to Camp Borden, Ontario - 2  
View from B/W post card by  
Photogelatine Engraving Co. Ltd., Ottawa.



CAMP BORDEN • M.P.O. 210  
PM / NO 9 / 44

MOOD cancel  
CAMP BORDEN,  
M.P.O. 210  
APR 15 1943

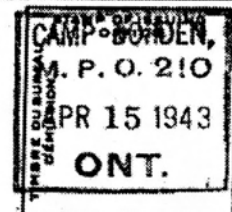


REMITTER'S RECEIPT  
REÇU DE L'EXPÉDITEUR  
2431  
340-42372

DOLLARS	CENTS	COM-DROIT
13		

£	S	d

FOREIGN CURRENCY
MONNAIE ÉTRANGÈRE



[continued in Issue N° 12]

# The SARAWAK

## Post Office

John Rossiter [ref. 078]

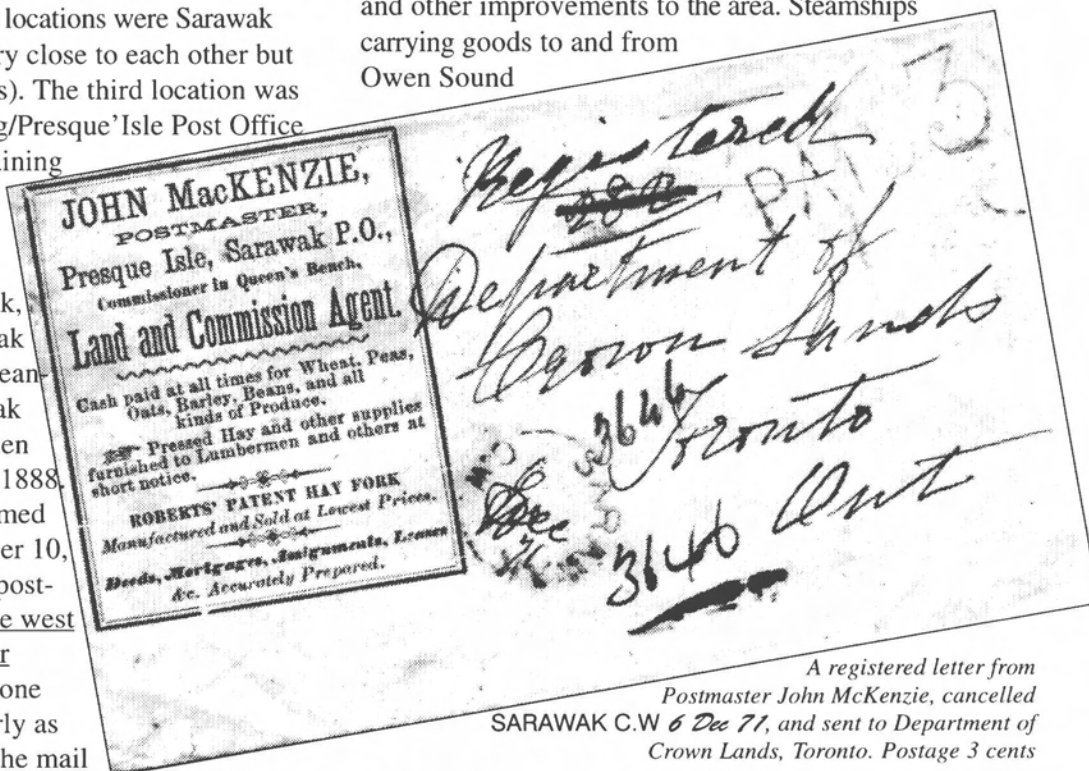
The Township of Sarawak, located along the west shore of Owen Sound Bay is Ontario's smallest township. It has had only five post office locations within its borders. Two of those five locations were Sarawak and Presque'Isle (they were very close to each other but they were at different locations). The third location was on County Road #1 – the Hogg/Presque'Isle Post Office (same location). The two remaining locations were at Brookholm and East Linton.

This article deals only with the post offices named Sarawak, Presque'Isle and Hogg. Sarawak Township also has a special meaning for me for it was in Sarawak that my grandfather settled when he first came to Canada about 1888.

The first post office was named Sarawak and opened on October 10, 1863 with Benjamin Jones as postmaster. It was located along the west shore of Owen Sound Bay near Presque'Isle Point. I can find one reference that states that as early as 1862 William Scales brought the mail from Owen Sound to Presque'Isle on foot once a week. Mr. Scales must have been one tough man because that

would be a distance of 15 km travelling over rugged terrain. Later George Taylor brought the mail out on horseback and that too must have been hard going especially in the winter. Mr. Jones, the Sarawak postmaster was succeeded by John MacKenzie on April 1, 1865.

John MacKenzie and his family were prominent businessmen in the area and for many years a MacKenzie family member was the local postmaster. John MacKenzie was a busy man building a store, dock and warehouse and other improvements to the area. Steamships carrying goods to and from Owen Sound

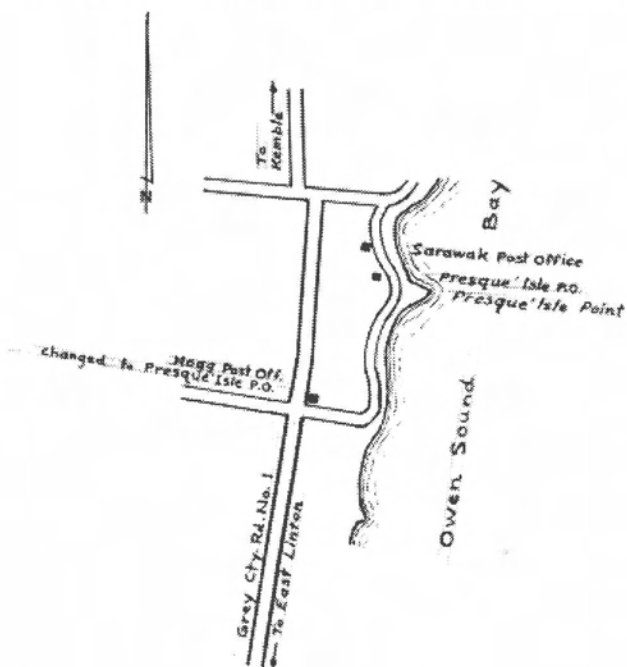


A registered letter from Postmaster John MacKenzie, cancelled SARAWAK C.W 6 Dec 71, and sent to Department of Crown Lands, Toronto. Postage 3 cents

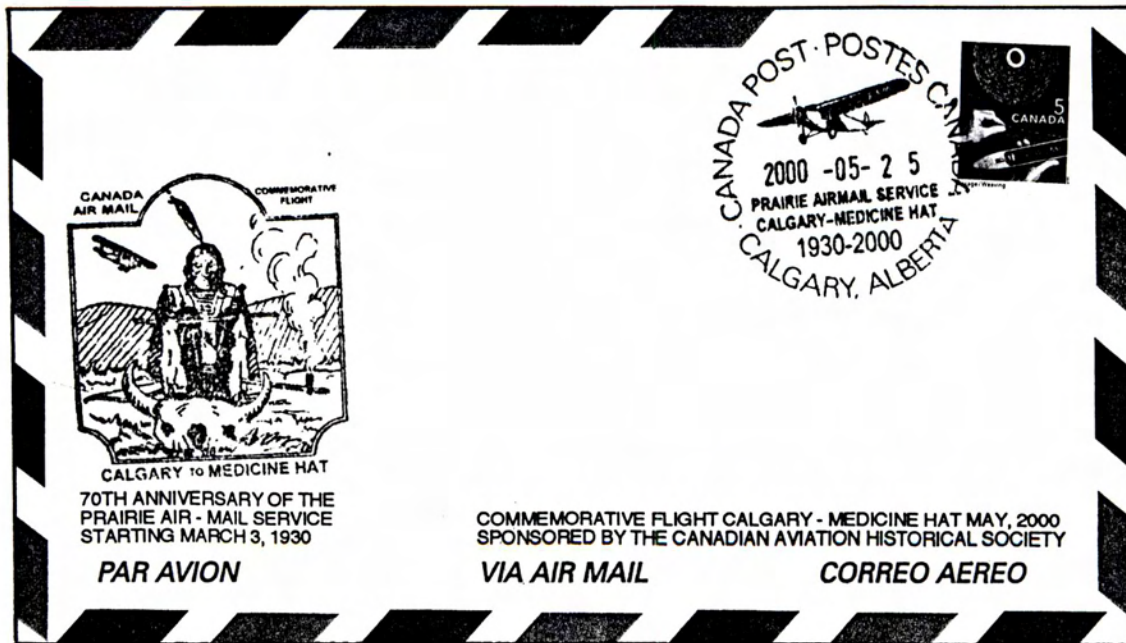
required large quantities of wood to fire their boilers. Mr. MacKenzie and his partner Mr. Back saw that these ships obtained all the wood that they needed. The wood was cut in the forests of Sarawak and Keppel Townships and brought out in the winter by sleigh to the dock at Presque'Isle. In 1874 MacKenzie and Black employed as many as 75 men and 20 teams to cut and haul cordwood for the steamers. Records show that in the summer of that same year 348 vessels stopped at Presque'Isle for wood, also taking on grain and other produce.

The first illustration is a Registered cover mailed to the Dept. of Crown Lands in Toronto, struck with a "PAID 3" hammer and a SARAWAK C.W. 20-mm split ring hammer, script dated 6 Dec. 71. There is a partial Owen Sound strike on the back.

The second cover illustrated is also mailed to the Crown Lands Office in Toronto. It is struck with a "PAID 3" hammer and a SARAWAK ONT. 20½-mm split ring hammer dated SP 15, 1874 and backstamped Owen Sound and Toronto.



## PRAIRIE AIRMAIL COMMEMORATIVE FLIGHT



Backstamped MEDICINE HAT 2000-05-25 (Similar design to cancellation on front)  
Signed on back Happy landings Clark Seaborn



"Dress rehearsal" for the re-enactment at CALGARY,  
 based on the photograph of the inaugural flight in 1930 shown at the top of the next page.

This commemorative flight was staged as part of this year's convention of the CANADIAN AVIATION HISTORICAL SOCIETY. - Many thanks to Clark Seaborn for his description of the re-enactment that begins on page 8, and to Gord Mallett for obtaining this article for us.

Continued

## PRAIRIE AIRMAIL SERVICE COMMEMORATIVE FLIGHT MAY 25, 2000



After years of planning and discussion, March 3, 1930 saw the major Western Canadian prairie cities joined through a scheduled airmail service. At the outset, the service connected Winnipeg, Regina, Moose Jaw, Medicine Hat, Calgary, Edmonton, Saskatoon and North Battleford. The service was operated for the Post Office by Western Canada Airways, headquartered in Winnipeg, and was commenced after a number of proving flights the previous year. It was front page news, and many stamp collectors wanted airmail letters with five cent stamps in order to get the prized "covers" with the distinctive cachets.

Although the prairie route was not considered hazardous terrain over which to fly, the project presented its own challenges. The route was 1270 miles (2050 kms) long, and was operated on a tight schedule through Prairie winters and prairie winds, often in the black of night. Instrument flying was unheard of at that time, and pilots had to guide themselves through the black prairie nights with the aid of light beacons spaced along the routes. More than once the poor pilot, finding himself enveloped in fog, had to blindly grope his way to the ground, hoping his wheels would gently touch terra firma. This was not always successful. Unlike their US counterparts who carried mail only, these Canadian airmail pilots also carried revenue passengers preventing pilots from abandoning an aircraft in peril by parachute.

Aircraft used were the Fokker FI 4, the Boeing 40B4 biplane, & the Fokker Super Universal, several of each type. These aircraft had dependable engines and wings of wooden construction, but (typical of their time) had a cruising speed of only 100 miles per hour, no provision for blind flying -- and no wing and propeller de-icing. The first two above-mentioned aircraft even had an open cockpit in which the pilot sat.

This commemorative flight is following a part of the original route- that from Calgary to Medicine Hat. In every way possible this re-enactment is being performed with authentic period costumes, authentic Canada Post mail trucks, circa 1930 cars -- and an authentic 1929 vintage Fokker Super Universal mailplane. It is being performed on the occasion of the annual convention of the Canadian Aviation Historical Society happening in Calgary, this year, at the Sheraton Cavalier Hotel.

We wish to recognize the many groups and citizens who have collaborated in the staging of this event: the Alberta Pioneer Auto Club, Canada Post, the Medicine Hat Vintage Vehicle Club, the Royal Philatelic Society of Canada, the Winters family airport, Bar XH Aviation, Momentum Design Costume Rentals, the Western Canada Aviation Museum, and many local aviation enthusiasts and philatelists.

Continued

# ARRANGING THE PRAIRIE AIRMAIL COMMEMORATION

Clark Seaborn

The Fokker Super Universal airplane is a very significant one to aerophilatelists considering only 28 of the type were used in Canada. It was developed and sold in 1928 and 29, and happened to be one of the first generation of transport airplanes which possessed an adequate degree of reliability, good load carrying capability, good range, and a reasonable degree of comfort for the passengers.

The Canadian Prairies were one of the early airmail schemes, since they were flat with reasonably benign weather patterns. In 1928 the Canadian government contracted with Western Canada Airways to commence a service, and so late in the 1928 the seasoned bush pilots of WCA commenced trial flights. Many of these trial flights were conducted with Fokker Super Universals, notable among them, the most famous of the breed, registered G-CASK.

A little over a year later, on March 3 1930, the official service started with flights leaving almost simultaneously, the cities of Winnipeg, Edmonton, Calgary; and the flights joining these cities through the cities of Regina, Moose Jaw, Saskatoon, Medicine Hat and North Battleford. Larger mailplanes, the Fokker F-14's and Boeing 40B4's were used on the main line, and for smaller loads the Fokker Super Universals were used. The flights were launched with a great flourish and hot air from the local politicians and postmasters.

My father was one of the young fellows who mailed covers to fly on the 38 different route legs. One of his covers was signed by the well known pilot "Roy Brown".

Fifty one years after the commencement of these flights I was minding my own business at my airplane at the local airport when I received a visitor. He was from Whitehorse, and as we talked about old airplanes, he mentioned having rescued from the bush an old derelict Fokker airplane CF-AAM, and having donated the artifacts to the Western Canada Aviation museum in Winnipeg. They were looking for a restoration sponsor. I looked in my aviation history books. None of these aircraft were intact anywhere in Canada, or in the world for that matter. After a 6 month feasibility study and search, I found myself launched into a restoration project. It became necessary to take on help, and my good friends Don McLean and Ron Jackson, most notably, came into the project. The airplane was to be restored in its authentic 1934 livery, that of Northern Airways which had the Royal Mail contract in the Yukon.

To make a long story short, some 17 years later, having spent 10,000 hours welding, sawing, filing, machining, fitting, driving 90,000 little brass nails into the wooden wing structure, and painting the final product - on July 24, 1998 the old girl flew again. After some further testing and Transport Canada approvals we had a certificate of Airworthiness, and so we commenced a number of demonstrations and display flights in Canada and the US in the summer of 1999. We flew this 70 year old airplane across the Prairies to the big Red Lake "Norseman Festival", then to Americas biggest airshow at Oshkosh, Wisconsin. Probably one million airplane enthusiasts saw the Fokker last year, many times that who would have seen it if it was squirreled away in a museum, its eventual home.

The Canadian Aviation Historical Society was planning its 37th National Convention for Calgary in May 2000, and so it seemed only natural and appropriate that we use this old artifact for a brief part in the convention activities. And so was born the "commemorative mailflight" honouring the 70th anniversary of the start of the Prairie Airmail service.

The setup of the mailflight wasn't difficult. We had an authentic airplane. We had a small private airport near Calgary which closely resembled the Calgary Airport ca 1930, complete with ramshackle hangars, prairie grass and gopher holes. The Alberta Pioneer Auto Club came in with 8 lovely old cars and drivers dressed the part. Good friends Herb Noble and Karl Johnson built up Karl's Model T truck with the post office logo and the Canadian Coat of Arms ca 1930. Philatelists in Calgary, Hugh Delaney and others, assisted in advice and help, making computer artwork and getting Canada Post in Ottawa to provide unique circular date stamps for the Calgary departure and the Medicine Hat terminus. With a computer we were able to replicate the attractive original cachet artwork, that of a native Indian, sitting cross legged, smoking a peace pipe in front of a buffalo skull with an airplane flying overhead.

Continued

**ARRANGING THE PRAIRIE AIRMAIL COMMEMORATION by Clark Seaborn, continued:**

Canada Post and its people, Teresa Williams, Brian Bell, Luzia Montens and Kurt Selke, were fantastic in their enthusiasm and support for the project. We made them dress the part of 1930 postal officials in order to keep the set authentic. It was no mean feat, and they were borrowing costumes from museums and theatre storages for weeks preceding the event. We also involved the politicians, and were able to get the services of Calgary Alderman Bob Hawkesworth to see airplane off. He was nattily dressed for the part by the people at Momentum Design, a movie costume studio located in Calgary. As the inertia of the project took hold, a similar 1930's group of cars, people, city politicians and media was assembled in Medicine Hat.

The selected day May 25, 2000 dawned sunny and calm, perfect flying weather. The only glitch appeared to be a truck tanker fire and highway closure on the way to the airport. It took me an extra hour of driving to reach the airport - some of the invited media didn't make it.

As the Canadian Aviation Historical Society delegates' busses reached this remote little airport 10 miles outside of Calgary, their eyes fell upon an entire scene taken from the Thirties. The participating officials were offloaded at the departure scene centre stage in the vintage cars. The postal truck backed to the airplane's door. Appropriate remarks about the future of air travel and the air transportation of mail were made by the officials. Alderman Hawkesworth presented a letter to be carried to the Mayor of Medicine Hat. Mailbags were loaded with great flourish. The crew of 2 entered the aircraft, and with grunting and grimacing wound up the inertia starter crank, spun the starter magneto, and the giant 22 liter Pratt and Whitney radial engine throbbed into life. As the chocks were pulled and the airplane started to move, another vintage car appeared, racing onto the scene, carrying a woman, her husband and a baby. The woman waving airline tickets in her hand appeared to be indicating that they were late for their flight. This occurred even in these 1930 mailflights, when Canadian operators carried revenue passengers. With this young family stowed aboard in the noise, wind and commotion of the idling engine, the Fokker taxied to the runway, did checks, turned into wind and took off.

A similar ceremony took place on arrival in Medicine Hat, one and one half hours later. The mail was off loaded into a Model T truck, and transported to a room where postal officials cancelled the letters. The bulk mail was then loaded back into the vintage Fokker, and without ceremony brought back to Calgary. Orders for covers from the meeting delegates were distributed at the meeting, and the remaining orders from all over North America were mailed out during the following weeks, packed inside a larger envelope to preserve the commemorative cover from machine cancellation. Approximately 1700 covers were carried.

**Some of these covers are still available  
from the Canadian Aviation Historical Society  
by mailing a cheque for \$5 Can or \$4 US to:**

**CAHS Convention 2000,  
PO Box 87024,  
Douglas Square RPO,  
Calgary Alberta T2Z 3V7**

**Editor's Notes:** Congratulations to all concerned for a terrific achievement!

Special congratulations to Clark for his skills in restoration, as a pilot, and in understatement!

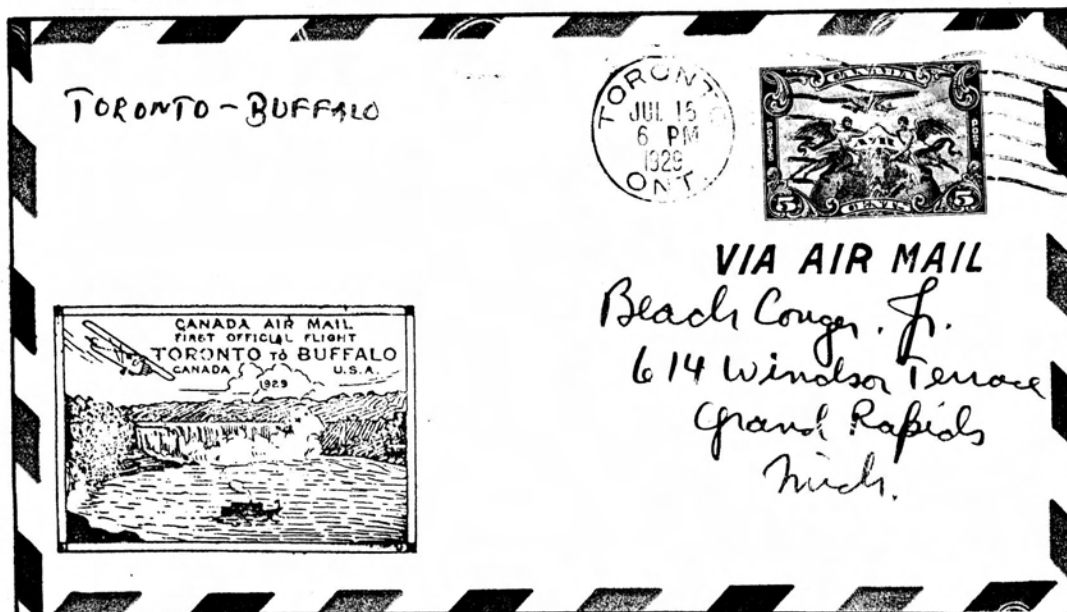
Among the media that covered this event were the Calgary Herald and Medicine Hat News, and both the CBC and CTV networks!

The first flight of the restored CF-AAM was reported in the September 1998 issue of this newsletter, and some of Clark's comments about flying CF-AAM were in the June 1999 issue. - Three covers were carried on the first flight: these were listed as #9820 in Supplement 7 to the AIR MAILS OF CANADA AND NEWFOUNDLAND, attached to the last issue of this newsletter. The PRAIRIE AIRMAIL COMMEMORATION COVERS are added to AMCN as #2008 in Supplement 8 attached to this newsletter.

For more information on the CANADIAN AVIATION HISTORICAL SOCIETY write to: PO Box 224, Station A, Willowdale, ON M2N 5S8.

## WHO FLEW THE TORONTO - BUFFALO FIRST FLIGHT COVERS, 1929?

**Editor's Note:** This article is based on a question submitted for this newsletter, but explored through the Canada Air Mail Notes I produce for the JACK KNIGHT AIR LOG of the American Air Mail Society, due to a lack of space in this newsletter.



Postmarked: TORONTO 6 PM JUL 15 1929 No backstamp.

These covers are described in the Air Mails of Canada and Newfoundland as:

1929, July 15 — Toronto - Buffalo, N.Y. This one-way service was performed by Jack Little of the Canadian Flying Service. An official cachet, showing Niagara Falls, was applied in black to all covers. There was no return service for mail; unofficial covers, bearing no postage, exist but these have no official standing as according to the instructions of both governments, no mail was to be flown from Buffalo to Toronto.

2943      Toronto - Buffalo (black)      (9288 pieces)      3.00

This is similar to the description in the American Air Mail Catalogue, (Volume 4, Fifth Edition 1981), where they were flight #230. On checking with Dick McIntosh, he had a great source to support the statement that **CANADIAN FLYING SERVICE** was the carrier: the annual Canadian Government Report on Civil Aviation for 1929! In Chapter 5, *Airmails - Yearly Services*, this states:

### *Toronto-Buffalo.*

A contract was let to Canadian Flying Service by the Post Office Department on July 1, for the conveyance of mail by air as required from Toronto to Buffalo, New York state.

Distance—100 miles.

Frequency—Six single trips per week.

Airports—All arrangements for landing facilities to be made by the contractor.

Period of contract—Four years.

Date of inauguration—July 1, 1929.

Meteorological report and weather forecasts along the route will be supplied by the Government.

However, an article by C.D. Long in the Fall 1970 issue of the Canadian Aviation Historical Society Journal, not only stated that the service was flown by **CANADIAN COLONIAL AIRWAYS LIMITED**, but reproduced advertisements to prove it!

The article gave a very full description of this service, and an abridged version is reproduced on the next two pages.

Continued

WHO FLEW THE TORONTO - BUFFALO FIRST FLIGHT COVERS, 1929? continued:

## BUFFALO - TORONTO BY AIR

C.D. Long

Toronto's first scheduled air passenger service began in June 1929, and operated regularly twice-a-day until the end of September. It enabled door-to-door service between the Royal York Hotel in Toronto (just opened three weeks earlier) and Hotel Statler in Buffalo, in 75 minutes. And that was quite normal and easy; with a little bit of planning and luck the trip could be made in under an hour.

The essential element was, of course, taking off and landing in the water, in the harbors of the two cities, and taxiing from and to dry land using ramps on the city waterfronts. Sikorsky S-38 Amphibions (*sic*) were used to do this, and they carried ten passengers in reasonable, though noisy, comfort.

The operator was Colonial Western Airways, Incorporated. This was a subsidiary of Colonial Air Transport, Incorporated, which had begun scheduled service in 1926 between New York and Boston, with CAM 1 ("Contract Air Mail" service number one, in the United States). By 1929 Colonial Air transport, Colonial Western, and Canadian Colonial ("The Colonial Airways System"), flew a network of routes between New York, Boston, Albany, Montreal, Buffalo and Cleveland.

Colonial Western bought two Sikorsky S-38B's for the purpose of providing the Toronto-Buffalo service. The first was NC9138, called *Nonokas*, and it first appeared in Toronto at Leaside aerodrome on 6<sup>th</sup> June 1929. The first scheduled passenger trip was made by the second airplane, NC158H, in the morning of 29<sup>th</sup> June. This machine was formally christened *Neekah* by Mrs G. Howard Ferguson, wife of the premier of Ontario, on 15<sup>th</sup> July, the day the mail contract began. (This mail contract was with the Canada Post Office, and so was south-bound only.)

Two daily round trips were scheduled, and many "extra sections" were flown on week-ends and holidays. The fare was \$17.50 one way and \$30.00 return, with "commuter tickets" at \$14.00 each way. These figures were too high to attract much traffic, although the service was convenient and good. (Mohawks's regular fare in 1970 was about \$14.00 Canadian.)

The weak point in the use of flying boats was demonstrated on 22<sup>nd</sup> July, when *Nonokas* was being ferried from Buffalo airport (where the servicing was done) to the harbor for the morning run to Toronto. Just after touching down, the hull struck a 'deadhead' (wood in the water) and the ship was sunk. The crew got out easily, and there were no passengers, but the airplane had to be dismantled and sent back to Bridgeport. A new replacement, NC198H, appeared during the first week of August.

The operations manager of Colonial Western was W. Heath Proctor, and the chief pilot on the run was Owen J. "O'C" O'Connor. These two were real prototypes of the grizzled "million-mile" airline pilot. O'Connor was one of the crew of the NC-2, (designed for a trans-Atlantic flight in 1919). That, and a lot more flying-boat experience with the United States Navy, got him the job with Colonial.

Continued

THE  
*Scenic AIRway*  
OVER NIAGARA

TIME TABLE	
Effective June 29, 1929	
DAILY - SUNDAYS - HOLIDAYS	
(Daylight Saving Time)	
<b>BUFFALO to TORONTO</b>	<b>TORONTO to BUFFALO</b>
<i>Morning Plane</i>	<i>Morning Plane</i>
Lv. Buffalo 9:30 a.m.	Lv. Toronto 11:15 a.m.
Arr. Toronto 10:35 a.m.	Arr. Buffalo 12:00 noon
<i>Afternoon Plane</i>	<i>Afternoon Plane</i>
Lv. Buffalo 5:00 p.m.	Lv. Toronto 6:30 p.m.
Arr. Toronto 5:15 p.m.	Arr. Buffalo 7:15 p.m.

In Buffalo, planes take off from and arrive at Marine Airport, foot of General Street—a few minutes from Hotel Statler.  
In Toronto, planes take off from and arrive at harbor in front of Royal York Hotel, near Canada Steamship dock.

**The Scenic Airway between Buffalo and Toronto**

Giant Sikorsky "Amphibians," which can operate from land or water with equal ease and safety, carry ten passengers in their luxuriously appointed cabins. You board the plane on land—the ship moves gently down a slight incline into the water.

A few minutes later you are on your way—and what a trip it is! The country all about is level—you can see for miles on either side. Now the plane is over water—now over land—and, during the ride, it circles over Niagara. And then, almost before you know it, you are at your destination—coming gently down to the water again, going up the "ramp" to land, after an air voyage of but forty-five minutes.

There are no delays, no long rides to and from the airport—no dust, no dirt, no cinders. Just a swift, cool ride that brings you to either city ready for business or for pleasure.

**CANADIAN COLONIAL AIRWAYS, LTD.**

Buffalo Over Niagara Toronto

**CANADIAN**  
**COLONIAL AIRWAYS, LTD.**  
Royal York Hotel, Toronto — Waverly 4343

*Other Colonial Airways*  
New York - Boston — Two Trips Daily  
New York - Albany - Montreal — Daily  
Week-end Service — New York - Boston  
Portland - Bar Harbor

# WHO FLEW THE TORONTO - BUFFALO FIRST FLIGHT COVERS, 1929? continued:

## BUFFALO - TORONTO BY AIR by C.D. Long, continued:

There were several other pilots: Frank Little, Julian S. Dexter, Charles W. Maris, and George A. Hedding (previously a mechanic for Kingsford-Smith). The right hand seats were usually taken by mechanics, no doubt chosen for their power output in winding up the Eclipse inertia starters and pumping up the retractable wheels.

The Sikorsky S-38's were a delight to fly, and to watch, for they had takeoff performance to burn, a top speed of 128 mph, and handled like fighters. When the throttles were opened on the water, everything disappeared in a cloud of spray. This cloud began to move in the direction of the takeoff, and in ten to 17 seconds the ship emerged from the cloud, in the air, and climbed smartly away.

Downwind takeoffs were often made, in not many seconds longer. This in days when most people spoke of 30 seconds as a good takeoff, 40 and 50 weren't uncommon, and every bit of head wind was something to be carefully garnered.

In the summer of 1929 Savoia-Marchetti had a sales organization in North America, and an agent in Toronto, with their S-56 amphibian and S-62 flying boat on sale. The S-56, a three seater with a Kinner K-5, was a 60-second takeoff affair, but the seven-place S-62 was much snappier. It had an Isotta-Fraschini V-12 engine of 500 horsepower, and the Italian fraternity fancied that it was faster than an S-38.

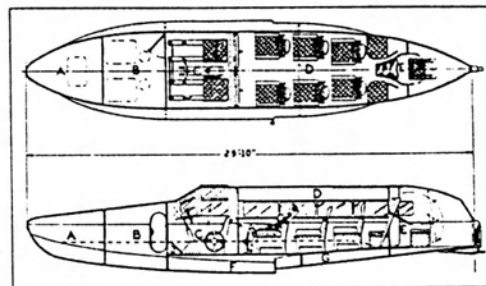
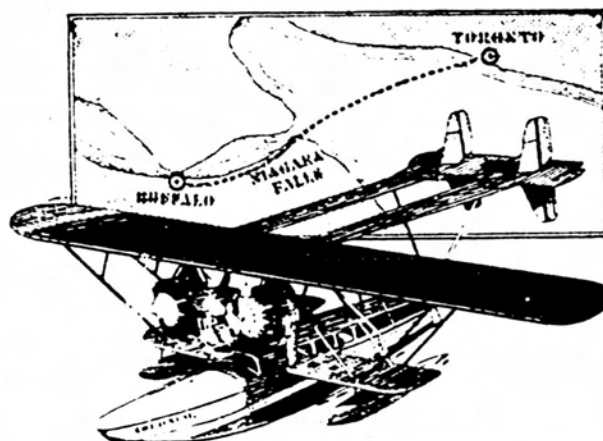
This led to a contest the morning after Labour Day, in a race from Buffalo to Toronto. Charles Maris flew the Sikorsky, with a regular load of passengers, and arrived over Fleet Street in a photo finish with the screaming Savoia. A tie, except that Maris took off for Buffalo 20 minutes later, in the same machine with the same two Wasps, while the Isotta had to be removed for rebuilding!

Passenger traffic dropped when the Exhibition was over, and it was obvious that it wouldn't be feasible to operate from the water through the winter, so the Sikorskys were taken from the run at the end of September. Nobody knew that 24 October would become a milestone in history, that North American prosperity would be making a vertical descent, and that the S-38's would never be back!

On 30<sup>th</sup> September, the air mail part of the service was put on to a small fleet of Fairchild FC-2W2's: CF-AHG and G-CAVN, which operated once each weekday between Leaside and Buffalo airport. It was usually flown by J.S. Dexter or G. A. Hedding, and occasionally by "Shorty" Bittner.

A new standard D-12 airplane was put on in August 1930, CF-AMY, a huge, open-cockpit biplane with a Wright J5 engine. Later that fall (before Leaside was closed), Colonial's flights were moved to the "Dufferin" (Canadian Air Express) Airport, southeast of Dufferin Street and Sheppard Avenue. On 30<sup>th</sup> April 1932, all of the inter-city air-mail contracts in Canada were ended, as a depression economy measure, by the (infamous to aviation people) "Bennett Government". (RB not WAC). The only airmail routes remaining in operation were those serving the outlying areas, and places that had no railway nor steamship service in the winter. Such as the MacKenzie River, the Quebec North Shore, and Pelee Island.

*This article was abridged from the Fall 1970 issue of the Canadian Aviation Historical Society Journal. The CAHS Journal is a beautifully produced, quarterly publication, with very interesting articles, glossy paper, and lots of illustrations. - For more information on the CAHS contact their National Office: PO Box 224, Station A, Willowdale, Ontario M2N 5S8.*



INTERIOR ARRANGEMENT OF THE HULL

Compartment A, 2400 lbs., marine equipment; B, 6300 lbs., luggage, mail and radio; C and D, 11,000 lbs., pilot's cockpit and passenger compartment; E, 3600 lbs., lavatory; F and G, 2800 and 1000 lbs., respectively, underfloor watertight compartments. NOTE: Weights given indicate submerged displacement.

Continued

**WHO FLEW THE TORONTO - BUFFALO FIRST FLIGHT COVERS, 1929? continued:**

The explanation as to why this route is attributed to two different airlines, is that there was one airline operating under two different names!

I received a great reply to the initial question, (published in October 1999) from Jon Proctor, (Editor of *Airliners Magazine*), who wrote:

Just got my Oct-Dec issue of the Jack Knight Air Log and was tickled pink when I came across the AIR MAIL NOTES column describing the Toronto-Buffalo First Flight Covers and the mystery surrounding them.

C.D. Long's story in the Canadian Aviation Historical Society Journal pays tribute to W. Heath Proctor, described, along with Owen J. O'Connor as "two real prototypes of the grizzled 'million-mile' airline pilot." Well, Heath Proctor was my father, and he wound up flying around six million miles before becoming the first airline pilot in the United States to retire because of age (60) alone (in 1950); in those days, it was company policy and not yet law.

The confusion between Colonial Western and Canadian Colonial probably comes from the fact that both carriers, by 1929, had been acquired by Colonial Air Transport, which later became part of American Airways and finally American Airlines. Colonial Western came first with service starting in December 1927. Then Canadian Colonial was formed to operate a foreign air mail route (FAM-1) from New York to Montreal via Albany, beginning that service in Fall 1928. It does get rather complicated....

This scenario of one Company using a variety of names is supported by a cover I received from Neil Hunter, and have reproduced below. This looks like a Company authorized cover, and introduces another variety of name into the mix: COLONIAL AIRWAYS!



First Flight Cover postmarked TORONTO 6 PM JUL 15 1929

Signed by the pilot Heath Proctor

Addressed to: Mr. Viola Bordeaux, c/o Colonial Airways, Statler Hotel, Buffalo, N.Y.

Receiving cancel on back: Hotel Statler Jul 16, 3:30AM

Many thanks to Dick McIntosh, John Proctor, Neil Hunter, and the Canadian Aviation Historical Society, for their help with this enquiry.

Everybody is invited to the

### **CAS DAY OF AEROPHILATELY IN TORONTO**

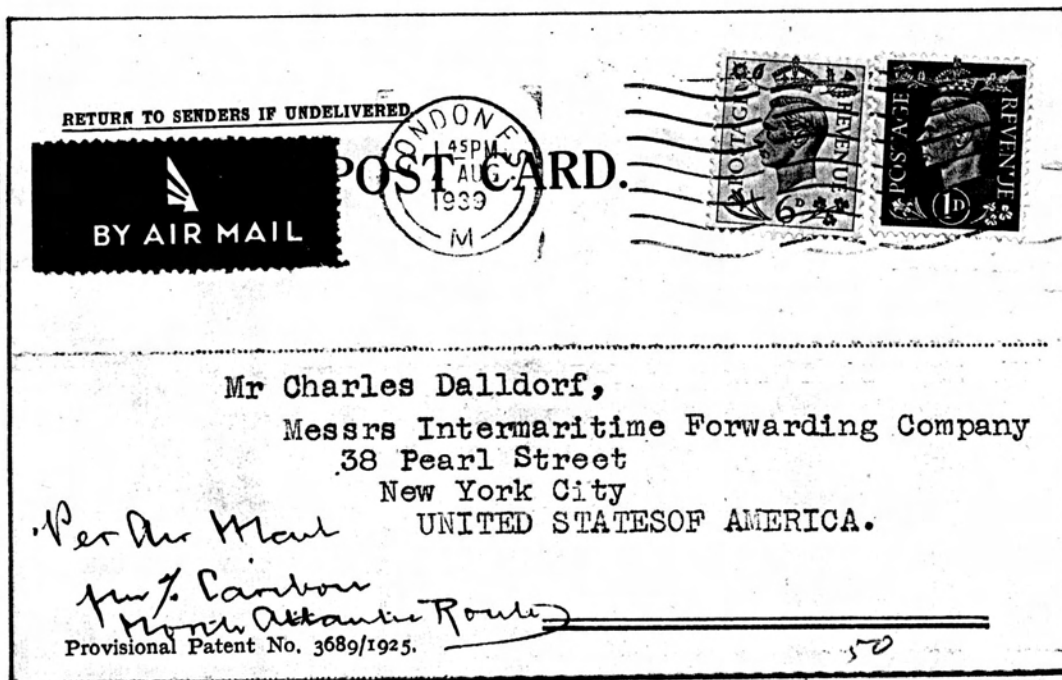
On Sunday November 5<sup>th</sup> from "10 to 4", at the VINCENT GREENE FOUNDATION,  
10 SUMMERHILL AVE [close to Summerhill subway station].

See page 3 for more information.

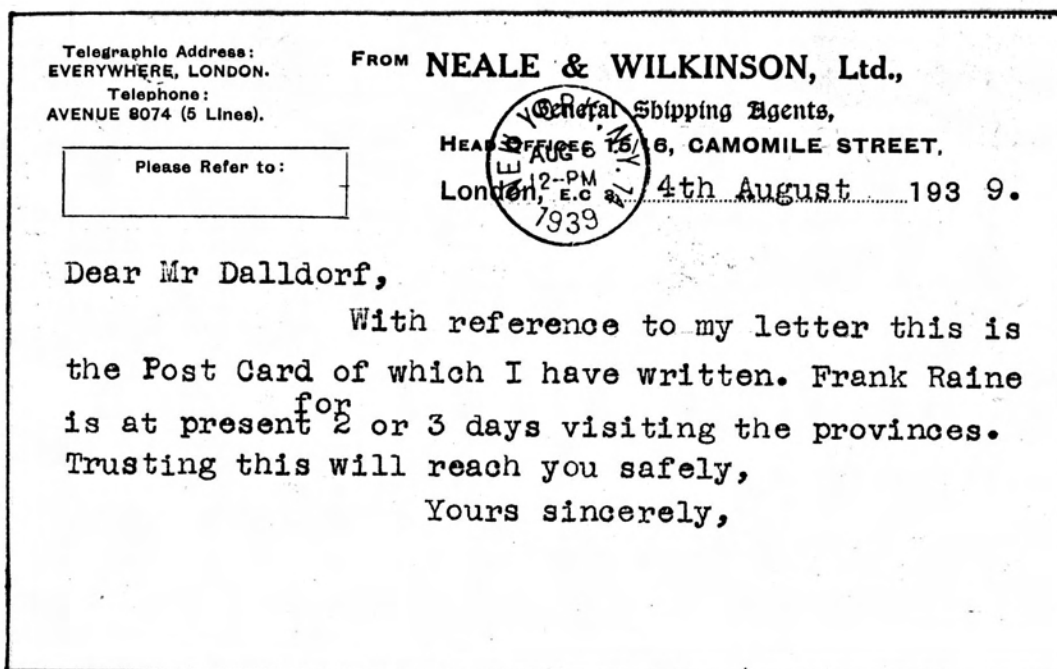
## FOLLOW UP - TRANSATLANTIC FIRST FLIGHTS, 1939

The article on IMPERIAL AIRWAYS TRANSATLANTIC FIRST FLIGHT in our last newsletter produced some most interesting responses.

Although the clippings with the article mentioned a postcard rate of 7d, (1d plus 6d airmail fee), all the illustrations were of letter rate covers. - Don Lussy sent in the following illustration of a postcard from Imperial Airways inaugural flight, which is much less common than the First Flight Cover's.



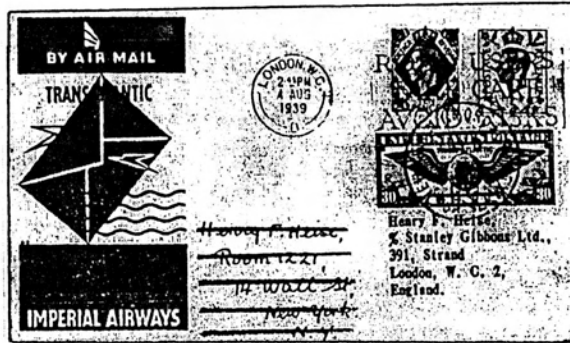
Postmarked: LONDON F.S. 1.45 PM 4 AUG 1939



Backstamped: NEW YORK AUG 6 12-PM 1939

Continued

## FOLLOW UP - TRANSATLANTIC FIRST FLIGHTS, 1939 continued:



Covers postmarked: LONDON W.C. 4 AUG 1939      Backstamped: NEW YORK AUG 6 1939  
Note on back: RECEIVED IN LONDON 12 AUG 1939

There was some discussion in the last article regarding the numbering of these covers. - My summary of the evidence then available was that "the numbers on the Imperial Airways covers did not fit a neat or 'logical' pattern". However, further study indicates that there may be a pattern after all!

John Webster had commented that on his "official" cover #13093, the cachet was in a brighter blue ink than on "official" covers #19848 and 19849, suggesting different printings.

Jack Ince wrote to me that his four covers showed a similar pattern. Numbers 2289, 2479 and 3208 were a "bright blue ink", whereas #24,491 was a "grey blue" ink.

I therefore asked George Sioras to check his Henry Heise covers, the illustration of which is repeated below. It was commented in the last issue that: "these covers look so similar they were probably produced at the same time, but they are numbered 2636 (on the left) and 24876."

George replied that:

There is a distinct difference in the shades of blue - and an unexpectedly interesting pattern seems to be emerging. I have eleven official Imperial covers, nine of which I would characterize as "bright blue" and two as "pale [or less bright] blue." By the numbers, with the location at which each was cancelled, they are as follows:

713	Shannon	Bright blue
2636	London [one of the Heise covers]	"
4317	London	"
5648	London	"
6985	Oxford	"
8720	New York	"
9191	New York	"
9465	New York	"
9651	New York	"
23456	Barry Glam, UK	Pale blue
24876	London [the other Heise covers]	"

With the data that you included in your letter, if you treat one of your correspondent's "grey blue" as equal to my "pale blue," a very strong pattern emerges. The change in color, and presumably a different printing, seems to begin somewhere between 13,000 and 19,000.

This looks like a line of enquiry worth pursuing! - If any readers would like to send me details of the numbers, origins, and colours of their "official" Imperial Airways covers, we can see what pattern emerges.

Continued

## CSDA - TORONTO NATIONAL POSTAGE STAMP SHOW

Friday, October 13, 2000 11.00 AM TO 6.00 PM

Saturday, October 14, 2000 10.00 AM TO 6.00 PM

Sunday, October 15, 2000 10.00 AM TO 4.00 PM

QUEEN ELIZABETH BUILDING, EXHIBITION PLACE, TORONTO

Free Admission - Door Prizes

**FOLLOW UP - TRANSATLANTIC FIRST FLIGHTS, 1939 continued:**

Jack also sent me a copy of a clipping from The Times, which gives some more information regarding the inaugural Imperial Airways flight:

# FIRST BRITISH ATLANTIC AIR MAIL ON SATURDAY 3-8-39. MORE THAN 25,000 LETTERS ON BOARD SERVICE TO END BY OCTOBER

"THE TIMES"  
LONDON  
3rd AUG. 1939

## SOUTHERN ROUTE POSSIBILITIES

By MAJOR C. C. TURNER

Britain's first Atlantic air mail service will be inaugurated on Saturday, when the 23½-ton flying boat, Caribou, will leave Southampton at 1 p.m. with a heavy load of mail for Newfoundland, Canada and the United States.

Her departure will be marked by the presence of a number of notable people, and she will carry special greetings to Government officials.

The Caribou's schedule is:

		Miles
Leave Southampton..	1 p.m. (Sat.)	
Arrive Foynes, Ireland	4 p.m. ..	380
Leave Foynes .....	6 p.m.	
Arrive Botwood, N.F.	10 a.m. (Sun.)	1,990
Leave Botwood .....	12 (noon)	
Arrive Montreal ....	7 p.m. ..	886
Leave Montreal .....	8 p.m.	
Arrive New York ....	11 p.m. ..	244
		3,500

The Caribou will leave New York with mails on the return flight on Wednesday, Aug. 9, at 9 p.m. She will stay at Montreal for 12 hours, leaving at noon on Thursday, arriving at Botwood at 6.30, where she will be refuelled in the air, arriving at Foynes at 10 a.m. on Friday, and at Southampton at 3 p.m.

### ICE CONDITIONS IN CANADA

She will carry two or three official passengers from Southampton to Foynes, but thereafter will have mails only.

On the weekly Atlantic services by the sister flying-boats, Caribou and Cabot, beginning on Saturday, and continuing till the end of September or a week or two later, passengers will not be carried. By the middle of October ice is forming on the Canadian waterways, rendering flying-boat operations impossible.

The Golden Hind class of flying-boat, a bigger type, the first of which has been launched, is not expected to be passed for service for at least two months, and by that time it will be too late for passenger Atlantic services this year.

It was hoped that land air-liners would be available, although their operation in the winter months would be extremely difficult owing to snow and ice in Canada.

Pan-American Airways, as well as Imperial Airways, have, however, been disappointed of expected land air-liners. The British Albatros type, designed for the Atlantic experiment, was, owing to the needs of European air traffic, diverted to the London-Paris route.

This was a result of the demands for R.A.F. expansion, which delayed deliveries to Imperial Airways of the Ensign class, intended for European and Empire routes.

### ROUTE VIA AZORES

It does not appear probable that any surprise passenger service will be possible, for the only visible means by which it could be effected would be the adaptation of a few big R.A.F. long-range bombers. Half a dozen of them could easily be spared.

During the winter, however, Pan-American Airways will be able to operate the southern route, via the Azores, to Marseilles, and it should not be impossible for a British service to be run by the same route to Southampton with the Cabot class, or with the Golden Hinds. In that case Baltimore, instead of New York, would be the western Atlantic port, for it is ice-free.

After the British direct service ceases operation for the winter it is possible that the Cabot and Caribou will be diverted to the South Atlantic route via Lisbon.

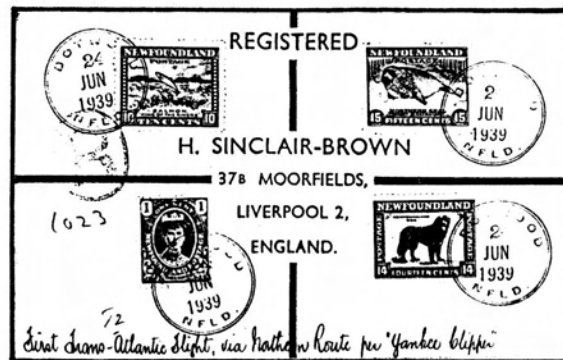
Queuing up for envelopes—P. 14; Picture of Flying-boat Cabot—P. 10.

Continued

## FOLLOW UP - TRANSATLANTIC FIRST FLIGHTS, 1939 continued:



**Postmarked:** TORONTO Aug 7 1939

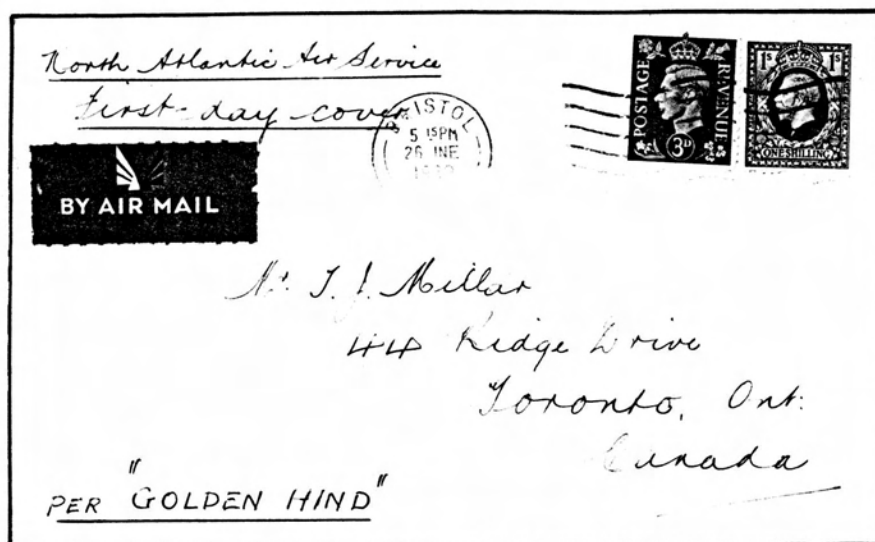


**Postmarked:** BOTWOOD 24 JUN 1939  
**Endorsed:** First Trans-Atlantic Flight,  
 via Northern Route per "Yankee Clipper".

According to the article reproduced on page 11 of the June newsletter, if ordinary envelopes were being sent on the Trans-Atlantic service, "they should bear a blue air mail label on the top left-hand corner and the words "North Atlantic Air Service".

In practice, many people did not follow these instructions, but endorsed their envelopes with the name of the aircraft, in the same way that maritime mail was often endorsed with the name of the ship. An example of this from the IMPERIAL AIRWAYS first return flight is shown above-left.

The cover below also appears to be endorsed with the name of an aircraft, but is very mixed up!



**Postmarked:** BRISTOL 26 JNE 1939  
**Backstamped:** SHEDIAC JUL 1 1939

The dates and backstamp indicate that this was flown on the return flight of PAN AMERICAN's first Trans-Atlantic service. However, that service, (as indicated on the cover top-right), was flown by the YANKEE CLIPPER.

The writer might have been aeronautically-confused, and may have been referring to the Golden Hind class of flying boats which, according to the article opposite, were supposed to be introduced by IMPERIAL AIRWAYS in 1940. In that case, however, they got not just the name of the aircraft wrong, but also mixed up the airlines!

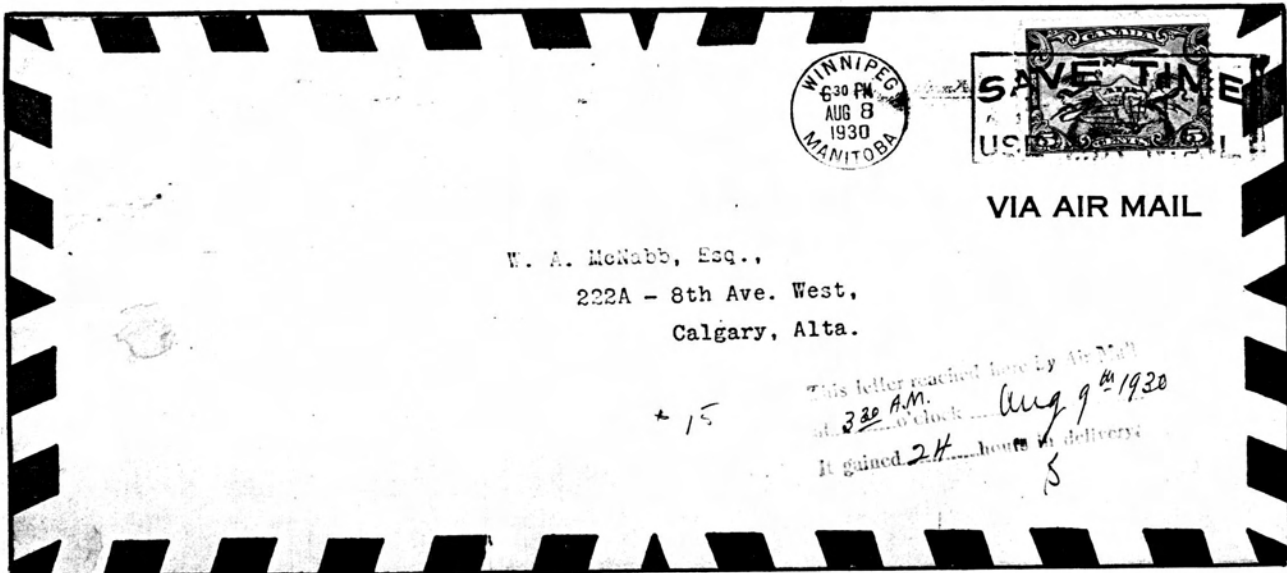
An alternative possibility, is that they were making an obscure reference to the original GOLDEN HIND, in which Sir Francis Drake had sailed across the Atlantic from the West of England in 1577. However, since that ship was originally called the PELICAN, we are getting really obscure!

Many thanks to all the contributors to this article. - If anybody can provide further information, or a simple explanation for the GOLDEN HIND cover, please contact the editor!

## 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.

### PRAIRIE AIR MAIL SERVICE



**Postmarked:** WINNIPEG 6.30 PM AUG 8 1930

**Backstamped:** CALGARY 4 AU 9 30

This cover has a handstamp, with handwritten insertions, that reads:

**This letter reached here by Air Mail  
at 3.30 A.M. o'clock Aug 9<sup>th</sup> 1930  
It gained 24 hours in delivery.**

Can anybody confirm whether this was a Post Office applied handstamp, or provide any information regarding its use?

### VANCOUVER-SEATTLE AIR MAIL SERVICE, 1935

There is a reference in Ken Molson's great but unfortunately out-of-print Pioneering in Western Canadian Air Transport, to a United Airlines mail contract before the Canadian Airways service:

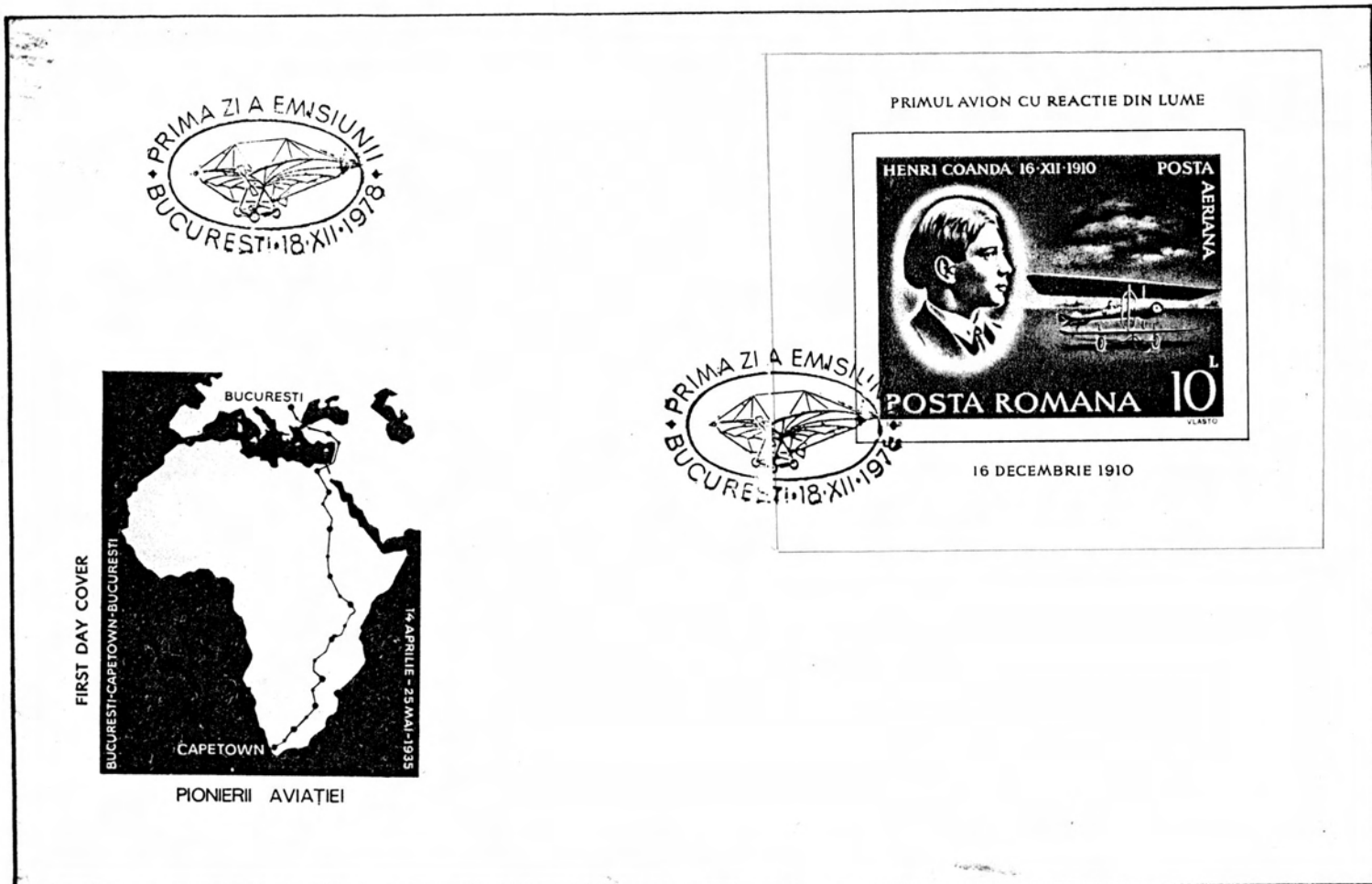
The unprofitable Winnipeg-Pembina, North Dakota mail service operated by Canadian Airlines caused difficulty and complaints. In September 1935, it was proposed that the route be turned over to Northwest Airlines to operate, and in return Canadian Airways was given the service between Vancouver and Seattle to commence on October 1. The Company decided to operate the route with a Laird mailplane for a trial period as a mail only service, but the Post Office Department insisted on the ordering of a new De Havilland Dragon Rapide.

The route had been in operation for less than a month as a mail service, when complaints started to come in from the Post Office Department, who were comparing the small Dragon Rapide aircraft with the Boeing 247 aircraft operated over the same route by United Airlines, and the Lockheed Electra operated by Northwest Airlines. **United Airlines which formerly had the postal contract between Vancouver and Seattle** was continuing to operate a Boeing 247 over the route. (Page 173).

I can find no other references to a United Airlines service between Seattle and Vancouver, and don't recall seeing First Flight Covers for such a service. Can anybody provide more information as to whether or not United Airlines operated an air mail service between Seattle and Vancouver before October 1<sup>st</sup> 1935?



## A TRIPLE FIRST FLIGHT COVER ?



Cancelled: PRIMA ZI A EMISIUNII BUCURESTI 18 XII 1978

The cancellation on this cover shows TRAJAN VUIA's plane LA MONTESSON, in which he made a "hop" of 12 metres in Paris on the 18<sup>th</sup> March 1906, achieving a height of 1 metre. (The aircraft is depicted on the 3.40 value of this set, Scott #C228):



The cover is franked with a souvenir sheet, showing HENRI COANDA and his propellorless aircraft:

**December 10<sup>th</sup> 1910** Romanian Henri Coanda hops the world's first jet-powered aeroplane. It is powered by a 37.25kW (50hp) Clerget piston engine driving a centri-fugal air compressor.<sup>1</sup>

The printed cachet refers to a third flight: BUCURESTI - CAPETOWN - BUCURESTI, 14 APRILE - 25 MAI 1935!

**Can anybody provide information about this third flight, or additional information regarding the achievements of Trajan Vuia or Henri Coanda?**

<sup>1</sup> Milestones of Flight, Michael J.H. Taylor and David Monney, (Jane's Publishing Company Limited, London, England, 1983).



## **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.**

## **BOOK REVIEWS**

Ken Sanford has informed me that:

I have found a small supply of the following book, which I can offer for US\$25.00 including surface postage:

**Airline's Register of Aircraft Accidents: Facts, Statistics & Analysis of Civil Accidents Since 1951** (Antonio Bordoni). Details of all known accidents to civil aircraft with a maximum take-off weight above 5,700 kgs and in which one or more members of the crew or passengers were killed during the period 1951 to 1996. 400 pages, softback. The normal retail of this book was US\$32.00 plus postage.

I can also offer the following new or recent books:

**Sikorsky VS-44 Flying Boat - Classic Aircraft in Profile 1** (Harry E. Pember). Complete story of the giant Sikorsky flying boats, their design, construction and military and civilian usage. Includes 1/144th 4-view drawings of the VS-44A and a 3-view of the XPBS-1. 123 black & white and 6 color photos. 72 pages. Stiff board covers. US\$ 18.00 including surface postage.

**Airmails of Trinidad and Tobago**, by R.G. Wike. Published by British West Indies Study Circle, UK, 1999. 214 pages. A comprehensive history of the airmails of T & T. Lots of black & white, and some color photos of covers. Lots of rates charts. Hard cover. US\$65.00 including surface postage.

**KATALOG DER DEUTSCHEN LUFTPOST, Teil 13: Erstflüge 1991-1999 - ohne Deutsche Lufthansa** (Catalog of German Airmail, Volume 13: First Flights 1991-1999 without Lufthansa), by Erich Haberer. Published by Wiegand & Haberer, Luftpostliteratur, Renningen, Germany, 2000, A5 size, 64 pages, soft cover. This 13th in the series of German Airmail Catalogs, gives chronological listings of all first & special flights, both domestic and foreign to and from Germany by airlines except West German Lufthansa Airlines. The listings give the date, main cities where the flight(s) operated and the legs over which covers were flown. Each leg where covers are known to have been carried is priced separately, in German marks. Few details of the flights are given, but all cachets & special postmarks are shown, as well as some actual first flight covers. The text is in German but is easy to follow. Available for US\$10.00 plus \$3.00 postage & handling.

**KATALOG DER AEROGRAMME VON ASIEN 2000** (Aerogramme Catalog of Asia), by Werner Wiegand. Published by Wiegand & Haberer, Luftpostliteratur, Renningen, Germany, 2000. A5 size, 192 pages, soft cover. This is a compilation of the previous catalogs of Aerogrammes of Asia, which were in separate volumes. It now covers the aerogrammes of all Asian countries from Abu Dhabi to Vietnam. Brief description & value of each aerogramme--mint & used. Most are illustrated. The text is in German but easy to follow with the aid of a German dictionary. Available for US\$20.00 plus \$3.00 postage & handling.

Payment by US\$ check (or UK check at current exchange rate) made payable to Ken Sanford..

Regards,

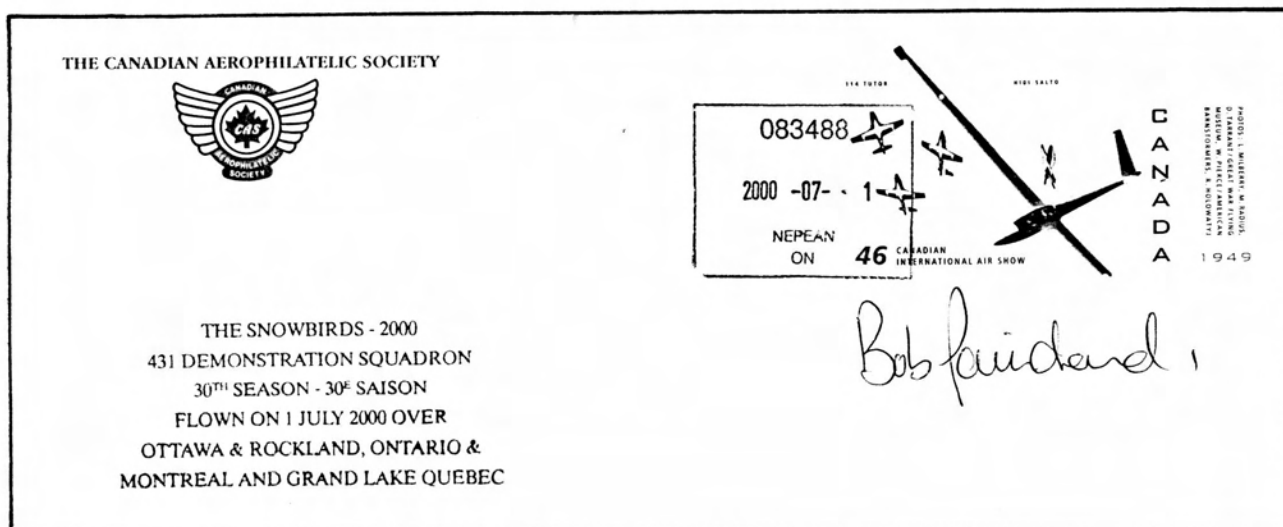
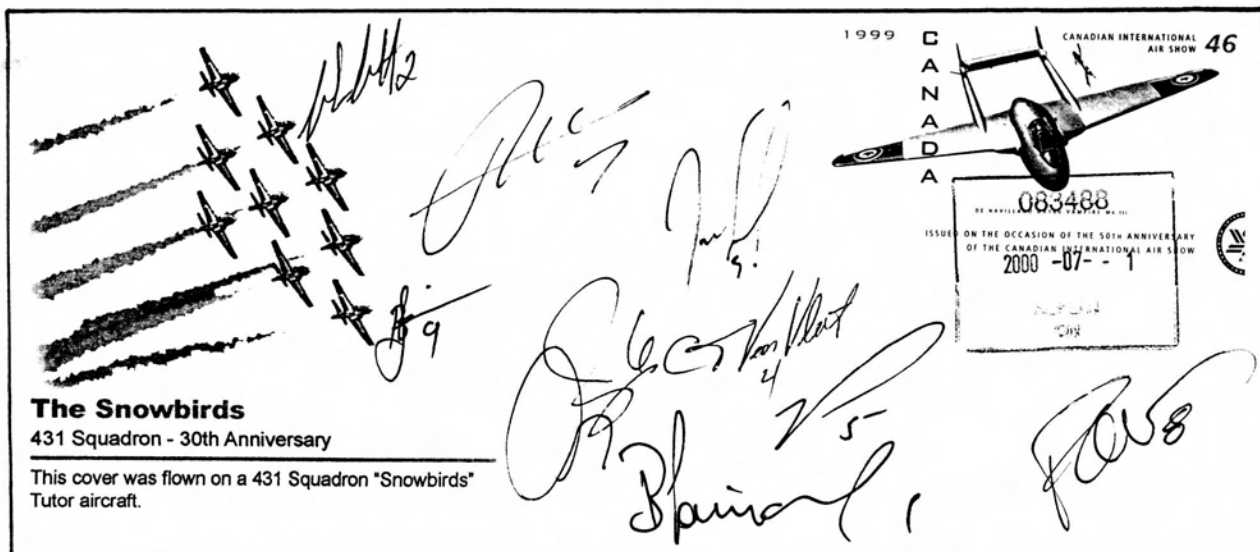
Ken Sanford,

Aerophil, 12 Chemin des Tuilots, CH-1293 Bellevue (GE), Switzerland

Email: [kaerophil@cs.com](mailto:kaerophil@cs.com) Fax: +41 22 7742472



## SNOWBIRD FLOWN COVERS 2000



These covers were flown on 1 July 2000 over Ottawa and Rockland, Ontario and Montreal and Grand Lake, Quebec, all in one flight. A letter from Captain Dave Morrison, dated 25 August 2000, verifies that the covers were flown on 1 July 2000.

A set of nine flown covers each autographed by an individual pilot is valued at \$45.00 per set. The specially designed 2000 Millennium Snowbird cover, autographed by all nine pilots, is valued at \$25.00. Two 2000 brochures for the 30th anniversary flights of the Snowbirds are enclosed.

The set of 10 flown autographed covers and Snowbird data is \$70.00 Canadian. Cheques should be made in favour of the *Canadian Aerophilatelic Society*.

A recent Canadian Press release stated that the Snowbirds would not be disbanded as earlier rumored, but that they would continue to use a modified Tudor aircraft for their aerial demonstrations. The Prime Minister had stated earlier that the Snowbirds were too important to Canada to disband.

Orders should be sent to: Major (Ret) R.K. "Dick" Malott, CD,  
16 Harwick Crescent, Nepean, Ontario K2H 6R1



# NEXT ISSUE - SEASONAL SPECIAL

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

The next issue will be our annual **SEASONAL SPECIAL**. - All members are invited to contribute to each newsletter, but particularly this issue.

Just prepare a page featuring any favourite stamp or cover, add your name, and/or address, and/or Seasons' Greetings to other members, and/or any other information you like, (e.g. collecting interests, items you'd like to find, sell or trade, or a business advertisement),

and send a photocopy of it to the editor to arrive by **November 15<sup>th</sup>**.  
(November 1<sup>st</sup> if possible, but this issue is coming out later than I'd hoped.)

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## CANADIAN and WORLDWIDE FIRST FLIGHT COVERS FOR SALE

**Brian Wolfenden has recently produced his sixth mail order list.**

**For a free copy, contact him at:**

**203A Woodfield Drive, Nepean, Ontario K2G 4P2**

**Tel: 613 226 2045 E-Mail: [bjnepean@trytel.com](mailto:bjnepean@trytel.com)**

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## Charles G. Firby AUCTIONS

Charles G. Firby Auctions is pleased to announce the 14th, and *FINAL*, Philatelic Literature auction will be held Saturday, November 4, 2000 at our galleries in Waterford, Michigan.

This year's sale, the world's largest, contains 2,000 lots, many of which contain several different titles pertinent to a specific country, area/region or topic.

The handbooks are the backbone of the sale but every other form of stamp related literature will be found as well. This includes auction catalogues, society journals, incunabula, exhibit photocopies, etc..

If you are a stamp collector who seeks knowledge in his specialty, examine the sale on the internet (it should be posted by October 5th) at [www.StampAuctionCentral.com/auctions.htm](http://www.StampAuctionCentral.com/auctions.htm)

Or order a catalogue by notifying Charles G. Firby Auctions, 6695 Highland Road, Suite #101, Waterford, MI 48327 at (248) 666-5333 or fax at (248) 666-5020. Request catalogue #1100. E-mail requests may be directed to [Firbystamps@prodigy.net](mailto:Firbystamps@prodigy.net).

There is a \$10.00 charge which will be credited to your purchases. Please provide a VISA or MasterCard number, or send a check or money order, along with your full mailing address. Prices realized will be sent shortly after the auction (they will be posted at [StampAuctionCentral.com/auctions.htm](http://StampAuctionCentral.com/auctions.htm) as well).



## SUPPLEMENT 8 to THE AIR MAILS OF CANADA AND NEWFOUNDLAND

### Section 5 - Government and Other Air Mail Covers of Canada

Dick McIntosh

(All numbers from 1998 on are provisional. Gaps have been left in the numbering sequence, but changes may have to be made as information is obtained about additional flights.)

<u>Year</u>	<u>Cat.#</u>	<u>Change or addition</u>	<u>\$Value</u>
2000	2008	New entry. <b>2000, May 25 --- Calgary - Medicine Hat.</b> Commemorating the 70 <sup>th</sup> Anniversary of the Prairie Airmail Service, (March 3 <sup>rd</sup> 1930). A re-enactment of the First Flight from Calgary to Medicine Hat was staged as part of the Canadian Aviation Historical Society's Convention 2000 in Calgary. Covers were flown in a restored Fokker Super Universal, CF-AAM, piloted by Clark Seaborn. Covers have a reproduction of the 1930 cachet; a commemorative postmark and backstamp; and many were signed by the pilot. Approximately 1,700 covers carried.	5.00

*NOTE: The above change is in addition to those listed in earlier SUPPLEMENTS. - A complete list of changes to SECTION 5 can be obtained from Dick McIntosh, 47 Aldenham Cr., Don Mills, Ontario M3A 1S3. Price, including postage, is \$7 Canadian in Canada; \$5 US for orders mailed to the USA; \$10 Canadian or \$7 US for orders mailed overseas.*

### Section 10 - Helicopter Flight Covers

Nelson D. Bentley

**1970, August 29 Herschill Island - Tuktoyaktuk, N.W.T.** AIR MAIL envelope, black handstamp: "CSS PARIZEAU", typed in blue: HELICOPTER Flight/ From (pen) Herschill Island/ To (pen) Tuktoyaktuk, N.W.T./ Date (pen) August 29th 1970/ Plane Type (pen) Bell 205A1 CF-XRU/ Plt's Sgntr (pen) R.M.Boyd/ Remarks blank, MOON postmark: Tukoyaktuk/ 5 IX 1970/ N.W.T. address typed in blue

**H-7001** Unknown number of covers 40.00

**1971, August 20 Ice Pack - Alert, N.W.T.** Penned cachet: ICE PACK 8-71/82° 01'N 62° 26'W/ D.RE.P./ via Bell 204B To/ ALERT, N.W.T./ names of 4 men, insert card: same black handstamp of address/ penned: "This is from a small camp on the NE of/ Ellesmere Is. Will be here only about/ a month - then return in the Spring/ or Summer"/ T.H.

**H-7100** Unknown number of covers 10.00

**1999, Jan. 13 Notre Dame des Sept Douleurs, Ile Verte - L'Isle Verte, P.Q.** Black penned cachet: Notre dame des sept douleurs - L'Ile Verte/ Traversi par helicoptere/ Hugues 300C (C-GELO)/ LE 13 janvier 1999/ Stephane LEGENORE ch 174011

**H-9900** 5 flown 25.00

Continued



**SUPPLEMENT 8 to THE AIR MAILS OF CANADA AND NEWFOUNDLAND continued:****Section 11 - Canadian Air Mail and Aviation Anniversary Covers****Dick McIntosh**

**A6812** Add in second line of text: "Calgary or" Before "Calgary Stampede".

**A6911** New entry:

**"May 16 --- Trepassey.** 50th Anniversary of NC-4  
at Trepassey on first Atlantic crossing by air. Black cachet."

**A6912** Add: "First day of use of" on second line of text before "Alcock".

**A6916** Delete: "First day of use of slogan." from text.

**A6946** Change in text: "50th" should be "90th".

**A7220** New entry:

**"April 10 --- Botwood - Port Saunders.** As 7202, green aircraft  
cachet. (Postmarks, Port Saunders, Dec. 6 and Botwood, Dec. 14)."

**A7404** Add colours, "blue and green".

**A7408a** Change "(blue, French) to (blue, English)"

**A7716 a)** Change: " Montreal - Rimouski" to "Rimouski - Montreal".

**b)** " (green)" to (purple)".

**c)** " (purple)" to "(green)".

**A7726** Change date from "November 26" to "November 4 to December 8."

**d)** "Whitehorse - Mayo" should read "Whitehorse - Whitehorse".

**A7834 a)** Change colour from "green" to "purple"

**A7902** Change b) to " Fort Providence - Edmonton"

Add: c) Fort Chipewyan - Edmonton (red)

d) Fort Smith - Edmonton (blue)

e) Fort Resolution - Edmonton (red)

f) Hay River - Edmonton (green)

**A7911** New entry:

**"July 27 --- Harbour Grace - North Sydney.** 50th Anniversary  
of the *Bluenose* flight."

**A7914** New entry:

**"December 10 - 30 Waterways (Fort McMurray) - Aklavik.**  
50th Anniversary of Wop May's flight. A number of legs  
of the original flight were re flown. Nine line green cachet.

**A9401** New entry:

**"March 3 --- Vancouver - Seattle.** 75th Anniversary of first  
North American International Flight by Wm. Boeing and  
Eddie Hubbard. Black cachet. "

**Continued**



**SUPPLEMENT 8 to THE AIR MAILS OF CANADA AND NEWFOUNDLAND continued:****Section 11 - Canadian Air Mail and Aviation Anniversary Covers continued:****A9403** New Entry:

**"May 18, 1994 --- St. John's Nfld. 75th Anniversary of Hawker**  
 Transatlantic attempt. Black cachet, 164 covers. 5.00

**A9405** New Entry:

**"June 14, --- St. John's Nfld. 75th Anniversary of Alcock and**  
 Brown Transatlantic Flight. Special "One Dollar" overprint on  
 15 cent Stamp. Black cachet, 164 covers. 10.00

**A9501** New entry:

**"October 15 --- Seattle - Victoria and return. 75th Anniversary**  
 of United States F.A.M. No.2. Black cachet.  
 Seattle - Victoria.  
 a) Victoria - Seattle"

**Section 27 - Bibliography**

*I received a copy of a letter from Gord Mallett to Dick Malott, (Coordinating Editor of AMCN) which included the following comments on Section 27:*

The bibliography in the new catalogue is fantastic. Many thanks for including it in its detailed form. I have some books in my library which could be included in a revised future catalogue:

**Canada's Aviation Pioneers - 50 Years of McKee Trophy Winners** by Alice Sutherland, (McGraw-Hill Ryerson Ltd., 1978, 304 pages-hard cover). Over the years this has been my greatest source of information. Although it is in coffee table format (9" x 11") it is not just a picturebook. It tells in tremendous date-and-place detail the story of every winner of the McKee Trophy presented annually for outstanding achievement in aviation/aerospace operations. Many of these winners were involved with airmail, and it includes details of the planes and airmail routes they flew up to 1977. This book is not really a handbook or catalogue - its more of an encyclopedia.

**Canadian Special Airmail Stamps on Flown Covers** by Chester S. Forrest, 1974. This 9" x 11" booklet of 50 pages contains color plates showing the semi-officials and a few varieties. A short write-up on each of the 15 airlines is included, along with the inaugural flights. The last 15 pages contain black-and-white photos of covers (225 in total).

**Collect Canada Covers** by Edward A. Richardson, (APS Publication, 1978). One section of this 97 page 8 1/2" x 11" book is devoted to "Air Mail Related Covers". Eight covers are presented and described in depth, each with a black-and-white picture.

**Uncharted Skies** by the Canadian Bush Pilot Book Project. (Hard cover, 187 pages.) It tells their (bush pilots) stories in their own words - there are anecdotes, some hilarious, some moving. Some references are made to airmail routes, for example this part from the dialogue with Con Farrell: "While I was with Western Canada Airways they started that Prairie Air Mail deal. We should have all been killed on that - we really should have. It was terrible. ..." . It's a fun read!

**Would any readers who have suggestions for changes or additions to any of the sections of AMCN, (or these Supplements), please send them to the editor of the appropriate section in AMCN *OR* send them to me, (Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4. [E-mail: [hargreave@king.igs.net](mailto:hargreave@king.igs.net) ]), and I will forward them to the appropriate editor.**



## MEMBERSHIP APPLICATION / RENEWAL FORM

The CANADIAN AEROPHILATELIC SOCIETY has over 150 members, and membership is open to all.

The CAS aims to provide a forum for the exchange of information among Canadians who are interested in any aspect of world-wide aerophilately, and for collectors from around the world who are interested in Canadian aerophilately. - This is mainly achieved through this newsletter, which is published quarterly.

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

- a translation service from French to English and vice versa;
- a "sales department", with a variety of covers for sale;
- discount prices on several aerophilatelic publications;
- a question-and-answer service for mystery air mail stamps and covers.

For more information about these services, and/or a free copy of our Short Guide to Canadian Aerophilately, please write to Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4.

**With effect from October 1<sup>st</sup> 1999, the annual membership dues have been:**

**\$20.00 CDN in Canada,**

**\$22.00 CDN (\$15.00 US) in U.S.A.,**

**\$25.00 CDN for members Overseas.**

**Payable to: The Canadian Aerophilatelic Society.**

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

*Ron Miyanishi, Secretary - CAS, 124 Gamble Ave., Toronto, Ontario M4J 2P3*

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone: \_\_\_\_\_ Fax: \_\_\_\_\_

E-mail: \_\_\_\_\_

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

(For Secretary's use: Date joined: \_\_\_\_\_ Amount of dues paid: \_\_\_\_\_ )

## MEMBERSHIP RENEWAL

The following names are due for membership renewal - please help Ron by renewing promptly:

### October

1 Patrick Campbell  
4 Mike Shand  
5 Pat Sloan  
6 Ken Sanford  
9 Geoffrey Thompson  
12 Melville Smith  
53 Alex C Ross  
97 Gary Hayashi  
203 John H Bloor  
211 Carl Freund  
212 Harold J Petoskey  
241 JWT Wannerton  
268 Walter Silvestri  
270 Earle L Covert  
292 Gary Freedman

293 Brian Wolfenden

304 James Davidson

### November

20 Gibson B Stephens  
56 Col William G Robinson  
62 Gary Coates  
86 John R Fagan  
182 Robert Footit  
187 BH Saunders  
214 Trelle A. Morrow  
271 Nino Chiovelli  
273 Denice C Guimond  
294 Robert M Terry  
295 Gloria Shaw  
297 David H Whiteley  
298 Dale Green

### December

21 D Mercer  
45 Norbert E Krommer  
81 Steve Reinhard  
99 Piet Steen  
103 K Bileski  
130 Basil S. Burrell  
132 John I Jamieson  
142 J Don Wilson  
155 Larry Milberry  
145 Francois Bourbonnais  
170 Ken Mitchell  
189 Jacky Stoltz  
215 Jack Ince

**PLEASE NOTE:** in order to reduce expenses, MEMBERSHIP CARDS are only mailed to new members, when they will serve as receipt of payment, OR ON REQUEST. - They are no longer being sent automatically to members who renew by cheque.

