



THE CANADIAN AEROPHILATELIC SOCIETY

Organized 1986 in the interest of Aerophilately and Aerophilatelists everywhere

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

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THE CANADIAN AEROPHILATELIST

Newsletter of THE CANADIAN AEROPHILATELIC SOCIETY

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CONTENTS:

PAGE:

NOTES FOR NEW READERS	2
NEWS - NEWS - NEWS	
including: REPORT ON THE ANNUAL GENERAL MEETING	3
IN MEMORIAM - BOB JAMIESON	4
SEVEN NEW MEMBERS!	7
FEATURES:	
A HISTORY OF AEROPHILATELY - Part 4 - CANADA by Don Amos	8
THE "BOXED" AIR MAIL HAND STAMP by Murray Heifetz	13
THE NUMBERING OF U.S. FOREIGN AIR MAIL CONTRACTS	22
BOOK REVIEW - <u>FLYING EMPIRES</u>	23
FOLLOW UP - Civil Air Services in Europe, 1943	24
Prime Ministers and Philatelists	26
QUESTIONS - information wanted	28
SALES AND WANTS	30
NEXT ISSUE DEADLINE - August 15 th	31
MEMBERSHIP APPLICATION FORM and RENEWAL LIST - PLEASE CHECK !	32

NOTES FOR NEW READERS

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

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

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

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

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

- a translation service from French to English and vice versa: contact Francois Bourbonnais, 58 Ste-Catherine, St. Polycarpe, Quebec J0P 1X0.
- a "sales department", with a variety of covers for sale: for a full list contact Mike Shand, 1183 Agincourt Road, Ottawa, Ontario K2C 2H8.
- a small library from which books and periodicals can be borrowed by mail: for details contact Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4.

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

- for general information on all Canadian airmail stamps and covers: the Airmails of Canada and Newfoundland. - This can be obtained from Dick Malott, 16 Harwick Crescent, Nepean, Ontario K2H 6R1, for \$50.00Cdn + \$5.00Cdn postage within Canada; or from AAMS Publications (address below) for \$35US plus \$3.00US postage within the U.S.A./\$5.00US postage elsewhere. (Members of the CAS or AAMS may purchase one copy for \$40.00Cdn or \$28US.)
- for more detailed information on early air mail flights and stamps: The Pioneer and Semi-Official Air Mails of Canada 1918-1934 by C.A. Longworth-Dames, published by Unitrade Press, 99 Floral Parkway, Toronto ON M6L 2C4. (Semi-official stamps were produced by the companies that operated the first airmail services in Canada. - The Post Office authorized the issue of these stamps, and sold them from post offices, but did not assume responsibility for the airmail, or help with the cost of the service.)
- also detailed is Newfoundland Air Mails: 1919-1939 by C.H.C. Harmer, published by the AAMS.
- two very useful "general histories" of Canadian aviation are Canada's Flying Heritage by Frank Ellis, which is the classic on aviation up to 1940; and History of Canadian Airports by T.M. McGrath, which describes 143 airports with many references to the airmail services that used them. - Both are available from CANAV Books, 51 Balsam Ave., Toronto, Ontario M4E 3B6.

Anyone interested in aerophilately is recommended, (by the editor), to consider joining THE AMERICAN AIR MAIL SOCIETY. - It publishes a very informative monthly magazine, The Airpost Journal; holds 5 or 6 excellent postal auctions each year, with many lots under \$5; and publishes some very useful books and catalogues. - Membership is \$25 U.S. per year (for Canadians). Further information can be obtained from the AAMS Secretary, P.O. Box 23055, Lansing, MI 48909, USA; or from the AAMS website at: <http://ourworld.compuserve.com/homepages/aams/>


The AAMS also produces an excellent guide to aerophilately called Collecting Airmail. This can be purchased for \$3US postpaid from AAMS Publications, 1978 Fox Burrow Court, Neenah, WI 54956, or downloaded from the internet at: <http://panther.bsc.edu/~spezill/colair.html>

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

NEWS - NEWS - NEWS

REPORT ON THE ANNUAL GENERAL MEETING

- 1) The annual meeting of the Society was held April 26 at the R.A. Centre, Ottawa in conjunction with ORAPEX. 6 members were present. A moment of respect was observed for those no longer with us, Ron Kitchen and Bob Jamieson.
- 2) The previous minutes were accepted and the President (able to be with us for the first time in a number of years) made a number of remarks on the recently published catalogue and about sales of 1997 Snowbird covers. The catalogue is selling well, about 550 overall (some 15 at ORAPEX) and plans are underway to consider changes or additions for a possible future edition (airmail stamps, index to advertizers etc.)
Particular mention was made of the fine work done by Ron Miyanishi in getting it all on computers and all members agreed with this. Some 45 people in all worked on this and it was awarded a large vermeil at India, an AAMS Gold etc.
- 3) The Treasurer gave a report (see page 7 of the March issue of The Canadian Aerophilatelist for details) and in essence we are barely holding our own. Some revenues are a 'one-shot' deal and will not recur so next year may see some slippage. The meeting agreed that the question of raising membership fees should be discussed at the next general meeting. This year's financial statement was accepted as presented.
- 4) The President on behalf of Dick McIntosh reported on plans for possible commemorative flight covers in conjunction with the Post Office and special Snowbird covers for the year 2000. Anyone with ideas or offers of help should let the President know.
- 5) A report from Pat Sloan was presented indicating that as no other nominations had been received by the deadline, the present executive should continue in office. By an amendment to the by-laws approved by all present, the term of office was extended to two years. The main reason for this is that there is little or no response from members to annual elections.
- 6) There being no other business, the meeting was concluded.


29/apr/98

REPORT ON THE KINGSTON SYMPOSIUM, April 19th 1998.

Seven members of the CAS enjoyed a good lunch, great company, and an excellent presentation by Jim Brown about Eddie Hubbard, (If you don't yet know who Eddie Hubbard was, check Jim's Home Page: <http://www.gulfislands.com/jab/>)

IN MEMORIAM

Robert Jamieson loved stamps

BY DONNA JEAN MACKINNON
STAFF REPORTER

Robert Harry Jamieson, a respected philatelist, put his stamp on Toronto.

Mr. Jamieson died last Friday of heart disease at the age of 75, leaving behind a score of municipal accomplishments and a reputation as an award-winning stamp collector.

After he retired from the Robert Simpson Co. in 1979, he became president of the Toronto Convention and Tourism Bureau and a director of the Canadian National Exhibition. He also took on the first presidency of the Town of York Historical Society.

Mr. Jamieson's daughter, Heather Moffit, recalls that her father particularly loved the Scottish tattoo held each year at the CNE.

Mr. Jamieson was born in Toronto, but was brought up on Long Island after his father, an employee with the Canadian National Railway, was transferred to New York.

When World War II broke out, both Mr. Jamieson and his brother William were in high school. They later travelled to Toronto and joined the RCAF.



MR. JAMIESON

In 1942, Mr. Jamieson was shipped to London where he served as a ground crewman.

"We used to meet in London on leave," recalls William Jamieson. "Bob knew all the places to go in London and when the buzz bombs came overhead, every one else headed for the Tube and we headed for a pub."

When the brothers returned to Long Island after the war, they discovered that none of their friends had survived the war and decided to seek their fortune in Toronto.

In 1945, Mr. Jamieson went to work for Simpson's in the advertising department. He met Shirley Reid, also a Simpson's employee, at a party and they married in 1949.

"They were both there with someone else," said Moffit. "But when they saw each other, it was love at first sight. They spent the evening talking about how to tell their dates."

When the couple's first child was born in 1959, the Jamiesons moved to Thornhill, where they lived out their lives.

Besides his family, stamp collecting was the love of Mr. Jamieson's life.

He inherited his father's stamps and built an award-winning collection.

In 1969, Mr. Jamieson sold a rare inverted stamp and used the money to buy passage to Australia for the family on the Oriana.

In 1984, he won an international gold medal for his Queen Victoria "Widow Weeds" collection.

"He also won a silver medal for his Queen Victoria collection," said William Jamieson.

"Bob said winning these medals was like winning the Olympics."

From 1981 to 1989, Mr. Jamieson was circulation manager of the British North American Philatelic Society.

Mr. Jamieson leaves his son Kevin Jamieson of Toronto, daughter Heather Moffit of Australia and three grandchildren.

He is also survived by his brother William Jamieson of Toronto and sisters Jean Cox of California and Beverley Clarke of Oakville.

A funeral service for Mr. Jamieson was held at Thornhill Presbyterian Church yesterday. He was an elder there.

Most Canadian aerophilatelists are indebted to Bob Jamieson, but may not recognize his name. - He contributed to many publications regarding Canadian Semi-Official air mail stamps, and most recently was the editor of the Semi-Official section in the UNITRADE Specialized Catalogue of Canadian Stamps.

Bob collected stamps for many years, and enjoyed telling about the first semi-official air mail stamp he acquired in the 1930's: a Laurentide Airways stamp on a cover to Reginald P. Brook Stamps. He was about twelve years old at the time, his family was living in the New York area, and he had a daily newspaper route. The cover was given to him by a member of the Brook family, as a tip for delivering their newspaper.

Although he had a phenomenal air mail collection, Bob concentrated on exhibiting his Queen Victoria "Widow Weeds" as he thought they were more complete.

In recent years Bob participated in each of the annual symposiums held in Toronto by the Canadian Aerophilatelic Society. His company will be missed by many people.

(Bob's air mail collection will be auctioned in the Fall. For more information see Charles G. Firby's advertisement on page 15 of this newsletter.)

THE PRESIDENT'S REPORT

I am pleased to report that over 500 copies of *The Air Mails Of Canada And Newfoundland* have been sold since the publication of the catalogue in mid-December 1997. We have been awarded a large vermeil medal at INDEPEX'97 in Delhi, India (this was for a proof copy only) and a large gold medal and grand literature entry award at COLPEX'98 in Grove City, (near Columbus) Ohio. COLOPEX'98 was the Spring Meeting of the AAMS and one of the four national literature exhibitions held each year in the USA. Despite a number of technical flaws, such as no index and no listing of advertisers, the aerophilatelic collectors have really appreciated the effort that our 45 members of the catalogue group put into the preparation of the catalogue.

We have received new data for a number of additions to the catalogue, including documentation concerning the efforts of the Royal Military College of Canada exploring in the early 1900's, the possibility of setting up a communication system using carrier pigeons. We hope eventually to prepare the first official carrier pigeon communication in Canada through the auspices of the CAS. One very happy CAS member and catalogue user from Edmonton reported that he was able to identify two scarce Canadian first flight covers in a dealer's holdings valued at \$350.00 that he purchased for \$10.00 each. He may purchase a second catalogue to have one at hand at all times!

Anyone who has corrections or additions to apply to our catalogue please send the details to me. I will share the observations with the applicable Section Leaders and Ron Miyanishi, our computer coordinator. New data will be actioned by Ron later this fall as at present he is working with the AAMS on Volume I of the 6th Edition of the American Air Mail Catalogue. The target date for publication is for the 75th Anniversary Convention of the AAMS at VAPEX'98, Virginia Beach, 13-15 November 1998. I am seeking Section Leaders and assistants to work on the following Sections : (a) A comprehensive Index for the whole catalogue; (b) An advertising coordinator to obtain more ads for the Second Edition and compilation of an advertisers' index; (c) Preparation of a pictorial listing with data of all of the air mail and air mail special delivery stamps of Canada along with photos of all the stamps listed by Jim Kraemer in his Section on aircraft depicted on Canadian stamps and aerograms (approval to depict the stamps has been received by Canada Post Corporation and to use the Scots numbering system from Unitrade); (d) Assistants for Dan Barber and Joseph Berkovits who are seeking all major auction catalogue references for the sale of Canadian and Newfoundland air mail collections; (e) Assistants for Earl Covert who is compiling data for a Section on the Second World War Canadian air letter forms that preceded the Forces Air Letter Forms Section done by Ritch Toop (Ritch had hoped to do this Section also but cancer got to him first); (f) An updated Canadian air mail rate listing; (g) Assistants to any of the other listed Section Leaders by collectors interested in any of the particular Sections. Although our first edition has been well received the Second Edition can be much improved. Join our group of workers who have made their mark on Canadian and Newfoundland aerophilatelic history.

Daryl Carter of the Marketing Branch, Canada Post Corporation, visited my home a few weeks ago to advise me that Canada Post was impressed with our catalogue and that he would seek permission to advertise it bilingually in their philatelic publications mailed to their 350,000 plus recipients. He also told me that his department would cooperate with the CAS to provide special cancellations for special first flight covers, coming to or going from Canada, as well as

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THE PRESIDENT'S REPORT continued:

special commemorative aviation events. Dick McIntosh has volunteered to coordinate these activities. If any member knows of an upcoming special flight to, from or within Canada, please let Dick McIntosh know.* Joseph Berkovits has already suggested that a special cancel and souvenir sheet be prepared for 25 August 1999 to commemorate the 80th anniversary of the New York Air Race flight from Toronto to New York and return on 25 August 1919 (PF-17). Has anyone any other suggestions? Let us take advantage of Daryl Carter's offer to help promote aerophilately in Canada.

Our 1997 Snowbird project cleared at least \$400.00 Canadian for the CAS. For 1999 *The Snowbirds* have offered to fly 30 autographed sets of nine envelopes over the Capitol (Ottawa) on 1 July 1998. They have already sent their 1998 coloured brochure to me. If you wish a 1998 Snowbird brochure and/or a set of the 9 autographed envelopes (\$45.00) or a cover signed by all nine members of the Snowbird team (\$15.00 each) please let me know now. We have 30 sets prepared and give 10 sets to the Snowbirds for their kindness in flying and autographing the envelopes. Thus there are 20 sets available for sale.

There has been much debate over the proposal emitting from the Headquarters of the FIP to cancel the FIP Commission on Aerophilately with its sub-section on Astrophilately and include it in the Postal History classification as in earlier times. All aerophilatelists and astrophilatelists want the Aerophilatelic Commission to remain separate and to be judged by their own peers. Although FIP Exhibitions have many airmail exhibits, in Canada and to a lesser degree in the USA there are few air mail exhibits. At the annual National Exhibition in Edmonton in March 1998 and at ORAPEX'98 there was only one air mail exhibit. This eight page exhibit on Canadian first flight covers was by an 8 year old young lady, Kelsey Stephenson, 18919 - 86A Avenue, Edmonton, Alberta, T5T 4X9. I was impressed with her presentation and as President of the CAS I awarded her a year's complimentary membership in the CAS, a CAS pin, and a selection of CAS prepared souvenir envelopes. We must encourage more young people to collect aerophilately and to exhibit their prized items. If older members throughout the world are not exhibiting locally no wonder the FIP is thinking of deleting Aerophilately as an international class. To help Kelsey develop her own personal collection I request our members to send her a gift of a few duplicate Canadian first flight covers. You will feel good in doing this kindness and Kelsey will be very happy to receive the aerophilatelic items.

The CAS held its Annual General Meeting on Sunday, 26 April 1998 during ORAPEX'98 with six members present. The current executive was appointed for another two years. Twelve members signed in, two new members joined the CAS, 16 catalogues were sold, and \$230.00 in CAS covers were sold. There were no air mail exhibits shown except my Canadian aerogrammes which received a vermeil award. The CAS experienced an excellent time at ORAPEX'98. Our Honourable Editor, Chris Hargreaves made a brief visit to the show on Saturday. Our next event will be a meeting on Sunday, 31 May 1998 at the RPSC exhibition, ROYAL 97 in Hamilton, Ontario. I hope that many of you will have been able to attend. Best regards to all.


RK Malott President CAS

* In order to establish the amount of interest in new First Flight Covers, Dick McIntosh has asked that any members interested in purchasing them, (assuming a price of \$5.00 each), write to him at 47 Aldenham Court, Toronto, M3A 1S3, as soon as possible.

NEW MEMBERS

- #277 Ed Matthews, Oakville, Ontario.
- #278 Bill Law, Merrickville, Ontario.
- #279 J.M. Cholette, Aylmer, Quebec.
- #280 Kelsey Stephenson, Edmonton, Alberta.
- #281 Andy Ellwood, Ottawa, Ontario.
- #282 Richard Hills, Smithville, Ontario.
- #283 G.E. Lepine, Ottawa, Ontario.

I think this is the most new members I have ever reported for a three month period! - Welcome to you all!

BRITISH NORTH AMERICA PHILATELIC SOCIETY

BNAPS is a very active organization, for people interested in any aspect of "Canadian" philately.

The March 1998 issue of their quarterly journal, BNA TOPICS, contained two very interesting aerophilatelic articles:

- **Famous Newfoundland Flights of the 1930's - Then and Now**, by NORRIS R. DYER, described his visit last year to the take off sites of some of the famous Trans-Atlantic flights: Shoal Harbour (the Balbo Armada); Holyrood (the Dornier DO-X); and Harbour Grace (the Miss Columbia). The article includes information about the sites now, and the flights that departed from them.

Finding the sites was quite difficult, but once there the author "*felt in the presence of history*". He also "*visited one of the few antique stores that Newfoundland has, in Holyrood, but found no Dornier 'souvenirs'. Anything good was snatched up long ago. Period photographs or postcards of these early flights just cannot be found outside of philatelic circles. It is often easier to buy flown covers from these flights than old photos of the planes.*"

- **The Abandoned Flight of the "Newfoundlander"**, by JEROME C. JARNICK, gave some intriguing background information regarding the "Wayzata" stamps, prepared for the never-started "First Trans-Atlantic Air Mail and Passenger Flight" in 1932.

The BNAPS also has an AIR MAIL STUDY GROUP, which produces a most informative newsletter three times a year. This has recently been running a series of articles on pilot-signed covers. (This is a topic I've been about-to-write-on for a while, but I kept running out of space.)

For more information on these publications, or any other aspect of BNAPS activities, contact: Basil Burrell, 911 Huckleberry Lane, Glenview, Illinois 60025-2301, U.S.A.

CATAPULT MAIL WEB SITE

Ken Sanford has informed me that :

There is a new web site on the subject of Catapult Mail, which is that of Mr. Aksel Maack in Denmark. He is studying catapult mail rates and would like the assistance of any aerophilatelists in completing his catapult mail rates study. Look at his web site at:

<http://hjem.get2net.dk/catapultmail>

Thanks Ken.

LATEST DEVELOPMENTS AT CANADA POST

According to a report in the Canadian Stamp News, the Postal Workers "*cried fowl over the post office's design of a new corporate logo which will replace those on all literature, uniform patches and vehicles in the next year or so*".

The cost of the new logo is estimated as \$8million by a Canada Post official, but as \$30million by the Canadian Union of Postal Workers. - Meanwhile the arbitration hearing on Canada Post's plans for spending cuts, which contributed to the strike last Fall, continues!

A HISTORY OF AEROPHILATELY - Part 4 - CANADA

Don Amos is described in the Air Mails of Canada and Newfoundland as "the elder statesman of Canadian air mail collectors". He began collecting Canadian air mail in the 1930's, and has assisted with the Canadian Section of several editions of the American Air Mail Catalogue. I was delighted to receive the following information from Don, to provide some "Canadian content" for this series.



Some of the cachets from the Peace River - Carcajou - Fort Vermilion - North Vermilion First Flights.

THE GOLDEN AGE OF AIR MAIL

Don Amos

Chris has asked me to write about the early days of air mail collecting in the 1920's and 1930's, generally referred to as the "Golden Age of Air Mail".

The flights of 1918-19 did not generate too much country-wide interest at the time, although most kids, including me, collected stamps. Scott's catalogue was about the size of an ordinary school text book.

Some interest in air mail really started in 1924 when Laurentide Air Service issued their first stamp. There was a sudden demand for Canada's "first" air mail stamp, although Laurentide had no idea what they were doing in philately, and were caught by surprise by the demand for their stamp. (I learned this later when the air mail bug bit me in 1930, from W.R. Patton, an air mail dealer here in Winnipeg where I also live.) Only a few were interested in covers in 1924. The stamp was the thing in those days.

As other airlines followed, collectors started to become interested in flight covers as well as their stamps, and most covers on their inaugural flights had an appropriate marking or cachet of some kind applied. When possible, first flights were announced in the press and stamp papers. The main thing in those days was the first flight. Few knew about, and cared less, about later flights. This probably accounts for the scarcity of these in the semi-officials, as many were thrown away.

Air mail collecting steadily increased during the late 1920's. Canada already had its first government air mail stamp which caused quite a bit of excitement, and by 1930 everything seemed to fall into place. Air Mail societies were already in force, stamp papers and magazines were going well, and other publications would also have air mail notices, etc, both national and international. Pilots were also trying long distance flights, and many were taking souvenir covers.

Canada was opening up more and more air mail routes, and was now issuing notices of coming first flights to those on its mailing list, with instructions as to preparing covers for the flight(s). Collectors should address covers to themselves with the address at the right to leave room for the cachet, mark it "Via Air Mail", put the route beneath it, enclose a filler (to receive a good impression of the cachet and postmarkings), prepay it at the air mail rate, and send it, (or them), under cover to the District Superintendent of Postal Service at the distributing city of that flight area. There the covers would receive the cachets and be forwarded to the flight base. They would go forward on the first flights, be backstamped at the receiving points, and forwarded to the address on the cover. (However, while some people put their own addresses on the covers, as the notices said, others liked them addressed direct to the end of the flight. Most of mine were direct.)

Continued

A HISTORY OF AEROPHILATELY - Part 4 - CANADA: The Golden Age of Air Mail by Don Amos, continued:

I recall reading in one stamp-paper that the cachets on Canadian first flight covers were judged to be the most attractive in the world. In the U.S.A. the Washington post office was also issuing notices for first flights in the U.S.

**FIRST FLIGHT COVER SIGNED BY THE PILOT: Z. LEWIS LEIGH**

After receiving the cover back, we sometimes tried to get them signed by the pilot. There were various ways of doing this. I lived in Winnipeg at the time, so could go out to the airfield, and walk in to a Company's office. If the pilot was in, they would sign the cover. If the pilot was away on a flight, you could leave the cover with the Company, and the pilot signed it when they got back. You could also mail your cover to a Company's office at another airfield, and they would get it signed for you.

Another method was to mail your covers to "Bob of the Northland", and he would arrange to get them signed. - He charged fifteen or twenty cents for this, (and you included a stamped addressed envelope for their return). Bob gave five cents of this fee to the pilot, to "at least give them a smoke for their trouble".

As mentioned above, "the air mail bug bit me in 1930". I was always a lover of the outdoors, and the north country in particular. "We" were also collecting stamps. I heard that Ottawa sent out lists of new stamps, etc., and immediately sent my name in. The first item I received was a First Flight notice for the Peace River - Carcajou - Fort Vermilion - North Vermilion route. Wow! The north country. That started it, and it remained. I went for all flights then as everyone did, but later stayed with Canada. Later still I got rid of all my southern flights and kept the north which, of course, included the semi-officials.

Commemorative cachets were another thing that became popular in the 1930's, (air mail or otherwise). Airport dedications, which were another new branch of air mail collecting, were specially popular, but cachets were applied to almost any event one could think of, and collectors went for them. Most were in the U.S.A., but Canada had the odd one here and there. First Day covers, however, had not become popular as yet. Few bothered with them.

Through all this the Great Depression was on. For most collectors money was hard to come by, but most seemed able to pick up the odd semi-official stamp or cover, as well as sending their covers in for first flights. Most could afford to send only one cover for each leg, but a few dealers sent in small quantities. While chocolate bars, hot dogs, hamburgers, and soft drinks were five cents each, and most other things were priced according to hard times, interest in philately never waned, even when Canada discontinued its Prairie air mail service in 1932.

Continued

A HISTORY OF AEROPHILATELY - Part 4 - CANADA: The Golden Age of Air Mail by Don Amos, continued:

The early 1930's was also a time when collectors started to specialize in certain areas more and more. Canada, however, continued to open up new air routes, mostly to the north country, and provided cachets for the first flights on nearly all of them. Continued interest in these is shown by the quantities of covers carried.

For semi-officials, W.K. Patton seemed to be the leading dealer in them. In 1935 he issued an almost complete price list. Here are just a few items from this list: Laurentide (CL1) rouletted at left, \$12.75; Aero Club of Canada (CLP1) without numerals, \$10.50; Moose Jaw (CLP7) strip of five, \$35.00; too many Patricias and proofs to mention; Yukon (CL42c) book of 100 stamps, \$32.00; Patricia Airways Ltd. (CL43a) inverted plane, \$17.50. All were mint never hinged, as with all on his list.

Then, as now, the various Cities, Provinces, and States, had their stamp clubs and societies. In air mail there was the American Air Mail Society, and in Canada the International Air Mail Society started by Ian C. Morgan of Montreal in 1930. I was a member of the International Air Mail Society: it had a journal, but the Society only lasted a few years before folding. "Bob of the Northland" started the Canada-West Society, and later the Collectors of Canada Air Mail, but these also lasted only a few years as Alberta also had it's own Provincial Philatelic Society of which "Bob" was a member.

The air mail dealers of the time included W.R. Patton, whom I was fortunate in knowing as we were both in Winnipeg, and who never hesitated to share his excellent knowledge of air mail with anyone who asked. Patton started in 1926, and issued regular bulletins on air mail. His name probably appears on more covers than anyone else's.

Another dealer was M. Robertson Arlidge, who operated as "Bob of the Northland". He came to Edmonton from Toronto in 1930 for his health, (he had been gassed in World War 1), and started a stamp business specializing in air mail. It lasted only a few years, but he got collectors in on some very important covers during those years. He also produced a very fancy envelope to be used for covers:



A "Bob of the Northland" envelope.

A.C. Roessler of East Orange, N.J., U.S., was also active. He sent covers all over the place, although some are questionable today. He would send a shoe box full of covers, with a blank cheque enclosed, up here to Canadian Airways Limited office in Winnipeg, and ask them to send them on the next first flight.

There was also Marks Stamp Co. of Toronto; Chas. B. Hill-Tout of Victoria, B.C.; Fred Jarrett of Toronto; and a few others who do not come to mind at this moment.

Continued

A HISTORY OF AEROPHILATELY - Part 4 - CANADA: The Golden Age of Air Mail by Don Amos, continued:

Air mail publications of the day were Lynn's Weekly Stamp News, Weekly Philatelic Gossip, and Mekeel's, all of which gave plenty of space to air mail. There were also W.R. Patton's regular notices and price lists; a regular magazine and newsletters put out by Bob of the Northland; and, of course, all the clubs and societies had their journals and newsletters.

In catalogues we had the Standard Airpost Catalogue by Donald E. Dickason of Wooster, Ohio, U.S.A., which was a world catalogue with a Canadian section containing both stamps and flight covers, that was edited by W.R. Patton. In Canada we had Smith, Crouch, and Jarret's Airmail Catalogue: Canada and Newfoundland; Boggs; and Morgan's who had semiofficial stamps and flight covers, and later another with semi-official stamps only.

In 1934 Canada had it's last semi-official air mail stamp, a Canadian Airways Limited overprint of: "10 CENTS" on it's 1932 issue, to enable stamp clerks in post offices to keep some account of the stamps when sold to the public. Of course we collectors didn't know it would be the last, but as time went on and no more appeared we resigned ourselves to that situation.

(Some years later there was a debate among collectors about how these semi-official stamps had been sold, and whether they could only be purchased from the airlines. - I had had the personal experience of going into the Winnipeg Post Office and buying semi-official air mail stamps over the counter! Eventually somebody also found an old Post Office Bulletin listing the post offices in which they could be purchased, which were generally along the route.)

Also, in the later 1930's the Post Office began to cut down on sending out first flight notices, although they were starting new air routes all the time. The Trans-Canada Airlines inauguration of March 1939 was basically the last of the domestic flights they serviced. After that contracts for first flights seemed to come one after another so fast that the Post Office had no time to issue notices or service first flight covers, although they still maintained a mailing-list for first flight bulletins. There was great disappointment among collectors all over, and many wrote to Ottawa to try and get first flight service reinstated, but to little avail. The Post Office only sent notices and serviced a few first flight covers after 1939, mainly for international flights, and then discontinued it's bulletin list in 1948.

To appreciate those early days of air mail, especially the early 1930's, the thrills and excitement of sending in your covers and getting them back with their cachets on them, new air mail stamps, etc., one had to live through them. Was it really the Golden Age of Air Mail? Yes, it was.

Thanks again for a great article Don!

"C6" - THE CANADIAN AIR MAIL STAMP OF 1938



The aircraft shown on this stamp is a Fairchild Sekani, of which only two were built. - "So unmanageable was the aircraft in the air, that experts are of the opinion that should the airplane have ever found itself in the position illustrated on the postage stamp it would have crashed!"

This quote, and much more, is in a great article on the "C6" by Jim Kraemer that first appeared in The Canadian Philatelist in 1988, and has just been reprinted the March 1998 issue of The Airpost Journal. - For more information on The Airpost Journal, see page 2 of this newsletter.

THE "BOXED" AIR MAIL HAND STAMP

Murray Heifetz



Airmail service within Canada really starts in 1928. Prior to this, there were experimental flights by the RAF/RCAF, flights by individual pilots, and some regular services in Manitoba, Northern Ontario and Western Quebec by the early local "bush" airlines. In 1928 there began regular routes contracted by the Canadian Post Office, the introduction of a basic 5c airmail rate, and the issuance of a 5c airmail stamp.

With these new services there arose the need to identify mail which was to be carried by air. Initially this was done by specially designed airmail envelopes, use of airmail etiquettes, and merely inscribing or creating a handstamp reading "by Airmail" or some similar wording. Towards the end of 1928 the Post Office authorized the use of a handstamp reading "AIR MAIL" enclosed in a rectangular box.

It is unclear how this handstamp was distributed or by whom it was produced. One possibility is that it was made in Ottawa by a designated manufacturer and distributed to postmasters throughout the country. In this regard, attempts were made to verify this through the Post Office archives and through Pritchard-Andrews (the most likely manufacturer). Post Office records of this period are incomplete and no reference was found. No reply could be obtained from Pritchard-Andrews. A second possibility is that anyone could produce a handstamp as long as it conformed to Post Office prescribed design. The third, and most likely possibility, is that the Post Office established the permitted design and that postmasters could have them produced in their own area for local use. Usage seems to have been optional.

In "The Transportation Proof Strikes of Canada" edited by J. Paul Hughes, 7 of these markings are proofed. Two of them, with a second line "Poste Aérienne", were later proofs, but have never been seen by this writer in actual use. Two of the others, proofed in October 1928, seem to be identical in all the aspects pertinent to my classification. The remaining four were proofed between April and December 1928. It is uncertain as to when these were first used on flown covers. My earliest is dated March 5, 1929. There is no "latest" date. Some people still have a handstamp in their possession. One local postmaster still uses it on some of his personal mail. The major period of use was from about 1931 to 1937, corresponding to the period of growth in Canadian airmail service. Usage decreased rapidly with the introduction of "all-up" air service.

CONTINUED

THE "BOXED" AIR MAIL HAND STAMP by Murray Heifetz, continued:

To the best of my knowledge, these boxed markings have never been previously classified. This study is an attempt to do so, from the data base in my own collection. The classification, enumeration, and methodology is arbitrary. There is probably a better and more logical way of doing this and suggestions from readers are welcome. The markings vary in four ways:

- The actual letter shapes are different
- The letters may be the same but the strike dimensions vary
- The design is the same but the rectangular box has different breaks
- The colour of the strike varies

The design based on letter shape is given a Roman numeral classification. For the same basic design but with different dimensions, there is a "sub-letter". For the same design, but with frame breaks, there is a "sub-numeral". Colour variations are noted in the text.

The variation by size is somewhat questionable. For each sub-type there is a wide range of measured markings. This creates an overlap of types which makes assignment arbitrary. More important, being a hand stamp, actual dimensions can vary with the pressure applied or the angle of strike of the stamp. The differences between types are small enough that 6 sub types of type I may actually be a much smaller number. Measurements of the enclosed letters are taken from the left extremity of the 'A' in 'Air' to the outside of the 'l' in 'Mail'. The 'l' is also used for the letter height. Many strikes which have the same classification may also vary in the thickness of the letters. Where this is prominent, it is noted in the text.

There are at least two features which require further research. Types V and VI are different in basic letter style than types I - IV. The latter types can all relate to the design proofed by the Post Office. The first two cannot. The question is, where they designs by a private organization, or where they officially approved hand stamps. For instance, most, but not all, of the covers seen with the type V stamp, are on covers designed by the International Air Mail Society in Montreal. Was this their design? I have only seen the one example of the type VI marking.

The second feature is the question of multiple strikes. Covers are known with more than one strike. They can be two or more of the same strike, two different strikes in the same colour, or two different strikes in different colours. The last case makes it reasonable to assume that the strikes were applied in different cities. I have only six covers with multiple strikes. The include covers totally within Canada, covers to the U.S.A., and covers sent overseas. My supposition is that the initial strike was applied at the first point from which airmail service was being provided. Consider a cover from Vancouver to New York or to Europe. It would have a strike applied in Vancouver, eventually get to Toronto (via either Seattle or Winnipeg-Pembina depending on the year), and then have another strike applied in Toronto for onward air service to either New York or Montreal. However, this needs to be verified.

Hopefully this initial study will have readers looking through their own collections and identifying the various marks on their covers. We then may be able to develop some more accurate classifications and understanding of the processes. As a matter of incidental interest, I had always ranked this marking as being a very common one. While it is true that I do have a substantial number of covers with the handstamp, I was quite surprised to see how tiny a percentage it was of the total flown covers I have. The markings are certainly not rare but they are a little more difficult to get than I had assumed - particularly 1929 dates and some of the scarcer types.

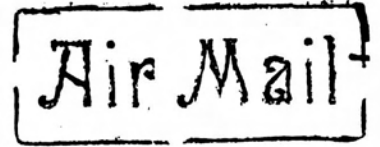
CONTINUED

THE "BOXED" AIR MAIL HAND STAMP by Murray Heifetz, continued:

TYPE I
proofed April 1928

TYPE II

TYPE III



Box size	44-45 x 17-17 1/2 mm	44 1/2-46 x 17-18mm	44 1/2-46 x 17-18mm
Letter size	35 1/2-37 x 8-8 1/2mm	37-39 x 8-9mm	38 x 9mm
Colours	violet, magenta	violet, magenta, blue	violet
Frame	unbroken	broken on all 4 sides	broken on all 4 sides (Middle of 'M' shorter than 'l')
My earliest date	Apr. 14, 1930	Sept. 27, 1932	1934-day illegible
Cities Posted	Montreal, Moncton Toronto, Vancouver, Calgary Sherbrooke, Granby, Windsor Amherst, Saskatoon	Vancouver only	Vernon, B.C.

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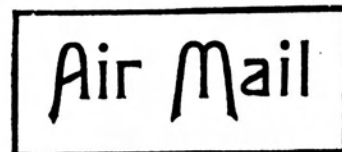
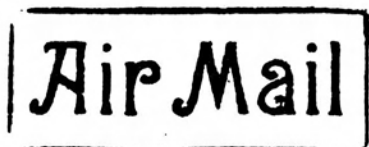
Tel: 718-392-4855
Fax: 718-786-1341

THE "BOXED" AIR MAIL HAND STAMP by Murray Heifetz, continued:

TYPE IV

TYPE V

TYPE VI



Box Size	44 1/2 x 17 1/2 mm	42 1/2 - 45 x 16 mm	41 - 1/2 x 18 - 1/2 mm
Letter Size	40 x 9 mm	336 - 38 x 9 mm	33 x 10 mm (measured for 'A')
Colours	black	black, magenta	black
Frame	broken at top and bottom left corners	unbroken	unbroken
My Earliest date	July 11, 1938	June 14, 1933	Sept. 19, 1938
Cities Posted	Calgary Exhibition PO	Montreal only	"Nascopie" at Halifax

CONTINUED

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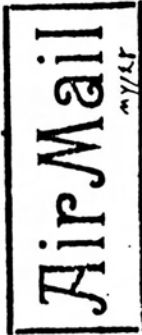
PHILLIPS will be holding a major AIRMAIL AUCTION on Thursday October 8th. - The DD Edwards collection of 1911 CORDONATION AIR POSTS will be auctioned in the morning. This will be followed by a sale of AIRMAIL STAMPS AND COVERS OF THE WORLD in the afternoon, including Norman Hoggarth's collection of INTERRUPTED AIRMAIL COVERS.

TYPE Ia
proofed May 1928

TYPE Ib

TYPE Ib1

TYPE Ic
proofed Oct. 1928



Box Size	411/2 - 421/2 x 17 - 171/2	421/2 x 171/2	441/2 - 46 x 161/2 - 171/2
Letter Size	36 38 x 9 mm	341/2 - 35 x 8 mm	38-39 x 8 - 81/2mm
Colours	violet	violet	violet, gray, black
Frame	unbroken	unbroken	unbroken
My Earliest Date	Oct. 15, 1930	Aug. 15, 1931	Dec. 30, 1929
Cities Posted	Montreal, Toronto	Montreal	Montreal, Calgary, Halifax Regina, Kingston, Toronto Bathurst, N.B.
		Toronto	
		broken both left and right sides	

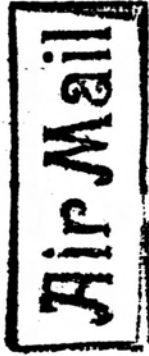
THE "BOXED"
AIR MAIL
HAND STAMP

by
Murray Heifetz,
continued.

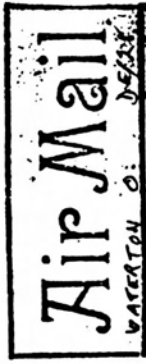
TYPE Ic2



TYPE Ic3



TYPE Ic4



TYPE Id

proofed December 1928

Box Size
Letter Size

44 x 171/2mm
38 x 8mm

44 x 17mm
38 1/2 x 81/2mm

45 x 171/2mm
38 x 81/2mm

44-45 x 17-171/2mm
351/2-37 x 8-81/2mm
has thick and thin lettering

Colours

violet

violet, magenta

violet

violet, black, magenta
blue, green

Frame

Broken top and bottom

Broken all 4 sides

Broken bottom only

unbroken

My earliest date

Nov. 21, 1930

Nov. 21, 1930

Dec. 13, 1934

Mar. 5, 1929

Cities Posted

Toronto, Ottawa, Delburne

Toronto, Ottawa

Winnipeg

Moncton, Grindstone Is.,
Calgary, Edmonton, Toronto
Mackenzie Is., Vancouver
Victoria, New Westminster
Chateau Lake Louise
Montreal, St. Catharines

THE CANADIAN
AEROPHILATELIST

June 1998,
Page 17


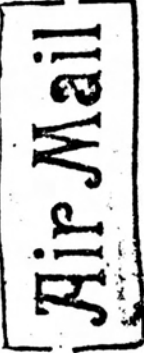


THE "BOXED"
AIR MAIL
HAND STAMP

by
Murray Heifetz,
continued.

CONTINUED

THE "BOXED"
AIR MAIL
HAND STAMP

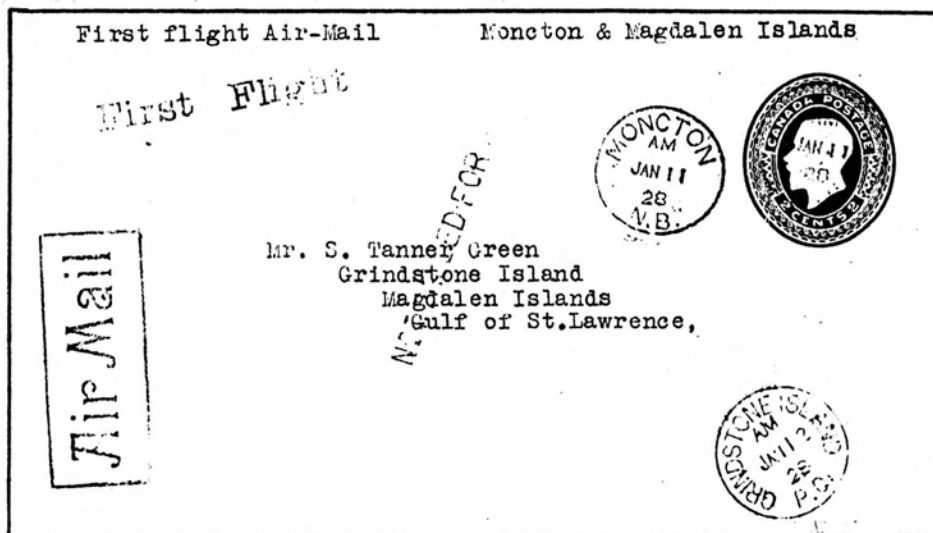
by
Murray Heifetz,
continued.

	TYPE Ie	TYPE Ie1	TYPE If	TYPE Ig
				
Box Size	45-47 x 171/2-18mm	45 x 18mm	45 x 171/2mm	48 x 18mm
Letter Size	361/2-381/2 x 8-9mm	38-381/2-9mm	371/2-81/2mm	44 x 10mm thick letters
Colours	black, violet	violet	black, violet	violet
Frame	unbroken	broken left and right sides	unbroken	broken lower left corner
My earliest date	Sep. 27, 1931	1931-day illegible	Nov. 21, 1940	June 22, 1932
Cities Posted	Kingston, Innisfail	Toronto, Calgary	Toronto, Saanichton	Montreal, Halifax Ottawa

THE "BOXED" AIR MAIL HAND STAMP by Murray Heifetz, continued:**EDITOR'S POSTSCRIPT:**

I found Murray's article intriguing, and it has added another dimension to my assessment of otherwise "similar" covers.

Since receiving the article, I have been to a number of stampshows, had the opportunity to look through several hundred covers, and reviewed my own collection. - This led to a number of questions that I sent to Murray. These questions, and Murray's responses, are summarized below:



Question: One set of questions regards the "proofing" of this handstamp. In particular, I am intrigued that I have the above cover with this handstamp postmarked MONCTON AM JAN 11 28 N.B., yet according to the information you quote from J. Paul Hughes, the earliest "proof" of these markings dates from April 1928.

Also, if the idea of proofing is to have a record of different handstamps, I am wondering why proofs were made of two handstamps that you describe as "identical in all respects pertinent to my classification", but proofs were not found of later handstamps which were visibly quite different from any of those proofed, (e.g. for letter shapes, or breaks in the rectangular box)?

Response: *Your cover is most intriguing. It certainly is the earliest date I have seen and I've seen quite a few. The proofs were in a printing of transportation proofs published by Bob Lee and edited by Paul Hughes. They obviously came out of the Canadian proof book, but whether he missed some or whether all the strikes were not proofed, I can't even guess. The only thought that comes to mind is the addressee. The cover itself is not rare. I have a few. Tanner Green was a post office official who created many covers. I could speculate and suggest that he had one of these prototype hand stamps which he used before they were issued. In any case it is now the earliest known.*

Question: The breaks in the boxes produce another set of questions, especially as to their relative significance compared to variations in the size of the handstamps.

If, as you say is most likely, "the Post Office established the permitted design" of these handstamps, and postmasters then had them produced locally, I am wondering how much latitude was allowed in conforming to the permitted design? It seems possible that all the different sizes of handstamp within TYPE I could have been regarded as acceptable local variations, but what about the line breaks? Would an apparently "brand new" handstamp like the one on the Embarras Portage cover below, with obvious breaks in the side bars, be regarded as an acceptable local variation? Yet, if it was an "official variation" in design, why was the change made?

(I did, by the way, find it much easier to spot different handstamps by the linebreaks, which came third in your criteria of classification, than by the size of handstamp which came second.)

CONTINUED

THE "BOXED" AIR MAIL HAND STAMP by Murray Heifetz, continued:

Response: After trying for over 10 years to find out the authority and source of these handstamps, with no success, I can only guess as to some of the questions you legitimately raise. Lets start with one premise which is fundamental to the whole study. Since the handstamps are found applied across the whole country, over a span of many years, from addressors to addressees with no relation to each other, and with an apparent uniformity of design, there can be no doubt that this had to be due to a prime source at the outset of usage. There are two possibilities. The Post Office could have recommended a design and then left it up to individual handstamp manufacturers or stationers to produce these and have them available for retail sale. This actually was the case for the original airmail design envelopes, especially in the USA. Alternately, the Post Office could have recommended the design and authorized local postmasters to have them produced locally for application only at the post office. There is a third possibility which I reject i.e. the Post Office could have had them all produced in some place like Ottawa and then distributed them to postmasters on request. I reject it on grounds of variation in design related to specific points of application - the most notable being Vancouver.

Because it was an arbitrary and seemingly optional use, I have no difficulty accepting the concept that manufacturing flaws resulting in frame breaks were not considered sufficiently serious or important to warrant rejection. To mark some cover as "Air Mail", the stamp was just a replacement for handscript or typing so why worry about a design fault. These design variations would not be "official". They would merely be production varieties.

I don't argue with your comment about the priority of frame breaks over dimensions in a classification. Maybe this will come about on a future revisit. It was just the order in which I arbitrarily looked at the markings.



Question: This cover from Embarras Portage also raises questions regarding the usage of these handstamps, as it is the only FFC I have seen from the Embarras Portage - Ft. McMurray flight that has a boxed AIR MAIL stamp. So why did it get one, and where was it applied?

(I find it rather nice that the sometimes maligned First Flight Covers suddenly have a special value, as we can identify covers which all went by the same flight, yet received different markings! - An examination of other First Flight Covers from AMCN flight 3177 has so far shown that:

- no other covers from Embarras Portage, in either direction, have this handstamp;
- no other covers to Fort McMurray have this handstamp;
- Edwin Mooers produced FFCs for all four legs of this flight, but none of the other covers received this handstamp on their way back to Kingston!)

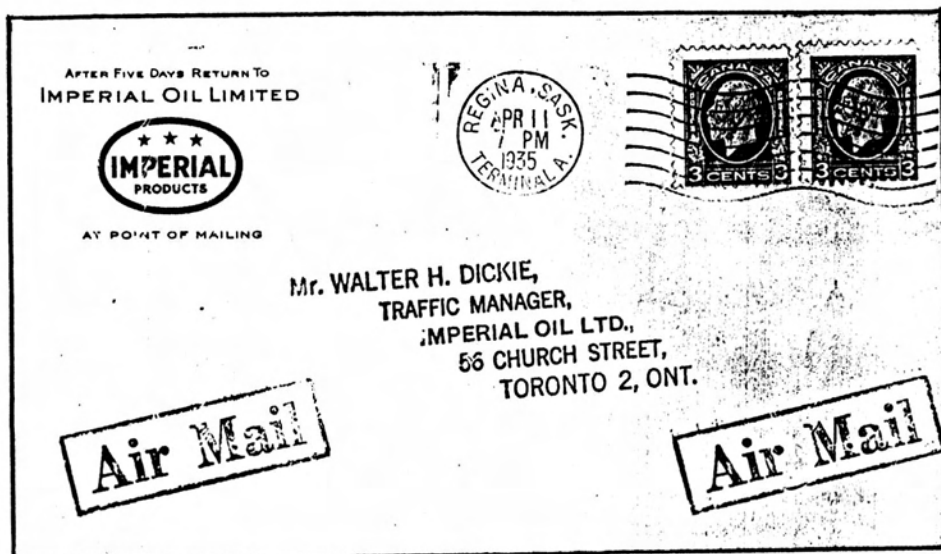
Response: Your cover is scarce although I doubt if this will ever be converted into monetary advantage. I have only 1 or 2 covers with the handstamp on a cacheted first flight cover. It was really redundant as the cachet indicated carriage by air mail. No additional handstamp was necessary.

CONTINUED

THE "BOXED" AIR MAIL HAND STAMP by Murray Heifetz, continued:

Question: I note in your comments on multiple strikes, that you've suggested this handstamp was sometimes applied en route, to indicate the start, or resumption, of air mail service. It would be interesting to know the destinations of the covers, as well as the "cities posted" given in your tables, to see if there are cases when covers posted in different centres were all routed through one city in which the handstamp might have been applied.

Response: *The analysis of routings is something I did but not too thoroughly. With the major usage occurring between 1930 and 1937 there were not that many cities that could have been an "exchange centre". The one obvious one is Vancouver. There are postings from places in BC, particularly Victoria, to destinations in the rest of Canada. These, if marked at all, received the "Vancouver" strike and obviously were routed through Vancouver.*



Question: The above cover has different lettering. Is it a possible "TYPE VII"?

Response: *I have a ton of these "Dickie" covers. This marking, in my view, is an attempt to emulate the official strike, but is a privately made hand stamp for use either by Dickie himself or by Imperial Oil generally. In fact I have covers with both this "Dickie" handstamp and the official handstamp on the same cover.*

Thanks for your detailed article Murray, and CONGRATULATIONS ! - I have just heard from Dick Malott that:

Murray Heifetz was elected to the Fellows of the RPSC for his excellent service to the RPSC and to philately in general as a researcher, author, exhibitor, and international judge in aerophilately and his CAS activities. This is an honour for him as well as the CAS and Aerophilately. This election took place during ROYAL 1998 ROYALE in Hamilton, Ontario, 29 - 31 May 1998.

And . . . Murray's book OAT and AV2 MARKINGS - A Work In Progress has now been published by the American Air Mail Society.

The main purpose of OAT and AV2 markings was to show transit instructions when applied at the exchange office, and alert postal officials that transit by air to destination was required by the office of origin.

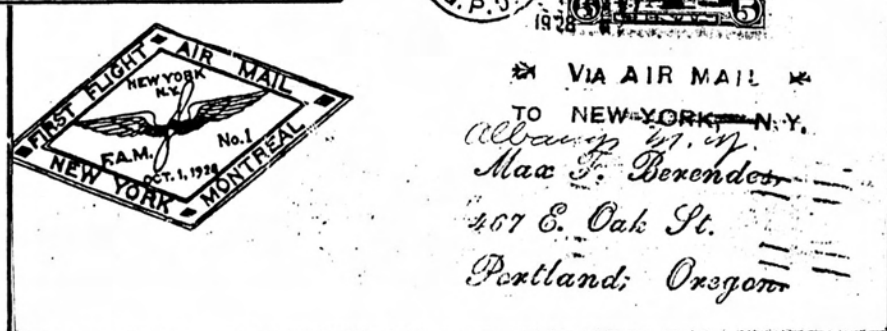
The book has about 125 pages with text analysis, many photos, descriptions of about 25 types of OAT strikes and about 40 AV2s, and a scale for evaluation of the strikes on cover. The price of the book is \$10U.S. plus \$3 postage in the USA/\$5 outside the USA, and it can be ordered from AAMS Publications (see page 2 of this newsletter for their address.)

THE NUMBERING OF U.S. FOREIGN AIR MAIL CONTRACTS



First Flight
Victoria - Seattle
October 15th 1920

Foreign Contract Air Mail Route (FAM) 2



First Flight
New York - Montreal
October 1st 1928

FAM 1

Two of the questions that arose during the discussion following Jim Brown's most interesting presentation at the CAS symposium in Kingston, were when were the U.S. FAM numbers first used, and why don't they follow the order in which the Routes began service?

On returning to the West Coast, Jim "checked the U.S. Post Office contract with Eddie Hubbard, and it says 'Route No. F. M.-2'".

Regarding the allocation of Route numbers, Jim provided a reference to a very comprehensive article THE FIRST F.A.M. ROUTES, 1920-28 by R.E.G. Davies in The Airpost Journal March 1984, from which the information, (and quotations), below are taken. - The situation was basically as follows:

- the FIRST FOREIGN CONTRACT AWARDED by the U.S. Post Office was on August 25th 1920, to Florida West Indies Airways, for a service from Key West to Havana. This service was supposed to open in October 1920, but did not do so. F.W.I. Airways was then purchased by Inglis Upperco, and merged with his Aeromarine Company, to form Aeromarine West Indies Airways. This company inaugurated the service on November 1st 1920. It continued for six months, but ceased in May 1921.
- the SECOND CONTRACT AWARDED was to Eddie Hubbard for the Seattle -Victoria service. However, this WAS THE FIRST SERVICE TO GO INTO OPERATION, on October 15th 1920.
- the next contract, FAM 3, was not awarded til 1923. It flew from New Orleans to Pilottown at the mouth of the Mississippi River, to meet the trans-Caribbean liners. (Although a Foreign Contract Air Mail Route, it did not involve flying outside the U.S.A.!)
- the Key West - Havana service was revived by Juan Trippe and Pan American Airways in 1927, but under a new contract FAM 4. However, "when Juan Trippe, master of shrewdly directed publicity, opened his service from Key West to Havana on October 19, 1927, the public not naturally received the distinct impression that the Key West - Havana route was America's first foreign air mail route, and the harbinger of a greater harvest ahead". It seems strange that this service did not retain the number "1", which would just have involved a routine change of contractors, and according to R.E.G. Davies, why this was not done "remains a mystery to me".
- then, in July 1928, simultaneously with the award to Pan Am of FAM 5 and FAM 6 to Cristobel and San Juan, respectively, CANADIAN COLONIAL AIRWAYS WAS AWARDED A CONTRACT FOR A NEW YORK - MONTREAL SERVICE, and "FOR REASONS NOT FULLY EXPLAINED", THE U.S. POST OFFICE DECIDED TO CALL IT FAM 1!

Thanks Jim, and thank you R.E.G. Davies.

BOOK REVIEW: FLYING EMPIRES

Short "C" class Empire flying boats



'HL CANOPUS gathering speed for take-off on its official first flight: July 4th 1936.

If you've ever wondered what CANOPUS "meant", this is a book for you. - You'll find out, for example, that: *"CANOPUS is a city distant by land from Alexandria 120 stadia (22 miles). It has its name from CANOPUS, the pilot of Menelaus, king of Sparta, who died there. The quotation is from Strabo the Geographer (64BC - 24AD). CANOPUS is also a star (-0.9 magnitude) in Carinae".*

You can also discover why all the Empire flying boats had names beginning with 'C'; that the real first flight was on July 2nd 1936, (*"John Lankester Parker had 'HL CANOPUS cleared for flight with the intention of trying some fast runs on the river, to get the 'feel' of the 'boat before the first flight. The boat handled so well that he took off and flew for fourteen minutes"*); and much, much more.

This is an outstanding book of about 200 large pages, full of information about the development, production, operations, and maintenance of the Empire flying boats.

Although there is nothing about "philately" in this book, there are chapters on the Empire Air Mail Service, and the Horseshoe Route, which include many details about the routes and schedules, the achievements of the Empire Air Mail Service, and also the problems it ran into.

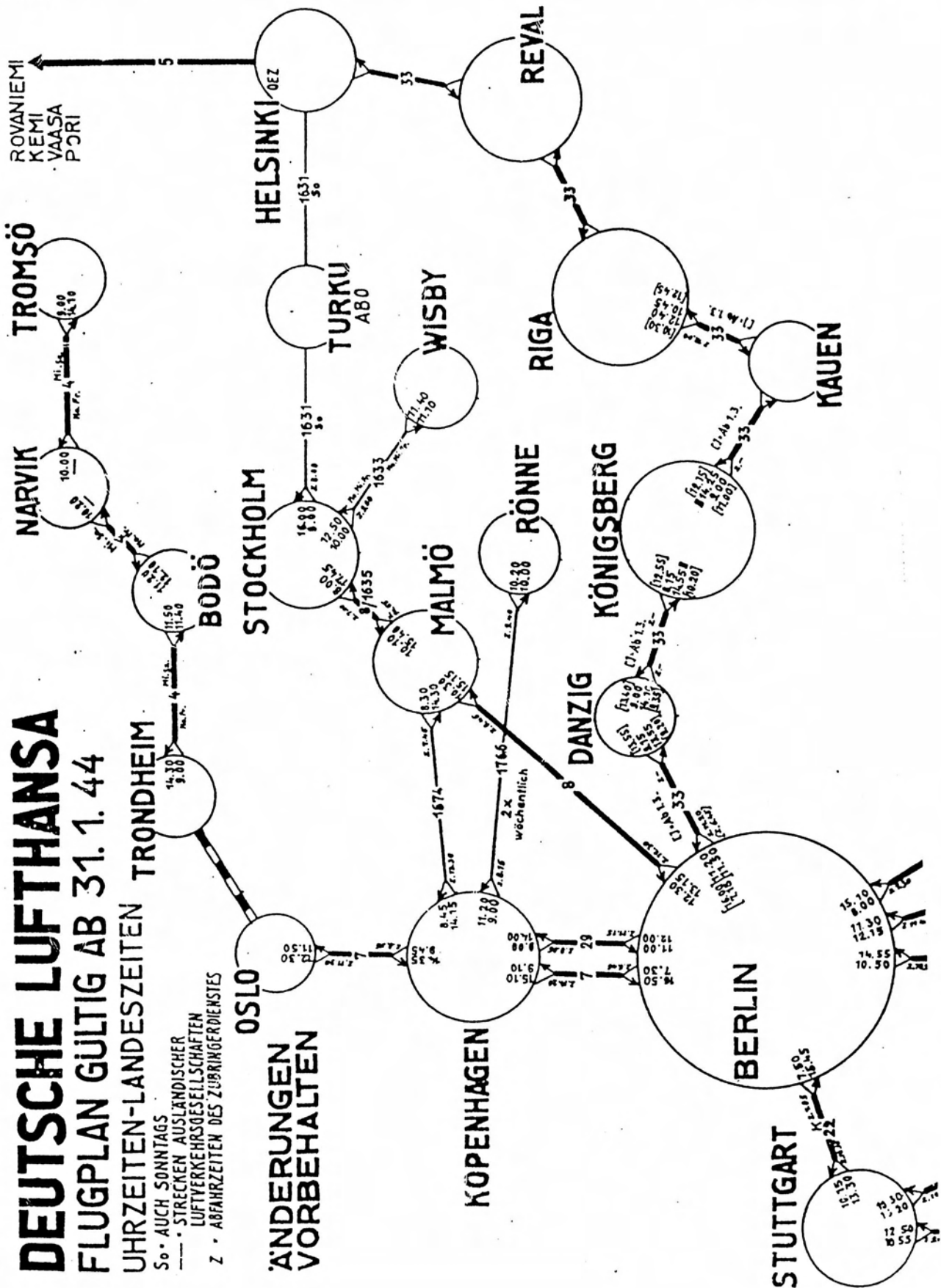
Given the "romanticism" of many accounts of the flying boats, I was very interested to read that: *"Imperial Airways discovered to their cost that the initial assumptions made in favour of the flying-boat were not all valid when the 'boats came into service. The handling of passengers, mail and freight on the water, in the increased volume generated by the new service, proved more difficult than on dry land. Southampton was initially the only port with a pontoon for loading and discharging the 'boats. It was not always easy to warp a 'boat into the pontoon, except in a dead calm. At most of the other ports, all servicing had to be done on the open water by surface craft. It was found too, that the flying-boats could operate on the water in sea states that the attendant servicing craft and barges could not tolerate, and this disrupted services. Carrying out essential maintenance and minor repairs was more difficult on water than on land. Early morning and late evening fogs and mist, often associated with stretches of water, could also interfere with services. The alteration of schedules from these many causes was a source of irritation to passengers and of disruption to the mail service, for which there were penalties for IAL."*

According to the back cover, the author BRIAN CASSIDY *"is an amateur aeronautical person, having spent his working life as an architect. Starting as the once proud possessor of a Frog plastic 1:72 model, he has kept an interest in the Empire 'boats alive for nearly sixty years - on and off."* I get the impression that he has tried to record everything he's learned in this book, and I am very pleased that he's done so!

FLYING EMPIRES is published by Queen's Parade Press, 3 Queen's Parade, Bath BA1 2NJ, England. - It can be obtained from Richard Beith, 14 Middlecroft, Guilden Sutton, Chester CH3 7HF, England (tel/fax 01244 300777): 19.95 Pounds (including postage) within the United Kingdom: elsewhere please contact him regarding postage costs, (air mail or surface mail), and payment arrangements.

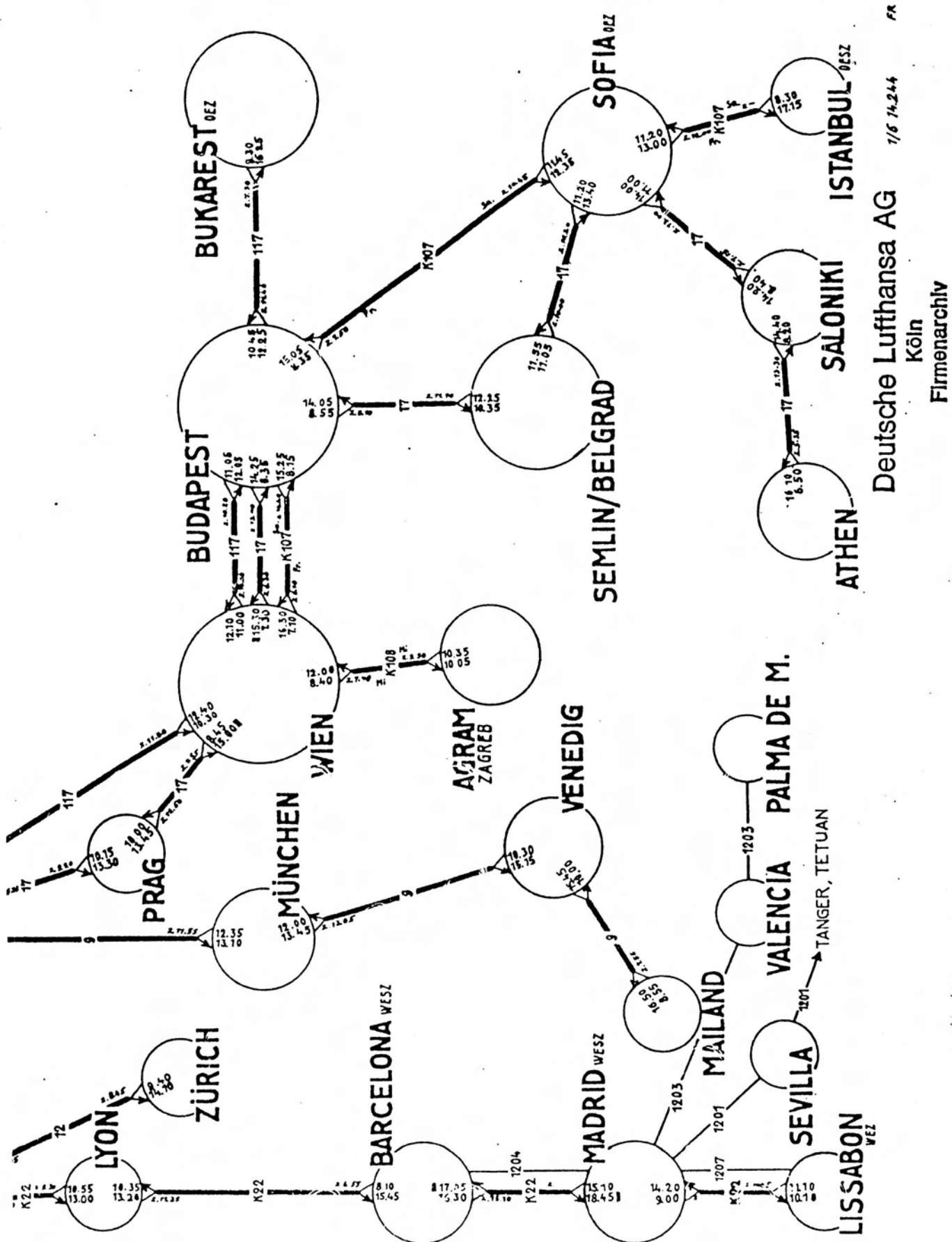
FOLLOW UP - CIVIL AIR SERVICES IN EUROPE, 1943.

Richard Beith has pointed out that the comment in the last newsletter that in 1943 air activity in Europe was reserved for the Air Force was "far too sweeping". **Continued...**



FOLLOW UP - CIVIL AIR SERVICES IN EUROPE, 1943, continued.

Richard also provided this copy of a map from the Lufthansa timetable of January 31st 1944. - Thanks Richard.



FOLLOW UP - PRIME MINISTERS AND PHILATELISTS ?



QUESTION: This "philatelic" cover was addressed to Lester Pearson while he was a diplomat at Canada House in London. A lot has been written about the stamp collecting activities of America's President Roosevelt. Was future Prime Minister Lester Pearson also a philatelist?

ANSWER - from Jim Kraemer, former Director of the National Postal Museum: He was certainly a stamp collector, but perhaps not in a philatelic sense. His interest was in the stamps and covers of the countries of the United Nations where he visited, and where he represented Canada. In 1972 Mr. Pearson invited me to his home in order to view his collection. It was housed in two large filing cabinets in his home basement office in Rockcliffe Park, Ottawa. Eventually he decided to donate his collection to the National Postal Museum, and designated his personal secretary to carry out the arrangements with the writer. Unfortunately Mr. Pearson died in Ottawa on December 27th 1972, before the collection could be transferred. As per his wishes the transfer took place early in 1973. The National Postal Museum mounted selections from Mr. Pearson's collection in several frames. These were displayed in the British Empire Room at the House of Commons for a special ceremony, with Mrs Maryon Pearson officially donating the Pearson collection to the Museum on behalf of her husband .

Mr. Pearson's successor as Prime Minister of Canada was Pierre Elliot Trudeau. He was also a collector. Not only did he collect Canada for himself, but he purchased philatelic accessories and stamps for his three sons. He invited the writer to the Prime Ministers office on several occasions when he was seeking advise. At the time the Hon. Bryce Mackasay, also a collector and in his youth a part time dealer, was the Postmaster General of Canada.

Thanks Jim!



James E. Kraemer - Director,
National Postal Museum

Mrs. Lester B. Pearson

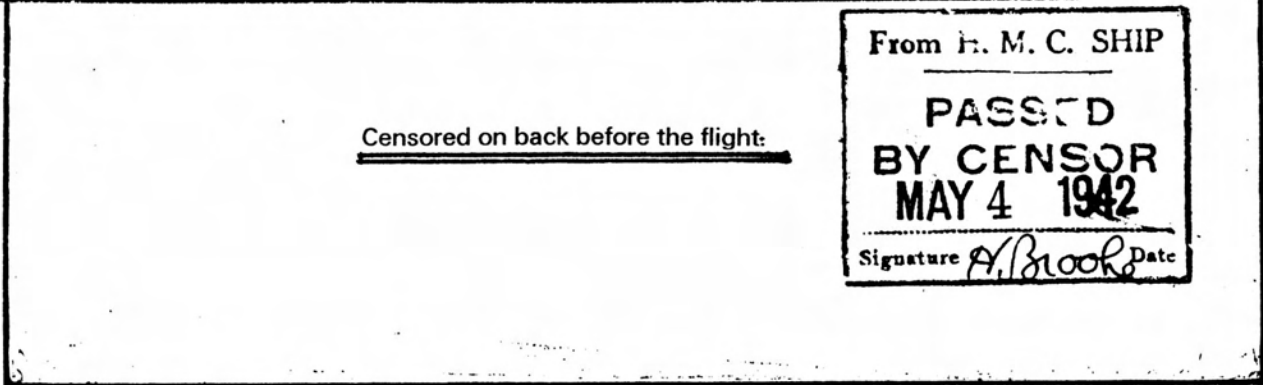
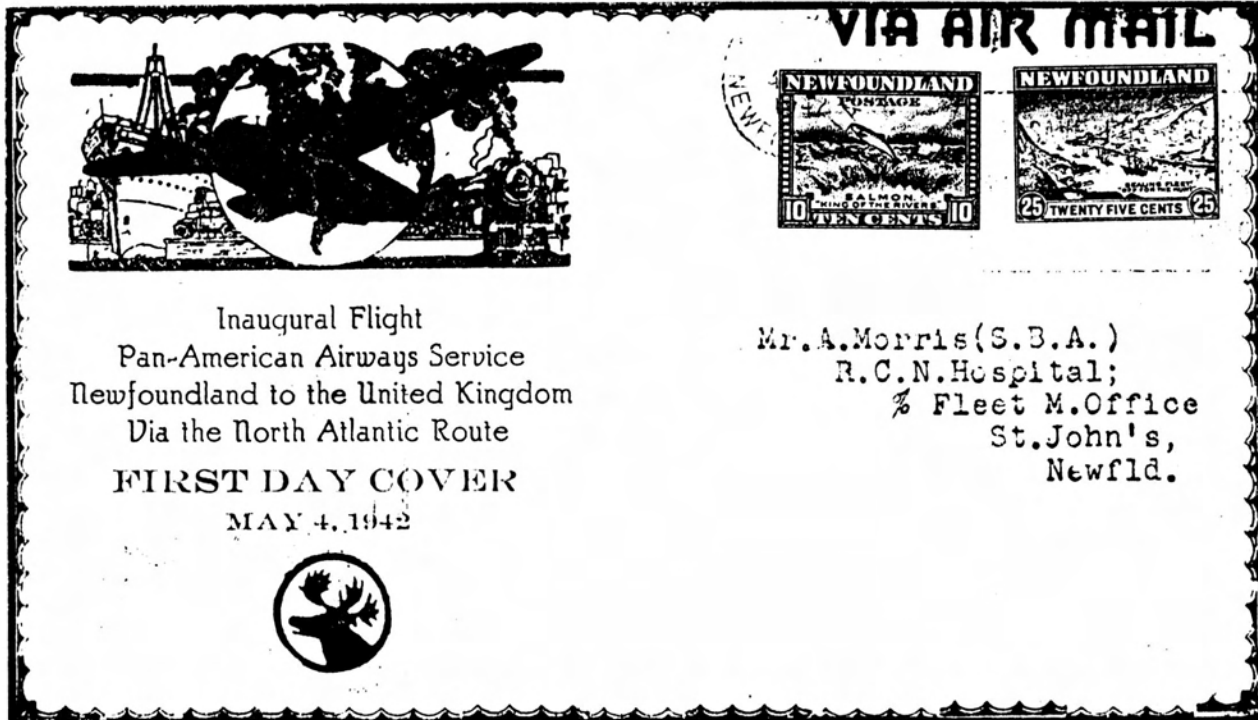
Andre Ouellet,
Postmaster General, 1972-74.

British Empire Room, House of Commons.

QUESTIONS

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

INFORMATION WANTED - A WARTIME FIRST FLIGHT COVER !



Indistinct Postmark, legible on a similar cover for this flight

[also addressed to Mr. A. Morris (S.B.A.)] as: St. JOHN'S / - AM / 4 MAY / 1942 / NEWFOUNDLAND
 Printed Cachet and border are in red and blue ink.

In May 1942 the Battle of the Atlantic was at its peak, the Germans were advancing in North Africa, the Japanese were still expanding in the Pacific, Pan American re-introduced its North Atlantic service via Botwood to Eire, and SOMEBODY WAS PRODUCING FIRST FLIGHT COVERS! - BUT WHO?

Surely Pan Am were too preoccupied with wartime "business" to be producing First Flight Covers? (It is also unlikely to have been produced by Pan Am, since covers for the flight have only been found from Botwood, not New York etc.)

However, given the secrecy and censorship prevalent in wartime, how would anybody else have known about the flight in sufficient time to get covers printed and prepared? (The postmark is partially over the border, which is identical in shade to the inscription, so the inscription is unlikely to have been added after the flight!)

If you can help, please send information to the editor at 4060 Bath Road, Kingston, Ontario K7M 4Y4.

INFORMATION WANTED - FIRST AIRMAIL FROM P.E.I. TO NEWFOUNDLAND

Items for the "Information Wanted" section normally seek more information on a cover that is sent in. In this case, however, I have the information, but am looking for the cover!

Ted Hill sent in the photograph on the next page, with the following anecdote:

"After Balbo's flight to the Chicago World's Fair, one of his sea-planes had a forced landing at Victoria, P.E.I. I happened to be right there. As I helped he captain with translation, he reluctantly agreed (against orders) to carry one cover for me to his next stop (Botwood, as I recall). He applied one of their pictorial 'etiquettes' and mailed it back to me - surely the first airmail from P.E.I. to Newfoundland!"

Does anybody know where this cover is now?

INFORMATION WANTED - CANADIAN AIRWAYS LIMITED

This is another photographic question. - Can anybody identify the location of the group picture on the next page, the occasion, and/or any of the people in the line up?

If you can help, please send information to the editor at 4060 Bath Road, Kingston, Ontario K7M 4Y4.



PHSC

APS Affiliate 67; PHS Inc. Affiliate 5A, RPSC Chapter 134

The **Postal History Society of Canada** was founded to promote the study of the postal history of Canada and its provinces. It publishes the quarterly **PHSC Journal**, whose contents range from fully-researched feature articles to items of current interest—from the pre-stamp era through postmark specialties and regional histories to modern mail mechanization.

Each year the Society holds meetings at shows across Canada. The Annual Meeting is held in the early summer, and is supplemented by Regional Meetings, usually featuring postal history seminars given by Society members. Eight different Study Groups are devoted to the detailed examination of various specialized aspects of postal history.

Membership dues are \$15.00 per year, with a one-time admission fee of \$1.00. Please contact the Secretary, R. F. Narbonne, 216 Mailey Drive, Carleton Place, Ontario, K7C 3X9.

NATIONAL AVIATION MUSEUM, ROCKCLIFFE AIRPORT, OTTAWA

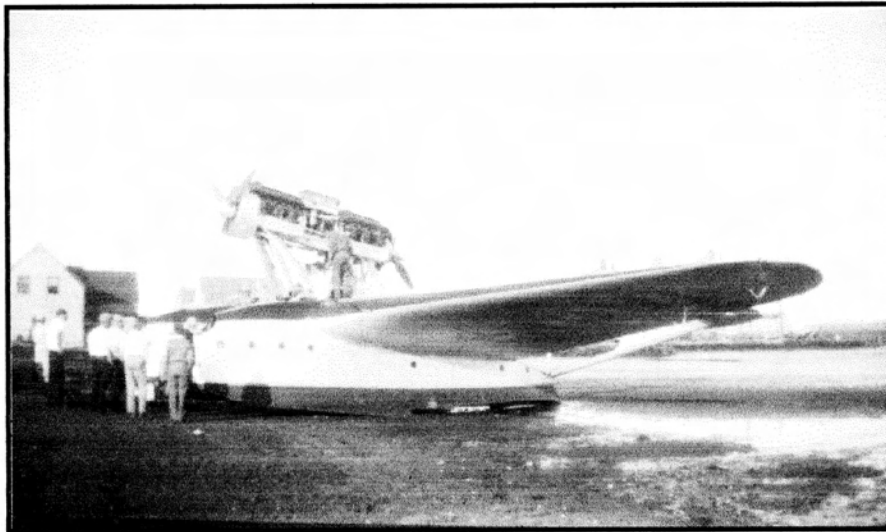
A number of special events are planned for this summer, to celebrate the TENTH ANNIVERSARY of the Museum. There are also two new displays opening:

BUILDING FOR AIR TRAVEL - ARCHITECTURE AND DESIGN FOR COMMERCIAL AVIATION; and ROCKCLIFFE AIRPORT - FLYING BOATS TO KITFOXES.

(Personally, I'm always entranced by the old aircraft on display, particularly the replica of the SILVER DART, [which made the first flight in Canada], and the reconstructed CURTIS HS-2L, [used by Laurentide Air Services for the first air mail service in Canada]).

The Museum is open daily from 9a.m. to 5p.m. - For more information telephone 1-800-463-2038, or write to P.O. Box 9724, Station T, Ottawa, Ontario K1G 5A3.

**INFORMATION WANTED -
FIRST AIR MAIL FROM P.E.I. TO NEWFOUNDLAND**



Savoia-Marchetti of Balbo's fleet, on return flight (1933) after forced 'landing' at Victoria, P.E.I.
(Never before published photograph.)

INFORMATION WANTED - CANADIAN AIRWAYS LIMITED



The owner thinks the location "looks suggestive of Toronto"; that the occasion was "the inauguration of a new airmail route", "probably fairly early (ca. 1929-32) because of the Fairchild's "G" registration", (your editor can make out "G-C" under the "left" wing, and "AR" under the right); and that "the two men in front of the prop. blade are Stuart Graham (It.) and J.A. Wilson".)

SALES AND WANTS

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



Gannet and Lundy from offshore



Buzzards over the East Coast

LUNDY AIRMAIL STAMPS

Issued June 9, 1951
 Designed by John Dyke. Printed by Harrison & Sons
 No watermark. Perforated 15 x 14







Puffins and North Light



Beach Road and South Light

COPYRIGHT ATLANTIC COAST STUDIOS, BIDEFORD

A "booklet" of these stamps has been kindly donated to the CAS. - According to the cover of the booklet, (from 1951), Lundy Island: *lies 11 miles from the nearest point on the North Devon Coast, and covers a length of 3 miles by 1 mile at its broadest point. Once famed as a pirate stronghold, it is now a peaceful bird sanctuary and haven for seals and other wild life. Lundy is unique in that it has its own postal service, and all letters to and from the Island have to bear a puffin stamp. The service was instituted in 1929 on the closure of the British Post Office on the Island, which operated from 1887. All mail is now carried by air.*

If anybody knows the likely value of this booklet, and/or would like to make an offer for it, please contact the editor.

First Flight Cover: Munich - Toronto

Mit Luftpost Air Mail Par Avion



Lufthansa-Erstflug
 LH 480
 DC 10
 München-Toronto



DBP * 105
 DEUTSCHE BUNDESPOST



Lufthansa-Erstflug
 LH 6458 • B 767
 MÜNCHEN - TORONTO
 13.04.91

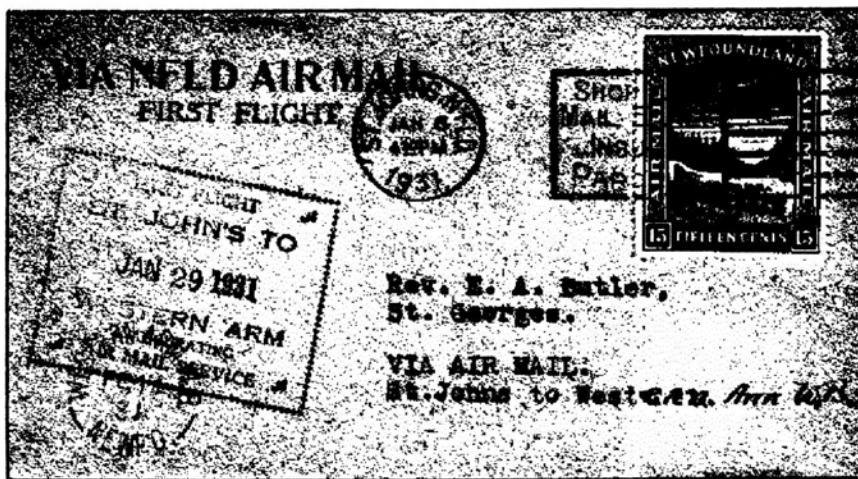


Lufthansa German Airlines
 55 Yonge Street
 10th Floor
 Toronto, Ontario M5E/114 / Canada

Postmarked: MÜNCHEN 13.-4.91-11 **Backstamped:** (By Lufthansa) Arrival 13.4.91-18

We have also received a very nice donation of six postcards from this flight. - They can be purchased for \$3.00 each + \$1.00 postage from Dick Malott, (address on front cover.)

NEWFOUNDLAND FIRST FLIGHT COVERS FOR SALE



Brown envelope: 3" x 5 1/2"

Postmarked: ST. JOHN'S, N'FLD. JAN 6 430PM. 1931

Rectangular Handstamp: FIRST FLIGHT ST. JOHN'S TO JAN 29 1931 WESTERN ARM
INAUGURATING AIR MAIL SERVICE

Receiving Postmark on Front: WESTERN ARM.W.B. FE 14 1931 NEWFD

John Venskus has nine covers like this. They are all the same, (except that some also have a backstamp POSTAL TELEGRAPHS MAR 14 1931 Sandy Point, St. George's), and "*in the new Air Mails of Canada and Newfoundland the c.v. for the cover is \$35 plus \$6 for the stamp*".

He is offering to sell them at \$16U.S. for a single cover, or \$130 for all nine. - If interested, please write to him at: 6805 S. Talman, Chicago, IL 60629-1823, U.S.A.

WANTED: NORWEGIAN AIR MAIL COVERS

"From: "Knut R. Rasmussen" <knut.rasmussen@tr.telia.no>

I am a collector who is searching for air mail covers and Zeppelins from Norway - 1920s and 30s. Specially interested in Norwegian covers sent:

By air to Germany; England and France Sep-Oct-Nov 1920 with air surcharge and notes.

By air inland USA 1923 - 1929.

By air to all countries and destinations in Asia and Africa before 1940.

Please reply if you can supply me with any object related to this theme.

e-mail: knut.rasmussen@tr.telia.no

CHANGE OF ADDRESS: KEN SANFORD / AEROPHIL

"We are moving on the 1st of June. The address will be:

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

Phone 41 22 774 2472, but don't try to call that number until July, as we will still be at our old address and number until then."

Please also note that Ken's website address is:

http://ourworld.compuserve.com/homepages/Ken_Sanford/

(An interesting problem: when Ken e-mailed me this address, the underline was interpreted as a "linefeed", and printed as such!)

NEXT ISSUE DEADLINE

THE CANADIAN AEROPHILATELIST is normally produced quarterly in March, June, September and December. - If you have anything you'd like to go into the next issue, please send it to the editor by:

AUGUST 15th.

MEMBERSHIP APPLICATION / RENEWAL FORM

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

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

The annual membership dues are \$15.00 Canadian in Canada and the U.S.A., \$20.00 Canadian for members Overseas.

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

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

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

Name: _____

Address: _____

City: _____ Province/State: _____

Postal Code: _____ Country: _____

Telephone: _____ Fax: _____ e-mail: _____

Collecting interests: _____

If applicable: American Air Mail Society membership number: _____

American Philatelic Society membership number: _____

Royal Philatelic Society of Canada membership number: _____

Other: _____

For Secretary's use:

Date joined: _____

Amount of dues paid: _____

The following names are due for membership renewal:

July	August	September
142 J. Don Wilson	230 Canada's Aviation Hall of Fame	95 Michael Painter
228 William McCann	234 Kevin O'Reilly	158 Thomas Watkins
233 Les Winick		168 Robert Lee
		186 Chris Hargreaves
		202 Ross Herrington
		235 Dominique Tallet
		237 Michael Brisebois
		238 Cheryl Ganz

Membership cards will be mailed upon receipt of payment. Final renewal notices will be mailed out to members who have not replied.
Please return this form to the Secretary with your payment. Cheques, Money Orders etc. to be made payable to the **Canadian Aerophilatelic Society.**
All new membership dues and renewals are \$15.00 Cdn for Canada and the US and \$20.00 Cdn for Overseas addresses.

