



# THE CANADIAN AEROPHILATELIC SOCIETY

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

Please address reply to:

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

**Editor:** Chris Hargreaves, 4060 Bath Road,  
Kingston, Ontario K7M 4Y4  
Tel. (613) 389 8993  
**E-mail:** hargreave@king.igs.net

## EXECUTIVE COMMITTEE OF THE CANADIAN AEROPHILATELIC SOCIETY:

**President:** Major (Ret) R.K. "Dick" Malott, CD  
16 Harwick Crescent, Nepean, Ontario K2H 6R1,  
**Vice-President:** Mike Shand,  
1183 Agincourt Road, Ottawa, Ontario K2C 2H8  
**Treasurer:** Ivan W. MacKenzie,  
2411-420 Gloucester Street, Ottawa, ON K1R 7T7  
**Secretary:** Ron Miyanishi,  
124 Gamble Avenue, Toronto, Ontario M4J 2P3

Telephone: (613) 829 0280; Fax: (613) 829 7673  
E-Mail: rmalott@magma.ca  
Telephone: (613) 225 4254

Telephone: (613) 235 8361

Tel. and Fax: (416) 421 5846  
E-Mail: squeak@interlog.com

SI VOUS DESIREZ L'INFORMATION EN FRANCAIS SUR LA SOCIETE CANADIENNE D'AEROPHILATELIE,  
CONSULTEZ: FRANCOIS BOURBONNAIS, 659-3 PIE XII, VAUDREUIL-DORION, QUEBEC J7V 8R8

## December 2000

# THE CANADIAN AEROPHILATELIST

Newsletter of THE CANADIAN AEROPHILATELIC SOCIETY

ISSN-1181-9766

## Volume XVI, Number 4

### CONTENTS INCLUDE:

### PAGE:

ELECTION OF SOCIETY OFFICERS

2

## SEASON'S GREETINGS

6

FEATURE ARTICLE: A MYSTERY SOLVED -

THE WESTERN CANADA AIRWAYS "LONG LAKE" OVERPRINTS by Ed Matthews

24

SALES and WANTS

30

NEXT ISSUE - Deadline February 15<sup>th</sup>

28

**RENEWAL LIST** - *please make a New Year's resolution to check this each issue* 32

**DECEMBER EDITORIAL:** *many thanks to everybody who contributed items for this year's SEASONAL SPECIAL issue of the newsletter. To fit in all the items, the regular section of Questions; the Follow Ups; and a Supplement to AMCN; have been omitted, but will resume in the next issue.*

*Very best wishes to all members for the Holiday Season and New Year, Chris.*

**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.**

## ELECTION OF OFFICERS

November 2000

To all Members:

In accordance with the by-laws of the Canadian Aerophilatelic Society an election of officers of the Society is due in the year 2001. The President has asked me to coordinate these elections for this year.

I will be contacting all members of the current executive see if they are willing to serve for another term. If they are, I will nominate them for reappointment to their present positions.

I am also inviting all members of the Canadian Aerophilatelic Society to submit nominations for any or all of the Executive positions listed below. Nominations should be made with the prior agreement of the nominee that he or she is willing to serve in the designated position. Nominations must be received by the undersigned by 1<sup>st</sup> February 2000.

If an election is necessary, ballots will be included in the March issue of the Canadian Aerophilatelist.

### EXECUTIVE COMMITTEE OF THE CANADIAN AEROPHILATELIC SOCIETY:

<u>Position</u>	<u>Incumbent</u>
President	Major (Ret) R. K. Malott
Vice President	Mr. Michael Shand
Treasurer	Mr. Ivan W. MacKenzie
Secretary	Mr. Ron Miyanishi

E.P. Sloan,  
Past President, CAS  
563 Broadview Ave,  
Ottawa.Ont.K2A 2L6

## GOOD NEWS at AIR CANADA

After reporting on the turmoil and troubles at AIR CANADA in the last few newsletters, I was pleased to read one of their press releases which announced:

### AIR CANADA NAMED WORLD'S SAFEST AIRLINE

MONTREAL, September 11, 2000 - President and Chief Executive Officer, Robert Milton, paid tribute to the diligence of the airline's employees in response to Air Canada having been named the world's safest airline. According to an independent study undertaken by air safety specialists, UK-based FlightSafe Consultants Ltd, Air Canada received top ranking in an analysis of more than 500 airlines using ten management and environment criteria.

The press release also announced that:

In the July 10, 2000 edition of the respected aviation industry magazine, *Aviation Week & Space Technology*, Air Canada was ranked as Best Managed Major Airline in North America. The overall ranking was based on the 1999 financial performance criteria of asset utilization, productivity and financial stability. In terms of asset utilization, the publication gave Air Canada the highest ranking of any major airline in the world.

Is it churlish to note that the criteria for the *Aviation Week & Space Technology* ranking did not include customer satisfaction? Hopefully AIR CANADA will soon be a leader for that too!

## PRESIDENT'S REPORT

Greetings to all at the end of the first year of the new millennium and best wishes for the festive season that appears to come around so quickly each year. Our dedicated editor, Chris Hargreaves, has prepared another special Christmas issue of *The Canadian Aerophilatelist*. Take the time to relax and enjoy reading what Chris has prepared for you. Ron Miyanishi is now working on the second volume of the 6<sup>th</sup> edition of the American Air Mail Society's Catalogue, which is scheduled for publication next fall. Ron continues to look after our CAS secretarial duties and keeping a record of changes for our own catalogue, *The Air Mails of Canada and Newfoundland*. The AAMS has 1000 copies left of our catalogue and once the quantity gets down to about 100 the process to publish a second edition will commence.

It is time for elections for the executive of the CAS. I have asked Past-President Pat Sloan to draw up a slate of candidates for an election at our meeting to be held during Royale 2001 Royal at the Lakeshore Stamp Club, Pointe Claire/Dorval, Québec, 6-8 April 2001. Anyone wishing to volunteer their services are requested to contact Pat at 563 Broadview Avenue, Ottawa, Ontario, K2A 2L6 (Tel : (613) 728-4275). Present incumbents will be contacted personally by Pat to see if they are willing to continue in their respective offices. I have offered to continue as president.

I urge the membership to support and attend Royale 2001 Royal at the Lakeshore Stamp Club. Aerophilatelic and astrophilatelic entries are solicited. I have the entry forms so contact me for a form and enter an aerophilatelic/astrophilatelic exhibit. For specific data on Royale 2001 Royal contact the Lakeshore Stamp Club, P.O. Box 1, Pointe Claire/Dorval, QC H9R 4N5. The CAS has requested a two hour period on Saturday, 7 April 2001, for its Annual General Meeting and a lecture on aerophilately. We have also requested two bourse tables for our CAS special flight covers and aerophilatelic books published by the AAMS. I have a full stock of AAMS publications so send me a note if you wish a copy of items available and prices.

The annual ORAPEX Exhibition, this year ORAPEX 2001, the 40<sup>th</sup> Annual RA Stamp Club Exhibition and Bourse, will be held at the RA Centre, 2451 Riverside Drive, Ottawa, Ontario, K1H 7X7, Saturday, 5 May 2001, 10 am to 6 pm, and Sunday, 6 May 2001, 10 am to 4 pm. A one hour time slot has been requested for Saturday, 5 May for a CAS meeting and two tables for CAS activities have been ordered for our special covers and aerophilatelic publications.

A new book is to be published next June 2001 on Canada's Airshow Team Heritage by a former Snowbird team leader in 1989 and 1990, LCol Dan Dempsey, CD, Retd), "*A Tradition of Excellence - Canada's Airshow Team Heritage*". The book will be 400 plus pages of air demonstration data and 700 photographs of Canada's dozens of aerobatic teams. I will enclose a coloured brochure on this book but to obtain the special offer of this \$87.15 autographed book for \$75.15 (all taxes included) collectors must pay in advance by contacting High Flight Enterprises Ltd., 1174 Sloan Terrace, Victoria, B.C., V8Y 3C4. The cost for orders outside of Canada is \$56.00 US postpaid. CAS collectors of Snowbird covers will have some souvenir flown covers autographed by LCol Dan Dempsey who retired from the Canadian Forces 8 years ago to commence as a Cathay Pacific Airways commercial pilot flying into Hong Kong and Singapore.

Continued

PRESIDENT'S REPORT continued:

Dan seeks support for his book from those interested in Canadian aviation and Canadian aerobatic teams. Only the advanced sales (dead-line 30 November 2000) books will be autographed and numbered. If you want an excellent deal order immediately and state that you are a member of the CAS. Those that I know collect the Snowbird covers will receive an advance flyer to ensure that they meet the dead-line for ordering an advance copy.

LCol Demsey is very concerned over the continuation of the Snowbirds due to the critical shortage of funds in the Canadian Forces and the \$250 million plus expense of new aircraft to replace the 30 year old Tudor aircraft. Despite the Prime Minister's desire to keep the Snowbirds flying the source of the funding is not known. The Canadian Forces hierarchy are resolute in not spending funds for this special luxury. They feel that defence is the first priority, not national public relations and entertainment. Heritage Canada, External Affairs and/or Tourism Canada should allocate funds for the continuation of the Snowbirds. The funds are available but where is the will to effect this funding ? Dan requests your support by writing to your MP now to request proper funding for the Snowbirds. I am asking Dan to include photographs of some of our own autographed, flown Snowbird envelopes in his book as historic mementoes of the Snowbirds.

I enjoyed greatly my 16 day sojourn in Madrid, Spain at ESPAÑA 2000 as the Canadian Commissioner and as a judge in History of the Americas, my other area of judging. The exhibition was well attended by collectors of all ages and 80,000 school children bussed in from many parts of Spain. The exhibits as usual were spectacular, although for aerophilately and astrophilately there were no large gold medals awarded. The Spanish Army had its pigeon message system operating and I sent 24 messages for many collectors, including CAS members.

There were no Canadian aerophilatelic entries at ESPAÑA 2000 but Chris Hagreaves's entry of *The Canadian Aerophilatelist* received a silver bronze award. The judges think the publication should have a hard cover and be spirally bound. We must be practical and not forget costs of production. The publication is for the dissemination of news and views for aerophilately not fancy presentation. Congratulations Chris for your continued dedication to our society as Editor of the Canadian Aerophilatelist.

Elections were held for all of the FIP Commissions. Murray Heifetz was elected as a Board member of the FIP Commission of Aerophilately. The other bureau members elected were Egil H. Thomassen of Norway as President, Johan D.H. van As of Netherlands as Vice-President, Götz Schneider of Germany as Secretary, and three other members as well as Murray Heifetz, - Constantino Gironi of Italy, Bedrich Helm of the Czech Republic and Pierre Saulgrain of France.

For the FIP Commission for Astrophilately history was made as the founder Beatrice Bachmann of Switzerland retired as President after 15 years of service to the Commission. Those elected to the Commission were : José Grandela Duran of Spain as Chairman, and as bureau members Charles Bromser of Australia, Jean Louis Lafon of France, Jaromir Matejka of Austria, Dr. Reuben Ramkissoon of the USA, Professor Giovanni Riggi di Numana of Italy and Beatrice Bachmann of Switzerland. Congratulations to all the elected Bureau Members of both groups.

*Rich Palots*  
President CAS



## IN MEMORIAM

JOHN BUTT died suddenly in a freak industrial accident on September 28<sup>th</sup> 2000. I would like to offer the condolences of the Canadian Aerophilatelic Society to his family, and to thank Michael Deal for the following paragraphs in memory of him:

John Gordon Butt (1940-2000). CAS members will remember John Butt as the author of "Newfoundland Air Mail Stamps" and "Newfoundland First Flight Covers;" sections 23-24 of *The Air Mails of Canada and Newfoundland* (1997). John was also co-author, with John Walsh, of the *Newfoundland Specialized Stamp Catalogue*, now in a 4<sup>th</sup> edition, which recently won silver medals at Pacific '97 and London 2000. Walsh and Butt also won the C. Francis Rowe Award (St. John's Philatelic Society) and the prestigious Pratt Award (Collectors Club of Chicago) for their contributions to Newfoundland philately. John also chaired the Newfoundland Study Group for BNAPS and edited the *Newfie Newsletter*. He possessed an extensive knowledge of Newfoundland stamps and postal history, and was widely considered the final word on Newfoundland philatelic matters. He shared this knowledge freely with anyone who would listen, and he published widely in the national and international philatelic literature. John was also a frequent exhibitor, most recently winning vermeil medals for his exhibit on St. John's Town Cancells at the APS Stamp Show 2000 in Rhode Island, and the BNAPS show in Chicago.

John had been a prominent member of the St. John's Philatelic Society, which he joined in 1974. He was active in organizing the monthly auctions and the annual exhibition, and was a former Vice-President. He coordinated the Sir Humphrey Gilbert 400<sup>th</sup> Anniversary exhibition in 1983, and along with Don Wilson, organized the 1997 BNAPS exhibition commemorating the 500<sup>th</sup> Anniversary of John Cabot. John's passing is a tremendous loss for the philatelic community in St. John's, and his many friends in the rest of Canada and abroad. He is survived by his wife Loretta, and his three daughters, Lisa, Lucinda, and Krista.

Michael Deal  
Secretary, St. John's Philatelic Society

## METROPOLITAN AIR POST SOCIETY WEBSITE

I've been informed by Karl Winkelmann, MAPS Webmaster, that their web site has been put online, "in beta format because some pages need additional information, but otherwise it is fully functional".

It is at: <http://homepage.mac.com/airmails/index.html>

Among the features of this site are:

- SHOW & TELL - "Show and Tell has long been a feature of MAPS meetings. Members bring covers, or photocopies of covers, to MAPS meetings to talk about them, increase their knowledge, share some of their information, or add to the body of knowledge about a particular cover, route, rate or aviation development with associated philatelic connections. We continue this aspect on the web site. Check out the current Show & Tell cover at: <http://homepage.mac.com/airmails/sat.html>"
- EXAMPLE COVERS - "We want to give visitors an idea of the diversity of collecting airmail covers."
- OTHER PAGES - "We have information about our meetings and about the contents of our current *Bulletin*. There is also a membership application form - it is only \$8 per year."
- FAM SECTION HELP - "The FAM section of the *American Air Mail Catalog* is currently being rewritten and there are several items that need clarification. In this respect we will be publishing some items that need additional information or clarification, to see who knows more about these items."
- LINKS to other aerophilatelic societies, aerophilatelists, and aviation websites.

Comments about the site are welcome. - Please contact Karl at: [kfw@macol.net](mailto:kfw@macol.net)

## Pioneer Air Mails of Canada

Truro, Nova Scotia to Charlottetown, Prince Edward Island  
and return  
24 - 29 September 1919

The Devere Aviation Company, who had premises in Truro, undertook a flight to Charlottetown to coincide with an exhibition being held in that town.

The flight was made using a Curtiss JN-4 "Canuck" aircraft. The pilots were Captain L.E.D. Stevens (General Manager) and Lieutenant J.M. Stevenson (Manager of P.E.I. office).

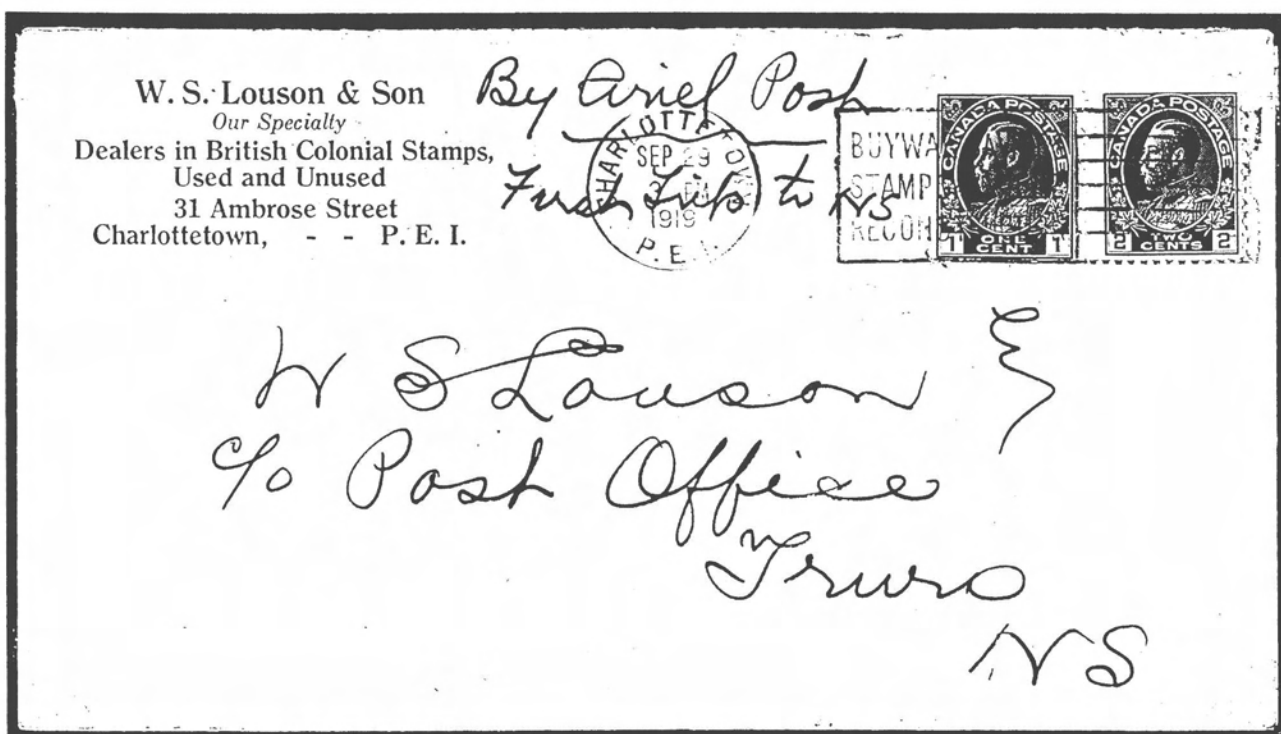
To attract some publicity for the company, permission was obtained to carry some mail to Charlottetown and then to return to Truro on the same day. On the outward flight on 24<sup>th</sup> September, 150 letters were carried.

The cover below was one of 30 carried on the return flight. This flight from the Charlottetown exhibition was delayed for five days until 29<sup>th</sup> September, when the Postmaster received written permission from Ottawa to forward mail.

On this flight, the pilots were Captain L.E.D. Stevens and Lt I.L. Barnhill (Chief Instructor). Letters were marked "By Aerial Post" in manuscript and postmarked at 3 p.m. at Charlottetown. The flight departed at 3.40 p.m. and arrived at Truro at 5.30 p.m. after being delayed by strong headwinds.

Upon arrival the letters were backstamped at Truro, again with the slogan canceller:

BUY WAR SAVINGS  
STAMPS AND HELP  
RECONSTRUCTION



Season's Greetings from David Granger

## 1927: AIR MAIL - B.C. to U.S.A.

Jim Brown sent me a copy of an intriguing letter he obtained from the Archives in Ottawa, discussing the potential use of an Air Mail service between Victoria, Vancouver and Seattle.

It also gives some information regarding the sale of American air mail stamps in Victoria. - At this time, if somebody wanted a letter to be flown by air mail within the U.S.A., it had to be dual-franked with Canadian stamps for the journey to the U.S.A., and American stamps for the air mail service within the U.S.A.

Victoria, B.C.  
30<sup>th</sup> Nov., 1927.

### Confidential

Dear Mr. Murray,

With reference to your confidential letter of the 29<sup>th</sup> inst., regarding proposed Air Mail service between Victoria, Vancouver and Seattle, it is a little difficult to estimate just what mail would be expedited should the Service be inaugurated.

So far as the evening mails from here are concerned it is believed that nothing would be gained by departing from the present arrangements, inasmuch as 7.00 a.m. is early enough for the mails to reach Vancouver, while close connections are made with train No. 4.

No doubt if a plane left here during the forenoon there would be a considerable quantity of letters posted so that they could be delivered in Vancouver the same day while, if one left here after the 2.15 p.m. steamer, some letters might be posted to make connection with the night trains.

So far as Seattle is concerned, it is believed that a considerable amount of mail would be expedited by being sent by Air Mail, inasmuch as neither the "Sol Duc" nor the C.P.D. steamer connects with the Eastern train leaving Seattle at 7.30 p.m. Our 4.30 p.m. steamer, however, makes a good connection with the southbound trains.

However, the whole matter hinges so much on the time and regularity of leaving that it is very difficult to make even an approximate estimate. I feel quite sure, nevertheless, that the service would be quite popular.

In connection with the present U.S. service, between Seattle and Victoria, the flying time is usually about sixty or seventy minutes.

At present the lobby vendor in Victoria

sells about forty dollars worth of United States Air Mail stamps per month, mostly for California and New York letters, indicating that for rapid transit there is a constant demand.

Should the service be inaugurated and planes leave Vancouver and Victoria about noon, no doubt a considerable amount of correspondence would be posted so that deliveries could be made the same afternoon, the same conditions applying to a Seattle service. Any estimate of the weight, however, would be more or less guesswork at the moment.

Yours truly,  
(Sgd.) G.H. Gardiner  
Acting Postmaster

Mr. J. F. Murray,  
District Superintendent  
of Postal Service,  
Vancouver, B.C.

CCNY  
Victoria, B.C.  
30th Nov., 1927.

Confidential

Dear Mr. Murray,

With reference to your confidential letter of the 29th inst., regarding proposed Air Mail service between Victoria, Vancouver and Seattle, it is a little difficult to estimate just what mail would be expedited should the Service be inaugurated.

So far as the evening mails from here are concerned it is believed that nothing would be gained by departing from the present arrangements, inasmuch as 7.00 a.m. is early enough for the mails to reach Vancouver, while close connections are made with train No. 4.

No doubt if a plane left here during the forenoon there would be a considerable quantity of letters posted so that they could be delivered in Vancouver the same day while, if one left here after the 2.15 p.m. steamer, some letters might be posted to make connection with the night trains.

So far as Seattle is concerned, it is believed that a considerable amount of mail would be expedited by being sent by Air Mail, inasmuch as neither the "Sol Duc" nor the C.P.D. steamer connects with the Eastern train leaving Seattle at 7.30 p.m. Our 4.30 p.m. steamer, however, makes a good connection with the southbound trains.

However, the whole matter hinges so much on the time and regularity of leaving that it is very difficult to make even an approximate estimate. I feel quite sure, nevertheless, that the service would be quite popular.

In connection with the present U.S. service, between Seattle and Victoria, the flying time is usually about sixty or seventy minutes.

At present the lobby vendor in Victoria

sells about .....

-2-

sells about forty dollars worth of United States Air Mail stamps per month, mostly for California and New York letters, indicating that for rapid transit there is a constant demand.

Should the Service be inaugurated and planes leave Vancouver and Victoria about noon, no doubt a considerable amount of correspondence would be posted so that deliveries could be made the same afternoon, the same conditions applying to a Seattle service. Any estimate of the weight, however, would be more or less guesswork at the moment.

Yours truly,  
(Sgd.) G.H. Gardiner  
Acting Postmaster.

Mr. J. F. Murray,  
District Superintendent  
of Postal Service,  
Vancouver, B.C.

Thanks Jim.

# U.S. DOMESTIC AIR SERVICES

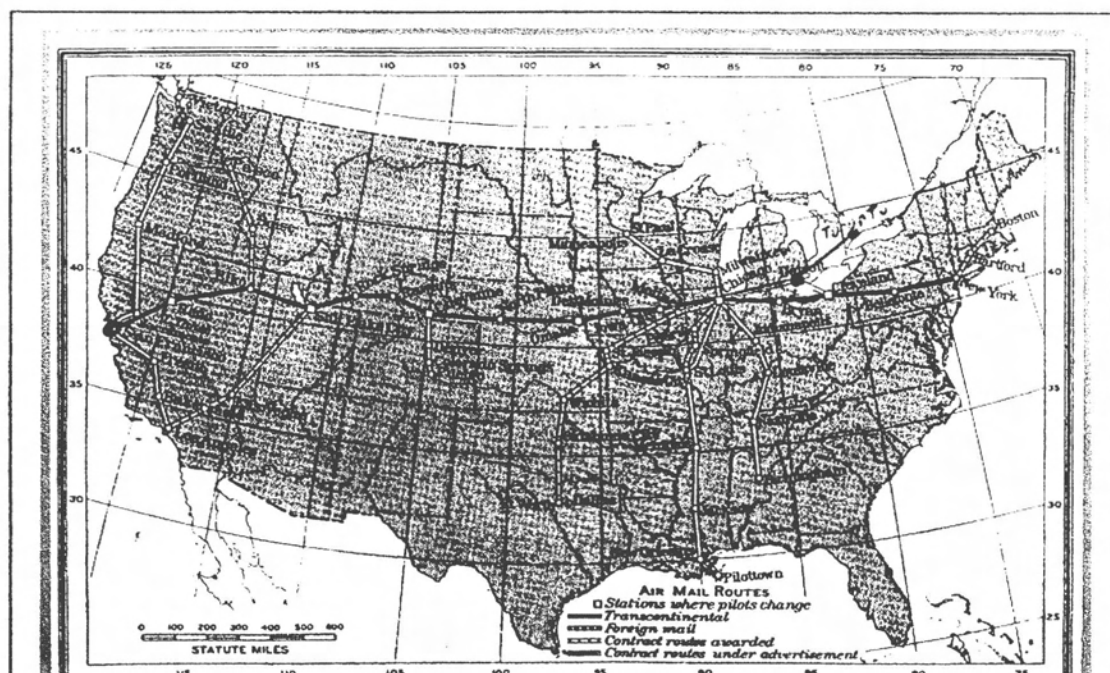
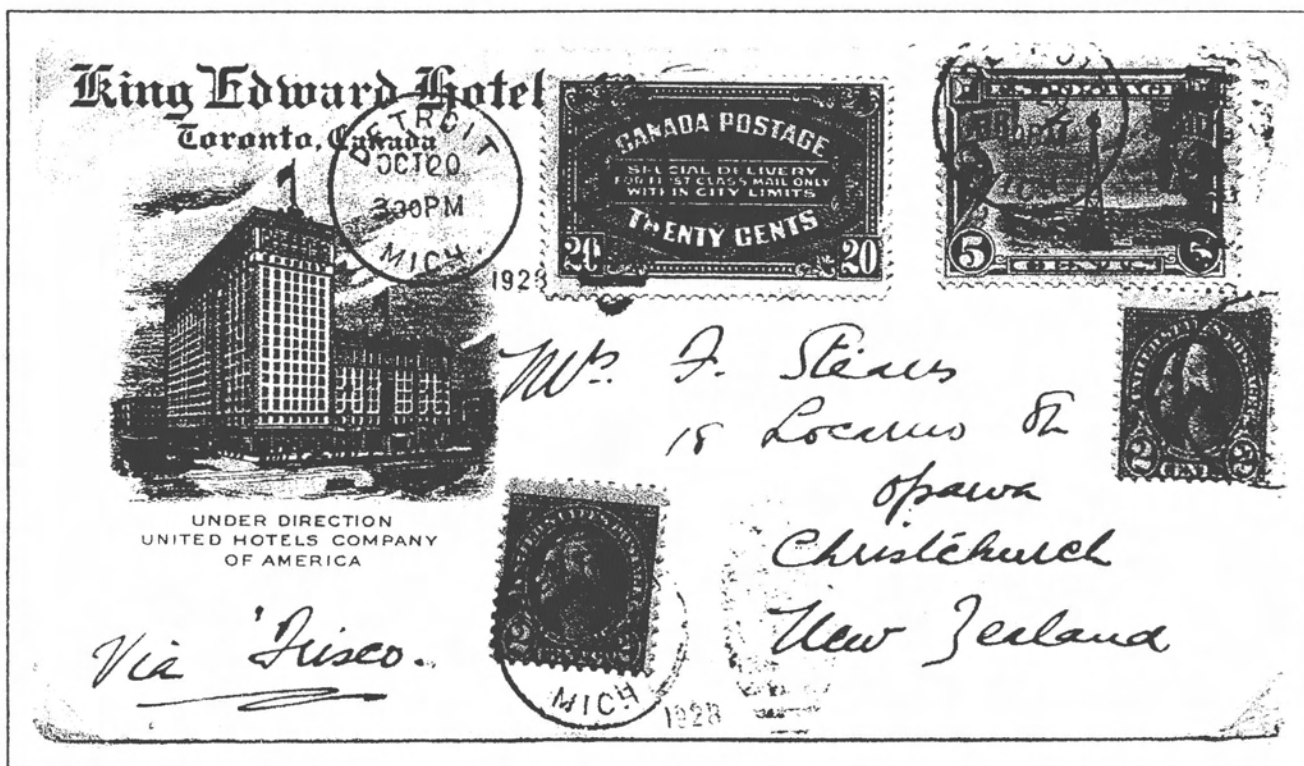
## AIR ACCELERATED MAIL CANADA VIA U.S.A. TO N.Z.

### 1928

This letter has been sent from Toronto, Canada *Special Delivery* to Detroit U.S.A., on 20 October 1928.  
National Air Transport would then have carried it to Chicago.

There it intercepted the trans continental route to San Francisco, operated by Boeing Air Transport.  
On arrival B/S San Francisco 22 October 1928. Onwards by fast mail steamer to New Zealand.

Franking . Canada 20 Cent *Special Delivery*-(Toronto to Detroit). *Postage* U.S. 4c. *Air Mail* U.S. 5 c. per half ounce.



SEASON'S GREETING's from RICK OXENHAM



## Unorthodox Frankings

The cover on the previous page is most unusual, not just for the double franking, but because a Special Delivery stamp has been used as the only Canadian franking.

The Special delivery service was described as follows some years ago:

July 1, marks the anniversary of one of Canada Post's more innovative mail delivery services. The service was introduced to meet the needs of clients who required and were willing to pay for mail deliveries beyond those provided by the normal delivery system. Initiated in 1898, in 14 cities, the Post Office named the new service Special Delivery.

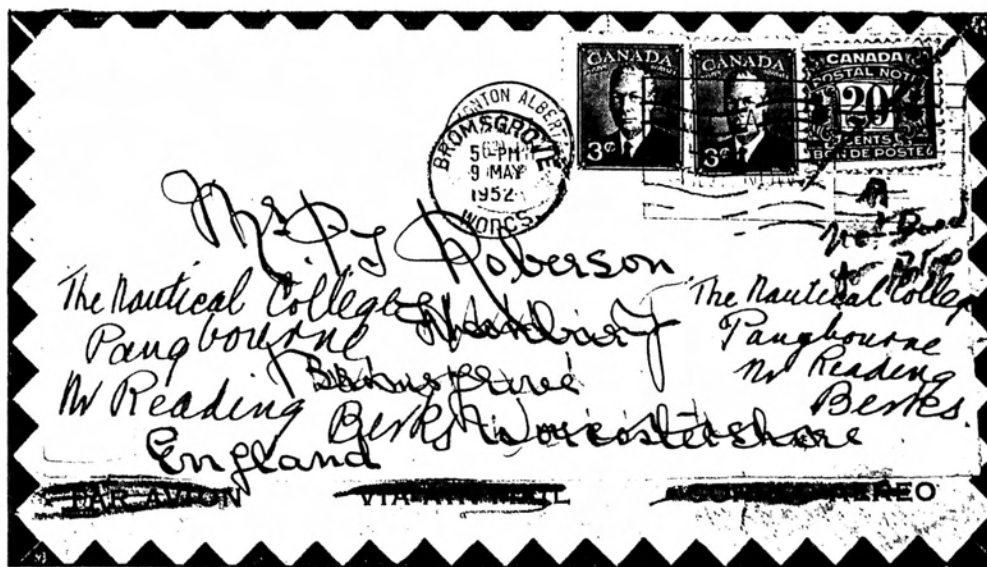
To get ready for the heroic experiment, the Post Office Department released a 10-cent stamp (Scott #E1), recess-printed in dark green by the American Bank Note Company, Ottawa on June 28, or July 1, 1898, depending on what sources or reference materials one consults.

Special delivery for first-class mail prepaid with the 10-cent surcharge would be available from 7 a.m. to 11 p.m. daily except Sundays. A further precaution by the Post Office, to ensure that it could fulfill its mandate, was to restrict this new service to mail addressed within the city limits for the specified towns.

The original 14 cities where special delivery was initiated, in alphabetical order, included Brantford, Fredericton, Halifax, Hamilton, Kingston, London, Montreal, Ottawa, Quebec, St. John, Toronto, Vancouver, Victoria, and Winnipeg.

The 10-cent special delivery rate amounted to three and one-third times the three-cent first-class, single letter rate in effect in 1898. A surcharge of that magnitude, although significant, was apparently considered acceptable as more than 3.6 million special delivery stamps were produced before the rate was increased to 20 cents in 1922.<sup>1</sup>

Although the Special delivery stamp was inscribed "FOR FIRST CLASS MAIL ONLY WITHIN CITY LIMITS" the Post Office accepted it as payment of the 2 cents postage required to the States. The sender may have been lucky! - On the cover below, the Post Office did not accept a 20 cents Postal Note stamp as partial payment of the air mail postage, even though "the government" was receiving considerably more than the extra 9 cents postage required!



Postmarked: EDMONTON, ALBERTA APR 27 1952

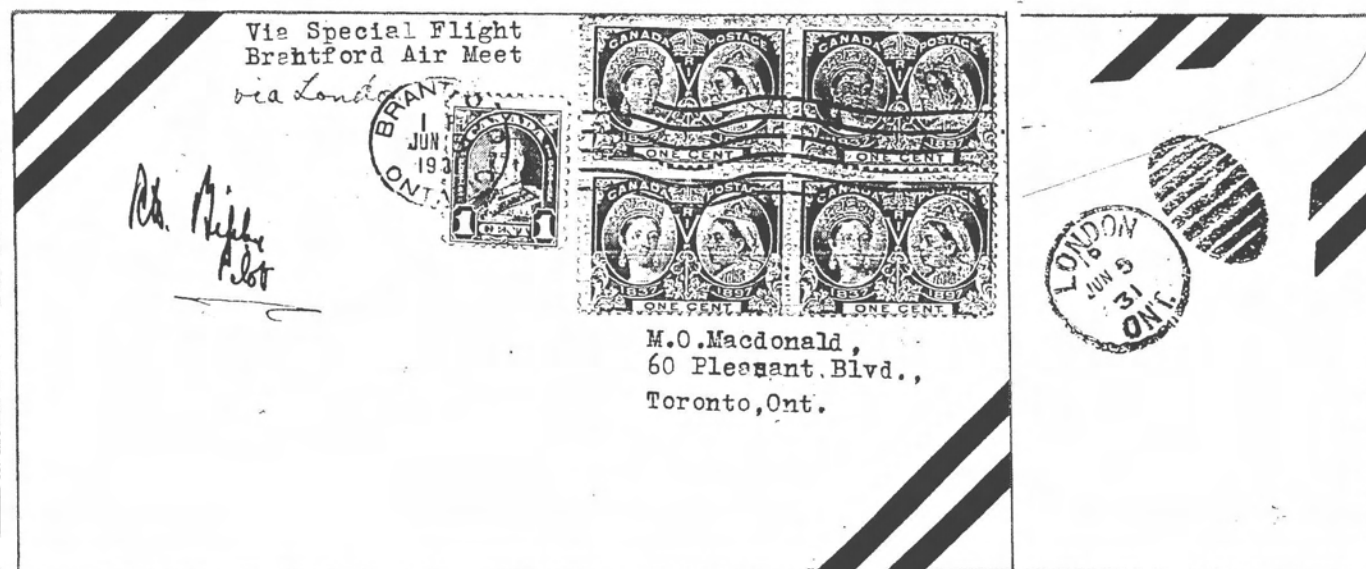
A line has been drawn through the POSTAL NOTE stamp, a note added "Not Good for Postage", and the printed PAR AVION VIA AIR MAIL CORREO AEREO instructions have been crossed out.

Second cancellation: BROMSGROVE WORCS. 9 MAY 1952 (In England, after redirection.)

If any body can provide more information about these frankings, or examples of other unorthodox frankings, please send details to the editor.

<sup>1</sup> Special Delivery Anniversary by Tony Shaman, Canadian Stamp News, July 13 1993.

## FOUR VICTORIAS and GEORGE -THE FIFTH!



Four Queens and one King - tough to beat in a game of poker. Same thing in the aerophilately game - with a cover displaying four **Victorias** and a **George V**. Particularly when these 'Royals' were flown all the way to **London** by **R H Bibby**. And then, befitting a Diamond Jubilee, a final journey home to **60 Pleasant Blvd.**

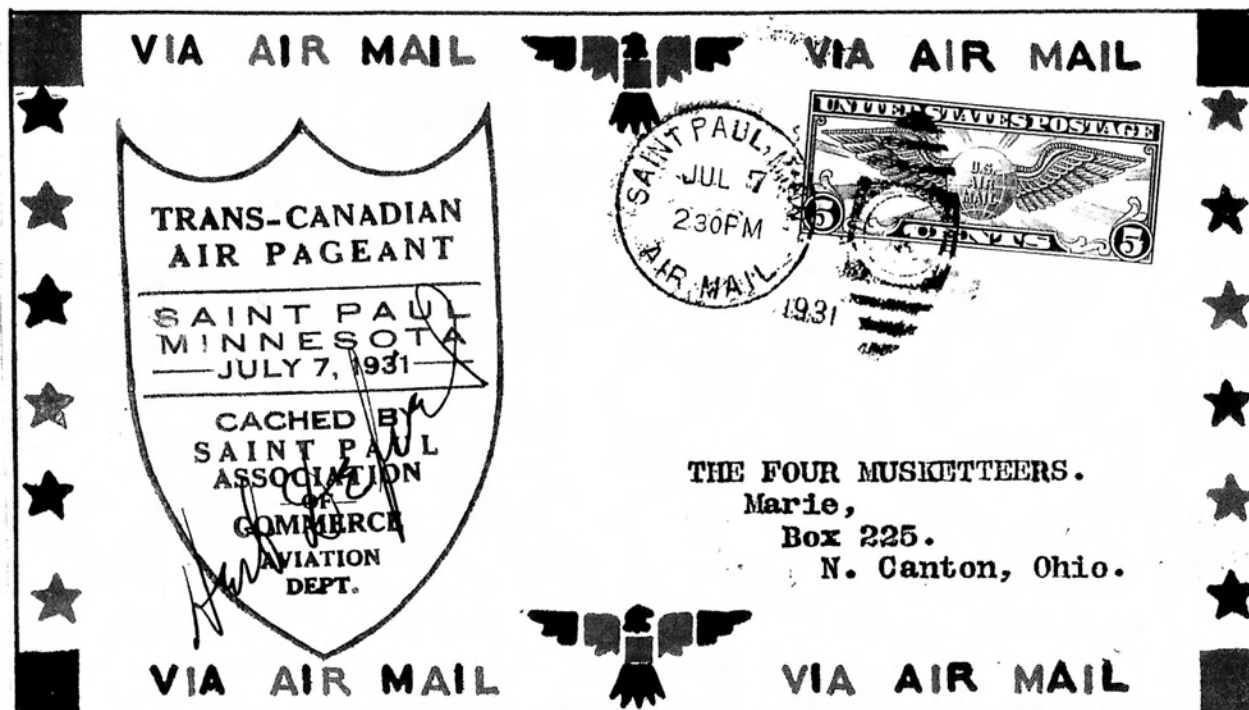
Heh wait a minute, this is not the way to 'write up' a cover! On the other hand, maybe Christmas is a good time to loosen up a little - with the odd play on words, and even a bit of child-like abandon.

Actually the cover does have a couple of interesting features. The block of four 1-cent Diamond Jubilees (#51) and the single 1-cent Leaf Issue (#162) are identical shades of orange - interesting since they were issued 33 years apart. And Bibby's initials! Are they really 'R H'? Or, are they 'R B', as seen a couple places in AMCN and in the occasional Newsletter article? The initials of the signature on cover do 'appear' to be R H - guess a little digging in the archives should clear this up once and for all.

A final trivia question. I wonder how many Canadian aerophilatelic covers out there are franked with stamps issued before 1897? Merry Christmas everyone . . .

*Gord Mallett*

## 1931 - TRANS-CANADIAN AIR PAGEANT



Postmarked: SAINT PAUL, MINN. JUL 7 2.30PM AIR MAIL 1931

This cover is #3129e in The Air Mails of Canada and Newfoundland, but the cachet isn't listed:

1931, July 1-September 12 — Trans Canada Air Pageant. This tour followed the Ford Reliability Tour of 1930 and was scheduled to visit 29 Canadian and 2 U.S. cities. In some areas the pageant coincided with other air events, which were reflected in the cachets. Covers seen as noted and do not exist for all points.

3129 Any cover listed below 10.00

City	Date Show Scheduled	Date Show Held	Remarks
a. Hamilton	July 1	July 1 - combined with 1931 Ford Rel. tour	
b. Windsor	July 4	July 4	
c. South Bend Ind.,	July 5	Stopover only	Cachet
d. Madison Wis.	July 6	Stopover only	
e. Minn./St. Paul	July 7	Stopover only	

(Listing continues to 3129ae.)

Thanks to DON LUSSKY for sending this in.

Can anybody identify the signature, and their role with the Air Pageant?

## NORTH TORONTO STAMP CLUB - 58<sup>th</sup> ANNUAL EXHIBITION and BOURSE

10am to 6pm Saturday MARCH 24<sup>th</sup> 2001, and 10am to 4pm Sunday March 25<sup>th</sup>.

Civic Garden Centre, Edwards Gardens, 777Lawrence Ave. East at Leslie St.

For more information contact BEN MARIER tel. 416 492 9311

# AUTOGIROS ON STAMPS

▼ NELSON D. BENTLEY

**L**ike the Wright Brothers and their man-carrying gliders and engine propelled "Wright Flyer," one man, Spain's Juan de la Cierva, a successful aircraft designer and engineer, can be credited with developing and flying a practical autogiro.

In 1921, he started experimental flights with rotor blades on top of a mast attached to an aircraft fuselage with wings and an aircraft engine with a propeller. The rotor system freely auto-rotated and had no connection to the engine. After testing different hinge attachments of the rotors to the hub on top of the mast, he was successful in flying the autogiro with complete control on Jan. 9, 1923.

Cierva continued to develop and perfect the autogiro and in 1926, he and British aviation industrialist James Weir formed the Cierva Autogiro Company. Thereafter, Britain

became the center of autogiro activity.

Cierva was involved in training pilots at the factory and he also toured Europe with the autogiro giving demonstrations that drew crowds wherever he went. On Sept. 18, 1928, Cierva flew an autogiro across the English Channel. In the United States, Pitcairn (Autogiro Company of America) and Kellett built autogiros under license from the Cierva Co.

In December 1936, Juan de la Cierva was a passenger on an airliner attempting a landing in fog at Croydon Airport and was killed in the crash.

The first autogiro on a stamp was issued by Spain during June 1935 (Scott C72A, Figure 1a). It showed a military autogiro over Seville. In 1938, the stamp was re-engraved and the color was changed from gray blue to dark blue (Scott C72B, Figure 1b). Both exist imperforate and Scott C72B also exists perf 10 and 14.

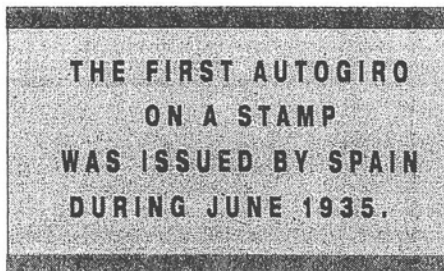


Figure 3: Spain Scott C109



Figure 4: Spain Scott 7LC14.

**Continued**



Figure 1a: Spain Scott C72A



Figure 1b: Spain Scott C72B. Note the shaded skyline in the redrawn Scott C72B.



Figure 5: Spain Scott 7LC19.



Figure 2: Spain Scott C77, C80, C82 and C84.



Figure 6: Spain Scott 1040.



**AUTOGIROS ON STAMPS by Nelson Bentley, continued:**

On March 11, 1936, Spain issued a set of stamps for the 40th Anniversary of the Madrid Press Association. Four of the stamps (Scott C77, C80, C82 and C84, Figure 2), in a vertical format, show an autogiro over the House of Nazareth.

In January 1939, in honor of Juan de la Cierva, Spain issued a set of seven unwatermarked perf 11 stamps with his face and an autogiro over Madrid (Scott C100-C108).

Later, from 1941 to 1947, the same set was issued perf 10 with different colors (Scott C109-C116, Figure 3). On Scott C109-C113, there also exists an overprint "EXPOSICION NACIONAL DE FILATELIA 1948 SAN SEBASTIAN" that was privately applied.

On April 1, 1937, Spain Scott C72A was overprinted in red "¡VIVA ESPANA!" with the letters 15mm high to make Scott 7LC14 (Figure 4). On May 1, 1937, Scott C72A, with the same overprint but 13mm high letters, became Scott 7LC19 (Figure 5).

This stamp imperf is rarer. Overprinted in black, "Seville, VIVA ESPANA, Julio - 1936" it is Scott 14L26.

The latest Spanish stamp to feature an autogiro was Spain Scott 1040 (Figure 6), issued Dec. 11, 1961, one of a set of five to commemorate the 50th anniversary of Spanish aviation. The 1-peseta stamp prominently shows a Cierva autogiro.

Spain Scott C113 was overprinted in red "Golfo de Guinea," and is listed as Spanish Guinea Scott C2 (Figure 7).

Ifni is another country that used Spanish stamps. On Nov. 29, 1947, Ifni overprinted "IFNI" in carmine on Spain's 1939 and 1947 designs, with new denominations, with Cierva's face and autogiro over Madrid to make Ifni Scott C38 and C39.

On July 18, 1977, Paraguay issued a "History of Aviation" set and one of the stamps (Scott 1742f) shows an artist's drawing of an early model of a Cierva autogiro flying over a city, with the face of Cierva in the upper right corner.

Three other countries have included an autogiro on a stamp. Antigua & Barbuda Scott 1032, issued April 19, 1987, includes a 1923 Cierva C4; Cuba Scott 3727, released March 4, 1996, show a Cierva C4 model and Bulgaria Scott 4045, issued July 7, 1998, features the German 1937 Focke Wulf FW61 (Figure 8).



Figure 7:  
Spanish Guinea Scott C2.

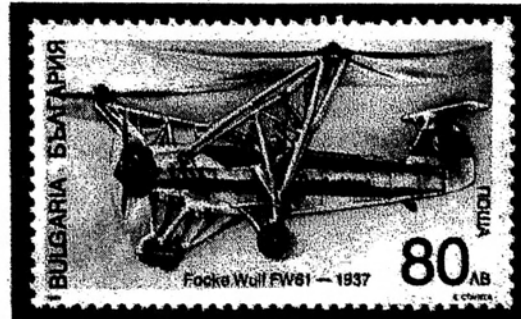


Figure 8:  
Bulgaria  
Scott  
4045.

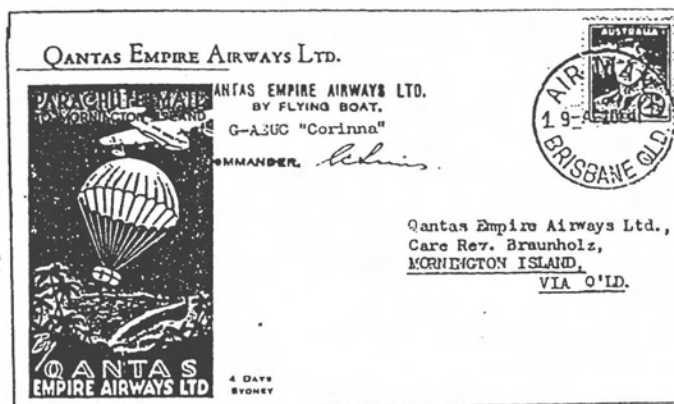


This contribution is based on an article by Nelson that was published in the August 2000 issue of **SCOTT Stamp Monthly**. Congratulations Nelson, and best wishes for a speedy recovery from your broken ankle.

## THE CHRISTMAS PARACHUTE MAIL DROPS TO MORNINGTON ISLAND.

by Arthur Bergen

**EDITOR'S NOTE:** the Christmas Mail drops along the North shore of the St. Lawrence are an important part of Canadian aerophilately. - I was intrigued to read in the July 1999 issue of THE AUSTRALIAN AEROPHILATELIST, that Australia also has a saga of Christmas parachute mail drops.



Mornington Island in the Gulf of Carpentaria is the largest island of the Wellesley group, and in the 1930s a Mission Station was established there by the Australian Inland Mission. Far from being 'inland', as it is located 70 miles off the coast, it was its isolation and the needs of the aboriginal people living there that decided the Mission Station be established on the island. The missionaries used a small lugger to periodically bring stores and mails from Burketown in Queensland to the island, but generally they lived a fairly lonely and isolated existence.

With the commencement of the Empire Flying Boat Service by Qantas to the U.K. in 1938, Mornington Island was located on the route of the final leg in Northern Australia between Karumba and Darwin, so those on the island must have felt some remote contact with civilization as the planes passed high overhead as specks in the sky.

In December 1939, as the Qantas Flying Boat 'Corio' gradually lost height over the Gulf of Carpentaria, the passengers must have been made aware that it was a planned descent and not one brought about by an engine failure. The occasion was that of the first parachute drop of supplies and mail to the island, a necessity brought about by the wartime effect on shipping to the area, and carried out as a goodwill gesture by Qantas. One can imagine the excitement of those on the ground, when the speck in the sky became a huge flying boat, passing a few hundred feet above the tree tops with a roar of its four engines. The passengers aboard the aircraft must also have enjoyed the manoeuvre additional to their normal flight and would have seen those gathered below eagerly watching the two parachutes floating down.

This 'gift from the sky' to the folk on the island was brought about by a friendship built up over the years between the founder of Qantas, Hudson Fysh, and the Rev John Flynn of the A.I.M. Both had parallel aims of being of service to humanity; the one by bridging the gap of isolation and loneliness with an air service of transport and communication, and the other by acknowledging the medical and spiritual needs of all fellow Australians in remote areas, leading to the establishment of mission stations and later to the Flying Doctor Service.

The airdrop of December 1939 was the forerunner of a further six drops being made by Qantas; none was made in 1940, but one in 1941, 42 and 43. Owing to wartime demands on aircraft and the nearing action in the northern area there were no drops in 1944 or 1945, but they were resumed and carried out in 1946, 47 and 48. Late in 1948 Trans-Australia Airlines took over the internal Australian routes from Qantas, so the 1948 drop was the last carried out by this airline, which had made a total of seven goodwill drops to the isolated mission station. In December 1949 T.A.A. made a special drop to the island after which annual service was discontinued.

Qantas was aware of the interest shown by aerophilatelists in the unusual means of delivering mails and supplies to the island, so had special vignettes printed to be affixed to their own prepared covers. The two-coloured labels varied for each flight and each printing numbered about 400. There is not a complete record of the number of covers carried on each flight, but in 1939 there are 70 recorded and in 1942 there are 400.

The era of the flying boat is recorded by such names as 'Corinna', 'Corio' and 'Cooloongatta', some of the aircraft that opened up the world's air routes and in particular helped to make the festive season a more joyous occasion for those living on Mornington island in Australia's far north.

**1939:**  
**MAIL FROM ST. PIERRE ET MIQUELON**  
**ON PAN AMERICAN AIRWAYS FIRST RETURN FLIGHT ON THE**  
**NORTHERN TRANS-ATLANTIC ROUTE.**

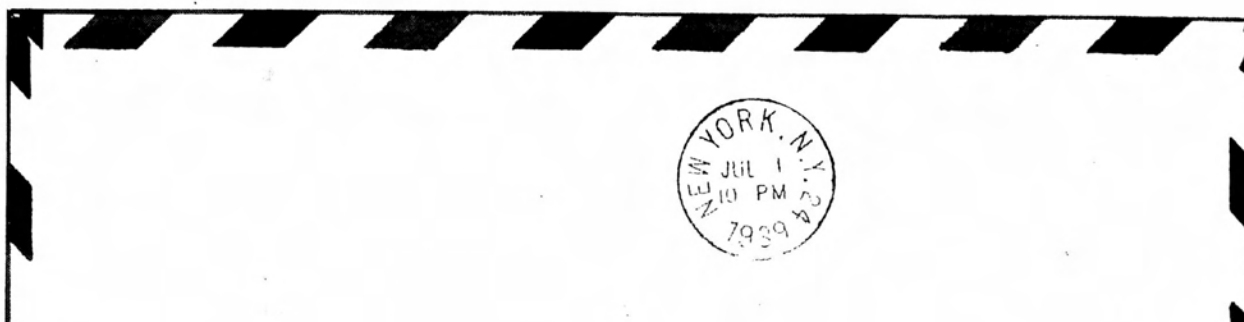


**Franked:** St. Pierre et Miquelon 2Fr.25 and 1Fr.25

**Postmarked:** ST. PIERRE ET MIQUELON 21-6 39.

**Second franking:** Newfoundland 15cents

**Second Cancellation:** ST. JOHN'S G.P.O. NFLD 27 JUN 1939



**Backstamped:** NEW YORK. N.Y.24 10 PM JUL 1 1939

This cover was sent in by Johnathan L Johnson Jr., who noted:

*I'm enclosing a photocopy of an oddball cover. I believe it went surface St. Pierre et Miquelon to St. John's, then surface to Botwood, where it picked up NC18603 for a ride to Port Washington, NY. It's the first cover on FAM 18 I have seen out of the French island.*

I agree with John's comments, and have never seen a cover like this before either!

**Thanks John.**



TRANS-ATLANTIC - MIDDLE ROUTE

PAN-AM FAM 18 - FEB 1942

DENMARK - GREENLAND

USQUA NEW YORK



Cover to Greenland by air 'jusqu'à' New York with adhesives totalling 122 ØRE (SG's 314, 315, 316, 317, 318, 322, 324, 325, 326) tied by cds. - BRQ RUP / 24.2.42 12-13

Opened & re-sealed at BERLIN (9) with GROFFNET tape tied by red handstamp; also censored in BERMUDA and re-sealed with P.C. 90 tape 'EXAMINER 1347 / I.C.'

ROUTE: Denmark to Berlin (possibly by air); thence by D.L.H. via Frankfurt - Marseilles - Madrid - Lisbon; thence by Pan Am via Bermuda to New York; thence by sea to Greenland.

The agreement of 9<sup>th</sup> Apr 1941 between U.S.A. & Danish Govt Rep. in New York for establishment of air bases in Greenland restricted setting up of postal facilities to service personnel & U.S. Govt. employees & contractors & dependents, the mail for whom was carried by Air Transport Command. Civilian mail to go by sea.

Ivigut was location of cryolite mine used in production of aluminium. Ships used in its transport to New York were used for carriage of mail.

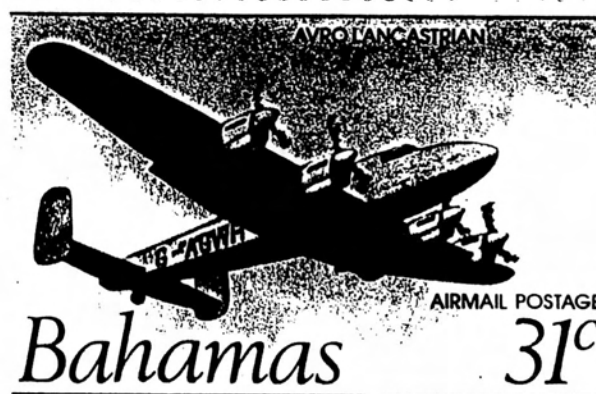


## SEASON'S GREETING's from JAMES DAVIDSON

Just another stamp story .....

During the period December 1945 to February 1946, British South American Airways took delivery of six Avro Type 691s known as Lancastrian IIIs; these aircraft were adapted from the World War 2 bomber, the Avro Lancaster, and could carry up to thirteen passengers and freight over a reasonably extensive range.

This airline's experience with the Lancastrian was not a happy one and by November 1947 four had been lost.



Bahamas air mail stamp (Scott C3 and C3a / S.G.665 and 701) depicts one of the crashed aircraft - G - AGWH "Star Dust" which was lost crossing the Andes on August 2, 1947.

According to T.Vs Information Network (subsequently confirmed on the Internet) the wreckage of "Star Dust" with the remains of five passengers and/or crew was located in February of this year.

SEASON'S GREETINGS



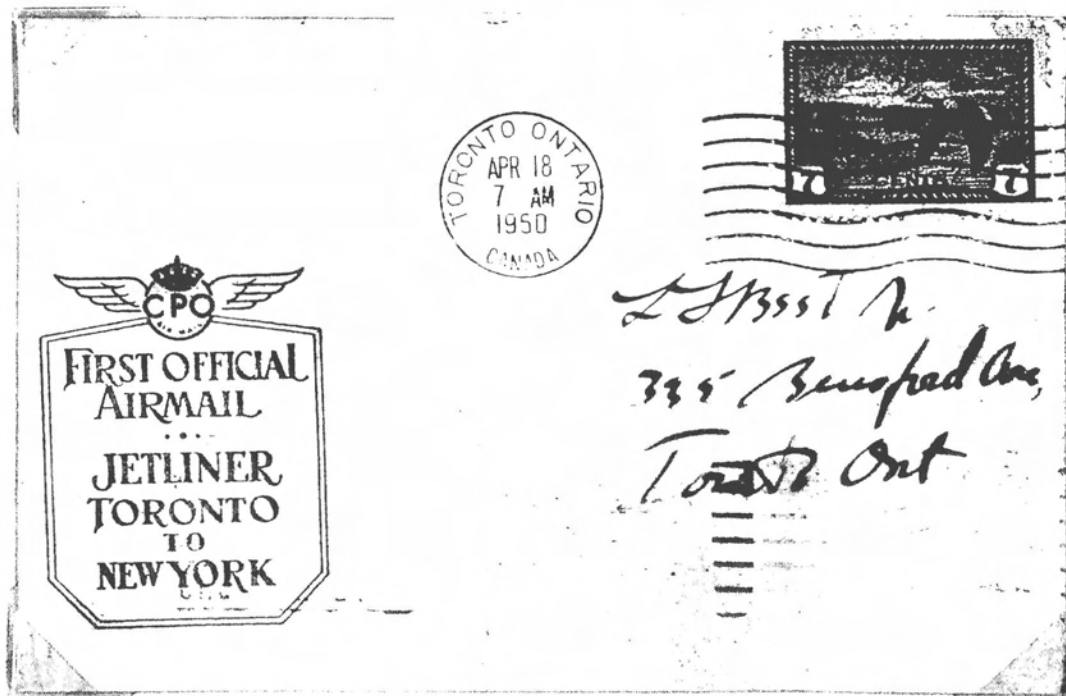
James Davidson  
4664 Highland Blvd  
North Vancouver BC V7R 3A5

# SEASON'S GREETING's from PATRICK CAMPBELL

## Little-known Canadian Events

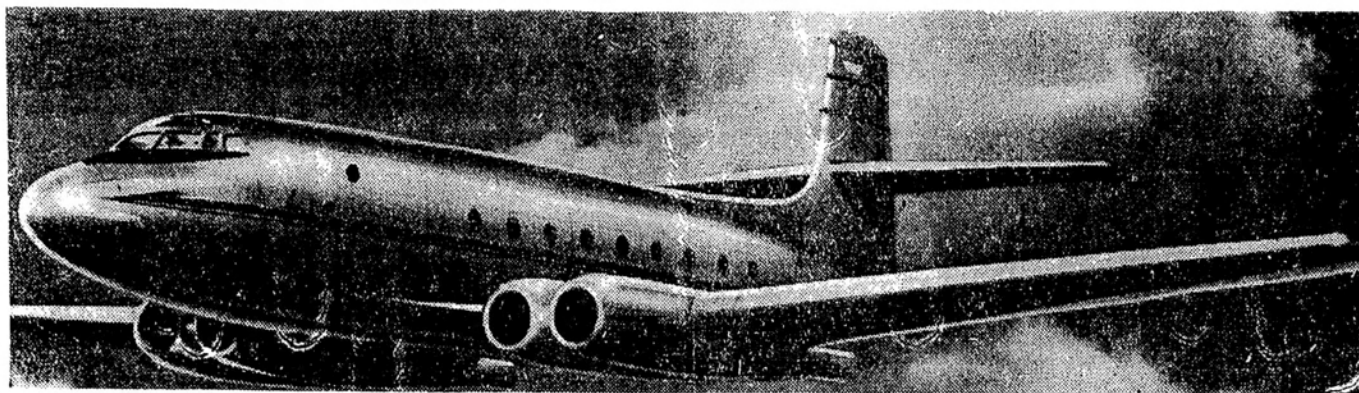


The Comet, the world's first passenger jet, made its first flight in July of 1949. Two weeks later the first flight of the Canadian Avro C-102 Jetliner took place. Below is a flown cover from a proving flight to New York in 1950. It is backstamped accordingly. The Jetliner was broken up in 1951 so production of the Avro Arrow could proceed.



I was very pleased to receive this page from Patrick Campbell, as I've been thinking we should commemorate the 50<sup>th</sup> ANNIVERSARY OF THE JETLINER'S FLIGHT TO NEW YORK in our newsletter, particularly since this flight is probably better known by aerophilatelists than anybody else. - Part of a contemporary account of this flight, from page 1 of The Toronto Star, is reproduced on the next page.

# 62 Minutes to New York by Jetliner



AVRO JETLINER CRUISING AT OVER 400 MILES AN HOUR

## Special to The Star

New York, April 18—In less time than it took Mayor Hiram McCallum to get back to his Toronto city hall office from leave-taking ceremonies, the Avro Canada Jetliner streaked from Malton airport today to New York to set a new speed record for the 359-mile journey. Aboard the aircraft, T.C.A. President Gordon McGregor saw his company's scheduled time on the route cut nearly in half. The machine landed at 10.33, 62 minutes after leaving Malton, having averaged 415 miles an hour for the trip. It was over the airport at 10.30 but circled three minutes before touching down.

## Gets Mixed Reception

By WILLIAM STEVENSON

With a cargo of good-will aboard, Canada's first jet airliner left Malton at 9.31 a.m. for New York—and a mixed reception from U.S. aviation interests, who have no jet airliner of their own.

For the first time in history, a jet airliner was crossing the United States. While New York's Mayor O'Dwyer waited at Idlewyld to greet the Canadian crew and smoke the pipe of peace puffed just an hour earlier by Toronto's Mayor McCallum, a different reception awaited the four-jet ship at neighboring La Guardia field.

There, Sigmund Janas, Colonial Airlines president, made a speech sounding the opening shots in the battle to prevent Canadian air enterprise invading the U.S. market.

His speech, released to newspapers all over North America yesterday, was headed "Janas Cautions Industry on Commercial Jet Use." In it, Janas threw doubt upon the safety of jet-propelled airliners at this stage, and suggested that only in the U.S. were flying standards high enough to ensure production of a safe jet airliner.

## Asked to Postpone Flight

A few weeks ago, Colonial Airlines asked Avro Canada officials to postpone the flight of their Jetliner to New York. The company refused, explaining they had made arrangements for the flight some time ago. "This seems to be Colonial's reply," said a company official today.

Gordon McGregor, T.C.A. president, who was the only private passenger aboard the Jetliner today, commented: "Janas hasn't flown in either of the only two jet airliners in the world—one of them Canadian, the other British."

Ironical, in view of the Colonial Airlines' speech, is the fact that pilot Don Rogers, with six others aboard, did not intend to display

the Jetliner's full potentialities on the Toronto-New York run because of safety regulations on which the Canadian department of transport insists.

## Must Keep in Sight of Ground

With insufficient flying hours clocked by the eight-months-old aircraft, the department would issue only a restricted license. This meant Rogers had to keep in sight of ground throughout the flight.

"Normally," he said, "I could soar straight up to our best height of 30,000 feet to get faster time."

Wearing an Indian headdress, and presenting a similar one to the pilot to give to Mayor O'Dwyer, Mayor McCallum started this morning's ceremonies at Malton by lighting a pipe of peace.

"I hope this will still be glowing when you reach New York," he told Rogers. To make sure it would be ready for Mayor O'Dwyer to take the next puff at Idlewyld, the pipe tobacco was soaked in turpentine. "Ugh," said the mayor, "And I mean a full-blooded Indian 'ugh'."

## Loads 15,000 Letters

Toronto's postmaster, W. N. McLean, supervised the loading of 15,000 jet-airmail letters aboard the aircraft. With him was the U.S. consul, Earl Russell, and the vice-consul, Charles Johnson.

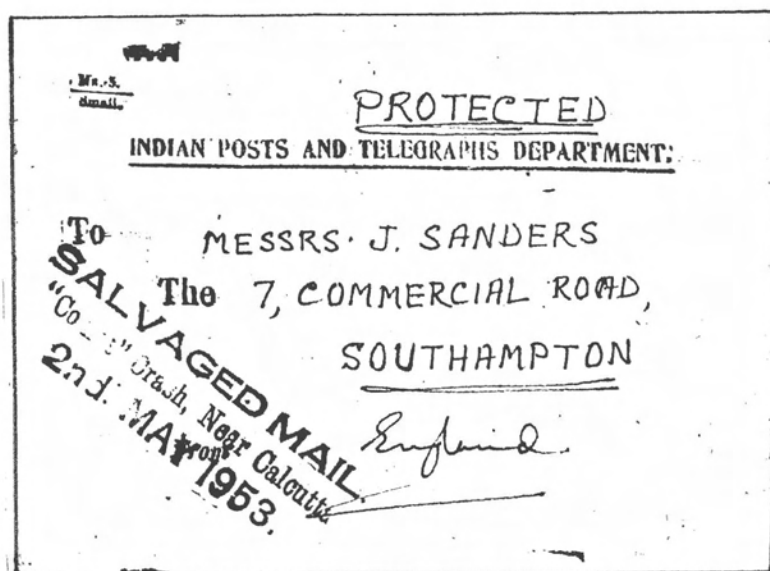
In spite of the stunning performance described above, no orders were obtained for the Jetliner, and only the prototype was built.

The aircraft was originally designed in 1946 to be powered by two Rolls-Royce Avon engines, to have a range of 1,200 miles, and to cost \$350,000. However, in 1947 Avro was told that the Avon engines would not be available. The aircraft was re-designed around four smaller Rolls-Royce Derwent engines, but its range was reduced to 700 miles, and the cost increased to \$750,000.

Quite why the Avon engines were not made available, and whether or not the Jetliner would have been economically viable, are still controversial questions.

## 1953: Crash of the DE HAVILLAND COMET near Calcutta.

I am not normally attracted by crash covers, but purchased this one as I am putting together a history of the De Havilland Comet in stamps and covers.

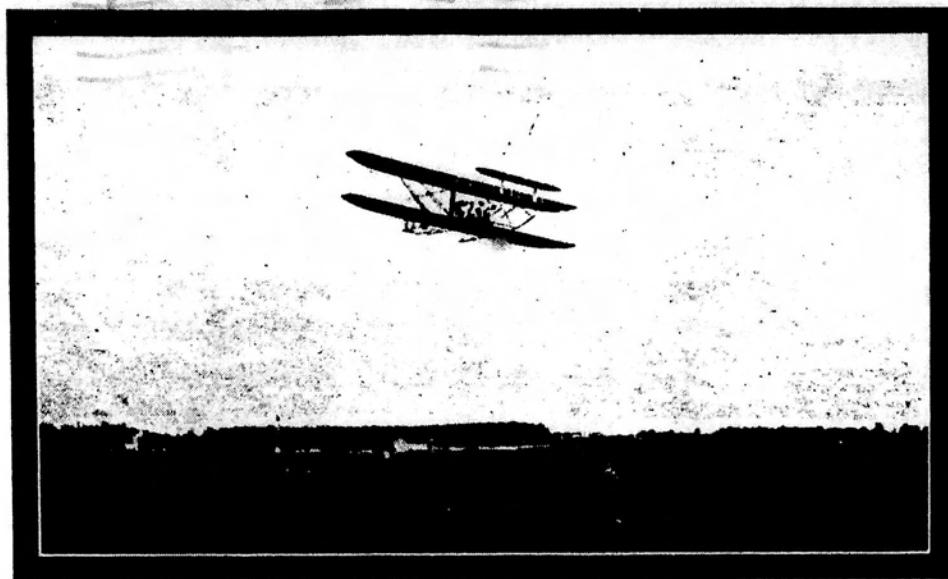


When I received this cover, I had a surprisingly profound feeling of "*what a story it could tell, if only it could talk*".

- on 2<sup>nd</sup> May 1953 it was on board BOAC Comet 1 G-ALYV, which had taken off from Calcutta, on a flight from Singapore to London.
- At 10,000 feet the aircraft flew into a heavy tropical thunderstorm and disintegrated.
- This cover was found among the remains, which were spread over an area of 20 sq. kms.
- It was dried out, and forwarded to England in the "ambulance cover".
- At some point it crossed the Atlantic, and entered the philatelic market.
- It was purchased from a dealer by Harry Patsalos of Florida, advertised on eBay, and sold to me in Kingston, Ontario.

**BEST WISHES FOR A SAFE AND ENJOYABLE HOLIDAY SEASON from CHRIS HARGREAVES**



**SEASON'S GREETINGS from STEPHEN NEULANDER****10:00 a.m. August 12, 2000****Stephen Neulander flies in the Wright B Flyer****Circling the field - 900 feet in the air**

My immediate reaction when I received this postcard was "wow": that must have been a fantastic experience!

Then I started wondering:

- will they take other people as passengers?
- could somebody really be licenced to carry passengers in an "open everything" replica of the Wright B Flyer?
- is this too good to be true? Is it the postcard equivalent of those imitation newspapers with headlines like *Steve Neulander Pitches For The Chicago White Sox!*
- why would Steve send me this if it wasn't true?

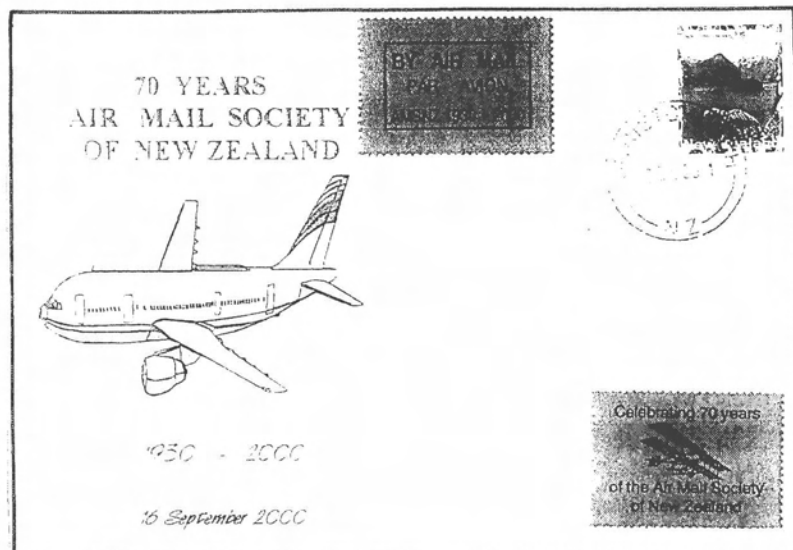
So I asked for more information, and Steve replied:

It's true. I went up in a modern "B" Flyer copied after the Wright Brothers plans. Sat on the front wing and all. Got a certificate with a toothpick attached -- to take the bugs out of my teeth. Flight lasts about 5 minutes for \$125. Go up to 50 feet. It was real and exciting. Would do it again in a minute. And you can fly on this plane, too. Tuesday, Thursday and Saturday from 9:30 to 2:30 at Dayton-Wright Airport (or is it Air Field?) in Miamisburg, Ohio. You'll get back \$15.00 in souvenirs and have a great time.

**WOW!**

SEASONS GREETINGSNEW ZEALAND SOCIETY AT 70 AND CANPEX 2000, CHRISTCHURCH

THE HIGHLIGHT OF THE AEROPHILATELIC YEAR IN 2000 WAS FOR ME, A VISIT TO CHRISTCHURCH, NEW ZEALAND FOR CANPEX, A MAJOR NATIONAL SHOW WITH, AS THEY SAY INTERNATIONAL PARTICIPATION. IT WAS THE LARGEST STAMP SHOW IN NEW ZEALAND SINCE THE INTERNATIONAL SHOW IN AUCKLAND 1990, AND IT WAS GREAT.



THERE WERE SOME 20 'AERO' EXHIBITS RANGING FROM A ONE FRAME SHOW OF SEAPLANES BY A YOUNG LADY OF 13, TO A MAJOR EXHIBIT OF CLASSIC AUSTRALIAN AIRMAILS BY AN AUSTRALIAN COLLECTOR THAT TOOK A LARGE GOLD AND RESERVE GRAND PRIZE.

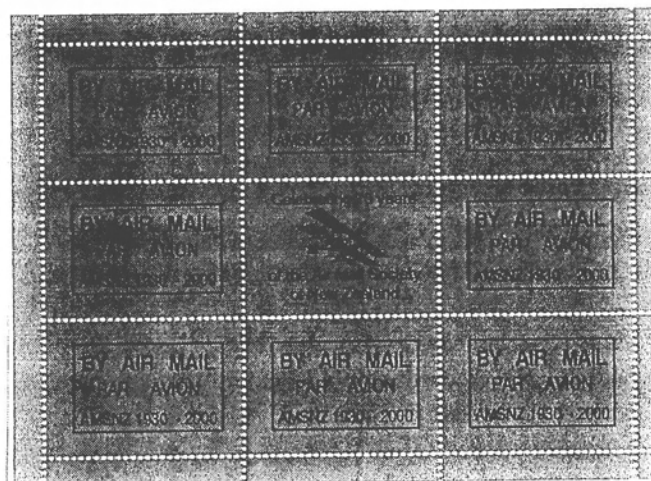
THERE WAS A SEPARATE "AERO FREE CLASS" WHICH ATTRACTED FOUR ENTRIES ALTHOUGH NONE AS INNOVATIVE AS AN ENTRY IN THE GENERAL "SOCIAL PHILATELY" CLASS CALLED 'THE WAY WE WERE'. THIS WAS A MARVELLOUS DISPLAY OF NZ SOCIAL HISTORY FROM THE BOER WAR TO DATE USING STAMPS, COVERS, CINDERELLAS, PHOTOS, MILITARY MEMORABILIA, INVOICE, THE LOT.

I AM STRONGLY IN FAVOUR OF INNOVATIVE DISPLAYS AND CANPEX PROVIDED MUCH OF INTEREST IN A VARIETY OF CLASSES. COME ON ORAPEX!

IT WAS ALSO GREAT FOR ME TO MEET SO MANY PEOPLE I KNOW MAINLY THROUGH THE MAIL. SPECIAL THANKS TO ALAN TUNNICLIFFE, EDITOR AND JIM STAPLETON, DOYEN(?). THE NZ SOCIETY HAD A MEETING AT CANPEX (MY FIRST) AND HAS JUST CELEBRATED 70 YEARS WITH SOUVENIRS AS SHOWN.

CHRISTCHURCH IS A FINE CITY, FULL OF FLOWERS IN SPRING AND WITH MORE STAMP SHOPS IN THE DOWNTOWN AREA THAN ANY OTHER PLACE I KNOW. LUCKY CHRISTCHURCH. LUCKY ME.

BEST WISHES TO ALL FOR COLLECTING SUCCESSES IN 2001.



MIKE SHAND  
1183 AGINCOURT RD  
OTTAWA, ON K2C 2H8

# AND FINALLY:

## A TRUE AEROPHILATELIC COVER OF THE MILLENNIUM?

The last two editions of this Seasonal Special newsletter, have included tongue-in-cheek nominations for the AEROPHILATELIC COVER OF THE MILLENNIUM, by Mike Shand in 1998, and myself in 1999.

This year, however, we have what might be considered a TRUE AEROPHILATELIC COVER OF THE MILLENNIUM:



LUFTHANSA FLIGHT LH 572, Boeing 747-400

Departed: Frankfurt am Main, Germany 31<sup>st</sup> December 1999

Arrived: Johannesburg, South Africa 1<sup>st</sup> January 2000

Thanks to Ralf Peter Wunschmann for this cover,  
and

Many thanks to everybody  
who contributed items for this  
section of the newsletter.

## A MYSTERY SOLVED: THE WESTERN CANADA AIRWAYS "LONG LAKE" OVERPRINTS

Ed Matthews has come up with a solution to this mystery, which first appeared in this newsletter as a question in the March 1999 issue.

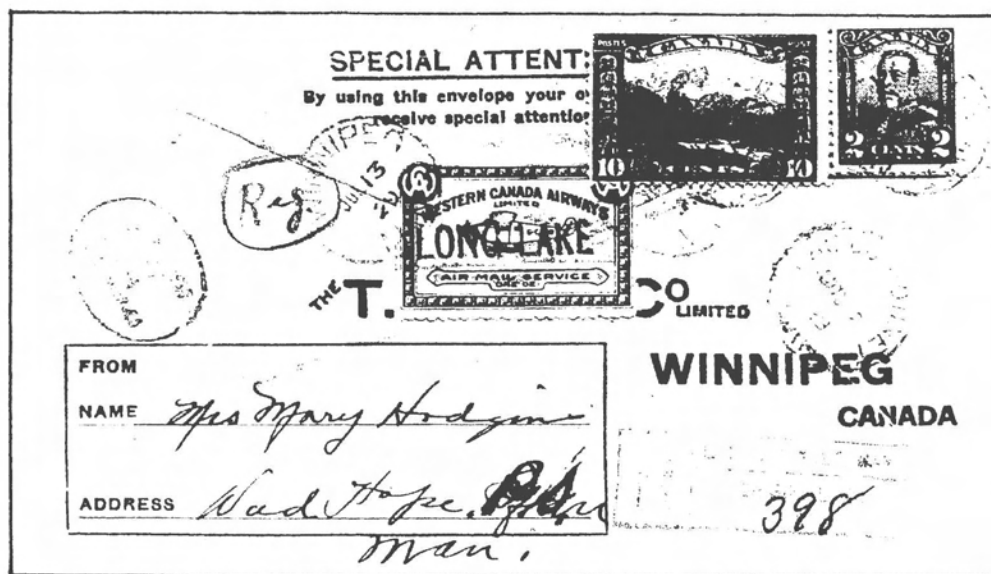
In order to help Ed in his research, the question was repeated, (with additional information that had been obtained), in the *Canada Air Mail Notes* of the American Air Mail Society's Jack Knight Air Log (which I also edit).

So that all readers can enjoy this "mystery" to the full, I am going to review the various "pieces of the puzzle" below, before publishing Ed's solution, which begins on page 26:

The LONG LAKE overprints are listed in the Air Mails of Canada and Newfoundland as follows:

"Long Lake" Overprint — Previous listings in the *American Air Mail Catalogue* included a 2-line overprint on CL 40, such stamps used on a first flight of Oct. 9, 1928. Everything about this usage, while scarce, is dubious. The name "Long Lake" had, by October 1928, been changed to Wadhope. All reported overprints were 1-line and not 2-line. Dates of usage are reported from Aug. 15, 1928, to Oct. 15, 1929. In addition, on various reported covers, the CL 40 is not properly tied. These covers with CL 40 should therefore be considered as souvenir covers.

However, Ed found the following cover which challenges this listing, as it seems without doubt to be a commercial cover, and the Western Canada Airways stamp is tied to it by both the 10 cent Mount Hurd stamp and a Winnipeg postmark.



Cover mailed by: Mrs Mary Hodgins, Wad Hope, Man    Return address changed to: Wad Hope P.O. Man.

Postmarked: LAC DU BONNET JUL 12 29 MAN

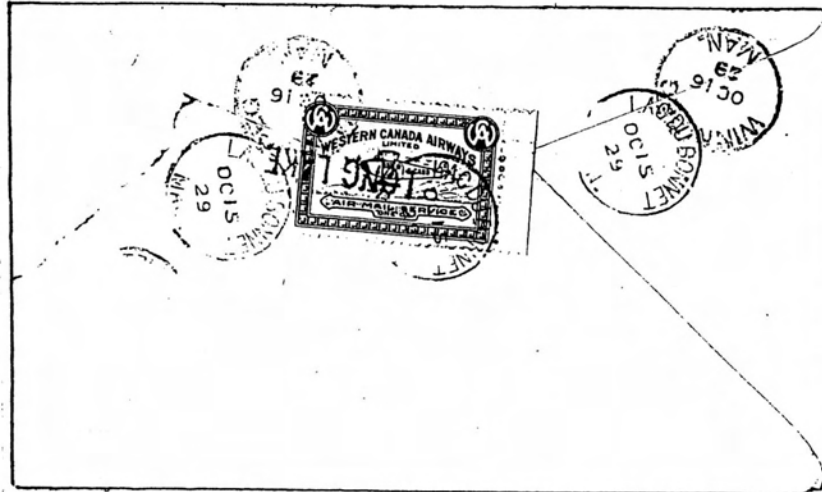
Registered: LAC DU BONNET, MAN. ORIGINAL NO. 398

Receiver postmark: WINNIPEG JUL 13 29 MAN

It also seemed that this might not be an overprint but a cancellation! - In response to the newsletter question, John Wheeler produced the cover illustrated at the top of the next page, in which the "overprint" is tied to the cover as well as the stamp.

Continued



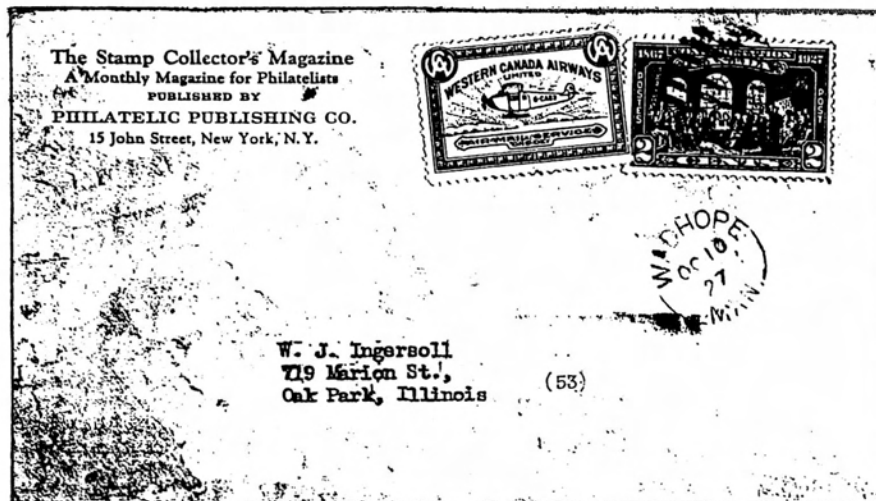
**WESTERN CANADA AIRWAYS "LONG LAKE" OVERPRINTS continued:**

**Cover Registered on front:** LAC DU BONNET, MAN.

**Backstamped:** LAC DU BONNET OC 15 29 and WINNIPEG OC 16 29

*Mailed to "the Stirling Family" in Winnipeg. The regular stamp has been torn off the front of this cover.*

But if the "overprint" was in fact a cancellation, why was it being used, when the next cover, sent in by Murray Heifetz, shows that the Wadhope post office had an official datestamp?



**Postmarked:** WADHOPE MAN OC 10 27

Yet if Wadhope had an operating Post Office, why were these covers being sent to Lac du Bonnet?

And why were the Western Canada Airways semi-official stamps being used at all, since a Government Air Mail service to and from Wadhope had commenced on October 4<sup>th</sup> 1927, (AMCN #2713); and was still operating in 1929, as the 1929 REPORT ON CIVIL AVIATION included under SUMMER SERVICES:

*Lac du Bonnet-Bissett-Wadhope.*

Distance—82 miles.

Frequency—Semi-weekly trip every Tuesday and Friday.

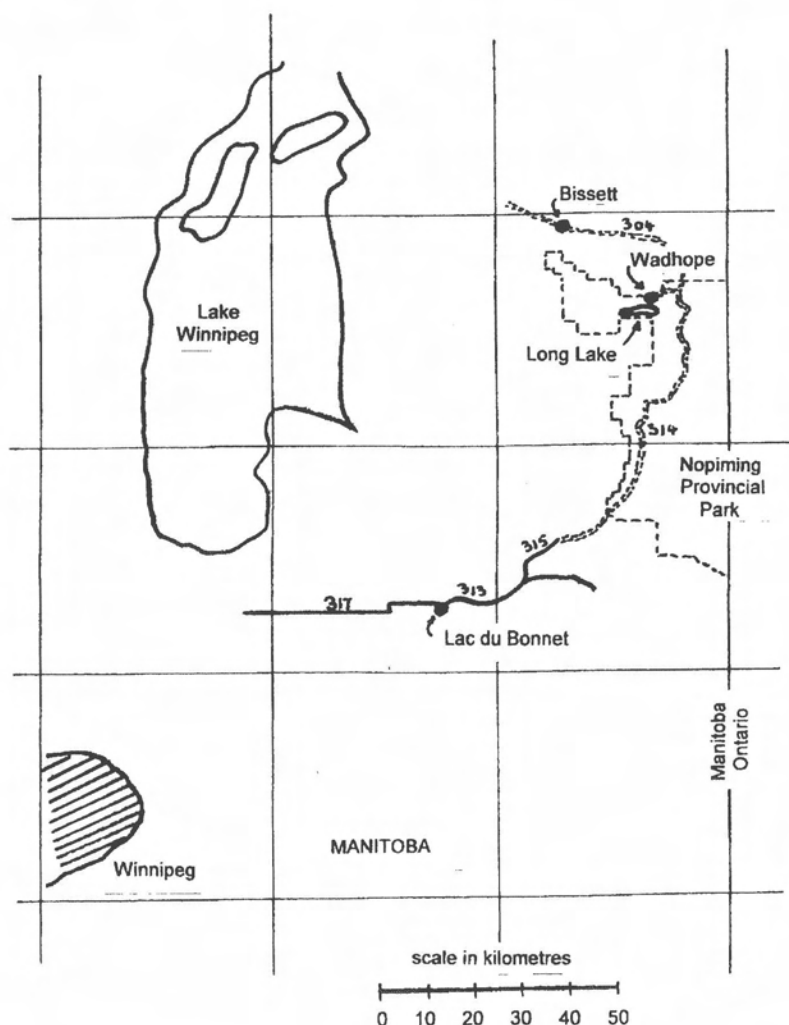
Contractors—Western Canada Airways, Limited, Winnipeg. This serves the mining district in southeastern Manitoba during the summer months.

**Now read on . . .**

## THE WESTERN CANADA AIRWAYS "LONG LAKE" OVERPRINTS by Ed MATTHEWS

Some time ago I decided to try and clear up this mysterious "overprint" which appeared to have been used at the Wadhope post office and establish its true status. It has taken quite a bit of effort and time by several people, but we do have answers!

The first question, "where is Wadhope?" is not answered by looking at present-day road maps of Manitoba. According to the Internet Wadhope was located at 50°54' 00" N and 95°20'00" W. I plotted this out and sure enough, there was Long Lake (there are quite a few Long Lakes in Manitoba, hence the reticence of the Post Office to use this name), and it now lies within the confines of Nopiming Provincial Park and the Wadhope site is now a provincial picnic ground! You can reach it from Lac du Bonnet by a road, 130 km long, 90 km of it a gravel road. Please look at the map to see its location related to Lac du Bonnet and Winnipeg. (ref. 1)



To give you an idea of the size of these small mining towns the 1997 federal statistics give a population of 300 for Bissett, and 1089 for Lac du Bonnet. In its heyday Wadhope would have had a population of, say, a 100 souls!

Continued

THE WESTERN CANADA AIRWAYS "LONG LAKE" OVERPRINTS by Ed Matthews, continued:

Second question, "who was mining what at Wadhope?" was readily answered by the Internet: Central Manitoba Mines Ltd was mining gold in this area which is part of the Canadian Shield.

Third question, "what was the history of the Wadhope post office?" This one required considerable digging, or should I say mining, in the Government Archives. Mr. Jim Kraemer of Ottawa and Sue Sheffield did a lot of the digging (the way Sue Sheffield digs up data would make you believe she is a mining engineer herself!). I also engaged a researcher in Ottawa to search in the postal inspector reports for that area and period. (ref. 2)

The post office opened on 1927 - 08 - 01, and closed 1937 - 12 - 08, reopened again on 1949 - 07 - 02, and closed for good 1951 - 06 - 30 due to lack of business. (ref. 3)

<u>Postmaster</u>	<u>date appointed</u>	<u>date vacated</u>	<u>reason</u>
Archibald Campbell	1927-08-01	1933-02-09	resignation
Irvine Meredith Marshall	1933-04-01	1933-05-26	resignation
Curtis Houston	1933-11-15	1937-07-20	resignation
Archibald Brown (acting)	1937-07-28	1937-12-08	office closed
Mrs. Marjorie G. Howell	1949-07-02	1951-06-30	office closed

(ref. 3)

During Campbell's tenure the post office was located in the Campbell General Store, located about a 100 feet from the mine shaft.

The Wadhope post office was a **non-accounting office** and reported a gross postal revenue for the period ending March 31, 1928 of \$499.65. A year later it reported a take of \$943.65. Wadhope became an accounting office in 1934. (ref. 4) To become an accounting office which issues and cashes money orders, it has to have a certain volume of traffic and be equipped with an appropriately sized safe.

The Post Office Department took over the financing of the Western Canada Airways Ltd airmail route serving Lac du Bonnet, Wadhope, Bissett and English Brook around 1927-10-04 and the semi-official airmail stamp was no longer required. (ref. 5)

The records show the number of flights, the miles flown and the weight of the mail carried. These weights clearly indicate that the bulk of the mail must have been ore sample bags sent to Winnipeg for analysis and drill bits and the like going to the mines. At that time there was no road into the Wadhope and Bissett mining areas, either one canoed and portaged taking several days, or one flew.

Continued

THE WESTERN CANADA AIRWAYS "LONG LAKE" OVERPRINTS by Ed Matthews, continued:

Now for the final question, "what about these semi-official stamps "overprinted" LONG LAKE?"

If the post office was financing the airmail route, such stamps should no longer be needed.

Let's look at the bare facts:

- almost all the Long Lake "overprinted" stamps known to me occur on registered non-philatelic covers, mainly to the T. Eaton Co. in Winnipeg. (no Roessler shenanigans here!)
- registered covers bearing this stamp originating in Wadhope enter the mail stream at Lac du Bonnet, not at Wadhope. The regular split circle WADHOPE canceller which was available, has not been used. Murray Heifetz and Wally Silvestri both supplied copies of regular covers dated Sep and Oct 1927 clearly showing the Wadhope postmark. These covers are not registered.
- the "overprint" is in fact a cancellation of the s.o. airmail stamp, and it occurs either entirely on the stamp or ties the stamp to the cover.
- the address side of these T. Eaton envelopes is the side with the closing flap and the stamps have been stuck over the flap.

As a non-accounting office in this period the Wadhope postmaster could register letters, but not issue money orders. What to do if a patron requests a money order and wants the letter registered? I remember very well when we lived on a farm in the early fifties we would hand the open Eaton envelope to the rural postman with enough money to cover the money order and the postage. The letter has to go open to allow the money order to be inserted at the nearest accounting office, Lac du Bonnet, where the money order is issued, the letter closed, the s.o. airmail stamp stuck on and cancelled, the regular stamps stuck on and postmarked and the letter registered.

It would appear that the Lac du Bonnet post office cancelled the regular stamps with its own datestamp, but cancelled the s.o. airmail stamp with the straightline LONG LAKE, something which could also have been achieved using its regular datestamp. The straight-line LONG LAKE was not a post office canceller. It is possible that the pilot bringing the letter to the post office after his flight from Wadhope applied the LONG LAKE cancellation, but I doubt that. The registered letter now enters the mail stream at Lac du Bonnet.

**The tricky part is that such a letter was not in the hands of the post office between Wadhope and Lac du Bonnet, hence it had to pay its own airfare with the semi-official WCA stamp cancelled with a non-post office canceller!**

Once it entered the mail stream at Lac du Bonnet the Post Office paid for the trip to Winnipeg and beyond.

Continued



THE WESTERN CANADA AIRWAYS "LONG LAKE" OVERPRINTS by Ed Matthews, continued:

When the Wadhope post office achieved accounting office status in 1934 the whole problem of what to do with registered covers containing money orders was solved and normal procedures could be adopted.

We can therefore state that this use of the semi-official airmail stamp was completely legitimate, even if unusual! The author would be delighted to hear from the readers with any additional information.

Ed Matthews,  
406 Yale Crescent,  
Oakville, Ont L6L 3L5.

ref.1: Rand McNally Manitoba Provincial Map

ref.2: Annual reports of the Postmaster General for the years 1927 to 1930.  
National Archives, Ottawa.

ref.3: Post Office Record Card, Wadhope, Manitoba, National Archives, Ottawa.

ref.4: Annual reports of the Postmaster General.

ref.5: The Pioneer and Semi-official Airmails of Canada 1918-1934 by C.A. Longworth-Dames, The Unitrade Press 1995. page 113.

ref.6: from Internet InfoSources  
Mining in Manitoba. Bissett Mining Area.  
Manitoba's Mining Communities.

**Editor's accolades:**

Congratulations Ed, on what seems to me to be the solution to this mystery!

I would also like to thank everybody who contributed to this enquiry, and to invite anybody who can provide additional information, or has questions about Ed's conclusions, to contact either Ed or myself.

---

---

**REMINDER:**

---

---

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 ROYALE \* 2001 \* ROYAL, the annual convention of the  
ROYAL PHILATELIC SOCIETY OF CANADA, which is being staged by the  
Lakeshore Stamp Club on April 6-8, 2001  
at the **Centre Communautaire Sarto Desnoyers, in Dorval, Quebec.**  
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) .

## 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.

### Canada's Aviation Hall of Fame

Canada's Aviation Hall of Fame was incorporated as a not-for-profit charity in August of 1973 by a group of notable aviators and aviation historians.

The first group of 79 Inductees included all of those individuals who had up to that time been awarded the Trans-Canada (McKee) Trophy, Canada's highest aviation award, and all Companions of the Order of Icarus. All of the seven recipients of the Victoria Cross for aerial combat were included. Alexander Graham Bell and F.W. "Casey" Baldwin were chosen for designing and flying the *Silver Dart*, the first heavier than air machine to fly in Canada in 1909. To represent WWII aces and heroes, Group Captain Johnny Fauquier of Bomber Command and Flight Lieutenant George F. "Buzz" Beurling of Fighter Command were added. This made a total of seventy-nine original members.

From 1973 to 1998, a further 78 members were inducted into Canada's Aviation Hall of Fame.

To commemorate the 25<sup>th</sup> Anniversary of Canada's Aviation Hall of Fame, a book has been produced with biographies of all 157 members who had been inducted in the first 25 years:

## They Led the Way

### MEMBERS OF CANADA'S AVIATION HALL OF FAME

Canada's Aviation Hall of Fame announces a new Members Book to commemorate the 25th Anniversary of the Hall. Don't miss the opportunity to enjoy this premium quality, limited run publication honouring Canada's aviation pioneers.

This book will take you through the history of aviation in Canada with the stories of those who lived it. Follow the early fliers who designed the *Silver Dart* and made the first tentative flights in 1909. Meet the barnstormers of the prairies in the twenties and thirties.

Read about the new adventures of the post-war era when our aviators explored Canada's vast wilderness, working as bush pilots and surveyors, establishing airmail routes, and testing their abilities as entrepreneurs. Share the exploits of some of Canada's most decorated and honoured airmen through the two World Wars, including the seven Victoria Cross winners.

Through these stories you will become acquainted with the Members of the Hall, Canadians who led extraordinary lives as pilots, scientists, aeronautical engineers, doctors, and administrators. Discover Canadians who were responsible for improving aviation technology and flying skills to the level we enjoy today.



Canada's Aviation  
Hall of Fame

**\$36<sup>50</sup>** **The Members Book:**

- 240 pages, 9"x12", hard cover
- stories of the 158 members
- over 220 photographs
- full index and glossary

includes GST & shipping

#### Annual Updates Set:

- an attractive matching binder
- pre-paid updates package covers 5 years
- new inductees' stories mailed automatically
- other up-dates provided annually

**\$22<sup>50</sup>**

includes GST & shipping

Mail your order to: Canada's Aviation Hall of Fame, P.O. Box 6360, Wetaskiwin, AB T9A 2G1  
For more information, phone the Hall at (780) 361-1351.

## New Books

Just received: the 2000 edition of the **Swiss Air Mail Handbook**. The 711 page catalog is a complete update of the 1992 edition. It lists all Swiss special flights, first flights, air mail stamps, crashes, air mail cancellations & cachets, and all other Swiss aerophilatelic items. Soft cover.

US\$42.50 plus actual postage, depending on destination country and surface versus air mail. Payment by US\$ check (or UK check at current exchange rate) made payable to Ken Sanford..

Season's greetings from Ken Sanford,

Aerophil, 12 Chemin des Tuilots, CH-1293 Bellevue (GE), Switzerland  
Email: [kaerophil@cs.com](mailto:kaerophil@cs.com) Fax: +41 22 7742472

And . . . from the American Air Mail Society: the eighth volume in its softbound series - **PERUVIAN CIVIL AVIATION**, by Herbert H. Moll. This 87 page monograph covers the early experimental flights made by Peruvians such as Jorge Chavez, the first person to fly over the Andes, and Juan Bielouvic whom the author knew personally. The early flights of the 1920's and 1930's are chronicled, and the development of the Faucett and PANAGRA airlines are discussed, with many illustrations of first flight covers. Inroads in Peruvian aviation service made by European carriers such as Air France and Lufthansa are covered in Chapter 4, and the book finishes with a discussion of postal rates. Mr. Moll is a well known international philatelist and judge, and published the first specialized catalog of Peru in 1957.

Available for \$10.00 plus \$4.00 postage for each book to U.S. addresses (and \$8.00 for postage for each book to addresses outside the U.S.). Remittances (in U.S. funds) payable to the American Air Mail Society; orders to: Greg Schmidt, 1978 Fox Burrow Ct, Neenah, WI 54956-1184 U.S.A.

## NEXT ISSUE DEADLINE

THE CANADIAN AEROPHILATELIST is normally produced quarterly  
in March, June, September and December.

If you have anything you'd like to be included in the next issue,  
please send it to the editor:

Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4  
**by February 15<sup>th</sup>.**

---

---

## ADVERTISEMENT

---

---



FOUNDED 1796

**101 New Bond Street, London W1Y 0AS, England**

**Every month PHILLIPS holds major sales of  
POSTAGE STAMPS AND COVERS OF THE WORLD**

**For more information contact STUART BILLINGTON, Head of the Stamp Department:  
telephone 0171 629 6602, fax 0171 409 3466, E-mail: [s.bill@philmail.demon.co.uk](mailto:s.bill@philmail.demon.co.uk)**

**If you are considering selling stamps and would like to arrange a valuation, please contact  
Phillips' Canadian representative JACK KERR WILSON in Toronto:  
toll free 1 877 462 9004 or e-mail: [phillipstoronto@sprint.ca](mailto:phillipstoronto@sprint.ca)**

## 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.

**The annual membership dues are:** **\$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:

January	February	March
13 Janice Weinstock	67 Robert North Sr	136 Friedel Egger
14 Murray Heifetz	69 Don Amos	174 Louis Poirier
17 Dick McIntosh	135 Beatrice Bachmann	194 Derek Rance
65 Ian Mowat	180 Elmer WA Cleary	207 Charles Oakley
106 Maurice Malenfant	220 Richard Whalley	236 John B Wheeler
109 Gary Lyon	221 W Arnold Stearman	
111 James Larry Kobelt	222 Douglas Smith	
171 Albert Leger	243 Jim Miller	
193 JP Gadoury	260 Fred Dietz	
217 Cecil Stoner	276 Richard Allen	
218 Roy Shuker	277 Ed Matthews	
219 William Noble	299 John MacKeigan	
275 Thomas Shaw	300 Bob Campbell	
289 Andre Giguere	301 Tim Jones	
306 Gordon Mallett		
309 Per Olav Talgoy		

**PLEASE NOTE:** in order to reduce expenses, MEMBERSHIP CARDS are mailed to new members, when they will serve as receipt of payment, OR ON REQUEST. - They are not sent automatically to members who renew by cheque.