



# THE CANADIAN AEROPHILATELIST

# #75

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## Newsletter of THE CANADIAN AEROPHILATELIC SOCIETY

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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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SI VOUS DÉSIREZ DE L'INFORMATION EN FRANÇAIS SUR LA SOCIÉTÉ CANADIENNE D'AÉROPHILATÉLIE,  
VEUILLEZ VOUS ADRESSER À M. PIERRE VACHON, 909 CHEMIN SAND COVE, SAINT JOHN, N.-B. E2M 4Z7

## June 2008

Volume XXIV, Number 2

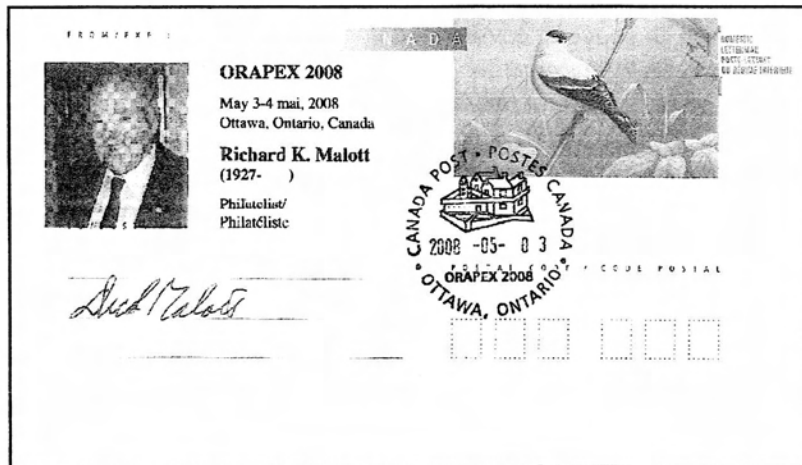
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Anybody who wants to copy an item from this newsletter is welcome to do so. - Please acknowledge  
The Canadian Aerophilatelist as the source, and send a copy of any publication in which the reprinted material  
appears to the editor.

## EXECUTIVE COMMITTEE OF THE CANADIAN AEROPHILATELIC SOCIETY

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## PRESIDENT'S REPORT

Thank you to everybody who has sent me kind words and best wishes on taking over the role of President of the CAS. They are much appreciated.

Thank you also to Neil Hunter for taking over my previous position as Vice-President. I think Neil will be an excellent member of our Executive Committee, and a terrific person to help with future projects of the CAS.

Many thanks also to Dick Malott, for everything he has done for the CAS since its first meeting in 1984, when he took on the role of Vice-President. - He was also the first editor of this newsletter, from 1985 to 1994, and took over from Pat Sloan as President of the CAS in 1993.

I was very pleased to see Dick's numerous contributions to philately recognized at ORAPEX. - Each year, ORAPEX honours a distinguished philatelist on its souvenir covers, and this year Dick was featured on them. In my other role as editor, which I will be maintaining as I very much enjoy the correspondence and research that involves, I have selected one of these covers for the front page of this issue of our newsletter.

However, in spite of all of Dick's contributions, I was very, very reluctant to present him with a "Past President's plaque" in appreciation of his work for the CAS, as that seemed to imply that his major contributions had come to an end! - I am hoping that Dick will stay very actively involved with the CAS, and that the Executive Committee will continue to benefit from his wide knowledge of aerophilately, and aerophilatelic institutions.

I am very pleased that Dick is going to continue producing our annual Snowbird covers.

I have also been encouraging Dick to write his aerophilatelic memoirs for many years, and look forward to publishing them in our newsletter in the hopefully not to distant future.

So: to mark his transition from President to autobiographer, Dick was presented at the AGM with a specially embellished ream of paper:

Left to Right:

Dick Malott  
 Brian Wolfenden  
 Steve Johnson  
 Chris Hargreaves

Thanks to  
 Denise Guimond  
 for the  
 photographs.



Unfortunately, Dorothy Malott is now in a nursing home after her stroke, and Dick is spending much of his time there. I'm sorry to report that Neil Hunter's wife has also had a severe stroke, and is currently in the Sunnybrook Health Sciences Centre in Toronto.

Very best wishes to Dick and Dorothy, Neil and Fiona, and to you all.

**Chris Hargreaves**

**Minutes of the Annual General Meeting of  
The Canadian Aerophilatelic Society May 4, 2008  
At ORAPEX 2008, Ottawa, Ontario**

**In Attendance:**

Denice Guimond  
Neil Hunter  
Steve Johnson – Web Master  
Mike Shand  
Dick Malott - President  
Chris Hargreaves – Vice President/Editor  
Brian Wolfenden – Secretary/Treasurer

Dick Malott welcomed those members in attendance, who introduced themselves to the assembly

There was a minute of silence in remembrance of absent friends. The following member passed away in the past year – Mike Painter

A quorum was declared, comprised of those members present

The minutes of the last AGM held May 6, 2007 were approved on a motion by Brian Wolfenden, seconded by Chris Hargreaves & passed unanimously.

**Old Business:**

Honorary Life Memberships & Fellows – After some discussion, the report that Neil Hunter produced after the last AGM was approved on a motion by Neil Hunter, seconded by Brian Wolfenden, by a vote of 5 in favour, 2 opposed.

A nominating committee comprised of Neil Hunter, Dick Malott, Steve Johnson & 2 Western chapter members ( who still have to be named ) was appointed to recommend the initial appointments for fellows & honorary life memberships to the Executive Committee. After the first year, our existing fellows will appoint all future fellows.

Dick Malott reviewed his report from the March edition of the Canadian Aerophilatelist & stated that he has appreciated being president for the last 15 years & the support he has received from the other members of the executive

Chris Hargreaves reported that everything is fine with the newsletter & that the library was much improved thanks to recent acquisitions.

Brian Wolfenden reviewed the Secretary's & Treasurer's reports that appeared in the March mailer.

Continued

**MINUTES OF THE ANNUAL GENERAL MEETING OF THE CAS, MAY 4<sup>th</sup> 2008 continued:**

Steve Johnson reported that updates to the web site will now happen since he has completed his move to London, Ontario. He will look into an on-line application form.

On a motion from Neil Hunter, seconded by Chris Hargreaves, the above reports were all approved unanimously.

**New Business:**

Dick Malott updated the possibility of a new edition of "The Air Mails of Canada & Newfoundland" – it will not happen soon. AAMS has not yet finished the rest of their 6<sup>th</sup> edition volumes.

Chris Hargreaves reported on the Tony Conyers project. He has had 3 responses & sent out 147 covers.

2008 Snowbird covers – Dick Malott reported that his old contact has been promoted. He has emailed the new contact.

It was agreed the Dick Malott would offer 1 year complimentary memberships to Richard Logan & Steve Mulvey as result of their air mail exhibits at ORAPEX 2008.

There was a discussion about the CAS awards at Royal 2008 in Quebec City. This led to a motion by Steve Johnson, seconded by Dick Malott that the CAS give a Best Canadian Aerophilatelic Exhibit award at all future Royal's (as long as there are at least 3 air mail exhibits). Motion was approved unanimously.

The 2008 editor's award went to Rex Terpening – see the March 2008 mailer.

Dick Malott announced his resignation as president, but agreed to continue to write his quarterly column as past president

On a motion by Dick Malott, seconded by Denice Guimond the following changes were unanimously approved:

Chris Hargreaves - President/Editor

Neil Hunter – Vice President

Dick Malott – Past President

At 2.35 p.m. there was a motion to adjourn from Dick Malott, seconded by Brian Wolfenden & approved unanimously.

*Brian Wolfenden*

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**CANADIAN AEROPHILATELIST - INDEX and BACK ISSUES**

Gord Mallett can supply a detailed index to this newsletter by email at no charge, or on diskette in Microsoft Word or WordPerfect format, or as a printed version for the cost of production. He will also copy articles, and/or back issues of the newsletter. - For more information contact:

Gord Mallett, #2, 6909 Manning Place, Vernon, B.C. V1B 2Y6 ( Email: [gdmall@telus.net](mailto:gdmall@telus.net) )

# WESTERN CHAPTER REPORT

The Calgary Philatelic Society will be holding its annual show, CALTAPEX 2008, from OCTOBER 17<sup>th</sup> to 19<sup>th</sup> in the Main Floor Auditorium at the Kerby Centre, 1133 - 7<sup>th</sup> Avenue S. W., Calgary.

For information on CAS activities at CALTAPEX, please contact Dave Brown. (Address on page 2 of this newsletter.)

Anybody reading this Report who is visiting the show, is most welcome to join in on lunch and /or other Western Chapter activities.

*Dave Brown*

# WEBMASTER'S REPORT

I have at last been able to complete my move to London, Ontario, and look forward to soon enhancing our website again.

*Steve Johnson*

**Editor's Note:** - Steve's new address is on page 2 of this newsletter. Good luck Steve in your new city!

# ORAPEX 2008

## Aerophilatelic Results:

Murray Heifetz	Dirigibles - The Canadian Connection	Gold, and the American Air Mail Society Award of Excellence for Best Airmail.
Neil Hunter	Evolution of Airmail - Toronto, Canada	Gold, and the Canadian Aerophilatelic Society Reserve Air Mail Award.
Steve Johnson	Jack V. Elliot Air Service (One frame)	Gold, and American Philatelic Society Medal of Excellence (1920-1940).
Neil Hunter	Airmail Across the Atlantic During World War II	Vermeil, and American Philatelic Society Medal of Excellence (1940-1980).
Steve Mulvey	Swiftair International Airmail Express: UK to Canada 1980 - 2003.	Silver, and American Philatelic Society Medal of Excellence (1940-1980).
Richard Logan	The 1941 - 1944 Series of U.S. Airmail Stamps. (One Frame.)	Bronze.

**Congratulations to all these exhibitors, for a stunning set of results for the Aerophilatelic exhibits!**

# In Memoriam - Eric Grove

Eric was a long term member of the CAS, since 1988, and a very active volunteer with the Canadian Warplane Heritage Museum, near Hamilton, Ontario.

Eric produced a number of souvenir covers for the museum, and contributed to the list of these covers in The Air Mails of Canada & Newfoundland.

On behalf of the CAS, I would like to offer our condolences to Eric's family.

# LETTERS TO THE EDITOR

I have had a very nice correspondence with Rex Terpening over the last few months.

Rex received the CAS Editor's Award for 2008, in appreciation of the information he has provided to The Canadian Aerophilatelist, which included a contribution to the story about the 1938 *Edmonton / Aklavik Round Trip Covers* in the last issue, and in admiration for his book Bent Props and Blow Pots, from which I took the story *Going Through The Ice* in the June 2007 newsletter.

Among Rex's comments were that:

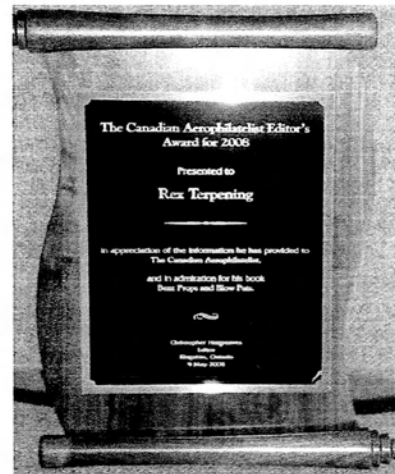
I was both surprised and delighted with the contents of your recent email. To begin with, I was not aware of the existence of this award, and secondly, I'm not sure that the feat of "going through the ice" (a not uncommon practice in the bush flying days of "The Thirties") would qualify an author for such an honor!

I realize that your comments were directed at the contents of my book, *Bent Props & Blow Pots*, and these are deeply appreciated. The book, of course, was the source of that particular story, and of others relating to the early flying in northern and Arctic Canada, back in The Thirties. This was a unique period in the history of bush flying in the North, and I was one of the fortunate individuals who was able to take part in that experience.

As I'm sure you realized, the date of your newsletter in which my incident was recounted, was just a few days more than 73 years since the date of the original adventure. Little could I have imagined that, 73 years later, I would be discussing this incident with you (who he?), and by email (what on earth is that?), and what sort of a stamp is required?

I mentioned to Rex that the Award involved a plaque. This was prepared and mailed to Rex by Dick Malott, and I then received a response that:

Having thus spoken (or emailed!) we continued with our normal routine, not knowing just what to expect, until today that is. To our considerable surprise a large parcel arrived, and within, to our further surprise, we found the handsome and distinguished Editor's award for 2008. This is a most beautiful plaque and I can't tell you how much pleasure this has given us. Thanks also for enclosing 2 excellent photos of this fine piece of art-work. One of these will be immediately sent away to far-off Mayo, in the Yukon, where our school-teaching youngest daughter lives. I know that she and her family, together with other family members, closer at hand will be just as thrilled about this event as have Trudie & myself been.



I also told Rex's publishers about the award, as I have an occasional correspondence with them, and was delighted to hear from Rex that:

Howard White, the esteemed publisher of *Bent Props*, advised our local Surrey newspapers of this award, with the result that I have been interviewed (and photographed!) by both of our local papers, *The Leader* and *the Now*, much to the amazement of many old friends and the delight of our family members. As a result of this publicity I have had phone calls from a dozen or more aviation people, some of them people I had known & worked with many years ago. A couple of these were rather special people, one being the son of a pilot with whom I had flown on a month-long rescue mission in the Hudson Bay area, in 1939. Another is the son of a rather famous Arctic aviator from the pre-war era, Bernt Balchen. As we are on the verge of a visit to one of our daughters at Mayo (Yukon) I have had no time to pursue any of these interesting contacts but am looking forward to talking with each of them, after our return.

**Congratulations again to Rex on a very well deserved award!**

# Report on ROYALE 2008

May 16<sup>th</sup> to 18<sup>th</sup> in Quebec City

This was a GREAT show! - We had the biggest attendance at a CAS meeting since CAPEX in 1996, the largest number of aerophilatelic exhibits at a show in Canada since CAPEX, and a special aerophilatelic cover and cancellation:



The covers commemorated the flight by Charles Lindbergh to Quebec City, with pneumonia serum for Floyd Bennett on April 25<sup>th</sup> 1928. The cancellation shows the *Spirit of St. Louis* with which Lindbergh is very closely associated. However, for his flight to Quebec City, Lindbergh used a Curtiss 01-B-5 Falcon. The cover is shown, and the flight described, on page 15 of this newsletter.

There were a total of 73 frames of aerophilatelic exhibits at the ROYALE!

The exhibitors and results were:

Dave Brown -	The Search for Gold: Red Lake, Ontario, Gold Rush (10 frames)	Vermeil and <i>American Association of Philatelic Exhibitors Creativity Award</i>
James Davidson -	The first Jetliner: the story of the DeHavilland Comet (4 frames)	Vermeil
Chris Hargreaves -	Aerial Mail, to and from Kingston, Ontario (5 frames)	Silver
Murray Heifetz -	From Canvas to Concorde - the development of commercial passenger airlines services. (6 frames)	Vermeil
Neil Hunter -	Air Mail Across the Atlantic During World War II (3 frames)	Vermeil
Neil Hunter -	Evolution of Air Mail - Toronto, Ontario (5 frames)	Vermeil and <i>The Canadian Aerophilatelic Society Reserve Aerophilatelic Award</i>
Steve Johnson -	Jack V. Elliot Air Service (1 frame)	Vermeil
Gord Mallett -	Birdboy and Birdgirl in Japan - Art Smith & Katherine Stinson (5 frames)	Silver Bronze
Gord Mallett -	"Hale" to the Postal Superintendent (3 frames)	Silver
Dick McIntosh -	The First Scheduled Airmail Flight from Winnipeg to Minneapolis via Pembina, Grand Forks & Fargo: Feb. 2 & 3, 1931 (3 frames)	Silver
Dick McIntosh -	Canadian Post Office Air Mail Envelopes, 1928. (1 frame.)	Vermeil
Stewart Murray -	Imperial Airways in Africa	Vermeil
Ken Sanford -	Air Crash Mail of Pan American World Airways (6 frames)	Gold and <i>American Air Mail Society Award of Excellence and Societe Philatelique de Quebec Grand Aerophilatelic Award</i>
Mike Shand -	Empire Air Mail Scheme. (8 frames)	Vermeil

Dick Malott unfortunately had to withdraw his entry.

Congratulations to all the exhibitors, and particularly to Ken Sanford!

The general feeling was that the judging of the aerophilatelic entries was quite severe. - For example, Neil Hunter's *Evolution of Air Mail Toronto Ontario* received a Vermeil, after previously winning 4 Golds, including one at last year's Royal 2007.

Continued

**REPORT ON ROYALE 2008 continued:**

The CAS meeting on Sunday afternoon was most enjoyable. - A copy of the flyer distributed at the show is shown on the next page.

Since our meeting was open to the public, and Quebec City has a predominantly Francophone population, we arranged for all the presentations to be given a parallel summary in French. - We also produced a new, bilingual membership form, that is reproduced on the last page of this newsletter.

It turned out, however, that all the people at our meeting were CAS members or guests, and all were Anglophones or bilingual. - This may have been partly because our presentation conflicted with the annual meeting of *La Société d'histoire postale du Québec*.

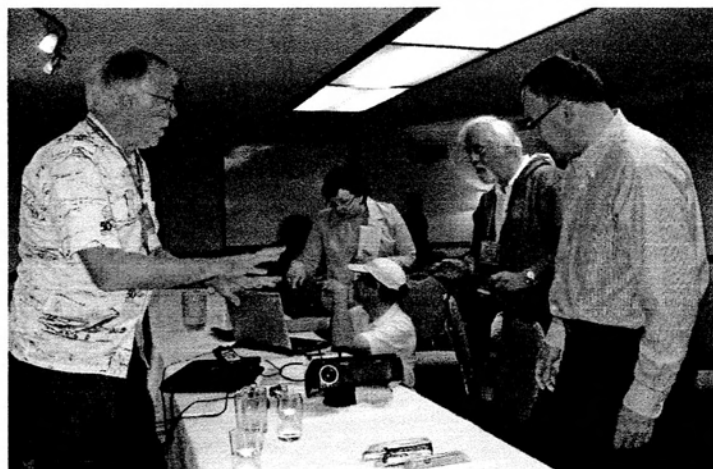
We were particularly pleased to welcome Marie-Danielle Vachon to our meeting. She gave a talk about her grandfather, Roméo Vachon, on behalf of her father, Pierre Vachon, who is a CAS member but was unable to come to the meeting.

We were also very pleased to welcome two wives to our meeting: Doris Mallett and Phillida Hargreaves.

The CAS members at the meeting included one of our overseas members, David Reynolds from New Zealand, which was great! The other CAS members came from across North America: Gord Mallett from British Columbia; Dave Brown from Alberta; Chris Hargreaves, Denice Guimond, Dick McIntosh, Mike Shand and Murray Heifetz from Ontario; and Ken Sanford from Connecticut.

**The various presentations were excellent!****Many thanks to:**

- the presenters: Marie-Danielle Vachon, Dave Brown, Gord Mallett, and Ken Sanford.
  - Denice Guimond, who translated my introductory comments, to produce a bilingual PowerPoint presentation.
  - Marc Beaupré, who made the arrangements for the meetings at Royale 2008.
  - Jacques Poitras, President of Royale 2008, who made the CAS extremely welcome at the show.
- and Sam Chu, who very kindly spent a lot of time away from his many tasks as Chief Judge, to help us set up the PowerPoint projector for our meeting.



Trying to link: a memory stick -> the laptop computer -> the PowerPoint projector -> a picture the right-way-up on the screen!  
 Ken Sanford   Marie-Danielle Vachon   Dave Brown   Marc Beaupré   Denice Guimond

**La Société d'histoire postale du Québec**  
 The Postal History Society of Quebec

One of the other, very nice things that happened at Royale 2008, was that I met Claude Gignac, who is the editor of the Bulletin of the *Société d'histoire postale du Québec*.

We have arranged to exchange society journals!

This arrangement should be of great, mutual benefit, to members of The Canadian aerophilatelic Society who have questions about covers to or from Quebec, and members of *La Société d'histoire postale du Québec* who have questions about airmail covers.

# CANADIAN AEROPHILATELIC SOCIETY

## Callières Room

### Early Air Mail Pilots and Services



1.00 pm

**Introduction to Canadian Airmail - Chris Hargreaves**, President of The Canadian Aerophilatelic Society, and editor of The Canadian Aerophilatelist.

1.05pm

**Early Airmail Services in Quebec - Marie-Danielle Vachon.**

Marie-Danielle is a granddaughter of Roméo Vachon, who was one of first airmail pilots in Canada, and developed the winter airmail service that operated along the North Shore of the St. Lawrence River. She will talk about her grandfather's achievements and experiences.

1.30 pm

**Airmail Services to the Gold Mines in the Red Lake Area of Ontario - Dave Brown.**

Dave used to work in the mining areas of Northern Ontario. He will talk about the early days of Red Lake: the Gold Rush of 1925/1926 that created the town; how gold was first discovered; the early prospectors getting to Red Lake; and the first airline company to fly mail to Red Lake.

2.00 pm

**Early Airmail Along the Mackenzie Valley to the Arctic Ocean - Gord Mallett.**

Postal Superintendent Walter Hale is often referred to as "the flying postmaster", and was instrumental in establishing air mail services in the western part of the Northwest Territories. Gord's presentation includes numerous original photographs from Hale's 56-page photograph album *Mackenzie River District Air Mail*.

2.30 pm

**Triumphs and Tribulations of Pan American World Airways - Ken Sanford**

Most of the early international air services from North America, were developed by Pan American Airways. It operated many different aircraft types, often in parts of the World with severe climates and weather, and had more than its share of crashes and interruptions. Ken will show covers from most of the major crashes and incidents.

**A parallel summary in French, will be provided for each presentation.**

# NEWS - NEWS - NEWS

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## NEW AUSTRALIAN AIR MAIL CATALOGUE

**Australian Air Mail Catalogue**, Eighth Edition, 2008. Nelson Eustis & Tom Frommer, Editors

Published by A Page in Time, a division of Charles Leski Auctions Pty. Ltd., 13 Cato Street, Hawthorn East 3123, Victoria, Australia. Email [contact@leski.com.au](mailto:contact@leski.com.au) - Australian \$120.00 for soft cover, or AU\$150.00 for hard cover, including shipping worldwide

**Reviewed by: Ken Sanford**

The well known Melbourne dealer Charles Leski has taken over publishing the famous Australian Air Mail Catalogue, and the first edition for 6 years has just been released. It is 278 x large A4 pages. It lists all airmails from Australia and New Guinea/Papua. The first edition was published 72 years back in 1937, and there have been six more editions since then. Nelson Eustis died in 2003, and this work was carried on by Tom Frommer, who has won Large Golds for his Australian airmail collection at Internationals in 1996, 1998, and London 2000.

The publisher states "You will find it a dramatically enlarged and improved book. Firstly, it is in large A4 format. This has enabled us to include many more illustrations. There are many new entries, with particular emphasis on "intermediates" which have previously been lumped together. Many errors and omissions in the older text have been found and corrected and, of course, the valuations have been updated. This has involved collating and studying thousands of prices from major auctions like Leski's, Harmers, Bonham's, Cherrystone, Gibbons, Prestige and others, as well as dealer's lists and internet sales."

The Catalogue is laid out as follows: A list of Australian Airlines, Australian first & special flight covers listed chronologically, Rockets Mails, Pigeon Posts, Balloon Posts, Papua New Guinea & special flight covers, Crash Covers, and the following appendices: Ross Smith Covers, Pilots & Important Personalities Index-Australia, Pilots Index-Papua New Guinea, Airline Index-Australia, Airline Index-Papua New Guinea, Australian Air Mail Postage Rates, and finally an Australia Air Route Map.

The new Catalogue is very well done, and the illustrations are very good. I highly recommend it for anyone interested in Australian aerophilately.

## RARITIES OF THE WORLD WEB ARCHIVE

Siegel Auction Galleries is proud to announce the inauguration of our RARITIES OF THE WORLD Web Archive. Color images, descriptions and prices realized for every Rarities sale since 1964 are now available, free of charge.

The Siegel Rarities sales contain 18,512 lots which realized more than \$100 million. Most of the Rarities catalogues printed before 1993 showed black-and-white photos, but nearly all of the Rarities lots were made into color slides. The complete archive of color slides has been digitally scanned and included with each lot description. Every Rarities catalogue from 1964 to 1992 is also available as a downloadable PDF file.

The Rarities Sale Archive is just part of a series of web-based resources we'll be launching during the next few months.

**<http://siegelauctions.com/rarities.htm>**

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## TORONTO DAY OF AEROPHILATELY

This years Day of Aerophilately will be held at the Vincent Greene Foundation, on Sunday October 26th, from 11.15am to 4.00pm.

The Foundation is at 10 Summerhill Ave., which is close to Summerhill subway station on the Yonge St. line. - This is the same location as in recent years, but everyone should check the streetsigns, to see where parking is currently allowed on Sundays.

This is the fourteenth annual Day of Aerophilately in Toronto. It features displays, questions and answers, trading, lunch at a nearby restaurant, and lots of excellent conversation. - The regulars look forward to each year, and very much hope that more people will join them.

For more information contact Murray Heifetz, tel. 416 444 6494, or Dick McIntosh, tel. 416 447 1579.

## US Military Aircraft on stamps

**From Ray Cartier:**

The 2009 AMERICAN TOPICAL ASSOCIATION Show will be in held in Dayton, Ohio, in June of 2009.

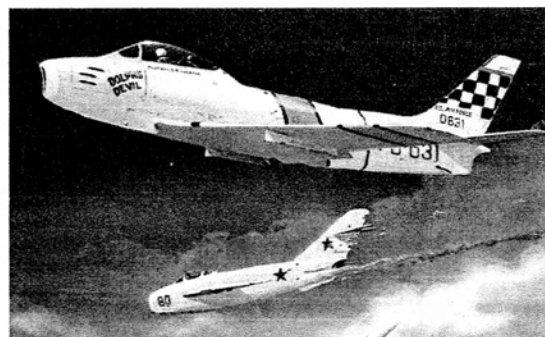
For some reason I recalled that the US Army had bought its first Military plane in 1909.

Therefore I went to the Inter-Governmental Philatelic Agency which represents 72 countries for the creation of postage stamps, to see if we could get a sheet of 9 US Military Aircraft as a First Day of Issue from some foreign nation. I also suggested that this would be an opportunity for several countries to put out an omnibus with each showing different US Military planes from 1909s Wright Military Flyer to the F-35 Stealth Fighter.

The reply was, "I love the idea."

So this is a heads up that if you like US Military Aircraft, start putting some money aside now.

I already have artwork for the stamps that I want, provided by an artist named Lonnie Pickett who was stationed at Hickam AFB with me (1960-63). I still have to see if I can use his artwork on ours. He does a fantastic job. I am attaching one of the items that I will be requesting.



For more information, contact: Ray E. Cartier, American Topical Association, P. O. Box 57, Arlington, TX 76004-0057. (E-Mail: [americantopical@msn.com](mailto:americantopical@msn.com) )

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## Wolfgang Porges

Aerophilatelic and Postal History covers for sale.

Specialist in Austrian Airmails and Zeppelins.

Sperberstrasse 47, 13505 Berlin, Germany

Tel: +49 30 436 66 511 Fax: +49 30 436 66 510 E-mail: [porgesberlin@snafu.de](mailto:porgesberlin@snafu.de)

## ROYAL 2009

The St. Catharines Stamp Club is pleased to host the 81st convention of the Royal Philatelic Society of Canada: "Royal 2009 Royale".

This event is to be held June 12<sup>th</sup>, 13<sup>th</sup>, and 14<sup>th</sup> 2009 at the Parkway Convention Centre, 327 Ontario Street, St. Catharines, ON L2R 5L3.

The show will feature over 40 Canadian and International Dealers, over 200 frames of exhibits, a youth area, ten to twelve information tables, and seminars of interest to stamp collectors of all ages.

While Niagara Falls is arguably the best known tourist attraction in our area, in reality there are attractions for every taste and age group within a very few minutes of our show site. This will provide more than ample things to do for the non-stamp collector who accompanies many of you.

**For more information**, please contact Stuart Keeley, 15 Baxter Crescent, Thorold, Ontario L2V 4S1, or visit the website: [www.royal2009.ca](http://www.royal2009.ca)

## NEW SPACE STAMP CATALOGUE PUBLISHED

In full colour: Weltraum Philatelie e. V. presents new catalogue on space stamps.

The results of a truly herculean effort have been presented by the German space stamp collectors: a catalogue assembling all space stamps ever issued in Europe and Russia. The publication of the catalogue has been sponsored by Weltraum Philatelie e. V., the German association of space stamp and cover collectors.

From Albania through Yugoslavia, on 456 pages, author Dieter Steinbrecher has been assembling, describing and scanning all space stamps issued until the end of 2007. "This catalogue caters for the needs of collectors who wish to collect, sort or exhibit space and astronomy stamps", Steinbrecher explains. Steinbrecher uses the numbering system of the German Michel catalogue. However, no values are given.

Florian Noller, President of Weltraum Philatelie, is very enthusiastic about the publication: "Each and every single stamp is reproduced in colour, not just a single stamp standing as an example. This has never been done before." The giant effort doesn't even end here: in the years to come, Weltraum Philatelie intends to add volumes 2 to 5 to their catalogue, assembling the space stamps issued on other continents.

Price per copy: 55 Euro plus postage.

A CD-Rom of the catalogue (pdf) is available for 20 Euro + postage.

For more information, or to order, contact Florian Noller, e-mail: [florian@spaceflori.com](mailto:florian@spaceflori.com)

**Postal address: Florian Noller, Postfach 1320, D - 71266 Renningen, Germany**

**Payment can be made by bank draft, cash payment or through paypal.**

**Forwarded by Jeff Dugdale, Editor of ORBIT, journal of the Astro Space Stamp Society, with which we exchange newsletters.**

**For more information on the ASS, write to Jeff Dugdale, Glebe Cottage, Speymouth, Mosstodloch, Moray, Scotland IV32 7LE. (Email: [jefforbited@aol.com](mailto:jefforbited@aol.com))**

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## FLIGHT INTERNATIONAL ARCHIVE AVAILABLE FREE ON THE INTERNET

From Ken Sanford:

The world's oldest aviation magazine, *Flight International*, has just released its entire archive going back to 1909 free on the web: ( <http://www.flightglobal.com/pdfarchive/index.html> ). If you are interested in any historical information on airlines and airliners, especially articles on crashes, chances are it's here.

A search on "Imperial Airways crash" resulted in 100 articles. - I sure could have used this when researching for my book *Air Crash Mail of Imperial Airways & Predecessor Airlines*.

Thanks Ken.

## OLD AIRLINE TIMETABLES

[www.timetableimages.com](http://www.timetableimages.com)

**Airline Timetable Images** is a website devoted to the collecting of airline timetables. - It contains cover images of many timetables, both old and new, and also copies of many complete timetables.

Among the complete timetables illustrated are *Canadian Pacific Air Lines* timetables from December 1, 1943; August 1, 1951; April 28, 1957; and April 24, 1966; and *Trans-Canada Air Lines* timetables from January 1, 1940; May 1, 1950; and July 1, 1954.

**This looks like a great resource! - Many thanks to Björn Larsson and David Zekria for creating the site.**

Thanks also to Brian Wolfenden for the reference to the site.

## AIRBUS A380 FIRST FLIGHT COVERS



There was much publicity last year, when the double-deck Airbus A380, "largest passenger airliner in the world", made its first commercial flight on October 25<sup>th</sup> 2007 from Singapore to Sydney with Singapore Airlines.

A number of First Flight Covers were carried on this flight, including the one above that is signed by the Captain, Roger Ting, and is being offered by Michael Dodds at US \$580!

According to Michael Dodds' website, he prepared 44 covers for this flight, and had several of them signed by various members of the crew. He also says that most of these covers have been sold.

Michael also carried 380 covers from Singapore-Sydney for Buckingham Covers, and another 380 covers on the return First Flight from Sydney-Singapore. - These covers were not signed, and are being sold at £37.50 each, (about \$75 Canadian.)

Singapore Air and Singapore Post also produced a special cover, and all passengers on the maiden flight were given one for free. However, Singapore Post sold the same covers at the airport, where they sold out within 24 hours, and there no markings to indicate which of these covers were flown onboard, and which weren't.

Sources: [www.cddstamps.com](http://www.cddstamps.com) and [www.buckinghamcovers.com](http://www.buckinghamcovers.com)

# NATIONAL TREASURE

## The History of Trans Canada Airlines

Peter Pigott

**C**ommercial aviation in Canada was fraught with difficulties from the very start. Canada was impoverished by the Great War and railroad crisis, its population centres were too few and too far apart, and it was without venture capital or a local aircraft industry. C.D. Howe, Minister of Transport in Mackenzie King's government and the chief architect of Trans Canada Airlines (TCA), was convinced that Canada needed a first-class air service from coast to coast that would overcome the country's vast geographical barriers and become an emblem of national identity—a maple leaf with wings. Far more than just a means of transportation, TCA was to become of symbol of the nation's coming of age.

In its twenty-seven years of existence, TCA grew from two aircraft to the world's first all-turbine fleet, carried over 27 million passengers, and flew its aircraft an aggregate distance of over 650 million miles, serving fifteen countries on routes of over 40,000 miles. Both a social history and a profile of the progression of technology in Canada, *National Treasure: The History of Trans Canada Airlines* details the ins and outs, the backroom politics, and the ground-breaking decisions that led to the airline's first flight on September 1, 1937 through to its metamorphosis into Air Canada on June 1, 1964.

Here are all the major milestones that feature in the history of TCA, from the "teething" problems of the airline in its infancy (Its first planes did not always run smoothly—the Lockheed "14" suffered from embarrassing engine failures and the Electra featured radio antennas that were prone to lightning strikes.), to the company's role during World War II, to the notorious infighting between TCA and its rival, Canadian Pacific Airlines. *National Treasure* also looks at the people integral to the company's history. People such as C.D. Howe, H.J. Symington, Bill English, Gordon McGregor, Fred Wood, Jim Bain, Jack Dymont and George Lothian all played a large part in the creation of TCA, as did the airline's many employees, including: Zebulon Lewis Leigh ("Lewie"), a "barnstormer" and TCA's first pilot, R.B. Middleton, one of the founders of the Canadian Air Line Pilot's Association (CALPA), and Lucille Garner and Pat Eccleston, registered nurses who were TCA's first female employees and Canada's first stewardesses.

Packed with photos and enlivened by interviews with past pilots, flight attendants and other employees, *National Treasure* features aircraft specifications, fleet purchases and annual reports alongside quotes from TCA staff newsletters, employee obituaries and letters from passengers all over Canada. The result is an absorbing and well-researched look at commercial aviation in Canada.

**484 pages - \$34.95 cloth bound.**

Published by Harbour Publishing, PO Box 219, Madeira Park, BC V0N 2H0 Canada

website: [www.harbourpublishing.com](http://www.harbourpublishing.com)

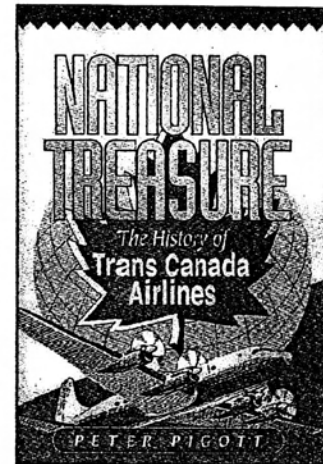
For more information contact Marisa Alps: phone 604 883-2730, email: [marisa@harbourpublishing.com](mailto:marisa@harbourpublishing.com)

**Editor's Note:** *National Treasure* was published in 2001, but I only heard about it last year! - I have included the publisher's announcement for the book in this newsletter, as other members may also be unaware of the book.

I asked Dick McIntosh for his comments, as he has read the book. - He replied that:

I think the flyer is fair description of the book. It is great for those interested in the history of air travel at that time. While there are references to air mail at times, this is not the main focus of the book, and sometimes dates give a month or year for specific flights which can drive aerophilatelists mad! I found it a worthwhile read and got a few leads on covers from it.

Thanks Dick.



# LINDBERGH IN QUEBEC CITY - 1928



The background to the aerophilatelic souvenir cover produced by ROYALE 2008, is dramatically described in Fred Hotson's book The Bremen.

According to the notes on the cover of the book:

The flight of the German airplane *Bremen* from Europe to North America in 1928 was one of the milestones of aviation history. No one had flown the Atlantic in that direction and the risks were high - seven people had died in the attempt. When two Germans and an Irishman left Ireland in the *Bremen* for New York, there were predictions of a similar fate, and when nothing was heard after 40 hours, the newspapers began preparing obituaries of the gallant crew. Suddenly a message was relayed from a remote Canadian radio station: the aircraft had force-landed on an ice-bound island in the Gulf of St. Lawrence ... and the race was on to reach the stranded flyers.

The *Bremen* story is an exciting drama of courage, humour and tragedy. All sorts of people found themselves drawn into the event, from the lighthouse keeper and his family, who watched in amazement as the aircraft landed almost at their front door, to presidents and prime ministers. There were the bush pilots who were first to reach the flyers, the mechanics who tried to repair the *Bremen*, ruthless reporters competing for a scoop, and Lindbergh making a mercy flight in an attempt to save the life of pilot Floyd Bennett. Small wonder an enthusiastic journalist of those aviation-mad days called the *Bremen* episode "the greatest news story of all time."

Floyd Bennett and Bernt Balchen were supposed to fly a Ford Trimotor from the Ford company's hangar in Dearborn, Michigan, to Ste. Agnes in Quebec, and then on to Greenly Island to "rescue" the crew of the *Bremen*.

Unfortunately Floyd Bennett had been sick before the flight, and medical help was required for him after they arrived in Ste. Agnes. He was seen by Dr. J.A. LaPoint of La Malbaie, who made a trip out to Ste. Agnes. He was then flown to Quebec City by Pilot Geoffrey Dean and engineer Herbert Lovett of Fairchild Aviation.

Fred Hotson relates that:

An ambulance awaited their arrival at Quebec's historic Plains of Abraham, where Bennett was quickly transferred to the Jeffrey Hale Hospital under the care of Dr. W. H. Delaney.

Doctor Delaney's diagnosis was lobar pneumonia. Mrs. Bennett was notified at her home in Brooklyn and, after consultation with New York doctors, left on the Monday morning train for Quebec. With her was Dr. Alvan L. Barach of New York's Presbyterian Hospital, a specialist in respiratory diseases, who brought along oxygen breathing equipment and spare tanks. - This ominous turn of events made new headlines and photographers were on hand to capture every development.

Continued

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**LINDBERGH IN QUEBEC CITY - 1928: extract from *The Bremen* by Fred Hotson continued:**

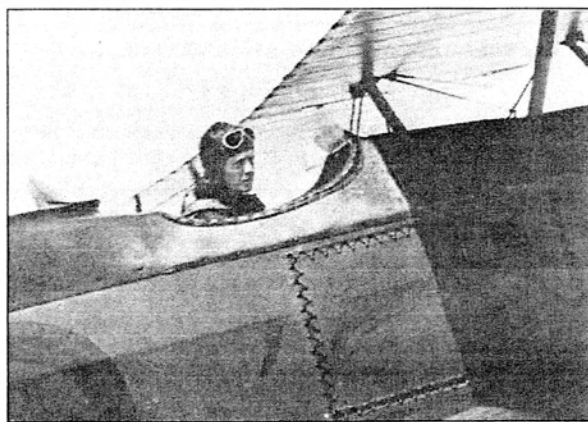
Dr. Barach followed his examination of the 37-year-old Bennett with an urgent call to the Rockefeller Foundation in New York requesting that serum be sent immediately. John D. Rockefeller and Harry F. Guggenheim quickly obtained the serum and looked for a way to send it by air. Charles A. Lindbergh had just flown his new Ryan B-1 (similar to the *Spirit of St. Louis*) into New York and was a guest at the Guggenheim home. He was to be on hand for the welcome of the east-west flyers but when he heard of the request for serum he immediately volunteered to fly it to Quebec.

Arrangements were made to refuel Lindbergh's Ryan at St. Hubert airport near Montreal but there was a sudden change of plans. The U.S. Army Air Corps offered a Curtiss 01-B-5 Falcon, which was faster and had the range to fly directly to Quebec City. Lindbergh promptly suited up in an army flying suit, complete with service revolver, and made a hasty departure from Curtiss Field, Long Island. With him was Thomas B. Appleget Jr., Rockefeller's private secretary, who brought two types of serum and three white mice for experimental purposes. They were in the air while the Ford was making its way to Greenly and touched down at Battlefields Park on the Plains of Abraham at 6:40 p.m. Lindy flew the 470 miles in 3 hours and 40 minutes.

While the Imperial Oil fuelling truck and the mayor of Montreal waited in vain for Lindbergh at St. Hubert, all was in readiness on Quebec's Plains of Abraham. Commander Byrd had arrived in Quebec on the 1:45 train and saw to it that the police were on hand to manage the gathering crowd. Due to the lateness of the hour he also arranged for emergency lighting in case it was needed. He even booked a room for the famous guest at the Chateau Frontenac Hotel.

The presence of America's popular hero on the Plains of Abraham drew crowds of autograph seekers. Lindbergh tried to oblige but was soon whisked away to visit Bennett in the hospital. It was a short visit, only long enough for the patient to recognize his famous guest. One Quebec resident, Gertrude (Maltby) Kennedy, who was a nurse at the Jeffrey Hale in 1928, still recalls the wave of excitement that swept the hospital with the news that Lindbergh was in the building. There was a rush of hospital staff through the corridors to catch a glimpse of the Atlantic hero as he walked from Bennett's room with his head bowed.

A hospital bulletin was issued on April 23rd: "Mr. Bennett is suffering from lobar pneumonia which involves a large part of the left lung. He also has the beginning of pneumonia on the right side. There is some fluid in the left chest. He is resting quietly but his condition is very grave.-Dr. W.N. Delaney, Dr. A.L. Barach."



Charles Lindbergh after landing at Quebec City, April 25th 1928, with serum for Floyd Bennett.

Continued

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**LINDBERGH IN QUEBEC CITY - 1928: extract from *The Bremen* by Fred Hotson continued:**

Charles Lindbergh was invited to an informal reception that evening, joining 25 of the city elite for a quiet dinner at the prestigious Garrison Club. It was a solemn meeting under the circumstances but top Quebec business and military men took the opportunity to welcome their famous visitor. Ottawa had been the only Canadian city visited by the American flyer following his Atlantic flight. Quebec Premier Taschereau joined the party later in the evening.

The Chateau Frontenac also had Robert Fogg registered that night. The *New Hampshire* pilot was on another contract to fly to Greenly and had already spent a day in Quebec. He conferred briefly with Lindbergh and, after sending mechanic Caleb Marston ahead to prepare both aircraft, the aviators left the Chateau at 10:30 on the morning of the 26th.

Photographers and a crowd greeted them on the Plains of Abraham, where Lindbergh was once again besieged for autographs. He did his best in the rush to get airborne but had to refuse a growing wave of admirers. The new hero got a sample of what was to lie ahead of him as a public figure. According to Maury Quinn, who was again in the crowd that morning, one of the rejected autograph seekers, Premier Taschereau's daughter, threw a snowball at the conqueror of the Atlantic.

The confusion of the preparation left no time to learn that Floyd Bennett had drawn his last breath. Lindbergh took off at 11:20 a.m. and made a slow flight over the city and the Jeffrey Hale Hospital before heading for New York. Fogg and a photographer took off later for Greenly.

In later years Robert Fogg used to give lectures on his flying exploits, always highlighting the trips to Greenly, "I made two trips," he would say, "the first to Sept Iles, where I met Duke Schiller with Major Fitzmaurice, flying that interview and pictures to New York, and then a second trip to Greenly Island for an interview and movies with the Germans. For all this I received \$10,000 paid by Pathe News and certain New York papers. It was a world scoop for Pathe News."

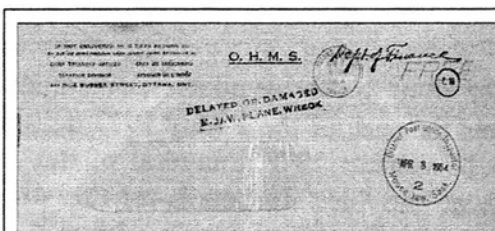
Lindbergh did not learn of Bennett's death until he landed back at Mitchel Field. "I am sorry to hear that" was his simple reply.

A rather unnecessary controversy arose as a result of Lindbergh's serum flight. It started during a public meeting when the provincial secretary, the Honourable L. Athanase David, branded the flight a "bluff" to involve a public figure in the tragic death. He claimed, "We have everything we need here and don't need serum from the United States," and went on to reprove those who "used Lindbergh as a publicity stunt." Premier Taschereau agreed in a similar unfortunate statement. There was a howl of protest from U.S. officials that the comments were unjustified and unwarranted.

Doctor Delaney finally put the matter to rest in a diplomatic bulletin to the press. He took great pains to explain that the serum antibody against pneumococci type 2 was only available in New York City and that the flight was justified. He said the hospital welcomed the cooperation of Dr. Barach and ended his report with, "It was an honest effort to assist in a very desperate situation and I think it very ungenerous to give it any other explanation."

**Editor's book review:** Fred Hotson's book, *The Bremen*, is one of those remarkable books that gives a lot of historical information, while at the same time being most enjoyable to read.

I thoroughly enjoyed it when I read it several years ago, and highly recommend it!



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# INAUGURAL FLIGHT OF THE "STAN MCMILLAN"

Gord Mallett

This brief article deals with signatures linked to Trans-Canada (McKee) Trophy winner Maxwell W. "Max" Ward. His 1973 trophy citation reads, "In recognition of achievements in the field of air operations, in pioneering new areas and in advancing the cause of aviation." Ward was also the recipient of the *Billy Mitchell Award* and he was named a member of Canada's Aviation Hall of Fame. An excellent source of information on his achievements in aviation can be found in Alice Gibson Sutherland's *Canada's Aviation Pioneers*.

Ward's adventures as a bush pilot started in the late 1940's, years after the major northern air mail routes had been established. As a result, his name and signature are not linked to the FFC flights which were so common in the early years. However, his signature sometimes appears on the back of Wardair Canada airplane postcards - postcards of the type that used to be provided free to passengers on Canadian airlines. Some international carriers [Singapore Airlines for example] still provide this service to passengers and mail them to destination free of charge!

Ward's company Wardair Canada Ltd. was established in 1961 and expanded into the international charter field that year. The company established a reputation second to none for efficient operations and particularly for service to the travelling public. Wardair entered jet operations in 1966 with a Boeing 727 and by 1975 had added larger planes such as the McDonnell Douglas DC-10.

The inaugural flight of a Wardair plane was always a gala affair. These planes were often named after one of the early bush pilots. Amongst the passengers aboard the flight would be the pilot [if living] after whom the plane was named, the pilot's family members and friends, fellow bush pilots and other aviation industry personnel. Cover and postcard signings generally took place on the inaugural flight itself as part of the onboard festivities.

This postcard was signed during the inaugural flight of the Douglas DC-10-30 "The Stan McMillan", enroute from Toronto to Quebec City on 13 November 1981. At the time of the signings McMillan and Dickins were both in their early nineties. Eight different pilot families are represented:

C. H. "Punch" Dickins  
Georgette Vachon - widow of Romeo Vachon  
Rick Oaks - son of "Doc" Oaks  
Jessie Garratt - widow of Phil Garratt  
Margaret Hollick-Kenyon - widow of Herbert Hollick-Kenyon  
Vi May - widow of W. R. "Wop" May  
Maxwell W. Ward - president of Wardair  
Stan McMillan

Included in the Wardair fleet were planes named for all of the above pilots. Sometimes the signed postcards or covers went through the postal system. This was the case of the 2 May 1973 delivery flight of the "Phil Garratt" signed by Garratt and Ward, and the 5 November 1978 inaugural of the "W. R. 'Wop' May" signed by Ward, Vi May and Wop's son Denny [who provided the details for this write-up]. Actually two different planes in the Wardair fleet bore the name "W. R. 'Wop' May": Airbus A-310 C-KWD and the Boeing 707 CF-ZYP.

Continued

INAUGURAL FLIGHT OF THE "STAN MCMILLAN" by Gord Mallett continued

Wardair Canada (1975) Ltd. Wardair Canada (1975) Ltée. McDonnell Douglas DC-10-30	POSTAGE STAMP <hr/> TIMBRE
<i>Pamela Dickins.</i> <i>Bergette Vachon</i> <i>Rick Oaks</i> <i>Jean M. Garnett.</i> <i>Margaret Hollock-Kay</i> <i>Vi May</i>	POST CARD CARTE POSTALE <hr/> ADDRESS/ADRESSE  <i>you</i> <i>Molwen &amp; Ward</i> <i>Stan McMillan</i>

Thanks Gord.

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## FOLLOW UP: Max Berendes Covers

Our June 2007 newsletter contained an article about some intriguing covers produced by Max L. Berendes, who lived in Portland, Oregon. - These covers included:

- a cover from ST. GEORGE, GRENADA, B.W.I. postmarked 18<sup>th</sup> March 1927; flown on the First Flight AKRON to CLEVELAND, August 1, 1928; addressed to ST. GEORGE'S, NEWFOUNDLAND, where it was backstamped August 8 1928.
- a cover from NUEVO LAREDO, MEXICO cancelled 19<sup>th</sup> November 1926; with handstamps VIA AIR MAIL and FIRST FLIGHT DETROIT, MICH. VIA BOSTON, MASS. addressed to KINGSTON, ONTARIO where it was backstamped November 23 1926. **BUT** there was no airmail from Nuevo Laredo at this time, and the airmail service from CHICAGO to DETROIT had been inaugurated on February 15<sup>th</sup> 1926!

Thanks to Ed Barrow, Chris Carmichael, Barry Countryman, Paul Huber, John Johnson, Alan Lieberman, David Whiteley, and David Wilson, who responded to my request for information regarding Max Berendes.

Dave Whiteley sent me details of another of Max Berendes exotic covers:



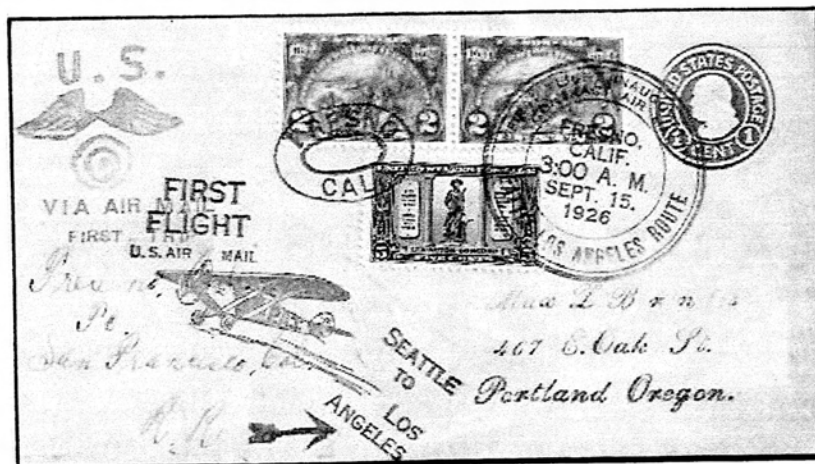
This one was from BRIDGETOWN, NOVA SCOTIA, postmarked 19 January 1927; to BRIDGETOWN, BARBADOS, with a YOUNGSTOWN to PITTSBURGH First Flight cachet of April 21<sup>st</sup> 1927!

I also had a message from Paul Huber, that:

Max Berendes produced a wonderful series of CAM covers from 1926 — 1928 which I purchased at the APS show in Portland. Most were franked with better postage and had a unique cachet of U.S. over wings over a bullseye. Many had some age toning. They come in all sizes from #5 to #10. They are in my show stock. I sold a couple in Seattle last week but still have over 100 in stock.

( [www.fairwindspostalhistory.com](http://www.fairwindspostalhistory.com) )

Paul included this example, from the Fresno to San Francisco stage of the CAM 8 inauguration, (Seattle - Los Angeles), on September 15<sup>th</sup> 1928:



Continued

**FOLLOW UP: MAX BERENDES COVERS continued:**

Many thanks to Barry Countryman, who produced this biography of Max Berendes:

**STAMP COLLECTOR MAX BERENDES**

By Barry Countryman

Shoemaker Henry Berendes, only 17, arrived at the port of New Orleans on Nov. 25, 1859 on the *Goschen* from Bremen, Germany. He married Matilda Althalm, who was also from Prussia, in the Columbia River town of Oak Point, Washington in June, 1869. By the next year they were in Astoria, Oregon. Their children were Max Francisco, born Oct. 29, 1870, Carrie, born 1874, and Oscar, born 1876.

In 1889 Henry had a store on Second Street. Son Max worked on the same street as a clerk for John A. Montgomery who sold stoves. Matilda filed for divorce in September, 1890. In court Max confirmed the abusive German words, a physical attack on her, and his father's three-year drunken state.

Henry continued his trade in Tacoma, Washington (Henry Berens in the city directory). On Dec. 14, 1898 his body was found on the southeast shore of nearby Maury Island. The coroner ruled that Henry had drowned about Dec. 10.

Matilda, Max and Carrie subsequently moved to Tacoma. Max was a store clerk. The family moved to Portland, Oregon in 1910. Three years later Carrie, an invalid for several years, committed suicide by drinking carbolic acid. Her screams at 2 a.m. awoke the family, which could not help her.

Max, as guardian of his mentally ill mother's affairs, brought suit against three individuals on July 14, 1914 for allegedly defrauding her of \$1,300 in a real estate transaction.

Nine days later he filed a suit of his own and one for his mother, asking \$20,000 in each, against the sheriff. He claimed that two deputies had struck Matilda and had torn her clothes in August, 1913 (the month after his sister's death) while serving an eviction writ. Max said that they had used "undue zeal" in, according to the newspaper, "violently assaulting him and taking him, handcuffed, to the county jail, without warrant." His mother died in 1915 at age 66.

On Dec. 7, 1920 in Ashland, near the California border, Max married Jennie E. Greenough. She had filed for divorce in April from Zina Hiram Greenough, Portland life insurance agent and former building contractor.

Max was a salesman, according to the 1925 city directory, and two years later a stamp collector. By then he and his wife lived apart, and divorced before 1930.

The labourer moved to Pasadena, California. He was a Republican on the 1932 voters register, which went on to record his frequent changes of address. Max died in Los Angeles County General Hospital on June 13, 1956, age 85, due to inanition (exhaustion resulting from lack of food and water) and "debilitation," with arteriosclerosis an underlying cause. The death certificate says he was a former U.S. Customs inspector. His cremated remains are in the Pasadena Mausoleum.

It seems like Max Berendes' life was as "colourful" as his covers!

Barry also added a comment that, "Mr. Berendes was less well known than I thought". - This seems to sum the enquiry.

Given the number of covers he produced, and the exotic nature of some of them, I'd also expected Max Berendes to be better known. However, John Johnson made some enquiries with the philatelists in Portland during the APS STAMPSHOW in August, and they couldn't provide any information about him.

**Thanks again to everybody who helped with this enquiry.**

## FOLLOW UP: Covers to RAF Czechoslovak Squadrons.

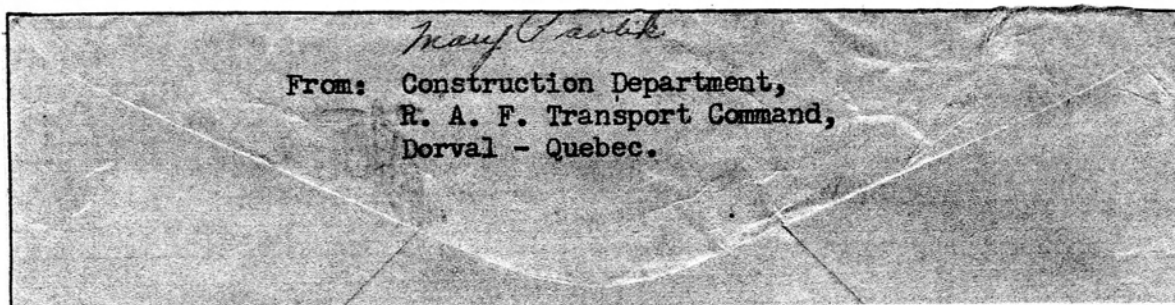
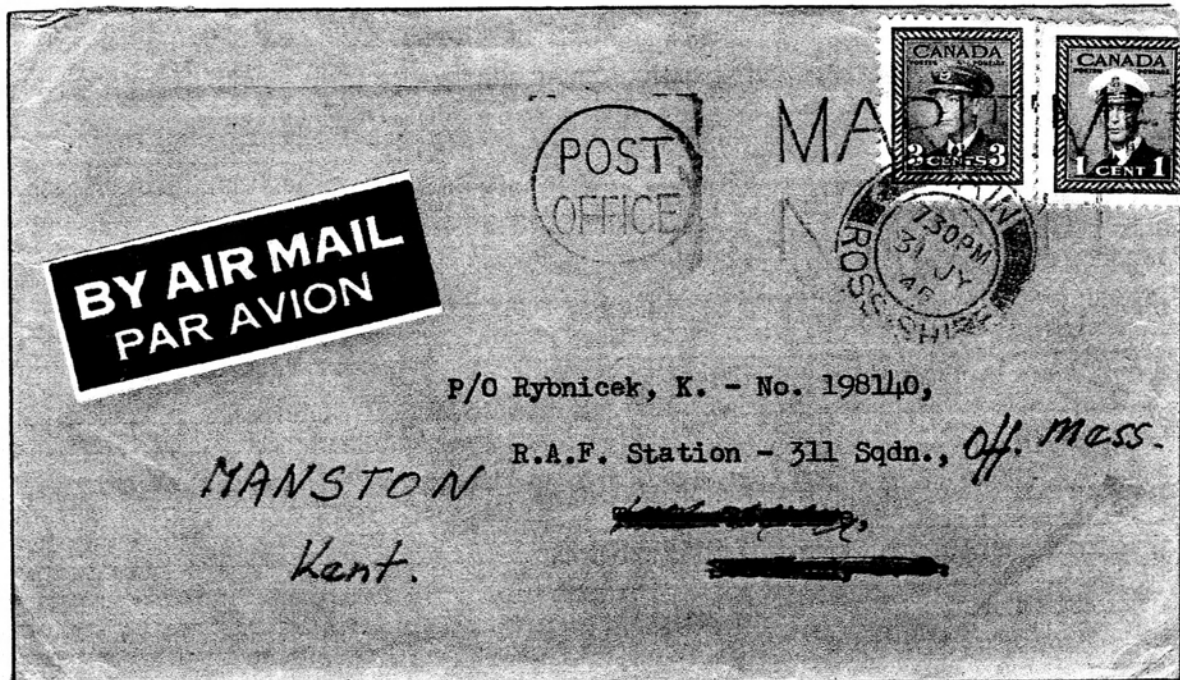
The December 2007 Canadian Aerophilatelist included a cover sent in by Richard Beith, that had been mailed from Quebec in November 1944 to P(O)B 281, London EC1, which was the 'undercover' address for Czechoslovaks serving in the Royal Air Force.

It was addressed to F/Sgt. Karel Rybnicek, and was forwarded to him at 311 Squadron, at Tain in Ross-shire, Scotland.

I recently received another letter from Richard, who commented that:

Things move in strange ways in philately as in other spheres. The Canadian cover to Box 281 that you kindly illustrated was obtained last September/October from a Czech auction house. Later in the autumn I obtained another cover to the same flyer, but from a different Czech auction house. A copy of this is enclosed with notes:

"Karel Rybnicek is now a Pilot Officer. As the war in Europe is over, mail can be sent directly to his Squadron in Scotland without the need for an 'undercover' address. However 311 Squadron have left RAF Tain to join all the other Czechoslovak Squadrons at RAF Manston, Kent, see TAIN ROSS-SHIRE cds for 31 JY 45. They waited in Kent whilst the politicians squabbled about the return to their liberated homeland. The cover bears an airmail etiquette but only 4 cents in postage and a British POST OFFICE MARITIME MAIL machine cancellation. The sender's address on the reverse is RAF Transport Command, Dorval Quebec. Rybnicek was a Navigator and had trained in Canada at Medicine Hat, and converted to Liberators at Nassau, Bahamas. Sadly he did not live to see much of the peace. He was killed in a Liberator crash on 5 October 1945 at the start of a UK - Prague ferry flight, and is buried in England."



Continued

**FOLLOW UP: COVERS TO RAF CZECHOSLOVAK SQUADRONS continued:**

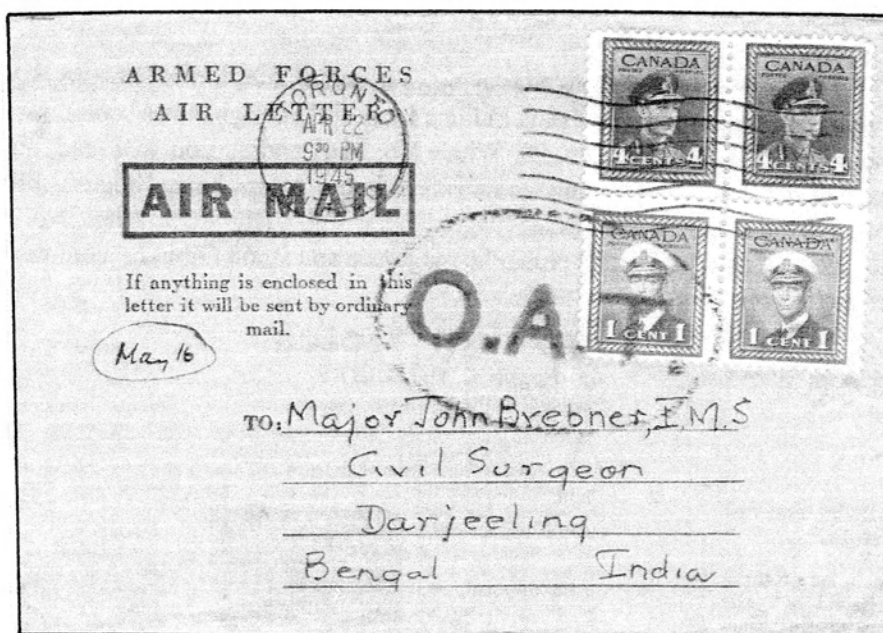
When Richard sent in the original cover, he included a question concerning the rate:

*The cover is franked at 10 cents when the normal transAtlantic rate was 30 cents. I thought that the 10 cent concessionary rate was reserved for Forces Air Letter Forms. Perhaps the Canadian Post Office was more generous by 1944?*

I commented that I did not think the Post Office was more generous by 1944, though they do seem to have been somewhat tolerant of underfranked covers to / from members of the Forces.

It is still interesting to speculate why the mistake was 10 cents, not some other wrong amount?

One possible source for confusion, is that unlike later aerogrammes which had an postage stamp design, the first Air Letters that Richard mentions, required postage stamps to be used on them, for example:



**Air Letter from Toronto to India, April 1945. - Neil Hunter's collection.**

Another possibility has been raised by Charles Lablonde and John Tyacke, who suggest the rate "*could be the often misunderstood/misused*" 10 cent rate for airmail within Canada / surface mail across the Atlantic / air mail service within Europe.

Although this 10 cent rate never applied to airmail to Britain, it would have applied to mail to Czechoslovakia before the war, that required airmail within Canada / surface mail across the Atlantic / air mail service once it had crossed the Atlantic.

The 10 cent rate also applied for air / sea / air mail to Switzerland, and Charles added that "*John and I have a new book coming out this summer entitled The Postal History of World War II Mail between Canada and Switzerland. In the book we show several 10 cent covers to Switzerland.*"

**Thanks to Charles, John, Neil and Richard for their contributions. - If anybody has other suggestions that might explain the 10 cent franking, please send them to the editor.**

**I would also be very pleased to receive suggestions as to how to reconcile the 4 cents franking, Air Mail etiquette, and Maritime Mail cancellation, on the cover on the previous page.**

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## More on the mystery Labrador "stamps" of 1908

This stamp originally appeared as a question in our September 2005 newsletter, that was answered in an article by Bob Dyer reproduced in our March 2008 newsletter.

Bob's article included a comment that he'd been told that, "Frank Phillips wrote about the labels for Gibbons *Stamp News* in August 1908, already questioning their authenticity."

I then received an email from Alan Tunnicliffe that:

I was very interested to read your writeup on these stamps in your March issue. Having access to an excellent library at our local philatelic society I was able to read the 100 year old magazines, which are, by the way, looking as new as if printed last week.

The magazine referred to was not *Gibbons Stamp News* in actual fact, but is *Gibbons Stamp Weekly*.

I attach hereto images of two articles by Frank Phillips from his "Foreign Notes" columns. The first is from the 16 May 1908 issue [page 317, Vol. VII, No. 20, Whole No. 176] and as you will read, quotes a letter to a French philatelic magazine and then adds Gibbons' comments as to the stamps being "bogus rubbish". The second article is from his column in the 1 August 1908 issue [pages 77-87, Vol. VIII, No. 5, Whole No. 187] and reprints a letter from the 1 July issue of another French philatelic magazine and again Gibbons' comments are appended.

I hope this is of use to you.



## Foreign Notes

By FRANK PHILLIPS

The Labrador Company

THE following letter has been received by *L'Echo de la Timbrologie* :—

I have the honour to enclose you a set of three unused stamps that have just been issued by "The Labrador Company," of American origin; they are intended to frank letters and parcels both to and from Labrador.

The said Company have received a Charter from the Governments of the United States and Newfoundland to develop the country, on the condition that a postal service to various parts of Labrador is kept in operation during the navigable season.

Therefore the Company has issued postage stamps of 3 cents, 25 cents, and 1 dollar; the latter value is intended for use only on parcels and registered matter, and will only be made use of by the postal officials of the Company.

Our contemporary goes on to state the stamps are absolutely hideous, and are badly printed in very unsuitable colours: the 5 c. portrays a seal; the 25 c., an Esquimaux; and the \$1 bears a faint resemblance to a map.

Later on we hope to be able to give further particulars about this "Company," but its chief object appears to be exploitation of collectors. We hope that none of our readers will be tempted to buy this bogus rubbish.

## Foreign Notes

By FRANK PHILLIPS

Forgeries of the De Ruyter Issue

ACCORDING to the *Illustriertes Briefmarken Journal* (4.7.08) forgeries have recently been seen of most of the surcharged values of the De Ruyter issue. In

the forgery the surcharge does not strike one as being such an intense jet black as on the originals, and the letters of the former seem to be a trifle thinner than they should be. However, the most satisfactory test consists in the variation of some of the letters of the surcharge. On the forgeries in the cent values the "E" has the middle stroke the same length as the outer strokes, whereas on the genuine stamps the middle stroke is shorter. In the 1 gulden in the genuine stamp the arms of the "U" are parallel until the curve begins; in the forgery they slant towards each other, giving the letter some slight resemblance to a "v."

PORTZEGEL

7½

CENT

The Labrador Company

SOME few weeks ago I referred in these notes to a set of three so-called "Postage

Stamps" issued by the Labrador Company. The following letter is extracted from *Le Colledienneur de Timbres-Poste* (1.7.08), and is an answer to one asking for further information about these stamps.

MONTREAL, 4 May, 1908.

DEAR SIR,

Replying to your letter of the 24th ult., I must tell you that the stamps you mention are the stamps of an American company which has obtained a concession for the establishment of a postal service on the Labrador coast, the company being under the surveillance of the Government of Newfoundland. Although unofficial, these stamps constitute a first issue for the Labrador district, and they are used on the mails. It is highly probable that, in a few years' time, the Government of the United States of America will take over this postal service, as a great deal of mining property in Labrador is controlled by American interests. These stamps would then become official (*sic*), and will certainly become very rare, as the company has only had 100,000 printed.

I enclose an envelope bearing a Canadian obliterating stamp, and also a newspaper cutting relating to the stamps.

A. E. CLÉMENT.

The funny part about the envelope referred to in the above letter, and which the author evidently takes to be a guarantee of the *bona fides* of the issue, is that it bears a 25 c.

Company stamp, together with a 2 c. Canadian stamp, both bearing the Montreal obliteration. This almost goes to prove that the company owns neither a post office nor even an obliterating stamp!

We can dismiss the whole subject with the remark that the stamps represent a local charge for portage, and have little in common with Government postage stamps.

Thanks Alan.

Alan is editor of *New Zealand Air Mail News*: newsletter of the NEW ZEALAND AIR MAIL SOCIETY, with which we exchange newsletters. - For more information on the NZAMS, check their website at <http://www.newzeal.com/Philately/AirmailSociety.htm> or contact Alan Tunnicliffe, PO Box 29144, Fendalton, Christchurch, New Zealand.

# Censorship in World War Two - Part 2

**Editor's Note:** In the last newsletter, I published the first in a series of articles related to Censorship in World War 2. It included a *History of the Postal and Telegraph Censorship Department 1938-1946* by Chris Miller, that gave an outline of censorship in Canada, based on a report *Censorships in the British Empire* that Chris Miller studied at the Public Record Office in Kew, London, England.

The following article by David Whiteley gives much more detailed information about what happened in Canada, and when, and is based largely on the Canadian Post Office records.

## The Development of Civil Censorship in Canada, 1939-45. A Time Line Part I, September 1939-January 1943

Civil Censorship of certain classes and types of mail to and from specified countries was introduced during September 1939. Incremental increases to the types and classes of mail to be censored were introduced periodically during the period censorship was enforced. To perform the necessary examinations required the Post Office established a number of censorship divisions at major postal centers. Censorship offices were opened at various centres as and when required by the Post Office in consultation with the Chief Postal Censor, Mr. F.E. Jolliffe, a senior employee of the Post Office Department. To illustrate the steps taken during the war years the following time line will help clarify the development of Civil Censorship in Canada.<sup>1</sup>

September 2 <sup>nd</sup> , 1939.	Privy Council promulgates Order-In-Council P.C. 2506 authorizing the Post Office Department to intercept, open and examine certain types and classes of mail.
September 6 <sup>th</sup> , 1939	Central Censorship Office established in the Jackson Building, Bank Street, Ottawa under direction of Chief Postal Censor F.E. Jolliffe, assisted by Assistant Chief Postal Censor A. Gagnon and five Post Office employees seconded from the Ottawa District postal service.
September 6 <sup>th</sup> , 1939	Post Office General Order No. 242 released, ordering postal employees to "Segregate and to divert all mail to the following countries: <b>Siam - Bulgaria - Baltic States - Norway - Sweden - Yugoslavia - Hungary - Switzerland - Denmark - Luxemburg - Belgium - Holland - Ruthenia - Slovakia - Italy.</b> It is desired that all mails addressed to or coming from the above mentioned countries be forwarded to Ottawa, under label marked 'Postal Censorship Ottawa' and that no mails should be routed direct for connection by New York boats, when formerly it was at times necessary to do so in order to make connections with such sailings rather than divert them via the usual Canadian despatching exchange office making up overseas mail."
September 7 <sup>th</sup> , 1939	Post Office General Order No. 243 released ordering the immediate establishment of a branch of the Canadian Postal Censorship at Vancouver, B.C. for the purpose of examining all mails originating in Canada for China and Japan. Therefore all such mails are to be routed on Vancouver under a label "Postal Censorship Vancouver." Mails from Eastern Canada for China and Japan will in future, in all cases, be routed to Vancouver and not as heretofore routed to west coast United States ports to connect with first available steamer.
September 8 <sup>th</sup> , 1939	District Director Vancouver reports Censorship Division opened at the Main Post Office with Night Postal Supervisor J.A. McConaghy in charge. With five citizens of Chinese nationality taken on staff as examiners.
September 9 <sup>th</sup> , 1939	Five Citizens of Japanese nationality taken on staff as examiners, also four post office employees from the Vancouver District staff seconded to the Vancouver office.
September 14 <sup>th</sup> , 1939	Order-in-Council No. P.C. 265 authorized Post Office Department to employ qualified foreign language examiners from outside the Post Office Department.
September 15 <sup>th</sup> , 1939	On or about this date a censorship office was opened at Toronto in the main Post Office with one examiner, who conducted limited examinations.
September 16 <sup>th</sup> , 1939	Censorship in operation at Victoria, B.C. with one examiner

Continued

THE DEVELOPMENT OF CIVIL CENSORSHIP IN CANADA: 1939 - JANUARY 1943 by David Whiteley continued:September 18<sup>th</sup>, 1939

Post Office General Order No. 247 released defining Baltic States to include **Lithuania - Latvia - Estonia - Finland and Russia**. "With regards to Russia mails for Russia-in-Europe must be forwarded to the "Ottawa Postal Censorship" bureau. Mails for Russia-in-Asia must be forwarded to the Vancouver Postal Censorship bureau.

Operational Order No. 5444 ordered that all air mails for the Orient to connect with Empress steamers on the day of sailing from Vancouver and Victoria that had formerly been forwarded on Victoria should in future be forwarded on the Vancouver Post Office, labelled "Vancouver Postal Censorship."

District Office Circular No. 158 (Ottawa), released advising the establishment of Internment Camps for the internment of enemy subjects at the following locations - **Sussex Camp, N.B. - Quebec City, P.Q. - Montreal, P.Q. - Niagara Camp (Niagara-on-the-Lake Post Office), Ont. - Toronto, Ont. - Kingston, Ontario - Petawawa Military Camp, Ont. - Winnipeg, MB. - Regina, Sask. - Vancouver, B.C. - Ottawa, Ont. - Calgary, Al. - Kananaskis Camp, Al. - Sarcee, Al.** Censorship of mail to and from interned prisoners of war in Canada will be undertaken by the camp authorities and will bear evidence of having been examined by means of an impression of a rubber stamp reading "Censored - .....Internment Camp."

Such mail received from an internment camp is to be forwarded. If no censorship appears on the cover, the mail is to be forwarded to the Chief Postal Censor at Ottawa.

November 29<sup>th</sup>, 1939

R.I. Hopkins, District Director, Halifax, reports that a Postal Censorship Division has been established on the instructions of E.J. Underwood, Chief Superintendent Post Office Service, Ottawa, with eight post office employees seconded to examination duties.

January 3<sup>rd</sup>, 1940

Estimates for fiscal year 140-41 for expenditures of in relation to censorship. Estimated that the following numbers of Post Office employees would be required. The Ottawa Office 80 examiners, Vancouver 4 examiners plus 10 Chinese & Japanese Temporary examiners and Halifax 6 examiners.

January 12<sup>th</sup>, 1940

Departmental instructions issued regarding the procedures for examination of mail on behalf of the Foreign Exchange Control Board, *(These instructions have as yet not been located by the writer.)*

January 15<sup>th</sup>, 1940January 19<sup>th</sup>, 1940

J.H. Beaulieu, Principal Clerk appointed Censorship Clerk for Montreal Postal District. E.J. Underwood requested returns of all staff employed with censorship of mails from the following Postal Districts and Post Offices:-**Vancouver, Victoria and Halifax**. Returns indicated that 5 postal employees had been detached for censorship duties and 10 temporary employees taken on staff, Victoria 3 Temporary employees and Halifax reported 12 postal employees detached for censorship work.

January 30<sup>th</sup>, 1940

District Director Vancouver receives instructions regarding handling of F.E.C.B. examinations. "It is not intended that the contents of all the receiver mail, street letter box collections, and incoming mail from the smaller offices should be opened and examined. The meaning of the first paragraph under the heading "Examination" on page 3 of the instructions is that this mail should be looked over for the purpose of picking out any parcels or letters not accompanied by Form B or Form K, or not marked "Passed for Export" or "Authorized for export, by Foreign Exchange Control Board," which may be suspected by its appearance or make-up of containing "goods," or "property" other than "goods" being exported contrary to the regulations of the Foreign Exchange Control Board.

February 2<sup>nd</sup>, 1940

Letter from District Director Vancouver to Postmaster General attempting to justify more examiners for F.E.C.B. duties. (1) Items marked "Passed for Export," must be collected, conveyed to the examining, examined, reclosed and if satisfactory other action requiring additional time will be required. (2) For items not marked "Passed for Export," considerable time will be required to inspect mails posted at the Main Post Office, received from the sub post offices and street collections and passing through from other offices to locate and extract for examination such items which might contain "goods or other property" within the meaning of the regulations. These if letters, would have to be treated as in No. (1) above; if parcels, would require to be

Continued

**THE DEVELOPMENT OF CIVIL CENSORSHIP IN CANADA: 1939 - JANUARY 1943 by David Whiteley continued:**

- examined, reclosed and returned to the mails if satisfactory. If not satisfactory, additional time would be required to dispose of them."
- February 17<sup>th</sup>, 1940** Memorandum listing Post Office employees assigned to examining mail matter "endorsed "Past for Export" by Postmasters and not endorsed "Past for Export" for and on behalf of the F.E.C.B. **Charlottetown - one employee; Halifax - one employee; Saint John - one employee; Quebec - two employees; Ottawa (Post Office) - one employee; Toronto - one employee; London - one employee; North Bay - one employee; Winnipeg - two employees; Moose Jaw - one employee; Saskatoon - one employee; Edmonton - one employee; Calgary - one employee; Vancouver - one employee.** No reply was received from Montreal or Saskatoon.
- May 3<sup>rd</sup>, 1940** Instructions received from the F.E.C.B. that mail from Canadian Government Offices is subject to regulations of the Board.
- May 9<sup>th</sup>, 1940** Instructions received from the F.E.C.B. that "all mail for banks loan companies, etc., including mail marked "passed for Export," at receiving wickets and by Postmasters of other Post Offices is to be examined."
- May 13<sup>th</sup>, 1940** District Director, Montreal to Ottawa advising one employee assigned to examination duties on behalf of the F.E.C.B. The new instructions of May 9<sup>th</sup>, 1940 received from the F.E.C.B. will necessitate the seconding of three more employees for this work.
- May 14<sup>th</sup>, 1940** District Director Montreal advised from Ottawa that representatives of chartered banks and trust companies who fail to endorse their correspondence to United States banks etc., "Authorized or Approved for Export by Foreign Exchange Control Board" should be notified by telephone to attend the Post Office to complete the endorsement.
- June 1<sup>st</sup>, 1940** Between May 14<sup>th</sup> and June 1<sup>st</sup>. A further survey was made in order to establish the number of Post Office employees engaged on Censorship work for the F.E.C.B. **Charlottetown - one employee; Halifax - one employee; Saint John - one full time, two part time; Quebec - one employee; Montreal - three employees; Ottawa - two employees; Toronto - three employees; London - two employees; North Bay - one employee; Winnipeg - two employees; Moose Jaw - one employee; Saskatoon - one employee; Calgary - one employee; Edmonton - one full time, two part time; Vancouver - one employee.** The following offices were undertaking Civil censorship under the direction of the Chief Censor Officer, Ottawa; **Charlottetown - one employee part time; Saint John - one employee part time; Halifax - eleven employees; Quebec - two part time; Montreal - four employees (both civil censorship and F.E.C.B.); Ottawa (Post Office) - one employee; Toronto - one employee; London - two employees; North Bay - one part time; Winnipeg - two part time; Moose Jaw - one part time; Saskatoon - one part time; Calgary - one employee; Edmonton - three part time; Vancouver - five employees.**
- June 20<sup>th</sup>, 1940** Acting Chief Postal Censor instructed District Director Toronto to commence examination of mail matter addressed to United States Banks, Trust Companies, Financial Institutions and other Depositories, mailed in the Niagara peninsula. This means diverting a large amount of mail originating in Niagara Falls, Fort Erie, Port Colborne, Welland, etc., and similar offices to the District Office (Toronto), for censorship.
- July 19<sup>th</sup>, 1940** Chief Postal Censor to District Director Montreal advising that Imperial Airways intend to resume trans-Atlantic air services on the Northern Route between Foynes - Botwood - Montreal and New York commencing with a west bound flight about July, 22<sup>nd</sup>. On arrival of the plane at Montreal all mails originating in the Irish Free State and Northern Ireland, no matter to what destinations, are to be removed from the plane and forwarded to the Censorship Bureau at Ottawa. In the reverse direction all mails addressed to the Irish Free State and Northern Ireland are to be censored at Montreal. It is estimated that about 100 lbs. of mail on each east bound flight will have to be examined between 6.00pm. and 6.00am in order that harmless mails may be put back on the east bound plane.
- August 8<sup>th</sup>, 1940** First east bound trans-Atlantic flight arrived Montreal, 14 post office employees employed for special censorship work in connection with this flight for about 2 hours,

Continued

**THE DEVELOPMENT OF CIVIL CENSORSHIP IN CANADA: 1939 - JANUARY 1943 by David Whiteley continued:**

- September 3<sup>rd</sup>. 1940** Attempts to open a censorship office at Hamilton, but as no authority received from Chief Postal Censors Office by 10.30am September 6<sup>th</sup>. Censorship ceased and recommenced on or about September 11<sup>th</sup>, 1940.
- September 9<sup>th</sup>. 1940** New Censorship offices to be opened for both general censorship and under authority of F.E.C.B. at Hamilton, Niagara Falls, Windsor, Regina and Victoria. Instructions also received from the F.E.C.B. that registered letters and letter mail addressed to, or mailed by, the following may proceed without examination:- "Dominion Government Departments, Commission or Board to which the franking privilege is extended and accredited representatives of British and Foreign Governments accorded diplomatic privilege in the use of mails."
- November 4<sup>th</sup>. 1940** Department of External Affairs, at the request of the British Government requests Postal censorship at Vancouver to be extended to include all mails addressed to and received from United States points and the Orient. It was further advised that British Authorities were despatching a team of 50 Examiners to assist the Vancouver authorities.
- November 15<sup>th</sup>. 1940** Chief Postal Censor advises that the extended censorship of mail had been commenced with some 20 extra examiners taken on staff. It was expected that the British team would arrive on November 16<sup>th</sup>, 1940
- November 22<sup>nd</sup>. 1940** Acting Chief Postal Censor advises that censorship at Halifax will be increased by 10 additional Examiners to assist in the extended examination of mail matter posted in Halifax and district in an endeavour to stop leakages of shipping information
- December 5<sup>th</sup>. 1940** Chief Postal Censor advises that in an endeavour to stop leakages of shipping information a Censorship station for the examination of letter mail posted in St. John and immediate vicinity has been established as of 9.00am. December 2<sup>nd</sup>, 1940 with 10 examiners.
- December 12<sup>th</sup>. 1940** Chief Postal Censor instructs Halifax Censorship station to commence examination of all mail matter posted in Sydney, N.S. and vicinity including all Air Mail matter addressed to the United States from the Province.
- December 18<sup>th</sup>. 1940** Postal Censorship extended to include all mail addressed to or received from; **Mexico - Central American Countries - South American Countries, including the West Indies, but excluding any British or United States Possessions**, must be diverted to the Postal Censorship, Ottawa.
- December 30<sup>th</sup>. 1940** Chief Superintendent of Postal Service advises that with the inauguration of the Moncton, N.B. - Bangor, Maine Air Mail Service a Censorship Station should be established at Moncton to examine Air Mail to and via the United States. At this time only Air Mail matter by the Moncton - Bangor route will be examined at Moncton.
- January 13<sup>th</sup>. 1941** Mail addressed to the United States, originating in Nova Scotia, and Cape Breton District should be directed to Saint John for censorship.
- February 12<sup>th</sup>. 1941** Examination of transit parcel post mails from the Orient commenced the Evening of February 11<sup>th</sup>, at Vancouver.
- February 25<sup>th</sup>. 1941** Federal Exchange Board instructs Post Office Department to commence examination of all incoming Registered Letters - with certain exceptions - originating in the United States commencing **March 1<sup>st</sup>. 1941**.
- April 2<sup>nd</sup>. 1941** Staff at the main Censorship Bureau at Ottawa now exceeds 150.
- May 28<sup>th</sup>. 1941** Naval Intelligence requests mail received at St. John addressed to members of Greek Crews be examined.
- June 18<sup>th</sup>. 1941** Examination of mails for and on behalf of F.E.C.B. to include all mail received from the United States, as of **June 1<sup>st</sup> 1941**.
- June 24<sup>th</sup>. 1941** Items containing dividend cheques received by Canadian Citizens from United States sources are to be examined and reported to the Chief Postal Censor, Ottawa, as of **June 1<sup>st</sup>, 1941**.

Continued

**THE DEVELOPMENT OF CIVIL CENSORSHIP IN CANADA: 1939 - JANUARY 1943 by David Whiteley continued:**

- July 17<sup>th</sup>. 1941** Meeting of Censorship Committee at Department of External Affairs. Suggested that "for purposes of further security as regards shipping movements of troops etc., it would be necessary to examine some internal mail out of the Maritimes." Assistant Director of Postal and Telegraph censorship in the United Kingdom, stated Cost and difficulty of obtaining sufficient personnel would make a complete censorship of Maritime mails difficult to enforce. The Committee suggested that a partial examination of the air mails out of Nova Scotia to places in Quebec and Ontario. Post Office Department suggested that it would not be necessary to examine every piece of mail. Correspondence between branches of Banks, Insurance Companies and other reliable firms could be excluded from physical examination. It was further recommended by the Chief Postal Censor that about 50% of the remaining mail be examined at Halifax, St. John and Moncton.
- August 15<sup>th</sup>. 1941** Authority received from Chief Postal Censor to extension of censorship as requested by the Port Security Mission recently in Canada at the meeting of July 17<sup>th</sup>. 1941 above.
- March 21<sup>st</sup>. 1942** Some members of British Examination Team at Vancouver transferred to United States points.
- May 11<sup>th</sup>. 1942** Survey of Postal employees seconded to Examination centres commenced in relation to proposed transfer of Censorship bureaus to Department of National War Services commenced.
- May 12<sup>th</sup>. 1942** Assistant Director Postal Censorship suggests that the impending reorganization of Censorship it would make it necessary to have a contact person in every post office in Canada in connection with Foreign Exchange Control Board and censorship. In order that any secret instructions from the Chief Censor officer could be relayed through this person.
- June 15<sup>th</sup>. 1941** Order-In-Council P.C. 75/5095 Approves establishments for Postal Censorship under Department of National War Services, Directorate of Censorship effective July 1<sup>st</sup>. 1942.
- September 25<sup>th</sup>. 1942** Twenty-five additional Examiners required Vancouver to replace British contingent who have been transferred to U.S. points.
- December 10<sup>th</sup>. 1942** Memorandum from the Postmaster General and the Minister of National War Services indicates that Department of Postal Censorship including Examinations for and on behalf of the F.E.C. B. were transferred from the Post Office Department to the Department of National War services effective **May 13<sup>th</sup>, 1942**. Supervision and direction of censorship work will be responsibility of the Department of National War Services, Censorship Division, but the Post office department will look after all staff work.
- January 11<sup>th</sup>. 1943** Post Office Weekly Bulletin Vol. XXIII, No. 1142. At Page 2 item (1) Gives official notice of transfer. "Postal Censorship Transferred to Department of National War Services. Postal Censorship has been transferred from the jurisdiction of the Postmaster General to that of the Minister of National War services. In future when it is necessary under instructions to forward mail matter under cover to the Chief Postal Censor, the envelope in which such mail is enclosed should be addressed - **Department of National War Services, Ottawa, Ontario**. With the words 'For Chief Postal Censor' at the upper left hand corner, instead of using envelopes addressed to the Postmaster General, as heretofore.

1. The following information has been obtained from official Post office records, PAC. RG3 Volume 2429 Cens Volumes 1,2 & 3 1939-1946.

**Many thanks David!**

**LAST MINUTE email that may be very significant to some readers:** Is there any possible way on short notice to notify your members of the Canada Semi-Official section in our upcoming June 27-29 Auction?

**For information contact:** Chris Harmer, Harmer-Schau Auctions Email: [auctions@harmerschau.com](mailto:auctions@harmerschau.com)

## INFORMATION WANTED

Any member who has a question about a mystery stamp, cover, or any aspect of aerophilately, is invited to send it to the editor. - I will try to obtain the answer, and publish it in a future newsletter.

### PACIFIC AIR TRANSPORT CO. - 1928



Pacific Air Transport Co. - which is supposedly the air line that flew this cover - did exist at the time. It was the US Post Office carrier for CAM 8 which flew up & down the US west coast carrying US air mail as far north as Seattle.

According to a timetable for 1929 that I found on [www.timetableimages.com](http://www.timetableimages.com) it did not have scheduled flights into Canada, but the timetable did say that special flights could be arranged.

The Victoria meter is a Pitney Bowes type PB1.2.2 ( as per Irwin *Canadian Meter Postage Stamp Catalog* ) which were introduced into service in Sept. 1923. The meter impression on the cover is Victoria, British Columbia, Aug. 7 1928.

There is no listing of any flight from Victoria to Vancouver on or around this date in *The Air Mails of Canada & Newfoundland*.

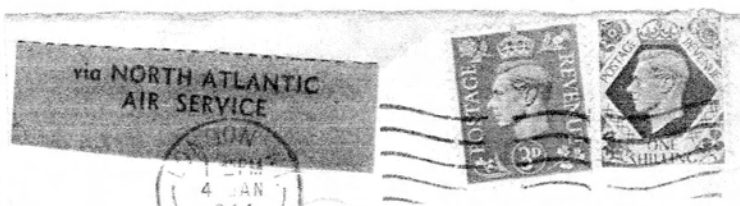
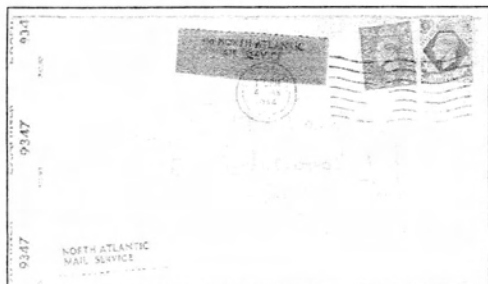
**So - Did this cover fly from Victoria to Vancouver?**

**- Did it travel within or outside the Canadian mail service: there are no Canada Post Markings of any sort on either the front or the back.?**

Any information that anybody can provide would be much appreciated.

**Brian Wolfenden**

### TRANS-ATLANTIC AIRMAIL LABELS



**Postmarked:** LONDON W.1. 4 JAN 1944 **Addressed to** TORONTO

This cover has two printed labels saying "via NORTH ATLANTIC AIR SERVICE" - a blue label at the top that is rouletted, and a white one at the bottom that has dashed lines at the bottom of the label, and may or may not be rouletted.

**Does anybody know who produced or supplied these labels?**

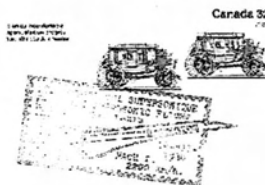
----- **If you can help, please send information to the editor.** -----

## SALES AND WANTS

All members are invited to send in details of items wanted or for sale to the editor.  
They will be published as soon as space permits, at no charge to the member.

### WANTED - CONCORDE POSTMARK

Cancellation from  
FIRST SUPERSONIC FLIGHT  
MONTREAL - PARIS  
14 - VII - 1984



I'm looking for this Canadian Concorde postmark, also flown on cover - can anyone help me?

Werner Hildebrand, Postfach 1114, D-73263 Dettingen/Teck, Germany (Email: [faciales@arcor.de](mailto:faciales@arcor.de))

## MEMBERSHIP RENEWAL

The following members are due for renewal before publication of the next newsletter. - **The annual dues are: \$20.00 CDN in Canada, \$22.00 CDN or US in U.S.A., \$25.00 CDN for members Overseas, (or \$25.00 US, or 18 Euros, or 13 Pounds Sterling).** Please send your dues to *Brian Wolfenden, Secretary-Treasurer CAS, 203A Woodfield Drive, Nepean, Ontario K2G 4P2.* Dues can be paid by cheque in Canadian \$, U.S. \$, Euros, or Sterling, (payable to: The Canadian Aerophilatelic Society), or by PAYPAL in CANADIAN \$ to [bjinepean@trytel.com](mailto:bjinepean@trytel.com)

#237 Michel Brisebois

#335 Peter Bulloch

#172 Ivan R.W. Burges

#348 Canada Aviation Museum

#230 Canada's Aviation Hall of Fame

#318 Martin Cole\*

#290 Michael Deal

#362 Daryl Frenette

#238 Cheryl Ganz

#361 Walter Herdzik

#324 H. Lealman MBE

#308 Don Lussky

#228 William J. McCann

#93 Ron Miyanishi

#234 Kevin O'Reilly

#363 Raymond Simrak\*

#235 Dominique Tallet

(\* shows an Advertising Member, who pays double the annual dues, but is guaranteed an advertisement in each newsletter. - If anybody would like to become an Advertising Member, please contact the editor.)

**EDITOR'S NOTE:** My name was originally on this list, so I sent Brian my dues. To all members listed above, who have already renewed their membership, thank you for doing so. To everybody else: please show your appreciation for Brian's work by renewing promptly, just like I did.

## NEXT ISSUE DEADLINE

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

The next issue will be mailed out on or about September 15th.

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 August 15<sup>th</sup>



# The Canadian Aerophilatelic Society

The CAS has over 150 members worldwide, and membership is open to all.

We provide a forum for the exchange of information among collectors from around the world who are interested in Canadian aerophilately, and for Canadians who are interested in any aspect of worldwide aerophilately and astrophilately. This is mainly achieved through our newsletter "*The Canadian Aerophilatelist*," which is published quarterly.

We offer a question and answer service for mystery airmail stamps and covers, and have a small library that can be used to research particular topics.

We are a Club Member of the Federation Internationale des Societes Aerophilateliques, Chapter Number 187 of the Royal Philatelic Society of Canada, and a Chapter of the American Air Mail Society.

For more information check out our website, [www.aerophilately.ca](http://www.aerophilately.ca), or for a complimentary, sample copy of the newsletter, write to: Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4.

**TO JOIN US - just send a note of your name, address and collecting interests, together with your dues, to:  
Brian Wolfenden, 203A Woodfield Drive, Nepean, Ontario K2G 4P2**

The annual membership dues are \$20.00 CDN in Canada; \$22.00 in U.S.A. (CDN or US); \$25.00 CDN for residents of other countries.

You can also join us on line - please contact Brian at: [bjnepean@trytel.com](mailto:bjnepean@trytel.com)

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Vous pouvez aussi nous joindre par courriel: [bjnepean@trytel.com](mailto:bjnepean@trytel.com)

l'étranger.

La cotisation annuelle est de \$20.00 CDN au Canada; \$22.00 (CDN ou US) aux Etats-Unis, ou \$25.00 CDN à

Pour devenir membre - envoyer votre nom, adresse, et sujets de collection, accompagnés du paiement du montant de votre cotisation annuelle, à: Brian Wolfenden, 203A Woodfield Drive, Nepean, Ontario K2G 4P2

notre journal, écrivez à : Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4.

Pour plus de détails, consultez notre site web au [www.aerophilately.ca](http://www.aerophilately.ca), ou pour obtenir une copie gratuite de 187 de la Royal Philatelic Society of Canada, et un des Chapitres de l'American Air Mail Society.

La SCA est un club membre de la Fédération Internationale des Sociétés Aérophilateliques, ainsi que le Chapitre 187 de la Royal Philatelic Society of Canada, et un des Chapitres de l'American Air Mail Society.

Parmi ses nombreux services, la SCA aide la recherche de renseignements pour identifier des timbres ou lettres inconnus, et possède une bibliothèque pour des consultations détaillées.

La SCA constitue un lien, et promouvoit les échanges, entre collectionneurs internationaux d'aérophilatie canadienne, ainsi qu'entre Canadiens qui s'intéressent à l'aérophilatie mondiale et l'astrophilatie. L'information est distribuée principalement par la publication trimestrielle du bulletin "The Canadian Aerophilatelist".

La Société canadienne d'aérophilatie (SCA), accessible à tous, regroupe plus de 150 membres à l'échelle mondiale.

## la Société canadienne d'aérophilatie

