CANADA AND NEWFOUNDLAND

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A Volume in the Sixth Edition of the American Air Mail Catalogue

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Every effort has been made to insure the accuracy of the background information in this volume; however, typographical errors may exist.

Prices for many stamps and covers in this volume are subject to a range of quality of the material and market fluctuations, not only in North America but throughout the rest of the world. Readers are advised to contact retail stamp and cover dealers and philatelic auction firms who regularly handle the air mail stamps and covers of Canada and Newfoundland for the latest information on current values.

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The Air Mails of Canada and
Newfoundland Catalogue
is dedicated to the memory of
James N. Sissons

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THE CANADIAN AEROPHILATELIC SOCIETY

Organized 1986 in the interest of
Aerophilately and Aerophilatelists everywhere

FOREWORD OF SPONSOR

The need for a comprehensive catalogue for the air mail stamps and covers of Canada and Newfoundland has been known for many years. All aspects in this new catalogue **The Air Mails Of Canada And Newfoundland** have been addressed as a review of the Contents will reveal. Astrophilately has its place in Canada, and it too is included.

Five years ago the American Air Mail Society (AAMS) and the Canadian Aerophilatelic Society (CAS) agreed that a separate catalogue should be produced under the joint aegis of the two organizations, with myself as the Coordinating Editor. The AAMS agreed to cover the publishing costs; the CAS would accomplish the research and overall editorial work. The prices are given in U.S. dollars; language and spelling are typical American usage, not Canadian. Announcements were made in relevant philatelic publications, inviting those interested in the project to join the research and editorial group. The result was assistance from 44 aerophilatelists and astrophilatelists, publishers, auctioneers, researchers, museums and Canada Post Corporation. Contributions of bits of data also came from many individual collectors who wished our project well. The dedicated support of all concerned made this catalogue possible, for which I am sincerely grateful.

There were many surprises arising during the execution of this project. The amount of unrecorded data was considerable and hopefully this data has been incorporated correctly for the use by all concerned. Undoubtedly, there will be more unrecorded data coming to light once this catalogue is studied and used. I request that those who have recommendations for additions, deletions and various corrections contact me, the Coordinating Editor, for review by myself and the applicable specialists in each Section. It is the intention of Section Editors and assistants to continue to collect data for revision and improvement for the next edition of **The Air Mails Of Canada And Newfoundland.**

Volunteers to understudy the Section Editors are being sought to ensure a continuity in our work. If there is a special Section of this book in which anyone wishes to become a team member, please let me know. Despite the five years that we have been working on this catalogue, there are Sections that time did not allow us to complete. We seek collectors and researchers to compile a listing of all major auctions of Canadian and Newfoundland airmails and astrophilately. We also seek someone to compile, with short biographies, a list of noted collectors, auctioneers and researchers of Canadian and Newfoundland air mails. We seek someone to expand a complete listing of Canadian air mail rates of all kinds. Who is willing to

share their time and knowledge with other collectors of these challenging areas of Canadian and Newfoundland aerophilately?

AMERICAN AIR MAIL SOCIETY

Organized 1923 in the Interest of Aerophilately and Aerophilatelists Everywhere

PLEASE ADDRESS REPLY TO:
GREG SCHMIDT
PRESIDENT
1978 Fox Burrow Court
Neenah, WI 54956

FOREWORD OF PUBLISHER

The Annual Convention of the American Air Mail Society (AAMS) at CAPEX '96 represented the third time that the American Air Mail Society met in Toronto. The AAMS held its first Convention outside the U.S. by convening in Toronto from May 6-8, 1940, a time when most Canadian and American collectors were as concerned by events in Europe as by air mail stamps and covers. Again in 1978 the AAMS held a Convention in Toronto, during CAPEX '78. Apart from meeting in Havana, Cuba, in 1948 and in 1955, and in London, England in 1980, Toronto has thus become a familiar location for the AAMS outside the U.S.

While the AAMS is nearing its 75th anniversary in 1998 and the Canadian Aerophilatelic Society (CAS) is slightly more than a decade old, these two groups represent the epitome of cooperation and respect in a hobby where occasional personal and national interests are sharply considered and keenly preserved. Historically, the border between Canada and the U.S. has been the longest non-military boundary in the world; the same posture of "hands across the border" has existed between Canadian and American aerophilatelists for well more than half a century. Thus, the AAMS is proud to keep this tradition alive.

Since 1940 the American Air Mail Catalogue (AAMC) has included extensive listings of Canadian and Newfoundland air mail stamps and covers. In 1992, considering the proposed venue of CAPEX '96 for a gathering of the CAS, the AAMS, and aerophilatelists from the world over, AAMC Editor-in-Chief Dan Barber proposed to the CAS that a separate volume of Canada and Newfoundland airmails be prepared, expanding considerably previous AAMC listings and including Canadian air mail topics that had never been gathered together in one volume.

The CAS took up this challenge of improved scholarship and detailed listings. Led by Coordinating Editor Richard K. Malott and a core of profoundly dedicated Canadian and Newfoundland air mail specialists, the CAS struggled for several years to analyze and annotate hundreds of listings and a mountain of information. The conflicts and controversies of years of unproven claims and widely divergent material sorely tried Canadian aerophilatelists and postal historians, who — oftentimes calmly, sometimes with frustration — greeted the opportunity to re-research, revise, and thus re-create the closest thing to the definitive volume of the history of Canadian and Newfoundland air mail stamps and covers. The CAS supported these efforts throughout.

The appearance of this book a year after CAPEX '96 is a source of genuine delight for both the CAS and the AAMS. Because aerophilately is a specialty fundamentally springing from and promoted by the publication of articles, monographs, and catalogues, it has been clearly apparent to all that this book might ultimately be the spark by which a new generation of aerophilatelists could be brought into the hobby.

For the first time Canadian Astrophilately is to share pages in the same volume with Canadian Air Letter Sheets; for the first time in such a book Canadian air mail covers receives expanded and detailed treatment. And for the first time two different air mail groups put aside all personal and organizational interests and dedicate their mutual work towards a common goal. Through the good graces of some non-aerophilatelists, an air mail book acknowledges the aviation and airline sources that contribute so significantly to the hobby. For the comprehensive Bibliography in this volume, both the CAS and the AAMS — as well as all readers and budding air mail collectors — are profoundly grateful to a few Archivists and Librarians in Canada who painstakingly delivered references and sources of information.

Books, monographs, and catalogues of the American Air Mail Society are guided by a Publications Committee, chaired by Dr. Robert E. Lana of Pennsylvania. Other members of this Committee include Dan Barber of Michigan, James W. Graue of Washington, A. D. Jones of Virginia, Stephen Neulander of Illinois, Robert Outlaw of Illinois, Stephen Reinhard of New York, and Greg Schmidt of Wisconsin.

Since AAMS Publications programs have at times been directed towards individual authors and single air mail topics, this volume is particularly welcomed by the simple fact that both the CAS and the AAMS accepted the "all-inclusive" concept of multiple topics. Additionally, both organizations unobtrusively promoted the work within this volume by leaving the efforts of scholarship and editorial details to the principals. On behalf of the American Air Mail Society, I therefore extend the profuse gratitude of the AAMS to those scholars, writers, and editors who toiled over a wide range of manuscripts for this volume.

The publication of **The Air Mails Of Canada And Newfoundland** is meant to be a giant step towards the future. Both the Canadian Aerophilatelic Society and the American Air Mail Society ponder the future of a hobby increasingly dependent upon the release of accurate and affordable publications; this volume is as much a hope for the future as it is the culmination of past efforts over many years.

The American Air Mail Society is proud to share the limelight with the Canadian Aerophilatelic Society to keep aerophilately moving in a strong positive direction. We should all enjoy air mail stamps and covers a bit more; the future is here and we are all part of the process.

Greg Schmidt
President, American Air Mail Society
Neenah, Wisconsin

August 1997

INTERNATIONAL FEDERATION OF AERO-PHILATELIC SOCIETIES FEDERATION INTERNATIONALE DES SOCIETES AEROPHILATELIQUES INTERNATIONALER VERBAND DER AERO-PHILATELISTEN-VEREINE FEDERACION INTERNACIONAL DE SOCIEDADES AEROFILATELICAS

GREETINGS TO ALL
AEROPHILATELISTS / ASTROPHILATELISTS

For over thirty-five years the Federation Internationale Des Societes Aerophilateliques (FISA) has supported and promoted the collecting, exhibiting, and promotion of air mail stamps and covers throughout the world. Moreover, FISA has welcomed and embraced the growth and excitement that astrophilately and other popular specialties have reached in recent years.

While FISA has strongly supported and officially attended many airmail exhibitions in Europe and throughout the world, as well as given its patronage to many national air mail shows, the officers and member clubs of FISA have long recognized the importance of books, monographs, and catalogues to promote interest in the hobby. Indeed, FISA annually reviews recently issued airmail and astrophilatelic literature and honors worthy publications with a FISA Medal.

To keep aerophilately alive, catalogues and handbooks are essential. FISA always encourages air mail scholars to write about their knowledge and research. This continued support of the literature of aerophilately is a cornerstone of what FISA hopes to accomplish in its endeavors with many national and specialist air mail organizations. Thus, the success and future of FISA depend greatly upon the printed word and the work of dedicated researchers and authors.

We are convinced that this book, **The Air Mails Of Canada And Newfoundland,**
will help collectors in their research and improve their knowledge, and hopefully will inspire other collectors to start a collection of this most interesting part of aerophilately.

The authors deserve our respect and gratitude.

Roland F. Kohl President, FISA
Zurich, Switzerland

October 1997

FEDERATION INTERNATIONALE DE PHILATELIE
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COMMISSION FOR AEROPHILATELY
EGIL H THOMASSEN, PRESIDENT - ROTERUDVEIEN 2, N-2600 LILLEHAMMER, NORWAY

BEST WISHES

Aerophilately, like other philatelic areas, is based upon two main elements: collecting and knowledge. These essential elements support and compliment each other.

The element of knowledge is vital to aerophilatelists because of their demand for documentation of a flown cover and even more so, the story behind that cover. Handbooks and catalogues are therefore quite important for the development and growth of aerophilately.

Some fields of aerophilatelic collecting can be completed. However, knowledge can never be completed.

May I congratulate those who have devoted their time and energy to present this significant catalogue, **The Air Mails Of Canada And Newfoundland.** I am convinced that this catalogue will not only please the Canadian and Newfoundland air mail collectors of today, but will also inspire others to take part in this fascinating field of collecting.

Egil H. Thomassen
President, FIP Commission For Aerophilately
Lillehammer, Norway

14 March 1997

BOOSTER PAGE

Brian L. Asquith, Surrey, UK

Joseph Berkovits, Toronto, ON, Canada

Fred F. Blau, Chicago, IL, USA

John H. Bloor,Englewood, CA, USA

British Aerophilatelic Federation, UK

William E. Crabbs, USA

Charles G. Firby, Waterford, MI, USA

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"Meilleurs Voeux" Philip R. McCarty, Eagan, MN, USA

Larry Milbery, CANAV Books, Toronto, ON, Canada

Dr. and Mrs. Reuben A. Ramkissoon, Oak Brook, IL, USA
Congratulations on your new book;
Greg, Diane and Lesley Schmidt, Neenah, WI, USA

Egil H. Thomassen, Lillehammer, Norway

Richard Whalley, Springbrook, WI, USA

G.A. Wilson, Penticton, BC, Canada

Les Winick, Arlington Heights, IL, USA

Barbara Winick, Arlington Heights, IL, USA

Ted Woodward, Cougar Stamps, San Bernardino, CA, USA

ACKNOWLEDGEMENTS

Roland F. Kohl - Zurich, Switzerland — Aerophilatelic advice from the President of FISA.

James E. Kraemer - Nepean, Ontario — Identification of Canadian Stamps depicting aircraft. Coordination of data of all Canadian air mail stamps, air mail special delivery stamps, and Canadian stamps depicting aircraft, particularly of Bob Bradford's designs.

Major (Ret.) R. K. "Dick" Malott - Nepean, Ontario — Coordinating Editor of the project. Provided list of pilots who flew Canadian air mail, plus the routes of the actual flights. Section Editor of Crash Cover Section.

Bob Marcello - Boston, Massachusetts — Contributor to Canadian Semi-Official Section. Philip R.

McCarty - Eagan, Minnesota — Advice on crash covers and prices.

Richard McCorkell - Ottawa, Ontario — Authorization from Canada Post Corporation for use of photographs of Canadian air mail stamps, stamps depicting aircraft and air mail route maps.

Richard J. Mclntosh - Don Mills, Ontario — Section Editor for all Canadian Government Flight Covers, 1926 -1996; Section Editor for Anniversary Covers.

Ian McQueen - Bournemouth, England — Section Editor of "Jusqu'a" Markings Section.

Jim Miller — Kamloops, British Columbia — Assisted with Courtesy Covers and Endorsements.

Ron Miyanishi - East York, Ontario — Section Editor of Modern Canadian Military & Souvenir Flight Covers and overall computer preparation coordinator.

Cimon Morin, Chief, National Postal Archives and Library - Ottawa, Ontario — Bibliography of articles and publications on Canada and Newfoundland Air Mails.   .

Trelle A. Morrow - Prince George, British Columbia — Assistant to Coordinating Editor; assistant for Canadian Semi-Official Air Mail Section; and Section Editor of Air Mail Etiquettes, Courtesy Covers, Endorsements (boxed air mail markings), Air Mail Rates.

Alexander S. Newall - London, England — Advice on air mail catalogue content.

Henri Nierinck - Oostende, Belgium — Assisted on Crash Covers Section.

Dr. Reuben A. Ramkissoon - Oak Brook, Illinois — Section Editor of Canadian Astrophilately.

Derek C. Ranee - Sept lies, Quebec - Contributor & assistant to Canadian Semi-Official Section.

Col. William G. Robinson - Vancouver, British Columbia — Section Editor of Canadian Airport and Air Mail Field Cancels.

Simine Short - Downers Grove, Illinois — Section Editor for Canadian Glider Mail.

Ray Simrak - Maidstone, Ontario — Section Editor for Canadian Pioneer Flight Covers Section and S.C.A.D.T.A. Stamps and Covers Section.

Christopher Terry - Ottawa, Ontario — Director, National Aviation Museum, whose Librarian provided an extensive bibliography of books pertaining to aviation in Canada.

Egil H. Thomassen - Lillehammer, Norway — Advice from President, FIP Aerophilatelic Commission and FIP judging.

Major (Ret.) E. R. "Ritch" Toop, CD * - Ottawa, Ontario — Section Editor, Canadian Forces Air Letter Forms and Air Mail Rates. (* Deceased October 13,1995.)

William E. Topping - Vancouver, British Columbia — Assisted with data on Yukon Airways and Exploration Co., Ltd. for Canadian Semi-Official Section.

Trans World Philair Club, Jacky Stoltz, President - Kelkheim, Germany — Air Mail flights between Canada and Europe from 1950 to the present.

COLLECTORS, RESEARCHERS, DEALERS & AUCTIONEERS OF CANADIAN AND NEWFOUNDLAND AIR MAILS

This Section, although most important to the history of aerophilately of Canada and Newfoundland, has not been fully developed due to the difficulty of locating specific data on the individuals concerned. The assistance of a dedicated researcher is needed to ferret out the data on some of the people listed. Data are available on a few but it is indeed surprising how very little is known about the collectors, researchers, dealers, and auctioneers who over the years have contributed so much to aerophilately and astrophilately.

To those who have done so much for our hobby, the least that we can do is to record their names and background for posterity. Please do not overlook the fact that many are deceased and their places in the ranks must be filled with dedicated aerophilatelists and astrophilatelists. Otherwise, aerophilately itself will die.

Until someone steps forth to undertake this assignment, I request that anyone who has data on those listed send the information to me for future use in the Second Edition of "The Air Mails of Canada and Newfoundland." Only through cooperation and sharing of knowledge of all concerned will this First Edition be improved for the guidance of those that are to follow in the collection of Canadian and Newfoundland air mail covers and stamps.

Please send information on any of these people cited and others omitted to:

Major (Ret.) Richard K. Malott
16 Harwick Crescent Nepean, Ontario
CANADA K2H 6R1

Amos, **Don** — Pioneer researcher of Canadian air mail covers. The elder statesman of Canadian air mail collectors. He lives in Winnipeg, Manitoba.

Arlidge, Malvern Robertson — (1895-1959). A pioneer Canadian air mail cover dealer from Edmonton, Alberta. Known as "Bob of the Northland."

Bachmann, Beatrice — Section Head of FIP Astrophilately and Sub-Commissioner of Aerophilately.

Bacon, Jim — Deceased. A dedicated researcher and collector of Canadian Semi-Official air mail stamps and covers. He lived in England.

Banner, H. Lloyd — Deceased. An early collector of Canadian Pioneer and Semi-Official air mail covers and stamps . He lived in Vancouver, British Columbia.

Barraclough, J. Reg. — Deceased. A prolific collector and writer on all aspects of Canadian philately. He developed one of the first award-winning collections of Canadian Semi-Official air mail covers and stamps. He lived in Westmount, Quebec.

Butler, Rev. — Deceased. Anglican clergyman who was an early air mail dealer in Newfoundland in the 1920's and 1930's.

Cornelius, Jr., John C. — Deceased. A dedicated collector, researcher and dealer in aerophilately and coins. He founded the Cornelius Stamp and Coin Company in Minneapolis, Minn, and filled many posts in various philatelic societies, including Chairman of the Canada Section of the Fourth Edition of the American Air Mail Catalogue. He lived in Minneapolis.

Crouch, Gordon H. — Deceased. A noted philatelist of the 1920's who sold his Canadian and Newfoundland air mail collection to the pioneer Marks Stamp Co. of Toronto, Ontario. He co-authored with O.W.R. Smith and Fred Jarrett through Marks Stamp Company the "Airmail Catalogue: Canada and Newfoundland," 1st Edition circa 1929.

Dalwick, Richard E. **R.** — Deceased. Newfoundland air mail dealer and collector who began buying and selling air mails as early as 1913. Dalwick co-authored with Cyril H.C. Harmer, "Newfoundland Air Mails, 1939-1953," published in 1953. He lived in England.

Firby, Charles G. — A philatelic author and leading philatelic auctioneer (Charles G. Firby Auctions) specializing in aerophilately and philatelic literature. He is very active in philatelic organizations in the U.S. and Canada. He is a Past President of the British North America Philatelic Society and presently a Director of the Canadian Stamp Dealers Association. He lives in Pontiac, Michigan.

Forrest, Chester S. — An American aerophilatelic author.

Goulden, Chris. H. — Deceased. A Canadian air mail collector of the 1920's and proprietor of the Century Stamp Company of Montreal. He was an early member of the American Air Mail Society. He assisted in the preparation of the "Airmail Catalogue: Canada and Newfoundland," 1st Edition, circa 1929.

Hale, Jack — Deceased. Postal clerk from Halifax, Nova Scotia who prepared many flight covers in the 1930's.

Harmer, Cyril Henry Carrington — Deceased. Prominent philatelic auctioneer and President of H. R. Harmer, Ltd., from 1976 to 1979. Co-author of "Newfoundland Air Mails: 1919 -1939, " published in 1953 with R.E.R. Dalwick. He lived in England. Harmer was a signatory to the Roll of Distinguished Philatelists.

Heifetz, Murray — An astute and dedicated researcher and collector of all aspects of Canadian air mails. Murray specializes in the study of Canadian Semi-Official air mail stamps and covers. He has served as Canada's representative to the Aerophilatelic Commission of the Federation Internationale de Philatelie (F.I.P.) and is presently a member of the Commission's Board of Directors. He is a national and international judge and exhibitor. He lives in Don Mills, Ontario.

Hewitt, Maurice — Deceased. A long-time Canadian aerophilatelist who specialized in pilot signatures on first flight covers. He was instrumental in arousing the interest of Major R. K. Malott in researching and collecting Canadian air mails in 1954. Hewitt lived in Aylmer, Ontario.

Holmes, Dr. L. Seale — Deceased. A pioneer Canadian philatelist who collected all aspects of Canadian philately, including Canadian aerophilately. He was involved in the preservation of the unique London-to-London cover of September 5, 1927. He edited the landmark Canadian catalogue, "Philatelic Catalogue of Canada and British North America," circa 1959, in which were extensive sections on Canadian and Newfoundland air mails. He lived in London, Ontario.

Huber, Harry — Deceased. A pioneer collector of Canadian and American first flight covers, and a specialist in many Caribbean areas. His name and address appear on many of the pioneer air mail flight covers of Canada and the U.S. He lived in Pittsburgh, Perm.

Jamieson, Robert H. — A researcher and collector of Canadian Semi-Official air mail covers and stamps for many years, Jamieson has shared his knowledge with collectors and dealers alike. He has assisted several publishers with their catalogue sections dealing with the Semi-Officials, the last being Unitrade's "Specialized Catalogue of Canadian Stamps," 1996 Edition.

Jarrett, Fred — CM., R.D.P. Deceased. Canada's premier philatelist and author of many philatelic books, including the "Air Mail Catalogue Of Canada and Newfoundland," co-authored with O. W.R Smith and Gordon Crouch. He lived in Toronto, Ontario.

Kostenko, B. M — Deceased. Assisted in the production of the aerophilatelic sections of the catalogue of Dr. L. Seale Holmes.

Longworth-Dames, C. A. — A dedicated English researcher and author on Canadian Semi-Official air mail stamps and flown covers.

Malott, Major (Ret.) Richard K. — CD, MSc, BA. An enthusiastic reseacher and collector of all aspects of Canadian and Newfoundland air mails. Associated with several Canadian, American and foreign philatelic organizations. President of the Canadian Aerophilatelic Society (CAS), a national and international aerophilatelic judge, and an F.I.P. Championship Class exhibitor, 1987-1991. He lives in Nepean, Ontario, near Ottawa.

Marks, Elly — Deceased. Founder and President of the Marks Stamp Company, Ltd., which promoted Canadian aerophilately and prepared many examples of early Canadian air mail flight covers. Produced the pioneer "Air mail Catalogue: Canada and Newfoundland," circa 1929, in conjunction with O.W.R. Smith, Gordon Crouch, and Fred Jarrett. Marks was an entrepreneur in many activities, including northern mining, hence his interest in the pioneer air mail flights of the early aviation companies of Canada. He was also noted for his extensive charitable work with the needy, particularly children. He lived in Toronto, Ontario.

Matejka, Jr., Dr. James J. — R.D.P. Deceased. Dr. Matejka was a prominent philatelist, nationally and internationally. He held many executive positions in a myriad of philatelic and aerophilatelic organizations, including the Presidency of the AAMS, 1961-1963. His many awards for his dedicated service to philately and his F.I.P. Championship exhibit of Newfoundland air mail covers and stamps included the AAMS Walter J. Conrath Award in 1963, and the signing of the Roll of Distinguished Philatelists in England in 1979. He lived in Oak Park, Illinois.

Mclntosh, Richard J. — A new shining star on the Canadian aerophilatelic scene, Mclntosh is a dedicated and enthusiastic researcher and collector of Canadian Government flight covers from 1925 to the present. He did the herculean task of organizing the data for "The Air Mails of Canada and Newfoundland" in the Government Flight Section. He lives in Don Mills, Ontario.

Molson, Kenneth M. — Deceased. Molson was Canada's premier aviation historian; he wrote definitive histories of Canada's airlines, their pilots and their staff. These were the organizations and the people that developed the air mail services in Canada and Newfoundland. He searched out the facts for those who would care to study them in conjunction with their air mail collections.

Morgan, Major (Ret.) Ian C. — Deceased. Morgan was a prolific researcher and editor of Canadian air mail catalogues, separately and also in conjunction with the AAMS. He was a renowned

collector of Canadian military mail that included air mail. He lived in Montreal and was a member of all the leading Canadian and American philatelic organizations. In 1993 he was elected to the AAMS Hall of Fame.

Morris, Rev. Edwin — Anglican minister from Halifax, Nova Scotia who prepared many Canadian flight covers in the late 1920's and 1930's. His envelopes all bore his name in large black letters.

Morrow, Trelle A. — As a lifelong philatelist Morrow has had many philatelic interests. At present he has devoted his spare time to the research and writing of articles on the Semi-Official air mail stamps of Canada, particularly those of Patricia Airways and Exploration. He has contributed a great deal of time to philatelic organizations, particularly the British North America Philatelic Society (BNAPS) and the Canadian Aerophilatelic Society. He served as the back-up coordinator for the development of "The Air Mails of Canada and Newfoundland," as well as contributed to several sections of the catalogue.

Nickle, Sam — Deceased. Nickle collected in a determined and scholarly way many aspects of Canadian philately, including the Pioneer and Semi-Official air mails of Canada. At the time of his death he was the owner of the unique London-to-London flight cover. Sam and his wife, Rosemary, belonged to many philatelic organizations in Canada, the U.S., and Europe. They actively participated in the programs of these organizations and promoted philately, including aerophilately, whenever possible. He lived in Calgary, Alberta.

Nicklin, John M. — Deceased. Nicklin was a New York stamp and cover dealer who assisted Dr. L. Searle Holmes on the aerophilatelic committee in the 1950's to publish the "Philatelic Catalogue of Canada and British North America," circa 1959. In the early 1930s he was affiliated with the K. Lissiuk company in New York, and later edited several editions of the Sanabria air mail catalogues. He billed himself as "a pioneer of aerophilately."

Patton, W. R. — Deceased. One of the earliest specialists of Canadian air mail flight covers and stamps. Patton operated out of Winnipeg and serviced countless covers on many Canadian inaugural flights. Few background details have been revealed about this enterprising aerophilatelist but all those who enjoy collecting Canadian first flight covers owe Patton a large debt of gratitude.

Pelletier, Narcisse — Deceased. A dedicated researcher and collector of Canadian air mail covers. He gladly shared his aerophilatelic knowledge with others. He developed one of the best-ever Canadian Pioneer and Semi-Official collections, which upon his death on December 6,1981, was sold by auction, most of it being acquired by Ed Richardson of Texas.

Plomish, Walter — A serious-minded, thorough and dedicated researcher into the postal rates of Canada and an avid collector of air mail covers showing the applicable air mail rates for the time and destination. He is researching a comprehensive book on Canadian postal rates which, when published, will provide invaluable data for all postal historians, including aerophilatelists.

Reilly, T. J. — Deceased. One of the listed aerophilatelists assisting Dr. L. Seale Holmes in producing his philatelic reference, "Philatelic Catalogue of Canada and British North America," circa 1959.

Richardson, Edward A. — Deceased. A philatelist of unlimited capacity for research and writing, as well as collecting and exhibiting his many facets of Canadian philately, he contributed greatly to the education and enjoyment of all collectors of Canadian philately, including aerophilately. Acquiring the collections of John Cornelius and Narcisse Pelletier, Richardson developed outstanding aerophilatelic collections of Canadian Pioneer, Semi-Official, Government flights, aerogrammes, and military air mail forms. He was involved in all the leading philatelic organizations in Canada, the U.S., and England. He was active in several community activities but he found the time to pen

his still famous column, "The Hollow Tree," which was published in the magazines, "Stamps" and "Popular Stamps." He lived in Texas.

Ramkissoon, Dr. Reuben A. — Few have contributed more to the overall development of philately in general, and to astrophilately in particular. As an avid researcher and collector, he has developed many outstanding internationally recognized collections, both of stamps and of postal history. His first love has been world-wide astrophilately. He has provided data for those collectors wishing to commence a Canadian astrophilatelic collection. Ben is active in many philatelic clubs in Canada, the U.S., and Europe. He lives in Oak Brook, Illinois.

Ranee, Derek C. — P.Eng. (Ont.), M.B.A., B.Sc. (Min. Eng.), F.C.I.M. Although he is heavily involved in mining activities as the President and Chief Operations Officer of the Iron Ore Company of Canada, located in Sept Iies, Quebec, Ranee finds time to study and work on his collection of Canadian air mails, in particular his Semi-Official air mails. He plans to continue his historical research into Canadian air mail carriers, their pilots, the routes flown, and the commercial results of this Canadian postal service.

Roessler, A.C. — Deceased. A controversal air mail dealer from New Jersey. He was very active in the 1920's to the 1940's.

Sanguinetti, Haughton E. — Now residing in Clearwater, Florida, Sanguinetti was one of the early dedicated researchers and collectors of Canadian Semi-Official air mail covers and stamps. Over the years he has provided guidance and counseling to new collectors venturing into Canadian aerophilately.

Simrak, Ray — At the time of the development of the Canadian air mail collections of Ed Richardson and Dick Malott, in the mid-1960's, Simrak was quietly amassing one of the most outstanding Canadian air mail collections of flown covers and stamps — Pioneer, Semi-Official and Government. Simrak chose not to exhibit this material often but he developed an excellent record of Canadian air mail covers and stamps. He was particularly interested in the issues of SCADTA (Sociedad Colombo-Aleman de Transportes Aereos). He proved tough competition at auctions when a significant item appeared on the block. Simrak lives in Maidstone, Ontario.

Sissons, James N. — Deceased. As Canada's premier auctioneer and promoter of Canadian air mail stamps and covers, Sissons operated out of Toronto. He belonged to all the leading Canadian and American philatelic organizations. His auctions for all aspects of Canadian philately, as well as other countries, became world-famous for top quality material and efficiency in handling bids and executing them. He was a friend and adviser to all who called upon him for assistance.

Smith, O.W.R. — Deceased. Smith was an early collector-dealer handling the preparation of Canadian air mail flight covers in the Toronto area. In conjunction with Marks Stamp Company of Toronto, Gordon Crouch and Fred Jarrett, the "Airmail Catalogue: Canada and Newfoundland," circa 1929, was produced. Few facts have surfaced concerning this apparently interesting philatelic collector and dealer.

Toop, Major (Ret.) E. Richards — CD. Deceased. An icon of Canadian military postal history "Ritch" Toop stood out from other military postal historians for his determined and patient research. Based upon his findings and his collections, he, in conjunction with Lt. Col. (Ret.) William J. Bailey, CD. of Richmond, British Columbia, co-authored six books on the military postal history of the Canadian Forces, including air mail rates and data on the Canadian Forces Air Letter Forms.

Young, John E. — Deceased. Young was a devoted collector of Canadian Pioneer and Semi-Official air mail stamps and covers, and as such, developed a formidable exhibit in the 1960's and 1970's. Ill health prevented him in his later years to continue the development of his beloved air mail collection.

CONDITION AND VALUES

This catalogue lists and prices a broad spectrum of stamps and covers. As with most other collectible items, the market place continually determines valuations. Dealers and auction firms generally handle the majority of items listed herein; the Editors therefore strongly recommend that collectors consult reputable stamp and cover dealers, and auction firms, who can thereby determine pertinent factors of condition and advise on fair estimates of current market prices.

At some point aerophilately becomes a commercial enterprise. Stamps and covers are much more than items of historical interest; what is studied and collected routinely becomes a matter of fair description and accurate pricing. If the first question for most collectors is "What is this?" then the second question certainly is "What is it worth?"

Thus, philatelic catalogues serve initially to help IDENTIFY an item. Such descriptions and information provided are meant to help collectors learn about aerophilately and ascertain their own collecting interests. The Editors realize that philatelic journalism includes much more than the reporting of stamp issues and inaugural flights; the publication of any priced philatelic catalogue includes the dual responsibilities of accurate scholarship and market place consciousness.

In every Section of this catalogue, the Editors have consistently placed fair and reasonable values for all stamps and covers — what a collector could normally expect to pay for an item in sound condition. Condition dramatically affects values. The following statements are added to explain the important factors of condition and pricing throughout this catalogue.

CONDITION — Stamps and vignettes, either mint or used, are priced in a fine to very fine condition, with no evidence of tears or scrapes, and lacking any heavy cancellations which strongly deface or damage an item. Centering is expected to be uniform and without perforations touching the design.

Though some stamps and vignettes are known without gum, the Editors have declined to include pricing considerations with respect to gum condition. Since many stamps and vignettes bear remnants of stamp hinges, or have varied degrees of disturbed gum, collectors and dealers should bear in mind that gum is a wildly fluctuating aspect of condition and value. Regummed (as well as reperforated) stamps and vignettes are worth less than the values quoted herein.

Covers are expected to be clean and without tears, discoloration or fading. Clear impressions of cachets and all postal markings, with stamps or vignettes in fine to very fine condition, are serious elements of condition. Where so few covers exist that less than desirable condition is a consideration of supply, such examples do bring current or above-market prices. Covers in very fine to superb condition do command premium prices.

VALUES — The inclusion of values in this catalogue stems from the analyses made by the Editors of price lists, auction prices realized, and private treaty sales, where known.

Supply and demand are the primary aspects of philatelic pricing. Where an item has been infrequently offered for sale, or the Editors have received so few details on past availability, a dash (—) has been placed in absence of any information on scarcity or fair market value. The absence of such a price may not mean that an item is rare or valuable, but simply that more information is needed to place a fair and realistic value. Prices stated in the catalogue are in U.S. dollars.

The Editors and publisher would welcome any comments or suggestions on any priced item in this catalogue.

The information in each section in this catalogue was compiled by a different Editor and therefore the catalogue numbering system in each section is in a different format.

In Memory of Major Ian C. Morgan

Major Morgan was a researcher and editor of Canadian air mail catalogues, separately and also in conjunction with the AAMS. He was a renowned collector of Canadian military mail that included air mail. He was a member of various Canadian and American philatelic organizations and was once Vice President of BNAPS. In 1993 he was elected to the AAMS Aerophilatelic Hall of Fame.

In Memory of Narcisse Pelletier

Narrisse Pelletier was a researcher and collector of Canadian air mail covers. He gladly shared his aerophilatelic knowledge with others. He developed one of the best-ever Canadian Pioneer and Semi-Official collections.

SECTION 1

CANADIAN PIONEER FLIGHT COVERS

1848 - 1928

Ray Simrak

The pioneer air mail flights of Canada constitute a colorful and interesting group. The fact that special vignettes frequently appear on these covers adds to their interest, especially when it is known that these semi-official emissions were either authorized or at least tacitly recognized by the postal authorities.

1848, March 18 — Goderich - Stratford, Ontario. One cover is known addressed to Rev. W. Digham, Stratford, Huron District, which bears a postscript in the letter reading: "P.S. This of course will have a speedy passage. The wind is fair and it is carried by a paper kyte." It is not known exactly where the kite came down, but there was some delay in getting the message to Stratford, as it was not backstamped there until March 20. It is the first piece of mail (or written message) believed to have been flown in Canada.

PF-1   Goderich - Stratford, March 18, 1848   2,500.00

1853, June 10 — Franklin Relief Expedition. Messages were printed aboard ship "H.M.S. Assistance" on a deep red silk, which read: "Dispatched by a Balloon, from H.M.S. Assis tance, Captain Sir Edward Belcher in Winter Quarters. Lat. 76.52.0 N. Long. 97.0.0 W. To Sir John Franklin, June 10,1853." Followed by a message. Anumber of different formats of the message exist on various sizes of red silk.

PF-2   Franklin Relief Expedition, June 10, 1853   1,500.00

1911, September 1 — Quebec City Flight. During an aviation meet at Quebec City from August 29 to September 4, French pilot Georges Mestach made several flights in a Morane-Borel monoplane. On September 1 he took along a number of messages addressed to various officials of the exhibition, and dropped them over the grounds.

PF-3   Quebec City, Sept. 1   —

1912, May 10 — Winnipeg, Manitoba Air Circus. An Air Circus was held in Winnipeg for an entire week. On May 10 it was expected that one of the pilots, Thomas McGoey, would fly mail in his machine. The mail was to be posted later at the local Post Office. It is believed he had the authority of the Postmaster to do this. A card, the only item now known to exist, is addressed to Toronto, Ont. It was postmarked Winnipeg, May 10, 9:30 a.m., 1912, and was also cancelled at Grand View, Ont. on May 14. (Unused, unflown but cacheted covers are known to exist.)

This only reported card has a 3-line rubberstamp cachet: "From Winnipeg - By First Aerial Route - Thomas McGoey, Aviator." Aviator Sam Tickell flew a Curtiss biplane and crashed. However, McGoey was ill in a hospital at Grand Forks, N.D. and did not reach

Winnipeg until May 24. It is not known whether Tickell carried this mail on his attempt of May 10 or whether it was dispatched via ordinary means upon the failure of McGoey to arrive.

PF-4	Flown card, May 10 - Winnipeg	1,200.00
	a. Unused and unflown card.	275.00

1915, September 4 — Windsor, Ontario - Detroit. On this occasion authority was given to fly mail to Detroit. A small amount of mail, prepared but never flown, was returned to senders. Cards have been seen bearing a Windsor postmark of September 4 / 3 p.m. /1915. The Patterson Brothers were scheduled to fly but the flight was cancelled.

PF-5	Windsor, Sept. 4	600.00

1918, June 24 — Montreal - Toronto. The flight was attempted on June 23, but due to weather was consummated on the 24th. The plane made stops for gas at Desoronto and Kingston. It reached Toronto at 4:55 p.m., after a flight of almost six hours. Covers were backstamped at Toronto on the same day. A cachet was applied in red. The pilot, Capt. Brian Peck, RAF, flew a Curtiss JN-4 "Canuck."

PF-6	Montreal - Toronto (124 pieces)	2,000.00
	a. Montreal - Toronto (registered cover)	2,500.0
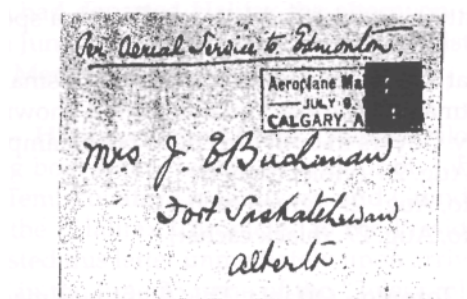
1918, July 9 — Calgary - Edmonton. This was a flight in a Curtiss Stinson Special by Katherine Stinson, the only woman to fly mail officially in Canada. About 250 covers (mostly folded letterheads) were carried, but very few have survived. A violet cachet in three lines was applied: "Aeroplane Mail Service / July 9, 1918 / Calgary, Alberta." Covers were backstamped at Edmonton at 9 p.m. the same date. Not all covers flown received the special cachet.

PF-7	Calgary - Edmonton	3,000.00
	a. Calgary - Edmonton (O.H.M.S. cover)	3,500.00
	b. Calgary - Edmonton (oil soaked cover carried in pilot's pocket)	3,000.00

1918, August 15-17 — Toronto - Ottawa. Flights in both directions were made by Lt. Tremper Longman, RAF, in a Curtiss JN-4 "Canuck" under the auspices of the Aero Club of Canada. He left Leaside Aerodrome at 9:45 a.m., August 15, refuelled at Desoronto, and landed at the Rockcliffe Ranges, Ottawa at 3:09 p.m. Aboard were 60 covers, mainly official correspondence, cancelled in Toronto at 9 a.m., August 15. The mail was delivered in Ottawa about 4:30 p.m. the same day. On August 17, Longman departed Rockcliffe at 6:50 a.m., again refuelled at Desoronto, and arrived at Leaside in Toronto at 12:25 p.m. Most mail carried was official correspondence. Mail from both of these flights is extremely scarce.

PF-8	Toronto - Ottawa, Aug. 15 (violet cachet)	(60 pieces)	1,500.00
	a. Ottawa - Toronto, Aug. 17 (green cachet)		1,500.00
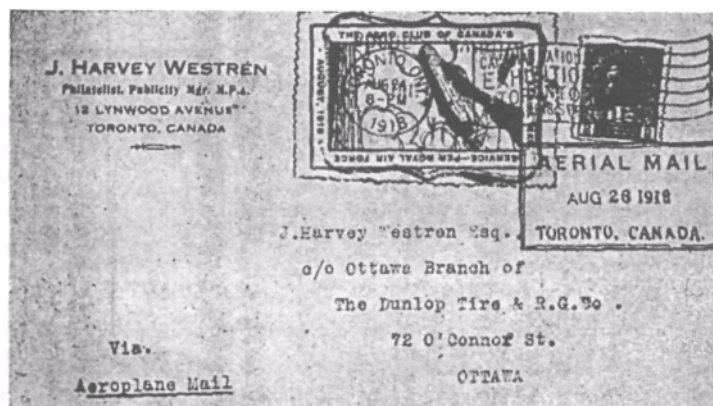
1918, August 26-27 — Toronto - Ottawa. These flights were by Lt. Arthur M. Dunstan, RAF, in his Curtiss JN-4 "Canuck," nicknamed "Winnipeg." He departed Leaside in Toronto at 1:50 p.m. on August 26, refuelled at Desoronto, and arrived at Rockcliffe Ranges, Ottawa at 4:08 p.m. with 100 ordinary letters, three special delivery, one registered special delivery, and twenty-six registered letters, all with a special vignette issued by The Aero Club of Canada. Dunstan returned at 11 a.m. on August 27, carrying a small quantity of mail handed to him by the Ottawa Postmaster. The exact quantity is not known, but was probably less than half of the previous day. Covers in both directions bore stamp No. CLP1.

PF-9	Toronto - Ottawa, Aug. 26 (violet cachet)	(100 pieces)	700.00
	a. Ottawa - Toronto, Aug. 27 (green cachet)		800.00
	b. Ottawa - Toronto, Aug. 27 (black cachet)	(1 reported)	3,000.00

1918, September 4 — Toronto - Ottawa. This flight was made by Lt. Edward C. Burton, RAF, who flew a Curtiss JN-4 "Canuck," the "Winnipeg." He departed Leaside in Toronto at 8 a.m. and arrived at Rockcliffe Ranges, Ottawa, at 12:45 p.m. Burton then departed Ottawa on the return flight at 2:35 p.m. and arrived at Leaside at 6:45 p.m., refuelling stops having been made on both trips at Desoronto. Covers bore either stamp CLP 1 or CLP 2.

PF-10	Toronto - Ottawa, Sept. 4 - with CLP 1	(44 pieces)	900.00
	a. Toronto - Ottawa, Sept. 4 - with CLP 2		1,200.00
	b. Ottawa - Toronto, Sept. 4 - with CLP 1	(136 pieces)	700.00
	c. Ottawa - Toronto, Sept. 4 - with CLP 2		1,200.00

1919, March 3 — Vancouver - Seattle. This flight, the first international air mail service on the North American continent, was by Eddie Hubbard in a Boeing C-3 seaplane with William E. Boeing as passenger. The two, departing Vancouver at 12:30 p.m. with 60 letters from Postmaster R. G. MacPherson of Vancouver, arrived at Seattle three hours later, after stopping to refuel at Edwards, Wash. They handed the mail to Postmaster Battle of Seattle.

Most of the mail was believed to have been of an official and "Greetings" nature. Covers received a three-line cachet: "Via Airplane Mail / First Flight / Vancouver, B.C. to Seattle."

PF-11	Vancouver - Seattle, March 3	(60 pieces)	4,000.00

1919, May 18 — Victoria - Seattle. The Aerial League of Canada, Victoria Branch, sponsored a flight of a Curtiss JN-4, the "Pathfinder," piloted by Lt. Robert Rideout and Lt. W. H. Brown. They left Victoria at 11 a.m., flew across the Strait of Juan De Fuca, and landed at Coupeville on Whidbey Island. Because of inclement weather, they were delayed for take off until 4:40 p.m. and arrived at Seattle at 5:50 p.m. Three letters were carried. The two aviators also carried and dropped invitations over Seattle requesting the citizens to visit Victoria on May 24, Victoria Day.

PF-12	Victoria - Seattle, May 18	(3 pieces)	1,000.00

1919, May 31 — Victoria - Vancouver. A Curtiss JN-4 "Canuck," the "Pathfinder," with pilot Lt. Jack Clemence, carried mail for the purpose of raising money for the Red Cross. Covers were endorsed "Per Aeroplane Pathfinder" and bear a two-line cachet: "Aerial League of Canada, Victoria Branch / Victoria to Vancouver May 31, 1919."

PF-13	Victoria - Vancouver, May 31	—

1919, June 5-8 — Halifax - Grand Mere, Quebec. This flight, sponsored by The St. Maurice Forest Protective Association, Ltd., was flown by pilot Stuart Graham, accompanied by Mrs. Graham, in a Curtiss HS-2L flying boat, "La Vigilance." He stopped at St. John, N.B.; Eagle Lake, Maine; Lake Temiscouata, P.Q.; Riviere du Loup, P.Q.; and Three Rivers, P.Q., at which point a letter marked "Per Aerial Post" from the Lieutenant Governor of Nova Scotia to the Premier of Quebec was delivered.

Finally, at Grand Mere, hundreds of leaflets for the prevention of forest fires were dropped. The plane had departed Halifax the afternoon of June 5 and landed at Grand Mere at 8:15 p.m. on June 8. Two leaflets are known to exist.

PF-14	Halifax - Grand Mere, June 5-8	1,000.00

1919, June 21-23 — Halifax - Grand Mere, Quebec. Pilot Stuart Graham flew a second Curtiss HS-2L flying boat from Halifax by way of St. John and Woodstock, N.B.; Long Lake, Maine; Lake Temiscouata, Three Rivers, and Grand Mere, P.Q. He carried a letter from the Editor of the "Halifax Chronicle" to the President of the "Quebec City Telegraph." Graham posted this letter immediately upon arrival in Grand Mere. It was delivered and published in the June 25 issue of the "Telegraph" under the heading of "Telegraph Has Received First Letter by Aerial Mail Service."

While this was not factually correct, the flight and the carriage of mail were regarded with great importance at the time. The two planes (from this and the preceding flight) became the first two forestry patrol planes in Canada.

PF-15	Halifax - Grand Mere, June 21-23	(1 piece)
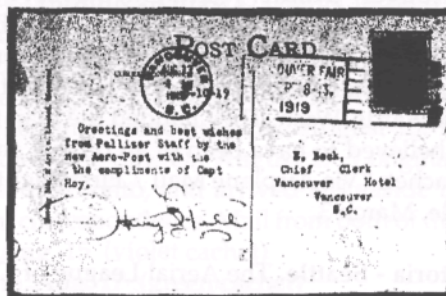
1919, August 7-11 — Vancouver - Calgary. Capt. Ernest C. Hoy flew a Curtiss JN-4 "Canuck" from Vancouver to Calgary with stops at Vernon, Grand Forks, Cranbrook, and Lethbridge. Mail and newspapers were delivered at each point. Mail for the return trip was picked up at Lethbridge. This was the first flight over the Rocky Mountains. A cachet was applied: "First B.C. - Alberta Aerial Post."

Capt. Hoy arrived in Calgary on the evening of August 7. The return flight was to be by way of Banff, Field, Golden, Revelstoke, and Vernon, to Vancouver. A few letters for the return flight were marked "By First Aerial Mail." A few newspapers were also carried. Bad weather delayed the flight until August 11. Shortly after noon Hoy landed at Golden, B.C., where three letters and a few newspapers were put on board. The plane crashed on takeoff, but Hoy escaped injury. He completed the trip to Vancouver by train where the letters were backstamped on August 13. Almost all the mail was of an official nature and very few specimens have survived.

Most PF-16 covers sell for $1,000.00 to $1,500.00 in a fair to good condition, worn or slightly tattered; fine to very fine examples sell for higher prices.

PF-16	Vancouver - Calgary, Aug. 7	(45 covers, papers)	2,000.00
	a. Vancouver - Vernon, Aug. 7	(4 covers, papers)	2,000.00
	b. Vancouver - Grand Forks, Aug. 7	(2-6 covers, papers)	2,000.00
	c. Vancouver - Cranbrook, Aug. 7	(at least 1 cover, papers)	2,000.00
	d. Vancouver - Lethbridge, Aug. 7	(2 covers, papers)	2,000.00
	e. Lethbridge - Vancouver, Aug. 7	(2 covers, papers)	2,000.00
	f. Calgary - Golden, Aug. 11	(2 covers, papers)	2,000.00
	g. Calgary-Vernon, Aug. 11*	(1 cover, paper)	1,000.00
	h. Calgary - Vancouver, Aug. 11*	(4 covers, papers)	1,000.00
	i. Golden - Vancouver, Aug. 11*	(3 covers, papers)	1,000.00

*Not carried past Golden, B.C. due to crash.

1919, August 16 — Victoria - Nanaimo. The "Pathfinder II" left Victoria at 7:55 a.m. and arrived Nanaimo at 8:45 a.m. The pilots were Capt. James Gray and Lt. Gordon Cameron. Ninety-six covers were inscribed "Via Aeroplane" and were backstamped the same date. Mail was to have been on the return flight but through error, the bag was left behind. One such cover is known. The aircraft was a Curtiss JN-4 "Canuck."

PF-17	Victoria - Nanaimo, Aug. 16	(96 pieces)	500.00

1919, August 25 — Toronto - New York Air Race — Aero Club of Canada Flight. A special commemorative vignette inscribed "The First International Aerial Mail Service, August 1919 - Toronto - New York - $1" was issued for this flight and is found on all covers carried. The same rectangular "Aerial Mail / Toronto, Canada" postmark, as used on previous dispatches from Toronto, was employed on this mail, in blue. The pilot was Colonel W. G. Barker, VC.

PF-18	Toronto - New York, Aug. 25 (with vignette CLP-3)	250.00
	a. New York - Toronto, Aug. 25 (U.S. franking)	60.00

1919, September 24-29 — Truro - Charlottetown — Exhibition Flight. Pilots were Lt. L.E.D. Stevens and Lt. James M. Stevenson of the Devere Aviation Co. Covers bear "Via Aerial Mail" in ink, cancelled at 1 p.m. at Truro and backstamped at Charlottetown 2 p.m. the same date. For the return flight on September 29 mail was dispatched from the Charlottetown exhibition grounds at 4 p.m., and arrived at Truro at 5 p.m. The return fright had been delayed by the Postmaster until written authority was received from Ottawa to forward mail. Return pilots were Lt. I. L. Barnhill and L. E. D. Stevens. The aircraft was a Curtiss JN-4 "Canuck."

PF-19	Truro - Charlottetown, Sept. 24	(150 pieces)	400.00
	a. Charlottetown - Truro, Sept. 29	(30 pieces)	800.00

1919, October 9 — Parrsboro, N.S. - Greenport, N.Y. On July 5, 1919, the Handley Page V/1500 plane enroute from Newfoundland made a forced landing at Parrsboro, and was badly damaged. The mail was forwarded from Parrsboro. The plane was repaired and on October 9 took off for Greenport, Long Island. A small amount of mail was taken on at Parrsboro, postmarked there on October 9, with a new two-line black cachet: "Handley Page Aerial Mail from Parrsboro, N.S." The special mail was mailed the next day at Greenport and received the cancellation "Greenport, N.Y. Oct. 10, 11:30 a.m."

PF-20	Parrsboro - Greenport, Oct. 9	1,200.00

1920, May 28 — Toronto - Hamilton — Grand Army of Canada Carnival Flights. A special black vignette was issued for this service. A Curtiss JN-4 "Canuck" was used, piloted by Arthur K. Colley and mechanic W. C. Landigan of the Colley Aerial Service. The plane left Toronto at 4 p.m. and arrived at Hamilton at 4:45 p.m. Return flight covers were postmarked at Hamilton at 11:30 a.m. and backstamped at Toronto at 7:30 p.m. Covers were franked with stamp No. CLP4.

PF-21	Toronto - Hamilton	(5 pieces)	9,000.00
	a. Hamilton - Toronto	(24 pieces)	7,000.00

1920, August 18 — Dawson - Fairbanks, Alaska — U.S. Army Flight. During an experimental flight in 1920 from New York to Nome, Alaska, U.S. Army DH-4 aircraft stopped at several Canadian towns both on the outbound and the return flights. These stops included Saskatoon, Sask.; Edmonton and Jasper, Alta.; Prince George, and Hazelton, B.C.; Wrangell, Alaska; Whitehorse and Dawson, Yukon Territory; and Fairbanks, Ruby and finally Nome, Alaska.

A small amount of mail is known to have been carried by one of the planes from Dawson. Two DH-4 planes arrived at Dawson from Whitehorse on the evening of August 17, but the other two aircraft were unable to leave Dawson until the next morning, arriving in Whitehorse the afternoon of the 18th. All planes departed Dawson the morning of August 19 and arrived in Fairbanks that evening.

Covers were cancelled in Dawson on August 18 and in Fairbanks on August 19. These covers are extremely scarce and are much in demand by Alaskan as well as by Canadian aerophilatelists.

PF-22	Dawson - Fairbanks, Aug. 18-19	2,500.00

1920, October 7-27 — Halifax - Vancouver. The first flight to span Canada was undertaken by the Canadian Air Force. Pilot of the first leg was Lt. Col. R. Leckie in a Fairey trans-Atlantic seaplane. He left Halifax on October 7, carrying letters from Mayor Parker of Halifax for dignitaries enroute. The first mail was dropped at St. John, N.B. Leckie made a forced landing on the St. John River but the Fairey amphibian was lost.

Another machine, a Curtiss HS2L flying boat, was sent from Halifax. Leckie departed St. John, arriving at Riviere du Loup, Quebec, on the St. Lawrence that night. A large Felixstone flying boat was turned over to Leckie and he took off the next morning for Ottawa. He left Ottawa the following morning for Winnipeg and, after a series of stops, arrived on October 10. From this point on de Havilland 9 aircraft were used.

Capt. Home-Hay and Lt. Col. Tylee left Winnipeg early on October 11 but were forced down by engine difficulties at Regina. Another plane piloted by Capt. C. F. W. Cudemore was brought from Moose Jaw. Tylee boarded that plane and they flew on to Calgary. Here Capt. G. A. Thompson was waiting. Because of bad weather Thompson and Tylee could not leave Calgary until 11:55 a.m. on October 13; they were forced to land at Revelstoke where they stayed until the forenoon of the 15th.

Thompson and Tylee got to Merritt where the aircraft was again forced down and the pair was held up until October 17. After flying through the Fraser Valley, they landed at 11:25 a.m. at Vancouver. A total of 3,341 miles had been covered in a flying time of 49 hours, 7 minutes over a span of 10 1/2 days. Later, Thompson and Tylee flew to Victoria. As the planes proceeded westward, mail was increased by letters of greeting to the Mayor of Vancouver from Mayors along the way. One pilot-signed cover from Halifax to Vancouver is known to exist, and covers addressed to the Mayor of Vancouver are also in existence from Winnipeg, Regina, Moose Jaw, Calgary and Revelstoke.

PF-23	Halifax - Vancouver. Oct. 7	1,000.00
	a. Any other point - Vancouver. Oct. 9-27	1,000.00

1920, October 15 — Victoria - Seattle, Wash. In order to speed up service to and from Pacific steamers, an air service between Victoria and Seattle was inaugurated. Covers bear a magenta cachet "First Trip" and a violet cachet "Victoria, B.C. to Seattle, Wash, via Seaplane."

PF-24	Victoria - Seattle	60.00
	a. Seattle - Victoria	60.00

1921, January 2 — Camp Borden, Ontario - Leaside Station (Toronto) — Experimental Aerial Communications Service. This was the first flight of a daily service that was to last into April 1921. It was an attempt on the part of the RCAF to induce the Post Office Depart ment to inaugurate regular air mail service. Pilot of the first flight and other trips for the entire winter's service was Lt. A. G. McLerie. A letter from the first trip has been reported, postmarked Camp Borden on December 30 and addressed to Toronto.
McLerie was to make the inaugural flight on January 1 but it was postponed until the 2nd due to bad weather. He departed Camp Borden at 11:35 a.m. on January 2 and landed at Leaside forty minutes later. Here he replaced the snow skids with wheels for the return trip that afternoon. It is unlikely that much flown mail has survived from any of the flights.

PF-25	Camp Borden - Leaside, Jan. 2	(1 known)	2,000.00
	a. Leaside - Camp Borden, Jan. 2		2,000.00

1921, March — Vancouver - Seattle, Wash. Covers bear a cachet in 3 lines: "Via Aeroplane Mail / First Flight / Vancouver, B.C. to Seattle." The status of these covers is obscure and few details are available.

PF-26	Vancouver - Seattle	25.00
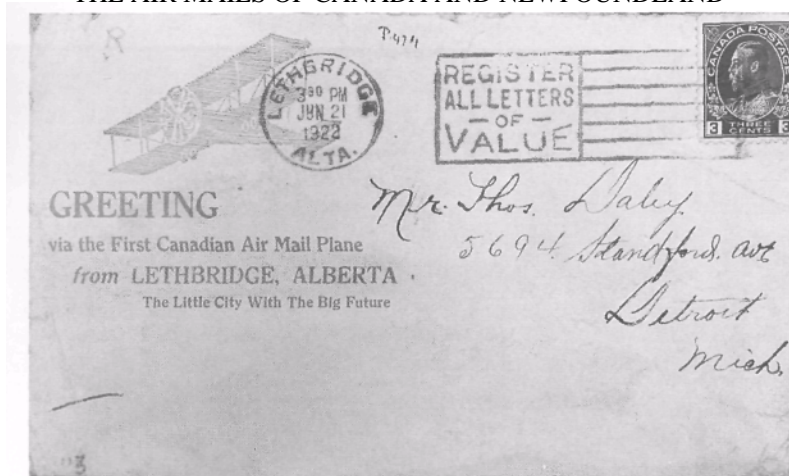
1922, June 22 — Lethbridge - Ottawa. Lt. "Jock" Palmer and Lt. Hugh H. Fitzsimmons flew the mail, comprised of 993 covers, of which about 150 have survived today. As the plane was landing at Minot, N.D., a woman drove a car in front of the plane. In trying to avoid a collision, the plane was badly damaged and could not continue.

Letters were forwarded by train. Covers bear a slogan cancel: "Register All Letters of Value." Most covers were cancelled at 3:30 p.m., June 21. Special envelopes were sold at $1.00 each. Three different types of envelopes are known:

> Type I — "Greetings via the First Canadian Air Mail Plane from Lethbridge, Alta. The Little City with the Big Future."
>
> Type II — Similar to above with "Southern Alberta, the Land of Irrigation and Sunshine, Greets You."
>
> Type III — Similar to Type I with "From the Crow's Nest Pass" added. This is on a yellow envelope. Covers were not backstamped. The aircraft was a Curtiss JN-4 "Canuck."

PF-27	Lethbridge - Ottawa, Type I	200.00
	a. Lethbridge - Ottawa, Type II	300.00
	b. Lethbridge - Ottawa, Type III	400.00

1924, October 1 — Estevan - Winnipeg. A special $1.00 stamp, black on red, was issued to finance this flight, which had the dual purpose of trying to promote the area around Estevan and future air mail service for the Prairie Provinces. Covers all advertise the region around Estevan. The stamp was not a prerequisite for air mail letters.

A 3-line double-oval cachet was applied in violet: "Via Aeroplane - Oct. 1st 1924 - Estevan, Sask." The pilot, E. A. Alton, crashed his Standard J-l aircraft at Bienfait, Sask. A reported 1,926 letters were carried; all were backstamped 10:30 p.m. at Winnipeg. Semi-official stamps, varieties of CLP 5, were applied to covers. The stamp can be found on cover in three varieties: a) Black on Red; b) Inscription Reversed; c) Without Inscription. The value of these varieties should be added to the value of any Estevan cover.

PF-28	Estevan - Winnipeg, without special stamp (About 1,400)	35.00
	a. As above, with stamp CLP 5	100.00
	b. As above, with stamp CLP 5 (inscription reversed)	—
	c. As above, with stamp CLP 5 (without inscription)	—

1925, September 21 — Victoria - Seattle — Seaplane Service. In order to speed up service to and from Pacific steamers, an air service between Victoria and Seattle was inaugurated. Covers all bear a magenta cachet "First Trip" and violet cachet "Victoria, B.C. to Seattle, Washington via Seaplane." The Seattle - Victoria service was resumed Nov. 11, 1925.

PF-29	Victoria - Seattle, Sept. 21	25.00
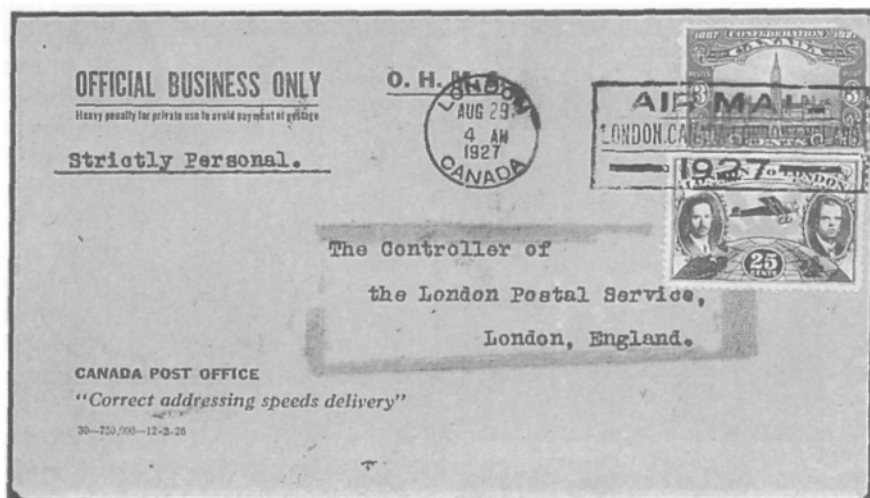
1927, August 29 — London, Ontario - London, England. This flight was sponsored by the Carling Brewery of London, Ontario offering a $25,000 prize for any Canadian or British pilot who could make a nonstop flight from London, Ontario to London, England. Carling bought a Stinson SM-1 aircraft and selected Capt. Terrance B. Tully as pilot and Lt. James V.
Medcalf as navigator to make the flight in the "Sir John Carling."

A special stamp was authorized and printed. About 90 covers were prepared and postmarked at 4 a.m. on August 29. The plane took off about 6 a.m. but ran into very bad fog at Kingston, Ontario, and was forced to return to London. The rules were revised and it was decided to land at Harbour Grace, Nfld., to refuel before making the long flight to England. When the mail for the flight was postmarked again and taken to the plane, one cover was
removed. The plane took off on September 1 and got as far as Caribou, Maine   where it was forced down. On September 5 Tully and Medcalf succeeded in reaching Harbour Grace. Early on the 7th they took off for England and were never seen again. Despite a lengthy search, no trace of the plane was ever   found. All mail on board was lost. The cover removed from the bag bore semi-official stamp CLP 6. A telegram sent from Harbour Grace to Medcalf's wife on Sept. 7 is the last heard from the pilots.

PF-30   London - London, Aug. 29   (1 known)   40,000.00

1927, September 1 — Windsor, Ontario - Windsor, England. "Duke" Schuller and Phil Wood left Windsor in an attempted flight to Windsor (London), England. They arrived at Harbour Grace, Nfld. Sept 7 where the flight was aborted due to the reported loss of the "Sir John Carling" on the London - London flight.

PF-31   Windsor - Windsor, Sept. 1(6 known)   1500.00

1928, August 17 — Moose Jaw - Winnipeg. This was a special flight sponsored by the Moose Jaw Flying Club, Ltd., to participate in the Winnipeg Flying Club's aerial meet at the Stevenson Flying Field in Winnipeg. A special stamp was issued and sold for $1.00. This stamp was placed on the reverse of the covers. Covers were cancelled 10 a.m. or 10:30 a.m. at Moose Jaw and backstamped Winnipeg 8:30 p.m. Air mail service   for Western Canada was again the reason for the promotion. The pilot was H. C. Ingram. These covers bore stamp CLP 7.

PF-32   Moose Jaw - Winnipeg, Aug. 17   (161 pieces)   1000.00

SECTION 2

S.CA.D.T.A.

SOCIEDAD COLOMBO - ALEMANA DE TRANSPORTES AEREOS

Edited by Ray Simrak

The Sociedad Colombo-Alemana de Transportes Aereos (S.CA.D.T.A.) was founded in December 1919 at Barranquilla by German and Colombian businessmen. The objective of the enterprise was to organize an air traffic service utilizing German aviation material in Colombia.

By mid-September 1921, regular air traffic was initiated in accordance with a fixed flying schedule, which called for a weekly flight between Barranquilla and Girardot (1000 kms), Girardot-Neiva (150 kms) and later Barranquilla and Cartagena (120 kms).

In Colombia S.CA.D.T.A. maintained about 15 agencies for the reception and distribution of airborne letters and parcels. To serve this purpose in foreign cities, stamp-selling agencies were opened in New York, Panama, and Hamburg, Germany, as well as other countries, including Canada.

These S.CA.D.T.A. agencies in essence were set up to expedite mail delivery to and from Colombia, which they did very well until 1932, when the Colombian government took over the administration.

The Colombian S.CA.D.T.A. stamps of 1923 with "CA" overprint were primarily used on covers from Canada franked with Canadian stamps — but not in all cases.

In late 1928 or early 1929, the S.CA.D.T.A. overprinted "CA" stamps were made available to the agents in Vancouver, Montreal and Toronto and were used along with Canadian stamps on letters and parcels. The "CA" issued stamps were printed in very limited quantities as follows:

S.C.A.D.T.A. Stamps — Canada

Value	# Issued
5 Centavo	125
10 Centavo	275
15 Centavo	200
20 Centavo	225
30 Centavo	1100
50 Centavo	150
60 Centavo	150
1 Peso	150
2 Peso	125
3 Peso	50
5 Peso	50
20 R "Registered"	100

Later, in 1929, the International Gold Dollar issue was also made available to these agencies for the same purpose.

As mentioned, not all covers were franked with Canadian stamps but did bear S.CA.D.T.A

.stamps. This mail was routinely sent under separate cover from Montreal or Toronto to New York, where U.S. "EU" S.C.A.D.T.A. stamps were affixed and then sent on to Colombia. Note: This method was used in the early years when Canadian agents did not yet exist or if perhaps agents ran out of stamps when they were in service.

S.CA.D.T.A. COVERS

Earliest S.C.A.D.T.A. Canadian Dispatch — The dispatch was sent under separate cover from Montreal to New York, franked with S.C.A.D.T.A. stamps overprinted "EU" (United States) in New York and then flown to Colombia.

SC-1	Earliest known usage — Nov. 18, 1927 (Rare)	1,500.00

1928, November 22 — New York - Colombia Ocean Flight. The famous aviator Captain Benjamin Mendez of the Colombian Army, accompanied by M. Todhunter of the Wright Co., attempted a flight from New York to Bogota, Colombia. The flight was promoted by the Colombian newspaper "Mundo al Dia" and the plane was donated by popular subscription.

Mendez struck a wave in landing at the Canal Zone and damaged a wing. After necessary repairs were made, they flew to Cartagena, Barranquilla and Girardot, where the plane crashed again. They finally reached Bogota in January 1929. Twenty-five (25) covers were carried and these bear a 6-line blue cachet applied over S.C.A.D.T.A. and U.S. stamps as well as to the cover:" Vuelo - New York-Bogota / Aeroplano 'Ricaurte' / Piloto Benjamin Mendez / Subscription Levantada Por / 'Mundo al Dia' / 1928."

A single Canadian cover is known with a 1928 Canadian 5c air mail stamp, a 1928 5c U.S. air mail stamp, and a 30 centavo S.C.A.D.T.A. stamp with "EU" overprint.

SC-2

	New York - Bogota, Nov. 22 (with above cancel) (rare)	1,500.00
	a. On piece similar to above	250.00

S.C.A.D.T.A. STAMPS ON COVER

SC-3	Covers franked with "CA" overprinted stamps.	3,000.00
	a. Covers franked with "CA" overprinted stamps and Canadian stamps.	3,000.00
	b. Covers franked with "CA" overprinted stamps and U.S. stamps.	3,000.00

Note — prices vary considerably on the above three combinations according to stamps used and condition of stamps and cover.

SC-4	1923 issue S.C.A.D.T.A. stamps used on cover with Canadian stamps cancelled in Canada and dispatched to Colombia.	500.00
	a. 1923 issue — As above used with U.S. S.C.A.D.T.A. "EU" overprinted stamps and regular U.S. postage. Cancelled in Canada and flown to Colombia.	500.00
	b. 1923 or 1929 gold dollar issue S.C.A.D.T.A. stamps used on cover with Canadian stamps. Cancelled in Canada and flown to Colombia.	500.00

Note: Most covers were flown via Miami through Cristobal in the Canal Zone; however, not all have a Canal Zone stamp or transit marking.

Covers flown after January 1932 are questionable as to having been flown via the S.C.A.D.T.A. system, since the Colombian government took over the administration of the service very shortly after the first of the year.

Reference — **Los Primeros 50 ANOS de Correo Aero En Colombia**, by Eugenio Gebauer and Jaira Londono Tamayo. Bogota, Colombia (1975).

SECTION 3

CANADIAN SEMI-OFFICIAL STAMPS, VIGNETTES

AND FIRST AND SPECIAL FLIGHT COVERS

Edited by — Murray Heifetz

Contributors — Don Amos, Robert H. Jamieson, Richard K. Malott and Derek C. Ranee

Between 1924 and 1932 the Canadian Post Office Department authorized a number of airline companies to print their own stamps and charge a fee for carriage of mail between points in a number of mining areas in the northern parts of Canada. At the time, aviation was the only effective means of transportation to these areas. Regular Canadian postage was required in addition to the airline surcharge.

The study of the stamps themselves, as well as the individual airline histories, are subjects beyond the scope of this catalogue. In each airline listing there is a brief historical summary; further airline information can be located in some excellent airline history volumes (see the Bibliography listed in this catalogue).

Valuation of covers in this catalogue are based on the most common of the airline stamps for a particular flight; such values also assume the cover to be in fine to very fine condition. Additional values must be added for true commercial usage, use of scarcer stamps, or for errors or varieties of a stamp. These supplemental values can be found in **The Specialized Catalogue of Canadian Stamps,** published by Unitrade. The latest edition of this catalogue also lists the essays and proofs of the stamps. With permission, the Unitrade numbering system for semi-official stamps has been used throughout this Section. It should also be noted that there were special cachets used on various inaugural and other flights of these companies; some of these cachets are scarce and add value to the cover. In many cases, the catalogue will indicate this premium.

Technically, coverage of the semi-officials should include only the airline companies which had their own stamps and only those flight covers bearing the stamps. However, to keep the story complete, and not force collectors to look in several places for related items, the Editors have included those flights and events for which special labels were authorized for a single flight. The Editors have also included several flights which had no special label or semi-official franking but which, in the development of the route, must be shown for clarity and completeness. These covers have brackets ( ) around the first part of the catalogue number.

Where stamps of one company have been used on flights of a second company, these are generally listed under the second company. Where a flight is listed as a first flight for an airline with a specific stamp issue but, which may also be franked with an earlier or later issue of the same company, the major catalogue number is given to the listing with the proper stamp. The other stamp usages are given sub-listings.

"BURNING ZEPPELIN" STAMP — August - September, 1918

HISTORICAL

CLP 1

CLP 2

BACKGROUND — In order to test the practicality of using aircraft to carry mail, the Post Office Department authorized three experimental Royal Air Force flights between Toronto and Ottawa. Only the second and third flights utilized CLP 1 and CLP 2, but the first experimental flight must be included here as an integral part of the series of flights.

DATES OF ISSUE — CLP 1 issue date is uncertain; it was reported to have been delivered to the sponsors, the Aero Club of Canada, in the first week of August. Stocks of CLP 1 were on sale at three different locations before the date of flight. The date of issue is generally recognized as August 24, 1918; CLP 2 was issued on August 28.

FACE VALUE — 25c   **PERFORATION — 12**

COLOR — Black with red flame on heavy white or slightly buff paper. The gum can also be white or yellowish.

PRINTING METHOD & **LAYOUT** — The stamps were printed in tete-beche panes of two stamps. The original issue of CLP 1 was made without any numerals of value in the design; 200 stamps were reported to have thus been printed. However, as 130 covers were flown with the vignettes on August 26 and at least 40-50 examples were applied on return flight covers of August 27, this would leave less than 30 mint copies of CLP 1 in existence. Thus, the actual total printed of CLP 1 was likely more than 200.

CLP 2 was produced because a decision was made to insert numerals of value. A total of 2,800 stamps was issued in 1,400 tete-beche pairs. Unlike CLP 1, where most stamps were used on cover and very few left unused, CLP 2 is found primarily unused and very few are known on cover.

> **FIRST EXPERIMENTAL FLIGHT — August 15-17, 1918.** Lt. Trumper Longman, under the auspices of the Aero Club of Canada, left Leaside Aerodrome in a Curtiss JN-4 ("Canuck") at 9:45 a.m. on August 15, refueled at Deseronto and landed at the Rockcliffe Ranges,Ottawa at 3:09 p.m. Aboard were 60 covers, mainly official correspondence, cancelled in Toronto at 9:00 a.m. On August 17 Longman left Rockcliffe at 6:50 a.m., again refueled at Deseronto, and arrived at Leaside in Toronto at 12:25 p.m. No stamp was used. Mail on the August 15 flight received a violet cachet; mail on the August 17 flight received a green cachet.

CLP1-1800 Toronto - Ottawa, Aug. 15, 1918 (violet)   (60 pieces)   1,500.00+
   a. Ottawa - Toronto, Aug. 17, 1918 (green)   1,500.00+

> **SECOND EXPERIMENTAL FLIGHT — August 26-27, 1918.** These flights were made by Lt. Arthur M. Dunstan, who left Leaside at 1:50 p.m. on August 26, refueled at Deseronto, and

arrived at Rockcliffe, Ottawa at 4:08 p.m. He returned at 11:00 a.m. on August 27, carrying an unknown number of covers but less than half of that carried to Ottawa the previous day. Covers on the August 26 flight received a scroll cachet in violet; a rectangular datestamp in violet was also applied. Covers carried on the August 27 flight received a scroll cachet in green.

CLP1-1801   Toronto - Ottawa, Aug. 26, 1918   (100 pieces)   700.00
    a. Toronto - Ottawa, registered, Aug. 26, 1918   (26 pieces)   1,100.00
    b. Toronto - Ottawa, special delivery, Aug. 26, 1918   (3 pounds)   1,400.00
    c. Toronto - Ottawa, registered special delivery, Aug. 26, 1918   (1 piece)   2,000.00
    d. Ottawa - Toronto, Aug. 27, 1918   800.00
    e. Ottawa - Toronto, registered, Aug. 27, 1918   1,300.00
    f. Ottawa - Toronto, Aug. 27, 1918 (black cachet)   (1 piece)   3,000.00

THIRD EXPERIMENTAL FLIGHT — September 4, 1918. The flight was made by Lt. Edward C. Burton, who left Leaside at 8:00 a.m. and arrived at Rockcliffe at 12:45 p.m. He left Ottawa the same day at 2:35 p.m. and arrived at Leaside at 6:45 p.m., with refueling stops in both directions at Deseronto. While the change in design to CLP 2 had already been made prior to the flight, distribution must have been either very poor, or very late, as the vast majority of covers carried were franked with CLP 1. The vignette distribution is unknown. A reported 44 covers were carried from Toronto to Ottawa, 136 from Ottawa to Toronto. From appearance in auctions, it is estimated that there are fewer than 20 covers in total franked with CLP 2. A dark green scroll cachet and a violet boxed datestamp were applied to covers on these flights.

CLP1-1802 Toronto - Ottawa, Sept. 4 1918   (44 pieces)   900.00
    a. Ottawa - Toronto, Sept. 4, 1918   (136 pieces)   700.00
CLP2-1800 Toronto - Ottawa, Sept. 4, 1918   1,200.00
    a. Ottawa - Toronto, Sept. 4, 1918   1,200.00

TORONTO - NEW YORK AIR RACE STAMP — August 25,1919

CLP 3

In connection with the International Air Race between Toronto and New York, the Aero Club of Canada was authorized to print a stamp which sold for $1.00 and was to be applied to covers flown on the Toronto - New York leg of the race. While there were many contestants in the race to New York, Col. W. G. Barker, V.C. was selected to carry the mail which was franked with CLP 3. Barker flew in a Fokker D VII aircraft. Covers received a rectangular boxed datestamp in blue.

It should also be noted that while CLP 3 was applied only to the Toronto - New York leg of the race, there was a simultaneous race from New York to Toronto. No mail authorized by the Canadian Post Office Department was carried on this leg; however, dealer A. C. Roessler of East Orange, N.J. serviced a number of covers addressed to Toronto.

DATE OF ISSUE — August 25, 1919   **PERFORATION —** 12
COLOR — Red and blue on a white background.

PRINTING METHOD & LAYOUT — There were 3,000 stamps printed in 300 sheets of 10 stamps each. The sheet format was 2 rows of 5 stamps. Some were printed on thin paper, giving a transparent appearance. Some were printed with improper color registration. Most surviving stamps and sheets are found ungummed and with a red bleed. Stamps with original gum, especially in multiples, are scarce. An overrun of between 200 and 1,000 stamps has also been reported.

USAGE ON COVER
CLP3-1900 Toronto - New York, Aug. 25, 1919   250.00
        a. New York - Toronto (U.S. franking), Aug. 25, 1919   60.00

GRAND ARMY STAMP — May 28, 1920

CLP 4

Pilot Arthur K. Colley and mechanic W. C. Landrigan flew in a Curtiss JN-4 aircraft from Toronto to Hamilton and back in connection with a carnival held in Toronto on May 28, 1920 as a fund-raising event for the Grand Army of Canada - United Veterans. The plane left Toronto at 4:00 p.m. and arrived at Hamilton at 4:45 p.m.; the return flight left about 5:00 p.m. and arrived at Toronto about 5:50 p.m. Hamilton to Toronto covers were postmarked at 11:30 a.m. and backstamped at Toronto at 7:30 p.m.

DATE OF ISSUE — Uncertain   **PERFORATION — 12**
COLOR — Black on white paper.

PRINTING METHOD & LAYOUT — Insofar as current information indicates, the stamps were printed in horizontal strips of 5 stamps. Six (6) mint stamps are known to exist but there are likely at least 10. The $1.00 face value is blocked out.

USAGE ON COVER

CLP4-2000 Toronto-Hamilton, May 28, 1920	(5 pieces)	9,000.00
a. Hamilton - Toronto, May 28, 1920	(24 pieces)	7,000.00

ESTEVAN - WINNIPEG STAMP — October 1, 1924

CLP 5

This stamp was issued to finance a flight for the dual purpose of promoting the area around Estevan, Saskatchewan, as well as air mail service for the Prairie Provinces. Backs of all envelopes used for the flight were printed with advertising for the Estevan region. The flight was made by E. A. Alton, who departed Estevan on October 1 at 7:50 a.m.; due to engine trouble, he was forced to land at Bienfait, Sask. On attempting to leave Bienfait, the plane's wheel collided with a rock during taxiing, causing the aircraft to tilt over and break a wing. Alton transported the mail to Bienfait, from where it was forwarded to destination by rail.

Covers carried on the flight did not have to be franked with the special stamp; in fact, most covers flown did not bear the stamp. A number of the covers, but not all, were signed by Alton. Covers, both with and without the stamp, received a rubberstamp imprint of a small plane as well as a double-oval cachet. The small plane cachet is known in blue, violet, and black.

DATE OF ISSUE — October 1, 1924   **FACE VALUE** — $1.00
COLOR — Black on a deep red background.

PRINTING METHOD & LAYOUT — The stamps were issued in imperforate vertical panes of two. The upper stamp of the pane has a wider space between the 'e' and 'w' of 'Saskatchewan' than the lower stamp. The total isssue was 1,028 stamps.

USAGE ON COVER

CLP5-2400 Estevan - Winnipeg, Oct. 1, 1924 - with air mail label affixed (about 500)		100.00
a. Estevan - Winnipeg, Oct. 1, 1924 - without air mail label (about 1400)		35.00
b. Estevan - Winnipeg, Sept. 26, 1924 - with CLP 5 but posted at Wahpeton, N. D.; franked with U.S. postage	(3 pieces)	1,200.00

"LONDON TO LONDON" STAMP — August 1927

CLP 6

The Carling Brewery Co. of London, Ont. offered a prize of $25,000 for any Canadian or British pilot making a nonstop flight from London, Ont., to London, England. Carling bought a Stinson SM-1 aircraft, named the "Sir John Carling," and selected Capt. Terrance B. Tully as pilot with Lt. James V. Medcalf as navigator. The plane took off about 6:00 a.m. on Aug. 29 but ran into bad fog at Kingston, Ont. and was forced to return to London. The rules were revised and it was decided to land at Harbour Grace, Nfld. for refueling. They took off on Sept. 1 and got as far as Caribou, Maine, where they were forced down. On Sept. 5 they reached Harbour Grace and departed for England on Sept. 7. They were never seen again.

About 90 covers were said to have been prepared for the flight; these covers were postmarked on Aug. 29 at 4:00 a.m. Recent research has raised doubts about this number, and if the research is correct, the number carried may only be 42 pieces. The mail was again postmarked at Harbour Grace, where one cover was said to have been removed from the mail bag. The research referred to also suggested that this still-existing cover was never flown but some scholars dispute this. The Post Office Department also prepared a special cancellation die, "Air Mail / London, Canada - London, England / 29 Aug 4 AM 1927." Covers are known with this proof strike of this cancel but without the stamp.

DATE OF ISSUE — Unknown. The stamps were authorized for release on August 18 but they were held back from sale until date of flight.

FACE VALUE — 25c   **PERFORATION — 12**

COLOR — Blue and yellow on white background.

PRINTING METHOD & LAYOUT — Printed in panes of 4 stamps; reportedly, only 100 stamps were printed. Only 6 mint specimens are known.

USAGE ON COVER

CLP6-2700 London, Ont. - London, England, Sept. 1, 1927	(1 piece)	40,000.00
a. Cover with strike of slogan cancel only		600.00

MOOSE JAW STAMP — August 17, 1928

AIR MAIL
Moose Jaw to Winnipeg
August 17, 1928
MOOSE JAW FLYING CLUB Ltd.

CLP 7
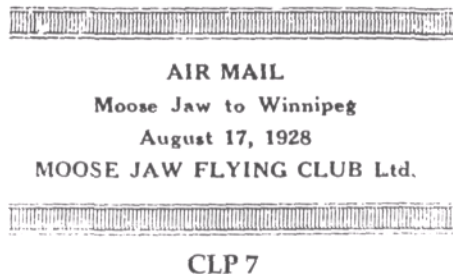
The Moose Jaw Flying Club sponsored a flight on August 17, 1928 to participate in the Winnipeg Flying Club's aerial meet at Stevenson Field in Winnipeg. A special stamp was authorized. Covers are known with Moose Jaw postmarks of 10:00 a.m. and 10:30 a.m. Receiving postmarks at Winnipeg are known with index '7' and also with a time of 8:30 p.m. The pilot was H. Ingram.

DATE OF ISSUE — August 17, 1928
FACE VALUE — $1.00   **COLOR** — Blue on white paper.

PRINTING METHOD & LAYOUT — Two hundred stamps were reportedly printed in vertical strips of 5, perforated 11 horizontally and imperforate vertically.

    USAGE ON COVER
CLP7-2800 Moose Jaw-Winnipeg, Aug. 17, 1928   ....   (161 pieces)   1,000.00

LAURENTIDE AIR SERVICES LIMITED — September, 1924

SPECIAL AIR DELIVERY
LAURENTIDE AIR SERVICE
LIMITED

CL 1   CL 2

COMPANY HISTORY — It was formed as a separate company of Laurentide Pulp & Paper Co. in 1922 to patrol large timber reserves. In 1924 the company received a contract to carry mail between Haileybury, Ont. and the newly-discovered goldfields at Rouyn, Que .

DATES OF ISSUE — CL 1 was issued August 30. CL 2 had two printings - one on September 5, the second on September 9.
FACE VALUE—25c   **COLOR** — Green on white paper.

PRINTING METHOD & LAYOUT — CL 1 was issued in panes of 2 which were stapled into blank-cover booklets of 4 panes. The stamp was imperforate on the right side, rouletted on the left side. A total of 200 stamps was issued.

    CL 2 was imperforate on both the right and the left sides and rouletted top and bottom. The first

printing was also in booklet form of 4 panes of 2 stamps each. 165 booklets were issued with the back cover of the booklet blank. The stamps were light green. The second issue was 300 booklets in the same format. The back cover was inscribed "Dodd Simpson Press." The stamps were a darker shade of green. Some of these booklets with printing on the back may also have been a second printing of the lighter green stamp on September 8.

COMPANY FIRST FLIGHTS — The first flight of the company is recorded as September 11, 1924. A cover in "official archives" is reported sent from Haileybury (date indistinct) and postmarked at Rouyn Lake on Sept. 10. Presumably, this cover was on the first flight and the existence of this cover would suggest that the flight may have been on Sept. 10 and not Sept. 11.

The auction of the Marquis de Bute collection offered 2 covers from Haileybury to Rouyn on Sept. 16 — one with CL 2 and one with CL 3. These covers were not illustrated and, as CL 3 had not as yet been issued, these cover dates are very doubtful.

The first official flights of the company carrying the semi-official stamp were on Sept. 21, with pilot C. S. "Jack" Caldwell. Both CL 1 and CL 2 may be found on covers from these flights.

CL1-2400	Haileybury - Rouyn, Sept. 21, 1924	750.00
	a. Rouyn - Haileybury, Sept. 21, 1924	750.00
CL2-2400	Haileybury - Rouyn, Sept. 21, 1924	350.00
	a. Rouyn - Haileybury, Sept. 21, 1924	350.00

One cover is known posted from Deerwood, Minn, to Angliers (posted Sept. 29) and backstamped at Rouyn Lake on Oct. 1. The actual flight date is uncertain.

CL2-2401	Angliers - Rouyn, Oct. 1, 1924	300.00

October 3,1924 — Covers are known between Rouyn and Haileybury. See listing under CL 3 and CL 4. Covers are known posted from Haileybury and flown to Rouyn Lake on Oct. 17; these were reposted at Rouyn on Oct. 24 and flown back to Haileybury. The pilot was R. S. Grandy.

CL2-2403	Haileybury - Rouyn, Oct. 17, 1924	150.00

January 22,1925 — Details listed under CL 3 and CL 4.

CL2-2500	Three Rivers - Rouyn Lake, Jan. 22, 1925	100.00+
	a. Larder Lake - Rouyn Lake, Jan. 22, 1925	100.00+
	b. Rouyn Lake-Larder Lake, Jan. 22, 1925	100.00+

Note — Covers are known dated at Angliers on Dec. 31, 1924 with CL 2 not properly tied and addressed to dealer A. C. Roessler in New Jersey. It is unlikely that these covers were ever flown. There is no backstamp.

LAURENTIDE AIR SERVICES LIMITED — October 1924 - January 1925

CL 3   CL 4

DATES OF ISSUE — CL 3 was issued on October 1, 1924; CL 4 issued on October 2, 1924.
FACE VALUE — 25c

PERFORATIONS — CL 3 -11 3/4 x 11 3/4.   **COLOR** — Red on white paper.
CL 4 - Imperforate left and right; rouletted top and bottom.

PRINTING METHOD & **LAYOUT** — CL 3 was issued in panes of 20 stamps in a 5 x 4 format. The total issue was 3,000 stamps.

   CL 4 was issued in booklets of 4 panes of 2 stamps each. The total issue was 3,120 stamps in 390 booklets.

   COMPANY FIRST FLIGHTS — The first flights using CL 3 and CL 4 were between Haileybury and Rouyn on October 3. The pilot was C. S. "Jack" Caldwell. CL 2 is also known on these covers.

CL3-2400 Haileybury - Rouyn, Oct. 3, 1924		150.00+
a. Rouyn - Haileybury, Oct. 3, 1924		150.00+
CL4-2400 Haileybury - Rouyn, Oct. 3, 1924		150.00+
a. Rouyn - Haileybury, Oct. 3, 1924		150.00+

   Covers are known carried on an October 5 flight by C. S. Caldwell.

CL4-2401 Ottawa - Rouyn, Oct. 5, 1924	(9 pieces)	600.00

   October 17,1924 Flight — see listing under CL 2.

CL3-2401 Haileybury - Rouyn, Oct. 24, 1924		150.00+
a. Rouyn - Haileybury, Oct. 24, 1924		150.00+
CL4-2402 Haileybury - Rouyn, Oct. 24, 1924		150.00+
a. Rouyn - Haileybury, Oct. 24, 1924		150.00+

Winter service was to be operated from Three Rivers, Que. and Larder Lake, Ont. to Rouyn. Special cachets were made for the service. The original 1924 date was postponed to Jan. 3, 1925 and again to Jan. 12. The actual flight took place on Jan. 22. Covers are known with various posting dates in January. There is no record of flights on the Rouyn - Three Rivers segment. According to Ken Molson (noted Canadian aviation historian, who died on Jan. 6, 1996), Jack Caldwell flew from Three Rivers to Larder Lake via Ottawa on Jan. 14. Caldwell is said to have dropped two letters — one to Thomas Hall at Summerside, Ont., and one to J. E. Duquette at Cornwall, Ont. Caldwell continued (on an unspecified date) from Ottawa to Larder Lake. On Jan. 22, H. A. Wiltshire flew the combined Three Rivers - Larder Lake mail to Rouyn Lake.

CL3-2500 Three Rivers - Rouyn Lake, Jan. 22, 1925		100.00+
a. Larder Lake - Rouyn Lake, Jan. 22, 1925		100.00+
b. Rouyn Lake - Larder Lake, Jan. 22, 1925		100.00+
CL4-2500 Three Rivers - Rouyn Lake, Jan. 22, 1925		100.00+
a. Larder Lake - Rouyn Lake, Jan. 22, 1925		100.00+
b. Rouyn Lake - Larder Lake, Jan. 22, 1925		100.00+

Covers exist both with and without the cachet; they were franked with any of CL 2, CL 3, or CL 4. Covers with the cachet carry a premium of 50%. Some covers were signed by H. L. LePot, who was an administrative clerk. It is unlikely that LePot flew any Laurentide flights.

   1925 Trans-Canada Cachet — In anticipation of a flight from Vancouver to Montreal to ferry a Vickers Viking aircraft, a rectangular cachet was applied to a number of covers. The flight was cancelled due to problems with the aircraft. Most covers were addressed to Prof. R. de L. French at McGill University and have uncancelled Canadian postage pulled off the front of the envelope. CL 3 and CL 4 were both used on these covers.

CL3-2501 Trans-Canada Cachet	60.00
CL4-2501 Trans-Canada Cachet	60.00

NORTHERN AIR SERVICE LIMITED — May - June, 1925

CL 5

COMPANY HISTORY — Northern Air Service Limited was organized by B. W. "Bill" Broatch, a former pilot of Laurentide Air Service, to reinstitute service between Haileybury and Rouyn.

DATE OF ISSUE — June 27, 1925   **FACE VALUE** — 25c
PERFORATION — 11 3/4   **COLOR** — blue on white.

PRINTING METHOD & LAYOUT — The stamps were printed in sheets of 20 from a plate of 10 cliches with a wide margin in the center of the sheet dividing two panes of 10. There were 4 rows of 5 stamps in which the 3rd and 4th rows were inverted with respect to the other two. One outside row had a variety of a "dot" inside the circular center of the wing design. 4,000 stamps were printed in 200 sheets of 20 stamps. Some sheets were cut into smaller panes of 4 with the top selvage for use in a booklet. The printing format of the sheet for creation of the booklet panes is unknown.

   Note — While the layout of the printing sheet from which the booklets were made has not yet been determined, the most likely identifying element of a booklet stamp used on cover will be imperforate both on one side and on the bottom of the stamp.

   COMPANY FIRST FLIGHTS — Experimental flights were made between Haileybury and Rouyn on May 18, 1925. A 2-line violet cachet "First Experimental Flight / Haileybury to Rouyn" (or "Rouyn to Haileybury") was applied on these covers. There was as yet no semi-official stamp.
(CL5)-2500 Haileybury - Rouyn, May 18, 1925   (8 pieces)   1,100.00
          a. Rouyn - Haileybury, May 18, 1925   (8 pieces)   1,100.00

   The first official flights, piloted by Bill Broatch, with the company stamp occurred on June 27, 1925. A 3-line cachet in blue was used for most covers; most covers were signed by Broatch. 50 covers received a single-line cachet in violet: "First Flight" and were not pilot-signed. 500 covers were reported carried each way, of which 400 were signed with the blue cachet and 50 were unsigned. Covers with the 1-line cachet have a 50% premium.
CL5-2501   Haileybury - Rouyn, June 27, 1925   40.00
          a. Rouyn - Haileybury, June 27, 1925   40.00

JACK V. ELLIOT AIR SERVICE JACK V. ELLIOT AIR SERVICE — March - April, 1926

CL 6
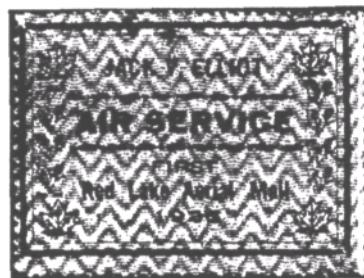
CL 7

COMPANY HISTORY — The company was formed to operate into the new gold fields at Red Lake, Ont. Abase was established at Hudson on the Canadian National Railways line but the post office was known as Rolling Portage. No post office was yet established at Red Lake, so covers received an oval cachet in blue on both front and back. Some also received a rectangular cachet in red.

DATES OF ISSUE — CL 6 was issued on March 6, 1926.
    The reported date of issue of CL 7 was March 25 but as CL 8 (issued on March 21) was a variant of CL 7, the latter had to be issued earlier than March 21, 1926.

FACE VALUE — 25c   **PERFORATION** — 11 3/4
COLOR — Red on yellow paper.

PRINTING METHOD & LAYOUT — Both CL 6 and CL 7 were printed in sheets of 16 with 2 panes of 8 in horizontal tete-beche position. They were printed from a block of 4 cliches repeated over the rest of the sheet. Each cliche in the block has a distinct variation in the stamp design. Imperforate sheets are known. CL 6 was printed on paper with a yellow background of "zig zag" or "wavy" lines. The total issue was 2,496 stamps. CL 7 was printed on paper with a yellow background with a swastika design. The total issue was 2,000 stamps.

    COMPANY FIRST FLIGHTS — There is considerable doubt as to the actual date of the first flight using CL 6. Covers were postmarked at Rolling Portage on March 6, and received the appro priate cachets and dates in anticipation of the flight. Due to accidents to both aircraft of the com pany on March 5, it is believed that the flight actually took place on a later date — possibly March 9 or 10. Covers are known dated March 10. The pilot was Capt. A. Harold Farrington.

CL6-2601   Rolling Portage - Red Lake, March 6, 1926   (300 pieces)   35.00
        a. Red Lake - Rolling Portage, March 6, 1926   (300 pieces)   35.00
        b. Rolling Portage - Red Lake, March 10, 1926   35.00
        c. Red Lake - Rolling Portage, March 10, 1926   35.00

    The first flight using CL 7 took place on March 25, 1926.
CL7-2600   Rolling Portage - Red Lake, March 25, 1926   50.00+
        a. Red Lake - Rolling Portage, March 25, 1926   50.00+

    Flights took place on the opening day of the Red Lake Post Office on March 27. (This date has been questioned by some who say that the opening date was March 29). Covers were franked with either CL6 or CL7.
CL6-2602   Rolling Portage - Red Lake, March 30, 1926   50.00+
        a. Red Lake - Rolling Portage, March 30, 1926   50.00+

CL7-2601   Rolling Portage-Red Lake, March 30, 1926   50.00+
          a. Red Lake - Rolling Portage, March 30,1926   50.00+

April 15, 1926 Usage of CL 7 — This was the date of the first flight of the Elliot-Fairchild company. See details of listing with usage of CL 7 under CL 8 and CL 9.

CL7-2602   Rolling Portage - Red Lake, April 15, 1926   65.00
          a. Red Lake - Rolling Portage, April 15,1926   —

DISAPPROVED ESSAY — A stamp in blue on white paper was prepared for use by the airline. As it carried an actual denomination of 25c, it was rejected by the Post Office Depart -ment. A small printing was made (40 have been reported) and most were used on postings from Kitchener on March 2 by collector A. Berberich. The new CL 6 had to be used over the essay. On some covers the essay was left intact; on others it was partially torn off.

CL6-2600   Rolling Portage - Red Lake, postmarked Kitchener March 2, 1926   60.00

Red Lake "Cachets" — In recognition of the importance of the new gold fields, the Ontario Department of Mines designated a separate mining division for this district. Two markings were prepared — possibly by Jack Elliot, who had been appointed temporary Postmaster at Red Lake. These markings were briefly utilized as temporary Red Lake Post Office cancels, though some collectors refer to them as "cachets."

One cancel was a double-oval marking in blue: "Red Lake Gold District." The second was a single-oval marking in violet: "Mining Division." This was the receiving date stamp of the Red Lake Mining Recorder, H. E. Holland, but was also used as a stamp cancel on occassions. The most common dates for both markings are March 25 and 26, but they are known on other dates. The single-oval marking is the scarcer of the two; in addition, it does not bear the name of the airline whereas the double-oval does. This allowed the single-oval marking to be used on later airline covers and these are known.

For covers with the double-oval marking, add a premium value of $40.00.

For the single-oval marking, add a premium of $80.00.

ELLIOT - FAIRCHILD AIR SERVICE — March - June, 1926

CL 8

CL 9

COMPANY HISTORY — Jack Elliot, probably requiring additional capital, formed a partnership with Sherman Fairchild, of Fairchild Aerial Surveys, to create Elliot-Fairchild Air Service. There is some doubt as to whether this company ever really operated. Covers are known with CL 8 stamps commencing with March 30 flights but these may have been flown by Jack Elliot Air Service. The company had bases at Rolling Portage, Sioux Lookout, and Haileybury. Shortly after formation, Fairchild withdrew from the company.

DATES OF ISSUE — CL 8 was issued March 21, 1926.

The issue date of CL 9 is uncertain. It has been seen on cover postmarked on April 5, so the issue date must have been this date or earlier.

FACE VALUE — 25c   **PERFORATION** — 11 3/4

COLOR — CL 8 is red on a yellow background. CL 9 is blue on a cream background.

PRINTING METHOD & LAYOUT — The formation of the company took place so soon after the beginning of service of the original Jack Elliot company that there was no time to produce a new stamp design. The design of CL 7 was modified for the new company; the company name was changed. The frame and two upper leaves were removed; the word "First" was deleted. For all the rest the printing and sheet layout of CL 8 was the same as that of CL 7.

Some of the plate errors in the two stamps are different. 2,496 stamps were printed. CL 9 was printed in sheets of 16 with a gutter between two panes of 8. A few panes had one stamp at top right inverted, creating a tete-beche pair. There was a slight change in the designation of the company name on the stamp in that an "S" was added to the name "Fairchild."

COMPANY FIRST FLIGHTS — CL 8 was first used on flights March 30,1926.

CL8-2600	Rolling Portage - Red Lake, March 30, 1926		65.00+
	a. Red Lake - Rolling Portage, March 30, 1926		65.00+

The first flight reportedly operated by Elliot-Fairchild was on April 15, 1926. When it began service on this date, the airline disallowed use of the previously issued CL 8. Covers are known for this flight with CL 8 partially torn off and covered with CL 9, but they are also known with CL 8 intact on this flight as well as on other flights.

Covers are also known on this flight franked with CL 7. There is some question about the date of the return flight from Red Lake. Judging by the postmarks alone, there is substantial indication that this flight took place on April 17 rather than April 15. Ten (10) covers are known posted from Toronto and carried on the flight from Rolling Portage to Red Lake, franked with tete-beche pairs of CL 9.

CL8-2601	Rolling Portage - Red Lake, April 15, 1926		200.00
	a. Red Lake - Rolling Portage, April 15, 1926		250.00
CL9-2600	Rolling Portage - Red Lake, April 15, 1926	(60 pieces)	125.00
	a. Red Lake - Rolling Portage, April 15, 1926		150.00

New bases were established at Haileybury and Rouyn and flights between these two towns commenced. The return flight did not take place until 5 days later.

CL8-2602	Rouyn - Haileybury, May 27, 1926	(50 pieces)	125.00
	a. Haileybury - Rouyn, June 1, 1926	(50 pieces)	125.00
CL9-2601	Rouyn - Haileybury, May 27, 1926	(45 pieces)	100.00
	a. Haileybury - Rouyn, June 1, 1926	(45 pieces)	100.00

(ELLIOT) FAIRCHILD AIR TRANSPORT LIMITED — August - October, 1922

CL 10   CL 11   CL 12

COMPANY HISTORY - In June 1926 Elliot-Fairchild Air Service relinquished its mail contract in the Red Lake district. Jack Elliot had withdrawn from the company. Fairchild Air Transport, the surviving partner, took over the operation and continued service from their bases at Haileybury and Rouyn. To retain the goodwill enjoyed by the predecessor company, they retained the name "Elliot" in the company name for a few months.

DATES OF ISSUE — CL10 was issued on August 11. CL 11 was issued on October 20,1926. The issue date of CL 12 is uncertain but the likely date was October 19.
FACE VALUE — 25c
COLOR — CL 10 is red on white. CL 11 is blue on white. CL 12 is ultramarine.

PRINTING METHOD & **LAYOUT** — CL 10 was printed in panes of 10 stamps and cut down the middle to be sold in vertical strips of 5 stamps. The strips were perforated 12 horizontal and imper-forate vertical. There was a first printing of 3,000 stamps in a pale red color with larger perforation holes; these are the stamps found on most covers. There was a second printing of 2,000 stamps in a darker red with smaller perforation holes.

   CL 11 stamps were printed in a quantity of 5,000 in panes of 10 with the right strip of 5 tete-beche to the left strip of 5. They were perforated 11 3/4 at the top and bottom of the pane, with the sides imperforate.

   CL 12 stamps were rejected for use after printing and are not found on any flown covers. The printing format was the same as for CL 11 but there are some differences. The actual printed CL 12 panes had two format variations: one had the tete-beche strips of 5 with one strip a darker shade than the other; the second, and much rarer, variety had all the stamps in the pane tete-beche in relation to each other.

   COMPANY FIRST FLIGHTS — The first flight with CL 10 was between Haileybury and Rouyn. The pilot was Glyn R. Burge. All covers received a 2-line cachet with the pilot's signa ture. The date of the return flight is uncertain; it could have been August 12 or 13.

CL10-2600 Haileybury - Rouyn, Aug. 12, 1926	(400 pieces)	35.00
a. Rouyn - Haileybury, Aug. 12, 1926	(410 pieces)	35.00

   The first flight using CL 11 was also between Haileybury and Rouyn and flown by Glyn Burge. These covers received a 3-line cachet with the pilot's signature. The return flight was on October 20 but covers are known postmarked on October 23 with a cachet designating this as the first flight.

CL11-2600 Haileybury - Rouyn, Oct. 20, 1926	(500 pieces)	30.00
a. Rouyn - Haileybury, Oct. 20, 1926	(517 pieces)	30.00

HAILEYBURY, ONT., TO ROUYN, QUE.

FLIGHT BY _____ PILOT.

ROUYN, QUE., TO HAILEYBURY, ONT,

FLIGHT BY _____ PILOT.

Fairchild Air Transport. Limited
FIRST FLIGHT
Haileybury, Ont. to Rouyn, Que.
...........PILOT

Fairchild Air Transport. Limited
FIRST FLIGHT
Rouyn, Que. to Haileybury, Ont,
...........PILOT

PATRICIA AIRWAYS & EXPLORATION LIMITED — March - December, 1926

CL13

COMPANY HISTORY — This company was formed in April 1926 and began aerial service to the mining districts of Northwest Ontario from its base at Sioux Lookout. It started with one aircraft — the "Lark" — which was ferried from New York via Buffalo, Toronto, and Sudbury to Red Lake, where it arrived on April 12. From that date until June 27, the company made sporadic flights, sometimes carrying mail with stamps of other companies. While covers from previous companies were largely philatelic, there was a substantial amount of mail carried by this company for proper commercial purposes. The company terminated flying operations on November 11, 1927. An early air mail catalogue reported that, in interviewing the company president regarding the many stamp issues, that a merger had been anticipated many times in 1927, and only a small stock of stamps was kept on hand to obviate large remainders.

DATE OF ISSUE — Uncertain. Some authorities say June 26 or June 28. Others list July 1, 1926.
FACE VALUE — 25c   **PERFORATION** — 11 3/4
COLOR — red and green on yellow paper.

PRINTING METHOD & LAYOUT — This stamp and its overprints were the first of three different issues of the company. It was issued in sheets of 8 stamps with descriptive selvage and plate number on the left side of the sheet and "Red Lake" on the right side. The design had inscription on all four sides and a 3-line route tablet. A total of 12,800 stamps were issued, with 61 sheets of 8 issued for official company use with the route tablet in a dark green (referred elsewhere as blue-black) rather than the lighter green used on the normal issue.

    COMPANY FIRST FLIGHTS — The delivery flight of the "Lark" did not carry covers with the company semi-official stamp but as a proper part of the history of Patricia Airways, these covers are included in this section. The "Lark" left New York en route to Buffalo and Toronto Most covers bore no franking until they reached Toronto but a few covers were mailed from New York with U.S. postage.

(CL13)-2600 New York - Buffalo - Toronto - Red Lake, March 23, 1926   (75 pieces)   100.00
        a. Toronto - Red Lake, March 27, 1926   (134 pieces)   75.00
        b. Sudbury - Red Lake, March 29, 1926   (45 pieces)   125.00

c. Pogomasing - Red Lake, April 6, 1926	(20 pieces)	150.00
d. Sioux Lookout - Red Lake, April 12, 1926	(25 pieces)	150.00
e. New York - Red Lake with U.S. franking, March 21, 1926	(3 pieces)	400.00

The Post Office gave a contract to the company to pick up a large amount of mail which had accumulated at Red Lake since the demise of the Elliot companies. The company was paid 25c per letter by the government — the only occasion on which this had been done. Patricia Airways was thus able to accept mail with the stamps of the Elliot companies, even though revenue from these stamps had already been received by the defunct airlines. Covers were flown to Sioux Lookout, where a boxed 4-line datestamp was applied in blue: "Patricia Airways & Exploration." H. A. "Doc" Oaks made the flight in the "Lark."

CL13)-2601 Red Lake - Sioux Lookout, June 27, 1926 - with CL 6 or CL 7   100.00

a. Red Lake - Sioux Lookout, June 27, 1926 - with CL 8	125.00
b. Red Lake - Sioux Lookout, June 27, 1926 - with CL 9	100.00
c. Sioux Lookout - Red Lake, June 27, 1926 - with CL 6 or CL7	100.00
d. Sioux Lookout - Red Lake, June 27, 1926 - with CL 8	125.00
e. Sioux Lookout - Red Lake, June 27, 1926 - with CL 9	100.00

Flights were made between Sioux Lookout and Red Lake by Patricia Airways between June 27 and July 7 when they made their initial flight with their own company stamp. On July 7 the company inaugurated service from Sioux Lookout to Pine Ridge and return. "Doc" Oaks flew this route with the "Lark." This was also the first day of use of CL 13 and was used on the company's Sioux Lookout - Red Lake route as well. Some specialists have suggested that these were not two separate flights but that the Pine Ridge service was an extension of the Red Lake route. Covers posted from Toronto received a cachet of a green maple leaf. There was no post office as yet at Pine Ridge. Covers received a circular Pine Ridge cachet applied by the airline.

CL13-2602 Sioux Lookout - Red Lake, July 7, 1926   (415 pieces)   35.00

a. Red Lake-Sioux Lookout, July 7, 1926	(770 pieces)	35.00
b. Sioux Lookout - Pine Ridge, July 7, 1926	(125 pieces)	45.00
c. Pine Ridge - Sioux Lookout, July 7, 1926	(140 pieces)	45.00

On August 17 a flight was made from Cryderman Mine to Sioux Lookout by F. J. Stevenson. The return flight was made a week later. Some covers have a notation in the upper left corner in red ink signed by Stevenson: "First airmail from Cryderman Mine to Sioux Lookout." Other covers are known (much scarcer) with the same notation typed and with a company-applied double-circle datestamp: "Cryderman Lake Manitoba Aug 17." The actual date of the return flight is uncertain. Only 3 covers are known but were not backstamped; Aug. 25 was the date of posting. It is unlikely to have been any later than Aug. 25 since on the next day, Stevenson flew to Woman Lake.

CTL13-2603 Cryderman Mine - Sioux Lookout, Aug. 17, 1926   (35 pieces)   200.00

a. Sioux Lookout - Cryderman Mine, Aug. 25, 1926	(3 pieces)	450.00

On August 26 Stevenson made a flight from Red Lake to Woman Lake and return.

CL13-2604 Red Lake - Woman Lake, Aug. 26, 1926   175.00

a. Woman Lake-Red Lake, Aug. 26, 1926	175.00

The Goldpines (formerly Pine Ridge) Post Office opened on October 1 and a flight was made to Rolling Portage.

CL13-2605 Goldpines - Rolling Portage, Oct. 5, 1926   50.00

In December Patricia Airways obtained delivery of a new Stinson "Detroiter." This delivery flight has also been described as a publicity flight. Covers have a Red Lake postmark of Dec. 20,

as well as a 4-line "rectangularly" scrolled black cachet: "Via Air Mail Dec. 18, 1926 Toronto to   Red Lake." Some cachets had no date entered. Some have a date error: "Dec. 18, 1929." A very few   covers carried on this flight posted from the company's headquarters in Toronto had the stamp   CL 13 "overprinted" in red handscript with the initials "F E D" of the company president,   Frank E. Davison. One cover is known with the handscript in blue (subject to expertising).

CL13-2606 Toronto - Red Lake, Dec 18, 1926   40.00
      a. Toronto - Red Lake, Dec. 18, 1926 - with "F E D" inscription   450.00+
      Note — while many other first flights of the company are known, they are listed under the particular stamp which is generally found used with the flight.

CL 14

CL 13 was overprinted with "Haileybury and Rouyn 10 cents" for use on the Haileybury - Rouyn route which the company opened in 1927. The surcharge reflected the reduction in the air mail fee from 25c to 10c. The normal surcharge was applied in red; a surcharge in violet is also known.

DATE OF ISSUE — Variously reported as April 1 or April 9, 1927.

PRINTING — There were 1,200 stamps issued in sheets of 8, with a second printing of 496 stamps in a deeper red shade. The issue date of this second printing has been reported as May 20 but stamps with a deep red surcharge are known on covers posted as early as April 15.

The first flight from Haileybury was made by W. M. Cummings. Covers from this flight were postmarked on March 31. CL 14 had not yet been issued so covers on this flight (very few known) are franked with CL 13. Return flight covers were posted on April 9 but not backstamped until April 11.

CL13-2700 Haileybury - Rouyn, March 31, 1927   200.00
      a. Rouyn - Haileybury, April 9, 1927   55.00

The aircraft used on this service was reported incapacitated after an accident on June 16, 1927, but covers with later dates are known. It is likely that the aircraft was either repaired or replaced.

PATRICIA AIRWAYS & EXPLORATION — September - October, 1927

CL 15

CL 16

HISTORICAL BACKGROUND — In September 1927 the rate for mail in the Red Lake district was reduced from 25c to 5c. An overprint was applied to CL13 to show this reduction. This was a 5-line overprint: "Special Air Service Sioux Lookout and Red Lake District 5 cents." The overprint was applied diagonally and was applied in both red and black. In ascending position, it is only in black. The stamps in descending position on cover are much scarcer than in ascending position.

DATE OF ISSUE — CL 15 was issued on September 1. The date of issue of CL 16 is uncertain. The first date of usage on cover has not yet been established. Most covers with this surcharge are known on March 1928 flights operated by Patricia Airways, Ltd.

CL15-2800 March 1928 (or later) - cover with CL 15 in ascending position   60.00

CL 13 was again overprinted with a single line "Red Lake" to create CL 16. The actual reason for the use of the Red Lake overprint on this issue, as well as on the subsequent Patricia Airways issues, is not known. The face value of the stamp with this overprint is 5c. The overprint was likely a handstamp and is known to have been applied in some cases to the basic CL 13 stamp, while the latter was actually used on cover. As other company stamps with the Red Lake over print are known used by mid-1927, earlier than known for CL 16, it is possible that use of the overprint on this stamp was a late decision. The overprint is in black both ascending and descending. The earliest reported date of usage of this stamp on cover is October 5, 1927.

CL16-2700 Woman Lake - Sioux Lookout, Oct. 5, 1927   175.00
        a. Goldpines - Sioux Lookout, Oct. 5, 1927   175.00

CL 17

HISTORICAL BACKGROUND — CL 17 is the CL 14 stamp with application of a black "Red Lake" overprint on the previously overprinted Haileybury & Rouyn stamp. CL 17 is known with the Red Lake overprint in both normal and inverted position with descent from upper left to lower right.

DATE OF ISSUE — September 1, 1927. The first reported usage of the stamp on cover was on September 13. Covers are backstamped September 17.

CL17-2700 Red Lake - Sioux Lookout, Sept. 13, 1927   150.00

PATRICIA AIRWAYS & EXPLORATION — July 1926 - June 1927

CL 18

This stamp, the second in the Patricia grouping, was issued for use on a new route from Sioux Lookout to the Woman Lake district. The rate for air mail was increased from 25c to 50c for this route. (Some covers are known for this route using a pair of CL13 stamps to make up the 50c rate.)

DATE OF ISSUE — Most commonly accepted date is July 7, 1926 (Morgan lists it as July 1, 1926).
FACE VALUE — 50c   **PERFORATION —** 11 3/4
COLOR — Black and red on green paper.

PRINTING METHOD & LAYOUT — Printed in sheets of 8 stamps with selvage on both left and right sides of the sheet. The total issue was 4,136 stamps in 517 sheets of 8

COMPANY FIRST FLIGHTS — The first flight using CL 18 was made on August 2 by "Doc" Oaks.   Covers received a maple leaf-shaped cachet in several shades of green.   There is also a much scarcer maple leaf cachet in red.

CL18-2600	Sioux Lookout - Woman Lake, Aug. 2, 1926	(216 pieces)	50.00
a.	Woman Lake - Sioux Lookout, Aug. 2, 1926	(450 pieces)	50.00
b.	Sioux Lookout - Birch Lake, Aug. 2, 1926	(123 pieces)	60.00
c.	Birch Lake - Sioux Lookout, Aug. 2, 1926	(105 pieces)	60.00

Company envelopes with the corner card of the Toronto headquarters are known carried on the Woman Lake - Sioux Lookout flight, then forwarded by rail to Toronto. The CL 18 stamps on these covers were inscribed in green with the initials "F E D" of the company president, Frank E. Davison. Unlike the similar application on CL 13, this was a handstamp and not an ink handscript.

CL18-2601 Woman Lake - Sioux Lookout, Aug. 2, 1926 - with "F E D" stamp   400.00

CL 19

CL 19 was created as the rate on the Haileybury - Rouyn route was reduced from 50c to 10c. A reported 880 stamps of the basic CL 18 were overprinted in red on May 2, 1927; a second overprinting of 544 stamps in

brown red and a single sheet of 8 stamps in black is reported to have been made on May 20. Covers are known postmarked at Haileybury on June 21 and backstamped at Rouyn on June 23. This may have been the first official usage of CL19 on this route but there has been no present verification. Some covers are known posted at Rouyn on May 23 and cancelled on the back May 23 also at Rouyn. With no Haileybury postmark, the routing or usage is uncertain.

CL19-2700 Haileybury - Rouyn, June 21, 1927 with CL 19   60.00

PATRICIA AIRWAYS & EXPLORATION — September 1927 - March 1928

CL 20   CL 21   CL 22

HISTORICAL BACKGROUND — CL 20 is the basic CL 18 stamp with the same 5-line overprint as shown for CL 15 and was issued for the same purpose, i.e., for reducing the postal rate from 25c to 5c for the Sioux Lookout - Red Lake district. Fifty (50) sheets of 8 stamps each were issued with the overprint in red and black respectively, both in the ascending position. A very few were issued in the two colors in the descending position.

CL 21 is the basic CL 18 stamp with the same "Red Lake" overprint as detailed for CL 16. This overprint is found in violet and black, and can be found in both ascending and descending position. The slant varies such that there is even a horizontal appearing position. The total issue in both colors and positions is estimated at 7 sheets of 8.

CL 22 is another overprint of "Red Lake"on the already overprinted CL 19 to accommodate a further reduced rate from 10c to 5c. Whether this was because of a shortage of 5c stamps, or was meant to meet the rate reduction in the Haileybury - Rouyn area from 10c to 5c, is problematic. The Red Lake overprint is in black and can be found in various positions.

DATES OF ISSUE — CL 20 was issued on September 1. CL 21 in violet was issued on June 1; the date of the overprint in black is uncertain. CL 22 issue date is uncertain; the most likely date was September 1, but Morgan states it as May 20. September 1 has been the traditional listed date for the issuance of CL 15 and CL 20. As will be noted, CL 25 and CL 26, which served the same purpose, are reported issued on June 11. A letter exists from the airline dated August 12, offering stamps for sale at 5c each, verifying this rate was already in effect. This suggests that CL 15 and CL 20 were created because of a shortage of CL 25 and CL 26 stamps.

The earliest reported date of usage of CL 20 is on a route different from that for which the stamp was intended; this was with the overprint in black. Most covers with CL 20 were used in 1928 and flown by Patricia Airways, Ltd.

CL20-2700 Red Lake - Lac du Bonnet, Sept. 24, 1927   (about 20)   200.00
CL20-2800 CL 20 - covers flown by Patricia Airways, March 9, 1928   60.00

The first reported use of CL 21 with the violet overprint was on June 8. The first reported use with the black overprint was on July 1, though on this flight covers with the violet overprint are also known.

CL21-2700   Red Lake - Sioux Lookout, June 8, 1927(about 10)   200.00

a. Red Lake - Sioux Lookout, July 1,1927(about 5)		200.00
b. Sioux Lookout - Red Lake, July 1,1927(about 5)		200.00

The first reported usage of CL 22 on cover was on September 13, 1927.

CL22-2700 Red Lake - Sioux Lookout, Sept. 13, 1927   150.00
       a. Sioux Lookout - Red Lake, Sept. 13, 1927   150.00

PATRICIA AIRWAYS & EXPLORATION — June 1927 - March 1928

CL 23   CL 24   CL 25

HISTORICAL BACKGROUND — This was the third style of stamp issued by the company and can be distinguished from the first two styles by several differences. Omitted were margin inscriptions, the route tablet, and the word "Lark" below the aircraft. The stamp is rouletted rather than perforated. CL 23 itself was never intended for postal use; some specialists consider it a proof. It was to have several overprint varieties similar to those already listed for the first two styles. In some rare cases, the overprint was omitted on a few stamps, either by accident or deliberately, thus creating se-tenant errors of one overprinted and one non-overprinted stamp.

DATES OF ISSUE — The date of issue of CL 23 is uncertain. A likely date is June 11, 1927 — the same date as that of the first overprinted issues. One source lists the date of issue as May 27. The total issue was 17,496 stamps in 2,187 sheets of 8.

    CL 24 was issued on June 11, with 576 sheets of 8 for a total of 4,608 stamps.

    CL 25 was also issued on June 11 with the same 5-line wording as shown for CL 15 and CL 20, except that in this third style CL 25 must be distinguished from CL 26, which had the same wording in a smaller type face. The overprint was applied in green, red, and black. For each color the overprint in descending position was applied to 171 sheets of 8 (1,368 stamps). In addition 575 sheets of 8 (4,600 stamps) were overprinted in green in ascending position.

 COLOR — Light green on yellow paper.

      FIRST FLIGHTS — CL 23 is not known used on a flown cover. The first day of issue of CL 24 is unknown. The earliest known usage on cover has been reported posted on Aug. 25, 1927. Most covers are postmarked in 1928 and were likely flown by Patricia Airways, Ltd.

CL24-2700 Cover flown by Patricia Airways, August 25, 1927 - with CL 24   40.00

    Flights on June 25, 1927 were the first on which CL 25 was used. CL 25 is known in the green ascending position, and may also exist with the other overprint colors and positions and on covers flown on other routes.

CL25-2700 Sioux Lookout - Goldpines, June 25, 1927   50.00
       a. Goldpines - Sioux Lookout, June 25, 1927   50.00

| CL 26 | CL 27 | CL 28 |

HISTORICAL BACKGROUND — CL 26 is a 5-line overprint similar to CL 25 but in smaller type. CL 26 is known in red, green, and black ascending, and in inverted red position. (Trelle Morrow also lists the overprint in black descending position, as well as on both buff paper and light yellow paper.)

CL 27 is the large type 5-line overprint applied on CL 24; it is in black descending position. A reported 63 sheets of 8 (504 stamps) were overprinted.

CL 28 is the same as CL 27 but with the small type 5-line overprint on CL 24.

DATES OF ISSUE — CL 26 was issued on June 11, 1927. The issue dates of both CL 27 and CL 28 are uncertain but likely sometime in July 1927.

FIRST FLIGHTS — The first date of usage of CL 26 is unknown. Most reported covers were flown in March 1928 by Patricia Airways, Ltd.

CL26-2800 Covers flown, March 9, 1928   45.00

A flight was made on August 4, 1927 from Fort Hope to Sioux Lookout via Albany River and Collins. This was not a normal company route and the reason for the flight is uncertain. About 5 covers were reported carried franked with either CL 27 or CL 28.

CL27-2700 Fort Hope - Sioux Lookout, Aug. 4, 1927   350.00
CL28-2700 Fort Hope - Sioux Lookout, Aug. 4, 1927   350.00

The first flight of the company using CL 27 and CL 28 on a regular route for which the overprint was intended was made on August 31,1927. A very small amount of mail was carried.

CL27-2701 Goldpines - Sioux Lookout, Aug. 31, 1927   100.00
CL28-2701 Goldpines - Sioux Lookout, Aug. 31, 1927   100.00

| CL 29 | CL 30 |

CL 29 is the overprint "Red Lake" on the previously overprinted CL 24; it had no obvious purpose not already served by other stamps. It is found in all positions, i.e., ascending, descend-

ing, and inverted, in shades of black, green, and red.

CL 30 is the overprint "Red Lake" on the basic CL 23. Like the other Red Lake overprints, the purpose of use is uncertain. The face value is 5c; it is known in all positions — ascending, descending, inverted — in black, green, and red. It is also found in se-tenant position with unoverprinted stamps and also with the airplane inverted.

CL 30 is also known imperforate. Each color was printed in 172 sheets of 8, a total of 1,376 stamps.

DATES OF ISSUE — CL 29 was likely issued in July 1927. CL 30 was issued in September 1927

FIRST FLIGHTS — The earliest reported use of CL 29 on cover is on August 31.

CL29-2700 Goldpines - Sioux Lookout, Aug. 31, 1927   100.00

The first flight using CL 17 was shown as September 13. CL 29 is also known used on this flight.

CL29-2701 Red Lake - Sioux Lookout, Sept. 13, 1927   45.00

The first date of usage of CL 30 is unknown. Most known covers were flown in 1928.

CL30-2800 Flown by Patricia Airways, March 9, 1928   30.00

WESTERN CANADA AIRWAYS LIMITED — May 1927 - February 1930

CL 40   CL 41

COMPANY HISTORY — The company commenced operations in the Red Lake district on December 27, 1926, with one plane — a Fokker Universal, the "City of Winnipeg." During the first week several flights were made, picking up accumulated mail from previous companies that had given up their authorized routes.

On March 4, 1927, Western Canada Airways received permission to issue their own stamps. These were not ready until May; between March 4 and May 9, the company carried mail franked with stamps of preceding companies. Some mail was also carried without any semi-official stamps but received the company's 2-line cachet. When Western Canada Airways' own stamps were finally available for use on May 10, the company notified the Post Office Department that their fee would be 10c rather than the 25c originally authorized.

DATES OF ISSUE — CL 40 had several printings with some disagreements on numbers and dates:

1st printing - 21,600 stamps were released for sale on May 1, 1927 with an additional printing of 15,000. These were black and pink on thick paper. The issue date has been reported as April 9 or 19. Longworth-Dames states the printing as 36,600 stamps issued on May 1; he has obviously combined two printings as one.

2nd printing -10,000 stamps issued in 1928. These were black and a pale red or salmon shade.

3rd printing -10,000 stamps issued in 1929. These were black and a deep red.

CL 41 was issued on July 1, 1927. They were black and orange on a light buff paper. 10,000 were issued.

FACE VALUE — 10c   **PERFORATION —** 12 **x** 12

PRINTING METHOD & LAYOUT — The stamp was printed in sheets of 200, divided into panes of 50 stamps. CL 41, as a special commemorative issue, had a different design than CL 40.

CACHETS — For this company, whenever mail was flown on a new route, a special cachet was applied. In some cases this cachet was applied in more than one color. Each new route had its own distinctive cachet. In addition to the cachet, the company date stamps were applied to mark arrival of mail at a destination. These date stamps are known in a number of variations and colors.

> **COMPANY FIRST FLIGHTS** — The first flight under official contract to be franked with the company's own stamp took place on May 10. The pilot was F. J. Stevenson. Covers are known both with and without the first flight cachet; some covers also bear a company 2-line or 4-line cachet. The total number of covers carried from Rolling Portage was 353; the total number of covers carried to Rolling Portage was 389.

CL40-2700 Rolling Portage - Goldpines, May 10, 1927		50.00
a. Goldpines - Rolling Portage, May 10, 1927		50.00
b. Rolling Portage - Red Lake, May 10, 1927		30.00
c. Red Lake - Rolling Portage, May 10, 1927		30.00

On June 1 flights were made between Lac du Bonnet and Long Lake (now Wadhope), Rice Lake (now Bissett) and Slate Lake (now English Brook). The pilot was F. J. Stevenson. All covers received a cachet in blue or magenta but were only cancelled or backstamped at Lac du Bonnet, as post offices at the other points were not opened until a later date. Some covers have a June 3 Western Canada Airways datestamp. Other covers (scarce) have the cachet without any plane in the center.

CL40-2701 Lac du Bonnet - Long Lake, June 1, 1927	(65 pieces)	65.00
a. Long Lake - Lac du Bonnet, June 1, 1927	(65 pieces)	65.00
b. Lac du Bonnet - Rice Lake, June 1, 1927	(65 pieces)	65.00
c. Rice Lake - Lac du Bonnet, June 1, 1927	(65 pieces)	65.00
d. Lac du Bonnet - Slate Lake, June 1, 1927	(65 pieces)	65.00
e. Slate Lake - Lac du Bonnet, June 1, 1927	(65 pieces)	65.00

Covers postmarked June 1 are known signed by "R. C. Cockburn, Postmaster." These were prepared by dealer A. C. Roessler or the Postmaster at Red Lake, William Brown. It is possible that these two men learned of a stop at Snake Falls on the regular Red Lake - Rolling Portage route and took advantage of the knowledge to get some covers on the flight. It has also been suggested that these were commemorative covers arranged by Brown or Roessler for the opening of the Snake Falls Post Office.

CL40-2702 Snake Falls - Red Lake, June 1, 1927	50.00

On July 1, 1927, flights were made to commemorate the 60th anniversary of Canadian Confederation. CL 41 was prepared for use on this one day only, though it is found on covers with

different dates. Flights were made from two different bases. Pilots J. R. (Rod) Ross and S. A. Cheeseman flew the Rolling Portage - Goldpines - Red Lake route; covers on this route received a maple leaf-shaped cachet in violet. F. J. Stevenson flew the Lac du Bonnet - Long Lake - Rice Lake - Slate Lake route; covers on this segment received a similar cachet in blue. The two cachets are specifically noted as "Red Lake District" and "Central Manitoba District."

CL41-2700 Rolling Portage - Red Lake, July 1, 1927   (90 pieces)   80.00
      a. Red Lake - Rolling Portage, July 1, 1927   (90 pieces)   80.00
      b. Rolling Portage - Goldpines, July 1,1927   (92 pieces)   80.00
      c. Goldpines - Rolling Portage, July 1, 1927   (90 pieces)   80.00
      d. Lac du Bonnet - Long Lake, July 1, 1927   (72 pieces   100.00
      e. Long Lake - Lac du Bonnet, July 1, 1927   (72 pieces)   100.00
      f. Lac du Bonnet - Rice Lake, July 1, 1927   (72 pieces)   100.00
      g. Rice Lake - Lac du Bonnet, July 1, 1927   (72 pieces)   100.00
      h. Lac du Bonnet - Slate Lake, July 1, 1927   (72 pieces)   100.00
      i. Slate Lake - Lac du Bonnet, July 1, 1927   (72 pieces)   100.00

On August 10, 1927 a flight was made from Red Lake to Lac du Bonnet.
CL40-2703 Red Lake - Lac du Bonnet, Aug. 10,1927   —

Covers are known posted from Rolling Portage to Winnipeg on July 24, 1927, though information is very sketchy about these covers. It is possible the covers may not have been flown but may have been sent by rail. Stevenson made a series of flights from Winnipeg to Cold Lake to deliver equipment to Sherrit Gordon Mines. On the first flight on August 14, Stevenson made a stop and carried mail to Cormorant Lake. Covers received a double-lined circular Western Canada Airways' marking in violet and were postmarked on August 13. On Cold Lake covers, the airline markings were dated August 15; some covers received an additional August 14 Cormorant marking.

CL40-2704 Winnipeg - Cormorant Lake, Aug. 14, 1927   (201 pieces)   35.00
      a. Winnipeg - Cold Lake, Aug. 14, 1927   (201 pieces)   35.00

Stevenson made another flight on September 13, 1927.
CL40-2705 Red Lake - Lac du Bonnet, Sept. 13, 1927   50.00

On October 4 W. L. Brintnell made a flight from Lac du Bonnet to Bissett and return. This was the first regular "air stage" service to be authorized by the Post Office Department. This service meant that the company was paid by the government mail contract rather than by the sale of its own stamps. However, covers are known from this route franked with CL 40; these covers are collectible but, as the stamps were not required, such covers must be listed as a souvenir type of cover. The same editorial decision applies to the Jan. 25, 1928 covers from the Rolling Portage - Narrow Lake Red Lake route, the Aug. 11, 1928 covers from The Pas - Kississing route and perhaps some others. This note will not be repeated for later flights. The company opened a new base at The Pas from where flights could be made direct to Cold Lake. Covers received a double-lined circular marking in green or violet at either Cold Lake or Schist Lake (Flin Flon). In addition, they received a maple leaf marking in violet. The pilot was F. J. Stevenson.

CL40-2706   The Pas - Flin Flon, Dec. 23, 1927   (217 pieces)   35.00
      a. Flin Flon - The Pas, Dec. 23, 1927   (317 pieces)   35.00
      b. The Pas - Cold Lake, Dec. 23, 1927   (231 pieces)   35.00
      c. Cold Lake - The Pas, Dec. 23, 1927   (313 pieces)   35.00

On February 27, 1928, a flight took place between Narrow Lake and Sioux Lookout. While it was not the first flight between these two points, it may have been the first flight on a change of

Western Canada Airways base from Rolling Portage to Sioux Lookout and is therefore being listed. A very small mail was carried on this flight.

CL40-2800 Narrow Lake - Sioux Lookout, Feb. 27, 1928   50.00

On June 4 C. H. "Punch" Dickins made a flight from Goldpines to Favourable Lake and return. Covers received a double-lined circular marking and a diamond-shaped marking, both in violet. This was the official date of the first flight as authorized by the Post Office Department in April 1928, but Western Canada Airways had already been flying the route. Earlier dated covers than June 4 are known. There was no post office as yet at Favourable Lake. The flight may have originated at Rolling Portage.

CL40-2801 Goldpines - Favourable Lake, June 4, 1928   (259 pieces)   35.00
   a. Favourable Lake - Goldpines, June 4, 1928   (359 pieces)   35.00

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

On December 31 Dale S. Atkinson made a flight frtim Sioux Lookout to Pickle Lake and return. Covers have a boxed flag marking in violet; other covers also have a double-lined circular marking in violet. The flight was to carry mail to the Central Patricia Gold Mines at Pickle Lake.
 Note — On this flight, as well as other Western Canada Airways flights, such as CL40-2801 and CL40-2801a, there is strong justification for the possibility that all covers were flown round-trip. The covers were backstamped at the point of flight origin; copies of the covers indicating specific carriage in each direction have not been reported. The assignment of the number of covers carried in each direction which is inconsistent with this note, is a carry-over from previous catalogue data in the absence of any better information.

CL40-2802 Sioux Lookout - Pickle Lake, Dec. 31, 1928   (298 pieces)   35.00
   a. Pickle Lake - Sioux Lookout, Dec. 31, 1928   (273 pieces)   35.00

In early 1929 A. H. Farrington flew from Allan Water to Pickle Lake (now known as Pickle Crow) and return. No verifiable covers are known for the outward flight but one cover, not verified, has been reported. One badly damaged cover from the return flight is known. The postmark noted the location as "Allan Water," while the Western Canada Airways datestamp spelled it as "Allen Water." This city name is rarely referred to as one word

CL40-2900 Allan Water - Pickle Lake, Jan. 9, 1929
   a. Pickle Lake - Allan Water, Jan. 9, 1929
On March 6 a flight was made from Prince Albert to the Rottenstone Lake area and return. Covers were backstamped at Prince Albert on March 7. There was as yet no post office at Rottenstone Lake. It is almost certain that all covers were carried up and back on the same flight. Hollick-Kenyon has been suggested as the pilot.

CL40-2901 Prince Albert - Rottenstone Lake and return, March 6-7, 1929 (6 pieces)   300.00

In April an experimental flight was made by "Punch" Dickins from Waterways to Ft. Smith and return, via Ft. Chipewyan and Ft. Resolution. The return flight left Ft. Smith on April 9 and, on arrival at Waterways, flew to The Pas. A total of 24 covers was carried each way. On the return flight, an estimated 10 to 12 covers were carried through to The Pas. Experimental flights along this route were made in January and March by Dickens and are listed in the Government Flights Section. Permission to use the company datestamp was granted on March 21, 1929.

CL40-2902 Waterways - Ft. Smith, April 5-9, 1929   150.00
     a. Any intermediate dispatch - northbound, April 5-9, 1929   175.00
     b. Ft. Smith - Waterways, April 5-9, 1929   150.00
     c. Any intermediate dispatch - southbound, April 5-9, 1929   175.00
     d. Waterways - The Pas, April 5-9, 1929   200.00

On June 21, H. Hollick-Kenyon flew from Prince Albert to Lac La Ronge and return via Montreal Lake. An irregular octagonal Western Canada Airways marking in violet was applied; this marking is also known in blue and has been reported missing on 9 covers. Only one cover is known from Montreal Lake.

CL40-2903 Prince Albert - Lac La Ronge, June 21, 1929   (313 pieces)   35.00
     a. Lac La Ronge - Prince Albert, June 21, 1929   (301 pieces)   35.00
     b. Montreal Lake - Prince Albert, June 21, 1929   (1 piece)   —

At the end of May, "Punch" Dickins made an important series of flights along the Mackenzie River. The flight began at Waterways (Ft. McMurray) and terminated at Aklavik; there were 12 intermediate stops. In northbound order: Ft. Chipewyan, Ft. Fitzgerald, Ft. Smith, Ft. Resolution, Hay River, Ft. Providence, Ft. Simpson, Wrigley, Ft. Norman, Ft. Good Hope, Arctic Red River, and Ft. McPherson. Covers flown northbound may show an originating postmark of Edmonton, Ft. McMurray, or Waterways. Southbound covers were backstamped at either Ft. McMurray or Waterways. About half the covers were flown by Dickins from Winnipeg and later returned to Winnipeg. These covers were given an octagonal blue marking; seven (7) covers are reported with this marking in violet. While, theoretically, it would take 182 covers to complete a full set, covers from about 75-80 different sectors are all that most collectors will find available. Original records report between 9,500 and 9,900 covers were carried. An estimated 2,000 covers were reported lost, leaving between 7,500 and 7,900 existing. The 70 most common sectors account for about 6,400 covers; this leaves about 1,100 -1,500 covers for about 110 sectors, or an average of 10-14 each. The very rare sectors are those originating at Hay River or Ft. Fitzgerald, or those destined to Hay River or Ft. Providence. Other scarce covers are the intermediate flights to Arctic Red River, Ft. McPherson, Ft. Fitzgerald, and Aklavik, and from Ft. Chipewyan and Ft. Providence.

The dates on some of the covers appear improper and would seem to bear no relation to the flight dates. An analysis of covers and dates suggest the following scenario:

     May 28 - a flight north from Waterways to Ft. Smith;
     May 30 - a flight south from Ft. Smith to Ft. Fitzgerald, Chipewyan, and Waterways;
     June 12 - a flight north from Waterways to Chipewyan, Ft. Fitzgerald, Ft. Smith, Resolution, Hay River, Providence and back;
     June 14 - a flight north from Waterways to Simpson and return. Some mail was left at Simpson after receiving a postmark and flown on later flights. (The Simpson postmark has inverted figures.)
     July 1 - a flight north from Waterways to Wrigley, Ft. Norman, Ft. Good Hope, Arctic Red River, Ft. McPherson, and Aklavik.
     July 2 - a flight south from Aklavik to Ft. McPherson, Arctic Red River, Ft. Good Hope, Ft. Norman, and Wrigley to Waterways. The aircraft may have also stopped at Simpson and picked up mail left there from the June 14 flight.

CL40-2904 Waterways - Aklavik and any of the more common points   25.00
     a. Aklavik - Waterways and any of the more common points   25.00
     b. Hay River or Ft. Fitzgerald - any point   200.00
     c. Any point - Hay River or Ft. Providence   200.00
     d. Ft. Chipewyan or Ft. Providence to any intermediate point   100.00
     e. Any intermediate point to Arctic Red River, Ft. McPherson,
         Ft. Fitzgerald, or Aklavik   100.00

On July 20 there was a flight from Allan Water to Cat Lake and return; at the time there was no post office at Cat Lake. There are covers known with posting dates as early as March 1929; thus, it is unlikely that this was a first flight. Covers were backstamped at Allan Water on July 20.

CL40-2905 Allan Water - Cat Lake, July 20, 1929   50.00

On August 24 A. D. Cruikshank made a flight from Prince George to the Ingenika Mines. As there was no post office at Ingenika, mail was addressed to the nearest post office at Ft. Grahame. Mail was postmarked on August 22 but the flight took place on the 24th, on which date the stamps were cancelled by handscript date.

CL40-2906 Prince George - Ingenika, Aug. 24, 1929   (about 30 pieces)   50.00
          a. Ingenika - Prince George, Aug. 25, 1929   (67 pieces)   50.00

On August 24 W. L. Brintnell made an inspection flight along the Mackenzie River route. There were various posting dates at Aklavik but all covers were backstamped on Aug. 24 at Dawson.

CL40-2907   Aklavik - Dawson, Aug. 24, 1929   (83 pieces)   50.00

Note — On November 30, 1929, Western Canada Airways became a division of Canadian Airways. While covers are found after this date franked with CL 40, there is some question as to whether this was proper usage.

A flight was made in February 1930 from Sioux Lookout to Cat Lake under Western Canada Airways' auspices. Covers were postmarked on February 24 but the WCA datestamp (which should be a receiving date) was February 22.

CL40-3000 Sioux Lookout - Cat Lake, Feb. 24, 1930   60.00
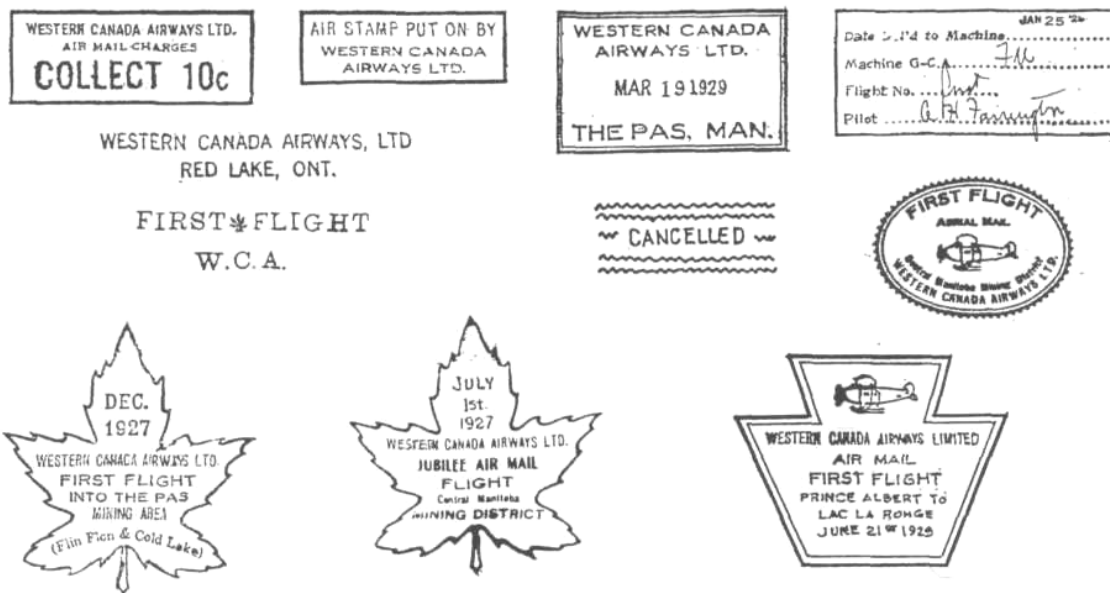
YUKON AIRWAYS & EXPLORATION LIMITED —October 1927 - June 1929

CL 42

COMPANY HISTORY — The company was formed to operate in the Yukon Territory and open up the vast unexplored areas thought to be rich in furs and minerals. The main office was at White Horse, with branches at Dawson and Mayo Landing. The first aircraft was a Ryan monoplane, similar to but not identical with Lindbergh's "Spirit of St. Louis." It was flown into the Yukon from Skagway by A. D. Cruikshank on October 5, 1927; after an overnight stay at White Horse, he flew on to Keno Hill via Mayo Landing. Dawson was reached on November 6 but no landing was made. The plane continued to White Horse via Mayo.

DATE OF ISSUE — October 1927   **FACE VALUE** — 25c
COLOR — Blue on white paper.   **PERFORATION** — The stamps were imperforate on the sides and rouletted top and bottom.
PRINTING METHOD & LAYOUT — The stamps were printed in sheets of 80 made up of 10 rows of 8; the sheets were then cut into vertical strips of 10 stamps, bound in booklets of 10 strips, and sold as such. Three printings were produced. The first, in October, 1927 was 100 stamps in a light blue shade, first used on the April 13 flight from Carcross and mainly used on flights from Carcross. The second, in November 1927, was a printing of 1,200 stamps in dull blue. This second printing was used on all the 1927 flights and on some later flights. The third printing, in December 1928, was 10,000 stamps in dark blue. The third printing was used at Telegraph Creek, Champagne, and some other offices in 1929.

    COMPANY FIRST FLIGHTS — The first flight of the company with officially carried mail franked with CL 42 was made by A. D. Cruikshank, accompanied by his wife. The mail was dropped in a mail bag.

CL42-2700 White Horse - Dawson, Nov. 11, 1927   (21 pieces)   750.00

The first flight did not return from Dawson until a week later. Very little mail was carried. Covers from this flight were postmarked on Nov. 16. "The Yukon Star" also reported a small amount of mail from Keno Hill to White Horse but none have ever been authenticated.

CL42-2701 Dawson - White Horse, Nov. 18, 1927   900.00

The Nov. 11 flight flew to Dawson via Mayo. Although the plane landed at this enroute point, no mail was carried between Mayo and Dawson. On the return flight the aircraft would have had to leave Mayo by Nov. 18 to make the Dawson - White Horse flight. One report stated that mail was carried from Mayo to White Horse and from Wernecke to White Horse on Nov. 23; this would mean there was a flight from White Horse to these locations between Nov. 18 and Nov. 23. Covers from these flights are therefore listed but have not been verified.

CL42-2702 Mayo Landing - White Horse, Nov. 23, 1927   —
       a. Wernecke - White Horse, Nov. 23, 1927   —

The following day a flight was made by Cruikshank from White Horse; this flight was forced down at Pelly Summit, halfway between White Horse and Mayo. One report says this interruption was due to weather conditions; another report says it was due to oil trouble. The plane and its mail was towed to Mayo. The mail was conveyed the rest of the way to Mayo, Keno Hill, Wernecke and Dawson by dog team.

CL42-2703 White Horse - Mayo Landing, Nov 24, 1927   (75 pieces)   200.00
       a. White Horse - Wernecke, Nov. 24, 1927   (70 pieces)   200.00
       b. White Horse - Keno Hill, Nov. 24, 1927   200.00
       c. White Horse - Dawson, Nov. 24, 1927   200.00

After the winter break, there were a few more flights to Dawson and back. While they were not first flights, they are listed here for reference. The April 2 flight was actually a first flight carrying mail. T. G. Stephens made the first direct flight from Mayo to White Horse.

CL42-2800 Mayo Landing - White Horse, April 2, 1928   50.00
       a. White Horse - Mayo Landing, April 4, 1928   50.00
       b. Mayo Landing - Dawson, April 8, 1928   50.00
       c. Dawson - Mayo - White Horse, April 10, 1928   50.00

New routes were opened to Carcross and Atlin by T. G. Stephens. On the outward flights copies of the "White Horse Star" (franked with CL 42) were carried to both Atlin and Carcross. The outward flights were made on April 13, the return flights on April 15; these latter covers were usually backstamped on April 16.

CL42-2801 White Horse - Atlin, April 13, 1928   (375 pieces)   30.00
       a. White Horse - Carcross, April 13, 1928   (375 pieces)   30.00
       b. Carcross - Atlin, April 13, 1928   (350 pieces)   30.00
       c. White Horse-Atlin, April 13, 1928-with "White Horse Star"   75.00
       d. White Horse - Carcross, April 13, 1928 - with "White Horse Star"   75.00
       e. Atlin - White Horse, April 15, 1928   (375 pieces)   30.00
       f. Carcross - White Horse, April 15, 1928   (375 pieces)   30.00
       g. Atlin - Carcross, April 15, 1928   (375 pieces)   30.00

In December a flight was made from Telegraph Creek to White Horse by John M. Patterson to deliver an Alexander Eaglerock aircraft to the company. The return flight was not made until 2 months later. Northbound covers to White Horse were backstamped at Atlin on Dec. 10 and at White Horse on Dec. 11.

CL42-2802 Telegraph Creek - White Horse, Dec. 8, 1928   (415 pieces)   35.00

CL42-2900 White Horse - Telegraph Creek, Feb. 28, 1929   (356 pieces)   35.00

In March, a flight took place from White Horse to Champagne but did not land and returned to White Horse. A very small amount of mail was carried. Most of this undelivered mail was reflown on the June 23 subsequent flight.

CL42-2901 White Horse - Champagne - White Horse, March 19, 1929   —

Covers are known posted April 2, 1929, at Dawson and were presumably destined for Mayo and Aklavik. It has been reported that this flight was abandoned and never took place.

In June John M. Patterson made a flight to Champagne and back on the same day.

CL42-2902 White Horse - Champagne, June 23, 1929   (about 100)   35.00
       a. Champagne - White Horse, June 23, 1929   (about 100)   35.00

FIRST FLIGHT VIA ATLIN.   V i a   A I R   M A I L

PATRICIA AIRWAYS LIMITED — February - March, 1928

CL43

COMPANY HISTORY — The company operated in 1928 and served the same routes as the previous Patricia Airways & Exploration. Although it had no connection with this previous airline, it not only served the same routes but also used the former airline's basic stamp design with a few modifications. Prior to use of its own stamp, it also carried a considerable amount of mail franked with stamps of the previous Patricia company. Patricia Airways lasted for only a few months when it was absorbed by Western Canada Airways.

DATE OF ISSUE — Unknown but likely about March 5, 1928 or earlier.
FACE VALUE — 10c   **PERFORATION** — Rouletted on all four sides.
COLOR — Green and red on yellow paper.

PRINTING METHOD & LAYOUT — The stamps were printed in sheets of 8; the sheets had selvage all around with the left side containing the plate number and usage instructions. There were 20 different plate numbers. Total issue: 3,200 stamps.

    COMPANY FIRST FLIGHTS — A substantial amount of mail had accumulated at Sioux Lookout. As a matter of courtesy, a flight was made by Capt. Charles Sutton from Sioux Lookout to Goldpines, Red Lake, Jackson Manion, and Narrow Lake. This mail was franked with stamps of the old Patricia company and most bore a 1-line rubberstamp marking in green:

"Patricia Airways Limited."

(CL43)-2800 Sioux Lookout - Goldpines, Feb. 4, 1928		50.00
a. Sioux Lookout - Red Lake, Feb. 4, 1928		50.00
b. Sioux Lookout - Jackson Manion, Feb. 4, 1928		50.00
c. Sioux Lookout - Narrow Lake, Feb. 4, 1928		50.00

While March 9 was the date on which the company officially flew its various routes, CL 43 had been issued earlier and at least one cover is known flown on March 5, addressed from the Ontario Provincial Police to the Mining Recorder at Goldpines. While this is the only such cover reported to date, there may be others and they will be included as part of this listing.

CL43-2801 Sioux Lookout - Goldpines, March 5, 1928	200.00

On the first regular flight of March 9 covers received a maple leaf-shaped cachet in violet including the words "First Aerial Mail." A few covers have this cachet in blue and have a premium value. Later flights may have received a similar cachet but without these words. Covers to and from Rainbow Lake received a straight-line cachet in green: "Patricia Airways Limited" and a handscript "Rainbow Lake" below. There was as yet no post office at Rainbow Lake. Some covers are also known with a circular cachet in violet containing the airline name and the name of the post office. It should be noted that covers are known postmarked at Sioux Lookout on March 10 but backstamped on March 9; this origin postmark of March 10 may be in error.

CL43-2802 Sioux Lookout - Goldpines, March 9, 1928	(187 pieces)	40.00
a. Goldpines - Sioux Lookout, March 9, 1928	(124 pieces)	40.00
b. Sioux Lookout - Red Lake, March 9, 1928	(97 pieces)	40.00
c. Red Lake - Sioux Lookout, March 9, 1928	(81 pieces)	40.00
d. Sioux Lookout - Clearwater, March 9, 1928	(93 pieces)	40.00
e. Sioux Lookout - Rainbow Lake, March 9, 1928	(25 pieces)	60.00
f. Rainbow Lake - Sioux Lookout, March 9, 1928	(25 pieces)	60.00
g. Sioux Lookout - Jackson Manion, March 9, 1928	(93 pieces)	40.00
h. Jackson Manion - Sioux Lookout, March 9, 1928	(101 pieces)	40.00
i. Sioux Lookout - Narrow Lake, March 9, 1928	(57 pieces)	50.00
j. Narrow Lake - Sioux Lookout, March 9, 1928	(45 pieces)	50.00

PATRICIA AIRWAYS LIMITED

BRITISH COLUMBIA AIRWAYS LIMITED — July - August, 1928

CL44

COMPANY HISTORY — The company was formed to provide service between Victoria and Vancouver. The initial flight was on July 23 from Seattle to Victoria and on to Vancouver. This may have been the delivery flight of the aircraft which had been delivered to the pilot, Herold Walker, in Detroit on July 20. No mail was carried on the segment from Seattle to Victoria.

DATE OF ISSUE — August 3, 1928   **FACE VALUE** — 5c
PERFORATION — The stamp was rouletted   **COLOR** — Blue on white paper,
           on all four sides.

PRINTING METHOD & LAYOUT — The stamps were printed in sheets of 220 which were then cut into panes of 55.110,000 stamps were printed.

     COMPANY FIRST FLIGHTS — In July an experimental flight was made from Victoria to Vancouver before the company received its own stamps. Of the approximately 396 covers carried, 200 were for the Chamber of Commerce and 100 for a collector, C. S. Ernst.

(CL44)-2800 Victoria - Vancouver, July 23, 1928   (396 pieces)   40.00

     The first flight with CL 44 took place in August. The pilot was A. H. Wilson.
CL44-2801 Victoria - Vancouver, Aug. 3, 1928   (496 pieces)   75.00
     a. Vancouver - Victoria, Aug. 3, 1928   75.00

     Regular flights occurred after August 3 on a daily basis until the single aircraft operated by the company was lost at sea on August 25. Covers franked with CL 44 dated be August 25 carry a premium over the value shown for the inaugural flight.
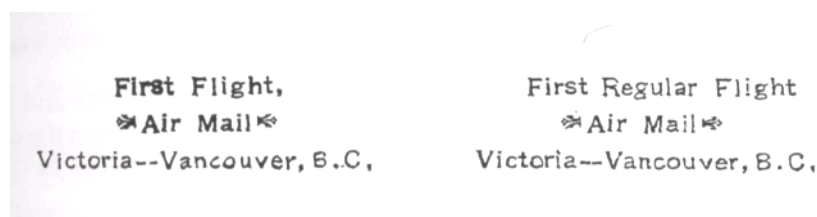
KLONDIKE AIRWAYS LIMITED — October - December, 1928

CL45

COMPANY HISTORY — Klondike Airways was formed in 1928, probably as a subsidiary of a trucking and caterpillar freighting business owned by T. C. Richards and W. Phelps. They did receive a contract to carry mail between White Horse, Dawson, and Mayo Landing in December 1928. It has so far not been substantiated that they ever received permission to charge additional air fees above normal postage rates. Flights had been made earlier, in October and November, but presumably without authority to use its own stamps and collect extra fees.

DATE OF ISSUE — October 4, 1928   **FACE VALUE** — 25c
PERFORATION — Imperforate on the sides,   **COLOR** — Blue on white paper,
                 rouletted top and bottom.

PRINTING METHOD & LAYOUT — The stamps were printed in sheets of 8 (4 x 2) and cut into vertical strips of 4.

COMPANY FIRST FLIGHTS — The first mail flight took place in October from White Horse to Wernecke, Keno Hill, Mayo Landing, Dawson, and return. The pilot was T. G. Stephens. 650 lbs. of mail were reported carried but this was almost all parcel post. Only one cover franked with CL 45 has been reported.

CL45-2800 Posting from White Horse, Oct. 13, 1928   (1)   —

A few covers are known from flights in November. The pilot was Everett Wasson. While these are legitimately flown covers, their use of CL 45 remains questionable. Value of these covers — $200.00.

Flights were also made in 1929 by Norman Jeffries. The remarks regarding use of **CL** 45 are still applicable, however, should further research establish that Klondike Airways received authority to use their stamps in December 1928, these would be the only covers with legitimate usage.

ROESSLER COVERS — A number of covers are known posted in 1928 and January 1929, prepared by and addressed to A. C. Roessler in East Orange, N. J. Aside from the dubious use of CL 45, it is very doubtful that these covers were ever flown. Nevertheless, as covers franked with CL 45, they have a market value. Value of these covers — $80.00
A further variation of the Roessler covers is the addition of a "Cinderella" label of McGreely's Express, a label intended for use on a ferry service between Dyea and Skagway in Alaska in 1908; this label had no relevance whatsoever to Klondike Airways service. Value of these covers — $100.00.

CHERRY RED AIRLINE LIMITED — July 1929 - April 1931

CL46

COMPANY HISTORY — The company was formed by Norman Cherry in May 1929 to serve the Rottenstone mining area of Northern Saskatchewan with headquarters at Prince Albert. Service began in June 1929 and terminated June 1931 after sale of the company to Canadian Airways.

DATE OF ISSUE — July 3, 1929
FACE VALUE — 10c   **PERFORATION** — 12 x 12
COLOR — The basic stamp is black and red on white paper. There is a question about a first printing, which was reported to be on yellowish paper with rough irregular perforations.

PRINTING METHOD & LAYOUT — The stamps were printed in sheets of 200, cut into 4 panes of 50. Norman Cherry stated that he placed only one order for the stamps. Two printings may have been made. One, on July 3, might have been an "experimental" printing of 200 stamps; the vertical gutters are reported as 4 to 4 1/2 mm. The main printing was on or about August 1, and was for 24,000 stamps or 120 sheets. The vertical gutters on this printing are approximately 3 to 3 1/2 mm. There are two major varieties on the pane and two different plate layouts. One layout has four of the first variety and six of the second; the other layout has six of the first variety and four of the second.

COMPANY FIRST FLIGHTS — A flight was made in June before the company had its own stamps. Covers can only be identified by the dates. The pilot was A. Malone flying a Buhl CA-6.
(CL46)-2900 Prince Albert - Lac La Ronge, June 15, 1929   (about 30)   —
      a. Lac La Ronge - Prince Albert, June 15, 1929   (about 40)   —

Another flight in July was made by A. Malone between Prince Albert and Rottenstone Lake. There was no post office at Rottenstone. Some covers received only a Prince Albert postmark. There is also a 3-line marking: "Cherry Red Airline Limited / Rottenston Lake / Sask." (Note the missing 'e' at the end of Rottenstone.) The return flight was made about three weeks later. (It must be noted that if, in fact, there were two printings of CL 46, then these covers must bear the first printing.)
CL46-2901 Prince Albert - Rottenstone Lake, July 3, 1929   (about 30)   200.00
      a. Rottenstone Lake - Prince Albert, July 23, 1929   (about 30)   200.00

A. Malone flew from Prince Albert to Lac La Ronge and return. The covers, though postmarked on August 1, were backstamped at Lac La Ronge on August 3.
CL46-2902 Prince Albert - Lac La Ronge, Aug. 3, 1929   60.00
      a. Lac La Ronge - Prince Albert, Aug. 3, 1929   60.00

On August 12 A. Malone flew from Prince Albert to Stanley Mission and return. There was no post office at Stanley Mission; covers were postmarked at Lac La Ronge. Various dates are known. There were covers flown on the round-trip, postmarked at Prince Albert on Aug. 10, at Lac La Ronge on Aug. 12, and again at Prince Albert on Aug. 15. These covers have double Cherry Red franking. There are other covers with single franking, postmarked at Lac La Ronge and Prince Albert on Aug. 12. There were about 70 covers in total flown on this route.

CL46-2903 Prince Albert - Stanley Mission, Aug. 12, 1929   75.00
      a. Stanley Mission - Prince Albert, Aug. 12, 1929   75.00
      b. Round-trip cover with double franking, Aug. 12, 1929   75.00

Another flight on August 13 was made by A. Malone from Prince Albert to Montreal Lake with the return two days later. Covers are known with double franking carried on the round-trip. They were postmarked in Prince Albert on Aug. 12.

CL46-2904 Prince Albert - Montreal Lake, Aug. 13, 1929   (204 pieces)   30.00
      a. Montreal Lake - Prince Albert, Aug. 15, 1929   (179 pieces)   30.00
      b. Round-trip cover with double franking, Aug. 13-15, 1929   40.00

On December 25 a flight was made by E. S. "Ted" Holmes from Prince Albert to Montreal Lake, Lac La Ronge, and Ile A La Crosse. There was no mail carried from lle A La Crosse to Prince Albert at this time.

CL46-2905 Prince Albert - Ile A La Crosse, Dec. 25, 1929   (749 pieces)   20.00
      a. Montreal Lake - Lac La Ronge, Dec. 25, 1929   25.00
      b. Lac La Ronge - Montreal Lake, Dec. 25, 1929   (141 pieces)   30.00
      c. Montreal Lake - Ile A La Crosse, Dec. 25, 1929   (273 pieces)   25.00
      d. lle A La Crosse - Montreal Lake, Dec. 25, 1929   (181 pieces)   30.00
      e. Lac La Ronge - Ile A La Crosse, Dec. 25, 1929   (225 pieces)   25.00
      f. lle A La Crosse - Lac La Ronge, Dec. 25, 1929   (181 pieces)   30.00
      g. Lac La Ronge - Prince Albert, Dec. 25, 1929   25.00

While no mail was carried from Ile A La Crosse directly to Prince Albert on the Dec. 25 flight, another flight was made in early February by Jeffery B. Home-Hay, on which mail was carried betwen these two points.

CL46-3000 Ile A La Crosse - Prince Albert, Feb. 4, 1930   (1048 pieces)   20.00

In March 1930 J. B. Home-Hay flew from Prince Albert via Christopher Lake to Lac La Ronge and return. Some covers were backstamped a day later than day of posting.

CL46-3001 Prince Albert - Christopher Lake, March 10, 1930   (737 pieces)   20.00
      a. Christopher Lake - Lac La Ronge, March 11, 1930   (635 pieces)   20.00
      b. Lac La Ronge - Christopher Lake, March 11, 1930   (635 pieces)   20.00
      c. Christopher Lake - Prince Albert, March 12, 1930   (737 pieces)   20.00

On August 29 J. B. Home-Hay made a flight to Waskesiu Lake and return.

CL46-3002 Prince Albert - Waskesiu Lake, Aug. 29, 1930   (296 pieces)   25.00
      a. Waskesiu Lake - Prince Albert, Aug. 29, 1930   (296 pieces)   25.00

In April 1931 J. B. Home-Hay made a flight to Pelican Narrows. There was no post office at Pelican Narrows; thus, covers were backstamped on arrival with a rubberstamp marking: "Received Pelican Narrows / Sask. April 11,1931,11 A.M. W. C. Rothnie."The same rubberstamp imprint was applied to the face of the outgoing covers. Covers were franked with a pair of CL 46 stamps and also have a rubberstamp facsimile of the signature of the pilot.

CL46-3100 Prince Albert - Pelican Narrows, April 11, 1931   (309 pieces)   25.00
      a. Pelican Narrows - Prince Albert, April 11, 1931   (314 pieces)   25.00

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CHERRY RED AIRLINE LIMITED                    Received Pelican Narrows, Sask.
                                                 April 11th 1931  11 am.
  ———————————————  Secy.-Treas.
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COMMERCIAL AIRWAYS LIMITED — May - July, 1929

CL 47   CL 49

CL-47   CL-48

DATE OF ISSUE — July 3, 1929

COMPANY HISTORY — The company operated in northern Alberta and the Northwest Territories between 1928 and April 1931, when it was sold to Canadian Airways. It received permission for its own stamps in May 1929. During its period of operation there were four issues of the stamp, consisting of two different colors with "Via Air" oval medallions and two colors with "Air Fee" oval medallions.

Very few commercially used covers are known with Commercial Airways stamps. While the company at first had several mail contracts, including a major one on the Mackenzie River route, these contracts were converted to Post Office Department mail contracts and hence use of the semiofficial stamp was not required. Commercial Airways was given special permission to use the semiofficial stamp on inaugural flights. In most cases, usage of the stamp on other than inaugural flights must be considered as souvenir items.

DATES OF ISSUE — The issue date of CL 47 is uncertain. A cover is known dated May 6, 1929, which would make this the latest possible date of issue; but this is still subject to verification of the cover date. CL 49 was issued on July 21, 1930.

FACE VALUE — 10c   **PERFORATION** — 11 3/4 (see note under layout)

COLOR — CL 47 is black on white paper. CL 49 is purple on white paper. There are shades of both.

PRINTING METHOD & LAYOUT — CL 47 was printed in sheets of 10, consisting of two rows of stamps with the top, bottom, and right hand sides of the sheet imperforate and the rest perforated. The left side of the sheet had a strip of selvage with the company name, value, and a blank area where the sheet number could be manually inscribed. It had a further selvage to the left of this one for binding in booklets. There were 5,000 stamps printed, consisting of 20 booklets of 25 sheets each. CL 49 was a special issue to commemorate the flight between Ft. McMurray and Edmonton. The same printing plate as CL 47 was used but CL 49 was sold in sheet form, not in booklets. A total of 2,000 stamps were printed in 200 sheets. Ian Morgan reported 700 stamps destroyed, which would leave a total issue of 1,300 stamps. Nine (9) sheets were completely imperforate. There are also a few sheets with extra diagonal perforations from stamp 2 through stamp 9.

COMPANY FIRST FLIGHTS — W R. "Wop" May, one of the founders of the company, made the first flight between Edmonton and Grande Prairie carrying covers bearing CL 47. The flown covers have a blue octagonal marking indicating the flight route as well as a rectangular blue obliterator. The routing marking, in various shapes and colours, as well as the obliterator, either in boxed form or a series of wavy lines, was repeated on all company inaugural flight covers.

CL47-2900 Edmonton - Grande Prairie, May 21, 1929   (734 pieces)   25.00
      a. Grande Prairie - Edmonton, May 21, 1929   (682 pieces)   25.00

CL 49 was first used on the flight Edmonton - Ft. McMurray for which the issue was intended. The return flight was a normal flight on this scheduled route and is listed under Canadian Government flights. Other issues of the company are also found used on this flight.

CL49-2900 Edmonton - Ft. McMurray, July 23, 1929 - with CL 49   75.00

COMMERCIAL AIRWAYS LIMITED — June 1930 - March 1931

CL 48   CL 50

DATES OF ISSUE — CL 48 was issued June 2, 1930. CL 50 was issued December 6,1930.
FACE VALUE — 10c   **PERFORATION** — 11 3/4

PRINTING METHOD & LAYOUT — CL 48 was issued in sheets of 10 stamps in the same format as CL 47. It was sold in sheet form rather than in booklets. The sheets had a blank selvage on the left side but this was not used for any purpose. There were 182 sheets plus 18 completely imperforate sheets, for a total printing of 2,000 stamps. CL 48 is black on white paper. CL 50 is orange on white paper but unlike the previous three issues, the shades are quite distinct and can be related to different printings. The first printing on December 6 was deep orange; a printing of 1,000 stamps on December 8 was dull orange. Two printings a few days later were pale dull orange and pale orange. The total issue was 5,000 stamps, of which 35 sheets of 10 were completely imperforate.

COMPANY FIRST FLIGHTS — There were flights authorized for both June 17 and June 18 for emergency mail between McLennan and Mirror Landing due to a rail washout. The pilot was Cy Becker. Most covers were franked with 2c postage and are found listed under Canadian Government flights. Some covers were collector prepared, posted at Edmonton on June 17 and backstamped at McLennan on June 19, franked with CL 48. Fifty (50) covers were reported carried. When CL 50 was printed, it was used on a flight which, while not an inaugural, had a cachet indicating the first use of the stamp. Covers were postmarked on December 9 and backstamped on December 10.

CL50-3000 Edmonton - Ft. McMurray, Dec. 9, 1930   (1277 pieces)   25.00

In December 1930 "Wop" May opened a new route to Peace River. Covers were postmarked on December 6 but the flight occurred on December 12. The basic stamp used was CL 48 but other stamps are known as well. The return flight was not made until two months later.

CL48-3000 Edmonton - Peace River, Dec. 12, 1930   (724 pieces)   25.00
CL48-3100 Peace River - Edmonton, Feb. 12, 1931   (531 pieces)   25.00

In February 1931 "Wop" May included Athabaska on the Ft. McMurray - Edmonton route. Both CL 48 and CL 50 were used.

CL48-3101 Ft. McMurray - Athabaska, Feb. 23, 1931   (969 pieces)   25.00
     a. Athabaska - Edmonton, Feb. 23, 1931   (873 pieces)   25.00
     b. Edmonton - Athabaska, Feb. 24, 1931   (1044 pieces)   25.00
     c. Athabaska - Ft. McMurray, Feb. 24, 1931   (978 pieces)   25.00

CL50-3100 Ft. McMurray - Athabaska, Feb. 23, 1931   (969 pieces)   25.00
     a. Athabaska - Edmonton, Feb. 23, 1931   (873 pieces)   25.00
     b. Edmonton-Athabaska, Feb. 24, 1931   (1044 pieces)   25.00
     c. Athabaska - Ft. McMurray, Feb. 24, 1931   (978 pieces)   25.00

Using the newly opened Winnipeg - Pembina route to the U.S., Commercial Airways planned a flight from the Arctic. The flight originated at Aklavik on March 14 and was flown to Ft. McMurray by "Wop" May on March 17. The idea was to have mail flown all the way to Miami, representing the first air mail from the Arctic. In this connection special stamps were to be made for carriage from Ft. McMurray to Edmonton. Essays were made by "Bob of the Northland," a stamp and cover dealer in Edmonton. As time did not permit receiving government approval for this special stamp, CL 48 was used instead. These covers arrived in Miami on April 2. A very few covers were directed over the Texas - Canal Zone route to Buenos Aires, arriving there about March 31. These were all registered covers.

CL48-3102 Aklavik - Miami, March 14, 1931   (1326 pieces)   25.00
     a. Aklavik - [Miami] - Buenos Aires, March 14, 1931   (37 pieces)   175.00
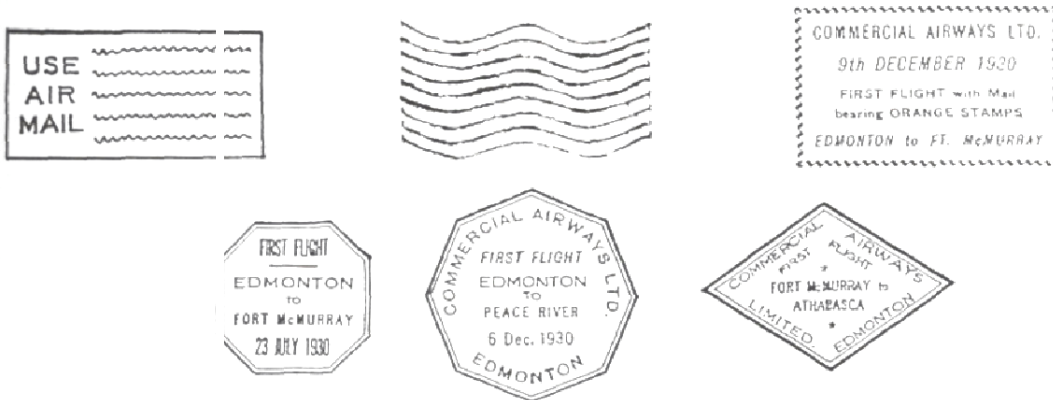
CANADIAN AIRWAYS LIMITED — December 1932 - July 1934

CL 51   **CL 52**

COMPANY HISTORY — At various times there were two companies operating under the name of Canadian Airways. The older company was organized in 1926 and was later absorbed by Western Canada Airways.

     The newer one, to which this section applies, was formed in November 1930, taking over, among other companies, Western Canada Airways. The second Canadian Airways was the last company authorized by the Post Office Department to issue its own stamps. By 1931 most Canadian Airways

routes were under government contract and regular Canadian postage was used. However, permission to use company stamps was obtained for its route from Edmonton to the Northwest Territories in 1932. This was due to the economic depression and the need for additional revenue by the company.

DATES OF ISSUE — CL 51 was issued December 19,1932. CL 52 was issued in July 1934.
FACE VALUE — 10c   **PERFORATION** — 11 3/4
GUM — Both yellow and white gum are known.
COLOR — Orange and both light and dark blue on white paper.

PRINTING METHOD & LAYOUT — The stamps were printed in sheets of 200 and cut into 4 panes of 50 stamps. There are two printings of CL 51 reported: one has the light blue shade on white gummed paper. The second printing has the darker blue shade on yellow gummed paper. The total issue was 20,000 stamps. CL 52 is CL 51 with the face value of "10 Cents" shown as an overprint; 10,000 of these stamps were printed.

COMPANY FIRST FLIGHTS — The first flight on which CL 51 was authorized was between Edmonton and Ft. McMurray. The pilot was Paul B. Calder. Special diamond-shaped cachets were applied.

CL51-3200 Edmonton - Ft. McMurray, Dec. 30, 1932   (about 475)   25.00
CL51-3300 Ft. McMurray - Edmonton, Jan. 3, 1933   (about 475)   25.00

Covers with CL 51 double franking were posted from The Pas on December 19,1933, and flown from Ilford to God's Lake, Oxford Lake, and Island Lake, Manitoba and return by pilot E. W. Stull. It is not known whether this CL 51 usage on these covers was legitimately authorized. Other (later) covers on this route received a circular rubberstamp in blue: "Canadian Airways Ltd. God's Lake, Man."

     In 1934 permission was granted to use CL 52 on the same Edmonton - Ft. McMurray route.

CL52-3400 Edmonton - Ft. McMurray, July, 19, 1934   (271 pieces)   25.00
    a. Ft. McMurray - Edmonton, July 21, 1934   (270 pieces)   25.00

SECTION 4

AIRSHIP POSTS — BLIMPS TO ZEPPELINS

Edited by — Barry Countryman

Contributors: William Althoff, Cheryl Ganz and Murray Heifetz.

Much of the technical development of the blimp and rigid airship, or Zeppelin, after the turn of the century took place in Europe. In Canada, one-man blimps highlighted annual fairs in major cities from 1906 to 1910. Their American pilot-owners are not known to have carried mail during these brief ascents.

With confidence born in the wartime development of rigid airships, England dreamed of a fleet transporting passengers and mail from London to India in seven days. The R34 skirted Canada en route to Long Island, N.Y. in 1919.

Despite the country's vast distances, the Canadian government had expressed little interest in airships before the 1926 Imperial Conference. With trade and patriotism in mind, Prime Minister Mackenzie King pledged the Dominion's support of imperial air communications by building a mooring mast at St. Hubert, Quebec.

Later in 1926 an Edmonton, Alta. resident believed that rigid airships could reach London from there via Hudson Bay and Greenland, and proposed the development of rigids and blimps for the Yukon and Northwest Territories. But Ottawa considered airplanes and seaplanes a cheaper and more efficient alternative to this northern airship service.

The public had missed an opportunity in October 1927 to see an airship. The visit of the U.S. Navy's "Los Angeles" from Lakehurst, N.J. to Ottawa was cancelled when her captain considered the ground crew inexperienced and too small for a possible night landing.

The International Society for the Exploration of the Arctic by Aircraft planned to use the German "Graf Zeppelin" in the spring of 1930 to cross Canada's Mackenzie River delta on the way to Alaska, then return eventually to Norway. The Society's secretary general was in Ottawa in February 1929 to enlist government support and to meet meteorological officials.

Montrealers were ready to welcome the R100 to the new terminus of a commercial transatlantic service. Carrying mostly official mail on the experimental flight from England, the R100 arrived on August 1,1930 for a 13-day stay. The British airship scheme ended two months later when the R101 crashed in France.

The Canadian Post Office Department had no Zeppelin mail contract arrangements until the German "Hindenburg" crossed the Atlantic in 1936, but Canadian mail was aboard the "Graf Zeppelin" and some American military airships.

The past decades have seen Canadian companies constructing or assembling blimps for proposed logging, anti-smuggling, and search and rescue duties, with provincial support providing a small part of financial needs. Other firms hire U.S. blimps for summer advertising campaigns. Little thought is given to commemorative mail.

1907, September 25 - October 3 — Halifax Souvenir Cachet. Capt. Thomas Baldwin was scheduled to fly his dirigible the "California Arrow" as a feature of the Nova Scotia Provincial Exhibition. The flight was aborted due to high winds. As part of the advance promotion for the exhibition, advertising envelopes were prepared with an illustration of the dirigible in the upper left corner. This is the earliest representation of a dirigible on a Canadian envelope.

AP-0700   270.00

1918 — United Empire Loyalists Vignette. Blue. Engraved and printed by British American Bank Note Company. The engraving was used to obtain a proof which was used as an image for the eventual litho. printing. Used as a "donation" stamp.

AP-1800   150.00

1918 — "Burning Zeppelin." Aero Club of Canada stamp; black with red flame.
Varieties:

AP-1801   a. No numeral of value   —
       b. Numeral 25c   —
       c. Flame missing (forgeries exist)   —
       (See Unitrade Catalogue for stamp evaluation.)

1919 — R34 Flight — Scotland - U.S. - England. Britain's R34 departed East Fortune, Scotland on July 2. Landfall was Trinity Bay, Nfld. Trying to avoid constant head winds and running low on fuel, the airship crossed Nova Scotia to the Bay of Fundy and reached Mineola, Long Island, N.Y. on July 6. The R34 flew over New York City on the return trip to Pulham, England on July 9-13.

AP-1900   June 28 letter from King George V to Canada's Governor-General, the Duke of Devonshire.   —
       a. A packet of letters, including one from Major-General John Seely, Under-Secretary of State for Air, to Newfoundland Prime Minister Sir Michael Cashin, was parachuted on July 4 and found five days later several miles from Fortune.   —
       b. A small bag of mail (reportedly, with 14 envelopes) was dropped near Selmah, Nova Scotia on July 5 but was not found until November 8.   2500.00

1925, April 28 — Mayaguez - Lakehurst. Cover was posted from Toronto and carried by surface route to Puerto Rico for carriage on the flight of U.S.S. "Los Angeles" from Mayaguez, Puerto Rico on May 8,1925 to Lakehurst, NJ. Postings from Canada are scarce.

AP-2500   Two covers known.   2,000.00

1927, October 26 — USS Los Angeles - Ottawa [aborted]. Flight was scheduled for Oct. 29, 1927; but was cancelled on Oct. 26. Covers were prepared for the flight by A. C. Roessler and addressed to "Commander Rosendahl" c/o USS Los Angeles, Ottawa, Canada. When the flight was aborted, the covers were reposted to the sender. Post marked Ottawa Nov. 12/27.

AP-2700   Only a few covers are known to exist.   125.00

1929 & 1930 — "Graf Zeppelin" dispatches. Canada was not a connecting country for mail on the "Graf Zeppelin." However some philatelic covers were prepared for dispatch either from Lakehurst or other stops on the Zeppelin's various flights. These are all rare if properly dispatched.

AP-2900   Round-the-World Flight (Lakehurst dispatch August 8,1929)   1200.00
AP-3000   Europe - Pan America Flight (Lakehurst dispatch June 2,1930)   1200.00

1930 — R100 Flight — England - Canada - England. The R100 left Cardington, England on July 29, 1930 to fulfill the British Air Ministry's 48-hour endurance flight. The airship flew to the Strait of Belle Isle and followed the St. Lawrence River to the St. Hubert airport mast, near Montreal, where she moored on August 1.

Westbound flight: official mail was dispatched by various dignitaries: British Prime Minister Ramsay MacDonald to Prime Minister Mackenzie King; Lord Stamfordham, King George's private secretary, on behalf of His Majesty, to Governor-General Viscount Willingdon; Lord Thomson, Secretary of State for Air, to Mackenzie King; Lord Thomson to Minister of National Defence Colonel J. L. Ralston; Sir William Waterlow, the Lord Mayor of London, to Mayor Camillien Houde of Montreal; J. H. Thomas, Secretary of State for the Dominions, to R. H. Hadow, Britain's acting High Commissioner to Canada.

Unofficial mail was also carried: a letter from J. H. Thomas to his son. Admiralty representative Lt. Com. Richard Prentice carried a letter for Com. L. D. Mackintosh of the Admiralty's Naval Air Division. Posted at Earl's Court July 26, 1930. Posted at Montreal on arrival Aug. 1 and redirected to Admiralty at Whitehall; postmarked at Bedford and Cardington Aug. 14 on the return of R100.
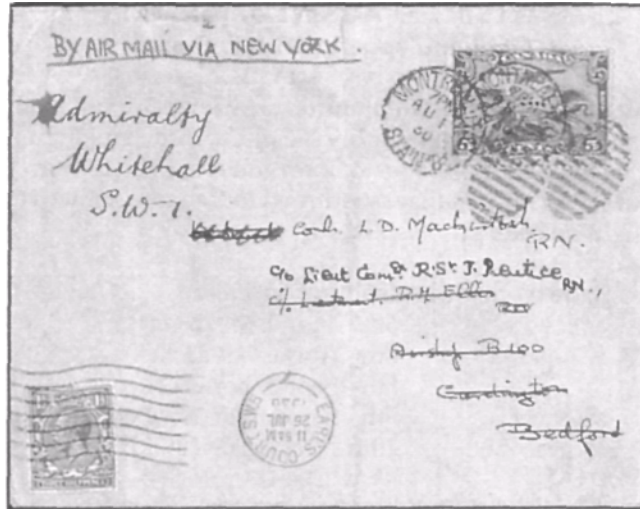
AP-3001 Two covers known. 2,500.00

a. The Post Office in the administration building was open every day, except the second Sunday. Letters required a 5c air mail stamp, post cards a 2c stamp. There were approximately 20 postal boxes on the airport grounds. The cachet, applied in black, shows Mont St. Bruno in the background.

25.00

Stamp dealer A. C. Roessler of East Orange, N.J., forged the cachet and postmark on covers to sell to his clients for 25c, later for 50c. No mail was carried on the 25-hour "local" flight over southern Ontario, August 10-11.

b. St. Huber Airport postmaster Georges Faille signed and backdated cancelled card; the circular date stamp is also in magenta. 50.00

The R100 departed for England with five Canadian and four British reporters, and other guests. The August 13-16 flight returned to Belle Isle.

Eastbound flight: official mail was dispatched as follows: Prime Minister R. B. Bennett to Prime Minister Ramsay MacDonald; Bennett to Secretary of State for Air Lord Thomson; Minister of National Defence Donald Sutherland to Lord Thomson; the British High Commissioner's Office to the Secretary of State for the Dominions J. H. Thomas; and Mayor Camillien Houde of Montreal to Sir William Waterlow, the Lord Mayor of London. (Canadian officials were different from the ones previously mentioned because of a change in government on August 7.)

Unofficial mail was carried: R100 Captain Ralph Booth carried a letter and photograph from his Royal Empire Society luncheon in Montreal; navigator Ernest Johnston carried a letter from his Distillers Corporation luncheon in Montreal; chief engineer William Angus carried a letter and engineer Cyril Watson a post card; "Toronto Daily Star" reporter Thomas Wayling wrote a post card on board.

c. American stamp dealer A. C. Roessler got an unknown crew member to carry a reported 26 air mail covers for him. Other flown mail exists. 1,200.00

1932, February 28 — Estevan, Sask. Cover carried on U.S. Navy's "Akron" on May 8-11 flight from Lakehurst, N.J. to Sunnyvale, Calif.

AP-3200 400.00

**1936 Canadian Air Mail Dispatches By
German Zeppelin "Hindenburg"**

1936 — "Hindenburg" flights from Frankfurt, Germany to Lakehurst, NJ. and return.
Eleven Canadian cities reported monthly weight and revenue figures. The Canadian Post Office Department gained $300.35 on total revenues of $720.53 from 1,181 letters, weighing a total of 556.5 ozs. Philatelic mail was returned to Canada, without additional charge, only from the first flight on May 11.

Ten flights were made by the "Hindenburg" in 1936:

1st - May 11-14	6th - August 9-12
2nd - May 20-23	7th - August 19-22
3rd - June 23-26	8th - September 21-24
4th - July 3-6	9th - September 30 - October 3
5th - July 14-17	10th - October 9-12

AP3600	Covers flown on the first flight.	250.00
	a. Covers flown on all other flights except flights 5 and 7.	250.00+
	b. Covers flown on flights 5 and 7.	350.00+

— **MAY** —

Office	# Of Letters	Weight	Postage
Halifax	4	2 ozs.	$2.40
Montreal	392	202 ozs.	$255.78
Ottawa	15	7.25 ozs.	$9.34
Toronto	213	88.5 ozs.	$137.31
London, Ont.	21	10.5 ozs.	$12.74
Winnipeg	191	63.83 ozs.	$74.61
Moose Jaw	4	2.67 ozs.	$3.22
Saskatoon	—	—	—
Calgary	1	.5oz.	$0.60
Edmonton	2	1 oz.	$1.20
Vancouver	8	3 ozs.	$3.60
TOTAL	**851**	**380.75 ozs.**	**$500.80**

— **JUNE** —

Office	# Of Letters	Weight	Postage
Halifax	4	2 ozs.	$2.40
Montreal	41	24 ozs.	$28.87
Ottawa	1	.5oz.	$0.43
Toronto	19	9.5 ozs.	$12.20
London, Ont.	—	—	—
Winnipeg	5	3.5 ozs.	$4.20
Moose Jaw	2	1 oz.	$1.20
Saskatoon	1	.5oz.	$0.60
Calgary	3	1.5 ozs.	$1.90
Edmonton	1	.5oz.	$0.60
Vancouver	1	.5 oz.	$0.60
TOTAL	**78**	**43.5 ozs.**	**$53.00**

— JULY —

Office	# Of Letters	Weight	Postage
Halifax	1	..5 oz.	$0.60
Montreal	37	18.5 ozs.	$25.35
Ottawa	—	—	
Toronto	16	9.5 ozs.	$9.88
London, Ont.	2	1 oz.	$1.20
Winnipeg	5	4 ozs.	$4.80
Moose Jaw	—	—	
Saskatoon	—	_	
Calgary	2	2 ozs.	$2.40
Edmonton	—	_	
Vancouver	2	1 oz.	$1.20
TOTAL	**65**	**36.5 ozs.**	**$45.43**

— AUGUST —

Office	# Of Letters	Weight	Postage
Halifax	2	1 oz.	$1.20
Montreal	34	17 ozs.	$17.65
Ottawa	—	_	
Toronto	23	10 ozs.	$13.48
London, Ont.	—	_	
Winnipeg	10	5 ozs.	$6.00
Moose Jaw	—	_	
Saskatoon	—	_	
Calgary	2	.5 oz.	$1.40
Edmonton	—	—	
Vancouver	3	2 ozs.	$2.40
TOTAL	**74**	**35.5 ozs.**	**$42.13**

— SEPTEMBER —

Office	# Of Letters	Weight	Postage
Halifax	—	_	_
Montreal	29	16 ozs.	$19.69
Ottawa	—	_	
Toronto	35	16 ozs.	$24.89
London, Ont.	1	.5 ozs.	$0.60
Winnipeg	11	6.16 ozs.	$7.40
Moose Jaw	—	__	
Saskatoon	3	1.5 ozs.	$1.80
Calgary	—	—	
Edmonton	—	—	
Vancouver	—	—	
TOTAL	**79**	**40.16 ozs.**	**$54.38**

<u>OFFICE OF THE DISTRICT DIRECTOR OF POSTAL SERVICES.</u>
<u>WINNIPEG, MANITOBA.</u>

Mav 7th. 1936. CIRCULAR

<u>NO. 571.</u>

TO ALL POSTMASTERS. WINNIPEG POSTAL
<u>DISTRICT.</u>

GERMAN ZEPPELIN " HINDENBURG "
Service between New York and Frankfurt-
<u>on-Main.</u>

<u>F L I G H T S .   .</u>   '

About ten demonstration flights will be made from New York to
Europe, under the following tentative schedule,

```
        Month                  '    Flights
        May # (first May 11th) .......  2
                June  .....................  1
                July  .....................  2
        August  ...................  2
                September .................  1
                October ...................  2
```

— Air Mail for first voyage closes General Post Office, Winnipeg,-16.00
    o'clock, 10th May.

<u>P O S T A G E .</u>
60C per half ounce, includes —
(a)air mail conveyance in Canada,
(b)air mail conveyancein United States,
(c)air mail conveyance across Atlantic Ocean,
(d)air mail conveyancein Germany.

<u>S U P E R S C R I B E .</u>

All Postmasters will please affix blue label

BY AIR MAIL <u>PAR AVION</u>

towards the upper left hand corner of air mail envelope and endorse
below label —
"BY HINDENBURG"

W. F. Lough, District

Director of Postal Services

— OCTOBER —

Office	# Of Letters	Weight	Postage
Halifax	1	.5 oz.	$0.60
Montreal	18	l0 ozs.	$12.74
Ottawa	—	—	—
Toronto	12	7.5 ozs.	$9.65
London, Ont.	2	1 oz.	$1.20
Winnipeg	1	.5 oz.	$0.60
Moose Jaw	—	—	—
Saskatoon	—	—	—
Calgary	—	—	—
Edmonton	—	—	—
Vancouver	—	—	—
TOTAL	**34**	**19.5 ozs.**	**$24.79**

The postal memorandum on page 84 is a slightly -altered replication of a mimeographed news release from Winnipeg, issued to inform postal patrons as to t he postal arrangements for Canadian mail dispatched to the "Hindenburg." This is the only recorded official announcement regarding such mail.

1958, July 27 — U.S. Navy Arctic Blimp Flight. The U.S. Navy's "Snow Goose" departed South Weymouth Naval Air Station, Mass, on July 27 with two Canadian military personnel on board, then picked up more unofficial mail and scientists in Akron, Ohio, and in Resolute Bay, N.W.T., en route to test a blimp's capabilities in the Arctic summer, when airplanes could not lan d on the sea ice. The "Snow Goose" reached Ice Island T-3 on August 9, dropped mail to the residents, and conducted experiments in the vicinity without landing. On the return flight the "Snow Goose" reached Churchill, Manitoba, where itunloaded some mail during a quick refuelling on the runway.

AP-5800   50.00

1979,July 2-8 — R34 Flight Anniversary cards. Major Richard Malott anniversary cards were cancelled in 1979 at locations nearest original departure and arrival points, as well as the mail drop at Selmah, N.S., July 5 — East Lenton, East Lothian, Scotland, July 2; Maitland, N.S., July 5; Mineola, N.Y., July 6 and 10; Halifax, N.S., July 8.

AP-7900   15.00

1980 — R100 Flight Anniversary. Major Richard Malott created a set of eleven 50th anniversary covers in 1980 — one for each day the post office was open —to honor the 13-daystay of the R100.

AP-8000   Set of 11.   25.00

1980,November 11 — R100 Anniversary. Labels were created by Federation quebecoise de philatelie for the 50th anniversary of the R100 flight to Canada. A numbered set of 2 covers was made with the labels applied to the back of the covers. Printed black cachet on the front of the cover with a red rubberstamp cachet on the back. The covers were post marked November 11, 1980. Two differen t sets of labels were created in sheets of 2 and sheets of 8.

AP-8001   Montreal (set of 2 covers)   10.00

Green center, blue frame; blue center, green frame (other colors are known.) Issued in sheets of 2; applied onto the back of the numbered set of two covers.

AP-8002   label   2.00
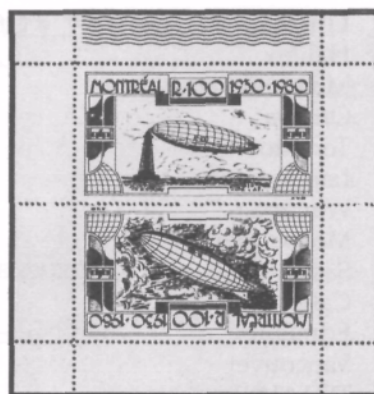
Blue center, green frame, issued in sheets of 8

AP-8003   label   3.00
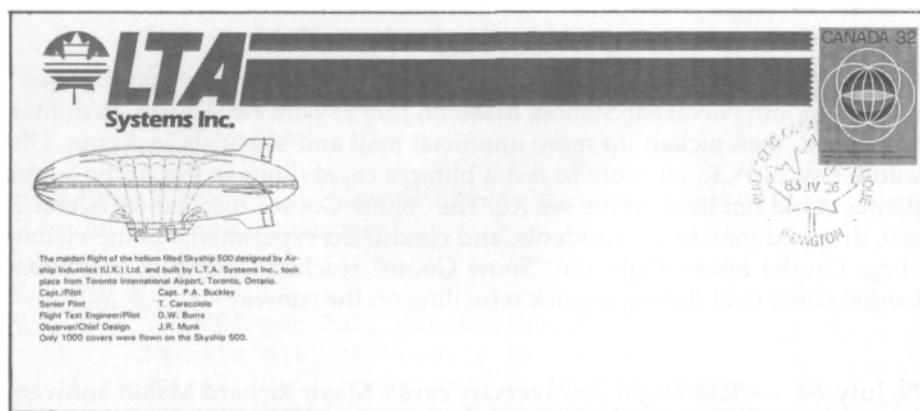
1983, April 26 — Inaugural Flight of "Skyship 500." LTA Systems Inc. "Skyship 500" carried 1,000 covers on a 35-minute maiden flight on April 26, 1983 at Toronto International Airport, where it had been assembled. Investors in the $2.5 million, 165-ft.-long blimp included the Royal Bank of Canada and the Ontario government. In June the blimp flew to North Carolina for anti-smuggling evaluation by the U.S. Navy.

AP-8300   10.0
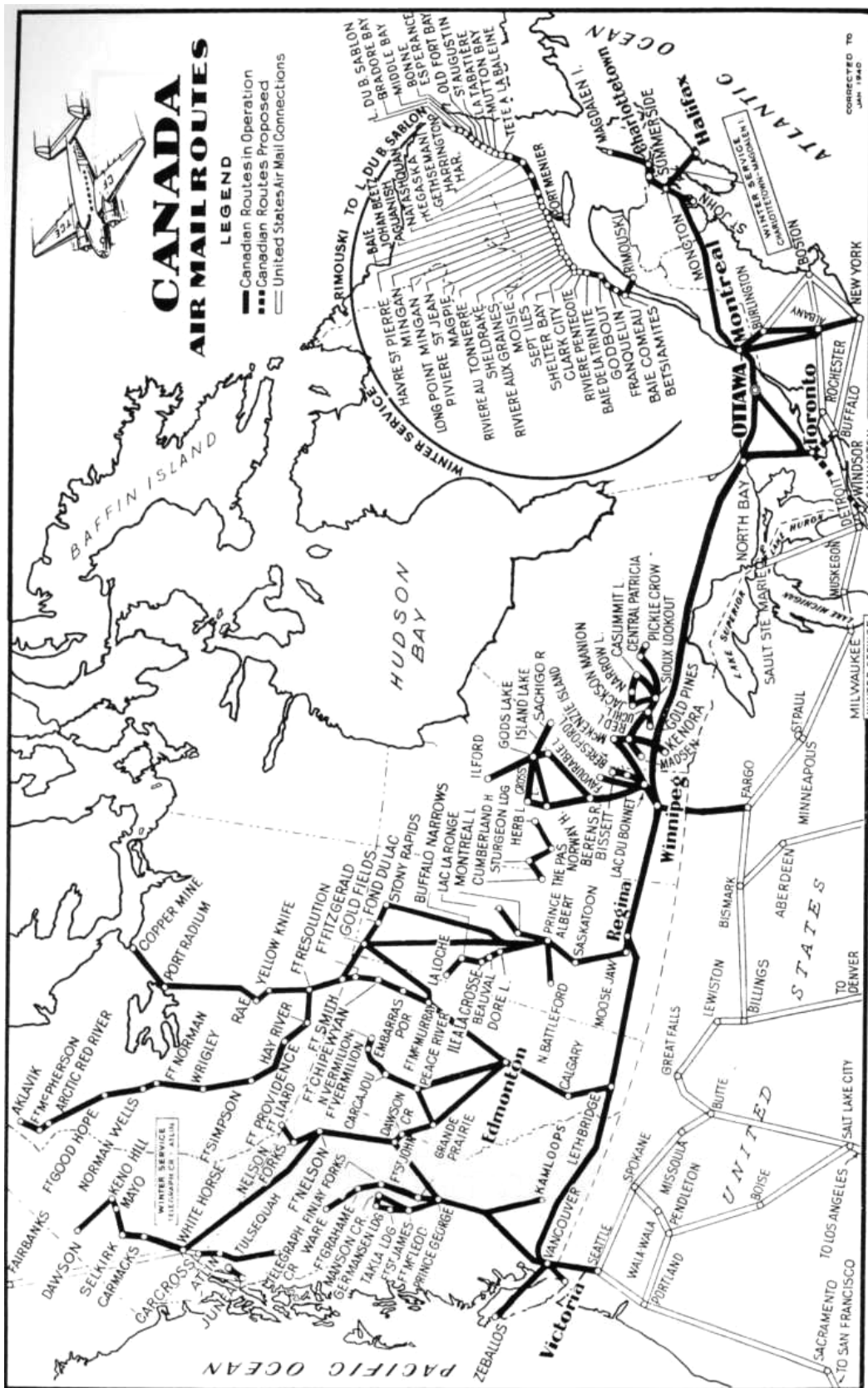
SECTION 5

SECTION 5

GOVERNMENT AND OTHER AIR MAIL COVERS OF CANADA

1926 -1997

INCLUDING
FIRST FLIGHT COVERS, HISTORICAL FLIGHT COVERS, AIRPORT DEDICATION COVERS AND COMMEMORATIVE FLIGHT COVERS

Edited by Richard J. McIntosh

Contributors: Don Amos, Nelson Bentley, James A. Brown, Chris Hargreaves, Neil H. Hunter, Richard K. Malott, Trelle Morrow, Derek C. Ranee, Jacky Stolz and the Trans World Philair Club

The primary source for this Canadian Official Government Flight Cover Section has been the **American Air Mail Catalogue,** Volume IV of the Fifth Edition published by the American Air Mail Society in 1981 with a Pricing Supplement in 1990. These have been used as the basis for the present catalogue and although many changes and additions have been made, much of the original material remains. Several paragraphs of the **AAMC** Foreword (slightly revised) are included below to acknowledge the work of past editorial groups and the assistance of government and individuals.

"Canadian flight covers have enjoyed unusual popularity in the past, largely because of attractively designed official cachets which were applied to first flight covers. They have also been intriguing to the average collector because a large number of the services reached normally inaccessible points which had acquired an aura of romance and adventure. Typical of these latter flights were those to the Arctic Circle, in many cases reaching communities normally served with mail sometimes as infrequently as once a year. Many of these communities originally consisted of only a few residents and heretofore were reached only by periodic patrols of the Royal Canadian Mounted Police and adventurers, traders or prospectors.

With the coming of the aeroplane, the great distances which hitherto cut off these points from the more populated parts of Canada were shattered, and quick, frequent communication was brought to these settlements. This fact alone, plus the discovery of gold and other ores, as well as oil, in northern Canada made possible the rapid development of the natural resources and treasures of Canada; conservatively, the aeroplane put forward the development of these sections by many decades.

The listings which follow have been arranged chronologically and a number of official government cachets which were authorized and used are illustrated. The listings and poundage follow official records made available to the Editors by the Canadian Post Office Department, whose assistance is gratefully acknowledged.

We would also especially like to bestow our sincerest thanks and appreciation to the late W. R. Patton and the late O.W.R. Smith for the truly competent job of editing

and listing of the Canadian Section in earlier editions of this catalogue, and also other notable reference works. The Editors are deeply grateful to these air mail pioneer scholars for having left their reference material and notes so that this material might be of further help in this Edition."

This listing includes both major classifications of Official Government flights known in Canadian Postal Service as Air Mail Services and Air Stage Services described in AAMS Volume 4 as follows:

"The Air Mail Services embraced those routes and services on which only letter mail (or other mail prepaid at the regular air mail rate) was carried. Such mail was generally prepaid at the air mail rate, in most cases a higher rate than that required on mail transported by surface means. In addition to the extra postage required, this mail had to be especially endorsed by the sender and designated as mail to be sent "Via Air." The inaugural flights of these routes were frequently marked by official pictorial or other type cachets. Prior to August 24,1928, there was no special air mail rate, air dispatch being authorized from time to time at regular postal rates.

The Air Stage Services comprised those routes, frequently to otherwise normally inaccessible or seasonal points, over which postal authorities elected to dispatch all mail which had accumulated for these points, in spite of the fact that only the regular surface postage rate had been prepaid. Flights were also authorized during periods of emergency. This mail did not require air endorsement and the Department gave no assurance that it would actually be carried by air, the service being at the discretion of the local authorities and, of course, limited to the character of the facilities at the disposal of the Department. Inaugural flight covers on these services are frequently found prepaid at the air mail rate; only those first flight covers which were so prepared were officially cacheted. Thus, in a sense, it can be said in these cases, the surcharge covered the application of the cachet rather than the air carriage."

The earlier AAMC listing has been expanded to include, as well as first flights, covers of historical interest to the aviation collector. Where the cover is not a first flight, an attempt has been made to identify it by type, e.g., Historical, Commemorative, Airport Dedication, et al.

The existence of varieties of specific covers (see VARIETIES below) has presented a challenge. The Editors continue to list variations in cachet color, etc., in the text for each individual flight. Time and space did not permit the inclusion of listing details of multiple types of postal markings and backstamps on specific flights where they exist. Hopefully, this may be done at a later date.

Numbering System — The decision to merge the Air Mail Services, Air Stage Services and other souvenir historical flights including airport dedications etc., so that there would be, as far as possible, one sequential listing by date for all covers simplifying the use of the catalogue, necessitated a different numbering system from that of the **AAMC.** A four-digit system, with the last two digits of the year as the first two digits of the number, followed by a 2-digit sequential number for that year, has been chosen. This will distinguish clearly between former **AAMC** numbers and the listing numbers incorporated in this volume. (See cross-reference index.)

Where quantities of covers per year allow, odd numbers will be used so that even numbers are available for later additions in proper sequence. Capital alphabetical letters will be used when an additional number between two existing ones is not available. Small alphabetical letters designate legs of a flight or other noted differences.

Flights For Which Covers May Exist But Have Not Been Seen — An attempt has been made in these listings to include recorded inaugural flights where covers could exist but have not been seen, in the event that one turns up. Some of these "unseen" covers which historically have been listed in previous catalogues, remain as regular listings herein. A few covers have been reported where de-

tails are uncertain or non-existent. Where these could represent experimental flights or first flights of new aircraft, they have been included in the hope that more information will come forward from collectors for clarification in future editions.

Date — The date of the flight is in Year / Month / Day sequence. Listings are organized in chronological order. Where the date is uncertain, the most likely date (or dates) has (have) been selected. Where the flight had a number of legs over a series of dates, the legs are listed by date under the initial number. In some instances, a number of covers were issued over a series of dates within a predefined time period. The time period and the significance of the cover to collectors are described. These dates have been listed according to the first known date in the series.

Departure Point — The departure point is the normal departure point or point of issue of the cover. In most instances, the postal cancellation will be at this point. In the case of some covers, mail was accepted at other points and forwarded to the destination point. These covers will often have more than one cancel.

Destination — The destination is the point where the air mail was received. In most instances, a receiving cancellation was placed on the back of the envelope at the receiving post office. In the case of Canadian covers after 1946, post offices no longer placed receiving backstamps on covers. Similarly, the United Kingdom rarely placed receiving cancels on covers. In these instances, it may be difficult to be certain that a cover was flown.

Cachets — Many cachets were official, authorized by the Post Office Department and usually applied on the left front of the cover by rubber stamp and ink. They may be:
    1)applied in different colored inks;
    2)located in different places on the front of the envelope;
    3)located on the back of the envelope.
    In some instances, the cover was properly postmarked and backstamped, but the cachet was omitted. Where there was more than one color for a given cachet, or if more than one cachet has been reported, differences will be noted in the listing text, unless the scarcity rates a separate listing. Privately pre-printed cachets by airlines or individuals also exist.

Pilot, Airline, Type of Plane — Where known to the authors, the name of the pilot, airline and type of plane flown are mentioned.

VARIETIES — As with stamps, there are a number of factors that differentiate one cover from another from the same flight or event. For the dedicated collector, these differences add additional interest. These factors include:

        Postmarks and Cancellations — At times, covers may receive:
          1)a postmark dated before the flight;
          2)a postmark at a different date than the date of the flight,which may also
          involve a different slogan cancel;
          3)a handstamp with or without "killer bars" and/or a machine cancel
          with stamp cancel by slogan or wavy lines;
          4)hand cancels maybe by rubberstamp or by steel hammer;
          5)"city/province" or "city/Canada" cancels;
          6)multiple postmarks.
    These are all legitimate and collectible variations and some are much rarer than others.

        Backstamps — Backstamps can have all of the same variations as postmarks plus some others:

1)machine cancels may be right side up at the top (RSU), or upside down at bottom (USD),
2)handstamped backstamps may be in a uniform position or randomly located on dif
ferent covers,
3)registration and other destinations often result in additional backstamps.

The handstamp locations could be tabulated on a normal "3 x 5 1/2" cover by dividing the back by two vertical and two horizontal lines, resulting in nine sections labelled as: UL (upper left) CL, LL, UC, C, LC, UR, CR, LR.

Franking — Many flights have the same air mail stamp on each cover. However, many franking varieties exist which are collectible. For example: non-air mail stamps used when an air mail stamp would normally be. The non-air mail stamps may be uncommon for the period and therefore more valuable on cover than a contemporary air mail stamp, especially semi-official air mail stamps used on flights where they were not required. Registered covers are also sought after.

Envelopes and Air Mail Stickers — Considerable ingenuity and originality are apparent in the great variety of air mail envelopes and "Air Mail" stickers used to ensure that a cover was sent by air mail. Of particular interest to collectors of Canadian air material are the numbered covers sold by the Canadian Post Office in 1928. These show quantity and date of printing in the lower left corner and have diagonal red and blue strips, (see NOTE Jan. 5, 1928). Envelopes and air mail labels are bonafide collectible varieties.

Signed Covers — The signature of the pilot is much sought after and always increases the value of a cover, unless the flight was an unusual one where the pilot signed all or most of the covers and the catalogue value shown includes the signature. A common signature on a first flight cover is that of the local postmaster. Sometimes, dignitaries such as the Superintendent of Postal Services or Postmaster General, a political figure, a local celebrity, etc., signed covers.These signatures contribute to establishing authenticity but do not necessarily signify additional value.

Letters and Related Material — Sometimes letters or other supporting material from the period are included with a cover. When this complementary material is unusual, covers are usually valued higher than the value stated in these listings.

Destination and Addressee — Regular covers addressed to unusual destinations, usually overseas, require different rates of postage and are of interest to collectors and often have an increased value. Some covers were prepared by or addressed to prominent collectors and dealers of the time. Albert C. Roessler (typically known by his name on cover as "A. C. Roe") of East Orange, New Jersey, W. R. Patton, and O.W.R. Smith, are examples. Some collectors seek out these covers.

Commercial Usage — The collection of commercial usage air mail covers interests some collectors. When a first flight cover is valuable (in the period before 1930) non- first flight commercial covers, especially to unusual destinations, are collectible and often valuable as well.

Covers Listed Elsewhere — Some types of covers are included in other Sections of this catalogue. These Sections should be checked if such covers cannot be found in this section. These include anniversary covers, balloon, glider, airship and helicopter flight covers. Readers should check the Contents pages.
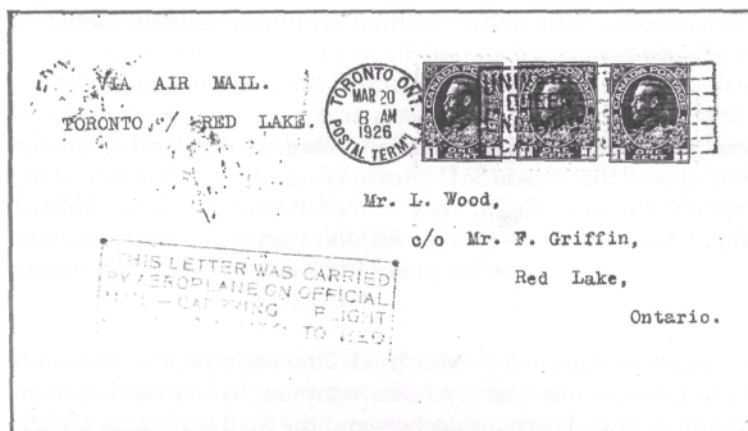
1926, March 27 - April 12 — Toronto - Red Lake. Postal officials authorized mail to be flown from Toronto to Red Lake by the flight of a Curtiss "Lark" en route from New York for delivery to Patricia Airways and Exploration Co., Ltd., with Roy Maxwell as pilot. All covers were marked with a 5-line cachet in green: "This mail was carried by aeroplane on Official Mail Carrying Flight from Toronto to Red Lake." Toronto covers were postmarked by machine at 8:00 a.m. and 10:30 a.m. or with a #12 handstamp on March 20; 20 pieces were signed by Maxwell.

Additional mail was also taken on at Sudbury, Pogomasing and Sioux Lookout, but was not cacheted. Some covers bear the signature of Capt. Maxwell. An unofficial connecting mail, of which several types of covers exist, was carried from New York. There is conflicting information on whether Maxwell or Charles S. "Casey" Jones was the pilot from New York to Buffalo. Frederick Griffin, a reporter with the "Toronto Star," accompanied the plane and submitted daily reports. A quantity of unofficial covers which had been carried through from New York without postage were postmarked at Toronto March 23. These covers bear a 5-line unofficial black cachet: "This letter was carried by aeroplane from New York via Buffalo to Toronto and were included in official air mail delivery carried by the same plane from Toronto to Red Lake."

2601	Toronto - Red Lake, March 27	(131 pieces)	75.00
	a. Sudbury - Red Lake, March 29	(45 pieces)	150.00
	b. Pogomasing - Red Lake, April 6	(20 pieces)	175.00
	c. Sioux Lookout - Red Lake, April 12	(25 pieces)	175.00
	d. Dispatches -New York - Toronto - Red Lake, March 27	(75 pieces)	100.00
	e. Unofficial connecting mail from New York (U.S. postage, postmarked New York, March 20)	(3 known)	400.00

1927, July 13 — Fargo, N.D. - Winnipeg. Covers bear printed inscription: "First Mail Cover by Airplane from Fargo, N.D. Sponsored by Fargo Aeronautics Club." Postmarked Fargo on July 13, backstamped Winnipeg on July 16.

2701	Fargo - Winnipeg, July 13-16	25.00

1927, July — Montreal - Vancouver. An official flight was scheduled for early in July 1927 from Montreal to Vancouver, to be performed by Edwin Dobbin. The postage rate was to be 12c per letter. About 500 covers received for this flight were cancelled in Montreal July 5 and July 9 with a special machine slogan marking: "Air -Flight-Montreal-Vancouver - July 1927." When the flight was abandoned because Dobbin could not obtain insurance, these covers were sent to the Dead Letter Office at Ottawa, postmarked there on July 19, and

eventually returned to the senders with an additional purple cachet: "Air Flight Aban doned - Letter Returned."

2703	Montreal - Vancouver, July, 1927	35.00

1927, September 1 — **Windsor, Canada** - **Windsor, England.** Clarence "Duke" Schiller and Phil Wood aboard the Stinson SMI "Royal Windsor" were in a race with "Sir John Carling" on the "London to London" flight. They arrived at Harbour Grace, Nfld. on Sept. 7 but cancelled the flight due to the loss of the "Sir John Carling." Only a few covers were carried, bearing a 5-line printed boxed cachet plus "Trans-Atlantic Air Mail" stamp-size cachet.

2705	Windsor - Windsor, Sept. 1	1,500.00

1927, September 9 — **Rimouski - Montreal.** First attempt. The Vickers Vanessa with mail from the "Empress of France" sank while attempting to take off due to previous unnoticed damage. Covers exist with private cachets and the mail arrived in Montreal after the ship!

2707	Rimouski	25.00

1927, September 16 — Rimouski - Montreal. Service was inaugurated experimentally on this date. Mail was taken off arriving transatlantic steamers at Rimouski and flown to Montreal, thus expediting its delivery by a full day or more. About 450 pounds of a total much larger than this was flown by this service by a chartered HS2L of Canadian Airways Ltd, piloted by H.S. Quigley and Stewart Graham. As no special markings were used, identification is difficult. Mail can be identified by date and address only.

2709	Rimouski-Montreal ("Empress of Australia")	(about 450 pounds)	25.00
	Subsequent Flights:		
	a. Mountroyal, Oct. 2		20.00
	b. Mountroyal, Oct. 27 (first to Quebec and Ottawa) L. Mulcahy carried the mail from Rimouski to Quebec, H. M. Passmore from Quebec to Montreal.		20.00
	c. Montnairn, Nov. 11 (RCAF Fairchild 71, Squadron Leader J. J. Tudhope pilot)		20.00

1927, September 21 — Montreal - **Rimouski.** All overseas mail received at the Montreal Post Office prior to 10:30 a.m. on this date was dispatched by air to connect at Rimouski with the trans-Atlantic steamer "Empress of Australia" which had left Quebec the previous day. Some covers have a 2-line cachet applied in blue: "First Flight - Montreal to Rimouski," believed to have been of private origin. Regular postage rates applied. The flight was made by Harry Quigley in a Curtis HS-2L. (An earlier attempt on Sept. 12 to meet with the "Doric" does not appear to have been carried out.)

2711	Montreal - Rimouski	(about 500 pounds)	30.00
	Subsequent experimental flights and connecting ships:		
	a. "Empress of Scotland," Sept. 28		25.00
	b. "Empress of Scotland," Oct. 26		25.00
	c. "Regina," Oct. 29		25.00
	d. "Megantic," Nov. 5 (RCAF Fairchild 71, Squadron Leader J. J. Tudhope)		25.00
	e. "Doric," Nov. 12		25.00

1927, October 4 — Lac du Bonnet - Wadhope. This was the first regular air stage service to be authorized. There were no cachets used. W. L. Brintnell of Western Canada Airways was in charge of the flight. It is important to note that covers of this service must be postmarked and backstamped October 4; many covers are known postmarked and backstamped on October 3 and bearing the semi-official stamp of Western Canada Airways. Such covers were not on official flights under the "Air Stage Services" authorization but merely on flights of the semi-official stamp period of the contractor's operation. Only the dispatches listed hereunder were made.

Mail from these flights is known both with and without the special stamp of the Western Canada Airways. Some covers have a 3-line violet cachet enclosed in a rectangle: "Authorized Government Airmail First Flight."

A total of 85 pounds of mail was dispatched from Wadhope and Bissett, which included only a small amount of letter mail. Covers flown on later dates are also comparatively rare.

2713	Lac du Bonnet - Bissett, Oct. 4-4(150 pieces)	60.00
	a. Lac du Bonnet - Wadhope, Oct. 4-4(150 pieces)	60.00
	b. Wadhope - Lac du Bonnet, Oct. 4-460.00	
	c. Bissett - Lac du Bonnet, Oct. 4-460.00	

1927, October 29 — Quebec - Ottawa. On this experimental service covers were not cacheted or otherwise marked; very few are in collectors' hands. The pilot was Squadron Leader J. J. Tudhope. RCAF mail can be identified by date and address only.

2715	Quebec - Ottawa200.00	
	a. Ottawa - Quebec	200.00
	b. Montreal - Quebec	200.00
	c. Quebec - Montreal	200.00
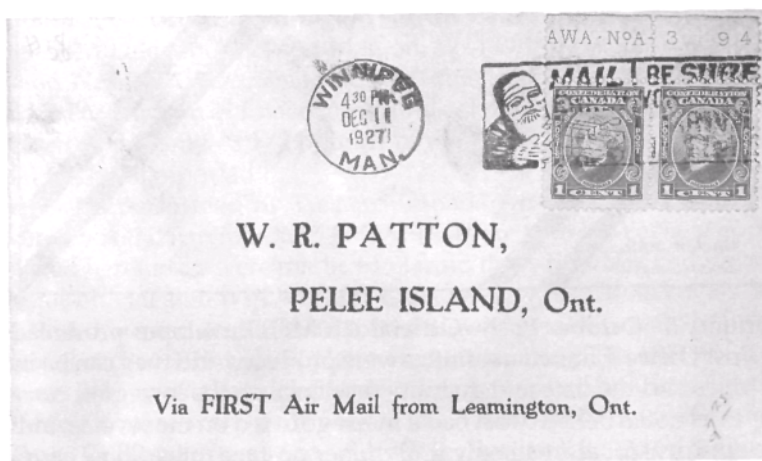
1927, December 14 — Leamington - Pelee Island. This was the first contract date for four weekly flights during the ice season, reportedly commencing on Nov. 30. Eight tons of mail were carried that winter on 63 flights. These were relief flights to the ice-locked island located in Lake Erie. Floyd Banghart of London Air Transport made the flights in both directions in a Waco 9. No cachets were applied. Experimental flights may have been made before the relief flight from Pelee Island on Dec. 14. Possible dates include Oct. 28 (backstamped Oct. 29), and Nov. 25 and Nov. 26 (both backstamped Nov. 26) at Leamington.

2717	Leamington - Pelee Island, Dec. 14 (no cachet)	(300 pieces)	25.00
	a. Pelee Island - Leamington, Dec. 14 (no cachet)	(250 pieces)	25.00

1927, December 21 — Quebec Drop Mail on New York - La Malbaie Flight. Pilot Charles Sutton, flying a plane from New York for delivery to Canadian Trans-Continental Airways, dropped a small packet of mail over Quebec. These covers bear a printed card of the Company and bore no postage or postmarks. They were subsequently franked by Tanner Green, Supt. of Post Office Service at Quebec and officially backstamped.

2719	Quebec Drop Mail	100.00

1927, December 25 — La Malbaie - Seven Islands. This was a Christmas delivery of mail. In addition to the stop at Seven Islands, mail was dropped over Betsiamites, Pointe aux Outardes, Franklin, Godbout, Trinity, Pentecost, Shelter Bay and Clark City. There are conflicting reports about whether pilot Romeo Vachon, or Charles Sutton, of Canadian Transcontinental Airways, made the flight in a Fairchild monoplane.

A total of 763 pounds of mail was carried, mostly parcel post and daily newspapers. The mail was not specially marked. Backstamp dates vary from Dec. 26 to Jan. 3. Additional flights occurred on later dates. Mail to points further up the coast was carried the balance of the way by dog team and bears much later backstamp dates. Covers backstamped in Quebec City on Dec. 27 and Dec. 28 indicate these covers were likely carried by train from La Malbaie.

2721	La Malbaie - Seven Islands	30.00
a.	La Malbaie - Drop mail to any other point	40.00
b.	Seven Islands - La Malbaie	30.00
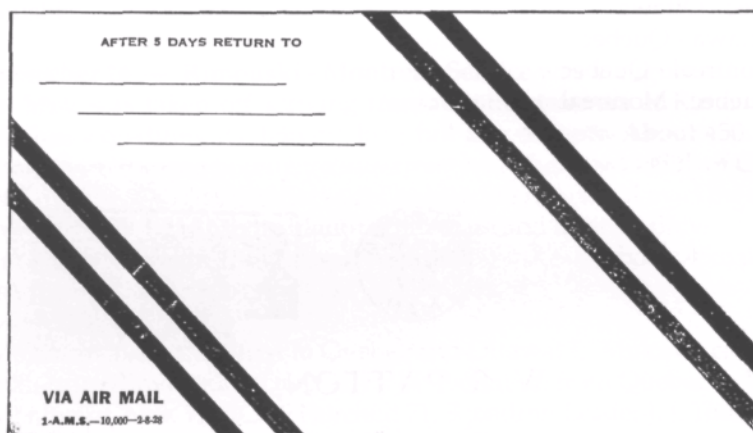
NOTE — **1928, January 5 - October 12 — Official Air Mail Envelopes produced and sold by the Canadian Post Office.** Limited quantities were produced and they can be indentified by four diagonal stripes and the date and quantity markings on the lower left corner on the front of the envelopes as noted below. Most had a message in red on the reverse, indicating Canadian Post Office approval for air mail only, and proper postage rates. Some envelopes in the April printings were without the message. All were sold to the public at 6 for 5 cents.

Date and Quantity Markings		Number Printed	
		English	**French**
VIA AIR MAIL	2,000-5-1-28 (small print, narrow strips)	2,000	
VIA AIR MAIL 1AMS	2,000-4-4-28	2,000	
VIA AIR MAIL 1AMS	2,000-17-1-28	2,000	
PAR AVION 1 1/2 AMS	2,000-17-1-28		2,000
VIA AIR MAIL 1AMS	10,000-31-7-28	10,000	
PAR AVION 1 1/2 AMS	5,000-31-7-28		5,000
VIA AIR MAIL 1AMS	10,000-2-8-28	10,000	
PAR AVION 1 1/2 AMS	2,500-9-28 (day or month figure omitted)		2,500
VIA AIR MAIL 1 AMS	10,000-12-10-28	10,000	
PAR AVION 1 1/2 AMS	2,000-12-10-28		2,000
Totals		**36,000**	**11,500**

These envelopes were distributed in English and French through the Mail Service Branch, Rural Mail and Post Offices in Ottawa, Montreal and Quebec. They were distributed in English to Toronto, Kingston, Windsor, London, Hamilton, Sherbrook, Charlottetown and Lindsay as well as some Western Canada post offices. The value of first flight covers on these envelopes should be increased by $2-$5 over the normal cover value depending on the quantity of the specific printing. The higher value also applies to those without the messages on the reverse. Commercial mail using these envelopes attracts a similar premium. The use of the envelopes after 1929 is also rare. After less than a year the Post Office discontinued producing the envelopes, and they were made and sold through normal commercial channels, following post office regulations.

1928, January 11-12 — Moncton - Grindstone Island. This flight was made by E. J. Cooper of Canadian Transcontinental Airways in a Fairchild FC2W. Mail to Grindstone Island may have been addressed to any of the 27 post offices on the island. There were no special cachets.
The first return flight was January 12 as there was no time on the 11th to load the mail before the return flight.

2801	Moncton - Grindstone Island, Jan. 11 (no cachet)	(200 pounds)	30.00
	a. Grindstone Island - Moncton, Jan. 12 (no cachet)	(43 pounds)	50.00

1928, January 25 — Rolling Portage - Narrow Lake. The intermediate points served were Goldpines, Red Lake and Jackson Manion. Post Offices were first established at Jackson Manion and Narrow Lake coincident with this flight. The name of Rolling Portage was later changed to Hudson. A total of 58 pounds of mail was flown, mostly heavy parcel post; on the return flight, only 48 1/2 pounds of mail were flown from all points, but very little letter mail has been reported.

Service was performed by Western Canada Airways, pilot Dale S. Atkinson; return flights were by A. H. Farrington in G-CAEU. There were no cachets applied. Only the dispatches listed hereunder were made. Mail from these flights is known both with and without the semi-official stamp of Western Canada Airways. Some covers have a 3-line violet cachet enclosed in a rectangle: "Authorized Government Airmail First Flight." Some covers have a boxed cachet listing date, plane, flight No., and pilot, as well as a Western Canada Airways marking or rectangular purple marking applied by the airline.
Many covers were postmarked in Winnipeg to be sent from Rolling Portage, backstamped Rolling Portage, and with a receiving backstamp on the front, tending to confuse the actual flight direction.

2803	Rolling Portage - Goldpines	(300 pieces)	25.00
	a. Rolling Portage - Red Lake	(400 pieces)	25.00
	b. Rolling Portage - Jackson Manion	(300 pieces)	25.00
	c. Rolling Portage - Narrow Lake	(325 pieces)	25.00
	d. Goldpines - Red Lake	(10 pieces)	100.00
	e. Red Lake - Narrow Lake	(3 pieces)	150.00
	f. Narrow Lake - Rolling Portage		50.00
	g. Jackson Manion - Rolling Portage		50.00
	h. Red Lake - Rolling Portage		50.00
	i. Goldpines - Rolling Portage		50.00

1928, February 8-11 — **La Malbaie - Port Menier.** This was a winter flight to Anticosti Island by way of Seven Islands; service was performed by Romeo Vachon of Canadian Transcontinental Airways. There were no special markings. The mail, while high in poundage, consisted mostly of parcels. Return mail from Port Menier was flown on the second flight on Feb. 11 as there was not enough time on Feb. 8 for postal handling. Total poundage to Port Menier was 511 pounds; from Port Menier, 92 pounds.

2805	La Malbaie - Seven Islands		25.00
	a. La Malbaie - Port Menier	(275 pieces)	25.00
	b. Seven Islands - Port Menier		25.00
	c. Port Menier - Seven Islands		25.00
	d. Port Menier - La Malbaie	(100 pieces)	50.00
	e. Seven Islands - La Malbaie		50.00
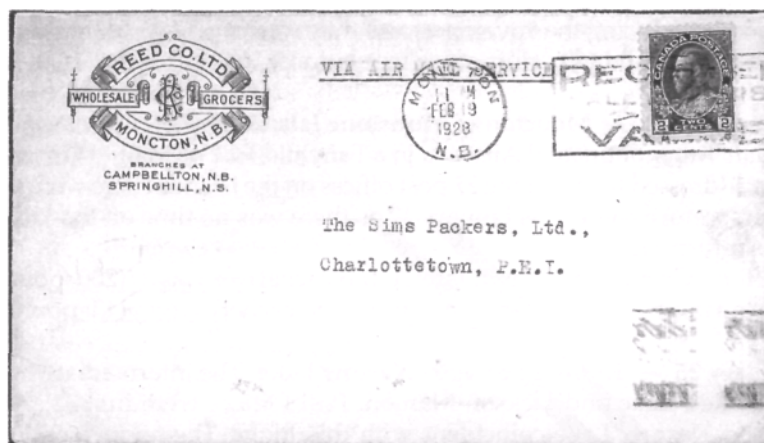
1928, February 19-March 18,1928 — Winter Flights - Moncton, P.E.I, and Grindstone Island.
During the early part of 1928, E. J. Cooper of Canadian Transcontinental Airways maintained service between Moncton and points in Nova Scotia, Prince Edward Island and Grindstone Island. Details concerning this service are obscure but the first flight appears to have been made on February 19 from Moncton, followed by subsequent flights on March 3, 10, 11 and 18. Covers believed to have been carried on this service have been noted from the listed points.

2807	Moncton - Charlottetown, Feb. 19	(300 pieces)	40.00
	a. Charlottetown - Moncton, Feb. 19	(30 pieces)	100.00
	b. Sackville - Charlottetown, March 3	(100 pieces)	75.00
	c. Middle Sackville - Charlottetown, March 10	(10 pieces)	100.00
	d. Charlottetown - Grindstone Island, March 11	(*)	100.00
	(various post offices)		

* Mail was placed aboard the regular Moncton - Grindstone Island plane which stopped at Charlottetown on that date.

1928, March 12   —   Toronto - Dearborn, Mich. Flight carrying Lindbergh's mother, Evangeline Land Lodge Lindbergh. Commemorative cover.

2809	Toronto - Dearborn, March 12		75.00

1928, March 16 — New York - Winnipeg. Floyd Bennett, pilot. Covers postmarked New York, March 16 and backstamped Winnipeg, March 28. Several stops were made enroute.

2811	New York - Winnipeg, March 16-28	(few known)	100.00

1928, March 29 — Chibougama - Quebec. A "by favor" cover has been reported, carried by H. M. Passmore from Capt. L.R.O. Picard, engineer in charge of the Obaski Mining Expedition to L. A. Dayer; this cover was postmarked in Roberval.

2813	Chibougama - Roberval - Quebec		25.00

1928, April 12-13 — First Westward Atlantic Flight - Ireland - Labrador. Two Germans, Baron Guenther Von Huenefeld and Captain Herman Koehl, accompanied by Major James Fitzmaurice, Commander of the Irish Free State Air Force, made the first westward aerial crossing of the Atlantic from Baldonnell, Ireland to Greenly Island, Labrador, a distance of 2,125 miles in 37 hours in a Junkers W33, the "Bremen." New York City was their original destination but they lost their way and were forced down at Greenly Island.

Floyd Bennett left a sick bed to pilot a relief plane to Greenly Island but was stricken with pneumonia enroute and died in Quebec City. Clarence "Duke" Schiller, in a Fairchild FC2W monoplane equipped with special skiis, succeeded in reaching the fliers.

One cover is known in the form of a message from Director and Council of Aonoch Tailteann, the ancient name of Ireland; this cover bears a circular cachet in magenta and violet: "H.Q. Baldonnel Army Service" in Gaelic and English with a typed routing inscription.

2815	Ireland - Greenly Island, April 12-13	1,500.00

1928, April 18 — Rescue Flight - Clarence A. "Duke" Schiller Carrying "Bremen" Fliers. After locating the German trans-Atlantic fliers at Greenly Island, Schiller flew Commander James Fitzmaurice to Quebec in Fairchild G-CA10. Covers bear a typed inscription: "Carried on plane carrying Comm Fitzmaurice, Clarke City to Quebec (signed) Pilot 'Duke' Schiller."
(Covers were postmarked Clarke City, April 18 and backstamped Quebec. The balance of the crew were flown to La Malbaie (Murray Bay) on April 26 and on to New York on April 27 in a Ford 4AT, piloted by Bernt Balchen. Some "attempted" covers, addressed to Col. James Fitzmaurice and the Postmaster at Clarke City on April 26-28, have been reported but were not on the flight. Some attempted covers bear a semi-official stamp, CL-43, of Patricia Airways Ltd.)

2817	Clarke City - Quebec	(3 pieces)	250.00

1928, May 5 — Montreal - Ottawa. Mail was carried at regular rates, *2c* per ounce, in planes of Canadian Transcontinental Airways. An official machine cancellation was applied in black in a boxed oblong: "This mail was carried by Postal Airplane to Ottawa," (or Montreal). There were two types of boxed oblong, one probably a machine cancel 2" x 3/4" and the other a handstamp 2 1 /8" x 5/8" the latter having a period after the destination in some cases. The handstamp is considerably more scarce and adds $10 to the values shown. Harold P. Ayres was the pilot from Montreal to Ottawa; J. Caldwell made the return trip.

2819	Montreal - Ottawa	(101 pounds)	15.00
	a. Ottawa - Montreal	(50 pounds)	25.00

1928, May 5-6 — Montreal - Rimouski. The same contractor (see #2817) performed a service on these dates, carrying mail between Montreal and Rimouski, for the principal purpose of expediting foreign mail from and to Canada. Pilots Romeo Vachon and J. Caldwell carried the Montreal dispatches; Godfrey M. Dean made the return flight on May 6. There was no special cachet applied to Montreal covers but the return flight mail received a boxed machine cancellation: "This mail was carried by Postal Airplane to Montreal" (see 2817.) Some mail was distributed from and to Toronto and Ottawa by connecting flights. Mail from the Maritime Provinces was discharged from the Halifax - Montreal train at Rimouski on Tuesdays, and later twice a week, to be flown to Montreal saving about 18 hours delivery. This mail postmarked Halifax or other Maritime cities can be identified by the "This mail was carried..." cachet. The earliest known date is May 7, 1928.

2821	Montreal - Rimouski, May 5	(961 pounds)	10.00
	a. Montreal - Quai de Rimouski, May 5	(included above)	10.00
	b. Rimouski - Montreal, May 6	(799 pounds)	10.00
	c. Quai de Rimouski - Montreal, May 6	(included in b.)	10.00
	d. Halifax - Montreal, May 7		10.00

1928, May 5-6 — Toronto - Montreal. The third phase of the service being rendered by this contractor (see #2819) consisted of flights between Toronto and Montreal, flown by J. H. St. Martin in both directions. Covers received a boxed cachet: "This mail was carried by Postal Airplane to Montreal (or Toronto)" (see 2817.) Over the first few months of the flight, the cancel was applied usually in black but also rarely in magenta and blue. Regular postage rates applied. The May 9 flight was the first one to carry passengers and mail. Much of the Montreal to Toronto mail was received from the Rimouski to Montreal flight of May 6 and dispatched onward by air. Montreal applied three different slogan and handstamp backstamps.

2823	Toronto - Montreal, May 5	(736 pounds)	12.00
	a. Montreal - Toronto, May 6	(208 pounds*)	18.00

*Much of this mail was received from the Rimouski - Montreal flight on May 6.
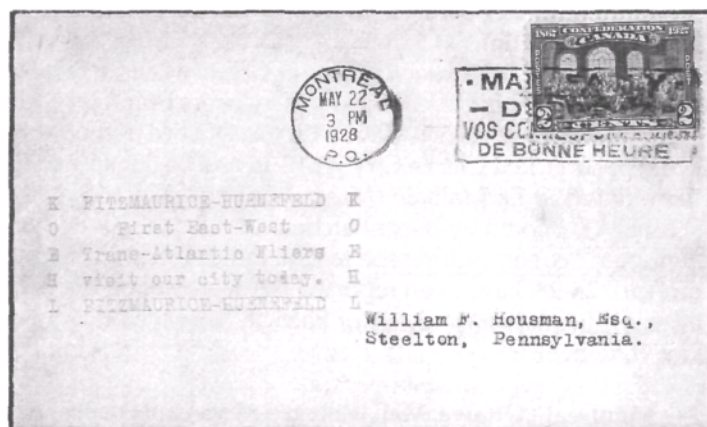
1928, May 22-23 — Montreal and Quebec Visit of "Bremen" Fliers. Covers with cachets commemorating the visit of Koehl, Fitzmaurice and Henefield flyers of the "Bremen" to Montreal and Quebec. Montreal covers received a 5-line cachet in blue: "Fitzmaurice - Heinefield - Koehl First East West transatlantic Flyers visit our city today." Some covers received a 5-line black printed cachet: "Bremen Fliers Fitzmaurice Koehl Heinefield, 1928."

2825	Montreal, May 22	(blue)	20.00
	a. Quebec, May 23	(purple)	20.00

1928, May 28 — Rimouski - Montreal and Toronto. These dispatches from Rimouski marked the start of regular summer service from that point to the destinations shown. Covers were marked with the same boxed cachet appropriately worded as to destination. Pilot Harold P. Ayres made the flights.

2827	Rimouski - Montreal, May 28	(202 pounds)	10.00
	a. Rimouski - Toronto, May 28	(included above)	10.00
	Later flights for which covers have been seen:		
	b. Rimouski - Montreal - Toronto, May 29		8.00
	c. Rimouski - Toronto, June 5		8.00
	d. Toronto - Rimouski, June 20		8.00
	e. Montreal - Father Point, "Duchess of Bedford, " Oct. 5		8.00
	f. Hamilton- "Calgaric, " Nov. 9		8.00

1928, May 28 — Crookston, Minn. - Winnipeg. Specially-prepared favor covers were carried to Winnipeg's Stevenson Field for the opening ceremonies. The envelopes were printed with the following inscription and postmarked in Winnipeg: "Carried by Speed

Holman - First International Good Will Air Tour - May 28, 1928 Crookston, Minn, to Winnipeg, Man."

| 2829 | Crookston - Winnipeg | 75.00 |

1928, May 29 — Grand Harbour - St. Andrews, N.B. Little is known of this service; covers prepared by dealer A. C. Roessler; existance of flight in doubt.

| 2831 | Grand Harbour - St. Andrews | 5.00 |

1928, June 6 — North Head - St. Andrews. Covers prepared by dealer A. C. Roessler; existence of flight in doubt.

| 2833 | North Head - St. Andrews | 5.00 |

1928, July 7-15 — Montreal. First Canadian Aircraft Show. Slogan cancel.

| 2835 | Montreal, any date between July 7-15 | 10.00 |

1928, August 24-29 — Toronto - Canadian National Exhibition Jubilee Special Flights.
During 1928 the Canadian National Exhibition, held annually at Toronto, celebrated its 50th Anniversary. For this occasion a number of special flights, performed by Canadian Transcontinental Airways, were authorized to demonstrate the feasibility of regular air mail service. Flights were made from Quebec, Montreal, Ottawa, Kingston and from Windsor, London and Hamilton to Toronto on August 24 and from Toronto to these cities on August 29.

Pictorial cachets were applied to mail carried on these flights which was charged at the rate of 5 cents per ounce, the first time in Canada that a special air mail rate had been regularly established.

Some covers were carried between intermediate points and received a shield shaped cachet: "Special Air Mail Flights - (place) to (place) - August 1928." Quebec, Montreal, and Ottawa had duplicate cachets in French and English; these were sometimes used on the same cover, one on the front and one on the back. Bilingual or duplicate cachets were not in use at all cities for each of the dispatches. Variations in the location of cachet application occur, as do some double leg flown covers with two cachets.

Postmarks and backstamps — A variety of postmarks and backstamps have been reported, including the C.N.E. commenorative postmark or backstamp, particularly for covers a. through f. The varieties seen are — Postmarks: Quebec, 1; Montreal, 3; Ottawa, 3; Kingston, 2; Windsor, 2; London, 2; Hamilton, 2; Backstamps: Toronto, 12; others, 1 only. Not all postmarks or backstamps have been seen on all legs.

Pilots — Quebec and Montreal to Ottawa, Romeo Vachon; Kingston to Toronto, Irenee Vachon; Windsor to Hamilton, Earl M. Hand; Hamilton to Toronto, J. Caldwell; Toronto to Kingston, Ottawa, Montreal and Quebec, Irenee Vachon; Toronto to Hamilton, London and Windsor, A. Schneider.

All cachets were applied in green and were in English, except as noted.

2837	Quebec - Toronto, (two cachets, French or English)	(5200 pieces)	3.00
	a. Montreal - Toronto, (two cachets, French or English)	(6000 pieces)	3.00
	b. Ottawa - Toronto	(5000 pieces)	3.00
	c. Kingston - Toronto	(3400 pieces)	3.00
	d. Windsor - Toronto	(4000 pieces)	3.00
	e. London - Toronto	(4502 pieces)	3.00
	f. Hamilton - Toronto	(4335 pieces)	3.00

Intermediate Points

g. Quebec - Montreal (two cachets)		10.00
h. Quebec - Ottawa (two cachets)		10.00
i. Quebec - Kingston (two cachets)		10.00
j. Montreal - Ottawa (two cachets)		10.00
k. Montreal - Kingston (two cachets)		10.00
l. Ottawa - Kingston (two cachets)		10.00
m. Windsor - London		10.00
n. London - Hamilton		10.00
o. Windsor - Hamilton		10.00

1928, August 29 — Toronto - Canadian National Exhibition Flights. All cachets were applied in red, except those used for dispatches between intermediate points, which were in green in the shape of a shield in English or French. All Kingston covers received the Kingston-Quebec cachet; all Ottawa covers received the Ottawa-Quebec cachet. Postmarks and backstamps (not all seen on all legs) — Postmarks: Toronto, 3; Kingston, 2; Ottawa, 2; Montreal, 1; Hamilton, 2; London, 1. Backstamps: Kingston, 1; Ottawa, 3; Montreal, 4; Quebec, 2; Hamilton, 2; London, 3; Windsor, 3.

2839	Toronto - Kingston	(3500 pieces)	3.00
	a. Toronto - Ottawa	(4000 pieces)	3.00
	b. Toronto - Montreal	(5000 pieces)	3.00
	c. Toronto - Quebec	(4802 pieces)	3.00
	d. Toronto - Hamilton	(3460 pieces)	3.00
	e. Toronto - London	(3800 pieces)	3.00
	f. Toronto - Windsor	(3000 pieces)	3.00

Intermediate Points

g. Kingston - Ottawa		10.00
h. Kingston - Montreal		10.00
l. Kingston - Quebec		10.00
j. Ottawa - Montreal		10.00
k. Ottawa - Quebec		10.00
l. Montreal - Quebec (two cachets)		10.00
m. Hamilton - London		10.00
n. Hamilton - Windsor		10.00
o. London - Windsor		10.00

1928, August 31 — The Pas - Kississing. Western Canada Airways contracted for this service; G. A. Thompson flew the mail. There were no special markings applied. Some covers were postmarked Winnipeg, August 30 addressed to Cold Lake, Manitoba (which was the earlier name for Kississing) with the correct backstamp. Total mail to Kississing

was 100 pounds, from Kississing, 251 pounds.

| 2841 | The Pas - Kississing | (385 pieces) | 30.00 |
| | a. Kississing - The Pas | (257 pieces) | 40.00 |
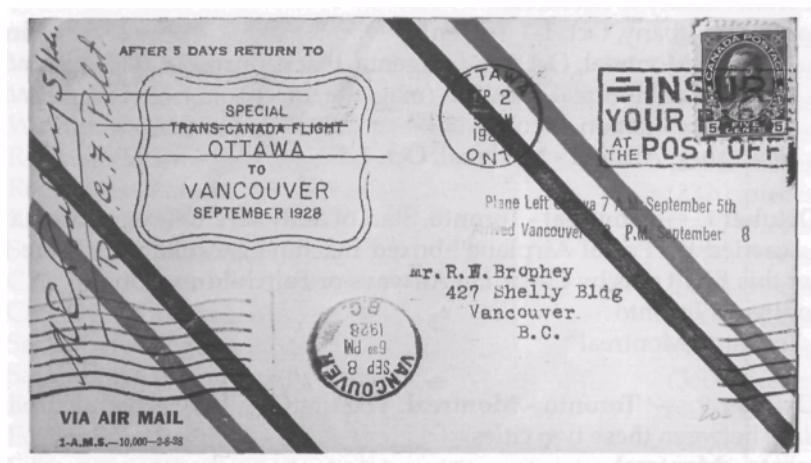
1928, September 5-8 — Ottawa - Vancouver. This was a transcontinental flight made by Squadron Leader A. E. Godfrey, RCAF and Flight Sergeant (F/S) M. Graham in a Fairchild FC-2W2 to test the feasibility of regular service. The flight was accomplished in 32 hours of actual flying time.

About 300 covers were officially carried and each was marked with a shield shaped cachet in purple: "Special Trans-Canada Flight - Ottawa to Vancouver - September 1928." Upon arrival at Vancouver, covers were additionally marked with a 2-line cachet: "Plane left Ottawa 7:00 a.m., September 5th - Arrived Vancouver 6:00 p.m., Sept. 8th." Three or four letters were taken on at Edmonton, addressed to prominent persons and marked "Courtesy of Major Godfrey."

| 2843 | Ottawa - Vancouver, Sept. 5 | (300 pieces) | 100.00 |
| | a. Edmonton - Vancouver, Sept. 7 | | 850.00 |

1928, September 21-22 — Flown Covers of Canada's First Air Mail Stamp. Canada's first official air mail stamp was issued on September 21, 1928 in Canada's 36 cities. The first flights using the new stamp were made the next day, September 22, on the Toronto-Ottawa-Montreal-Rimouski route. Covers carried this date have officially-applied boxed cachets, but they were not first flight covers. These covers are scarce. Pilots were H. P. Ayers and D. S. Bondurant.

| 2845 | First day covers, Sept. 21 | | 100.00 |
| | a. First flight with new stamp, Sept. 22 | | 50.00 |

1928, October 1 — Montreal - Albany - New York. Service was performed by Canadian Colonial Airways under U.S. Foreign Air Mail Route No. 1. An official cachet was applied in green in Montreal. At Montreal connection was made with domestic Canadian service to Ottawa. At the time the return flight terminated at Albany, where mail was forwarded by train or domestic U.S. air routes to destination.

Mail was postmarked at a variety of stations in Montreal at 10 a.m., 12 a.m., and 1 p.m.; in New York at 4:30 a.m; and Albany at 7 a.m. Mail was backstamped at a variety of stations in Montreal at 3 p.m., Albany at 6:30 p.m. Many with New York backstamps were also backstamped in Albany. Backstamps in New York were 12 p.m., Oct. 1, 6:30 and 8 a.m., October 2. In addition to this specific flight, extensions of the service were also seen with covers backstamped in Albany, originating in Windsor, London, Toronto, Ottawa, Kingston and Quebec.

With the flight of April 11,1932, Montreal and Albany dispatches were sent directly to New York. On July 27,1936, service was extended from Montreal to Ottawa.

Pilots — Billy Hughes from New York to Montreal and Montreal to Albany; Paul E. Reeder from Albany to Montreal.

2847	Montreal - Albany, Oct. 1-1 (green)	(25,500 pieces)	3.00
	a. Albany - Montreal, Oct. 1-1 (magenta, black, purple)	(121 pounds)	3.00
	b. New York - Montreal, Oct. 1-1 (magenta, black)	(180 pounds)	3.00
	c. As b., combination of colors		10.00
	d. New York Airfield - Montreal, Oct. 1-1		5.00

1928, October 1 — Montreal-Toronto. Start of daily service (except Sunday). Most covers bear "...carried by Postal Airplane" boxed machine cancellation. There is some debate whether this flight was by Canadian Airways or Fairchild Aviation.

2848	Montreal - Toronto	3.00
	a. Toronto - Montreal	3.00

1928, October 9 — Toronto - Montreal. The first regularly-scheduled passenger service took place between these two cities.

2849	Toronto - Montreal	15.00

1928, October 21 — Montreal. Air postcard sent from the Palace Theatre, Canada Air Mail Post Office, during the showing of "Air Circus."

2851	Montreal	25.00

1928, December 10-29 — Experimental Flights in the Prairie Provinces. In order to test the feasibility of regular air mail service, a trial service for a period of three weeks was inaugurated in the Prairie Provinces. Sixteen different cachets were provided and affixed to the mail which required the regular air mail rate of 5$ per ounce. The service was performed by pilots of Western Canada Airways who flew the route as follows on the inaugural date, December 10 — Winnipeg-Regina and return, W. J. Buchanan in a Fokker Super Universal B-CASK; Regina-Calgary, A. H. Farrington; Calgary-Regina, A. N. Westergaard in a Fairchild FC2 G-CAID; Regina-Edmonton, C. H. Dickins in a Fokker-Super Universal G-CASM; Edmonton-Regina: P. B. Calder in a Fokker Super Universal.

A total of 55,851 covers was carried from all points on the first flight. Quantities dispatched from Winnipeg, Calgary, Edmonton and Saskatoon are correct in total but have been approximated between the various destinations.

Edmonton-Winnipeg and Saskatoon-Winnipeg mail was trained to Winnipeg from Regina as it missed the connecting plane at that point. Covers carried on the December 11 flight from Edmonton and Saskatoon to Winnipeg were the first covers to fly the entire distance. Cachets on westbound covers on the inaugural date and for the entire first week of service were applied in red; eastbound covers received the cachet in purple. For the second and third weeks, the cachets were applied as follows:

		2nd Week	**3rd Week**	
	Westbound	**Blue**	**Green**	
	Eastbound	**Black**	**Red**	
2853	Winnipeg - Regina		(3000 pieces)	3.00
	a. Winnipeg - Calgary		(5000 pieces)	3.00
	b. Winnipeg - Saskatoon		(3000 pieces)	3.00
	c. Winnipeg - Edmonton		(4000 pieces)	3.00
	d. Regina - Calgary		(2550 pieces)	3.00
	e. Regina - Saskatoon		(2320 pieces)	3.00
	f. Regina - Edmonton		(2400 pieces)	3.00
	g. Saskatoon - Edmonton		(2700 pieces)	3.00
	h. Calgary - Regina		(3981 pieces)	3.00
	i. Calgary - Winnipeg		(4000 pieces)	3.00
	j. Saskatoon - Regina		(3600 pieces)	3.00
	k. Saskatoon - Winnipeg (by train)		(3600 pieces)	3.00
	1. Edmonton - Saskatoon		(4000 pieces)	3.00
	m. Edmonton - Regina		(4000 pieces)	3.00
	n. Edmonton - Winnipeg (by train)		(4500 pieces)	3.00
	o. Regina - Winnipeg		(3200 pieces)	3.00

Mail was scheduled to be flown over the whole route each day for 20 days, ending December 29. Because of weather all legs were not flown daily. There are reportedly only ten days on which all legs were flown and one day on which no mail was flown. Postmarks and backstamps vary in date depending on the time of mailing and date of next flight. Some covers received RPO cancels for parts of the trip done by rail. Dates after December 10 are less numerous and hence, covers are more valuable (between $5 to $10 depending on the number flown.)

There were six interconnecting routes — Westbound - Winnipeg to Regina, Regina to Calgary, Regina to Saskatoon and Edmonton; Eastbound - Calgary to Regina, Edmonton to Saskatoon to Regina, Regina to Winnipeg. The flights were scheduled to leave Winnipeg, Calgary and Edmonton (via Saskatoon) early each morning for Regina where connecting flights left around noon for final destinations or return to the terminals.

Where the postmarks and backstamps were the same day, the actual date of the flight is clear. Where postmarks were late in the day and backstamps the next day, the backstamp would appear to be the actual date of the flight. In some cases, however, it is not clear whether the flight took place on the postmark date and the post office was tardy with the backstamp, the flight was delayed, or both.

The dates and legs on which it is clear that flights were flown are shown on the chart below. Proof of other flight dates or the absence of such would be appreciated by the Editors. It has been reported that survey flights were made on September 13 and twice-weekly in October and November until December 10. It is not known if any regular mail was carried before December 10. Whether Edmonton-Saskatoon-Regina and return flights terminated in Saskatoon on some days due to weather is not clear. Similarly, Saskatoon may have been overflown on some days. If, as on December 10, the flight in either direction was late, all legs would be flown but some mail would not reach the connecting points until the next day and might or might not be sent by train instead. The answers are illusive.

WESTBOUND LEGS   —   December 10 - 30,1928

DATE	Winnipeg-Regina	Regina-Calgary	Regina-Saskatoon & to Edmonton	
Dec 10	X	X	X	X
Dec 11	X	X	X	X
Dec 12	X		X	X
Dec 13				
Dec 14				
Dec 15				
Dec 16				
Dec 17	X		X	X
Dec 18				
Dec 19				
Dec 20		X		
Dec 21			X	
Dec 22				X
Dec 23	X			X
Dec 24	X	X	X	
Dec 25	X	X		X
Dec 26				X
Dec 27	X			
Dec 28			X	X
Dec 29	X	X	X	X
Dec 30	X			X

X — Flown

EASTBOUND LEGS   —   December 10 - 30, 1928

DATE	Calgary-Regina	Edmonton-Saskatoon	and on to Regina	Regina-Winnipeg
Dec 10	X	O'	O[1]	X
Dec 11				X
Dec 12		X	X	X
Dec 13				
Dec 14				
Dec 15				
Dec 16				
Dec 17	X	X	X	X
Dec 18		X		
Dec 19				
Dec 20			X	
Dec 21			X	X
Dec 22				
Dec 23				
Dec 24			X	X
Dec 25	X		X	X
Dec 26	X			
Dec 27				
Dec 28				
Dec 29	X			X
Dec 30	X			

X — Flown   O — Not Flown

1 Missed connecting flight to Winnipeg.

1928, December 11-17 — Sioux Lookout - Narrow Lake. On December 11 flights previously made from Rolling Portage to Goldpines, Red Lake, Jackson Manion and Narrow Lake started at Sioux Lookout. Return flights were on December 17. Six planes in all were required to carry the accumulated mail, mostly parcel post, for these points. The letter mail was flown by E. W. Stull of Western Canada Airways. There were no cachets or special markings, although a WCA 4-line dated cachet was applied to some covers. Letters alone in the entire amount of mail flown totaled more than 2,000 pieces.

2855	Sioux Lookout - Goldpines, Dec. 11	25.00
a.	Sioux Lookout - Red Lake, Dec. 11	25.00
b.	Sioux Lookout - Jackson Manion, Dec. 11	25.00
c.	Sioux Lookout - Narrow Lake, Dec. 11	25.00
d.	Narrow Lake - Sioux Lookout, Dec. 17	25.00
e.	Jackson Manion - Sioux Lookout, Dec. 17	25.00
f.	Red Lake - Sioux Lookout, Dec. 17	25.00
g.	Goldpines - Sioux Lookout, Dec. 17	25.00
h.	Sioux Lookout - Red Lake, Dec. 17	25.00

1928, December 12 - Sept lles - Port Menier. First contract air mail. Flown by Romeo Vachon.

2857	Sept Iles - Port Menier	5.00

1928, December 13 — Leamington - Pelee Island. First winter flight of 1928-29 season. Some covers were postmarked and backstamped at Scudder, Pelee Island.

2859	Leamington - Pelee Island	10.00

1928, December 14-29 — Moonbeam - James Bay District. Bringing Christmas mail to the isolated points in the James Bay District, H. A. Oaks of Dominion Explorers flew from Moonbeam, Ontario to a number of settlements at which no post offices were in operation. Although much more mail was carried, less than 100 covers probably exist today. There were no special markings used.

All covers were postmarked Cochrane December 17 but were not backstamped. Many covers originated and terminated in Toronto; at least one is known pilot-signed. Mail from a return flight of January 8, 1929 has been reported.

2861	Moonbeam - Moose Factory	100.00
a.	Moonbeam - Rupert House	100.00
b.	Moonbeam - Eastmain	100.00
c.	Moonbeam - Fort George	100.00
d.	Moonbeam - Richmond Gulf	100.00

1928, December 22 — Quebec - Seven Islands. The winter service to Seven Islands, flown by Romeo Vachon of Canadian Transcontinental Airways, at this time was based at Quebec rather than at La Malbaie. A landing was made at Seven Islands; mail was reportedly dropped over the same points as on the December 25, 1927 flight. Covers have been reported to Clarke City, Pentecost River, Baie de la Trinite, and Comeau Bay only. No special markings were applied.

2863	Quebec - Seven Islands	30.00
a.	Quebec - Drop mail to any other point	
b.	Seven Islands - Quebec	75.00

1929, January 8 — James Bay District - Moonbeam. Return of December 14, 1929 flight. Mail cancelled in Toronto on January 15.

2901	Moose Factory - Moonbeam	100.00

1929, January 22 — Quebec - Clarke City. First direct flight.

2903	Quebec - Clarke City	20.00

1929, January 21-24 — Moncton - Charlottetown. Mail was flown on a weekly basis at the regular 2c surface rate during the winter season only. There were no special cachets applied. Pilot was R. K. Rose. The first flights were on the indicated dates and provided an intermediate stop at Summerside. Other flights at the 2c rate took place on February 2, 6, 7, 21 and 23. Moncton applied two different postmarks and backstamps.

2905	Moncton - Summerside, Jan. 23	45.00
	a. Summerside - Charlottetown, Jan. 23	75.00
	b. Charlottetown - Summerside, Jan. 24	75.00
	c. Summerside - Moncton, Jan. 24	50.00
	d. Moncton - Charlottetown, Jan. 23	50.00
	e. Charlottetown - Moncton, Jan. 21	50.00
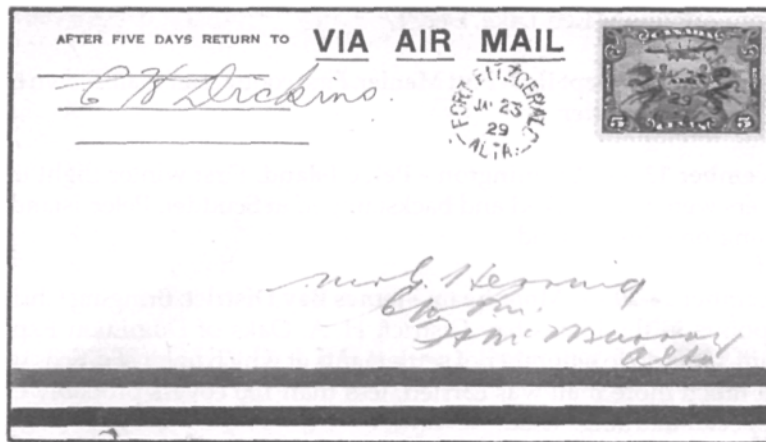
1929, January 23 - February 5 — Northwest Territory Flights. This service was performed by C. H. Dickins of Western Canada Airways in a Fokker Super Universal. The southern terminal of the route was considered to be either Edmonton or Fort McMurray. Because of the facilities available, most of the northbound mail was cancelled at Edmonton on January 15 at 6 a.m. or 11:30 a.m., the date originally projected for the flight, or earlier.

Mail cancelled at Fort McMurray was postmarked January 23. Bad weather delayed the start of the flight until the 23rd. Most of the mail consisted of parcel post, and was not specially marked in any way. The pilot reached Fort Fitzgerald on the 23rd, Fort Providence on the 25th, Fort Simpson on the 26th. All mail intended to go south was picked up at the time of the northbound stop as it was Dickins' intention to fly straight through to Fort McMurray and Edmonton on the return trip.

Mail from Fort Chipewyan, Fort Fitzgerald or Fort Smith was cancelled January 23 or earlier; mail from Fort Resolution, Hay River and Fort Providence was cancelled January 25 or earlier; mail from Fort Simpson was cancelled January 26 or earlier. Unfortunately, the plane was forced down on the return trip near Fort Resolution and, as spare parts had to be flown from Winnipeg, the flight could not be resumed until February 5. Mail was backstamped either February 5 or 6 at Fort McMurray or Edmonton. Some of this mail bears the semi-official stamp of Western Canada Airways (see Semi-Official Section).

There were no dispatches of mail between Edmonton and Fort McMurray. Return flight dispatches were taken off and backstamped at Fort McMurray, if their delivery could be expedited by so doing. Comparatively little mail was flown through to Edmonton. A second flight returned from Fort Simpson and covers were postmarked January 26 - March 6

and backstamped February 13, March 8 and 9.

2907 Edmonton - Fort Chipewyan	(11 pounds)	30.00
a. Edmonton - Fort Fitzgerald	(7 pounds)	30.00
b. Edmonton - Fort Smith	(19 pounds)	30.00
c. Edmonton - Fort Resolution	(142 pounds)	25.00
d. Edmonton - Hay River	(10 pounds)	30.00
e. Edmonton - Fort Providence	(8 pounds)	30.00
f. Edmonton - Fort Simpson	(21 pounds)	30.00
g. Fort Simpson - Edmonton		30.00
h. Fort Providence - Edmonton		30.00
i. Hay River - Edmonton		30.00
j. Fort Resolution - Edmonton		30.00
k. Fort Smith - Edmonton		30.00
1. Fort Fitzgerald - Edmonton		30.00
m. Fort Chipewyan - Edmonton		30.00
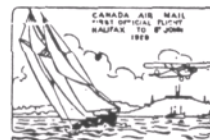
1929, January 28-31 — Ottawa and Montreal - Saint John / Saint John - Halifax. Although the two legs of this service formed a continuous route from Ottawa and Montreal through to Halifax, they were considered separate services by the Post Office Department and the official cachets were so inscribed. The air mail rate of 5c per ounce applied.

Pilots were as follows: Ottawa and Montreal to Saint John and return, A. D. McLean; Saint John to Halifax and return, T. A. Lawrence. Both fliers were RCAF personnel; RCAF planes were used. There were no dispatches between Ottawa and Montreal as regular service between those points was then in effect.

There were 39,330 covers carried between all points but no breakdown of this total was reported. Cachet colors are shown in the listing below. There were a number of post marks and backstamps applied, creating a great variety of covers. Postmarks: Ottawa, 2; Montreal, 4; Saint John, 3; Halifax, 2. Backstamps: Saint John, 4; Ottawa, 2; Halifax, 1.

2909 Ottawa - Saint John, Jan. 28 (black)		3.00
a. Montreal - Saint John, Jan. 28 (purple, black, grey)		3.00
b. Saint John - Montreal, Jan. 31 (purple, magenta)		3.00
c. Saint John - Ottawa, Jan. 31 (blue, purple, magenta)		3.00
d. Saint John - Halifax, Jan. 31 (magenta, blue)		3.00
e. Halifax - Saint John, Jan. 31 (*) (black, green)		7.50

* The plane from Halifax to Saint John was forced down at Folleigh Lake; covers were backstamped February 2, the date of arrival.

Covers exist which were dispatched over both legs of the service to terminal points as follows:

f.	Ottawa - Halifax	6.00
g.	Halifax - Ottawa	6.00
h.	Montreal - Halifax	6.00
i.	Halifax - Montreal	6.00

1929, February 6 —'' Moncton - Grindstone Island. This was the first flight of the second year of this service by Canadian Transcontinental Airways. The second flight was on February 12. Mail from Charlottetown, an intermediate stop, to Moncton on February 6 is also recorded.

2911	Moncton - Grindstone Island, Feb. 6		5.00
	a.	Charlottetown - Grindstone Island, Feb. 6	5.00
	b.	Moncton - Grindstone Island, Feb. 12	5.00

1929, February 9 — Quebec - Port Menier. This service was previously based at La Malbaie, but for 1929, was flown directly from Quebec. There are two postmarks from Quebec, a #9 hammer and an unnumbered hammer. No special cachets were applied. Clarence A. "Duke" Schiller flew the mail in both directions.

2913	Quebec - Port Menier	35.00
	a. Port Menier - Quebec	35.00

1929, February 17 — Newark, N.J. - Montreal. First flight from Newark Airport to Montreal. Red cachet for opening of airport.

2915	Newark - Montreal	5.00

1929, March 5-9 — Fort McMurray - Fort Good Hope. This was a special mail flight authorized by the Post Office Department because the plane was to bring in a load of furs from Fort Good Hope. The pilot was C. H. Dickins of Western Canada Airways. There were no special markings. A stop at Fort Simpson has been reported. Some mail from the January 23 flight from Fort Simpson and possibly other centers was also returned on this flight.

2917	Fort McMurray - Fort Simpson, March 2		40.00
	a. Fort McMurray - Wrigley, March 5	(50 pieces)	40.00
	b. Fort McMurray - Fort Norman, March 5	(50 pieces)	40.00
	c. Fort McMurray - Fort Good Hope, March 5	(50 pieces)	40.00
	d. Fort Simpson - Fort McMurray, March 7		40.00
	e. Fort Good Hope - Fort McMurray, March 8	(50 pieces)	40.00
	f. Fort Norman - Fort McMurray, March 8	(50 pieces)	40.00
	g. Wrigley - Fort McMurray, March 8	(50 pieces)	40.00

1929, April 2-4 — Fort Churchill - Eskimo Point- Tavini - Chesterfield Inlet - Baker Lake, N.W.T. Dominion Explorer's plane dropped mail at the first three points en route to Baker Lake from Fort Churchill. There were two aircraft, financed by mining interests, under the leadership of Colonel C.D.H. MacAlpine. Pilot Stan R. McMillan flew one of the planes. On April 2 they circled the Hudson Bay post at Eskimo Point and threw out a single letter addressed to the Padre there; this letter was attached to the leg of an old pair of pants which acted as a streamer to attract attention and also to make it easier to locate on the snow. But the aim was good. It landed almost at the feet of the minister as he stood waving from the door of one of the buildings. Stan McMillan piloted this plane. It is not known if any covers survived.

2919	Churchill - Eskimo Point	(1 cover reported)	500.00
	a. Churchill - Tavini	(small amount of mail)	—
	b. Churchill - Chesterfield Inlet	(small amount of mail)	—
	c. Churchill - Baker Lake	(small amount of mail)	—

1929, April 13 — Blanc Sablon, Quebec. Covers were postmarked Blanc Sablon, Quebec "AP13 29 P.Q." handstamp with a handwritten inscription, apparently by John Le Templier, the lighthouse keeper on Greenly Island, apparently commemorating the arrival of "Bremen" flyers on April 13, 1928.

2921	Blanc Sablon		20.00

1929, May 3-7 — Winnipeg - Wabowden - Cross Lake. In the spring of 1929 the RCAF delivered mail to a number of northern Manitoba communities. This flight started in Winnipeg on May 3, with the covers carried on this flight backstamped in Wabowden on May 4. (The 540 km. air distance precluded any other delivery mode.)
On May 5 the plane flew south to Norway House, where covers were backstamped. They were again backstamped on May 6; the plane flew back north to Cross Lake, where mail to that village was backstamped on May 7. The return flight from Cross Lake to Wabowden occurred on May 9, but no covers are known from this service. It should be noted that these flights occurred one month before the recorded flights from Norway House to eastern points. Pilot - Flight Sergeant (F/S) J. Horner.

2923	Wabowden - Norway House, May 5	(311 pieces)	50.00
	a. Wabowden - Cross Lake, May 6	(327 pieces)	50.00

1929, May 15 — Montreal - [Miami] - Belize. This was a Post Office Department authorized connection with a U.S. Foreign Air Mail Route No. 5 inaugural flight to Belize. Franking required was 15c.

2925	Montreal - [Miami] - Belize, May 15		25.00

1929, May 24-25 — Winnipeg Airport Dedication. 4-line cachet in purple including air craft: "Aero Show and Aviation Meet May 24-25, 1929."

2927	Winnipeg		10.00

1929, June 1 — Norway House - God's Lake - Island Lake - Oxford House. As Norway House was the only point with a post office, it is difficult to identify covers from this flight, which was a government service. Very small amount of mail carried.

2929	Norway House - God's Lake - Island Lake - Oxford House		50.00
	a. Oxford House - Island Lake - God's Lake - Norway House		50.00

1929, June 1 — Cranberry Portage - Kississing. Covers from this flight received no special markings. Very few covers were carried. Pilot was C.M.G. Farrell of Western Canada Airways.

2931	Cranberry Portage - Kississing		50.00
	a. Kississing - Cranberry Portage		50.00

1929, June 4 — Kingston Airport Dedication Special Flights. To mark the dedication of the Kingston Airport, the regular mail plane flying the Montreal to Toronto route made stops at Kingston on this date and carried official mail in both directions. An official cachet was applied in black to all air mail prepaid at the rate of 5c per ounce at all points, with the exception of

Montreal, where there were also a few in green or mauve. Pilot O. C. Wallace flew the mail between Kingston and Montreal; pilot V. J. "Shorty" Hatton performed the
Kingston to Toronto service. Postmarks — Kingston, 4; Montreal, 4; Toronto, 2; backstamps —
Montreal, 3; Toronto, 3; Kingston, 3.

2933	Kingston - Montreal (black)	(7500 pieces)	3.00
	a. Kingston - Toronto (black)	(7128 pieces)	3.00
	b. Montreal - Kingston (black, green)	(5588 pieces)	3.00
	c. Toronto - Kingston (black)	(6633 pieces)	3.00
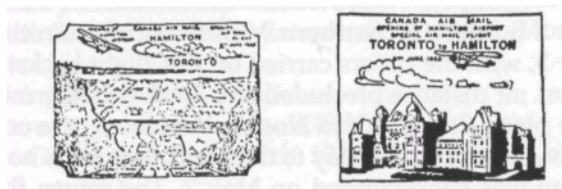
1929, June 6 — Hamilton Airport Dedication Special Flight. The Hamilton Airport was dedicated on this date and mail was carried in both directions by the regular planes flying the Toronto to Windsor route. However, no mail was carried between Hamilton and Windsor. Toronto and Hamilton cachets are found in both black and blue; plus purple from Toronto. A. F. Ingham was the pilot in both directions. Hamilton applied two different postmarks, including an "Alcock and Brown" slogan cancel.

2935	Hamilton - Toronto (black, blue)	(14,916 pieces)	3.00
	a. Toronto - Hamilton (purple)	(5667 pieces)	3.00

1929, June 8 — Norway House - God's Lake. Some covers bear a 4-line cachet in either black or violet plus "First Flight" at either top or bottom. The cachet reads: "Norway House to God's Lake / Manitoba / June 8,1929."

2937	Norway House - God's Lake	45.00
	a. God's Lake - Norway House	45.00

1929, July 1-2 — Special Flights - Maritime Air Pageant. To mark the First Maritime Provinces Air Pageant, special flights were authorized between Moncton and Charlottetown, Moncton and Sydney, and Moncton and Saint John. Official cachets were applied on both days, uniformly applied in black. W. Fleming flew between Moncton and Charlottetown on both days. W. H. Irvine flew between Moncton and Sydney on July 1; Howard Watt flew the round trip on July 2. Fleming also flew the round-trip between Moncton and Saint John on July 1; C. R. "Peter" Troup performed this service on July 2.Quantities carried on July 2 are not available but it is known that the number flown from all points on this date was considerably less than the quantities carried on July 1. There were a variety of postmarks and backstamps applied.

2939	Moncton - Charlottetown, July 1 (black)	(7000 pieces)	3.00
	a. Moncton - Sydney, July 1 (black)	(4000 pieces)	3.00
	b. Moncton - Saint John, July 1 (black)	(7000 pieces)	3.00
	c. Charlottetown - Moncton, July 1 (black)	(7000 pieces)	3.00
	d. Sydney - Moncton, July 1 (black)	(8000 pieces)	3.00
	e. Saint John - Moncton, July 1 (black)	(7000 pieces)	3.00

f. Moncton - Charlottetown, July 2 (black)   6.00
g. Moncton - Sydney, July 2 (black)   6.00
h. Moncton - Saint John, July 2 (black)   6.00
i. Charlottetown - Moncton, July 2 (black)   6.00
j. Sydney - Moncton, July 2 (black)   6.00
k. Saint John - Moncton, July 2 (black)   6.00

1929, July 10 — Montreal - [Miami] - Chile. This was an authorized Canadian dispatch to connect with a U.S. Foreign Air Mail Route No. 6 inaugural flight from Miami to Santiago, Chile.

2941   Montreal - [Miami] - Chile   25.00

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

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

1929, July 15 — Toronto - Hamilton - Windsor - Detroit, Mich. On this date service was inaugurated from Toronto to Detroit via Hamilton, London and Windsor. Canadian Airways was the contractor for this service; pilot from Toronto to Detroit was V. J. Hatton. G. R. Hicks flew the return service.

Covers are known autographed by R. H. Bibby, who flew a reserve plane from Toronto to Detroit on this date but carried no mail. Official pictorial cachets were applied at all points uniformly in black, except at London where red or purple ink was also applied.

There was no official dispatch between Windsor and Detroit, although covers exist. There was some variety in postmarks and backstamps.

For quantities carried, see notes below.

2945   Toronto - Hamilton (black)   3.00
a. Toronto - London (black)   3.00
b. Toronto - Windsor (black)   3.00
c. Toronto - Detroit (black)   3.00
d. Hamilton - London (black)   3.00
e. Hamilton - Windsor (black)   3.00
f. Hamilton - Detroit (black)   3.00
g. London - Windsor (black, red, purple)   3.00
h. London - Detroit (black, red, purple)   3.00
i. Windsor - London (black)   3.00
j. Windsor - Hamilton (black)   3.00
k. Windsor - Toronto (black)   3.00
1. London - Hamilton (black, red, purple)   3.00
m. London - Toronto (black, red, purple)   3.00
n. Hamilton - Toronto (black)   3.00
o. Detroit [Dearborn] - Windsor (black)   3.00
p. Detroit [Dearborn] - London (black)   3.00
q. Detroit [Dearborn] - Hamilton (black)   3.00
r. Detroit [Dearborn] - Toronto (black)   3.00

— Toronto dispatches to all points totaled 19,230 pieces.
— Hamilton dispatches to all points except Toronto totaled 12,253 pieces.
— London dispatches to Windsor and Detroit totaled 27,907 pieces.
— Windsor dispatches to all points totaled 16,000 pieces.
— London dispatches to Hamilton and Toronto totaled 20,027 pieces.
— Covers from Dearborn have twice the value.
Mail from other points was also flown and arrived on this date:
    1) Montreal to all points;
    2) all points to Montreal (backstamped 2 p.m., July 15);
    3) Windsor to Chicago.

1929, August 8 — Sydney, N.S. - Los Angeles. Souvenir air mail carried on "The Blue-nose" Buhl aircraft from Sydney, N.S. to Los Angeles, Calif, by Vernon Dorrell, pilot, and R. D. Archibald, owner.

2947	Sydney - Los Angeles	30.00

1929, September 13-15 — St. Catharines Airport Opening. Purple printed cachet. Covers were issued for each day; some were postmarked September 16. The covers bear the signature and seal of the St. Catharine's Flying Club.

2949	St. Catharines, postmarked any date	20.00

1929, September 17 — Montreal - [Miami] - [St. Thomas] - Paramaribo, Surinam. This was an authorized Canadian dispatch to connect with U.S. Foreign Air Mail Route No. 6 inaugural flight from Miami to Surinam from September 20-28.

2951	Montreal - [Miami] - Paramaribo, Sept. 17-28	25.00

1929, September 28 — Toronto - [Miami] - Buenos Aires, Argentina. This was an authorized Canadian dispatch with U.S. Foreign Air Mail Route No. 9 inaugural flight from Miami to Buenos Aires on October 8.

2953	Toronto - [Miami] - Buenos Aires, Sept. 28-Oct. 8	25.00

1929, October 16 — Vancouver - Seattle, Wash. Alaska-Washington Airways flight. Covers bear a green oval cachet. Stamps were overprinted "J. C. Smith."

2955	Vancouver - Seattle	25.00

1929, October 5-6 — Windsor - Toronto - Ottawa - Montreal - Ford Reliability Tour.
These four cities were included in the Fifth Ford Reliability Tour designed to demonstrate aircraft reliability. Frank Hawks was the pilot. Covers bear no cachets and were addressed to American aerophilatelist H. H. Griffin from various points on the tour.

2957	Windsor - Toronto, Oct. 5	30.00
	a. Toronto - Ottawa, Oct. 5	30.00
	b. Ottawa - Montreal?, Oct. 6	30.00
	c. Montreal - Portland, Maine?, Oct. 6	30.00

1929, October 28 — Cranberry Portage - Kississing. This was the first regularly scheduled service between these two points.

2959	Cranberry Portage - Kississing	25.00
	a. Kississing - Cranberry Portage	25.00

1929, November 2-December 4 — Fort Resolution - Bathurst Inlet - The Pas - MacAlpine Rescue Search. The massive search for the MacAlpine Party, lost on an exploratory flight over Arctic wastes, was finally successful when rescue planes brought the party out from

Cambridge Bay near Queen Maud's Gulf. Five registered and 12 unregistered covers, post marked Fort Resolution on November 2 and backstamped The Pas on December 4, have been located, all signed by pilot Andrew Cruickshank.

2961	Fort Resolution - The Pas, Nov. 2-Dec. 4	(17 pieces)	250.00

1929, December 9 — Montreal - Quebec - Moncton - Saint John Experimental Service. An experimental service between the listed points, to last for a trial period of one month only, was inaugurated on this date. The regular air mail rate of 5c per ounce applied.

Official cachets, different for each segment, were supplied and uniformly applied in black. Montreal and Quebec each applied two types of cachets, inscribed in English and French respectively, and applied them alternately to the front and back of each first flight cover. There was some variety in postmarks and backstamps applied.

H.C.W. Smith flew the leg between Montreal and Quebec; Howard Watt, Quebec to Moncton; R. H. Bibby, Moncton to Saint John. Service in the return direction was performed by W. H. Irvine, Saint John to Moncton; Howard Watt, Moncton to Quebec; H.C.W. Smith, Quebec to Montreal.

2963	Montreal-Quebec(black)	(2309pieces)	3.00
	a. Montreal - Moncton (black)	(2514 pieces)	3.00
	b. Montreal-Saint John (black)	(3065 pieces)	3.00
	c. Quebec - Moncton (black)	(2265 pieces)	3.00
	d. Quebec - Saint John (black)	(2476 pieces)	3.00
	e. Saint John - Moncton (black)	(2500 pieces)	3.00
	f. Saint John - Quebec (black)	(2700 pieces)	3.00
	g. Saint John - Montreal (black)	(3000 pieces)	3.00
	h. Moncton - Quebec (black)	(2400 pieces)	3.00
	i. Moncton - Montreal (black)	(2700 pieces)	3.00
	j. Quebec - Montreal (black)	(2495 pieces)	3.00
	k. Moncton - Saint John (black)	(2800 pieces)	3.00

1929, December 9 — Leamington - Pelee Island. First flight of 1929-30 winter season.

2965	Leamington - Pelee Island	10.00
	a. Pelee Island - Leamington	10.00

1929, December 10-30 — Fort McMurray - Aklavik - First Official Service to Northwest Territory. This 1,671-mile route to the Arctic Circle included 12 intermediate stops. While

mail had been flown to most of the points on several previous occasions, the Department designated this service as the inauguration of "First Regular Official Flights" and each official cachet was so inscribed. While Fort McMurray was the southern terminus of the route, the postal facility at this point was unable to handle the more than 100,000 letters carried on the flight; hence, most covers were cancelled at Edmonton on November 26 (two different postmarks seen), the originally intended inaugural date.

Only covers prepaid at the 5c air mail rate received the official cachet. The total mail weighed over seven tons and consisted of 103,900 letters, of which approximately 3,000 were prepaid at the 2c rate and did not receive any cachet. There was a large amount of parcel post mail included in the seven-ton weight.

Six planes on hand at Fort McMurray for the start of the service alternated in carrying the mail. They were flown respectively by Charles Becker, Maurice Burbridge, I. G. Glyn Roberts, C. G. Lumsden and W. R. May, all of Commercial Airways, which received the assignment for the service. On each day mail was carried as far north as possible by one to three of the pilots, the others returning south with the southbound mail and to pick up more mail for northern points, as a consequence. Pilot Lumsden apparently always performed the shuttle service and does not appear to have delivered any mail to its ultimate destination. Pilots to various destinations were as follows:

To: Fort Chipewyan - C. Becker, Maurice Burbridge, I. G. Glyn Roberts
  Fort Fitzgerald - C. Becker, Maurice Burbridge, I. G. Glyn Roberts
  Fort Smith - C. Becker, W. R. May
  Fort Resolution - C. Becker, Maurice Burbridge, I. G. Glyn Roberts
  Hay River - C. Becker, W. R. May
  Fort Providence - C. Becker, I. G. Glyn Roberts
  Fort Simpson - C. Becker, I. G. Glyn Roberts
  Wrigley - W. R. May
  Fort Norman - C. Becker, W. R. May
  Fort Good Hope -1. G. Glyn Roberts
  Arctic Red River -1. G. Glyn Roberts
  Fort McPherson - W. R. May
  Aklavik - C. Becker, I. G. Glyn Roberts

From: Aklavik - C. Becker, I. G. Glyn Roberts
  Fort McPherson - C. Becker, I. G. Glyn Roberts
  Arctic Red River -1. G. Glyn Roberts
  Fort Good Hope - C. Becker, I .G. Glyn Roberts
  Fort Norman - C. Becker, I. G. Glyn Roberts
  Wrigley -1. G. Glyn Roberts
  Fort Simpson - C. Becker, I. G. Glyn Roberts
  Fort Providence - C. Becker, I. G. Glyn Roberts
  Hay River - C. Becker, I. G. Glyn Roberts
  Fort Resolution - C. Becker, Maurice Burbridge, I. G. Glyn Roberts
  Fort Smith - C. Becker, Maurice Burbridge, I. G. Glyn Roberts
  Fort Fitzgerald - C. Becker, Maurice Burbridge, I. G. Glyn Roberts
  Fort Chipewyan - C. Becker, Maurice Burbridge, I. G. Glyn Roberts

Mail destined for Rae was carried as far as Fort Resolution and was delivered from there by Royal Canadian Mounted Police Patrol; also, mail for Herschel Island was delivered by the R.C.M.P. operating out of Aklavik.

Covers exist from practically all points to every other point. Such covers were not cacheted and as the listing of same would involve 312 separate items, they are not included herein. Any such covers have a value of $6.00 each. The dates of the flights were as follows:

North
  December 10   — Fort McMurray - Fort Chipewyan
  December 10-12 — Fort Chipewyan - Fort Fitzgerald - Fort Smith
  December 13-15 — Fort Fitzgerald - Fort Smith - Fort Resolution

December 15-17 — Fort Resolution - Hay River - Fort Providence

December 17-18 — Hay River - Fort Providence - Fort Simpson

December 19-22 — Fort Simpson - Wrigley - Fort Norman

December 22-25 — Wrigley - Fort Norman - Fort Good Hope

December 25-26 — Fort Good Hope - Arctic Red River

December 26-27 — Arctic Red River - Fort McPherson - Aklavik

South

December 30 — Arctic Red River - Fort McPherson - Aklavik - Fort Good Hope

December 31 — Fort Good Hope - Fort Norman

December 31 — January 7 - Fort Norman to all other intermediate points to the south January

2-10 — Intermediate points to Fort Norman, then south to Edmonton

Shuttle Flights

December 13   — Fort Chipewyan - Edmonton

December 13-20 — Fort Fitzgerald - Fort Smith

December 13-20 — Fort Resolution - Edmonton

December 13-20 — Hay River - Fort Providence - Edmonton

December 21-January 10 — Fort Simpson, and all points north to Edmonton

All covers listed as 2967 - 2967T were cancelled at Edmonton on November 26, 1929 and flown from Fort McMurray on December 10.

2967	Fort McMurray - Fort Chipewyan (black)	(3900 pieces)	3.00
	a. Fort McMurray - Fort Fitzgerald (black)	(3700 pieces)	3.00
	b. Fort McMurray - Fort Smith (black)	(3500 pieces)	3.00
	c. Fort McMurray - Fort Resolution (black)	(3800 pieces)	3.00
	d. Fort McMurray - Hay River (black)	(3500 pieces)	3.00
	e. Fort McMurray - Fort Providence (black)	(3400 pieces)	3.00
	f. Fort McMurray - Fort Simpson (black)	(3500 pieces)	3.00
	g. Fort McMurray - Wrigley (black)	(3500 pieces)	3.00
	h. Fort McMurray - Fort Norman (black)	(3500 pieces)	3.00
	i. Fort McMurray - Fort Good Hope (black)	(3600 pieces)	3.00
	j. Fort McMurray - Arctic Red River (black)	(3500 pieces)	3.00
	k. Fort McMurray - Fort McPherson (black)	(3400 pieces)	3.00
	1. Fort McMurray - Aklavik (black)	(5000 pieces)	3.00

All covers below were cancelled and flown on the dates indicated. Fort McMurray backstamp dates; (m) Dec. 13, (n - r) Dec. 20, (s - z) Jan. 10.

m. Fort Chipewyan - Fort McMurray, Dec. 10 (black)	(4500 pieces)	3.00
n. Fort Fitzgerald - Fort McMurray, Dec. 13 (black)	(4300 pieces)	3.00
o. Fort Smith - Fort McMurray, Dec. 13 (black)	(4200 pieces)	3.00
p. Fort Resolution - Fort McMurray, Dec. 15 (black)	(4400 pieces)	3.00
q. Hay River- Fort McMurray, Dec. 17 (black)	(4200 pieces)	3.00
r. Fort Providence - Fort McMurray, Dec. 17 (black)	(4000 pieces)	3.00
s. Fort Simpson - Fort McMurray, Dec. 19 (black)	(4100 pieces)	3.00
t. Wrigley - Fort McMurray, Dec. 22 (black)	(4200 pieces)	3.00
u. Fort Norman- Fort McMurray, Dec. 22 (black)	(4100 pieces)	3.00
v. Fort Good Hope - Fort McMurray, Dec. 31 (black)	(4200 pieces)	3.00
w. Arctic Red River - Fort McMurray, Dec. 20 (black)	(4100 pieces)	3.00
x. Fort McPherson - Fort McMurray, Dec. 30 (black)	(4100 pieces)	3.00
y. Aklavik - Fort McMurray, Dec. 30 (black)	(5700 pieces)	3.00
z. Aklavik - Herschel Island, Dec. 27 (black)	(—)	3.00

1929, December 24 — Oskelaneo - Chibougamau. For this service the Post Office Department provided official cachets, applied in black to all mail paid at the 5c air mail rate. Duplicate cachets, one in French and one in English, were applied to each cover, one on the front and one on the back. The pilot was N. A. Duval of the Compagnie Aerienne Franco Canadienne. A total of 12,648 covers was dispatched from the two points.

2969	Oskelaneo - Chibougamau, Dec. 24 (black)	3.00
	a. Chibougamau - Oskelaneo, Dec. 31 (black)	3.00

1930, January 9-15 — Montreal - [Miami] - Cristobal, Canal Zone - Montevideo, Uruguay. This was an authorized Canadian dispatch connecting with U.S. Foreign Air Mail Route No. 9 inaugural flight to Uruguay, via the Canal Zone. Franking required was 65c.

3001	Montreal - [Miami] - Montevideo, Jan. 9-15	25.00

1930, January 13 — Montreal and Ottawa - [Brownsville, Texas] - San Lorenzo, Honduras and El Salvador. This was an authorized Canadian dispatch to connect with a U.S. Foreign Air Mail Route No. 8 inaugural flight from Brownsville on January 15 to various points in Central America. A rate of 15c was required. Canadian covers received the Brownsville cachet in red during transit.

3003	Montreal or Ottawa - [Brownsville] - San Lorenzo	25.00
	a. To San Salvador	25.00

1930, January 11-20 — Moncton - Magdalen Islands. First winter service for the 1929-30 season. Some covers bear a printed cachet of man riding a fish.

3005	Moncton - Magdalen Islands, Jan. 11-20	3.00

1930, January 13-14 — **Fort Resolution** - **Rae.** The R.C.M.P. Patrol was able to carry by dog team only about 300 of the 450 pounds of mail destined for Rae, which had arrived on December 15. Hence, a request was made to Ottawa to authorize a special mail-carrying flight from Fort Resolution to Rae. This flight was made on January 13 by pilot I. G. Glyn Roberts of Commercial Airways, Ltd. and the return flight was made on the 14th. The flight carried 150 pounds of parcel post which had arrived on December 15, plus about 85 letters posted at Fort Resolution for delivery in Rae. Letters carried the regular postage rate of 2c and there were no official markings.

3007	Fort Resolution - Rae, Jan, 13	(85 pieces)	50.00
	a. Rae - Fort Resolution, Jan. 14	(90 pieces)	50.00

1930, February 11-12 — Moncton - Summerside - Charlottetown. First flight of 1929-30 winter season. Walter Fleming was pilot.

3009	Moncton - Charlottetown	10.00
	a. Moncton - Summerside	10.00
	b. Charlottetown - Moncton	10.00
	c. Summerside - Moncton	10.00

1930, March 3 — Inauguration of Regular Prairie Service. The experimental service having proved the need for the speedy communication provided by air, Western Canada Airways was authorized to fly a route some 1,270 miles long, connecting Winnipeg with Calgary via Regina, Moose Jaw and Medicine Hat, and with Edmonton via Regina, Saskatoon and North Battleford. Inaugural flights were made on March 3 and thirty-eight separate and distinct official cachets were provided, uniformly applied in black at each point. The first scheduled night flight took place on the March 3 Winnipeg to Calgary leg scheduled for 11:00 p.m. to 5:00 a.m. Mail from Edmonton, North Battleford and Saskatoon went by rail from Regina to Winnipeg as it missed connections at Regina.

The pilots were as follows: Winnipeg to Regina and return, W. J. Buchanan; Regina to Calgary, F. Roy Brown; Calgary to Regina, H. Hollick-Kenyon; Regina to Edmonton, Major D. R. MacLaren; Edmonton to Regina, C.M.G. Farrell.

Mail dispatched to Calgary included mail for onward surface transmission further west, hence the quantity was unusually large. There were up to four different postmarks and 7 different backstamps applied at the various points.

3011	Winnipeg - Regina	(7840 pieces)	3.00
	a. Winnipeg - Moose Jaw	(5200 pieces)	3.00
	b. Winnipeg - Medicine Hat	(4400 pieces)	3.00
	c. Winnipeg - Calgary	(11,520 pieces)	3.00
	d. Winnipeg - Saskatoon	(5200 pieces)	3.00
	e. Winnipeg - North Battleford	(3400 pieces)	3.00
	f. Winnipeg - Edmonton	(5600 pieces)	3.00
	g. Regina -Moose Jaw	(3915 pieces)	3.00
	h. Regina - Medicine Hat	(3607 pieces) 3.00	
	i. Regina - Calgary	(4579 pieces) 3.00	
	j. Regina - Saskatoon	(3735 pieces) 3.00	
	k. Regina - North Battleford	(3281 pieces)3.00	
	1. Regina - Edmonton	(3856 pieces) 3.00	
	m. Moose Jaw - Medicine Hat	(4159 pieces)	3.00
	n. Moose Jaw - Calgary	(4954 pieces)	3.00
	o. Medicine Hat - Calgary	(4308 pieces)	3.00
	p. Saskatoon - North Battleford	(3425 pieces)	3.00
	q. Saskatoon - Edmonton	(3450 pieces)	3.00
	r. North Battleford - Edmonton	(3230 pieces)	3.00
	s. Calgary - Medicine Hat	(3538 pieces)	3.00
	t. Calgary - Moose Jaw	(4056 pieces)	3.00

u. Calgary - Regina	(4273 pieces)	3.00
v. Calgary - Winnipeg	(6698 pieces)	3.00
w. Medicine Hat - Moose Jaw	(4239 pieces)	3.00
x. Medicine Hat - Regina	(4228 pieces)	3.00
y. Medicine Hat - Winnipeg	(4236 pieces)	3.00
z. Moose Jaw - Regina	(4420 pieces)	3.00
aa. Moose Jaw - Winnipeg	(7636 pieces)	3.00
ab. Edmonton - North Battleford	(3600 pieces)	3.00
ac. Edmonton - Saskatoon	(3900 pieces)	3.00
ad. Edmonton - Regina	(5730 pieces)	3.00
ae. Edmonton - Winnipeg	(4770 pieces)	3.00
af. North Battleford - Saskatoon	(3279 pieces)	3.00
ag. North Battleford - Regina	(3050 pieces)	3.00
ah. North Battleford - Winnipeg	(4676 pieces)	3.00
ai. Saskatoon - Regina	(4273 pieces)	3.00
aj. Saskatoon - Winnipeg	(4850 pieces)	3.00
ak. Regina - Winnipeg	(6568 pieces)	3.00

1930, March 10-30 — Edmonton - Aklavik. This service, the last winter flight of the 1929-30 season, included all intermediate points as in #2932. There was a "no-fly" period each spring as the ice was not safe for skis but floats could not be used. No cachets.

3013   Edmonton - Aklavik, March 10-30   10.00

1930, April 2 — Toronto - Nassau. The air mail rate to the Bahamas was changed to 10c on this date. Some commemorative covers were flown.

3015   Toronto - Nassau   15.00

1930, April 14-16 — Change of Junction Point - Prairie Route. On this date the Edmonton leg of the Prairie route was changed so as to join the Calgary section at Moose Jaw instead of at Regina. This resulted in flights between Moose Jaw and Saskatoon, North Battleford and Edmonton and return. There were no official cachets. Pilot C.M.G. Farrell flew the inaugural service from Moose Jaw; M. E. Ashton made the return flight on the 16th.

3017	Moose Jaw - Saskatoon, Apr. 14	(about 2 pounds)	40.00
	a. Moose Jaw - North Battleford, Apr. 14	(about 2 pounds)	40.00
	b. Moose Jaw - Edmonton, Apr. 14	(about 2.5 pounds)	40.00
	c. Edmonton - Moose Jaw, Apr. 16	(less than 100 pieces)	40.00
	d. North Battleford - Moose Jaw, Apr. 16	(about 2 pounds)	40.00
	e. Saskatoon - Moose Jaw, Apr. 16	(about 2 pounds)	40.00

1930, April 25 — Tofield - Edmonton. The mail plane was forced down due to fog at Tofield. It continued on to Edmonton the next day with a few covers from Tofield. Pilot M.E. Ashton.

3019   Tofield - Edmonton   50.00

1930, April 27-30 — Aklavik - White Horse. Covers were postmarked Aklavik on April 27 or earlier, and at Mayo Landing on April 28. They were backstamped White Horse on April 30. Less than 5 covers were carried.

3021   Aklavik - White Horse, Apr. 27-30   50.00

1930, April 26 - May 6 — Montreal - [Miami] - Puerto Cabello. This was an authorized Canadian dispatch to connect with U.S. Foreign Air Mail Route No. 5 inaugural flight to Puerto

Cabello. Required franking was 30c.

3023   Montreal - [Miami] - Puerto Cabello, Apr. 26-May 6   25.00

1930, May 2 — Fort McMurray - Herschel Island. This service was performed by C. N. Sherlock of Western Canada Airways. For the return trip covers were sent via Aklavik (Aug. 3) and reached Edmonton on Aug. 15. Some covers postmarked Edmonton on Nov. 25, 1929 (see #2967) were also carried on the return trip. Most covers are postmarked and backstamped Edmonton. Other flights to and from Herschel Island have been seen dated in 1930 and 1931 and are rare.

3025	Fort McMurray - Herschel Island (May 2)	20.00
	a. Herschel Island - Aklavik - Fort McMurray (May 2 - Aug. 15)	15.00
	b. Fort McMurray - Herschel Island - Edmonton (Nov. 25 - May 2 - Aug. 15)	15.00

1930, June 5 — Moncton - Windsor. These flights with fast planes were made by Canadian Airways on an experimental basis. Although it is claimed they were not officially authorized, the best evidence available indicates that postmasters were allowed to dispatch mail and most covers from Moncton received the signature of J. H. Harris, Postmaster. R. H. Bibby made flight from Moncton to Windsor; A. F. Ingram performed the reverse service to other points. There were no special markings on a reported 70-80 covers each way.

3027	Moncton - Windsor	(about 2 pounds)	75.00
	a. Windsor - Moncton	(about 2 pounds)	75.00
	b. Moncton - Toronto		75.00
	c. Windsor - Montreal		75.00

1930, June 7 — Brantford Airport Dedication Special Flights. Four official cachets were applied in black to these dispatches. For some unexplained reason the quantities carried were very small and covers are comparatively scarce. Pilot J. A. Young flew from London to Brantford and on to Hamilton; S.T.B. Cripps flew the mail in the opposite direction. Some covers mailed early and intended for the flight were not held for the flight and received an earlier backstamp and no cachet. Flights also occurred June 8. Several different postmarks and backstamps were applied.

3029	Brantford - Hamilton (black)	(1189 pieces)	6.00
	a. Brantford - London (black)	(1251 pieces)	6.00
	b. London - Brantford (black)	(802 pieces)	8.00
	c. Hamilton - Brantford (blaxk)	(1202 pieces)	6.00

1930, June 17-28 — McLennan - Mirror Landing. A washout on the Northern Alberta Railways disrupted communication; hence, emergency airmail service was authorized. About 600 pounds of parcel post, in addition to letter mail, were flown by Charles Becker of Commercial Airways. The regular 2c letter rate applied; no official markings were applied. About 50 covers from Edmonton dated June 17 have Commercial Airways semi-official stamp affixed and tied.

3031	McLennan - Mirror Landing	40.00
	a. Mirror Landing - McLennan	40.00

1930, June 26 — Halifax. Commemorative covers bear a 7-line inscription in black commemorating a fly-over by Capt. Charles Kingsford-Smith at 1:03 p.m. on the way to New York. Some covers signed by "Miss Halifax." Covers were prepared by Jack McHale of Halifax, N.S.

3033   Halifax   15.00

1930, June 30 — Windsor. Dedication of Walker Airport. Magenta cachet.

3035   Windsor   10.00

1930, July 26 — Fort McMurray - Edmonton. This officially authorized service was performed by I. G. Glyn-Roberts and W. R. May of Commercial Airways. The mail was carried at the regular surface rate of 2c per ounce. See text under "Commercial Airways, Ltd. - Semi-Official First and Special Flights Section" for details of reverse service from Edmonton-Fort McMurray, which was performed on July 23.

3037   Fort McMurray - Edmonton   (about 900 pieces)   8.00

1930, August 9-11 — Great Lakes Air Cruise - Canadian Portion.
Sponsored by the Detroit Flying Club. An 8-line cachet with a map of Great Lakes was applied by the Detroit Flying Club in green, blue or purple. Covers have been reported only from the following locations:

3039   Toronto, Aug. 9 (green, purple)   10.00
        a.   Allendale, Aug. 9 (green, purple)   10.00
        b.   Little Current, Aug. 11 (green, purple)   10.00

1930, August 10-27 — Bissett - Lac du Bonnet. No cachet. Details of the flight are not known.

3041   Bissett - Lac du Bonnet   15.00
        a. Lac du Bonnet - Bissett, Aug. 27   15.00

1930, August 20 — Von Gronau Transatlantic Flight - Germany - Iceland - Greenland -Labrador - Nova Scotia - **U.S.** Capt. Wolfgang Von Gronau with Franz Hack, mechanic, Edward Zimmer, student aviator, and Fritz Albrecht, radio operator, reached New York after a remarkable flight from Germany via Iceland, Greenland, Labrador and Halifax in their Dornier Wai plane D-1422. They carried no mail from Germany but did carry a parcel from the Postmaster at Halifax, N.S. of 27 letters on the flight to New York from Halifax, N.S.; these covers were cancelled in Halifax on August 25 and backstamped New York on the 26th.

It has been stated that a second parcel of 55 covers was also placed on the plane at Halifax by postal employee Jack McHale. Covers exist, some signed by

Von Gronau, cancelled at Halifax on August 26 and backstamped in Montreal on the 27th. These covers bear an oval cachet of the Provincial Exhibition, Halifax Post Office, August 26, 1930. Capt. Von Gronau had no authority to carry mail from Canada and no delivery slip for the covers, which bore Canadian stamps. It has been alleged that the lot of 55 covers, through courtesy, was placed on the New York to Montreal plane to be returned for mailing from Canada.

These latter covers received a Montreal backstamp of August 27 at 3 p.m., from hence they were forwarded by plane or rail to their various destinations. They were not backstamped at New York and their authenticity has been seriously questioned. Covers exist for both dates without a backstamp, adding to their doubtful provenance.

3043	Cover dated Aug. 25(backstamped New York)	350.00
	a. Cover dated Aug. 25 (no backstamp)	25.00
	b. Cover dated Aug. 26 (backstamped Montreal)	40.00
	c. Cover dated Aug. 26 (no backstamp)	25.00

1930, September 11 — Fort Resolution - Rae. Details of the flight are not known. No official markings were applied.

3045	Fort Resolution - Rae, Sept. 11	25.00

1930, September 13 — Vancouver Airport Dedication Special Flights. In connection with the dedication of the Vancouver Airport, Pat Renaham of Alaska-Washington Airways made flights to Victoria and Nanaimo. There were no special markings applied. Most Vancouver mail was cancelled on the 12th.

3047	Vancouver - Victoria	(554 pieces)	10.00
	a. Vancouver - Nanaimo	(324 pieces)	20.00
	b. Victoria - Vancouver	(620 pieces)	10.00
	c. Nanaimo - Vancouver	(386 pieces)	20.00
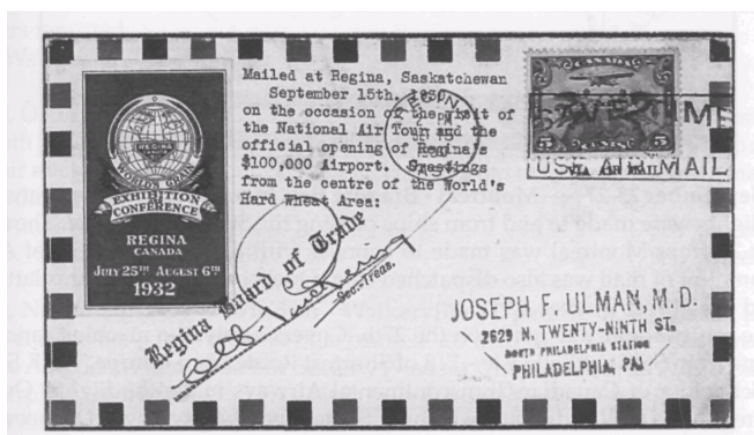
1930, September 14-19 — Ford Reliability Tour in Canada. The 1930 Sixth Ford Reliability Tour included visits to 14 American states and three Canadian provinces, including nine Canadian and 23 American cities. The Tour began and ended in Detroit with Canadian stops as listed. Commemorative covers were issued where noted and possibly for the other locations visited as well.

3049	Winnipeg, Sept. 14 (Board of Trade cachet or magenta 2 line cachet)	10.00
	a. Brandon, Sept. 15 (signed Secretary, Board of Trade)	20.00
	b. Regina, Sept. 15 (Regina Board of Trade; cachet for dedication of airport)	10.00
	c. Moose Jaw, Sept. 16 (no covers reported)	—
	d. Saskatoon, Sept. 16 (Saskatoon Board of Trade cachet)	20.00
	e. North Battleford, Sept. 17 (signed by Postmaster)	20.00

f.	Edmonton, Sept. 17 (black cachet; a few covers with cachet in blue and purple; some have Edmonton airport sticker)		15.00
g.	Calgary, Sept. 18 (typed cachet)		20.00
h.	Lethbridge, Sept. 19 (no covers reported)		—

1930, September 17 — Winnipeg. This was a stop on the U.S. and Canada Good Will Tour of French aviators, Dieudonne Coste and Maurice Bellonte. Commemorative cover.

3051	Winnipeg	10.00

1930, September 18-19 — Amos - Chibougamau. On this date the former service from Oskelaneo to Chibougamau was changed to a routing of Amos to Chibougamau. H. H. Langford of General Airways made the flight in both directions. Most flown mail was parcel post. No special markings were applied.

3053	Amos - Chibougamau, Sept. 18	(85 pounds)	40.00
	a. Chibougamau - Amos, Sept. 19	(5 pounds)	40.00
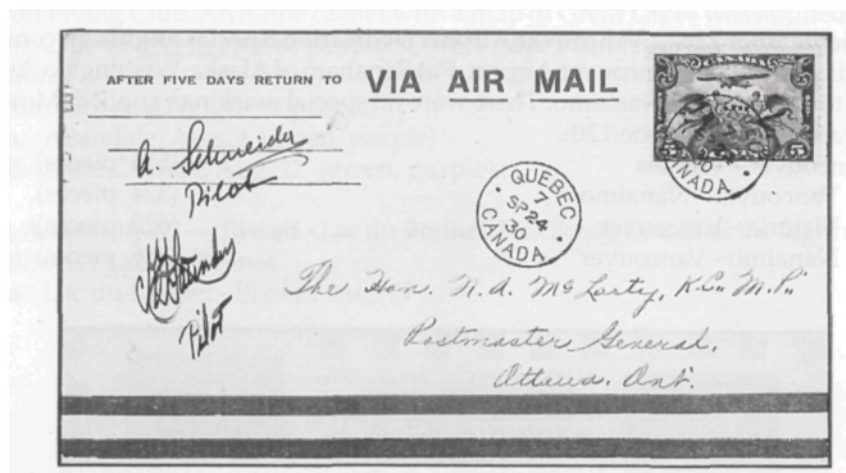
1930, September 25-27 — Montreal - Bradore Bay. In order to speed up trans- Atlantic air mail, flights were made to and from ships passing the Strait of Belle Isle. The flight of September 25 from Montreal was made to connect with the S.S. "Empress of Australia." A small amount of mail was also dispatched from Quebec via Montreal, this latter mail postmarked the 24th at Quebec.

The return flight was made on the 27th. Covers received a machine cancellation: "By Seaplane from Strait of Belle Isle -1/3 of Shortest Route from Europe." K. F. Saunders and A. S. Schneider of Canadian Transcontinental Airways made the flights. Overseas mail, except registered mail, is difficult to identify. Some covers originating in Quebec and Montreal were flown both ways.

3055	[Quebec] - Montreal - Bradore Bay, Sept. 24	(50 pieces)	75.00
	a. Montreal - Bradore Bay, Sept. 25		75.00
	b. Bradore Bay - Montreal, Sept. 27	(100 pieces)	75.00

1930, October 9 — Montreal - Second "Columbia" Trans-Atlantic Flight. The sturdy monoplane "Columbia" again crossed the Atlantic under the guidance of Capt. J. Errol Boyd, Canadian First World War veteran, with Lt. Harry P. Connor, U.S.N., as navigator. After flying 2,650 miles the "Columbia" was forced down on the beach at Tresco Island, 25 miles from Lands End, England. After taking off from Tresco Island, the "Columbia," a Bellanca WB-2, continued to Croydon Airport.

Covers were cancelled St. John's, Newfoundland, or Harbour Grace; some were

backstamped in London on October 13. The Newfoundland Government authorized 300 copies of the 36c "Caribou Issue" with an overprint: "Trans-Atlantic / Air Mail / By B.M. 'Columbia' / September / 1930 / Fifty Cents." Some letters were carried bearing regular postage stamps; a few covers are known bearing Canadian postage and cancelled at Montreal on September 12.

3057	"Columbia" cover with Canadian postage	3,500.00
	(For Newfoundland covers, see Newfoundland Flight Covers Section)	

1930, October 18 — London - Walkerville Airport. Return flight to London from Walkerville on occasion of London Field Day, signed by Robert P. Peterson and R. H. George, pilot. Few covers reported.

3059	Walkerville - London	25.00

1930, October 28 — Amos - Siscoe. For this flight duplicate official cachets were provided at both points, one in French and one in English. These were applied only to mail prepaid at the air mail rate of 5c per ounce. Pilot H. H. Langford of General Airways made the flight in both directions.

3061	Amos-Siscoe (black)	(7500 pieces)	3.00
	a. Siscoe-Amos (black)	(7500 pieces)	3.00

1930, November 1-3 — Windsor - Walkerville - Opening of Windsor - Detroit Tunnel. Souvenir covers with a red and blue printed air mail cachet were sponsored by Chapter 2 of the American Aero Philatelic Society, Windsor Chapter, with an AAPS cachet on reverse in purple, green, or blue.

3063	Windsor - Walkerville, Nov. 1-3	5.00

1930, November 11 — Toronto - Saint John's, Newfoundland. Pilots A. D. Sullivan and D.Fraser, flying a DH60 Moth plane for Newfoundland Airways, left Toronto on the above date and carried mail for delivery in Newfoundland. The flight reached Sydney, N.S. on the 12th, where additional mail was boarded. Reaching Stephenville Crossing, Nfld. on the 12th, where the mail received a dated cachet, the plane was delayed until the 19th, finally reaching Saint John's on that date. (See Newfoundland section for Newfoundland segments.)

3065	Toronto - Saint John's, Nov. 11	(260 pieces)	85.00
	a. North Sydney - Saint John's, Nov. 12		60.00

1930, December 10 — Edmonton. Second anniversary of the first regular air mail service. Covers bear a Chamber of Commerce 6-line cachet plus a map of Canada in blue. Many

bear Edmonton stickers for Dairy Products, Lumber, Natural Gas, Airport, Tar Sands, Live stock, etc. Two different postmarks applied.

3067	Edmonton	5.00

1930, December 13-15 — Leamington - Pelee Island. First winter flight of the 1930-31 season.

3069	Leamington - Pelee Island	10.00
	a. Leamington - Scudder	20.00
	b. Pelee Island - Leamington	10.00
	c. Scudder - Leamington, Dec. 15	20.00

1931, January 15 — Addition of Lethbridge to Prairie Route. On this date, Lethbridge was added to the Prairie Service. Official cachets were applied in either black or blue at all dispatch points. Westbound pilot was A. H. Farrington; eastbound service was performed by H. Holick-Kenyon. There were two to three different postmarks and backstamps for each.

3101	Lethbridge - Calgary (black, blue)	(7000 pieces)	3.00
	a. Lethbridge - Medicine Hat (black, blue)	(7500 pieces)	3.00
	b. Calgary - Lethbridge (black, blue)	(7062 pieces)	3.00
	c. Medicine Hat - Lethbridge (black, blue)	(6132 pieces)	3.00

1931, January 31 — Peace River - North Vermilon. W. R. May of Commercial Airways performed this service. The intermediate points on this route were Carcajou and Fort Vermilon. Official cachets were applied in black to all letters dispatched from each point to terminal points or vice versa, which were prepaid at the 5c air mail rate; letters prepaid only at the 2c regular rate did not receive the cachet. There were no cachets for the other dispatches.

3103	Peace River - Carcajou (black)	(5400 pieces)	3.00
	a. Peace River - Fort Vermilion (black)	(5100 pieces)	3.00
	b. Peace River - North Vermilion (black)	(5070 pieces)	3.00
	c. Carcajou - Fort Vermilion	(150 pieces)	15.00
	d. Carcajou - North Vermilion	(150 pieces)	15.00
	e. Fort Vermilion - North Vermilion	(150 pieces)	15.00
	f. North Vermilion - Fort Vermilion	(175 pieces)	10.00

g. North Vermilion - Carcajou	(175 pieces)	10.00
h. North Vermilion - Peace River (black)	(5070 pieces)	3.00
i. Fort Vermilion - Carcajou	(175 pieces)	10.00
j. Fort Vermilion - Peace River (black)	(5100 pieces)	3.00
k. Carcajou - Peace River (black)	(5400 pieces)	3.00

1931, February 3 — Winnipeg - Pembina, N.D. This service was established to connect with the U.S. Contract Air Mail Route No. 9 from Chicago to Pembina and was flown by A. E. Jarvis of Western Canada Airways. The service was scheduled for February 2 but fog and other unfavorable conditions postponed the actual flight to the 3rd.

Covers postmarked February 2 at Winnipeg received a circular cachet in black showing the crossed flags of Canada and the U.S. A few covers were postmarked on the 3rd and dispatched by this flight, but these covers did not receive the official cachet. Some covers backstamped in Grand Forks have a large map of North and South America. There were 3 different postmarks applied in Winnipeg.

Various covers such as Edmonton to Halifax via Winnipeg and Pembina and other connecting flights all over North and South America from Canada were made in conjunction with this flight. Many had "First Canada - United States Trans-Continental Air Mail Transfer" cachets. Examples:

Toronto - Windsor - Detroit - Chicago - St. Paul - Winnipeg;
Montreal - Toronto - Detroit - Chicago - St. Paul- Winnipeg;
Montreal - Detroit - Minneapolis - Winnipeg - Edmonton;
Calgary - Winnipeg -Minneapolis - San Francisco - Los Angeles -Mexico City;
Detroit - Chicago - St. Paul - Winnipeg.

In Halifax the Board of Trade produced a cover to be flown across the continent to Winnipeg, Edmonton and Aklavik. The postal markings are Halifax Jan. 31, Edmonton Feb. 5 and Aklavik Mar. 14. Some covers prepared by Jack McHale are signed by the Mayor of Halifax on Corporate Seal and by Milton Gregg V.C., M.C. The signature of Mary Vitesse, Miss Halifax, is also known. (Return covers from Aklavik arrived in Fort McMurray, Mar. 16, in a record time of 36 hours.)

3105	Winnipeg - Pembina, Feb. 2 (black; with cachet		
	or Feb. 3, no cachet)	(17,690 pieces)	3.00
	a. Winnipeg - Fargo (black)		5.00
	b. Winnipeg - Grand Forks (black)		5.00
	c. Winnipeg - Minneapolis (black)		5.00
	d. Winnipeg - St. Paul (black)		5.00
	e. Pembina - Winnipeg (circular cachet)		5.00
	f. Grand Forks - Winnipeg (circular cachet)		5.00
	g. Fargo - Winnipeg (circular cachet)		5.00
	h. Minneapolis - Winnipeg (map cachet)		5.00
	i. St. Paul - Winnipeg (map cachet)		5.00
	j. Other points of origin and destination with cachet		10.00
	k. Halifax-Aklavik		40.00
	1. Aklavik - Fort McMurray		10.00

1931, February 15-16 — **Edmonton - North Battleford - Saskatoon - Moose Jaw - Winnipeg.** First Night Flight. Covers are known between all of the points bearing a cachet: "First Night Flight." Some bear a red map cachet by the Chamber of Commerce.

3107	Edmonton - Moose Jaw	15.00
	a. Edmonton - North Battleford	15.00
	b. Edmonton - Saskatoon	15.00
	c. North Battleford - Saskatoon	15.00
	d. North Battleford - Moose Jaw	15.00

e.	Saskatoon - Moose Jaw		15.00
f.	Moose Jaw - Edmonton		15.00
g.	Moose Jaw - Saskatoon		15.00
h.	Moose Jaw - North Battleford		15.00
i.	Saskatoon - North Battleford		15.00
j.	Saskatoon - Edmonton		15.00
k.	North Battleford - Edmonton		15.00
l.	Edmonton - Winnipeg		15.00
m.	Regina - Edmonton		15.00

1931, March 2 — Windsor - Montreal. "Transcontinental airmail transfer," small cachet in blue; first connection between these points. Pilot R. B. Bibby.

3109   Windsor - Montreal   10.00

1931, May 29 — Montreal - Moncton. Last flight reported.

3111   Montreal - Moncton   10.00

1931, May 30 — Toronto - Buffalo. Last flight reported.

3113   Toronto - Buffalo   10.00

1931, June 3,4 — Chilliwack, B.C. Airport Dedication. No cachet.

3115	Chilliwack, June 3	(8 pieces)	40.00
	a.Chilliwack, June 4	(8 pieces)	40.00

1931, Early June — Fort Resolution. A very small amount of mail is known to have left Gjoa Haven, King William Island, by dog team on, May 17. It was taken to Cambridge Bay, Victoria Land, where it was flown by plane in early June. The plane flew across Queen Maud Gulf, Coronation Gulf, down the Coppermine River, across Great Slave Lake to Fort Resolution. Letters were postmarked Fort Resolution on July 6, on the official mail route.

3117   Fort Resolution, July 6   300.00

1931, June 5 — Hamilton - Brantford. Special mail plane for Brantford Air Meet. R. B. Bilby pilot.

3119   Hamilton - Brantford   25.00

1931, June 6 — Toronto Barker Field Airport Dedication. No cachet. Covers from June 27 have also been reported. Few covers are known.

3121   Toronto   25.00

1931, June 29 — San Salvador - [Miami] - Montreal. This was the inaugural flight of U.S. Foreign Air Mail Route No. 5 from El Salvador to Miami with onward dispatch to Montreal. Covers received the El Salvador purple cachet and were given a transit cancel at Miami of June 30 and backstamped in Montreal on July 2.

3123   San Salvador - [Miami] - Montreal, June 29-July 2   20.00

1931, June 30 — Edmonton. Wiley Post and Harold Gatty flew over Canada in a Lockheed Vega "Winnie May" on their round-the-world flight on June 30 when they left Nome early that morning to arrive in Edmonton late that day. They departed early the next morning for New York to complete their flight. Covers were postmarked New York, Berlin or Moscow. Commemorative covers were issued in Edmonton by American Aero Philatelic Society with a red and green circular cachet.

3125	[Flown by Post and Gatty] From New York, Berlin, or Moscow	350.00
	a. Edmonton, June 30	10.00

1931, July 18 — Fort Fitzgerald - Coppermine River - Hunter Bay. This was flown by the RCAF as a part of a special service performed during the summer, carrying the mails in the far north. Six pounds of letters and two and a half pounds of papers were flown to the Coppermine River, one and a half pounds of mail to Hunter Bay.

3127	Fort Fitzgerald - Coppermine River	100.00
	a. Fort Fitzgerald - Hunter Bay	100.00

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

3129	Any cover listed below	10.00

	City	Date Show Scheduled	Date Show Held	Remarks
a.	Hamilton	July 1	July 1 - combined with 1931 Ford Rel. tour	
b.	Windsor	July 4	July 4	
c.	South Bend Ind.,	July 5	Stopover only	Cachet
d.	Madison Wis.	July 6	Stopover only	
e.	Minn./St. Paul	July 7	Stopover only	
f.	Winnipeg	July 11	Aug. 3	
g.	Brandon	July 10	July 10	
h.	Regina	July 13	July 13	
i.	Moose Jaw	July 14,15	July 14	
j.	Medicine Hat	July 16	July 16	
k.	Calgary	July 17	July 17	
1.	Lethbridge	July 19	July 18	
m.	Grand Forks	Not scheduled	July 19 (flew part of show)	
n.	Vancouver	July 20	July 22,25	Airport opening July 22
o.	Edmonton	July 28	July 29	Special cachet
p.	North Battleford	July 31	July 31	
q	Saskatoon	Aug. 1	Aug. 1	
r.	Fort William	Aug. 6, 7	Aug. 7	
s.	Montreal	Aug. 14-16	Aug. 15-16	Special cachet
t.	Quebec	Aug. 17-18	Aug. 18	
u.	Moncton	Aug. 19	Aug. 22	

v.	St. John	Aug. 20-21	Aug. 20		
w.	Charlottetown	Aug. 23-24	Aug. 29		
x.	Sydney	Aug. 26	Aug. 24		
y.	Halifax	Aug. 28-29	Aug. 28		
z.	Kingston	Sept. 2	Sept. 2		
aa.	Kitchener	Sept. 3	Sept. 3		
ab.	St. Catharines	Sept. 4	Sept. 4		
ac.	Cleveland Air races	Not scheduled	Sept. 4 (flew part of show)		
ad.	Toronto	Sept. 6-8	Sept. 7	Tip Top Derby Races Sept. 8	
ae.	London	Sept. 12	Sept. 12		

1931, July 20-23 — Northwest Territory Flights. On July 20 an RCAF plane carried mail which had been flown to Hunter Bay by a commercial plane prior to July 6. Full details are lacking, as is the name of the pilot, variously reported as Flying Officer E. A. Copp or Flying Officer Earl Hickson. On July 23 Flight Lieutenant (F/L) Uhlman flew from Fitzgerald with mail for Rae and Coppermine.

One cover has been reported postmarked in Rae on August 6 with a typed cachet: "First Flight from Fort Fitzgerald to Coppermine and return." See listing for August 6.

3131	Hunter Bay - Coppermine	100.00
	a. Fort Fitzgerald - Rae, July 23	100.00
	b. Fort Fitzgerald - Hunter Bay, July 23	100.00
	c. Fort Fitzgerald - Coppermine, July 23	100.00

1931, July 22 — Vancouver Airport Official Opening. A green winged cachet was applied by the airport management. Many covers to the U.S. bear a large "TAX 2" marking because of required additional 1c rate. Four different postmarks have been reported.

3133	Vancouver	3.00

1931, July 31 / August 3 — Ottawa - Moosonee. The RCAF flew this service. Pilot was Flying Officer J. G. Bryans. Small amount of mail flown.

3135	Ottawa - Moosonee, July 31	100.00
	a. Moosonee - Ottawa, Aug. 3	100.00

1931, August 1 — Vancouver - Victoria. On this date regular service was inaugurated and official pictorial cachets were provided by the Department. These were applied in blue at both points. These flights were performed by Squadron Leader J. H. Tudhope of the RCAF. Two different postmarks and three different backstamps were applied at each city.

3137	Vancouver - Victoria (blue)	(10,004 pieces)	3.00
	a. Vancouver - Victoria	(10,244 pieces)	3.00

1931, August 1-3 — Halifax / St. John - Bangor, Maine. This service was performed by R.O.D. Sullivan of Pan American Airways under U.S. Foreign Air Mail Route No. 12. Although the contract was for ten years, the service was discontinued after a few months of operation. There were no dispatches of local mail between Halifax and St. John; no official cachets provided.

3139	Halifax - Bangor, Aug. 3	(300 pieces)	25.00
	a. St. John - Bangor	(300 pieces)	25.00
	b. Bangor - Halifax	(500 pieces)	20.00
	c. Bangor - St. John, Aug. 1-1 (no cachet)	(900 pieces)	20.00

1931, August 4-8 — Baker Lake - Aklavik, N.W.T. During the historic flight of Charles and Anne Lindbergh from Washington, D.C. to Tokyo, Japan across the Arctic, several stops were made in Canada. These stops included Ottawa, Moose Factory, Churchill, Baker Lake,

and Aklavik. It was long believed that no mail was carried on this flight, but it is now known that while at Baker Lake, the local Hudson Bay officials prevailed on Lindbergh to take one letter. This envelope was inscribed "Per Courtesy Col. Lindbergh" and was posted at Aklavik, N. W.T., August 8 and addressed to Scotland.

3141   Baker Lake - Aklavik, Aug. 8   750.00

1931, August 5 — Edmonton. Commerative covers were postmarked in Edmonton with a blue and red cachet: "Lindbergh flies 1115 miles over Arctic Barrenlands - Baker Lake to Aklavik, etc."

3143   Edmonton, Aug. 5   10.00

1931, August 8 — Rae - Fort Fitzgerald. Postmarked Rae, N. W.T. on August 6, backstamped Fort Fitzgerald on August 8. 3c surface rate postage.

3145   Rae - Fort Fitzgerald, Aug. 8   (rare)   75.00

1931, August 12 — Aklavik - Herschel Island. This was a special flight of Western Canada Airways with covers postmarked August 11 at Aklavik and backstamped on August 12 at Herschel Island. It is not known if mail was carried on the return flight. Very few covers were carried.

3147   Aklavik - Herschel Island, Aug. 11-12   75.00

1931, August 15 — Various Points. This was the last day of air mail for many centers as some contracts were cancelled due to the depression. Those for which "last day" covers have been seen include Edmonton, Montreal and Regina.

3149   Any point, postmarked Aug. 15   10.00

1931, August — Sydney, N.S. - St. Pierre and Miquelon - St. John, Nfld. This was a projected flight by Maritime and Newfoundland Airways backed by a Sydney bussinessman and A.C. Roessler, who prepared special stamps. The flight never took place as the post offices in the three countries did not recognize the stamps.

3151   A souvenir item with varieties in covers and stamps.   20.00

1931, August 17 — Calgary - Edmonton. On this date direct flights between Edmonton and Calgary were inaugurated. P. B. Calder of Canadian Airways flew out of Edmonton; C.M.G. Farrell of Western Canada Airways flew the return service. Most covers with the cachet appear to have been addressed to Lethbridge. Unofficial cachets were applied in red to some covers by the Alberta Provincial Philatelic Society. Several postmarks and backstamps exist.

3153	Edmonton - Calgary	(about 300 pieces)	15.00
	a. Calgary - Edmonton	(about 300 pieces)	15.00
	b. Edmonton - Lethbridge (with cachet)		10.00

1931, August 20-22 — Windsor - American Aero Philatelic Society Convention. Com memorative cachet showing balloon, airship and plane in blue, green, red and combina tions. The slogan cancel reads "Areo Philatelic Exhibition Windsor Ont. Aug 17-22, 1931" Postmarked Windsor, Walkerville Airport, and Erie.

3155	Any cancel or cachet color, Aug. 20-22	5.00

1931, August 21-22 — Cormorant - Lac du Brochet - Pelican Narrows - Reindeer Lake -Stanley Mission. Special summer service by planes of the RCAF; all flights were made by Flight Lieutenant A. L. Morfee. Mail required only the surface rate of 3c per ounce. There were no cachets or markings applied; covers were not backstamped.

Some covers to Lac du Brochet were endorsed in manuscript by the pilot, while some to Pelican Narrows and Stanley Mission received the postmark of Sturgeon Landing, Sask., in addition to that of Cormorant, Man. Mail flown from Cormorant Lake for Lac du Brochet, 1 lb. 13 oz. of letters and 84 lbs. of papers; for Pelican Narrows, 1 lb. 1 oz. of letters and 58 lbs. of papers; for Reindeer Lake, 1 lb 3 oz of letters and 22 lbs. of papers; for Stanley Mission, 1 lb. 15 oz of letters and 7 lbs of papers. Return flights were made the following day.
Some covers were flown round-trip between various points. Covers listed as d. through g. were postmarked at Cormorant.

3157	Cormorant - Lac du Brochet, Aug. 21	150.00
	a. Cormorant - Pelican Narrows, Aug. 21	150.00
	b. Cormorant - Reindeer Lake, Aug. 21	150.00
	c. Cormorant - Stanley Mission, Aug. 21	150.00
	d. Stanley Mission - Cormorant, Aug. 22	150.00
	e. Reindeer Lake - Cormorant, Aug. 22	150.00
	f. Pelican Narrows - Cormorant, Aug. 22	150.00
	g. Lac du Brochet - Cormorant, Aug. 22	150.00

1931, August 28-29 — Halifax Airport Dedication. Covers received a 7-line red cachet and embossed city seal.

3159	Halifax, Aug. 28	25.00
	a. Halifax, Aug. 29	15.00

1931, August-September — Von Gronau - Transatlantic Flight. Covers with stamps of Germany, Iceland, Canada and U.S. and cachets in red oval: "Gronland Wai D 2053 List a Sylt - Chicago 1931" and in blue oval "Hudson Bay Company," August 30 - Harrison

(Labrador), backstamped "Longlac, Ontario Sp 1 31" and Chicago, 111, September 4. Plane also stopped at Povungnituk en route.

3161	Von Gronau cover - backstamped Longlac, Sept. 1	1,000.00

1931, August 31 — Chesterfield Inlet - Fort Churchill. This flight was made by the RCAF who were doing aerial survey work in the region as a summer air service to aid the Post Office Department in the far north. Two planes carried this mail, one piloted by F/L A. F. MacDonald, the other by Flying Officer P. B. Cox. A heavy load of mail was flown and covers usually bear a large rubberstamped imprint and the pilot's signature. Those reported were postmarked August 26. Mail from this flight, however, is scarce.

3163	Chesterfield Inlet - Fort Churchill, Aug. 31	150.00
	Additional flights:	
	a. Travane - Chesterfield Inlet, Aug. 7	150.00
	b. The Pas - Travane, Aug. 26	150.00
	c. Moose Factory - Belshec Islands, Sept. 1	150.00

1931, October 2 — Vernon, B.C. Airport Dedication. No cachet. September 30 and October 1 are also possible cancellation dates, but no covers have been reported.

3165	Vernon	(6 pieces)	30.00

1931, October 19-20 — Toronto - Windsor - First Night Flight. Covers were postmarked October 19 and backstamped October 20th. Flown covers from either flight are not common.

3167	Toronto - Windsor. Oct. 19-20	35.00
	a. Windsor - Toronto, Oct. 19-20	35.00

1931, October 20 — Canada - U.S. - Mexico - Doolittle Flight. Major Jimmy Doolittle established a new record by flying from Ottawa to Washington, D.C. to Mexico City, all in one day in a Laird "Solution" aircraft. This flight was termed "The Three Flags - Three Capitals Flight." Doolittle left Ottawa at 4:20 a.m., refuelled briefly at Washington, Birmingham, Ala., and Corpus Christi, Texas. He landed at Mexico City at 3:15 p.m.
Cards bear a typewritten inscription: "This card was carried from Ottawa, Canada to Mexico City through Washington, Birmingham, Corpus Christi, Three Capital Dawn to Dusk Flight (signed), Major J. H. Doolittle."

3169	Ottawa - Washington, D.C. - Mexico City, Oct. 20	200.00

1931, December 1 — Canada - U.S. - [Mexico] - Hawks Flight. Capt. Frank Hawks took off from Vancouver at 9:03 a.m. in a Travel Air Mystery "S" in an attempt to break the speed record between Canada and Mexico. Due to carbon monoxide he was forced to land at Grenada, Calif., where he made a spectacular landing and fainted after getting out of the cockpit.
A cover is known marked: "This cover was carried by me on a flight from Vancouver, B.C. to Grenada, California. Ship: Texas 13. Pilot Frank H. Hawks." This cover was also postmarked Yreka, Calif, on December 4.

3171	Vancouver - Grenada, Calif., Dec. 1	100.00

1931, December 1 — Mexico - Canada - Wedell Flight. Jimmy Wedell set a new speed record from Aqua Caliente, Mexico to Vancouver in a Wedell-Williams "Special." No covers have been reported from this flight. A return flight was made later in December.

3173	Aqua Caliente - Vancouver, Dec. 1	(none reported)	—
	a. Vancouver - Aqua Caliente		50.00

1931, December 1 — Leamington - Pelee Island and return. Final flight of 1931-32 season.

3175	Leamington - Pelee Island and return	10.00

1931, December 17-18 — Embarras Portage Added to Fort McMurray - Aklavik Route.
On this date a new post office was opened at Embarras Portage between Fort McMurray and Fort Chipewyan; Embarras Portage was thus made a stop on the existing service. A .M. McMullen of Canadian Airways made the first flight in both directions. Official cachets inscribed "Inaugural Flight" were furnished Fort McMurray and Fort Chipewyan in addition to Embarras Portage, and were applied in black to mail prepaid at the 6c air mail rate.

3177	Fort McMurray - Embarras Portage, Dec. 17 (black)	(6567 pieces)	3.00
	a. Embarras Portage-Fort Chipewyan, Dec. 17 (black)	(6578 pieces)	3.00
	b. Fort Chipewyan - Embarras Portage, Dec. 18 (black)	(6205 pieces)	3.00
	c. Embarras Portage - Fort McMurray, Dec. 18 (black)	(6368 pieces)	3.00

1932, January 14 — Moncton - Summerside, P.E.I. First winter flight; pilot W. W. Fowler.

3201	Moncton - Summerside	5.00

1932, January 28 — Vancouver. Special cachet: "Visit of Sir Hubert Wilkins to Vancouver, B.C. Jan. 28,1932 sponsored by Kinsmen Club."

3203	Vancouver	(98 pieces)	10.00

1932, February 6 — Moncton - Grindstone Island. First flight of 1932; A. F. Ingram was the pilot.

3205	Moncton - Grindstone Island	5.00

1932, February 22 — **First Day of Issue - 6tf Overprint on 5tf Air Mail Stamp.** Known offices of issue include:

3207	Calgary	15.00
	a. Charlottetown	15.00
	b. Edmonton	15.00
	c. Halifax	15.00
	d. Hamilton	15.00
	e. Lethbridge	15.00
	f. London	15.00
	g. Medicine Hat	15.00
	h. Montreal	15.00
	i. Moose Jaw	15.00
	j. Ottawa	15.00
	k. Quebec	15.00
	1. Regina	15.00
	m. St. John	15.00
	n. Toronto	15.00
	o. Vancouver	15.00
	p. Winnipeg	15.00
	q Windsor	15.00
	r. Victoria	15.00

1932, March 30-31-April 30 — Prairie and other Air Mail Last Flights. Commemorative covers for last flights due to depression cutbacks. Some have cachets. Points of origin listed:

3209	Calgary, March 30	10.00
	a. Edmonton, March 30 (cachet)	10.00

b. Lethbridge, March 30	10.00
c. Medicine Hat, March 30	10.00
d. Winnipeg, March 30 (cachet; 3 types)	10.00
e. Moose Jaw, March 31	10.00
f. Regina, March 31	10.00
g. Hamilton - Detroit, March 31 - scheduled	10.00
h. Toronto - Detroit, March 31 - scheduled	10.00
i. Windsor - Detroit, March 31 - scheduled	10.00
j. Montreal - Rimouski, Apr. 23 (taken over by RCAF)	10.00
k. Hamilton - Toronto - Windsor - Detroit, Apr. 30 (actual)	10.00

1932, April 23 — Britain via "Empress of Australia" to Rimouski to Montreal. This was the first combined sea-air service for 1932.

3211	Britain via "Empress of Australia" to Rimouski to Montreal	10.00

1932, May 30 — Vancouver. Commerative cachet in purple: "Vancouver, B.C. Welcomes Olympic Air Cruise / May 30, 1932." Commemorating the arrival of aircraft on route to Olympics in Los Angeles.

3213	Vancouver .	20.00

1932, June 7-8 — Prince Albert - Lac la Ronge. The intermediate point on this route was Montreal Lake. A total of 40,921 letters and 1,140 pounds of parcel post were carried on this flight and constituted the then-heaviest load of mail ever carried in a single plane within Canada. Covers prepaid at the air mail rate of 6cper ounce received official cachets which were uniformly applied in black; letters prepaid only 3c per ounce were not cacheted. The pilots were R. C. Randall and B. W Broatch of Brooks Airways.

3215	Prince Albert - Montreal Lake, June 7 (black)	3.00
	a. Prince Albert - Lac la Ronge, June 7 (black)	3.00
	b. Montreal Lake - Lac la Ronge, June 7 (black)	3.00
	c. Lac la Ronge - Montreal Lake, June 8 (black)	3.00
	d. Lac la Ronge - Prince Albert, June 8 (black)	3.00
	e. Montreal Lake - Prince Albert, June 8 (black)	3.00
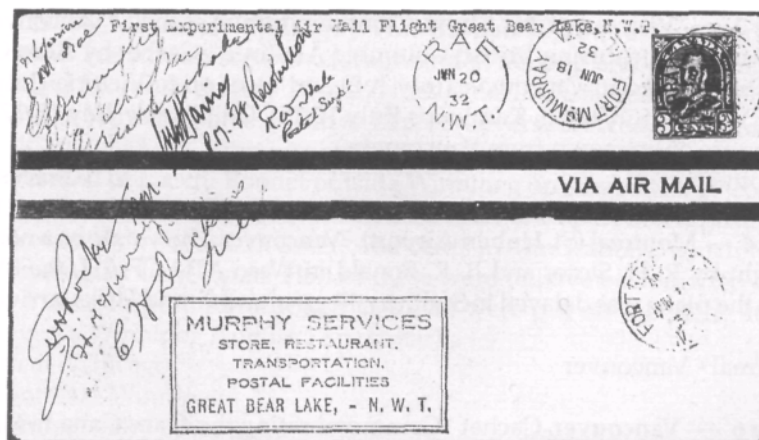
**1932,   June 20-22 —
Fort McMurray - Fort Resolution - Great Bear Lake**. This was an experimental flight to Great Bear Lake and return. Covers were postmarked Fort McMurray on the 18th, Fort Resolution on the 20th, and Rae on the 20th. These covers bear a variety of signatures including those of the respective Postmasters, R. W Hale, Postal Superintendent, and pilot C. H. Dickins of Canadian Airways. A 5-line rubberstamp was applied in red, detailing the facilities of "Murphy Services" at Great Bear Lake. Some of these were

"all-in-one" covers. All covers were backstamped June 22. The dispatch to Great Bear Lake from all three points totaled about 50 pieces.

3217	Fort McMurray - Great Bear Lake, June 20	250.00
	a. Fort Resolution - Great Bear Lake, June 20	250.00
	b. Rae - Great Bear Lake, June 20	250.00
	c. Great Bear Lake - Rae, June 22	250.00
	d. Great Bear Lake - Fort Resolution, June 22	250.00
	e. Great Bear Lake - Fort McMurray, June 22	50.00

1932, June 28 — Red Bay - Ottawa. Continuing the experiments to speed up delivery of trans-Atlantic mails by 24 hours, a plane of the RCAF flown by S/L R. S. Grandy picked up mail at Red Bay which had been discharged from the S.S. "Empress of Britain," by a naval minesweeper and flew it to Rimouski. In successive stages this mail was flown by RCAF pilots Sgt. R. Bowker from Red Bay to Havre St. Pierre by Belanca seaplanes; from Havre St. Pierre to Rimouski by Vancouver flying boat; from Rimouski to Montreal by Fairchild 71 landplane; and by F/L D. A. Harding from Montreal to Ottawa.

Mail consisted of that posted in England on June 23 or 24 or in Switzerland before noon on the 23rd. This mail was backstamped on arrival with a slogan cancellation: "By Seaplane / from/ Strait of Belle Isle / 1/3 of Shortest route from Europe."

3219	Red Bay - Ottawa, June 28	75.00
	a. Red Bay - Ottawa (subsequent dates)	25.00

1932, June 30 — Edmonton - St. Pierre. "Edmonton to Montreal" cachet, no backstamp. Pilot was Z. L. Leigh of Maritime and Newfoundland Airways. Cachet on rear flaps refers to "The Three Nations Covers" Sydney N.S. to St. Pierre and Miquelon via Newfoundland.

3221	Edmonton - St. Pierre	25.00

1932, July 2 — Montreal - Bradore Bay. This service was to connect with outgoing "Empress of Britain" for London. No cachet was applied. Pilot of the connecting flight was F/L D. A. Harding.

3223	Montreal - Bradore Bay	25.00

1932, July 3 — Vancouver Air Show. Commemorative cachet: "Vancouver, B. C. Dominion Day Air Show featuring British Columbia Air Tour." Cachet by Aero Club of B.C. The B.C. Air Tour started in Vancouver (July 1, 2) and went on to Victoria (July 2-5), Penticton Quly 5-8), Vernon (July 8-12), Kamloops (July 12-15), Chilliwack Quly 15-17). Commemorative covers are only known from Vancouver.

3225	Vancouver	(120 pieces)	50.00

1932, July 4 — Montreal (St. Hubert Airport) - Vancouver. This was to be a non-stop transcontinental flight by R. H. Storer and B. R. Ronald in Waco ATO CF-ASJ, the "Vancouver Sun." However the plane was delayed in Sudbury, Regina, and Grand Forks, arriving in Vancouver on July 6.

3227	Montreal - Vancouver	100.00

1932, July 6 — Vancouver. Cachet "Commemorating the Trans Canada Flight Montreal to Vancouver by R. H. Storer and B. R. Ronald in the 'Vancouver Sun.' "

3229	Vancouver	10.00

1932, July 12 — Ottawa - Bradore Bay. To further efforts to expedite overseas mail and as a practical demonstration for delegates to the Imperial Conference at Ottawa, official mail was flown between Ottawa and Bradore Bay to connect with the S S "Empress of Britain" at the latter point. The service was performed by the RCAF with F/L D. A. Harding flying from Ottawa to Rimouski in a Stearman CCH, F/L de Niverville from Rimouski to Havre St. Pierre in a "Vancouver," Sgt. F. J. Ewart completing the trip from Havre St. Pierre to Bradore Bay in a Bellanca UY. Bad weather interrupted the service twice during the flights.

In addition to the slogan cancellation "By Air / from / Ottawa to Belle Isle / 1/3 of Shortest Route / to Europe," all such mail, prepaid at the air mail rate of 6c per ounce, received an attractive shield-shaped cachet, applied in black. (This was also a First Day Cover for the new 6c air mail stamp. The issue points are the same as for the issue of February 22 — see listing #3207.)

3231	Ottawa - Bradore Bay, July 12 (black)	(40,000 pieces)	3.00

1932, July 17 — Bradore Bay - Montreal. Incoming British and European mail from the S.S. "Empress of Britain" was flown on the above date to Montreal by pilots Ewart, de Niverville Grandy, Olgilvie-Forbes, McNaly, Bowker and Harding, flying in relays. The same slogan cancellation as in listing #3231 was applied to the mail. After July 17 this service was placed on a more or less regular basis, flights being repeated on August 3 and 13 and September 8.

Some mail received a circular marking: "Air Mail Service Red Bay, N.F., a.m. July 13, 1932, Canadian Mail Office." (One cover reported from England on August 3 bears a Winnipeg backstamp of 10 a.m. on August 5 with the same slogan cancellation, indicating this cancellation was available at points other than Montreal and Ottawa.) Covers forwarded to Ottawa have the slogan cancel dated 2AM July 18.

3233	Bradore Bay-Montreal, July 17	40.00
	a. Bradore Bay - Montreal (subsequent dates)	25.00

1932, July 29 — Montreal - Chicago - Von Gronau's Around-The-World Flight. Covers from Montreal were addressed to Chicago and Winnipeg and other points. Most covers were cancelled Montreal on July 26 or 27; they were backstamped in Chicago on August 4 at 2 p.m. and in Winnipeg on the 12th at 10 p.m. Covers received a 5-line cachet: "Germany - Iceland - Canada - USA. Trans-Atlantic Flight Wolgang von Gronau Montreal, Canada." The plane landed at Lac du Bonnet outside Winnipeg on August 12, at Cormorant Lake on August 13, at Lac la Biche on August 16, and at Prince Rupert on August 18.

Von Gronau took aboard 13 covers and cards in Minneapolis, which were postmarked Wayzata on August 10 at 3 p.m. Half of these were to have been carried to Winnipeg and the rest to Prince Rupert, but through error, all were put off the plane at Lac du Bonnet. They received a Winnipeg August 12 postmark.

3235	Montreal - Chicago	300.00
	a. Montreal - Winnipeg	300.00
	b. Montreal - any other point	300.00
	c. Winnipeg - any other point	275.00
	d. List, Germany - Canada	500.00

1932, August 6 — St. Catharines - Montreal. This was a specially authorized flight for the benefit of delegates to the Imperial Conference at Ottawa who were attending the opening of the Welland Canal at St. Catharines. Covers received a 4-line cachet in black: "Special /Air

Mail Flight / St. Catharines - Montreal / August 6th, 1932." Pilot was Flying Officer J. G. Bryans of the RCAF.

3237	St. Catharines - Montreal	(500 pieces)	20.00

1932, August 6-8 — Fort Fitzgerald - Fort Reliance - Hunter Bay - Coppermine. Gilbert Labine, pilot.

3239	Fort Fitzgerald - Fort Reliance - Hunter Bay - Coppermine	40.00

1932, August 19-21 — Montreal. Fourth Canadian Air Pageant St. Hubert Airport and red commemorative cachet. Also information in the slogan cancel.

3241	Montreal - any date (any color)	10.00

1932, August 30-September 1 — Vancouver. Commemorative cachet: "Canadian Pacific Exhibition Air Pageant, August 30, 31, September 1, 1932, Vancouver, B.C." The blue, blue and red, and red cachets were sponsored by Aero Club of British Columbia.

3243	Vancouver, Aug. 30-31-Sept. 1	10.00

1932, September 15 — Siscoe - Pascalis. The first flight was made by pilot S. L. Hill. Official cachets inscribed in both French and English were supplied to both these offices and applied in either black or slate blue to letters prepaid at the air mail rate of 6c per ounce.

3245	Siscoe - Pascalis (black, slate blue)	(6550 pieces)	3.00
	a. Pascalis - Siscoe (black, slate blue)	(6120 pieces)	3.00

1932, December 6-10 — Fort Resolution - Great Bear Lake. Rae was the intermediate point on this service. All points were furnished official cachets which were applied in black to mail prepaid at the air mail rate; regular rate covers were not cacheted. The contractor for the route was Canadian Airways; W. R. May made the inaugural flight.

3247	Fort Resolution - Rae (black)	(5920 pieces)	3.00
	a. Fort Resolution- Great Bear Lake, Dec. 6 (black)	(6470 pieces)	3.00
	b. Rae - Great Bear Lake, Dec. 7 (black)	(5984 pieces)	3.00
	c. Great Bear Lake - Rae, Dec. 9 (black)	(5926 pieces)	3.00
	d. Great Bear Lake - Fort Resolution, Dec. 9 (black)	(6278 pieces)	3.00
	e. Rae - Fort Resolution, Dec. 10 (black)	(5983 pieces)	3.00

1932, December 15-16 — Quebec - Seven Islands. First winter flight of the 1932-33 season. No cachet.

3249	Quebec - Seven Islands, Dec. 15-16	10.00

1933, January 8-11 — Fort Chipewyan - Fond du Lac. All mail was carried at the 3c rate by H. Hollick-Kenyon of Canadian Airways. There were no official cachets. There was no post office at Fond du Lac or at Stony Rapids, the intermediate point at this time. Mail brought from these two points totalled about 450 pieces, of which a large number received an identifying rubberstamp, applied upon arrival by a Philatelic Society located in Edmonton. A few others were personally signed by the pilot, and postmaster. Mail to these points totalled 455 covers.

3301	Fort Chipewyan - Stony Rapids, Jan. 8 (round-trip cachet)	15.00
	a. Fort Chipewyan - Fond du Lac, Jan. 8	15.00
	b. Fond du Lac - Fort Chipewyan, Jan. 11	15.00
	c. Stony Rapids - Fort Chipewyan, Jan. 11	15.00

1933, February 4 — Vancouver. Cachet in red: "Welcome Amelia Earhart Putnam (First Woman to Solo the Atlantic) to Vancouver, B.C., February 4, 1933." Sponsored by Aero Club of British Columbia.

3303	Vancouver	20.00

1933, February 7-10 — Charlottetown - Grindstone Island. On this date the first regular winter service was inaugurated. The inaugural flight was made by Walter W Fowler, Sup't of Canadian Airways; the return flight was made on February 10. Official cachets were applied in black to covers prepaid at the air mail rate of 6c per ounce; the cachets were not applied to mail prepaid at the regular 3c rate. Two different postmarks were applied at Grindstone and two different backstamps at Charlottetown. (Some covers were postmarked Grindstone Island on February 6 or 7 with correct air mail postage but received no cachet or ackstamp.)

3305	Charlottetown - Grindstone Island, Feb. 7 (black)	(7172 pieces)	3.00
	a. Grindstone Island - Charlottetown, Feb. 10 (black)	(6189 pieces)	3.00

1933, February 11 — Detroit, Mich. - London - Buffalo, N.Y. London became a stop on the U.S. Contract Air Mail Route No. 27 effective this date. This service was performed by American Airlines, known in Canada as Trans-American Airlines, Ltd. B. C. Moore flew the mail between London and Buffalo; service between London and Detroit was performed by Howard H. West. The Canadian Post Office Department considered that the London to Detroit segment had previously been performed; hence, it provided an official cachet for only the London to Buffalo dispatch. This cachet, applied uniformly in black, showed the seals of the cities of London and Buffalo and the Canadian and U.S. flags. Two different postmarks were applied at both London and Buffalo.

3307	London - Buffalo (black)	(7698 pieces)	3.00
	a. London - Detroit (airline cachet)		15.00
	b. Buffalo -London (no cachet)		3.00
	c. Detroit - London (no cachet)		0.00
	d. Detroit Airfield - London (no cachet)		40.00

1933, February 15 — Great Falls - Wadhope. This flight was by way of Bissett and was performed by Roy Brown of Canadian Airways. Official cachets were affixed in black (one blue seen) to all mail prepaid at the 6c rate.

3309	Great Falls - Bissett (black)	(5858 pieces)	3.00
	a. Great Falls - Wadhope (black)	(4452 pieces)	3.00
	b. Bissett - Wadhope (black)	(4462 pieces)	3.00
	c. Wadhope - Bissett (black)	(4465 pieces)	3.00
	d. Wadhope - Great Falls (black)	(4390 pieces)	3.00
	e. Bissett - Great Falls (black)	(4259 pieces)	3.00

1933, February 23 — Montreal. Commemorative red and blue multi-line cachet for "Silver Dart," flown February 23,1909, sponsored by the International Air Mail Society.

3311	Montreal		10.00

1933, March 12 — Montreal. Red and blue commemorative cachet for "Red Bird," first flown March 12, 1909, sponsored by International Air Mail Society.

3313	Montreal		10.00

1933, March 16-17 — Big River - **Ile a la Crosse.** The intermediate points on this service were Green Lake and Beauval. Official cachets were provided for dispatches to all the listed points, except no cachets were provided for dispatches from Green Lake and Beauval to Ile a la Crosse and return. Only mail prepaid at the air mail rate of 6c per ounce received the cachets. The contractor was Brooks Airways; pilot was William Windrum flying a Buhl 5.

3315	Big River - Green Lake, March 16 (black)	(4108 pieces)	3.00
	a. Big River - Beauval, March 16 (black) /	(3855 pieces)	3.00
	b. Big River - Ile a la Crosse, March 16 (blacty)	(4139 pieces)	3.00
	c. Green Lake - Beauval, March 16 (black)	(3925 pieces)	3.00
	d. Green Lake - Ile a la Crosse, March 16 (no cachet)	(3 pounds)	10.00
	e. Beauval - lle a la Crosse, March 16 (no cachet)	(3 pounds)	10.00
	f. Ile a la Crosse - Beauval, March 17 (no cachet)	(3 pounds)	10.00
	g. Ile a la Crosse - Green Lake, March 17 (no cachet)	(3 pounds)	10.00
	h. Ile a la Crosse - Big River, March 17 (black)	(4023 pieces)	3.00
	i. Beauval - Green Lake, March 17 (black)	(3868 pieces)	3.00
	j. Beauval - Big River, March 17 (black)	(3767 pieces)	3.00
	k. Green Lake - Big River, March 17 (black)	(3807 pieces)	3.00

1933, March 18-23 — Moosonee - Port Harrison - Poungnituk - Cape Smith. Pilots K. F. Saunders and H. Watt of Canadian Airways departed Moosonee on March 18 for points in the James Bay District. The Junkers plane remained at Port Harrison until the 22nd, then flew on to Poungnituk and Cape Smith. The return flight started on the 23rd and either dropped mail or landed at Eastmain, Fort George, Richmond, Poungnituk, Cape Smith, Knight Harbor and Port Harrison. While it is possible that covers exist from this flight, none has ever been authenticated.

3317	Moosonee - Port Harrison - Poungnituk - Cape Smith, March 18 (none known)		

1933, May 3 — Winnipeg - Bissett and Wadhope. On this date as summer season flights commenced, mail was flown directly from Winnipeg to these two points. There were no official markings; very few covers are known to have been carried.

3319	Winnipeg - Bissett		30.00
	a. Winnipeg - Wadhope		30.00

1933, May 24 — **Vancouver.** Commemorative purple and green multi-line cachet for Air Pageant and Aviation Week. Postmarks at different times during the day.

3321	Vancouver		10.00

1933, May 27 — Wetland, Ontario. Airport Dedication. Cachet by Postmaster.

3323	Welland	(55 pieces)	15.00

1933, June 14 — Montreal. Round green cachet, sponsored by International Air Mail Society, commemorating 1919 flight of Alcock and Brown

3325	Montreal		10.00

1933, July 1 — Annapolis Royal Airport Dedication. Commemorative covers with a 9-line printed cachet in blue.

3327	Annapolis	(50 pieces)	15.00

1933, July 11-21 — Halifax - St. John's - Labrador. From July 9 to December 19, 1933, Charles A. and Anne Lindbergh undertook a series of survey flights of the Atlantic Ocean under the sponsorship of Pan American Airways. The flight originated at College Point, Long Island, N.Y., and traveled via South Pond, Maine to Halifax, N.S., landing on July 11. From there they flew to Cartwright, Labrador, on July 14 via St. John's, Newfoundland. They left Cartwright for Greenland on July 21.

3329	Halifax, July 11 (commemorative; no cachet)		25.00

1933, July 14-15 — Rome - Shediac - Montreal - Chicago - Balbo Flight. A squadron of Italian planes, commanded by General Italo Balbo and en route to the Century of Progress Exposition at Chicago, stopped at both Shediac, N.B. and Montreal. Mail was accepted at both points for delivery in Chicago. The postage rate was $1.45 per letter, most of the revenue accruing to the Italian squadron which performed the service. Although covers were not registered, because of the high franking required, they were handled as registered mail. Backstamps include July 15 and 16, as well as 16 and 17. Some mail taken on at Shediac was addressed to Rome and was carried through to Chicago, thence on the return flight to Rome. Covers with 8c postage and postmarked in Montreal on July 14 or 15 with a special diamond-shaped cachet in black, by International Air Mail Society, are frequently offered as Balbo covers. Some of these were backstamped Chicago on July 16 at 2:00 a.m. Evidence indicates that these were NOT flown on the Balbo flight and are of a commemorative nature only.

3331	Shediac - Chicago, July 14	(289 pieces)	400.00
	a. Montreal - Chicago, July 15	(201 pieces)	400.00
	b. Shediac - Rome, July 25	(70 pieces)	1,000.00
	c. St. John's - Shoal Harbour - Rome, July 26-Aug. 15-17		1,000.00
	d. Montreal - Chicago, July 14 or 15-16 (8c franking)		15.00

1933, July 18 — Sept lies - Wabush Katsao. Mail from St. John's, Newfoundland to the Wabush-Katsao Gold Concessions was flown from Sept Iles and additional Canadian mail postmarked July 18 from Sept lles was taken aboard. Covers were backstamped at the Gold Concessions on July 20, the date of the flight, in blue and at Sept lies on July 23, the day of the return flight. Pilot was W. Woollett of Canadian Airways. For covers to and from St. John's, see Newfoundland Section.

3333	Sept lles - Wabush Katsao, Labrador	(100 pieces)	100.00

1933, July 22 — Edmonton. Covers with a circular cachet commemorating the stop of Wiley Post at Edmonton on his circle of the globe solo flight.

3335	Edmonton	10.00

1933, July 27 — Edmonton - New York. Covers postmarked Edmonton, signed by Jimmy Mattern, were put on board the plane when Mattern landed at Edmonton during his round-the-world flight. Covers were not backstamped until August 9 at 2:00 p.m. at New York.

3337	Edmonton - New York, July 27-Aug. 9	1,000.00

1933, August 2 — Fort McMurray - Cameron Bay - Coppermine. This was an authorized experimental service. Fort McMurray covers were cancelled on August 2, those from Cameron Bay on August 5. Round-trip covers were signed at Coppermine by J. Morris, by the Postmaster at Cameron Bay, and by R. W. Hale, Post Office Inspector. Dispatches from both points totaled about 50 pieces. Few covers are known.

3339	Fort McMurray - Coppermine, Aug. 2	175.00
	a. Cameron Bay - Coppermine, Aug. 5	175.00

1933, August 19-20 — Montreal. Commemorative cachet for Fifth Annual Air Pageant and International Air Races; the multi-line cachet, by International Air Mail Society, was purple on August 19 and green on August 20.

3341   Montreal, Aug. 19-20   10.00

1933, August 25-26 — Vancouver - Quebec - Hawks Transcontinental Flight. Capt. Frank Hawks established a record in flying from Vancouver to Quebec in 17 hours, 10 minutes. He was attempting to link up with the departure of the "Empress of Australia" from Quebec. Hawks departed Vancouver at 5:10 p.m. on August 25 but was forced to land at Kingston, Ontario due to fog; but he took off and reached Quebec in time to get the mail to the ship. Covers are attested and signed by Hawks and postmarked Quebec on August 26. Signed attested cards are known also postmarked in Quebec on August 31.

3343   Vancouver - Quebec, Aug. 25-26   200.00

1933, October 14 — Gogama. This was a non-flown cover created by dealer A. C. Roessler with a "Canadian Airways Limited" green and orange Cinderella stamp and 6c air mail postage.

3345   Gogama   75.00

1933, December 4 — Red Lake - Lac du Bonnet. This was a special flight performed by a plane of Canadian Airways. Mail was carried at the 3c rate and bore no special markings.

3347   Red Lake - Lac du Bonnet   35.00

1933, December 5-9 — Rae - Cameron Bay. The intermediate point Camsell River was established as a Post Office on December 5. Cameron Bay was previously known as Great Bear Lake. Official cachets in black were applied to all mail prepaid at the air mail rate. Walter E. Gilbert flew the first flight from Rae to Cameron Bay; A. McMullen made the return flight on December 9 in a Bellanca 30a CF-A1A. Both were employed by Canadian Airways. There was no cachet on dispatches between Rae and Cameron Bay.

3349	Rae - Camsell River, Dec. 5 (black)	(4365 pieces	3.00
	a. Camsell River - Cameron Bay, Dec. 5 (black)	(4240 pieces)	3.00
	b. Cameron Bay - Camsell River, Dec. 9 (black)	(4239 pieces)	3.00
	c. Camsell River - Rae, Dec. 9 (black)	(4208 pieces)	3.00
	d. Cameron Bay - Rae (no cachet)		15.00
	e. Rae - Cameron Bay (no cachet)		15.00

1933, December 14-15 — Sept Isles - Natashquan. The flight was made to Havre St. Pierre on the 14th and continued to Natashquan on the 15th; the return flight was made on the 15th. The intermediate point on this service was Havre St. Pierre. Although the official cachets were inscribed "Seven Islands," the actual cachets themselves were altered before use to show the name "Sept Isles." The pilot was H. W. Irvine of Canadian Airways. All cachets were uniformly applied in black to mail prepaid at the air mail rate. Mail was also carried at the regular rate for other points such as Moisie, Riviere aux Graines, Sheldrake, Riviere au Tonnerre, Magpie, Riviere St. Jean, Long Point of Mingan, Mingan and Baie Johan Beetz. Most of this mail was dropped over the points in question, examples of this "drop mail" have not been reported. The official cachets in black were inscribed in both French and English.

3351	Sept Iles - Havre St. Pierre, Dec. 14	(2903 pieces)	3.00
	a. Sept Iles - Natashquan, Dec. 14	(2842 pieces)	3.00
	b. Havre St. Pierre - Natashquan, Dec. 15	(2842 pieces)	3.00
	c. Natashquan - Havre St. Pierre, Dec. 15	(2865 pieces)	3.00
	d. Natashquan - Sept Iles, Dec. 15	(2882 pieces)	3.00
	e. Havre St.Pierre - Sept Iles, Dec. 15	(2896 pieces)	3.00
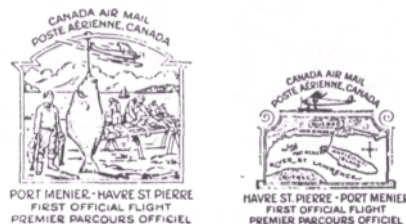
1933, December 24 - January 16, 1934 — Havre St. Pierre - Port Menier. Due to delay in the St. Lawrence River freezing over, the return flight could not be made until January 16. Pilot W. W. Woollett carried the Christmas mail to Port Menier on behalf of Canadian Air-ways. Covers prepaid at the air mail rate received the official cachet in black. In addition to the regular cancellation at Port Menier, covers received a rubberstamped marking in red reading "December 24, 1933," the intended date of the return flight.

3353	Havre St. Pierre - Port Menier, Dec. 24	(2942 pieces)	3.00
	a. Port Menier - Havre St. Pierre, Jan. 16	(2877 pieces)	3.00

1934, January 25-27 — Cameron Bay - Coppermine. On this date a post office was first opened at Coppermine. W. E. Gilbert of Canadian Airways made the first flight in both directions in a Junkers monoplane, CF-ARM. Official cachets were applied in black to all covers prepaid at the air mail rate.

| 3401 | Cameron Bay - Coppermine, Jan. 25 | (4189 pieces) | 3.00 |
| | a. Coppermine - Cameron Bay, Jan. 27 | (3967 pieces) | 3.00 |

1934, February 5 - Victoria - Vancouver. Resumption of service flown by Canadian Airways, Ltd.

| 3403 | Victoria - Vancouver | | 10.00 |
| | a. Vancouver - Victoria | | 10.00 |

1934, February 23 — Baddeck, N.S. Covers for the 25th Anniversary of the first flight of the "Silver Dart" with an 8-line printed cachet; some covers were signed by W. F. Baldwin.

| 3405 | Baddeck | 10.00 |

1934, February 28 — Red Lake - Lac La Ronge. "Winter Mail Service" printed cachet in black showing aircraft and text: "Bringing residents of remote parts of the Dominion their mail often and quickly." The significance of the commemorative cachet is uncertain. It has been seen on other flights of this period.

| 3407 | Red Lake-Lac La Ronge | 5.00 |

1934, May 21 — Prince Albert - Ile a la Crosse. On this service Beauval was an intermediate point. Prince Albert represented a change of base from Big River; hence, the only flight dispatches were those listed. Flights between Beauval and lle a la Crosse were not first flights. The flight was made by W. E. Catton of Brooks Airways. Official cachets were applied in black to all mail prepaid 6c per ounce.

3409	Prince Albert - Beauval (black)	(4287 pieces)	3.00
	a. Prince Albert - lle a la Crosse (black)	(4689 pieces	3.00
	b. lle a la Crosse - Prince Albert (black)	(4369 pieces)	3.00
	c. Beauval - Prince Albert (black)	(4152 pieces)	3.00
	d. Ile a la Crosse - Beauval (no cachet)		10.00
	e. Beauval - Ile a la Crosse (no cachet)		10.00

1934, June 14 — Fort Chipewyan - Fond du Lac. Coincident with this flight Fond du Lac was established as a post office and this service was designated as the "First Official Flight." Service was performed by A. McMullen of Canadian Airways in Bellanca CH30a CF-A1 A. Official cachets were provided for mail prepaid at the air rate and were applied in black.

3411	Fort Chipewyan - Fond du Lac (black)	(4718 pieces)	3.00
	a. Fond du Lac - Fort Chipewyan (black)	(4537 pieces)	3.00

1934, June 28 — Aklavik - Dawson. This was an experimental service between these two points. Covers were cancelled at Aklavik on June 26 or earlier and were backstamped at Dawson (or White Horse) on June 28. The service was performed by Canadian Airways. Another flight was made on August 23.

3413	Aklavik - Dawson	(about 120 pieces)	60.00

1934, July 16 — Montreal. Covers were issued honoring the visit of the Royal Air Force with a Maple Leaf printed cachet "July, 19341.A.S."

3415	Montreal	10.00

1934, July 21 — Edmonton. Chamber of Commerce cachet recognizing "U.S. Bombing Squadron Washington to Alaska welcomed at Edmonton."

3417	Edmonton	10.00

1934, August 16 — Baddeck, N.S. Airport Dedication printed cachet by municipality. Pioneer aviator J. D. McCurdy was in attendance and signed some covers.

3419	Baddeck	25.00

1934, August 30 — Eastern Arctic Points - Ottawa. Pilot John Grierson, making an Arctic survey flight from Rochester, England to Ottawa, picked up mail at Greenland, at Hudson's Bay and Royal Canadian Mounted Police posts. Some of this mail bore no postage, but the majority had the usual 3c per ounce postage. Most of this mail is unavailable to collectors because of its very nature.

3421	Eastern Arctic Points - Ottawa	(about 150 pieces)	400.00

1934, October 2 — Rouyn - Kewagama. This service was performed by pilot Curtis C. Bogart of General Airways. Official cachets were applied in black to all mail prepaid at the air mail rate.

3423	Rouyn - Kewagama (black)	(5168 pieces)	3.00
	a. Kewagama - Rouyn (black)	(5084 pieces)	3.00

1934, November 3-4 — Emergency Flight - Winnipeg - Wadhope. Mail was carried at the 3c rate.

3425	Winnipeg - Bissett	10.00
	a. Winnipeg - Wadhope	10.00
	b. Wadhope - Bissett	10.00
	c. Wadhope - Winnipeg	10.00

1934, November 18 — Atlin - Telegraph Creek. Pilot R. C. Randall of Northern Airways opened the first service between these two points. Official cachets were provided both points and were applied in black to all letters prepaid at the air mail rate.

3427	Atlin - Telegraph Creek (black)	(4743 pieces)	3.00
	a. Telegraph Creek - Atlin (black)	(4634 pieces)	3.00

1934, December 4-6 — Lac du Bonnet - Diana. This service was by way of Beresford Lake and was performed by Canadian Airways. All covers were carried at the 3c surface rate; no official cachets were applied.

3429	Lac du Bonnet - Beresford Lake	(1 pound)	35.00
	a. Lac du Bonnet - Diana	(1 pound)	35.00
	b. Diana - Lac du Bonnet	(1.5 pounds)	35.00
	c. Beresford Lake - Lac du Bonnet	(1.5 pounds)	35.00

1934, December 11 — Winnipeg - Diana. Pilot H. Hollick-Kenyon of Canadian Airways made the first flight in both directions; the intermediate points on this route were Bissett, Wadhope and Beresford Lake. Pictorial cachets inscribed "First Official Flight" were authorized for dispatches listed below and were uniformly applied in black. Cachets were applied only on air mail prepaid at 6c per ounce rate.

3431	Winnipeg - Bissett (black)	(2785 pieces)	3.00
	a. Winnipeg - Wadhope (black)	(2965 pieces)	3.00
	b. Winnipeg - Beresford Lake (black)	(2890 pieces)	3.00
	c. Winnipeg - Diana (black)	(2965 pieces)	3.00
	d. Diana - Winnipeg (black)	(2815 pieces)	3.00
	e. Beresford Lake - Winnipeg (black)	(2815 pieces)	3.00
	f. Wadhope - Winnipeg (black)	(2740 pieces)	3.00
	g. Bissett - Winnipeg (black)	(2820 pieces)	3.00

1934, December 11 — Kenora - McKenzie Island. Coincident with the inauguration of the Winnipeg to Diana service (see #3431), first flights were m ade between Kenora and McKenzie Island via Red Lake. A post office was first opened at McKenzie Island on that date. Official cachets were applied in black to all mail prepaid at the air mail rate. Pilot N. G. Forester of Canadian Airways made the first flight in both directions.

3433	Kenora - Red Lake (black)	(2960 pieces)	3.00
	a. Kenora - McKenzie Island (black)	(2890 pieces)	3.00
	b. McKenzie Island - Kenora (black)	(2890 pieces)	3.00
	c. Red Lake - Kenora (black)		3.00

1934, December 12 — Sioux Lookout - Casummit Lake. On this date a post office was established at Casummit Lake; the route from Sioux Lookout to Narrow Lake was officially extended to Casummit Lake. Official cachets were provided the offices at Sioux Lookout and Casummit Lake and were applied in black to all letters flown at the 6c air mail rate. Canadian Airways was the contractor for this service; first flight pilot was S. J. McRorie

3435	Sioux Lookout - Casummit Lake (black)	(3040 pieces)	3.00
	a. Casummit Lake - Sioux Lookout (black)	(3040 pieces)	3.00

1935, January 5 — Kenora - Whitefish Bay. The inaugural flight of this service took place on this date and was marked by the Post Office Department with official cachets for each point, uniformly applied in black to all letters prepaid at the regular air mail rate. Pilot U. S. Wagner of Canadian Airways made the first flight in each direction

3501	Kenora - Whitefish Bay (black)	(3725 pieces)	3.00
	a. Whitefish Bay - Kenora (black)	(3660 pieces)	3.00

1935, January 11 — Siscoe - Bourlamaque. Val d'Or was the intermediate point on this route. Both Bourlamaque and Val d'Or were newly established post offices as of this date. Contractor for the service was General Airways; first flight pilot was S. L. Hill. While mail was flown between Val d'Or and Bourlamaque, no official cachets were provided for these dispatches. Official cachets were used for the other dispatches as listed and were applied in black to letters prepaid at the 6c air mail rate. Cachets were inscribed bilingually in both French and English.

3503	Siscoe-Val d'Or, Jan. 11 (black)	(3020 pieces)	3.00

	a.	Siscoe - Bourlamaque (black)	(2993 pieces)	3.00
	b.	Val d'Or - Bourlamaque (no cachet)		150.00
	c.	Bourlamaque - Val d'Or (no cachet)		150.00
	d.	Bourlamaque - Siscoe (black)	(2984 pieces)	3.00
	e.	Val d'Or - Siscoe (black)	(2940 pieces)	3.00

1935, January 14-15 — Winnipeg - God's Lake. This service was by way of Norway House and was performed by Canadian Airways. Pilot R. F. George made the first flight from Winnipeg to God's Lake on the 14th; W. E. Catton made the return flight on the 15th. Official cachets were applied in light black to all dispatches listed below, except those between Norway House and God's Lake, provided the mail was prepaid at the regular air mail rate.

3505		Winnipeg - Norway House, Jan. 14 (black)	(3075 pieces)	3.00
	a.	Winnipeg - God's Lake, Jan. 14 (black)	(3225 pieces)	3.00
	b.	Norway House - God's Lake, Jan. 14 (no cachet)		125.00
	c.	God's Lake - Norway House, Jan. 15 (no cachet)		125.00
	d.	God's Lake - Winnipeg, Jan. 15 (black)	(3075 pieces)	3.00
	e.	Norway House - Winnipeg, Jan. 15 (black)	(3075 pieces)	3.00

1935, January 27 — Norway House - Cross Lake. Pilot Alvin D. Keith of Canadian Airways performed this service in both directions. Official cachets, applied in black and gray-blue, were furnished to both points for use on mail prepaid at the air mail rate of 6c per ounce.

3507		Norway House - Cross Lake (black, grey-blue)	(2850 pieces)	3.00
	a.	Cross Lake - Norway House (black, grey-blue)	(2925 pieces)	3.00

1935, February 3-4 — Winnipeg - Berens River. Pilot H. Hollick-Kenyon of Canadian Air ways flew the first mail on this service. Official cachets, applied in black and blue to all air mail prepaid at the 6c rate, were provided both points. The return flight was made on the 4th.

3509		Winnipeg - Berens River, Feb. 2 (black, blue)	(3573 pieces)	3.00
	a.	Berens River - Winnipeg, Feb. 4 (black, blue)	(3575 pieces)	3.00

1935, February 4 — Aklavik - Herschel Island. This was an experimental flight within the Arctic by pilot W. Gilbert of Canadian Airways. Letters were carried at the regular surface rate of 3c per ounce and were signed by Postmasters at both offices and W. R. Hale, District Superintendent of Postal Service. There were no official markings.

3511	Aklavik - Herschel Island (no cachet)	(50 pieces)	100.00
	a. Herschel Island - Aklavik (no cachet)	(50 pieces)	100.00

1935, February 22 — Collins - Pickle Crow. A new post office was opened at Pickle Crow on this date. Official cachets were furnished these two points for use only on mail prepaid at the 6c per ounce rate. The cachets were applied in black. Pilot F. P. Barager of Canadian Airways made the first flight in each direction.

3513	Collins - Pickle Crow (black)	(3500 pieces)	3.00
	a. Pickle Crow - Collins (black)	(3500 pieces)	3.00

1935, July 4-6 — Edmonton - Grande Prairie. These were emergency flights made necessary by washouts along the lines of the Northern Alberta Railways; McLennan was also served by the emergency service. Pilot Louis Leigh of Canadian Airways made the flight. All mail was carried at the regular rate of 3c per ounce; in addition to the several hundred letters flown, large quantities of parcel post were carried. There were no official markings applied.

Quantities below refer to letter mail only. Total poundage was as follows: from Edmonton, 337 pounds; from McLennan to Grande Prairie, 400 pounds; from Grande Prairie and McLennan to Edmonton, 350 pounds.

3515	Edmonton - McLennan, July 4 (no cachet)	(100 pieces)	20.00
	a. Edmonton - Grande Prairie, July 4 (no cachet)	(125 pieces)	20.00
	b. McLennan - Grande Prairie, July 4 (no cachet)	(50 pieces)	50.00
	c. Grande Prairie - McLennan, July 6 (no cachet)	(50 pieces)	50.00
	d. Grande Prairie - Edmonton, July 6 (no cachet)	(100 pieces)	20.00
	e. McLennan - Edmonton, July 6 (no cachet)	(100 pieces)	20.00
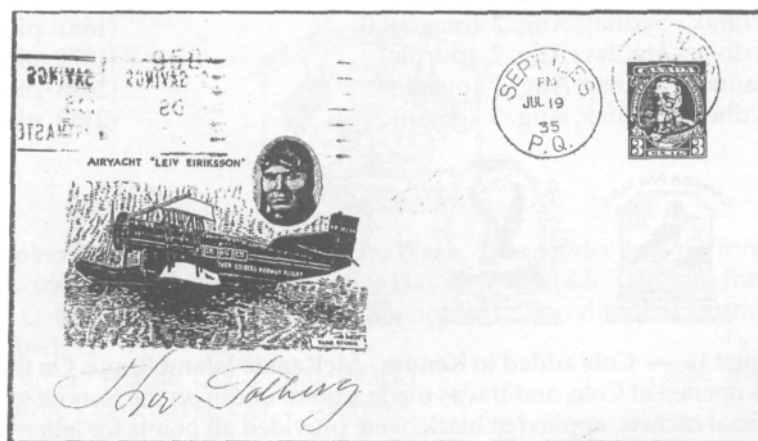
1935, July 13 — New York - Bergen, Norway via Greenland and Iceland - Thor Solberg Amphibian Flight. The Norwegian pilot Thor Solberg, with co-pilot Paul Oscanyan, made the flight in a Loening C2 amphibian plane, "Leiv Eiriksson," by easy stages, taking one month to complete the flight.

200 covers were carried from New York, cancelled "Brooklyn Sta. C / July 12 (or 13)

1935." On arrival at Bergen covers received a special machine backstamp: "Bergen 16 VIII 35, 20-21 / Thor Solbergs Flyvning 1935 USA - Norge Via Leiv Eirikssons Rute." 5,000 covers with only Norwegian stamps received the same postal marking; these may have been carried on the flight in a sealed envelope. On some covers with U.S. franking an additional stamp was applied at Reykjavik, cancelled on August 8. These covers also have a Greenland handstamp: "Angmagssalik." Some other combinations with Newfoundland and Greenland stamps are also known. At Reykjavik 235 covers were added to the mail bag; these covers bear only Icelandic stamps and a special cachet in green: "Solberg - flug August 1935."

Many covers have a picture of the plane and were signed by Solberg. Some covers were carried and mailed from various points in Canada and Newfoundland; these num bered covers have a printed cachet of the plane, were signed by Solberg, and addressed to New York. Some received a New York July 13 cachet on the back. (Cover numbers seen; 41, 42,235,950 postmarked at Sept lsles, July 19; Montreal, July 20.)

3517	Covers posted in Canada		100.00

1935, July 20 — Vancouver. Western Canada Air Show covers with printed green cachet by B.C. Air Mail and Ship Cancellation Society.

3519	Vancouver		10.00

1935, July 29 - August 3 — Halifax - Sydney, N.S. Special Flight These flights were made in connection with the celebration of the 150th Anniversary of the founding of Sydney, N.S.

The Post Office Department authorized special cachets to be applied at both Halifax and Sydney, the cachets being differently designed for each day of the six days. Service was performed by Canadian Airways; pilot was Walter Fowler. Halifax applied two postmarks and backstamps on most days.

3521	Halifax - Sydney, July 29 (blue)	(3056 pieces)	3.00
	a. Sydney - Halifax, July 29 (red)	(2889 pieces)	3.00
	b. Halifax - Sydney, July 30 (black)	(1885 pieces)	3.00
	c. Sydney - Halifax, July 30 (blue)	(1992 pieces)	3.00
	d. Halifax - Sydney, July 31 (brown)	(1878 pieces)	3.00
	e. Sydney - Halifax, July 31 (brown)	(2317 pieces)	3.00
	f. Halifax - Sydney, Aug. 1 (green)	(1965 pieces)	3.00
	g. Sydney - Halifax, Aug. 1 (black)	(2065 pieces)	3.00
	h. Halifax - Sydney, Aug. 2 (magenta)	(1881 pieces)	3.00
	i. Sydney - Halifax, Aug. 2 (purple)	(1972 pieces)	3.00
	j. Halifax - Sydney, Aug. 3 (purple)	(2028 pieces)	3.00
	k. Sydney - Halifax, Aug. 3 (green)	(2150 pieces)	3.00

1935, August 16 — Cole added to Kenora - McKenzie Island Route. On this date a new post office was opened at Cole, and it was made a point of call on the Kenora to McKenzie Island route. Official cachets, applied in black, were provided all points for letters prepaid at the air mail rate of 6c per ounce. Pilot David P. Glen of Canadian Airways made the first flights.

3523	Kenora-Cole (black)	(2952 pieces)	3.00
	a. Cole - McKenzie Island (black)	(2911 pieces)	3.00
	b. McKenzie Island - Cole (black)	(2911 pieces)	3.00
	c. Cole - Kenora (black)	(2952 pieces)	3.00

1935, September 2 — Fort Chipewyan - Goldfields. Goldfields was established as a post office on this date. The first flight into Goldfields was made by Pilot Z. L. Leigh of Canadian Airways, who also returned with mail the same day. Official cachets were provided both points and were applied in blue-black to covers prepaid at the air mail rate of 6c per ounce.

3525	Fort Chipewyan - Goldfields	(blue-black)	3.00
	a. Goldfields - Fort Chipewyan	(blue-black)	3.00

1935, September 18 — Dore Lake added to Prince Albert - lle a la Crosse Route. Dore Lake was made a new post office on this date and this point was added as a stop on the Prince Albert to Ile a la Crosse route flown by Canadian Airways. However, official first flight dis patches were made only between Dore Lake and Prince Albert and Dore Lake and Beauval, adjacent points on the route. Official cachets were applied in black to air mail prepaid at the 6c air mail rate. Pilot Walter E. Gilbert made the first flight to and from Dore Lake.

3527	Prince Albert - Dore Lake (black)	(2771 pieces)	3.00
	a. Dore Lake - Beauval (black)	(2644 pieces)	3.00
	b. Beauval - Dore Lake (black)	(2698 pieces)	3.00
	c. Dore Lake - Prince Albert (blakc)	(2698 pieces)	3.00

1935, October 1 — Vancouver - Seattle, Wash. This service was performed by Canadian Airways with pilot E. P. Wells flying a De Haviland "Rapide" aircraft; the return flight was made on October 2. Official cachets were applied. Two different postmarks at each city were applied.

3529	Vancouver - Seattle, Oct. 1 (blue-black)	(7886 pieces)	3.00
	a. Seattle - Vancouver, Oct. 2 (purple)		3.00

1935, November 4 — Vancouver. Commemorative cachet: "Crosson Funeral Plane lands at Vancouver, B.C. at 6:11 p.m. August 18, 1935."

3531	Vancouver		10.00

1936, May 19 — Kenora Machin. M. E. **Ashton of Wings, Lt**d. made the first flight. Official first flight cachets were applied in black to all mail prepaid at the air mail rate. Some covers also have an airline cachet in purple.

3601	Kenora - Machin (black)	(4860 pieces)	3.00
	a. Machin - Kenora (black)	(4633 pieces)	3.00

1936, May 23-28 — Fort St. John - Fort St. James. This was an experimental flight made by G.W.G. McConachie of United Air-Transport. About 50 covers were postmarked at Fort St. John on May 23 and received intermediate backstamps at Finlay Forks and Hudson's Hope on May 28; covers arrived at Fort St. James May 28 and were signed by McConachie, by the Postmasters at each office, and by R. W. Hale, District Postal Superintendent.

3603	Fort St. John - Fort St. James, May 23-28	(50 pieces)	100.00

1936, June 8 — Golden Arm added to Kenora - McKenzie Island Route. Golden Arm was added between Red Lake and Cole; the inaugural service was performed by pilot David P. Glen of Canadian Airways. Official cachets were applied in black on mail prepaid at the 6tf per ounce air mail rate.

3605	Red Lake - Golden Arm (black)	(3530 pieces)	3.00
	a. Golden Arm - Cole (black)	(3243 pieces)	3.00
	b. Cole - Golden Arm (black)	(3173 pieces)	3.00
	c. Golden Arm - Red Lake (black)	(3354 pieces)	3.00

1936, July 13-15 — Prince Albert - Goldfields. All mail transported by this flight was prepaid at the regular rate of 3c per ounce; there were no official cachets or markings. Most mail consisted of parcel post. Pilot A .S. Parker of Canadian Airways performed the service in both directions. Two postmarks were used at Prince Albert. Quantities shown below refer to letter mail only. There were 115 pounds of mail dispatched from Prince Albert on the 13th, 27 pounds from Goldfields on the 15th.

3607	Prince Albert - Goldfields, July 13 (no cachet)	(200 pieces)	20.00
	a. Goldfields - Prince Albert, July 15 (no cachet)	(150 pieces)	20.00

1936, July 21 — Haileybury - Mud Lake. Pilot D. F. MacDonald of Dominion Skyways inaugurated this service. Bilingual official cachets were provided each point for application in purple/black to all mail prepaid at the air mail rate of 6c per ounce.

3609	Haileybury - Mud Lake (purple/black)	(5500 pieces)	3.00
	a. Mud Lake - Haileybury (purple/black)	(5000 pieces)	3.00

1936, July 27 — Ottawa - Montreal - Albany, N.Y. This was an inaugural extension of U.S. Foreign Air Mail Route No. 1 from Albany to Montreal to Ottawa by Canadian Colonial

Airways with Jim Toyer as pilot. No official cachets were applied; two different postmarks were applied at Ottawa.

| 3611 | Ottawa - Montreal | 5.00 |
| | a. Ottawa - Albany | 5.00 |

1936, August 1-2 — Vancouver. Second Annual Western Canada Air Show Race. Pilots included Rasmuson, Westinghouse, Reed, Opel, and Fowler. Some commemorative covers exist signed by the pilots.

| 3613 | Vancouver, Aug. 1-2 | 50.00 |

1936, November 18-19 — Extension of Prince Albert - Ile a la Crosse Route to La Loche. The extension was by way of Buffalo Narrows; official cachets, applied in black, were pro vided for use on 6c air mail letters for all dispatches. Pilot C. McNeal of the M & C Aviation Company made the first flights on the extended portion of the route.

3615	Ile a la Crosse - Buffalo Narrows, Nov. 18 (black)	(3366 pieces)	3.00
	a. Ile a la Crosse - La Loche, Nov. 18 (black)	(3472 pieces)	3.00
	b. Buffalo Narrows - La Loche, Nov. 18 (black)	(3366 pieces)	3.00
	c. La Loche - Buffalo Narrows, Nov. 19 (black)	(3277 pieces)	3.00
	d. La Loche - Ile a la Crosse, Nov. 19 (black)	(3308 pieces)	3.00
	e. Buffalo Narrows - Ile a la Crosse, Nov. 19 (black)	(3267 pieces)	3.00

1936, December 9 — Baie Comeau - Rimouski. Contractor: Quebec Airways with H. R. Patton as pilot.

| 3617 | Baie Comeau - Rimouski (no cachet) | 20.00 |

1936, December 17-30 — Rimouski - Harrington Harbour. On this date the regular winter service was inaugurated to St. Lawrence River points, now based on Rimouski instead of Quebec. The flight from Rimouski to Port Menier was not made until the 25th, returning on the 30th. All flights were made by V J. Hatton of Canadian Airways. Bilingually inscribed official cachets were authorized for all dispatches. Only mail prepaid at the air mail rate was cacheted.

3619	Rimouski - Sept Iles, Dec. 17 (black)	(2820 pieces)	3.00
	a. Rimouski - Havre St. Pierre, Dec. 17 (black)	(2722 pieces)	3.00
	b. Rimouski - Natashquan, Dec. 17 (black)	(2773 pieces)	3.00

c. Rimouski - Harrington Harbour, Dec. 17 (black)	(2827 pieces)	3.00
d. Harrington Harbour - Rimouski, Dec. 18 (black)	(2857 pieces)	3.00
e. Natashquan - Rimouski, Dec. 18 (black)	(2767 pieces)	3.00
f. Havre St. Pierre - Rimouski, Dec. 18 (black)	(2760 pieces)	3.00
g. Sept Iles - Rimouski, Dec. 19 (black)	(2747 pieces)	3.00
h. Rimouski - Port Menier, Dec. 25 (black)	(2708 pieces)	3.00
i. Port Menier - Rimouski, Dec. 30 (black)	(2703 pieces)	3.00

1937, January 11-15 — Fort St. John - Fort Nelson / Fort St. John - Gold Bar. These flights were made by pilot Sheldon Luck of United Air Transport on the dates shown and by way of several intermediate stops. Official cachets were provided for the dispatches, applied in black to all letters prepaid at the regular air mail rate of 6c per ounce.

3701	Fort St. John - Fort Nelson, Jan. 11 (black)	(2684 pieces)	3.00
	a. Fort Nelson - Fort St. John, Jan. 13 (black)	(2585 pieces)	3.00
	b. Fort St. John - Gold Bar, Jan. 13 (black)	(2696 pieces)	3.00
	c. Fort St. John - Finlay Forks, Jan. 13 (black)	(2474 pieces)	3.00
	d. Fort St. John - Fort Grahame, Jan. 13 (black)	(2712 pieces)	3.00
	e. Fort Grahame-Fort St. John, Jan. 15 (black)	(2515 pieces)	3.00
	f. Finlay Forks-Fort St. John, Jan. 15 (black)	(2601 pieces)	3.00
	g. Gold Bar - Fort St. John, Jan. 15 (black)	(2484 pieces)	3.00

1937, March 17-19 — Edmonton - Fort St. John. This service was performed by E. W. Kubicerk of United Air Transport; stops were at Peace River, Grande Prairie and Dawson Creek. The plane was unable to land at Dawson Creek and the mail was dropped over that point. Covers exist postmarked at Dawson Creek for delivery in Fort St. John and vice versa. Due to the plane not landing, these were not flown. Dawson Creek dispatches to Edmonton and intermediate points were trucked to Fort St. John and flown from there on the 19th. No official cachets were applied.

3703	Edmonton - Peace River, March 17	(22 pounds)	8.00
	a. Edmonton - Grande Prairie, March 17	(32 pounds)	8.00
	b. Edmonton - Dawson Creek, March 17	(13 pounds)	15.00
	c. Edmonton - Fort St. John, March 17	(8 pounds)	15.00
	d. Peace River - Grande Prairie, March 17	(5 pounds)	15.00
	e. Peace River - Dawson Creek, March 17		15.00
	f. Peace River - Fort St. John, March 17		15.00
	g. Grande Prairie - Dawson Creek, March 17	(4 pounds)	15.00
	h. Grande Prairie - Fort St. John, March 17	(3 pounds)	15.00
	i. Fort St. John - Grande Prairie, March 19	(3 pounds)	15.00
	j. Fort St. John - Peace River, March 19		15.00
	k. Fort St. John - Edmonton, March 19	(13 pounds)	15.00

1. Dawson Creek - Grande Prairie, March 19		8.00
m Dawson Creek - Peace River, March 19		8.00
n. Dawson Creek - Edmonton, March 19	(6 pounds)	8.00
o. Grande Prairie - Peace River, March 19	(7 pounds)	8.00
p. Grande Prairie - Edmonton, March 19	(18 pounds)	8.00
q. Peace River - Edmonton, March 19	(24 pounds)	8.00
r. Dawson Creek - Fort St. John, March 19		8.00
s. Fort St. John - Dawson Creek, March 19		8.00

1937, May 15 — Montreal - North Eastern States. Pilot Fred Clarke of American Airlines. Little is known about this service.

3705	Montreal, May 15	10.00

1937, May 17 — Dryden - Gold Rock. The contractor for this service was Skylines Express, with pilot R. Kiteley. There were no special markings. Poundage shown below included considerable parcel post. Regular postal rates applied.

3707	Dryden - Gold Rock, May 17	(36 pounds)	25.00
	a. Gold Rock - Dryden, May 17	(10 pounds)	25.00

1937, June 2-3 — Prince George - Takla Landing. Fort St. James and Manson Creek were intermediate stops on this route. Post offices at Manson Creek and Takla Landing were opened on the date of the inaugural flight. Service was performed by pilot G.W.G. McConachie, President of United Air Transport. Official cachets were provided for all dispatches and were applied in black to all mail prepaid at the air mail rate of 6c per ounce.

3709	Prince George - Fort St. James, June 2 (black)	(2814 pieces)	3.00
	a. Prince George - Manson Creek, June 2 (black)	(2808 pieces)	3.00
	b. Prince George - Takla Landing, June 2 (black)	(3117 pieces)	3.00
	c. Takla Landing - Prince George, June 3 (black)	(2813 pieces)	3.00
	d. Manson Creek - Prince George, June 3 (black)	(2717 pieces)	3.00
	e. Fort St. James - Prince George, June 3 (black)	(2811 pieces)	3.00
	f. Takla Landing - Fort St. James, June 3 (no cachet)		5.00
	g. Takla Landing - Mansion Creek, June 3 (no cachet)		5.00
	h. Manson Creek - Takla Landing, June 3 (no cachet)		5.00

1937, June 5-7 — Prince George - Fort Grahame. The intermediate points on this route were Fort McLeod and Finlay Forks. Pilot Charles Tweed of United Air Transport made the inaugural flights. This service was a revision of that inaugurated on January 11. Fort McLeod was made a post office on June 5, coincident with the opening of the service. Official cachets were provided for all dispatches and were applied in black to letter mail prepaid at the air mail rate of 6c per ounce.

3711	Prince George - Fort McLeod, June 5 (black)	(2599 pieces)	3.00
	a. Prince George - Finlay Forks, June 5 (black)	(2503 pieces)	3.00
	b. Prince George - Fort Grahame, June 5 (black)	(2605 pieces)	3.00
	c. Fort Grahame - Prince George, June 6 (black)	(2506 pieces)	3.00
	d. Finlay Forks - Prince George, June 6 (black)	(2502 pieces)	3.00
	e. Fort McLeod - Prince George, June 7 (black)	(2400 pieces)	3.00

1937, July 5-8 — Edmonton - Whitehorse and return. Official cachets were provided for the inauguration of this service which was performed by G.W.G. McConachie of United Air Transport in a Ford TriMotor 6-AT-S. All cachets were applied in black. There were two Edmonton postmarks applied.

3713	Edmonton - Fort Nelson, July 5 (black)	(2864 pieces)	3.00

a. Edmonton - Whitehorse, July 5 (black)	(3267 pieces)	3.00
b. Fort Nelson - Whitehorse, July 5 (black)	(2852 pieces)	3.00
c. Whitehorse - Fort Nelson, July 8 (black)	(2775 pieces)	3.00
d. Whitehorse - Edmonton, July 9 (black)	(3026 pieces)	3.00
e. Fort Nelson - Edmonton, July 8 (black)	(2750 pieces)	3.00

1937, July 7-8 — Whitehorse - Dawson. This was an officially authorized experimental flight by pilot G.W.G. McConachie of United Air Transport in a Ford 6-AT. The Dawson to Whitehorse mail was to connect with the Whitehorse to Edmonton inaugural flight on July 8 (above); most covers were so endorsed.

3715	Whitehorse - Dawson, July 7 (no cachet)	40.00
	a. Dawson - Whitehorse, July 8 (no cachet)	40.00

1937, July 12-13 — Additional Points on Prince Albert - Goldfields Route. Fond du Lac, Stony Rapids and Norite Bay, the latter two new post offices as of this date, were made stops on the Prince Albert to Goldfields route effective July 12. Pilot W. F. Windrum of Canadian Airways made the first flights. Service was nonstop from Prince Albert to Norite Bay on July 12. Stops at the intermediate points were made on the return flight on the 13th. Hence, all mail from Prince Albert was backstamped on the 13th. Official cachets were applied in black to mail dispatched, provided it was prepaid at the air mail rate of 6c per ounce.

3717	Prince Albert - Fond du Lac, July 12	(2605 pieces)	3.00
	a. Prince Albert - Stony Rapids, July 12	(2736 pieces)	3.00
	b. Prince Albert - Norite Bay, July 12	(2496 pieces)	3.00
	c. Norite Bay - Prince Albert, July 13	(2406 pieces)	3.00
	d. Stony Rapids - Prince Albert, July 13	(2544 pieces)	3.00
	e. Fond du Lac - Prince Albert, July 13	(2496 pieces)	3.00

1937, July 21 — Fort Smith - Aklavik - Edmonton - Vice-Regal Party Arctic Tour. Covers were postmarked "S.S. Distributor" on July 21 and backstamped at Aklavik on August 1 and at Edmonton on August 7. Covers were signed by A. McMullen, pilot, and R. W. Hale, Postal Superintendent. Some covers were also signed by three Postmasters and bear a purple oval cachet: "Hudson Bay Company, July 21, 1935, S.S. Distributor."

3719	Fort Smith - Aklavik, July 21-Aug. 1	40.00

1937, August 10 — Boston, Mass. - Burlington, Vt. - Montreal. This service was an extension of U.S. Air Mail Route No. 1 from Boston to Burlington and return, flown by pilot S. A. Short of Colonial Air Lines in a Lockheed Electra. Mail from Burlington received a purple

cachet referring to FAM-27 in error. Mail from Montreal has a black cachet.

3721	Burlington - Montreal (purple)		3.00
	a. Boston - Montreal (no cachet)		3.00
	b. Montreal - Burlington (black)		3.00
	c. Montreal - Boston (black)		3.00

1937, August 17 — The Pas - Herb Lake. This service was performed by pilot Jack Wright of Arrow Airways. Official cachets were applied in black to all 6c air mail letters dispatched from either point.

3723	The Pas - Herb Lake (black)	(3828 pieces)	3.00
	a. Herb Lake - The Pas (black)	(3674 pieces)	3.00

1937, September 1 — Vancouver - Seattle, Wash. On this date Trans-Canada Airlines took over this route from Canadian Airways, Ltd. flying a Lockheed 10A. Pilots were E.P.H. Wells and F. M. McGregor.

3725	Vancouver - Seattle		3.00

1937, September 6 — Opening of Oliver, B.C. Airport. The two lines of the stamped cachet were applied separately plus a hand drawn star. Only one line of the cachet is on some covers. There was also a 5-line printed cachet.

3727	"Oliver Airport Dedication"	(441 pieces)	10.00
	a. 5-line printed cachet	(80 pieces)	30.00

1937, September 8 — The Pas - Cumberland House. This service was performed by Jack Wright of Arrow Airways with Sturgeon Landing as an intermediate point. Official cachets were applied in black to mail dispatched, provided letters were prepaid at the 6c per ounce air mail rate.

3729	The Pas - Sturgeon Landing (black)	(3288 pieces)	3.00
	a. The Pas - Cumberland House (black)	(3094 pieces)	3.00
	b. Cumberland House - The Pas (black)	(2916 pieces)	3.00
	c. Sturgeon Landing - The Pas (black)	(3030 pieces)	3.00
	d. Sturgeon Landing - Cumberland House	(1 known)	150.00
	e. Cumberland House - Sturgeon Landing	(1 known)	150.00

1937, September 13 — Coppermine - Waterways. Covers have typed cachet: "Sir Hubert Wilkins and his giant flying boat GUBA searches for the missing Russian trans-polar fliers" and some were signed by Sir Hubert Wilkins.

3731	Coppermine - Waterways		100.00

1937, November 2-3 — Whitehorse - Dawson. An intermediate stop was made at Mayo. This route was operated by the British Yukon Navigation Co. The inaugural flight carried letter mail only. No special markings were applied.

3733	Whitehorse - Mayo, Nov. 2	(5 pounds)	25.00
	a. Whitehorse - Dawson, Nov. 2	(10 pounds)	25.00
	b. Mayo - Dawson, Nov. 2	(4 pounds)	50.00
	c. Dawson - Mayo, Nov. 3	(3 pounds)	25.00
	d. Dawson - Whitehorse, Nov 3 -	(15 pounds)	25.00
	e. Mayo - Whitehorse, Nov. 3	(10 pounds)	25.00

1937, November 8 — Vancouver - Mexico - International "Three Flag" Record Flight. Frank W. Fuller flew from Vancouver to Agua Caliente, Mexico in 4 hours, 54 minutes to establish a new speed record.

3735	Vancouver - Agua Caliente, Nov. 8	50.00

1937, November 26-29 — Fort Resolution - Yellowknif e. Yellowknife was established as a post office coincident with the first flight. All mail was carried at regular surface rates and bore no official markings. Most mail included in the poundage below was parcel post. Pilots R. Randall and H. M. Kennedy made the first northward flight on the 26th; A. Vanhee returned with the mail on the 29th. All were employees of MacKenzie Air Service, the contractor.

3737	Fort Resolution - Yellowknife, Nov. 26 (no cachet)	(351 pounds)	25.00
	a. Yellowknife - Fort Resolution, Nov. 29 (no cachet)	(22 pounds)	50.00

1937, December 9-11 — Fort McMurray - Bitumount. Pilot Archie M. McMullen made the first northward flight; G. W. McLaren returned with mail on the 11th. Canadian Airways was the contractor for this service. Bitumount was established as a post office effective with the first flight. All mail was carried at the regular surface rate of 3c per ounce; no special markings were applied. Much parcel post was included in the poundage given below.

3739	Fort McMurray - Bitumount, Dec. 9 (no cachet)	(85 pounds)	25.00
	a. Bitumount - Fort McMurray, Dec. 11	(4 pounds)	50.00

1938, January 16 — Ashcroft - Williams Lake - Quesnel - Prince George - Fort St. John. Experimental service was performed by a United Air Transport Waco, piloted by Ginger Coote and Sheldon Luck. No official cachets were applied; regular first-class mail was carried. This service continued until August 4 when regular contract air mail service commenced.

3801	Ashcroft - [Intermediate Points] - Fort St. John	10.00

1938, January 26 — Germansen Landing Added to Prince George - Fort St. James Route. Sheldon Luck, flying for United Air Transport, made the first flight to and from Germansen Landing which had been newly designated a post office effective this date. Official cachets, uniformly applied in black ink, were authorized to all mail prepaid at the air mail letter rate of 6c per ounce.

3803	Prince George - Germansen Landing (black)	(4476 pieces)	3.00
	a. Germansen Landing - Prince George (black)	(4204 pieces)	3.00

1938, March 1-6 — Experimental Flight - Winnipeg - Regina - Lethbridge - Vancouver. R. M. Smith, pilot of the westbound trip, left Winnipeg on March 1 and landed in Vancouver on the 2nd. The return flight left Vancouver and made the same stops as the westbound trip, landing in Winnipeg on the 4th; the date of this return flight is in doubt; pilot was B. Middleton. Very little mail was carried. Covers were addressed to Lethbridge, Edmonton, or Saskatoon.

3805	Winnipeg - Vancouver, March 1	40.00
	a. Winnipeg - Regina	40.00
	b. Winnipeg - Lethbridge, March 1	40.00
	c. Vancouver - Winnipeg, March 1	40.00
	d. Vancouver - Regina	40.00
	e. Vancouver - Lethbridge	40.00
	f. Regina - Winnipeg, March 1	40.00
	g. Regina - Lethbridge	40.00
	h. Regina - Vancouver	40.00
	i. Lethbridge - Winnipeg, March 6 or 7	40.00
	j. Lethbridge - Regina	40.00
	k. Lethbridge - Vancouver, March 6 or 7	40.00

1938, March 12/14 — Ware added to Prince George - Fort Grahame Route. Official cachets were provided Prince George and Ware on the occasion of inauguration of this service, performed by United Air Transport. Ware was made a post office on this date. E.R.R. Field made the inaugural flights in both directions. The official cachets were applied in black, some in purple, only to mail prepaid at the rate of 6c per ounce.

3807	Prince George - Ware, March 12 (black, purple)	(6808 pieces)	3.00
	a. Ware - Prince George, March 14 (black, purple)	(5668 pieces)	3.00

1938, March 18 — Edmonton - Aklavik - Soviet Search Expedition - First Nonstop Flight. This flight was made after the unsuccessful completion of an extensive search for lost Russian aviators over the Arctic Ocean and the Canadian Arctic. Covers were postmarked Edmonton on February 16 and backstamped Aklavik the same date; re-postmarked in Aklavik on March 18 and backstamped Edmonton the same date. These were signed by all crew members including Sir Hubert Wilkins and Herbert Hollick.Kenyon. Very few pieces were carried.

3809	Edmonton - Aklavik, Feb. 16-16 / March 18-18	200.00

1938, April 1 / 6 — First Experimental Night Flights on Projected Trans-Canada Route. Flown by Trans-Canada Airways. Covers to other points may exist.

3811	Winnipeg - Regina, April 1	20.00
	a. Regina - Winnipeg, April 6	20.00

1938, May 3-8 — Whitehorse - Fairbanks, Alaska / Whitehorse - Juneau, Alaska. This was a through service performed by planes of Pacific Alaska Airways. The integrated service was from Juneau via Whitehorse to Fairbanks. The inaugural flight from Juneau was made by S. E. Robinson on May 3; the first return flight was performed by W. J. Jones on May 8. Official cachets, uniformly applied in black, were provided at Whitehorse for use

on both dispatches. There were two backstamps at Whitehorse, one with thicker letters.

3813	Whitehorse - Fairbanks, May 3	(7459 pieces)	3.00
	a. Whitehorse - Juneau, May 8	(8050 pieces)	3.00
	b. Juneau - Whitehorse		3.00
	c. Fairbanks - Whitehorse		3.00

1938, May 25 — Red Lake - Madsen. On this date a new post office was established at Madsen. All regular mail, prepaid at 3d per ounce or more, was carried; no official markings were applied. Parcel post was also carried and formed most of the mail, especially on the return trip. Canadian Airways performed the service; the first flight in both directions was made by David P. Glen.

3815	Red Lake - Madsen	(2 pounds)	50.00
	a. Madsen - Red Lake	(7 pounds)	50.00

1938, June 12 — God's Lake (Ilford) - Sachigo River. Coincident with the establishment of a new post office at Sachigo River, air mail service from God's Lake was established. Pilot Paul Davoud of Canadian Airways made the first flight in both directions, carrying all mail on hand, including a large quantity of parcel post. There were no special markings applied.

3817	God's Lake - Sachigo River	(158 pounds)	25.00
	a. Sachigo River - God's Lake	(12 pounds)	30.00

1938, July 9 - January 27, 1940 — Montreal - Edmonton via Fort Ross and Coppermine, N.W.T. - First Arctic Experimental Mail Test of North West Passage Route (East to West). An exploratory mail test was made by the Post Office Department, using all types of carriers in the Far North. Most covers were addressed to Major R. W. Hale, Postal Superintendent for Northwest Territories, Edmonton. All covers bear signature(s) of government officials en route.

The mail left Montreal on July 9 on the R.M.S. "Nascopie" in the care of the Right Reverend A .L. Fleming, nicknamed the "Bishop of the Arctic," who took charge of these covers and their handling until they left Fort Ross on August 31. All covers bear the backstamp of the "Nascopie" for that date, as well as a Fort Ross cancel.

Covers were cancelled prior to August 31 at locations where the "Nascopie" had stopped enroute to Fort Ross. Due to extreme ice conditions the motorship "Aklavik" was unable to get to Fort Ross. Mail was held over until March 1939 when it went by dog team to King William Island; this mail had left King William Island in late August 1939 on the Eskimo motorship "Tudlik" and reached Perry River in September, where it awaited freeze-up before leaving for Cambridge Bay by the R.C.M.P. Dog Patrol in November, and where it arrived on November 24. It had left Cambridge Bay on January 8, 1940 by the Dog Patrol and arrived at Coppermine on January 17. It was backstamped at Coppermine on January 20 and left there on January 25 by MacKenzie Air Service, H. A. Brown, pilot. It arrived in Edmonton on January 27, 1940 and was backstamped Edmonton that date. 53 pieces of mail made the North West Passage Route — 50 covers from Montreal and 3 covers picked up along the route of the "Nascopie" in 1938.

3819	Montreal - Edmonton	(50 pieces)	100.00
	a. Other points - Edmonton	(3 pieces)	150.00

Note — These covers show postmarks of N.W.T. towns for dates in July and August of 1938 as Bishop Fleming had a few cancelled at each stop along the route of the "Nascopie."

1938, July 17 — Peace River - North Vermilion. United Air Transport made a flight from .Peace River to North Vermilion and return, via Carcajou and Fort Vermilion. About 236 pounds of mail were carried on the outward flight. Some 42 pounds of mail were carried

on the return flight by pilot E. W. Kubicek. The first official flight involving these points was made on January 31, 1931. (no cachets).

3821	Peace River - Fort Vermilion	5.00
	a. Peace River - Carcajou	5.00
	b. Peace River - North Vermilion	5.00
	c. North Vermilion - Carcajou	5.00
	d. North Vermilion - Fort Vermilion	5.00
	e. North Vermilion - Peace River .	5.00
	f. Fort Vermilion - Peace River	5.00
	g. Carcajou - Peace River	5.00

1938, July 20-21 — Foynes, Ireland - Montreal - New York - First Experimental Trans-Atlantic Flight of "Pick-A-Back" Plane "Mercury." At 8:00 p.m. on July 20 the Short "Mercury" piloted by D.C.I. Bennett separated from the parent craft "Maia," a giant Short flying boat, and reached Montreal the next day, 20 hours later. Newspaper wrappers are known postmarked in Montreal on July 21 with a roller cancel. After delivering part of the half-ton of cargo, the plane was refueled and left for New York, arriving that evening. The entire flight took about 25 hours.
One letter accompanied the newspaper freight; this letter was addressed to the Canadian Press in New York City, bore an Imperial Airways baggage label, and listed the number of newspapers carried. It was posted after arrival in New York and received a postmark of July 23 at 2 p.m.

3823	Newspaper wrapper - Montreal - New York, July 20-21	50.00
	a. Letter - Montreal - New York, July 23	1,000.00

1938, July 22 — Fort Nelson - Fort Liard. Nelson Forks was an intermediate stop on this service, performed by C. Tweed of United Air Transport. There were no special markings and all available mail, regardless of amount of prepayment, was carried. The total north bound mail amounted to 198 pounds; total southbound mail amounted to 55 pounds.

3825	Fort Nelson - Nelson Forks	20.00
	a. Fort Nelson - Fort Liard	20.00
	b. Fort Liard - Fort Nelson	25.00
	c. Nelson Forks - Fort Nelson	25.00

1938, July 30 — Goderich, Ont. "Sky Harbour" Airport Opening. Covers bear a 4-line cachet in black, dated July 29.

3827	Goderich (about 50 pieces)	20.00

1938, July 31 — Vancouver. Six line maroon cachet and printed insert recognizing 25th anniversary of first flight of pioneer aviator Alys McKey Brant.

3829	Vancouver	10.00

1938, August 1 — Winnipeg - Madsen. The service was performed by pilot R. A. Kiteley of Wings, Ltd. All mail on hand, regardless of prepayment, was carried. No special markings were applied. Quantities shown below refer to letter mail only. Total poundage from Winnipeg was 31 pounds; from Madsen, 1 pound.

3831	Winnipeg - Madsen	(65 pieces)	20.00
	a. Madsen - Winnipeg	(60 pieces)	20.00

1938, August 4-8 — Vancouver - Whitehorse - Inauguration of Official Service. Official cachets were provided on the occasion of the inauguration of the first official service between Vancouver and Whitehorse in a Norseman. Intermediate stops were Williams Lake, Quesnel, Prince George and Fort St. John. The contract was with Ginger Coote Airways, utilizing pilots and planes from United Air Transport, who later officially took over the contract. Grant McConachie was the pilot for the northbound service; McConachie and Sheldon Luck flew the southbound mail. The air mail rate of 6c per ounce applied. There were 2 different post marks and 3 different backstamps from Vancouver. Mail was dispatched to and from the various points. Some covers have been reported originating at Fairbanks, Alaska.

3833	Vancouver - Williams Lake, Aug. 4	(2708 pieces)	3.00
	a. Vancouver - Quesnel, Aug. 4	(2680 pieces)	3.00
	b. Vancouver - Prince George, Aug. 4	(2744 pieces)	3.00
	c. Vancouver - Fort St. John, Aug. 4	(2662 pieces)	3.00
	d. Vancouver - Whitehorse, Aug. 4	(4167 pieces)	3.00
	e. Whitehorse - Vancouver, Aug. 6	(3810 pieces)	3.00
	f. Fort St. John - Vancouver, Aug. 7	(2681 pieces)	3.00
	g. Prince George - Vancouver, Aug. 7	(2718 pieces)	3.00
	h. Quesnel - Vancouver, Aug. 7	(2730 pieces)	3.00
	i. Williams Lake - Vancouver, Aug. 8	(2538 pieces)	3.00

1938, October 1-2 — Winnipeg - Vancouver with Spur to Edmonton - Regular Service. A contract was awarded to Trans-Canada Airlines for a fast air mail service between Winnipeg and Vancouver with two stops enroute at Regina and Lethbridge. A spur service was operated from Lethbridge nonstop to Edmonton. Only letter mail, prepaid at the rate of 6c per ounce, was carried on this route. No official cachets were authorized for this inaugural. J. L. Rood was in charge of the flight from Winnipeg to Vancouver; D. O. Imrie was in command for the return flight, which did not reach Regina and Winnipeg until October 2. A. Rankin made the round trip between Lethbridge and Edmonton on October 1.

3835	Winnipeg - Regina, Oct. 1	(21 pounds)	5.00
	a. Winnipeg - Lethbridge, Oct. 1	(4 pounds)	10.00
	b. Winnipeg - Vancouver, Oct. 1	(43 pounds)	5.00
	c. Regina - Lethbridge, Oct. 2	(4 pounds)	10.00
	d. Regina - Vancouver, Oct. 2	(11 pounds)	10.00
	e. Lethbridge - Vancouver, Oct. 2	(9 pounds)	10.00

f.	Vancouver - Lethbridge, Oct. 1	(7 pounds)	10.00
g.	Vancouver - Regina, Oct. 1	(9 pounds)	10.00
h.	Vancouver - Winnipeg, Oct. 1	(38 pounds)	5.00
i.	Lethbridge - Regina, Oct. 2	(8 pounds)	10.00
j.	Lethbridge - Winnipeg, Oct. 2	(28 pounds)	5.00
k.	Regina - Winnipeg, Oct. 2	(26 pounds)	5.00
l.	Lethbridge - Edmonton, Oct. 1	(15 pounds)	5.00
m.	Edmonton - Lethbridge, Oct. 1	(8 pounds)	10.00

In addition to the poundage carried from Edmonton to Lethbridge, there were 78 pounds of mail for onward dispatch either westward or eastward, including:

n.	Edmonton - Winnipeg	5.00
o.	Edmonton - Vancouver	5.00
p.	Lethbridge - Prince Albert	5.00
q.	Winnipeg - Saskatoon	5.00
r.	Winnipeg - Moose Jaw	5.00
s.	Winnipeg - Prince Albert	5.00

1938, October 1 — Regina - North Battleford. Coincident with the establishment of Winnipeg to Vancouver service by Trans-Canada Airlines, a connecting service from Regina to North Battleford was put into operation by Prairie Airways, Ltd. No official cachets were applied; letters were carried at the air mail rate of 6c per ounce. M. V. Gillard piloted the plane from Regina to North Battleford; H. C. Yule commanded the return flight.

3837			
	Regina - Moose Jaw	(10 pounds)	5.00
a.	Regina - Saskatoon	(17 pounds)	5.00
b.	Regina - Prince Albert	(13 pounds)	5.00
c.	Regina - North Battleford	(5 pounds)	10.00
d.	Moose Jaw - Saskatoon	(1 pound)	10.00
e.	Moose Jaw - Prince Albert	(1 pound)	10.00
f.	Prince Albert - North Battleford	(1 pound)	10.00
g.	Saskatoon - Prince Albert	(2 pounds)	10.00
h.	Saskatoon - North Battleford	(2 pounds)	10.00
l.	Prince Albert - North Battleford	(1 pound)	10.00
j.	North Battleford - Prince Albert	(1 pound)	10.00
k.	North Battleford - Saskatoon	(2 pounds)	10.00
l.	North Battleford - Moose Jaw	(2 pounds)	10.00
m.	North Battleford - Regina	(6 pounds)	10.00
n.	Prince Albert - Saskatoon	(2 pounds)	10.00
o.	Prince Albert - Moose Jaw	(2 pounds)	10.00
p.	Prince Albert - Regina	(6 pounds)	10.00
q.	Saskatoon - Moose Jaw	(2 pounds)	10.00
r.	Saskatoon - Regina	(12 pounds)	5.00
s.	Moose Jaw - Regina	(4 pounds)	10.00
t.	Moose Jaw - North Battleford	—	10.00

1938, October 1 — Uchi Lake added to Sioux Lookout - Casummit Lake Route. Uchi Lake, with a new post office on this date, was made an additional stop on the Sioux Lookout to Casummit Lake route. Flights were made only between Sioux Lookout and Uchi Lake by H. O. Madden of Starratt Airways. Most flown mail was parcel post. All mail was transported, regardless of prepayment and received no special markings. Quantities shown below represent the total mail carried.

3839			
	Sioux Lookout - Uchi Lake	(10 pounds)	15.00
a.	Uchi Lake - Sioux Lookout	(2 pounds)	25.00

1938, October 22 — Extension of Fort Resolution - Yellowknife Route to Camlaren.
Effective this date the route was extended to Camlaren, which established a new post office
on the same day. Pilot A. Vaughn of MacKenzie Air Service made the first flights. All mail
on hand, regardless of prepayment, was carried. Quantities shown included parcel post
mail. No special markings were applied.

3841	Yellowknife - Camlaren	(29 pounds)	10.00
	a. Camlaren - Yellowknife	(1 pound)	40.00

1938, November 28 — **Vancouver - Zeballos.** This service was performed by pilot N. E.
Smail of Canadian Airways. The rate was 6c per ounce; no official cachets were applied.
Courtesy covers were flown by Ginger Coote Airways, Ltd. and Canadian Airways before
this date and postmarked at point of arrival, usually Vancouver (seen in May). Red cachets
were applied (unofficial) by Ginger Coote, purple cachets by Canadian Airways.

3843	Vancouver - Zeballos	(5 pounds)	50.00
	a. Zeballos-Vancouver	(10 pounds)	30.00
	b. Vancouver, May 1938 (Ginger Coote Airways)		15.00

1938, November 30 — **Vancouver - Montreal Experimental Air Mail.** Mimeograph unofficial 3-line cachet. Backstamped Montreal Dec. 1.

3845	Vancouver - Montreal	40.00

**1938, December 1 — Edmonton - North Bay - Toronto - Ottawa - Montreal
Experimental Flight.** Covers were postmarked at Edmonton on November 30 at 8 p.m.
Montreal and Toronto covers received a December 2 cancellation. Only a small amount of
mail was carried.

3847	Edmonton - North Bay, Dec. 1-1	40.00
	a. Edmonton - Toronto, Dec. 1-2	40.00
	b. Edmonton - Ottawa, Dec. 1-1	40.00
	c. Edmonton - Montreal, Dec. 1-2	40.00

1938, December 1 — Winnipeg - North Bay - Toronto - Ottawa - Montreal. This was an
extension from Winnipeg of a Trans-Canada Airlines route. North Bay was a new point for
mail service. A small amount of mail was carried. No cachets were authorized at any point.
Some extension points are included.

3849	Winnipeg - North Bay	25.00
	a. Winnipeg - Toronto	25.00
	b. North Bay - Toronto	25.00
	c. Toronto - North Bay	25.00
	d. Toronto - Winnipeg	25.00
	e. North Bay - Winnipeg	25.00
	f. Toronto - Vancouver	10.00
	g. Toronto - Victoria	10.00
	h. Toronto - Regina	10.00
	i. Toronto - Lethbridge	10.00
	j. Toronto - Montreal	10.00
	k. Montreal - Winnipeg	10.00
	1. Montreal - Vancouver	10.00
	m. Winnipeg - Montreal	10.00
	n. Ottawa - North Bay	10.00
	o. Ottawa - Vancouver	10.00

1938, December 18-21 — Norman Wells added to Fort McMurray - Aklavik Route. On
this date Norman Wells was added to Canada's longest domestic route. Inaugural flights
were made between Fort Norman and Norman Wells by A. McMullen of MacKenzie Air

Services. Norman Wells was created a post office effective this date. Quantities shown include parcel post mail, as all mail on hand was carried regardless of amount of prepayment. There were no special markings applied to the mail.

| 3851 | Fort Norman - Norman Wells, Dec. 18 | (30 pounds) | 10.00 |
| | a. Norman Wells - Fort Norman, Dec. 21 | (1 pound) | 40.00 |

1939, February 1 — Calgary added to Lethbridge - Edmonton Spur. On this date Calgary was added as a stop on the Lethbridge - Edmonton spur service performed by Trans-Canada Airlines. There were no official cachets. A. Rankin flew the mail from Calgary to Edmonton; F. I. Young flew the reverse service. Total dispatches from Calgary amounted to 2 pounds; mail received at Calgary amounted to 34 pounds.

3901	Calgary - Edmonton	.	25.00
	a. Calgary - Lethbridge		25.00
	b. Edmonton - Calgary		25.00
	c. Lethbridge - Calgary		25.00

1939, March 1 — Winnipeg - Montreal. On this date Trans-Canada Airlines service was extended eastward from Winnipeg to Montreal via North Bay, Toronto and Ottawa. The Post Office Department chose this occasion to furnish cachets for dispatches from each of the points on the route to the newly added points. Some forty-odd cachets were provided. In addition, there were some dispatches between points previously flown; no cachets were provided for these points and they are not listed. There were no dispatches between Montreal and Ottawa, or between Montreal and Toronto.

Pilots were as follows: Winnipeg to Toronto, K. Edmison; Toronto to Montreal, W. W. Fowler; Montreal to Toronto, B. A. Rawson; Toronto to Winnipeg, H. M. Kennedy. Covers seen include Victoria to Vancouver and return, some connecting with Vancouver mailings; Ottawa to Montreal; and one from North Battleford dated February 28 that reached Montreal on March 1, one day ahead of other mail. At some points, two different postmarks and or backstamps were used on the same flight.

| 3903 | Winnipeg - North Bay | (1779 pieces) | 3.00 |

a. Winnipeg - Toronto	(1928 pieces)	3.00
b. Winnipeg - Ottawa	(1629 pieces)	3.00
c. Winnipeg - Montreal	(2170 pieces)	3.00
d. North Bay - Toronto	(2102 pieces)	3.00
e. North Bay - Ottawa	(2027 pieces)	3.00
f. North Bay - Montreal	(2097 pieces)	3.00
g. Toronto - Ottawa	(2270 pieces)	3.00
h. Toronto - Montreal (none reported)	(1 pound)	—
i. Montreal - Toronto (none reported)	(5 pounds)	—
j. Montreal - North Bay	(2421 pieces)	3.00
k. Montreal - Winnipeg	(2267 pieces)	3.00
1. Ottawa - Toronto	(2105 pieces)	3.00
m. Ottawa - North Bay	(2505 pieces)	3.00
n. Ottawa - Winnipeg	(2187 pieces)	3.00
o. Toronto - North Bay	(2234 pieces)	3.00
p. Toronto - Winnipeg	(2382 pieces)	3.00
q. North Bay - Winnipeg	(2165 pieces)	3.00
r. Toronto - Calgary		3.00
s. Toronto - Edmonton		3.00
t. Toronto - Vancouver		3.00
u. Ottawa - Vancouver		3.00
v. Montreal - Regina		3.00
w. Montreal - Calgary		3.00
x. Montreal - Edmonton		3.00
y. Montreal - Lethbridge		3.00
z. Montreal - Vancouver		3.00
aa. Regina - Montreal		3.00
ab. Regina - Vancouver		3.00
ac. Calgary- Montreal		3.00
ad. Calgary - Toronto		3.00
ae. Calgary - Vancouver		3.00
af. Edmonton - Montreal		3.00
ag. Edmonton - Toronto		3.00
ah. Lethbridge - Montreal		3.00
ai. Lethbridge - Vancouver		3.00
aj. Vancouver - Calgary		3.00
ak. Vancouver - Lethbridge		3.00
al. Vancouver - Montreal		3.00
am. Vancouver - Regina		3.00
an. Vancouver - Ottawa		3.00
ao. Vancouver - Toronto		3.00
ap. Victoria - Vancouver *		3.00
aq. Various places - Victoria *		3.00

* These segments were operated by Canadian Airways as TCA did not have adequate landing facilities at Victoria.

1939, March 11 — Vancouver - Port Alberni. On this date Port Alberni was made a stop on the Vancouver to Zeballos service, flown by H. A. MacDonald of Canadian Airways. All covers required the air mail fee of 6c per ounce. Total mail dispatched from Port Alberni was 1 pound; total mail dispatched to Port Alberni was 1 pound.

3905	Port Alberni - Zeballos	40.00
	a. Port Alberni - Vancouver	40.00

	b. Vancouver - Port Alberni		40.00
	c. Zeballos-Port Alberni		40.00

1939, April 1 — Montreal - Burlington, Vt. Burlington was added as a stop on U.S. Foreign Air Mail Route No. 1 from Montreal to Albany, N.Y. Pilots were A. E. Hamer, south bound, and R. C. Lewis, northbound. Montreal applied two different postmarks.

3907	Burlington - Montreal (green)	(50 pounds)	3.00
	a. Montreal - Burlington (no cachet)		5.00

1939, April 8 — Winnipeg - Favourable Lake. Favourable Lake was made a new post office as of this date. W. J. Buchanan of Wings, Ltd. made the first flight which carried all mail on hand, regardless of prepayment. No special markings were applied. Quantities shown below refer to letter mail only; total poundage from Winnipeg was 124 pounds; from Favourable Lake, 28 pounds.

3909	Winnipeg - Favourable Lake	(60 pieces)	10.00
	a. Favourable Lake - Winnipeg	(60 pieces)	10.00

1939, April 12 / May 2 - Island Lake added to Winnipeg - God's Lake Route. Island Lake was created a new post office on this date and was made a point of call on the Winnipeg to God's Lake route. Inaugural flights, carrying all mail regardless of prepayment, were made between Winnipeg and Island Lake. No special markings were applied. Pilot David P. Glyn of Canadian Airways made the inaugural flights. The first return flight carrying mail was not made until May 2.

3911	Winnipeg - Island Lake, April 12	(60 pieces)	10.00
	a. Island Lake - Winnipeg, May 2		25.00

1939, April 13 — England - New York - Vancouver. Joint service of Trans-Canada Airlines and Pan American Airways experimental transatlantic flight.

3913	London - New York - Vancouver		20.00

1939, April — First All-Nation Family Flight. The Flying Hutchinson family, Mr. and Mrs. George Hutchinson and their daughters Janet Lee and Kathryn, left Washington, D.C. on April 24, planning to fly to every country on the globe. The trip was discontinued because of unsettled conditions abroad.
A large printed envelope was prepared containing 87 spaces for the stamps of each country visited. Covers bear stamps cancelled at the following places: Washington, D.C, April 24; Canada, April 26; Cuba, April 29, Haiti, May 2; Dominican Republic, May 4; Trinidad and Tobago, May 8; Suriname, May 11; Brazil, May 16; Argentina, May 23; Uruguay, May 25, Chile, June 1; Bolivia, June 6; Peru, June 9; Ecuador, June 11; Venezuela, June 13; Colombian Republic, June 14; Canal Zone, June 15; Panama, June 16; Costa Rica, June 18; Nicaragua, June 20; Honduras, June 20; Salvador, June 21; and Mexico, June 27.

3915	Hutchinson large envelope, April-June		100.00

1939, May 31 — England - Azores - Canada - U.S. This first mail from England to North America was flown on the second Pan American Airways trans-Atlantic flight via the Azores. Pilot was Harold E. Gray. Covers were flown by Imperial Airways to Marseilles and left there on June 1. Covers were cancelled up to 7:30 a.m. on May 31; some have cachet: "PAA 6 Trans Atlantic Air Mail First Acceptance, 31 May, 1939" in black or red. Backstamps in Winnipeg and Edmonton have been seen up to June 5.

3917	Marseilles - Canada, June 1-3		10.00

1939, June 7 — Opening of Kenyon Field - Lethbridge, Alberta. Circular black cachet.

3919   Lethbridge   (550 pieces)   5.00

1939, June 27 - July 1 — Trans-Atlantic Service by Pan American Airways - Dispatches from Shediac, N.B. In connection with the operation of U.S. Foreign Air Mail Route No. 18, Shediac made official dispatches to Botwood, Newfoundland; Foynes, Ireland; and Southampton, England on June 27, and to New York on July 1. Capt. Harold E. Gray was the pilot on the first flight in a Boeing 314 "Yankee Clipper."

Three separately designed cachets were authorized and applied in black. The cachet inscribed "Shediac - Foynes" was applied to mail intended for England as well as Ireland as there was no cachet in use for Southampton. Rates were 6c to the U.S., 10c to Newfoundland, and 30c to Europe. Covers for overseas points were normally cancelled on June 24 at Shediac but a few additional covers were added on June 26. Incoming mail at Shediac was as follows: from England, Ireland and Newfoundland, about 25,810 covers, a total weight of 404 pounds; from New York, 17,796 pieces.

Unfortunately, a bad fog condition held the plane at Shediac for several days; as a consequence much mail which had been postmarked in advance at the various points bears dates different from the actual flying dates. There was no mail dispatched in either direction between Foynes and Southampton.

True to its conservative policy, the British Post Office and its Crown Colony subsidiary — the Newfoundland Post Office — failed to provide any cachet in recognition of this service. Private cachets were used on such covers dispatched through Pan American Airways, which applied special cachets to mail dispatched by or through its offices at Botwood and Southampton. These cachets consisted of large rectangles appropriately inscribed and were applied in green at Botwood and in blue at Southampton.The British Post Office normally did not backstamp arriving mail and refused to make any exception to its policy by means of special dispatches, nor would it facilitate the return of mail not addressed for delivery in England or in Europe. Newfoundland assessed a surcharge of 5c for mail forwarded or returned to a point not in Newfoundland. Mail addressed to England and mailed from Shediac received the Shediac - Foynes cachet. There was no Shediac - Southampton cachet; covers making this trip received the Shediac - Foynes cachet. Foynes applied its cachet as a receiving mark to incoming mail. The stop in the Irish Free State was variously designated as Foynes, Shannon or Limerick (Foynes

being the Clipper base). Most pieces are backstamped "Baile Atha Cliath" (Gaelic for Dublin) although a small number are found with a Faing, Co. Luinneach (Foynes, Co, Limerick) backstamp. In later extensions to this route, it was listed as Limerick or Shannon according to then accepted nomenclature. All dates shown below are actual dates of the flights and of arrival. Shediac eastbound dispatches were postmarked on June 24; Botwood, eastbound, June 24, and westbound, June 28; Foynes, June 27; and Southampton and other points in England, June 27-30. Because of the significance of this flight, all legs are listed here, even if they did not include a point in Canada.

3921	New York - Southampton, June 24-28 (red)	(67,080 pieces)	3.00
	a. To Shediac, June 24-24 (red)	(17,796 pieces)	5.00
	b. To Botwood, June 24-27 (red)	(15,873 pieces)	5.00
	c. To Foynes, June 24-28 (red)	(20,631 pieces)	5.00
	d. Shediac - Southampton, June 27-28 (black)	(17,559 pieces)	5.00
	e. To Botwood, June 27-27 (black*)	(12,462 pieces)	5.00
	f. To Foynes, June 27-28 (black)	(4751 pieces)	8.00
	g Shediac - New York, July 1-1 (black)	(12,220 pieces)	5.00
	h. Botwood - Southampton, June 27-28 (no cachet*)	(200 pounds)	5.00
	i. To Foynes, June 27-28 (no cachet)	(104 pounds)	5.00
	j. Botwood - New York, July 1-1 (no cachet)	(12,569 pieces)	5.00
	k. To Shediac, July 1-1 (no cachet)	(122 pounds)	5.00
	1. Foynes - New York, June 30-July 1 (purple, black)	(18,392 pieces)	5.00
	m. To Botwood, June 30-July 1 (purple, black)	(109 pounds)	5.00
	n. To Shediac, June 30-July 1 (purple, black)	(100 pounds)	5.00
	o. Southampton - New York, June 30-July 1 (no cachet)	(27,954 pieces)	5.00
	p. To Botwood, June 30-July 1 (no cachet)	(103 pounds)	5.00
	q. To Shediac, June 30-July 1 (no cachet)	(182 pounds)	5.00

* Same cachet as used for Shediac - Foynes covers.

1939, July 18 — Toronto - Montreal. Cover with cachet: "1st direct airmail Montreal - Toronto and return" on Trans Canada route (via Muskoka.)

3923	Toronto - Montreal		10.00

MONTREAL-BOTWOOD   MONTRÉAL-FOYNES   MONTRÉAL - SOUTHAMPTON

1939, August 5-10 — Imperial Airways Trans-Atlantic Service - Dispatches from Montreal. This British service was performed through Montreal rather than Shediac. Capt. J. C. Kelly-Rogers was in command of the plane, a Short "C" class G-AFCV S30 Flying Boat, the "Caribou." Although not officially announced, a small amount of mail was carried from Montreal to New York. There was no return dispatch from New York to Montreal as U.S. mail was required to be dispatched by F.A.M. No. 1, Colonial Airlines, contractor.
The rates were the same as those established for the earlier flights of Pan American

Airways. Three distinctive cachets inscribed "Montreal - Botwood," "Montreal - Foynes," and "Montreal - Southampton" were applied in black to all mail. No cachet was available for Montreal - New York covers, as this was reputedly not an authorized or announced dispatch. Incoming mail received at Montreal totaled 265 pounds, approximately 17,000 covers. Because of interest in this flight, all legs are listed even though they may not have involved a point in Canada. Imperial Airways issued numbered envelopes for the first flight.

3925	Southampton - Botwood (no cachet)	(30 pounds)	10.00
	a. Southampton - Montreal (no cachet)	(224 pounds)	4.00
	b. Southampton - New York (no cachet)	(536 pounds)	5.00
	c. Foynes - Botwood (purple)	(570 pieces)	15.00
	d. Foynes - Montreal (purple)	(1090 pieces)	10.00
	e. Foynes - New York (purple)	(3430 pieces)	10.00
	f. Botwood - Foynes (no cachet)	(13 pounds)	12.50
	g. Botwood - Southampton (no cachet)	(33 pounds)	5.00
	h. Botwood - Montreal (no cachet)	(19 pounds)	10.00
	i. Botwood - New York (no cachet)		10.00
	j. Montreal - Botwood (black)	(6776 pieces)	4.00
	k. Montreal - Foynes (black)	(7066 pieces)	4.00
	1. Montreal - Southampton (black)	(19,975 pieces)	3.00
	m. New York - Botwood (no cachet)		5.00
	n. New York - Foynes (no cachet)		5.00
	o. New York - Southampton (no cachet)		5.00
	p. Montreal - New York (no cachet)	(675 pieces)	10.00

1939, August 5 — Kamloops, B.C. Airport Dedication. No cachet. A reported 60 covers were posted.

3927	Kamloops	15.00

1939, October 11-21 — Additional Points on Whitehorse - Dawson Route. Effective this date Carmacks and Selkirk were made stops on the Whitehorse to Dawson route, operated by the British Yukon Navigation Company. Full details are lacking but on this date Whitehorse dispatched 347 pounds of letters and 1,140 pounds of parcel post to all the points on the route. On the return trip of October 21, Dawson dispatched 247 pounds of total mail to all points. Pilot L. A. Vines made the flight on October 11; J. W. Rice made the return flight on October 21. There were no official markings applied.

3929	Whitehorse - Carmacks, Oct. 11	15.00
	a. Whitehorse - Selkirk, Oct. 11	15.00
	b. Selkirk - Whitehorse, Oct. 21	15.00
	c. Carmacks - Whitehorse, Oct. 21	15.00

1939, October 24-27 — Carcross - Atlin. This service was operated by G. T. Simmons; L. E. Cook made the first flight in both directions. All first-class mail and parcel post were carried, regardless of amount of prepayment. No special markings were applied. Quantities shown below represent the total mail carried.

3931	Carcross - Atlin, Oct. 24	(429 pounds)	15.00
	a. Atlin - Carcross, Oct. 27	(316 pounds)	15.00

1939, November 1 — Toronto - Halifax. First flight with Halifax added to the transcontinental route, on an experimental basis (via Moncton).

3933	Toronto - Halifax	10.00
	a. Halifax - Toronto	10.00

1939, November 1-10 — Kamloops - Fort St. John. The flight was by way of Prince George and was performed by Yukon Southern Air Transport. This was a winter modification of the Vancouver to Whitehorse route. Sheldon Luck was pilot on the Kamloops to Fort St. John trip in a Barkley-Grows; E. R. Field flew the return service. Though the plane was delayed at Prince George on the return trip until November 10, Prince George to Kamloops covers were postmarked on November 7. No special cachets were applied.

3935	Kamloops - Fort St. John, Nov. 1	(104 pounds)	5.00
	a. Prince George - Fort St. John, Nov. 1	(2 pounds)	25.00
	b. Fort St. John - Kamloops, Nov. 7	(5 pounds)	25.00
	c. Prince George - Kamloops, Nov. 10	(2 pounds)	25.00

1939, December 21 — Kapuskasing, Ont. On this date Kapuskasing was added to the Trans-Canada route; mail was carried on the eastbound trip only. J. A. Wright was in command of the plane.

3937	Kapuskasing - North Bay	(1 pound)	40.00
	a. Winnipeg - Kapuskasing	(7 pounds)	10.00

1940, January 2-15 — Montreal - Maritime Provinces - Extension of Trans-Canada Service. The transcontinental service was completed with the inauguration of the final leg from Montreal to the Maritime Provinces. Service was from Montreal to Moncton, with one leg terminating at St. John, N.B., the other at Halifax, N.S. Maritime Central Airways received the contract for this final segment. Pilot B. A. Rawson made the round trip between Montreal and Moncton; G. A. Gray flew both directions between Moncton and Halifax; J. Wade performed the service between Moncton and St. John each way. The first leg was flown on January 2; service from Moncton to Halifax and St. John, and return, was not inaugurated until January 15. There were no official markings. Covers from other points on the transcontinental service to Moncton, St. John and Halifax also exist.

4001	Montreal - Moncton, Jan. 2	(9 pounds)	25.00
	a. Moncton - Montreal, Jan. 2	(17 pounds)	25.00
	b. Moncton - Halifax, Jan. 15	(1 pound)	35.00
	c. Halifax - Moncton, Jan. 15	(17 pounds)	25.00
	d. Moncton - St. John. Jan. 15	(1 pound)	35.00
	e. St. John - Moncton, Jan. 15	(1 pound)	35.00

1940, July 15 — Toronto - Windsor - London Service in connection with London Airport Opening. Flown by Trans-Canada Airlines. Only a small amount of mail was carried on all legs.

4003	Toronto - London	10.00
	a. Toronto - Windsor	10.00
	b. London - Windsor	10.00
	c. Windsor - London	10.00
	d. Windsor - Toronto	10.00
	e. London - Toronto	10.00

1940, August 16-17 — Toronto. Cacheted cover for the Eleventh Annual Convention of American Air Mail Society, Royal York Hotel, Toronto. Postmarked both dates, various times.

4005	Toronto, Aug. 16 or 17 (multi colored 2 flag cachet)	5.00
	a. Toronto, Aug. 16 or 17 (Toronto Air Mail Club blue cachet)	10.00

1940, October 14 — Toronto. Typed unofficial cachet commemorating transfer of Sky Harbour Airport (Goderich) to an Elementary Flying Training School in Commonwealth Air Training Plan.

4007	Toronto	10.00

1941, January 3 — Moncton - Bangor, Maine. This service was performed by Northeast Airlines as a part of U.S. Foreign Air Mail Route No. 21; S. A. Short and Chandler were the first flight pilots. This route, although designated properly as an FAM Route, actually served to extend the domestic service of Revised AM Route 27 beyond Bangor into Canada. When established, it was an important link in communications between the U.S. and Canada and was regarded as a needed defense measure; it provided a route for the speedy transmission of essential materials from production centers in the U.S. deep into the Maritime Provinces of Canada.

An official cachet was authorized and there are two different postmarks and backstamps at both points.

4101	Moncton - Bangor (black cachet)	(6356 pieces)	4.00
	a. Bangor - Moncton (blue cachet)	(3500 pieces)	5.00

1941, February 6 — Extension of Charlottetown - Grindstone Island Route to Magdalene Islands. On this date the existing winter service to Grindstone Island was extended to Havre Aubert and Entry Island, both points in the Magdalene Islands. Service was performed by H. S. Jones of Canadian Airways. Most of the mail was parcel post and quantities shown below represent the total mail carried. No special markings were applied to this mail.

4103	Charlottetown - Havre Aubert	(60 pounds)	10.00
	a. Charlottetown - Entry Island	(10 pounds)	10.00
	b. Havre Aubert - Entry Island	(150 pieces)	20.00
	c. Entry Island - Charlottetown		20.00
	d. Havre Aubert - Charlottetown	(32 pounds)	10.00

1941, March 5 — Dauphin, Manitoba Airport Dedication. Few covers reported.

4105	Dauphin	20.00

1941, April 30 — Toronto - New York. On this date Trans-Canada Airlines established direct service to New York, with W. M. Fowler in charge of the first flight plane. No special cachets were applied.

4107	Toronto - New York	(15 pounds)	10.00
	a. New York - Toronto		5.00

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1941, May 12 — Vancouver - Seattle, Wash. This was the return service authorized under the terms of U.S. Contract Route No. 57. There was no official cachet authorized as Canadian service over this route had been previously inaugurated on October 2, 1935. The first flight pilots were J. L. Crouch and T. W. Davis of United Air Lines.

4109	Vancouver - Seattle (no cachet)	(322 pieces)	6.00
	a. Seattle - Vancouver (purple)	(701 pieces)	3.00
	b. Seattle Airfield - Vancouver (purple)	(132 pieces)	8.00

1941, June 12 — Lethbridge - Great Falls, Montana. This service was from Lethbridge via Cutbank and Shelby, Mont, to Great Falls. The inaugural flight was performed by Stanley J. Cavill of Western Air Lines over Contract Route No. 52. Cut Bank and Shelby used the same airport located at Cut Bank. A non-illustrative type of cachet was furnished at the U.S. dispatch points; there was no official cachet at Lethbridge. Mail from Lethbridge to all points totalled 20 pounds; mail from Great Falls to all points totalled 29 pounds and from Shelby to all points 689 pieces. There were 139 pieces from Cut Bank to Shelby and Lethbridge (breakdown unknown).

4111	Lethbridge - Great Falls	3.00
	a. Lethbridge -Cut Bank	8.00
	b. Lethbridge - Shelby	8.00
	c. Cut Bank - Lethbridge	8.00
	d. Great Falls - Lethbridge	3.00
	e. Shelby - Lethbridge	3.00

1941, June 24 — Windsor - Buffalo, N.Y. / Detroit, Mich. On this date Windsor was made a stop on American Airlines' U.S. Air Mail Route No. 7 (C.A.M. No. 27) and dispatched mail to both Buffalo and Detroit. There was no official cachet and all mail was postmarked at the Windsor Air Mail Field. Wallace T. Talbot was the pilot on the Windsor to Buffalo service; William M. Kessler was in charge of the plane carrying the mail from Windsor to Detroit.

4113	Windsor Airfield-Buffalo	(250 pieces)	7.50
	a. Windsor Airfield - Detroit	(275 pieces)	7.50
	b. Detroit - Windsor		5.00
	c. Buffalo - Windsor		5.00

1941, June 30-July 1 — Outpost Island added to Fort Resolution - Camlaren Route. On June 30 Outpost Island was made a point of call on the route between Fort Resolution and Yellowknife. Pilot A. Caywood of MacKenzie Air Service made the first flight into Outpost Island. Quantities shown below include parcel post which comprised most of the mail. No special markings were applied to this mail. Most of the mail from Outpost Island was addressed to Edmonton or beyond. The return flight was made on July 1 by pilot C. N. Sawle.

4115	Fort Resolution - Outpost Island, June 30	(50 pounds)	4.00
	a. Outpost Island - Fort Resolution, July 1	(4 pounds)	10.00

1941, July 2 — Ladner - Boundary Bay Elementary Air Training Station Opening. Some covers were backstamped in Vancouver. Black printed cachet.

4117	Ladner	15.00

1941, July 15 — Toronto - Buffalo, N.Y. This service was performed by William Hinton of American Airlines over U.S. Air Mail Route No. 56. There was no official cachet authorized for this mail. Mail was also cancelled at the Toronto Air Mail Field (the first time this marking appeared on first flight covers) as well as at Postal Terminal A in Toronto. Two different postmarks were applied in Toronto.

4119	Toronto - Buffalo (no cachet)	(13 pounds)	10.00

a. Toronto Airfield - Buffalo (no cachet)	(141 pieces)	30.00
b. Buffalo - Toronto (green)	(888 pieces)	3.00
c. Buffalo Airfield - Toronto (green)	(141 pieces)	30.00

1941, August 1 — Montreal - Glens Falls, N.Y. This was an addition to the Montreal to Burlington route, flown by pilot H. J. Uttenweiler. Montreal to Glens Falls mail has not been reported.

4121	Glens Falls - Montreal	(3 pounds)	25.00

1941, November 9 — Niagara Falls - Buffalo, N.Y. Niagara Falls, N.Y. was made a stop on U.S. Air Mail Route No. 27 from Detroit to Buffalo. Canadian covers from Niagara Falls, Canada were also carried.

4125	Niagara Falls - Buffalo	5.00

1941, December 7 — Canadian Seaplane Flight - Norfolk, Va. - San Pedro, Calif, via Southern U.S. on Ottawa - Vancouver Ferry Flight. F/L R. J. Thomas, RCAF, was Commander of a Squadron consisting of three Stranraer Seaplanes. Covers with U.S. postage bear a special boxed cachet: "Departed from Norfolk, Va., December 7, 1941 - Pearl Harbor Day and arrived in San Pedro December 15." Postmarked on arrival "Term. Island, Calif., Nav. Air Sta., Roosevelt Base Sta., December 16, 8 a.m., 1941." Covers may exist for other legs.

4127	Norfolk - San Pedro, Calif., Dec. 7-16	40.00

1942, March 31 — Torbay, Newfoundland - Moncton. First direct mail service. No cachet.

4201	Torbay - Moncton, March 31	10.00

1942, April 15 — Montreal - Three Rivers - Quebec. Inauguration of this service was by Cec Leech of Quebec Airways. Covers bear the 6c air mail rate and have a bilingual cachet showing a Lockheed mail plane and a maple leaf. Postmark variations at Quebec and Three Rivers. Cape de Madeleine postmarks, adjacent to Three Rivers, are known.

4203	Montreal - Three Rivers, April 15 (black)	5.00
	a. Montreal - Quebec, April 15 (black)	5.00
	b. Three Rivers - Quebec, April 15 (black)	5.00
	c. Quebec - Three Rivers, April 16 (black)	5.00
	d. Quebec - Montreal, April 16 (black)	5.00
	e. Three Rivers - Montreal, April 16 (black)	5.00
	f. Cape de Madeleine - Quebec, April 16 (no cachet)	5.00

1942, May 1 — First Regular Service - Canada - Newfoundland. On this date, Walter Fowler and B. J. Treriel of Trans-Canada Airlines inaugurated service between Moncton, N.B. and St. John's, Nfld., via Sydney, N.S. and Gander, Nfld. As this was international service, no official

cachets were provided for Moncton-Sydney and Sydney-Moncton dispatches, but a small amount of mail was carried in each direction. Newfoundland provided official cachets for the return   flight dispatches (see Newfoundland Section). An official cachet, embodying a maple leaf, was applied in black to all Canadian dispatches destined for delivery in Newfoundland. Postmark varieties, Moncton, 2, Sydney, 4; backstamp varieties, Gander, 2.

4205	Moncton - Gander (black)	(1674 pieces)	5.00
	a. Moncton - St. John's (black)	(2088 pieces)	5.00
	b. Sydney - Gander (black)	(1646 pieces)	5.00
	c. Sydney - St. John's (black)	(1794 pieces)	5.00
	d. Sydney-Moncton (nocachet)		30.00
	e. Moncton - Sydney (no cachet)		30.00

1942, July 3 — Whitehorse - Watson Lake. This new service was flown by Jack Faires of Canadian Pacific Airlines. All mail on hand was carried, regardless of prepayment. Quantities shown below represent the total amount of mail carried. No special markings were applied.

4207	Whitehorse - Watson Lake	(84 pounds)	5.00
	a. Watson Lake - Whitehorse	(11 pounds)	8.00

1942, July 10 — Vancouver - Bellingham, Wash. This inaugural was an addition to the Vancouver to Seattle service over U.S. Air Mail Route 57. An official U.S. cachet was applied to Bellingham mail. Vancouver mail was carried first to Seattle, then returned to Bellingham on July 11. Pilot was F.W. Allan.

4209	Vancouver - Bellingham, July 10-10 (no cachet)	5.00
	a. Bellingham - Vancouver, July 10-11 (purple)	3.00

1943, January 25 — Moncton - Goose Bay. This service was operated by the RCAF and generally was restricted to military and other high priority government mail. Pilot was Wing Commander R. B. Middleton.

4301	Moncton - Goose Bay	5.00
	a. Goose Bay - Moncton	5.00

1943, May 15 — Twenty-Fifth Anniversary of U.S. Air Mail Service. This was a special flight from Montreal to Washington, D.C. Covers received several unofficial markings: "Special International Flight Commemorating Silver Jubilee of Air Mail in the U.S.A." and "FAM No. 1 - Colonial Airlines Salutes United States Air Mail Service, May 15,1918 - 1943." Covers were signed by Sigmund Janas, President, and Herbert E. Clark, Chief Pilot of Colonial Airlines. Covers were cancelled "Montreal, Canada, May 15, A.M.F."

4303	Montreal - Washington, D.C.	15.00

1943, June 6 — Vancouver - Victoria. First air mail by Trans-Canada Airways succeeding Canadian Pacific Airways on this route.

4305	Vancouver - Victoria	10.00

1943, June 7 — Victoria - Ottawa. This flight represented the "First Through Air Service." Very small amount of mail was carried.

4307	Victoria - Ottawa	25.00

1943, July 22 — First Trans-Atlantic Mail - Government Wartime Canadian Forces Service - Canada - Britain. This service was flown by Trans - Canada Airlines using an Avro Lancastrian, CF-CMS. The pilot was R. F. George; return flight to Canada was made on July 24, piloted by M. B. Barclay.

4309	Montreal - Prestwick	40.00
	a. Prestwick - Montreal .	40.00

1943, December 15 — Rockcliffe - Prestwick, Scotland. This was the first RCAF Canadian Servicemen mail flight overseas. W/C R. B. Middleton piloted a Boeing Fortress, #9203.

4311	Rockcliffe - Prestwick		20.00

1944, June 15 — "East Coast Port." A 3-line printed cachet was applied in honor of the Alcock and Brown flight of 1919. Covers were postmarked "East Coast Port."

4401	"East Coast Port"		10.00

1944, July 1 — New Glasgow - Charlottetown. On this date J. Wade of Maritime Central Airways inaugurated service between Nova Scotia and Prince Edward Island. No official cachets were applied.

4403	New Glasgow - Charlottetown	(30 pounds)	15.00
	a. Charlottetown - New Glasgow	(8 pounds)	30.00

1944, July 1 — Fredericton - St. John. These centers were added between Montreal and Halifax by Trans Canada Airlines. Very few covers seen.

4405	Montreal - Fredericton - St. John - Halifax		50.00
	a. Halifax - St. John - Fredericton - Montreal		50.00

1945, January 31-February 3 — Moosonee - Great Whale River. This service was flown by G. R. Mitchell of Austin Airways and was flown via Fort George. The only post office was at Moosonee. Covers from Great Whale River and Fort George were postmarked at Moosonee upon arrival there. Quantities shown include the total mail carried.

4501	Moosonee - Fort George, Jan. 31	(375 pounds)	—
	a. Moosonee - Great Whale River, Jan. 31	(79 pounds)	—
	b. Great Whale River - Moosonee, Feb. 3	(10 pounds)	—
	c. Fort George - Moosonee, Feb. 3	(36 pounds)	—

1945, February 5-6 — Moosonee - Weenusk. The intermediate points on this service, operated by G. R. Mitchell of Austin Airways, were Albany and Attawapiskat. The only post office was located at Moosonee. Return flight mail was postmarked at Moosonee upon arrival there. Total quantities of mail flown are shown below.

4503	Moosonee - Albany, Feb. 5	(198 pounds)	—
	a. Moosonee - Attawapiskat, Feb. 5	(69 pounds)	—
	b. Moosonee - Weenusk, Feb. 5	(78 pounds)	—
	c. Weenusk - Moosonee, Feb. 6	(2 pounds)	—
	d. Attawapiskat - Moosonee, Feb. 6	(14 pounds)	—
	e. Albany - Moosonee, Feb. 6	(14 pounds)	—

1945, February 7-23 — Moosonee - Factory River and Return. The intermediate points on this service were Rupert House and Eastmain. The only Post Office was at Moosonee. Austin Airways was again the contractor and Pilot G. R. Mitchell made the flights. The return flight mail was postmarked at Moosonee upon arrival there. Quantities given below refer to the mail carried.

4505	Moosonee - Rupert River, Feb.7	(62 pounds)	—
	a. Moosonee - Eastmain, Feb 7	(70 pounds)	—
	b. Moosonee - Factory River, Feb 7	(110 pounds)	—
	c. Factory River - Moosonee, Feb. 23	(31 pounds)	—
	d. Eastmain - Moosonee, Feb. 23	(9 pounds)	—
	e. Rupert House - Moosonee, Feb 23	(4 pounds)	—

1945, October 1 — Halifax - Goose Bay. Effective this date the RCAF commenced service from Halifax to Goose Bay. The plane actually took off from and landed at Dartmouth.

4507	Halifax - Goose Bay	—
	a. Goose Bay - Halifax	—

1945, December 21 — Sudbury - Cockburn Island. These flights were made by N. Blackey of Austin Airways. Poundage below represents the total mail flown.

4509	Sudbury - Cockburn Island	(26 pounds)	—
	a. Cockburn Island - Sudbury	(15 pounds)	—

1946, January 21-29 — Moosonee - Port Harrison. Pilot G. R. Mitchell of Austin Airways performed this service. Most mail was postmarked at Ottawa in late December 1945. Quantities below represent the total mail carried.

4601	Moosonee - Port Harrison, Jan. 21	(214 pounds)	—
	a. Port Harrison - Moosonee, Jan. 29	(74 pounds)	—

1946, February 19 — Ottawa - Burlington, Vt. / Ottawa - New York. This service was under contract to Colonial Airlines and was flown as part of U.S. Air Mail Route No. 72. Separate official cachets were provided for the Ottawa dispatches, applied in black to all mail, reddish-brown at Burlington. Ottawa and Burlington covers are known with two different postmarks.

4603	Ottawa - Burlington (black)	3.00
	a. Ottawa - New York (black)	3.00
	b. Burlington - Ottawa (reddish-brown)	3.00
	c. New York - Ottawa	3.00
	d. New York Airfield - Ottawa	5.00

1946, April 15 — Ottawa / Montreal - Washington, D.C. These dispatches were made by Colonial Airlines over U.S. Air Mail Route No. 71. The route split at Syracuse, N.Y. on the northward run from Washington and separate legs were operated into Ottawa and Montreal. Cachets were applied in black. Pilots were Herbert Clark from Montreal, M. E. Gilt from Ottawa. Connecting flights are also shown. Varieties of postmarks exist from some offices.

4605	Ottawa - Washington (black)		3.00
	a. Montreal - Washington (black)*		3.00
	b. Montreal Airfield - Washington (no cachet)	(25 pieces)	35.00
	c. Montreal - Baltimore		3.00
	d. Montreal - Reading		3.00
	e. Montreal - Syracuse		3.00
	f. Washington - Ottawa (green)		3.00
	g. Baltimore - Ottawa (black)		3.00
	h. Reading - Ottawa (purple)**		3.00
	i. Syracuse - Ottawa (blue)**		3.00
	j. Washington - Montreal (green)		3.00

k. Baltimore - Montreal (black)	3.00
1. Reading - Montreal (purple)	3.00
m. Syracuse - Montreal (blue) **	3.00
n. Ottawa - Baltimore (black)	3.00
o. Ottawa - Reading	3.00
p. Ottawa - Syracuse	3.00
* with a reddish-black cachet.	5.00
**with Montreal cachet in error.	5.00

1946, June 4 — Montreal / Ottawa - Massena, N.Y. On this date Massena was added to U.S. Air Mail Route No. 71F, originating in Syracuse and via Watertown. Official cachets were provided at both points for northbound and southbound covers on each leg of Route 71F. Since Massena was also added to AM-72F (originating in New York via Burlington) on the same date, postmark times are essential for proper identification of the covers.

The two Ottawa dispatches (over AM 71F and 72F) were postmarked at 10:00 a.m. and backstamped in Massena at 2:00 p.m.; for practical purposes the postmarks are identical, although there are minor differences. Pilots were H. Herbert Richer, Chas Vonzel, N. J. Uttenweiler and F. H. Kubli. Covers to and from Syracuse and Watertown, New York and Burlington to Ottawa may exist on this date, although first flights occurred earlier.

4607	Massena - Ottawa (magenta) (postmarked 4:00 p.m.)		5.00
	a. Massena - Montreal (magenta) (postmarked 11:00 a.m.)		5.00
	b. Ottawa - Massena (no cachet) (postmarked 10:00 a.m.)	(169 pieces)	5.00
	c. Montreal - Massena (no cachet)		5.00
	d. Montreal Airfield - Massena (no cachet)		10.00
	e. Montreal or Ottawa to or from other points		5.00

1946, July 1 — Montreal / Ottawa / Toronto / London - Chicago. This route was flown by Trans-Canada Airlines and represented new service only on the segment from London to Chicago. Official cachets were furnished all points; in addition, Montreal was furnished a cachet inscribed in French as well as one in English.

The U.S. Post Office Department provided an official cachet for the reverse service, inaugurated on June 30. Two planes were used on the inaugural date. The Montreal mail was flown to Toronto in a plane in charge of W. F. Robinson and thence to Chicago by a crew in charge of H. W. Seagrim. London mail was also in charge of Seagrim; Ottawa mail was flown to Toronto by Robinson, thence to Chicago by Seagrim. The Toronto mail was flown nonstop directly to Chicago by J. H. Foy. There was some variation in postmarks and backstamps at some points.

4609	Montreal - Chicago (black)	(54 pounds)	3.00

a. Montreal AMF - Chicago		6.00
b. Ottawa - Chicago (black)	(37 pounds)	3.00
c. Toronto - Chicago (black)	(47 pounds)	3.00
d. London - Chicago (black)	(43 pounds)	3.00
e. Chicago - Montreal (black)	*	3.00
f. Chicago - Ottawa (black)	*	3.00
g. Chicago - Toronto (black)	*	3.00
h. Chicago - London (black)	*	3.00
i. Chicago Airfield - various Canadian points	(787 pieces)	5.00

* total of 2663 pieces from Chicago.

1946, July 10 — Prestwick, Scotland - Vancouver - Diamond Jubilee Flight. Reddish-purple cachet. It is believed this commemorative mail was flown in a Lancaster aircraft.

4611	Prestwick - Vancouver	10.00

1946, August 1 — Toronto and London - Cleveland, Ohio. On this date Trans-Canada Airlines inaugurated its first service into Cleveland; the Canadian Post Office Department provided cachets for use on mail dispatched from Toronto and London. The U.S. Post Office Department provided an official cachet for the return flight dispatches. B. A. Rawson was in charge of the first flight. Postmark variations — Toronto, 2; Cleveland, 2; backstamp variations, Cleveland, 2.

4613	Toronto - Cleveland (black)	(54 pounds)	3.00
	a. London - Cleveland (black)	(52 pounds)	3.00
	b. Cleveland - Toronto (black)	(2688 pieces)	3.00
	c. Cleveland - London (black)	(included above)	3.00
	d. Cleveland Airport- Toronto or London (no cachet)	(77 pieces)	8.00

1946, September 15 — Sydney, Australia - Fiji - Canton Island - Honolulu - San Francisco - Vancouver. Australian National Airways operated this service with a DC-4 "Warana," VH-ANC. Pilots were P.T.L. Taylor, H. Moore, P. Giffes. Return covers were postmarked up to September 19 and backstamped September 25 in Sydney. Violet cachet on outbound flight. Rates were £2/6 Australian and 50c Canadian. Covers were also flown to and from the intermediate points.

4615	Sydney - Vancouver, Sept. 15-19	25.00
	a. Vancouver - Sydney (violet)	25.00
	b. To and from intermediate points	25.00

1946, September 16 — Fort William - Duluth, Minn. This service was performed by Trans-Canada Airlines, the first flight being in command of W. T. Loftus. Official cachets were provided by both the Canadian and the U.S. Post Office Departments, uniformly applied in black. There were variations in postmarks at both points.

4617	Fort William - Duluth (black)	(80 pounds)	3.00
	a. Duluth - Fort William (black)	(2012 pieces)	3.00

1946, December 5 — Service within Nova Scotia connecting with Moncton, N.B. This route was flown by Walter Jones of Maritime Central Airways and served Moncton, N.B., Kentville, Yarmouth and Halifax, N.S. There were no official cachets; only the dispatches listed were made.

4619	Moncton - Kentville	(1 pound)	20.00
	a. Moncton - Yarmouth	(1 pound)	20.00
	b. Kentville - Yarmouth	(1 pound)	20.00
	c. Halifax - Yarmouth	(12 pounds)	10.00
	d. Yarmouth - Halifax	(1 pound)	20.00
	e. Yarmouth - Kentville	(1 pound)	20.00
	f. Yarmouth - Moncton	(2 pounds)	20.00
	g. Halifax - Kentville	(2 pounds)	20.00
	h. Kentville - Moncton	(1 pound)	20.00

1947, January 2 — Edmonton - Minneapolis / St. Paul. This inaugural was part of North-west Airlines' existing Seattle to Anchorage service.

4701	Edmonton - Minneapolis / St. Paul		3.00
	a. Minneapolis / St. Paul - Edmonton		3.00

1947, February 9-13 — Moose Jaw Emergency Service. AirMail was flown from Moose Jaw to various points due to blockage of railways by snow.

4703	Moose Jaw - Gravelbourg, Feb. 9	25.00
	a. Moose Jaw - Shaunavon, Feb. 9	25.00
	b. Moose Jaw - Mazenod, Feb. 11	25.00
	c. Moose Jaw - Avonlea, Feb. 13	25.00
	d. Moose Jaw - Radville, Feb. 13	25.00
	e. Moose Jaw - Assiniboia, Feb. 9	25.00

1947, March 5 — Windsor - Pelee Island. Since 1927 winter air mail service had been in effect to ice-locked Pelee Island, located in Lake Erie. However, with the advent of long-range planes, the base for this service was transferred from Leamington to Windsor as of the above date. N. G. Seeler of Leavens Brothers inaugurated the 1947 service. Weights below represent the total pounds carried on the inaugural flights.

4**705**	Windsor - Pelee Island	(77 pounds)	—
	a. Pelee Island - Windsor	(20 pounds)	—

1947, March 20 — Winnipeg - Fort Churchill. On this date the RCAF established regular mail flights for the benefit of personnel attached to the Canadian and U.S. military forces at Fort Churchill. Total weight was limited to 200 pounds.

4707	Winnipeg - Fort Churchill	—
	a. Fort Churchill - Winnipeg	—

1947, March 24 — Montreal - Goose Bay. Air mail service from Montreal to Goose Bay was established by the RCAF on March 24. In May 1947 the route was taken over by Trans-Canada Airlines, in connection with the operation of that company's trans-Atlantic services.

4709	Montreal - Goose Bay	(53 pounds)	—
	a. Goose Bay - Montreal	(50 pounds)	—

1947, April 1-15 — Halifax / Yarmouth / Saint John - Boston, Mass. All three Canadian points were scheduled to dispatch first flight mail via Trans-Canada Airlines to Boston on April 1. However, service from Saint John was not inaugurated until April 15 due to bad field conditions. Official cachets were furnished all three points; the U.S. Post Office De partment provided an official cachet at Boston. D. A. Ross made the first flight from Halifax via Yarmouth to Boston. Postmark variations: Halifax, 2; Yarmouth, 3; St. John, 3; Boston, 2; backstamps, Boston, 2.

4711	Halifax - Boston, April 1 (black)	(70 pounds)	3.00
	a. Yarmouth - Boston, April 1 (black)	(57 pounds)	3.00
	b. Saint John - Boston, April 15 (black)	(62 pounds)	3.00
	c. Boston - Halifax, April 1 (black)	(3541 pieces)	3.00
	d. Boston Airfield - Halifax, April 1 (blue)		3.00
	e. Boston - Yarmouth, April 1 (black)	(2555 pieces)	3.00
	f. Boston Airfield-Yarmouth, April 1 (blue)		3.00
	g. Boston - Saint John, April 15 (black)		3.00
	h. Boston Airfield - Saint John, April 15 (blue)		3.00

1947, April 24-May 3 — Auckland, New Zealand - Vancouver. This route was inaugurated by British Commonwealth Pacific Air Service. Auckland covers were postmarked on April 24 but were not backstamped; some covers have privately-printed cachets. The return flight, operated in connection with Australian National Airways, was made on May 3. Vancouver covers were postmarked on May 3 and received arrival markings of May 8. Some Vancouver covers have a 4-line typed inscription.

4713	Auckland - Vancouver, April 24	10.00
	a. Vancouver - Auckland, May 3	10.00

1947, July 1 — Revised Transcontinental Service. On this date extensive revisions were made in the transcontinental route flown by Trans-Canada Airlines. Service between Toronto and Winnipeg, via North Bay, Kapuskasing and Armstrong, was discontinued and a more direct service, via Sault St. Marie and Fort William, substituted. An alternate fast route was also opened between Winnipeg and Calgary, flying by way of Saskatoon and Edmonton. At the same time Swift Current and Medicine Hat were made stops on the existing route between Regina and Lethbridge. There were no cachets furnished for any of these points; little of the mail was backstamped on arrival. Bad weather prevented the eastbound plane landing at Sault Ste. Marie on July 1; hence, July 2 was the first date for eastbound service.

The pilots were as follows: Toronto-Winnipeg, R. E. Hadfield; Winnipeg-Edmonton, J. D. Storie; Regina via Swift Current and Medicine Hat to Lethbridge, C. E. Briggs; Calgary via Medicine Hat and Swift Current to Regina, C. R. Fogal; Edmonton-Winnipeg, J. D. Storie; Winnipeg to Toronto, R. M. Giguere; Fort William to Toronto, July 2, R. E. Hadfield.

In the listings below, the term "1 pound" refers to one pound or less of mail, as the Post Office Department regarded any weight less than one pound of mail as a full pound on its official reports. At Sault Ste. Marie there were dispatches and returns from both Ontario and Michigan. There were a few postmark and backstamp variations at some points.

4715	Toronto - Sault Ste. Marie	(2 pounds)	10.00
	a. Toronto - Fort William	(3 pounds)	10.00
	b. Toronto - Winnipeg (new routing)	(20 pounds)	10.00
	c. Sault Ste. Marie - Fort William	(1 pound)	10.00
	d. Sault Ste. Marie - Winnipeg	(1 pound)	10.00
	e. Fort William - Winnipeg	(5 pounds)	10.00
	f. Winnipeg - Saskatoon	(2 pounds)	10.00
	g. Winnipeg - Edmonton (new routing)	(7 pounds)	10.00
	h. Saskatoon - Edmonton	(2 pounds)	10.00
	i. Swift Current - Medicine Hat	(3 pounds)	10.00
	j. Medicine Hat - Swift Current	(2 pounds)	10.00
	k. Medicine Hat - Regina	(4 pounds)	10.00
	1. Swift Current - Regina	(3 pounds)	10.00
	m. Edmonton - Saskatoon	(8 pounds)	10.00
	n. Edmonton - Winnipeg	(40 pounds)	10.00
	0.Saskatoon - Winnipeg	(6 pounds)	10.00
	p. Winnipeg - Fort William	(5 pounds)	10.00
	q. Winnipeg - Sault Ste. Marie	(—)	10.00
	r. Winnipeg - Toronto	(51 pounds)	10.00
	s. Fort William - Sault Ste. Marie	(2 pounds)	10.00
	t. Fort William - Toronto	(28 pounds)	10.00
	u. Sault Ste. Marie - Toronto, July 2	(2 pounds)	10.00
	v. Port Arthur - Calgary (commemorative envelope)	(—)	10.00

1947, July 14 — Winnipeg - Flin Flon. Service was by way of Dauphin and The Pas and was performed by Canadian Pacific Airlines. D. W. McLean piloted the flight from Winnipeg to The Pas and return; K. Groff flew the leg between The Pas and Flin Flon. There were no official cachets. There were a few postmark and backstamp variations.

4717	Winnipeg - Dauphin	(2 pounds)	10.00
	a. Winnipeg - The Pas	(10 pounds)	10.00
	b. Winnipeg - Flin Flon	(7 pounds)	10.00
	c. Dauphin - The Pas	(1 pound)	10.00
	d. Dauphin - Flin Flon	(1 pound)	10.00
	e. The Pas - Flin Flon	(1 pound)	10.00
	f. Flin Flon - The Pas	(1 pound)	10.00
	g. Flin Flon - Dauphin	(1 pound)	10.00
	h. Flin Flon - Winnipeg	(18 pounds)	10.00
	1. The Pas - Dauphin	(1 pound)	10.00
	j. The Pas - Winnipeg	(5 pounds)	10.00
	k. Dauphin - Winnipeg	(5 pounds)	10.00

1947, August 1 — Vancouver - Prince Rupert. This service was inaugurated by Canadian Pacific Airlines and was via Port Hardy and Sandspit. There were no cachets. The pilots were as follows: Port Hardy to Sandspit, M. D. Lee; Sandspit to Prince Rupert, T. Laurie; Prince Rupert to Sandspit, T. Laurie; Sandspit to Vancouver, L. C. Stevenson.

4719	Vancouver - Port Hardy	(2 pounds)	10.00
	a. Vancouver - Sandspit	(4 pounds)	10.00
	b. Vancouver - Prince Rupert	(22 pounds)	10.00
	c. Port Hardy - Sandspit	(1 pound)	10.00
	d. Port Hardy - Prince Rupert	(1 pound)	10.00
	e. Sandspit - Prince Rupert	(1 pound)	10.00
	f. Prince Rupert - Sandspit	(1 pound)	10.00

g. Prince Rupert - Port Hardy	(1 pound)	10.00
h. Prince Rupert - Vancouver	(19 pounds)	10.00
i. Sandspit - Port Hardy	(1 pound)	10.00
j. Sandspit - Vancouver	(1 pound)	10.00
k. Port Hardy - Vancouver	(1 pound)	10.00

1947, Sept. 21 — Granby, Quebec Airport Dedication. No cachet was applied.

4721	Granby	(few known)	20.00

1947, October 1 — Montreal - Shannon, Ireland. Shannon added to Trans-Canada Air lines trans-Atlantic service. No official cachets were authorized.

4723	Montreal - Shannon		10.00

1947, December 15 — Vancouver - Penticton Route extended to Castlegar - Cranbrook - Calgary. Flown by Canadian Pacific Airlines. No cachets. The first flight between Vancouver and Penticton reportedly took place on Sept. 8. No covers are known for that date.

4725	Penticton - Castlegar - Cranbrook - Calgary	20.00
	a. Calgary - Cranbrook - Castlegar - Penticton	20.00
	b. Vancouver - Penticton	7.00
	c. Penticton - Vancouver	7.00

1948, May 1 — Toronto - Montreal - Bermuda. Trans-Canada Airlines service to Bermuda was inaugurated on this date. The airline provided an unofficial rectangular cachet, ap plied in red to all mail.

4801	Toronto - Bermuda	10.00
	a. Montreal - Bermuda	10.00
	b. Bermuda - Montreal	10.00
	c. Bermuda - Toronto	10.00

1948, June 1 — Winnipeg - Brandon - Yorkton - Regina. On this date Trans-Canada Air lines included Brandon and Yorkton on its Prairie route. Covers from Yorkton received an unofficial cachet showing wheat in a circle with the wording: "City of Yorkton - Saskatchewan;" above the design is the wording: "First Official Flight - Trans-Canada Air mail" and below "Regina - Yorkton - Winnipeg." Mail carried on this flight was very small on all legs. It is uncertain if there was mail from Regina to Yorkton. Brandon covers did not receive the special cachet.

4803	Winnipeg - Brandon	10.00
	a. Winnipeg - Yorkton	10.00
	b. Brandon - Yorkton	10.00
	c. Brandon - Regina	10.00
	d. Yorkton - Regina	10.00
	e. Regina - Yorkton	10.00
	f. Regina - Brandon	10.00

g. Yorkton - Brandon		10.00
h. Yorkton - Winnipeg		10.00
i. Brandon - Winnipeg		10.00

1948, June 1 — Halifax - Montreal. First direct service by Trans-Canada Airlines "Silver Dart." Some covers were signed by J.A.D. McCurdy.

4805	Halifax - Montreal	5.00
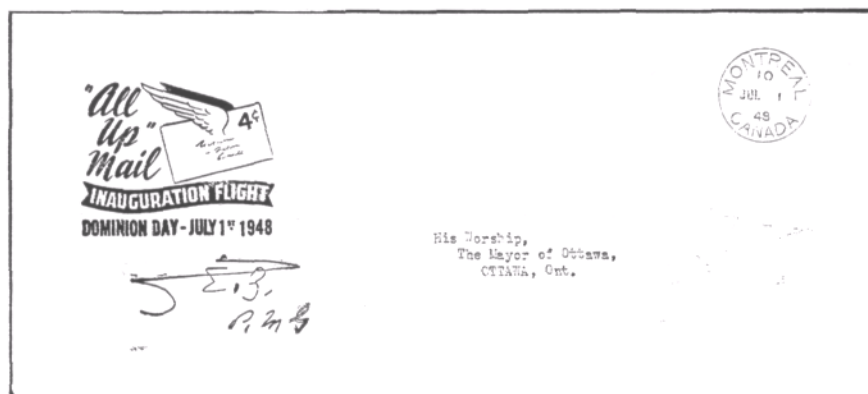
1948, July 1 — "Ail-Up Service." On July 1,1948, "Ail-Up Service" was inaugurated in Canada. All first-class mail weighing up to one ounce, originating in Canada for delivery in Canada, was to be carried by available air service when air transmission would expedite delivery. In 1954 this was increased to 8 ounces.

In serving the north country in addition to the regular routes, advantage was also taken of the courtesy and auxiliary flights by RCAF and U.S. Air Force, commercial and other available planes, including both civilian and military points. Ship-to-shore service was often necessary by helicopter from military and government patrol boats in Arctic waters, serving outlying points and weather stations, with mail and supplies. Mail was also air dropped to military craft operating in the Arctic.

During 1948 the Canadian Post Office Department announced that it would not provide official cachets for future air mail inaugural flights. Thus most covers listed after this date were arranged by airlines, aerophilatelic groups, or individuals. An occasional exception was made, such as those in 1949 and 1950 for which a service charge of 10c per cover was made.The listings below are examples of some of the July 1 flights; other covers could exist.

4807	Montreal - Ottawa (printed cachet in black from Postmaster General)	
	to Mayor of Ottawa	5.00
	a. Halifax, N.S., July 1	5.00
	b. Oshawa	5.00
	c. Ottawa, July 1 - St. John's, N.B (1948 "Canada" slogan)	5.00

1948, August 31 — St. Pierre and Miquelon - Halifax. Air France inaugural flight. The flight continued on to New York. Red cachet.

4809	St. Pierre and Miquelon - Halifax, Sept. 4 backstamp	35.00

1948, August 31 — St. Pierre and Miquelon - Montreal. Inaugural service of Maritime Central Airways. Few covers are known. Red Cachet.

4811	St. Pierre and Miquelon - Montreal, Sept. 4 backstamp	35.00
	a. Montreal - St. Pierre and Miquelon - Paris (with Air France) ,	35.00

1948, December 2 — Montreal - Toronto - Nassau - Kingston - Port of Spain.
Service inaugurated by Trans-Canada Airlines

4813	Montreal - Nassau	5.00
	a. Toronto - Nassau	5.00
	b. Montreal - Kingston	5.00
	c. Toronto - Kingston	5.00
	d. Montreal - Trinidad	5.00
	e. Toronto - Trinidad	5.00

1948, December 14 — Churchill - Chesterfield Inlet. Covers were postmarked in Churchill on December 8 and backstamped Chesterfield Inlet on December 14. Return covers were postmarked December 14 at Chesterfield Inlet with no backstamp. Little mail was carried.

4815	Churchill - Chesterfield Inlet (no cachet)	15.00
	a. Chesterfield Inlet - Churchill	15.00

1949, April 28 — Edmonton - Desmarais - Wabasca. This was an emergency flight by Associated Airways. Eight covers are known from each leg, postmarked and backstamped on dates shown. Covers were signed by pilot A. N. Bell, by postmasters of the dispatching and receiving offices, and by a Postal Inspector who accompanied the flight.

4901	Edmonton - Desmarais, April 28	(8 known)	—
	a. Edmonton - Wabasca, April 28	(8 known)	—
	b. Wabasca - Edmonton, April 29	(8 known)	—
	c. Desmarais - Edmonton, April 29	(8 known)	—

1949, July 13 — Vancouver - Honolulu - Fiji - Sydney, Australia. On this date Canadian Pacific Airlines inaugurated one leg of its service across the Pacific, flying from Vancouver to Honolulu, Fiji, and Sydney, Australia in a Douglas DC4-M, the "North Star," piloted by Archie Vanhee, J. K. Potter and C. N. Sawle. A service stop was made at Canton Island but no mail was delivered there or received for onward dispatch.

The Canadian Post Office Department provided an official cachet for mail dispatched to each of these points from Vancouver. Rates were as follows: Vancouver to Honolulu, 7c per ounce; to Fiji or Sydney, 25c per quarter ounce. In addition to the postage required on each letter, a service charge of 10c per letter was required. Each of the official cachets was separately inscribed as to destination point. Backstamp variations are known at some points.mThe 76 pounds of mail carried to Sydney included 33 pounds of non-philatelic and uncacheted mail

4903	Vancouver - Honolulu (black)	(36 pounds)	15.00
	a. Vancouver - Fiji (black)	(31 pounds)	15.00
	b. Vancouver - Sydney (black)	(76 pounds)	15.00

1949, July 17-August 23 — Montreal - Cambridge, England. Mrs. Richarda Morrow Tait left London for an around-the-world flight on August 19, 1948, arriving back a year and one day later. After crashing in Alaska and working in Alberta, she flew from Seattle to Montreal in a newly-acquired war surplus Harvard aircraft, arriving on July 17, 1949. She

then left for Greenland and Iceland on August 14, arriving back in Cambridge on August 20. Covers are known signed by Tait and her navigator, Michael Townsend.

| 4905 | Seattle - Montreal (postmarked Montreal, July 17) | 35.00 |
| | a. Montreal - London (postmarked Cambridge, Aug. 23) | 35.00 |

1949, July 22 — Sydney - Vancouver. This was the return of Vancouver to Sydney first flight by Canadian Pacific Airlines. Two different backstamps were applied in Vancouver.

| 4907 | Sydney - Vancouver (purple) | 15.00 |

1949, August 1 — Kelowna, B.C. Airport Dedication. No cachet.

| 4909 | Kelowna | (100 pieces) | 8.00 |

1949, September 19-22 — Vancouver - Hong Kong - Tokyo, Japan. On this date service over the alternate leg of Canadian Pacific Airlines' trans-Pacific route was inaugurated, piloted by Len Fraser. Rates were 25c per quarter ounce to each point. A service charge of 10c per cover was required. An official cachet of the same style as furnished for the July 13 flight was authorized. A total of 4,444 pieces was dispatched from Vancouver, however, there was no count as to the separate destinations.

4911	Vancouver - Hong Kong, Sept.19 (black)	15.00
	a. Vancouver - Tokyo, Sept. 19 (black)	15.00
	b. Hong Kong - Vancouver, Sept. 22 (black)	25.00
	c. Tokyo - Vancouver. Sept. 22 (black)	25.00

1949, December 2 — Montreal - Bridgetown, Barbados. Effective this date Barbados was made a stop on Trans-Canada Airlines' service to the Caribbean.

| 4913 | Montreal - Bridgetown | 3.00 |
| | a. Toronto - Bridgetown | 3.00 |

1950, February 22 — Canada - Ceylon. Covers carried to Commonwealth Ministers Conference by 412 Squadron RCAF. Postmarked Ottawa on return leg from Gibraltar. G/C R. J. Lane, pilot.

| 5001 | Canada - Ceylon | 20.00 |

1950, April 2 — Toronto - Tampa. On this date Tampa was added as a stop on Trans-Canada Airlines' Caribbean route from Toronto.

| 5003 | Toronto - Tampa (no cachet) | 5.00 |

1950, April 18 — Toronto - New York - First Official Jet Air Mail. In connection with a demonstration flight of a commercial AVRO jet, the Canadian Post Office Department authorized the first official Canadian air mail to be carried by jet plane. The entire flight, piloted by Don H. Rodgers of AVRO of Canada, from Toronto to New York's Idlewild Airport was accomplished in just under one hour. There was no return dispatch of U.S. mail. The regular air mail rate of 7c per ounce applied, plus a service charge of 10c per cover. An official cachet was applied in black to all covers which were backstamped on arrival at New York. Some covers, as well as being pilot-signed, were also signed by AVRO officials, including the test pilot, designer and others. Toronto postmark varieties are known.

5005	Toronto - New York (black)		10.00
	a. Signed by aircraft design team		25.00

1950, April 30-May 5 — Edmonton added to Northwest Airlines' Pacific Route. No official cachets were authorized for this new service of U.S. Foreign Air Mail Route No. 28, flown by Gordon H. Bartsch. There was no mail dispatched from Edmonton nor was any backstamped. Covers dispatched from the Far East had to be addressed to Edmonton; the Editors must therefore assume Far East covers were indeed on the inaugural flight and dispatched only into Edmonton on the indicated dates. Seattle to Edmonton dispatches are not listable since the flight went from Minneapolis to Anchorage via Edmonton and did not touch Seattle. Some covers received a cachet sponsored by the airline.

5007	Minneapolis - Edmonton, April 30-30	(496 pieces)	3.00
	a. Minneapolis Airfield - Edmonton, April 30-30	(653 pieces)	3.00
	b. Saint Paul - Edmonton, April 30-30	(555 pieces)	3.00
	c. Anchorage - Edmonton, May 4-5		3.00
	d. Tokyo - Edmonton, May 3-5		20.00
	e. Seoul - Edmonton, May 3-5		20.00
	f. Manila - Edmonton, May 3-5		15.00

1950, May 1 — Edmonton - Great Falls, Montana. Pilot Robert E. Clark flew this inaugural service of Western Air Lines. Covers were cancelled Edmonton at 6:00 a.m. on May 1 and backstamped in Great Falls at 9:30 a.m. Only a small amount of mail was carried.

5009	Edmonton - Great Falls	5.00
	a. Great Falls - Edmonton	5.00
	b. Cut Bank - Edmonton	5.00

1950, October 2-5 — Montreal - Paris, France. This was an inaugural flight of Air France, utilizing Constellation aircraft. The airline sponsored an unofficial cachet applied to some Montreal covers. Two different postmarks were applied to covers from Montreal.

5011	Montreal - Paris	3.00
	a. Paris - Montreal, Oct 2 (black)	3.00

1950, October 7 — Vancouver - Tokyo, Japan. This was the inaugural service of Canadian Pacific Airlines across the Pacific. No cachets were authorized and Vancouver covers have not been reported.

5013   Tokyo - Vancouver   10.00

1950, December 10 — Churchill - Resolution Island - Cape Hope - Advance - Nottingham Island - Coral Harbour. This was a special service performed by the RCAF to drop mail to Department of Transport personnel at these stations. Additional points served later from other bases.

5015   Churchill to any inbound point   —
         a. Any point outbound to Churchill   —

1950, December — Rockcliffe - Resolute Bay - Arctic Bay. This flight was performed as the first of a monthly RCAF service to drop mail to Department of Transport personnel at these bases.

5017   Rockcliffe - Resolute Bay   —
         a.   Rockcliffe - Arctic Bay   —
         b.   Arctic Bay - Rockcliffe   —
         c.   Resolute Bay - Rockcliffe   —

1950, December — Rockcliffe - Clyde River. This was a mail delivery service flown by the RCAF for delivery of mail to Department of Transport personnel.

5019   Rockcliffe - Clyde River   —
         a. Clyde River - Rockcliffe   —

1951, April 1 — Montreal - Paris, France. This was the inaugural service of Trans-Canada Airlines. No covers from Paris to Montreal have been reported.

5101   Montreal - Paris   5.00

1952, January 1 — Algoma Mills - Cockburn Island. Only a small amount of mail was reportedly flown.

5201   Algoma Mills - Cockburn Island   —
         a. Cockburn Island - Algoma Mills   —

1952, February 1 — Fredericton, N.B. added to Trans-Canada Airlines Maritime Service. No cachets were authorized for this new service; only covers from Fredericton have been reported.

5203   Fredericton   3.00

1952, February 1 — The Pas - Moose Lake, Manitoba. Only a small amount of mail was flown on this new service.

5205   The Pas - Moose Lake   —
         a. Moose Lake - The Pas   —

1952, February 1 — Auckland, New Zealand - Vancouver. This was the first air mail service by Canadian Pacific Airlines, flown by a DC-4.

5207   Auckland - Vancouver (purple)   15.00

1952, March 2 — Idlewild Airport, New York. On this date Trans-Canada Airlines' operations at New York were transferred from LaGuardia to Idlewild Airport.

5209   New York, Idlewild Airport (no cachet)   —

1952, April 1 — Vancouver - Powell River. This was a new service of Queen Charlotte Air Lines. Vancouver covers were postmarked March 31 and backstamped April 1 in Powell River. Three covers known from outbound flight; no covers have been reported from Powell River.

5211   Vancouver - Powell River   (3 pieces)   —

1952, April 27 — "North Star" Inaugural Flight. Trans-Canada Airlines inaugurated service by "North Star" aircraft on its route to the Maritimes.

5213   Montreal - any point   3.00

1952, May 1. On this date a new trans-Atlantic tourist fare was introduced by Air Canada. Some commemorative covers were prepared.

5215   Any point, May 1   1.00

1952, June 3 — Riverton - Hecla - Manigotagan. Only a small amount of mail was carried on this new route.

5217   Riverton - Manigotagan   —
       a. Riverton - Hecla   —
       b. Hecla - Riverton   —
       c. Manigotagan - Riverton   —

1952, September 20 — Inaugural Air Mail Service at Kitimat, B.C. Green 4-line cachet from Kitimat; red 2-line cachet to Kitimat.

5219   Kitimat - other points, Sept. 20   10.00
       a. Other points - Kitimat, Sept. 20   10.00

1952, October 27 — Montreal - Amsterdam, Netherlands. This flight marked the inaugural service of KLM Royal Dutch Airlines to Canada, utilizing Constellation aircraft. No covers have been reported from Montreal.

5221   Amsterdam - Montreal (no cachet)   10.00

1952, November 5 — Toronto - Montreal - London - Dusseldorf, Germany. This was the inaugural service of Trans-Canada Airlines to and from Germany. Only covers from Dusseldorf have been reported.

5223   Dusseldorf - Toronto or Montreal   10.00

1952, November 19 — Edmonton - Copenhagen, Denmark - First SAS Exploratory Flight. Prior to inaugural trans-Atlantic service, Scandinavian Airlines System flew several polar test flights. Covers show map of the route followed and were postmarked Edmonton and backstamped "Kobenhavn Lufthavn." A small amount of mail was carried.

5225   Edmonton - Copenhagen, Nov. 19   15.00

1953, October 17-22 — Vancouver - Mexico City - Lima, Peru. This was new service of Canadian Pacific Airlines, with R. B. Leslie flying a DC-6B. The plane left Vancouver on the 17th, but did not depart Mexico City until October 21st, arriving Lima on the 22nd.

5301   Vancouver - Mexico City, Oct. 17-21 (no cachet)   10.00
       a. Vancouver - Lima, Oct. 17-22 (no cachet)   10.00
       b. Lima - Montreal (purple)   10.00

1953, December 17 — Montreal - Toronto - Montego Bay, Jamaica. Trans-Canada Airlines extended its Caribbean service to Jamaica.

5303   Montreal - Montego Bay   10.00
       a. Toronto - Montego Bay   10.00

1953, December 21 — Nakina - Eabamet Lake, Ont. This service of Austin Airways added Eabamet Lake to the Nakina - Lansdowne House route. The return flight was the same day.

5305	Nakina - Eabamet Lake, Dec 21-21 (no cachet)	(1 known)	—
	a. Eabamet Lake - Nakina, Dec. 21-21 (no cachet)	(1 known)	—

1954, January 16-17 — Montreal - Toronto - Mexico City. Trans-Canada Airlines inaugurated service via Tampa. Some covers have black 4-line boxed cachets.

5401	Montreal - Mexico City, Jan. 16-17	10.00
	a. Toronto - Mexico City, Jan. 16-17	10.00
	b. Mexico City - Montreal, Jan. 17-17	10.00
	c. Mexico City - Toronto, Jan. 17-17	10.00

1954, February 1 — Toronto - Sudbury. This was a new service of Trans-Canada Airlines; no cachets were authorized.

5403	Toronto - Sudbury	10.00
	a. Sudbury - Toronto	10.00

NOTE — 1954, April 1 — Enhanced "Ail-Up Service." Effective this date an enhanced "Ail-Up" service was inaugurated in Canada. All first-class mail originating in Canada, up to 8 oz. in weight (previously only 1 oz.) would be carried by available air service, provided air transmission would expedite delivery. This meant that mail would be flown between larger cities where possible and, in the case of smaller points, distributed from those centers. Mail leaving the east or west coasts by boat would be flown to the dispatching ports. Air mail for overseas, for which special air rates were still in effect, traveled entirely by air as usual.

In serving the north country, in addition to the regular air routes, advantage was also taken of courtesy and auxiliary flights to the north by RCAF, USAF, commercial and other available planes, and included both civilian and military points. Ship-to-shore service was often necessary by helicopter from military and government patrol boats in Arctic waters serving outlying points, weather stations, etc., with mail and supplies. Mail was also airdropped to military craft operating in the Arctic. In addition to the above, there were the regular official first flights which took place when new air routes were inaugurated. With no notice being given new Canadian air flights, very few of these inaugural services produced covers.

From this point on, the Editors list those new services where covers are known.

1954, April 13 — Bonaventure Island - Perce. Little is known regarding this flight.

5405	Bonaventure Island - Perce (no cachet)	—

1954, May 14 — Toronto - Montreal - London, England. This was the first official flight of Trans-Canada Airlines' Super Constellation, piloted by S. S. Albulet and A. Snyder. Covers exist with and without cachet. Approximately 1,500 covers were dispatched from Toronto. Three different illustrated printed cachets on TCA stationery were produced:

      1. Plane, "Canada-Europe"
      2. Plane, "Toronto - London, England"
      3. CNE, Big Ben, Plane, "Toronto - London, England"

5407	Toronto - London	5.00
	a. Toronto Air Mail Section - London	10.00
	b. Montreal - London	5.00

1954, May 15-17 — Qantas "Super Constellation" - Australia - Vancouver. The airline sponsored colorful printed envelopes. Sydney backstamped covers with "139" and "149" cancels.

5409	Sydney, Australia - Vancouver	10.00

a. Nadi, Fiji - Vancouver	10.00
b. Canton Island - Vancouver	10.00
c. Vancouver - Sydney	10.00

1954, May 15 — Auckland, New Zealand - Vancouver. This flight represented the last service of Canadian Pacific Airlines over this route.

5411	Auckland - Vancouver	5.00

1954, May 19 — Dusseldorf, Germany - Montreal. This service was the inaugural flight of Trans-Canada Airlines' Constellation aircraft.

5413	Dusseldorf - Montreal, May 19 (no cachet)	10.00

1954, September 26 — Montreal - Toronto - Winnipeg - Vancouver. First Trans-Canada Airlines "Super Constellation" service. 4-line cachet.

5415	Montreal - Vancouver	10.00
	a. Vancouver - Montreal	10.00
	b. Other segments	15.00

1955, January 1 — Stuttgart, Germany - Montreal. Covers were flown over this new routing of KLM Royal Dutch Airlines.

5501	Stuttgart - Montreal	10.00

1955, April 1 — Montreal - Toronto - Fort William - Winnipeg. This was the first scheduled propeller turbine flight in North America, flown by a Trans-Canada Airlines Viscount. Red and black airline cachet. Pilots were D. F. Tribe and W. H. Kent.

5503	Montreal - Winnipeg	3.00

1955, April 11 — Vancouver - Sonderstrom - London. Canadian Pacific Airlines first passenger flight. A Vancouver Board of Trade cachet states this took place on April 11. Covers seen from Sonderstrom to Vancouver are postmarked April 2 and April 14.

5505	Vancouver - Sonderstrom - London	10.00

1955, June 3 — Vancouver - Qualicum Beach. This was a new route of Canadian Pacific Airlines.

5507	Vancouver - Qualicum Beach	5.00

1955, June 8 — Sydney, Australia - [Vancouver] - Amsterdam, Netherlands. This was new service inaugurated by a Canadian Pacific Airlines DC-6B. Covers have an oval cachet in purple of a map of the world.

5509	Sydney - [Vancouver] - Amsterdam	10.00

1955, July 6 — Baker Lake - Churchill. Staff Sgt. D. M. Mills, a RCMP pilot flying a D.H. Otter, carried a few covers with typed cachet on this special flight.

5511	Baker Lake - Churchill	10.00

1955, November 1 — Buenos Aires added to Canadian Pacific Airways South American Route. With DC-6 aircraft, Canadian Pacific Airlines began service to and from Buenos Aires on its route through Lima, Peru.

5513	Montreal - Buenos Aires	10.00
	a. Buenos Aires - Montreal	10.00

1955, November 1 — Montreal - Quebec City - Bagotville - Seven Islands. This was a new route of Trans-Canada Airlines; no cachets were authorized and few covers have been reported from any flight segment.

5515	Montreal - Quebec City	—
	a. Montreal - Bagotville	—
	b. Montreal - Seven Islands	—
	c. Quebec City - Bagotville	—
	d. Quebec City - Seven Islands	—
	e. Bagotville - Seven Islands	—
	f. Seven Islands - Bagotville	—
	g. Seven Islands - Montreal	—
	h. Seven Islands - Quebec City	—
	i. Bagotville - Quebec City	—
	j. Bagotville - Montreal	—
	k. Quebec City - Montreal	—

1955, November 1 — Montreal - Ottawa - Val d'Or - Rouyn - Noranda - Earlton - North Bay. Trans-Canada Airlines.

5517	Montreal - Ottawa	—
	a. Montreal - Val d'Or	—
	b. Montreal - Rouyn - Noranda	—
	c. Montreal - Earlton - North Bay	—
	d. Ottawa - Val d'Or	—
	e. Ottawa - Rouyn - Noranda	—
	f. Ottawa - Earlton - North Bay	—
	g. Val d'Or - Rouyn - Noranda	—
	h. Val d'Or - Earlton - North Bay	—
	i. Rouyn - Noranda - Earlton - North Bay	—
	j. Earlton - North Bay - Rouyn - Noranda	—
	k. Earlton - North Bay - Val d'Or	—
	1. Earlton - North Bay - Ottawa	—
	m. Earlton - North Bay - Montreal	—
	n. Rouyn - Noranda - Val d'Or .	—
	o. Rouyn - Noranda - Ottawa	—
	p. Rouyn - Noranda - Montreal	—
	q. Val d'Or - Ottawa	—
	r. Val d'Or - Montreal	—
	s. Ottawa - Montreal	—
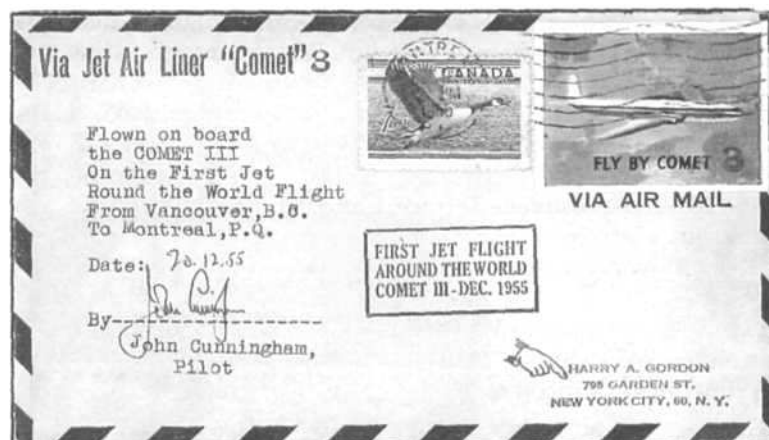
1955, December 20 — Vancouver - Montreal. First Comet III test jet flight around the world. Purple 3-line cachet. Pilot was John Cunningham.

| 5519 | Vancouver - Montreal, Dec. 20-20 | 25.00 |

1956, April 6 — Auckland, New Zealand - Vancouver. This was a resumption of service by Canadian Pacific Airlines, with DC-6B aircraft.

| 5601 | Auckland - Vancouver | 10.00 |

1956, April 21-27 — Montreal - Shannon, Ireland - Manchester, England - Dusseldorf - Frankfurt - Hamburg, Germany. This was an inaugural service of Lufthansa flown with Constellation aircraft. Specially-printed envelopes were flown.

5603	Montreal - any point, April 21 (blue printed cachet)	20.00
	a. Dusseldorf - Montreal, April 23	20.00
	b. Hamburg - Montreal, April 27	20.00
	c. Frankfurt - Montreal, April 27	20.00
	d. Manchester - Montreal, April 27	20.00
	e. Shannon - Montreal, April 27	20.00

1956, May 8 / June 1 — Vancouver - Buenos Aires. On this date Buenos Aires was added to Canadian Pacific Airlines' route to South America, via Lima, Peru. Pilot was H. H. Johnston.

| 5605 | Vancouver - Buenos Aires, May 8 | 10.00 |
| | a. Buenos Aires - Vancouver, June 1 | 15.00 |

1956, May 15 — Montreal - Zurich. The inaugural service of Canadian Pacific Airlines to Switzerland.

| 5607 | Montreal - Zurich | 10.00 |
| | a. Zurich - Montreal | 10.00 |

1956,May 28 — Vancouver - Winnipeg - Gander - London, England. This inaugural of Canadian Pacific Airlines represented the first service from Western Canada to England, via Gander.

| 5609 | Vancouver - London | 10.00 |
| | a. Winnipeg - London | 10.00 |

1957, May 30 — Montreal - Lisbon, Portugal. This was the first service to and from Portugal by Canadian Pacific Airlines.

| 5701 | Montreal - Lisbon | (94 lbs. mail) | 10.00 |

1957, June 1 — Vancouver - Toronto. First direct flight Trans-Canada Airlines "Super Constellation." Toronto to Vancouver pilot, Roy Cartwright; Vancouver to Toronto pilots, H. A. Dodds and W. J. Dagle.

| 5703 | Vancouver - Toronto | 10.00 |
| | a. Toronto - Vancouver | 10.00 |

1957, June 28 — Vancouver - Terrace. Canadian Pacific Airlines.

| 5705 | Vancouver - Terrace | — |
| | a. Terrace - Vancouver | — |

1957, July 1 — Vancouver - Whitehorse. Canadian Pacific Airlines.

| 5707 | Vancouver - Whitehorse | — |
| | a. Whitehorse - Vancouver | — |

1957, September 5 — Lyneham, England - Goose Bay. Experimental flight of XK696 "Comet." Pilot - D. S. Harper.

| 5709 | Lyneham - Goose Bay | (few reported) | 25.00 |

1957, September 6 — Montreal - Madrid, Spain. Inaugural service of Canadian Pacific Airlines to and from Madrid.

| 5711 | Montreal - Madrid | — |

1957, September 23 — Santiago, Chile added to Canadian Pacific Airline's South America Route. Pilot was R. A. Mclnnes.

| 5713 | Vancouver - Santiago | 20.00 |

1957, October 6 — Brussels, Belgium - Montreal. Sabena Airlines inaugural service with DC-7 aircraft. Black and green printed cover with black circular cachet.

| 5715 | Brussels - Montreal | 3.00 |

1957, December 10 — Ottawa - Marville, France via Goose Bay and Lyneham, U.K. Comet IA-5301 Test Flight. Pilot P. M. Lemeiux.

| 5717 | Ottawa - Marville | — |

1958, February 19 — England - Goose Bay. RAF Comet 2-XK698 flight piloted by F/L Jackson. Postmarked Goose Airport.

| 5801 | London - Goose Bay | 10.00 |

1958, April 2 — Montreal - Brussels, Belgium. Inaugural service of Trans-Canada Air lines. Pilot was R. R. Stevenson. Printed cachet in red and black.

| 5803 | Montreal - Brussels | 10.00 |

1958, April 14 — Copenhagen - Oslo - Stockholm - Montreal. Inaugural service of SAS Scandinavian Airlines System with DC-6 aircraft.

| 5805 | Copenhagen - Oslo - Stockholm - Montreal | 10.00 |

1958, May 5 — London, England - Gander. This was a Comet test flight by British Over seas Airways Corporation.

| 5807 | London - Gander | 10.00 |

1958, May 15 — Montreal - Paris, France. Nonstop DC-7 service inaugurated by Trans-Canada Airlines.

| 5809 | Montreal - Paris | — |

1958, May 15 — Toronto - Montreal - Zurich, Switzerland. This was Trans-Canada Air lines first service to and from Zurich.

5811	Toronto - Zurich	5.00
	a. Montreal - Zurich	5.00
	b. Zurich - Montreal	5.00
	c. Zurich - Toronto	5.00
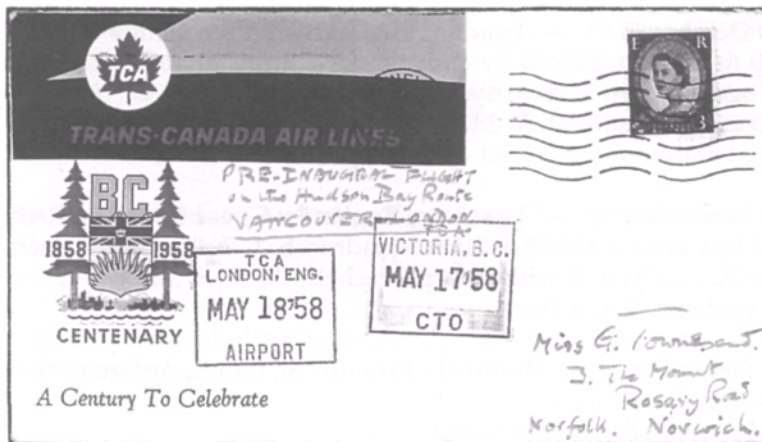
1958, May 17-18 — Vancouver - Winnipeg - Gander - London, England. This was a pre-inaugural flight by Trans Canada Airlines. TC A handstamps of May 17 in Victoria and May 18 at the London Airport were applied. Official service began on May 29.

5813	Victoria - London, May 17-18	10.00

1958, May 29-31 — Vancouver - London. Inaugural of Trans-Canada Airlines Constellation.

5815	Vancouver - London	5.00
	a. London - Vancouver	5.00

1958, June 1 — Toronto - Edmonton. Trans-Canada Airlines first direct service.

5817	Toronto - Edmonton	5.00

1958, June 1 — Vancouver - Amsterdam, Netherlands. First passenger (88 aboard) flight of Canadian Pacific Airlines Britannia 314 over the pole. The plane, piloted by Capt. Rosborough, landed at Frobisher Bay for refueling. Flight time was 14 hours, 23 minutes. Covers bear a postage meter cachet with red plane and "CPA Prop Britannia polar route to Europe," and a Vancouver Airport hand cancel.

5819	Vancouver - Amsterdam	20.00

1958, June 1-20 — Gander - London, England. This was a series of Comet 2E "G-MAXK" test flights of British Overseas Airways Corp.

5821	London - Gander, June 1	10.00
	a. Gander - Gander, June 2, 3	10.00
	b. London - Gander - London, June 4	10.00
	c. Gander - Gander, June 13,14	10.00
	d. Gander - Shannon, June 14	10.00
	e. Gander - Baltimore, June 20,21	10.00

1958, July 8-11 — London, England - Montreal - Gander. Comet 2E "G-MAXK" service of British Overseas Airways Corp.

5823	Gander - London, July 8	10.00

a. London - Gander, July 10		10.00
b. Montreal - Gander, July 11		10.00

1958, August 27 — Tokyo, Japan - Vancouver. Inaugural service of Canadian Pacific Air lines "Britannia."

5825	Tokyo - Vancouver	—

1958, October 28-31 — London, England - Ottawa. Comet 4 "G-ALDB" carrying Prince Philip to Canada, piloted by G. B. Stoney. Purple and black cachet completed by pilot in each case and posted on arrival at destination.

5827	London - Ottawa, Oct. 28	10.00
	a. Ottawa - London, Oct. 31	10.00

1958, November 11 — Lyneham, England - Goose Bay. First RAF jet flight around the world by Comet 2-XK669 of 216th Squadron; S/L Taplin, pilot. Covers for this leg posted at Goose Bay on Nov. 11 with a purple cachet.

5829	Lyneham - Goose Bay	20.00

1958, December 15 — Montreal - Toronto - St. John's, Antigua. First service to Antigua by Trans-Canada Airlines.

5831	Montreal - Toronto - Antigua	10.00

1958, December 19 — London, England - Montreal. This was the first scheduled commercial jet service to Canada, flown by a British Overseas Airways Corp. DH106 Comet.

5833	London - Montreal	10.00

1959, February 25 — Dawson - Old Crow, Y.T. This was a special flight to take in postal equipment and available mails for opening of new post office at Old Crow. Pilot John Wakefield of Connelly-Dawson Airways. (Regular service started March 11). Old Crow was formerly served by air from Fort Yukon, Alaska. No covers are known from Dawson to Old Crow but a few covers are known from the return flight, postmarked Old Crow, Feb. 25. No special markings.

5901	Dawson - Old Crow	(159 lbs. - all classes)	—
	a. Old Crow - Dawson	(30 lbs. - all classes)	15.00

1959, April 2 — Fort Churchill. International Geophysical Year rocket project. Cachet in black with a letter enclosed describing the project.

5903	Fort Churchill	5.00

1959, April 2 — Montreal - Copenhagen, Denmark. SAS Scandinavian Airlines System first DC-7 flight.

5905	Montreal - Copenhagen	10.00

1959, May 1-2 — Toronto - Montreal - Vienna, Austria. Service introduced by Trans-Canada Airlines DC-8.

5907	Toronto - Vienna	5.00
	a. Montreal - Vienna	5.00
	b. Vienna - Montreal (May 2)	5.00
	c. Vienna - Toronto (May 2)	5.00

1959, May 2 — Dusseldorf - Montreal. Introduction of Trans-Canada Airlines DC-8 on this route.

5909	Dusseldorf - Montreal	5.00

1959, June 1 — Calgary - Great Falls, Montana. Inaugural service of Western Air Lines, piloted by C. J. Farmer over U.S. Air Mail Route No. 52. Unofficial cachet sponsored by the airline applied to Calgary covers. Mail from other U.S. points to Calgary may exist.

5911	Calgary - Great Falls (red)	(243 pieces)	5.00
	a. Great Falls - Calgary (airline cachet)		5.00
	b. Casper - Calgary		5.00

1959, June 18 — London, England - St. John's. This was the first Royal Flight by Comet of Queen Elizabeth II and Prince Philip, as well as a proving flight of British Overseas Air ways Corp. Comet 4, "G-APDE," piloted by R. E. Millichap. Covers bear a 10-line typed cachet and some were cancelled in St. John's on June 18, while others were not postmarked.

5913	London - St. John's	(few)	20.00

1959, September 11-12 — Sydney, Australia - Vancouver. The first Qantas Boeing 707 service.

5915	Sydney - Vancouver, Sept. 11	5.00
	a. Vancouver - Sydney, Sept. 12	5.00

1959, October 25 — Montreal - Bagotville. Service introduced by Trans-Canada Airlines.

5917	Montreal - Bagotville	4.00
	a. Bagotville -Montreal	4.00

1959, November 12 — Malton, Ontario. Test flights of Avrocar "Flying Saucer." The few reported flown covers were signed by pilot "Speed" Potocki.

5919	Malton, Nov. 12	(60 pieces)	25.00

1959, December 18 — Resolute Bay - Eureka - Mould Bay. This was a Christmas mail-drop by RCAF 435 Squadron, piloted by F/L E. Bryce Chase.

5921	Resolute Bay - Eureka (Eureka - Feb. 3,1960)	10.00
	a. Resolute Bay - Mould Bay (Mould Bay, April 9,1960)	10.00

1960, January 17 — New York - Toronto. American Airlines Boeing 707.

6001	New York - Toronto	5.00

1960, February 27 — Montreal - Rome, Italy. Inaugural service of Canadian Pacific Airlines.

6003	Montreal - Rome	10.00

1960, March 2-6 — Montreal - Rome - Milan, Italy. First service of Alitalia DC-7. Airline-sponsored cachets were applied in red and purple.

6005	Montreal - Rome, March 2	10.00
	a. Rome - Montreal, March 3	10.00
	b. Montreal - Milan	10.00
	c. Vatican - Montreal	10.00
	d. Milan - Montreal, March 6	10.00

1960, March 4 — Montreal - Paris, France. Canadian Pacific Airways inaugural service with Bristol Britannia aircraft.

6007	Montreal - Paris	5.00

1960, March 19 — Montreal - Paris, France. Air France Boeing 707.

6009	Paris - Montreal (test flight)	5.00

1960, April 1 — Montreal - Toronto - Vancouver. Trans-Canada Airlines DC-8 jet inaugural.

6011	Montreal - Vancouver	5.00

a.	Vancouver - Montreal	5.00
b.	Toronto - Vancouver	5.00
c.	Toronto - Montreal	5.00
d.	Montreal - Toronto	5.00

1960, April 1 — Montreal - Brussels, Belgium. Sabena Boeing 707 jet service. Red and black printed cachet.

6013   Montreal - Brussels   5.00
      a. Brussels - Montreal   5.00

1960, April 1 — Montreal - New York. First Trans-Canada Airlines jet service.

6015   Montreal - New York   5.00

1960, April 2 — Toronto - Tampa, Florida. On this date Tampa was added to the Trans-Canada Airlines' Caribbean route.

6017   Toronto - Tampa   5.00

1960, April 24 — Montreal - Paris, France. First regular Boeing 707 flight of Air France. Black cachet.

6019   Montreal - Paris   5.00

I960, May 13-14 — Frankfurt, Germany - Montreal - San Francisco. This was a new Boeing 707 service of Lufthansa.

6021   Frankfurt - Montreal, May 13   5.00
      a. Montreal - Frankfurt, May 14   5.00

1960, May 27 — Calgary - Spokane, Wash. This inaugural of West Coast Airlines was flown over U.S. Air Mail Route No. 77, piloted by Patrick O'Grady with co-pilot Spencer Wessling. Official U.S. cachet was applied to covers from Spokane; unofficial cachets by either West Coast Airlines or the Calgary Philatelic Association were applied to covers from Calgary.

6023	Calgary - Spokane	(400-500 pieces)	3.00
	a. Calgary Airfield - Spokane	(40 pieces)	10.00
	b. Spokane - Calgary (green)	(2497 pieces)	3.00
	c. Spokane Airfield - Calgary (purple)	(2359 pieces)	3.00

1960, June 1 — Montreal - London. Inaugural Trans-Canada Airlines DC-8 nonstop Service. Printed black and red cachet.

6025	Montreal - London	3.00
	a. London - Montreal	3.00

1960, June 12-13 — Amsterdam, Netherlands - Montreal. KLM Royal Dutch Airlines first DC-8 flight. Blue cachet applied on Amsterdam covers. Backstamps in Amsterdam include hammer numbers 10, 31, 32.

6027	Amsterdam - Montreal, June 12	3.00
	a. Montreal - Amsterdam, June 13	3.00

1960, July 1 — London - Toronto. Trans-Canada Airlines DC-8 inaugural flight.

6029	London - Toronto	5.00

1960, July 6 — Montreal - Milan - Rome, Italy. Alitalia DC-8.

6031	Montreal - Milan	5.00
	a. Montreal - Rome	5.00

1960, September 9-10 — Halifax Airport Dedication. Covers have seal of Mayor of Halifax and were signed by airport manager and mayor. Addressed to various Canadian cities and sometimes backstamped on arrival.

6033	Halifax (Sept. 9)	5.00
	a. Halifax (Sept. 10)	5.00

1960, September 21-23 — Montreal - Stockholm - Copenhagen - Oslo. First SAS Scandinavian Airlines System DC-8 service. Printed red, blue and black cachets. Some postmark variations have been reported.

6035	Stockholm - Montreal, Sept. 22-26	8.00
	a. Copenhagen - Montreal, Sept. 23-26	8.00
	b. Oslo - Montreal, Sept. 23-26	8.00

1960, October 30 — Toronto - New York. First American Airlines Boeing 720 service. Two different postmarks were applied in New York.

6037	Toronto - New York (black)	6.00
	a. New York - Toronto (blue)	3.00
	b. New York Airfield (magenta)	3.00
	c. United Nations, New York (green)	3.00

1960, December 1 — Port Arthur - Fort William - Duluth, Minn. / Superior, Wis. / Houghton and Hancock, Mich. North Central Airlines Air Mail Route No. 86; official cachets at the U.S. points. The city pairs of Duluth and Superior, Houghton and Hancock, and Fort William and Port Arthur used one airport each. Several different postmarks were applied in Duluth, Superior, and Houghton.

6039	Duluth - Fort William (magenta)	3.00
	a. Superior - Fort William (black)	3.00
	b. Houghton - Port Arthur (magenta)	3.00
	c. Houghton - Fort William (magenta)	3.00
	d. Hancock - Fort William (blue)	3.00
	e. Hancock-Port Arthur (blue)	3.00

1960, December 15 — Dorval Airport, Montreal. Opening of airport.

6041	Montreal	6.00

1961, January 1 — Frankfurt - Montreal. Lufthansa Airlines inaugural Boeing 707 service.

6101	Frankfurt - Montreal	3.00

1961, January 2 — Vancouver - London, England. Trans-Canada Airlines DC-8 inaugural service.

6103	Vancouver - London	5.00
	a. Montreal - London	5.00

1961, January 2-8 — Montreal - Vienna - Brussels - Dusseldorf. Inaugural service of Trans-Canada Airlines DC-8 jet service. Special black cancellation; various printed cachets.

6105	Vienna - Montreal, Jan.	25.00
	a. Montreal - Dusseldorf, Jan. 4	5.00
	b. Montreal - Vienna, Jan. 8	5.00
	c. Montreal - Brussels	5.00

1961, January 4 — Montreal - Paris, France. Trans-Canada Airlines DC-8 jet service. Black and red printed cachet.

6107	Montreal - Paris	5.00

1961, January 5 — Halifax - London. Trans-Canada Airlines DC-8 inaugural flight.

6109	Halifax - London	5.00

1961, January 6 — Montreal - Zurich, Switzerland. Trans-Canada Airlines DC-8 inaugural flight.

6111	Montreal - Zurich	5.00

1961, January 10 — Montreal - Boston, Mass. This was the first service of the Convair 880 jet from Montreal to any point in the U.S., flown by Northeast Airlines over Air Mail Route 27-F. No cachets were authorized at any point.

6113	Montreal Airfield - Boston	15.00
	a. Boston - Montreal	10.00
	b. Boston Airfield - Montreal	10.00

1961, January 15 — New York - Montreal. First DC-8 service of Eastern Air Lines. Unofficial cachet in purple and grey-blue.

6115	New York - Montreal	3.00
	a. United Nations, New York - Montreal	3.00

1961, April 5 — Montreal - Toronto - Bahamas - Jamaica. Trans-Canada Airlines' inaugural Vanguard service included stops at both Kingston and Montego Bay.

6117	Montreal - Kingston	5.00

a. Montreal - Nassau		5.00
b. Montreal - Montego Bay		5.00
c. Toronto - Nassau		5.00
d. Toronto - Kingston		5.00
e. Toronto - Montego Bay		5.00

1961, April 30 — Honolulu - Vancouver - Edmonton - Amsterdam, Netherlands. This was a new DC-8 service of Trans-Canada Airlines.

6119	Honolulu - Vancouver	10.00
	a. Vancouver - Amsterdam	10.00
	b. Edmonton - Amsterdam	10.00
	c. Honolulu - Amsterdam	10.00

1961, May 1 — Regina - Minot, N.D. Inaugural service of North Central Airlines over Air Mail Route No. 86, with pilot John K. Thompson. Official cachet authorized at Minot; Regina covers were backstamped in Minot on May 1 at 5:00 p.m.

6121	Regina - Minot	(74 pieces)	10.00
	a. Minot-Regina (blue)		3.00

1961, May 4-5 — Vancouver - Edmonton - Amsterdam, Netherlands. Canadian Pacific Airlines Brittania service. Covers received an unofficial 4-line mimeographed cachet.

6123	Vancouver - Edmonton, May 4-4	10.00
	a. Vancouver - Amsterdam, May 4-5	10.00

1961, June 2-3 — Montreal - Lisbon, Spain - Rome, Italy. Canadian Pacific Airlines DC-8 service inauguration. 4-line mimeographed cachet.

6125	Montreal - Lisbon, June 2	10.00
	a. Montreal - Rome, June 2-3	10.00

1961, June 18 — Vancouver - Seattle, Wash. United Airlines inaugural DC-8 service, extension of Air Mail Route No. 57; airline-sponsored grey-blue cachet on some Vancouver covers.

6127	Vancouver - Seattle	15.00
	a. Vancouver Airfield - Seattle	15.00
	b. Seattle - Vancouver	20.00
	c. Seattle Airfield - Vancouver	20.00

1961, July 2 — San Francisco - Chicago - Montreal - Frankfurt - Munich. First Lufthansa Boeing 720B service.

6129	Montreal - Frankfurt	10.00
	a. Montreal - Munich	10.00
	b. San Francisco - Montreal	10.00
	c. Chicago - Montreal	10.00

1961, August 15 — Digby Airport Opening. Typed cachet.

6131	Digby	10.00

1961, October 7-11 — Vancouver - Tokyo. Inaugural Canadian Pacific Airlines DC-8 service. Some covers known to other Canadian destinations.

6133	Vancouver - Tokyo, Oct. 7	10.00
	a. Tokyo - Vancouver, Oct. 11	10.00

1962, March 8 — Montreal - Barbados. Inaugural DC-8 flight by Trans-Canada Airlines.
6201   Montreal - Barbados   10.00

1962, April 14 — Toronto - Windsor - Mexico City. Canadian Pacific Airlines inaugural service. Pilot was Capt. Scott.
6203   Toronto - Windsor - Mexico City   5.00

1962, April 27-April 30 — London - New York - Washington, D.C. - Ottawa. Visit of Prime Minister of England to U.S. and Canada via Boeing 707 of British Overseas Airways Corp. Covers postmarked on arrival in Ottawa, April 30; typed cachet.
6205   London - [New York - Washington] - Ottawa, Apr. 27-30   10.00

1962, May 16-17 — Zurich - Montreal. Swissair DC-8 inaugural service.
6207   Zurich - Montreal, May 16   5.00
          a. Montreal - Zurich, May 17   5.00

1962, May 26 — Flin Flon Airport Opening. Some covers have a Chamber of Commerce typed cachet; covers serviced by collectors were postmarked at 10 a.m.
6209   Flin Flon, May 26   (30 pieces)   10.00

1962, June 1 — Vancouver - Calgary - Zurich. Trans-Canada Airlines DC-8 inaugural service. Unofficial "Stampede" cachet applied to Calgary covers.
6211   Vancouver - Zurich   10.00
          a. Calgary - Zurich   10.00
          b. Calgary Airfield - Zurich   10.00

1962, June 9 — Montreal - London. Lufthansa 707 service.
6213   Montreal - London   5.00

1962, July 6 — Edmonton - Zurich. Trans-Canada Airlines inaugural DC-8 service.
6215   Edmonton - Zurich   10.00

1962, July 17-18 — Matane - Baie Comeau. Initial service of Matane Air Services. No cachets were applied at any point.
6217   Matane - Baie Comeau   8.00
          a. Baie Comeau - Matane   8.00
          b. Matane - Shelter Bay   8.00
          c. Matane - Manicowagan   8.00

1962, July 31 — Montreal - Geneva. Swissair DC-8 inaugural service.

6219   Montreal - Geneva   5.00

1962, September 14 — Prince George - Takala Landing. First Air Stage official mail.

6221   Prince George - Takala Landing   20.00
         a. Fort St. James - Takala Landing   20.00

1963, January 31 — London, England - Edmonton. Royal Flight via Boeing 707 of British Overseas Airways Corp. Capt. T. Nisbet, pilot.

6301   London - Edmonton   10.00

1963, March 27 — Fiji - Vancouver. Royal Flight via Boeing 707 of British Overseas Air ways Corp. Covers posted in Vancouver on arrival. Captain S. Berry, pilot.

6303   Fiji - Vancouver   10.00

1963, June 15 — Charlo, N.B. - Airport Dedication. Some covers with Restigouche Municipal typed cachet and Board of Trade rubberstamp.

6305   Charlo, June 15   20.00

1963, June 17 — Toronto - Buffalo, N.Y. For this inaugural service of Mohawk Airlines over Air Mail Route No. 94, an official cachet was authorized by the U.S. Post Office Department at both Buffalo offices; no philatelic handling of covers was provided at Toronto. The only manner in which philatelic covers could be sent from the Toronto Post Office or Airfield was to place them in the mails at either office and hope that they would be properly dispatched on the inaugural flight.

Thirty-two covers were dispatched from Toronto Airfield in this manner, most backstamped at Buffalo Airfield, which also applied the official cachet as a courtesy. Some covers were mailed from Toronto Post Office later in the day, but these were dispatched via the third flight. No covers actually dispatched from Toronto Post Office by the first flight have been seen by the Editors. The purple cachet applied to covers from the Buffalo Air Mail Field is more scarce than the normal green. There were 3 postmark variations in Buffalo.

Pilots: Ralph T. Colliander, Edgar A. La Querre.

6307   Buffalo - Toronto (purple)   (2070 pieces)   3.00
         a. Buffalo Airfield (green)   (2578 pieces)   3.00
         b. Buffalo Airfield (purple)   5.00
         c. Toronto Airfield - Buffalo (no cachet)   (32 pieces)   15.00

1963, July 20 — California - Canada." APEQS" scientific jet flight with Delta DC-8 "Flying Laboratory," viewing solar eclipse over Great Slave Lake. Piloted by A. G. Heimerdinger. Covers posted at Edmonton and Los Angeles July 20.

6309   Los Angeles   10.00
         a. Edmonton   10.00

1963, August 29 — Icefield Ranges Research Project - St. Eleas Mountains, Yukon.
Aircraft Heleo Courier, "N4153D." Posted Whitehorse, Yukon.

6311	Whitehorse		10.00

1963, July 20 — Pitt Meadows Airport Dedication. No cachet.

6313	Pitt Meadows	(50 pieces)	15.00

1963, October 7 — Rome - Montreal. Alitalia DC-8 inaugural service.

6315	Rome - Montreal	5.00

1964, April 24 — Cologne - Montreal. Lufthansa flight of West German President.

6401	Cologne - Montreal	10.00

1964, September 9 — Amsterdam - Montreal. Inaugural service of KLM Royal Dutch
Airlines.

6403	Amsterdam - Montreal	5.00

1964, September 22 — Tokyo - Vancouver. Canadian Pacific Airlines DC-8 "Jubilee" flight.

6405	Tokyo - Vancouver	5.00

1964, December 17 — Montreal - Mexico City. Aeronaves de Mexico via Detroit.

6407	Montreal - Detroit	10.00
	a. Montreal - Mexico City	10.00
	b. Mexico City - Montreal	10.00

1965, March 15 — Tuktoyaktuk - Edmonton. Extension of Pacific Western Airlines Calgary
- Edmonton service. "Chieftain" Airbus red sticker cachet.

6501	Tuktoyaktuk - Edmonton	10.00

1965, April 25-26 — Baltimore - Washington, D.C. - Ottawa. Over Air Mail Route No. 71-F Eastern
Airlines inaugurated the first jet service from Ottawa to Baltimore and Washington on April 25-26
with a Boeing 727. Some covers to Ottawa were backstamped on April 25; other covers were
backstamped April 27 at 12:30 a.m.; still other covers were not backstamped. Ottawa covers were
postmarked April 26, 5 a.m.; and backstamped either at Baltimore, April 26, p.m., or Washington
Airport Mail Facility, April 26, p.m. Some Ottawa covers received an unofficial cachet: "First Jet
26, 5 a.m. Covers to and from Ottawa and Montreal to other points previously served,   (e.g.
Miami) are also known.

6503	Baltimore - Ottawa, April 26-26 (no cachet)		5.00
	a. Washington - Ottawa, April 25-27 (no cachet)	(103 pieces)	5.00
	b. Washington Airfield - Ottawa	(75 pieces)	8.00
	c. Ottawa - Baltimore, April 26-26 (no cachet)		15.00
	d. Ottawa - Washington, April 26-26 (no cachet)		15.00

1965, April 26 — Calgary - Amsterdam. Canadian Pacific Airlines test flight.

6505	Calgary - Amsterdam	15.00

1965, April 27-May 2- Montreal -[New York]- San Juan Inaugural service of Eastern Airlines.

6507	Montreal - San Juan, April 27	10.00
	a. San Juan - Montreal, May 2	10.00

1965, April 29-30 - Rome - Montreal. Canadian Pacific Airlines DC-8 "Empress" service introduced.

6509	Montreal - Rome, April 29		10.00
	a. Rome - Montreal, April 30		10.00

1965, May 23 — Winnipeg - Fargo - Grand Forks, N.D. Over its Air Mail Route No. 3 Northwest Airlines inaugurated Boeing 727 jet service at Fargo and Grand Forks on this date, enroute to Winnipeg. Official cachets were applied at both U.S. points. Jet service was in two directions — northbound to Winnipeg and southbound to Minneapolis/St. Paul. Grand Forks did not dispatch any philatelic mail on the northbound flight; Fargo dispatched covers on both flights. There were two different postmarks at Winnipeg.
Covers to other destinations from Winnipeg are also known.

6511	Fargo - Winnipeg (purple)	(1920 pieces)	2.00
	a. Grand Forks - Winnipeg (green)	(1907 pieces)	2.00
	b. Winnipeg - Grand Forks (no cachet)		10.00
	c. Winnipeg - Fargo (no cachet)		10.00
	d. Twin City Airport - Winnipeg		5.00
	e. Winnipeg - Twin City Airport		5.00

1965, May 24 — Winnipeg - Chicago. Northwest Airlines extension of #6511 inaugural service. No covers reported from Winnipeg.

6513	Chicago - Winnipeg	5.00

1965, June 24 - Calgary - Amsterdam. Inaugural regular service by Canadian Pacific Airlines. Pilot was Capt. Gammon.

6515	Calgary - Amsterdam	5.00

1965, November 2 —Montreal - Amsterdam. Canadian Pacific Airlines inaugural service.

6517	Montreal - Amsterdam	5.00

1965, November 14 - Amsterdam - Montreal. KLM Royal Dutch Airlines inaugural service.

6519	Amsterdam - Montreal	5.00

1965, December 10-12 -- Vancouver - Sydney. Canadian Pacific Airlines. First flight with mail

6521	Vancouver - Sydney, Dec. 10 -12	10.00

1965, December 13 — Toronto - Freeport, Bahamas. Air Canada inaugural service, piloted by C. Staples. Printed cachet on some covers. Two different postmarks are known on Toronto covers.

6523	Toronto - Freeport	(5 pounds)	3.00
	a. Freeport - Toronto		5.00

1965, December 14 — Halifax - Hamilton, Bermuda. Air Canada inaugural service, piloted by R. W. George. Printed cachet on some covers. Hamilton covers are known also to other Canadian destinations.

6525	Halifax - Hamilton	(9 pounds)	3.00
	a. Hamilton - Halifax		3.00

1966, February 28 — London, England - Montreal. Inaugural service of British Overseas Airways Corp. VC-10 service.

6601	London - Montreal	10.00

1966, April 24 — Edmonton - Toronto - Montreal - Frankfurt. Inaugural Air Canada DC-8 service. 7-line printed airline cachet on some covers.

6603	Edmonton - Frankfurt	10.00
	a. Toronto - Frankfurt	10.00
	b. Montreal - Frankfurt	10.00

1966, April 24 — Montreal - Bonn - Frankfurt. Lufthansa Boeing 707 first direct flight; flight continued on to San Francisco. Frankfurt applied special cancellation. No covers reported from Montreal to San Francisco.

6605	Bonn - Montreal	5.00
	a. Frankfurt - Montreal	10.00
	b. Montreal - Bonn	20.00

1966, April 24 — Montreal - Winnipeg - Vancouver. Air Canada inaugural service with DC-9 aircraft.

6607	Montreal - Winnipeg	10.00
	a. Montreal - Vancouver	10.00
	b. Winnipeg - Vancouver	10.00
	c. Winnipeg - Montreal	10.00

1966, April 24 — Montreal - New York. Inaugural of Air Canada DC-9 service.

6609	Montreal AMF - New York	10.00
	a. New York - Montreal	10.00
	b. New York AMF-Montreal	10.00

1966, April 27-28 — Toronto - Shannon, Ireland. Air Canada DC-8 inaugural service.

6611	Toronto - Shannon	10.00
	a. Shannon - Toronto	10.00

1966, April 30-May 2 — Vancouver - London, England. Nonstop inaugural by Air Canada DC-8; 7-line printed cachet on some covers.

6613	Vancouver - London, April 30	5.00
	a. London - Vancouver, May 2	5.00

1966, May 2 — Toronto - Montreal - Dublin, Ireland. Aer Lingus inaugural service, Boeing 320 aircraft.

6615	Dublin - Montreal	15.00
	a. Dublin - Toronto	15.00
	b. Montreal - Dublin	15.00
	c. Toronto - Dublin	15.00

1966, May 3 — Toronto - Amsterdam. Canadian Pacific Airlines nonstop service.

6617	Toronto - Amsterdam	10.00

1966, May 5-6 — Montreal - Cologne - Frankfurt. Lufthansa Boeing 707 service.

6619	Frankfurt - Montreal, May 5	5.00
	a. Montreal - Frankfurt, May 6	5.00

1966, May 5-6 — Montreal - Mexico City. Lufthansa Boeing 707 service. Few Montreal covers were reportedly serviced.

6621	Montreal - Mexico City, May 5	100.00
	a. Mexico City - Montreal, May 6	25.00
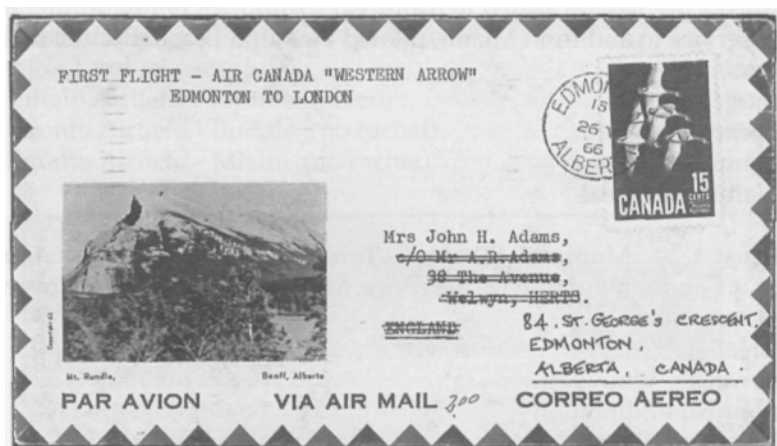
1966, May 23-26 — Edmonton - London, England. First nonstop flight on 100th anniversary of London Conference forming British North America. Air Canada "Western Arrow."

6623	Edmonton - London, May 23	10.00
	a. Winnipeg - London, May 23	10.00
	b. Calgary - London, May 23	10.00
	c. London - Edmonton, May 26	10.00
	d. London - Winnipeg, May 26	10.00
	e. London - Calgary, May 26	10.00

1966, June 1 — Toronto - Montreal - Tampa. Inaugural Air Canada DC-9 flight. Typed cachet. Few covers are known from this service.

6625	Toronto - Montreal	5.00
	a. Toronto - Tampa	5.00
	b. Montreal - Toronto	5.00
	c. Montreal - Tampa	5.00
	d. Tampa - Toronto	5.00
	e. Tampa - Montreal	5.00

1966, June 1 — Toronto - Winnipeg. Inaugural flight DC-9 Air Canada. Typed cachet.

6627	Toronto - Winnipeg	(few)	5.00
	a. Winnipeg - Toronto		5.00

1966, June 2 — Toronto - Prestwick, Scotland. Air Canada nonstop Boeing 707 service. Typed cachet.

6629	Toronto - Prestwick	5.00
	a. Prestwick - Toronto	5.00

1966, July 9 — Red Deer, Alberta Airport Dedication.

6631	Red Deer	(23 pieces)	15.00

1966, July 30 — London, England - Ottawa - Washington, D.C. Visit of British Prime Minister Harold Wilson to Canada and U.S. Flown on RAF Comet 4 XR397, piloted by P. R. Wooldridge. British franking, postmarked on Aug. 10.

6633	London - Ottawa - Washington, D.C.	10.00

1966, August 1 — Miami added to Montreal - Toronto - Tampa Route. Air Canada DC-9 inaugural service to and from Miami, piloted by Ralph Leach. Printed cachet by airline on some covers.

6635	Toronto - Miami	5.00
	a. Montreal - Miami	5.00
	b. Miami - Toronto	5.00
	c. Miami - Montreal	5.00

1966, August 1 — Montreal - Ottawa - Toronto - Winnipeg - Saskatoon - Edmonton - Calgary. Air Canada inaugural DC-9 service. Mimeographed cachet. Covers may exist from other flight segments.

6637	Montreal - Ottawa	5.00
	a. Montreal - Winnipeg	5.00
	b. Montreal - Edmonton	5.00
	c. Toronto - Calgary	5.00
	d. Ottawa - Winnipeg	5.00
	e. Ottawa - Regina	5.00
	f. Ottawa - Saskatoon	5.00
	g. Ottawa - Edmonton	5.00
	h. Winnipeg - Edmonton	5.00
	i. Winnipeg - Calgary	5.00
	j. Winnipeg - Ottawa	5.00
	k. Winnipeg - Montreal	5.00
	1. Saskatoon - Ottawa	5.00
	m. Edmonton - Ottawa	5.00
	n. Edmonton - Montreal	5.00
	o. Edmonton - Winnipeg	5.00

1966, August 28 — London - Calgary. Wardair Boeing 727 service, CF-FUN, piloted by A. B. Freeman.

6639	London - Calgary	5.00

1966, September 8 - London, England - Montreal. Commonwealth Parliamentary Association Conference; Air Canada flight BC851 carrying the Hon. Bernard Baine and Hon. W. W. Hamilton.

6641	London - Montreal, Sept. 8	10.00
	a. Subsequent flight to Toronto on Oct. 5, carried Hon. Nigel Fisher.	5.00

1966, September 25 — Montreal - Copenhagen - Oslo - Stockholm. SAS Scandinavian Airlines System inaugural DC-8 service. No covers reported from Montreal.

6643	Copenhagen - Montreal	8.00
	a. Oslo - Montreal	8.00
	b. Stockholm - Montreal	8.00

1966, October 30 — Toronto - Buffalo, N.Y. Eastern Air Lines "Electra" service with official U.S. cachets at Buffalo. Only covers dispatched from Toronto were personally serviced by collectors there, a few serviced by Eastern agents, and a few handled by the Toronto Airport Mail Facility office; all were postmarked at the Toronto AMF and dispatched to either Buffalo AMF or Miami Post Office, where they were backstamped.

No covers have been reported from the Toronto Post Office. Inbound covers from Buffalo were backstamped at Toronto on October 31. Since Buffalo dispatched two inaugural flights on this date, and covers were all postmarked "AM," backstamps are essential for

proper identification of the covers. Pilots - J. H. Singleton - Buffalo to Toronto; A. P. Teulon - Toronto to Buffalo.

6645	Buffalo - Toronto (purple)	(193 pieces)	5.00
	a. Buffalo Airfield - Toronto (green)	(316 pieces)	5.00
	b. Toronto Airfield - Buffalo (no cachet)	(45 pieces)	20.00
	c. Toronto Airfield - Miami (no cachet)		20.00

1966, November 1-4 — Ottawa - Montreal - Copenhagen - Moscow. Inaugural Air Canada service, piloted by J. R. Bowker. 6-line printed cachet on some covers; others with typed cachet. Canadian covers postmarked in Montreal on Nov. 1; Moscow covers on Nov. 4. Copenhagen backstamped all covers on Nov. 9.

6647	Ottawa - Copenhagen, Nov. 1-9	5.00
	a. Ottawa - Moscow, Nov. 1-4	5.00
	b. Montreal - Moscow, Nov. 1-4	5.00
	c. Montreal - Copenhagen, Nov. 1-9	5.00

1966, November 4-5 — Moscow - Copenhagen - Montreal. This was the inaugural service of Aeroflot. Covers received a typed cachet.

6649	Moscow - Montreal, Nov. 4	5.00
	a. Moscow - Copenhagen, Nov. 4	5.00
	b. Montreal - Moscow, Nov. 5	5.00

1966, November 2 — Toronto - Honolulu. Inaugural service by Canadian Pacific Airlines, piloted by W. S. Roxborough. No covers known from Honolulu.

6651	Toronto - Honolulu	5.00

1966, November 11-27. Emergency flights by Air Canada during air strike. Flight covers to other points may exist.

6653	Ottawa - Montreal, Nov. 11	5.00
	a. Ottawa - Halifax, Nov. 11	5.00
	b. Ottawa - Edmonton, Nov. 21	5.00
	c. Ottawa - Vancouver, Nov. 27	5.00

1966, November 22 — Cologne - Montreal. Flight of West German President via Lufthansa Boeing 707.

6655	Cologne - Montreal	25.00

1967, January 30 — Vancouver - San Francisco. Canadian Pacific Airlines.

6701	Vancouver - San Francisco	5.00
	a. San Francisco - Vancouver	5.00

1967, April 1 — Toronto - Atlanta. Extension of Eastern Air Lines inaugural service from Buffalo. No covers known from Toronto.

6703	Atlanta - Toronto	5.00

1967, April 19 — Montreal - Shannon, Ireland. Air Canada and Air Lingus combined service.

6705	Montreal - Shannon, April 19	5.00
	a. Shannon - Montreal, May 1	5.00

1967, April 28 — First Flights with United Nations EXPO '67 Stamps. First day covers were dispatched over many Air Canada and Canadian Pacific scheduled routes, both domestic (14 destinations reported) and overseas (34 destinations reported). This first day usage of United Nations stamps in Canada is unique but there were no true inaugural flights. Number of covers issued for each destination was limited.

6707	Domestic flights, April 28	3.00
	a. Foreign flights, April 28	5.00

1967, April 30 — Montreal - Burlington, Vermont. Mohawk Airlines inaugural service.

6709	Montreal - Burlington	5.00

1967, May 14 — London, England - Toronto. BOAC Royal Flight of HRH Princess Alexandra, British Overseas Airways Corp. Boeing 707, "G-ARRB." Pilot Stiles.

6711	London - Toronto	10.00

1967, May 17-18 — **Toronto - Chicago.** American Airlines inaugural flight on May 18. Pre-inaugural covers on May 17 have been reported.

6713	Toronto - Chicago, May 17	10.00
	a. Toronto - Chicago, May 18	5.00
	b. Chicago - Toronto, May 18	5.00

1967, May 19 — **Tel Aviv, Israel - Montreal.** Visit of Israeli President by El Al.

6715	Tel Aviv - Montreal	10.00

1967, May 24 — Montreal - Pittsburgh, Penn. - Albany, N.Y. - Burlington, Vermont. Mohawk Airlines FH227 prop jet service over Air Mail Route No. 94. Covers were not backstamped in Montreal; 11-line airline cachet. Pilot Gustavio L. Crawford.

6717	Pittsburgh - Montreal	15.00
	a. Albany - Montreal	15.00
	b. Burlington - Montreal	15.00
	c. Montreal - all points	25.00

1967, May 24 / June 4 — Toronto - Chicago / Los Angeles. American Airlines Boeing 707 service. Service was inaugurated between Toronto and Chicago on May 24, between Toronto and Los Angeles (nonstop) on June 4.

Official U.S. cachets were provided at Chicago Post Office and Airport Mail Facility for the May 24 flight to Toronto; cachets were also provided at Los Angeles Post Office and Airport Mail Facility on the same date. However, the Los Angeles flights operated under Route No. 4 authority, stopping at Chicago, then proceeding over Route No. 56 to Toronto. The true Route

No. 56 flights did not start from Los Angeles until June 4. The same cachet, but with the word "Nonstop" added, was applied at Los Angeles Airport Mail Facility on the latter date, but its use was unofficial. An unofficial cachet of similar design was provided by the airline at Toronto and was used on most covers on both dates. Most covers received at Toronto were given a company backstamp there through the courtesy of American Airlines.

Both the May 24 and June 4 Los Angeles dispatches are listed here, the former as a sub-listing of the Chicago eastward item. No Los Angeles Post Office covers from June 4 have been reported to the Editors. Toronto Air Mail Field dispatches are reportedly few in number. Pilots were as follows: May 24 — Robert A. Holt from Toronto and Chicago to Los Angeles; D. E. Perm between Los Angeles and Chicago; June 4 — A. F. Duffy from Toronto to Los Angeles; Hugh Melville from Los Angeles to Toronto.

May 24

6719	Toronto - Chicago (blue airline cachet)	(1900 pieces)	5.00
	a. Toronto Airfield (blue airline cachet)		20.00
	b. Toronto - Los Angeles (red airline cachet)	(1100 pieces)	5.00
	c. Chicago - Toronto (green)	(1485 pieces)	5.00
	d. Asc. (magenta)		10.00
	e. Chicago Airfield (magenta)	(2091 pieces)	5.00
	f. Los Angeles - Toronto (purple)	(1474 pieces)	5.00
	g. Los Angeles Airfield - Toronto (green)	(2022 pieces)	5.00

June 4

	h. Toronto - Los Angeles (red airline cachet)	(504 pieces)	7.50
	i. Toronto Airfield - Los Angeles (red airline cachet)		30.00
	j. Los Angeles Airfield - Toronto (blue airline cachet)	(631 pieces)	5.00

1967, May 27 — Ottawa. Opening of Rockcliffe Airport to civilian aircraft.

6721	Ottawa	(65 pieces)	15.00

1967, May 29 — Edmonton - Rainbow Lake. Pacific Western Airlines.

6723	Edmonton - Rainbow Lake		5.00

1967, June 1. Canadian air mail rate increased from 10c to 15c to Caribbean and South America. Covers flown by Air Canada and Canadian Pacific to many points. Fifteen different destinations have been recorded.

6725	Any point, June 1		3.00

1967, June 23 — Montreal - Portland, Maine. Inaugural service of Northeast Air Lines. No covers have been reported from Montreal.

6727	Portland - Montreal		5.00

1967, June 24-25 — Duncan, B.C. Airport Dedication. Handstamp of "Duncan Flying Club" cachet. June 25 covers have cachet of Cowichan Airport Society and "Via Airmail - Employ Epileptics."

6729	Duncan, June 24-25	(15 pieces)	30.00

1967, June 29 — London, England - Montreal. Royal flight of Queen Elizabeth and Prince Philip via British Overseas Airways Corp., piloted by Ron Hartley. Posted on arrival in Montreal.

6731	London - Montreal		10.00

1967, July 1 — Vancouver - Portland - San Francisco - Los Angeles. Western Air Lines Air Mail Route No. 52. On the inaugural date each U.S. city was served by a different flight. Dispatches were northward only as Western was not authorized to carry mail from Canada;

no first flight covers from Vancouver are known. The airline sponsored a private cachet in red which was applied to a number of July 1 Vancouver covers, which might appear to have been flown on Western's inaugural flights. However, Vancouver mail may not have been flown via this airline or route.

U.S. official cachets of same design, but with applicable name for each city, with U.S. designation "AM 19." Service was actually AM-52. Through error, San Francisco Airport Mail Facility cancelled a number of first flight covers "April 1."

Pilots — W. T. Homan, R. F. Ellinghouse, Alford E. Austerman.

6733	Los Angeles - Vancouver (purple)	(1695 pieces)	2.00
	a. Los Angeles Airfield - Vancouver (green)	(1501 pieces)	2.00
	b. As a., bi-colored cachet		10.00
	c. San Francisco - Vancouver (black)	(1175 pieces)	2.00
	d. San Francisco Airfield - Vancouver (magenta)	(1352 pieces)	2.00
	e. As d., April 17 / PM postmark		10.00
	f. Portland - Vancouver (blue)	(1598 pieces)	2.00
	g. Vancouver - Los Angeles AMF		2.00
	h Vancouver - San Francisco		2.00
	i. Vancouver - Portland		2.00

1967, July 1 — Ottawa - Various Points. Centennial flights to provincial capital cities.

6735	Ottawa - Toronto, Ontario	3.00
	a. Ottawa - Winnipeg, Man.	3.00
	b. Ottawa - Regina, Sask.	3.00
	c. Ottawa - Edmonton, Alta.	3.00
	d. Ottawa - Victoria, B.C.	3.00
	e. Ottawa - Quebec City, Que.	3.00
	f. Ottawa - Fredericton, N.B.	3.00
	g. Ottawa - Halifax, N.S.	3.00
	h. Ottawa - Charlottetown, P.E.I.	3.00
	i. Ottawa - St. Johns, Nfld.	3.00

1967, July 1 — Toronto - Chicago. Air Canada DC-9 service. No covers have been reported from Toronto.

6737	Chicago - Toronto	5.00

1967, July 22 — London, England - Montreal. Royal flight; Prince Philip opening of Pan American Games.

6739	Mailed July 26 in Montreal	10.00

1967, July 26 - Paris, France - Montreal. Charles de Gaulle, President of France, on state visit, piloted by Dointereau flying a DC-8F.

6741	Paris - Montreal	10.00

1967, August 1 — Toronto - Cleveland. North Central Airlines inaugural service via DC-9 jet.

6743	Toronto Airfield - Cleveland	3.00

1967, August 1 — Toronto - Chicago. United Air Lines inaugural service between Chicago and Toronto with official cachets at both the Chicago Post Office and Airport Mail Facility. The airline sponsored an unofficial cachet, applied to covers handled by the airline, most of which were dispatched from Toronto Post Office. Very few covers were dispatched from the Toronto AMF. Covers from both Chicago Post Office and AMF were postmarked Au

gust 1, AM, and backstamped with a United Airlines marking at Toronto. Pilots — Chicago - R. L. Stimely, Toronto - Clark E. Luther.

6745	Chicago - Toronto (green)	(2323 pieces)	2.00
	a. Chicago - Toronto (magenta)		8.00
	b. Chicago Airfield - Toronto (magenta)	(2492 pieces)	2.00
	c. Toronto - Chicago (blue)		15.00
	d. Toronto Airfield - Chicago (no cachet)		20.00

1967, August 1 — Toronto - Detroit. North Central Airlines inaugural over Air Mail Route No. 86. Covers were handled by the airline or in person at Toronto. Some covers intended for dispatch via North Central were wrongly dispatched via United Air Lines' coincidental inaugural flight to Chicago, resulting in very few actual AM-86 covers from Toronto and Airfield. For positive identification of these covers, backstamp at Detroit is essential. There were no cachets provided at either point. Pilot — George R. Downs, Jr.

6747	Detroit-Toronto	(60 pieces)	15.00
	a. Detroit Airfield - Toronto	(103 pieces)	9.00
	b. Toronto - Detroit		15.00
	c. Toronto Airfield - Detroit		25.00
	d. Toronto - [Detroit] - Cleveland		9.00

1967, August 1 — Goose Airport. Transfer of airport from RCAF to Department of Transport.

6749	Goose Airport	5.00

1967, August 15 — Montreal - Chicago. Air Canada direct service inaugural. No covers have been reported from Chicago.

6751	Montreal - Chicago	3.00
	a. Toronto - Chicago	3.00
	b. Toronto Airfield - Chicago	3.00
	c. Toronto - Chicago Airfield	3.00

1967, August 20 - Ottawa - London. Air Canada inaugural service, flown by DC-9 aircraft.

6753	Ottawa - London, Aug. 20	3.00

1967, August 20 - Ottawa - Quebec. Air Canada inaugural flight, flown by DC-9 aircraft.

6755	Ottawa - Quebec	5.00
	a. Quebec - Ottawa	5.00

1967, September 1 - Ottawa - St. John's, Nfld. Air Canada inaugural direct flight by DC-9.

6757	Ottawa - St. John's	5.00
	a. St. John's - Ottawa	5.00

1967, September 1 - London - London, England. 40th anniversary of London - London flight attempt. "Lonpex '75" printed sticker cachet. Flown cover.

6759	London - London	5.00

1967, September 1. Inauguration of Air Canada DC-9 service to Canadian cities.

6761	Ottawa - London	3.00
	a. London - Ottawa	3.00
	b. Montreal - Windsor	3.00
	c. Windsor - Montreal	3.00
	d. Winnipeg - Regina	3.00

e.	Winnipeg - Saskatoon	3.00
f.	Regina - Winnipeg	3.00
g.	Regina - Calgary	3.00
h.	Regina - Edmonton	3.00
i.	Saskatoon - Winnipeg	3.00
j.	Saskatoon - Calgary	3.00
k.	Saskatoon - Edmonton	3.00
1.	Calgary - Montreal	3.00
m.	Calgary - Winnipeg	3.00
n.	Calgary - Edmonton	3.00
o.	Calgary - Regina	3.00
p.	Calgary - Saskatoon	3.00
q.	Edmonton - Regina	3.00
r.	Edmonton - Saskatoon	3.00

1967, September 5 — Chicago - Duluth - Fort William. Pre-inaugural flight of North Central Airlines DC-9. Few covers were carried.

6763	Chicago - Duluth - Fort William	10.00

1967, September 8 — Chicago - Green Bay - Duluth - Fort William. North Central Airlines inaugural service to Port Arthur / Fort William, flown by DC-9. Green unofficial cachet applied by airline. Covers have Port Arthur or Fort William postmarks and backstamps.

6765	Chicago - Fort William	5.00
a.	Duluth - Fort William	5.00
b.	Green Bay - Fort William	5.00
c.	Fort William - Chicago	5.00
d.	Fort William - Duluth	5.00
e.	Fort William - Green Bay	5.00

1967, September 18 - Toronto - Erie, Penn. Few details are known of this experimental flight.

6767	Toronto-Erie (no cachet)	15.00

1967, September 20 — Montreal - Vancouver. Air Canada DC-8 service.

6769	Montreal - Vancouver	10.00
a.	Vancouver - Montreal	10.00

1967, September 29 - Montreal - Toronto - Los Angeles. Inaugural Air Canada DC-8 nonstop service. 9-line black printed cachet.

6771	Los Angeles - Toronto	3.00
a.	Los Angeles Airfield - Toronto	3.00
b.	Los Angeles - Montreal	3.00
c.	Los Angeles Airfield - Montreal	3.00
d.	Toronto - Los Angeles	3.00
e.	Montreal - Los Angeles	3.00

1967, September 29 — Montreal - St. John's, Nfld. Air Canada direct service.

6773	Montreal - St. John's	3.00
a.	St. John's - Montreal	3.00

1967, October 1-2 — Toronto - Erie, Penn. Allegheny Airlines became an international air carrier when it inaugurated service into Toronto on an extension from Erie. No cachets or

other philatelic markings were applied to covers at either Erie or Toronto. Toronto AMF covers bear either Erie or Washington, D.C. backstamps. No authenticated covers have been reported from Toronto Post Office.

6775	Erie (no cachet)	(75 pieces)	15.00
	a. Toronto Airfield (no cachet)		35.00

1967, October 14 — England - Iceland - Gander - Toronto. Solo record flight by Sheila Scott in a Piper Commanche, with postmarks of all stops and pilot's signature.

6777	London - Iceland - Gander - Toronto	25.00

1967, October 14 — Toronto - New York. Allegheny Airlines Convair 580 propjet service.

6779	Toronto - New York	5.00

1967, November 4 — Montreal - Barbados. First flight Air Canada DC-8-61.

6781	Montreal - Barbados	10.00
	a. Barbados - Montreal	15.00

1967, November 10. Lonpex '75 stamp exhibition. Same covers as September 1 with printed cachet sticker for London - London flight.

6783	"Lonpex 75"	5.00

1967, November 13. Souvenir cover of Italy Day, Montreal Expo '67. Sponsored by Canadian Pacific Airlines on its 25th anniversary. 3-color printed cachet.

6785	Montreal	5.00

1967, November 23 — Alouette - Ottawa - Montreal. Air Canada new flight routing.

6787	Alouette - Ottawa	5.00
	a. Alouette - Montreal	5.00

1967, November 24 — Port Alfred - Bagotville. Air Canada Saguenay small cachet on inuagural service.

6789	Port Alfred - Bagotville	5.00

1968, June 6 — The Pas - Moose Lake. Flown by Lamb Airways.

6801	The Pas - Moose Lake	20.00
	a. Moose Lake - The Pas	20.00

1968, June 8 — Various Canadian Postal Centers. Covers were posted at various centers with Armed Forces Day slogan cancels. Twenty-four different locations have been reported.

6803	Any city, June 8	1.00

1968, June 24 —Montreal - Toronto. Re-enactment of 1918 Peck flight in Tiger Moth CF-CJK; pilot, Donald Chamberlain. Anniversary cachet in black plus purple re-enactment cachet; commemorative postmark.

6805	Montreal - Toronto	5.00

1968, July 9 — Calgary - Edmonton. Re-enactment flight in Gypsy Moth CF-APA, piloted by Jack Londage on 50th anniversary of Katherine Stinson flight. Stampede printed envelope and cachet.

6807	Calgary - Edmonton	15.00

1968, July 13 — Cranbrook, B.C. Airport Opening. Typed cachet. Some covers signed by Major G. W. Haddad.

6809	Cranbrook	(37 pieces)	25.00

1968, July 20 — Edmonton. Commemorative postcard of first mail flight in Western Canada by Katherine Stinson in 1918. Picture of mail being handed into plane.

6811	Edmonton	10.00

1968, August 31 — Elliott Lake, Ont. Airport Opening.

6813	Elliott Lake	(12 pieces)	35.00

1968, September 1 — Armstrong, B.C. Airport Opening. Covers were postmarked on August 31 due to holiday.

6815   Armstrong   35.00

1968, September 9-11 — Toronto - Montreal - Rome - Athens. Canadian Pacific Airlines DC-8 service. Printed cachets. Both Canadian and Greek franking on some covers. Postcards and envelopes; first flight cancellation on some covers.

6817	Toronto - Athens, Sept. 10 (green)	5.00
	a. Toronto - Rome, Sept. 10 (black)	10.00
	b. Montreal - Athens, Sept. 11 (orange)	5.00
	c. Montreal - Rome, Sept. 11 (black)	10.00
	d. Athens - Montreal	10.00
	e. Athens - Toronto	10.00

1968, September 12 — Vancouver - Tokyo - Hong Kong - Bangkok. Japan Airlines DC-8 service.

6819	Vancouver - Tokyo	10.00
	a. Vancouver - Hong Kong	20.00
	b. Vancouver-Bangkok	20.00
	c. Tokyo - Vancouver	10.00
	d. Hong Kong - Vancouver	20.00
	e. Bangkok - Vancouver	20.00

1968, October 15 — Montreal - Ottawa. Air Canada last flight to Air Museum at Ottawa International Airport. Lockheed L-10A, CF-TCA.

6821	Montreal - Ottawa	5.00

1968, October 31 — Montreal - Philadelphia. Allegheny Airlines inaugural service to Montreal.

6823   Philadelphia - Montreal   5.00

1968, November 1 — Ottawa - Vancouver. Canadian air mail rates changed to 6c domestic and 10c to the U.S. Covers were sent via air mail to various destinations in Canada and U.S. This was also the first day of issue of the 6c Transportation definitive. Eleven domestic and 10 U.S. destinations have been reported at the new rates.

6825   Covers sent to points in Canada   1.00
           a. Covers sent to points in U.S.A.   1.50

1968, December 3 — Frobisher Bay. Inaugural Nordair jet flight to Canadian Arctic. Flown on DC-9 CF-NAB with various signatures.

6827   Frobisher Bay   10.00

1969, February 3 — Ottawa - Kapuskasing. Georgian Bay Airways first flight.

6901   Ottawa - Kaupskasing   10.00
           a. Ottawa - Sudbury   10.00
           b. Ottawa - Elliot Lake   10.00
           c. Ottawa-North Bay   10.00
           d. Ottawa - Sault Ste. Marie   10.00

1969, March 3 — Vancouver - Seattle. Re-enactment flight in replica of Boeing B & W seaplane, piloted by Clayton L. Scott.

6903   Vancouver - Seattle   5.00

1969, March 26 — Montreal - Resolute Bay. Flown in Nordair DC-9 CF-NAB, piloted by Julius P. Sesia.

6905   Montreal - Resolute Bay   10.00
           a. Resolute Bay - Montreal   10.00

1969, April 1 — Ottawa - Vancouver. Canadian Pacific Airlines first flight on this route.

6907   Ottawa - Vancouver   2.00
           a. Ottawa - Edmonton   2.00
           b. Ottawa - Toronto   2.00
           c. Ottawa - Montreal   2.00
           d. Toronto - Ottawa   2.00
           e. Montreal - Ottawa   2.00

1969, April 2 — Chicago - Montreal - Athens. Olympic Airways inaugural flight.

6909   Chicago - Montreal   10.00
           a. Montreal Airfield - Athens   10.00
           b. Montreal Airfield - Chicago   10.00
           c. Chicago - Athens   10.00

1969, April 9-June 7 — Resolute Bay - Montreal. Nordair inaugural Boeing 737 flight, aircraft CF-NAB. Covers bear postmarks of April 9 and June 7, with no backstamp; actual date of flight uncertain.

6911   Resolute Bay - Montreal   10.00

1969, April 21-25. Air Canada strike resulted in the redeployment by emergency air mail. Covers exist mailed primarily from Ottawa to many points to which mail was normally carried by Air Canada (13 points in Canada, 11 in U.S. and overseas). Covers from Vancouver, Chicago, Miami, Victoria, Halifax, Seattle, and Cleveland have also been reported. An unofficial 3-line cachet was applied.

6913	Any city, April 21-25	1.00

1969, April 24 — Toronto - Montreal - Brussels - Vienna. Air Canada inaugural service with DC-8. Very small amount of mail carried.

6915	Toronto - Brussels	10.00
	a. Montreal - Brussels	10.00
	b. Toronto - Vienna	10.00
	c. Montreal - Vienna	10.00

1969, April 26 — Woodstock, Ont. Williams Airport commemorative cachet. Covers were stamped in black: "Flown T. Williams Woodstock, Ont. Flying Club Sat. April 26, 1969" and in red: "Dropped by Parachute."

6917	Woodstock	5.00

1969, May 4 — **Montreal - Madrid.** Iberia Air Lines inaugural service.

6919	Montreal AMF - Madrid	8.00
	a. Madrid - Montreal	8.00

1969, May 5 — Toronto - Rome - Toronto. Italian Society of Artists on board Wardair Boeing 707; O. B. Freeman, pilot. Postmarked Edmonton.

6921	Toronto - Rome - Toronto	5.00

1969, May 21 — Various Postal Centers. Resumption of DC-9 nonstop service after Air Canada strike terminated.

6923	Halifax - Ottawa	2.00
	a. Moncton - Toronto	2.00
	b. Ottawa - Quebec City	2.00
	c. Ottawa - Halifax	2.00
	d. Windsor - Toronto	2.00
	e. Sault Ste. Marie - Toronto	2.00
	f. Vancouver - Regina	2.00
	g. Regina - Vancouver	2.00
	h. Regina - Toronto	2.00

1969, May 26-June 2 — Vancouver - Winnipeg - Copenhagen - Frankfurt. Air Canada DC-8 first flight. Small amount of mail carried.

6925	Vancouver - Copenhagen, May 26	10.00
	a. Vancouver - Frankfurt, May 26	10.00
	b. Winnipeg - Copenhagen, June 2	10.00
	c. Winnipeg - Frankfurt, June 2	10.00
	d. Copenhagen - Vancouver, May 27	10.00
	e. Copenhagen - Winnipeg, May 27	10.00

1969, June 4 — Vancouver - Calgary - Edmonton - Copenhagen. Air Canada DC-8 first flight.

6927	Vancouver - Copenhagen	3.00
	a. Calgary - Copenhagen	3.00
	b. Edmonton - Copenhagen	3.00

1969, June 11 — Athens - Montreal. Olympics Airways Boeing 707 inaugural service.

6929	Athens - Montreal	5.00

1969, June 14 — St. John's - Shannon (via Clif den). Re-enactment of 1919 flight sponsored by Royal Trust, with pilot Thomas R. Lea in Piper Navajo.

6931   St. John's - Shannon   (200 pieces)   15.00

1969, June 14 — St. John's, Newfoundland. Commemorative card flown by British Air ways Corporation jet; with slogan cancel: "Capt. Alcock and Lt. Brown 1st flight Trans-Atlantic 14-15 June 1919."

6933   St. John's, June 14   5.00

1969, June 27 — Montreal - Sept Iles. Quebecair BAC 1-11 inaugural service, piloted by Paul Lapointe.

6935   Montreal - Sept Iles   10.00
        a. Sept-Iles - Montreal   10.00

1969, July 1 — Ottawa. Flown in Avro SO4K G-CYCK of the National Aeronautical Collection, piloted by W/C Paul Hartman. Black cachet; 50 covers signed by pilot.

6937   Ottawa   2.00

1969, July 2 — Frankfurt - Ottawa. Atlantic Airways DC-8-33, #607, piloted by Capt. Kramer. Covers posted on arrival in Ottawa.

6939 Frankfurt - Ottawa   10.00

1969, July 12 — Creston, B.C. Airport Opening. Covers with printed label cachet in color.

6941   Creston   (12 pieces)   35.00

1969, August 2 — Calgary - Golden - Vernon. Re-enactment of flight by Ernie Hoy of first British Columbia to Alberta air mail service. Sponsored by Vernon Flying Club. Signed covers are known.

6943 Calgary - Golden - Vernon   15.00

1969, August 26 — Toronto - New York. Re-enactment flight on 50th anniversary of first flight. Flown in Cessna Skyhawk, piloted by Captain Lloyd Embury. Covers with 11-line cachet in black.

6945 Toronto - New York   (100 pieces)   10.00

1969, September 26 — Truro - Chalottetown. Re-enactment flight of first Maritimes air mail service. Aircraft was a Miles Hawk M2S, piloted by Rev. Major John MacGillivary. Black cachet.

6947 Truro - Charlottetown   (200 pieces)   10.00

1969, November 16 — Salmon Arm, B.C. Municipal Airport dedication.

6949   Salmon Arm   ....   (15 pieces)   30.00

1969, December 3 — Trans-Atlantic Jet Flight. Nordair Boeing 737 CF-NAB flight. Covers were postmarked in Frobisher Bay on January 15, 1970.

6951   Frobisher Bay, Dec. 3 (postmarked Jan. 15, 1970)   5.00

1970, March 9-13 — Ottawa - New York. Inaugural hovercraft flight for "Interpex" in a Roland BER 20911. Some covers were franked and cancelled in Ottawa and New York on a 3-part folded card with 4-line boxed cachet in blue.

7001 Ottawa-New York, March 9-13   10.00

1970, April 5 — Frankfurt - Montreal. Lufthansa Boeing 707 service over revised route itinerary.

7003   Frankfurt - Montreal   5.00

1970, April 26 — Dryden - Kenora - Thunder Bay. Transair inaugural service.

7005   Dryden - Kenora   5.00
            a. Dryden - Thunder Bay   5.00
            b. Dryden - Sault Ste. Marie   5.00
            c. Dryden - Winnipeg   5.00

1970, May 1-2 — Toronto - Montreal - Brussels - Prague. Air Canada DC-8 service with addition of Prague. Some covers have Air Canada printed cachets.

7007   Toronto - Prague, May 1   10.00
            a. Montreal - Prague, May 1   10.00
            b. Prague - Toronto, May 2 (blue)   10.00
            c. Prague - Montreal, May 2 (red)   10.00

1970, May 4 — New York - Montreal - Prague. Czechoslovakian Airlines (CSA) inaugural service in an Ilyushin 62.

7009   New York - Montreal   10.00
            a. Montreal - Prague   10.00
            b. Prague - Montreal (black)   5.00
            c. Montreal-New York   10.00
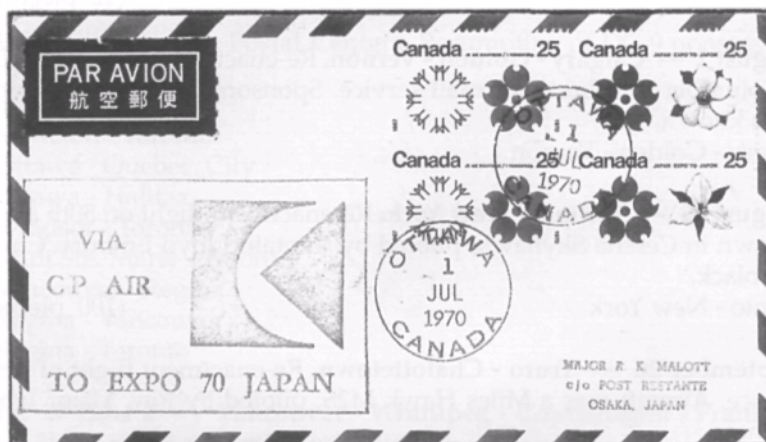
1970, May 21-July 1 — Ottawa - Osaka, Japan. Covers dispatched via CP Air to Expo '70 in Japan, franked with Canadian Expo stamps, and red, purple, and blue boxed cachets.

7011   Ottawa - Japan (March 18 first day cover, backstamped May 21)   5.00
            a. Ottawa - Japan, July 1   5.00

1970, May 28 — Hamilton - Toronto. Re-enactment of first air mail flight. Signed by Mayors of Hamilton and Toronto.

7013   Hamilton - Toronto   5.00
            a. Toronto - Hamilton   5.00

1970, June 11 — Montreal - Paris. Air France first regular flight of Boeing 747 over this leg of the Paris to Chicago route. Printed sticker cachet.

7015   Montreal - Paris   5.00
            a. Montreal - Chicago   5.00
            b. Paris - Montreal   5.00

1970, June 19 — Belgrade, Yugoslavia - Toronto. JAT Jugoslovavian Aerotransport Boeing 707 inaugural service.

7017   Belgrade - Toronto   5.00

1970, June 25-July 8 — Halifax - Victoria. Royal Canadian Flying Clubs Association (R.C.F.C.A.) trans-Canada commemorative flight. Covers were flown from the 24 points listed to Vancouver and backstamped by the British Columbia Aviation Council between June 30 and July 9. Covers flown by Bill Parks, pilot, to various originating points; some varieties exist with blue and black printed envelopes. Covers with aircraft cachet showing a Fairey seaplane, the F-3 flying boat in red, black, and blue and bearing the same postmarks and backstamps have also been reported for many if not all of the 24 points. Some covers were postmarked later in October, the actual month of the original flight (see listing #7037).

7019   Halifax, June 25   1.00
      a. Halifax, June 26   1.00
      b. Moncton   1.00
      c. Fredericton   1.00
      d. Quebec   1.00
      e. Trois Rivieres   1.00
      f. St. Hubert, June 28   1.00
      g. Ottawa   1.00
      h. North Bay   1.00
      i. Earlton   1.00
      j. Jellicoe   1.00
      k. Kapuskasing, June 29   1.00
      1. Thunder Bay   1.00
      m. Kenora, June 30   1.00
      n. Winnipeg, July 2   1.00
      o. Brandon   1.00
      p. Regina,July3   1.00
      q. Moose Jaw   1.00
      r. Calgary, July 6   1.00
      s. Penticton, July 4   1.00
      t. Cranbrook   1.00
      u. Chilliwack   1.00
      v. Vancouver   1.00
      w. Victoria, July 8   1.00

1970, June 26 — Toronto - New York. Air Canada service commemorating 25th anniversary of United Nations. Red boxed cachet.

7021   Toronto - New York   2.00

1970, July 6-September 2 — Royal Visit Flight. This special flight of Queen Elizabeth was in conjunction with the Centennial of the Northwest Territories. Covers with blue and red cachets were postmarked as follows:

7023   Tuktoyaktuk (plane could not land - no postmark)   5.00
      a. Yellowknife, July 8   5.00
      b. Fort Smith, July 8   5.00
      c. Inuvik, July9   5.00
      d. Pine Point, July 11   5.00

e. Fort Providence, July 13			5.00
f. Drake Point, Sept. 2 (rescheduled to Rea Point; covers postmarked Lansdowne Park)			5.00

1970, July 27 — Northwest River. Eskimo and map of Labrador cachet in blue. Event uncertain.

7025	Northwest River		2.00

1970, September 12-13 — Grand Forks, B.C. Airport opening.

7027	Grand Forks, Sept. 12	(75 pieces)	15.00
	a. Grand Forks, Sept. 13	(36 pieces)	20.00

1970, September 18 — Thunder Bay - Ottawa. Flight of CF-AMB Stearman 4 EM to National Aeronautical Collection, piloted by Frank Kearney. This type of plane performed air mail delivery in the early 1930s. Covers bear a printed cachet snowing the plane.

7029	Thunder Bay - Ottawa	(483 pieces)	3.00

1970, September 20-21 — Revelstoke, B.C. Official airport opening.

7031	Revelstoke	(25 pieces)	35.00

1970, September 24-27 — Westwin - Winnipeg. Commemoration of the British Commonwealth Wartime Aircrew Reunion C.F.B. Winnipeg.

7033	Winnipeg covers		3.00
	a. Westwin covers		3.00

1970, September 26 — Westwin. Commemoration of Manitoba Centennial Air Show, September 24-27 in Winnipeg.

7035	Westwin		3.00

1970, October 7-17 - Halifax - Victoria. Commemoration of First Cross-Canada flight; covers were backstamped by British Columbia Aviation Council between October 9-19. These covers are similar to those of June 25-28 which have the aircraft cachets in purple, red, magenta, black, and blue. The 14 points of origin are those of the original flight. Some varieties exist, including the R.C.F.C. A. printed envelopes used on the June 25-July 9 flights; slogan cancels were the same as the anniversary covers on September 21 and 24. Some covers were signed by original flight participants.

7037	Halifax, Oct. 7		1.00
	a. Harding Point, Oct. 7		1.00

b. Fredericton, Oct. 7	1.00
c. Riviere-du-Loup, Oct. 8	1.00
d. Ottawa, Oct. 7 (no cachet)	1.00
e. Ottawa, Oct. 9	1.00
f. Sault Ste. Marie, Oct. 10	1.00
g. Kenora, Oct. 10	1.00
h. Winnipeg, Oct. 11	1.00
i. Regina, Oct. 11	1.00
j. Medicine Hat, Oct. 11	1.00
k. Calgary, Oct. 13	1.00
1. Revelstoke, Oct. 15	1.00
m. Merritt, Oct. 17	1.00
n. Vancouver, Oct 17 (one example seen on Oct. 8)	1.00

1970, October 13. Re-enactment of first use of aircraft for news coverage on Oct. 13, 1920. Flown in Tiger Moth CF-COV, pilot Duncan Marshall.

7039   5.00

1970, November 2 — Amsterdam - Montreal. Czechoslovakian Airlines (CSA) Ilyushin 62 inaugural service.

7041   Amsterdam - Montreal   5.00
         a. Montreal - Amsterdam   5.00

1970, December 3 — Scampton - Goose Bay. RAF Avro Vulcan BMF2 XM595, piloted by W/C C. A. Vasey, commemorating the "Dam Busters." RAF Museum cover.

7043   Scampton - Goose Bay   (15,000 pieces)   5.00

1971, March 16-21 — Montreal - Fort Chimo - Great Whale River - Resolute Bay. Nordair flight over CAM 59 route. Covers with red cachet and postmarks at arrival points.

7101   Fort Chimo, March 16   5.00
         a. Resolute Bay, March 20   5.00
         b. Great Whale River, March 21   5.00
         c. Montreal, March 29   5.00

1971, March 17-21 — Frobisher Bay - Pangnirtung - Clyde - Hall Beach - Cape Dorset - Broughton Island. Nordair first flight over CAM-54 route. Postmarks at arrival points. Red cachet.

7103   Pangnirtung, March 17   5.00
         a. Frobisher Bay, March 18   5.00
         b. Clyde, March 23   5.00
         c. Hall Beach, March 23   5.00
         d. Cape Dorset, March 25   5.00
         e. Broughton Island, March 27   5.00

1971, March 28 — Montreal - Tel Aviv. El Al Israeli Airlines Boeing 707 service, piloted by Captain Ohad. About 25 covers only were properly backstamped at Lod on March 29.

7105 Montreal - Tel Aviv   10.00
         a. Montreal - Tel Aviv (backstamped March 29, Lod)   25.00
         b. Tel Aviv - Montreal   10.00

NOTE — From March 31 to May 21, 1974, a number of smaller northern airlines commenced Contract Air Mail numbered routes. The originating points of all flights are clear, but in

some cases, not the destinations as many of the reported covers were addressed to Ottawa. Where there is doubt, the destination has been omitted. The covers are listed under the postmark dates of all legs.

1971, March 31-May 11 - Edmonton - Mackenzie River. Pacific Western Airways flight over CAM 185.

7107	Yellowknife - Edmonton	3.00
	a. Edmonton - Inuvik, May **11**	3.00

1971, April 1 - Montreal - Santa Maria - Lisbon. First flight of TAP Air Portugal. Printed cachets.

7109	Montreal - Santa Maria (purple)	5.00
	a. Montreal - Lisbon (black)	5.00
	b. Santa Maria - Montreal	5.00
	c. Lisbon - Montreal	5.00

1971, April 1 — Toronto - Montreal - Tel Aviv. Canadian Pacific Airlines DC-8 first flight.

7111	Montreal - Tel Aviv	10.00
	a. Toronto - Tel Aviv	10.00
	b. Tel Aviv - Montreal	10.00

1971, April 4-12 — Port Hardy - Dawsons Landing. Air West Airlines flight over CAM 223.

7113	Sullivan Bay, April 8	3.00
	a. Port Hardy, April 10	3.00
	b. Dawsons Landing, April 12	3.00

1971, April 6-30 - Carrot River - Cumberland House. Carrot River Airways flight over CAM 154.

7115	Carrot River - Cumberland House, April 6	3.00
	a. Cumberland House, Carrot River, April 6	3.00
	b. Red Earth, April 13	3.00
	c. Pakivair Lake, April 16	3.00
	d. Sturgeon Landing - Carrot River, April 30	3.00

1971, April 7 — Port Hardy - Winter Harbour. Air West Airlines flight over CAM 226.

7117	Port Hardy - Winter Harbour, April 7	3.00

1971, April 7 — Yellowknife - Snowdrift. Ptarmigan Airways flight over CAM 189.

7119	Yellowknife - Snowdrift, April 7	3.00

1971, April 7-13 —Terrace - Telegraph Creek. Trans Provincial Airlines flight over CAM 231.

7121	Terrace, April 7	3.00
	a. Stewart, April 7	3.00
	b. Prince Rupert, April 8	3.00
	c. Alice Arm, April 8	3.00
	d. Eddontenajon, April 13	3.00
	e. Telegraph Creek, April 13	3.00

1971, April 19-24 — Campbell River - Kyuguot. Island Airlines flight over CAM 224.

7123	Campbell River, April 19	3.00
	a. Kyuguot, April 22	3.00
	b. Zeballos, April 23	3.00
	c. Fair Harbour, April 24	3.00

1971, April 21 — Buffalo Narrows - Dillon. Athabaska Airways flight over CAM 153.

7125	Buffalo Narrows - Dillon	3.00

1971, April 21 — Buffalo Narrows - Patuanak. Athabaska Airways flight over CAM 156.

7127	Buffalo Narrows - Patuanak	3.00

1971, April 25 — Toronto - Vancouver. Air Canada inaugural Boeing 747 service. Black cachet.

7129	Toronto - Vancouver (black)	5.00
	a. Vancouver - Toronto (black)	5.00

1971, April 26-28 — Campbell River - Surge Narrows. Island Airlines flight over CAM 230.

7131	Mangons Landing, April 26	3.00
	a. Cortes Bay, April 28	3.00
	b. Squirrel Cove, April 28	3.00
	c. Whaletown, April 28	3.00
	d. Surge Narrows, April 28	3.00

1971, May 3 — Deception Bay. First air mail flight by Nordair.

7133	Deception Bay	5.00

1971, May 4-16 - Mackenzie Delta - Coppermine. Northward Aviation flight over CAM 186.

7135	Inuvik - Tuktoyaktuk, May 4	3.00
	a. Yellowknife, May 5	3.00
	b. Arctic Red River, May 5	3.00
	c. Aklavik, May 5	3.00
	d. Fort McPherson, May 6	3.00
	e. Coppermine, May 7	3.00
	f. Fort Franklin, May 7	3.00
	g. Tuktoyaktuk - Inuvik, May 7	3.00
	h. Cambridge Bay, May 14	3.00
	i. Holman, May 14	3.00
	j. Spence Bay, May 18	3.00

1971, May 5-18 — Yellowknife - Port Radium. North by Northwest Territorial Airways flight over CAM 187.

7137	Yellowknife - Port Radium, May 5	3.00
	a. Port Radium - Yellowknife, May 18	3.00

1971, May 8 — Eureka. Atlas Aviation flight over CAM 57.

7139	Eureka, May 8	3.00

1971, May 11-25 — Lynn Lake - South Indian Lake. Calm Air flight over CAM 129.

7141	Lynn Lake - South Indian Lake, May 11	3.00
	a. South Indian Lake - Lynn Lake, May 25	3.00

1971, May 15-31 — Ilford - Split Lake. Riverton Airways flight over CAM 133. Covers marked Ilford-Shamattawa.

7143	Shamattawa - Ilford, May 31	3.00
	a. Split Lake - Shamattawa, May 15	3.00

1971, May 18 — Lynn Lake - Brochet. Calm Air flight over CAM 131.

7145	Lynn Lake - Brochet	3.00
	a. Brochet - Lynn Lake	3.00

1971, May 19-21 — Orillia - Hydro Glen. Orillia Air Services flight over CAM 96.

7147	Orillia - Hydro Glen, May 19	3.00
	a. Hydro Glen - Orillia May **21**	3.00

1971, May 28 — Montreal - **Tel Aviv.** El Al Airlines inagugural flight. Few covers.

7149	Montreal - Tel-Aviv	20.00

1971, June 3 — London, England - Toronto. Air Canada Boeing 747 inaugural service.

7151	Toronto - London	3.00
	a. London - Toronto	3.00

1971, June 22 — Igloolik. Few details available of this flight.

7153	Igloolik, **June 22**	3.00

1971, June 30 — Montreal - Vancouver. First day of use of 7c air mail rate; also first day for 7c air mail stamp. Boxed cachet. Regular (red), tagged (purple), coil (black). Flown on Air Canada Boeing 747.

7155	Montreal - Vancouver, any usage - June 30	1.00

1971, July 1. "Ail-Up" First-Class Mail To Foreign Countries. As of this date, Canadian first-class mail was flown in an "all-up" air service to foreign countries.

7157	Any city, July 1	3.00

1971, July 1-7 — London, England - Victoria Air Race. RAF Museum; printed cachet. Twelve intermediate stops listed on cover.

7159	London - Victoria	3.00

1971, July 1-7 — London, England - Victoria Air Race. Printed red and blue cachet; stops on this race were points listed below.

7161	London (Abingdon) (different frankings) - Victoria	2.00
	a. Ayr-Victoria	2.00

b. Rekjavik - Victoria		3.00
c. Narssarsuaq - Victoria		3.00
d. Goose Airport - Victoria		2.00
e. Quebec City - Victoria		2.00
f. Ottawa - Victoria		2.00
g. Winnipeg - Victoria		2.00
h. Regina - Victoria		2.00
i. Calgary - Victoria		2.00
j. Victoria		2.00

1971, July 4 — Ottawa. Post card flown in Sopwith triplane "Black Maria" N5492 at Rockcliffe by W/C Paul Hartman to commemorate arrival of contestants of British Columbia Centennial Air Race.

7163   Ottawa, July 4 (red)   3.00

1971, July 5 — Calgary - Baton Rouge, La. Covers carried on "Powder Puff" Derby, 25th Jubilee; official timestamps were applied for start and end of race.

7165   Calgary - Baton Rouge, July 5   10.00

1971, July 6 — Toronto - Montreal - Paris - Frankfurt. Air Canada inaugural of Boeing 747 service on this route.

7167	Toronto - Paris	3.00
	a. Montreal - Paris	3.00
	b. Paris - Montreal	3.00
	c. Frankfurt - Montreal	3.00
	d. Toronto - Montreal	3.00
	e. Toronto - Frankfurt	3.00
	f. Montreal - Frankfurt	3.00
	g. Montreal -Toronto	3.00
	h. Paris - Toronto	3.00
	i. Frankfurt - Toronto	3.00
	j. Montreal - Vancouver	3.00
	k. Paris - Vancouver	**3.00**
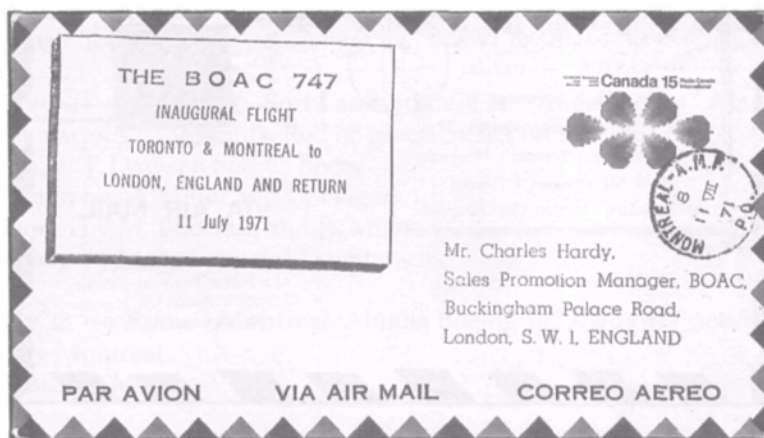
1971, July 11 — Toronto - Montreal - London, England. First Boeing 747 flight of BOAC. Round-trip covers were flown.

7169   Toronto - London   5.00

a. Montreal - London		5.00
b. London - Montreal		5.00
c. London - Toronto		5.00

1971, August 25 — Lyneham - Goose Bay. RAF commemorative cover of joint RAF and U.S.A.F. BMEWS operation; covers flown in Hercules CMK1 - XV290, piloted by F/LA. F. Quartly.

7171	Lyneham - Goose Bay	(15,000 pieces)	3.00

1971, September 20 — Ottawa - Montreal - Pittsburgh. Nordair inaugural service to Pittsburgh.

7173	Ottawa - Pittsburgh	5.00
	a. Montreal - Pittsburgh	5.00

1971, October 3 — Bromont. Airport dedication.

7175	Bromont	(60 pieces)	15.00

1971, October 6 — Christmas Flights. As noted in listings below, all were first day covers (postmarked in Ottawa) of 1971 Christmas stamps; flown by Air Canada, except c. which was flown by C P Air.

7177	Ottawa - Whitehorse *(7c - red tagged, blue regular)*	1.00
	a. Ottawa - Christmas, Florida (10c - red tagged, blue regular)	1.00
	b. Ottawa - North Pole, Alaska *(6c and 7c - red tagged, red regular)*	1.00
	c. Ottawa - Christmas Island	
	(10c and 15c - black; 4c and 6c black regular)	1.00

1971, November 2 — Mexico City - Montreal. KLM Boeing 747 inaugural service.

7179	Mexico City - Montreal	5.00

1971, November 5 — Ottawa - Christmas Island. Flight by C P Air with first day covers of Christmas stamps, backstamped on Nov. 5.

7181	Ottawa - Christmas Island, Nov. 5-5	3.00

1971, November 5-December 22 — Montreal - Toronto - Vancouver - Guadalajara - Acapulco. C P Air inaugural service to the Mexico points, via DC-8.

| 7183	Vancouver - Guadalajara, Nov. 5	3.00
	a. Montreal - Guadalajara, Nov. 7	3.00

	b.Toronto - Guadalajara, Dec. 22		3.00
	c. Toronto - Acapulco, Dec. 22		3.00
	d. Montreal - Acapulco, Nov. 22		3.00
	e. Vancouver - Acapulco, Nov. 22		3.00
	f. Guadalajara - Montreal, Nov. 28		3.00
	g. Guadalajara - Toronto, Nov. 28		3.00
	h. Guadalajara - Vancouver, Nov. 28		3.00
	i. Acapulco - Montreal, Nov. 28		3.00
	j. Acapulco - Toronto, Nov. 28		3.00
	k. Acapulco - Vancouver, Nov. 28		3.00

1971, November 15 — Goose Airport. RAF Museum covers flown in Vulcan MK11 XM-649, piloted by F/L P. G. Geen, on 20th anniversary of RCAF taking over North Luffenham.

7185   Goose Airport   (7,000 pieces)   5.00

1971, November 26 — Montreal - Miami. Air Canada inaugural Boeing 747 service.

7187   Montreal - Miami   3.00
     a. Miami - Montreal   3.00

1972, February 21 — Finningley, England - Goose Bay. RAF Museum commemorative cover of 21st anniversary of first jet crossing of Atlantic. Flown in Canberra TT18 W15 and Hercules CMK1 XV219; pilots were Jamieson and Johnson of RAF. Printed cachet in color.

7201   Finningley - Goose Bay   (17,900 pieces)   3.00

1972, March 1 — Kingston, Jamaica - Toronto. Air Jamaica inaugural service.

7203   Kingston, Jamaica - Toronto   3.00

1972, April 1 — Madrid - Montreal. Iberia Airlines Boeing 747 inaugural service.

7205   Madrid - Montreal   5.00

1972, May 1 - Toronto - Zurich. Air Canada DC-8B nonstop service. Printed cachet; special postmark in red.

7207   Toronto - Zurich   5.00

1972, May 4 — Warsaw - Toronto. LOT Polish Airlines Ilyushin 62 inaugural service.

7209   Warsaw - Toronto   5.00

1972, May 5-17 — Ottawa - Fort Lauderdale, Fla. "Angel Derby" Air Race. Covers were carried by various contestants. Red or green cachet on reverse.

7211   Flown by T. Dawson and C. Beers   10.00
     a. Flown by M. Miller and C. Felger   10.00
     b. Flown by M. Budding and R. Miller   10.00
     c. Flown by Mary Law and Dot Shaw   10.00

1972, May 28 — Rome - Montreal. Alitalia Boeing 747 inaugural service.

7213   Rome - Montreal   5.00
     a. Vatican - Montreal   5.00

1972, June 3 — Nelson, B.C. Opening of Norman Stubbs Airport.

7215   Nelson   (330 pieces)   4.00

1972, June 4 — Ottawa. Flown at Canadian Aviation Historical Society's 9th Annual Convention. Paul Hartman piloted an AVRO 504K of the National Aeronautical Collection.

7217	Ottawa (green plane cachet)	2.00

1972, June 23 — Downsview (Toronto) - Scampton. RAF Museum cover commemorating 617 Squadron Reunion in Toronto and opening of Cheshire Home. Flown in Vulcan B, MK2 SM575, by W/C Hines.

7219	Downsview - Scampton	5.00

1972, July 1 — Ottawa. Canada Day flight of AVRO 504K by Paul Hartman from CFB Rockcliffe to Museum of Science and Technology.

7221	Ottawa (black plane cachet)	2.00

1972, July 17 — Warsaw - Montreal. LOT Polish Airlines charter flight by Ilyushin 62.

7223	Warsaw - Montreal	5.00

1972, July 22 - Carp, Ontario. Carp Air Show with AVRO 504K flown by Paul Hartman from Rockcliffe Airport.

7225	Carp (black plane cachet)	3.00

1972, August 11-13 — Abbotsford. Flown by Paul Hartman in AVRO 504K G-CYCK of National Aeronautical Collection at 11th Annual International Air Show.

7227	Abbotsford, Aug. 11-13 (green plane cachet)	3.00

1972, September 10 — Munich - Montreal. Lufthansa Boeing 707 Olympic flight.

7229	Munich - Montreal	5.00

1972, November 2-6 — Rome - Toronto. Alitalia Boeing 747 service. Covers with printed and rubberstamp cachets.

7231	Rome-Toronto (purple)		5.00
	a. Toronto - Rome (blue)		5.00
	b. Vatican - Toronto	:	5.00
	c. Milan - Toronto, Nov. 6		5.00

1972, December 15 — Montreal - Zurich. Swissair inaugural DC-10 service.

7233	Montreal - Zurich	10.00
	a. Zurich - Montreal	10.00

1973, January 26 — Montreal - Fort de France, Martinique. Air France flight; details unknown.

7301	Fort de France - Montreal	5.00

1973, March 15 — Montreal - Toronto - Vancouver. Air France flight; details unknown.

7303	Montreal - Vancouver	3.00
	a. Toronto - Vancouver	3.00
	b. Toronto - Montreal	3.00
	c. Vancouver - Montreal	3.00
	d. Vancouver - Toronto	3.00

1973, April 1-4 — Frankfurt - Toronto. Lufthansa Boeing 707 inaugural all-cargo service.

7305	Frankfurt - Toronto, April 1	3.00
	a. Toronto - Frankfurt, April 4	3.00

1973, April 6 — Vancouver - Papeete - Sydney. Qantas first scheduled direct service.

7307	Sydney - Vancouver	5.00
	a. Papeete - Vancouver	10.00
	b. Vancouver - Sydney	5.00
	c. Vancouver - Papeete	10.00

1973, April 29 — Frankfurt - Toronto. Lufthansa Boeing 707 first direct flight to Toronto. Canada Post applied a red cancel to some covers.

7309	Frankfurt - Toronto	3.00
	a. Toronto - Frankfurt	3.00

1973, May 1 — Zurich - Toronto. Air Canada DC-8 inaugural service.

7311	Zurich - Toronto	3.00
	a. United Nations, Geneva - Toronto	10.00

1973, May 1 — Zurich - Toronto. Swissair inaugural service with DC-8.

7313	Zurich - Toronto	10.00

1973, June 23 - July 1 — Montreal (Dorval) - London, England. Anniversary of first towed glider across the Atlantic in 1943. Flown in Air Canada DC-8 CF-TJ1, piloted by R. McDonald. Printed cachet plus map of original flight route.

7315	Montreal - London	3.00
	a. Montreal - Goose Bay, June 27	3.00
	b. Goose Bay - Bluie West One, June 27	3.00
	c. Bluie West One - Reykjavik, July 1	3.00
	d. Reykjavik - Prestwick, July 1	3.00

1973, July 14 — England - Goose Bay. RAF Museum cover commemorating 25th anniversary of first jet crossing of the Atlantic. Flown in Phantom jets, PGR MK2 XV404 and XV419; pilots F/L Yeo and S/L de Gasis.

7317	England - Goose Bay	(17,000 pieces)	3.00

1973, August 26 — Tabor, Alberta. Municipal Airport official opening.

7319	Tabor	(35 pieces)	15.00

1973, September 11 — Burlington. Great Burlington Centennial seaplane race commemorative cover.

7321	Burlington	1.00

1973, September 15 — Halifax - Sable Island. Commemorative flight over Nova Scotia and to Sable Island for bicentennial of Pictou; flown in a Britton Norman BN2A Islander, piloted by George Kohout. Printed cachet plus handstamps by Air Halifax, Halifax International Airport, and Sable Island.

7323	Halifax - Sable Island	3.00

1973, October 6 — Renfrew, Ontario. Opening of South Renfrew Airport.

7325	Renfrew	5.00

1973, December 16 — Vancouver - Hong Kong - Tokyo. Canadian Pacific Airlines inaugural Boeing 747 service.

7327	Vancouver - Hong Kong	5.00
	a. Hong Kong - Vancouver	5.00

| | b. Vancouver - Tokyo | 5.00 |
| | c. Tokyo - Vancouver | 5.00 |

1974, January 25 — Montreal - **Los Angeles.** Air Canada Lockheed L1011 inaugural service.

| 7401 | Montreal- Los Angeles | 5.00 |

1974, March 4-5 — Toronto - Montreal - Milan. Canadian Pacific Airlines inaugural DC-8 service.

7403	Montreal - Milan, March 4	5.00
	a. Toronto - Milan, March 4	5.00
	b. Milan - Montreal, March 5	5.00
	c. Milan - Toronto, March 5	5.00
	d. Vatican - Toronto, March 5	5.00

1974, April 29 — Amsterdam - Toronto. KLM inaugural DC-10 service.

| 7405 | Amsterdam - Toronto (blue) | 3.00 |
| | a. Toronto - Amsterdam | 3.00 |
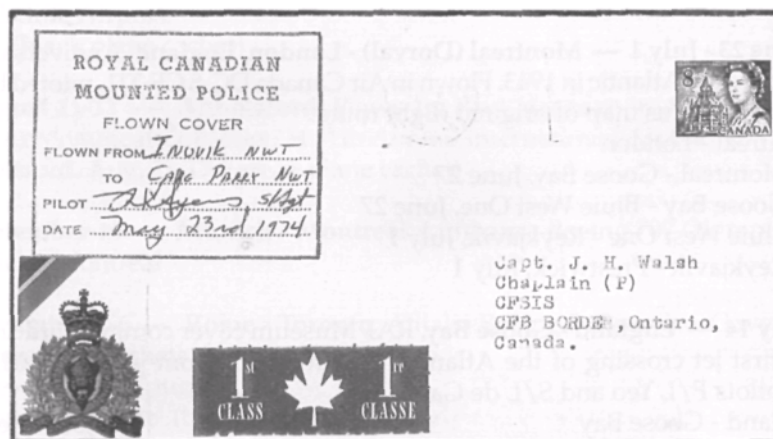
1974, May 23 — Inuvik - Cape Parry. Flown by R.C.M.P. pilot A. K. Syers.

| 7407 | Inuvik - Cape Parry | 3.00 |

1974, June 3-5 — Toronto - Frankfurt - Munich. Air Canada Boeing 747 inaugural service.

7409	Toronto - Frankfurt, June 3	3.00
	a. Toronto - Munich, June 3	3.00
	b. Frankfurt - Toronto, June 5	3.00
	c. Munich - Toronto, June 5	3.00

1974, June 18-19 — Vancouver - Winnipeg - London - Frankfurt. Air Canada Boeing 747 service. Covers from other legs may exist.

7411	Vancouver - Frankfurt, June 18	3.00
	a. Vancouver - London, June 18	3.00
	b. Winnipeg - Frankfurt, June 18	3.00
	c. Winnipeg - London, June 18	3.00
	d. Frankfurt - Toronto, June 19	3.00
	e. Winnipeg - Vancouver, June 19	3.00

1974, July 1 — Vancouver - Winnipeg - Bismarck, N.D. Frontier Airlines Air Mail Route No. 73 inaugural flight to Canada, an extension of service from Denver. Pilot was J. Orr. 5 -

line green official cachet.

7413	Bismarck - Winnipeg (green)	5.00
	a. Winnipeg - Bismarck (no cachet)	5.00

1974, July 9-12 — Boscombe Down - Goose Bay - Nellis Air Force Base. RAF Museum cover, the first intercontinental Jaguar flight with in-flight refuelling. Pilot was W/C M. K. Adams in Jaguar XX720. 205 numbered covers.

7415	Boscombe Down - Goose Bay - Nellis Air Force Base	100.00

1974, July 23 — Rockcliffe and Victoria Parking Lot. Opening as Stolports.

7417	Rockcliffe and Victoria Parking Lot (red)	3.00

1974, July 24 — Ottawa - Montreal. Airtransit first flight between stolports, flown in DHC 6 Otter.

7419	Ottawa - Montreal (green)	2.00

1974, August 11 — Abbotsford. Commemorative flights in Sopwith Nieuport of National Aeronautical Collection at International Air Show.

7421	Abbotsford (green)	3.00

1974, August 16/18 — Winnipeg. Commemorative flights at Winnipeg Centennial Air Show in a Sopwith Nieuport of the National Aeronautical Collection.

7423	Winnipeg (postmarked Aug. 20)	3.00

1974, August 26 — Ottawa. Commemorative cover mailed on day of death of Charles A. Lindbergh.

7425	Ottawa	1.00

1974, October 20 — Montreal - Paris. Air France inaugural Boeing 747 service.

7427	Paris - Montreal	5.00

1974, October 28 — Winnipeg - Minot, N.D. Frontier Airlines inaugural service over Air Mail Route 73. Official cachet at Minot; Frontier did not carry mail from Winnipeg.

7429	Minot - Winnipeg (magenta)	(1488 pieces)	3.00

1974, December 1-2 — Edmonton - Calgary - San Francisco. Air Canada DC-9 first flight to and from San Francisco. The covers from Calgary were held in error and actually travelled on the second flight.

7431	Edmonton, Dec. 1 (no cachet)	5.00
	a. Calgary, Dec. 2 (no cachet)	5.00

1974, December 17 - Montreal - Copenhagen. SAS Scandinavian Airlines Systems inaugural Boeing 747 service.

7433	Copenhagen - Montreal	3.00
	a. Stockholm - Montreal	3.00
	b. Oslo - Montreal	3.00

1975, April 1 — Toronto - Montreal - Zurich. Swissair inaugural DC-10 service.

7501	Toronto - Zurich	3.00
	a. United Nations, Geneva - Toronto	20.00
	b. Zurich - Toronto	3.00
	c. Zurich - Montreal	3.00
	d. United Nations, Geneva - Montreal	20.00

1975, April 2 — Tokyo - Vancouver. Japan Airlines inaugural Boeing 747 service.

7503	Tokyo - Vancouver	5.00
	a. Vancouver - Tokyo	10.00

1975, April 27 — Ottawa - Sudbury - Thunder Bay. Air Canada direct flight.

7505	Ottawa - Sudbury (purple)	3.00
	a. Ottawa - Thunder Bay (black)	3.00
	b. Sudbury - Thunder Bay (black)	3.00
	c. Thunder Bay - Sudbury (purple)	3.00
	d. Thunder Bay - Ottawa (green)	3.00
	e. Sudbury - Ottawa (green)	3.00

1975, April 27 — Vancouver - Los Angeles. First direct Canadian Pacific Airlines Boeing 727 service between these two points; airline-sponsored printed envelopes are known.

7507	Vancouver - Los Angeles	(56 pieces)	10.00
	a. Vancouver Airport - Los Angeles	(approx. 50 pieces)	10.00

1975, April 28 — Toronto - Ottawa - Charlottetown. Air Canada inaugural flight.

7509	Toronto - Charlottetown (red)	3.00
	a. Charlottetown - Toronto (black)	3.00
	b. Ottawa - Charlottetown (red)	3.00
	c. Charlottetown - Ottawa (black)	3.00
	d. Ottawa - Toronto	3.00

1975, April 30 — Montreal - Amsterdam. C P Air inaugural Boeing 747 service.

7511	Amsterdam - Montreal	3.00

1975, May 3 — Winnipeg - Amsterdam. C P Air inaugural Boeing 747 service.

7513	Amsterdam - Winnipeg	5.00

1975, May 10 — **Frankfurt - Toronto.** Lufthansa inaugural DC-10 service. A special cancellation was applied in Frankfurt; printed envelopes were available.

7515	Frankfurt - Toronto	3.00
	a. Toronto - Frankfurt	3.00

1975, June 10 — Montreal (St. Hubert) - Vancouver. Air France Corvett.

7517	Montreal - Vancouver	3.00

1975, June 17 — Winnipeg - Amsterdam. C P Air polar route inaugural from Winnipeg.

7519	Winnipeg - Amsterdam (red)	3.00

1975, July 1 — Toronto - Dallas - Houston. Air Canada inaugural service to the two cities in Texas, via Boeing 727. Unofficial 5-line cachets applied.

7521	Toronto - Dallas (green)	3.00
	a. Toronto - Fort Worth (red)	3.00
	b. Toronto - Houston (red)	3.00
	c. Dallas / Fort Worth Airfield - Toronto (green, red)	3.00
	d. Houston Airfield - Toronto (red)	3.00

1975, July 17 — Sault Ste. Marie - Wawa - Thunder Bay - Pickle Lake. NorOntair service of Air Dale, Ltd. 6-line unofficial cachets applied.

7523	Sault Ste. Marie - Wawa (red)	2.00
	a. Sault Ste. Marie - Thunder Bay (red)	2.00

	b. Sault Ste. Marie - Pickle Lake (red)	2.00
	c. Wawa - Thunder Bay (black)	2.00
	d. Wawa - Pickle Lake (black)	2.00
	e. Wawa - Sault Ste. Marie (black)	2.00
	f. Pickle Lake (Central Patricia) - Thunder Bay (green)	2.00
	g. Pickle Lake (Central Patricia) - Wawa (green)	2.00
	h. Pickle Lake (Central Patricia) - Sault Ste. Marie (green)	2.00
	i. Thunder Bay - Pickle Lake (red)	2.00
	j. Thunder Bay - Wawa (red)	2.00
	k. Thunder Bay - Sault Ste. Marie (red)	2.00

1975, July 18 — Toronto - Montego Bay - Kingston. Air Canada DC-8 nonstop service. Unofficial cachets applied.

7525	Toronto - Kingston (red)	3.00
	a. Toronto - Montego Bay (green)	3.00

1975, August 10 — Abbotsford. International Air Show on Aug. 8-10; commemorative flights flown by Sopwith Nieuport of National Aeronautical Collection.

7527	Abbotsford	2.00

1975, September 1 —London, England - Gander - London. Test flights of British Airways Concorde resulted in first aircraft to make two Atlantic crossings in one day. Covers carried by Royal Trust Courier were flown on one of these crossings.

7529	London - Gander - London	15.00

1975, September 13-14, Ottawa International Airshow. Black commemorative cachet.

7531	Ottawa	3.00

1975, October 1-2 — Montreal - Frankfurt. Lufthansa inaugural DC-10 service.

7533	Frankfurt - Montreal, Oct. 1	3.00
	a. Montreal - Frankfurt, Oct. 2	3.00

1975, October 4 — Ottawa - Montreal. Commemorative cover issued to recognize British Airways' Concorde flight by British Airways to Mirabel Airport.

7535	Ottawa - Montreal	5.00
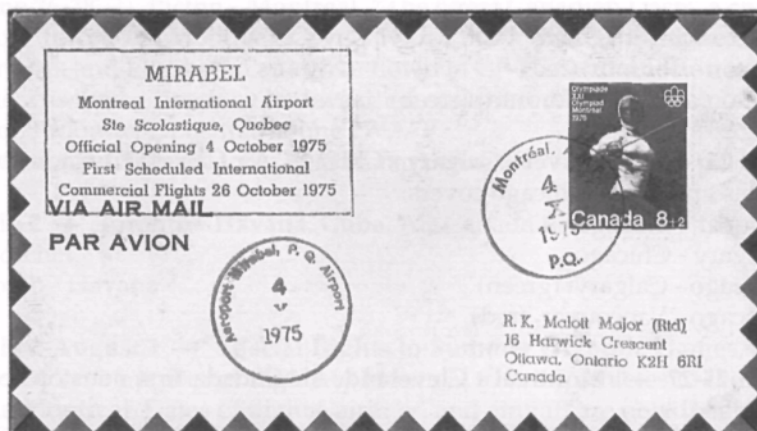
1975, October 4 — Montreal (Mirabel Airport). Opening of Mirabel Airport. Various covers were sponsored by organizations and serviced by collectors.

7537	Montreal, Oct. 4 (Air Canada cachet in color)	3.00

a. As above (6-line boxed cachet in English)	(143 pieces)	6.00
b. As above (6-lined boxed cachet in French)	(640 pieces)	3.00

1975, October 26 — Vancouver - Honolulu. C P Air Boeing 747 inaugural service.
7539   Honolulu - Vancouver   3.00

1975, November 30 — Montreal (Mirabel Airport). Covers were dispatched on the first international flights from Mirabel Airport; unofficial cachets (in English and French) applied in red.
7541   Montreal - Melbourne, Australia   2.00
      a. Montreal - Paris, France   2.00
      b. Montreal - Amsterdam, Netherlands   2.00
      c. Montreal - Tokyo, Japan   2.00

1976, February 4 — Montreal - Innsbruck, Austria. Special Air Canada flight to Winter Olympic Games.
7601   Montreal - Innsbruck   5.00

1976, February 8 — Montreal - Copenhagen. SAS Scandinavian Airlines System inaugural DC-10 service.
7603   Montreal - Stockholm   3.00
      a. Montreal - Copenhagen   3.00
      b. Stockholm - Montreal   10.00
      c. Stockholm - Copenhagen   10.00

1976, February 15 — Innsbruck, Austria - Montreal. Austrian Airlines Winter Olympic flight.
7605   Innsbruck - Montreal   5.00

1976, March 4 — Warsaw - Montreal. LOT Polish Airlines.
7607   Warsaw - Montreal   3.00

1976, April 25 — Vancouver - Sydney. Qantas inaugural Boeing 747 service.
7609   Vancouver - Sydney   3.00

1976, April 25 — Toronto - Boston. Air Canada first nonstop service. Unofficial cachets applied.
7611   Toronto - Boston (green)   3.00
      a. Boston - Toronto (red)   3.00
      b. Boston Airfield - Toronto (green)   3.00

1976, April 25 —Vancouver - Calgary - Chicago. Air Canada first nonstop service; unofficial cachets applied to Chicago covers.
7613   Vancouver - Chicago   2.00
      a. Calgary - Chicago   2.00
      b. Chicago - Calgary (green)   2.00
      c. Chicago - Vancouver (red)   2.00

1976, April 25-27 — Montreal - Cleveland. Air Canada first nonstop service; unofficial cachets **applied.**
7615   Montreal - Cleveland, April 25 (green)   2.00
      a. Cleveland - Montreal, April 27 (red)   2.00

1976, April 28 — Montreal - Toronto - Zurich - Vienna. Air Canada inaugural Boeing 747 service.

7617	Montreal - Zurich	3.00
	a. Montreal - Vienna, May 3	5.00
	b. Toronto - Zurich	3.00
	c. Toronto - Vienna	5.00
	d. United Nations, Geneva - Toronto	10.00
	e. United Nations, Geneva - Montreal	10.00
	f. Zurich - Montreal	3.00
	g. Zurich - Toronto	3.00

1976, May 20 — Paris - Toronto. Air France inaugural Boeing 747 service.

7619	Paris - Toronto	5.00
	a. Toronto - Paris	5.00

1976, June 4 — Montreal - Warsaw. LOT Polish Airlines first nonstop service.

7621	Montreal - Warsaw (red)	5.00
	a. Warsaw - Montreal (green)	5.00

1976, June 25 — Vancouver - Honolulu. Western Air Lines route extension.

7623	Vancouver - Honolulu, June 25	5.00
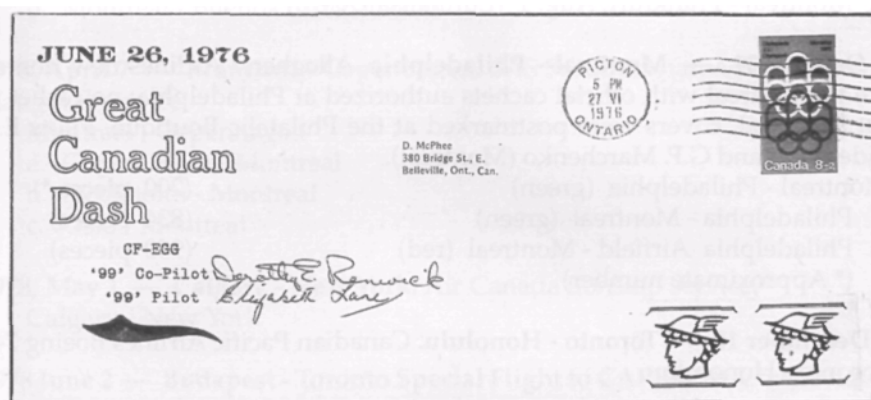
1976, June 26-28 — Picton - Montreal. "The Great Canadian Dash" a charity fund raising flight from Toronto to Montreal. Covers with a black cachet and signed by '99' pilots Dorothy Renwick and Elizabeth Lane were flown in CF-EGG from Picton to Brockville, where the plane was forced down by bad weather, and proceeded by train.

7625	Picton - Montreal, postmark June 27	(30 pieces)	10.00
	a. Montreal - Belleville, (train) postmark June 28	(30 pieces)	10.00

1976, July 2 — Toronto - Havana, Cuba. Air Canada first nonstop flight; unofficial 6-line printed cachet.

7627	Toronto - Havana	5.00

1976, July 2-August 1 — Special flights to Summer Olympic Games, Montreal. Covers were carried on a number of flights to Montreal to bring athletes to the Summer Olympic Games in Montreal. Dates of flights, airlines, and aircraft are noted, where known.

7629	Berlin - Montreal, July 2 (Lufthansa DC-10)	3.00
	a. Frankfurt - Montreal, July 2 (Lufthansa DC-10)	3.00
	b. Bucharest - Montreal, July 6 (TAROM Boeing 707)	10.00

c. Berlin - Montreal, July 7 (Interflug Ilyushin 62)		5.00
d. Copenhagen - Montreal, July 8 (SA DC-8)		5.00
e. Tokyo - Montreal, July 8 (Japan Air Lines DC-8)		5.00
f. Prague - Montreal, July 9 (CSA Ilyushin 62)		5.00
g. Warsaw - Montreal, July 9 (LOT Ilyushin 62)		5.00
h. Sao Paulo - Montreal, July 9 (Varig)		5.00
i. Ankara - Montreal, July 10 (THY)		5.00
j. Montevideo - Montreal, July 10 (Varig)		10.00
k. Asuncion - Montreal, July 12 (LAP)		10.00
1. Paris - Montreal, July 13 (Air France)		20.00
m. Copenhagen - Montreal, July 13 (SAS)		5.00
n. Stockholm-Montreal, July 13 (SAS)		5.00
o. Oslo-Montreal, July 13 (SAS)		5.00
p. Moscow - Montreal, July 17 (Aeroflot)		10.00
q. Mexico City - Montreal, July 17 (Air Canada Boeing 747)		10.00
r. Paris-Montreal, July 17 (Air France Boeing 747)		5.00
s. Tokyo - Montreal, July 17 (Japan Air Lines DC-8)		5.00
t. Munich - Montreal, July 17 (Lufthansa DC-10)		5.00
u. Montreal - Copenhagen, July 18 (SAS DC-10)		5.00
v. Montreal - Stockholm, July 18 (SAS DC-10)		5.00
w. Montreal - Moscow, Aug. 1 (Air Canada)		10.00
x. Montreal - Frankfurt, Aug. 1 (Lufthansa DC-10)		3.00

1976, October 31 - Montreal - Philadelphia. Allegheny Airlines new non-stop plane service to Montreal with official cachets authorized at Philadelphia; no cachet was available at Montreal, covers were postmarked at the Philatelic Boutique. Pilots E.L. Fanaza (Philadelphia) and G.P. Marchenko (Montreal).

7631	Montreal - Philadelphia (green)	(200 pieces *)	3.00
	a. Philadelphia - Montreal (green)	(834 pieces)	3.00
	b. Philadelphia Airfield - Montreal (red)	(950 pieces)	3.00
	(* Approximate number)		

1976, December 10 — Toronto - Honolulu. Canadian Pacific Airlines Boeing 747 service.

7633	Toronto - Honolulu	3.00

1977, January 11 — Chicago - Montreal. American Airlines first direct service between these two points. Official cachets at Chicago. Pilots L.F. Berkebile and A.S. Koester.

7701	Montreal - Chicago (airline cachet - red, green)	(591 pieces)	3.00
	a. Chicago - Montreal (green)	(3017 pieces)	3.00
	b. Chicago Airfield - Montreal (magenta, red)	(2367 pieces)	3.00

1977, March 9-12 - London, England - Washington, D.C. - Ottawa. British Airways Concorde charter flight. Printed cachet.

7703	London - Washington - Ottawa, March 9	20.00
	a. Ottawa - Montreal - London, England, March 12	20.00

1977, April 2 — Helsinki - Montreal. Finnair inaugural DC-10 service.

7705	Helsinki - Montreal	3.00

1977, April 10 — Montreal. Commemorative covers of 40 years of Air Canada, 1937-1977. Not flown.

7707	Montreal	3.00

1977, May 28 — Downsview (Toronto) - Paris. DeHavilland Dash 7 flown to Paris Air Show, thence to European presentation tour (June 2 - July 26). Printed cachet.

7709   Toronto - Paris   (1000 pieces)   3.00

1977, October 12 — Calgary. Official airport opening. Typed cachet and signature of airport manager.

7711   Calgary, Oct. 12   (20 pieces)   25.00

1977, November 5 — Toronto - Geneva. Swissair inaugural DC-10 service.

7713   United Nations, Geneva - Toronto   5.00

1978, March 5-June 24 — Downsview (Toronto). Commemorative flight on 50th anniversary of DeHavilland Canada in a Gypsy Moth, CF-AAA, oldest flyable aircraft in Canada, piloted by George A. Neil. Covers postmarked on March 5, the actual anniversary date, but were flown on June 24. Cachet by Mosquito Aircraft Museum. Signed covers are known.

7801   Toronto   2.00

1978, March 29 — Montreal - Miami - Rio de Janeiro - Buenos Aires. Aerolineas Argentinas direct service from Mirabel Airport; unofficial 6-line cachet.

7803   Montreal - Miami (red)   2.00
        a. Montreal - Rio de Janeiro (blue)   2.00
        b. Montreal - Buenos Aires (black)   2.00

1978, April 7 — Montreal - Copenhagen. SAS Scandinavian Airlines System Boeing 747 inaugural service.

7805   Montreal - Copenhagen   3.00
        a. Copenhagen - Montreal   3.00
        b. Stockholm - Montreal   3.00
        c. Oslo - Montreal   3.00

1978, May 1 — Calgary - New York. Air Canada nonstop service.

7807   Calgary - New York   3.00

1978, June 2 - Budapest - Toronto Special Flight to CAPEX '78. Covers flown on Swissair DC-10.

7811   Budapest - Toronto, June 2-3 (Swissair DC-10)   5.00

1978, June 9 — Vienna - Toronto Special Flights to CAPEX '78. Only the following flights, airlines, and covers have been reported.

7809   Vienna - Toronto, June 9 (Austrian Airlines DC-9)   5.00
        a. Vienna-Toronto, June 9 (Lufthansa DC-10)   5.00

1978, June 16-18 — Toronto. Covers issued at 55th Convention of American Air Mail Society, CAPEX '78. Separate cover each day commemorating three 1928 flights.

7813   oronto, June 16 (Trans-Canada cachet)   2.00
        a. Toronto, June 17 (Montreal - New York cachet)   2.00
        b. Toronto, June 18 (Montreal - Albany cachet)   2.00

1978, June 21 — Toronto - Frankfurt. Air Canada DC-10 inaugural service.

7815   Toronto - Frankfurt   5.00

1978, July 2 — Ottawa. Commemorative visit of Eastern Airlines replica of "Spirit of St. Louis." Black cachet; Canadian and U.S. stamps. Covers also noted from tour at Oshawa, Kitchener, Sarnia and Belleville.

7817	Ottawa	3.00
	a. Other points in Canada	3.00

1978, July 29 — Toronto - San Francisco. Air Canada first non - stop flight; different frankings.

7819	Toronto - San Francisco	2.00

1978, August 30 — Downsview (Toronto) - Farnborough, England. Flown in preproduction Dash 7, C-CNBS, piloted by Tom Appleton. Mosquito Aircraft Museum cachet.

7821	Toronto - Farnborough	(500 pieces)	5.00

1978, September 1 — Sculthorpe (Toronto) - Goose Bay. RAF Museum covers (postmarked Toronto) commemorating Air Marshal (A/M) Raymond Collishaw. Flown in Victor K2, XM717, piloted by F/L K. L. Handscombe. Return flight to UK on Canadian Forces Boeing 707, Sept. 3.

7823	Sculthorpe - Goose Bay-Trenton-Ottawa - Gatwick	(12,750 pieces)	3.00

1978, October 29-30 — Montreal - Port-au-Prince, Haiti. First direct flight by Air Canada.

7825	Montreal - Port-au-Prince (red)	3.00
	a. Port-au-Prince - Montreal (green)	3.00

1978, October 31 — Montreal - Philadelphia. Allegheny Airlines inaugural service.

7827	Montreal - Philadelphia	3.00

1978, November 8 — Montreal. Covers carried on first flight of Canadair Challenger.

7829	Montreal	(10,000 pieces)	3.00

1979, June 4 — Toronto - Edmonton. C P Air 5-line boxed cachet.

7901	Toronto - Edmonton (green)	3.00
	a. Edmonton - Toronto (blue)	3.00

1979, June 16 — Winnipeg - Chicago. Air Canada first direct service.

7903	Winnipeg - Chicago	3.00

1979, June 21 — Goose Bay Airport. RAF Museum cover on 60th anniversary of Alcock and Brown flight. Flown in Phantom XV424 by S/L Alcock and F/L Brown from Goose Bay to Clifden, Ireland.

7905	Goose Bay - Clifden	(7000 pieces)	5.00

1979, July 2 — Toronto - Vancouver. C P Air first non-direct flight. Printed boxed cachet.

7907	Toronto - Vancouver (red)	3.00
	a. Vancouver - Toronto (green)	3.00

1979, July 16 — Spokane - Vancouver. Frontier Airlines inaugural service to and from Vancouver. Official cachets at Spokane.

7909	Vancouver Airfield (green airline cachet)	(106 pieces)	5.00
	a. Spokane - Vancouver (green)	(1082 pieces)	3.00
	b. Spokane Airfield - Vancouver (purple)	(1080 pieces)	3.00

1979, July 30 — Ottawa - Winnipeg. C P Air nonstop service. Unofficial cachets applied.

7911	Ottawa - Winnipeg (blue)	3.00
	a. Winnipeg - Ottawa (red)	3.00

1979, July 30 — Montreal - Vancouver. First nonstop service by C P Air. Boxed unofficial cachets.

7913	Montreal - Vancouver (green)	3.00
	a. Vancouver - Montreal (blue)	3.00

1979, September 1 — Toronto - New York. British Airways Concorde, G-N94AA. First Concorde flight visiting Canadian International Air Show. Later in the day the Concorde made the first flight to Prestwick, Scotland. Printed cachet.

7915	New York - Toronto	20.00
	a. Toronto - Prestwick	20.00
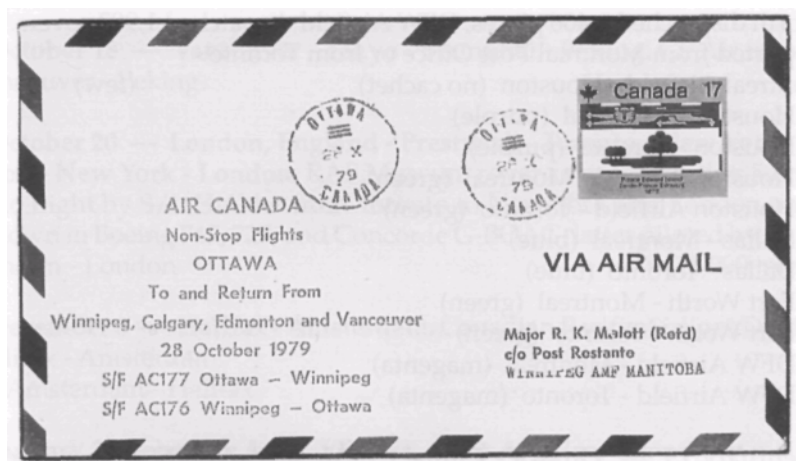
1979, October 28 — Ottawa - Winnipeg - Calgary - Edmonton - Vancouver. Air Canada nonstop flight; unofficial 8-line cachets.

7917	Ottawa - Winnipeg (green)	2.00
	a. Winnipeg - Ottawa (green)	2.00
	b. Ottawa - Calgary (red)	2.00
	c. Calgary - Ottawa (red)	2.00
	d. Ottawa - Edmonton (black)	2.00
	e. Edmonton - Ottawa (black)	2.00
	f. Ottawa - Vancouver (blue)	2.00
	g. Vancouver - Ottawa (blue)	2.00

1980, February 2 — Frankfurt - Montreal. Lufthansa DC-10 Olympic flight.

8001	Frankfurt - Montreal	3.00

1980, July 7 — Montreal - Detroit. Republic Airlines inaugural service to Montreal, flown by Boeing 727. No cachets authorized; properly flown covers from Montreal have not been reported.

8003	Detroit - Montreal	(7 pieces)	70.00
	a. Detroit Airfield - Montreal	(28 pieces)	18.00

1980, July 19 — Montreal - Moscow. Air Canada Summer Olympic Games flight.

8005	Montreal - Moscow	5.00

1980, August 29-31 — London, England - Toronto. British Airways Concorde first scheduled commercial service. Some covers marked "In Aid of the Red Cross" were flown both

ways, originating in London or the Channel Islands.

8007	London - Toronto - London, Aug. 29	20.00
	a. Jersey - London - Toronto, Aug. 29	20.00
	b. Guernsey - London - Toronto, Aug. 29	20.00
	c. Isle of Man - London - Toronto, Aug. 29	20.00
	d. Toronto - London, Aug. 31	20.00

1980, November 30 — Montreal - Toronto - Dallas / Fort Worth - Houston. Braniff Air
ways inaugural service, flown by Boeing 727. Cachets authorized at U.S. points; covers to
Toronto were not backstamped. Houston dispatched a total of 1,749 covers to Toronto, a
total of 1,872 covers to Montreal. Dallas dispatched 1,462 covers to both Canadian cities;
Fort Worth dispatched 1,406 pieces; DFW Airfield dispatched 1,982 covers. No covers have
been reported from Montreal Post Office or from Toronto.

8009	Montreal Airfield - Houston (no cachet)	(few)	10.00
	a. Houston - Montreal (purple)		2.00
	b. Houston - Toronto (purple)		2.00
	c. Houston Airfield - Montreal (green)		2.00
	d. Houston Airfield - Toronto (green)		2.00
	e. Dallas - Montreal (blue)		2.00
	f. Dallas - Toronto (blue)		2.00
	g. Fort Worth - Montreal (green)		2.00
	h. Fort Worth - Toronto (green)		2.00
	i. DFW Airfield - Montreal (magenta)		2.00
	j. DFW Airfield - Toronto (magenta)		2.00

1981, February 15 - Ottawa - China. CP Air special flight in memory of Dr. Norman Bethune.

8101	Ottawa - China	3.00

1981, March 10-24 — Waddington - Goose Bay. RAF Museum cover commemorating test pilot
Gerhard Nitschke. Flown in Vulcan 82XM 606, piloted by F/L Duckham. Postmarked on return on
March 30.

8103	Waddington - Goose Bay	(6934 pieces)	3.00

1981, April 1 — Lisbon - Montreal. TAP Air Portugal Jubilee. Special printed envelopes by airline.

8105	Lisbon - Montreal	2.00
	a. Montreal - Lisbon	2.00

1981, April 28 — Frankfurt - Montreal. Lufthansa Jubilee.

8107	Frankfurt - Montreal	2.00

1981, April 29 — Frobisher Bay - Nuuk (Godthaab), Greenland. Inaugural flight of First
Air. Rectangular Inuit cancel.

8109	Frobisher Bay - Nuuk (Godthaab)	5.00

1981, May 1 — Minot - Regina - Saskatoon. Frontier Air Lines AM-73 inaugural service. Official
cachet at Minot, which dispatched a total of 1,542 pieces; Frontier serviced the covers dispatched
from both Canadian points. Frontier did not carry mail between Regina and Saskatoon.

8111	Regina - Minot, May 2 (red airline cachet)	(50 pieces)	16.00
	a. Saskatoon - Minot, May 2 (black airline cachet)	(50 pieces)	16.00

b. Minot - Regina, May 1 (purple)		2.00
c. Minot - Saskatoon, May 1 (purple)		2.00

1981, September 5 - Toronto. British Airways Concorde flight at Canadian National Exhibition.
8113   Toronto   10.00

1981, September 23-30 - Calgary - Baden Baden, Germany. Lufthansa Olympic Games flight.
8115   Calgary - Baden Baden   3.00
    a. Baden Baden - Calgary   3.00

1981, October 18 — Vancouver - Tokyo - Shanghai - Peking. CP Air inaugural service**.**
8117   Vancouver - Peking   3.00

1981, October 20 — London, England - Prestwick - Toronto - New York - Montego Bay - Kingston - New York - London. RAF Museum cover commemorating 50th anniversary of first solo flight by S/L Hinkler from Toronto to New York and London on Oct. 27-Dec. 7, 1931. Flown in Boeing 747,727, and Concorde G-BOAG, latter piloted by Capt. E. Reynolds.
8119   London - London   (10,000 pieces)   3.00

1981, December 8 — Halifax - Amsterdam. Canadian Pacific Airlines DC-10 polar service.
8121   Halifax - Amsterdam   3.00
    a. Amsterdam - Halifax   3.00

1982, January 21-February 4 — Victoria - Port Angeles. Temporary mail service due to strike of the ferry which normally carried the mail. Flown by Cessna 180. (Occasional flights were made between January 20,1983 and sometime in 1991, with several hundred covers on each flight)
8201   Victoria - Port Angeles (any date)   2.00
    a. Port Angeles - Victoria (any date)   2.00

1982, May 1-2 — Anchorage - Calgary. Western Air Lines inaugural service, flown with a Boeing 727, to Fairbanks, which included a cachet authorized for previously-flown service between Anchorage and Calgary. Western did not carry mail out of Calgary, where office did not backstamp Anchorage covers.
8203   Anchorage - Calgary (magenta)   (299 pieces)   3.00

1982, May 19 — Toronto - Vienna. Austrian Airlines flight to EXPO.
8205   Vienna - Toronto   3.00
    a. United Nations, Vienna - Toronto   3.00

1982, May 19 — Toronto - Zurich - Vienna - Geneva. Swissair DC-10 inaugural service.
8207   United Nations, Geneva - Toronto   20.00
    a. United Nations, Vienna - Toronto   3.00
    b. Vienna - Toronto   3.00
    c. Zurich - Toronto   20.00

1982, July 27 — Montreal - Frankfurt. Lufthansa DC-10 special flight commemorating Wolfgang Von Gronau Jubilee.
8209   Montreal - Frankfurt   5.00

1982, October 2 — Bombay - Montreal. Air India Boeing 747 inaugural service.

8211   Bombay - Montreal   2.00
       a. Montreal - Bombay   2.00

1983, March 10 - Montreal - Lisbon. TAP Air Portugal Lockheed L1011 inaugural service.

8301   Lisbon - Montreal   3.00
       a. Montreal - Lisbon   3.00

1983, April 25-26 - Vancouver - Toronto - Montreal - Dusseldorf. Air Canada Lockheed L1011-500 inaugural service.

8303   Vancouver - Dusseldorf   2.00
       a. Toronto - Dusseldorf   2.00
       b. Montreal - Dusseldorf   2.00

1983, May 15 —Vancouver - Calgary - Frankfurt. Lufthansa DC-10 inaugural service. Printed airline cachet.

8305   Vancouver - Frankfurt   3.00
       a. Calgary - Frankfurt   3.00
       b. Frankfurt - Calgary   3.00
       c. Frankfurt - Vancouver   3.00

1983, May 15 — **Toronto - Dusseldorf.** Lufthansa DC-10 inaugural service.

8307   Toronto - Dusseldorf   3.00
       a. Dusseldorf - Toronto   3.00

1983,September 4 — Toronto. British Airways Concorde charter flight to northern Quebec. Some covers also flown during flying display at Canadian International Air Show. Some covers received a special cachet: "In Aid of Hospital for Sick Children."

8309   Toronto (special cachet)(red)   20.00
       a. Reflown covers (black + green Canadian National Exhibition cachet)   20.00

1984, January 11-12 — Edmonton - Calgary - Dallas - Houston. American Airlines inaugural service, replacing suspended flights of Continental/Western interchange. Only

covers from Dallas/Fort Worth Airfield have been reported. American's service from the two Canadian cities began on Jan. 12

8401   DFW Airfield - Calgary - Edmonton, Jan. 11 (no cachet)   5.00

1984, February 8-19 — Sarajevo - Calgary. Air Canada Winter Olympic Games flight.

8403   Calgary - Sarajevo, Feb. 8   5.00

    a. Sarajevo - Calgary, Feb. 19   5.00

1984, March 31 — Vancouver - Cairns, Australia. Qantas inaugural service.

8405   Cairns - Vancouver, March 31   5.00

1984, April 30 — Toronto - Montreal - Munich. Air Canada Lockheed L1011 service.

8407   Toronto - Munich   3.00

    a. Montreal - Munich   3.00

    b. Munich - Montreal   3.00

    c. Munich - Toronto   3.00

1984, May 2 — Toronto - Montreal - Geneva. Air Canada Lockheed L1011 inaugural service.

8409   Geneva - Montreal   3.00

    a. Geneva - Toronto   3.00

    b. United Nations, Geneva - Montreal   3.00

    c. United Nations, Geneva - Toronto   3.00

1984, June 6 — Rockcliffe. Commemorative flight of MK IX Spitfire 20 years after last RCAF flight. Pilot Gerry Billings. Blue cachet.

8411   Rockcliffe   3.00

1984, July 14 - Paris - Quebec - Montreal - Paris. Air France special Concorde flight, F-BVFB, piloted by M. Conte.

8413 Paris-Quebec (red)   15.00

    a. Quebec - Montreal (blue)   15.00

    b. Montreal - Paris (black)   20.00

1984, September 9 — Vatican [Rome] - Montreal. Alitalia Boeing 747 flight for special Papal visit to Canada.

8415   Vatican - Montreal   3.00

1984, September 20 — Ottawa - Rome. Pacific Western Airlines Papal flight.

8417   Ottawa - Rome   5.00

1984, December 7 — Montreal - Lisbon. TAP Air Portugal Jubilee flight.

8419   Montreal - Lisbon   3.00

    a. Lisbon - Montreal   3.00

1985, January 19 — Toronto - Bombay. Air India Boeing 747 inaugural service.

8501   Toronto - Bombay   3.00

    a. Bombay - Toronto   3.00

1985, June 7 — Vancouver. Commemorative cover for PIPEX '85 and AAMS Northwest Chapter. Blue cachet. Canada Post PIPEX cancel.

8503   Vancouver   2.00

1985, September 15 — Jasper - Hinton. First radio-controlled air mail in Canada, sponsored by Jasper Park Centennial Flight. Covers postmarked Jasper and backstamped Hinton. Several cachets, serially numbered.

8505	Jasper - Hinton (plane #1)		5.00
	a. Jasper - Hinton (plane #2)		5.00
	b. Jasper - Hinton (plane #3)		5.00
	c. Jasper - Hinton (plane #4)		5.00
	d. Jasper - Hinton (plane #5)		5.00
	e. Jasper - Hinton (plane #6)		5.00
	f. Jasper - Hinton (plane #7)	(plane crashed)	8.00

1986, April 2-5 — Vancouver - Calgary - Amsterdam. KLM DC-10 inaugural service.

8601	Calgary - Amsterdam, April 2	3.00
	a. Calgary - Vancouver, April 2	3.00
	b. Amsterdam - Calgary, April 5	3.00
	c. Amsterdam-Vancouver, April 5	3.00

1986, March 30 - April 2 — Toronto - Montreal - Geneva. Swissair DC-10 inaugural service.

8603	Toronto - Geneva (Mar. 30)	3.00
	a. Geneva - Montreal (Apr. 2)	3.00
	b. Geneva - Toronto (Apr. 2)	3.00
	c. United Nations, Geneva - Montreal (Apr. 2)	3.00
	d United Nations, Geneva - Toronto (Apr. 2)	3.00

1986, April 2 — Toronto - Tel Aviv. El Al Israeli Airlines inaugural service; pilots, A. Bloch and J. Ron. 600 round-trip covers were flown.

8605	Tel Aviv - Toronto - Tel Aviv	(600 pieces)	3.00

1986, April 10-May 10 — Cross-Canada Flight. Commemorating Air Canada's 50th anniversary, flown in a restored Lockheed CF-TCC from St. John's, Newfoundland to Vancouver, plus one stop at Seattle. A set of 50 covers (with map of the airline routes on reverse) were postmarked at 50 different past or current points served by Trans-Canada Airlines and Air Canada; the Lockheed landed at 38 of the 50 points.

8607	Set of 50 covers	(5000 sets)	75.00
	a. Single cover from any point		2.00

1986, April 29 — Vancouver - Shanghai. Canadian Pacific Airlines DC-10, C-GCPI inaugural nonstop service, piloted by R. B. Weatherly. Two different cachets.

8609	Vancouver - Shanghai (black, red)	(200 pieces)	15.00

1986, May 12-15 — Halifax - St. John's. One leg of reenactment flight of NC-4 from Rockway to Plymouth, England. Covers backstamped at St. John's on May 15.

8611	Halifax - St. John's	(500 pieces)	3.00

1986, June 30 — Mexico City - Montreal. Air France Concorde flight.

8613	Mexico City - Montreal	15.00

1986, July 14-16 — Vancouver - New York. Air France Concorde flight

8615	New York - Vancouver, July 14	10.00
	a. Vancouver - New York, July 16	10.00
	b. Vancouver Charter Flight, July 16	10.00

1986, October 24-26 — Toronto. Allied Air Force Reunion; commemorative covers post marked at CFB Borden.

8617	Toronto	2.00

1987, March 23 — Comox. Commemorating visit of astronaut Marc Garneau to Comox Air Force Museum, Lazo B.C. Original June 6,1984 (D-Day anniversary) Comox cover.

8701	Lazo	10.00
	a. With CAPEX'87 postmark, June 21.	10.00

1987, March 29 — Brussels - Toronto. Sabena DC-10 inaugural service.

8703	Brussels - Toronto	3.00
	a. Toronto - Brussels	3.00

1987, May 15 — Edmonton. Post cards flown by Skyhawks for CAPEX '87; 9-line cachet applied in black.

8705	Edmonton	10.00

1987, May 27-29 — Paris - Quebec - Toronto - Moncton. Air France Concorde, F-BTSD, on an official visit of French President to Canada and St. Pierre and Miquelon. The Concorde landed at Ottawa before proceeding to Quebec, thence to Dorval, Regina, and Toronto. The French President but not the Concorde visited St. Pierre and Miquelon.

8707	Paris-Ottawa (posted in Quebec)	15.00
	a. Paris - Quebec (posted in Quebec) (blue/red)	20.00
	b. Toronto - Moncton, May 29 (black)	10.00
	c. Moncton - Paris, May 29 (blue)	10.00

1987, June 5-7 — New York - Val-d'Or. Air France Concorde F-BVFF on the return flight of the French President, piloted by Le Gales, landed at Montreal and made several short flights before flying to New York on June 7.

8709	New York - Val d'Or, June 5 (black)	10.00
	a. Val d'Or - Montreal - New York, June 7 (blue)	10.00

1987, June 6 — Resolute Bay - Paris. Round-the-world flight by "Arctic Tern," a Piper Malibu.

8711	Resolute Bay - Paris	(110 pieces)	5.00

1987, June 13 — Vienna - Toronto. Flown via Air Canada, in connection with CAPEX '87.

8713	Vienna - Toronto	3.00
	a. United Nations, Vienna - Toronto (black)	3.00

1987, June 18-21 — New York - Toronto - New York. Air France Concorde, F-BVFA, piloted by Claude Campion. A demonstration flight occurred on June 20. The covers of the demonstration flight have a Canadian Aerophilatelic Society CAPEX '87 cachet on reverse.

8715	New York - Toronto, June 18 (brown)		10.00
	a. Toronto Demonstration Flight, June 20 (black)	(34 pieces)	30.00
	(Flown over Bermuda and return)		
	b. Toronto - New York, June 21 (purple)		10.00

1987, June 19 — Toronto. Commemorating a F-18 Aerobatic flight by U.S. Navy Blue Angels at Mount Hope on visit of Canadian Aerophilatelic Society and American Air Mail Society during CAPEX '87. McKee Trophy cachet.

8717	Toronto	3.00

1987, July 8 — Berlin - Calgary. Interflug Olympic flight.

8719	Berlin - Calgary	3.00

1987, August 2 — New York - Ottawa. US Air BAC 1-11 inaugural service to and from Ottawa, with official cachets authorized at New York. Only a small amount of mail was dispatched from Ottawa.

8721	New York - Ottawa (blue)	(393 pieces)	3.00
	a. New York JFK Airport (magenta)	(543 pieces)	3.00

b. United Nations, New York (green)	(650 pieces)	5.00
c. Ottawa New York (no cachet)		10.00

1987, September 1-4 -Paris - Quebec. Flight of the President of France in Air France Concorde.

8723	Paris - Quebec	15.00
	a. Quebec-Paris	15.00

1987, September 6 — Beijing - Shanghai - Vancouver. CAAC Boeing 747 inaugural service.

8725	Beijing - Vancouver	10.00
	a. Shanghai - Vancouver	10.00

1987, September 10-20 — Vatican - Fort Simpson. Papal visit via Alitalia.

8727	Vatican - Fort Simpson, Sept. 10	3.00
	a. Fort Simpson - Vatican, Sept. 20	3.00

1987, October 27-29 — Vancouver - Beijing. Canadian Airlines International inaugural service.

8729	Vancouver - Beijing, Oct. 27 (black cachet, red backstamp)	5.00
	a. Beijing - Vancouver, Oct. 29	10.00

1987, October 27 — Montreal - Philadelphia. Lufthansa DC-10 inaugural service. Official cachets were authorized at Philadelphia

8731	Montreal - Philadelphia	(4894 pieces)	3.00
	a. Philadelphia - Montreal (green)	(5052 pieces)	3.00
	b. Philadelphia Airfield - Montreal (magenta, red)	(926 pieces)	3.00

1987, October 28 - Vancouver - Bangkok. Canadian Airlines International inaugural Lockheed L1011 service.

8733	Vancouver - Bangkok (black cachet, red backstamp)	5.00

1987, October 30 - Hong Kong - Toronto. Canadian Airlines International inaugural service.

8735	Hong Kong - Toronto (black)	5.00

1987, November 1-3 — San Juan - Toronto - Montreal. American Airlines inaugural service, via Boeing 727. Official cachets authorized at San Juan.

8737	San Juan - Toronto, Nov. 1 (black, magenta) (1044 pieces)		3.00
	a. San Juan Airfield - Toronto, Nov. 1 (magenta)	(184 pieces)	5.00
	b. Toronto - San Juan, Nov. 1 (no cachet)		5.00
	c. Toronto Airfield - San Juan, Nov. 1 (no cachet)		5.00
	d. San Juan - Montreal, Nov. 2 (black)	(381 pieces)	3.00
	e. San Juan Airfield - Montreal, Nov. 2 (magenta)	(874 pieces)	3.00
	f. Montreal - San Juan, Nov. 3 (no cachet)		5.00
	g. Montreal Airfield - San Juan, Nov. 3 (no cachet)		5.00

1987, November 15 — Athens - Calgary. Air Canada Olympic Games flight.

8739	Athens - Calgary	15.00

1987, November 30 — Frankfurt - Calgary. Lufthansa Olympic Games flight.

8741	Frankfurt - Calgary	5.00

1988, February 3-29 — Calgary Winter Olympic Flights. Covers were carried on a number of flights to Calgary to bring athletes to the Winter Olympic Games in Calgary. Dates of flights, airlines, and aircraft are noted, where known.

8801	United Nations, New York, Feb. 3 (Air Canada)	5.00
	a. United Nations, Vienna, Feb. 3 (Austrian A.L. Boeing 747)	5.00
	b. Vienna, Feb. 3 (Austrian A.L. Boeing 747)	5.00
	c. United Nations, Vienna, Feb. 3 (Lufthansa Boeing 747)	5.00
	d. Vienna, Feb. 3 (Lufthansa Boeing 747)	5.00
	e. Stockholm, Feb. 3 (SAS)	5.00
	f. Prague, Feb. 4 (CSA)	5.00
	g. Helsinki, Feb. 5 (Finnair)	5.00
	h. United Nations, Geneva, Feb. 5 (Swissair)	5.00
	i. Zurich, Feb. 5 (Swissair)	3.00
	j. London, Feb. 6 (British Airways)	5.00
	k. Berlin, Feb. 7 (Interflug)	3.00
	1. Frankfurt, Feb. 7 (Lufthansa Boeing 747)	5.00
	m. Athens, Feb. 7 (Olympic Airways Boeing 747)	5.00
	n. Vaduz, Feb. 7 (Swissair)	5.00
	o. Bucharest, Feb. 8 (Air Canada)	10.00
	p. Rome, Feb. 8 (Air Canada L-1011)	5.00
	q. Vatican, Feb. 8 (Air Canada L-1011)	5.00
	r. Paris, Feb. 8 (Air France Boeing 747)	5.00
	s. Beijing, Feb. 8 (CAAC Boeing 747)	10.00
	t. Tokyo, Feb. 8 (Can. Roupis)	5.00
	u. Bucharest, Feb. 8 (JATIL 62)	10.00
	v. Amsterdam, Feb. 9 (KLM)	5.00
	w. Oslo, Feb. 9 (SAS)	4.00
	x. Larnaca, Feb. 10 (KLM)	5.00
	y. Frankfurt, Feb. 10 (Lufthansa Boeing 747)	5.00
	z. Brussels, Feb. 10 (Sabena)	5.00
	aa. Copenhagen, Feb. 12 (SAS)	5.00
	ab. Sarajevo, Feb. 13	10.00
	ac. Frankfurt, Feb. 13 (Lufthansa Boeing 747)	3.00
	ad. Tokyo, Feb. 15 (JAL Boeing 747)	5.00
	ae. Calgary - Albertville, Feb. 28 (Air Canada)	5.00
	af. Calgary - Berlin, Feb. 29 (Interflug IL62)	10.00
	ag. Calgary - Frankfurt, Feb. 29 (Lufthansa Boeing 747)	5.00

1988, April 3 — Beijing - Shanghai - Toronto. CAAC Boeing 747 inaugural service.

8803	Beijing - Toronto	5.00
	a. Shanghai - Toronto	5.00

1988, May 3 — Montreal - Los Angeles. Lufthansa DC-10 inaugural service.

8805	Montreal - Los Angeles	3.00

1988, May 16-18 — Toronto - Vienna. Special cachet recognizing LUPO '88 in Vienna.

8807	Toronto - Vienna, May 16 (black)	3.00
	a. Vienna - Toronto, May 18 (black) :	3.00

1988, June 17 — Ottawa. Commemorative flown cover for opening of new building for National Aviation Museum. Flown in Sopwith Pup, C-FRFC. Printed cachet.

8809	Ottawa	5.00

1988,September 5 — Vancouver - Seoul. Air Canada Olympic Games flight.

8811	Vancouver - Seoul	5.00
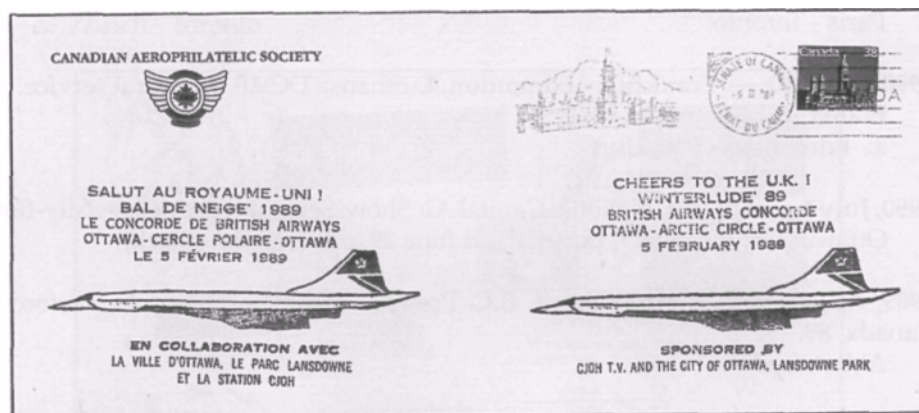
1989, February 5 — Ottawa. British Airways Concorde flight to Arctic Circle and return, for "Winterlude '89." Cachet in black mentioning CJOH-TV, City of Ottawa, and Lansdowne Park as sponsors. At least 4 different envelopes with printed cachets.

8901	Ottawa	(860 pieces)	15.00
	a. Set of 4 different envelopes		75.00
	b. Pilot signed	(12 pieces)	75.00

1989, April 24-26 — Toronto - Montreal - Athens. Air Canada inaugural service.

8903	Toronto - Athens, April 24	5.00
	a. Montreal - Athens, April 24	5.00
	b. Athens - Toronto, April 26	3.00

1989, May 1-3 — Toronto - Tokyo. Canadian Airlines International DC-10 inaugural service.

8905	Toronto - Tokyo, May 1	3.00
	a. Tokyo - Toronto, May 3	3.00

1989, May 3 — Frankfurt - Vancouver. Lufthansa DC-10 inaugural service**.**

8907	Frankfurt - Vancouver	5.00

1989, June 2 — Amsterdam - Halifax - Ottawa. KLM Boeing 747 inaugural service.

8909   Amsterdam - Halifax   3.00
    a. Amsterdam - Ottawa   3.00
    b. Ottawa - Amsterdam   3.00
    c. Halifax - Amsterdam   3.00

1989, June 12 — Frankfurt - Montreal - Philadelphia. Lufthansa inaugural of Airbus A300 service.

8911   Frankfurt - Montreal   3.00
    a. Montreal - Frankfurt   3.00
    b. Montreal - Philadelphia   3.00
    c. Philadelphia - Montreal   15.00

1989, June 23 — Edmonton - Tokyo. Canadian Pacific Airlines DC-10 inaugural service.

8913   Edmonton - Tokyo   3.00
    a. Tokyo - Edmonton   3.00

1989, September 30 — Paris - Toronto. Air France inaugural of all-cargo service.

8915   Paris - Toronto   3.00

1990, April 30 — Frankfurt - Edmonton. Lufthansa DC-10 inaugural service.

9001   Frankfurt - Edmonton   3.00
    a. Edmonton - Frankfurt   3.00

1990, July 1 — Ottawa. National Capital Air Show. Several types of specially-flown covers.

9003   Ottawa (USSR MIG-29) postmarked June 29, pilot signed, (black)   20.00

1989, August 29 — Abbotsford, B.C. Postcard commemorating Abbotsford Airshow - Canada '89.

9005   Abbotsford   2.00

1990, October 29 — Geneva - Zurich - Montreal - Toronto. Swissair Airbus A-310 inaugural service.

9007   United Nations, Geneva - Montreal   3.00
    a. United Nations, Geneva - Toronto   3.00
    b. Zurich - Montreal   3.00
    c. Zurich - Toronto   3.00

1991, March 4 — Prague - Montreal. CSA Czechoslovakian Airlines Airbus A-310 inaugural service.

9101   Prague - Montreal   3.00
    a. Montreal - Prague   10.00

1991, March 17-18 - Vancouver - Tokyo. Canadian Airlines International Boeing 747 inaugural service.

9103   Vancouver - Tokyo, March 17   3.00
    a. Tokyo - Vancouver, March 18   3.00

1991, April 8 - New York - Montreal. CSA Czechoslovakian Airlines Airbus A-310 inaugural service.

9105   New York - Montreal   3.00

1991, April 13 — Munich - Toronto. Canadian Airlines International Boeing 767 inaugural service.

9107	Toronto - Munich	3.00
	a. Munich - Toronto (blue)	3.00

1991, April 13 — Munich - Toronto. Lufthansa Boeing 767 inaugural service.

9109	Munich - Toronto	3.00
	a. Toronto - Munich	3.00

1991, April 20-21 — Frankfurt - Montreal - Toronto. Lufthansa DC-10 Jubilee.

9111	Frankfurt - Montreal, April 20	3.00
	a. Montreal - Frankfurt, April 21	3.00
	b. Toronto - Frankfurt, April 21	3.00

1991, May 1 — Geneva - Zurich - Montreal - Toronto. Swissair MD-11 inaugural service.

9113	United Nations, Geneva - Montreal	3.00
	a. United Nations, Geneva - Toronto	3.00
	b. Zurich - Montreal	3.00
	c. Zurich - Toronto	3.00

1991, May 10 — Dorval Airport, Montreal. First flight of Canadair Regional Jet sponsored by Lake Shore Stamp Club. Two varieties of covers.

9115	Dorval Airport	(500+ pieces)	2.00

1991, June 1 — Singapore - Toronto. Singapore Airlines Boeing 747 inaugural service.

9117	Singapore - Toronto	3.00
	a. Toronto - Singapore	3.00

1991, August 7-11 — Abbotsford. Four different Air Show covers by Canadian, American, Russian and Czech pilots.

9119	Abbotsford, any date / pilot	10.00

1991, December 7 — Taipei - Vancouver. Mandarin Airlines inaugural service.

9121	Tapei - Vancouver	5.00

1992, January 30 — Montreal - Albertville. Air Canada Olympic Games flight.

9201	Montreal - Albertville	5.00

1992, April 4 — Prague - Toronto. CSA Czechoslovakian Airlines Airbus A-310 inaugural service.

| 9203 | Prague - Toronto | 3.00 |
| | a. Toronto - Prague | 5.00 |

1992, May 17 — Munich - Toronto. Lufthansa Boeing 767 service to new air terminal.

| 9205 | Munich - Toronto | 2.00 |

1992, May 23 — **Berlin - Toronto.** Air Canada Boeing 767 inaugural service.

| 9207 | Berlin - Toronto | 3.00 |
| | a. Toronto - Berlin | 3.00 |

1992, July 20 — Montreal - Barcelona. Air Canada Olympic Games flight.

| 9209 | Montreal - Barcelona | 5.00 |

1993, June 6 — Montreal - Paris. Air France Airbus A-340 inaugural service.

| 9301 | Montreal - Paris | 3.00 |
| | a. Paris - Montreal | 3.00 |

1993, June 19 —Mount Hope. Covers flown on the Freedom BD-5, world's smallest jet, during the Hamilton Air Show. Piloted by Bob Bishop. Priority Courier sticker cachet.

| 9303 | Mount Hope | 5.00 |

1994, February 7 —Vancouver - Lillehammer, Norway. Canadian Airlines Winter Olympic Games flight.

| 9401 | Vancouver - Lillehammer | 5.00 |

1994, May 27 - Rabat, Morocco - Montreal. Royal Air Maroc Boeing 747-400 inaugural service.

| 9403 | Rabat - Montreal | 5.00 |

1994, June 7 — Geneva - Montreal. Swissair Winter Olympic Games flight in MD-11.

9405	United Nations, Geneva - Montreal	3.00
	a. Vaduz - Montreal	3.00
	b. Zurich - Montreal	3.00

1994, June 9 — Amsterdam - Toronto. Transavia Airline football flight.

| 9407 | Amsterdam - Toronto | 3.00 |

1994, June 10 — Montreal - **Chicago.** Air Canada football flight.

| 9409 | Montreal - Chicago | 5.00 |

1994, June 12 — Montreal - Detroit. British Airways football flight.

| 9411 | Montreal - Detroit | 5.00 |

1994, September 20-21 - Toronto - Vancouver - Osaka. Air Canada Boeing 747 inaugural service.

9413	Toronto - Osaka	3.00
	a. Vancouver - Osaka	3.00
	b. Osaka - Toronto	3.00

1995, November 3 - Kuala Lumpur - Vancouver. Malaysian Airlines Boeing 747 first flight. Printed cachet.

9501   Kuala Lumpur - Vancouver(300 pieces)   10.00

1995, November 3 — Vancouver - Taipei - Kuala Lumpur. Canadian Airlines International Boeing 747 first flight. Rubber stamp cachet.

9503   Vancouver - Taipei   10.00
          a. Vancouver - Kuala Lumpur   10.00

1996, April 7 — Vancouver - Nagoya. Canadian Airlines International DC-10 first joint flight with Japan Airlines.

9601   Vancouver - Nagoya   5.00

1996, June 6 — Bucharest - Zurich - Toronto. Flight for CAPEX '96 / FISA June 8-16. First leg flown by Tarom, second leg by Swissair.

9603   Bucharest - Zurich - Toronto   5.00

1996, June 15 — Vancouver - Calgary - Zurich. First joint flight of Air Canada and Swissair. Printed cachet.

9605   Vancouver -Zurich   5.00
          a. Calgary - Zurich   5.00

1997,   June 11 — Hull, Quebec. Covers flown for the opening of the Canadian Postal Museum. Covers have a black "Winged Messenger" rubber stamp cachet. Pilot, Denis Allen, signed 200 of the 500 flown covers.

9701   Hull   (500 pieces)   10.00

SECTION 6

FIRST FLIGHTS FOR WHICH NO COVERS ARE KNOWN

The following is a list of first flights for which there are no known covers. They are listed in the event that covers may possibly be discovered and the authors advised so that they may be listed in a subsequent catalogue.

1941, March. Pacific Alaska Airways began Seattle - Juneau - Whitehorse - Fairbanks flights twice-weekly, thereby combining FAM-15-16 and FAM-20 into a single integrated service. No covers are known, probably because this was treated as merely an operational matter eliminating a change of plane at Juneau.

1945, July ? — Moosonee - Richmond Gulf and return. Flown by Austin Airways Ltd. Exact date not known.
Moosonee - Richmond Gulf a. Richmond
Gulf - Moosonee

1946, November 26 — Tulsequah, B.C. - Juneau, Alaska and return. Service performed by Consolidated Mining and Smelting Co.
Tulsequah - Juneau a. Juneau -
Tulsequah

1947, September 8 — Vancouver - Penticton and return. Flown by Canadian Pacific Airlines. Pilots Capt. J.J. Faires and F/O A.T. Moore. Prepaid air mail only.
Vancouver - Penticton a.
Penticton - Vancouver

1947, November 1 —Dawson - Stewart River and return. Pilot E.P. Gallison of Gallison Flying Service.
Dawson - Stewart River	600 pounds
a. Stewart River - Dawson	150 pounds

1947, December 19 - **Sault Ste. Marie - Cockburn Island and return.** Pilot E.R. Dale of Air Dale Flying Service. 200 lbs of all classes of mail carried each way.
December 19, Sault Ste. Marie - Cockburn Island	200 pounds
a. December ?, Cockburn Island - Sault Ste. Marie	200 pounds

1948, May ? - Toronto - Trenton - Winnipeg - Churchill - Hall Lake - Resolute Bay - Thule (Greenland). Services by R.C.A.F.
Toronto - Trenton - Winnipeg - Churchill - Hall Lake - Resolute Bay - Thule a.
Resolute Bay - Hall Lake - Churchill - Winnipeg - Trenton - Toronto

1948, November 25 — Aklavik - Reindeer Depot - Port Brabant and return. Pilot M. Zubko of Aklavik Flying Service Ltd.
Aklavik - Reindeer Depot - Port Brabant a. Port Brabant - Reindeer Depot - Aklavik

1948, December 16 — Churchill - Eskimo Point - Tavanee - Chesterfield Inlet and return. Flown by Arctic Wings Ltd.

December 16, Churchill - Eskimo Point - Tavanee - Chesterfield Inlet a.
December ?, Chesterfield Inlet - Tavanee - Eskimo Point - Churchill

1949, April 1 — New Glasgow - Pictou Island and return. Pilot D.S. MacNeil of Gulf Flying Service.

New Glasgow - Pictou Island   57 pounds
a. Pictou Island - New Glasgow   6 pounds

1949, April 20 — Wabowden - Nelson House and return. Flown by E.T. Taylor Airways. April 20, Wabowden - Nelson House a. April ?, Nelson House - Wabowden

1949, May 23 — Flin Flon - Snow Lake and return. Flown by Central Northern Airways. May 23, Flin Flon - Snow Lake a. May ?, Snow Lake - Flin Flon

1949, June 4 — Prince Albert - Snake Lake - Stanley Mission - Sandy Bay - Pelican Narrows - Southend and return. Stanley Mission and Pelican Narrows served previously. Flown by Saskatchewan Government Airways.

June 4, Prince Albert - Snake Lake - Sandy Bay - Southend
a. June 5, Southend - Sandy Bay - Snake Lake - Prince Albert

1949, July 2 — Winnipeg - Wadhope - Little Grand Rapids - Ste. Theresa Point, Man., Deer Lake - Lingman Lake, Ont. and return. Flown by Central Northern Airways. Wadhope served previously.

July 2, Winnipeg - Little Grand Rapids - Ste. Theresa Point - Deer Lake - Lingman Lake a. July 3, Lingman Lake - Deer Lake - Ste. Theresa Point - Little Grand Rapids - Winnipeg

1949, August 9 — Edmonton - Desmarais and return. Start of regular service. Flown by Associated Airways Ltd.

August 9, Edmonton - Desmarais
a. August 10 - Desmarais - Edmonton

1949, September 17 — Parry Sound - Moon River and return. Flown by Georgian Bay Airways Ltd.

Parry Sound - Moon River a. Moon River - Parry Sound.

1949, September 19 — Montreal - Val d'Or - Noranda and return. Flown by Canadian Pacific Airlines.

Montreal - Val d'Or - Noranda
a. Noranda - Val d'Or - Montreal

1949, December 14 — Edmonton - Desmarais Route extended to Pelican Portage. Flown by Associated Airways Ltd.

Edmonton - Pelican Portage
a. Pelican Portage - Edmonton

1950, January 1 — Effective this date air service was inaugurated to points in Newfoundland from Millertown Junction. Flown by Eastern Provincial Airways Ltd., all flights returning the same day. Pilots were M.B. Jones, D. Patey, Z. Blackwood, J. Bowdrey, and E. Lawson. Additional points to those listed were added later.

Mondays: Millertown Junction - Forteau - West St. Modeste - Red Bay-Henley Harbour - Mary's Harbour - Port Hope Simpson - Cartwright and return.

a. Wednesdays:Millertown Junction - Parson's Pond - Port Saunders - Brig Bay - Flowers Cove and return.

b. Thursdays: Millertown Junction - Harbour Deep - Engles - Roddiction - Main Brook - St. Anthony and return.

1950, January 4 — Moosonee - Weenusk - Fort Severn and return. Weenusk previously served February 5, 1945. Flown by Austin Airways Ltd.

January 1, Moosonee - Fort Severn

a. January ?, Fort Severn - Moosonee

1950, April 28 — Prince Albert - Brochet and return. Pilot J.A. Hartley of Saskatchewan Government Airways.

April 28, Prince Albert - Brochet	16 pounds
a. April 29, Brochet - Prince Albert	19 pounds

1950, May 1 — Vancouver - Tofino - Mulhalat - Tahsis - Zeballos - Chamiss Bay and return. Zeballos previously served November 28,1938. Flown by Queen Charlotte Air Lines Ltd. May 1, Vancouver - Tofino - Mulhalat - Tahsis - Zeballos - Chamiss Bay a. May ?, Chamiss Bay - Zeballos - Tahsis - Mulhalat - Tofino - Vancouver

1950, June 2 — Vancouver - Sullivan Bay and return. Flown by Queen Charlotte Air Lines Ltd. Vancouver - Sullivan Bay a. Sullivan Bay - Vancouver

1950, June 6 — Alliford Bay - Masset and return. Flown by Queen Charlotte Air Lines Ltd. June 6, Alliford Bay - Masset a. June ?, Masset - Alliford Bay

1950, August 1 — Winnipeg - Oxford House - God's Lake - God's Lake Narrows and return. God's Lake previously served January 14,1935. Flown by Central Northern Airways.

August 1, Winnipeg - Oxford House - God's Lake Narrows

a. August 2, God's Lake Narrows - Oxford House - Winnipeg

1950, September 23 — Yellowknife - Rocher River and return. Flown by Yellowknife Airways Ltd.

September 23, Yellowknife - Rocher River	200 pounds
a. September 23, Rocher River - Yellowknife	10 pounds

1950, October 1 — Prince Rupert - Greenville - Aiyansh and return. Flown by Queen Charlotte Airlines Ltd.

October 1, Prince Rupert - Greenville - Aiyansh a. October ?, Aiyansh - Greenville - Prince Rupert

1951, January 1 — Nelson - Syringa Creek - Deer Park - Renata - Broadwater and return. Pilot D. Duncan of Kootenay Air Service. 240 lbs of all classes of mail carried each way.

Nelson - Syringa Creek - Deer Park - Renata - Broadwater	240 pounds
a. Broadwater - Renata - Deer Park - Syringa Creek - Nelson	240 pounds

1951, February 20 — Churchill - Baker Lake and return. Flown by Arctic Wings Ltd. February 20, Churchill - Baker Lake a. February ?, Baker Lake - Churchill

1951, June 11 — Rimouski - Baie Comeau - Sept Isles and return. Sept lies previously served December 17,1936. Flown by Rimouski Air Lines.
    June 11, Rimouski - Baie Comeau
    a. June ?, Baie Comeau - Rimouski

1951, June 22 — Edmonton - Goldfields and return. Flown by Canadian Pacific Airlines. June 22, Edmonton - Goldfields a. June ?, Goldfields - Edmonton

1951, September 1-2 (?) — Yellowknife - Port Radium and return. Flown by Associated Airways.
    September 1, Yellowknife - Port Radium a. September 2(?), Port Radium - Yellowknife

1951, September 14 — Churchill - York Factory - Shamattawa and return. Flown by Arctic Wings Ltd. September 14, Churchill - York Factory - Shamattawa a. September ?, Shamattawa - York Factory - Churchill

1951, October 1 — Sherridon-Lynn Lake and return. Flown by Central Northern Airways.
    October 1, Sherridon - Lynn Lake a. October ?, Lynn Lake - Sherridon

1951, November 20 - Peace River - Habay and return. Flown by Associated Airways Ltd.
    November 20, Peace River - Habay a. November 21, Habay - Peace River

1951, December 28 — Vancouver - Auckland, New Zealand. Pilots Capt. Leslie and Capt. C.H. Pentland of Canadian Pacific Airlines. First Class air mail only.
    Vancouver - Auckland, N.Z.

1952, January 25 — Pukatawagan added to Sherridon - Lynn Lake route. Flown by Central Northern Airways.
    January 25, Sherridon - Pukatawagan a. January ?,
    Pukatawagan - Sherridon

1952, February 15 — The Pas - Moose Lake and return. Pilot T. Lamb of Lamb Airways Ltd. 500-1000 lbs of all classes of mail carried.
    The Pas - Moose Lake
    a. Moose Lake - The Pas

1952, April 22 — Vancouver - Kitimat. Consolidated "CANSO" flying boat of Queen Charlotte Air Lines.
    April 22, Vancouver - Kitimat
    a. ?, Kitimat - Vancouver

1952, May 1 — Algoma Mills - Cockburn Island and return. Pilot Carl Mattani of Lau-Goma Airways.
    May 1, Algoma Mills - Cockburn Island   500 pounds
    a. May ?, Cockburn Island - Algoma Mills   500 pounds

1952, May ?. Alert added to R.C.A.F. far north route, the last base being Churchill, Man. Churchill - Alert, N.W.T. a. Alert - Churchill

1952, May 30 — Red Sucker Lake added to Winnipeg - God's Lake route. Flown by Central Northern Airways.
>   May 30, Winnipeg - Red Sucker Lake
>   a. May 31, Red Sucker Lake - Winnipeg

1952, June 5 — Prince Rupert - Alice Arm - Stewart and return. Flown by Queen Charlotte Air Lines.
>   June 5, Prince Rupert - Alice Arm- Stewart
>   a. June ?, Stewart - Alice Arm - Prince Rupert

1952, July 4 — Uranium City - Camsell Portage and return. Flown by McMurray Air Service Ltd. July 4, Uranium City - Camsell Portage a. July 7, Camsell Portage - Uranium City

1952, August 14 — Winnipeg - Flin Flon Route extended to Churchill, Man. Flown by Canadian Pacific Airlines.
>   August 14, Flin Flon - Churchill
>   a. August ?, Churchill - Flin Flon

1952, September ? — Trenton - Gander - Azores - England - Ireland. Service by R.C.A.F. All records of flight destroyed in R.C.A.F. hangar fire at Montreal, Que. Trenton - Gander - Azores - England - Ireland

1952, September 15 — Ocean Falls added to Vancouver - Kitimat route. Flown by Queen Charlotte Air Lines.
>   September 15 - Vancouver - Ocean Falls - Kitimat a.
>   September ?, Kitimat - Ocean Falls - Vancouver

1953, January 7. Effective this date, air service was inaugurated from Gander to points in Newfoundland. Flown by Eastern Provincial Airways Ltd., all flights returning the same day. Pilots M.B. Jones, G. McPherson, and W. Eaton. Additional points were added later.
>   Mondays: Gander - Summerford - Moreton's Harbour - Twillingate and return
>   a. Tuesdays: Gander - Change Islands - Stag Harbour and return
>   b. Wednesdays: Gander - Gander Bay - Carmenville - Ladle Cove - Musgrave Harbour & return

1953, February 1 — Vancouver - Sullivan Bay route extended to Minstrel Island and Alert Bay. Flown by Queen Charlotte Air Lines.
>   February 1, Vancouver - Minstrel Island - Alert Bay a. February ?,
>   Alert Bay - Minstrel Island - Vancouver

1953, June 14 — Gravenhurst added to Toronto - North Bay Route of Trans-Canada Airlines.
>   Toronto - Gravenhurst
>   a. Gravenhurst - North Bay
>   b. North Bay - Gravenhurst
>   c. Gravenhurst - Toronto

1953, July 17 — Sioux Lookout - Osnaburgh House - Pickle Lake and return. Flown by Central Northern Airways.

    July 17, Sioux Lookout- Osnaburgh House - Pickle Lake
    a. July ?, Pickle Lake - Osnaburgh House - Sioux Lookout

1953, October 2 — Pikangikum, Ont. added to Winnipeg - God's Lake route. Flown by Central Northern Airways.

    October 2, Winnipeg - Pikangikum
    a. October 3, Pikangikum - Winnipeg

1953, October 15 — Nakina - Lansdowne House and return. Flown by Austin Airways Ltd. October
    15, Nakina - Lansdowne House a. October ?, Lansdowne House - Nakina

1953, November 14 — Parry Sound - Moon River route extended to Wah Way Taysee and Sans Souci.
Flown by Georgian Bay Airways Ltd. Return flight same day.

    Parry Sound-Wah Wah Taysee - Sans Souci
    a. Sans Souci-Wah Wah Taysee - Parry Sound

1953, December 23 — Assumption added to Peace River - Habay route. Flown by Associated Airways Ltd.

    December 23, Peace River - Assumption a.
    December 24, Assumption - Peace River

1954, January 19 — Negginan added to Winnipeg-God's Lake route. Flown by Central Northern Airways.

    January 19, Winnipeg - Negginan a. January 20
    - Negginan - Winnipeg

1954, March 4 — **Prince Albert - Dillon and return.** Dillon added to Prince Albert-Northern Saskatchewan route. Pilot S.H. Millar of Saskatchewan Government Airways.

    March 4, Prince Albert - Dillon   16 pounds
    a. March 5, Dillon - Prince Albert   4 pounds

1974, October 27 - Rochester-Montreal. The U.S. - Canadian Air Transport Agreement of May 8, 1974, provided for an extension of CAM 94 from Rochester to Montreal. Service was inaugurated on Oct. 27, 1974.

1975, **January 7 - Buffalo - Montreal.** Service was expanded by an extension CAM 94 from Buffalo to Montreal on Jan. 7, 1975.

SECTION 7

INTERRUPTED & CRASH COVERS

OF CANADA AND NEWFOUNDLAND

Major (Ret.) Richard K. Malott, CD., B.A., M.Sc, FRPSC

The development of air mail services in Canada and Newfoundland, as in the U.S.A. and other parts of the world, has been marred by aircraft crashes of various types in which crew and/or passengers have been killed and the mail destroyed or delayed. The Canada Post Office Department, now the Canada Post Corporation, has made a conscientious effort to get the salvaged mail to addressees. The collection of these interrupted or crash covers makes an interesting addition to the collection of Canadian and Newfoundland air mail flight covers.

There was a listing of Canadian crash covers in the **American Air Mail Catalogue,** Volume I, Fifth Edition, 1974. There was also a list of Canadian crashes from which no crash covers have been reported. In addition, covers exist from aircraft crashes in Canada and Newfoundland that have not been listed in any catalogue. Readers who have other crash covers pertaining to Canada or Newfoundland are invited to contact the Section Editor.

The assistance of Henri Nierinck of Belgium, author of three comprehensive catalogues of worldwide air crashes and interrupted flights, is gratefully acknowledged in compiling the data in this Section. Nierinck's three catalogues are as follows:

**Courrier Recupere: Recovered Mail — Accidents d'Avion: Airplane
Crashes, 1918-1978. (1984)**

**Courrier Recupere: Recovered Mail — Accidents et Incidents
d'Avions: Airplane Accidents and Incidents, 1910-1936. (1993)**

**Courrier Recupere: Recovered Mail — Accidents et Incidents
d'Avions: Airplane Accidents and Incidents, 1937-1988. (1995)**

Another excellent reference is **Crash Covers — An Aerophilatelic Challenge** (1979) by the late Joseph L. Eisendrath. The volume is now out of print.

The Section Editor's article "Crash Covers" in Volume 39, No. 1, Whole No. 224, January-February 1988 of "The Canadian Philatelist," Journal of the Royal Philatelic Society of Canada, is the basis of this Section.

Several pioneer and semi-official Canadian and Newfoundland flights ended in crashes or forced landings, thus delaying or preventing mail delivery. Many early Newfoundland flights were pioneer attempts to cross the Atlantic. The inclusion of these additional covers, or data about the flights, adds considerable interest and depth to a Canadian crash cover collection. Collectors should thus consult other Sections of this Catalogue.

Listing Numbers — throughout this Section, the listing numbers are presented by the last two numbers of the year, the month, and the date, following in the fashion of Henri Nierinck's sensible treatment of crash cover identification. Values are in U.S. dollars.

1918

1918, June 23 - 24 — Montreal, Que. - Toronto, Ont. The flight was attempted on June 23, but due to weather it was delayed until the 24th. Covers were backstamped at Toronto on the same day. Acachet was applied in red. The pilot, Capt. Brian Peck, RAF, flew a Curtiss JN-4 "Canuck."

180623   (See Canadian Pioneer Flight Section for listing of covers.)

1918, July 9 — Calgary, Alta. - Edmonton, Alta. This was a flight in a Curtiss Srinson Special by Katherine Stinson. The flight was forced down by a broken oil line. About 250 covers were carried. A violet cachet in three lines was applied: "Aeroplane Mail Service / July 9, 1918 / Calgary, Alberta." Covers were backstamped at Edmonton at 9 p.m. the same date. Not all covers flown received the special cachet.

180709   (See Canadian Pioneer Flight Section for listing of covers.)

1919

1919, May 18 — St. John's, Nfld. First trans-Atlantic flight attempt by Harry Hawker and Major K. MacKenzie-Grieve in a Sopwith biplane. Forced down in the sea and saved by a Danish steamer. St. John's Postmaster J. A. Robinson overprinted 200 copies of the 3c brown "Caribou" stamp with the inscription "First Trans-Atlantic Airpost, June 1919." These stamps were initialled by Robinson in manuscript on the reverse: "J. A. R." A reported 95 stamps were applied to covers. The bag of mail was immersed with the plane but both plane and mail were later recovered, with some stamps washed away but eventually returned to the original covers.

190518   (See Newfoundland Section for listing of covers and stamps.)

1919, May 18 — St. John's, Nfld. Second trans-Atlantic flight attempt this time by Capts. Raynham and Morgan in a Martinsyde aircraft. Crashed on take-off. Aboard were 20 covers which bear a 3t "Caribou" stamp, with some stamps receiving a manuscript overprint by St. John's Postmaster J. A. Robinson: "Aerial Atlantic Mail, J.A.R."

190518A   (See Newfoundland Section for listing of covers and stamps.)

1919, June 14 — St. John's, Nfld. First successful trans-Atlantic flight by Capt. John Alcock and Lt. Arthur Whitten Brown, flying a converted Vickers Vimy bomber to Clifden, Ireland, where the plane nosed over on landing. The 15c scarlet definitive was surcharged "Trans- Atlantic Air Post, 1919 One Dollar."

190614   (See Newfoundland Section for listing of covers and stamps.)

1919, July 4 — Parrsboro, N.S. The Handley Page crew of Admiral Sir Mark Kerr and Major H. G. Brackley abandoned their trans-Atlantic attempt when news of the success of Alcock and Brown was received. Three pounds of mail for the expected trans-Atlantic flight had been allotted to the plane in June and on July 3 a small supplementary mail was put aboard at Harbour Grace; some letters bear the $1 "Alcock stamp," sometimes uncancelled. The Handley Page plane departed on July 4 but crashed at Parrsboro, N.S. After repairs the crew continued the flight to the U.S.A., departing Parrsboro on October 9. The original Handley Page mail was postmarked at St. John's on June 9 at 5 p.m. and at Harbour Grace on June 14.

190704   (See Newfoundland Section for listing of covers and stamps.)

1919, July 12 — St. John's, Nfld. After the unfortunate crash on May 18, the "Martinsyde" was rebuilt and on July 12 another trans-Atlantic flight was attempted; the plane again crashed and the flight was finally abandoned. 85 covers were aboard, of which 25 were

added for this second attempt. The additional covers bear a $1 Alcock and Brown stamp and were cancelled in St. John's on July 12 and backstamped on January 7, 1920.

190712 (See Newfoundland Section for listing of covers and stamps.)

1919, August 7-11 — Golden, B.C. Capt. Ernest C. Hoy made the first flight over the Rocky Mountains, flying a Curtiss JN-4 "Canuck." A cachet was applied: "First B.C. - Alberta Aerial Post." The plane crashed on take-off at Golden, B.C. on the return flight from Calgary to Vancouver, but Hoy escaped injury. He completed the trip by train to Vancouver, where the letters were backstamped on August 13. Almost all the mail was of an official nature; very few specimens have survived.

190811 (See Pioneer Flight Covers Section for listing of covers.)

1921
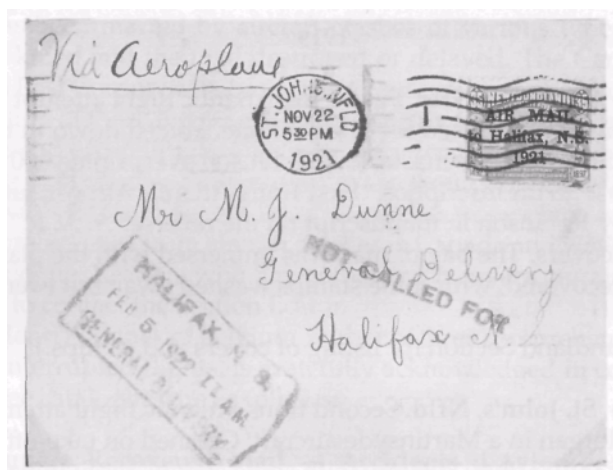
1921, December 10 — Botwood, Nfld. - Halifax, N.S. A special stamp was overprinted and mail was accepted and cancelled at St. John's, Nfld. up to November 26. The flight in a de Havilland 9 aircraft, No. G-EADP, of Major F. Sidney Cotton, attempted to leave Botwood on November 30 but defective floats and then a severe ice storm delayed departure until December 10. Engine trouble at Deer Lake, 95 miles from Botwood, and later a crash at Cassandra, near Great Falls, finished the flight. Mail was sent on by surface means and eventually arrived at Halifax on Feb. 4, 1922. No crash markings were applied but various cancels substantiate the long delivery time.

211210 150.00

1922

1922, January 20 — Halifax, N.S. Mail is known from an interrupted flight (about which little is known) from Halifax to St. John's, Nfld. on this date. No special crash markings were applied. One reported cover bears a handwritten inscription in the upper left corner: "By Air Ship to Nfld via Halifax."

220120 125.00
    a. With inscription "By Aerial Post" 125.00

1922, February 25 — Carbonear, Nfld. On February 25, Sidney Cotton started a flight to Botwood but was forced down at Carbonear. It is possible that some mail was taken on board at Carbonear for St. John's, but none has been reported. On Feb. 26 Cotton returned

to St. John's, carrying mail for Fogo, Botwood, Twillingate, and St. Anthony. One cover with a marking in violet: "Per Aerial Mail" and postmarked at St. John's on Feb. 23 at 7 p.m. is known to exist; this was backstamped at Botwood on Feb. 26.

220225 150.00

1922, June 22 — Minot, N.D. Lt. Jock Palmer and Lt. Hugh H. Fitzsimmons flew mail reported at 993 covers, of which about 150 pieces exist today. This flight began at Lethbridge and was to terminate at Ottawa but as the plane was landing at Minot, a woman drove a car in front of the aircraft. While the crew tried to avoid a collision, the plane was badly dam aged and could not continue the flight to Ottawa. Letters were then forwarded by train. A slogan cancel of June 21 at 3:30 p.m. was applied: "Register all letters of value." Special envelopes were sold at $1.00 each; three different varieties are known: Type 1 - "Greetings via the First Canadian Air Mail Plane from Lethbridge, Alta. The Little City with the Big Future;" Type 2 - similar to Type 1 with "Southern Alberta, the Land of Irrigation and Sun shine, Greets You;" Type 3 - similar to Type 1 with "From the Crow's Nest Pass" added. Type 3 was on yellow envelopes. Covers were not back-stamped.

220622 Type 1 envelope 125.00
　　　a. Type 2 envelope 125.00
　　　b. Type 3 envelope 200.00

1923

1923, March 29 — Victoria, B.C. U.S. Foreign Air Mail Route between Victoria and Seattle; 2:00 p.m. Pilot Eddie Hubbard's plane was forced down in water. 11 pouches of mail were salvaged in watersoaked condition and forwarded by boat with a mimeographed form: "United States Post Office, Seattle, Washington, March 31,1923. This mail in transit via S.S. President Grant from Yokohama, was damaged by water in an accident to the seaplane in service between Seattle and Victoria, B.C. [signed] Edgar Battle, Postmaster, Seattle Post Office, 3:31:23 p.m."

230329 125.00

1924

1924, October 1 — Estevan, Sask. Pioneer aerial service (special publicity flights) from Estevan to Winnipeg. Plane crashed at Bienfait, Sask., piloted by E. A. Alton, who was injured. A reported 1,926 letters were forwarded by train and backstamped in Winnipeg at 10:20 p.m. Covers bear a black and red semi-official vignette. A double-oval cachet with three lines of text was applied in violet: "Via Aeroplane - Oct. 1,1924 - Estevan, Sask."

241001 75.00
　　　a. Special cover with U.S. franking, postmarked "Wahpeton, N.D."
　　　　on Sept. 26. Aircraft was a Curtiss biplane JN-4. 150.00

1927

May 23 — St. John's, Nfld. - Rome, Italy. Trans-Atlantic attempt of Commander Francesco DePinedo, whose plane, the "Santa Maria II," was forced down at sea, rescued and towed to shore. A special surcharged stamp was issued, with the overprint "Air Mail / DePinedo, 1927" on a total of 225 copies of the 60c Cabot stamp.

270523 (See Newfoundland Section for listing of stamp and covers.)

1927, August 29 — London, Ont. - London, England. This trans-Atlantic flight attempt was sponsored by the Carling Brewery Co. of London, Ont. The pilot was Capt. Terrance B.Tully and Lt. James V. Medcalf was the navigator, flying a Stinson monoplane, the "Sir John Carling." A special stamp was authorized and 100 reported copies were printed; 90 of these were apparently applied to covers. One cover is known to have been pulled from the plane before it departed from Harbour Grace on September 7. The plane, crew, and mail vanished somewhere over the Atlantic.

270829   (See Pioneer Flight Covers and Semi-Official Stamps and Covers Sections.)

1927, November **24** — **Whitehorse,** Y.T. Pilot A. D. Cruickshank was flying a Ryan monoplane for Yukon Airways and Exploration when extreme weather conditions forced him down at Whitehorse, on a flight to Mayo, Warnecke, Keno Hill, and Dawson. Mail was forwarded by surface means.

271124   (See Semi-Official Stamps and Covers Section for listing.)

1929

1929, January 28 — Folleigh Lake, N.S. This was the first service between Halifax and St. John, piloted by T. A. Lawrence. This plane was forced down at Folleigh Lake, N.S. but it finally arrived at St. John on February 2. Covers were backstamped at 12:00 p.m.

290128   50.00

1929, March 11 — Park City, Utah. Covers are known addressed to Canada from this crash of Boeing Air Transport's CAM-18 service. A special marking was applied to explain the delay in delivery.

290311 50.00

1929, April 5 — Mayo, Y.T. This flight of Yukon Airways and Exploration was made with a Ryan monoplane, the "Queen of the Yukon." Reportedly, this plane crashed at Mayo on April 5, thus bringing an attempted flight to Aklavik to an end. A very small amount of mail was aboard.

290405   (See Semi-Official Stamps and Covers Section for listing.)

1930

1930, March 21 — Over Lake Ontario. This crash occurred on the route between Toronto and Buffalo. Mail was damaged in flight due to an overheated motor. The pilot landed at Buffalo and put out the fire. One reported cover was postmarked at the Toronto PostalTerminal on March 21 at 3:30 p.m; no special endorsement was applied. This cover was authenticated by J. J. Kiely, New York Postmaster, by a mimeographed form accompanying the damaged letter.

300321 150.00

1930, August 3 — Harbour Grace, Nfld. John Henry Mears and H. J. Brown in a Lockheed Vega attempted to fly around the world to break the Graf Zeppelin's 21-day record. Their plane crashed at Harbour Grace after take-off in the dark, without serious injury to the aviators. Official mail prepared at Harbour Grace was franked with the 5t Caribou stamp; covers were postmarked on August 3.

300803 (See Newfoundland Section for listing of covers and stamps.)

1930, September 25 — Southesk, Alta. Pilot W. G. Holden was killed about 2:30 a.m. when his plane nose-dived in heavy fog. Covers were soaked in oil and scorched. A crash marking in purple was applied: "Damaged in Air Plane Wreck."

300925 75.00

1930, October 9 — Second "Columbia" Trans-Atlantic Flight. The monoplane "Columbia," piloted by Capt. J. Errol Boyd and navigator Lt. Harry P. Connor, attempted a trans-Atlantic flight, but it was finally forced down on the beach at Tresco Island, 25 miles from Lands End, England. Covers were franked with specially-surcharged stamps of the 36c Caribou stamp.

301009 (See Newfoundland Section for listing of covers and stamps.)

1931

1931, January 21 — Baldy Mountain, Washougal, Wash. Mail is known to Canada from this crash of Varney Air Lines. One reported cover was mailed from Vancouver on January 21 and received a 3-line marking explaining the reason for delay.

310121 75.00

1931, February 20 — Bagot, Man. Due to suddenly changing weather conditions, a Western Canada Airways' Fokker F-14, G-CAIE, piloted by Norman G. Forester, crashed at Bagot, killing two passengers. Some mail was salvaged, though no markings were applied.

310220 100.00

1931, December 19 — Dunnville, Ont. Flying a westbound leg of the Toronto to Detroit service of Canadian Airways, Ltd., pilot Edward C. Burton encountered heavy fog and, unable to locate Detroit, turned around to return to Hamilton. Finding his gas supply insufficient to return and unable to land in the fog, Burton safely parachuted from the plane, which fell a mile away and was demolished. No crash markings were applied to the mail, although envelopes were forwarded with mimeographed notes explaining the damage and delay.

311219 125.00

November 29 — Riverside, Ontario. Flying through a heavy storm about 3:00 p.m. over American Airways' Contract Air Mail Route No. 27, pilot Dean C. Smith lost altitude and pancaked his plane through a thin sheet of ice. All 76 pounds of mail, watersoaked and crinkled, were forwarded from Detroit by plane at 8:20 p.m. on November 30 without any special markings. At Chicago some crash mail was given a postal handstamp: "Chicago, 111. / Dec. 1, 1933 / 1:30 PM / Received In Bad Condition."

331129 75.00

1933

November 29 - Riverside, Ontario. Flying through a heavy storm about 3:00 p.m., over American AirwaysContract Air |Mail Route No. 27, pilot Dean C. Smith lost altitude and pancaked his plane through a thin sheet of ice. All 76 pounds of mail, watersoaked and crinkled, were forwarded from Detroit by plane at 8:20 p.m. on November 30 without any special markings. At Chicago some crash mail was given a postal handstamp "Chicago, Ill., /Dec. 1, 1033 / 1:30PM / Received in Bad Condition."

331129   75.00

1934
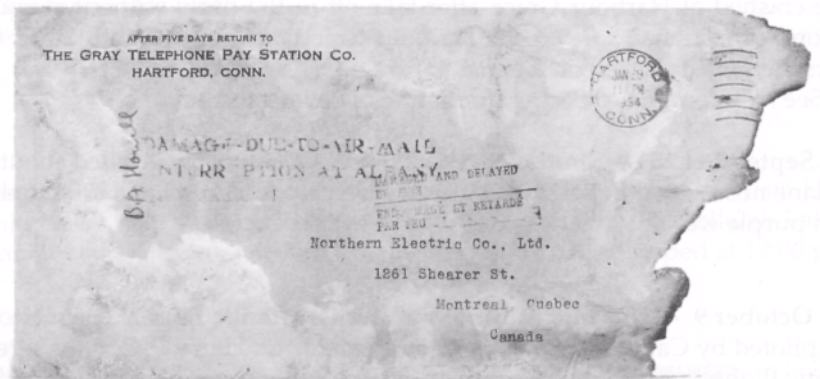
1934, January 30 — Albany, N.Y. At 3:35 a.m. pilot S.T.B. Cripps was departing Albany over Colonial Airways' U.S. Foreign Air Mail Route No. 1 to Montreal. The plane caught fire in preparation for take-off and was destroyed. A reported 45 pounds of mail were sal vaged, badly burned, and forwarded with a 3-line marking applied at Albany: "Damage Due To Air Mail Interruption at Albany, N.Y. Jan. 30th." On arrival at Montreal, covers to Canadian destinations were given a 4-line bilingual marking.

340130   75.00

1938

1938, May 27 — Alberni Canal, B.C. Ginger Coote Airways route from Vancouver to Zeballos. Seaplane "CF AUX" departed Vancouver on May 27 and disappeared. On March 9,1939 the wreckage was located near Alberni Canal; one bag of mail was retrieved. Letters received a boxed marking: "Courtesy 'Ginger Coote Airways, Ltd., 515 Howe Street.' " Salvaged covers were endorsed on the reverse: "This envelope was recovered from the Seaplane 'CF AUX' that crashed into the hillside on Alberni Canal May 27,1938 and found March 9,1939. The contents were intact, [signed] Benj Nicholson, Postmaster, Zeballos, B.C., March 31, 1939."

380527   150.00

1941

1941, February 6 — Armstrong, Ont. Trans-Canada Airlines flight from Montreal to Winnipeg. Capt. W. E. Twiss and First Officer C. E. Lloyd and 10 passengers lost their lives. The TCA Lockheed Lodestar 18-56, CR-TCP approached Armstrong for a landing and went down in the bush about a mile south of the city. One authenticated cover was postmarked

in Montreal on Feb. 6, addressed to Vancouver, and backstamped at Winnipeg on Feb. 8. A type-set postal marking was applied in blue: "Received Damaged at Winnipeg."
410206   150.00

1941, October 30 — Shedden, Ont. American Airways' flight over route AM-7 piloted by David I. Cooper crashed at 10:10 p.m. after his plane caught fire. There were 694 pieces of mail salvaged in burned condition and forwarded from Detroit after a 3-line marking was applied.
411030   75.00

1940-1944 — The wartime delivery of mail to Canadian military personnel overseas was occasionally interrupted by air crashes. For example, Armed Forces Air Letter Forms, as well as regular envelopes, mailed from Canada in July 1944, were involved in a crash (believed to have been a RCAF plane in England) sometime prior to August 10. Since details about wartime air crashes have never been fully ascertained, it is usually difficult to confirm wartime mail which might have been involved in the crash of a military aircraft.

However, some crash covers of the wartime years received occasional markings ("Salvaged From Air Crash," et al), so that a simple identification may be made. Collectors are however cautioned to remember that wartime crash covers must be researched more fully to give some measure of authenticity.   50.00

1941, January 25 — Beggin Hill, England. On January 26, RCAF Dakota 978 crashed and burned on take-off at Beggin Hill. The aircraft was enroute to Canada and was carrying Canadian armed forces mail, much of which was destroyed or severely damaged. The few specimens remaining received no markings. The only legitimate manner to identify this crash mail is an analysis of postmarks, transit cancel or backstamp, return and destination addresses, and some evidence of damage.
451225   100.00

1954

1954, April 8 — Moose Jaw, Sask. Trans-Canada Airlines flight from Toronto to Vancouver, piloted by Capt. I. H. Bell and First Officer D. W. Guthrie. All crew and passengers were killed. A Harvard aircraft flown by a student pilot collided with the 4-engine TCA North

Star, causing both aircraft to crash in flames. Canadian officials stated that a half ton of mail was aboard. Many recovered pieces show much damage and were endorsed: "Salvaged From / T.C.A. Wreck," or "Delayed or Damaged, M. Jaw Plane Wreck," applied in several different colors. The quantity of mailbags by destination was as follows: Calgary (29); Edmonton (28); Lethbridge (3); Vancouver (44); and Victoria (10).

540408   75.00

December 25 — Prestwick, Scotland. On Christmas Day a British Overseas Airways Corp. Boeing Stratocruiser crashed at Prestwick, killing all aboard. A reported $60 million in diamonds aboard were recovered only when the earth around the crash site was carefully loaded into railway cars and shipped to London for sifting. Salvaged mail was given a 2-line marking in violet: "Salvaged Mail / Aircraft Crash / Prestwick 25-12-54." Most of the mail from this crash was addressed to Canada and the U.SA.

541225   75.00

1956 26 Mar 1955 Toronto–Tokyo Boeing Stratocruiser, Pacific Ocen. 3 seven known (Ken Layford

1956

December 9 — Vancouver, B.C. Trans-Canada Airlines flight piloted by Capt. Allen J. Clark; disappeared after take off, all crew and passengers were lost, reported at the time as the worst Canadian airline disaster in history. The 4-engined TCA North Star departed Vancouver at 6:00 p.m. The last radio contact was at 7:09 p.m. when the pilot reported that the port engine was on fire.
On May 13,1957, a TCA spokesman reported that pieces of wreckage had been found on the 8,200-foot Mount Sleese, 70 miles east of Vancouver. Under date of June 18,1957, the District Director of Postal Service at Vancouver reported that "only a few letters have been salvaged." These were forwarded after having been endorsed "Salvaged from Plane Wreck."

561209   150.00

1959

February 23 — Baddeck, N.S. First flight of "Silver Dart" replica plane from Baddeck. Shortly after take-off pilot Paul Hartmann crash landed. The plane carried about 300 letters, mostly to high Canadian officials. Letters were franked with the new 5c Canadian stamp issued the same day, and bore printed and rubberstamped cachets. Mail was undamaged.

**590223**   75.00

1970

July 5 — Toronto, Ont. Air Canada DC-8 flight #612 crashed at the Toronto International Airport after an abortive attempt to land. Capt. Peter Hamilton and co-pilot, First Officer Donald Rowland, were killed with 107 other crew and passengers. About 1,100 pounds of mail were aboard, composed of 43 bags of first and third class mail and 126 registered letters. About 600 pounds of mail were salvaged. An estimated 650 pounds of mail were destroyed or so damaged as to be unidentifiable. All salvaged mail received a 2-line mark ing (in two sizes) in black: "Salvaged From / Air Crash July 5."

700705   75.00

1978
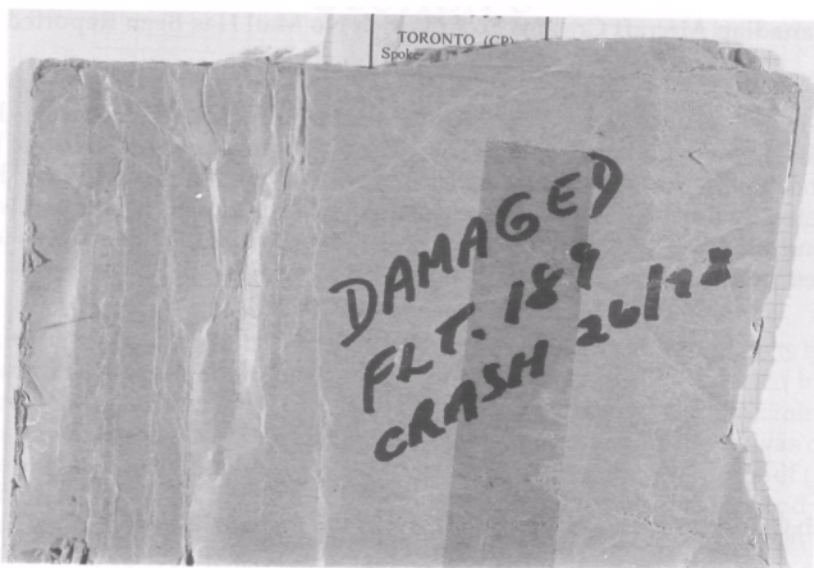
1978, June 26 — Toronto, Ont. Air Canada DC-9 flight #189 skidded off the runway and crashed nose down into a 60 foot ravine and cracked into 3 pieces. Two died and 105 were injured. Seventy bags of undamaged mail were forwarded without any special markings. Mail was from Eastern Canada and the Toronto region and cancelled between June 23 and 25.

780626   —

    a. one known package container holding wedding invitations for a couple
       in Winnipeg marked: "DAMAGED / FLT.189 / CRASH 26/78."   25.00

1985
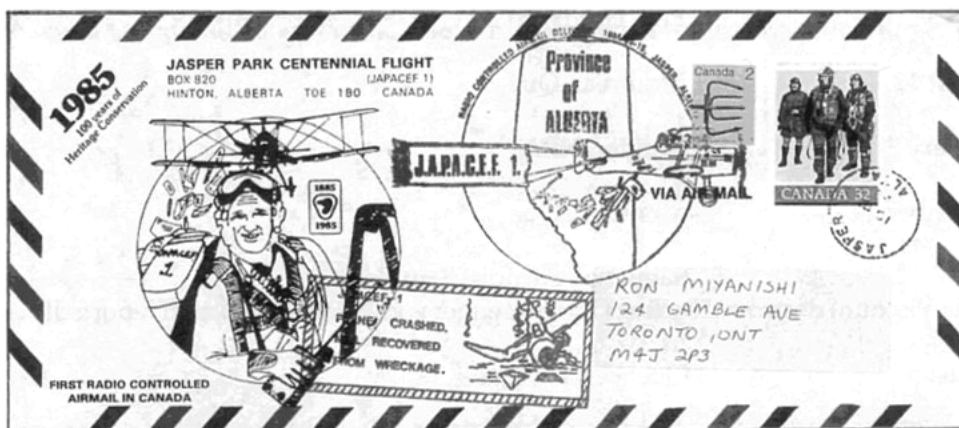
1985, September 15 — Jasper, Alberta. The seventh aircraft of the first radio-controlled air mail in Canada, sponsored by the Jasper Park Centennial Flight Committee, crashed. Covers were postmarked at Jasper, Alberta and backstamped at Hinton, Alberta.

850915   8.00

APPENDIX

Canadian Aircraft Crashes From Which No Mail Has Been Reported

1921, March 24-April 26 Peace River - Fort Vermilion - Hay River - Fort Providence - Fort Simpson. The Imperial Oil Co. wanted to re-supply its Discovery Well on Bear Island, north of Fort Norman, and to remap and explore areas of the Northwest Territory. Two Junkers planes, the "Rene" and the "Vic," were piloted by Elmer G. Fullerton and George W. Gorman. The flights met with mishap at Fort Simpson and the "Vic" was flown back to Peace River, while the "Rene" was left behind for repairs. It is questionable if any mail survived.

> March 24 — Peace River - Fort Vermilion
> March 27 — Fort Vermilion - Hay River
> March 28 — Hay River - Fort Providence
> April 26 — Fort Providence - Fort Simpson
> April 26 — Fort Simpton - Peace River

1928, August 25   Victoria - Vancouver

(Crash of British Columbia Airways aircraft. All crew and passengers lost.)

1940, March 27   Leamington, Ont.

1946, September 18   Gander, Nfld.

1950, December 20   Penticton, B.C.

1952, January 19   Sandpit, B.C.

1954, December 17   Brampton, Ont.

1956, December 9   Vancouver, B.C.

1957, June 23   Port Hardy, B.C.

1957, August 12   Montreal, Que.

1959, February 3   Gander, Nfld.

1963, November 29   Montreal, Que.

1969, April 7   Saguenay Airport, Sept lies, Que.

(Air Canada Viscount destroyed by fire. One passenger was killed and all mail reportedly destroyed.)

1974, August 5   Quebec City, Que.

1974, September 9   Nanaimo, B.C.
(Twin-engine Grumman Goose of West Coast Air Services, Ltd. crashed 30 miles southwest of Nanaimo. All eleven aboard were killed and no mail was reported salvaged.)

# SECTION 8

CANADIAN BALLOON COVERS

Professor Francois Brisse

It is not surprising that a country renowned for its ice hockey and proud of its hardy resistance to an Arctic wind that bends too often would have few air mail covers flown by balloons. But Canada has too infrequently enjoyed the beauty of balloons floating over its terrain and too few of those balloons have carried covers. One of the first recognized balloon covers was discovered only recently. It is a unique ballon monte letter sent from Paris, during the 1870 siege of that city, to Gait, Ontario. The balloon reached Chanzeaux, a town not far from Cholet, France, and was forwarded to Canada via London, England, through the regular mail system. Most balloon covers in these listings were flown since 1967 when Canadians celebrated their Centennial with scores of special events.

The advent of hot air ballooning has brought some measure of collectibility to Canadian aerophilatelists. Only in the last decade has there been any keen interest in balloon covers, some flown by amateur balloonists at air shows and special events.

These few pages recognize those balloon covers and, where known, the event and the balloonist who flew those covers. In some cases, the Editors have not determined what specific balloon (or balloonist) carried covers aloft.

Included in these listings are special cancels which Canada Post has at times authorized at balloon events. The Editors would be grateful for any additional information on covers flown by balloon in Canada, or details on special cachets or markings recognizing ballooning.
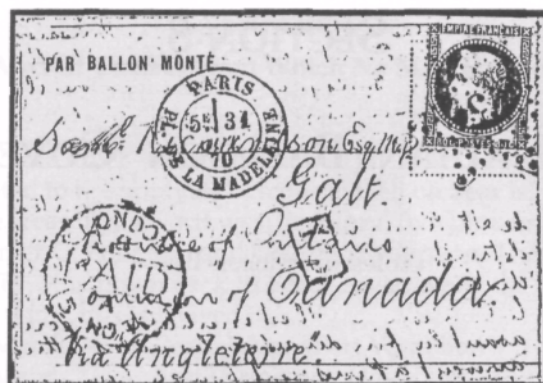
1870, October 31 — Paris, France - Gait, Ontario. Ballon monte lettersheet from Paris, during the siege of Paris, to Gait, Ontario via London. Pre-printed "PAR BALLON MONTE" in upper left corner. Posted in Paris on October 31,1870 and transited through London on November 5,1870. Franked with an 80 centimes stamp. It was carried on the "Le Fulton" and left the Gare d'Orleans on Wednesday, November 2 at 8:45 a.m. It landed at Chanzeaux, 20 km from Cholet (Maine-et-Loire), at 2:00 p.m. The balloon covered 290 km traveling south-west from Paris. The pilot was: Le Gloarnec and he had a passenger: Ernest Cezanne.

BC-187000 Paris to Galt   7400.00

Although no ballon monte cover was flown directly to Canada, due to its uniqueness, the Coordinating Editor decided it should be included in this section. This inclusion does not set a precedence for the addition of other types of covers addressed but not directly flown to Canada.

1937, July 3 — Harbour Grace, Newfoundland. First Transatlantic Manned Free Balloon Stratoflight. Hand-drawn cachet on cover prepared by Roessler. The stamps are cancelled with a huge postmark: "POSTED / TRAVELING / MAIL BOX / H G NEW F." The following is written in pencil at the back of the cover: "flight, aborted, pilot (signed) MacLean."

BC-3701   Harbour Grace   125.00
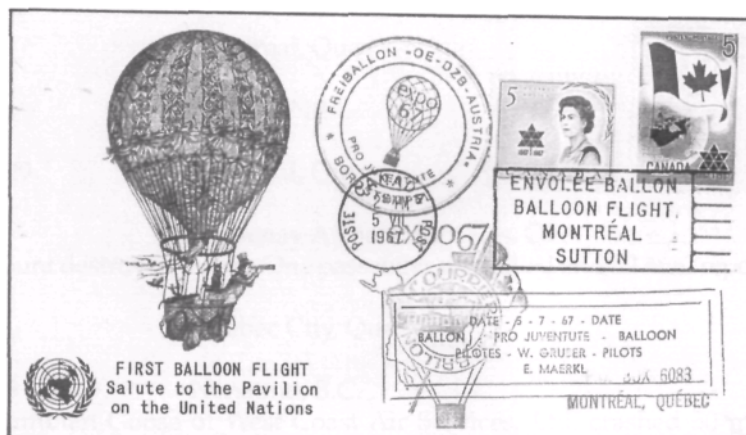
1967, July 5 — Montreal. Slogan cancel: "Envolee Ballon / Balloon Flight / Montreal / Sutton." A number of balloon flights took place during EXPO 67. The departure and landing places are inscribed in the slogan cancel. This list may be incomplete. Balloon, Pro Juventute OE-DZB, Austria. Pilots: W. Gruber, E. Maerkl. Different cachets known.

BC-6700   Balloon, OE-DZB, Austria   10.00

1967, July 21 — Montreal. Slogan cancel: "Envolee Ballon / Balloon Flight / Pare Expo Park / Montreal North."

BC-6701   Balloon, OE-DZB, Austria.   10.00

The *Canadian Centennial International Balloon Race* took place July 4-24, 1967, in Western Canada on the occasion of Canada's centennial celebration.

This was a three stage balloon race, with each stage taking place about 5 days apart.

First stage: Calgary, Alberta, August 13
Second stage: Yorkton, Saskatchewan, August 19
Third stage: Brandon, Manitoba, August 24

The departure and landing places are inscribed in the slogan cancel. For example, the four balloons which left Calgary on August 13 landed in Acme, Carbon, Beiseker and Linden. Thus one of the slogan cancels reads: CENTENNIAL / BALLOON POST / CALGARY / ACME

1967, July 13 — Calgary. Stampede post office postmark.

BC-6702   Balloon, Spelterini, Canada.   cover 10.00

1967, **July 13 — Calgary.** Slogan cancel: "Centennial / Balloon Post / Calgary / Acme."

BC-6703   Balloon, Nimbus, Netherlands   card 8.00 cover 10.00

1967, **July 13 — Calgary.** Slogan cancel: "Centennial / Balloon Post / Calgary / Carbon."

BC-6704   Balloon, Spelterini, Canada.   card 8.00 cover 10.00

1967, **July** 13 — Calgary. Slogan cancel: "Centennial / Balloon Post / Calgary / Beiseker."

BC-6705   Balloon, Torck, Belgium.   card 8.00 cover 10.00
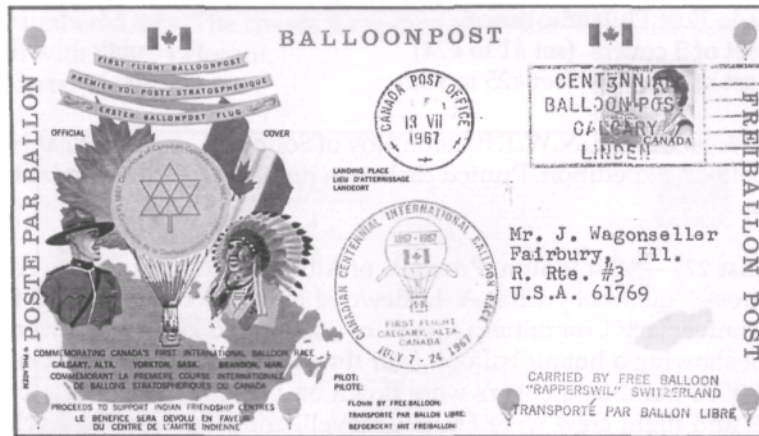
1967, July 13 — Calgary. Slogan cancel: "Centennial / Balloon Post / Calgary / Linden."

BC-6706   Balloon, Rapperswil, Switzerland.   card 8.00 cover 10.00

1967, July 19 — Yorkton. Slogan cancel: "Centennial / Balloon Post / Yorkton / Ebenezer."

BC-6707   Balloon, Spelterini, Canada.   card 8.00 cover 10.00
                a. Balloon, Nimbus, Netherlands.   card 8.00 cover 10.00

1967, July 19 — Yorkton. Slogan cancel: "Centennial / Balloon Post / Yorkton / Saltcoats."

BC-6708   Balloon, Rapperswil, Switzerland.   card 8.00 cover 10.00

1967, July 19 — Yorkton. Slogan cancel: "Centennial / Balloon Post / Yorkton / Tonkin."
BC-6709   Balloon, Torck, Belgium.   card 8.00 cover 10.00

1967, July 24 — Brandon. Slogan cancel: " Centennial / Balloon Post / Brandon / Stockton."
BC-6710   Balloon, Nimbus, Netherlands.   card 8.00 cover 10.00
           a. Balloon, Torck, Belgium.   card 8.00 cover 10.00

1967, July 24 — Brandon. Slogan cancel: "Centennial / Balloon Post / Brandon / Hilton."
BC-6711   Balloon, Spelterini, Canada.   card 8.00 cover 10.00
           a. Balloon, Rapperswil, Switzerland.   card 8.00 cover 10.00

1968, July 1 — Ottawa. 110th anniversary of the first balloon ascension in Ottawa by Thaddeus Lowe on June 17, 1858. Balloon mail was carried by the *Spirit of Canada* piloted by Stan Sheldrake from the grounds of the National Museum of Science and Technology in Ottawa.
BC-6801   Ottawa   5.00

1968, August 10 — Halifax. World's First Trans-Atlantic Balloon mail in the "Maple Leaf." Flight aborted one mile off Halifax in the Atlantic Ocean. Piloted by Kostur and Winters. Black cachet.
BC-6802   Halifax   50 covers   5.00

1979, October 8 — Edmonton. City of Edmonton 75thAnniverasary commemorative covers. Carried on the "Albatross," C-GHOT and piloted by Chas A. Littlewood with B. Baronsfeather and S. Chiovelli. A total of 100 covers were flown with 3 different frankings: 38 covers franked with Scott #789,38 covers franked with Scott #790 and 24 covers franked with Scott #721. The long set, numbered 1 to 24, comprised one of each of the franked covers. The short set, numbered 25 to 38, comprised of covers franked with Scott #789 and #790. Canada Post Philatelic cancel.
BC-7901   Long set of 3 covers (set #1 to #24)   (24 sets)   170.00
           Short set of 2 covers (set #25 to #38)   (14 sets)   135.00

1980, April 4 — Eureka, N.W.T. Balloon "Joy of Sound," C-GMAX, near North Pole as part of Arctic Balloon Expedition. Printed cachet on numbered cards with balloon mail cachet.
BC-8000   Eureka   5.00

1980, August 27 — Edmonton. Province of Alberta 75th Anniversary covers. Carried on the "Albatross," piloted by Chas A. Littlewood aided by Bob Dowling, Commissioner of the 75th Anniversary Committee. A total of 3000 numbered covers were flown. Canada Post cancel showing a hot air balloon over the provincial legislature. On September 1, an additional 3000 numbered covers were flown on the "Albatross." The pilot was Chas A. Littlewood and flight crew were Frank Chiovelli and Marshall Wynnychuk. The Canada Post cancel showing a hot air balloon over the provincial legislature was used. The covers from both flights were sold in matched sets and there were 100 sets in special presentation folios designed by Ray Forest.
BC-8001   Matched set   (2900 sets)   65.00
           a. Presentation folio   (100 sets)   85.00

1983, June 28 — Edmonton. One hundred numbered Canada Post First Day covers dated June 28 were prepared for the stamp launch of the Universiade '83 stamps (Scott #981-982.) The flight was cancelled due to bad weather, but the covers were carried on the tethered flight. Carried on the "Klondike Lady," C-GQPZ piloted by Frank Chiovelli with Capt. Gary Ford. One hundred numbered Universiade '83 covers were prepared for the opening day of

Universiade '83 on July 1. They were to be carried during the first race of the Colorfast Cup, but the flight was cancelled due to bad weather. Each of the No. 10 size business envelopes are franked with the Universiade stamps (Scott #981-982).

Both covers were paired into matched sets after having been flown on the first race in the morning of July 2. Carried on the "Klondike Lady," piloted by Frank Chiovelli with Capt. Gary Ford.

BC-8300	Edmonton	(100 sets)	45.00

1983, September 15 — Red Deer. Commemorative covers for the official opening of the Red Deer Mail Processing Plant. Twenty-five numbered covers were carried on the morning free flight, afternoon tether flight and an evening flight. Carried on the "Klondike Lady," piloted by Frank Chiovelli. There were also 100 commemorative covers not flown on the balloon. Ten Canada Post blue presentation folders were prepared which contain both the flown and unflown covers. Canada Post cancel showing a deer's head was used.

BC-8302	Red Deer	(15 pieces)	160.00
	a. Presentation folder	(10 sets)	175.00

1984, May 13 — Lancaster Park, CFB Edmonton. Airshow '84 at CFB Edmonton at Lancaster Park. A set of 3 covers franked with the 32c (Scott #1011), 37c (Scott #927), and 64c (Scott #932) stamps. The covers were carried on a tethered flight on the balloon "Klondike Lady," piloted by Frank Chiovelli. Private cancel showing a balloon and reading "Air Show '84 / Lancaster Park, Alberta."

BC-8400	Lancaster Park	(10 sets)	10.00

1984, September 17 — Lancaster Park, CFB Edmonton. Commemorative cards were flown during the Papal visit by Pope John Paul II. Twenty Papal Visit postcards were flown with 10 cards franked with the 32c stamp; the other 10 franked with the 64c stamp and matched into 10 numbered sets. The covers were carried on the "Klondike Lady," piloted by Frank Chiovelli with Sharon Herout.

BC-8401	Lancaster Park	(10 sets)	265.00
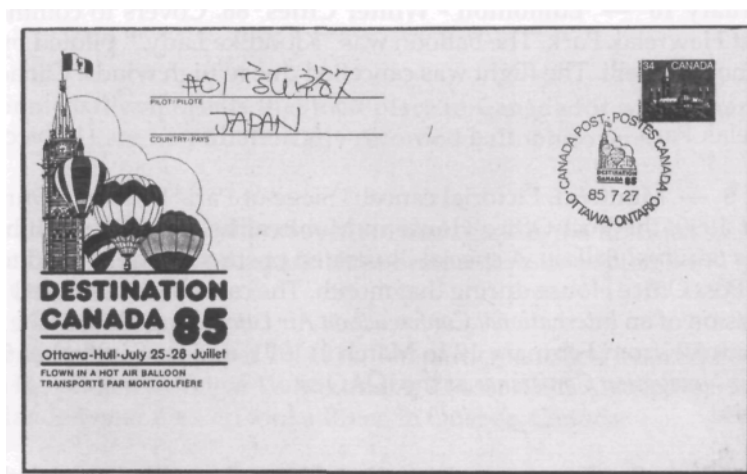
1985, July 25-28 — Ottawa. Pictorial cancel: "Destination Canada."

BC-8500	Pilot - Bill Henry, USA (July 25 postmark)		2.00
	a. Pilot - Del Michaud, Canada (July 25,27)		2.00
	b. Pilot - Risro Jalava, Finland July 25)		2.00
	c. Pilot - Chuck Bump, Canada (July 25)		2.00

d. Pilot - Eric Barnum, USA (July 25)	2.00
e. Pilot - Harvey Hubbel IV, USA (July 25)	2.00
f. Pilot - Ken Penfold, Canada (July 25)	2.00
g. Pilot - Peter Lindholm, Finland (July 25)	2.00
h. Pilot - Duvin, France (July 25)	2.00
i. Pilot - Andre Bilodeau, Canada (July 26)	2.00
j. Pilot - Bill Cudney, Canada (July 26)	2.00
k. Pilot - Bill Cole, Canada (July 26)	2.00
1. Pilot ------- (signature unreadable), balloon OO-BAA July 26)	2.00
m. Pilot - Dale Ritche, Canada Quly26)	2.00
n. Pilot - Allistair Russell, Canada (July 27)	2.00
o. Pilot - Doug Shippee, Canada (July 27)	2.00
p. Pilot - Peter Vizzard, Australia (July 27)	2.00
q. Pilot - Chris Kirby, UK (July 27)	2.00
r. Pilot - Hiro Takamoto, Japan (July 27)	2.00
s. Pilot - Malcolm McLeod, Canada (July 27)	2.00
t. Pilot - Owen Keown, USA (July 27)	2.00
u. Pilot - Ralph Hall, USA (July 27)	2.00
v. Pilot - Nina Henry, USA (July 27)	2.00
w. Pilot - Bill Whelan, Canada (July 27)	2.00
x. Pilot - Stan Wereschuk, Canada (July 27)	2.00
y. Pilot - Michael Cross, Canada (July 27)	2.00
z. Pilot - Grant Ogden, Canada (July 27)	2.00
aa.Pilot- Warner Regal, Canada (July 27)	2.00
ab. Pilot - Scott Vander Horst, USA (July 27)	2.00
ac. Pilot ------- , Poland (July 27)	2.00
ad.Pilot - Cheryl M. Loreish, USA (July 27)	2.00
ae.Pilot-Ruth E. W----- , Australia (July 27)	2.00
af. Pilot ------- isher, Canada (July 27)	2.00

1986, February 16 — Edmonton - Winter Cities '86. Covers to commemorate outdoor activities at Hawrelak Park. The balloon was "Klondike Lady, " piloted by Frank Chiovelli with Stefano Chiovelli. The flight was cancelled due to high winds. Canada Post Philatelic cancel.

BC-8600   Hawrelak Park   (10 pieces)   20.00

1990, Nov. 8 — Montreal. Pictorial cancel: "Siege of Paris Balloon." During the month of November 1990, the Post Office House in Montreal held a stamp exhibition *Up, Up and Away in my Beautiful Balloon.* A special illustrated postmark was applied to the mail deposited at the Post Office House during that month. The cancel was also used in February 1991 on the occasion of an *International Conference on Air Law* taking place at the ICAO headquarters in Montreal, from February 12 to March 1,1991, and on September 5-20,1991 during the *10th Air Navigation Conference* at the ICAO site.

BC-9000   Montreal   2.00

1991, Aug. 10 — St - Jean - sur - Richelieu. Pictorial cancel: "10th World Competition." The *10th World Hot Air Balloon Championship* (Mondial 91 de la montgolfiere) took place at that time in St-Jean-sur-Richelieu, Quebec.

BC-9100   St - Jean - sur - Richelieu.   5.00

Postmark used in St-Jean-sur-Richelieu   Slogan cancel for the 6th Hot Air Balloon during the
10th World Hot Air Balloon   Festival, Gatineau, QC. Championships.

1992, September 4-7 -Gatineau. Pictorial cancel "Postes Canada • Canada Post / Gatineau,(Quebec)".
BC-9200   Gatineau.   2.00

1993, July 28 - September 7 — Gatineau. Slogan cancel: "6e Festival de / Montgolfieres /
Gatineau, Quebec / 93.09.03-06 / 6th Hot Air / Balloon Festival."
BC-9300   Gatineau.   2.00

1997, May —   St. Jean / Richelieu. Permanent pictorial cancel: "Festival Annuel de
Montgolfieres / Postes Canada • Canada Post / St - Jean - sur - Richelieu, QC."
BC-9700   St - Jean - sur - Richelieu   2.00

1997, July 1 — Montreal. Pictorial cancel "La fete du Canada a l'OACI / Canada Day at
ICAC7 Postes Canada Canada Post / Montreal, QC 1997.07.01." A balloon, an airplane and a
kite fly over the Montreal skyline. This pictorial cancel was used on July 1 to mark the Canada Day
celebration at ICAO.
BC9701   Montreal   2.00

Some balloon events that took place in Canada for which there are no philatelically recorded balloon covers.

Perhaps the most noteworthy balloon event in Canada was the first successful passenger voyage of a
balloon, made by Eugene Godard and three companions, on September 8, 1856 from Montreal to Pointe-
Olivier, Quebec.

The *Gordon Bennett Race* of October 10, 1910. Ten participants left from St. Louis, Missouri. The balloon
"America II," piloted by Edgar W. Mix and A. Roussel (U.S.A.), won the race after travelling 1884 miles.
They landed near the Peribonka River, in Quebec, Canada.

Unsuccessful attempts to cross the Atlantic:
In 1977 the "Eagle," with Rheinhard and Stephenson on board ditched southeast of Halifax, Nova
Scotia.

A good deal of information about early balloon flights may be found in **125 Years of Canadian
Aeronautics. A Chronology 1840-1965,** by G.A. Fuller, J.A. Griffin and K.M. Molson. Published by the
Canadian Aviation Historical Society.
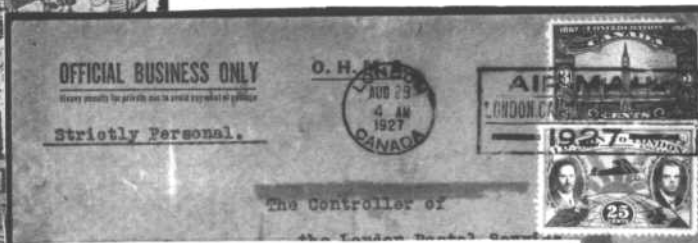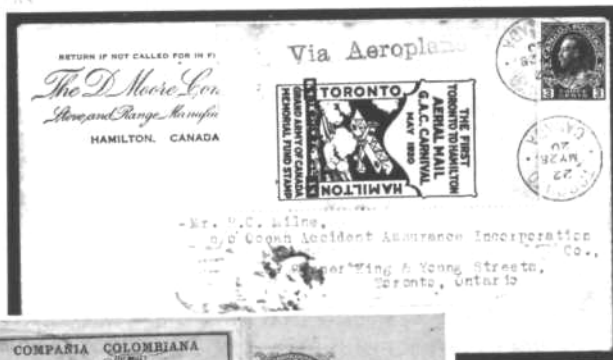
SECTION 9

# CANADIAN GLIDER FLIGHT COVERS

Simine Short

Most air mail collectors are vaguely aware of "glider mail." However, many are not familiar with gliders in general, so this aerophilatelic collecting area is not as widely known or collected as mail flown by balloon, airship, or airplane.

Prior to World War II, the development of aviation as a means of carrying mail inspired numerous experiments searching for economical methods to cover distance and to reach remote locales. Political conditions and limited resources, especially in Central Europe in the 1920s, led to experiments with gliders which might utilize nature's air currents (instead of an engine) to support an aircraft. This led to the development of the Sky Train, using one "locomotive" airplane and multiple unpowered glider "cars." Much sky train development in the 1930s was officially sponsored. This development reached its ultimate in military usage by a number of countries during World War II.

The contribution of motor less aviation is interesting and challenging. Talking with the people who made the events happen in the 1920s and 1930s makes one highly aware that history was made in a very painstaking fashion. Flown covers from this time period are proof of those pioneering achievements. Such covers are historical and are significant as mail carried on flights which contributed to the development of aviation.

In general, flown or souvenir glider mail is not expensive and — at times — additional research can still be done. Discoveries can still be made.

Are you ready to get started? The American Air Mail Society has several ways to help. A look through the **American Air Mail Catalogue,** Fifth Edition, Volume V, "United States Glider Flights," or a study of **Glider Mail: An Aerophilatelic Handbook** will provide worldwide coverage. Both books, as of July 1997, are available through the AAMS, c/o Greg Schmidt, 1978 Fox Burrow Court, Neenah WI 54956, USA.

283
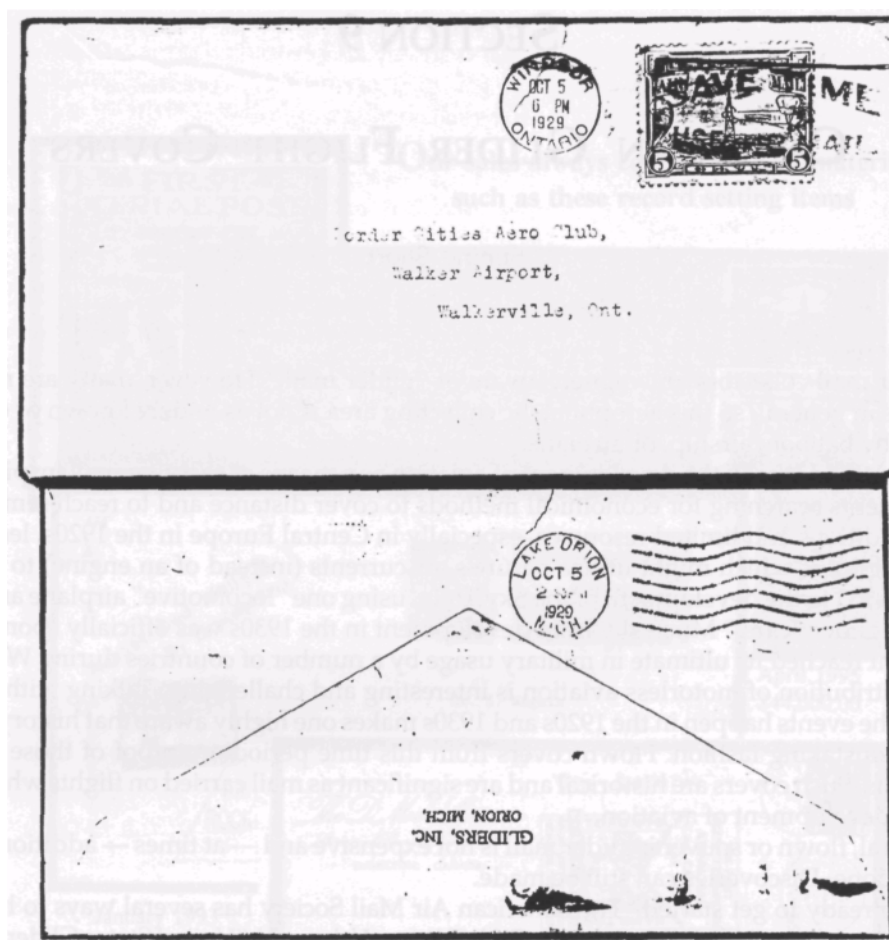
1929, October 5 — Dearborn, Michigan - Windsor, Ontario. One letter, carried by glider, is the only reported example of the first mail-carrying glider flight on the North American continent. As part of the 2nd annual air meet at Walker Airport in Windsor, the Gliders, Inc. Corporation from Lake Orion, Michigan arrived with a newly designed two-seat glider. The firm brought greetings to the Border City Aero Club by delivering a letter with the following message:

> *"This letter comes to you by the first international glider mail carried by Pilot*
> *Oskar Kuhn flying a ship built by Gliders, Inc. of Lake Orion, Mich. We hope that this*
> *flight will mark the beginning of a Glider activity in the Dominion of Canada that will*
> *soon develop into a great friendly rivalry with the Glider fliers of the United States.*
> *In sponsoring this first international glider flight the Border Cities Aero Club is*
> *taking the lead in introducing this great sport and training activity into Canada.*
> *Congratulations! Yours very truly, Gliders, Inc."*

The flown letter was signed by W. J. Scripps, President; M. A. Kearney, Vice President; F. M. Blunk, Operations Manager; and C. D. Brewer, Secretary. The pilot was Oscar Kuhn. The envelope, franked with a *5c* U.S. air mail stamp, received a Lake Orion machine cancel as a backstamp on October 5 at 2:30 p.m. It was postmarked with a "Save Time / Use Airmail" slogan cancel in Windsor at 6 p.m. the same day.

CD-29.1   Dearborn, Michigan - Windsor, Ontario, Oct. 5   250.00

1943, June 23 - July 1 — Montreal Military Glider Flight. On June 23, 1943, Squadron Leaders Richard G. Seys and F. M. Gobeil took off from runway 28 at Dorval Airport, Montreal, in a Waco CG-4A troop glider named "Voo-Doo." The glider was heavily laden with supplies vital to the allied war effort. Flight Lieutenant Longhurst was flying a C-47 "Dakota" towplane with extra fuel for the 3,220+ mile flight across the Atlantic Ocean. Average flying speed was about 115 mph. The flight was done in four legs. Even though the flight was successful, authorities did not consider it practical, and no further such transoceanic sky trains were attempted. Bananas, chocolate, and nylon stockings were carried by the pilots privately; some mail may have been flown but none have been reported.

1973, June 23 through July 1 — "Voo Doo" Transatlantic Reenactment Flight. This was not a glider mail flight. Printed cachet shows "Voo-Doo" on the historic flight and "The Waco Hadrian 1 (CG-4) / Dimensions: Wing Span 83 ft 8 ins / Performance: Towed Behind / Douglas Dakota 125 mph / 30th Anniversary / Of First / Towed Glider / Across Atlantic/ 23rd June 1943 / Montreal To / Prestwick."

   CD-73.1   Special envelope, postmarked Point Claire - Dorval   10.00

    Mail was flown with modern airplanes on reenactment flights over the same route in 1973. Same flight cachet was applied in different colors on each leg showing the original flight route across the Atlantic from Montreal to Prestwick.

Montreal - Heathrow Airport, England. Mail flown by Air Canada. Violet cachet was applied: "Flown from Montreal to London / (Heathrow) by Air Canada, / Aircraft: DC-8 No. CF-TJI. / Capt: R. McDonald / Flight Time: 6 hrs 15 mins." Flying time in 1943 was 28 hours total. A blue "Flown By / Air Canada" handstamp was applied as backstamp. A Pointe Claire-Dorval postmark was applied on June 23.

   CD-73.1A   Montreal - London, England, re-enactment flight   15.00

Montreal - **Goose** Bay, Labrador. After almost seven hours flying time, the sky train with "Voo-Doo" landed at Goose Bay, Labrador and waited for weather to clear. The covers received a violet-brown flight cachet: "Flown to Goose Airport / Goose Bay, Labrador, / where Voo-Doo took off on / 27th. June, 1943, to fly to / Bluie West One Greenland" and was taken to the Goose Bay Airport Post Office to be postmarked on June 27.

   CD-73.1B   Montreal - Goose Bay, re-enactment flight   15.00

Montreal - Narssarssuaq, Greenland On June 27,1943, the sky train took off for Bluie West One, Greenland and landed safely. The covers received a black flight cachet: "Flown to Narssarssuaq, Greenland, (formerly / Bluie West One) where Voo-Doo landed on / 27th June 1943, before flying to Reykjavik / Transported to Royal / Danish Air Force / Search and Rescue / Base at Narssarssuaq." A handstamp of the "Luftgruppe Vest / 3923 Narssarssuaq / Gronland" was applied in black on arrival. A Greenland stamp and Narssarssuaq postmark were applied on June 27.

CD-73.1C   Montreal - Narssarssuaq, Greenland, re-enactment flight   15.00

Montreal - Reykjavik, Iceland. The Greenland to Iceland leg covered about 750 miles, with flying time a little more than 7 hours. To avoid snowstorms, the sky train flew only about 50 feet above a smooth yet hostile Atlantic Ocean. A violet flight cachet was applied: "Flown to Reykjavik, Iceland, / from where Voo-Doo took off / on 1st July, 1943 for Prestwick / on Final Leg of Transatlantic Flight./ Transported to United States / Naval Base at Keflavik." Iceland stamps were applied and postmarked in Reykjavik on July 1.

CD-73.1D   Montreal - Reykjavik, Iceland, re-enactment flight   15.00

Norwich - Aberdeen, Scotland. The final leg to Prestwick, Ayrshire, Scotland, was the longest of the four hops, just over 850 miles with a flying time of almost eight hours. Prestwick was the United Kingdom terminal of the bomber ferry across the Atlantic. Covers were "Flown from Norwich to Aberdeen / (via Teesside) by Air Anglia Ltd. / Aircraft: Dakota DC-3 No. G-BAUR / Flight No: AQ 520 / Capt: S. Cooremans. / Flight Time: 1 hr. 40 mins," flight cachet in blue. A British stamp was applied to the covers, posted in Ayr on July 1.

CD-73.1E   Norwich - Aberdeen, England, re-enactment flight   15.00
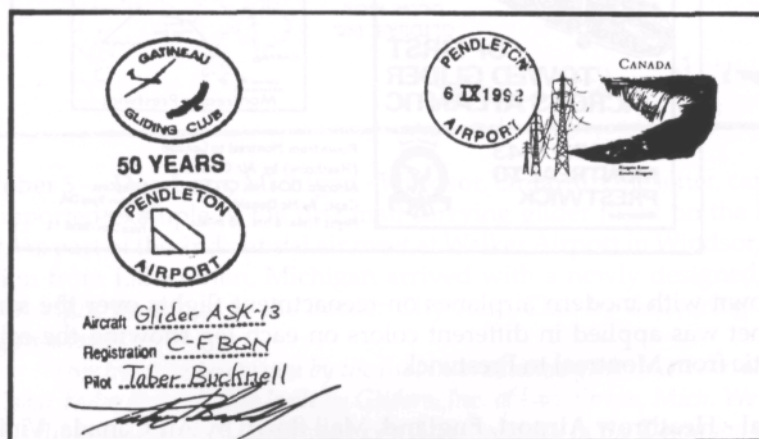
1992, September 6 — 50th Anniversary of Pendleton Village Airport. Covers were sponsored by the Gatineau Gliding Club and flown in a Schleicher ASK-13 sailplane and a Tiger Moth airplane to commemorate the 50th anniversary of Pendleton Airport. Blue cachet shows oval logo of the gliding club at top with "50 Years" and a logo of the airport at bottom, plus "Aircraft Glider ASK-13 (handwritten addition) / Registration C-FBQN / Pilot Taber Bucknell." Most covers were signed by the pilot. A circular Pendleton Airport canceller was applied in blue on Sunday, September 6.

CD-92.1   Pendleton Airport flight   10.00
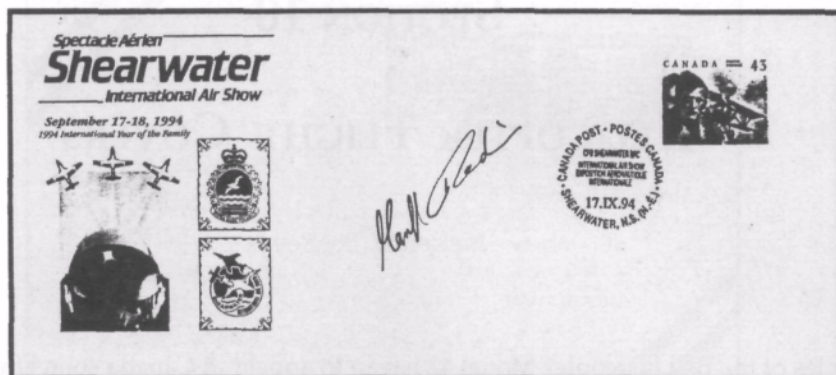
1994, September 17 — Shearwater, N.S.

International Air Show. The Canadian Aerophilatelic Society sponsored glider mail flown by Manfred Radius in a HI 01 Salto sailplane in lieu of an appearance by the Snowbirds. Airshow-sponsored covers were signed by Radius and postmarked with a commemorative cancel: "CFB Shearwater BFC / International Air Show / Exposition Aeronautique / Internationale / 17.IX.94."

CD-94.1   Shearwater Air Show flight (100 pieces)   10.00

References:

"The Border City Star," Windsor, Ont., Oct. 7,1929, page 1.

Cumming, Michael. **The Powerless Ones, Gliding in Peace and War.** Chapter 4, "Voodoo Over the Atlantic." Frederick Muller, Ltd., London, 1966

Gobeil, W/C F. M. **"By Glider Across the Atlantic,"** Canadian Aviation Historical Journal, Spring 1976, pp. 23-30.

SECTION 10

HELICOPTER FLIGHT COVERS

Nelson D. Bentley

Examples of the Bell helicopter Model 47 began to appear in Canada soon after it was certified in March 1946 by the U.S. Civil Aeronautics Administration. Initially, helicopters were purchased by small charter aircraft operators and aviation survey companies. The first Canadian-registered helicopter was used for photographic surveying in Northern Ontario. An exception in the early years occurred when Carl Agar acquired one for his company, Okanagan Air Service in British Columbia, for agricultural work, which was the cornerstone for what would become Okanagan Helicopters, Ltd., one of the world's largest helicopter fleets.

There is a modern familiarity with the spectacle of Santa Claus and politicians being flown by helicopter to local shopping centers. But the majority of work done by helicopters has been in the northern part of Canada, referred to as "the bush." While operating in "the bush" pilots would usually drop in at any isolated community. If a community had irregular mail service or service was interrupted due to weather conditions, like "freeze-up" or "break-up," a Postmaster might ask a pilot to fly out the mail, where it could be put into the regular mailstream. Sometimes there would only be a handful of letters; other times there would be enough mail so that a Postmaster would fill out the proper postal form and put the mail in a blue air mail bag. This service was by courtesy of the pilot; however, his company did not receive any remuneration.

Canada's only experimental helicopter mail service occurred in 1952. The Post Office Department chartered a helicopter for 4 months to deliver mail to isolated fishing communities in the Notre Dame Bay area of Newfoundland. Despite the worst winter weather in 20 years, regular deliveries were flown out of Lewisporte on three routes. Flights were never more than 10 days apart. A total of 14,941 pounds of mail was delivered on 44 trips. Later, of special interest, was the Centennial Project undertaken by Frank Ogden in 1967. The Post Office Department gave its approval but was not involved financially.
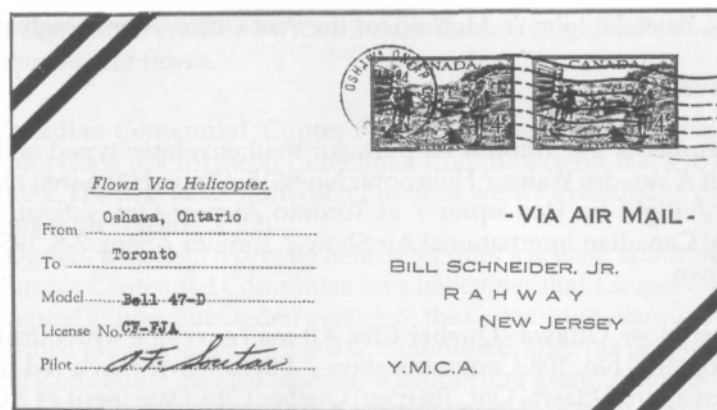
1950, March 24 — Oshawa - Toronto. Air mail envelope, blue printed form with typed cachet: "Flown Via Helicopter / From: Oshawa, Ontario / To: Toronto, Model: Bell 47-D, License No.: CF-FJA, Pilot: A. F. Soutar."

H-5000   Few covers were flown.   25.00

1951, September 27 — Richmond Hill, Ont. - Post Office Roof. Black printed picture of Sikorsky S-51 hovering over roof of "Postal Terminal / Modern Mail Delivery / Special Trip Made By / Helicopter / September 27th, 1951." Some covers signed by Postmaster.

H-5100   Unknown number flown.   10.00

1952, January 7 - April 30 — Lewisporte - Notre Dame Bay, Newfoundland. Canada's first mail delivery by helicopter was initiated by the Post Office Department chartering a Hiller 360. Mail to 19 isolated fishing communities was flown out of Lewisporte on three routes, with regular deliveries never more then 10 days apart. A total of 14,941 pounds was delivered on 44 trips during the period. Pilot was Bob Cooke, assisted by Aircraft Engineer Red Rutherford.

H-5200   Any envelope.   25.00

1952, July 25 — USS "Midway" - RCAF Base Dartmouth, N.S. Air mail envelope with blue printed cachet, picture of "Carrier / U.S.S. Midway." Red boxed handstamp: "Commanding Officer / Jul 24 1952 / No. 1 helicopter Flight / Pilot [signed] LCdr RCN." Reverse with black handstamp: "R C N Sikorsky / Helicopter Flight / Ship To Shore / Off Nova Scotia."

H-5201   25 flown.   25.00

1954, May 6 — Mountains of Northern British Columbia - Vancouver. Typed "From the Aluminum Mine District in / The Mountains of British Columbia / by the Okanagn Helicopter Service." In pen: "May 4 - 5 - 6 / 54," pilot signature and underneath (Helicopter Pilot) with red, white and blue "Via Air Mail" label.

H-5400   Unknown number flown.   40.00

1956, January, 21 — Trenton Airport - Pictou Island, N.S. Due to a period of rainy weather, Pictou Island Airport became a sea of mud; no mail was delivered for over two weeks. A local provincial politician suggested that the Navy provide a helicopter and the Navy agreed. A Sikorsky H-19 (civil S-55) was dispatched to Trenton Airport on January 20. Two attempts were thwarted by freezing rain. The next day 21 bags of mail, weighing 382 pounds and including some needed medical supplies, were flown to Pictou Island. Two bags weighing 68 pounds were carried on the return flight. Crew members: Lieutenant Commander

(LCdr) R. V. Bays, Lt. John A. McNeil; for the Post Office, Alan Reagh and A. S. Donald F. Smith

H-5600   Any envelope.   25.00

1956, September 8 — Toronto Airport. Air mail envelope; typed and pen inscriptions: "Pilot F/L A.A Van des Wates / Helicopter No-9615 /Type-H21A [red typed] Rescue Demonstration / flight by Helicopter / at Toronto Airport Ont. / Sept. 7-8 - 1956; [black handstamp] Canadian International Air Show / Toronto / Sept. 7-8, 1956."

H-5601   Few flown.   25.00

1957, August 14 — Ottawa - Quebec City. Air mail envelope with purple handstamp: "By H-34 Helicopter / No. 108 Communication / Flight RCAF." In a red-brown handstamp: "Flown from: (pen) Ottawa, Ont, To: (pen) Quebec City, Date:(pen) 14 Aub(?) 57, Plane no.: (pen) 9630, By: (pen) R. T. Heaslip S/L Pilot." "Flown by Helicopter" label and by "Air Mail" label, postmark: Montreal 15 VIII.

H-5700   Unknown number flown.   40.00

1961, July 24 - Arctic. Flight route unknown in the Arctic, during Government Polar Continental Shelf Project. Helicopter: CF-HVR (S-55); pilot R. N. Duffy. No details about cachet or nature of flight.

H-6100   Unknown number flown.   25.00

1965, May 12 — **Longueil, Quebec - London, England.** Long envelopes with typed statement: "Carried On First Commercial / Trans-Atlantic Helicopter / Flying Montreal To London / May 1965." Signed by pilots Lennox and Scheer, plus crewmen Rutledge and Harrison.The flight was via Baffin Island, Greenland, Iceland, Faroe Islands, and Scotland.

H-6500   30 flown   150.00

1966, October 14 —Victoria, B.C. Black printed double-circle cachet: "Official Heliport Opening / [Bell 47G-2 on floats hovering over Heliport symbol] / Victoria, B.C. Canada / Centennial 1966-67." "By Air Mail" label.

H-6600   Unknown number flown.   15.00

1967, June 24 — Toronto - Leaside Landing Field. Card with printed red, blue and black cachet: [front of biplane] "First Day Of Issue / [double circle]: Leaside Landing Field / [picture of large plaque] / Canada's First Air Mail, 1918 / Of East York / June 24 1918" / [shield with Borough of East York and Centennial Symbol]. Special postmark: "Commemorating / Canada / First Air Mail / June 24,1918." Most cards were enclosed in an East York

Centennial Committee envelope with a 2-page letter giving details about the 1918 flight.
H-6700   250 prepared and flown. 10.00

1967 —**Canadian Centennial 'Copter Project.** During 1966 Canadians were encouraged to submit proposals to Provincial Centennial Committees on ways to celebrate Canada's 100th Birthday. The best ideas from each Province were forwarded to the National Centennial Committee for consideration.

Frank Ogden, who held a private helicopter pilot's license, submitted a proposal to the British Columbia Centennial Committee for a helicopter flight across Canada. His proposal was not accepted at first, but Ogden persisted; the Committee eventually gave its approval. Ogden was then given a grant by the B.C. Committee; after his proposal was submitted to the National Committee, he also received a supporting grant. After reviewing the helicopters on the market, Ogden ordered the 3-place Enstrom F-28 from the factory at Menominee, Michigan, for delivery on May 1, 1967.

Ogden is credited with the idea of carrying specially-printed covers at each of the stops on the flight across Canada. Anyone interested could mail in a request for a certain number of covers, at a cost of $1.00 each, while autographed covers were $2.00 each. The official covers have a 7-color printed cachet in the shape of a stylised maple leaf. Also, one could mail in, at no charge, a certain number of stamped, addressed envelopes, to which a purple handstamp was applied, similar to the printed cachet, and which also received a red 2-line handstamp: "This Mail Carried Aboard The Canadian Centennial Copter."

In addition, a few privately-prepared covers were flown. Two varieties on long envelopes have a black printed cachet: one for the Dedication of the Nashwaaksis Heliport; the other for the "World's 1st Helicopter to Hovercraft Mail Transfer." The town of Chambly, Quebec supplied a black printed bilingual cachet cover showing the old fort. These covers were flown as well as the Official cover. At Stratford, Ontario, the Samsonite Luggage Co. used a 3-color printed cachet on an air mail envelope to celebrate the first flight to its new heliport. These covers were flown with the Official covers.

Besides Canada Post slogan cancellations used at Quebec City, Que.; Kenora, Ont., Edmonton, Alberta; and Terrace, B.C., there were several special slogan cancellations used. At EXPO '67 in Montreal, two different cancellations were available: one with a United Nations stamp has the U.N. symbol and "International understanding - Comprehension internationale." The second slogan cancel had the Centennial stylized maple leaf and the EXPO '67 symbol without any wording.

At Toronto another slogan cancel was available: "Visit - Visitez EXPO 67 / Montreal, P.Q." A few days later at Stratford, Ont., the dedication of a heliport on top of the Samsonite Luggage Co. office building prompted another slogan cancel: "Commemorating Heliport Opening / 6 July 1967."

On July 19 Canada Post issued a stamp for the Pan-American Games, which ran from July 22 to August 7 in Winnipeg, Manitoba. The usual "Day Of Issue / Jour D'Emission" cancel was used. Covers flown at the Pan-American Games received the following cancel: " "1967 Pan-American Games / 22 July - 7 Aug." Ogden with the Enstrom F-28 took part in the Abbotsford Air Show; covers flown at that point received the slogan cancel: "Centennial / International / Air Show / Aug. 11 -12 -13."

H-6701 May 1 - Menominee, Mich. Delivery at Factory. Official cover.   5.00
a. May 2 - Lansing, Mich. Official cover.   5.00
b. May 3 - Chicago, 111. Official cover.   5.00
c. May 5 - Detroit, Mich. Official cover.   5.00
d. May 7 - Cleveland, Ohio. Official cover.   5.00
e. May 23 - Rochester, N.Y. Official cover.   5.00
f. June 1 - Louisburg, N.S. June 1 on back. Green handstamp: "Revised Canadian
   Starting / Point Of Flight." Any cover.   3.00

g. June 2 - Baddeck, N.S. Any cover.	3.00
h. June 3 - Charlottetown, P.E.I. Any cover.	3.00
i. June 4 - Summerside, P.E.I. Any cover.	3.00
j. June 5 - Montague, P.E.I. Any cover.	3.00
k. June 10 - Fredericton, N.B. Boxed "MOON" cancel. Any cover.	3.00

[Note: "MOON" is abbreviation for Money Order Office Number] 1.   June 10 - Fredericton, N.B. Boxed "MOON" cancel; long envelope;

dedication of heliport. Few covers.	10.00

m. June 13 - Fredericton, N.B. Official and long envelopes with: "Helicopter to Hovercraft Air Mail Transfer" cachet. Few covers.   10.00

n.   June 13 - Some covers with: "Hovercraft cartwheeled before transfer," with pilot's signature.   20.00

o. June 13 - St. John, N.B. Any cover.	3.00
p. June 15 - Woodstock, N.B. Any cover.	3.00
q. June 16 - Edmundston, N.B. Any cover.	3.00
r. June 19 - Gaspe, P.Q. Any cover.	3.00
s. June 19 - Matane, P.Q. Any cover.	3.00
t. June 20 - Rimouski, P.Q. Any cover.	3.00
u. June 21 - Matapedia, P.Q. Any cover.	3.00
v. June 22 - Quebec City. Slogan cancel; any cover.	3.00
w. June 24 - Magog, P.Q. Any cover.	3.00
x. June 24 - Chambly, P.Q. Official cover.	3.00
y. June 24 - Chambly, P.Q. Old Fort cachet cover.	5.00
z. June 26 - Montreal. U.N. stamp & U.N. EXPO '67 cancel. Official cover.	10.00
aa. June 27 - Montreal. EXPO '67 Station & stylized maple leaf cancel.Any cover.	5.00
ab. June 27 - Bonaventure, P.Q. Any cover.	3.00
ac. June 29 - Trois Rivieres. Any cover.	3.00
ad. June 30 - Carillon, P.Q. Any cover.	3.00
ae. July 2 - Toronto. Slogan cancel. Any cover.	3.00

af. July 6 - Stratford, Ont. Slogan cancel. Any cover.	3.00

ag.   July 6 - Samsonite Luggage Co. cacheted cover. 1,500 prepared

(as per card inside).	5.00

ah.   July 7 - Point Pelee Park, Ont. Boxed black handstamp: "Dept. Northern Affairs / & National Resources /Point Pelee National Park / Jul 7 1967 /

Nat. Parks of Can." Official cover.	5.00
ai. July 8 - Goderich, Ont. Any cover.	3.00
aj. July 8 - Meaford, Ont. Any cover.	3.00

ak. July 8 - Penetanguishene, Ont. Any cover. 3.00
al. July 9 - Parry Sound, Ont. Any cover. 3.00
am. July 10 - Sturgeon Falls, Ont. Any cover. 3.00
an. July 13 - Sault Ste. Marie, Ont. Any cover. 3.00
ao. July 14 - Wawa, Ont. Any cover. 3.00
ap. July 16 - Fort William, Ont. [now part of Thunder Bay] Any cover. 3.00
aq. July 16 - Kenora, Ont. Slogan cancel. Any cover. 3.00
ar. July 17 - Atikokan, Ont. Any cover. 3.00
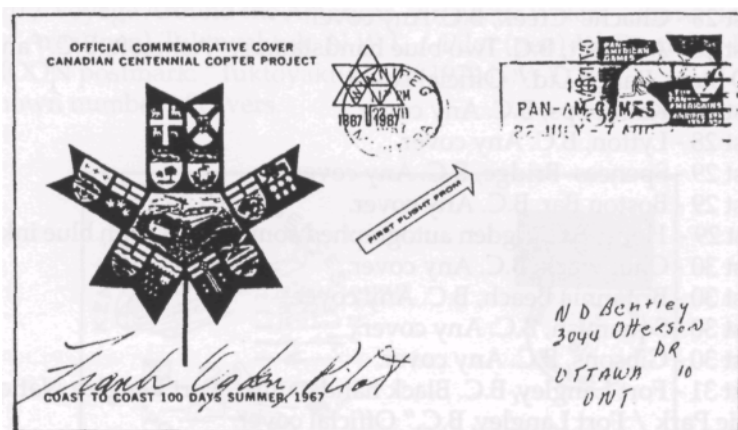
as. July 19 - Winnipeg, Man. "1st Day of Issue" Pan-American
Games stamp. Official cover. 5.00
at. Winnipeg, Man. Boxed MOON cancel. Any cover. 3.00
au. Winnipeg, Man. Official cover. 5.00
av. July 22 - Carman, Man. Any cover. 3.00
aw. July 23 - Winnipeg, Man. Slogan cancel for Pan-American Games. Any cover. 3.00
ax. July 24 - St. Boniface, Man. Any cover. 3.00
ay. July 24 - Brandon, Man. Any cover. 3.00
az. July 25 - Wasagamino, Man. Any cover. 3.00
ba. July 26 - Regina, Sask. Any cover. 3.00
bb. July 28 - Saskatoon, Sask. Any cover. 3.00
be. July 29 - North Battleford, Sask. Any cover. 3.00
bd. July 31 - Lloydminster, Sask. Any cover. 3.00
be. August 3 - Yellowknife, N.W.T. Any cover. 3.00
bf. August 5 - Fort Smith, N.W.T. Any cover. 3.00
bg. August 5 - Hay River, N.W.T. Any cover. 3.00
bh. August 8 - Edmonton, Alberta. Any cover. 3.00
bi. August 8 - Red Deer, Alberta. Any cover. 3.00
bj. August 9 - Banff, Alberta. Any cover. 3.00
bk. August 11 - Abbotsfort, B.C. Slogan cancel for International Air Show. Any cover. 3.00
bl. August 13 -100 Mile House, B.C. Reverse with two black handstamps: "100
YEARS / 1867-1967" / [Enstrom 'copter & four-horse stagecoach] / "100 Mile House, B.C. &
World's First / Stagecoach - To - Helicopter / Mail Pick-Up."
Official cover. 5.00
bm. August 15 - Prince Rupert, B.C. Any cover. 3.00
bn. August 17 - Wrangell, Alaska [the state was also celebrating a Centennial year].
Official cover. 5.00
bo. August 18 - Petersburg, Alaska. Official cover. 5.00
bp. August 20 - Juneau, Alaska. Official cover. 5.00

bq. August 24 - Ketchikan, Alaska. Official cover. 5.00
br. August 26 - Terrace, B.C. Any cover. 3.00
bs. August 28 - Terrace, B.C. Slogan cancel. Any cover. 5.00
bt. August 28 - Burns Lake, B.C. Any cover. 3.00
bu. August 28 - Prince George, B.C. Any cover. 3.00
bv. August 28 - Quesnel, B.C. Any cover. 3.00
bw. August 28 - Williams Lake, B.C. Any cover. 3.00
bx. August 28 - Clinton, B.C. Any cover. 3.00
by. August 28 - Chache Creek, B.C. Any cover. 3.00
bz. August 28 - Ashcroft, B.C. Two blue handstamps: "Ashcroft, B.C." and
"Bar Q Stock Ranch Ltd." Official cover. 5.00
ca.   August 28 - Kamloops, B.C. Any cover. 3.00
cb.   August 28 - Lytton, B.C. Any cover. 3.00
cc.   August 29 - Spences Bridge, B.C. Any cover. 3.00
cd.   August 29 - Boston Bar, B.C. Any cover. 3.00
ce.   August 29 - Hope, B.C. Ogden autographed some covers with blue ink. Any cover. 3.00
cf.   August 30 - Chilliwack, B.C. Any cover. 3.00
eg. August 30 - Britannia Beach, B.C. Any cover.
3.00
ch. August 30 - Squamish, B.C. Any cover. 3.00
ci. August 30 - Gibsons, B.C. Any cover. 3.00
cj. August 31 - Fort Langley, B.C. Black handstamp: "Fort Langley National /
Historic Park / Fort Langley, B.C." Official cover. 5.00
ck. August 31 - Aldergrove, B.C. Any cover. 3.00
cl. September 4 - Vancouver, B.C. Any cover. 3.00
cm. September 5 - Victoria, B.C. Any cover. 3.00
en. September 6 - Princeton, B.C. Any cover. 3.00
co. September 6 - Penticton, B.C. Any cover. 3.00
cp. September 6 - Kelowna, B.C. Any cover.
3.00
cq. September 7 - Vernon, B.C. Any cover.
3.00
cr. September 7 - Armstrong, B.C. Any cover. 3.00
cs. September 7 - Trail, B.C. Any cover. 3.00
ct. September 7 - Nelson, B.C. Any cover. 3.00
cu. September 10 - Cranbrook, B.C. Any cover. 3.00
cv. September 11 - Cranbrook, B.C. Any cover. 3.00
cw. On some autographed covers, Ogden added: "Last Flight." Official cover. 10.00

NOTE — With one exception, Frank Ogden autographed covers using green ink. The value of these covers is estimated at double the above prices. A few covers have the signature of James M. Smith, Communications Officer; Bet Roosen, Crewman; Dick Vorikel, Editor of "Rotor & Wing Magazine," or some of the passengers carried. These latter signed covers are estimated at 50% or more of the above prices. Each of the Official covers had an insert with the information about the value of the covers and that a book, "Canada: Centennial Panorama," would be published at the conclusion of the project, and the address where it could be ordered. The book was never published.

1968, December 21 — Takla Landing - Smithers, B.C. and Ottawa, Ont. Post Office envelope with black handstamp: "Takla Lake Post / Takla Landing, B.C. / Via Smithers." On the reverse in indelible pencil: "Sent by Helicopter XDE due to freeze up conditions."
**6800**   Few flown. 20.00

1969, September 24 — C.C.G.S. John A. MacDonald - Sachs Harbour, Banks Island, N.W.T. Typed inscription: "Helicopter Flight from the / Canadian Coast Guard Icebreaker

/ John A. MacDonald;" penned information to typed lines: "Flown from, To, Date, Helicopter, Pilot W.F.H. Schwenk" [with note] "On Return (Eastward) Passage, Escorting S.S. Manhattan." Maroon ship's cancel of Sept. 17; MOON boxed cancel: "Sachs Harbour / 25 IX 1969/ N.W.T." On the reverse are two large black handstamps: a double-circle from the S.S."Manhattan;" second, a box with information about Sachs Harbour.

H-6900   Limited number flown.   25.00

1970, August 27 — C.C.G.S. Hudson - Tuktoyaktuk, N.W.T. Typed: "C.S.S. Hudson / Hudson 70 / Voyage Around the Americas / In Arctic Waters / Flown Helicopter No (pen) CF-HHJ / Area (pen) Tuktoyaktuk, N.W.T. / Pilot (pen) W. Penner / Date (pen) 27 Aug 1970"; MOON postmark: "Tuktoyaktuk 5 IX 1970 N.W.T."

H-7000   Unknown number of covers.   40.00
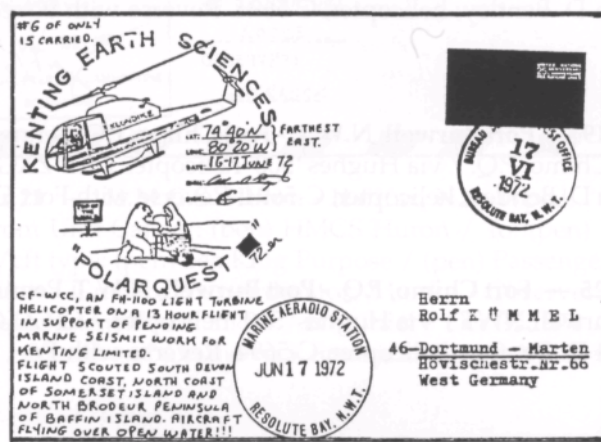
1972, June 17 — Operation "Polarquest." - Resolute Bay, N.W.T. Large black circle handstamp: "Renting Earth Sciences Polarquest 72." Within the circle: Klondike FH-1100 Helicopter on skids, Lat and Long. Farthest East, Date: 16-17 June 1972, signed: Pilot and Observer, sign: "Top of the World," polar bear and operator with equipment and written in pen underneath: "CF-WCC, an FH-1100 Light Turbine / Helicopter on a 13 Hour Flight / in Support of Pending / Marine Seismic Work For / Renting Limited. / Flight Scouted South Devon / Island Coast, North Coast / of Somerset Island and / North Brodeur Peninsula / of Baffin Island. Aircraft / Flying Over Open Water!!!" Black round stamp: "Marine Aeradio Station - Jun 17 1972 - Resolute Bay, N.W.T."

H-7200   15 flown.   50.00

1973, July 13 — Tuktoyaktuk, N.W.T. - Herschel Island. No details about cachet or nature of the flight.

H-7300   Unknown number flown.   25.00

Note — The following covers are a record of helicopter flights when mail service was requested by postmasters of isolated communites around Ungava Bay, northern Quebec, to or from Fort Chimo. This service was provided without remuneration, courtesy of the pilots.

1973, November 22 — Port Burwell, N.W.T. - Fort Chimo, P.Q. Penned cachet: "Port Burwell, NWT / to Fort Chimo, P.Q. / via 'Gazelle' helicopter CF-FRB during / 'freeze-up period' / 22 Nov. 1973." Signed by pilot, Bob Curiston; helicopter, YZC 9635. Boxed MOON cancel.

H-7301   5 flown.   25.00

1973, December 13 — Fort Chimo, P.Q. - Port Burwell, N.W.T. Penned cachet: "Fort Chimo, P.Q. to / Port Burwell, NWT / via Hughes '500' helicopter / CF-ZXG -13 Dec. 1973." Signed by pilot, Bob Curiston; helicopter, YZC 9635. Fort Chimo cancel and Port Burwell boxed MOON cancel.

H-7302   7 flown.   25.00

1973, December 13 — Port Burwell, N.W.T. - Fort Chimo, P.Q. Penned cachet. "Port Burwell, NWT / to Fort Chimo, P.Q. / via Hughes '500' helicopter / CF-ZXG -13 Dec. 1973." Signed by pilot, Bob Curiston; helicopter, YZC 9635. Port Burwell boxed MOON cancel.

H-7303   7 flown.   25.00

1974, February 19 — Fort Chimo, P.Q. - Port Burwell, N.W.T. Penned cachet: "Fort Chimo, P.Q. to / Port Burwell, NWT / via Hughes '500' helicopter / CF-ZXG -19 Feb. 1974." Signed by pilot, Nelson D. Bentley; helicopter, C-5694. Reverse with boxed Port Burwell MOON cancel.

H-7401   6 flown.   25.00

1974, February 19 — Port Burwell, N.W.T. - Fort Chimo, P.Q. Penned cachet: "Port Burwell, NWT / to Fort Chimo, P.Q. / via Hughes '500' helicopter / CF-ZXG -19 Feb. 1974." Signed by pilot, Nelson D. Bentley; helicopter, C-5694. Reverse with Fort Chimo cancel.

H-7402   6 flown.   25.00

1974, February 25 — Fort Chimo, P.Q. - Port Burwell, N.W.T. Penned cachet: "Fort Chimo, P.Q. to / Port Burwell,NWT / via Hughes '500' helicopter / CF-ZXG - 25 Feb. 1974. Signed by pilot, Nelson D. Bentley; helicopter, C-5694. Reverse with Port Burwell boxed MOON cancel.

H-7403   7 flown.   25.00

1974, February 25 — Port Burwell, N.W.T. - Fort Chimo, P.Q. Penned cachet: "Port Burwell, NWT / to Fort Chimo, P.Q. / via Hughes "500' helicopter / CF-ZXG - 25 Feb. 1974." Signed by pilot, Nelson D. Bentley; helicopter, C-5694. Reverse with Fort Chimo cancel.

H-7404   7 flown.   25.00

1974, February 28 — Koartac, P.Q. - Fort Chimo, P.Q. Boxed Koartac MOON cancel applied. Penned cachet: "Koartac to Ft. Chimo, P.Q. / via Hughes '500' helicopter / CF-ZXG -28 Feb. 1974." Signed by pilot, Nelson D. Bentley; helicopter, C-5694. Reverse with Fort Chimo boxed MOON cancel.

H-7405   6 flown.   25.00

1976, October 2 — Victoria Beach - Halifax, N.S. Red, yellow & black printed cachet: "The Fourth Annual / Joseph Howe Festival / Happiness / illustration of Joseph Howe / and Howe." Slogan flag cancel: "Joseph Howe / Observance / 1976." Blue handstamp: "Via Pony Express / Halifax - Victoria Beach." Reverse with penned note: "Returned to Halifax By Helicopter 2/10/76" with pilot signature.

H-7600   120 flown.   20.00

1977, June 25 — C.F.B. Valcartier, P.Q. Blue and black printed cachet: "430 Tactical Helicopter Squadron / Escadrille tactique d'helicopteres / Commemorating the presentation of Queen's Colour / and Battle Honours on June 25th, 1977 / at CFB Valcartier, Courcelette, Quebec / 430 Sqd. shield / [light & medium size helicopters depicted] / large 430 / 25 Years Active Service / RCAF And Canadian Armed Forces / This envelope was flown in a

/ 430 Squadron helicopter / during the fly past at the / Colours Ceremony." Pilot: name and signature. Insert gave the history of the Squadron from Jan. 1943 to June 1977. Cover also listed in Canadian Forces section as CF-7700.

H7700 Unknown number prepared & flown.   8.00
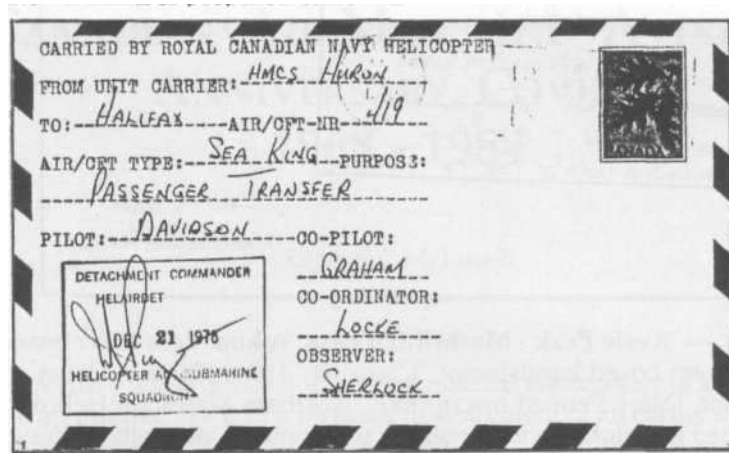
1978, December 21 — H.M.C.S. Huron - Halifax, N.S. Typed: "Carried by Royal Navy Helicopter / From Unit Carrier: (pen) HMCS Huron / To: (pen) Halifax AIR/CFT - NR (pen) 419 / Air/eft type: (pen) Sea King Purpose / (pen) Passenger Transfer / Pilot: (pen) Davidson Co-pilot: / Graham / Co-ordinator: / Locke / Observer: Sherlock." In a red box handstamp: "Detachment Commander / Helairdet / Dec 211978 / signature / Helicopter Antisubmarine / Squadron." On the back there is a blue circle handstamp: "CF 18 / Dec 21 1978."

H-7800   Unknown number flown.   40.00

1979, July 27 — Tuktoyaktuk, N.W.T. - Drill Ships: Explorer, One, Two, & Three. Card with typed and penned inscriptions: "Bow Helicopters / PAX Transfer & Collecting Survey Equipment / 27/7/79." Signature of pilots; helicopter, C-FBHF. Reverse with additional information in pencil and pen.

**H-7900**   One reportedly flown.   50.00

Note — The following two covers were prepared and flown as souvenirs to record long ferry flights between isolated communities in the Arctic.

1982, April 10 - Grise Fiord - Resolute Bay, N.W.T. Penned inscription: "Grise Fiord to / Resolute Bay, NWT / Bell Jetranger II / C-GWXJ." Signed by pilot, Nelson D. Bentley. Grise Fiord boxed MOON cancel applied. Two black handstamps: "Canada / Polar Continental Shelf Project / Dept. Energy Mines & Resources," plus "Resolute Bay / Light At Midnight / North Of 74 / Moon At Noon." Reverse with black seal handstamp: "Light at Midnight / Resolute Bay / North Of 74 / Moon At Noon."

H-8200   6 flown.   25.00

1982, April 16 — Resolute Bay - Clyde River, N.W.T. Penned inscription: "Resolute Bay to Clyde River, NWT / via Bell Jetranger II C-GWXJ / delays enroute due mechanical / and weather." Signed by pilot, Nelson D. Bentley. Same two handstamps as on H-8200 applied on front of cover. Reverse with Clyde River boxed MOON cancel.

H-8201   6 flown.   25.00
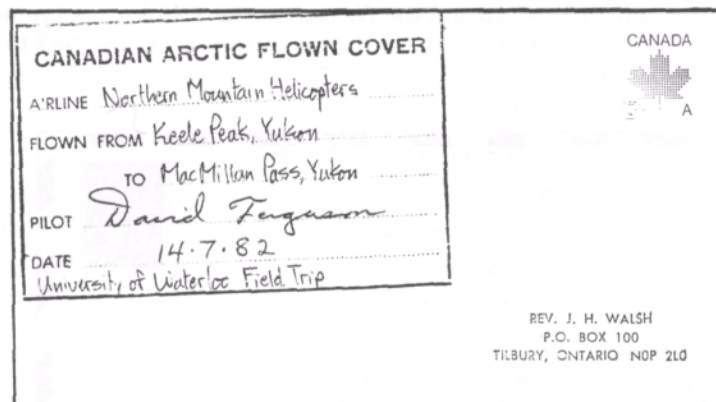
1982, July 14 — Keele Peak - MacMillian Pass, Yukon. Ross River boxed MOON cancel on stamp. Brown boxed handstamp: "Canadian Arctic Flown / Cover / [Airline, Flown From, To, Pilot, Date]. Penned inscription: "Northern Mountain Helicopters, Keele Peak, Yukon." Signed by pilot, David Fergerson with note: "University of Waterloo Field Trip." Reverse with large circle: "GOV'T OF THE N.W.T. / Jul 14 1982 / Wildlife Service."

H-8202   Unknown number flown.   25.00

1987, June 8 — CFB Bagotville Base Helicopter. Cover flown from CFB Bagotville to Iqaluit, in a CH-118 (Iroquois) helicopter, #118102. Cover with typed and penned inscriptions: From BFC Bagotville P.Q. / To Iqaluit N.W.T. / Date 7-8 June 1987 / Acft Iroquois Helo #118102 / Squadron Base Sqn / Pilot (signature). Iqaluit, N.W.T. June 8, 1987 postmark. Cover also listed in Canadian Forces section as CF-8707.

H-8700   5 flown.   10.00

1987, April 28 — Vancouver - North Pole - return. Long envelope with cachet: "Solo To The Top / Bell Jet Ranger over globe / Route Vancouver to the North Pole / Carried by Bell Jet Ranger VH-DIK Pilot Dick Smith." Additional marking: "First attempt 6-18 April 1986 / Second attempt 24 July 5 August 1986 / Successful attempt Landed at North Pole 28th April 1987." Calgary MOON cancel (date unknown), Resolute Bay cancels of April 18 and April 29, plus "Alert NWT MPO 27 VII86" cancel and Resolute Bay Seal handstamp added to lower left of envelope. Signed by "Dick Smith 28-04-87."

H-8701   60 flown.   75.00

SECTION 11

CANADIAN AIR MAIL AND AVIATION ANNIVERSARY COVERS 1968 -1984

Richard J. Mclntosh

An anniversary cover is one issued to commemorate the anniversary of a flight or aerophilatelic event, rather than an original event or a physical re-enacment of an earlier event.

Covers may be flown over the original route but as a part of regular mail of the time (as opposed to a re-enactment flight), or covers may be issued with appropriate markings by a recognized air or aerophilatelic organization or individual and then not flown.

There are many covers of this type and while they are of interest in reminding collectors of the progress of aircraft developments and aerophilatelic events, these covers are not as esteemed as first flight covers. However, the Editors have included such Anniversary Covers so that they may be recognized and perhaps collected by those interested in events of aviation or airline history. The Editors thus acknowledge the dedicated aviation historians who have sponsored such covers.

Anniversary covers often bear a variety of frankings or cachet colors, and are seen with both French and English cachets. At times, special cancellations were authorized and applied. The known number of franking varieties is shown in brackets ( ) after each entry.

Retail values for the majority of these covers are between $1.00 and $3.00, depending upon the number of covers serviced and general demand. Signatures of original aviators add to the significance and value of these covers. Thus, except in a few cases, no values are shown for these listings.

Covers are numbered in sequence by year to facilitate identification. An "A" is placed in front of each listing to avoid confusion with first flight covers of the same years.

1968

A6802 May 24 — Montreal. 50th anniversary of Peck's flight Montreal - Toronto (one month early). Covers flown. English and French boxed cachets in purple and black. 50th anniversary slogan cancel. (500 covers serviced) (5) - Number of different franking varieties.

A6804 May 24 — Toronto. 50th anniversary of Peck's flight Montreal - Toronto (one month early). Covers flown. Boxed cachet in blue, purple, and black. 50th anniversary slogan cancel. Different frankings seen, as well as postcards and Forces air letter sheets. (750 covers serviced) (8)

A6806 June 24 — Montreal. 50th anniversary of Peck's flight Montreal - Toronto. Covers flown. Boxed cachets in French in purple and black. 50th anniversary slogan cancel. Different frankings seen, as well as regular aerogrammes and Forces air letter sheets. (550 covers serviced) (8)

A6808 June 24 — Toronto. 50th anniversary of Peck's flight Montreal - Toronto. Covers flown. Boxed cachet in purple and black. 50th anniversary slogan cancel. Different frankings seen, as well as postcards, regular aerogrammes and Forces air letter sheets. (550 covers serviced) (8)

A6810 June 26 — Greenwood. 25th anniversary of CFB Greenwood. 3-line orderly room cachet in red. Flown.

A6812 July 9 — Calgary. 50th anniversary of Katherine Stinson's Calgary - Edmonton flight. Flown cover. Two boxed cachets, both in purple, with Calgary Stampede postmark. Lower cachet in red with Calgary postmark. Most covers addressed to Mayor's office with Stampede postal marking and Mayor's office receiving handstamp as backstamps. A few long envelopes with printed multi-colored Stampede cachets. (2)

A6814 July 9 — Edmonton. As A6812, except postmarked Edmonton. Cachets in purple only. Backstamped in Edmonton and Calgary. (3)
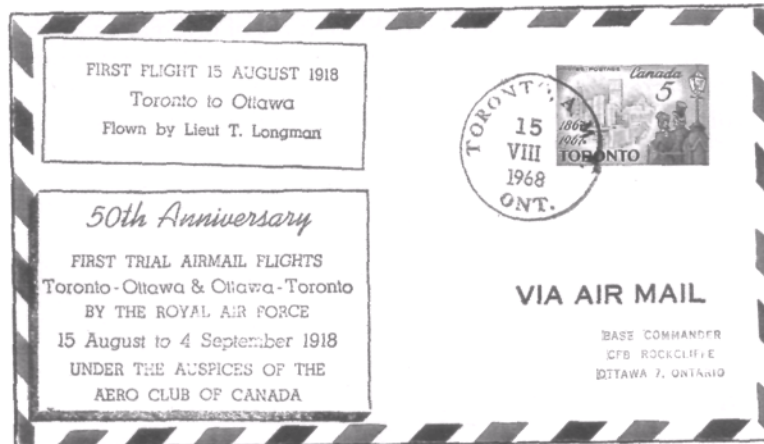

A6816 August 15 — Toronto. 50th anniversary of Longman's first flight Toronto - Ottawa. Black cachet. (3)

A6818 August 17 — Ottawa. 50th anniversary of Longman's first flight Ottawa - Toronto. Flown. Blue and purple cachets. (3)

A6820 August 26 — Toronto. 50th anniversary of second flight Toronto - Ottawa. Flown. Red cachet. (3)

A6822 August 27 - Ottawa. 50th anniversary of second flight Ottawa - Toronto. Flown. Blue cachet. (2)

A6824 September 4 - Toronto. 50th anniversary of third flight Toronto - Ottawa. Flown. Black cachet. (4)

A6826 September 4 — Ottawa. 50th anniversary of third flight Ottawa - Toronto. Flown. Blue and purple cachets. (2)

1969

A6902 February 23 — Baddeck. 60th anniversary of McCurdy's "Silver Dart" first flight in Canada. Flown. Blue and red boxed cachets.

A6904 March 3 — Vancouver. 50th anniversary of Hubbard's flight Vancouver - Seattle. Flown. Blue cachet.

A6906 March 3 — Seattle. 50th anniversary of Hubbard's flight Vancouver - Seattle. Flown. Purple cachet.

A6908 March 23 — Ottawa. 50th anniversary Alcock and Brown Atlantic flight. Black 9-line cachet showing aircraft. Early date. Same cachet repeated on subsequent dates.

A6910 April 15 — Baddeck. 60th anniversary of powered-flight in Canada. Williams Airport printed cachet. 3-line rubberstamp cachet on first Commonwealth flights.   10.00

A6912 May 16 — St. John's. 50th anniversary of Alcock and Brown Atlantic flight. Boxed blue cachet, repeated on subsequent dates. Early date. Flown to Ottawa. Alcock and Brown slogan cancel.
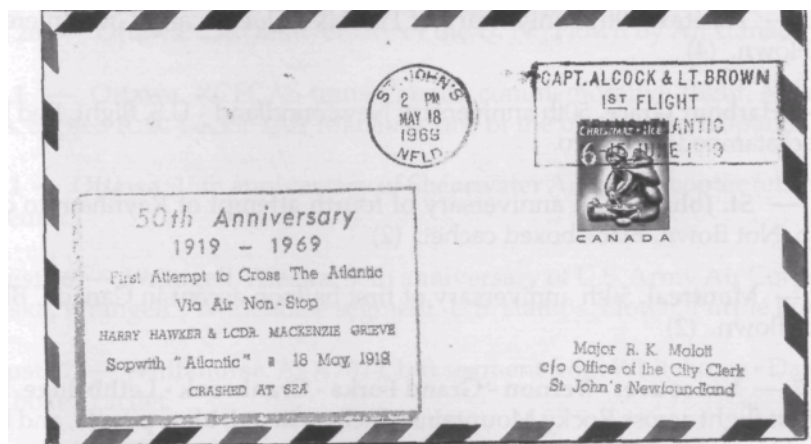
A6914 May 18 — St. John's. 50th anniversary of Hawker and Grieve Atlantic flight. Red boxed cachet. Alcock and Brown slogan cancel. Not flown.

A6916 May 18 — St. John's. 50th anniversary of Raynham and Morgan second Atlantic attempt. Purple boxed cachet. Alcock and Brown slogan cancel. Not flown. First day of use of slogan. (300 covers serviced)

A6918   **May 18 — Victoria.** 50th anniversary air mail Victoria - Seattle. Blue boxed cachet. Flown. **A6920**

May 19 — Seattle. As A6918. Red cachet. (3)

A6922 May 22 — St. John's. 50th anniversary of Alcock and Brown flight. 9-line aircraft cachet in purple. Alcock and Brown slogan cancel. Flown.

A6924   May 31 — Victoria. 50th anniversary Victoria - Vancouver service. Blue boxed cachet. Flown.

A6926 June 3-13 — St. John's. As A6922, but with different dates. June 13 was first day of issue of 150 Alcock and Brown stamp. June 13 cachet in black. (500 covers serviced)

A6928 June 5 — Halifax. 50th anniversary of Dartmouth - Three Rivers flight. Red boxed cachet. Flown. Two different postmarks and franking.

A6930 June 8-13 — Toronto. Royal Philatelic Society of Canada 41st Convention with commemorative printed cachets in color (2) with slogan postmark saluting "non-stop Atlantic flight." (400 covers serviced over the six dates)

A6932   June 13 — Toronto. As A6930. First day of issue postmark for 15tf Alcock and Brown stamp.

A6934 June 13 — St. John's. 50th anniversary of Alcock and Brown flight. Boxed cachet in red and black. Clifden June 16 receiving marking in green. Alcock and Brown slogan cancel.

A6936 June 13-14 — St. John's. 50th anniversary Alcock and Brown flight. 9-line aircraft cachet in blue, black, and purple (one from Ottawa in black). Also many other printed cachets with Alcock and Brown slogan cancel, some with Clifden receiving markings. Various frankings.

A6938 June 13 — Ottawa. 50th anniversary of Alcock and Brown flight. Many different cachets with first day of issue slogan cancel on 15c Alcock and Brown stamp.

A6940 June 21 — Halifax. 50th anniversary of Halifax - Quebec and Grandmere. Blue boxed cachet. Flown. (4)

A6942 July 4 — Harbour Grace. 50th anniversary Newfoundland - U.S. flight. Red boxed cachet. Some backstamped Parrsboro.

A6944 July 17 — St. John's. 50th anniversary of fourth attempt of Raynham to cross Atlantic non-stop. Not flown. Black boxed cachet. (2)

A6946 July 31 — Montreal. 50th anniversary of first balloon ascent in Canada. Blue boxed cachet. Not flown. (2)

A6948 August 7 — Vancouver - Vernon - Grand Forks - Cranbrook - Lethbridge. 50th anniversary of first flight across Rocky Mountains. Cachets in red, blue, purple, and black. Flown. Variety of frankings. (11)

A6950 August 11 — Calgary. Return flight of A6948, as far as Golden where plane crashed. Flights from Calgary and Golden. Purple, blue, and red cachets with a variety of frankings. Flown. Also covers sponsored by Vernon Flying Club, dated Aug. 2 at Calgary. (4)

A6952 August 16 — Victoria. 50th anniversary Victoria - Nanaimo flight. Black boxed cachet. Flown cover. Registered covers serviced. (2)

A6954 August 25 — Toronto. 50th anniversary Toronto - New York. Flown cover with slogan or Toronto AMF cancels. Blue boxed cancels. (3)

A6956 September 2 — Nanaimo. 50th anniversary of Victoria - Nanaimo flight. Blue boxed cachet. Four different postmarks. Registered covers serviced. (4)

A6958 Sepember 24 — Truro. 50th anniversary Truro - Charlottetown flight. Black and blue boxed cachets. Two different cancels. Registered covers serviced. Some covers addressed to Summerside. (4)

A6960 September 29 — Charlottetown. 50th anniversary of Charlottetown - Summerside - Truro flight. Purple boxed cachet. Red boxed cachet at Summerside. (2)

A6962 October 9 — Parrsboro. 50th anniversary of Parrsboro - Greenport flight. Blue boxed cachet. (2)

A6964 October 10 — Greenport, N.Y. 50th anniversary Parrsboro - Greenport flight. Black boxed cachet, some on post card of Handley Page aircraft.

1970

A7002 April 20 - Regina. 50th anniversary of registration of first aircraft, G-CAAA. Red boxed cachet. (2)

A7004 May 28 — Toronto. 50th anniversary of Toronto - Hamilton service. Flown cover. Blue cachet, some signed, some with Grand Army commemorative cachet. (4)
    a) few with a 5-line cachet in black sponsored by CFRB.   5.00

A7006 May 28 — Hamilton. Return flight. Purple boxed cachet.

A7008 June 26 — Ottawa. 25th anniversary of the U. N. Flown by Air Canada to New York.

A7010 July 1 — Ottawa. RCFCAS trans-Canada commemorative flight. Most flown on other dates. Signed R. R. Leckie (Air Marshal), one of the original participants.

A7012 July 1 — Ottawa. 15th anniversary of Shearwater Angel helicopter retirement to Aviation Museum.

A7014 August 16 — Wrangell, Alaska. 50th anniversary of U.S. Army Air Corps flight New York - Alaska, Wrangell - Whitehorse segment. U.S. stamps. Flown. Purple boxed cachet.(2)

A7016 August 17 — Whitehorse. As A7014, but segment from Whitehorse - Dawson City. Flown. Blue boxed cachet.

A7018 Sepember 16 — Victoria. 50th anniversary of Seattle - Victoria service. 1st day of slogan cancel. Red boxed cachet.

A7020 September 21 & **24 — Halifax - Victoria.** Commemorative covers for 50th anniversary of first trans-Canada flight issued on first day of use of slogan cancel: "1st flight - 1er vol. -Trans-Canada 7-17 October 1920 Halifax - Vancouver" and including point of mailing and appropriate date. Points include the 14 shown on October 7-17 listing in the Canada Flight Covers Section. Flown. Black, blue and red plane cachet.
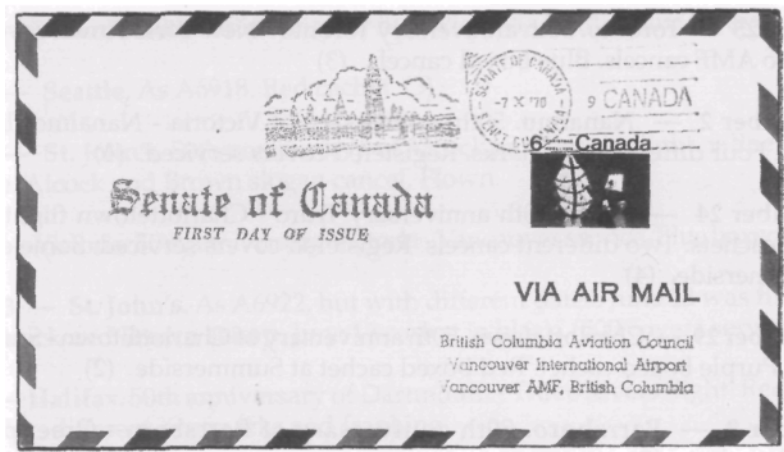
A7022 October 7 — Ottawa. CP Air 50th anniversary of trans-Canada flight. Also first day of 1970 Christmas stamp issue; covers backstamped Oct. 9-15 by B.C. Aviation Council. Covers postmarked Ottawa. Great variety of franking including some with first day of issue of House of Commons or Senate of Canada meter postage. (18)

A7024 October 7 — Ottawa - Rome. As A7022, but backstamped Vatican City on Oct. 15. At least 10 different frankings at 15c rate. (10)

A7026 October 7 — Ottawa - Christmas, Fla. As A7022; many different frankings. (10)

A7028 October 7 — Ottawa - Christmas Island. As A7022; many different frankings. (8)

A7030 October 13 — Winnipeg. 50th anniversary Winnipeg - Winkler using aircraft for news coverage. Blue boxed cachet. Flown.

A7032 October 14 — Winkler. As A7030, return flight. Purple boxed cachet (some blue cachets seen). Flown. (2)

A7034 October 15 — Victoria. 50th anniversary Victoria - Seattle first international air mail flight. Blue boxed cachet.

A7036 October 15 — Seattle. As A7034, return flight. Red boxed cachet. (2)

A7038 October 15 — Winnipeg. 50th anniversary of first passenger flight to Canadian North. Winnipeg - The Pas, red boxed cachet.

1971

A7102 January 2 — Borden. 50th anniversary Camp Borden - Leaside flight. Black cachet with aircraft. At least 2 different frankings. Flown. (2)

A7104 January 2 — Downsview. As A7102. Red cachet for return flight. Flown. (2)

A7106 February 26 — St. John's. 50th anniversary of first Newfoundland internal mail. Black boxed cachet.

A7104 January 2 - Downsview. As A7102. Red cachet for return flight. Flown. (2)

A7106 - St. John's. 50th anniversary of first Newfoundland internal mail. Black boxed cachet

A7108 March 24 - April 26 — Peace River & Fort Vermilion. 50th anniversary of "Rene" flight: first into Canadian North. Flown. Peace River - Fort Vermilion: purple aircraft cachet. 2 different postmarks.
- a) Fort Vermilion - Hay River: blue cachet (March 27).
- b) Fort Providence - Fort Simpson: blue cachet (April 3).
- c) Hay River - Fort Providence: blue cachet (March 29).
- d) Fort Simpson - Peace River: red cachet (April 24).
- e) Peace River - Fort Vermilion: black cachet (April 13, Vancouver).
- f) Fort Simpson - Peace River: purple cachet (April 26).

A7110　March 28-29 — Fogo. 50th anniversary Botwood - Fogo flight. Blue boxed cachet, a) Botwood: blue boxed cachet.

A7112 April 10 — Botwood - Twillingate. 50th anniversary of first successful Newfoundland internal mail. Red boxed cachet.
- a) Grand Falls (blue).
- b) Fogo (black).
- c) Musgrove Harbour (purple).
- d) Twillingate (red).

A7114 April 21 — St. Anthony. 50th anniversary of St. John's - St. Anthony attempt. Black boxed cachet. Flown.

A7116 May 27 - **August 21 — Peace River - Fort Vermilion.** 50th anniversary of second flight of "Rene" to Canadian North Atlantic. Flown. Purple boxed cachet.
- a) Fort Vermilion - Fort Smith: blue cachet (May 29).
- b) Fort Smith - Hay River: red cachet (May 31).
- c) Hay River - Fort Simpson: purple cachet (June 1).
- d) Fort Simpson - Fort Norman: black cachet (June 2).
- e) Fort Norman - Fort Simpson: purple cachet (August 6).
- f) Fort Simpson - Peace River: blue cachet (August 21).
- g) Peace River (home base): purple cachet (August 21).

A7118　November 26 —　St. John's. 50th anniversary St. John's - Halifax attempt. Red boxed cachet on St. John's - Botwood leg. Flown, a) Botwood - Halifax (black).

1972

A7202 February 23 — St. John's - Harbour Grace. 50th anniversary of Cotton's Newfoundland flight. Flown. Airplane cachet. St. John's - Clarkes' Beach (black).
- a) Clarkes' Beach - Bay Roberts (blue).
- b) Bay Roberts - Harbour Grace (purple).
- c) Harbour Grace - St. John's (red; 2 postmarks).

A7204 February 28 — **St. John's - Botwood.** As A7202. Flown. Plane cachet. St. John's - Botwood, red cachet.
- a) Botwood - St. John's (green).

A7206 March 3 — Botwood - St. Anthony - Battle Harbour. As A7202. Plane cachet. Botwood -St. Anthony, purple cachet.
- a) St. Anthony - Battle Harbour (black).

A7208 **March 6 — Battle Harbour (Mary's Harbour).** As A7202, but Cotton's flight to Cartwright. Red plane cachet.

A7210 **March 12 — Cartwright - St. John's.** As A7202. Flown Cartwright - St. Anthony, red plane cachet.
  a) St. Anthony - Seldom Come By (blue)
  b) Seldom Come By - Botwood (black).
  c) Botwood - St. John's (blue).

A7212 **March 16 — St. John's - Botwood.** As A7202. Red plane cachet. Flown.

A7214 **March 20 — Botwood - Twillingate - Fogo - Botwood.** As A7202. Botwood - Twillingate, purple plane cachet. Flown.
  a) Twillingate - Fogo (black).
  b) Fogo - Botwood (red).

A7216 **April 9 — St. John's - Botwood.** As A7202. Blue plane cachet. Flown.

A7218 **April 20 — Botwood - Battle Harbour.** As A7202. Botwood - St. Anthony, blue plane cachet.
  a) St. Anthony - Battle Harbour (red).
  b) Battle Harbour - St. Anthony (purple).
  c) **St.** Anthony - Botwood (blue).

1973

A7302 **January 18 — Botwood - Port Saunders.** As A7202. Botwood - Port Saunders, green plane cachet.
  a) Port Saunders - Botwood (red).

A7304 **January 20 — Halifax.** 50th anniversary of Halifax - St. John's attempted flight. Blue cachet.

A7306 **February 8 — Botwood - St. John's.** As A7202. Blue plane cachet.

A7308 **March 22 — St. John's - Botwood.** 50th anniversary of Bennett flight. Green plane cachet.

A7310 **March 24 — Botwood - Hawkes Bay.** As A7202. Red plane cachet. Flown.

A7312 **March 27 — Hawkes Bay - Forteau.** As A7202. Hawkes Bay - Flowers Cove, red plane cachet.
  a) Hawkes Bay - Forteau (green).
  b) Flowers Cove - Forteau (blue).
  c) Flowers Cove - Hawkes Bay (red).
  d) Forteau - Flowers Cove (blue).
  e) Forteau - Hawkes Bay (green).

A7314 **April 2 — Hawkes Bay - Botwood.** As A7202. Red plane cachet.

A7316 **May 16** — **St. John's - Cartwright.** As A7202. Flown. St. John's - St. Anthony, blue plane cachet.

a) St. John's - Cartwright (red).
b) St. Anthony - Cartwright (green).

A7318 May 16 — Hawkes Bay - Rigolet. As A7202. Flown. Hawkes Bay - Rigolet, green plane cachet.
  a) Rigolet - Hawkes Bay (blue).
  b) Hawkes Bay - Botwood (red).

A7320 May 17 — Cartwright - St. John's. As A7202. Cartwright - St. Anthony, green plane cachet.
  a) Cartwright - St. John's (red).
  b) St. Anthony - St. John's (blue).

A7322 May 28 — Hamilton - Toronto. 53rd anniversary of Grand Army Veterans Flight. Blue and white sticker cachet.   5.00
  a) Toronto AMF - Hamilton, Sept 17 (same cachet)   5.00

A7324 June 22 — Lethbridge - Ottawa. 51st anniversary of first flight. Lethbridge - Ottawa, blue cachet.
  a) Ottawa - Lethbridge (green).

1974

A7402 April 1 — Borden. 50th anniversary of formation of RCAF at Camp Borden. Red and blue printed cachet.

A7404 April 1 — Ottawa. As A7402. Black and red cachets. (3)

A7406 May 11 — Ottawa. As A7402. ORAPEX 74 cover with black and brown printed cachet.

A7408 May 25 — Haileybury - Rouyn. 50th anniversary of air mail in Canada. Commemorative stamp on reverse. Flown. Haileybury - Rouyn, purple cachet in English, a) Rouyn - Haileybury (blue, French).

A7410 September 21 — Rouyn - Noranda - Haileybury. 50th anniversary of first use of semiofficial stamps. Haileybury - Rouyn, red cachet in English, a) Rouyn - Noranda - Haileybury (green, French).

A7412   **September 26 — High River.** 50th anniversary of mail drop to Prince of Wales. Red cachet. **A7414**

October 1 — Estevan. 50th anniversary of Estevan - Winnipeg attempt. Red cachet.

1975

A7502   **May 18 — Haileybury - Rouyn.** 50th anniversary of experimental flights of Northern Air Services. Haileybury - Rouyn, 7-line cachet in red. (2) a) Rouyn - Haileybury (blue).

A7504   **June 27 — Haileybury - Rouyn.** As A7502 but recognizing the 50th anniversary of the first use of Northern Air Services' semi-official stamps. 7-line cachet in red. a) Haileybury - Rouyn (blue).

A7506   **September 21 — Victoria.** 50th anniversary of resumption of seaplane service to Seattle. 6-line cachet in purple.

1976

A7602   **March 6 — Red Lake - Rolling Portage.** 50th anniversary of first flight of Jack Elliott Air Service. Red Lake - Hudson, red cachet, a) Hudson - Red Lake (green).

A7604   **March 27 -April 12 — Toronto - Red Lake.** 50th anniversary of first mail-carrying flight by Patricia Airways and Exploration Co. Toronto - Sudbury; cachet.
    a) Toronto - Pogamasing (green).
    b) Toronto - Sioux Lookout (green).
    c) Toronto - Red Lake (green).
    d) Sudbury - Pogamasing (red).
    e) Sudbury - Sioux Lookout (red).
    f) Sudbury - Red Lake.
    g) Sioux Lookout - Red Lake (magenta).
    h) Red Lake - Sioux Lookout (blue).
    i) Red Lake - Sudbury (blue), j) Red Lake - Toronto (green).

A7606   **April 15 — Rolling Portage - Red Lake.** 50th anniversary of Elliott-Fairchild Air Service. First flight. Red Lake - Hudson, green cachet, a) Hudson - Red Lake (red).

A7608   **April 16 — Halifax - Montreal.** 30th anniversary of Air Canada first flight. Halifax - Montreal, green cachet.
    a) Montreal - Halifax (green).

A7610   **June 27 — Sioux Lookout - Red Lake.** 50th anniversary of use of Patricia Airways semiofficial stamp. Green cachet. (2)
    a) Red Lake - Sioux Lookout (blue).

A7612   **July 7 — Sioux Lookout - Pine Ridge.** As A7610. Sioux Lookout - Red Lake, blue cachet.
  a) Sioux Lookout - Pine Lodge (green).
  b) Red Lake - Pine Ridge (red).
  c) Red Lake - Sioux Lookout (black).

A7614   **August 2 — Sioux Lookout - Birch Lake - Woman Lake.** 50th anniversary of Patricia Airways 50c semi-official stamp. Sioux Lookout - Birch Lake, red cachet, a) Sioux Lookout - Woman Lake (green).

A7616   **August 11-12 — Haileybury - Rouyn.** 50th anniversary of Elliott Fairchild's first flight. Haileybury - Rouyn, red cachet, a) Rouyn - Haileybury (green).

A7618   **September 16 — Montreal.** 30th anniversary of Air Canada flight from Montreal - London. Green cachet.

A7620   **October 19-20 — Haileybury - Rouyn.** Same as A7616; green cachet should read "Fairchild Air Transport."
  a) Rouyn - Haileybury (purple).

1977

A7702   **May 10 — Rolling Portage - Red Lake.** 50th anniversary of first official government contract mail. Hudson - Gold Pines, green cachet.
  a) Hudson - Red Lake (red).
  b) Red Lake - Gold Pines (blue).
  c) Red Lake - Hudson (black).

A7704   **May 23 — St. John's - Rome.** 50th anniversary of De Pinedo's attempted flight. St. John's - Rome red cachet.
  a) Trepassey - Rome (green)

A7706   **June 1 — Lake du Bonnet - Slate Lake.** 50th anniversary by Western Canada Airways. Lac du Bonnet - Long Lake, green cachet.
  a) Lac du Bonnet - Rice Lake (purple).
  b) Lac du Bonnet - Slate Lake (blue).

A7708   **July 1 — Rolling Portage - Slate Lake.** As A7706; also 60th anniversary of Confederation flights. Hudson - Gold Pines, red cachet. (2)
  a) Hudson - Red Lake (purple).
  b) Hudson - Lac du Bonnet (blue).
  c) Lac du Bonnet - Hudson (green).
  d) Red Lake - Hudson (green).

A7710   **July 1 — Montreal - Vancouver.** 50th anniversary of planned flight cancelled due to insurance problems. Montreal - Vancouver red cachet (English) and green cachet on reverse (French).

A7712   **September 1 — Seattle.** 40th anniversry of Trans-Canada Airlines' first flight from Victoria to Seattle. Green cachet, a) Seattle - Victoria (red).

A7714 August 29 - September 3 — London - London. 50th anniversary of Carling flight. London - London, blue and red cachets. (2)
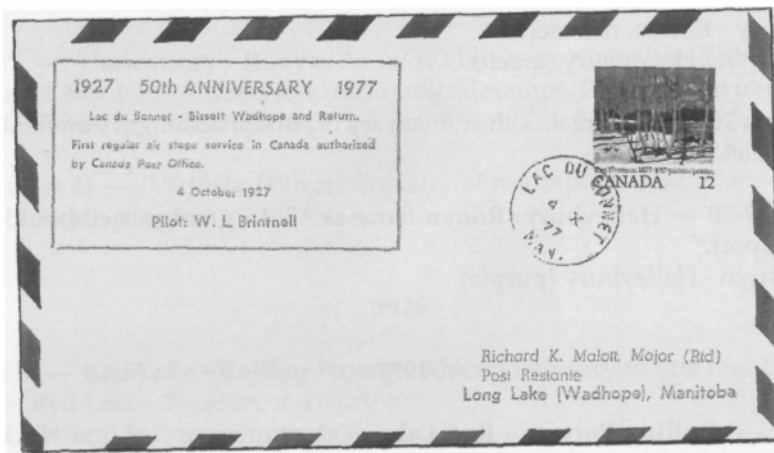 a) Harbour Grace - London, Sept. 3 (green).

A7716 September 16-21 — Montreal - Rimouski. 50th anniversary of air mail flight to outgoing trans-Atlantic ships. Sept. 16 Montreal - Rimouski, red cachet in French and English.
  a) Montreal - Rimouski (blue).
  b) Sept. 21 Rimouski - Montreal (green).
  c) Sept. 21 Montreal - Rimouski (purple).

A7718 October 4 — Lac du Bonnet - Rice Lake - Long Lake. 50th anniversary of first regular air stage service authorized by the Canadian Post Office. Lac du Bonnet to Rice Lake, green cachet.
  a) Lac du Bonnet to Long Lake (blue).

A7720   October 27 — Quebec. 50th anniversary of trans-Atlantic air mail connection from Rimouski - Quebec - Montreal. Rimouski - Quebec, green cachet. (2) a) Quebec - Montreal (blue).

A7722   October 29 — Quebec - Ottawa. 50th anniversary of experimental air mail between Quebec and Ottawa. Quebec - Ottawa, red cachet, a) Ottawa - Quebec (blue).

A7724 November 11-16 — Whitehorse - Dawson. 50th anniversary. Whitehorse - Dawson, red cachet.
  a) Dawson - Whitehorse (green).

A7726 November 26 — Whitehorse - Dawson. 50th anniversary of extended route. Whitehorse - Mayo, blue cachet. Different frankings seen.
  a) Whitehorse - Wernecke (black).
  b) Whitehorse - Keno Hill (purple).
  c) Whitehorse - Dawson (red).
  d) Whitehorse - Mayo (green). (2)
  e) Mayo - Mayo (blue).
  f) Dawson - Dawson (red). (2)
  g) Dawson - Wernecke (black),
 h) Mayo - Wernecke (black).
  i) Elsa - Keno (purple).

A7728   **December 14 — Leamington - Pelee Island.** 50th anniversary of emergency air mail flight. Leamington - Pelee Island, red cachet.
  - a) Pelee Island - Leamington (green).
  - b) Windsor - Pelee Island (blue).
  - c) Pelee Island - Windsor (purple).

A7730   **December 21 — Quebec City.** 50th anniversary of drop mail over Quebec City. Quebec -Quebec, red cachet.

A7732   **December 23 — The Pas - Flin Flon - Cold Lake.** 50th anniversary of Western Canada Airways first flight. The Pas - Flin Flon, purple cachet.
  - a) The Pas - Cold Lake (green).
  - b) Flin Flon - The Pas (red).

A7734   **December 23** — 50th anniversary of Romeo Vachon's flight from La Mulbaie - Seven Islands with various mail drop points. La Mulbaie - La Mulbaie, green cachet.
  - a) Belsiamites (purple).
  - b) Pointe aux Outardes (red).
  - c) Franklin (blue).
  - d) Codbout (black).
  - e) Baie Trinite (blue).
  - f) Pentecost (black).
  - g) Shelter Bay (red).
  - h) Clarke City (purple), i) Seven Islands (green).

1978

A7802   **January 11 — Moncton - Magdalen Islands.** 50th anniversary of first flight. Moncton - Magdalen Islands, red cachet.
  - a) Magdalen Islands - Moncton (black).

A7804   **February 2** — **La Malbaie - Port Menier.** 50th anniversary of Vachon flight. La Malbaie - Port Menier, red cachet (English on front, French on reverse).
  - a) La Malbaie - Sept lies (red).
  - b) Port Menier - La Malbaie (green).
  - c) Port Menier - Sept lies (green).
  - d) Sept lies - Port Menier (green).

A7806   **February 4 — Sioux Lookout - Narrow Lake.** 50th anniversary of Patricia Airways first flight. Sioux Lookout - Goldpines, purple cachet.
  - a) Sioux Lookout - Red Lake (green).
  - b) Sioux Lookout - Jackson Manion (purple).
  - c) Sioux Lookout - Narrow Lake (purple).
  - d) Red Lake - Sioux Lookout (red).

A7808   **February 18 — Rolling Portage - Narrow Lake.** 50th anniversary of first official government flight. Hudson - Goldpines, purple cachet.
  - a) Hudson - Red Lake (black).
  - b) Hudson - Jackson Manion (black).
  - c) Hudson - Narrow Lake (blue).
  - d) Red Lake - Hudson (red).

A7810 **February 19 - March 19 — Maritimes - Grindstone Island.** 50th anniversary of first flight. Moncton - Charlottetown, black cachet.
- a) Sackville - Charlottetown (blue).
- b) Charlottetown - Moncton (red).
- c) Charlottetown - Grindstone Island (red).

A7812 **March 9 — Sioux Lookout - Narrow Lake.** 50th anniversary of flight using vignettes. Sioux Lookout - Gold Pines, cachet.
- a) Sioux Lookout - Red Lake (red).
- b) Sioux Lookout - Clearwater (green).
- c) Red Lake - Jackson Manion (red).
- d) Red Lake - Sioux Lookout (blue).

A7814 **March 12 — Baddeck.** 70th anniversary of flight of Curtiss "Red Wing." Smithsonian Institution printed cachet.

A7816 **April 13-15 — Whitehorse - Atlin.** 50th anniversary of Yukon Airways first flight. Whitehorse - Carcross, black cachet.
- a) Whitehorse - Atlin (black).
- b) Atlin - Carcross (red).
- c) Atlin - Whitehorse (red).
- d) Carcross - Whitehorse (blue).
- e) Carcross - Atlin (blue)

A7818 **May** 5 — **Montreal - Ottawa.** 50th anniversary of first trial flight. Montreal - Ottawa, black cachet (second language on reverse), a) Ottawa - Montreal (purple).

A7820 **May 5-8** — **Montreal - Rimouski.** 50th anniversary of expediting foreign mail. Montreal - Rimouski, black cachet (second language on reverse).
- a) Rimouski - Montreal (purple).

A7822 **May 5-6 — Montreal - Toronto.** 50th anniversary of expediting foreign mail. Montreal - Toronto, red cachet (second language on reverse).
- a) Toronto - Montreal (blue).

A7824 **May 28 — Montreal - Rimouski.** As A7820, regular summer service. Rimouski - Montreal, green cachet.
- a) **Rimouski** - Toronto (red).

A7826 **July 23 — Vancouver - Victoria.** 50th anniversary of British Columbia Airways first flight without vignette. Vancouver - Victoria, red and green cachets (different frankings). a) Victoria - Vancouver (red).

A7828 **August 17 — Moose Jaw - Winnipeg.** 50th anniversary of dedication of Stevenson Field. Red cachet. Flown.

A7830 **August 24-29 — London - Toronto - Quebec.** 50th anniversary of Canadian National Exhibition flights. Quebec - Toronto, Aug. 24, red cachet. Flown.
- a) Montreal - Toronto (Aug. 24, purple).
- b) Ottawa - Toronto (Aug. 24, black).
- c) Kingston - Toronto (Aug. 24, green).
- d) London - Toronto (Aug. 24, green). (2)

e) Windsor - Toronto (Aug. 24, purple).
f) Hamilton - Toronto (Aug. 24).
g) Toronto - Windsor (Aug. 29, blue),
h) Toronto - London (Aug. 29, green),
i) Toronto - Hamilton (Aug. 29, black),
j) Toronto - Kingston (Aug. 29, purple),
k) Toronto - Ottawa (Aug. 29, purple).
1) Toronto - Montreal (Aug. 29, black),
m) Toronto - Quebec (Aug. 29, green).
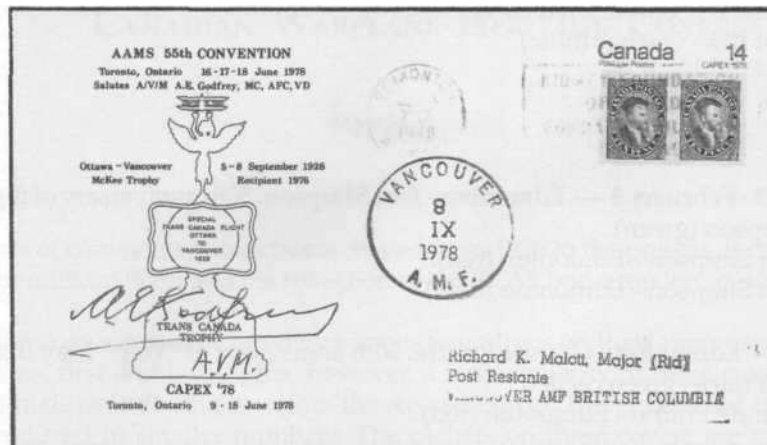
A7832 September 8 — Ottawa - Vancouver. 50th anniversary of Godfrey flight. Some covers with Capex '78 cachet; some of which are signed by Air Vice Marshal Godfrey. Some covers with red and green boxed cachets. Ottawa - Vancouver, (red CAPEX, green boxed)
a) Edmonton - Vancouver (red).
b) Montreal - Albany (CAPEX).
c) Albany - Montreal (CAPEX).

A7834 October 1 — Montreal - Albany. 50th anniversary of flight. As with A7832 some covers have Capex '78 cachets plus red and green cachets on reverse; some covers with red and greeen cachets only. (Those covers with Capex '78 cachet only are listed as #A7832), Montreal - Albany, (green)
a) Albany - Montreal (green).
b) Montreal - Albany (purple).
c) Albany - Montreal (purple).

A7836 October 13 — Whitehorse - Dawson. 50th anniversary of Klondike Airways. Whitehorse - Dawson, red cachet.
a) Dawson - Whitehorse (green).

A7838 December 8 — Telegraph Creek - Whitehorse. 50th anniversary of Yukon Airways first flight. Green cachet.

A7840 December 10-29 — Prairie Mail Service. 50th anniversary of 3-week trial frights. Winnipeg - Regina, green cachet.
a) Regina - Calgary (red).
b) Calgary - Saskatoon (red).
c) Saskatoon - Edmonton (blue).
d) Edmonton - Winnipeg (green).

A7842 **December 11-17 — Sioux Lookout - Red Lake.** 50th anniversary of Western Canada Airways new route. Sioux Lookout - Red Lake, red cachet, a) Red Lake - Sioux Lookout (blue).

A7844 **December 14 — Moose Factory - Moonbeam.** 50th anniversary of flight. Moose Factory - Moonbeam, green cachet.
   a) Moonbeam - Moose Factory (red).

A7846 **December 22 — Quebec North Shore Winter Mail Drop.** 50th anniversary of Vachon's flight. Quebec - Sept lies, red cachet, a) Sept lies - Quebec (blue).

1979

A7902 **January 23 - February 5 — Edmonton - Fort Simpson.** 50th anniversary of flight. Edmonton - Fort Simpson (green).
   a) Fort Simpson - Edmonton (red).
   b) Fort Simpson - Edmonton (blue).

A7904 **May 21 — Edmonton - Grande Prairie.** 50th annivesary of "Wop" May flight. Edmonton - Grande Prairie, green cachet.
   a) Grande Prairie - Edmonton (red).

A7906   **May 30** - **July 2 — Waterways - Aklavik.** 50th anniversary of "Punch" Dickins flight. Edmonton - Aklavik, green cachet, a) Aklavik - Edmonton (red).

A7908 **June 15 — Prince Albert - Lac la Ronge.** 50th anniversary of Cherry Red Airlines first flight. Prince Albert - Lac la Ronge, green cachet, a) Lac la Ronge - Prince Albert (red).

A7910 **July 1-2 — Maritime Air Pageant.** 50th anniversary. Moncton - Sydney (blue).
   a) St. John - Charlottetown (red)
   b) Sydney - Charlottetown (red)

A7912 **November 15 — Montreal.** 10th anniversary of Canadair LL215 and first day cover of 17c plane stamps.

1981

A8101 **November 24 — Downsview.** 50th anniversary of first flight of Tiger Moth. Sponsored by De Havilland. Color picture cachet. (2)

1984

A8402 **November 9 — Ottawa.** McKee Trophy cachet on first day cover of the RCAF 60th anniversary stamp.
   a) Westwin - Cachet commemorating 75th anniversary of powered flight in Canada and RCAF 60th anniversary .

SECTION 12

CANADIAN FORCES COVERS

1956 -1996

INCLUDING
### CANADIAN WARPLANE HERITAGE COVERS

Ron Miyanishi

This list consists of commemorative covers created from 1956 to the present. It concentrates from the start of modern military flight and the transition of the RCAF into a modern peacetime force.

Many of these covers were created by various Squadrons on their anniversaries or other events such as reunions, first and last flights, however, a large majority of these covers were created by private individuals or individuals within the Armed Forces. Covers created by these individuals tend to be produced in smaller numbers. The cachets on these covers are photocopied, rubber stamped, typed or hand written. Covers produced by Squadrons or from larger organizations are usually of higher quality in design and printing, and produced in larger numbers. Not all the covers in this listing are flown. Some only commemorate an event.

The postmarks on these covers range from the usual civilian postal cancellations to CFPO (Canadian Forces Post Office) or MPO (Military Post Office) cancellations. On some occasions a pictorial CFPO or MPO cancel is used.

This list is not complete since the Squadrons or individuals rarely announce or advertise the covers they create. Sometimes Squadrons do not retain records of the covers that they produce and to make matters worse Canadian Forces personnel who have knowledge of these covers have either retired or have been transferred.
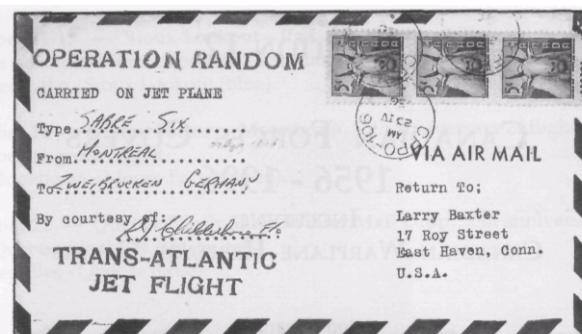
1956, April 23   —   Operation Random. Flown in an F-86 Sabre from Montreal to Zweibrucken, Germany. Postmarked CFPO 106 Apr. 23, 1956. Signed by the pilot.

CF-5600   25.00

1956, November 1-4 — Operation Nimble Bat. Covers flown in CF-lOOs from RCAF Station Uplands to Marville, France. CAPO 5052 Nov 21 postmark.
CF-5601   25.00

1959, August 22 — The Golden Hawks - **Air Force Day.** Flown in an F-86 Sabre at RCAF Station Comox on Aug. 22,1959. Cover postmarked at RCAF Station Trenton on Sept. 18, 1959. Signed by Commanding Officer W/C J. B. Easton.
CF-5900   10.00

1959, November 8 — RCAF CC-106 First Flight. Flown on the RCAF CC -106 first flight. Cover has a Montreal postmark and is signed.
CF-5901   10.00

1960,July 5 — The Golden Hawks - North Bay to Comox.   Flown in an F-86 Sabre, #23320, piloted by F/L J. T. Price. RCAF Station Comox postmark.
CF-6000   10.00

1960, July 13 — The Golden Hawks - Calgary Stampede. Covers flown in an F-86 Sabre, at the Calgary Stampede. Calgary, AB postmark.

CF-6001   Flown in #23195, piloted by F/L Ralph Annis.   10.00
              a. Flown in #23037, piloted by F/L Bill Stewart.   10.00

1960, July 16 — The Golden Hawks - Air Force Day. Covers flown in an F-86 Sabre at Air Force Day in Cold Lake. RCAF Station Cold Lake postmark

CF-6002   Flown in #23320, piloted by F/L J. T. Price.   10.00
   a. Flown in #23164, piloted by F/L E. J. Rozdeba.   10.00

1961, August 19 — The Golden Hawks - Abbotsf ord to Kelowna. Flown in a T-33 Silver Star, #21500, from Abbotsford to Kelowna, piloted by W/C J. F. Allan. Kelowna, BC postmark.
CF-6100   10.00

1961, August 24 — The Golden Hawks - Lethbridge Air Show. Flown in an F-86 Sabre, #23454, at the Lethbridge Air Show, piloted by F/L Bill Stewart. Lethbridge, AB postmark.
CF-6101   10.00

1961, August 26 — The Golden Hawks - Penhold Air Show. Flown in an F-86 Sabre, #33454, at the Penhold Air Show, piloted by F/L Bill Stewart. Calgary, AB postmark.

CF-6102   10.00

1962, January 1 — RCAF Yukon Inaugural Flight - Trenton to Marville, France. Covers flown to Marville have a Dec. 28,1961 postmark. Covers flown to Trenton have a Jan. 4, 1962 CFPO -108 postmark.

CF-6200   Trenton - Marville   5.00
            a. Marville - Trenton   5.00

1963, July 20 — 412 Squadron - Operation Eclipse. RCAF Yukon aircraft tracking solar eclipse across Canada on July 20, 1963. Postmarked Ottawa on July 21.

CF-6300   Across Canada by RCAF Yukon - July 20   3.00
            a. Preliminary Navigation Check Flight. Flown non-stop Ottawa -
               Fort Simpson - Ottawa on June 3. Postmarked Ottawa on June 4.   25.00
            b. Dress Rehearsal. Flown Ottawa - Fort Simpson on June 18.
               Postmarked Ottawa on June 19.   25.00
            c. Instrument Calibration Flight on July 10. Postmarked Ottawa on July 10.   25.00

1964, August 31 — Last Lancaster Bomber Flight. Commemorating the last Lancaster flight from Dunnville to Windsor. Dunnville, ON postmark.

CF-6400   2.00

1967, June 10 — 50th Anniversary of Military Aviation in Canada. Forces air letter, Ottawa. Postmarked Ottawa with typed cachet; DNDHQ circular handstamp.

CF-6700   5.00

1968, December 13 — Last Flight of F-86's. Covers were flown in an F-86 Sabre during the "Phasing Out Exercises" at Chatham Air Base on Nov. 29, 1968. Blue text: Last Official Flight Dec 13/68. Postmarked at Chatham, NB on Dec 20, 1968.

CF-6800   5.00
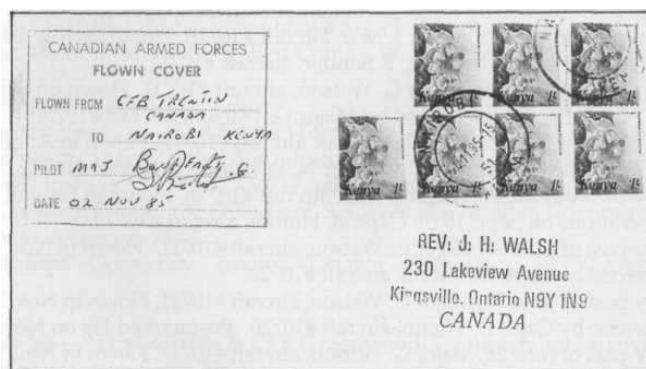
1973 -1991 A large assortment of covers were flown on regular Canadian Forces flights. They are identified by a rubber stamped box cachet with the text: "Canadian Armed Forces / Flown Cover / Flown From / To / Pilot / Date" addressed to Jack Walsh. Another type of cachet is identified without the box, but with the same text addressed to C. G. Stoner. The value of most of these covers ranges from $1.00 to $3.00. Covers flown during special operations such as the Gulf War are priced higher.

1973, July 31 — Saigon, Vietnam - Vancouver. Last members of the Canadian delegation departed Vietnam on July 31. Covers were flown from Saigon to Vancouver on Flight #7264 piloted by Capt. D. G. Clarke. ICCS Air Services rubber stamp cachet with Vancouver machine postmark dated August 1.

CF-7300   Saigon - Vancouver   7.00

1973, August 27 — 441 Squadron - Goodwood Air Show (UK). Flown in a CF-104G from RAF Upper Heyford to Goodwood and back to RAF Upper Heyford. Set of four covers, three flown on CF-104Gs piloted by Capt. L. Stott, Capt W. D. Card, Maj. D. Girling and the fourth cover flown in a Spitfire Mk8 piloted by John Fairely. Goodwood Air Show, Chechester, Sussex postmark.

CF-7301   Set of 4 covers   12.00

1974, April 1 — CFB Borden 50th Anniversary of Formation of the RCAF at Camp Borden. Covers not flown. Postmarked at Borden ON. and signed by Commanding Officer.

CF-7400   3.00

1974, June 1 — 416 Squadron Presenting Queen's Colors and Battle Honors. Flown in a CF-101B, #101040 over CFB Chatham, NB. Piloted by Capt. D. H. Gillanders; navigator, Capt. G. M. Shewchuk. MPO 140 postmark, signed cover.

CF-7401   8.00

1975, June 14 — 414 Squadron (25 years) Presenting Queen's Colors and Battle Honors. Flown in a CF-100 MK 5, piloted by Capt. D. J. Hollington; navigator, Capt. R. F. Dunlop. Operational mission involving Canadian Long Range Radars from Vancouver Island to Newfoundland. 414(EW) Squadron CFB North Bay handstamp, signed cover.

CF-7500   8.00

1975, June 28 — 407 Squadron Presentation of Squadron Standard. Set of 9 covers flown on CP-107 (Argus). Postmark at Lazo, BC, unless otherwise noted.

CF-7501   a. Fly-past of June 28, by Capt. P. Dubois, aircraft #10716. Abbotsford Air
               Show in August, by Major G. Bonenfant, aircraft #10712.   4.00
            b. Fly-past of June 28, Major J. Mar, aircraft #10716. Flown on July 10 in
               Arctic operations by Capt. F.Sander, aircraft #10711.   .   4.00
            c. Fly-past of June 28, Major G. Watson, aircraft #10711. Flown on Sept. 4
               in North Pacific operations by Major G. Watson, aircraft #10720.   4.00
            d. Fly-past of June 28, Capt P. Dubois, aircraft #10718. Flown in August
               at Fincastle Competition by Major N. Winchester, aircraft #10722.   4.00
            e. Fly-past of June 28, Major J. Mar, aircraft #10716. Flown in Hawaii
               operations on Sept. 19 by Capt. B. Hunter, aircraft #10712.   4.00
            f. Fly-past of June 28, Major G. Watson, aircraft #10711. Flown in Nov. Tasmanex
               exercise by Capt. D. Wrenn, aircraft #10720.   4.00
            g. Fly-past of June 28, Major G. Watson, aircraft #10711. Flown in Nov. Tasmanex
               exercise by Capt. D. Wrenn, aircraft #10720. Postmarked Fiji on Nov. 12. 4.00
            h. Fly-past of June 28, Major G. Watson, aircraft #10711. Flown in Nov. Tasmanex
               exercise by Capt. D. Wrenn, aircraft #10720.
               Postmarked at RAAF Richmond, Australia on Nov. 17.   4.00
            i. Fly-past of June 28, Major G. Watson, aircraft #10711. Flown in Nov. Tasmanex
               exercise by Capt. D. Wrenn, aircraft #10720.
               Postmarked at Hobsonville Air Base, New Zealand on Dec. 3.   4.00
            j. Complete set of 9 covers   45.00

1975, September 13-14 —   431 Squadron (Snowbirds) - Ottawa International Airshow.
Black commemorative cachet.

CF-7502   Cover signed by 9 members of Snowbirds   8.00

1976,   June 12 — 410 Squadron (25 years) Presenting Queen's Colors and Battle Honors.
Flown in a CF-101 over CFB Bagotville, piloted by Capt. R. W. Walker; navigator, Capt. D.
Bouchard. 410 Cougars / Alouette QC. postmark, signed cover.

CF-7600   8.00

1976, February 22 — 434 Squadron (25 years). Flown in a CF-116 (CF-5) aircraft from CFB
Comox to CFB Shearwater on Nov. 7, 1976. Piloted by Lt. Col. Scott Clements and Capt.
Rod Sword. Medley AB cancel of Feb. 22, 1977, with Shearwater, NS. and Courtenay, BC.
cancels of Nov. 7, 1977, signed cover.

CF-7601   8.00

1976, September 26 — 150th Anniversary of Ottawa (Bytown) and the Royal Engineers.
Flown from CFB Lahr, Germany to CFB Ottawa in a CF-137 (707). CFPO 5000 machine
cancel.

CF-7602   8.00

1976, October 2 — Snowbirds Aerobatic cover No. 7. The cover was produced by Intern-
ational Help For Children as part of set of aerobatic teams covers. There are two versions of
the cover, one cover with the names of the Snowbirds and other without. Bushell Park, SK.
postmark. Covers have been seen dated Oct. 1, 1976.

CF-7603   5.00

1977, June 25 — 430 Squadron Presenting Queen's Colors and Battle Honors. Flown in a
helicopter at CFB Valcartier, piloted by Capt. J.L.M. Belzil, CD. Courcelette, QC postmark,
signed cover. Cover also listed in Helicopter section as HF-7700.

CF-7700   1700 covers   8.00

1977,   July 15 — 409 Squadron (25 years) Presenting Queen's Colors and Battle Honors.
Flown in a CF-101B, #101012 from Ottawa to CFB Comox. Piloted by Lt. Col. G. H. Herbert;
navigator, Major R. M. Hellberg. Red Comox, BC. postmark, signed covers.

CF-7701   8.00

1978,   September 1 — Sculthorpe (Toronto) - Goose Bay (CF-137 Return flight). RAF
Museum covers (postmarked Toronto) commemorating Air Marshal (A/M) Raymond
Collishaw. Flown in Victor K2, XM717, piloted by F/L K. L. Handscombe. Return flight to
UK on Canadian Forces 137 (707), Sept. 3. Cover also listed in Government and Other Air
Mail Covers section as 7823.

CF-7702   Sculthorpe - Goose Bay - Trenton - Ottawa - Gatwick   12,750 covers   3.00

1980, May 29 — First Aurora at CFB Greenwood. Commemorative cover. Not flown and
postmarked at Greenwood, NS.

CF-8000   3.00

1980, November 10 — Last Argus Flight at CFB Greenwood. Commemorative cover. Not
flown and postmarked at Greenwood, NS.

CF-8001   3.00

1981, April-July — 415 Squadron Argus Farewell Flights. Set of 3 signed covers flown in a CP-107 (Argus).

    a.   North Atlantic Farewell, May 1981. Flown from CFB Summerside to Keflavik, Greenland - Andenes, France - RAF Kinloss, Marinefliegergesch Wader 3 Nordholz - Marine Vliegkamp Valkenburg - RAF St. Mawgan. Slemon Park, P.E.I. April 29 and Andrenes, France May 4 postmarks.

    b.   Canadian Farewell, June 1981. Flown from CFB Comox - Victoria - Edmonton - Regina - Winnipeg - Toronto - Ottawa - Quebec City - Fredericton - Halifax - St. John's - Charlottetown - CFB Summerside. Postmarked at Lazo, B.C. on June 13 and Slemon Park, P.E.I, on June 14.

    c.   Last flight, July 1981; flown from CFB Greenwood - CFB Summerside. Postmarked at Greenwood, N.S. and Slemon Park, P.E.I, on July 24.

CF-8100   Set of 3 covers   15.00

1981, September 12 — CFB Trenton 50th Anniversary - Armed Forces Day 1981. Commemorative cover with MPO 303 postmark. The covers are also available numbered, signed by Robert Bradford.

CF-8101   7.00

1981, November 1 — 444 Squadron (25 years). Covers were not flown. Ottawa first day cancel of the 1981 Aircraft stamps. There were unsigned and signed covers.

CF-8102   2000 covers   5.00
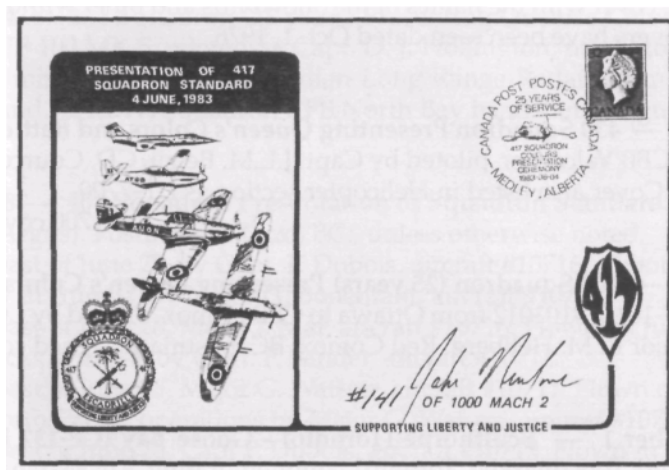
1982, October 10 — 421 Squadron 40th Anniversary 1942-1982 and 30 Years in Europe 1952-1982. Covers not flown. CFPO 40 postmark. In addition, 500 covers were flown with the imprint "Mach 2 Flight" and signed by the Commanding Officer.

CF-8200   Non flown covers   5.00
    a. **Flown Mach 2**   500 covers   8.00

1982, November 9 — 435 / 436 Squadron Reunion - Canucks Unlimited. Covers were not flown with MPO 303 postmark. Available unsigned and in a set of 5 signed covers.

CF-8201   Unsigned covers   4.00
    a. Set of 5 signed covers   25.00

1983, April 16 — 1 Air Reserve Wing, St. Hubert - CF-100 presentation. Souvenir cover with no Canada Post cancel.

CF-8300   3.00

1983, June 4 — 417 Squadron Presentation of Squadron Standard. Covers were flown on a CF-104 Voodoo aircraft. Medley, AB postmark.

CF-8301 1000 covers   5.00

1983, September 24 — Shearwater International Airshow. Commemorative cover of airshow at CFB Shearwater.

CF-8302   3.00
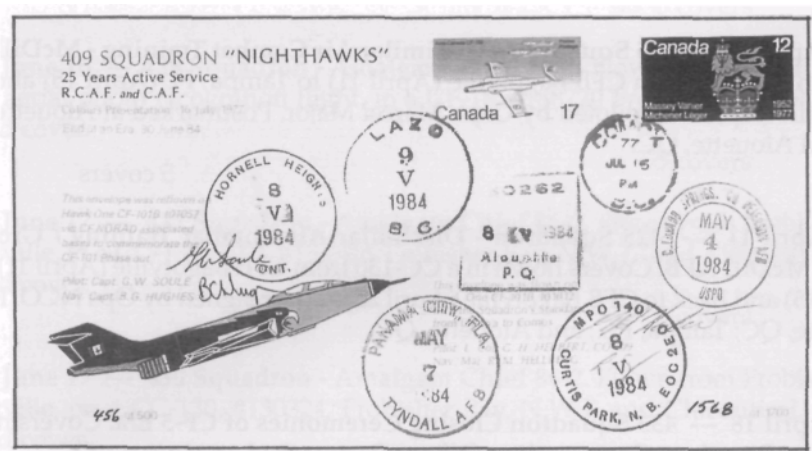
1984,May 4-9 409 Squadron (25 years) Presenting Queen's Colors & Battle Honors [REFLOWN]. Reflown on CF-101B, #101057 via CF NORAD associated bases to commemorate the CF-101 phase out on June 30, 1984. Piloted by Capt. G.W.Soule; Navigator Capt B.G. Hughes, 500 signed covers. In addition to the July 15, 1977 Comox, BC postmark are postmarks from: Colorado Springs, May 4; Panama City, May 7; Curtis Park MPO 140, May 8; Alouette, May 8; Hornell Hights, May 8; Lazo, May 9.

CF-8400   500 covers   10.00

1984, June 6 — Comox Air Force Museum, 40th Anniversary of D -Day. Commemorative cover with Lazo, BC postmark.

CF-8401   4.00

1984, August 25 —   CFB Trenton, Armed Forces Day, 60th Anniversary of the RCAF. Commemorative cover with MPO 303 postmark. There are two cachet designs: CFB Tren -ton Memorial Gate with Harvard aircraft or CF -18.

CF-8402   7.00

1984, November 9 — Air Command, 75th anniversary of first powered flight in the Commonwealth and 60th anniversary of founding of RCAF. Commemorative cover with Westwin, MB postmark.

CF-8403   5.00

1984, September 29 — Shearwater International Airshow. Commemorative cover of airshow at CFB Shearwater.

CF-8404   3.00

1985,June 22 — 424 Squadron Reunion, 50th Anniversary. Commemorative cover of the reunion at CFB Trenton with MPO 303 postmark.

CF-8500   5.00

1985, September 24 — Shearwater International Airshow. Commemorative cover of airshow at CFB Shearwater.
CF-8501 3.00

1986, April 1 — 425 Squadron - First Canadian pilot to log 1,000 hours in a CF-18. Covers signed by Capt. Charles Caron. Covers not flown, with Alouette, Quebec postmark.
CF-8600 5 covers 10.00

1986, April 11 — 425 Squadron - Dissimilar Air Combat Training - McDill AFB. Covers flown in a CF-18 from CFB Bagotville (April 11) to Tampa, FL (April 15) and back to CFB Bagotville (April 25), piloted by Capt. Marcel Major. Postmarked at Alouette, QC; Tampa, FL.; and Alouette, QC.
CF-8601 5 covers 10.00

1986, April 11 — 425 Squadron - Dissimilar Air Combat Training / Ground Support Crew - McDill AFB. Covers flown in a CC-130 from CFB Bagotville (April 11) to Tampa, FL (April 15) and back to CFB Bagotville (April 25). Cover signed by Ops NCO. Postmarked at Alouette, QC; Tampa, FL.; and Alouette, QC.
CF-8602 5 covers 10.00

1986, April 18 — 433 Squadron Closing Ceremonies of CF-5 Era. Covers not flown, and signed by Squadron Commanding Officer. Postmarked at Alouette, QC.
CF-8603 5 covers 8.00

1986, May 23 — 425 Squadron Marcot / Combatex at Kindley Field, NAS Bermuda. Flown in a CF-18, piloted by Capt. Chris Hadfield (Shuttle astronaut). Postmarked Alouette, QC on May 23 and June 9, signed cover.
CF-8604 5 covers 10.00

1986, June 10 — 425 Squadron - Amalgam Chief 86-2. Flown from CFB Bagotville to Frobisher Bay in a CF-18, #188722. Alouette, Quebec and Frobisher Bay, N.W.T. postmarks, signed cover.
CF-8605 5 covers 10.00

1986, June 11 — 436 Squadron - Amalgam Chief 86-2. Flown from CFB Bagotville to Frobisher Bay in a CC-130, #130326. Alouette, QC and Frobisher Bay, N.W.T. postmarks, signed cover.
CF-8606 5 covers 10.00

1986, June 12. — 425 Squadron - Amalgam Chief 86-2. Flown on an air-to-air intercept flight in a CF-18, #188717, piloted by Capt. John Reed (USAF). Frobisher Bay, N.W.T. post mark, signed cover.
CF-8607 5 covers 10.00

1986, June 13 — 425 Squadron - Amalgam Chief 86-2. Flown on an aircraft exchange from CFB Bagotville to Frobisher Bay, in a CF-18, #188710, piloted by Major A. Boyer. Alouette, QC and Frobisher Bay, N.W.T. postmarks, signed cover.
CF-8608 5 covers 10.00

1986, June 13 — 425 Squadron - Amalgam Chief 86-2. Flown on an aerial recognition of Cape Dyer Dew site, in a CF-18, #188720. Frobisher Bay, N.W.T. postmark, signed cover.
CF-8609 5 covers 10.00

1986, June 14 — 425 Squadron Amalgam Chief 86-2. Flown on air-to-ground tactics from Frobisher Bay - Cape Dyer - Pangnirtung - Frobisher Bay, in a CF-18, #188710. Frobisher Bay, N.W.T. postmark, signed cover.

CF-8610   5 covers   10.00

1986, June 15 — 425 Squadron Amalgam Chief 86-2. Flown on air-to-air intercepts under E-3 AWAC control, in a CF-18, #188720. Frobisher Bay, N.W.T. postmark, signed cover.

CF-8611   5 covers   10.00

1986, June 16 — 425 Squadron - Amalgam Chief 86-2. Flown on air-to-air refuel and CFS Alert aerial photo recognition flight, in a CF-18, #188720 Frobisher Bay N.W.T. postmark, signed cover.

CF-8612   5 covers   10.00

1986, June 17 — 437 Squadron - Amalgam Chief 86-2. Flown from Frobisher Bay to CFB Bagotville, in a CC-137 (707), #137703. Frobisher Bay, N.W.T. and Alouette, QC postmarks, signed cover.

CF-8613   5 covers   10.00

1986, June 17 — 436 Squadron - Amalgam Chief 86-2. Flown from Frobisher Bay to CFB Bagotville, on a CC-130, #130324. Frobisher Bay, N.W.T. and Chicoutimi, QC postmarks, signed cover.

CF-8614   5 covers   10.00

1986, June 27 — 425 Squadron - Anti Gravity Flight Suit Flights. Several Canada Post Anti-Gravity Flight Suit First Day Covers (Scott No. 1101) were flown on CF-18s. Typed cachet added with written flight information. Dates of flights unknown.

CF-8615   Aircraft #188723, signed by CO   .   3.00
   a) Aircraft #188721, flown against A4M   3.00
   b) Aircraft #188713, flown against F-16   3.00

1986, September 19 — 414 Squadron - **ECM Mission.** Flown on an CF-101,101006, on a ECM mission at CFB North Bay. Covers signed by Capt. Dennis Watson. Hornell Hights, ON postmark.

CF-8616   6.00

1986, September 20 — Shearwater International Airshow. Commemorative cover of airshow at CFB Shearwater.

CF-8617   **3.00**

1986, October 12 -26 — 425 Squadron - William Tell Competition, Tyndall AFB. Set of 5 covers flown in various CF-18 aircraft, #s 188720,188727,188718,188713, and 188214, piloted by Major Mike Stacey, Capt. Marcel Major, Capt. Chris Hadfield (Shuttle astronaut), Capt. Pete Lang, and Capt. John Reed (USAF). Panama City, FL postmark, with various dates.

CF-8618   Set of 5 covers   2 sets   50.00

1986, November 14 — 410 Squadron - Cf-18 Training Mission. Flown on an CF-18,188906, on a training misssion at CFB Cold Lake. Covers signed by pilot and instructor. Medley, AB postmark.

CF-8619   6.00

1986, December 31 — 425 Squadron - Second Anniversary of Base Combat OperationsCentre. Commemorates the second anniversary of Base Combat Operations Centre participation in CFB Bagotville Alpha Alert Force. Cover not flown. Alouette, QC postmark, signed cover.

CF-8620	5 covers	8.00

1987, February 6 - 425 Squadron - Exercise Copper Flag '87. The exercise was at Tyndall AFB from Jan. 26 - Feb. 6. Covers not flown. Alouette, QC postmark. Covers signed by participating crew.

CF-8700	10.00

1987, March 3 — 425 Squadron - Alouette South '87, Miramar NAS. Flown on March 25 in a CF-18, #188714, piloted by Capt. S. Larue. San Diego, CA postmark.

CF-8702	5 covers	10.00

1987, March 12 — 425 Squadron CF-18 Training Mission. Covers flown from CFB Bagotville to New Orleans in a CF-18, #188710, by Capt. S. Larue. Alouette, QC postmark, signed cover.

CF-8701	5 covers	8.00

1987, March 20 — CFB Bagotville - CFB Ottawa. Covers flown from CFB Bagotville to CFB Ottawa in a CT-33 Silver Star, #133546. Alouette, QC postmark, signed cover.

CF-8701	2 covers	8.00

1987, April 4 — 425 Squadron - Alouette South '87 Miramar NAS. Covers not flown. San Diego, CA postmark, signed by participating crew.

CF-8703	10.00
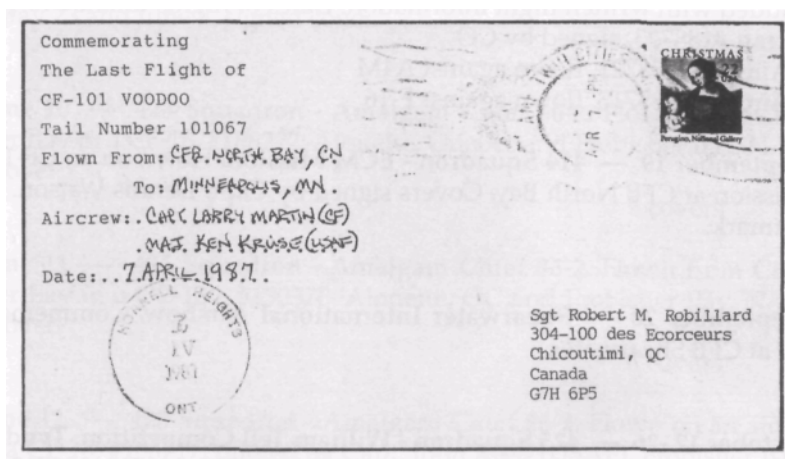
1987, April 7 — 414 Squadron - The Last Flight of CF-101 Voodoo. Cover flown from CFB North Bay to Minneapolis, MN in a CF-101, #101067, piloted by Capt. Larry Martin and Major Ken Kruse (USAF). Hornell Heights, ON and AMF Twin Cities, MN postmarks, signed cover.

CF-8704	5 covers	10.00

1987, April 9 — 414 Squadron The Last Flight of CF-101 Voodoo. Cover flown from CFB Chatham to CFB Greenwood in a CF-101, #101006, piloted by Capt. Dennis Watson and Capt. Mike Kyne. MPO 140, Alouette, QC and Hornell Heights, ON postmarks, signed cover.

CF-8705	5 covers	10.00

1987, May 7 — 431 Squadron (Snowbirds). Postcard with cachet: "BEST WISHES / FROM / THE SNOW BIRDS / TO / THE CANADIAN / AEROPHILATELIC SOCIETY / AT / CAPEX '87 / 13-21 JUNE 1987." Bushell Park, SK (May 7). and CAPEX '87 (June 13) postmarks.

CF-8706   243 postcards   4.00

1987, June 8 — CFB Bagotville Base Helicopter. Flown from CFB Bagotville to Iqaluit, in a CH-118 (Iroquois) helicopter, #118102. Iqaluit N.W.T. postmark, signed cover. Cover also listed in Helicopter section as HF-8700.

CF-8707   5 covers   10.00

1987, June 9 — 402 Squadron. Flown from CFB Bagotville to Iqaluit in a CC-129 (Dakota), #129944. Alouette, QC and Iqaluit N.W.T. postmark, signed cover.

CF-8708   5 covers   10.00

1987, June 10 — 436 Squadron. Flown from CFB Bagotville to Iqaluit in a CC-130, #130315. Alouette, QC and Iqaluit, N.W.T. postmarks, signed cover.

CF-8709   5 covers   10.00

1987, June 16 — 437 Squadron. Flown from Iqaluit to CFB Bagotville in a CC-137 (707), #137703. Iqaluit, N.W.T. postmark, signed cover.

CF-8710   5 covers   10.00
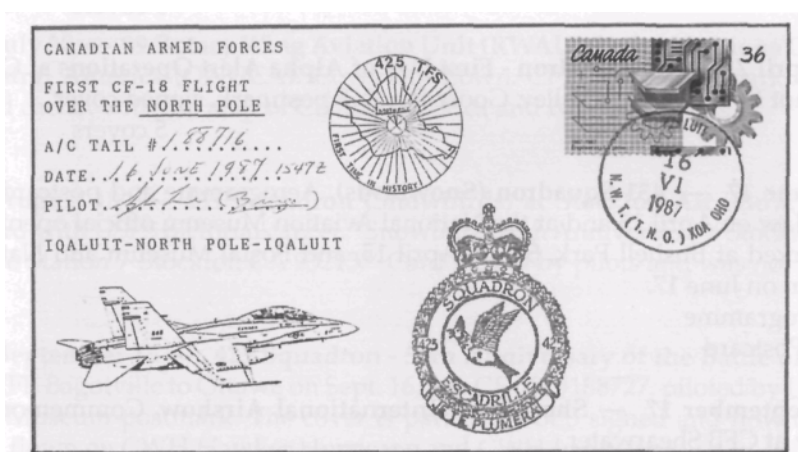
1987, June 16 — 425 Squadron - First CF-18 flight over North Pole. Covers flown from Iqaluit - North Pole - Iqaluit, in aircraft #s 188921 and 188716. Iqaluit N.W/L postmark. Set of 2 signed covers.

CF-8711   Set of 2 covers   5 sets   30.00

1987, June 17 — 425 Squadron - Amalgam Chief 87-2. Cover not flown. Iqaluit, N.W.T. postmark. Cover signed by participating crew.

CF-8712   5 covers   10.00

1987, June 17 — 436 Squadron - Amalgam Chief 87-2. Flown from Iqaluit to CFB Bagotville, in a CC-130, #130315. Alouette, QC and Iqaluit, N.W.T. postmarks, signed cover.

CF-8713

1987, June 17 — 425 Squadron - Amalgam Chief 87-2. Flown from Iqaluit to CFB Bagotville, on CF-18, #188719. Iqaluit, N.W.T. and Chicoutimi, QC postmarks, signed cover.

CF-8714   5 covers   10.00

1987, June 27 — 425 Squadron 45th Anniversary. Covers not flown. Alouette, QC post mark. Signed by Commanding Officer.

CF-8715   5 covers   8.00

1987, June 29 — 425 Squadron Change of Commanding Officer. Cover signed by outgo ing LCol. J. M. Comtois, incoming LCol. D. Rivard. Cover not flown. Alouette, QC post mark.

CF-8716   5 covers   8.00

1987, July 9 — CFB Moose Jaw Reunion '87. Cover not flown. Bushell Park, SK postmark.

CF-8717   3.00

1987, September 19 — Shearwater International Airshow. Commemorative cover of airshow at CFB Shearwater.

CF-8718   3.00

1988, January 18 — 433 Squadron First Day of CF-18 Operation. Alouette, QC postmark Cover not flown and signed by Commanding Officer.

CF-8800   5 covers   8.00

1988, April 7 — 425 Squadron - First Day of Alpha Alert Operations at CFS Goose Bay. Cover not flown. Happy Valley, Goose Bay, NF postmark, signed cover.

CF-8801   5 covers   8.00

1988, June 17 — 431 Squadron (Snowbirds). Aerogramme and postcard flown at CFB Moose Jaw on April 15 and at the National Aviation Museum official opening on June 17. Postmarked at Bushell Park, SK on April 15, and Postal Museum and National Aviation Museum on June 17.

CF-8802   Aerogramme   4.00
              a. Postcard   4.00

1988, September 17 — Shearwater International Airshow. Commemorative cover of airshow at CFB Shearwater.

CF-8803   3.00

1989, March 10-22 — Central Flying School / 402 Squadron. C-47 Dakota farewell flight across Canada. One cover flew aboard aircraft #12944 from Saskatoon to Winnipeg stopping at several locations along the way. Signed by Commandant Central Flying School and has FMO Victoria Mar. 15 and Westwin, MB Mar. 30 postmarks. The second cover on #12963 flew from Bagotville to Winnipeg stopping at several locations. Signed by 402 Squadron Com manding Officer and has St. John's, Nfld. Mar. 12 and Westwin, MB Mar. 22 postmarks.

CF-8900   Set of 2 covers.   8.00

1989, May 15 — 425 Squadron - Amalgam Chief 89-2. Covers not flown. Alouette, QC cancel. Cover signed by participating crew.

CF-8901   10.00

1989, June 29 — 425 Squadron - Change of Commanding Officer. Covers signed by outgoing L Col. D. Rivard, incoming LCol. K. Coulter. Cover not flown. Alouette, QC post mark,

CF-8902   5 covers   8.00

1989, September 16 — Shearwater International Airshow. Commemorative cover of airshow at CFB Shearwater.

CF-8903   3.00

1990, April 20 — 431 Squadron (Snowbirds). Aerogrammes flown on April 20 at CFB Moose Jaw and on July 1 at Ottawa. Postmark from Bushell Park, SK. and Senate of Canada.

CF-9000   Set of 9 signed covers.   25 sets   45.00

1990, July 14-15 — Manitoba Airshow - CFB Portage la Prairie. Celebrating 50 years of Flying Training 1940 -1990. Covers not flown. Southport, MB postmark.

CF-9001   8.00

1990, July 23 — 89 Rotary Wing Aviation Unit (RWAU), United Nations Observer Group in Central America (ONUCA). Covers not flown. CFPO 5005 postmark. ONUCA envelope with a printed cachet of large maple leaf, United Nations logo, and helicopters.

CF-9005   Signed by LCol. D. J. Lowdon   15.00
            a. Signed by LCol. E. A. Findley   15.00

1990, July 30 — 89 Rotary Wing Aviation Unit (RWAU), United Nations Observer   Group in Central America (ONUCA). Cover not flown. CFPO 5005 postmark. Envelope   has a printed cachet with the map of Central America and two helicopters.

CF-9006   15.00

1990, August 18 — 431 Squadron (Snowbirds) at Stockton Air Show. 1990 Snowbird postcard with USPS pictorial cancel: "Snowbirds 20th Anniversary / Stockton Air Show '90 / Metro Station / Stockton CA 95213." Card signed by pilots and was not flown.

CF-9002   15.00

1990, September 15 — 425 Squadron - 50th Anniversary of the Battle of Britain. Flown from CFB Bagotville to Ottawa on Sept. 16, in a CF-18, #188727, piloted by LCol. K. Coulter. Postal Museum postmark. The cover is part of set of 3 signed and flown covers;   other 2 covers flown on CWH Hawker Hurricane and CWH Lancaster.

CF-9003   5.00

1990, September 16   — Shearwater International Airshow. Commemorative cover of airshow at CFB Shearwater.

CF-9004   3.00

1990, October 20 — 431 Squadron (Snowbirds) 20th Anniversary and Reunion. Flown cover over Moose Jaw, piloted by Capt. D. V. Dempsey. Bushell Park, Sask. cancel. Signed cover.

CF-9007   5.00

1991,   June 28 — 431 Squadron (Snowbirds). Flown June 29-30 at National Capital Air Show in Ottawa by Capt. Vinnie Jandrisch. Postal Museum cancel. Snowbirds 1991 post cards.

CF-9100   200 postcards   5.00

1991, July 28 — 431 Squadron (Snowbirds). Flown July 1 over Parliament Hill by Capt. Vinnie Jandrisch. Ottawa Postal Museum cancel.

CF-9101   200 covers   5.00

1991, July 6 — 431 Squadron (Snowbirds). Flown at Saskatchewan Air Show, CFB Moose Jaw. Bushell Park, SK postmark.

CF-9102   Set of 9 signed Snowbirds postcards.   25 sets   45.00

1991, August 12 — 441 Squadron - Abbotsford Air Show. Flown at Abbotsford Air Show on August 11 in a CF-18, #188771, piloted by Capt. Lou DeGagne. Abbotsford B.C. postmark. The cover is from a set of 4 signed and flown covers. The other 3 covers: USAF F-16; Russian SU-27; Czech L-39 Albatros.

CF-9103   25 sets   25.00

1991,September 21 — Shearwater International Airshow. Commemorative cover of airshow at CFB Shearwater.

CF-9104   3.00

1992,April 22 — 421 Squadron - 50th Anniversary. Covers not flown. CFPO 5056 post mark. Covers signed by Commanding Officer.

CF-9200   900 covers   5.00

1992, May 18 — 423 Squadron 50th Anniversary 1942-92. Covers not flown. Shearwater, NS postmark.

CF-9201   2000 covers   5.00

1992, June 26 — CFB Trenton Air Show. Covers not flown. MPO 303 postmark. Covers are also available in a numbered edition signed by the cachet artist.

CF-9202   Unsigned   4.00
     a. Signed by artist   50 covers   8.00

1992, July 1 — 431 Squadron (Snowbirds). Flown over Ottawa. Senate of Canada meter and Postal Museum, Hull, QC postmark. Postal Museum - Canada 125 postmark on back.

CF-9203   Set of 9 signed covers.   25 sets   45.00

1992, September 19 — Shearwater International Air Show. Commemorative cover of airshow at CFB Shearwater.

CF-9204   2.00
     a. Flown by and signed Snowbird Capt. Marc Robert. Also signed
       by Major R. E. Rees, Marketing Director, SIAS '92.   6.00
     b. Franking with aircraft stamps.   4.00

1992, October 17 - 431 Squadron (Snowbirds). Flown at CFB Moose Jaw, Bushell Park, SK.

CF-9205   Set of 9 signed covers.   25 sets   45.00

1993, January 1 — 430 Squadron 50th Anniversary. An envelope was produced for the 50th Anniversary of 430 Squadron. The January 1 date is the formation date of the squad ron and not the issue date of the envelope. Each envelope is numbered.

CF-9300   500 envelopes   2.00

1993, August 17 — 434 Squadron 50th Anniversary Reunion. Covers not flown. Shearwater NS postmark.

CF-9301   .   2.00

1993, September 18 — Shearwater International Airshow. Commemorative cover of airshow at CFB Shearwater.

CF-9302	Regular cover.	2.00
	a. Franked with aircraft stamps and Plane over Ottawa (#430).	4.00
	b. Flown on Freedom jet.	5.00
	c. Flown on Freedom jet, similar franking as (a).	5.00
	d. Flown on Pepsi Sky Dancer.	5.00
	e. Flown on Pepsi Sky Dancer, similar franking as (a).	5.00

1994, April 29 — 431 Squadron (Snowbirds). Flown at CFB Moose Jaw, Bushell Park, SK.

CF-9400	Set of 9 signed covers.	25 sets	45.00

1994, September 17 — Shearwater International Airshow. Commemorative cover of airshow at CFB Shearwater.

CF-9401	2.00
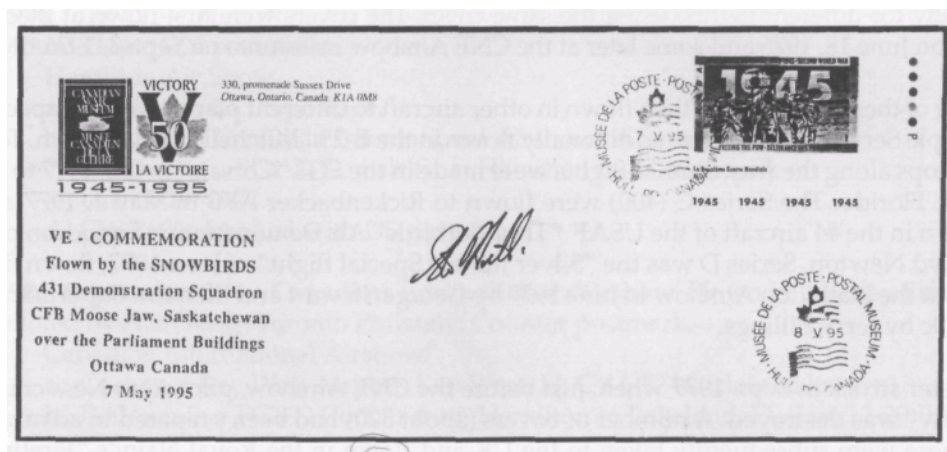
1995, May 7 - 431 Squadron (Snowbirds) VE Day. Flown at Ottawa honoring VE Day.

CF-9500	Set of 9 signed covers	25 sets	45.00

1995, July 14 — 431 Squadron (Snowbirds). Flown at CFB Moose Jaw, Bushell Park, SK postmark. Set of 20 signed covers by pilots, technicians, and team coordinators. (Covers #4, 7, and 9 not signed by pilots.)

CF-9501	Sets of 20 covers	25 sets	60.00

1995, August 26 - 431 Squadron (Snowbirds) / Shearwater International Airshow. Flown in Snowbird No. 1 at the CFB Shearwater International Air Show. Shearwater, NS postmark.

CF-9502	Unsigned	3.00
	a. Signed by all of the Snowbird pilots	15.00

1996, April 26 — 433 Squadron - Opening of the CWH Museum. Flown covers in a CF-18 on the opening of the Canadian Warplane Heritage Museum in Hamilton. Mount Hope, ON postmark, signed covers. Covers also listed in CWH section as CW-9600.

CF-9600	1000 covers	5.00

1996, October 18 — 431 Squadron (Snowbirds) - Last Flying Program for 1996. Flown at CFB Moose Jaw with Bushell Park, SK postmark.

CF-9601	Set of 9 covers.	25 sets	45.00

CANADIAN WARPLANE HERITAGE COVERS

Ron Miyanishi

Contributors: Eric Grove, Dick Mclntosh

It all started somewhere about 1976 with one person's interest in flying, stamps and old aircraft. What better way to satisfy all three by creating covers to be flown in World War II aircraft.

By 1976 the first covers, the "Firefly" covers, had been created, largely through the efforts of a graphics consultant and a printer. In all some 3000 covers were made, broken into a series (numbered sequentially for different flights) using the same cover. The covers were first flown at the Hamilton Airshow on June 18, 1976 and some later at the CNE Airshow in Toronto on Sept. 3, 1976.

Many of these covers were then flown in other aircraft to different places, backstamped enroute. For example Series B (1000) were additionally flown in the B-25 "Mitchell" to Harlingen, Texas with various stops along the way. Similar flights were made in the FG1 "Corsair" in Jan. 1977 to and from Lakeland, Florida. The Series C (400) were flown to Rickenbacker AFB in May 1, 1977 and some were flown in the #4 aircraft of the USAF "Thunderbirds" Air Demonstration Squadron piloted by Capt. Lloyd Newton. Series D was the "Silver Jubilee Special flight" of June 1977, flown first in the "Firefly" at the Hamilton Airshow in June 1977 by George Stewart and then in a Supermarine "Spitfire" Mk 9c by Jerry Billings.

Disaster struck in Sept. 1977 when, just before the CNE Airshow, pilot Alan Ness crashed and the "Firefly" was destroyed. A number of covers (about 520) had been prepared in advance for the flight. These were subsequently taken to the UK and flown in the Royal Navy's "Firefly" of The Historic Flight. Some of these covers have been released, but it is hoped to fly the remainder in the new CWH "Firefly."

No further covers were produced until 1982 when a few covers were flown in the "Dakota" to CFB Trenton. In 1990 a number of covers were flown in the "Lancaster" and "Hurricane" and this arrangement continued until 1996 mainly in the "Lancaster." A special cover was made for the opening of the new CWH Museum in April 1996, when 1000 covers were flown in a CF-18 of 433 Squadron.

Planned for 1997, a new series of covers for 9 different aircraft will be produced and will be released as maintenance, weather and funds allow for each of the aircraft.

Special thanks to Eric Grove for this write-up on the CWH covers. Canadian Warplane Heritage (CWH) is a non-profit organization dedicated to preserving and maintaining, in flying condition, aircraft which were flown by Canadians in military service from World War II until the present.
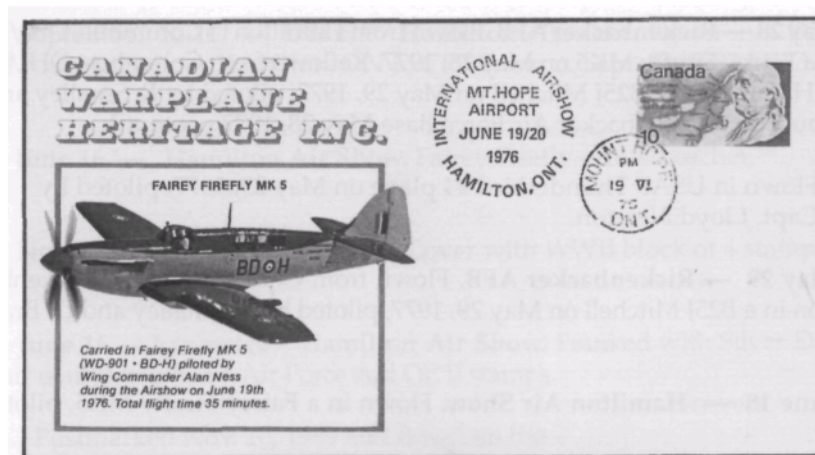
1976, June 19 — Hamilton Air Show. Flown in a Fairey Firefly MK5, piloted by Alan Ness. Mount Hope, ON postmark.

CW-7600	Hamilton Air Show	3.00
	a. Franked with US postage.	3.00
	b. Reflown at Canadian International Airshow on Sept 3, 1976.	3.00
	c. Reflown in a FG1-D Corsair from Hamilton to Lakeland, FL on Jan. 12-29, 1977.	5.00
	d. CW-7600c franked with US postage.	5.00

1976, September 3 — Canadian International Airshow. Flown in a Fairey Firefly MK5, piloted by Alan Ness. Toronto Philatelic Counter postmark.

CW-7601	Canadian International Airshow.	3.00
	a. Cachet of Key West Airport, Key West, FL CY 6-8744. (date unknown)	5.00
	b. Reflown in a FG1-D Corsair from Hamilton to Lakeland, FL. Jan. 12-29, 1977.	5.00

1976, October 7 — Hamilton Air Show/Harlington, TX. Flown in a Fairey Firefly MK5 on June 19 piloted by Alan Ness. Reflown in a B25J Mitchell from Hamilton to Harlingen, TX on Oct. 7, 1976 and returned on Oct. 11,1976. Mount Hope, ON postmark.

CW-7602	Reflown to Harlington, TX	5.00
	a. Franked with US postage.	5.00
	b. Also reflown at the Canadian International Airshow on Sept. 3	8.00
	c. CW-7601b franked with US postage.	8.00

1977, May 28 — **Hamilton Air Show / Rickenbacker AFB.** Flown in a Fairey Firefly MK5 on June 19,1976. Cover reflown from Hamilton to Columbus, OH at Rickenbacker AFB in a Fairey Firefly MK5 on May 28, 1977. Returned in a B25J Mitchell on May 29, 1977, piloted by R. Smally and D. Bradley. The cover was flown in USAF Thunderbird #4 plane on May 29, 1977, piloted by Capt. Lloyd Newton. Mount Hope, ON and Columbus, OH Rickenbacker Air Force Base postmark.

CW-7700	8.00

1977, May 28 — **Canadian International Airshow / Rickenbacker AFB.** Flown in a Fairey Firefly MK5 on Sept 3, 1976. Cover reflown from Hamilton to Columbus, OH / Rickenbacker AFB in a Fairey Firefly MK5 on May 28, 1977. Returned in a B25J Mitchell on May 29, 1977, piloted by R. Smally and D. Bradley. The cover was flown in USAF Thunderbird #4 plane on May 29, 1977, piloted by Capt. Lloyd Newton. Toronto Philatelic Counter postmark and Columbus, OH Rickenbacker Air Force Base postmark.

CW-7701	5.00

1977, May 28 — Rickenbacker AFB. Flown from Hamilton to Columbus, OH / Rickenbacker ′ AFB in a Fairey Firefly MK5 on May 28, 1977. Reflown from Columbus, OH / Rickenbacker AFB to Hamilton in a B25J M itchell on May 29, 1977, piloted by R. Smalley and D. Bradley. Columbus, OH Rickenbacker Air Force Base May 28, 1977 postmark.

CW-7702   5.00

    a. Flown in USAF Thunderbird #4 plane on May 29, 1977, piloted by
      Capt. Lloyd Newton.   5.00

1977, May 29 — **Rickenbacker AFB.** Flown from Columbus, OH / Rickenbacker AFB to Hamilton in a B25J Mitchell on May 29, 1977, piloted by R. Smalley and D. Bradley.

CW-7703   5.00

1977, **June 18 — Hamilton Air Show.** Flown in a Fairey Firefly MK5, piloted by George Stewart.

CW-7704   Hamilton Air Show   5.00

1977, June 19 — Hamilton Air Show - Silver Jubilee Special Flight. Flown in a Fairey Firefly MK5, piloted by George Stewart. Reflown on June 19 in a Spitfire MK9C, piloted by Jerry Billings. Mount Hope postmark.

CW-7705   8.00

1977,October 6 — Hamilton Air Show / Harlington, TX. Flown in a Fairey Firefly MK5 on June 18, 1977, piloted by George Stewart. Reflown in a B25J Mitchell to Harlington, TX on Oct. 6, 1977 and returned Oct.10,1977. Mount Hope postmark.

CW-7706   5.00

    a. Reflown on June 19 in a Spitfire MK9C, piloted by Jerry Billings.   5.00

1978,September 2 — The Alan Ness Memorial Flight / RNAS Yeovilton Historic Flight. Cover flown in a TBM-3E Avenger, piloted by George Stewart, at the Canadian National Exhibition Airshow from Sept 1 to 4, 1978. The cover has an Aug. 16 Toronto Philatelic Counter postmark and "CNE 100 / CENTENNIAL" cachet. The cover was reflown on May 3,1979 in a Fairey Firefly RNAS in Yeovilton Historic Flight (UK).

CW-7800   8.00

    a. With one line "FIRST DAY OF ISSUE" marking.   8.00

1979,May 3 — RNAS Yeovilton Historic Flight. Covers were prepared for the Sept. 5, 1977 flight on the Fairey Firefly, but the plane crashed on Sept. 2, 1977. The cover was flown on May 3, 1979 in a Fairey Firefly RNAS in Yeovil ton Historic Flight (UK). Toronto Philatelic Counter postmark.

CW-7900   8.00

1979, November 17-18 — Mount Hope Commemorative Cover. Fairey Firefly printed cachet.

CW-7901   2.00

1979, November 28-29 — Mount Hope Commemorative Cover. Fairey Firefly printed cachet.

CW-7902   2.00

1981, November 28 and 29 — Firefly cover. Canadian Warplane Heritage and Hamilton Philatelic counter postmarks. Fairey Firefly printed cachet.

CW-8100   2.00

1982, September 10-11 — Dakota - Hamilton -Trenton. Flown in a Dakota KN 456 of CWH Associates from Hamilton, ON to CFB Trenton. Sept. 11, 1982 MPO 303 postmark.

CW-8200   4.00

1984, June 16 — Hamilton Air Show. Fairey Firefly printed cachet.

CW-8400   2.00

1989, November 10 — Open House. Cover with WWII block of 4 stamps. Not flown.

CW-8900   4.00

1990, June 16 — Lancaster - Hamilton Air Show. Franked with Silver Dart, Lancaster, war air mail stamp (C-8), Air Force and QE II stamps.

CW-9000	6 covers	5.00
a. Postmarked Nov. 10, 1989 and flown on the Lancaster at the Hamilton Air Show on June 16,1990.	50 covers	5.00

1990, August 17 — Lancaster - Wings of Eagles Air Show, Geneseo, N.Y. Franked with Lancaster stamp and US stamps.

CW-9001   40 covers   5.00

1990, September 16 — 50th Anniversary Flight of Battle of Britain. Flown in a Hurricane and Lancaster from Hamilton to Ottawa. Covers produced by Canadian Aerophilatelic Society (CAS). Ottawa Postal Museum postmark.

CW-9002 Hurricane	3.00
a. Lancaster	3.00

1990 September 23 — Lancaster - McDonald Douglas 25th Anniversary. Franked with WW II, Pilots, QE II stamps.

CW-9003   15 covers   5.00

1991, May 4 — Lancaster - 50 Years of Lancaster Flight. Franked with WWII block of 4 stamps. .

CW-9100   25 covers   5.00

1991, June 15 — Lancaster - Hamilton Air Show. Flown in Lancaster. Franked with QE II and Canadian aircraft stamps.

CW-9101   30 covers   5.00

1991, August 18 — Lancaster - Wings of Eagles Air Show, Geneseo, N.Y. Franked with QE II and Canadian aircraft stamps.

CW-9102   30 covers   5.00

1991, September 14 — Lancaster - 50th Anniversary of the Royal Canadian Air Cadets. Franked with Air Force, QE II, and Lancaster stamps.

CW-9103   14 covers   5.00

1991, November 11 — Lancaster - Remembrance Day.

CW-9104 Franked with Lancaster and QE II stamps.	15 covers	5.00
a. WW II stamps block of 4	29 covers	5.00
b. WWII stamps block of 4	18 covers	5.00

1991, November 11 — Lancaster - Lancaster 50th Anniversary. Multicolor printed cachet "Wonders of the World."

CW-9105	100 covers	10.00

1992, June 28 — National Capital Air Show. CAS Covers flown in a Hurricane and Lancaster at the National Capital Air Show in Ottawa. Stamps cancelled by a Senate of Canada meter.

CW-9200 Hurricane, piloted by Rick Franks	5.00	
a. Lancaster, piloted by Ron Schofield		5.00

1992, November 11 — Lancaster - Remembrance Day.

CW-9201 Franked with WWII stamp.	84 covers	5.00
a. WWII block of 4 stamps.	73 covers	5.00

1993, May 15 — **Lancaster.** Franked with QE II and Lancaster stamps.

CW-9300

	12 covers	5.00

1993, June 17 — Lancaster - Battle of Britain Memorial Flight.

CW-9301 Franked with Lancaster stamp.	170 covers	5.00
a. with no flight cachet.		5.00

1993, June 19 — Lancaster - Hamilton Air Show.

CW-9302 Franked with Canada Space and Belize Lancaster stamps.	10 covers	5.00
a. Canada in Space FDC (flown on June 20)	10 covers	5.00
b. Lancaster postcard		3.00

1993, June 19 — Hamilton Air Show. Flown in a Handley Page Halifax flying model.

CW-9303	99 covers	5.00

1993, June 20 — Lancaster - Hamilton Air Show. Canada Post 1992 WWII (Nov. 10, 1992) first day cover with block of 4 stamps.

CW-9304	10 covers	5.00

1993, August 20 — Lancaster - Wings of Eagles Air Show, Geneseo, N.Y. Franked with Lancaster stamp and US postage. Also postmarked Geneseo, NY Aug. 21, 1993.

CW-9305	40 covers	5.00

1994, February 20 — Postcard. WWII block of 4 stamps on CWH Lancaster post cards. Mount Hope postmark. Not flown

CW-9400		2.00

1994, June 18 — Lancaster - Hamilton Air Show. Franked with Canadian aircraft block of 4 stamps.

CW-9401	9 covers	5.00

1995, May 6 — Lancaster.

CW-9500 Franked with Billy Bishop stamp and Belize Lancaster stamp.	5 covers	5.00
a. Franked with Canada Flag and Lancaster stamps with Trinidad & Tobago and GB Lancaster stamps.	3 covers	5.00

1995, May 13 — Lancaster. Franked with Canadian WWII stamp.

CW-9501	10 covers	5.00

1995, September 29 — Lancaster - Allied Air Forces Reunion. Covers. Franked with Canadian QE II stamp, and Belize and Trinidad & Tobago Lancaster stamps.

CW-9502	30 covers	5.00
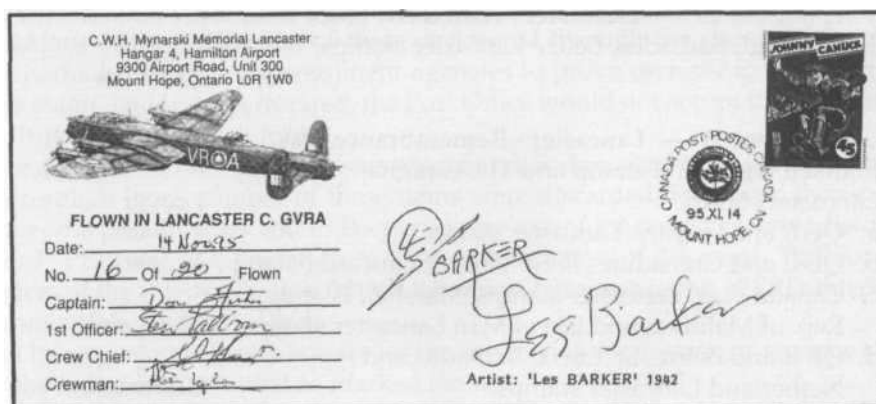
1995, November 14 — Lancaster.

CW-9503 Franked with Canadian U.N. stamp and Isle of Man Lancaster stamp.	10 covers	5.00
a. Canadian Flag and Royal Canadian Legion stamp and GB Victoria Cross stamp.	10 covers	5.00
b. Johnny Canuck stamp and signed by the artist Les Barker.	20 covers	8.00
c. Canada Flag, Lancaster stamp with Belize, Marshall Islands, Netherlands, and Great Britain Lancaster stamps.	5 covers	5.00
d. Lancaster post card with UN 50th anniversary stamp; card uncancelled for mailing.	10 cards	3.00

1996, May 26 — Opening of the Canadian Warplane Heritage Museum. Flown in a CF-18 from 433 Squadron. Cover listed in Canadian Forces section as CF-9600.

CW-9600	1000 covers	5.00

1996, May 22 — Lancaster.

CW-9601 Franked with Canadian Aircraft stamps.	5 covers	5.00
a. QE II and Netherlands, St. Lucia, Marshall Islands, Barbados and Belize Lancaster stamps.	5 covers	5.00
b. Canadian Technology stamp	10 covers	5.00

1996, June 15 — Lancaster - Hamilton International Airshow.

CW-9602   Franked with QE II and Grenadines of St. Vincent

Lancaster stamp.	5 covers	5.00
a. QE II and GB Lancaster stamp.	5 covers	5.00
b. QE II and Marshall Islands Lancaster/Tirpitz stamps.	5 covers	5.00
c. Aerospace Technology.	10 covers	5.00
d. QE II and Lancaster, Isle of Man D-Day stamps.	3 covers	5.00

1996, July 7 — Lancaster - 50th Anniversary Brampton Flying Club Airshow '96. CW-9603

Franked with Canadian QE II and St. Lucia, Barbados, Belize and Netherlands Lancaster

stamps.	10 cover	5.00
a. Franked with Canada Day stamp.	20 covers	5.00
b. QE II and The Gambia Lancaster stamp.	4 covers	5.00
c. QE II and Trinidad and Tobago, Rep. of Maldives, Belize, Barbados and Netherland Lancaster stamps.	8 covers	5.00

1996, September 29 — Lancaster - Allied Air Force Reunion. Franked with QE II stamp and Netherland, Barbados, Belize Lancaster stamps.

CW-9604

	30 covers	5.00

1996, November ll — Lancaster - Remembrance Day.

CW-9605   Franked with QE II stamp and The Gambia

Lancaster stamp.	1 cover	5.00
a. QE II and Guyana Lancaster stamp.	4 covers	5.00
b. QE II and Grenadines of St. Vincent Lancaster stamp.	3 covers	5.00
c. Canada Flag, Lancaster stamps, Marshall Islands, Rep. of Maldives and Isle of Man Lancaster stamps.	10 covers	5.00
d./QE II and Belize, St. Lucia, Barbados and I Netherland Lancaster stamps.	10 covers	5.00
e. Canada #630,874, 1043.	10 covers	5.00
f. Canada block of 4, #873-874	10 covers	5.00

SECTION 12

AIR MAIL PERFINS
OF
CANADA AND NEWFOUNDLAND

Patrick Durbano

Defining the Term "PERFIN" — A perfin is a postage or revenue stamp with a series of letters, numbers, designs or a combination of these perforated through the stamp. These patterns were used by individuals, firms and government agencies to prove ownership and discourage stamp theft. Once a stamp had been perforated, the Post Office would not accept it back, thereby preventing anyone from acquiring cash for it.

For a long period of time perfins were considered as damaged or faulty items because of the holes. As a result, a large number of these items were discarded. However, their popularity has increased over the past 20 years and today perfins are one of the fastest growing fields of philately.

The word "PERFIN" was coined from the first four letters of the word "PERForated" and the first two letters of the words "INitials." With the quick definition being "PERForated INitials," the following constraints must be added:

(1) that these perforated initials were for the security of the postage or revenue stamps owned by the individual firm that so marked them;
(2) that the distinctive markings were for the identification of the owner and not for advertising;
(3) that the markings are formed from pins and not from a solid punch or cut-out and
(4) that the firm's distinctive markings were applied to the stamp prior to it being affixed to its carrier.

Based on these constraints, items that are not true perfins include items such as "PAID" cancels, time and date cancels, "SPECIMEN" perforations, punch cancels and other cancelling perforations.

The History of **Perfins** — As every philatelist is aware, in 1840 Sir Rowland Hill created the first postage stamp and it may be said that at that point in time philately was born. However, it did not take long before some people began to defraud merchants and other postage stamp users by stealing their Penny Reds and selling them back to the Post Office.

In 1859, in an effort to eliminate this problem, the Oxford University Society applied for and received permission to overprint their stamp supplies with the letters "O.U.S." between two thin lines. This was to prove ownership and to discourage unauthorized use. However, this overprinting process was deemed to be "defacing the Queen" so the practice was changed to underprinting. Originally the underprints were applied on top of the gum but later the underprints were applied by the printer of the Penny Reds prior to the gumming process. There are 5 reported users of preprinted underprints.

As the use of stamps and stamp theft spread, more and more companies were looking for a cost effective way to protect their stamp and stationery supplies. Some merchants requested approval to punch their initials into the stamps but all attempts to gain approval were denied by the Post Office.

In 1867, Joseph Sloper was asked by the drapery company Copestake, Moore, Crampton & Co. to help protect their stamps by perforating them with the initials "SC" for the owner Samson Copestake. Since Sloper had already patented a cheque protector and a railway ticket punch, he

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was the obvious choice to help in this new security matter. After several attempts, Sloper finally received approval from the Postmaster General. In his reply to Sloper, the PMG stated that he "will not object to the perforation of postage stamps in the manner described by you, with a view to protect merchants and others, as far as possible, from the theft of stamps used by them." This day was March 13, 1868 - the Birth of PERFINS!

After the acceptance of perforated stamps in Britain, the following European countries began using perfins: Belgium, Denmark, France, Germany and Switzerland. In 1887 the practise crossed the Atlantic Ocean and appeared both in the U.S. and in Canada.

Use of Perfins on Canadian Issues — In October 1887, W.J. Gage & Co. (W.J.G), a wholesale bookseller and stationer in Toronto, became the first recorded user of a perforating device on Canadian stamps. W.J. Gage & Co. started by using the then current Small Queens and the 15c Large Queen. Later they used Jubilees, Leaf & Numerals as well as Edwards and 1898 Maps. Around the same time, the Sun Life Assurance Co. (S.L.ACo) and the Inter-Colonial Railway (ICR) also began perforating stamps.

In 1895, eight years after W.J. Gage & Co. began using a stamp perforating device, the Official Canada Post Guide issued its first rules regarding the use of perforated stamps. These rules were altered slightly in 1896 but basically stated that the Post Office had no objection to "the perforating of postage stamps with the initials of the individual or firms using them."

In 1910, the Post Office finally released detailed regulations regarding the use and acceptance of perforated stamps. The regulation's four main points were as follows: (1) not for advertising; (2) pin holes no larger than 1/32 of an inch in diameter; (3) pattern size no greater than one-half of a square inch; and (4) applications and designs must be pre-approved. The above regulations did not govern Newfoundland stamps, where you can find items with pin holes greater than 1/32 of an inch in diameter and patterns larger than one-half of a square inch.

Since 1910 only 79 applications have been approved. However, there are over 340 known patterns on Canadian stamps. The first approval was granted for the "RB" pattern used by the Ryrie Brothers of Toronto on March 23, 1910. The last approval was given on October 26, 1931 to the Province of Ontario for their "LA" perforator that was located at the Legislative Assembly in Toronto. It is interesting to note that one of the most recognized Canadian perfin patterns, the 4-Hole "OH/ MS," was never approved by the Post Office Department.

Listing of All Known BNA Air Mail Issues with Perfins — With input from the BNAPS Canadian Perfin Study Group membership, the accompanying tables are comprehensive listings of all known Canadian and Newfoundland air mail and air mail special delivery stamps perforated by private firms and official agencies. This list also includes perfins known on constant plate varieties as well as on booklet pane singles from C9a.

For complete descriptions, illustrations and details on how to separate similar patterns with the same initials, readers should consult the 1985 4th Edition handbook "Canadian Stamps with Perforated Initials," edited by J.C. Johnson and G. Tomasson. This book is available from the BNAPS Book Department or from a dealer in philatelic literature.

Summary Statistics BNA Air Mail perfins — This table summarizes only used items and includes on-cover material as well as off-cover singles. At this time a separate survey for on-cover items only has not been undertaken but may be contemplated for the next handbook. As well, the quantities known of each item have not been surveyed; this, too, is a project that may be considered for the next handbook.

The most commonly perfinned Canadian air mail items were C9. They appear with 35 of the 63 listed patterns, with C6 close behind at 29 patterns. At the other end of the continuum is C2, which to date appears with two patterns and C4 with three patterns. As for air mail special delivery items, excluding the 4-Hole "OH/MS," any pattern is extremely difficult to locate.

As for Newfoundland air mail stamps, all are extremely difficult to locate, except for C19 with the "AYRE" pattern.

BNAPS No.	Rarity Factor	Pattern/ Initials	Canadian Air Mail Issues										Air Mail Special Delivery				All Other Airmail Issue
			C1	C2	C3	C4	C5	C6	C7	C8	C9	C9a	CE1	CE2	CE3	CE4	
A3	E	AN/D															Newfoundland C14
#A9	G	AYRE															Newfoundland C9, C10, C19
B11	F	B of M	X														
C6	G	CBC								X	X	X					
C8	F	CCC				X				X	X						
C10	G	C(Co)								X							
C14	F	C/GE	X		X				X	X	X						
C15	H	C/GE							X	X	X						
#C17	E	C(HI)						X									
#C18	E	C(HI)					X	X									
#C26	E	C(HI)						X		X							
#C27	F	C(HI)	X														
#C29	F	C(HI)						X									
#C30	F	C(HI)						X		X	X						
#C31	F	C(HI)						X									
#C33	F	C(HI)						X	X	X	X						
#C34	E	C(HI)					X	X	X	X	X						
C38	G	CMS						X									
#C41	H	CNR															
#C42	H	CNR					X	X	X	X	X						
#C43	H	CNR					X	X	X	X	X		X				
#C44	F	CNR	X											X			
#C45	I	CNR	X				X	X	X	X	X	X					C9ii - Major Re-Entry
#C46	I	CNR	X				X	X	X	X	X						
#C50	H	CPR					X	X	X	X	X						
#C51	I	CPR				X	X	X	X	X	X						
#C52	I	CPR	X						X	X	X						
#C53	H	CPR	X		X		X	X	X	X	X						
C61	F	CW/C	X														
D4	F	DG/Co		X													
#E2	F	E						X									
F4	F	FS/&CO									X						
G8	F	GM/Co									X	X					
#G16	C	GWL									X						
#G17	G	GWL									X						
#G19	E	GWL									X						
L1	H	LA					X				X						
L6	F	LSC					X	X	X	X	X						
M16	G	MLI/Co					X	X	X	X	X						
M19	D	MMH															

BNAPS No.	Rarity Factor	Pattern/Initials	Canadian Air Mail Issues										Air Mail Special Delivery				All Other Airmail Issue
			C1	C2	C3	C4	C5	C6	C7	C8	C9	C9a	CE1	CE2	CE3	CE4	
M22	G	MR/MC						X									
M27	D	M-W/A	X														
#N9	G	NLY					X	X									
#N12	F	NLY								X	X						
#N17	E	NLY						X			X						
#N22	B	NLY									X						
O7*	F	OH/MS		X	X	X	X	X									
#O8*	I	OH/MS	X				X	X	X	X	X		X	X	U	U	C1i - Swollen Breast Variety
#O9*	H	OH/MS					U	X	U	X	X		U	U	X	X	C9ii - Major Re-Entry
O11	G	OHN	X					X									
#P5	F	PD						X		X	X						
#P15	I	PS								X	X	X					
#R5	G	R&Q/COS							X	X	X						
#R6	F	R&Q/COS								X	X						
#R7	G	R&Q/COS	X							X							
S2	G	·S·						X	X	X							
S4	D	S.						X	X	X	X						
	I	SUN/LIFE	X		X												
	F	SUN/LIFE	X		X												
	F	TRAV								X							
	F	W/CB								X							
W7	F	WHM									X						
W17	G	WW/JR						X			X						

Legend: X = Known to Exist   U = Reported but Unconfirmed   * = Forgeries Exist
= Similar patterns (See 4th Edition "Canadian Stamps with Perforated Initials" for illustrations.)

Rarity Factors: Each letter represents the total number of ALL known stamps as reported by the BNAPS Canadian Perfin Study Group.

A = 1 to 3	D = 31 to 100	G = 1,001 to 3,000
B = 4 to 10	E = 101 to 300	H = 3,001 to 10,000
C = 11 to 30	F = 301 to 1,000	I = More than 10,000

Number of Issues: There are 63 different perfin patterns that exist on 20 different BNA Airmail items for a total of 166 different items known to exist, plus 6 reported but unconfirmed items.

Additionally, the constant plate varieties, such as Cli - Swollen Breast and C9ii - Major Reentry, are difficult to find. More specimens probably exist and collectors should recheck their holdings. It is interesting to note that no other constant plate varieties have yet surfaced, such as the C5i - Moulting Wing variety or the C3i - Swollen Breast variety, but it is just a matter of time.

Mint Air Mail Issues with Perfins — Excluding the 4-hole "OH/MS" (O8 and O9) which were available through the Philatelic Division in Ottawa, most perfins are almost non-existent in mint condition. However, C9, The Canada Goose, has been found with C52 - "CPR" in a block of 30, a block of four and a single.

Listing of Known Perforated Official Plate Blocks (Types O8 and O9) — These have been com piled from many sources and do not differentiate between the two machines. In future editions, an attempt will be made to separate them. As a general rule, all issues should exist with the O8 type pattern except for OCE3 and OCE4. As for the O9 pattern, it should appear only on OC8, OC9, OCE3 and OCE4.

Perforated Official Air Mail Stamps

OC1 Plate #1 UR
       Plate #2 UR Swollen Breast Variety

OC6 Plate #1 LL, LR

OC7 Plate #1 LL, LR,
      Plate #2 UL

OC8 Plate #1 LL, LR
      Plate #2 UL, LL, UR, LR
      Plate #3 LL, UR
      Plate #4 UL, LL, UR
      Plate #5 LL, UR

OC9 Plate #1 UL, LL, UR, LR
      Plate #2 UR, LL, LR

Perforated Official A.M.S.D. Stamps

OCE1 Plate #1 UL, LL, UR

OCE2 Plate #1 UL, LL, UR, LR

OCE3 Plate #1 UR, LR

OCE4 Plate #1 UL

How to Differentiate Between the 3 Types of "OH/MS" Perfin Patterns

The first type, BNAPS *O7,* is known as the 5-Hole "OH/MS" since the pattern consists of letters with 5 holes in the legs of the "H" and "M." This machine produced 5 impressions at one time and was originally ordered by The Department of Finance in Ottawa for use by the 9 Provincial Assistant Receiver Generals. This machine was delivered in 1923 and was used fairly regularly until 1940 except for a period from 1935 to 1939.

Unfortunately, many forgeries exist. For help in identifying genuine and forged "OH/MS" perfins, consult the "Reference Manual of BNA Fakes, Forgeries & Counterfeits" by Kenneth Pugh.

The second type, BNAPS 08, and the third type, BNAPS O9, are both known as the 4-Hole "OH/MS" since the pattern consists of letters with 4 holes in the legs of the "H" and "M." These machines produced 10 impressions at one time. The O8 machine was originally ordered by the Post Office Department in Ottawa to supply all Federal Departments with stamps. This machine was delivered in July 1939 and was used extensively until 1947. Some forgeries exist from this machine but are much less common and usually limited to the perf/imperf pairs.

The last machine, BNAPS O9, was delivered in April 1947 and was supposed to be an exact

replica of the second machine. However, it does differ in two distinct areas: first, on the O9 machine, the bottom loop of the "S" consists of two holes that are vertical whereas the bottom loop of the O8 machine has the lower pin hole out of alignment. Second, on the O9 machine the "O" is more round and on the O8 machine the "O" is more oval. This O9 machine was used from 1947 to 1950.

The O8 and O9 machines appear to have been used consecutively. Since the switch over occurred in 1947, this means that air mail issues of the War and Peace issues can be found with both types of machines. The Peace issue is harder to locate with the O8 pattern as that issue had only been in circulation for six months prior to the retirement of the O8 machine. Conversely, the O9 machine is more difficult to find on some of the War Issue airmails.

Unlisted Items — Since this is the first compiled listing of all known BNA air mail items with perfins, there are bound to be omissions in this listing. Please mail a photocopy (back and front) of any unlisted or unconfirmed items to:

Patrick Durbano
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CANADA

Section 14

Civilian Aerograms

of Canada and Newfoundland

Edited by Dr. Frederick R. Cantor

CANADA

"CAL," an abbreviation for "Canadian Air Letter," has been adopted herein for the Canadian "Air Letter Sheets" described in this Section. The term "Aerogramme," was adopted by the Universal Postal Union Congress of 1952, and was not used on civilian Canadian Air Letter sheets until August 11,1953 (CAL 19).

All civilian aerograms of Canada, between CAL 1 and CAL 22 were printed on a gray paper, bearing a 3-line watermark in script: "Rolland / Croydon / Air Mail Canada" (illustration above). Due to the particular die cutting of these sheets, at times only small portions of this watermark are visible, or are entirely missing. Value of an "unwatermarked" example is about three times a watermarked example.

CAL 1 through CAL 23 were printed in two separate operations. The inscriptions, including the tablet, were printed from one plate and the stamp imprint from a separate plate, resulting in considerable differences in the distance between the tablet and the stamp imprint.

Additionally, the printing plates at times were either made of rubber, or of metal. As a result, the plates employed for the inscription and stamp imprint were either both metal, both rubber, or one of each. The rubber plates were subject to considerable stretching and warping, resulting in many varieties of sizes of both the inscription as well as the stamp imprint.

The listings in this Catalogue include all regular stamped issues of Canada as well as the unstamped issues of Newfoundland, up to 1996, which were reported prior to publication.

Definition Of Aerogram — An Aerogram is a sheet of light weight paper, usually cut to a certain shape (format) for folding purposes. It provides a front (address) panel, as well as a back panel, the latter usually for the sender's name and address. It may have, as in the earlier issues, one or more side panels providing additional writing surfaces. The front (address) panel carries an IMPRINTED postage stamp design, or has some form of printed or handstamped imprint indicating that it will be carried free of postage. In addition, it has an imprint showing that it will be carried by air, i.e., the TABLET, which distinguishes it from the ordinary surface letter sheet.

Method Of Listing — Each listing in this Section is separated from the subsequent one by additional spacing. All different front panel designs are preceded by the illustration of the front panel design used for the Aerogram. Each illustration (70 percent of orginal) shows the entire front panel of the aerogram, or aerograms, to which it refers. Immediately below the illustration is the capital letter designating the type of illustration. Whenever another aerogram of the same design type is listed, this design type designation is repeated in the listing text. Below the illustration, i.e., on the first "Listing Line" after the CAL number, we note the capital letter designating the design type of illustration (e.g. CAL 1 etc.).

Next comes the general description: Year and date of issue (when known), as well as the tablet, followed, in some cases, by the approximate size of the regularly folded aerogram in millimeters (mm) as well as in inches, when deemed useful, and any other pertinent facts, such as watermarks, etc. This information applies to all subsequent listings unless changed in the general description heading.

Then follows the "Listing" lines, which give the following information:
1. Catalogue Number (CAL 1, 2, 3, etc.);
2. Type of Illustration (A, B, C, etc.);
3. Face value of stamp imprint, or N/V (for No Value), if designed to have an adhesive affixed to pay postage, etc.;
4. Color of stamp imprint;
5. Color of inscriptions, if different from that of stamp;
6. Color of overlay;
7. Color of paper. When no color is mentioned, it is understood that the paper is white.

First Day Cancellations — These are very much in demand. The catalogue value of aerograms with First Day cancellations is generally higher than that quoted for a used specimen. This applies especially to those aerograms that bear a special First Day cancellation or cachet. There are instances where little, or no, advance notice was given prior to the First Day of sale, and where the aerograms bear only the regular postmark of the Day of Issue. These are extremely scarce and should bring an even higher premium.

Date Of Issue — Whenever possible, we have listed the known First Day of Issue. In those cases where it is not known only the month and / or the year of issue is noted.

Illustrations — The illustrations of the aerograms are faithful reproductions made by direct photo-xerography from the originals. The illustrations of other features, may have been enlarged, or purposely slightly distorted. However, this distortion is so slight it is hardly noticeable and does not alter the general appearance.

Revisions — Revisions to this section will be issued at intervals, whenever the accumulation of new issues and new discoveries warrant the printing of such a revision. The Section Editor requests that all new issues, discoveries, omissions, corrections, etc., be promptly forwarded, if possible, accompanied by photocopies, to:

Dr. Frederick R. Cantor Post Office Drawer 87, South Freeport, Maine 04078-0087 USA

All communications will be promptly and gratefully acknowledged, and credited to the source. All readers interested in receiving the revision updates, please write to the Section Editor above.

The author would also like to acknowledge his debt to previous areogram students, including Mildred Hodson, Francis J. Field, Dr. L. Seale Holmes, F. W. Kessler, Thomas A. Matthews, Francois Godinas, Richard L. Singley, Walter R. Guthrie, James Webb, Arthur Lewandowski and Richard Heffner. Major Richard Malott's generous help and access to his important Canadian aerogram collection in this project is especially and warmly noted.

GLOSSARY

The following is a list of explanations of terms used in the descriptions of the civilian Canadian Air Letters (CAL) and the Newfoundland Air Letters (NAL):

Back Panel — The back of the folded aerogram. It usually provides space for the sender's name and address.

Cancelled To Order — A postmark placed on the unused aerogram by a postal employee and handed back to the owner without being processed, handled and delivered through the mails.

Die — The metal block used in printing the stamp design.

Die Cutting — See "Format," and "Reverse Die Cutting."

Double Paper — Some aerograms are printed from continuous rolls of paper. Whenever a break occurs in the roll of paper it is joined and a "paste-up," or "overlap," is created to insure a continuance in the process of printing. Such "joined" sheets have a double thickness of paper along this seam, hence the term "Double Paper."

Format — The shape of the unfolded aerogram; also referred to as "die cutting" or "knife." Many different formats exist. See chapter for selected format illustrations.

Front Panel — The address side of the folded aerogram. It usually contains the stamp imprint, the tablet, address lines and the border design, if any.

Inscriptions — All other printed matter on the aerogram, aside from the stamp imprint and the overlay, if any.

Inside or Reverse Side — The reverse side of the aerogram sheet, i.e., the back of the front, back, bottom, and/or side (if any) panels. As a rule, it is the entire writing surface for the message to be sent.

Lozenges — The typical diamond-shaped imprints of many border designs, consisting of a plurality of lozenges (parallelograms, rhomboids). (See CAL 24 et seq.)

Overlay — Any kind of overall printing, either inside or outside of the aerogram; on all panels, or on some of them, or on part of only some of them; usually, a solid color, stipple, or halftone, and sometimes even a pictorial print. Overlays customarily are applied to white or light weight papers to make them opaque, so that the writing on the inside is not visible from the outside, yet retaining the main purpose of an aerogram, namely, lightness of weight.

Parallelograms — See "Lozenges."

Paste-Up — See "Double paper."

Postmarks — The usual form of cancellation used, showing the town of origin and date of posting.

Proof — A trial impression of the stamp imprint, overlay or inscriptions. In order to qualify as a proof, either the color of the impression or the paper employed must differ from the issued aerogram, but not necessarily both at the same time. Proofs are a rare occurrence in aerograms.

Regular Issues — The only issues of Canada listed in this chapter; they start with CAL 1. Illustrations are marked by capital letters — A, B, C, etc., in the first listing line.

Re-Issue — A subsequent printing made from the original printing plates, usually made one or more years later. A re-issue may, or may not, be printed on the same paper as the original, or printed in a slightly different color. Some reprints cannot be distinguished from the originals.

Reprints — See "Re-issue."

Reverse Die Cutting — The die cutting is the last process in the manufacture of aerograms. If the printed sheet is placed in an inverted position when the steel die cuts the sheets into the proper format, then a "Reverse Die Cutting" has taken place. It is important to notice that in a "Reverse Die Cutting" all printing, i.e., stamp and inscriptions as well as the gummed surface are in the proper place. Only the die cutting itself has been reversed. INVERTED inscriptions or INVERTED stamp imprint differ from the above description, in that the gummed surface is in its proper place in relation to the die cutting, but the printing (inscriptions and/or stamp imprint) are inverted.

Reverse Side — See "Inside or Reverse Side."

Side Panels — Any portion of an aerogram sheet which is neither the front, middle, bottom, nor the back panel.

Size — The size of aerograms herein is for normally folded sheets, ready for postal use. Sizes are not necessarily those of the frame or border design, although there are instances where they coincide with the folding lines.

Specimen — Actual samples of the issued aerograms with an additional imprint on the front panel reading "Specimen" or its equivalent in the language of the issuing country. Several hundreds of these "Specimens" are sent to the Universal Postal Union (U.P.U.), Berne, Switzerland, and in turn are distributed to all member nations to acquaint them with the new postal papers issued by the various countries.

Tablet — The inscription on the front panel, usually reading "Airmail," "Air Letter," "Aerogramme," "Par Avion," etc.

Watermark — Any kind of lettering, design or legend, made by the papermaker at the time of manufacture, usually being readable when held up to the light. (See illustration at beginning of this Section.)
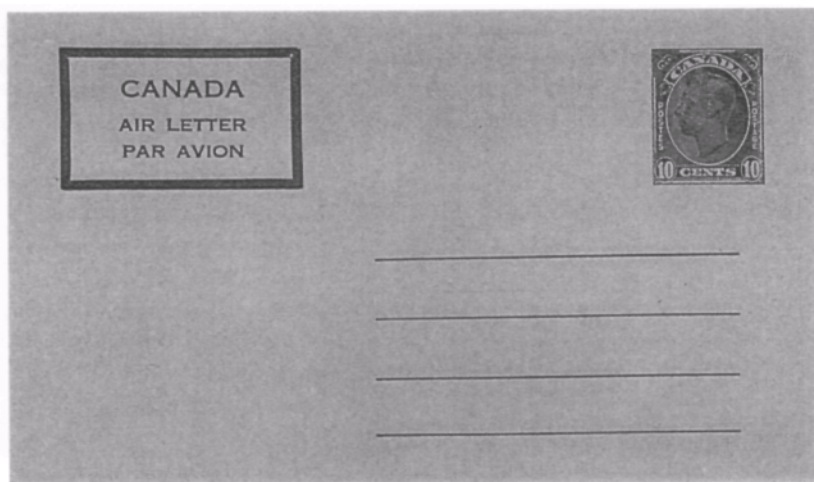
Illustration A

1947, August 27 — Folded Size 153 x 90 mm. (6" x 3 1/2")

Printed by Le Comptoir National, Engr., Montreal. Vertical three panel format. Letters in tablet box are sans serif (gothic). Tablet outer dimensions measures 45.5 x 26.5 mm. with frames of 2 mm. thickness. Stamp imprint, KING GEORGE VI, measures 21 mm. wide by 25 mm. high. Text on the back panel "No Enclosure Permitted" is 45.25 mm. long, printed in capital letters 2 mm. high. Total number of sheets printed was reported to be 1,206,293.

Two different die cuttings exist, with bottom of sheet (third or bottom panel) either having rounded or square corners. Tablet upper right corner joining is defective, and lower left corner is truncated (not a right angle). The space between the tablet and the stamp measures 65.7 - 66.7 mm.

Flat plate printing is distinguished by stamp height (24.5 mm.) and much clearer printing; and is much scarcer.

CAL 1 A l0c Milky blue or light blue on pale blue-gray paper (rounded corners).
   a. As CAL 1, but square corners on third (bottom) panel, also having square top sealing
      flap corners.
   b. As CAL 1, bright blue (metallic blue) on gray paper.
   c. As CAL 1, trial die cut of watermarked paper, without stamp imprint and inscriptions.
      Essay for a larger sized aerogram. Total overall measurements: 175 x 350 mm.; folded
      size: 150 x 10
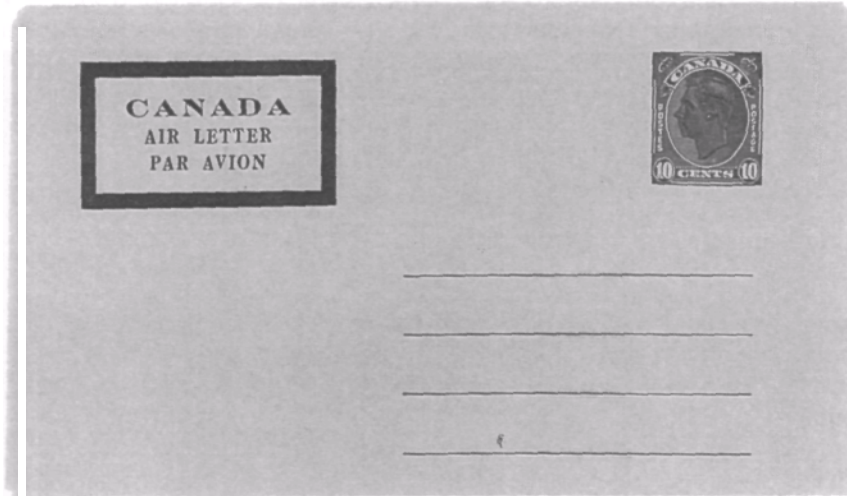
Illustration B

1947, September 3 — Folded Size 153 x 92 mm. (6"x 3 5/8")

Printed by Globe Envelopes, Ltd., Toronto. Similar to CAL 1, also vertical three panel format, but having serif letters in tablet. Tablet measures 48 x 27.5 mm. Tablet frame is 2.75 mm. thick. "No Enclosure Permitted," on back panel is 30 mm. long, and is printed in upper and lower case letters. Stamp imprint measures 20.5 x 25 mm. Total number of sheets printed reported to be 1,883,600.

Two types exist: Type I: "Second Fold Here" is 27 mm. long. "Plier Ensuite Id" is 24.5 mm. long. In Type II the letters are slightly higher, and the aforementioned measurements are 27.5 and 25 mm. in length. Distance between stamp and tablet in all, except CAL 2b, is 65.5 mm.; CAL 2b distance is 62.75 mm. The center of cutting guide dot is 9.5 mm. from "S" of "SECOND FOLD HER". Occasionally, two cutting guide dots are present, the second is 9 mm. from second "I" of "ICI." Exists with either smooth (CAL 2) or fine grid (CAL 2d) gum. Top and side sealing flaps having a continuous straight diagonal line die cut. There are three varieties of the top sealing flap edge. In Type I the sealing flap edge is 133 mm. In Type II the flap sealing edge is either 114 mm. or 125 mm.

    CAL 2 B 10c   Bright blue on gray paper (Type I).
        a. As CAL 2, reversed die cutting (Type I).
        b. As CAL 2, folding instruction line reads: "SECOND FOLD "HER," instead of "HERE."
           Note the "P" in "Plier" is also defective in CAL 2b.
        c. As CAL 2, but Type II.
        d. As CAL 2, having fine grid gum.

1947, October 4 Issue

Description similar to CAL 2. Stamp imprint measures 20.5 x 24.5 mm. Total number of sheets printed reported to be 496,300. All examples were found to be Type II (see CAL 2 for measurements). All examples have tablet dimensions: 48 x 27.75 x 3 mm. Distance between stamp and tablet was found to vary from between 63 mm. to 65 mm. All examples found having fine grid gum. Top sealing flap edges are either 133 mm. or 125 -127 mm. Cutting guide dot is 9 mm. from "s" of "second."

CAL 3   B 15c Carmine or red printing (for both stamp and inscriptions) on gray paper, a. As CAL 3, reversed die cutting (top sealing flap is 140 mm).

Die Cuts And Inscriptions On Back Panels Of The King George Issues, Catalogue Nos. CAL 4 to CAL 9.
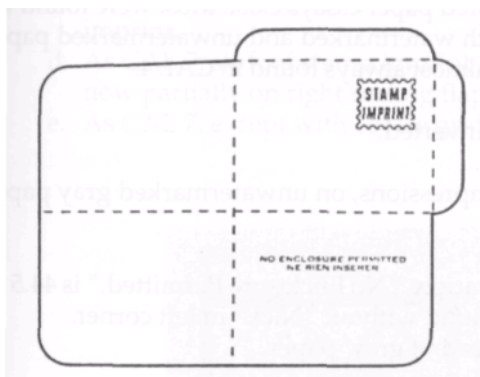
Die I —
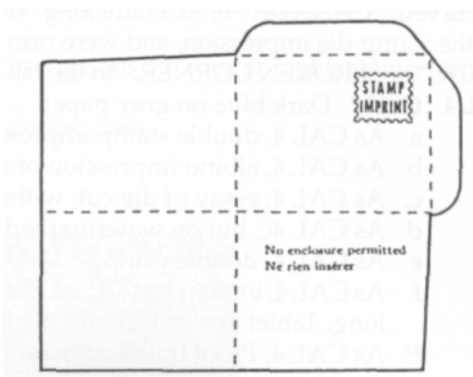
Cut Type "NO

ENCLOSURE PER-MITTED" in capital letters. Printed by Le Comptoir National, Enrg. Cat. Nos. CAL 4 and 5.

Die Cut Type II — "NO ENCLOSURE PER-MITTED" in capital and lower case letters. Printed by Globe Envelopes Ltd., Cat. Nos. CAL 6 and 7; and Barber Ellis Co., Cat. Nos. CAL 8 and 9.
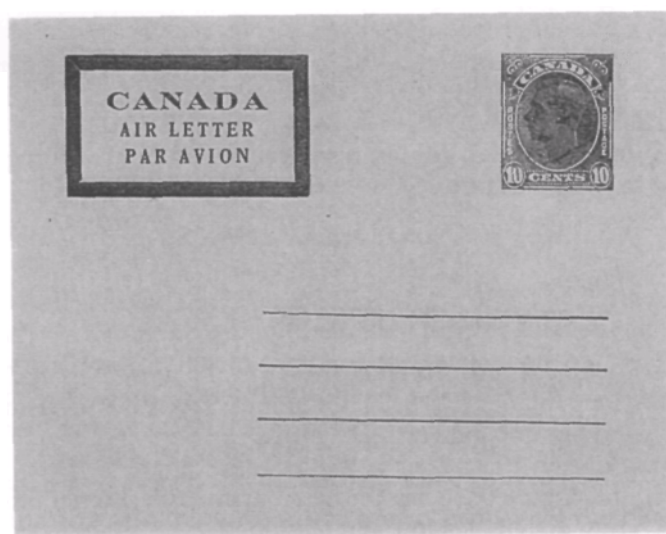
Illustration C

1947, April 6 — Size 124 x 95 mm. (4 7/8"x 3 3/4")

Printed by Le Comptoir National, Engr., Montreal, from curved rubber plates, resulting in considerable differences in the measurements of all inscriptions. Die cut Type I. The first Canadian civilian aerogram having a "book-type" format, using a vertical and horizontal fold to close the sheet; front panel is in upper right corner of unfolded sheet. Several printings were made, and numerous minor varieties exist in the stamp imprint, especially in the later printings when the rubber die showed considerable wear.

The text "NO ENCLOSURE PERMITTED" is 43 to 45.5 mm. long and printed in capital letters, 1.5 to 1.75 mm. high. The stamp imprint measures from 20.5 to 21 mm. wide by 24.5 to 25 mm. high. The tablet box measures from 44.5 to 47 mm. wide by 26.5 to 27 mm. high. Top and side sealing flaps corners are curved. "CANADA" is 30.5 mm. long. Various colored paper essays exist. Most were found with out the stamp die impression, and were printed on both watermarked and unwatermarked paper. A "NICK," or "BROKEN CORNER," in the tablet box is almost always found in CAL 4.

CAL 4 C 10c Dark blue on gray paper.
    a. As CAL 4, double stamp impression, one inverted.
    b. As CAL 4, albino impression of stamp die.
    c. As CAL 4, essay of die cut, without any impressions, on unwatermarked gray paper.
    d. As CAL 4c, but on watermarked paper.
    e. As CAL 4, double print.
    f. As CAL 4, broken last "R" of "INSERER" variety, "No Enclosure Permitted," is 44.5 mm. long. Tablet box is 46.5 mm. long, and is found without "Nick" in left corner.
    P. As CAL 4, Proof impression on white instead of gray paper.

1948, September Issue — Folded Size - 4 3/4" x 3 3/4"

Printed by Le Comptoir National, Montreal, from flat plates for the inscriptions, and a metal die for the stamp imprint, which measures 20.5 x 24.5 mm. "No Enclosure Permitted" is 42 mm. long. Die cut Type I. A diagonal join line is found in the upper left corner of the tablet.

CAL 5 C 10c Blue on gray paper.
    a. As CAL 5, albino impression of stamp (a clear impression).
    b. As CAL 5, "three dots around tablet" variety; dots are near upper left corner, lower left corner, and the lower right corner. Tablet to stamp distance is 35.6 mm. Stamp is 21 mm. wide and 25.5 mm. high.
    c. As CAL 5, top sealing flap gum is misplaced across front of aerogram, just below tablet, extending to right of stamp.

1949, February Issue

Printed by Globe Envelopes Ltd., Toronto, from metal plates. Die cut Type II. "No Enclosure Permitted" is 30.5 mm. long. Stamp size is 20.5 x 24 mm. Tablet box measures 49 x 26.5 mm.; fine clear stamp impression and fine grid gum on sealing flaps.

CAL 6 C 10c Purplish blue on gray paper.
    a. As CAL 6, one complete stamp impression, and one partial offset stamp impression, located 12.5 mm. to left of stamp impression.
    b. As CAL 6, a "fifth" front panel address line (67 mm.) is printed on back panel; stamp imprint is not aligned vertically with tablet. Coarse grid gum.
    c. As CAL 6, coarse grid gum variety.

1949, May 28 Issue

Printed by Globe Envelopes, Ltd., Toronto, from curved rubber plates. Die cut Type II. "No Enclosure Permitted" is 30-30.5 mm. long. Stamp size is 20.5 to 21.5 mm. wide, and 24 to 24.5 mm. high. Tablet box is 47.5 to 49 mm. wide. Fine grid gum on sealing flaps.

CAL 7 C 15c Carmine, blue inscriptions on gray paper.

a. As CAL 7, without blue inscriptions, 15c stamp only, coarse grid gum, very rare.

b. As CAL 7, partial double impression of edge of stamp to left (14 mm.) of stamp imprint.

c. As CAL 7, partial double impression of edge of stamp to left and right (14 mm.) of stamp imprint.

d. As CAL 7, shift of stamp imprint and blue inscriptions 9.5 mm. to right; stamp imprint now partially on right sealing flap.

e. As CAL 7, except with coarse grid gum on sealing flaps.
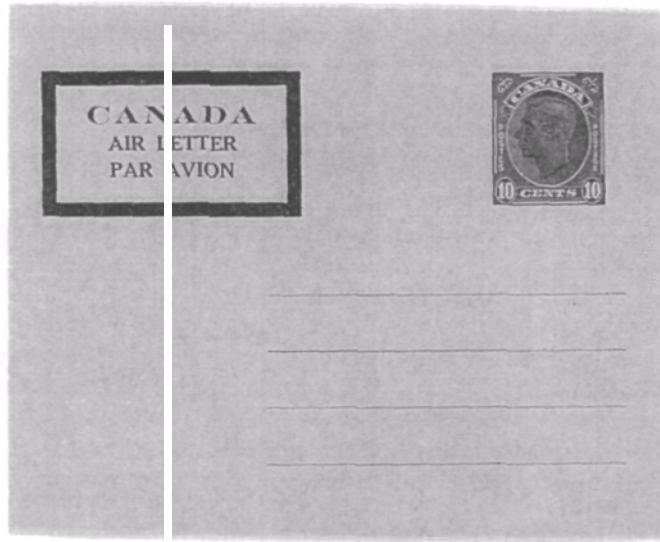
Illustration D

1949, August Issue

These issues were the last of the King George VI issues. Printed by Barber-Ellis Co., Brantford, Ontario. They can easily be distinguished by the tablet imprint. "Par Avion" is 23 mm. long, instead of 22 mm., and the letter "P" of the "Par" is directly below the "A" of "Air." Letters are slightly taller, 2.75 mm. instead of 2.5 mm. Tablet box frame is slightly thinner, 2.5 mm. instead of 2.75 mm. Paper is thinner, substance 10 instead of 13. About 20% of the sheets issued were scored to facilitate proper folding, the remainder without scoring. Several printings exist of this issue, resulting in considerable differences in the measurements. Stamp imprint measures from 20.25 to 21 mm. wide and 24 to 24.75 mm. high. "No Enclosure Permitted" is 30 to 30.5 mm. long, and printed in upper and lower case type. Tablet box measures from 47 to 49 mm. wide by 26.25 to 27 mm. high. Die cut Type II. Coarse grid gum. Tablet to stamp distance is 36 to 37.75 mm.

CAL 8 D 10c Dark blue on gray paper.

a. As CAL 8, stamp imprint partially on right sealing flap.

b. As CAL 8, stamp bisected vertically.

c. As CAL 8, sample of paper stock, partly clipped and rejoined, and date stamped.

d. As CAL 8, without watermark.

e. As CAL 8, defective stamp die.

f. As CAL 8, complete blank only, properly die cut and watermarked.

1949 Issue

Printed by Barber - Ellis and specifications as CAL 8. Stamp printed from metal plates - fine impression, coarse grid gum. Postally-flown copies are quite scarce.

CAL 9 D 15c Carmine, blue inscriptions on gray paper.

The 1950 to 1952 Issues of Canada (Type E) are somewhat difficult to classify without adequate reference examples. All were printed by the International Envelope Co., Ltd. of Montreal (successors of Le Comptoir National). Frame design and inscriptions were printed separately from the stamp imprint. The stamp imprint was printed from rubber plates in the early printings and metal plates in later printings. It appears that more than one set of plates of both the frame and stamp imprint were used as many of the measurements show considerable differences, more than a natural warping of the rubber plates or paper shrinkage could account for.
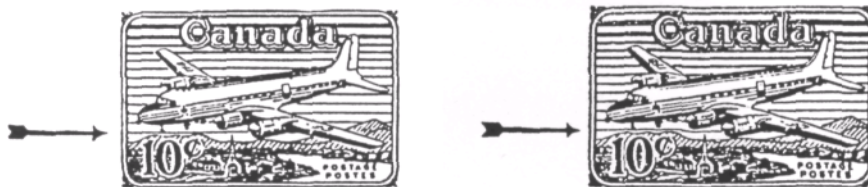
Metal Plate Impression   **Rubber Plate Impression**

A key characteristic of these impressions is the so-called "Horizon" line which is the thin horizontal line directly below the airplane. This line is fairly straight in the early printings of the rubber plate. In the re-issues of the rubber plate this line is clearly wavy. In the metal plate impressions this line is always straight.

As the description in the classifications requires the mentioning of numerous different measurements, it will save a lot of space and repetition by designating each measurement by a letter. All measurements are in millimeters.

    a. Width of stamp design imprint.
    b. Height of stamp design imprint.
    c. Width of open spaces between lozenges, measured at extreme bottom of front panel.
    d. Length of word "Canada" in upper left tablet.
    e. Length of line at center fold "Second Fold Here—Pliez Ensuite Ici," measured between tips of arrows.
    f. Length of line "No Enclosure Permitted—Ne Rien Inserer."
    g. Height of letters in line *"I."*

Illustration E

1950, August 18 Issue

Printed from rubber plates. Straight or almost imperceptibly wavy horizon line. Measurements: a., 34.5; b., 21.5; c, 110; d., 20; e., 70; *(., 48; g., 1.25.*

CAL 10 E 10c Milky blue, blue inscriptions, on gray paper.
   a. As CAL 10, broken-crown variety, found with incomplete "+."
   b. As CAL 10, printing variety of stamp impression. Deep blue on left side gradating to very light blue on right side of stamp.
   c. As CAL 10, printing variety of sheet. Gradating change in color from deep blue (top) to milky blue (bottom) of sheet (all inscriptions). "+" between "AIR MAIL" and "PAR AVION" in wing design is complete and well formed.
   P. a. Essay, printed in black on blue watermarked paper, over-printed "Specimen." Mea surements: a., 33; b., 21.5; c, 112.5; d., 19; e., 70; *(., 45; g, 1. P. b. Essay of stamp design, black on white paper. (Horizontal lines closely spaced together.
   The top lines are heavy. Mountains are heavily shaded.) P. c. Essay of stamp design, black on white paper. (Horizontal lines closely spaced together.
   Lines gradually diminish in thickness. Mountains lightly shaded.) P. d. Proof of inscription plate only (without stamp), printed in blue on gray watermarked
   paper, without die cutting. This variety is also found both with and without gum
   sealing flaps on reverse side. Measurements: c, 111.5; d., 20; e., 70.5; f., 48; g., 1.25. P. e. Same as P. d., but printed in black on white unwatermarked paper, same measurements. P. f. Printed in black on gray watermarked paper, correctly die cut.

Normal Tablet   **Broken Crown Tablet**

1950 Issue

Reissue of CAL10. Printed from rubber plates. Horizon line shows considerable warping and is wavy. Measurements: a., 35.5 -36.33; b., 22-22.5; c, 112.5; d., 20; e., 70-70.5; f., 48-49; g., 1.5-1.75.

CAL 11 E 10c Milky blue, blue inscriptions on gray paper.
  a. As CAL 11, inverted die cutting.
  b. As CAL 11, double paper.
  bl.As CAL 11, paste up variety - very wavy horizon line.
  c. As CAL 11, broken crown variety.
  d. As CAL 11, plus paste-up.
  e. As CAL 11, uncut pane of 8.
  f. As CAL 11, most of the horizon line is missing (defective stamp die).
  g. As CAL 11, three distinct breaks in the horizon line (large, medium, and small).

1950, December Issue

Printed from rubber plates. Horizon line is straight or only very slightly wavy, like CAL 10. Measurements: a., 33-33.33; b., 21-21.5; c, 111.5; d., 19; e., 68.5; f., 47.5; g., 1.25.

CAL 12 E 15c Orange red, blue inscriptions on gray paper.
  a. As CAL 12, inverted die cutting.
  b. As CAL 12, colors reversed, 15c stamp printed in blue, all inscriptions printed in red.
    Major rarity - copy sold at F. W. Kessler auction in 1962, for $610.00!
  c. As CAL 12, stamp and inscriptions printed in red.
  d. As CAL 12,15c stamp is printed in blue and inverted, inscriptions in blue.

1950-51 Issue

Second printing of CAL 12. Made from rubber plates. Horizon line is considerably wavy, like CAL 11. Measurements: a., 34.5; b., 22.5; c, 111.5; d., 19.5; e., 69; f 47.5; g., 1.5.

CAL 13 E 15c Orange red, blue inscriptions on gray paper.
  a. As CAL 13, broken crown variety.
  b. As CAL 13, most of horizon line is missing; defective stamp die, similar to CAL llf.

1951 Issue

Printed with metal plates. Distinctly sharper impression. Horizon line is straight. Measurements: a., 34.5; b., 21; c, 110; d., 19.5; e., 68; f., 47; g., 1.25.

CAL 14 E 10c Blue, blue inscriptions on gray paper.
  a. As CAL 14, double paper.
  b. As CAL 14, inverted stamp imprint.
  c. As CAL 14, stamp imprint in upper left corner, on top of winged tablet.
  d. As CAL 14, on back panel: "L Envoyeur" instead of "L'Envoyeur" (without apostrophe).
  e. As CAL 14, broken crown variety.
  S. As CAL 14, overprinted with "SPECIMEN" (green) - Dated "29/9/50."

Re-issue of CAL14. Metal plate printing. This printing also contains the broken crown variety as shown above. Colors and measurements are different from CAL 14: a., 35; b., 21.5; c, 112; d., 20; e., 70; f.,48;g.,1.5.

CAL 15 E 10c Metallic blue, blue inscriptions on gray paper.
   a. As CAL 15, broken crown variety.
   b. As CAL 15, oversize margin at right of front panel, due to fold over. Overprinted in green "Specimen - Time," in two lines measuring 75 x 20 mm.

1951 Issue

Printed with metallic plates. Measurements: a., 34; b., 21.5; c, 109; d., 19.5; e., 68; f., 46.75; g., 1.5. Sheets are without the numeral "52."

CAL 16 E 15c Carmine red, blue inscriptions on gray paper.
   a. As CAL 16, broken crown variety.
   b. As CAL 16, broken crown variety on very lightweight thin paper.

1952 Issue

Similar to CAL 14. Metal plate printing, stamp imprint embossed, but sheets bear the numeral "52" (for 1952) in the upper right corner of the side panel. Two types of "52" exist. The large type measures 3 x 2 mm., the small type is 2.5 x 1.75 mm. Measurements: a., 34.5-34.75; b., 21.5; c, 111-112; d., 19-19.5; e., 68.5-69; f., 47.25-48; g., 1.25-1.5.

CAL 17 E 10c Blue, blue inscriptions on gray paper, large "52."
   a. As CAL 17, but with small "52" - "c," space between lozenges = 109.5 -110 mm.

1952 Issue

Reissue of CAL 16. Printed with metallic plates. Sheets bear the numeral "52," both large and small, as CAL 17. Measurements: a., 34; b., 21-21.5; c, 111.5; d., 19.5-20; e., 69-69.5; f., 47-48; g., 1.25-1.5.

CAL 18 E 15c Metallic carmine red, blue inscriptions on gray paper; large "52." a. As CAL 18, but with small "52."

Note — The 15c aerograms were discontinued on July 1, 1953, when the 15c rate was abolished, and the 10c rate became effective on all aerograms to any part of the world.
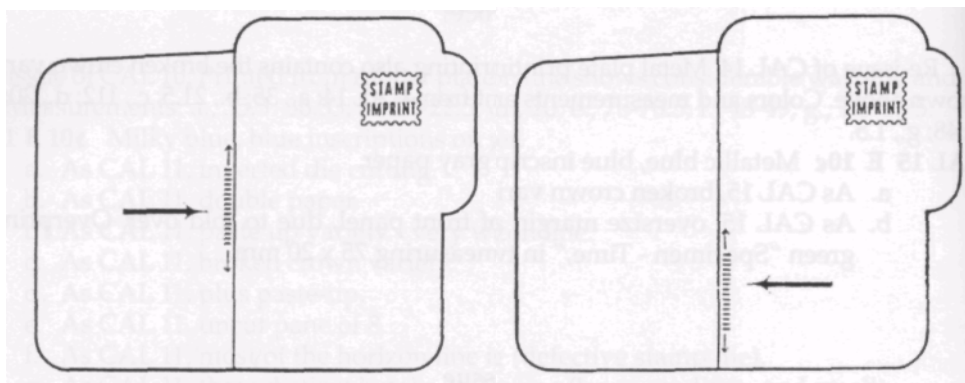
On Side Panel CAL 19 and 20　　　　　**On Back Panel CAL 21-22-23**
Positioning of line "FIRST FOLD HERE - PLIEZ D'ABORD ICI"
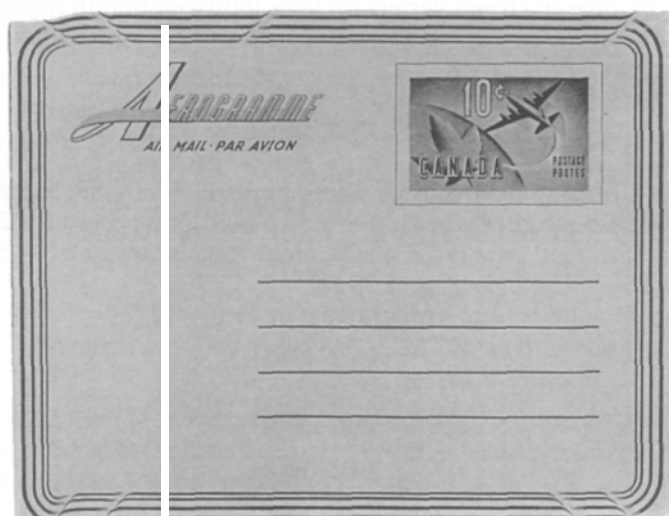
Illustration F

1953 August 11 Issue

Printed offset-lithography by Canadian Bank Note Co., Ltd., Ottawa. First Canadian issue with "AEROGRAMME" on sheet. New stamp design - four-engine transport over globe quadrant-large maple leaf in foreground. Tablet "AEROGRAMME" (stylized) / AIR MAIL - PAR AVION" in upper left corner. Four solid address lines of equal length, 64 mm. long. "FIRST FOLD HERE - PLIEZ D'ABORD ICI," is oriented vertically to left of solid vertical folding line, and is centered along this folding line (see above). Border design of front panel comprises four parallel lines of varying thickness, with a total border width of 5 mm.

CAL 19 F 10c Blue on gray paper.
　　a. As CAL 19, diagonal line connecting lower end of "A" in "POSTAGE" and "E" in "POSTES," in stamp design.
　　b. As CAL 19, watermark missing.
　　c. As CAL 19, watermark horizontal line.

    d. As CAL 19, overprint "XIV U.P.U. CONGRESS OTTAWA CANADA AUGUST 1957."
    e. As CAL 19, bright blue stamp.
    f. As CAL 19, without stamp imprint, on watermarked paper; flown copy -1962.

Illustration G
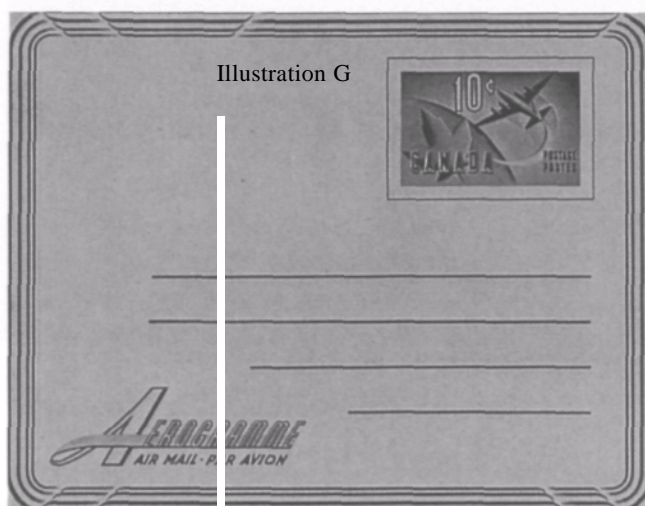
1955 Issue

Similar to CAL 19. In this issue, the Tablet: "AEROGRAMME" (stylized) / AIR MAIL - PAR AVION" is moved to lower left corner of front panel. Four solid address lines (varying lengths) 83, 83.5, 64.5 and 46 mm. "FIRST FOLD HERE - PLIEZ D'ABORD ICI" is in same location as in CAL 19. Solid address lines as in CAL 20.

    CAL 20 G lOc Blue on gray paper.

1956 Issue

Similar to CAL 20. "FIRST FOLD HERE - PLIEZ D'ABORD ICI" has been moved to right of solid vertical folding line, and is now located, and centered, entirely within the back panel.

    CAL 21 G 10c Blue on gray paper.
        a. As CAL 21, without stamp imprint, on watermarked paper.
        b. As CAL 21a, but on unwatermarked paper.
        c. As CAL 21, and horizontal thin one line watermark.
        d. As CAL 21, and on unwatermarked paper.
        S. As CAL 21a, without stamp imprint and on watermarked paper; with "SPECIMEN" imprint (36 x 5 mm.) on upper center region of front panel. Sa. As CAL 21d, and on unwatermarked paper.

Illustration H

1958 Issue

Similar to CAL 21. Address lines on front and back panels, and the vertical folding line, are now all dotted, instead of solid. The front panel border design is similar to that found on CAL 19, 20 & 21, without "Rolland /..." script watermark; and border is now 4 mm. wide, with the lines proportionately thinner.

CAL 22 H 1Oc Blue on gray paper.
     a. As CAL 22, with horizontal thin one line watermark.
     b. As CAL 22, except with "Rolland/..." watermark, very scarce.

1959 Issue

Similar to CAL 22. Printed on a porous gray paper, without script "Rolland/..." watermark. Narrow (4 mm.) front panel border design, and dotted address lines and vertical folding line.

CAL 23 H 10c Blue on gray paper.
     a. As CAL 23, dark gray paper.
     b. As CAL 23, horizontal thin one line watermark.
     c. As CAL 23, diagonal thin one line watermark (very rare).
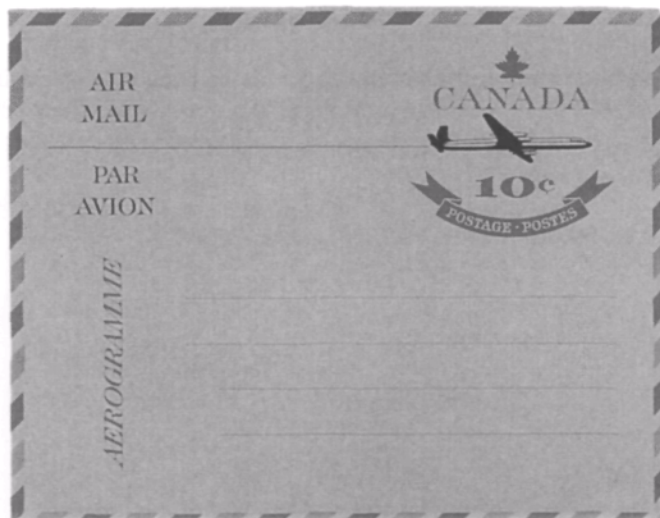
Illustration I

1960, July 4 Issue 123 x 96 mm. (folded)

New design. Same format and size as before. Red and gray (a black halftone) lozenges around border of front panel. Stamp design depicts a CL-44 cargo plane (built in Montreal) over "10c" and under "CANADA," located at upper right corner of front panel. Red and black inscriptions and symbolic franking imprint. "CANADA" imprint is 30 mm. long. Four dotted address lines: 80.5 mm. (x 2 lines) and 74 mm. (x 2 lines).

CAL 24 I 10c Red and black, red and black inscriptions on blue, several shades, of unwatermarked rag papers, a. As CAL 24, except without stamp imprint.

1960, July 4 Issue

Similar to CAL 24, except printed on non-rag paper.

CAL 25 I 10c Red and black, red and black inscriptions on blue unwatermarked rag paper.
    a. As CAL 25, with all black printing missing.
    b. As CAL 25, except without stamp imprint.
    c. As CAL 25, except with diagonal thin line watermark.

1964 Issue

Similar to CAL 24, on rag paper. "POSTES CANADA POST" added to back panel, below "NO ENCLOSURE PERMITTED - NE RIENINSERER." Five dotted address lines: 80 mm. (x 3), 74 mm. (x 2), sealing flaps corners rounded.

CAL 26 I 10c Red and black, red and black inscriptions on blue unwatermarked rag paper.

1966 Issue

CAL 27 I 10c Red and black, red and black inscriptions on blue unwatermarked rag paper.

Illustration J

1966, November 2 Issue

New stamp design. - Stylized plane and maple leaf, between "10 c" and "CANADA / POSTES - POSTAGE". "CANADA" is 24.5 mm. long, design of other inscriptions similar to CAL 27. Expo '67 and Dominion centennial emblems printed in red on back panel. Printed on unwatermarked rag paper as CAL 27. Return Address dotted lines (4 x) are 52.5 mm., as on CAL 27. Format reversed from CAL 27. Front panel now on lower right quadrant of unfolded sheet. Sealing flaps lower right corner, cut at 90 degrees, as on CAL 27.

CAL 28 J 10c Red and black, red and black inscriptions on blue.
   a. First day cancel (November 2, 1966) (CAL 28).
   b. First day cancel - Expo '67 opening (April 28, 1967).
   c. As CAL 28, accent over the "N" of "CANADA."
   d. As CAL 28, no dotted folding line at "FIRST FOLD HERE" (quite scarce).
   e. As CAL 28, no dotted folding line at "FIRST FOLD HERE," on CAL 28a (First day cancel).
   f. Last day cancel - Expo '67 closing day (Oct. 29, 1967).

1967, October 2 Issue

Similar to CAL 28, except with Expo '67 and Canadian centennial emblems removed from the back panel. Sender's address lines are 52 mm. "POSTES CANADA POST" is 25.5 mm. Red and gray lozenges.

CAL 29 J 10c Red and black, red and black inscriptions on blue.
   a. As CAL 29, except printed (offset lithography) on greenish blue paper (March 1968) red and black lozenges.
   b. First day cancel - October 2, 1967.

1968 Issue

Similar to CAL 29 Expo '67 and Canadian centennial emblems have also been removed from the back panel. "POSTES CANADA POST" is 27 mm. long, sender's address lines are 67 mm.

CAL 30 J 10c Red and black, red and black inscriptions on blue rag paper.
a. First day new aerogram rate (15c) (1 July 1971) - uprated CAL 30 with 5c adhesive, as 15c aerogram, CAL 31, was not issued until July 22, 1971.
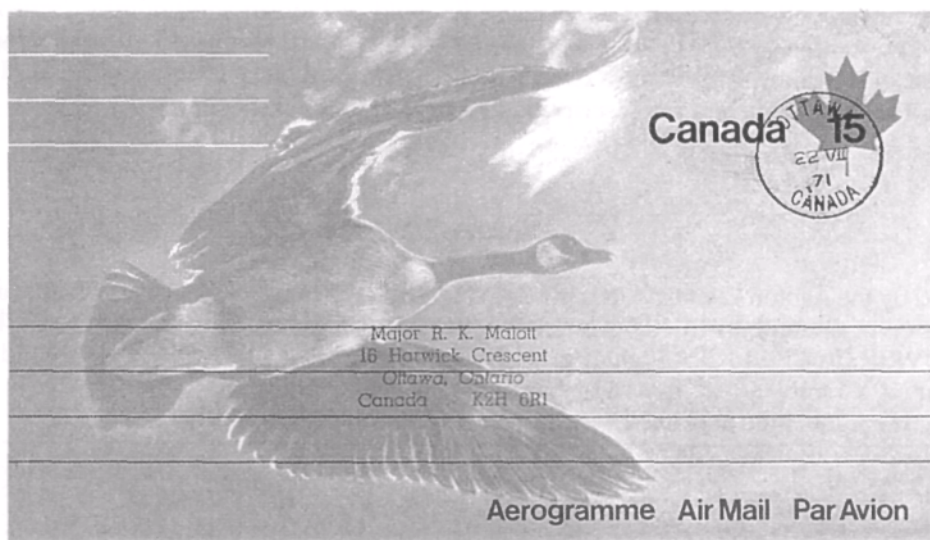
Illustration K

1971, July 22 Issue

Printed by the British American Bank Note Company. New Design. - Canadian Goose in flight. Printed on front panel on unwatermarked light bluish-gray non-rag paper. Format is three panel long variety - similar to CAL 1 die cutting, except sealing flaps cut differently and front panel is now on bottom. Stamp design comprises "CANADA" (25.5 mm. long) and maple leaf to right of "CANADA," with "15" denomination overprinted on maple leaf. "CANADA" and "15" printed in dark blue. No printing, except blue folding and "NO ENCLOSING" admonition, on center (back) panel. "AEROGRAMME AIR MAIL PAR AVION" printed in one line in red in lower right corner of front panel. Address lines (173.5 mm. long) in blue. Blue gum on sealing flaps, flaps are cut at straight angles.

CAL 31 K 15c Blue, blue and red inscriptions on light bluish gray paper, a.   As CAL 31, except printed on white paper.

1971, October Issue

Printed by British American Bank Note Company. Similar to CAL 31, except a "maze" - like geometric pattern inscribed in blue on central panel (back panel of folded aerogramme), measures 55 x 130 mm. Designed to prevent reading written matter on back of central panel. Also a slight variation in die cutting at corners of bottom sealing flap. Side of bottom sealing flap not straight.

CAL 32 K 15c Blue, blue and red inscriptions on light bluish gray paper (various shades of paper

from gray to white).
a. As CAL 32, except printed on white paper.
b. As CAL 32, "THE CANADIAN SAVE THE CHILDREN FUND"- a Christmas night scene printed on top panel. All printing (text and scene) in blue.
c. As CAL 32, "CANADA 15" and address lines missing.

1971, November 22 Issue

Printed by Ashton - Potter Company. Similar to Cal 32. New die cutting. Sealing flaps corners are rounded, not straight angled, as in CAL 31 and CAL 32.

CAL 33 K 15c Blue, blue and red inscriptions on light gray to white paper.

1972, September 5 Issue

Printed by the Ashton - Potter Company, similar to CAL 33, except with the addition of a blue dot on either side of opening instructions on bottom panel sealing flap, i.e.,". TO OPEN CUT HERE -POUR OUVRIR COUPER ICL". Lighter grayish white paper than CAL 33. Also, with addition of a tagging bar (20 x 1 mm.) adjacent to right side of maple leaf.

CAL 34 K 15c Blue, blue and red inscriptions on light grayish white paper.

1972, September 15 Issue

Similar to CAL 34, except that the tagging bar, found on CAL 34, now omitted.

CAL 35 K 15c Blue, blue and red inscriptions on light grayish - white paper.
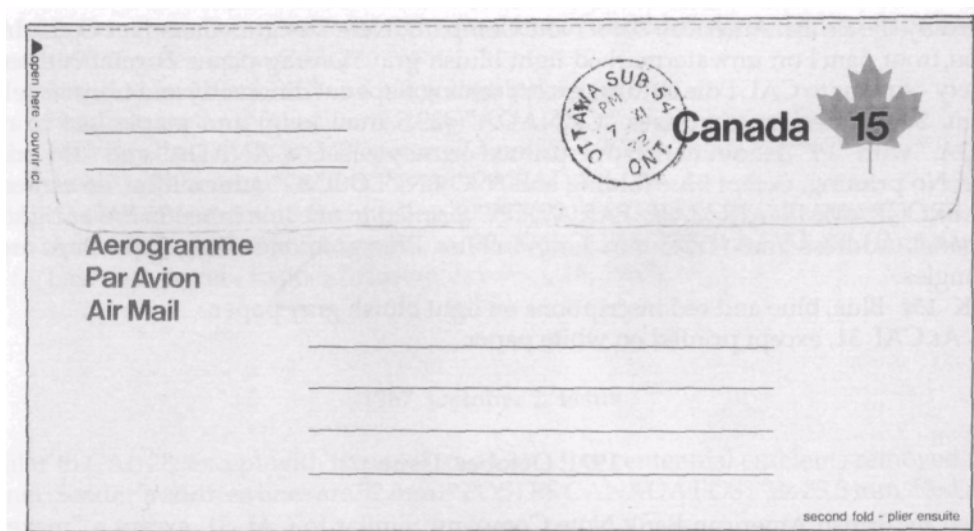
Illustration L

1972, November 7 Issue

New design and new die cutting. The Canadian Goose in flight on previous issues (CAL 31 -CAL 35) is now reduced in size, and moved to back panel of folded aerogramme (bottom panel of unfolded aerogramme). Stamp design as on CAL 31 through CAL 35 ("CANADA" and "15" in blue overprinted on maple leaf). "AEROGRAMME / PAR AVION / AIR MAIL," printed in red on left side center of front panel, center panel of unfolded aerogramme. Four address lines (87 mm.) printed in blue, and centered on lower half of front panel. Enlarged sealing flap contains stamp franking design on right and three return address lines on left side of sealing flap. Dashed folding lines and "no enclosure" admonitions printed in blue, all lower case. Side sealing flaps are extensions of center panel. Tagging bar is adjacent to right of maple leaf, as in CAL 34.

CAL 36 L 15c Blue, blue and red inscriptions on light grayish - white paper. Tagging bar is to the right of maple leaf.

1973, February 20 Issue

Similar to CAL 36, except that tagging bar is to left of maple leaf.

CAL 37 L 15c Blue, blue and red inscriptions on light grayish - white paper. Tagging bar located adjacent to the left of maple leaf.
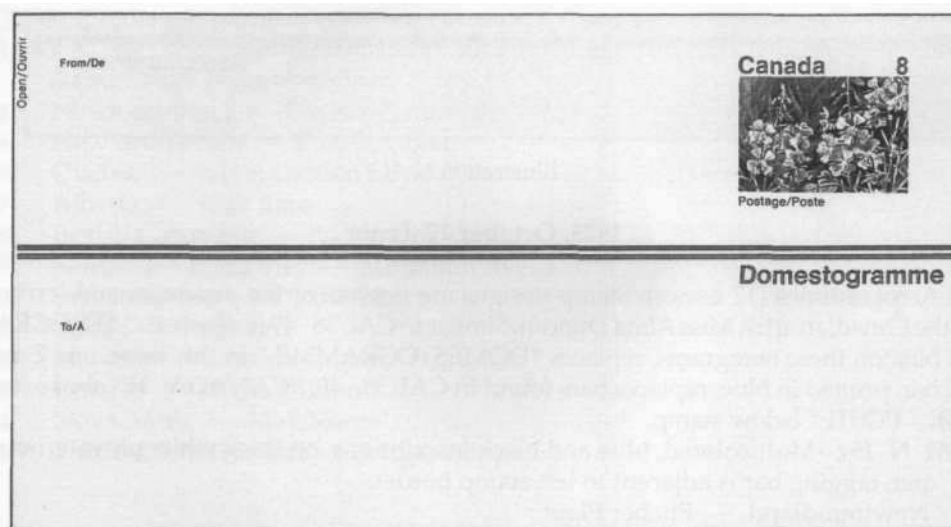
Illustration M

1973, October 17 Issue

Floral Domestogrammes (12 issues). New design. Stamp designs are flowers of the ten provinces and two territories designed by the Canadian artist Miss Alma Duncan. "CANADA 8" above stamp, and "POSTAGE / POSTE" below stamp. Format-die cutting identical to CAL 36 and CAL 37. Front panel is center panel of unfolded sheet. Back panel is bottom panel of unfolded sheet. No address or return address lines. "DOMESTOGRAMME" printed horizontally in red on right side of front panel just below two 1 mm. thick spaced red horizontal bars dividing front panel into both upper and lower sections. Back panel depicts an enlargement (120 mm. x 81.5 mm.) of stamp floral design bordered by black description of flower.

CAL 38-49 M 8c Multicolored; red and black inscriptions on thick white paper (unwatermarked), tagging bar adjacent to left stamp border.

CAL 38   Newfoundland — Pitcher Plant.
CAL 39   New Brunswick — Purple Violet.
CAL 40   Quebec — White Garden Lily.
CAL 41   Alberta — Wild Rose.
CAL 42   British Columbia — Pacific Dogwood.
CAL 43   Northwest Territories — Mountain Avens.
CAL 44   Saskatchewan — Prairie Lily.
CAL 45   Yukon — Fireweed.
CAL 46   Manitoba — Prairie Crocus.
CAL 47   Ontario — White Trillium.
CAL 48   Nova Scotia — Mayflower.
CAL 49   Prince Edward Island — Lady's Slipper.
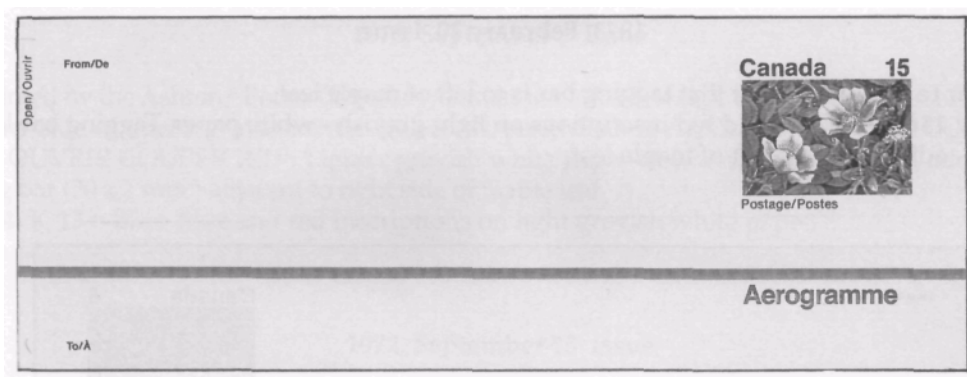
Illustration N

1973, October 17 Issue

Floral Aerogrammes (12 issues). Stamp designs are flowers of the provinces and territories de - signed by the Canadian artist Miss Alma Duncan. Similar to CAL 38 - 49 (inclusive). "AEROGRAMME," printed in blue on these aerograms, replaces "DOMESTOGRAMME." In th is issue, one 2 mm. thick horizontal bar, printed in blue, replaces bars found in CAL 38 - 49. "CANADA 15" above stamp and "POSTAGE / POSTE" below stamp.

CAL 50-61 N 15c Multicolored, blue and black inscriptions, on thick white unwatermarked pa per, tagging bar is adjacent to left stamp border.

CAL 50   Newfoundland — Pitcher Plant.
CAL 51   New Brunswick — Purple Violet.
CAL 52   Quebec — White Garden Lily.
CAL 53   Alberta — Wild Rose.
CAL 54   British Columbia — Pacific Dogwood.
CAL 55   Northwest Territories — Mountain Avens.
CAL 56   Saskatchewan — Prairie Lily.
CAL 57   Yukon — Fireweed.
CAL 58   Manitoba — Prairie Crocus.
CAL 59   Ontario — White Trillium.
CAL 60   Nova Scotia — Mayflower.
CAL 61   Prince Edward Island — Lady's Slipper.

1974, March 4 Issue

Revised Floral Aerogrammes (12 issues). Stamp designs are flowers of the provinces and territories (identical to flowers of CAL 50 - 61). "CANADA 15" above stamp and revised "POSTAGE / POSTES", below stamp.

CAL 62-73 N 15c Multicolored, blue and black inscriptions, on thick white watermarked paper, tagging bar is adjacent to left stamp border.
CAL 62 Newfoundland — Pitcher Plant.
CAL 63 New Brunswick — Purple Violet.
CAL 64 Quebec — White Garden Lily.
CAL 65 Alberta — Wild Rose.
CAL 66 British Columbia — Pacific Dogwood.
CAL 67 Northwest Territories — Mountain Avens.
CAL 68 Saskatchewan — Prairie Lily.
CAL 69 Yukon — Fireweed
CAL 70 Manitoba — Prairie Crocus.
CAL 71 Ontario — White Trillium.
CAL 72 Nova Scotia — Mayflower.
CAL 73 Prince Edward Island — Lady's Slipper.

Revised Floral Domestogrammes (12 issues). Stamp designs are flowers of the provinces and territories (identical to flowers of CAL 38 - 49). "CANADA 8" above stamp and revised "POSTAGE / POSTES". below stamp.

CAL 74-85 N 8c Multicolored, red and black inscriptions, on thick white paper, tagging bar is adjacent to left stamp border.
CAL 74 Newfoundland — Pitcher Plant.
CAL 75 New Brunswick — Purple Violet.
CAL 76 Quebec — White Garden Lily.
CAL 77 Alberta — Wild Rose.
CAL 78 British Columbia — Pacific Dogwood.
CAL 79 Northwest Territories — Mountain Avens.
CAL 80 Saskatchewan — Prairie Lily.
CAL 81 Yukon — Fireweed.
CAL 82 Manitoba — Prairie Crocus.
CAL 83 Ontario — White Trillium.
CAL 84 Nova Scotia — Mayflower.
CAL 85 Prince Edward Island — Lady's Slipper.
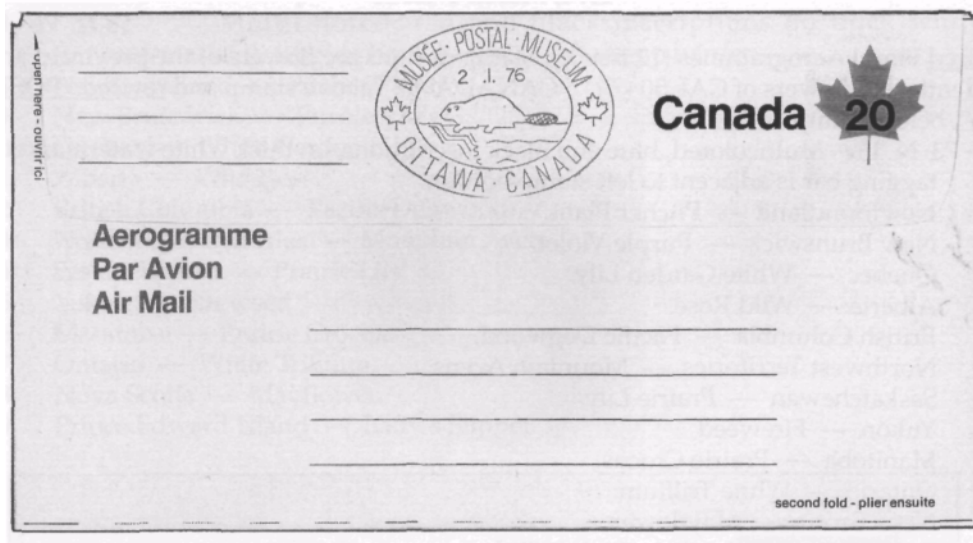
Illustration O

1976, January 2 Issue

Similar to CAL 37, except paper is a slightly more bluish - gray than CAL 37; Blue inscriptions and "CANADA" is a brighter blue, and is 29 mm. long ("CANADA" is 25.5 mm. long on CAL 37). Tagging bar is at left of maple leaf. Dashed folding line - longer dashes, with more space between dashes. There was no official first day of issue ceremony, but aerogrammes were postmarked on "2 176" at the Postal Museum in Ottawa.

    CAL 86 O 20c Blue, blue and red inscriptions on light bluish-gray paper. Tagging bar located to left of maple leaf.
a.   As CAL 86, maple leaf "chipped" at top of leaf apex.
b. As CAL 86, reversed die cutting (19 specimens reported). The stamp ("CANADA" and maple leaf with "20" denomination) is at non-gummed end of form.
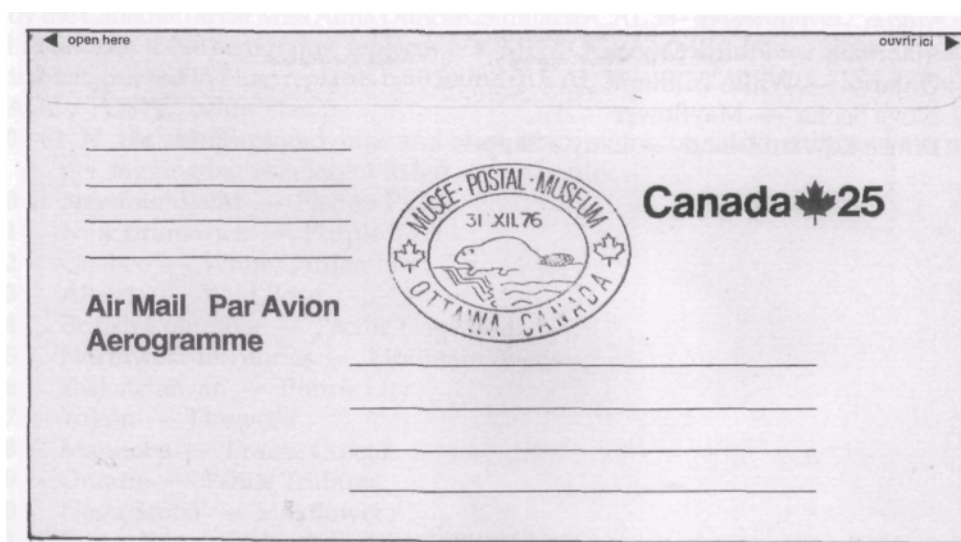
Illustration P

1976, December 31 Issue

Prepared for new aerogram rate of 25c, as of Jan. 1, 1977. New die cutting format - new stamp design - front panel is center panel of unfolded sheet. Back panel is bottom panel of unfolded sheet. Back panel contains first in a series of Canadian "CLOUD" scenes; western prairie sky, large clouds, with grain elevators in foreground. Stamp design comprises "CANADA" maple leaf "25"; "CANADA" is 27.5 mm. long and printed in blue, along with the "25"; the maple leaf is printed in red; "AIR MAIL PAR AVION" / "AEROGRAMME," are printed in red, and located on left center of front panel. Tagging bar located to right of "25." Four address lines (100 mm. long) and four return address lines (50 mm. long), on front panel.

CAL 87 P 25c Blue and red, red and blue inscriptions on light gray paper, and multicolored "PRAIRIE cloud scene on back panel. Tagging bar is to right of "25."
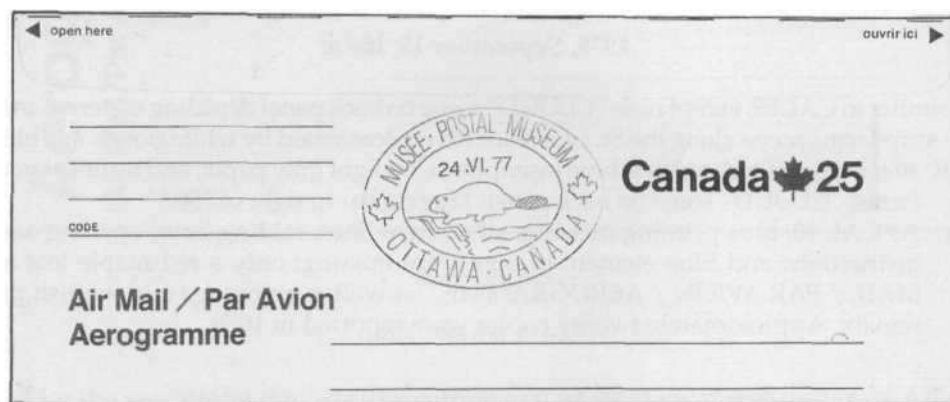
Illustration Q

1977, June 10 Issue

First issued at "STAMPEX '77 - POWEXII" in Toronto. First available from Postal Museum in Ottawa on June 24, '77. Very similar to CAL 87, except new "CLOUD" scene on back panel, a painting by Tom Thomson, entitled: "Blue Sky, White Clouds, Green Trees." Variation in inscriptions: long blue dashes on folding lines; red inscription: "AIR MAIL / PAR AVION" / "AEROGRAMME" in two lines, as in CAL 87, but now with slash (/) between "MAIL" and "PAR." Also, brighter red for red inscriptions.

CAL 88 Q 25c Blue and red, red and blue inscriptions on light gray paper, and multicolored "SKY, CLOUD, TREES" cloud scene on back panel. Tagging bar to right of "25."
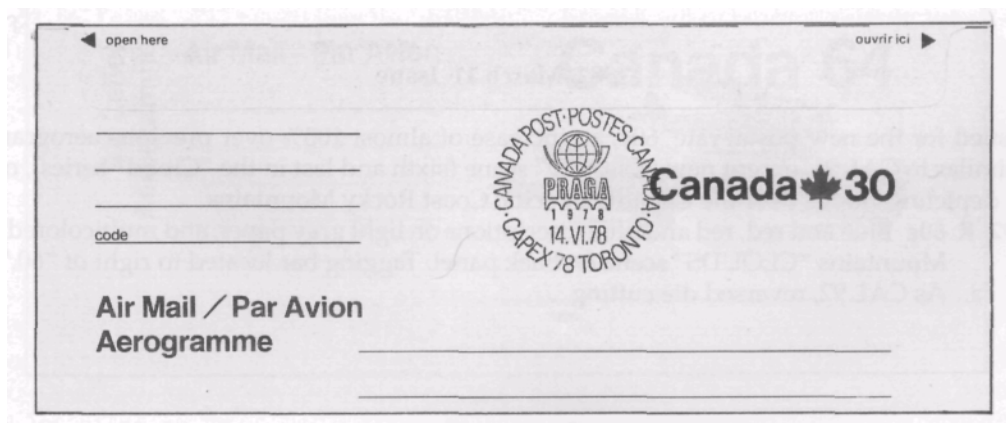
Illustration R

1978, April 1 Issue

Issued for the new postal rate, 30c, for the Canadian aerogramme; rate change also on April 1, 1978. Very similar to CAL 88, except new "CLOUD" scene on back panel, depicting an arctic land scape scene, with clouds and midnight sun. Very slight variation in die cutting at ends of sealing flaps, resulting in opening of sheet without cutting into the writing area.

CAL 89 R 30c Blue and red, red and blue inscriptions on light gray paper, and multicolored "ARCTIC" cloud scene on back panel. Tagging bar to right of "30." a. As CAL 89, blue color printing misregistration, resulting in blurred and rust colored mountains and eskimos. Ten copies reported in May of 1978.

1978, September 15 Issue

Very similar to CAL 89, except now "CLOUD" scene on back panel depicting eastern Canada (Quebec) large strip farms scene along the St. Lawrence River, dominated by white clouds in a blue sky.

CAL 90 R 30c Blue and red, red and blue inscriptions, on light gray paper, and multicolored Quebec farms, "CLOUD" scene on back panel. Tagging bar to right of "30."
a. As CAL 90, blue printing missing; all address lines, folding lines, opening and folding instructions and blue element of scene, are missing; only a red maple leaf and "AIR MAIL / PAR AVION / AEROGRAMME," as well as an orange and whitish pink scene remain. Approximately twenty copies were reported in 1979.

1979, March 28 Issue

Issued for the new postal rate, 35c, for the Canadian Aerogramme. New rate went into effect on April 1,1979. Very similar to CAL 90, except new "CLOUD" scene on back panel depicting a sunset sky cloud scene over an eastern Canadian maritime Coastal Village. Blue inscriptions are much lighter blue than CAL 90.

CAL 91 R 35c Blue and red, red and blue inscriptions on light gray paper, and multicolored coastal village "CLOUD" scene on back panel. Tagging bar is located to right of "35." a. As CAL 91, the scene is printed on the reverse side of the sheet. The sealing flap of bottom panel of unfolded sheet has rounded corners, rather than indented and mostly straight corners, as on CAL 89 and CAL 90.

1982, March 11 Issue

Issued for the new postal rate, 60c, an increase of almost 100% over previous aerogram rate. Very similar to CAL 91, except new "CLOUD" scene (sixth and last in the "Cloud" series), on back panel, depicting clouds over the Canadian Pacific Coast Rocky Mountains.

CAL 92 R 60c Blue and red, red and blue inscriptions on light gray paper, and multicolored Rocky Mountains "CLOUDS" scene on back panel. Tagging bar located to right of "60."
a. As CAL   92, reversed die cutting.
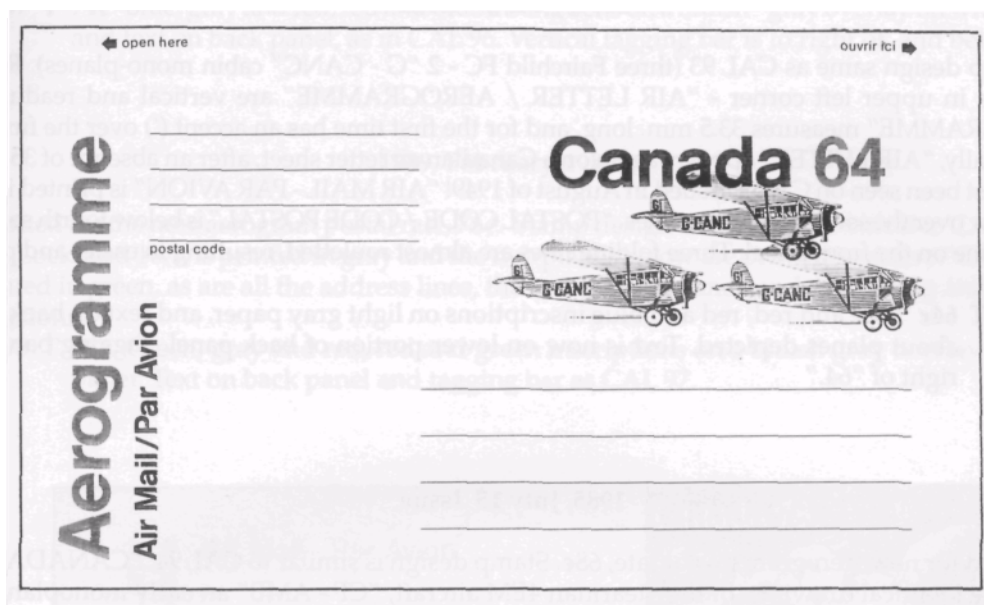
Illustration S

1983, March 1 Issue

Issued for the new postal rate, 64c, die cutting as CAL 92. New stamp design-"CANADA 64" over three identical drawings of the Fairchild FC - 2 "G - CANC" cabin monoplane in a "PYRAMID" formation. Top plane printed in a dark steel blue; two lower planes printed in a light blue. "CANADA" is 45.5 mm. long, and is printed a dark blue. "AEROGRAMME / AIR MAIL / PAR AVION" in two lines, arranged vertically and reading up on left side of front panel. "AEROGRAMME" is 79 mm. long and is printed in red, and "AIR MAIL / PAR AVION" is printed in dark blue. Other inscriptions printed in a light blue. Blue text on back panel describing plane's air mail history in English and French. "POSTAL CODE" first used on a Canadian aerogramme, and located below fourth sender's address line on front panel.

CAL 93 S 64c Blue and red, red and blue inscriptions on light gray paper, and text on upper portion of back panel about planes depicted. Tagging bar to right of "64."

Illustration T

369
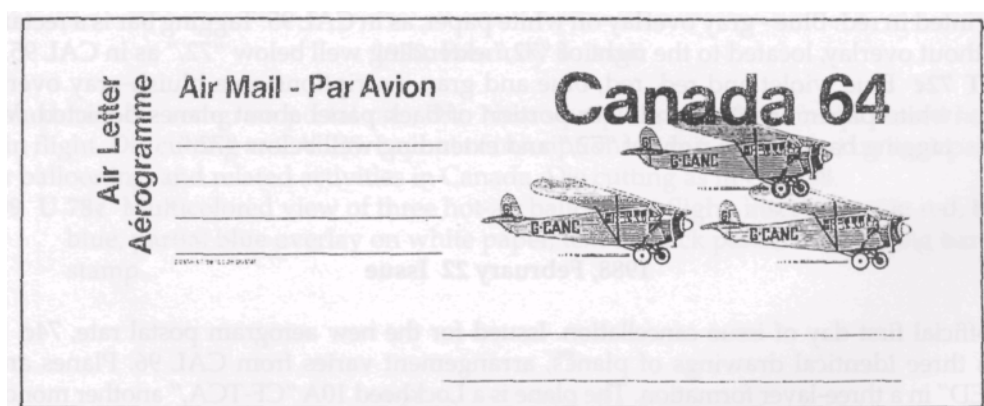
1984, June 29 Issue

Stamp design same as CAL 93 (three Fairchild FC - 2 *"G* - CANC" cabin mono-planes). Red inscriptions in upper left corner - "AIR LETTER / AEROGRAMME" are vertical and reading up. "AEROGRAMME" measures 33.5 mm. long, and for the first time has an accent (') over the first "E." Additionally, "AIR LETTER" appears again on a Canadian air letter sheet, after an absence of 35 years, having last been seen on CAL 9, issued in August of 1949! "AIR MAIL - PAR AVION" is printed in blue and is now over the sender's address lines. "POSTAL CODE / CODE POSTAL" is below fourth sender's address line on the front panel. Three folding lines are almost rouletted, resulting in easier and precise folding.

    CAL 94 T 64c Blue and red, red and blue inscriptions on light gray paper, and text on back panel about planes depicted. Text is now on lower portion of back panel. Tagging bar to the right of "64."

1985, July 15 Issue

Issued for new Aerogram postal rate, 68c. Stamp design is similar to CAL 94. "CANADA 68" is over three identical drawings of the Stearman 4EM aircraft, "CF - AMB" an early monoplane, in a "PYRAMID" formation as on CAL 94, the top plane is printed in a dark orange, and the two lower planes are printed in gray. "CANADA" is 30.5 mm. long, and is printed in gray, the first time it was printed in gray for a Canadian Aerogramme! "AIR MAIL - PAR AVION" is printed in gray, and "AIR LETTER / AEROGRAMME" are printed in red and all are located as on CAL 94. "68" is printed in red and a tagging bar is found in a rectangular space without overlay, which is located as usual to the right of "68," but now extends down to top of fuselage of right plane on bottom of formation.

    CAL 95 T 68c Gray, orange and red, red and gray inscriptions on a bluish-gray overlay on white paper, and text on lower portion of back panel about planes depicted. Tagging bar to the right of "68."

1987, May 19 Issue

Issued for new Aerogram postal rate, 72c. Stamp design is very similar to CAL 95. Stearman planes are depicted, as in CAL 95. Planes are printed in violet; "CANADA" is printed in blue; and "72" is printed in red. Blue - gray overlay on white paper, as in CAL 95. Tagging bar is a rectangular space without overlay, located to the right of "72," extending well below "72," as in CAL 95.

    CAL 96 T 72c Blue, violet and red, red, blue and gray inscriptions on a bluish-gray overlay on white paper, and text on lower portion of back panel about planes depicted. Vertical tagging bar is to the right of "72," and extending well below "72."

1988, February 22 Issue

No official first day of issue cancellation. Issued for the new aerogram postal rate, *740.* Stamp design is three identical drawings of planes, arrangement varies from CAL 96. Planes are now "STACKED" in a three-layer formation. The plane is a Lockheed 10A "CF-TCA," another monoplane, in service in 1937 with "TRANS - CANADA AIR LINES," the forerunner of Air Canada. The top plane is printed in gray, and the two planes below are printed in blue. Text on back about the plane as in CAL 96.

CAL 97 T 74c Blue, gray and red, red and blue inscriptions on a bluish-gray overlay on white paper, and text on back panel, as in CAL 96. Vertical tagging bar is to right of, and below, "74."

1989, February 1 Issue

Issued for the new aerogram postal rate, 76c Stamp design and format identical to CAL 97. Top plane, Lockheed 10A, is printed in gray and the two planes below are printed in green. "CANADA" is printed in green, as are all the address lines, the text on back panel, and the folding and opening instructions.
CAL 98 T 76« Green, gray and red, red and green inscriptions on a bluish gray overlay on white paper. Text on back panel and tagging bar as CAL 97.

Illustration U

1990, February 8 Issue

Issued for new aerogram postal rate, 78c. New stamp design - three multicolored hot-air balloons in flight. Die cutting as CAL 98. Layout of inscriptions as in CAL 98. Text on back panel about hot-air ballooning, and related activities in Canada. Die cutting as in CAL 98.

CAL 99 U 78c Multicolored view of three hot-air balloons in flight, inscriptions in red, black and blue, partial blue overlay on white paper, text on back panel, and tagging bar to left of stamp.
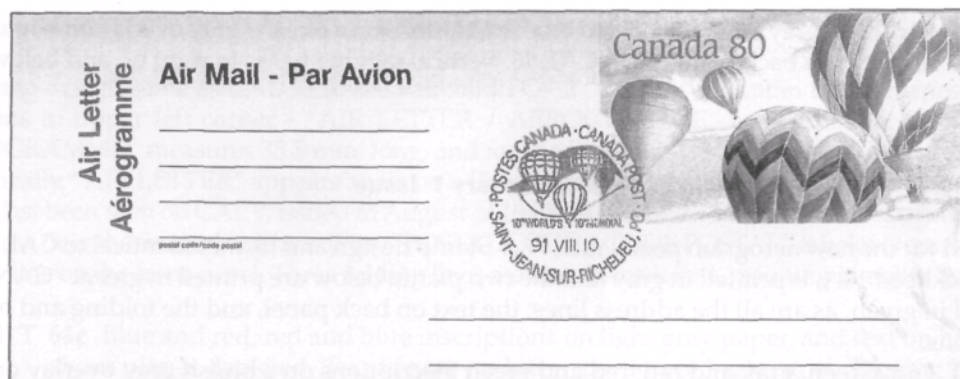
Illustration V

1990, December 28 Issue

Issued for new aerogram postal rate, 80c. New stamp design - four multicolored hot-air balloons in flight. Die cutting as CAL 99. Same layout of inscriptions as on CAL 99. "AIR LETTER / AÉROGRAMME" printed in red, "CANADA 80" printed in blue, and all other inscriptions, including folding lines, address lines, and instructions, printed in black. Partial sky - blue overlay on white paper, on back panel, front panel and sealing flaps. Tagging bar to left of stamp design.

CAL 100 V 80c Multicolored view of four hot-air balloons in flight, inscriptions in red black and
blue, partial sky - blue overlay on white paper, revised text on back panel, and tagging
bar to left of stamp, a. As CAL 100, variations in spacing of text on back panel from top to
second fold line, and
from bottom to first fold line.
1) Top 30 mm. - bottom 17 mm.
2) Top 17 mm. - bottom 30 mm.
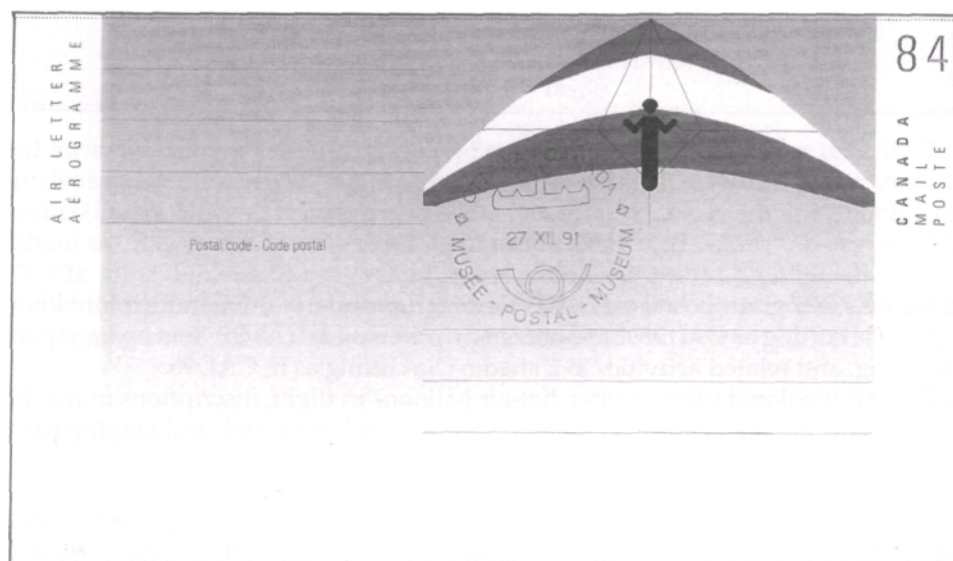
Illustration W

1991, December Issue

Issued for new aerogram postal rate, 84c. Die cutting same as for CAL 100. New format and stamp design-multicolored hang glider and pilot in flight. Light sky - blue overlay on white paper, covering rectangular regions of front and back panels, in gradations. Hang glider printed in blue, yellow and green segments; pilot printed in black. Inscriptions, including text on back panel, printed in red, and blue. "84" printed in red over "CANADA / MAIL / POSTE," printed in red, aligned vertically in upper right corner of front panel. "AIR LETTER / AEROGRAMME," printed in red, aligned vertically, in upper left corner of front panel. Tagging bar to right of hang glider and left of "CANADA." Text on back panel describes the history of hang gliding in English and French.

CAL 101 W 84c   Multicolored view of hang glider and pilot in flight, rectangular region of sky-blue overlay on white paper on front and back panels, inscriptions in red and blue, bilingual text on back panel. Tagging bar to right of hang glider and left of "CANADA."
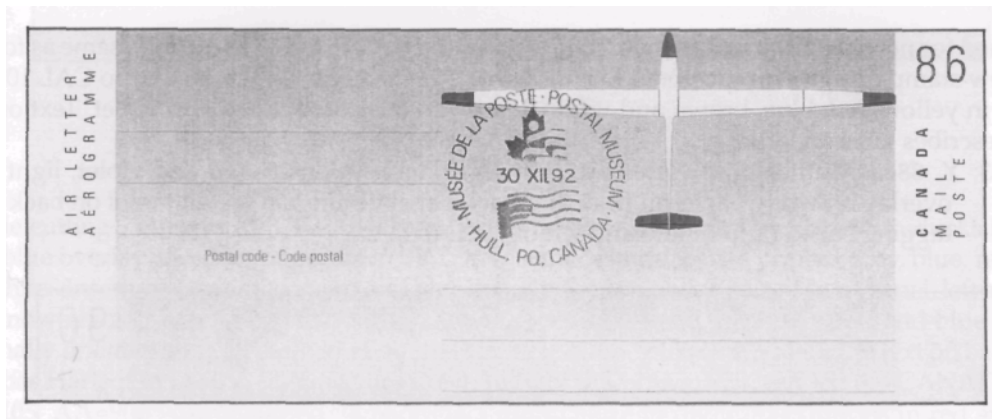
Illustration X

1992, December 30 Issue

Issued for new aerogram postal rate, 86c. Very similar to CAL 101. Die cutting as for CAL 101. New stamp design - multicolored glider, also referred to as a sailplane, in flight. Light mauve-violet colored overlay on white paper, covering rectangular regions of front and back panels, in gradations. Glider printed in yellow and red. Inscriptions printed in red, as is CAL 101. Text on back panel, printed in mauve, describes hang gliding. "86" printed in red.

CAL 102 X 86c Multicolored view of glider in flight; rectangular region in mauve overlay on white paper on front and back panels, inscriptions in red and mauve, bilingual text on back panel. Tagging bar to right of glider and left of "CANADA."

Illustration Y

1994, February 25 Issue

Issued for new aerogram postal rate, 88c Very similar to CAL102. Die cutting - same as for CAL 102. New stamp design - multicolored kite in flight. Light mauve overlay, similar to CAL 102. Kite printed in yellow, red, blue, brown and white. Inscriptions printed in red and violet. Text on back panel describes kites and kiting.

CAL 103 Y 88c Multicolored view of kite in flight, inscriptions in red and violet, light violet overlay on white paper on front and back panels, bilingual text in violet on back panel, tagging bar to right of kite and left of "CANADA."

Illustration Z

1995, July 31 Issue

Issued for new aerogram postal rate, 90c. Very similar to CAL 103; die cutting same as for CAL 103. New stamp design - multicolored parachute and parachutist in flight. Light blueish-green overlay, as in CAL 103, CAL 102, etc. Parachute is printed in blue, red, yellow and brown. Para chutist printed in white; inscriptions printed in red and green on front and back panels. Text on back panel describes parachuting.

CAL 104 Z 90c Multicolored view of parachute and parachutist in flight; inscriptions in red and green, light bluish-green overlay on white paper on front and back panels, bilingual text in green on back panel, tagging bar to right of parachute and left of "CANADA."
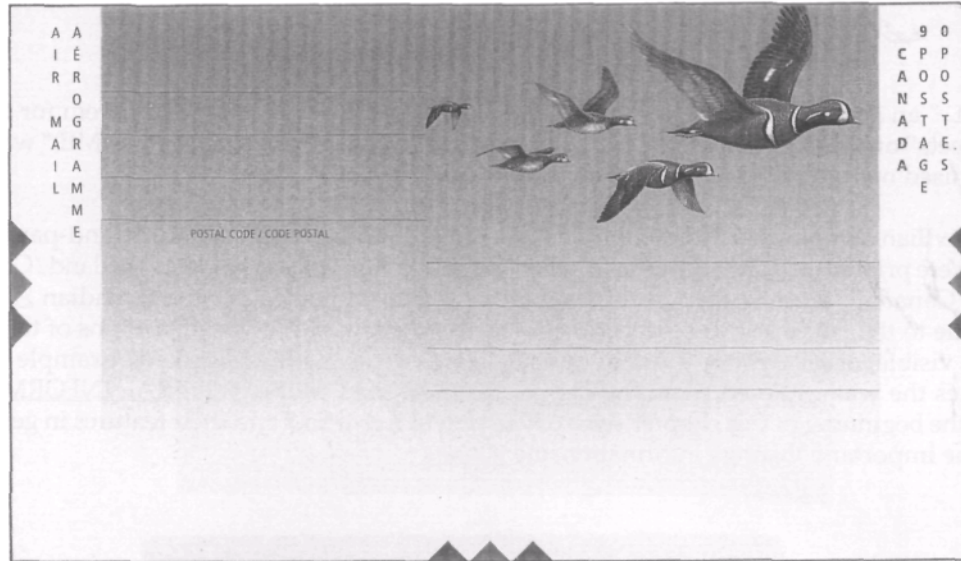
Illustration AA

1995 Issue

Die cutting - same as for CAL 104. New stamp design - multicolored Harlequin ducks in flight. Light blue overlay on white paper, as in CAL 104. Harlequin ducks are printed gray, blue, red, black and white. Inscriptions printed in red and blue. Inscriptions on upper part of front panel, left and right sides, now reads down, rather than upwardly, as on CAL 104, CAL 103, etc. Red and blue squares, diagonally oriented, on right, left and bottom folding lines on front panel. Bilingual text on back panel describes Harlequin Ducks. Tagging bar located to right of leading duck and left of "CANADA."

CAL 105 AA 90c   Multicolored view of Harlequin Ducks in flight, inscriptions in red and blue, light blue overlay on white paper on front and back panels, bilingual text on back panel, tagging bar to right of leading duck and left of "CANADA."

NEWFOUNDLAND

"NAL," an abreviation for "Newfoundland Air Letter," has been adopted herein for the "Air Letter Sheets" of Newfoundland, described in this section. The term "AEROGRAMME," was, however, not used on the civilian Newfoundland Air Letter sheets.

The civilian aerogram of Newfoundland, i.e. NAL 1 and its "parent" and "grand-parent" pre- cursors, were printed on a gray paper, bearing the three line watermark, in script, "Rolland/Croydon/ Air Mail Canada," as illustrated at the beginning of this section. As in the Canadian Air Letter Sheets, due to the particular die cutting of these sheets, at times only small portions of this watermark are visible, or it might be entirely missing. Value of an "unwatermarked" example is about three times the watermarked example. The reader is referred to the GENERAL INFORMATION pages at the beginning of this chapter, for a discussion of Aerogams and their features in general, as well as the important "listing" information, etc.
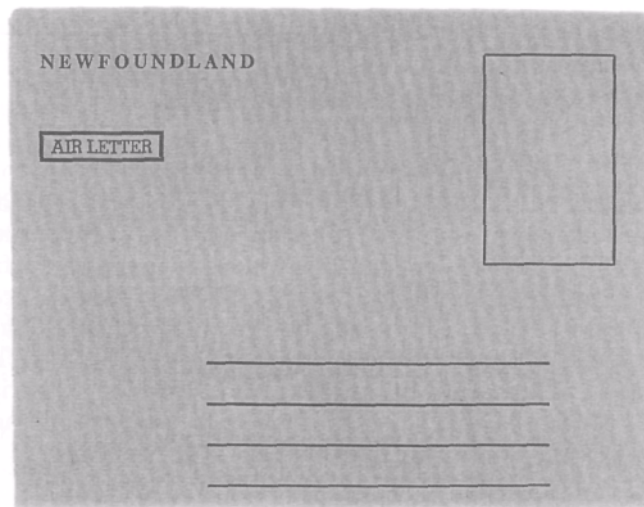
NN1

1949, February 14 Issue

Printer is unknown. Book-type format. Printed on gray lightweight paper, watermarked "Rolland/Croydon...," in script. A vertically oriented rectangular box, no stamp imprint, designed to have adhesive affixed to prepay postage. Rectangular box located in upper right corner of front panel, measuring 24.5 mm wide by 40 mm high. "Newfoundland" is located in upper left corner of front panel. "Newfoundland" measures 39.5 mm long and 2.5 mm high. Located below "Newfoundland" is the Tablet box, containing "AIR LETTER." "AIR LETTER" measures 18.75 mm long. Tablet box measures 23 mm long by 6 mm high, the four address lines on front panel measuring 63.5 mm long. Back panel contains four sender address lines arranged vertically, and measuring 50.5 mm long. "NO ENCLOSURE PERMITTED," in serif letters upper and lower case, also arranged vertically, on back panel, located below sender's address lines, and measuring 37 mm long. Top sealing flap is 25 mm wide. Right side panel is 25 mm wide.

NAL 1   NN1 N/V Blue inscription on gray watermarked paper, no stamp impression, smooth gum.
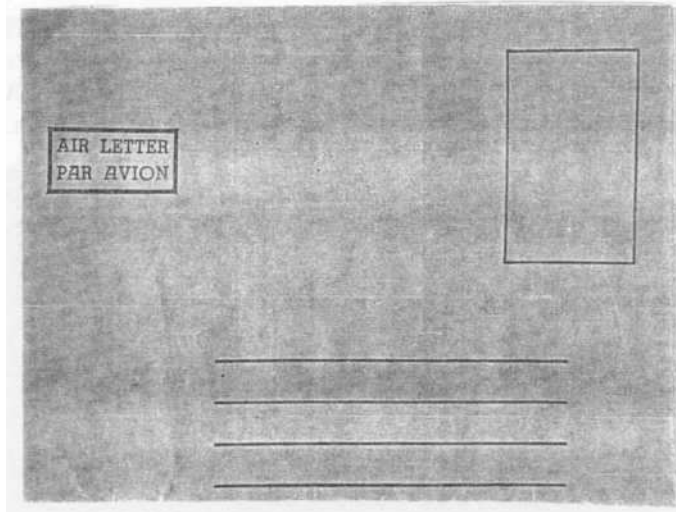
NN2

It should be noted, that NAL1 was preceded in 1946 by a similar Canadian stampless, no value, air letter sheet having almost identical dimensions to NAL 1 (see illustration NN2 above). The Ca - nadian "parent" air letter sheet to NAL 1, however, differed from NAL 1, in havin g a tablet box measuring 24 mm wide (long) x 12 mm high. The tablet box contains "AIR LETTER/PAR AVION," in two lines of text, each line of text measuring 21 mm long. The "parent" air letter sheet has a rectangular box in the upper right corner of the fron t panel, as in NAL 1. In addition to "No enclo - sure permitted," also 37 mm long, a second vertically arranged line, reading "Ne rien inserer" mea - suring 23.75 mm long, was added. Both lines are located on the back panel.
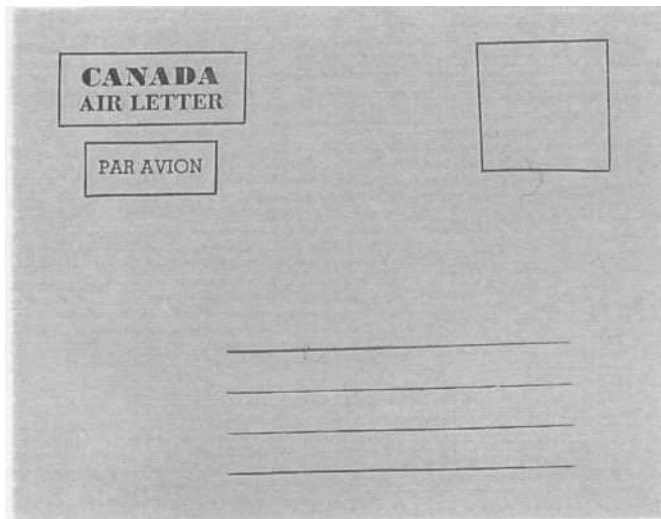
NN3

It should also be no ted that the above-described "parent" to NAL 1, was further preceded in 1945 by a "grand-parent"(see illustration NN3 above). The "grand -parent" to NAL 1 had an iden - tical die cutting format to CAL 4; i.e., having no side panel, but a top and right side s ealing flap. This Air Letter sheet has a square box in the upper right corner of the front panel. The box has four sides measuring 24.5 mm each. This precursor to NAL 1, has two tablet boxes. They are both situated in

the upper left corner of the front panel. Both tablet boxes are rectangular. The larger tablet box is above the smaller tablet box, being 35 mm wide and 13.5 mm high. The large box contains "CANADA / AIR LETTER," in two lines of text, "CANADA" measuring 26 mm, and "AIR LETTER" measuring 27 mm. The small tablet box measures 24.5 mm wide and 10 mm high. The small tablet box contains "PAR AVION" in one line, measuring 19.5 mm.
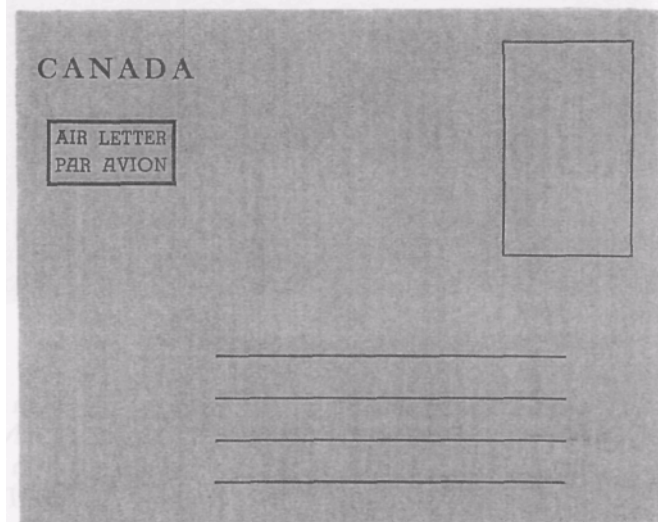
NN4
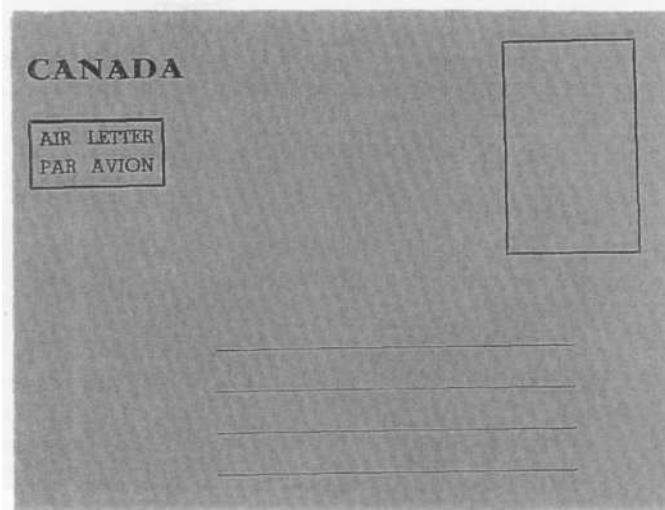
NN5

There are two other air letter sheets which are considered as "great grand parents" to NAL 1. Illustrations NN4 and NN5 are additional antecedents of NAL1 (NN1). Dates of their issuance have not been established by the author.
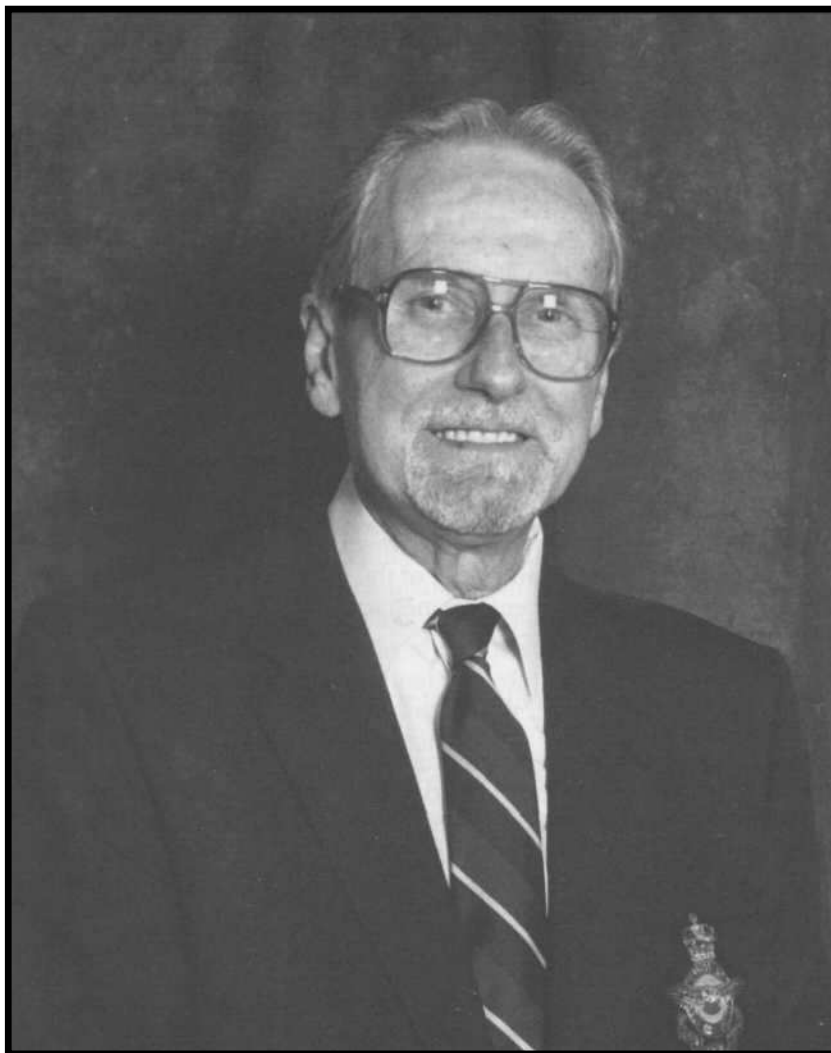
**The Canadian Forces Air Letter Sheets Section
is dedicated to the memory of
Major (Ret.) E. R. "Ritch" Toop, CD., FRPSC**

SECTION 15

CANADIAN FORCES AIR LETTER SHEETS

Major (Ret.) E. R. "Ritch" Toop, CD., FRPSC

Note — Major (Ret.) Ewen Richards "Ritch" Toop passed away on October 13, 1995, after completing several Sections for this Catalogue. An icon to the research and writing of Canadian military postal history, Toop served many Canadian philatelic organizations. He was an administrator, officer, chairman of study groups, and editor of several publications, as well as a successful exhibitor of well-researched military exhibits. Toop was also a co-author (with Lt. Col. Bill Bailey) of "Canadian Military Post Offices to 1993," 2nd edition and several other military cancellation books. This Section is dedicated to Ritch's memory.

The Forces Letter, (FAL1), was originally purchased from Great Britain and introduced by the Canada Post Office on December 1, 1951, under authority of the Hon. G. E. Rinfret, Postmaster General. It is a two-tone buff color with a darker buff center panel, square-cut corners and one gummed flap. The title in the upper-left corner was printed:

FORCES / LETTER / Not suitable / for enclosures.

All printing and dashed lines were a light brown.
    Prior to purchase of the Forces Letter by Canada, the British FAL was available to Canadian Forces in Europe and the Far East. The Canada Post Office ordered 2,800,000 Forces Letters from Great Britain on October 17,1951; 800,000 copies of this order were delivered direct to Canadian Postal Corps offices overseas for distribution; 2,000,000 copies were received by Canada Post during November 1951.
    The Forces Letter was available free upon request from all overseas CFPOs and from Canadian MPOs/FMO's and Canada Post offices. It was a stampless form which could be prepaid at the special rate of 5c (domestic Canadian rate) in writing to members of the Canadian Forces outside Canada served through Canadian Forces Post Offices (CFPOs) or Fleet Mail Offices (FMOs), and by these Forces when writing to civilians in Canada.
    The FAL could not be sent by registered mail. The domestic Canadian rate applied to such forms when addressed to points in Canada or to Canadian troops serving outside Canada, provided delivery could be made through Canadian Postal Corps (CPC) facilities. However, this rate did not always entitle FALs to transmission by commercial airlines except within Canada. These privileges were extended to United Kingdom Armed Forces serving in Canada, and later to NATO countries' trainees in Canada.
    The treatment of enclosures and irregularly mailed Forces Letters and Forces Air Letters was as follows:
Prior to and including May 2, 1953: Forwarded by surface to destination.
        After May 2, 1953: Returned to sender as "Non-transmissible."
        After March 4, 1955: Forwarded by surface means to destination with notation
                    "contains enclosure therefore, transmitted by surface."
        After June 13, 1964: Treated as short-paid regular air mail.

NATO forces in Europe were not accorded FREE postal concessions and continued to use the Forces Air Letter franked with the Canadian domestic rate. During the Korean War, Canadian troops, including Royal Canadian Navy personnel, were granted FREE concessional postal rates and the FAL was used extensively. As well, Canadian members of the United Nations Peacekeeping Forces, in addition to their quota of free UN Air letters, used the FAL from its inception in 1951.

Of the millions of FALs printed and distributed by the Canada Post Office, many changes occurred including format, printing and color. For example, the wording in the title was changed on November 1,1954 from "Not suitable / for enclosures" to "No enclosure / permitted." On November 14, 1958, the title was changed to read "FORCES / AIR LETTER / BY AIR MAIL / par avion" and two gummed flaps were added. On January 23, 1962, the title was made bilingual.

At this writing, in 1995, the Forces Air Letter appears to be seldom used, nor is it available at post offices across the country. Its popularity seems to have diminished, probably due to the fact that it doesn't provide the same privacy as a normal letter which could be sent at the same domestic Canadian rate. The FAL cost for printing and accounting by Canada Post is also a likely factor.

Unfortunately, the history of the Forces Air Letter has not been well documented. Although many articles have appeared from time to time in philatelic journals, much more information is required to complete the story. Research at the National Archives in Ottawa reveals an absence of data beyond the mid-1960s.

In spite of research conducted to date, no record of the printing contracts with Canadian firms has been found. While it is suspected many FALs were printed by Barber-Ellis Company, other printers such as Le Comptoir National, Globe Envelopes, Ltd., and Envelope International, may also have been utilized. Lack of specific printing contracts leaves one to speculate as to printers, quantities and other pertinent detail. While some may consider the FAL simply another piece of stampless stationery, it has played a very important role in the field of communications within the Canadian Forces.

While this presentation dwells on the major formats and varieties known at this time, no attempt has been made to record the multitude of minor varieties, many of which are considered worthy of mention, nor does it claim to be a final record of all FALs issued. Further research will undoubtedly add much more to the history of the FAL. It is hoped that readers will be able to add further information in rounding out the full history of this rather interesting subject.

A background chronology is presented in the hope it will provide insight for further study.

Background Chronology

1951, May 15	Great Britain advised Canada that it had accumulated large stocks of "Forces Letters" not marked for air transmission and bearing no imprint of postage. It enquired if Canada would be interested in purchasing their surplus stock at cost price for use by the Canadian Armed Forces serving away from home.
1951, July 9	Canada declined the offer. The Department of National Defence at that time had an air letter form in use in the Canadian Postal Service which bore a 10c postage imprint and received preference in air transmission. The Canadian Field Post Offices in Europe and the Far East were supplied with a stock of the Canadian type form which was sold for 10c each. Free mail privileges had been granted the Forces in the Far East writing to Canadian addresses and it was feared Canadian Postmasters in Canada would be inclined to rate the Forces Letter for deficient postage.
1951, August 8	Great Britain enquired regarding the postage rate Canada would be charging on air correspondence posted by Royal Air Force trainees stationed in Canada and addressed to the United Kingdom.

1951, August 17   Canada advised Great Britain that it was studying the matter.

1951, September 8 Canada advised Great Britain that as a concessionary measure it intended introducing a special 5c Forces Letter which could also be used by civilians writing to Canadian troops overseas. In view of this, it wished to accept the offer of May 15 to sell the surplus stock of Forces Letters.

1951, October 11   Great Britain was willing to sell the Forces Letters but questioned the proposed concessionary rates.

1951, October 17 Canada ordered 2,800,000 Forces Letters by telegram from Great Britain; 800,000 of these were to be delivered direct to the Canadian Postal Service overseas. The cost, including packaging and customs, was $2.70 per thousand.

1951, October 19 Canada replied to Great Britain's letter of October 11 concerning the proposed concessionary rates.

1951, November 5   500,000 Forces Letters were received from Great Britain.

1951, November 6 Imprinting Forces Letters with the postage value was considered but discarded due to additional accounting procedures as the item would become an item of postal value. Spoiled forms could give rise to requests for refunds from servicemen and civilians, creating additional difficulties. Experience by the U. K. authorities indicated it was not advisable to imprint postage on Forces Letters.

1951, November 15   1,500,000 Forces Letters were received from Great Britain.

1951, December 1   The Forces Letter was officially introduced.

1952, June 3   Yearly consumption of the Forces Letter was 3,000,000 copies. A printing or-
                                   der for 6,000,000 Forces Letters was issued to a Canadian firm at a cost of $3.95 per thousand. The weight test was 186 to the pound.

1954, November 1 A printing order for 6,000,000 Forces Letters was issued to a Canadian firm. At this time the title was amended from "Not suitable / for enclosures" to read "No enclosure / permitted."

1956, June 20   6,000,000 Forces Letters were re-ordered for printing.

1958, November 14 3,500,000 Forces Air Letters were re-ordered for printing. The format changed to a two-panel design with two gummed flaps, light grey paper with printing and all dotted lines in red. The title was "FORCES / AIR LETTER / BY AIR MAIL / par avion" with "NO ENCLOSURE PERMITTED" centered below the three line return address.

1961, January 17   3,500,000 FALs were re-ordered for printing.

1962, January 23   3,500,000 FALs were re-ordered for printing. The title was translated into a bilingual formula reading "FORCES / AIR LETTER / LETTRE-AVION / POUR MILITAIRES."

1969, October 22   The possibility of issuing FALs with postage imprinted was again discussed.

1969, December 8   The annual consumption of the FAL was reviewed and the following figures presented:

Annual consumption to fiscal year 1968-69, i.e., April - March:
Department of National Defence: 1,000,000
Public: 2,000,000
Total: 3,000,000

Fiscal year 1968-69
Department of National Defence: 1,000,000
Public: 1,210,000
Total: 2,210,000

Fiscal year 1969-70 to October 27, 1969
Department of National Defence: 500,000
Public: 390,000
Total: 890,000

1969, December 15 The subject of issuing Christmas Forces Air Letters was discussed but a decision was deferred to a later date.

    It was estimated the cost of producing the FAL for fiscal year 1970-71 would be $8,000.00 based on a reduced requirement of 500,000 per annum by the Department of National Defence for 1970 and onward. For the subsequent four years the cost figure was estimated to be $9,000.00 per annum because of possible increased printing costs.
    It was also agreed that should postage-imprinted FALs become a reality, all supplies of the current form held at post offices in Canada and at CFPOs overseas, would be collected and stored with the appropriate Forces Postal Unit for use during any future emergency.
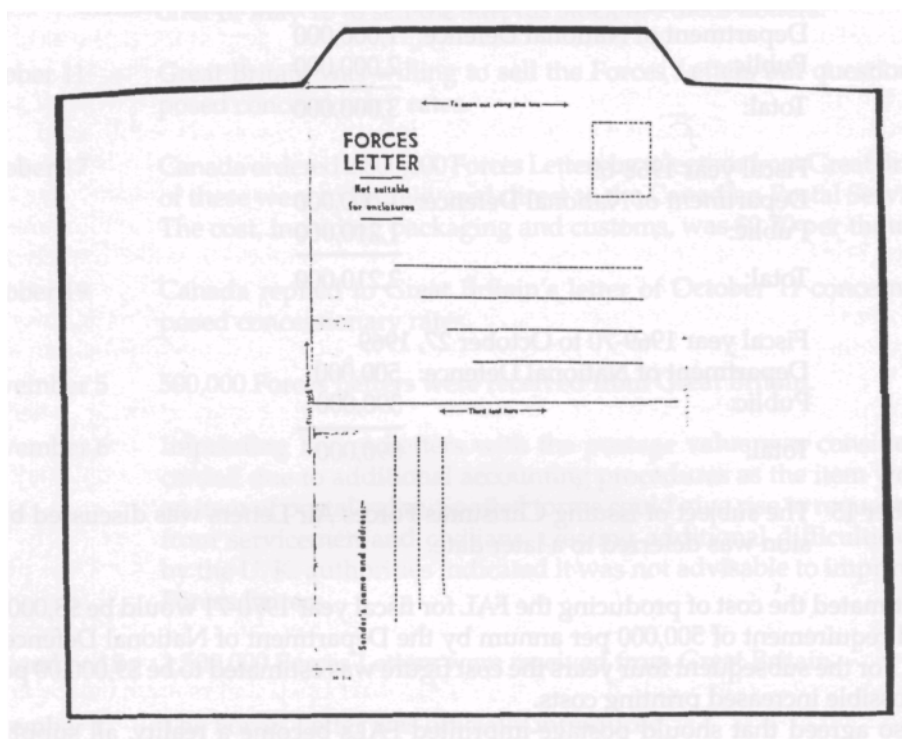   On 19 December 1969 the Director of Accounting confirmed that postage imprinted FALs would not be issued.

TITLE — FORCES / LETTER / Not suitable / for enclosures.
PAPER — Shades of two-tone buff; darker center panel; dashed lines and printing in brown; one gummed flap. PRINTED — In England.
WATERMARK — A = Cheneaux Bond Made in Canada (Crest). B = None.

FAL 1

FAL Number	Issue Date	Size Folded	Form Code	WMK& Notes
FAL 1	Dec. 1, 1951	115x97 mm.	38-216	B (see note 1)
FAL 1A	June 3, 1952	116x97 mm.	38-216	B (see note 2)
FAL 1B	Nov. 1, 1954	119x95 mm.	38-216	B (see note 3)

Notes: 1) The most notable features are square-cut corners, center panel is darker buff color, one sealing flap and the title in upper left reads FORCES / LETTER / Not suitable / for enclosures. 2,800,000 copies were ordered October 17, 1951 from Great Britain.

2) Same as FAL 1 except paper is lighter tan color and title is slightly larger. Printing and dashed lines are bolder. Center panel is 1 mm. larger when folded; corners are square-cut. 6,000,000 copies were ordered from a Canadian firm at $3.95 per thousand.

3) This form is almost identical to FAL 1 except it was printed in Canada; several other excep tions are noted, i.e., all corners are rounded, dashed address lines are a lighter shade and the title in upper left was changed to FORCES LETTER / No enclosure / permitted, when 6,000,000 forms were re-ordered on November 1,1954, from a Canadian firm.

TITLE — FORCES / AIR LETTER / BY AIR MAIL / par avion.
PAPER — Light grey with printing and all dotted lines in red; two gummed flaps.
PRINTED — In Canada.
WATERMARK — A = Cheneaux Bond Made in Canada (Crest). B = None.
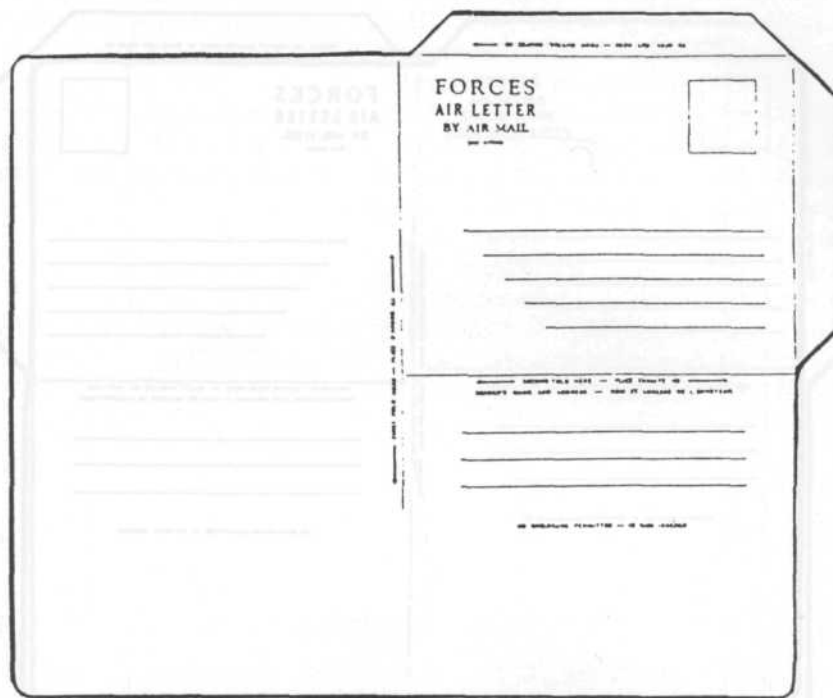
FAL2

FAL Number	Issue Date	Size Folded	Form Code	WMK & Notes
FAL 2	Nov. 14, 1958	121x98 mm.	None	B (see note 1)
FAL 2A	Unknown	121x98 mm.	None	A (same as FAL 2)
FAL 2B	Jan. 17, 1961	118x99 mm.	None	B (see note 2)
FAL 2C	Unknown	120x99 mm.	None	B (see note 3)
FAL 2D	Unknown	118x99 mm.	None	B (see note 4)

Notes: 1) Features of a new British FAL were incorporated into this printing, including French instructions "PLIEZ" and "L'ENVOYEUR." The most noticeable is the title and two gummed flaps. All lines including boxed area are small dots.
2) Same as FAL 2 except printing and dotted lines are heavier. First fold instructions have an = sign rather than a dash. French second fold here changed from "PLIEZ" to "PLIER" and "L'ENVOYEUR" to "L'EXPEDITEUR." "P" of par avion is capitalized.
3) Same as FAL 2B except for a single dash in first fold instructions and lighter printing and dotted lines.
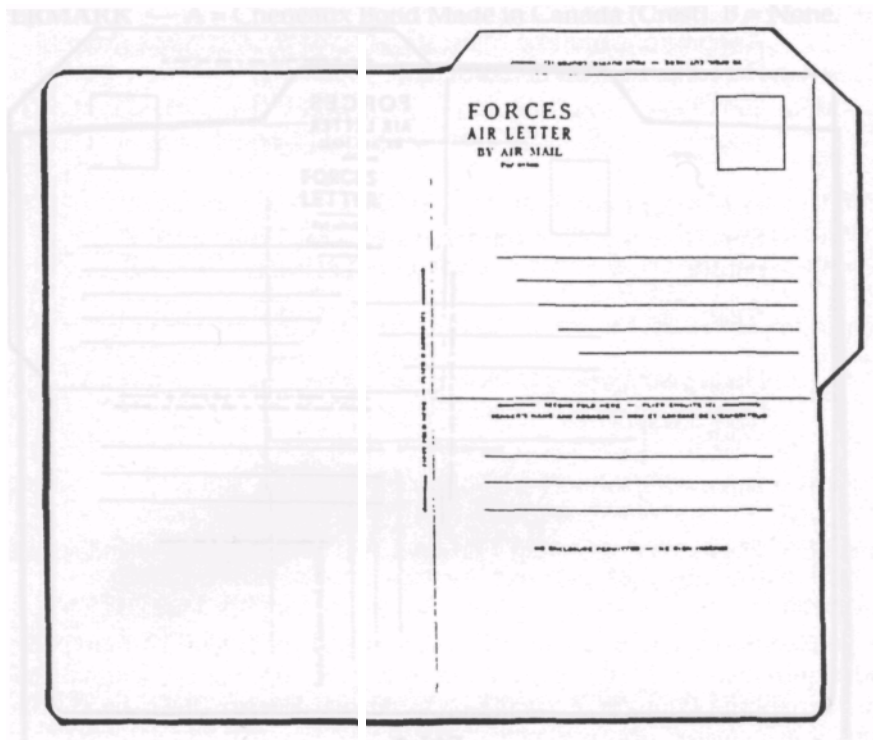4) Same as FAL 2C except for "paste-up" and missing right-hand frame line.

TITLE — FORCES / AIR LETTER / BY AIR MAIL / par avion.
PAPER — Light grey with printing and all dotted lines in blue; two gummed flaps.
PRINTED — In Canada.
WATERMARK — A = Cheneaux Bond Made in Canada (Crest). B = None.

FAL3

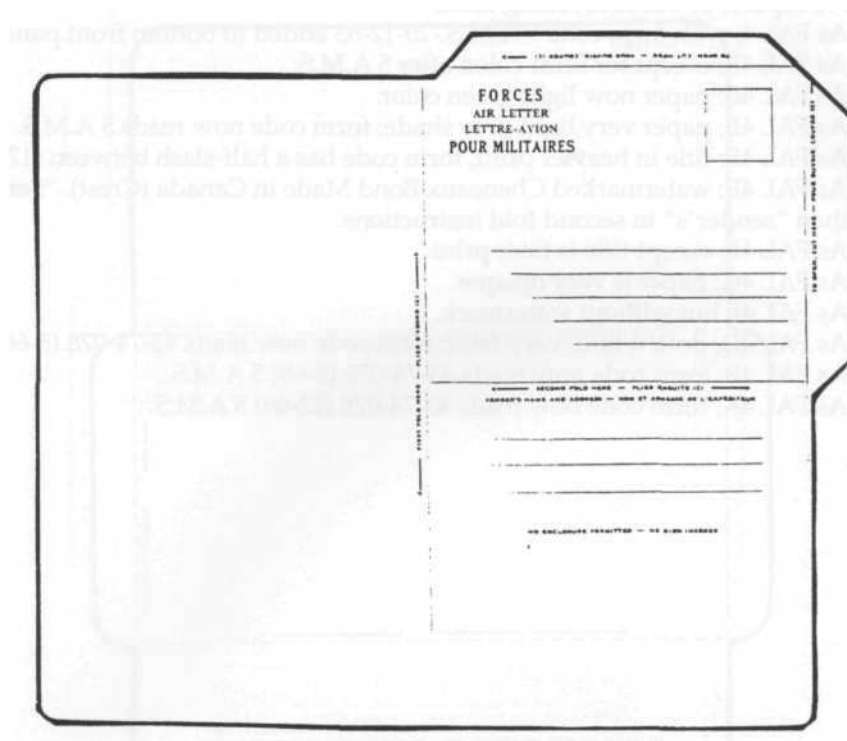| FAL Number	Issue Date	Size Folded	Form Code	WMK & Notes
FAL 3	Unknown	120x99 mm.	None	B
FAL 3A	Unknown	120x99 mm.	None	B (seen note 1)

Notes: 1) Identical to FAL 3 except for printing and dotted lines in green. There are no reports of FAL 3 or 3A having been used.

TITLE — FORCES / AIR LETTER / LETTRE-AVION / POUR MILITAIRES.
PAPER — Light grey with printing and dotted lines in red; two gummed flaps.
PRINTED — In Canada.
WATERMARK — A = Cheneaux Bond Made in Canada (Crest). B = None.

FAL 4

FAL Number	Issue Date	Size Folded	Form Code	WMK & Notes
FAL 4	Jan. 23, 1962	119x97 mm.	None	B (see note 1)
FAL4A	Unknown	120x97 mm.	None	B (see note 2)
FAL4B	Unknown	120x99 mm.	5 A.M.S. - 20-12-63	B (see note 3)
FAL4C	Unknown	120x100 mm.	5 A.M.S. - 20-12-63	B (see note 4)
FAL4D	Unknown	120x99 mm.	5 A.M.S. - 20-12-63	B (see note 5)
FAL4E	Unknown	120x99 mm.	5 A.M.S. (12/63)	B (see note 6)
FAL4F	Unknown	122x99 mm.	5 A.M.S. (12/63)	B (see note 7)
FAL4G	Unknown	120x100 mm.	5 A.M.S. (12/63)	A (see note 8)
FAL4H	Unknown	122x102 mm.	5 A.M.S. (12/63)	B (see note 9)
FAL 4I	Unknown	120x98 mm.	5 A.M.S. (12/63)	A (see note 10)
FAL4J	Unknown	120x99 mm.	5 A.M.S. (12/63)	B (see note 11)
FAL4K	Unknown	121 x 101 mm.	43-74-078 (12/63)5 A.M.S.	B (see note 12)
FAL4L	Unknown	121x100 mm.	43-74-078 (8-68) 5 A.M.S.	B (see note 13)
FAL4M	Unknown	121x100 mm.	43-74-078 (12-69) 5 A.M.S.	B (see note 14)

Notes: 1) A completely bilingual title was incorporated in this printing of January 23, 1962. Title letters are smaller than previous FALs while other features remain basically the same as FAL 2.

2) As FAL 4; except form is square-cut without die-cut flaps but gum in proper position. No reports of this form being used.

3) As FAL 4; with form code 5 A.M.S.-20-12-63 added to bottom front panel.

4) As FAL 4B; except for semi-colon after 5 A.M.S.

5) As FAL 4B; paper now light-green color.

6) As FAL 4B; paper very light-grey shade; form code now reads 5 A.M.S. (12/63).

7) As FAL 4B; title in heavier print, form code has a half-slash between (12/63).

8) As FAL 4E; watermarked Cheneaux Bond Made in Canada (Crest). "Senders's" rather than "sender's" in second fold instructions.

9) As FAL 4F; except title is finer print.

10) As FAL 4G; paper is very opaque.

11) As FAL 41; but without watermark.

12) As FAL 4D; dotted lines very faint; form code now reads 43-74-078 (5-66) 5 A.M.S.

13) As FAL 4B; form code now reads 43-74-078 (8-68) 5 A.M.S.

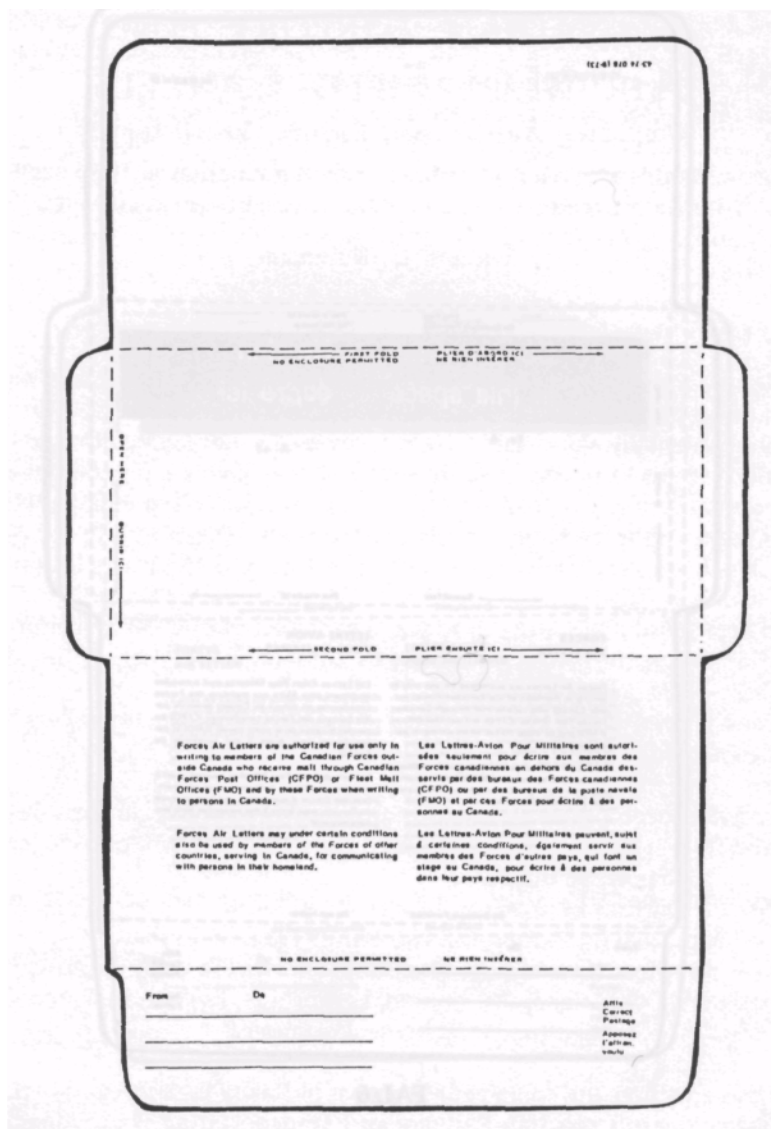14) As FAL 4K; form code now reads 43-74-078 (12-69) 5 A.M.S.

TITLE — None.
PAPER — Yellow paper with red printing, dotted and solid lines; three gummed flaps.
PRINTED — In Canada.
WATERMARK — A = Cheneaux Bond Made in Canada (Crest). B = None.

FAL 5

FAL Number	Issue Date	Size Folded	Form Code	WMK & Notes
FAL 5	Unknown	182x95 mm.	43-74-078(9-73)	B (see note 1)

Notes: 1) This is a redesigned form without a specific title. The center address panel has no "To" address lines; "From" address has three solid lines 71 mm long. French instructions include (CFPO) and (FMO). Earliest reported use is November 22, 1973.
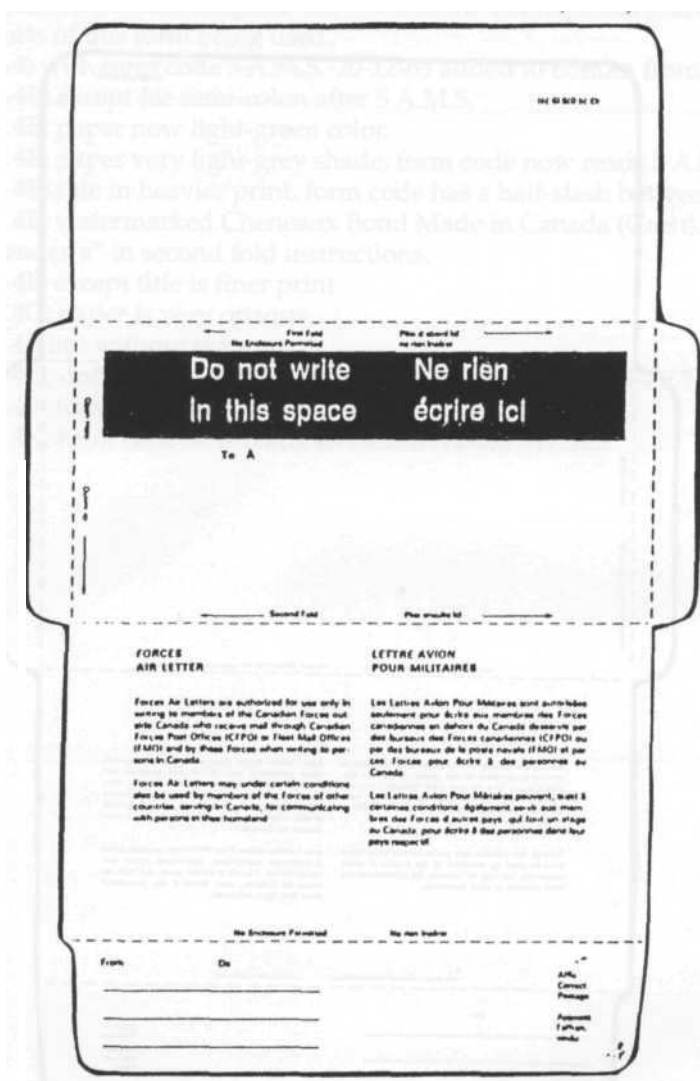
TITLE — FORCES / AIR LETTER.
PAPER — Light green with red printing, dotted and solid lines; three gummed flaps
PRINTED — In Canada.
WATERMARK — A = Cheneaux Bond Made in Canada (Crest). B = None.

FAL 6

FAL Number	Issue Date	Size Folded	Form Code	WMK & Notes
FAL 6	Unknown	179x93 mm.	43-74-078(9-74)	B (see note 1)
FAL 6A	Unknown	183x95 mm.	43-074-078(8/75)	B (see note 2)

Notes: 1) Similar to FAL 5 except paper is light-green with title added to back panel. Address panel has a tablet with red background "Do Not Write In This Space." No "To" address lines. French instructions include (CFPO) and (FMO). Earliest reported use March 26, 1975. 2) As FAL 6 except form code now reads 43-074-078 (8-75). English instructions include (CFPO) and (FMP) while French instructions now include (BPFC) and (BPN). Earliest reported use December 30, 1975.
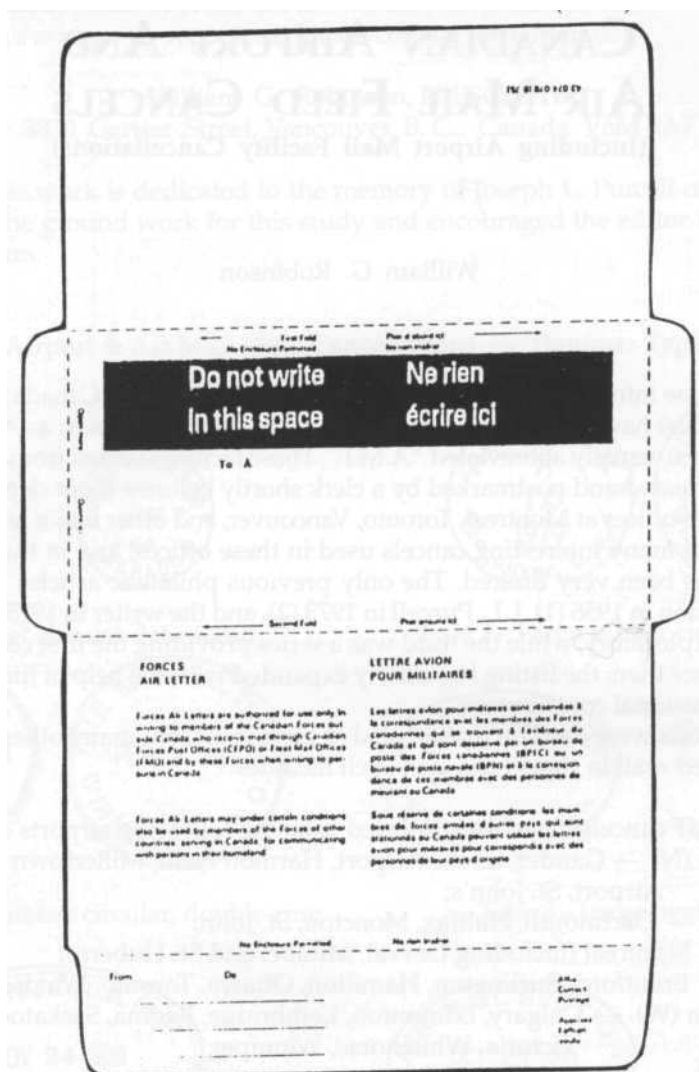
TITLE — FORCES / AIR LETTER.
PAPER — Light green with black printing, dotted and solid lines; three gummed flaps
PRINTED — In Canada.
 WATERMARK — A = Cheneaux Bond Made in Canada (Crest). B = None.

FAL 7

FAL Number	Issue Date	Size Folded	Form Code	WMK & Notes
FAL 7	Unknown	178x94 mm.	43-74-078(8/75)	B (see note 1)

Notes: 1) As FAL 6 but shade of paper is lighter green. All printing, lines, and tablet in address panel now in black. Form code reads same as FAL 6A and English instructions include (CFPO) and (FMO) as does FAL 6. Earliest reported use May 26, 1985.

SECTION 16

CANADIAN AIRPORT AND

AIR MAIL FIELD CANCELS

(Including Airport Mail Facility Cancellations)

William G. Robinson

Since aircraft came into general use for the transportation of mail in Canada, most major airports (and some minor ones) have at some time operated postal facilities known as Air Mail Fields (later, Airport Mail Facilities), usually abbreviated "A.M.F." These facilities varied from a "Way Mail" receptacle with the mail cleared and postmarked by a clerk shortly before a flight departed, to full-service postal stations or sub-offices at Montreal, Toronto, Vancouver, and other major airport terminals.

The study of the many interesting cancels used in these offices, and in the Air Mail Offices at many terminals, has been very limited. The only previous philatelic articles on the subject were written by J. F. Wilsdon in 1956 (1), J. L. Purcell in 1973 (2), and the writer in 1975-77 (3). The first two were general and exploratory, while the third was a series providing the first comprehensive listing of the markings. Since then, the listing has slowly expanded with the help of Jim Miller, Brian Plain, and a few other occasional contributors.

Some AMF cancels were used on mail posted at the airport, but many others have been used to backstamp registered mail in transit through such facilities.

Airport and AMF cancels have been reported from the following airports or terminals: Newfoundland (N) — Gander, Goose Airport, Harmon Field, Millertown Jet., Newfoundland
        Airport, St. John's;
Maritimes (M) — Dartmouth, Halifax, Moncton, St. John; Quebec (Q) — Montreal (including Dorval, Mirabel and St. Hubert); Ontario (O) — Brantford, Burlington, Hamilton, Ottawa, Toronto, Windsor; Western Canada (W) — Calgary, Edmonton, Lethbridge, Regina, Saskatoon, Vancouver, Victoria, Whitehorse, Winnipeg.

Throughout these listings the concept and format of Rarity Factors used by Lewis M. Ludlow, FRPSL, in his "Catalogue of Canadian Railway and Transportation Postmarks," have been used, with his permission. The Rarity Factor of any given listing represents its relative relationship of scarcity to any other listings. Three basic elements are considered:
1. Existing known quantities from surveys or reports.
2. Probability of discovery based on length or period of use.
3. Probability of discovery based on era or period of existence.
A statistical formula was developed by Mr. Ludlow from these three elements, and was extrapolated across a logarithmic scale ranging from 5 for the most common to 500 for the most rare. There is not necessarily a direct correlation between the Rarity Factor and the value of the cancellation. The statistical calculation makes no discrimination on the quality of a strike, be it partial or complete; on stamp, cover or facing slip; tied or backstamp; clear and distinct or blurred. It is only a statistical position on existence and discovery. In the final analysis, the worth of a cancellation is a value judgment between the buyer and seller. The listings are by region and then alphabeti-

cally by city in each region. Drawings are provided showing the different types of cancels.

Many of the cancels listed are known only as proofs, or in very small quantities. Thus, periods of use and Rarity Factors are continually being revised as more examples are reported. Some Rarity Factors appear with # appended. These are known only on philatelic mail.

Further reports are urgently requested; please contact the editor at:

William G. Robinson, FRPSC, OTB
5830 Cartier Street, Vancouver, B. C, Canada V6M 3A7

Dedication — This work is dedicated to the memory of Joseph L. Purcell of Kingston, Ontario, who did much of the ground work for this study and encouraged the editor to continue it over a period of many years.

Airport & Air Mail Field Cancellations — Hammer Types
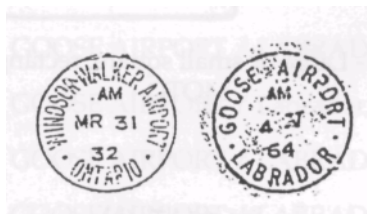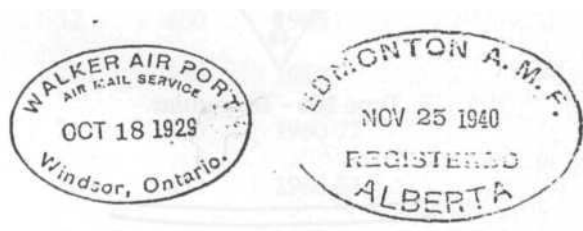

Type 1 - Steel circular datestamp
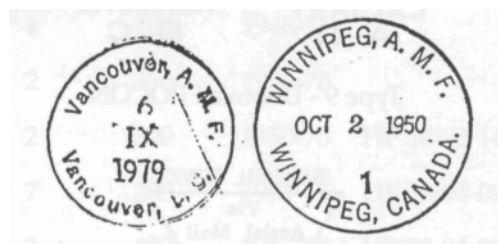
Type 2 - Large rubber circular,

Type 2a - Large rubber circular, double-ring

Type 3 - Large oval, single-ring
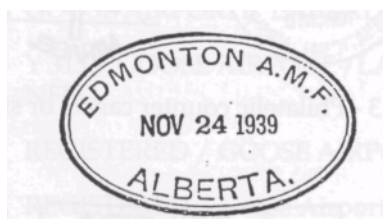
Type 3a - Large oval, double-ring
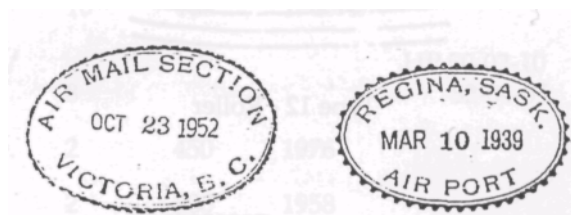
Type 3b - Large oval, double-ring, outer serrated

Type 4 - Steel split-ring datestamp

Type 6 - Steel barrel cancel
(same as US AM type 8)
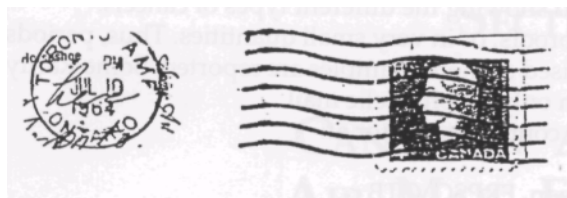
Type 7 - Machine cancel
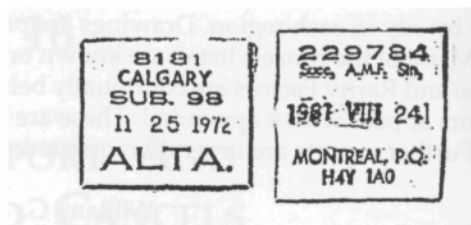
Type 8 - MOON or boxed POCON with RC Number
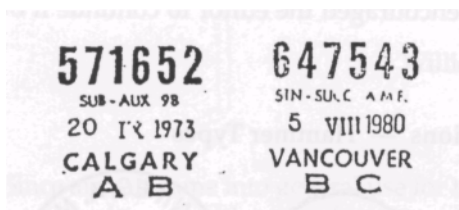
Type 9 - Unboxed POCON
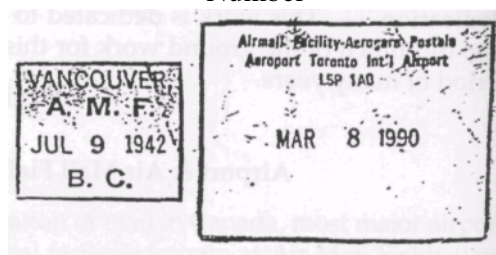
Type 10 - Large or small square, rectangular or MOTO

Type 10a - Triangular

Type 11 - Straight-line name or number

Type 12 - Roller

Type 13 - Philatelic counter cancel or similar

Type 14 - Meter
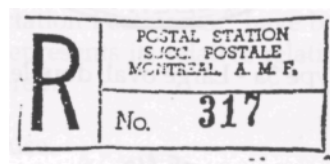
Type R - Registration box

MOON — Money Order Office Number
MOTO — Money Order Town Office
POCON — Post Office Computer , Organization Number

HP — Hammer Proof
RC — Responsibility Centre

Newfoundland

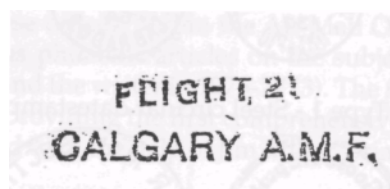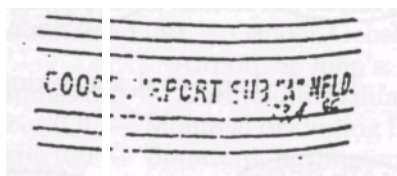| Number	Inscription	Type	Rarity	Factor	Period of Use	
N-5	GANDER - A.M.F. / NFLD.	1		400	1955	HP 52-11-14
N-6	AIRMAIL / GANDER, NFLD.	2a		350	1946-47	
N-7	GANDER AIRPORT/NFLD	1		300	1957-65	
N-10	GOOSE AIRPORT LABRADOR/NFLD.	1		300	1946-62	
N-ll	GOOSE AIRPORT / LABRADOR.	1		350	1964-78	
N-12	Goose Airport / Labrador	2a		300	1946-49 (May appear as Type 2)	
N-13	GOOSE AIRPORT / LABRADOR	4		400	1946-51	
N-14	GOOSE AIRPORT / LABRADOR Nfld	2		350	1953-70	
N-15	GOOSE AIRPORT / Labrador, Nfld.	2		300	1950-70	HP 50-02-14
N-16	GOOSE AIRPORT / LABRADOR, NFLD.	7		200	1951-75	HP 53-04-09
N-17	GOOSE AIRPORT / LABRADOR, NFLD.	2		450	1955-69	HP 53-04-09
N-19	GOOSE AIRPORT LABRADOR	12		450	1965	
N-20	GOOSE AIRPORT / LABRADOR NFLD	12		450	1953	
N-21	REGISTERED / Goose Airport Nfld.	2		400	1960-77	
N-22	Goose Airport / Labrador Nfld	10		450	1960-61	
N-23	001937 / GOOSE AIRPORT / NF	9			1973	Proof Only
N-24	GOOSE AIRPORT / LABRADOR	10		400	1946-47	
N-25	Y 315 / GOOSE AIRPORT /LABRADOR / NFLD	8				HP 50-02-10 52-04-05
N-26	REGISTERED / GOOSE AIRPORT, NFLD.	2		450	1976	
N-26A	REGISTERED / Goose Airport, Nfld.	2		500	1958	
N-26B	REGISTERED/Goose Airport, Nfld., T.N.	2		500	1979	
N-27	GOOSE AIRPORT / NEWFOUNDLAND	2		450	1971	
N-27A	GOOSE AIRPORT / NFLD. T.N.	2		500	1979	
N-28	GOOSE AIRPORT, / LABRADOR / NFLD.	R		350	1953-76	
N-29	GOOSE AIRPORT / NFLD	7		300	1978-81	
N-30	Goose Airport, Labrador/Sub Office A	2a		350	1948-49	

Number	Inscription	Type	Rarity Factor	Period of Use	
N-31	GOOSE AIRPORT SUB "A" / NFLD.	1	350	1963-70	HP - ?-66-01-19
N-32	GOOSE AIRPORT STN. "A"/NFLD.	1	250	1968-78	
N-32A	GOOSE AIRPORT STN. "A." /NFLD.	2	400	1977-78	
N-33	GOOSE AIRPORT SUB OFFICE. A. / LABRADOR	1	300	1950-65	HP 48-11-13
N-33A	GOOSE AIRPORT SUB. A. / LABRADOR, NFLD.	2	500	1953	
N-33Z	GOOSE AIRPORT / SUB. A / NFLD.	10	500	1969	
N-34	Y 316 / GOOSE AIRPORT / SUB. A NFLD.	8			HP 50-04-11
N-34A	Y 316/GOOSE AIRPORT/STN "A'VNFLD.	8	400	1954-72	
N-34Z	001945 / STN-SUCC "A" / GOOSE AIRPORT /NF	8	500		Proof Only
N-35	001945 / STN-SUCC "A"/ GOOSE AIRPORT/NF	9	500	1978	HP 73-03-13
N-36	GOOSE AIRPORT STATION A/NFLD	7	350	1967-78	
N-37	REGISTERED / GOOSE AIRPORT STN. "A"N.F.	2	400	1977-78	HP 76-02-15
N-37A	REGISTERED /Goose Airport Stn."A" N.F.	2	500		Proof Only
N-38	GOOSE AIRPORT STN A NFLD	12	450	1977	
N-43	GOOSE AIRPORT, NFLD./STN "A"	R	400	1972-78	
N-44	GOOSE AIRPORT, NFLD./SUB "A"	R			Proof Only
N-47	GOOSE AIRPORT / NFLD Meter # 567265	14	400	1980	Slogan- "Grenfell of Labrador"
N-47a	Meter #816447		500	1979	
N-48	HARMON FIELD / NFLD. (serifs)	2	500	1950	
N-49	HARMON FIELD / NFLD	2a	500	1948-49	
N-50	Harmon Field / Newfoundland	2a	400	1946-57	
N-51	HARMON FIELD / NFLD.	1	400	1955-57	
N-52	HARMON FIELD / NFLD.	7	400	1957	
N-53	Registered / Harmon Field, Nfld.	2	400	1947-53	
N-54	REGISTERED / HARMON FIELD, NFLD.	2	450	1957	

Number	Inscription	Type	Rarity Factor	Period of Use	
N-55	HARMON FIELD, / NEWFOUNDLAND	R	500	1953	
N-56	Y400 / HARMON FIELD / NFLD.	8			HP 50-04-10
					51-01-18
					52-05-01
					53-05-01
N-60	MILLERTOWN JCT. NFLD. / A.M.F.	1	350	1950-64	HP 50-11-15
N-65	NEWFOUNDLAND / AIRPORT	2	450	1937-40	
N-66	NEWFOUNDLAND AIRPORT / NEWF'D	4	500	1940	
N-70	ST. JOHN'S, NFLD./AIRMAIL	2	350	1945-56	HP 51-01-27
					(2 hammers, one with serifs)
N-71	ST. JOHN'S, NFLD. / AIR MAIL	2a	300	1945-49	

Maritimes

Number	Inscription	Type	Rarity Factor	Period of Use	
M-0	DARTMOUTH AIR STATION / N.S.	1	200	1940-41	HP 40-05-25
M-0A	FREDERICTON / AIRPORT	10	500	1965	
M-l	HALIFAX N.S. (AIR MAIL) / No.	2	450	1950	HP 50-02-10
	(Nos. 19 & 20)				
M-1A	HALIFAX / AIR MAIL	2			HP 49-11-29
M-2	AIR MAIL / HALIFAX N.S. B3J1T4	10	400	1977	HP 78-01-18
M-2A	HALIFAX, N.S. / Air Mail Section	2			HP 46-06-06
M-3	AIR MAIL SECTION / HALIFAX, N.S.	2	400	1966-68	
M-4	AIR MAIL SECTION / HALIFAX, N.S.	10	450	1975	
M-5	AIR MAIL SECTION / HALIFAX, N.S.	3a	450	1957-58	
M-6	FIRST / AIR MAIL / HALIFAX / TO / ST. JOHN'S / DECEMBER / 1921	10			HP 21-12-01
M-6A	FIRST / AIR MAIL / HALIFAX /TO / ST. JOHN'S / JANUARY / 1922	10			HP 21-12-01
M-7	AIR MAIL / Moncton, N.B.	3			HP 30-01-11
M-8	MONCTON A.M.F./N.B.	1	100	1940-55	HP 40-08-23
					48-02-06
					52-06-20
M-9	MONCTON A.M.F./N.B.	2	200	1942-54	HP 40-10-05
					48-01-21
					52-06-20

Number	Inscription	Type	Rarity Factor	Period of Use	
M-9A	MONCTON A.M.F. / N.B.	2a			HP 46-02-02
M-10	MONCTON A.M.F. / N.B.	3a	400	1940-42	HP 40-03-21
M-10A	MONCTON A.M.F./N.B.	R			HP40-08-01
M-10B	MONCTON A.M.F., N.B.	R			Proof Only
M-10C	MONCTON, A.M.F.	R			HP 41-10-01
M-ll	MONCTON AIRPORT/N.B.	1	350	1955-60	
M-11A	Airport Manager / Moncton Airport	9	500	1972	
M-12	MONCTON AIRPORT/N.B.	2	450	1957-58	-4-
M-12A	MONCTON (Airport deleted) / N.B.	2	500	1958	
M-12B	MONCTON AIRPORT CANADA	11	500	1957	
M-13	MONCTON A.M.F.	11		1942	Proof Only
M-13A	Moncton Air Mail / Moncton Par Avion Moncton, N.B.	2			HP 75-12-15 76-09-04
M-14	Moncton Air Mail / Par Avion, N.B.	2	400	1983	
M-14A	SAINT JOHN, N.B. /AIRMAIL	2	500	1971	HP 47-05-03
M-15	AIR MAIL-PAR AVION/SAINT JOHN, N.B.	2	400	1983	
M-16	SAINT JOHN, N.B. /AIRMAIL (H. I)	2	300	1949-58	(sans serif) HP 47-05-03
	(H. II)			1962-71	(serifed)
M-17	SAINT JOHN-FLIGHT No.	11	400	1955-58	

Quebec

Number	Inscription	Type	Rarity Factor	Period of Use	
Q-0	243981 / B.A.10 SUB / DORVAL, QC / H4Y1B0	8	500	1988	
Q-0A	R / B.A.10 SUB / DORVAL, QC. / H4Y 1B0	R	500	1988	
Q-l	AEROPORT MIRABEL AIRPORT / P.Q.	1	350	1975-77	HP 75-06-27
Q-2	Aeroport Mirabel P.Q. Airport (#)/J7N 1AO	2	300	1975-79	HP 75-07-10
Q-3	PHILATELIC CANADA PHILATELIQUE /.MIRABEL.	13	300	1976-79	
Q-3A	PHILATELIC CENTRE PHILATELIQUE / AEROPORT-AEROPORTE / MIRABEL, P.Q./J1N-1A0	2	500	1979	

Number	Inscription	Type	Rarity Factor	Period of Use	
Q-4	Aeroport Mirabel, P.Q. Airport	2	350	1975	
Q-5	280151 / Aeroport MIRABEL / MIRABEL Airport/J7N1A0	8	350	1975-76	HP 75-12-21
Q-5A	280151 / Aeroport MIRABEL / MIRABEL Airport / PQ / J7N1A0	8			HP 76-05-04
Q-5B	AEROPORT MIRABEL AIRPT / PQ	14	400	1977	
	Meter # 555436, 566414				
Q-6	AEROPORT - AIRPORT / MIRABEL, P.Q.	R	450	1976	
Q-7	TERMINAL / AEROPORT - AIRPORT / MIRABEL, P.Q. J7N1AO	10	500	1977	HP 75-06-24
Q-8	FRET - FREIGHT / AEROPORT - AIRPORT / MIRABEL, P.Q. J7N1A0	10	500	1979	HP 75-06-24
Q-9	Maitre de Poste / Postmaster /AEROPORT - AIRPORT / MIRABEL, / P.Q. J7N1A0	10			HP 75-06-24
Q-9A	Succursale Postale - Postal Station / PLACE AVIATION / MONTREAL, P.Q. / H3A 2N0	10			HP 75-11-27
Q-10	MONTREAL A.M.F. / Air Mail Service / POSTE AERIENNE	3a	350	1939-53	HP 39-04-05 50-01-30 52-08-26
Q-12	MONTREAL A.M.F./P.Q.	1	50	1939-75	HP 39-04-07 48-06-22 49-01-20 51-11-26 54-06-23 55-04-21 58-08-15 60-08-30 60-10-17 60-12-14 61-02-02 61-03-19 61-05-17 66-05-01 66-05-09 67-01-20 67-01-27 74-07-30
Q-13	MONTREAL A.M.F. /P.Q.	2	350	1975-77	HP 75-03-10 76-09-10
Q-14	Montreal A.M.F. / P.Q.	2	350	1973-76	
Q-14A	PS. MONTREAL / A.M.F. / No.	2	400	1962-69	
Q-15	P.S.MONTREAL A.M.F./No.	2	250	1969-75	HP 75-06-13 (3 hammers reported)
Q-16	MONTREAL A.M.F./No.	2	100	1962-75	

(40+ hammers reported; some with comma after Montreal)

Number	Inscription	Type	Rarity Factor	Period of Use	
Q-17	MONTREAL A.M.F. /No.	2a	200	1966-69	
				(3 hammers reported)	
Q-18	MONTREAL A.M.F.	2	350	1972-74	
Q-19	MONTREAL, A.M.F. CANADA / No.	2	300	1961-67	
				(2 hammers reported)	
Q-20	Montreal A.M.F. Canada / No. '	'2	200	1947-61	HP 47-03-27 (Nos. 1-24) 48-07-01 (Nos. 26-50)
Q-21	SUCC-STN. MONTREAL-A.M.F./P.Q.	1	300	1969-75	HP 69-07-06
Q-22	AMF/MONTREAL	7	100	1965-71	
Q-23	MONTREAL A.M.F. / P.Q.	7	150	1972-76	
Q-23A	MONTREAL A.M.F. CAM	11	400	1954	
Q-24	Via / Aerial Mail / Montreal	10a	500*	1918	
Q-25	15159 / MONTREAL / SUB 250 / P.Q.	8	400	1966-72	
Q-26	15159 / MONTREAL / B.AUX. 250 / P.Q.	8	400	1966-72	
Q-27	229954 / SUB-AUX.250 / MONTREAL / P.Q.	9	400	1973-77	
Q-28	229784 / P.STN-SUCC.P./ A.M.F. / MONTREAL / P.Q.	9	450	1977	
Q-28A	MONTREAL A.M.F.	11	400	1955-68	HP 52-04-12
Q-28B	Montreal A.M.F.	11	300	1968-81	
Q-29	MONTREAL A.M.F.	12	350	1973-76	
Q-30	MONTREAL A.M.F. POSTAL STN. /P.Q.	1	200	1961-73	HP 61-09-03
Q-30A	MONTREAL A.M.F./POSTAL STN. P.Q.	1	500	1967	HP 63-10-29
Q-31	AIRMAIL SERVICES / MONTREAL / Postes CANADA Post / Services Aeriens	10	300	1963-67	
Q-31A	AIR MAIL SERVICES / MONTREAL /2 / Postes CANADA Post/SERVICES AERIENS	10	400	1963	
Q-31B	AIRMAIL SERVICES / SERVICES AERIENS / POST OFFICE / BUREAU DE POSTE / MONTREAL, P.Q.	10	350	1966-67	(2+hammers)
Q-32	229784 / PSTN.- SUCC.P. / "AMF"/ MONTREAL, P.Q.	8	400	1977	

Number	Inscription	Type	Rarity Factor	Period of Use	
Q-32A	229784 / Succ.A.M.F. Stn. / MONTREAL, P.Q. / H4Y1A0	8	350	1981-88	
Q-33	MONTREAL AIRPORT/P.Q. (2 hammers)	1	200	1955-58	
Q-34	MONTREAL AIRPORT/ CANADA	1	250	1956-58	
Q-34A	MONTREAL AIRPORT	11	350	1955-58	
Q-35	Montreal Airport, Canada / No.	2	200	1953-61	(20+ hammers)
Q-36	MONTREAL P.Q. A.M.S. /	6	200	1955-60	
Q-37	SUCC- STN. MONTREAL A.M.F. / DORVAL,P.Q.	1	250	1963-69	HP 63-03-27
Q-38	SUCC MTL. A.M.F./DORVAL-P.Q.	1	250	1968	
Q-39	BUREAU AUX.250 / MONTREAL / P.Q.	1	300	1977	
Q-40	Poste Prioritaire A.M.F.Dorval / Priority Post Dorval A.M.F.	2	500	1987	
Q-41	R/MONTREAL A.M.F., P.Q.	R	500	1967	
Q-41A	R / POSTAL STATION SUCC. / POSTALE MONTREAL A.M.F./P.Q.	R	350	1962-68	
Q-42	POSTAL STATION / SUCC.POSTALE / MONTREAL, A.M.F.	R	250	1964-77	
Q-43	MONTREAL, A.M.F.	R	350	1943-44	
Q-44	MONTREAL, P.Q. / Sub No. 250	R	350	1974-75	
Q-50	Montreal, Canada / St.Hubert	2	300	1930 (With R-100 cachet)	
Q-51	MONTREAL. P.Q. / ST.HUBERT	1	250	1931-39	
Q-52	AERODROME - ST.HUBERT AIRPORT / AIRMAIL SERVICE/POSTE AERIENNE	3a	300	1929-46	HP 29-07-31

Ontario

Number	Inscription	Type	Rarity Factor	Period of Use	
O-1	BRANTFORD - AIRPORT	1		1948	Proof Only
O-2	BRANTFORD - AIRPORT / ONT.	1	400	1948-49	
O-3	AIR MAIL SECTION /BURLINGTON, ONT.	2	450	1955	
O-4	AIR MAIL SECTION / BURLINGTON, ONTARIO	2	400	1977	

Number	Inscription	Type	Rarity Factor	Period of Use		
O-5	A.M.S. HAMILTON	2		Proof Only		
O-6	AIR MAIL SECTION/HAMILTON, ONT.	10	400	1976-78		
O-7	AIR MAIL / SECTION / HAMILTON, ONT.	10	400	1964	HP 52-05-14	
O-10	312075 / SUB-AUX.76 / OTTAWA / ON	9	400	1973-75		
O-11	Air & Land Mail Service Division / Chief Superintendent/P.O./Dept. Ottawa	3a	400	1939-43	HP 36-09-30	
O-11A	Air & Land Mail Service Division / P.O. Dept. Ottawa	3a	400	1939	HP 36-12-02 43-08-27	
	AIR MAIL SERVICE / POSTAL SERVICE BRANCH / P.O. DEPT., OTTAWA	3a			HP 28-12-19 31-02-18	
O-13	OTTAWA, ONT. / SUB 76	R	400	1976		
O-14	RECEIVED / Airport Manager/ Ottawa Int'l Airport	10	500#	1973		
O-19	Airmail Facility - Aerogare Postale / Aeroport TORONTO Int'l Airport / L5P 1A0	10	350	1990		
O-20	TORONTOA.M.F./ONT.	1	50	1953-85	HP 41-04-24 51-03-13 60-08-30 69-01-19	58-07-16 60-09-22 72-04-30
O-21	TORONTO ONT. / A.M.F.	1	50	1941-75	HP 40-12-03 49-11-11	51-03-13
O-22	TORONTO ONT. / A.M.F.	2	300	1949-54		
O-23	TORONTO A.M.F./ONTARIO	2	250	1962-76	HP 75-09-01 (3 hammers)	
O-23A	TORONTO A.M.F./ ONTARIO / L5P1A0	2	350	1976-80	HP 76-09-15	
O-24	TORONTO A.M.F./ONT.	2	300	1966-72		
O-25	TORONTO A.M.F. /ONT.	2a	350	1969-72		
O-26	TORONTOAMF./ONTARIO	3a	350	1962-63		
O-27	TORONTO A.M.F./ONT.	3a			HP 40-11-25	
O-28	Toronto A.M. FOnt./Registration	2	350	1968-75	HP 75-02-01 (3 hammers)	
O-29	TORONTO A.M.F. ONT. /REGISTRATION	2	250	1963-73	(2 hammers)	

Number	Inscription	Type	Rarity Factor	Period of Use	
O-30	TORONTO, A.M.F. / REGISTRATION (some with no comma)	2	250	1941-64	HP 41-11-28 49-12-02 52-02-23
O-30A	Toronto A.M.F. / REGISTRATION	2	350	1947-48	HP 47-03-11
O-30B	TORONTO, A.M.F. / Registration	2			HP 49-12-20
0-31	TORONTO A.M.F. Ont. /Registered	2	300	1967-74	
0-32	TORONTO A.M.F. ONT. /REGISTRATION	2a	350	1969-70	
0-33	Toronto A.M.F. Ont. / REGISTRATION	2	400	1971	
O-33A	Toronto, AMF Ontario / REGISTRATION	2			HP 75-05-28
0-34	REGISTERED RECORDS / TORONTO, ONT./AIRMAIL	10			HP 47-10-01
0-35	REGISTRATION/ TORONTO A.M.F.	2	400	1962-65	
0-36	Toronto A.M.F. Ont./Registration L5P1A0	2	400	1976-77	HP 76-09-01
0-37	TORONTO / A.M.F. / ONTARIO	10	300	1963-72	
0-38	TORONTO / A.M.F. / Toronto Post Office / TORONTO, ONT.	10	400	1973	
0-39	TORONTO AMF / TORONTO ONT.	10		1972	Proof Only
O-40	TORONTO AMF / TORONTO / ONTARIO	10	300	1967-72	
0-41	TORONTO ONT. / A.M.F.	10	400	1973	
0-42	A.M.F. TORONTO / ONTARIO	10		1972	Proof Only
O-42A	Toronto AMF/AIR MAIL	10	400	1972	
O-43	TORONTO A.M.F. / AIR MAIL	10	400	1972	
0-44	4529/TORONTOA.M.F./ONT.	8	400	1971-72	
O-45	370193 / STN-SUCC. A.M.F. / TORONTO/ON	9		1973	Proof Only
O-45A	370193 / Stn. Succ. A.M.F. / A.P. / TORONTO ONT./L5P1A0	8	350	1986	
O-45B	370193 / STN.-SUCC. A.M.F. / A.P. / TORONTO, ON /L5P 1A0	8	350	1987-93	
0-46	Officer in Charge, Airmail / TORONTO AMF	2	400	1972	
O-47	SUB AUX 224 TORONTO ON / L5P ISO	1	400	1976	
O-49	TORONTO AIRPORT/REGISTRATION	2	400	1957	

Number	Inscription	Type	Rarity Factor	Period of Use	
O-50	TORONTO-AIRPORT	1	450	1958	
O-51	TORONTO AIRPORT / ONT.	1	250	1955-58	(2 hammers, with or without dash)
O-52	TORONTO / AIRPORT / ONTARIO	10	350	1964	
O-52A	TORONTO CAM	11	400	1955-58	
O-53	TORONTO ONT. AIRPORT/WAY MAIL	2	450	1941	HP 41-04-10
O-54	TORONTO/AIR MAIL SECTION	1	50	1943-69	HP 42-10-28 45-11-29 48-03-30 51-09-05 53-06-19 54-09-26 57-03-13 60-03-30
O-54A	TORONTO ONT./AIR MAIL SECT.	1			HP 65-04-10
O-54B	TORONTO. ONT. / AIR MAIL / SECTION	1			HP 66-03-30
O-55	TORONTO 2 / AIR MAIL	2	100	1941-43	HP 43-03-25
O-56	TORONTO ONT. A.M.S.	6	200	1955-62	
O-57	AIR MAIL/No. SHIFT/ TORONTO SOUTH/M4L3T0	10	250	1977-83	HP 77-08-05 (3 hammers) HP 77-08-10 (3 hammers)
O-57A	TORONTO SOUTH LPP / AIRMAIL DESPATCH	11	350	1984	
O-58	TORONTO AIR MAIL UNIT/ONT.	1	300	1963-67	HP 62-06-21
O-59	TORONTO ONT. / Air Mail Sec.	10	400	1963	
O-60	TORONTO ONT. / AIR MAIL SEC.	10	350	1958-63	
O-61	TORONTOAMF / ONTARIO	7	400	1964-Machine	
O-63	TORONTO A.M.F. ONT., / M. MILLAR	2a	400	1973	
O-63A	TORONTO, A.M.F.	R			Proof Only
O-64	TORONTO, A.M.F. ONT.	R	450	1954	HP 41-03-01 41-04-01
O-65	TORONTO A.M.F./ONT.	R	450	1977	
O-66	TORONTO A.M.F./ONTARIO	R			Proof Only
O-67	TORONTO AIRPORT	R			Proof Only
O-68	Toronto A.M.F, Ontario	R	400	1975	

Number	Inscription	Type	Rarity Factor	Period of Use	
0-69	Toronto A.M.F., Ontario/L5P1A0	R	300	1985-89	
O-70	TORONTO, ONT. / SUB 224	R	400	1976	
O-70A	82360	11			HP 41-04-01
0-71	370193 / STN.-SUCC. A.M.F. / TORONTO, ONT. / L5P1A0	8	450	1985	
0-72	370193 / STN.-SUCC. A.M.F. / A.P. / TORONTO, ON / L5P1A0	8	400	1989-91	
0-73	TORONTO, AMF ON	12			HP 76-09-27
0-74	CANADA POST. POSTES CANADA/ TORONTO / INTERNATIONAL AIR SHOW	13	400#	1978	
0-75	WALKER AIR PORT / AIR MAIL SERVICE / Windsor, Ontario.	3	300	1930-31	HP 29-10-18
0-76	WINDSOR-WALKER AIRPORT/ ONTARIO.	1	300	1930-32	
0-77	WINDSOR A.M.F./ONT.	1	350	1941-44	HP 41-05-14
				(2 hammers)	
0-78	WINDSOR A.M.F. /ONT.	2	400	1942	HP 41-07-29
0-79	WINDSOR ONT. AIRPORT / WAY MAIL	2	500	1941	HP 41-05-29
O-80	WINDSOR A.M.F. / ONTARIO	R			HP 41-05-01
0-81	AIRMAIL SECTION / Mail Processing - Windsor				HP 76-08-10

WESTERN

Number	Inscription	Type	Rarity Factor	Period of Use	
W-l	CALGARY A.M.F. /ALBERTA	1	200	1948-67	HP 47-10-17
W-2	CALGARY AIRPORT/ALBERTA	1	300	1957-58	
W-3	Registered / Calgary, A.M.F.	2	350	1954-58	
W-3A	REGISTERED / CALGARY, A.M.F.	2	500	1948	HP 47-09-26
W-4	Aeroplane Mail Service / CALGARY, ALBERTA	10	500#	1918	
W-4A	CALGARY SUB. 98 / ALTA.	1	500	1972-73	
W-5	8181 / CALGARY / SUB 98 / ALTA	8	500	1971-72	
W-5A	571652 / SUB-AUX 98 / CALGARY / AB	9	400	1973-87	
W-5B	159298 / CALGARY / AB	10	400	1996	

Number	Inscription	Type	Rarity Factor	Period of Use	
W-6	CALGARYA.M.R/ALBERTA	10	500	1948	
W-7	REGISTERED / CALGARY, AIRPORT	2	450	1962-63	
W-8	Post Office - Air Mail / Calgary, Alta.	2	400	1966-69	
W-9	CALGARY, A.M.F.	R		Proof Only	
W-9A	CALGARY, ALTA. / SUB 98	R	500	1972	
W-10	Calgary A.M.F. Alta. / REGISTERED	10			HP 50-08-10
W-ll	CALGARY A.M.F. Alta./Registered	10			HP 48-07-30
W-12	DELTAERO / B.C.	1	500	1941	HP 41-08-21
W-15	EDMONTON -A.M.F. /ALTA.	J	400	1947-64	HP 40-11-30
W-16	EDMONTON / A.M.F.	1	400	1964	HP 60-06-04
W-16A	EDMONTON A.M.F./ ALBERTA	3a			HP 39-11-24
W-17	EDMONTON A.M.F. / REGISTERED / ALBERTA	3			HP 40-11-25
W-17A	EDMONTON A.M.F./ REGISTERED / ALBERTA	3a			HP 46-11-08
W-18	8360 / EDMONTON ALBERTA / FWD. LETTER BRANCH / AIR MAIL	8	450	1968	
W-19	AIR MAIL / EDMONTON / (date) / ALTA.	10	400	1968-71	
W-19A	AIR MAIL / (date) / EDMONTON / ALTA.	10	400	1965-66	
W-20	570079 / SUB-AUX 104 / EDMONTON / AB	9	450	1975	
W-21	EDMONTON, ALTA. / SUB. 104	R	450	1975	
W-25	VIA AEROPLANE / ESTEVAN, SASK.	3a	400#	1924	
W-26	LETHBRIDGE A.M.F. / ALBERTA	1	300	1942-53	HP 41-05-14 43-11-10
W-27	LETHBRIDGE, ALBERTA AIRPORT / WAY MAIL	2	450	1941-44	HP 41-05-20
W-28	LETHBRIDGE A.M.F. / ALBERTA	2	450	1953	
W-29	REGISTERED / LETHBRIDGE A.M.F. ALTA.	2	400	1948-54	
W-30	LETHBRIDGE A.M.F./ALBERTA	R			HP 41-05-01
W-35	REGINA A.M.F. / SASK	2			HP 43-12-14
W-36	REGINA A.M.F. / SASK.	1	400	1940-45	HP 39-06-28

Number	Inscription	Type	Rarity Factor	Period of Use	
W-37	REGINA, SASK. AIRPORT. / WAY MAIL	2	500	1941-42	HP 41-03-06
W-38	REGINA, SASK. / AIRPORT	3b	450	1945-48	HP 39-03-10
W-39	REGINA AM F	11			Proof Only
W-41	AIR MAIL SECTION / SASKATOON, SASK.	2	300	1958-73	(2 hammers)
W-42	AIRMAIL / SASKATOON SASK S7K 2L4	2			HP 75-07-15
W-43	AIR MAIL SECTION / SWIFT CURRENT, SASK.	3a			HP 48-09-16
W-45	VANCOUVER A.M.F./B.C.	1	40	1939-85	HP 39-05-10 42-05-30 58-08-29 60-10-15
W-46	VANCOUVER / A.M.F.	2	350	1975-80	HP 76-05-03 (2 hammers)
W-46A	VANCOUVER A.M.F. / B.C.	2a	350	1969-77	
W-47	VANCOUVER A.M.F. /B.C.	2	250	1960-79	HP 52-05-23 (4 hammers)
W-47A	VANCOUVER A.M.F./Vancouver, B.C.	2	400	1984	HP 76-05-19
W-47B	VANCOUVER A.M.F./VANCOUVER, B.C.	2	400	1981-83	HP 80-10-22
W-47C	Vancouver, A.M.F. / Vancouver, B.C.	2	350	1979-84	HP 76-09-19
W-48	VANCOUVER, B.C. / A.M.F.	3	200	1959-80	HP 78-09-13 (2 hammers)
W-48A	VANCOUVER, B.C. / A.M.F. /	3a	400	1950-53	(bare bottom)
W-48B	Vancouver, B.C. / A.M.F.	2	400	1983-84	
W-49	VANCOUVER, B.C. / A.M.F.	3b	350	1959-64	
W-50	VANCOUVERA.M.F./ REGISTERED	2	200	1947-66	HP45-11-12 (2 hammers)
W-50A	VANCOUVER, B.C. / A.M.F. / REGISTERED	3b	400	1945	
W-50B	REGISTRATION SECTION / VANCOUVER BC A.M.F. / V7B1T0	10	400	1983	
W-51	VANCOUVER/AM F	10	400	1972	
W-52	Vancouver, A.M.F./AIRMAIL	10		1972	Proof Only
W-53	VANCOUVER / A.M.F. / B.C.	10			HP 42-07-09
W-53A	A.M.F . / SUPERVISOR'S OFFICE / VANCOUVER, B.C. / V7B1T0	10	400	1983	

Number	Inscription	Type	Rarity Factor	Period of Use	
W-54	9801 / VANCOUVER / A.M.F. / B.C.	8	350	1951-66	HP 50-03-31
W-54A	9801 / VANCOUVER / AIRPORT / B.C.	8	400	1957	
W-55	VANCOUVER AIRPORT /B.C.	1	200	1955-58	
W-55A	Vancouver Airport/B.C.	2	400	1958	
W-56	Vancouver, B.C. Airport/WAY MAIL	2	500	1940-42	HP 40-09-11
W-57	Air Despatch Section / Vancouver, B.C.	2	400	1972-77	
W-57A	AIR DISPATCH SECTION / Vancouver, B.C.	2	300	1978-84	HP 77-02-14
W-57B	AIR DISPATCH SECTION / VANCOUVER, B.C.	2	400	1981-83	HP-80-07-17 82-01-28
W-57C	AIR DESPATCH / VANCOUVER, B.C. V6B1Z1	2	400	1985	
W-57D	AIR DISPATCH SECTION / VANCOUVER, B.C.	2			HP 76-07-1
W-58	VANCOUVER A.M.F. / AIR DESPATCH SECTION / VANCOUVER, B.C.	3	400	1950	
W-59	REGISTRATION SECTION / A.M.F. Vancouver, B.C.	3	350	1979-82	
W-60	99148	11		Proof Only	
W-61	9801	11		Proof Only	
W-61A	647608 / Station "AMF" Succursale / VANCOUVER / B.C.	10	400	1984-86	
W-62	647543 / STN-SUCC AMF / VANCOUVER/BC	9	450	1973-80	
W-62A	Postal Shi. AMF / AP Succ. Postale / 647608 / VANCOUVER, B.C. / V7B 1T0	10	400	1987	
W-62B	646608 / STATION "L"-AMF / VANCOUVER, B.C.	10	350	1981-83	
W-63	644889 / SUB-AUX 144 / VANCOUVER B C	9	300	1973-82	
W-63A	644889 / SUB-AUX 144 / VANCOUVER B C / V7B1V0	10	400	1987-89	
W-64	FORWARD DIVISION / AIR MAIL UNIT / VANCOUVER, B.C.	10	300	1961-70	
W-65	VANCOUVER / A.M.F.	11	500	1976	
W-66	VANCOUVER A.M.F.	11	250	1974-77	

Number	Inscription	Type	Rarity Factor	Period of Use	
W-67	MAIL DESPATCH BRANCH / AIR MAIL SECTION / Vancouver, B.C.	10	350	1942-45	HP 41-05-01 51-08-01
W-67A	MAIL DESPATCH BRANCH / AIR MAIL SECTION / VANCOUVER, B.C.	10			HP 41-05-01 51-08-01
W-68	VANCOUVER A.M.F. / Postal Station B.C.	2	300	1971-75	
W-69	Vancouver A.M.F./Postal Station B.C.	2	350	1972-74	
W-70	AIR DESPATCH SECTION / VANCOUVER, B.C.	2	2500	1976-83	
W-70A	AIR DISPATCH SECTION / Vancouver, B.C.	2	350	1978	
W-71	Vancouver A.M.F./B.C.	2	400	1944	
W-72	FOREIGN AIRMAIL SECTION / VANCOUVER, B.C.	10	350	1983-84	
W-73	FOREIGN AIRMAIL SECTION / VANCOUVER, B.C. / V6B1Z1	10	350	1983-92	
W-74	FOREIGN AIRMAIL DESPATCH / VANCOUVER, B.C. / V6B1Z1	10	350	1987-88	
W-75	VANCOUVER AIRPORT	R	350	1955-58	
W-75A	VANCOUVER B.C. / AIRPORT	R	500	1957	
W-76	VANCOUVER B.C. / A.M.F.	R	300	1972-82	
W-77	VANCOUVER A.M.F. /B.C.	R	400	1943	
W-78	VANCOUVER B.C./SUB. 144	R	350	1975-78	
W-78A	AMF / VANCOUVER, B.C.	R	400	1985	
W-79	VANCOUVER AIRPORT/REGISTERED	2	500	1957	
W-80	VANCOUVER / BC Meter No. 851302 - Canada Customs No. 572665 - Air Canada / No. 1001454- Canadian	14	400	1981-92	
W-81	VICTORIA/INTERNATIONAL AIRPORT	10	500	1971	
W-82	AIR MAIL SECTION /VICTORIA, B.C.	3a	450	1953	HP 52-10-23
W-83	WHITEHORSE Y.T. / AIRPORT	3a			HP 40-10-12
W-84	WINNIPEG, A.M.F. / CANADA	2			HP 48-06-15
W-85	WINNIPEG, MAN. A.M.F. / CANADA	1	250	1958-70	HP 54-05-27
W-85A	WINNIPEG, MAN. / AMF / CANADA	2		Proof Only	

Number	Inscription	Type	Rarity Factor	Period of Use	
W-85Z	WINNIPEG #A.M.F. / WINNIPEG, CANADA	2 500	1965		
W-86	WINNIPEG, A.M.F. /#/				
	WINNIPEG, CANADA	2	350	1946-54	(#1 & 2)
					HP 50-10-02
W-86A	WINNIPEG, A.M.F./WINNIPEG, CANADA	2	500	1965	HP 45-03-03
W-87	WINNIPEG, A.M.F. / WINNIPEG CANADA	10	450	1953	
W-88	WINNIPEG AIRPORT / MAN.	1	400	1955	
W-89	WINNIPEG - AIRPORT / CANADA	1	350	1956-57	
W-90	Winnipeg, Man. Airport / WAY MAIL	2	500	1941	HP 41-02-14
W-90A	AIRPORT / No. / Winnipeg, Man.	2	450	1958	
W-91	AIR MAIL SECTION /				
	WINNIPEG DISTRICT	2	200	1937-47	HP 37-04-25
					38-11-25
					46- 8-04
W-91A	AIR MAIL SECTION / WINNIPEG, G.P.O.	10	500	1960	
W-92	WINNIPEG SUB 118 / MAN.	1	350	1969-75	
W-93	516023 / SUB-AUX 118 / WINNIPEG / M B	9	400	1975	
W-94	A.M.F. / Winnipeg, Man.	2	350	1962-63	
W-95	REGISTERED/ WINNIPEG A.M.F.	2	350	1965-70	
W-96	WINNIPEG CANADA / AIRPORT	1	500	1931	
W-97	AIR MAIL SECTION / WINNIPEG G.P.O.	2	350	1946-65	HP 45-04-03
					50-06-13
W-97 A	AIR MAIL SECTION / WINNIPEG G.P.O.	2a			HP 48-02-02
W-98	WINNIPEG, A.M.F. / REGISTERED	3a	400	1949	HP 48-07-08
					49-03-10
W-99	WINNIPEG, MAN. / SUB. 118	R	400	1975	
W-100	AIR MAIL/WINNIPEG, MAN.	2			HP 75-03-10
W-101	AIRMAIL / WINNIPEG, MAN.	10	400	1960	

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   1975,pp. 267-268; Vol. 33, No. 1,1976, pp. 16-17; Vol. 33, No. 2,1976, pp. 34-35; Vol. 33, No. 3,
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SECTION 17

CANADIAN AIR MAIL RATES

DOMESTIC & INTERNATIONAL

Trelle A. Morrow

Air mail service in Canada matured in September 1928, when the Post Office Department issued Canada's first air mail stamp. Prior to this date private Canadian companies had carried air mail with official authorization but with "semi-official" franking; also, the Canadian government had sponsored a few experimental flights.

On July 1, 1924, the United States established a transcontinental air mail service between New York and San Francisco. By 1925 a postal agreement between Canada and the U.S. permitted Canadian mail to be flown on this U.S. transcontinental air mail route, provided U.S. franking was applied in addition to the originating Canadian surface-rate postage. This agreement between the two countries covered Canadian mail to Canadian destinations as well as to U.S. destinations, and to foreign destinations via U.S. routes or airlines.

In effect, this agreement provided a more rapid transcontinental mail service to Canadians, with the air mail portion being carried out within the U.S.

After 1925, as many other countries, especially in Europe, finalized postal treaties with the U.S. to expand air mail services, a succession of international air mail rates affected Canadian mail as well as U.S. mail. A variety of mixed-franking air mail covers are known from 1925 through the early 1930s as Canadian letters were dispatched via seemingly ever changing and constantly increasing changes of routes and rates, primarily utilizing New York as the surface rate (by ship) exchange office.

The most dramatic change occurred on August 6, 1928, when Canadian mail could be carried by U.S. domestic air mail services with Canadian franking.

On October 1, 1938, the Western Section of transcontinental air mail services within Canadian boundaries was inaugurated from Vancouver to Winnipeg. Service from Vancouver to Montreal was established on March 1,1939, and the Maritime leg was put into place January 2-15,1940.

The Canadian air mail rate schedules below are excerpts from "Canada Postal Guides" from 1928 to 1952. The last Canadian air mail stamp, the 7c booklet of the Canada Goose, was issued on December 1,1947; on July 1,1948, the "Ail-Up" air mail service began.

The compilation of the following rate information must be credited to the scholarship of the late Major E. R. "Ritch" Toop, CD.

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DATE	DOMESTIC	U.S.	FOREIGN
1928, Aug. 7	5c first oz. 10c each add'l oz.	5c first oz. 10c each add'l oz.	Europe - 5c first oz. + 8c surface France - 5c first oz. + 2c surface Mexico - 10c per 1 /2 oz. + 3c surface
1931, July 1	6c first oz. 10c each add'l oz.	6c first oz. 10c each add'l oz.	
1931, Oct. 23	6c first oz.	5c each add'l oz.	
1932, Aug. 1	6c first oz. 5c each add'l oz.	8c first oz. 13c each add'l oz.	
1934, July 1	6c first oz. 5c each add'l oz.	6C per oz.	Bermuda - 8c first oz.; 13c each add'l oz. Europe - 10c per oz. West Indies, Cuba, Mexico, Asia, British Guiana, Central America, Australasia, Asia, Africa - 15c per 1 /2 oz. South America (exc. British Guiana) -45c per 1/2 oz.
1936	6c first oz. 5c each add'l oz.	6c per oz.	Great Britain, Eire, Newfoundland - 6c first oz.; 5c each add'l oz. Europe - 10c per oz. West Indies, Cuba, Central America, Asia, Africa - 25c per 1/2 oz. Australasia - 35c per 1/2 oz. South America (North) - 50c per 1 /2 oz. South America (South) - 70c per 1 /2 oz.
1938		Via U.S.	Hawaii - 25c per 1 /2 oz. Guam - 50c per 1 /2 oz. Philippines - 75c per 1 /2 oz. Hong Kong, Macau - 90c per 1/2 oz.
1938, Feb. 23			Empire Air Mail Scheme - Applied to Empire Countries beyond England — i.e., Africa, Mediterranean, India, Malaya 6c per 1/2 oz.; 4c for post cards
1939, Apr. 1			Empire Air Mail Scheme extended: Australia, New Zealand, Hong Kong -6Cper 1/2 oz.
1939, Jun. 24			Trans-Atlantic Route: 30c per 1 /2 oz. This was an alternate service to that already in effect 1938-39 which provided air mail in Canada and surface rates across the Atlantic.

DATE	DOMESTIC	U.S.	FOREIGN
1939, Sept.			Empire Air Mail Scheme suspended; new rates established: Empire Countries, Africa, Asia - 30c per 1/2 oz.
1940			Great Britain, Eire, Newfoundland - 6c first oz.; 5C each add'l oz. Trans-Atlantic Route - 30c per 1/2 oz. Europe - 10c per oz. W. Indies, Cuba, Central America, Mexico - 10c per 1/2 oz. Bermuda -15c per 1/2 oz. South America (North) - 25c per 1/2 oz. South America (South) - 35c per 1/2 oz.
1940, Aug.		Via U.S.	Hawaii - 30c per 1 /2 oz. Canton Island - 45c per 1/2 oz. New Caledonia - 60c per 1/2 oz. New Zealand - 75c per 1 /2 oz. Australia, Macau, Hong Kong - 90c per 1/2 oz.
1941, Aug.		Via U.S.	Singapore - 90c per 1/2 oz.
1941, Nov.		Via U.S.	Fiji - 60c per 1 /2 oz.
1942, Jan.		Via U.S.	Gambia, Nigeria - 65c per 1/2 oz. Africa - 90c per 1/2 oz.
1942, April		Via U.S.	Unoccupied China - 75c per 1 /2 oz.
1943, Apr. 1	7c first oz. 5c each add'l oz.	7c first oz. 6c each add'l oz.	Romania, Switzerland - 30c per 1/2 oz.
1943, Oct.			Unoccupied China, Sweden - 40c per 1/2 oz.
1944, June			Algeria, Morocco, Tangier, Tunisia - 30c each 1/2 oz.
1944, Dec.			French Guiana - 75c per 1 /2 oz.
1945, June			U.S.S.R. - 40c per 1 /2 oz.
1945, Aug.			Australia, New Zealand - 75c per 1 /2 oz. Fiji - 65c per 1/2 oz. Denmark - 40c per 1/2 oz. France, Switzerland - 30c per 1/2 oz.

DATE	DOMESTIC	U.S.	FOREIGN
1945, Sept.			Belgium - 30c per 1 /2 oz.
			Bermuda, British Guiana, Cuba, Mexico,
			West Indies, South America - 10c each per 1/2 oz.
			Ecuador, French Guiana, Peru, Dutch Guiana, Venezuela - 15c each per 1/2 oz.
			Argentina, Bolivia, Brazil, Chile, Paraguay, Uruguay - 20c per 1/2 oz. Colombia-25c per 1/2 oz. Norway, Denmark - 40c per 1 /2 oz.
1945, Nov.			Hawaii, Iceland - 35c per 1 /2 oz. Guam - 65c per 1/2 oz. Philippines, Cuba - 75c per 1 /2 oz. Hong Kong, Burma, Malaya, Thailand, Straits Settlements - 50c per 1 /2 oz. Netherlands - 30c per 1/2 oz.
1946, Jan.			Italy, Vatican, Albania - 35c per 1 /2 oz. China, Hungary, Czechoslovakia - 60c per 1/2 oz.
1946, March			Australia, Fiji, New Zealand, India, Ceylon, South Africa - 50c per 1 /2 oz. Dutch East Indies - 70c per 1/2 oz.
1946, June			Europe Uniform Rates - 30c per 1/2 oz.
1946, July			Great Britain, Eire - 30c per 1 /2 oz. Africa, Asia, Oceania - 50c per 1/2 oz.
1946, Nov.			Great Britain, Eire, Europe - 15c per 1/2 oz. Bermuda, British Guiana, West Indies, Mexico, Cuba, Central America, South America - 10c per 1/2 oz. Hawaii - 15c per 1/2 oz. Guam, Philippines, China, Africa, Asia, Oceania - 25c per 1/2 oz.
1947, Jan.		7c first oz.	Orient, Australia, New Zealand - 25c per 1/2 oz.
		5c each add'l oz.	Newfoundland - 7c per oz.; 5C each add'l oz.
1948, July 1	All-Up Mail as available 4c per oz.; 2c each add'l oz.		

DATE	DOMESTIC	U.S.	FOREIGN
1948, Nov.			Canary Islands, Cape Verde, Madeira - 15c each 1/2 oz.
1952, Aug.			Caroline, Marshall, Mariana Islands - 25c per l/2oz.
1953, Aug.			Great Britain, Eire, Europe - 15c each 1/2 oz. Bermuda, Mexico, Central & South America, West Indies -10c each 1/2 oz. Africa, Asia, Oceania, Australia, New Zealand - 25c per 1/2 oz.
1967			Bermuda, Mexico, West Indies, South Africa - 15c each 1/2 oz.
1971			Universal Ail-Up Scheme (upto8ozs.) to 1 oz. - 15c to 2 ozs. - 30c to 4 ozs. - 40c to 8 ozs. - 90C

Overseas Rates For Military Air Mail — World War II

Canadian Forces proceeded to England in 1939. Much of the air mail structure for civilian mail remained in effect for military usage; however, a few variations occurred. The following listing is for postage from Canada to the various war zones.

1939, June 24	Trans-Atlantic Route	30c per l/2oz.
	Jamaica	10c per l/2oz.
1940, July 6	Newfoundland	7c first oz.; 5c each add'l oz.
1940, July 10	Commencement of "Free" postal privileges from Armed Services abroad	
1941, October	Newfoundland	6c first oz.; 5c each add'l oz.
1941, Nov. 15	Airgraph Service inaugurated	10c per message
1941, December	Hong Kong	90c each 1/2 oz. (suspended Feb. 1942)

1942, May	Air Letter Card to Prisoners of War	10c
1942, June 15	Armed Forces Air Letter (blue)	10c
1942, July	Airgraph Service reduced	6c
1944, July	Air Letter Card to Prisoners of War reduced	5c
1945, January	Air Letter paper changed to grey	10c (same as previous)
1945, July	Airgraph service terminated	
1946, Dec. 31	"Free" postal privileges from Armed Forces abroad discontinued.	

SECTION 18

CANADIAN AIR MAIL ENDORSEMENTS

RUBBERSTAMPED MARKINGS, POST OFFICE LABELS
SLOGAN CANCELS, COURTESY MARKINGS AND
AIRLINE ETIQUETTES

Trelle A. Morrow

The requirements for certain endorsements on Canadian air mail have been mandatory since the earliest experimental flights. Several experimental aerial mail projects in 1918 were approved by the Post Office Department and were contingent upon suitable air mail endorsements.

In the initial stages of air mail development, the instructional endorsement was of prime concern and this took the form of a rubber stamp message or a simple manuscript indicating air mail service. By the late 1920s instructional endorsements included routine postal (as well as commercial) rubber stamp markings; by 1935 Post Office Department adhesive labels were available. Also in the 1930s advertising endorsements began to appear and included Post Office slogan cancels, airline etiquettes, and courtesy cover identification markings.

Some of these endorsements were in use for many years and appeared well into the 1950s on domestic air mail. Today, Canada Post air mail labels are still available, but only for international air mail.

Air Mail Rubber Stamp Endorsements

With the advent of Canadian air mail services, especially during the experimental flights of 1927, and the issuance of the first Canadian air mail stamp on September 21, 1928, the need for directional markings was acutely realized.

Early rubberstamped markings included information on routing along with an indication of air transport. Some of these were receiving markings and were applied on the front or back of a cover. Refer to the remarks on Slogan Cancels on the following pages for further information.

By mid-1928 as Canadian domestic air services expanded, as well as increased connections into and through U.S. air mail routes, a utilitarian postal boxed marking appeared at many Canadian post offices. This simple marking was in line with Universal Postal Union agreements made in 1924 and 1928, requiring uniform endorsements such as "Via Air Mail" and "Par Avion."

In Canada several rubber stamp endorsements for Air Mail appear to be unique to Government offices. One is the same lettering as appeared regularly on Post Office mail but has no box surrounding the letters. Differing letter style and ink colors are found on Government mail and these variations continued well into the 1940s.
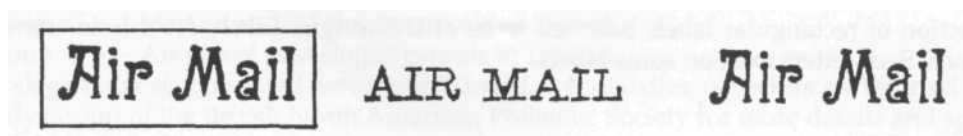
Post Office Adhesive Labels

Soon after the inauguration of air mail service in Canada, the use of air mail labels became a widespread practice.

Privately-printed labels were produced for Canadian air mail as early as 1930 and these took the form of a stylized arrow with a red and blue color scheme. By 1938 a differing arrow design appeared and the different inscriptions can be noted in the illustrations.

Also around 1930, the use of red, white and blue labels inscribed "Via Air Mail" became common; several different typefaces were utilized. These labels measured approximately 1/2" wide and from 2" to 3" long. These labels are believed to have originated in the U.S.; many of these labels were applied to covers being returned to U.S. addresses. A few labels were used on Canadian domestic air mail.

In 1935 the Canadian Post Office Department issued a white on blue bilingual label for the first time. This label, reading "By Air Mail - Par Avion," was approved by the Universal Postal Union. This white on blue label remains in use today, although it has undergone a multitude of design and lettering changes.

Labels have been available as individually die-cut pieces, combined into panes of 3 to 6 and rouletted for inclusion in booklets, and latterly, in sheets of 16, also rouletted.

In 1951 Canada introduced a domestic Air Parcel Post service and a special air label was issued. The format was 2 5/8" by 1 5/8" and the design consisted of a border with red, white and blue, barber-pole pattern, a center divided into red and blue, and a four-engined plane in white. This label was bilingual and read: "By Air Parcel Post - Par Poste Aux Colis-Avion." In recent years the red color has been replaced by orange, so that now these labels are blue, orange and white.

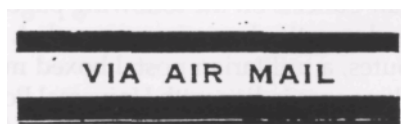## Air Mail Labels — Private Printings
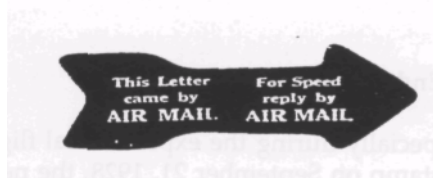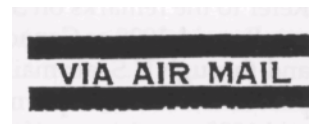

1930-32 - Red and blue.
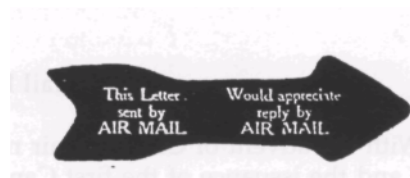
1938-39 - Red and blue.
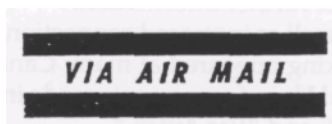
1930-32- Red, white, blue.
Sloping letters.

1931 - Red, white, blue.
Medium block letters.

1942 - Red, white, blue.
Rouletted.

A selection of rectangular labels believed to be of U.S. origin. Likely for sale in some Canadian locations.
Serif letters exist on some labels.

Post Office Department Labels

circa 1935 - Round corners, thick letters.

circa 1936 - Some embossing, open "R" thin letters.

1936 - Round corners, thick letters, open "R."

circa 1940 - Die cut, uneven letters closed "R," square "M."

1941-55 - Die cut, sharp letters, square "M," also booklet.
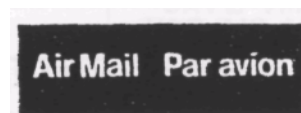

1955-66 - Die cut. Rouletted.

1967-72 - Rouletted.

circa 1973 -

1951 to present - Parcel Post.

1974-81 - Rouletted.

Air Mail Slogan Cancels

The use of postal directive slogan cancels promoting Post Office Department services commenced around 1920; the advent of air mail in the 1927-28 period provided an opportunity to embark on air mail slogan cancels as well. These cancels proliferated until the 1960s, at which time the die hubs were pulled from most post offices.

Air mail slogan cancels are presented in four groups to aid in identification:

    Group A — Minor slogan cancels of 1927-32;
    Group B — Major directive slogan cancels of 1929-32;
    Group C — Major directive slogan cancels of 1938-48;
    Group D — Air parcel post slogan cancels of 1952-68.

The 35 slogan cancels presented here involved well over 100 dies; collectors are referred to the Slogan Study Group of the British North American Philatelic Society for more details and specific data not herein included.

Special recognition is acknowledged to Daniel G. Rosenblat, who has done an exhaustive study in the Canadian slogan cancel field and is the Editor of the BNAPS Study Group Newsletter, "The Slogan Box." In 1990 Rosenblat compiled an "Air Mail Slogan Handbook" for the Study Group members and this document has been updated by Cecil Courts, also a BNAPS member.

Group A — Minor Slogan Cancels — 1927 -1932

This group of air-related slogan cancels pertains to early flights or events and does not form part of the mainstream program commencing in 1929. While all dies were prepared, it is questionable if all! were ultimately released and utilized.

May not have been used.   One non-flown cover exists   Not used. Flight cancelled
                                 plus some favor impressions.

Receiving cancels used in 1928 at the three postal facilities involved with the inauguration of regular air mail services. These also exist in handstamps which are slightly larger.

In December 1928, the Post Office   set up some Prairie flights on an experimental basis. Five dies were issued in Nov. 1928.

1930 - Calgary, Edmonton,   Aerophilatelic Event.   1932 - Used by 21 offices.
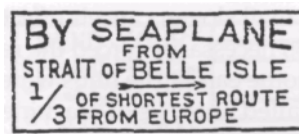Regina, Winnipeg, Toronto,
Hamilton.
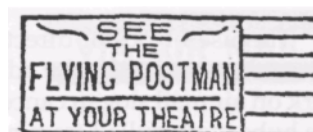
July 12,1932 - for outbound mail only
Montreal, Toronto

1932 - Winnipeg, Ottawa,
(Montreal confirmed in 1930)

Group B — Major Directive Slogan Cancels — 1929 -1932

These slogan cancels first appeared in 1929 and were initially used in the main post offices of central Canada and the Prairies. The Maritimes and British Columbia post offices did not use these slogan cancels during this time period.
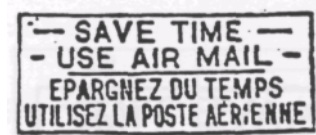
1929 - Original Die.
1929-32 -13 offices.

1929-32 - Moose Jaw.
1929-32 - Calgary.
1932 - Regina.

1930-32 - Used in 6 offices.

1930 - Bilingual. Ottawa, St. Hyacinthe
1931 - St. Jean.

1929-31 - Montreal.

1930-31 - Quebec.

Note — Some of these slogan cancels were re-issued to other cities in the 1938-1939 period.

Group C — Major Directive Slogan Cancels — 1938-1948

The use of air mail slogan cancels effectively ceased after 1932; however, rapidly-expanding air mail services in 1938 necessarily forced the reuse of such slogan cancels. These were used extensively from 1938 to 1948; some earlier die hubs were recirculated and used along with a multitude of new dies.

A detailed analysis of machines and die hubs has been made by the BNAPS Study Group.

1939-48 - Used by 52 offices.

1938-48 - Used by 75 offices.

1939-48 - Used by 57 offices.

1939-48 - Used by 60 offices.

1939-48 - Montreal & Quebec.

1939-48 - Reactivated, used by 33 offices

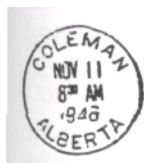1938 - Re-activated, used by 78 offices.

1939 - Re-activated, Toronto only.

1940-48 - Used by 27 offices.

1946-48 - Toronto, Ottawa, Kenora, Kentville, Antigonish.

Used only in Coleman

1946 - Kamloops, same as 1930 issue

Group D — Air Parcel Post Slogan Cancels

Although air mail slogan cancels were discontinued in mid-1948, there were some additional dies prepared for Canada's air parcel post service which commenced in 1952. Six offices were authorized to apply these machine cancels: Vancouver, Edmonton, Regina, Winnipeg, Toronto and Montreal. All offices used the original English dies; in addition, Montreal utilized a bilingual die ir 1955. Most offices terminated use of these air parcel post slogan cancels by 1956, although Edmonton used a new format in 1958 (for one year only), and Toronto used a new slogan from 1958 to 1968.
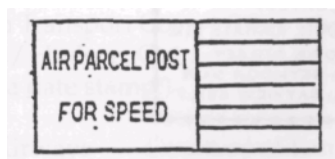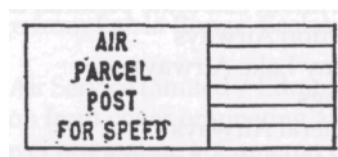

Original Die
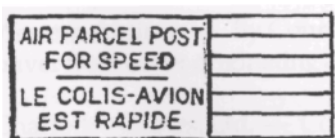Vancouver, Edmonton, Regina, Winnipeg, Toronto.
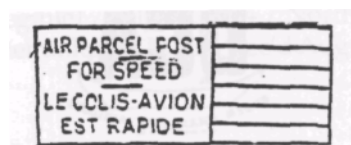
1952 - 1954 - Montreal bilingual.
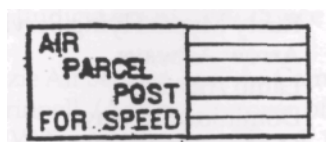
1955 - Toronto new format.

1958 - Toronto new format.

1955 - Montreal new die.

1959 - Edmonton new format
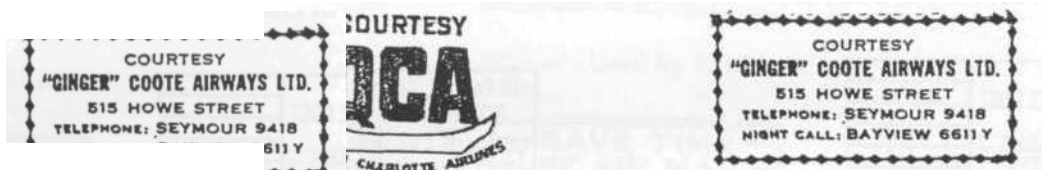
Courtesy Markings

Small airlines flying into remote areas of Canada occasionally carried out mail and deposited it in the closest post office. Such carriage by air was unofficial and was done simply as a courtesy to those individuals having no access to normal postal services.

These airlines would often apply their own company markings on such mail, either on the front or backs of envelopes, as a means of gaining further publicity and to identify such mail as carried outside the mailstream. Relatively few courtesy air mail covers have been recorded and the earlier dates particularly command appreciable prices. As with most aspects of air mail postal history, philatelically-inspired courtesy covers exist in later years.

The endorsements applied in Western Canada tended to be elaborate and were often of some intricate design. Airlines include:

B. C. Airlines	Mackenzie Air Service
Ginger Coote Airlines	Northern Transport
Canadian Airways	Queen Charlotte Airlines
Trans North Turbo Air	Pacific Western Airlines
(helicopter flights)	Associated Air Taxi (label)
	Western Canada Airways

In Eastern Canada courtesy cover endorsements tended to be simple. straight-line rubber stamp markings without elaborate pictorial designs.

Gordon Airways	Rusty Myers Flying Service
Rainy Lake Airways	Arrow Airways
Wings	Lamb Airways
General Airways	Dominion Skyways
Georgian Bay Airways	Hudson Transport Co

An alphabetical listing of all such markings is included for sake of identification, with the known postmarks at cities serviced by these airlines. All markings were rubberstamped unless otherwise noted.

Arrow Airways

Associated Air Taxi, Ltd. — Air Speeded / Thru the facilities of - / Associated / Air Taxi / Ltd. / A Seaplane Charter Service / Phone Richmond 1441 / Municipal Airport - - Vancouver, B.C. (This was a label affixed to the front of a cover from Pender Harbour, B.C. to Vancouver on May 29,1950.)

B. C. Airlines — By Courtesy of / B. C. Air Lines Ltd

Canadian Airways Ltd. (Applied to cover of July 23, 1937 from Edmonton; cover of Feb. 8, 1936 from Cameron Bay to Edmonton.)

Dominion Skyways

General Airways — Courtesy / General Airways. (Applied to cover of Sept. 23,1937 from Rouyn, Que. to U.S.)

Georgian Bay Airways — Carried by [in ink] / Georgian Bay Airways Ltd / Parry Sound - Ontario (Posted Moon River, Ont. Nov. 11,1963 to Barrie, Ont. on philatelic Armed Forces air letter sheet.)

Ginger Coote Airways, Ltd. — Courtesy / "Ginger" Coote Airways Ltd. / 515 Howe Street / Telephone: Seymour 9418 / Night Call: Bayview 6611 Y. (Applied to cover of Nov. 25, 1938 from Vancouver to Zeballos, B.C.)

Air Mail / To Bridge River From / Courtesy / Ginger Coote Airways Ltd. / 515 Howe Street / Vancouver, B.C. / Telephone: Seymour 1888 / Night Call: Seymour 0300. (Applied to cover of July 14,1939 from Vancouver.)

Hudson Transport Co. — TRAVEL BY AIR / [this word illegible] / July 28,1934 / Northern Transport Co / Hudson, Ont / posted Hudson July 28/34 to Kennebunkport, Maine (rec'd Aug 11) (Boxed magenta date stamp.)

Lamb Airways — Courtesy of Lamb Airways.

M & C Aviation Co. Ltd. — Compliments of / M & C Aviation Co. Ltd. / Big River & Prince Albert. (Applied to cover of Aug. 25,1945 from Prince Albert, Sask., likely originated in Big River.)

Compliments Of / M & C Aviation Co. Ltd. / Prince Albert, Sask. (Applied to cover of March 30,1931 [indicia error] from Prince Albert, Sask.; other usage from Lac la Ronge, Sask.)

Mackenzie Air Service, Ltd. — Compliments of / Mackenzie Air Service Limited / Edmonton, Alta. / Leigh Brinnell. (Applied to cover of Feb. 22,1935 at Edmonton from cover originating at Great Bear Lake, N.W.T.; and to cover of Oct. 1,1935 at Edmonton from cover originating at Cameron Bay, N.W.T.)

Northern Transport

Pacific Western Airlines — By Courtesy / Pacific Western Airlines. (Applied to cover of Dec. 18,1954 at Vancouver from cover originating at Kitimat, B.C. — this was a commercial Hudson's Bay Co. cover.)

Queen Charlotte Airlines, Ltd. — Courtesy / QC A / Queen Charlotte Airlines / Limited / Vancouver - Canada. (Applied to covers of Jan. 27, Feb. 19, April 6, and Oct. 14,1948, and Oct. 5,1949; all covers cancelled at Vancouver A.M.F.; covers of Feb. 19 and April 6 originated at Zeballos; cover of Oct. 5 originated at Alert Bay, B.C.)

Rainy Lake Airways — Flown To The Nearest Post Office / Via / Rainy Lake Airways / Fort Frances, Ontario. (Applied to cover of Sept. 18,1963 at Fort Francis on philatelic Armed Forces air letter sheet.)

Rusty Meyers Flying Service — Flown to Nearest Post Office / Courtesy / Rusty Meyers Flying Service / Fort Frances, Ontario / Canada. (Applied to philatelic Armed Forces air letter sheet.)

Starratt Airways & Transportation, Ltd. — Courtesy Of / Starratt Airways & Transportation / Limited. / Travel By Air / Speed, Safety, Service / Head Office, Hudson, Ont. (Applied to cover of Sept. 25,1937 from Hudson, Ont. to U.S.)

Trans North Turbo Air — This Letter Was Flown By / Helicopter / To The Nearest Post Office / Courtesy / Trans North Turbo Air / Whitehorse, Yukon. (Applied to cover of July 1970 from Apex Creek, Yukon to Moose Jaw.)

Western Canada Airways

Wings, Ltd — Courtesy of / Wings Ltd. (Applied to cover of July 3,1936 from Winnipeg to Pas Lake, Manitoba.)

Airline Etiquettes

The practice of supplying airline labels for use on air mail was popular in the 1930s and 1940s. These adhesive labels were acknowledged as advertising mediums for the airlines and had no particular significance as far as the Post Office Department was concerned.

The earliest was in April 1928 by Yukon Airways and Exploration. The most common Canadian labels applied to mail were those of Trans-Canada Airlines and Canadian Pacific Airlines. However, some of the earlier and smaller airlines provide much interest and a serious challenge for collectors. Examples of U.S. carriers operating into Canada include Northwest Airlines flying from Winnipeg, and Pan American Airways flying through Vancouver and from points on the WWII Northwest staging route.

Companies known to have issued labels and which have used labels in Canada include the following:

Canadian Airways, Ltd.	Yukon Southern Air Transport
Western Canada Airways	Canadian Pacific Airlines
Northwest Airlines	Trans-Canada Airlines
Pan American Airways	Colonial Airways, Ltd.

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SECTION 19

JUSQU'A MARKINGS

Ian McQueen

Jusqu'a markings were placed upon letters in order to show that air mail service was to be provided only as far as ("Jusqu'a") a certain point before being transferred, or exchanged, to a surface route. These markings also comprise another group, Air Cancels, which were markings applied at air mail terminals to cancel or obliterate air mail etiquettes (as well as manuscript or printed air mail legends), thereby confirming that air mail carriage had ceased and that any "Par Avion" direction had been annulled.

Most Jusqu'a markings were handstamped officially by post offices at many cities and in many countries, but some markings were of private origin; others were handwritten, either by the sender or by postal clerks. I have dealt with these markings in my study "Jusqu'a Airmail Markings" (1993) and "Supplement" (1995). Though originally published in English, these monographs have recently been translated into French.

Canadian Markings — Very few Jusqu'a markings appear to have been used in Canada. When a postal direction of this nature was required, the Canadian Post Office Department (like the British G.P.O., though unlike many larger metropolitan U.S. post offices) expected senders to specify the air mail routing in manuscript, by writing the appropriate superscription below or near the air mail label. Indeed, the only marking I am aware of which was handstamped on outgoing mail is one that has been noted on a letter from Calgary, Alberta in 1952 [Figure 1].
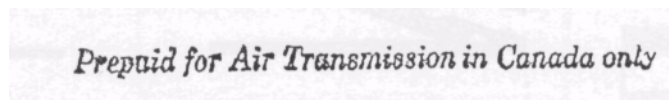
Figure 1

This Figure 1 marking was shown to me by Murray Heifetz, on a letter addressed to a naval rating, care of the Montreal Postmaster. Presumably, this marking was of importance in case the letter needed to be forwarded to the addressee at an overseas point.

Also of Jusqu'a nature, though used much earlier, in 1927, was an unofficial production [Figure 2] struck on an aerophilatelic souvenir by Max Berendes of Mexico.
This Figure 2 illustration comes from a cover posted at Saint John, New Brunswick, for air mail service from Cleveland, Ohio, to Chicago, Illinois, and addressed to Berendes in Tijuana. The marking may have been applied in Canada, though this seems quite unlikely; the probability is that Berendes made up his envelope in Mexico and had this one posted to him by a friend or postal official in Saint John.

Figure 2

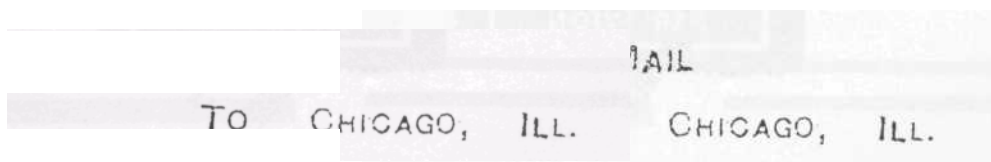Several Canadian air cancels are known, all of the two bars type, as specified in regulations of the Universal Postal Union. For most of them, however, evidence is lacking of their use for Jusqu'a purposes to mark the end of air mail carriage, though one type has been noted from the Shediac terminal of the Pan American Airways inaugural trans-Atlantic flight in 1939. This example was struck in black on a cover addressed to Winnipeg [Figure   3].
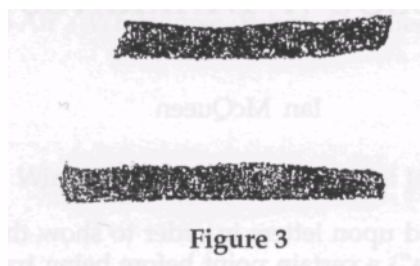
Figure 3

Possibly used at Hamilton, Ontario on a first flight cover from Toronto to Hamilton in 1929, is a two bars air cancel which looks like the base of a handstamp pad with its screw holes exposed [Figure 4].
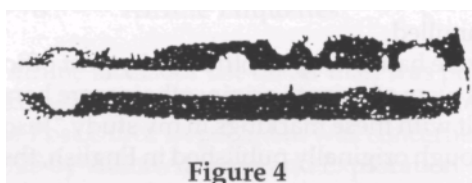
Figure 4

Very similar, though not exactly the same, is an air cancel from another Canadian first flight cover of 1929, this one from Toronto to Buffalo, N.Y., with the dotted lines indicating where the cancelling bars were struck across the corner of the envelope [Figure 5].

Similar again is an air cancel This was used on a 1929 "dropped" at Seaside Park before 6].

Figure 5

shown to me by Bob Wilcsek. Zeppelin card which was being returned to Europe [Figure

Figure 6

However, these three air cancels [Figures 4,5, and 6] were struck in the dark violet-magenta ink commonly associated with U.S. postal markings. Also, the covers were addressed respectively to Jamaica, Great Britain, and Switzerland; thus, it is likely that all three of these air cancels were applied at the New York exchange office before the covers were transported onwards by ship.

A smaller style of air cancel, used on first flight covers from London, Ontario to Detroit, Michigan in 1929, was also struck in dark violet [Figure 7]. The "London - Detroit" route marking in this case is, of course, also a marking of Jusqu'a type.
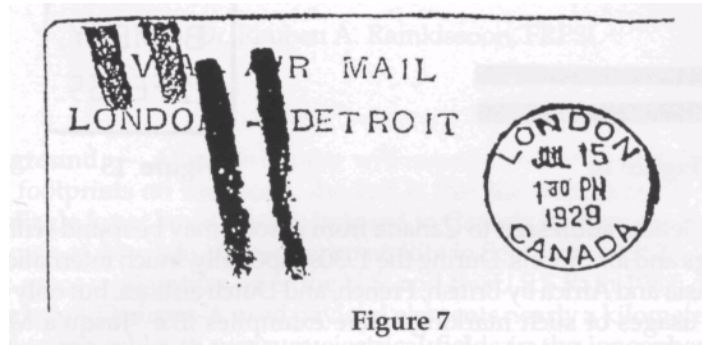
Figure 7

Among Canadian air cancels which have been noted used by offices of origin to negate air mail service to short-paid mail are distinctive types for Montreal [Figures 8 and 9], Toronto [Figure 10], Kenora [Figure 11], and possibly Edmundston, New Brunswick [Figure 12]. I have also recorded a type identical to Figure 8 on a letter which was posted at Meaford, Ontario.
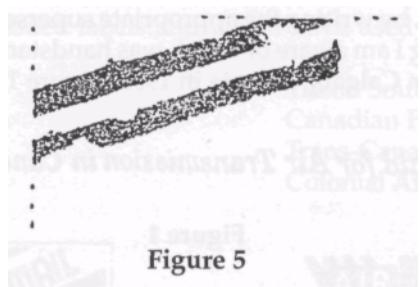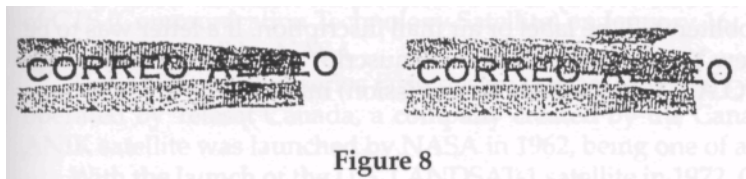

Figure 8
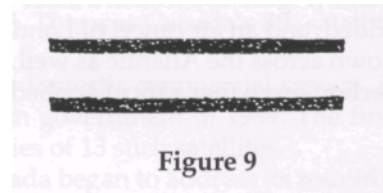
Figure 9
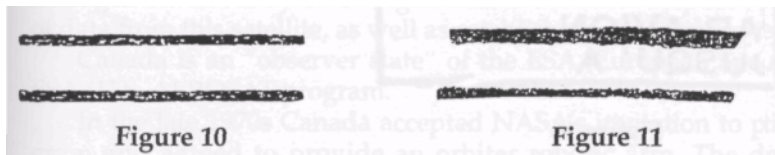
Figure 10
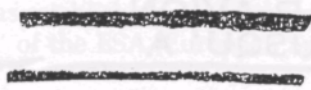
Figure 11

Figure 12

Dates of use are in the region of 1951-61, which tend to be rather late for Jusqu'a type air cancels. However, the thin bars of about 33 mm. length do appear to suggest a Canadian style, and there is always the possibility that examples may be found applied to incoming air mail which was to be sent onwards by surface means. So far, the only example I have recorded, which was used on air mail from western Canada flown only so far as Ontario, is the Toronto type [Figure 10].

Other Markings Found on Canadian Mail — By far the commonest air cancels on Canadian covers are those applied at New York, typically around the decade of 1929-1939, on letters addressed to Europe. A selection of the more usual New York types of double bars, which were normally struck in violet-magenta, are shown here [Figure 13].
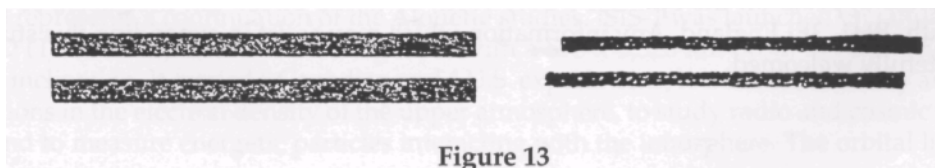
Figure 13

Less common are the cancels used at more distant air mail terminals, on letters from Canada which were flown onwards after reaching Europe by sea, perhaps as far as Karachi [Figure 14], or a far as Bombay [Figure 15].
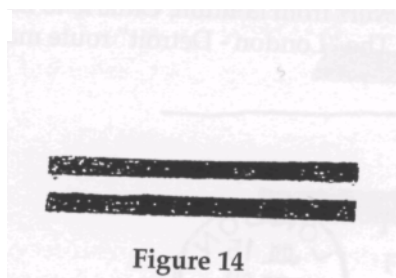
Figure 14
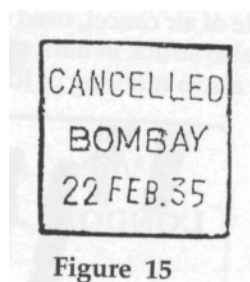
Figure 15

In the same manner, letters addressed to Canada from abroad may be found with many different types of Jusqu'a markings and air cancels. During the 1930s especially, much international air mail was flown westwards from Asia and Africa by British, French, and Dutch airlines, but only as far as Europe.

The most frequent usages of such markings were examples like "Jusqu'a Marseille" or "To London Only"; and the air cancels of those places (such as the black crosses or diagonal bars of Marseille, or the red double bars of London) will often provide confirmation that the flown portion of the route terminated at those points.

In addition, letters have been reported from Malta to Canada in the mid-1940s, with an all-purpose Maltese "Par Avion / Jusqu'a" marking, often the type with a distinctive break in the lower frame [Figure 16]. If such a letter was to be flown only as far as London, the terminal "Londres" was added, and an air cancel of London obliterated the label or air mail inscription. If a letter was to be flown across the Atlantic as well, "New York" was inserted in manuscript and the London Foreign Section (exchange office) applied an O.A.T. (Onward Air Transmission) marking.
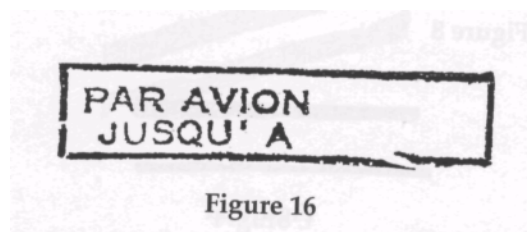
Figure 16

In the preparation of this Section I have relied heavily upon material and relevant information which has been most generously supplied by several prominent aerophilatelists. I am especially grateful to the following: Dan Barber, Frans van Beveren, Guy Boissonneault, Murray Heifetz, Walter Plomish, Bob Wilcsek, and John Woollam.

For more comprehensive details, my study **"Jusqu'a Airmail Markings"** (1993) and the 1995 **"Supplement"** are obtainable from dealers in philatelic literature, or from my publisher: W. A. Page, FRPSL, 138 Chastilian Road, Dartford DAI 3LG England; or in French translation from l'A.A. d'Air France, 1 Square Max-Hymans, 75741 Paris Cedex 15 France.

Readers who can furnish additional details, or copies of relevant Canadian markings which are not mentioned here, are invited to write to the Coordinating Editor, Major (Ret.) Richard K. Malott (whose address appears on the Sponsor's Foreword) or to me direct: Ian McQueen, 55 Albany, Bournemouth BH1 3EJ England. Any information which may assist in expanding this study will be very gratefully welcomed.

SECTION 20

ASTROPHILATELY IN CANADA

Dr. Reuben A. Ramkissoon, FRPSL

Historical Background — Athough history will record that the United States was responsible for the first human footprints on the moon, the fact is that the first "feet" to touch the lunar surface were that of the Eagle lunar lander, manufactured in Canada by Heroux, Inc. of Montreal, Quebec.

With the launch of Alouette atmospheric satellite in September 1962, Canada became the third country to enter space exploration, after the U.S. and the U.S.S.R. In 1989, during a 15-minute sub-orbital flight, Canada's Oedipus-A used payload elements nearly a kilometer apart, but linked to an electrically conducting cable, to measure electrical fields in the ionosphere — a record for a deployed tether that still stands!

In addition, since 1974, Canada has been the only non-European member of the European Space Agency (ESA). Canada is one of the leading countries of the world in supplying sounding rockets and other key components for both communication and Earth observation satellites.

A fifteen year cooperative effort between the U.S. (NASA) and Canada culminated in the launch of CTS (Communication Technology Satellite) on January 16,1976. This was Canada's 8th satellite deployment — all by NASA.

The ANIK satellite series (also designated as TELESAT) — a domestic commercial system, is operated by Telesat Canada, a company created by the Canadian government in 1969. The first ANIK satellite was launched by NASA in 1962, being one of a series of 13 such satellites.

With the launch of the U.S. LANDSAT-1 satellite in 1972, Canada began to address its resource management needs by investing in facilities for the reception, processing, distribution and storage of data from this satellite, as well as establishing programs to research its sensing needs.

Canada is an "observer state" of the ESA (European Space Agency), and participates in the ESA/U.S. AEROSAT program.

In the late 1970s Canada accepted NASA's invitation to participate in the Space Shuttle program and agreed to provide an orbiter robotic arm. The development of the operating arm (CANADARM) for the Space Shuttle orbiter resulted in a successfully operating device for the deployment and retrieval of satellites and payloads in orbit.

ALOUETTE — Canada's first satellite, Alouette-1, was launched by a Thor-Agena B rocket on September 29,1962 from the Vandenburg AFB into a 997 x 1,026 km orbit, with a 145 kg weight, and 80-degree inclination. This was the first satellite to return useful data on the ionosphere for more than 6 years; it has a 2,000-year life.

Alouette-2, launched on November 29, 1965 into an orbit of 505 x 2,987 km, including an 80-degree inclination, has an orbital life of 500 years. It was the first in a series of three satellites comprising a joint Canada-NASA International Satellites for Ionospheric Studies (ISIS) program. This satellite also transmitted useful data for over 6 years.

ISIS represents a continuation of the Alouette studies. ISIS-1 was launched on January 30,1969 by TAID (Thor-Delta) from Vandenberg AFB, with a 578 x 3,526 km orbit, 241 kg weight, and 88 degrees inclination. It carried 8 Canadian and 4 U.S. experiments, to measure the daily and seasonal fluctuations in the electron density of the upper atmosphere, to study radio and cosmic noise emissions, and to measure energetic particles interacting with the ionosphere. The orbital life of ISIS is

250 years. ISIS-2, launched on April 1,1971 by Thor Delta from Vandenberg AFB, has a 1,358 x 1,429 km orbit, 88 degrees inclination, weight of 264 kg, and an 8,000-year lifespan. Additional ISIS satellite research is scheduled to continue.

Launch cover of Aloutte II as joint Canada - US mission for ionospheric research, postmarked at Vandenberg AFB (Western Test Range), Nov. 28, 1965.

ANIK — is the Eskimo word for "brother" and was the name given to the world's first domestic commercial communication system using a stationary orbit. ANIK-1, launched on November 10, 1973 by a Thor-Delta rocket from Kennedy Space Center, into a 35,822 x 35,508 km orbit, and placed at 114 degrees West, provided commercial communications over Canada's sprawling 10M sq. km. Some circuits were leased to U.S. carriers for private voice data and voice transmission to Alaska, etc.

ANIK-2 followed on April 20, 1973 at 109 degree West, with ANIK-3 held in reserve. With a launch weight of 562 kg, orbital weight of 292 kg, the craft was spin stabilized with despun antenna feeds, and a 7-year station keeping capability. Each could carry one color TV picture or 960 one-way telephone conversations.

ANIK-3, launched on May 1,1975, was placed in orbit at 119 degrees West (due South from Los Angeles) with 10 color TV channels or up to 9,600 phone circuits.

CTS — launched on January 16,1976 by a Delta booster from Cape Canaveral and was placed in a synchronous orbit at 116 degrees West (west of South America). This was the first Communications Technology Satellite more powerful than the United States' ATS-6. With a 2 year experimental life, this joint Canadian/NASA satellite was able to transmit power levels 10-20 times higher than current commercial satellites. The object was to provide TV and other services to small, low-cost ground terminals for the benefit of remote areas.

With a launch weight of 675 kg, CTS-1 achieved its high radiated power (59 DBW compared to 53 DBW on ATS-6) by means of a pair of solar "sails" or arrays, with a total length of 16.5 m. These "sails" were contributed by the ESA at a cost to NASA alone of $22.2 million U.S. for launch and spacecraft.

AEROSAT — launched during mid-1979, with an expected 7 year life, AEROSAT was one of two satellites launched jointly by ESA, Canada and Comsat General. The aim was to provide an experimental system to enable ICAO (International Civil Aviation Organization) to decide how to use satellites for communications between aircraft and traffic control on the ground. The system included a ground station and computer, and the fitting of 20 aircraft with experimental equipment. The satellites were placed in geostationary orbit over the Atlantic, and were separated by 25 degrees longitude.

ECS — launched in the early 1980s with a 7 year life. This program constitutes the operational start of the European Communications Satellite program, tested by OTS, with added experience provided by CTS, the Canadian communication satellite which carried ESA test equipment.

CANADIAN SPACE AGENCY

History — The Canadian Space Agency (CSA) was established in 1989 with the mandate to promote the peaceful use and development of space for the social and economic benefit of Canada. This was the immediate result of the work of an interdepartmental committee of several government departments (Communications, agriculture, environment, fisheries, etc.) which recommended the establishment of a unified space program. This Committee on Space also recommended that a 10-year Long Term Space Plan (LTSP) would eliminate duplication of effort and costs.

Canada's space program may best be classified under five aspects, namely 1) getting into space (highlighted by the Alouette program); 2) exploring the upper atmosphere (Canadian-built rockets and satellites); 3) connecting Canada by satellite (Anik and Hermes satellites); 4) earth watch (weather and other satellite images to study Canada); and 5) Canadians in Space (Canadian astronauts and work of the Canadarm).

The largest component of the plan was Canada's participation in the proposed international Space Station Freedom. In 1982 NASA Administrator James Beggs invited Canada to contribute to the U.S. first orbital station since Skylab, and Canada responded favorably to provide the Mobile Servicing System (MSS)—a sophisticated version of the Shuttle robotic arm used to assemble and maintain the space station "Freedom" during its 30-year lifespan.

The MSS is actually 3 programs in one: 1) a 17.8 meter robot arm capable of grappling and maneuvering objects; and a Special Purpose Dextrous manipulator, a smaller system with two arms, capable of performing intricate and delicate tasks; 2) a Strategic Technologies in Automation and Robotics (STEAR) program, used for movement and artificial vision to assist operators controlling the robot arm; and 3) the User Development Program (UDP), used by Canada on the station.

A major segment (13% of the LTSP funding) of Canada's space program is the Radarsat satellite — a radar-based remote sensing satellite launched in 1995 aboard a U.S. Delta II rocket.

The remaining program is Space Science — already a subject of much of Canada's scientific efforts in upper atmospheric physics and chemistry, space-based astronomy, and microgravity life and material science experiments.

Canada confirmed its position as a world leader in space technology with the development of the Remote Manipulator System, or "Canadarm," used to deploy and retrieve satellites from the Space Shuttle. More recently, Canada provided the Wind Imaging Interferometer (WINDII) as part of NASA's Upper Atmospheric Research Satellite (UARS) program, used to measure wind velocity and atmospheric temperatures, and to aid in monitoring of the stratospheric ozone.

Space Station Program — The Space Station "Freedom" is a joint partnership with the U.S., Canada, the European Space Agency (ESA), Russia and Japan. It will provide a permanently manned space base in low earth orbit which will allow for continued scientific research in a microgravity environment. Canada shares in the operation and use of the Space Station.

CSA is involved with the design, production and operation of the Mobile Servicing System (MSS). This is Canada's contribution to the international Space Station "Freedom." The next generation of the "Canadarm" is a crucial part of the Space Station, since it will also be involved in moving supplies, to execute docking and release of the Shuttle to and from the Space Station. The new "Canadarm" will be three times stronger than the original, and will be mounted on a travelling base provided by the U.S. An important improvement of the MSS is that it will be able to let go of its moveable base, and crawl hand-over-hand to different sides of the station to service hard-to-reach objects. The MSS will also include a Special Purpose Dexterous Manipulator (SPDM) for complex and delicate tasks.

RADARSAT — The RADARSAT satellite (Nov. 4, 1995 launch) signified a new age in remote sensing satellites. Unlike the use of reflected sunlight from the earth, RADARSAT is able to receive and transmit signals through darkness and clouds, utilizing a powerful microwave Synthetic Aperture Radar (SAR) system. From its pole-to-pole 800 km orbit above the earth, it will produce high-resolution images used to survey natural resources, monitor pollution, and study ice movement for more efficient resource management and environmental monitoring. RADARSAT was built with the combined resources of nine provinces, and NASA is contributing
by launching the satellite in exchange for data for research purposes. It has a lifetime of 5 years.

Canada's six original Astronauts: Standing - Ken Money, Roberta Bondar, Bjarni Tryggvason. Seated - Bob Thirsk, Steve MacLean, Marc Garneau.

Canadian Astronaut Program — The Canadian Astronaut Program was established in 1983, after the U.S. invited Canada to fly an astronaut on board a Space Shuttle mission.

Dr. Marc Garneau became the first Canadian in space (October 1984) when he conducted the CANEX-1 series of experiments. Dr. Roberta Bondar participated in the first International Microgravity Laboratory (IML-1) mission in January, 1992; and Dr. Steve MacLean tested the Space Vision System as part of the CANEX-2 experiments in October, 1992. Major Chris Hadfield, Canadian Air Force, selected to the program in 1992, put the ASVS to the test on STS-78 (1996 Shuttle-Mir docking mission), when he used it to guide Canadarm in berthing the Docking Module (DM) with the Mir Space Station. Later, also in 1996, Robert Thirsk flew on the STS-78 mission as a payload specialist.

The astronaut corps consists of eight individuals, including Julie Payette training as mission specialist (operation of space systems, including the Mobile Service System (MSS) for the International Space Station) and Bjarni Tryggvason (training on the Microgravity Isolation Mount (MIM) at NASA's Johnson Space Center, Houston, Texas, and designated to fly on the STS-85 mission). The MIM was designed by CSA and built in Canada. It will allow scientists to optimise their experimental results in the exceptional microgravity conditions of space. Dafydd Rhys Williams is slated to fly as a payload specialist aboard STS-90 for the NEUROLAB mission.

David Florida Laboratory — The David Florida Laboratory (DFL) is a world-class facility for the assembly, integration and environmental testing of spacecraft. Located in Ottawa, its facilities in-

THE AIR MAILS OF CANADA AND NEWFOUNDLAND

elude: 1) three large "clean" rooms which offer a dust and contaminant free environment for the assembly of satellites and other space hardware; 2) a range of thermal vacuum chambers and an infrared testing system for verifying the thermal design and workmanship of spacecraft; 3) vibration plus model analysis for the qualification of structural aspects of launch simulation; 4) acechoic chamber, shielded rooms and antenna ranges that allow for the evaluation of antennas and radio frequency (RF) payloads; 5) facilities for spacecraft mass, mass moments of intertia and static and dynamic testing. DFL facilities are available on a fee-for-service basis to Canadian and international space communities.

Under Canada's New Space Plan, funds of $10 million are being allocated to refurbish and upgrade the facility.

St. Hubert Space Center — Similar plans are in effect for the maintenance and upgrading of the St. Hubert Space Center.

Space Science Program — The Space Science Program allows Canadian scientists and engineers to participate in quality national and international space projects. This program seeks to ensure that Canada maintains its position of excellence in the worldwide scientific exploration of space, while enhancing Canadian industrial capability in space science and technology. This program is concerned with man's understanding of the universe, the solar system, the near Earth environment, as well as those physical and biological processes which occur in space.

By a quirk of nature, the Earth's magnetic field is tilted so that the magnetic north pole and magnetic high-altitudes are in Canadian territory. This led to the early development of an active group of world class scientists in Canada in the fields of space physics and atmospheric science. From ground based observations, starting late in the 1920's and developing strongly after World War II, Canada proceeded to utilize rocket and balloon observations and then satellite experiments in the 1960's.

Understanding the mechanisms of the aurora and the ionosphere allowed a determination of how to overcome naturally induced radio interference and may lead to a means of forecasting power transmission outages caused by solar activity.

More recently, Canada has extended its involvement in space science to include international programs in space astronomy, atmospheric chemistry, space physics, as well as materials and life sciences in the microgravity environment. During the IML-1 mission, Canada conducted a series of experiments on materials and life sciences in microgravity. The results of these experiments will have practical and beneficial applications on earth and will extend our understanding of many physical and human processes.

Continuing projects in the Space Science Branch include the Suprathermal Ion Mass Spectrometer (SMS), a satellite-based instrument (developed with Japan) for the "Akebono" satellite, and the Wind Imaging Interferometer (WINDII), flown on the NASA URS satellite, which is used for upper atmosphere research, and will aid in the understanding of the earth's ozone layer.

Space Technology Program — The development of advanced technology for space application is the central function of CSA. The Space Technology Branch directs the Agency's technology research and development programs to support and plan developments of major new space projects. Its function also includes a major contracting out component, and cooperative projects with other space agencies, focusing on user needs in close cooperation with the private sector. CSA also participates with ESA space technology projects related to satellite communications, earth observation, and space robotics.

The **Churchill Research Range** (CRR) has a long and impressive history in space exploration, and has played a major role in Canada's space and atmospheric study programs. CRR opened in 1957 to support geophysical research associated with the International Geophysical Year (IGY). It became a Mecca for upper atmospheric physicists and the principal base for sounding rocket launches in

Canada. CRR remains open today as an excellent location for experimentation in the spirit of the international space research agenda for 1992; the International Space Year (ISY), and the initiation of "Mission to Earth."

The Churchill Research Range (CRR) consists of approximately 700,000 square kilometers of water and land, including most of Hudson Bay, including a large tract of uninhabited land in the northeasterly section of the Province of Manitoba (approximately 59 degrees North latitude and 94 degrees West longtitude). This position in the extreme north provides CRR with a unique position in the auroral oval. The large land-based impact area extends approximately 800 kilometers in both north-to-south and east-to-west directions, and allows for excellent and easy payload recovery, as well as providing an outstanding site for microgravity experimentation.

CRR offers 1) launches in an auroral oval; 2) excellent payload recovery; 3) large impact area; 4), comfortable work environment; 5) temperature-controlled launch bays; 6) shipping access by rail, sea or air; 7) rocketry manufactured in Manitoba; 8) Manitoba based launch support; and 9) a modern townsite. The facilities are operated by the NRC (National Research Council) to detect disturbances to radio and telegraphic communications caused by the Aurora Borealis, commonly known as the "Northern Lights."

Rocket launches occur frequently — almost on a daily basis — ranging from routine studies to full-fledged launches and tracking. Many early launchings utilized the Pan American World Airways (now defunct) personnel under the direct supervision of NRC staff. The experiments and observations utilized sounding rockets, such as ARCAS meterological rockets, beginning with   I launchings on January 5, 1966, in support of the World Metereological Rocket Network. Rockets achieved altitudes of some 40 miles recording temperatures, atmospheric pressures, and wind velocity and direction. In February 1966, as many as six such launchings were "fired" within a 15-hour period!

The Black Brant (BB) rockets were principally utilized for basic research. These were manufactured by the Briston Aerospace Limited, Winnipeg, Manitoba, and were designed to advance the probing of the cosmos with a wide variety of equipment. Measurements of the Auroral activity included such areas as ionizing densities, temperatures and structures, X-ray emissions, neutron particles, micrometeorites, spectrum and intensity of Auroral emissions, with simultaneous X-ray, particle and optical measurements correlated with similar measurements from other land based or atmospheric stations and instrumentation.

The harsh arctic conditions forced the researchers to utilize methods to stabilize the operating conditions of the rockets, instrumentation, and support facilities. A molded fiberglass overlay casing was used as a protective fluid "glove" which allowed for the dynamic heating of the rocket and its assembly to acceptable operational temperatures. Shortly before launch, the protective layer was removed by remote action from the control "block house" allowing the rocket launch to proceed with assurance of success.

Strategically located over the CRR are temporary and permanent stations and instrumentation sites — as far north as Eskimo Point, NWT, and south to Sipewisk along the Canadian National Railway at the perimeter of Lake Winnipeg. Facilities are supported by CRR personnel, who utilize helicopter support for ready contact and the recovery of nose cone sections with their cargo of data and instruments. An important part of the support services include a highly developed system of radar facilities and communication, allowing for the tracking of the rockets over as much as 1,000 miles of territory, travelling at the speed of 60 mph.

A few rocket launchings were carried out from the Resolute Bay Launch Site during July, 1966. All other launches took place from the CRR.

Due to government cutbacks in late 1984, the range was closed, but sub-orbital missions continued through 1989. In September, 1993, Akjuit Aerospace Incorporated received an option to lease the Range. This was completed on July 18, 1994, when the CEO of Akjuit, Siobhan Mullen and the Minister of Natural Resources for the Province of Manitoba signed a 30-year renewable lease at the cost of $1,000 per year.

CANADA SPACE SCIENCE MILESTONES

Year   Event

1839   First magnetic observatory at University of Toronto.
1882   First International Polar Year.
1918   Dominion Astrophysics Observatory completed near Victoria, B.C.
1941   National Research Council (NRC) sets up Canada's first ionosonde.
1958   NRC launches cosmic-ray detectors from Churchill, Manitoba, as part of the International
         Geophysical Year (IGY).
1959   Maiden flight of Canadian-made Black Brant sounding rocket, launched from Churchill,
         Manitoba.
1962   First Canadian satellite, Alouette I, launched to study the ionosphere.
1965   Alouette II launched.
1969   ISIS A (International Satellites for Ionospheric Studies) launched.
1971   ISIS B launched.
1976   First large scientific balloon launched by NRC. 1984 Dr. Marc Garneau, first Canadian in
         space, conducts space science experiments during his 8-day Space Shuttle mission.
1986   Viking, a Swedish satellite, launched with a Canadian ultraviolet auroral imager on board.
1987   First Canadian microgravity materials processing experiment, GEODE, launched on Black
         Brandt rocket from Esrange, Sweden.
1988   Canada's contribution to the International Solar Terrestial Physics Program (1989-1997)
         CANOPUS Auroral Network becomes operational.
1989   A Canadian Suprathermal Ion Mass Spectrometer launched aboard the Japanese
         AKEBOBO satellite. OEDIPUS A. — A Canadian sounding rocket payload, launched to
         study space plasma utilizing space tether technology. First joint USSR/Canada life
         sciences project. Three Canadian life sciences experiments fly on Soviet Biosatellite.
1990   COBRA rocket launched to measure cosmic background radiation.
1991   Canada's Wind Imaging Interferometer, WIND II, launched aboard NASA's Upper Atmo-
         spheric Research Satellite.
1992   (13) Canadian life science experiments and Canadian Payload Specialist, Dr. Roberta Bondar,
         fly on the first international Microgravity Laboratory (IMGL-1) mission on Space Shuttle
         "Discovery."
         First Canadian Space Agency microgravity rocket CSAR-1, launched from White Sands
           Missile Range, New Mexico.
         A Swedish satellite "Freja" launched with two Canadian instruments, a Cold Plasma Ana-
           lyzer and Ultraviolet Auroral Imager, on board.
         QUESTS Get-Away special payload flies on NASA Space Shuttle mission (STS-47).
         Set of 24 Canadian life science and materials science experiments fly aboard Russia's MIR
           Space Station for 55 days.
         Third Canadian astronaut in space, Dr. Steve MacLean, flies on Space Shuttle Columbia
           and conducts space science experiments.
         Two Canadian experiments to study radiation levels in space fly aboard Space Station MIR
           for periods between 3 months to one year.
         Akjuit Aerospace Incorporated, a private sector corporate entity responsible for the devel-
           opment of SpacePort Canada, established at the former site of the Churchill Research
           Range.
1993   Launch of balloon-borne CRAYBEX experiment to study cosmic rays in the atmosphere.
         A Canadian reusable materials processing payload, Configurable Hardware for

Multidisciplinary Projects in Space, CHAMPS, launched on NASA Space Shuttle mission STS-57.
Second set of protein crystallization experiments fly on MIR Space Station. Data from Canadian WIND II instrument on NASA Upper Atmosphere Research Satellite
reveal distribution of atomic oxygen, vital to production and destruction of protective ozone layer.

1994*   Churchill Research Range (closed in 1989) leased to Akjuit Aerospace Incorporated. GEMENI   sounding rocket launched from White Sands, New Mexico. Scheduled launch of Canadian   Space Agency microgravity rocket CSAR-2. Scheduled launch of second QUESTS, Get-   Away   Special experiments on NASA shuttle.

1995*   Space Shuttle mission of second United States Microgravity Laboratory (USML-2) with Canadian experiments to measure Signal Changes in Microgravity. Scheduled launch of the Canadian Float Zone Furnace aboard a NASA shuttle. Scheduled launch of an Ultraviolet Auroral Imager aboard the Russian INTERBALL satellite. Scheduled launch of OEDIPUS- C sounding rocket.
Scheduled launch of Ostwald Ripening Get-Away Special experiment on a NASA shuttle. Scheduled launch of the Aquatic Research Facility, ARF, aboard a NASA shuttle. Scheduled launch of Nanosynthesis Get-Away Special experiment on a NASA shuttle. RADARSAT launched from Western Test Range.

1997*   Historic launch agreement signed between Russia STC and Akjuit Aerospace Incorporated, SpacePort Canada (world's first international launch vehicle transfer to Churchill, Manitoba's SpacePort.) Scheduled launch of Extreme Ultra Violet Imaging Telescope Array, EUVITA, aboard a Russian astronomical satellite, Spektrum-X.
Scheduled launch of Swedish Odin satellite with Canadian spectromoter aboard.

1998*   Canadian life scientists participate in U.S. Neurolab Spacelab program.
Scheduled launch of Thermal Plasma Analyser on the Japanese Planet-B satellite to Mars.
Scheduled launch of the first NASA Earth Observation Satellite with the Measurements of Pollution in the Troposphere, or MOPITT, instrument on board.
Scheduled first launch from SpacePort Canada with Russia.

2000*   Scheduled launch of NASA Lyman FUSE spacecraft with Canadian instruments on board.

* Dates subject to schedule changes, usually resulting in delays.

Explanation of Catalogue Listings

Commemorative and flown covers are listed as to type of launch or landing, location (designated site or nearest operating post office), date and time (if known). If an event took place when the operating post office was not in service, the next day's cancellation is listed as valid. For water launches and recoveries, the name of the ship and its postmark are listed. If a ship did not operate a post office, then the postmark of the first port of call is acceptable. For manned flights from the ETR, immediately following launch (when the vehicle clears the gantry tower) all further events are dated from Mission Control in Houston, Texas. For non-manned rocket and satellite launches, the control passes to the designated facility working in cooperation with NASA. Tracking networks of Canada and the United States have worked cooperatively in the space program. The covers listed are for known events and doubtless others have been serviced. Upon such documentation, the listings will be periodically updated.

There are considerable gaps in our knowledge of commemorative (or flown) covers for the early rocket launches, satellite deployments and other space missions. We hope that these listings will form a basis **for** amendments and additions in the future.

CANADA — U.S. SPACE ACTIVITIES

A. ASTRONOMICAL RESEARCH ROCKETS

	Type of Rocket Launched	Launch Location	Date / Time	Price
59A1	Javeline Rocket Probes Star	Wallops Island, VA	12-22-59; Signals.	20.00
61A1	ARGOD-4	Wallops Island, VA	10-10-61	15.00
61A2	ARGOD-4	Wallops Island, VA	10-14-61; a.m.	15.00
61A3	ARGOD-4	Wallops Island, VA	12-26-61	15.00
62A1	Black Brant III Canadian	Wallops Island, VA	12-13-62; a.m.	15.00
62A2	Black Brant III Canadian	Wallops Island, VA	12-13-62; p.m.	15.00
63A1	ARGO D-4 Joint U.S.-Canada	Wallops Island, VA	09-30-63; p.m.	30.00
69A1	Black Brant U.S.-Canada Experiment	Wallops Island, VA	05-01-69; p.m.	10.00
69A2	Black Brant V-B Canadian	Wallops Island, VA	11-08-69; a.m.	10.00
70A1	Bomarc B Canadian	Eglin AFB, FL	02-10-70; p.m.	8.00
70A2	Black Brant 5	Eglin AFB, FL	04-04-70; a.m.	8.00
71A1	Bomarc B	Eglin AFB, FL	9-21-71	8.00

ANIK-1 was the world's first domestic (Canadian) communications satellite, launched from Kennedy Space Center (Eastern Test Range), Nov. 9, 1972.

B. COMMUNICATION SATELLITES

62B1	ALOUETTE (The Lark) (First joint Canada-U.S. satellite)	WTR-Vandenberg AFB Lompoc, CA postmark	09-28-62; p.m.	20.00
65B1	ALOUETTE-2 (EXPLORER-C)	WTR (Vandenberg AFB)	11-28-65; a.m.	15.00
72B1	10th anniversary commemoration	Sarnia, Ontario	09-28-72	5.00
72B2	TELESAT-A (ANIK-I) First country with a commercial geostationary communication satellite network.	Kennedy Space Center,	11-09-72;p.m.	10.00
73B1	TELESAT-B (ANIKII)	KSC, FL	04-20-73; p.m.	10.00

75B1	TELESAT-C (ANIK III)	KSC, FL	05-07-75; p.m.	10.00
76B1	CTS (Communications Technology Satellite)	KSC, FL	01-16-76	10.00
78B2	TELESAT-D (ANIK-B1)	KSC, FL	12-16-78	10.00
82B1	TELESAT-E (ANIK-C3)	KSC, FL (from STS-5)	11-11-82	8.00
82B1	TELESAT-G (ANIK-D1)	KSC, FL	08-26-82	8.00
83B1	TELESAT-F (ANIK-C2)	KSC, FL (from STS-7)	06-18-83	8.00
84B1	TELESAT-H (ANIK-D2)	KSC, FL (from STS-51A)	11-09-84	8.00
85B1	TELESAT (ANIK-C1)	KSC, FL (from STS-5 ID)	04-13-85	5.00
91B1	TELESAT (ANIK E2)	Kourou, French Guyana	04-04-91	10.00
91B2	TELESAT (ANIK El)	Kourou, French Guyana	09-26-91	10.00

C. RESEARCH SATELLITES

69C1	ISIS-1 500-3500 km polar orbit	WTR (Improved Delta)	01-29-69; p.m.	15.00
71C1	ISIS-2 1400 km circular near polar orbit	WTR (Improved Delta)	03-31-71; p.m.	12.00
83C1	SARSAT (U.S./Canada/France/CCCP)	WTR	03-28-83	10.00
95C1	SURFSat-1 (piggy-back on the upper stage launch of RADARSAT)	WTR	11-04-95	8.00

D. COMMERCIAL SATELLITES

95D1	RADARSAT Remote sensing synthetic apature radar	WTR (Delta II)	11-04-95	5.00
95Dla	Tracking	Greenbelt, MD	11-04-95	5.00

E. CANADIAN SPACE AGENCY ROCKETS (CSAR)

92E1	CSAR-1 Microgravity rocket launch WSMR, WM		03-19-92	15.00

F. CANADA SATELLITES DEPLOYED BY NASA ON THE SPACE SHUTTLE

82F1	ANIK-C (STS-5) (Launch)	KSC, FL	11-11-82; a.m.	10.00
82Fla	(Mission control)	Houston, TX	11-11-82	15.00
83F1	ANIK-C (STS-7) (Launch)	KSC, FL	06-18-83; a.m.	10.00
83Fla	(Mission control)	Houston, TX	06-18-83; a.m.	15.00
84F1	TELESAT-1 (STS-51A) (Launch)	KSC, FL	11-08-84; a.m.	10.00
84Fla	(Mission control)	Houston, TX	11-08-84; p.m.	15.00
85F1	TELESAT-1 (STS-51D) (Launch)	KSC, FL	04-12-85; a.m.	10.00
85Fla	(Mission control)	Houston, TX	04-12-85; p.m.	15.00
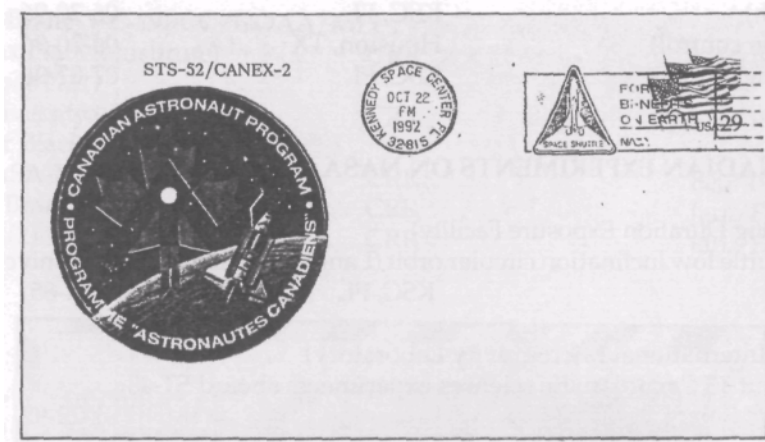
The Canadian Astronaut Program cachet appears on this STS-52/CANEX-2 launch cover, postmarked at Kennedy Space Center, Oct. 22, 1992.

G. CANADIAN ASTRONAUT PARTICIPATION IN STS MISSIONS

Marc Garneau (Payload specialist)   STS-41G/CANEX-1

84G1	(Launch)	KSC, FL	10-05-84	10.00
84Gla	(Mission control)	Houston, TX	10-05-84	15.00
84Glb	(Landing)	KSC, FL	10-13-84	15.00

Roberta L. Bondar (First Canadian woman astronaut) STS-43/IML-1

92G1	(Launch)	KSQFL	01-22-92	10.00
92Gla	(Mission control)	Houston, TX	01-22-92	15.00
92Glb	(Landing)	Edwards, CA	01-30-92	15.00

Steven MacLean (Space vision experiments) STS-52/CANEX-2

92G2	(Launch)	KSC, FL	10-22-92	10.00
92G2a	(Mission control)	Houston, TX	10-22-92	15.00
92G2b	(Landing)	KSC, FL	11-01-92	15.00

Chris A. Hadfield STS-74/Second American-Russian Shuttle-Mir Docking Mission

95G1 (Launch) KSC,FL 11-12-95		10.00
95Gla (Mission control)	Houston, TX 11-13-95	15.00
95Glb (Hadfield operates robotic arm to move Docking Module to Orbiter Docking System		
in preparation for docking with Mir station) Houston, TX 11-13-95		15.00
95Glc (Rendezvous for docking)	Houston, TX 11-15-95	15.00
95Gld (Landing)	KSQFL 11-20-95	10.00

Marc Garneau (Mission specialist)   STS-77/SPACEHAB-4

96G1	(Launch)	KSC, FL	05-19-96	10.00
96Gla	(Mission control)	Houston, TX	05-19-96	15.00
96Glb	(Landing)	KSQFL	05-29-96	10.00

Robert Brent Thirsk STS-78/SPACELAB/LMS-l (Life and Microgravity Science) (Back-up astronaut for STS-41G)

441

96G2	(Launch)	KSC, FL	06-20-96	10.00
96G2a	(Mission control)	Houston, TX	06-20-96	15.00
96G2b	(Landing)	KSC, FL	07-07-96	10.00

H. CANADIAN EXPERIMENTS ON NASA MISSIONS

LDEF (Long Duration Exposure Facility)
Space Shuttle low inclination circular orbit (Langley Research Center; University of Toronto)

84H1	KSC, FL	1984-85	10.00

IMGL-1 (International Micrograviry Laboratory) Carried out 13 Canadian
life sciences experiments aboard ST-43.

92H1	01-22-92	10.00

SPACEHAB-4 on STS-77:
1. Commercial Float Zone Furnace (CFZF). USA/Canada/Germany cooperative experiment
   to grow large, ultra-pure semiconductor materials for electronic devices.
2. The Aquatic Research facility (ARF). In conjunction with NASA, to study the develop
   ment of starfish embryos, mussels and sea urchins.
3. Biological Research in Canisters (BRIC 07). Specific endocrine systems in bisection with
   application to studies in humans, endocrine changes during spaceflight.

95H1	05-29-95	10.00

SPACEHAB/LMS-1 (Life and Microgravity Spacelab/LMS)
13th mission since 1973, carrying 43 scientific experiments: Vital life functions -19 experiments:
Life phenomenon of man, 13; animal science, 5; botanical, 1. Natural science - 24 experiments:
Material, 6; liquids, 6; protein crystal growth, 12.

96H1	06-20-96	10.00

I. CANADA - USA COOPERATIVE SOUNDING ROCKET PROJECTS

5711	USAF series of rocket tests in the Canadian Arctic	Fort Churchill, Man.	Dec. 8, 1957	50.00
5911	Black Brant (maiden flight)	CRR	1959	25.00
6211	Black Brant III (6)	WI	Jun./Dec. 1962	20.00
6212	Black Brant III	WI	Dec. 13, 1962	20.00
6611	NASA-sponsored NRCC-GSFC (176 launches)	CRR	Jan. 1966-Dec. 1976	15.00
6612	Areas Meterological	CRR	Jan. 5, 1966	15.00
6613	Areas Meterological (6)	CRR	Feb. 1966	15.00
6711	Boosted Areas (2)		Oct. 1967	15.00
6811	Black Brant IV (DRTE for ISIS-A)		May 1968	10.00
6812	Boosted Areas (2)		Aug 1968	10.00
6811	Boosted Areas NRCC-GSFC (1)		Oct. 1968	10.00
6912	Nike-Tomahawk GSFC (3)	Cape Perry, Canada	Mar. 1969	10.00
6913	Black Brant	WI	Nov. 8, 1969	10.00
7011	Black Brant 5	EglinAFB,FL	Jan. 10, 1970	10.00
7012	Black Brant 5	Elgin AFB,FL	Apr. 4, 1970	10.00
7211	Black Brant Study solar eclipse	CRR, Resolute Bay	Jul. 10, 1972	10.00
7212	Black Brant Study solar eclipse	Port Dufferin, N.S.	Jul. 10, 1972	10.00

7813	Black Brant V-C NRCC/NOAA/MPI			
	(Max Planck Institute)	CRR	Feb. 1978	10.00
7911	Astrobee D (1)			
	(University of Michigan)	CRR	Feb. 1979	10.00
8311	Terrier Black Brant VC			
	(NASA-NRCC)	CRR	Feb. 1983	10.00
8411	Black Brant X	CRR	Jan./Feb. 1984	10.00
8412	Areas (2)	CRR	Jan./Feb. 1984	10.00

Provincial Exhibition, Space Year, Regina, Saskatchewan July 31, 1961.

J.   CANADA SPACE ACTIVITIES AT HOME (Commemorative covers known)

	See Rocket Mail listing			
59J1	Sparrow B	Fort Churchill,Manitoba	11-18-59	100.00
61J1	Provincial Exhibition, Space Year			
	Exhibition Post Office,			
	Regina, Saskatchewan	Sub P.O. Ex.	07-31-61 a.m.	25.00
67J1	Black Brant III (Max Planck Inst.)	Fort Churchill, Manitoba	07-04-67	10.00
70J1	Nike Tomahawk	Ear Falls, Ontario	03-04-70	10.00
70J2	Black Brant VB	Fort Churchill, Manitoba	08-16-70	10.00
	with USA, Germany and Sweden			
	Studying the Northern Lights			
72SJ1	Nike Apache/Black Brandt	Fort Churchill, Manitoba	02-15-72	10.00
72SJ2	Black Brant VB	Fort Churchill, Manitoba	10-07-72	10.00
72SJ3	Black Brant	Port Dufferin, NS	10-30-72	10.00
74SJ1	Black Brant VB 41	Cape Perry, NWT	12-06-74	10.00
75SJ1	Official Opening of Canadian Forces			
	Satellite Identification & Tracking			
	Unit, St. Margarets, NB	James Park, NB	09-11-75	10.00

K.   CANADA HONORS UNITED STATES ASTRONAUTS

69K1	Visit to Ottawa of Apollo 11 crew		
	Senate of Canada (red meter cancellation)	12-02-69	8.00

69Kla Visit to Ottawa of Apollo 11 crew
House of Commons (green meter cancellation)   12-02-69   8.00

L. CANADA - USA JOINT DEVELOPMENT PROJECTS

l. Starlab 1989-90 A 1-meter space telescope for study of astro-physical problems in the optical and UV spectral regions (by NASA, Australian Department of Science and Technology (DST) and the NRCC) for up to two STS flights.

2. Augmentor-Wing Flight Test Project   1970-
The Canadian Department of Industry, Trade and Commerce and NASA are funding a multiyear flight test project on a STOL (Short Take-Off & Landing) research aircraft incorporating the "augmentor-wing" concept.

3. Vertical Take-Off and Landing (VTOL) Jet Augmentor Tests   1974-
The Canadian Defense Research Board and NASA are jointly funding a jet-augmenter program for VTOL aircraft, with the use of a small-scale wind tunnel test in Canada, and a large scale wind tunnel and static tests at NASA Arms Research Center.

4. High Speed Ice Accretion Studies   1982-
NASA and NRC are conducting a series of high-speed ice accretion studies on typical helicopter rotor blade sections in the NRC Low Temperature Laboratory High Speed Icing Tunnel to determine accretion shapes and resultant life and drag forces on representative, two dimensional reduced scale helicopter rotor sections.

5. International Space Station   1997-
A cooperative effort between Canada, United States, ESA, Russia and Japan. Canada will share in the operation and use and work in the scientific research in microgravity. There will be special involvement of CSA in the Mobile Servicing System (MSS), and the second generation CANADARM (3x stronger) mounted on a US produced travelling base.

M. CANADA'S INTERNATIONAL PROJECT PARTNERSHIPS

USA ALOUTTE
ISIS (Canada ionospheric)
CTS (Canada communication)
LANDSAT (US remote sensing)
Weather satellites
MSAT
COSPASVSARSAT
CANADARM
Space Science
Space Station
RADARSAT
SURFSat-1
UARS

ESA CTS
Co-op agreements

ESA Olympus satellite
ERS-1 (Europe remote sensing)
PSDE (Payload/spacecraft development)
EOPP (Earth observation preparatory)
Hermes (European equivalant to shuttle)

Russia COSPAS7SARSAT
Interball*** (Russian magnetospheric)
STC and Akjuit Aerospace Incorporated

Japan Remote Sensing
EXOS-D (Japan magnetospheric/auroral)
JERS-1** (Japan Earth's resources)
MOS-1** (Japan marine observation)

France	SPOT	**UK**	RADARSAT studies
	WINDII/UARS Wind imagining		
	for UARS	**Brazil**	Brazilsat SI and S2***
	COSPASVSARSAT		

Sweden	Viking (Scientific rockets)	* Soviet equivalent of SARSAT
	GEODE (Canada gravity detector)	** Canada will receive data
	Freja (Scientific satellite) with 2 Canadian	*** Canada supplying hardware and science
	instruments	

N. CANADIAN SPACE ACTIVITIES WITH EUROPEAN SPACE AGENCY (ESA)

(formerly ESRO)

IRIS (International Radiation Investigation)	WTR	05-17-68

  (ESRO-II)Scout; 320-870-km near polar orbit Spacecraft responsibility: ESRO, France.

AURORAE (ESRO-I)	WTR	10-03-68

  Scout; 260-1490 km near polar orbit. Spacecraft responsibility: ESRO, Denmark, Norway, Sweden, UK.

MASER (Sounding Rockets for Microgravity Research) - Kiruna, Sweden

  Developed by the Swedish Space Corporation with international participation of ESA users, the Canadian Space Agency (CSA), the Society of Japanese Aerospace Companies, INC., and the Netherlands.

  MASER offers experiment modules, sub-systems, and flight opportunities. The payload consists of 4 - 7 independent experimental modules and related Service Systems (total mass of 350 - 460 kg of which 240 - 280 kg is the experiment portion).

  MASER uses 2 - stage solid propellant rocket, the Black Brant IX in different versions, or the Skylark 7. It provides for 6 - 7 minutes of microgravity. The guidance system is S-19, depending on the mission requirements.

87N1	Maserl	Kiruna	03-19-87	15.00
88N1	Maser2	Kiruna	02-29-88	10.00
89N1	Maser3	Kiruna	04-19-89	10.00
90N1	Maser4	Kiruna	03-29-90	10.00
92N1	Maser5	Kiruna	04-19-92	10.00
93N1	Maser6	Kiruna	11-04-93	10.00
96N1	Maser7	Kiruna	05-03-96	10.00
98N1	Maser 8 (scheduled)	Kiruna	Spring 98	—

O. INTERNATIONAL SPACE STATION

Phase 1 (precursor project on STS-74/Atlantis) Cooperation with
United States, Russia, ESA and Japan

P. SpacePort Canada (AKJUIT AEROSPACE INCORPORATED), 1992

  Canada's International SpacePort is a totally commercial space launch complex which is being developed by Akjuit Aerospace Incorporated. It is located at the former Churchill Research Range site on Hudson Bay in northern Manitoba. SpacePort Canada has re-established

the facilities where 3,500 suborbital missions were launched between 1957 -1989.

The first phase of construction involves the refurbishment of existing facilities and the construction of two new launch complexes. The complexes, capable of supporting launches to place satellites weighing between 100 - 4,000 lbs into low earth orbit, are designed to accomodate a wide variety of international launch vehicles.

In addition to these facilities, buildings to support satellite processing, mission control and administrative support will be constructed.

SpacePort Canada is being created by Akjuit Aerospace Incorporated of Winnipeg, Manitoba, with engineering and construction managed by Raytheon Engineers and Constructors, and will be capable in mid-1998 of launching small satellite payloads into polar, high inclination and sun synchronous orbits. These satellites typically provide communications, science, remote sensing, agricultural and environmental monitoring services. At least 25 satellite consortia have announced plans to launch several hundred satellites to provide these services.

SpacePort Canada construction fills the void in the launch market — a private sector, totally commercial spaceport, capable of launching several different international rockets from the same location, utilizing state-of-the-art equipment, building and launch facilities, combined with a highly competitive pricing structure.

Q. NASA TRACKING STATIONS / FACILITIES IN CANADA

1. St. John's, Nfld. (STDN)* — Operational from August 24,1960 to August 1970
In use December 20,1971 to August 1973
In use February 3,1972 until 1976.

65Q1	Gemini 6	Manned space flight tracking	12-15-65	12.00
66Q1	Gemini 8	Manned space flight tracking	10-16-66	10.00
66Q2	Gemini 9	Manned space flight tracking	06-03-66	10.00
66Q3	Gemini 10	Manned space flight tracking	07-18-66	10.00
66Q4	Gemini 11	Manned space flight communications	09-14-66	8.00
66Q5	Gemini 12	Manned space flight communications	11-11-66	8.00
67Q1	Apollo 4	Tracking Saturn V vehicle	11-09-67	12.00
68Q1	Apollo 5	Unmanned Saturn IB flight with LEM	01-22-68	12.00
68Q2	Apollo 6	Unmanned flight of Saturn IVB stage	04-04-68	10.00
68Q3	Apollo 7	First US 3-man mission	10-11-68	8.00
68Q4	Apollo 8	First US lunar orbital flight	12-21-68	8.00
69Q1	Apollo 9	Successful LEM flight	03-03-69	8.00
69Q2	Apollo 10	LEM within 50,000 miles of moon	05-18-69	8.00
69Q3	Apollo 11	First manned lunar landing and return	07-16-69	8.00
69Q4	Apollo 12	Second lunar landing mission	11-14-69	8.00
70Q1	Apollo 13	Aborted third lunar landing mission	04-11-70	6.00
71Q1	Apollo 14	Third lunar landing mission	01-31-71	6.00
71Q2	ISIS-2	Ionospheric satellite deployment	03-31-71	6.00
71Q3	Apollo 15	Fourth lunar landing mission	07-26-71	6.00
72Q1	Apollo 16	Fifth lunar landing mission	04-16-72	5.00
72Q2	Apollo 17	Sixth and last lunar landing mission	12-07-72	5.00
75Q1	Telsat3(ANIK-3)	Data network tracking, GFSC, Greenbelt, MD	05-07-75	5.00

* Station deactivated in 1976

2. St. Margaret's, N.B. Operational from August 1976 to June 1978
NASA funding terminated, but continues as local operation.

R. CANADA TRACKING FACILITIES

Churchill Research Range, Fort Churchill, Manitoba

68R1	Apollo 5	Unmanned Saturn IB flight with LEM	01-22-68	12.00
68R2	Apollo 6	Unmanned flight of Saturn IVB stage	04-04-68	10.00
68R3	Apollo 7	First US 3-man mission	10-11-68	8.00
68R4	Apollo 8	First US lunar orbital flight	12-21-68	8.00
69R1	Apollo 9	Successful LEM flight	03-03-69	8.00
69R2	Apollo 10	LEM within 50,000 miles of moon	05-18-69	8.00
69R3	Apollo 11	First manned lunar landing	07-21-69	8.00
69R4	Apollo 12	Second lunar landing mission	11-14-69	8.00
70R1	Apollo 13	Aborted third lunar landing mission	04-11-70	6.00
71R1	Apollo 14	Third lunar landing mission	01-31-71	6.00
71R2	Apollo 15	Fourth lunar landing mission	07-26-71	6.00
72R1	Apollo 16	Fifth lunar landing mission	04-16-72	6.00
72R2	Apollo 17	Sixth and last lunar landing mission	12-07-72	5.00
73R1	Skylabl	Tracking	05-14-73	5.00
73R2	Skylab2	Tracking	05-25-73	5.00
73R3	Skylab3	Tracking	07-28-73	5.00
73R4	Skylab4	Tracking	11-16-73	5.00

S. SATELLITE TRACKING UNIT, C.F.B. Cold Lake, Medley, Alberta

6851	Apollo 7	NORAD tracking	10-11-68	8.00
6852	Apollo 8	NORAD tracking of lunar orbital flight	12-21-68	10.00
6951	Apollo 9	NORAD tracking of LEM flight	03-03-69	8.00
6952	Apollo 10	NORAD tracking, LEM 50,000 miles of moon	05-18-69	8.00
6953	Apollo 11	First manned lunar landing	07-21-69	12.00
6954	Apollo 12	Second lunar landing mission	11-14-69	8.00
70S1	Apollo 13	NORAD tracking of aborted, manned mission	04-11-70	6.00
7151	Apollo 14	NORAD tracking of third lunar landing mission	01-31-71	6.00
7152	Apollo 15	NORAD tracking of fourth lunar landing mission	07-26-71	6.00
7251	Apollo 16	NORAD tracking of fifth lunar landing mission	04-16-72	6.00
7252	Apollo 17	Manned space flight	12-07-72	6.00
7351	Skylabl	Tracking	05-14-73	5.00
7352	Skylab2	Tracking	05-25-73	5.00
7353	Skylab3	Tracking	07-28-73	5.00
7354	Skylab4	Tracking	11-16-73	5.00
75S1	ASTP	Tracking	07-15-75	5.00

T. OTHER TRACKING FACILITIES

69T1	Apollo 12	COTC, Mill Village	11-00-69	8.00
69Tla		David Dunlap Observatory, Richmond Hill	11-00-69	8.00
70T1	Apollo 13	COTC, Mill Village	04-00-70	6.00
70Tla		David Dunlap Observatory, Richmond Hill	04-00-70	6.00
71T1	Apollo 14	Astronomy Division, Dominion Observatory	01-31-71	6.00
71Tla		David Dunlap Observatory, Richmond Hill	01-31-71	6.00
71Tlb		Dominion Astrophysical Observatory, Victoria	01-31-71	6.00
71T2	ISIS-2	Resolute Bay, NWT	03-31-71	6.00
71T3	Apollo 15	David Dunlap Observatory, Richmond Hill	07-26-71	6.00
71T3a		Dominion Astrophysical Observatory, Victoria	07-26-71	6.00

72T1	Apollo 16	Algonquin Radio Observatory, Lake Traverse	04-17-72	6.00
72Tla		David Dunlap Observatory, Richmond Hill	04-16-72	6.00
72Tlb		Dominion Astrophysical Observatory, Victoria	04-17-72	6.00
72Tlc		Dominion Observatory, Ottawa, Ont.	04-27-72	6.00
72Tld		Meterological Station, West Eureka, NWT	04-17-72	6.00
72Tle		Meterological Station, Isaslsen	04-27-72	6.00
72Tlf		Ontario Science Centre, Don Mills, Ont.	04-17-72	6.00
72Tlg		Royal Ontario Museum, McLaughlin Planetarium	04-16-72	6.00
72Tlh		University of Toronto	04-16-72	6.00
72Tli		Weather Station, Mould Bay, NWT	04-16-72	6.00
72T2	Apollo 17	Algonquin Radio Observatory, Lake Traverse	12-07-72	6.00
72T2a		David Dunlap Observatory, Richmond Hill	12-07-72	6.00
72T2b		Dominion Astrophysical Observatory, Victoria	12-07-72	6.00
72T2c		Dominion Observatory, Ottawa, Ont.	12-07-72	6.00
72T2d		Geophysical Observatory, Mould Bay, NWT	12-07-72	6.00
72T2e		Institute of Aerospace Studies, U of T	12-00-72	6.00
72T2f		Meterological Station, West Eureka, NWT	12-07-72	6.00
72T2g		Meterological Station, Isaslsen	12-00-72	6.00
72T2h		Ontario Science Centre, Don Mills, Ont.	12-07-72	6.00
72T2i		Royal Ontario Museum, McLaughlin Planetarium	12-07-72	6.00
73T1	Skylab 1	Algonquin Radio Observatory, Lake Traverse	05-14-73	5.00
73Tla		Dominion Astrophysical Observatory, Victoria	05-14-73	5.00
73Tlb		Dominion Observatory, Ottawa, Ont.	05-14-73	5.00
73Tlc		Meterological Station, Isaslsen	05-14-73	5.00
73Tld		Royal Ontario Museum, McLaughlin Planetarium	05-14-73	5.00
73T2	Skylab 2	David Dunlap Observatory, Richmond Hill	05-25-73	5.00
73T2a		Geophysical Station, Mould Bay, NWT	05-25-73	5.00
73T2b		Geophysical Station, Bellville	05-25-73	5.00
73T3	Skylab 3	Algonquin Radio Observatory, Lake Traverse	07-28-73	5.00
73T3a		Dominion Astrophysical Observatory, Victoria	07-28-73	5.00
73T3b		Dominion Observatory, Ottawa, Ont.	07-28-73	5.00
73T3c		Geophysical Observatory, CFS Alert, NWT	07-28-73	5.00
73T3d		Geophysical Station, Mould Bay, NWT	07-28-73	5.00
73T3e		Institute of Aerospace Studies, U of T	07-28-73	5.00
73T3f		Meterological Station, West Eureka, NWT	07-28-73	5.00
73T3g		Meterological Station, Isaslsen	07-28-73	5.00
73T3h		Ontario Science Centre, Don Mills, Ont.	07-28-73	5.00
73T3i		Royal Ontario Museum, McLaughlin Planetarium	07-28-73	5.00
73T4	Skylab 4	Algonquin Radio Observatory, Lake Traverse	11-16-73	5.00
73T4a		Dominion Astrophysical Observatory, Victoria	11-16-73	5.00
73T4b		Dominion Observatory, Ottawa, Ont.	11-16-73	5.00
73T4c		Geophysical Observatory, Belleville	11-16-73	5.00
73T4d		Geophysical Observatory, Mould Bay, NWT	11-16-73	5.00
73T4e		Institute of Aerospace Studies, U of T	11-16-73	5.00
73T4f		Meterological Station, West Eureka, NWT	11-16-73	5.00
73T4g		Meterological Station, Isaslsen	11-16-73	4.00
75T1	ASTP	Geophysical Observatory, Mould Bay, NWT	07-15-75	8.00
75Tla		Geophysical Observatory, Eureka, NWT	07-15-75	8.00
75Tlb		Weather Officer, Atmospheric Environment Service, Resolute Bay, NWT	07-15-75	8.00

ROCKET MAIL IN CANADA

United States - Canada Rocket — A plan for the dispatch of rocket mail between the United States and Canada during the Third International Philatelic Exhibition (TIPEX1936) at the Grand Central Palace, New York was abandoned.

Gerhard Zucker, the German rocket constructor, had agreed to make rocket starts in the USA and Canada, but in preparing to come to New York, Zucker was arrested by the Gestapo. The Hitler government accused him in connection with his rocket starts in England in 1934. Zucker could not bring the rocket to New York. In order not to destroy this rocket show and frustrate all the arrangements which had been made, Karl H. Henning, Sr. a Hamburg, Germany dealer and booth holder at TIPEX, accepted bringing the rocket to New York, helping to make the exhibition, and preparing the rocket launch.

Henning was afraid to get into the same trouble with the Gestapo as Zucker had, so everything was done to avoid propaganda action by the press and radio. However, he had brought everything to New York for the rocket flight, which were available at TIPEX Booth *77,* consisting of stamps, covers, cancels, cachets, private cancellations, the launching rack and, of course, the rocket itself. The rumors at the exhibition were that the rocket itself never passed through the United States Customs, as it was confiscated.

A series of 10 rocket stamps (all depicting a rocket in flight over New York, Niagara, Western Canada, and between the United States and Canada) and covers each with a pair of the 50c and 75c rocket stamps affixed were addressed to *Intern. Philatelic Exhibition, Grand Central Palace Booth 77, Lexington Avenue, 46th-47th Streets, New York.* The proposed flights from the United States across Niagara Falls into Canada were never carried out.

Key to listings: Year designation, followed by:
>   CF — flown covers   RP — flown rocket mail stamps
>   CX — unflown covers   RX — unflown rocket mail stamps

36RX1	50c, orange - red and blue, triangular imperf., Rocket flight - New York, 1936	5.00
36RX2	75c, orange - red and blue, triangular imperf., Rocket flight - New York, 1936	5.00
36RX3	50c, orange - red, blue and brown, imperf., First Canadian Rocket Flight, (western scene: Rockies, buffalo and riding Indian), May 1936	5.00
36RX4	75C, orange - red, blue and brown, imperf., First Canadian Rocket Flight, (western scene: Rockies, buffalo and riding Indian), May 1936	5.00
36RX5	50c orange - red and blue, imperf., American Rocket Flight	5.00
36RX6	75c orange - red and blue, imperf., American Rocket Flight	5.00
36RX7	50c orange - red and blue, imperf., Rocket flight from Canada to U.S.A. (the Niagara Falls, May 1936)	5.00
36RX8	75c orange - red and blue, imperf., Rocket flight from Canada to U.S.A. (the Niagara Falls, May 1936)	5.00
36RX9	50c orange - red and blue, imperf., Rocket flight from U.S.A. to Canada (over the Niagara Falls, May 1936)	5.00
36RX10	75c orange - red and blue, imperf., Rocket flight from U.S.A. to Canada (over the Niagara Falls, May 1936)	5.00
36RX11	Sheet of 10 values, imperf., various sized sheets, as above	25.00

Handstamped cachet (2):   Straightline: Rocket Start - Niagara Falls!
                                 Straightline: United States of America to Canada

36CX1 cover with 50c, 75c, pair of stamps (RX 1 and 2), and two handstamped
          cachets addressed to TIPEX 1936, Booth *77* (as indicated above)   15.00
36CX2 cover with 50c, 75c, pair of stamps (RX3 and 4), and two handstamped
          cachets addressed above   15.00
36CX3 cover with 50c, 75c, pair of stamps (RX 5 and 6), and two handstamped
          cachets addressed above   15.00
36CX4 cover with 50c, *75c,* pair of stamps (RX 7and 8), and two handstamped
          cachets addressed above   15.00
36CX5 cover with 50c, 75c, pair of stamps (RX 9 and 10), and two handstamped
          cachets addressed above   15.00

An additional listing of a series of three 50c rocket post stamps in three colors is also described, and their
        use on prepared covers and cards is also known, together with an additional two handstamped
        cachets, similarly addressed to Booth *77* as above:

36RX12 50c, gold, rocket in flight over Statue of Liberty, inscribed
          "Rocket - Post, New York 1936, Philatelic Exhibition"   15.00
36RX13 50c, silver, as above   15.00
36RX14 50c, black, as above   15.00
36RX15 sheet of 50c, imperf., variably sized   15.00

Handstamps (2):   Enclosed rectangular: BY ROCKET / PAR FUSEE
                          Straightline: Experimental Start!

36CX6 50C, gold (RX12), as above with handstamps (2)   15.00
36CX7 50c, silver (RX 13), as above   15.00
36CX8 50C, black (RX 14), as above   15.00

Even though stamps and covers were prepared and issued, the fact remains that there was never a rocket flight in 1936 from the United States to Canada. However, experiments in rocket development continued in a number of countries, but did not really take on a true national scale until the start of World War II, when the Space Age dawned.

Under governmental sponsorship in Germany, resources of science and technology were pooled to develop the nucleus of the V-2 rocket. The United States missile program received its biggest boost after the war, with the arrival of some of Germany's top scientists at the White Sands Proving Ground in Las Cruces, New Mexico. The further development of the V-2 rocket ocurred during the 1946-47 period. For philatelists, this was a significant milestone, as mail enclosed in these rockets by the Army authorities then reached outer space for the first time in history — very much preceding the Regulus/Barbero missile by some 1-3 years!

About 22 years later, actual Mail Rockets were fired in Canada, and experiments were conducted within the framework of the IGY (International Geophysical Year). These were ambitious studies, which included far-flung scientific expeditions to the Arctic and Antarctic regions on a scale never before undertaken. The scientific studies included many phases of oceanography, geology, geomorphology, glaciology, gravity, meterology, botany, etc., from which the field crews brought back a wealth of new discoveries.

One of the most important studies undertaken was that of the upper atmospheric strata of the Arctic regions during the winter of 1958. This was conducted by the United States Naval Research

Laboratory from a site near Fort Churchill, Manitoba, in northern Canada. Instruments carried aloft on rockets recorded many technical and scientific in-flight observations which were relayed by radio to receiving stations. This was an important step in the beginning of space communications.

Canada's First Rocket — The first rocket — an Aerobee-Hi #NN3.11F was launched on February 4,1958 at 00:1658, loaded with 20 pieces of mail bearing a printed notation of the rocket designation number, firing date, and location. Following the flight, the heavy snow-covered terrain did not yield its mail canister despite a careful search to recover the wreckage and mail.

Three further dispatches carried mail in the forward compartments of the rockets. Details of these are as follows: Name of the rocket, firing date, time and estimated altitude achieved. On each of the envelopes carried, a statement identifying the rocket and signature of the Project Scientist appeared. Upon re-entry, the rockets impacted the ice of Hudson Bay, and the possibility of salvage became remote. Of the 20 pieces carried, there is no documentation of surviving pieces of rocket mail from this, the earliest of rocket mail ever carried into outer space in Canada.

1958, February 4 — Aerobee-Hi #NN3.11F, US Naval Laboratory - Fort Churchill, Man.
The unofficial rocket vignette, depicting a rocket in flight, the North Star, a polar bear, and maple leaves carried the inscription: "First Rocket Mail/Aerobee-Hi' Spaerobee/IGY/1958, Fort Churchill, Man., Canada."

58CF1 cover	(20 pieces flown)	—
58RX1 rocket stamp imperf. (brown or blue), polar bear and rocket		10.00

1958, November 24 — Aerobee-Hi #NN3.2F - Fort Churchill, Man. Rocket launched at 0024:33.5 CST and reached an altitude of 128 miles.
58CF2   50.00

1958, December 1 — Spaerobee #NN10.01 - Fort Churchill, Man. Rocket launched at 1134:40.5 CST and reached an altitude of 30 miles.
58CF3   50.00

1958, December 3 — Spaerobee #NN10.02 - Fort Churchill, Man. Rocket launched at 1238:44.5 CST and reached an altitude of 146 miles.
58CF4   5.00

1962, December 22 — "Peaceful use of space," - Windsor, Ont. Privately flown cover with "Peaceful use of outer space," imperf. rocket stamp in red and blue, on United Nations Peaceful use of outer space FDC. Small round circle (red) cachet: "Flown by rocket, 22 Dec 1962."

62CF1 cover	(186 pieces flown)	25.00
62RX1 rocket stamp, imperf. (red and blue)	(300)	5.00
62RXla sheet of two stamps	(50)	15.00
62RXlbproof of stamp, brown on white paper	(100)	15.00
62RXlc proof of stamp, black on cardboard	(25)	25.00

1963, July 30 — Operation Probe High - Churchill Research Range, Ft. Churchill, Man.
Privately flown by rocket. Blue cachet: "Operation Probe High, Churchill Research Range, Ft. Churchill, Man. Canada."

63CF1 cover	(7 pieces flown)	1500.00
63CFla cover with cachet in red, imperf. label		1500.00
63CFlb cover with cachet in blue, perf. or imperf.		1500.00

63RXla sheet of four rocket stamps, perf.		75.00
63RXlb sheet of four rocket stamps, perf., overprinted "1963"		15.00
63RXlc sheet of four rocket stamps, perf., one stamp with overprint missing		85.00
63RXld sheet of four rocket stamps, imperf.		75.00
63RXle sheet of four rocket stamps, imperf., overprinted "1963"		15.00
63RXlf sheet of four rocket stamps, imperf., one stamp with overprint missing		85.00

1971, June 5 — JRF-1, flown on Model Rocket - Brigden, Ont. Aerogrammes were prepared by H. F. Bardwell.

71CF1 aerogrammes	(9 pieces flown)	30.00
71RF1 flown stamps	(30 stamps)	10.00
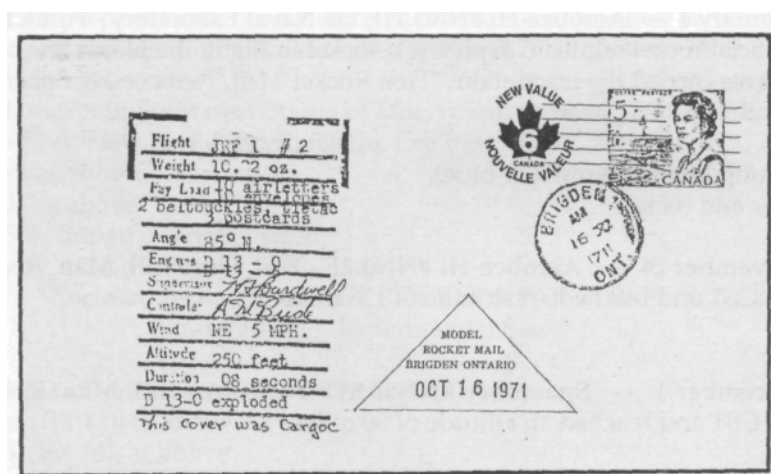
1971, October 16 — JRF-2, flown on Model Rocket - Brigden, Ont. (rocket exploded) Covers prepared by H. F. Bardwell.

71CF2 10 aerogrammes, 10 covers, 3 postcards		30.00

1972, May 28 — Rocket flight 1LF - Sarnia, Ont. Sixty 8c coil stamps (Scott #550) were carried on the rocket. Covers were prepared by H. F. Bardwell from thirty-five flown stamp.

72RF1 flown stamps	(45 stamps)	25.00
72CX1 cover prepared from flown stamps	(35 pieces)	25.00

1972, September 28 — Alouette 10th Anniversary - Sarnia, Ont. Cover commemorating the 10th anniversary of the launch of the Canadian satellite "Alouette." Covers prepared by H.F Bardwell.

72CX2 (24 pieces)	25.00	

1986, December 28 — Experimental Rocket Mail. Rocket SF-1 - Kitchener, Ont. A rocket was launched propelled by water and air pressure to reach an altitude of 10 feet. The covers were mailed through the postal system.

86CX1 cover	(120 pieces)	20.00

1987, January 26 — Experimental Rocket Mail - Kitchener, Ont. An attemped launch of a solid-fuel rocket in Kitchener. The engine failed to ignite due to cold weather. Covers were recovered and mailed through the postal system.

87CX1	cover	(120 pieces)	20.00

Acknowledgement: The author acknowledges the work of Mrs. Beatrice Bachmann in the preliminary preparation of this section on Canadian astrophilately.

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SPACE TOPICS (ASTROPHILATELY) STUDY GROUP

The Space Topics (Astrophilately) Study Group, commonly called 'The Space Unit' comprises Unit 29 of the American Philatelic Society (APS), and is a member of the American Topical Association (ATA). The unit is the world's largest organized study group for astrophilately, with members on five continents. Its programs include the publication of a bi-monthly official organ, *The Astrophile;* several auctions a year; access to collectors worldwide for correspondence and exchange; publications on many aspects of collecting, exhibiting and obtaining autographs; participation in regional and annual national meetings. Many opportunities to contribute one's knowledge and skills can be found in members services. A full range of medals is available to exhibitions of astrophilatelic materials both in the United States and abroad.

For additional information regarding membership, services and available publications, please contact:

Dr. Reuben A. Ramkissoon, President at 3011 White Oak Lane, Oak Brook, IL 60523-2513 USA, or Mr. Carmine Torrisi, Secretary, P.O. Box 780241, Maspeth, NY 11378-0241 USA

SECTION 21

PIGEON POST

Elmer W. A. Cleary

A history of the airpost would not be complete without an account of the oldest form of communication by air: that of the pigeon. Messages carried by pigeon predate all other forms of airmail by several millennia. Many early civilizations, such as the Persians, Assyrians, Egyptians and Phoenicians recognized the homing ability of the pigeon, and both the Greeks and the Romans used them for communication. Julius Caesar used pigeons as messengers in his conquest of Gaul, while Pliny referred to pigeon communication used by the Romans at the siege of Modena in 43 B.C.

During the Crusades, the Saracens made general use of the pigeon, and Gibbon records their use at the sieges of Acre and Jerusalem. In the second half of the twelfth century, the Abbasid Caliphs of Baghdad organized an actual pigeon postal service, including the provision of way stations along the various routes. This message delivery system flown by pigeon connected Baghdad with Cairo, a distance of some 1,200 kilometers. It also linked Cairo with other cities of the Near East, such as Alexandria, Gaza, Jerusalem, Damascus and Aleppo. While the service deteriorated over time, remnants of this "Arab pigeon post" existed until the end of the fourteenth century.
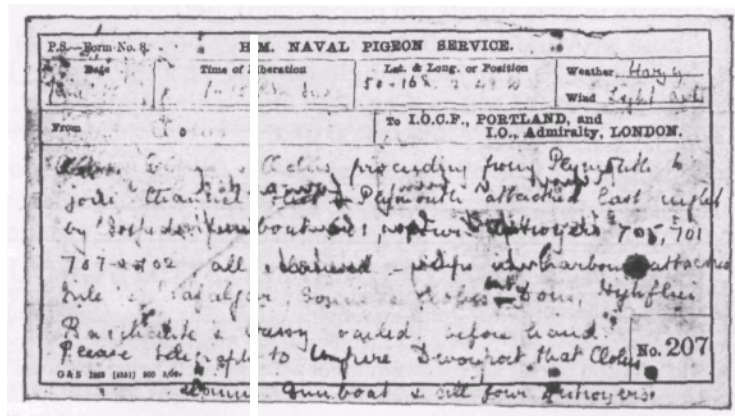

Illustration #1

H.M. Naval Pigeon Service. Flimsy dated 15 June 1917. Flown by pigeon from a warship in the English Channel to Portsmouth, a distance of some 100 km.

Pigeons were used with telling effect during the War of Independence in Holland. The Spanish siege of the city of Leyden in 1574 proved unsuccessful because pigeons brought news to the city's Dutch garrison that relief was at hand.

In the early nineteenth century, pigeons were used in many Belgian cities as a means of communication among stock exchanges. Brokers in Antwerp regularly sent birds to Brussels, London and Paris in order to secure rapid quotations. In a famous episode, a pigeon brought news of Napole-

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on's defeat at Waterloo to the Rothschild family in London, and allowed the family to secure favorable positions on the London exchange before news of the French defeat became general knowledge.

Perhaps the most renowned use of pigeons as message carriers occurred during the siege of Paris in the Franco-Prussian War of 1870-1871. Pigeons domiciled in Paris were used in conjunction with the ballon-monte post. The balloons carried these pigeons on their outward journey. The pigeons were then conveyed to the city of Tours, beyond the German lines, where they were outfitted with microfilmed messages, and then released to return home. When the pigeons arrived back in Paris, these microfilmed messages were taken to the post office, where they were enlarged on a screen by means of a "magic lantern." Postal employees copied these messages onto special forms, which were then delivered to the addressees. During the four months of the siege, many official despatches of great importance, as well as an estimated 95,000 private communications, were carried into Paris by pigeon.
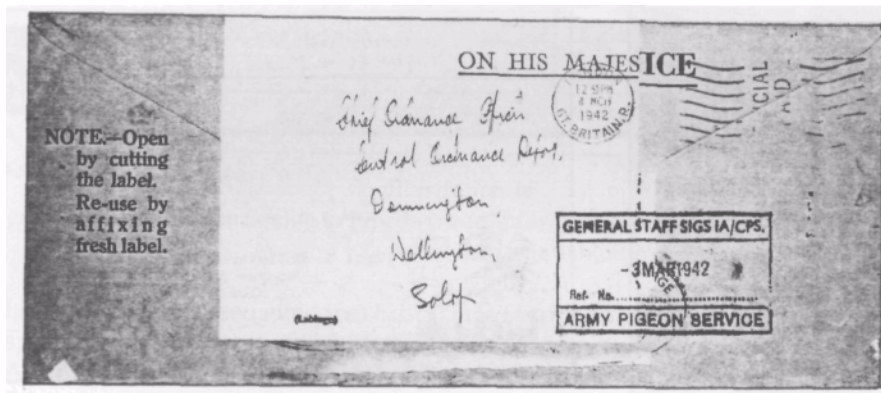

Illustration #2

1942 British military cover from GENERAL STAFF SIGS. 1A/CPS ARMY PIGEON SERVICE.

In 1898, a pigeon post, officially sanctioned by the New Zealand post office, operated between Great Barrier Island and the city of Auckland on the mainland. This earliest New Zealand airmail lasted until 1908, when the laying of a cable to Great Barrier Island put an end to the service.

A pigeon post also operated between Katowice and Warsaw in Poland in 1923, and between Herm Island and the island of Guernsey in the Channel Islands during the period 1949-1953.
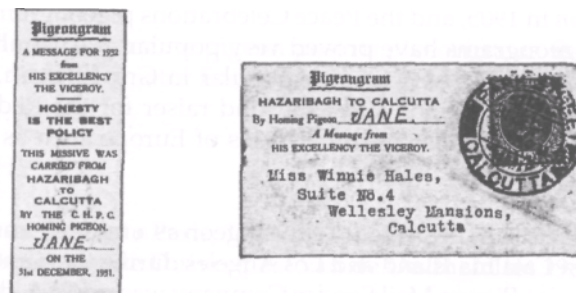

Illustration #3

1931 Indian Pigeongram flown from Hazaribagh to Calcutta, a distance of 350 km.

During the First World War, pigeons were utilized for communication purposes by all belligerents. The "mobile" pigeon loft was introduced, and pigeons carried their precious messages over both land and sea. Both the Royal Navy (illustration #1) and the British Army estab-

lished pigeon units, as did the Germans and the French. At the Battle of Verdun in 1916, a pigea was posthumously awarded the *legion d'honneur.*

In 1931, the Japanese Army communicated by pigeon during their occupation of the Chines province of Manchuria.

While improvements in battlefield communications lessened the role of the pigeon during World War II, pigeon units were still found in the armed forces of many nations (illustration #2). The employment of pigeons as message carriers in war situations has continued to the present day. Pigeons were reported used in both Croatia and Bosnia during the recent upheavals in Yugoslavia.!
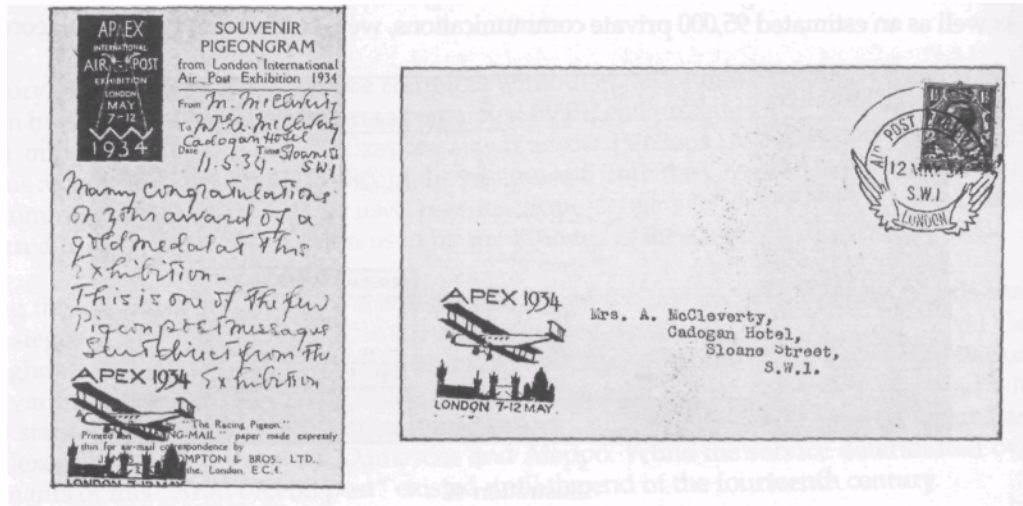

Illustration #4

Pigeongram flown at the London International Air Post Exhibition of 1934.

There has been a close association between pigeons and philately. In addition to the official or semi-official pigeon post, many commemorative pigeongrams have been flown, similar in some respects to balloon mail or rocket mail. Usually a joint effort of a racing pigeon club and a philatelic organization, these pigeongrams are often flown as a fundraising event or to commemorate a phila telic exhibition. Early examples of these commemorative pigeongrams were those sponsored by the French newspaper *Le Matin* in 1905, and the Peace Celebrations pigeongram flown in Cape Town in 1919. Commemorative pigeongrams have proved very popular in Australia, New Zealand, South Africa and India (illustration #3). They are also popular in Great Britain, where they have been issued during aerophilatelic exhibitions and as a fund raiser for the Red Cross during wartime (illustration #4). They are also popular in other parts of Europe such as Switzerland, Germany, Belgium, France and Spain (illustration #5).

In North America, little use has been made of the pigeon as a message carrier. A pigeon-post service operated between Santa Catalina Island and Los Angeles during the summer season of 1894-1896, and in 1897 the Alaska Carrier-Pigeon Mail Service Company was organized, but did not operate. On a less respectable note, pigeons were used for communication among "rum-runners" during the Prohibition Era in the United States. In 1951-1952, the United States Navy used pigeons for ship to shore communication at its naval base at Sasebo, Japan. The only example of a commemorative pigeongram was issued in the United States in 1932 to celebrate a scouting event held in Valley Forge, Pennsylvania. This occurred in association with the Washington bi-centennial celebrations of that year.
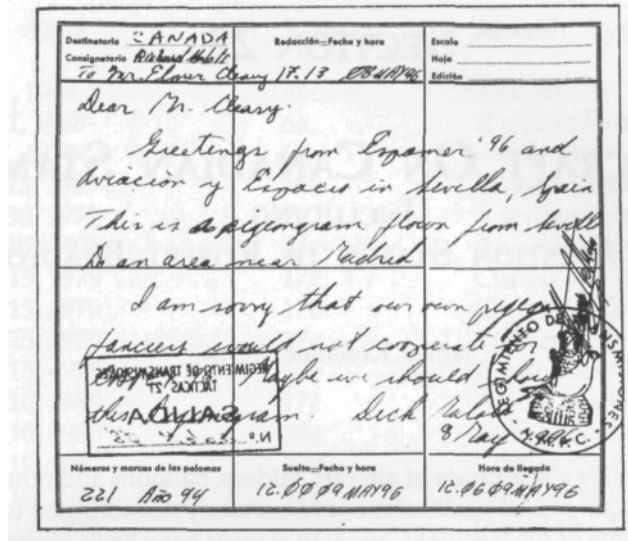
Illustration #5

1996 pigeongram flown from Seville to Pineda (near Madrid) to commemorate the ESPAMER 96 and
Avacion y Espacio philatelic exhibitions.

Canada seems to have been even less hospitable to pigeon communication than has the United States.
Despite its vast distances and isolated settlements, no official communication by pigeon is recorded.
Although there had been reports of pigeons with messages being released by explorers in the Rocky
Mountains, it appears that these pigeons never arrived at their destinations. Commemorative pigeongrams
are similarly unknown, although the Canadian Aerophilatelic Society attempted to organize such an event to
commemorate the CAPEX 96 international philatelic exhibition held in Toronto. However, its erstwhile
partner, the Canadian Racing Pigeon Union, proved an unwilling participant and the project never came to
fruition.

This short history of the pigeon post touches upon only a small part of the role played by pigeons in
the history and development of the airmail. As one can appreciate from this article, the pigeon should be
considered a valid though often neglected topic of study, research and collecting in the field of
aerophilately.

It is realized that there has been no pigeon post or pigeongrams flown in Canada, but in the interest
of the collector, the Coordinator Editor has decided to include this section in the catalogue.

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SECTION 22

AIRCRAFT ON CANADIAN STAMPS

INCLUDING THE AVIATION STAMPS OF ROBERT BRADFORD

James Kraemer, FRPSC

For nearly seventy years a multitude of aircraft, gliders, balloons and other aerial vehicles have appeared on Canadian stamps and postal stationery, certainly not confined to airmail stamps only. In fact, in recent years some of the popular Canadian stamps have been commemoratives picturing civilian and military aircraft. Aircraft on stamps remain a popular collecting field and this topical specialty does not at all belong solely to the world of aerophilately.

The following list includes all Canadian and Newfoundland stamps and postal stationery which depicted some type of aircraft, even those planes which never existed as such but were stylistic "inventions" of an artist, designs which were approved by the Canadian Post Office Department, or Canada Post Corporation.

Stamp designs have always been a source of delight, and occasionally controversy, for stamp collectors. To generations of aerophilatelists the appearance of any type of aircraft on a stamp, post card, or aerogram, has been of particular interest. This list presents a simple and affordable challenge to any stamp collector who feels an abiding appreciation of aviation on stamps, or an increased devotion to philately through the acquistion and study of aircraft on stamps and postal stationery.

Scott #	Issue Date	Value	Aircraft Type
E-3	June 29, 1927	20c	Two biplanes
CE-1	July 1, 1942	16c	Lockheed Model 18 Lodestar
CE-2	April 16, 1943	17c	Lockheed Model 18 Lodestar
(Note — The number on the plane CF-BAF was never assigned to a Lodestar.)			
CE-3	Sept. 16, 1946	17c	North Star DC-4M-1
CE-4	Dec. 3, 1947	17c	North Star DC-4M-1
C-l	Sept. 21, 1928	5c	Fairchild FC-2
C-3	Feb. 22, 1932	6c	Fairchild FC-2
C-6	June 10, 1938	6c	Fairchild 45-80 Sekani Seaplane
C-7	July 1, 1942	6c	Harvard Training Aircraft
C-8	Apr. 16, 1943	6c	Harvard Training Aircraft
(Known in U.S. as a North American AT-6 Texan)			
313	Sept. 24, 1951	7c	North Star DC-4M-1
383	Feb. 23, 1959	5c	Silver Dart and "look alike" of the CF-105 Avro Arrow
414	Mar. 11, 1964	7c	Artist's composite, DC-9
430	July 15, 1964	8c	— As above —
436	Nov. 18, 1964	8c	— As above —

Scott #	Issue Date	Value	Aircraft Type
445	Jan. 1, 1968	5c	Alouettell
459	Mar. 1, 1968	6c	A stylized airplane
460	Jan. 7, 1970	6c	— As above —
494	June 13, 1969	15c	VickersVimy
543	June 30, 1971	7c	A stylized airplane
771	Sept. 27, 1978	14c	An artist's stylized airplane
843	Nov. 15, 1979	17c	Curtiss HS-2L
844	Nov. 15, 1979	17c	Canadair CL-215
845	Nov. 15, 1979	17c	Vickers Vedette
846	Nov. 15, 1979	17c	Consolidated Canso A
873	Nov. 10, 1980	17c	Avro Canada CF-100 (1950)
874	Nov. 10, 1980	17c	Avro Lancaster (1941)
875	Nov. 10, 1980	17c	Curtiss JN-4 Canuck
876	Nov. 10, 1980	17c	Hawker Hurricane (1935)
903	Nov. 24, 1981	17c	Canadair CL-41 Tudor
904	Nov. 24, 1981	17c	De Havilland Tiger Moth DH-82A
905	Nov. 24, 1981	35c	Avro Canada C-102
906	Nov. 24, 1981	35c	De Havilland Canada Dash 7 DHC-7
969	Oct. 5, 1982	30c	Fairchild FC-2W1
970	Oct. 5, 1982	30c	De Havilland Canada Beaver DHC-2
971	Oct. 5, 1982	60c	Noorduyn Norseman
972	Oct. 5, 1982	60c	Fokker Super Universal
1101	June 27, 1986	34c	Supermarine Spitfire
1102	June 27, 1986	34c	Avro504K
1145	Sept. 1, 1987	36c	Boeing 767 (without engines)
1263	Nov. 10, 1989	38c	Harvards
1301	Nov. 9, 1990	39c	Artist's concept
1330	Sept. 23, 1991	40c	Sud Aviation SA 341 Gazelle
1333	Sept. 23, 1991	40c	Boeing-Vertol CH-147 Chinook
1347	Nov. 8, 1991	40c	Model plane
1404	Mar. 25, 1992	42c	Unidentified aircraft
1441	Oct. 1, 1992	42C	Anik E-2 Satellite
1442	Oct. 1, 1992	42c	Satellite
1449	Nov. 10,1992	42c	Liberator
1504	Nov. 8, 1993	43c	Lancaster
1525	Aug. 12, 1994	43c	SE-5
1528	Sept. 16, 1994	43c	Artist's stylized concept
1539	Nov. 7, 1994	43c	Hawker Typhoons
1544	Mar. 20, 1995	43c	Dakota DC-3
1577	Sept. 15, 1995	43c	De Havilland Otter DH-3 (1951)
1596	Feb. 15, 1996	43c	Canadian Challenger (601-3R)

Newfoundland

Scott #	Issue Date	Value	Aircraft Type
156	Jan. 3,1928	15c	Vickers FB-27 Vimy
170		15c	— As above —
180		15c	— As above —
211	1933	15C	Westland

Scott #	Issue Date	Value	Aircraft Type
C-6	Jan. 2, 1931	15c	Westland
C-7	Jan. 2, 1931	50c	Vickers FB-27 Vimy
C-9	Jan. 2, 1931	15c	Westland
C-10	Jan. 2, 1931	50c	Vickers FB-27 Vimy
C-13	June 9, 1933	5c	Westland
C-14	June 9, 1933	10c	Seaplane, unidentified
C-15	June 9, 1933	30c	Westland
C-16	June 9, 1933	60c	Seaplane, unidentified
C-17	June 9, 1933	75c	Westland
C-18	June 24, 1933	75c	Westland
C-19	June 1, 1943	7c	Lockheed 18 Lodestar

Air Letter / Aerogramme

A-13	1950	10c	North Star
A-14	1950	15c	North Star
A-15	1951	10c	North Star
A-16	1951	15c	North Star
A-21	1953	10c	Stylized airplane
A-22	1955	10c	Stylized airplane
A-23	1956	10c	Stylized airplane
A-24	1958	10(t	Stylized airplane
A-26	1960	10c	Canadair CL-44 Cargo Plane
A-27	1966	10c	Stylized airplane
A-28	1967	10c	Stylized airplane
A-29	1968	10c	Stylized airplane
A-63	1983	64c	Fairchild FC-2 (G-CANC) Cabin Monoplane
A-63A	1984		— As above —
A-64	1985	68c	Stearman 4-EM (CF-AMB)
A-65	1987	72c	— As above —
A-66	1988	74c	Lockheed L-10A (CF-TCA)
A-67	1989	76c	Lockheed L-10A (CF-TCA)
A-68	1990	78c	Hot Air Balloons
A-69	1991	80c	Hot Air Balloons
A-70	1991	84c	Hang Glider
A-71	1992	86c	Hang Glider
A-72	1992	86C	Glider (Segel Fliegen)

THE AVIATION STAMPS
OF ROBERT BRADFORD

Robert W. Bradford

I could hardly believe my good fortune when I was commissioned in 1978 by Canada Post to design and produce paintings for the first four of a planned sixteen commemorative stamp series devoted to the subject of aviation in Canada. As it turned out, the first four resulted in Canada Post later commissioning me to design the remaining twelve stamps to complete the series.

The four 1979 stamps featured flying boats, the 1980 stamps military aircraft, the 1981 stamps training and transport aircraft, the 1982 stamps bush aircraft. The paintings, by specification, would be five times the size of the finished stamps, 40 mm. x 24 mm. Curiously, this would make them approximately the same size as the comprehensive color studies that I would paint prior to doing the final paintings of my historical aviation work for museums, corporations and private individuals. This put me on familiar ground and made the whole exercise a lot of fun.

Although the original list of sixteen aircraft had been provided by Canada Post Project Officer Bill Danard, the selections of the specific individual aircraft (by serial number or registration) had been left up to me. This decision included the particular function or event that would be illustrated.

My designs would provide areas and tones for the lettering and numbers and on occasion, there would be suggested modifications to those areas by Jacques Charette, the Typographer/ Designer. Jacques also designed the beautiful Souvenir Stamp Packs, as well as the brochures and posters required by the Project.

Since I have been steeped in the beauty and joy of flying machines during my 55 years in aviation, I found the entire project deeply satisfying.

I also felt a sense of honor to be given the opportunity of creating the series. The effort brought my total of Canadian stamps to 17, a number that seems to be my number of destiny (born December 17,1923; severely injured in a crash while flying in England during World War II - November 17,1944; and a million "17" events in-between then and now). The 1969 stamp implied above was the Alcock and Brown Trans-Atlantic Flight air mail stamp.

I have never been a collector of stamps but have always been an admirer of those wonderful creations that tell so much about our history on this planet. Perhaps that is why I decided to acquire a collection of one — in 1979 I purchased a 3d Beaver (4 ring 36 - Preston, Ontario).

THE AVIATION STAMPS OF
ROBERT BRADFORD
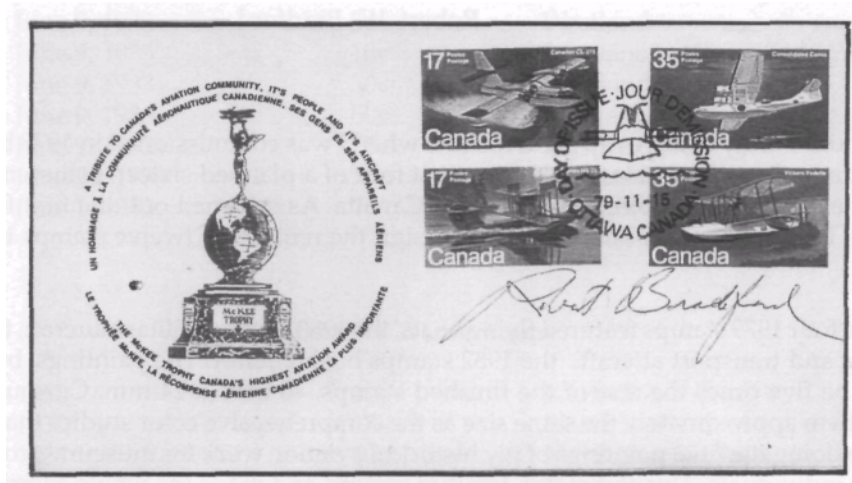
November 15, 1979 — Flying Boats #843-844, #845-846
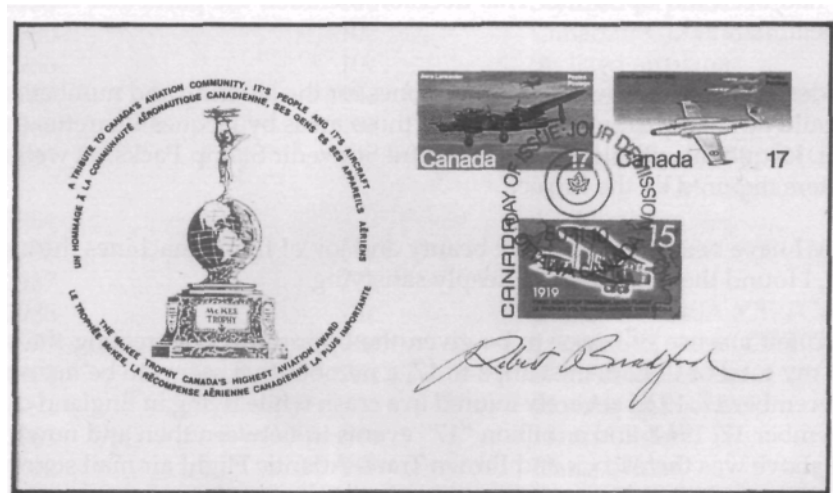
June 13, 1969 — Alcock-Brown Flight #494 November 10, 1980 — Military Aircraft #873-874

THE AIRMAILS OF NEWFOUNDLAND DEDICATION

Cyril Henry Carrington Harmer

1903 -1986

Harmer had a distinguished career in H. R. Harmer, Ltd., culminating as President from 1976 to Germany) from 1941 to 1945. He signed the Roll of Distinguished Philatelists in England in 1979. In conjunction with R.E.R. Dalwick, he published "Newfoundland Air Mails, 1919 -1939," the first edition of which appeared in 1953; Harmer revised this for the American Air Mail Society in 1984.1979. He served in the Royal Artillery during World War II, during which time he was a prisoner of war (imprisoned in Germany) from 1941 to 1945. He signed the Roll of Distinguished Philatelists in England in 1979. In conjunction with R.E.R. Dalwick, he published "Newfoundland Air Mails, 1919 -1939," the first edition of which appeared in 1953; Harmer revised this for the American Air Mail Society in 1984.

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Dr. James J. Matejka, Jr.

1916 -1979

Matejka was a prominent philatelist, nationally and internationally. He held many positions in a myriad of philatelic and aerophilatelic organizations, including the Presidency of the American Air Mail Society from 1961 to 1963. He received many awards for his outstanding services to philately and for his F.I.P. Championship exhibit of Newfoundland airmail covers and stamps. He received the AAMS Walter J. Conrath Award in 1963, and signed the Roll of Distinguished Philatelists in England in 1979, prior to his death.
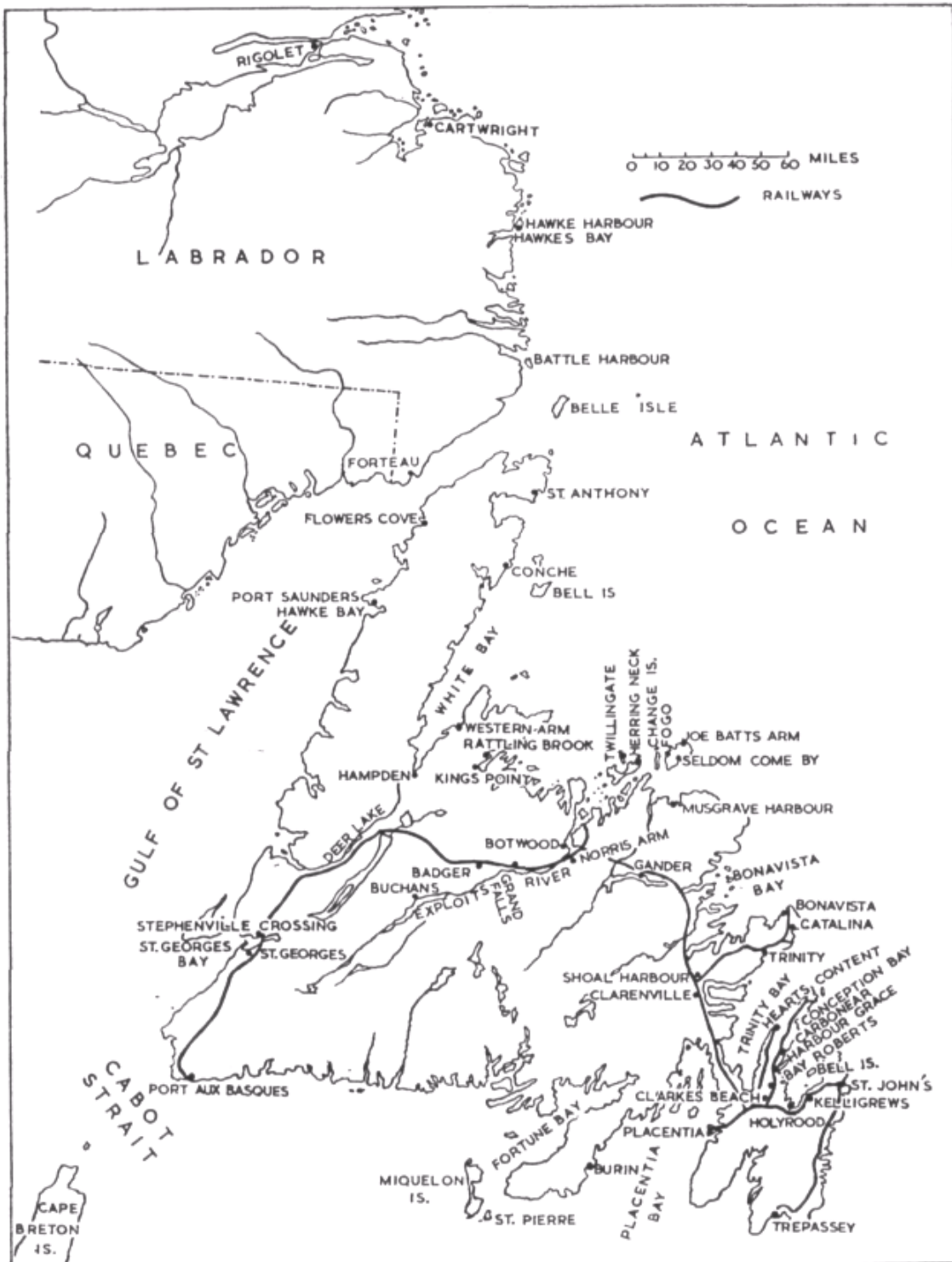
MAP OF NEWFOUNDLAND AND LABRADOR

SECTION 23

NEWFOUNDLAND AIR MAIL STAMPS

1919 - 1947

John G. Butt

During the first decade of air mail service on the North American continent, Newfoundland created world-class philatelic rarities by overprinting definitive issues for early trans-Atlantic flight attempts. In 1931 regular air mail stamps were first released, a practice that lasted until 1949 when Newfoundland became a Canadian province.

What began in 1919 as overprints and surcharges, recognizing the aviators or aircraft who tried to fly from St. John's to points in Europe, evolved into scenes of aircraft flying over Newfoundland rural and maritime settings. Few aerophilatelic specialties will provide a stronger challenge to the collector — based upon availability and price — than Newfoundland air mails.

This Section includes a basic listing of Newfoundland's air mail stamps, with the primary varieties included. Since the condition of stamps and covers dramatically influences the price, collectors should contact dealers and auction firms for advice on quality and current market situations.

Additional details on the flights, aviators and aircraft can be found in the Newfoundland First Flight Covers Section immediately following this Section.

| **AM-1** | **AM-2** | **AM-3** |

April 12,1919 — "Hawker" Overprint. 3c red-brown Caribou issue overprinted "First / Trans - / Atlantic Air Post / April 1919." in black. "J.A.R." on reverse. Overprinting done at the offices of the "Daily News," St. John's.

AM-1	3c red-brown overprinted	(200 issued)	12,500.00
(Scott#	a. Trial overprint (black) letters 22.2 mm. high		—
Cl)			

June 9,1919 — "Kerr & Brackley" Overprint. 3c red-brown Caribou issue with handwritten: "Aerial / Atlantic / Mail J.A.R." in black. Handwritten by W. D. Campbell, Secretary of Posts, and signed by J. A. Robinson, Postmaster General.

AM-2	3c red-brown with handwritten overprint	(30 issued)	22,500.00
(Cli)	a. Trial overprint on 12c 1911 Coronation issue		—
	b. Trial overprint (blue-black) on 3C Caribou issue		—

June 9, 1919 — "Alcock & Brown" Surcharge. 15c Cabot issue surcharged "Trans - Atlantic / Air Post, / 1919 / One Dollar" in black. Surcharged by "Royal Gazette," St. John's.

AM-3	Comma after Post and stop after 1919	(6400 issued)	150.00
(C2)	a. No comma after Post	(2400 issued)	160.00
	b. No comma after Post; no stop after 1919	(400 issued)	225.00
	c. Small comma after Post	(400 issued)	200.00
	d. No comma after Post; A of Air under A of Trans	(400 issued)	325.00
	e. Full setting of 25 with varieties		6,200.00

AM-4

November 16, 1921 — "Halifax" Overprint. 35c Cabot issue overprinted "Air Mail / to Halifax, N.S., / 1921" in black. Overprinted by the "Royal Gazette," St. John's.

With 2.5 mm. spacing between Air and Mail

AM-4	No stop after 1921	(5560 issued)	120.00
(C3)	a. Stop after 1921	(3890 issued)	135.00
	b No stop after 1921 and 1 of 19 under f of Halifax	(550 issued)	210.00
	c. Inverted surcharge	(100 issued)	6,000.00
	d. Pane of 25 with varieties		2,000.00

With 1.5 mm. spacing between Air and Mail

	e. No stop after 1921	(1110 issued)	180.00
	f. Stop after 1921	(2220 issued)	135.00
	g. No stop after 1921 and 1 of 19 under f of Halifax	(550 issued)	275.00
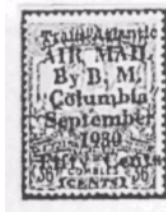
AM-5   **AM-6**

May 18, 1927 — "De Pinedo" Overprint. 60c Cabot issue overprinted "Air Mail / De Pinedo / 1927" in red. Overprinted by the "Daily News, " Robinson & Co., Ltd.

AM-5	60c Cabot issue overprinted in red	(60 issued)	16,000.00
(C4)	a. Short 7 in 1927		18,000.00

September 25, 1930 — "Columbia" Surcharged. 36c Caribou issue surcharged "Trans-Atlantic / AIR MAE. / by B.M. / "Columbia" / September / 1930 / Fifty Cents" in black. Surcharged by D. A. Thistle, The Kings Printer, St. John's.

AM-6	36c Caribou issue surcharged	(300 issued)	5,400.00
(C5)			

AM-7, AM-10   **AM-8, AM-11**   **AM-9, AM-12**

January 2,1931 — First Permanent Air Mail Issue (Unwatermarked) Printed by Perkins Bacon & Co., Ltd., London, England.

AM-7	15c Dogteam & plane (brown) perf. 14.1 x 14.1	(50,000 issued)	6.00
(C6)	a. Perf. 13.8 x 13.8		10.00
	b. Perf. 13.8 x 14.3		10.00
	c. Imperf. bottom sheet margin		105.00
	d. Imperf. left sheet margin		110.00
	e. Imperf. between horizontally		220.00
	f. Imperf. between vertically		320.00
	g. Perfin "Specimen" (over several stamps)		120.00
	h. Perfin "Specimen" (horseshoe type)		100.00
	i. Imperf. pair (gummed)		300.00
	j. Imperf. plate proof pair (color of issue) no gum		140.00
	k. Imperf. plate proof pair (black) no gum		140.00
	1. Large die proof (die #D919) color of issue		250.00
	m. Large die proof (die #D919) black		260.00
	n. Photo essay (black & white)		330.00
	o. Handpainted essay in brown		—
	p. Progressive die proofs (various stages of design)		—
	q. Trial color large die proofs in yellow brown & purple brown		250.00
AM-8	50c Ship & Plane (green) Perf. 14 x 14.1	(30,000 issued)	25.00
(C7)	a. Imperf. bottom sheet margin .		—
	b. Imperf. left sheet margin		160.00

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	c. Imperf. between vertically	550.00
	d. Imperf. between horizontally	550.00
	e. Perfin "Specimen" (over several stamps)	300.00
	f. Perfin "Sepcimen" (horseshoe type)	150.00
	g. Imperf. pair (gummed)	200.00
	h. Imperf. plate proof pair (color of issue) no gum	160.00
	i. Imperf. plate proof pair (black) no gum	200.00
	j. Large die proof (#D920) color of issue	250.00
	k. Large die proof (#D920) black	250.00
	1. Essay with 25c in lower tablet crossed out & 50c added	—
	m. Progressive die proofs (various stages of design)	—

AM-9 $1 Flight Routes (blue) Perf. 14.1x14.1   (20,000 issued)   40.00
(C8)

	a. Perf. 14.3 x 13.8	50.00
	b. Imperf. bottom sheet margin	—
	c. Imperf. left sheet margin	—
	d. Imperf. right sheet margin	280.00
	e. Perfin "Specimen" (over several stamps)	150.00
	f. Perfin "Specimen" (horseshoe type)	150.00
	g. Imperf. between horizontally	450.00
	h. Imperf. between vertically	325.00
	i. Imperf. plate proof pair (color of issue) no gum	175.00
	j. Imperf. plate proof pair (black) no gum	175.00
	k. Imperf pair (gummed)	290.00
	1. Large die proof (#D918)	300.00
	m. Progressive die proofs (various stages of design)	—

March 13, 1931 — First Permanent Air Mail Issue (Watermarked)

AM-10 15c Dog Team & Plane (brown) Perf. 14.1 x 14.1   (25,000 issued)   6.00
(C9)

	a. Perf. 13.8 x 13.8	6.00
	b. Perf. 14.3 x 14.1	6.00
	c. Perf. 14.1 x 13.8	6.00
	d. Pair with & without watermark .	30.00
	e. Block with "cross" watermark	120.00
	f. Imperf. between horizontally	—
	g. Imperf. between vertically	750.00
	h. Imperf. bottom sheet margin	—
	i. Imperf. left sheet margin	—
	j. Imperf. pair (gummed)	275.00

June 5,1931 — First Permanent Air Mail Issue (Watermarked)

AM-11 50c Ship & Plane (green) Perf. 14.3 x 14.3   (20,000 issued)   40.00
(C10)

	a. Perf. 14.3 x 14.1	40.00
	b. Perf. 14.3 x 13.8	40.00
	c. With & without watermark, pair	110.00
	d. Imperf. between horizontally	385.00
	e. Imperf. between vertically	350.00
	f. Imperf. pair (gummed)	250.00
	g. Large die proof (#D920) issued color	175.00

AM-12 $1 Flight Routes (blue) Perf. 14.3 x 14.3   (20,000 issued)   90.00
(Cll)

	a. With & without watermark, pair	110.00
	b. Imperf. between horizontally	385.00

c. Imperf. between vertically		750.00
d. Imperf. pair (gummed)		275.00
e. Large die proof (#D918) issued color		250.00

AM-13

May 19, 1932 — Do-X Surcharge. Surcharged by D. A. Thistle, Kings Printer, St. Johns.

AM-13	$1.50 on $1.00 air issue of 1931	(8,000 issued)	200.00
(C12)	a. Slanting surcharge		210.00
	b. Inverted surcharge		7,000.00
	c. Setting of four		700.00

AM-14 **AM-15** **AM-16**

June 9, 1933 — Labrador Air Mail Issue (Watermarked) Printed by Perkins Bacon & Co., Ltd., London, England.

AM-14	5c Put to Flight (red brown) Perf. 14.3 x 14.3	(100,000 issued)	7.00
(C13)	a. Perf. 13.8 x 13.8		7.00
	b. Imperf. right margin		240.00
	c. Imperf. between vertically		700.00
	d. Imperf. between horizontally		750.00
	e. Imperf. pair (gummed)		170.00
	f. Perf in specimen (over several stamps)		—
	g. Imperf. proof pair (color of issue) no gum		95.00
	h. Imperf. proof pair (black) no gum		—
	i. Large die proof (#1085) in color of issue		—
	j. Large die proof (#1085) black		100.00
	k. Progressive die proofs (various stages of design)		—
AM-15	10c Land of Hearts Delight (yellow orange) Perf. 11.5 x 11.5	(100,000 issued)	10.00
(C14)	a. Pale yellow		750.00
	b. Imperf. pair (gummed)		125.00
	c. Perfin specimen (over several stamps)		—
	d. Imperf. proof pair (color of issue) no gum		—
	e. Imperf. proof pair (black) no gum		—
	f. Large die proof (#1083)		—
	g. Large die proof (#1083) black		—
	h. Progressive die proofs (various stages of design)		—
AM-16	30c Spotting the Herd (blue) Perf. 14.3 x 14.3	(50,000 issued)	30.00
(C15)	a. Imperf pair (gummed)		175.00

b. Perfin "Specimen" (over several stamps)		—
c. Imperf. proof pair (color of issue) no gum		195.00
d. Imperf. proof pair (black) no gum		—
e. Large die proof (#1078) color of issue		—
f. Large die proof (#1078) black		130.00
g. Progressive die proofs (various stages of design)		—

AM-17

AM-18

AM-17	60c News from Home (green) Perf. 11.5x11.5	(30,000 issued)	30.00
(C16)	a. Imperf. top sheet margin		—
	b. Perfin "Specimen" (over several stamps)		—
	c. Imperf. pair (gummed)		325.00
	d. Imperf. proof pair (color of issue) no gum		—
	e. Imperf. proof pair (color of issue) no gum		—
	f. Large die proof (#1084) color of issue		—
	g. Large die proof (#1084) black		175.00
	h. Progressive die proofs (various stages of design)		—
AM-18	75c Land of Gold (bistre) 14.3x14.3	(30,000 issued)	35.00
(C17)	a. Perf. 13.8 x 13.8		35.00
	b. Imperf. between vertically		—
	c. Imperf. between horizontally		—
	d. Imperf. pair (gummed)		400.00
	e. Perfin "Specimen" (over several stamps)		—
	f. Imperf. proof pair (color of issue)		—
	g. Imperf. proof pair (black)		—
	h. Progressive die proofs (various stages of design)		—
	i. Large die proof (#1086) color of issue		—
	j. Large die proof (#1086) black		175.00

AM-19

June 24, 1933 — "Balbo" Surcharge. Surcharged by Robinson & Co., Ltd., St. John's.

AM-19	$4.50 on 75c (bistre) Perf. 14.3 x 14.3	(8,000 issued)	300.00
(C18)	a. Perf. 13.8 x 13.8		300.00
	b. Surcharge inverted		—
	c. Surcharge essay on 10c Labrador issue		6,500.00
	d. Forgery (block of 4, break in "G" at Position 4)		575.00
	e. Setting of 4		1,000.00

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AM-20

June 1, 1943 — Final Air Mail Issue. Printed by Canadian Bank Note Co., Ltd., Ottawa.

AM-20	7c Plane over St. John's (ultramarine) Perf. 12 x 12	1.00
(C19)	a. Plate 1 inscription block (upper left)	3.00
	b. Plate 1 inscription block (upper right)	3.00
	c. Plate 1 inscription block (lower left)	3.00
	d. Plate 1 inscription block (lower right)	3.00
	e. Large Die Proof (Die X-C-3892) color of issue	190.00

Rejected Air Essays

August 12, 1919 — Part handpainted and photographic essays with head of Caribou and vignette. By Whitehead, Morris & Co., Ltd., London, England.

AME-1	5c Biplane over trees (brown & black)	—
AME-2	10c Biplane with clouds (pale green)	—
AME-3	10c Biplane over St. John's (magenta & blue)	—

1922-1923 — Part handpainted and photographic essays with standing Caribou and vignette. By Whitehead, Morris & Co., Ltd., London, England.

AME-4	10c View of Narrows & aeroplane (green & black)	—
AME-5	10c Biplane at Quidi Vidi Lake (dark brown)	—

Air Essays

1922 — Colored photographic essay. By Whitehead, Morris & Co., Ltd., London, England.

AME-6	15c Biplane over Quidi Vidi Lake (orange)	—

As above produced in sheet form.

AME-7	15c Biplane over Quidi Vidi Lake (imperf.) red-brown	45.00
AME-8	15C Biplane over Quidi Vidi Lake (perf. 14 x 13.5) dark brown & black	80.00
AME-9	15c Biplane over Quidi Vidi Lake (perf. 14 x 13.5) brown & blue	80.00
AME-10	Progressive die proof (vignette only) black	—

February 1940 — Photographic essay using vignette of the 15c air issue of 1931. "Centenary of Use Of Postage Stamps". By the Canadian Bank Note Co., Ltd., Ottawa.

AME-11	3c Plane over Dog Team (black & white)	—

February 1940 — Photographic essay using vignette of the 15c air issue of 1931 (with different plane).

AME-12	15c Plane over Dog Team (green)	—

"Bogus Issues"

Labrador Labels. In 1908 labels were issued by an American company claiming to have a charter from the Newfoundland and Canadian governments to develop the natural resources of Labrador, provided that a postal service to various parts of Labrador is kept in operation during the navigable season.

The 3 labels are printed on white wove unwatermarked paper. About $1,000,000 dollars (face value) worth of labels were printed by lithography and when the labels were seized about $675,000 were destroyed. Inscriptions on the labels read "Labrador / U.S.A. Postage (or Post Office) U.S.A. and value.

AMB-1	5c Seal on ice (green & black) Perf. 12.	45.00
AMB-2	25c Man in arctic kit (blue & black)	65.00
AMB-3	$1 Map design (green, black and red)	25.00

AMB-4

July, 1932 — "Wayzata" Air Mail. In 1932 an American company, Aerial World Tours, Inc. from Minnesota, proposed a plan for the first Passenger-Mail Atlantic flight with financing from the Newfoundland government. The planned route of the flight was from Wayzata, Minnesota, via Toronto, Montreal, St. Pierre, St. John's and Holyrood, with stops at Greenland, Iceland and Norway, and then via Sweden, Gemany, Denmark to England.

In the agreement with the Newfoundland government, the company was to sell 300,000 stamps while the government was to sell 100,000 locally. A total of 400,000 stamps were printed by Minneapolis Bureau of Engraving and 25,000 were delivered to the company.

In soon became clear that the company was unable to sell enough stamps and the Newfoundland government wanted the company to sell its quota of 300,000 before any were placed on sale in Newfoundland by the government. Eventually, the agreement between the Newfoundland government and Aerial World Tours, Inc. was cancelled. It is presumed that the remaining 375,000 stamps were destroyed.

AMB-4	$1 Plane over Globe (dark blue) Perf. 12.	12.00
AMB-4a	Sheet of 20	100.00

Newfoundland Air Letters

AL-1	Gray & blue (with Air Letter, Par Avion)	5.00
AL-2	Blue-gray & deep blue (Armed Forces Air Mail)	5.00
AL-3	Gray & blue (overprinted Newfoundland)	20.00
AL-4	Gray-blue & blue (Newfoundland Air Letter)	15.00
	(For future details see Civilian Aerograms of Canada and Newfoundland section.)	

SECTION 24

NEWFOUNDLAND FIRST FLIGHT COVERS

1919 — 1947

John G. Butt

Crossing the Atlantic was the first major challenge of long distance aviation. As a few intrepid flyers positioned their sometimes fragile aircraft for trans-Atlantic flights, Newfoundland became a focal point. Geography was a major consideration and few argued with the idea that a take-off from St. John's was perhaps the most logical point from which an aerial crossing could be made. Even after June 1927 when Charles Lindbergh flew from New York to Paris, Newfoundland remained a regular launching pad for flights intended to span the Atlantic.

Since the remarkable days of the pioneering 1919 flights, the earliest Newfoundland air mail covers have became some of aerophilately's most coveted treasures. These covers rank as feature items in any price list or auction simply because of legitimate scarcity and worldwide demand. Prices range according to the stamp on covers, and overall condition, but time and marketplace changes have not lowered the historical primacy of Newfoundland aerophilately.

Through the 1930s and 1940s St. John's and Harbour Grace gave way to better airports at Botwood and Gander. By the time airlines inaugurated and expanded regular trans-Atlantic air mail flights, Newfoundland's earliest aviation days had been buried by faster, more powerful aircraft. Aviation's progress seemingly left Newfoundland as a historical footnote. However, between 1919 and 1933 no other point on either side of the Atlantic appeared on the front pages of newspapers as much as Newfoundland.

Aerophilately followed the developments of aviation, and this is all too clear in the specialty of Newfoundland first flight covers. A serious collection of Newfoundland air mail material requires as much serious scholarship as money, for the varieties to be studied and acquired are as varied and complex as any aspect of aerophilately.

The following listings include details about the planes and pilots as well as the covers. The Editors have elected to offer more detailed information about many of the Newfoundland first flight covers of 1919 through 1933 because of their scarcity and rich history. Several later inaugural flights are grouped by airline.

The definitive reference on all Newfoundland aerophilately is the work of R.E.R. Dalwick and Cyril H.C. Harmer, "Newfoundland Air Mails, 1919 -1939," first printed in 1953 but rewritten and republished by the American Air Mail Society in 1984.

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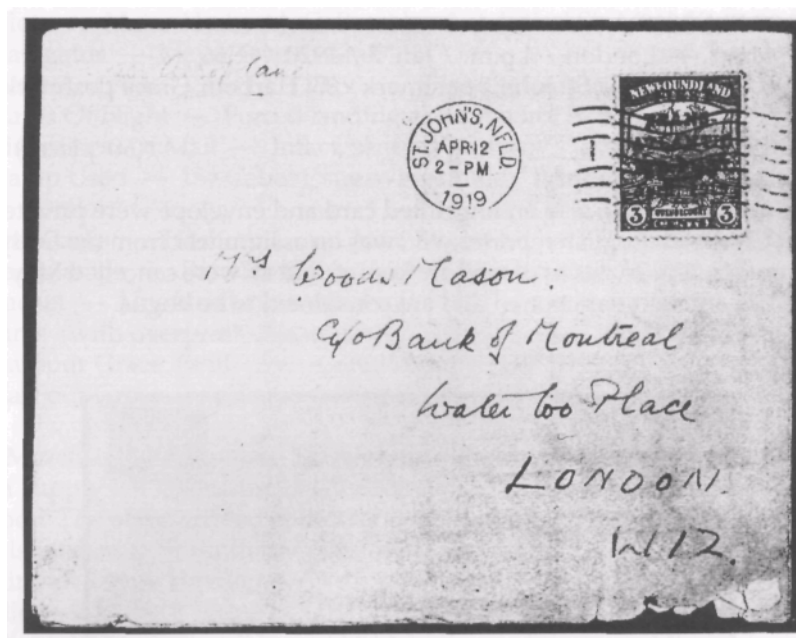
1919, May 18 — Hawker & Grieve. This was the first nonstop trans-Atlantic attempt. Hawker and Grieve flew in the Sopwith "Atlantic" for 12 hours before crashing into the ocean. The aviators were picked up by the Danish steamer "Mary." The plane and mailbag were salvaged by an American steamer and taken to London. No special markings were applied.

    Pilot — Harry G. Hawker   Navigator — Lt. Cdr. McKenzie Grieve
    Plane Arrived — Late March, 1919
    Flight Attempted — May 18, 1919
    Status Of Flight — Crashed into Atlantic
    Disposition Of Mail — Watersoaked but intact
    Stamp Used — 3c Caribou stamp of 1919 overprinted "First / Trans - / Atlantic / Air Post, / April - 1919." "J.A.R." on reverse
    Number Stamps Issued — 200
    Postmark — St. John's, April 12 - May 17, 1919
    Backstamp — London "Officially Secured," 30 May, 1919

FF-1	With overprinted stamp	(87 pieces)	10,000.00
a.	Without overprinted stamp		3,500.00

1919, May 18 /July 17 — Raynham & Morgan. Majors Raynham and Morgan made two tries at a nonstop trans-Atlantic crossing, both times crashing upon take-off. The mail bag was taken to England by Capt. Raynham via steamship and delivered to London postal authorities.

    Aircraft — Martinsyde "Raymor"
    Pilot — Major F. P. Raynham   Navigator — Major C.W.F. Morgan
    Plane Arrived — April 10, 1919
    Flight Attempted — 1st attempt, May 18, 1919; 2nd attempt, July 17, 1919
    Status Of Flight — Both attempts crashed on take-off
    Disposition Of Mail — Intact, sent via surface
    Stamps Used — 1st attempt, 3c Caribou issued with manuscript overprint "Aerial / Atlantic / Mail / J.A.R." in 4 lines; 2nd attempt, with 15c Cabot surcharged $1.00 Alcock and Brown stamps
    Number Stamps Issued — 1st attempt, 60; 2nd attempt, 9,970
    Postmarks — 1st attempt, St. John's April 19, 4 PM, 1919;
                   2nd attempt, St. John's, July 12, 8:30 PM, 1919

Backstamp — London / 4 p.m. / Jan. 7 / 1920 / FS66
Covers Prepared — St. John's postmark - 85; Harbour Grace postmark - 25
Cachet — None

FF-2	April 19 (first attempt)	(60 pieces)	9,800.00
a.	July 12 (second attempt)		3,400.00

Various Caribou stamps, also an imprinted card and envelope were privately overprinted by Edwin Cleary, an English reporter who was on assignment from the Daily Express, London. Approximately 20 pieces of mail are known and all were cancelled May 17, 1919. These items are not officially sanctioned and are considered to be bogus.

b.	Bogus "Cleary" mail	350.00

1919, June 14 — Alcock & Brown. This was the first successful nonstop trans-Atlantic flight. Alcock and Brown departed St. John's on Saturday June 14, arriving at Clifden, Ireland on Sunday June 15, their Vickers-Vimy converted bomber crashing into a bog. The "London Daily Mail" prize of £10,000 was awarded to them after delivery of the mail bag to London.

Pilot — Capt. John Alcock   Navigator — Lt. Arthur Whitten Brown
Plane Arrived — May 14, 1919
Flight Attempted — June 14, 1919
Status Of Flight — Completed
Disposition Of Mail — Intact
Stamp Used — 15c Cabot issue overprinted "Trans-Atlantic / Air Post, / 1919. / One Dollar."
Number Stamps Issued — 9,970
Cachet — None
Postmarks — St. John's, June 10-13, 1919
Backstamp — London, E.C., June 17, 1919

FF-3	St. John's - London	(197 pieces)	1,850.00
a.	Comma after Post & stop after 1921		1,850.00
b.	No comma after Post		1,850.00
c.	No stop or comma		1,950.00
d.	Small comma after Post		1,650.00
e.	No comma after Post & a of air under a of Trans		—

1919, July 4 — Kerr & Brackley. Upon hearing of Alcock and Brown's success, Kerr and Brackley decided to try for New York. Their plane, a Handley Page, crash-landed at Parrsboro, Nova Scotia. After repairs to the aircraft, they decided to fly on to New York, connecting with the dirigible R34 for furtherance to England. They missed the R34 flight so the mail went via surface.

Pilots — Major Herbert J. G. Brackley & Admiral Sir Mark Kerr
Navigator — Major Trygve Gran
Plane Arrived — May 11,1919   Flight Attempted — July 4,1919
Status Of Flight — Forced landing at Parrsboro, N.S.
Disposition Of Mail — Intact, sent via surface
Stamp Used — 15c Cabot issue overprinted "Trans-Atlantic / Air Post, / 1919. / One
    Dollar."
Postmarks — Harbour Grace, June 14 and July 4, 1919; St. John's, June 9, 1919
Backstamps — Parrsboro, July 7, 1919; London, July 20-21,1919
Cachet — Unofficial, on some mail

FF-4 St. John's (with overprinted stamp)   (115 pieces)   1,200.00
    a.   Harbour Grace (with overprinted stamp) (119 pieces)   1,375.00
    b.   Harbour Grace (supplementary mail; 3c rate)   450.00

1921, March 1 — Botwood - St. Anthony. Flight undertaken by Major Cotton to connect with a supply vessel leaving St. Anthony on March 1. Mail from St. John's sent by rail to Botwood. The plane arrived at Botwood on March 1, but it was not ready to leave. The mail was dispatched to St. Anthony via surface means.

Aircraft — de Havilland 9
Pilot — Major F. Sidney Cotton
Flight Attempted — No flight (plane not ready)
Status Of Flight — Unsuccessful (not flown)
Stamps Used — lc, 2c, 3c Caribou issue
Postmarks — St. John's, Nfld., Feb. 23-26,1921
Backstamps — St. John's, May 7, 1921; St. Anthony, April 21, 1921
Cachet — "Air Post St. Anthony" (black)

FF-5   Botwood - St. Anthony   (200+ pieces)   105.00

1921, March 28 — St. John's - Botwood - Fogo. A seal-spotting and mail flight by Cotton and Plaistowe, accompanied by a trapper named Kean. Mail was forwarded to Botwood by rail from St. John's. The plane landed on the ice at Fogo thirty minutes after takeoff, returning to Botwood the same day.

Aircraft — de Havilland 9
Pilot — Major F. Sidney Cotton   Navigator — Lt. David Plaistowe
Plane Arrived — March 24, 1921
Flight Attempted — March 28, 1921
Stamp Used — 3c Caribou Issue
Postmarks — St. John's, March 9-10, 1921
Backstamp — Fogo, March 28, 21, Nfld
Number Flown — Unknown   Cachet — "Air Post Fogo" (dull violet)

FF-6   St. John's (round-trip)   120.00
    a.   St. John's - Fogo   100.00

1921, April 10 — Botwood - Grand Falls - Fogo. Mail flight from Botwood to Fogo via Grand Falls returning to Botwood, via Musgrave Harbour and Twillingate, the same day.

Aircraft — de Havilland 9
Pilot — Major F. Sidney Cotton
Plane Arrived — March 28, 1921
Flight Attempted — April 10, 1921
Stamp Used — 3c Caribou Issue
Postmark — St. John's, March 15, 1921
Backstamp — Fogo, April 10, 1921

Number Flown — Unknown
Cachet — "Air Post Fogo" (dull violet)
FF-7   Botwood - Grand Falls-Fogo   175.00

        1921, April 12 — Botwood - St. John's - Grand Falls. Major Cotton took off from Botwood on April 12, intending to go to St. John's and then Grand Falls. Weather prevented landing in St. John's and the aircraft returned to Botwood. The mail was dropped at Norris Arm on April 14.

        Aircraft — de Havilland 9
        Pilot — Major F. Sidney Cotton
        Plane Arrived — April 10, 1921
        Flight Attempted — April 12, 1921
        Status Of Flight — Not Completed
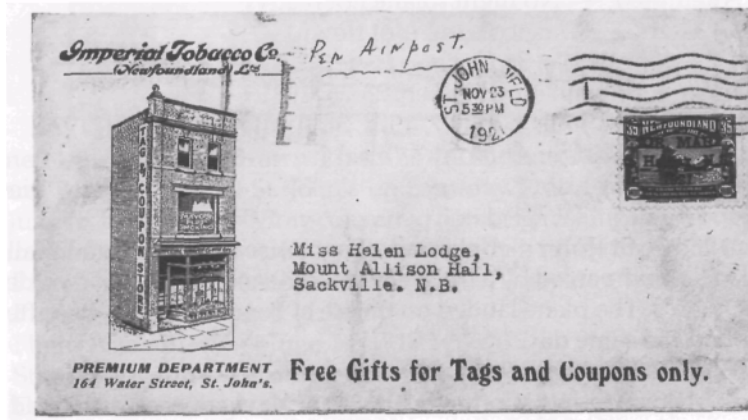   Disposition Of Mail — Intact
        Stamp Used — 3c Caribou Issue
        Number Flown — Unknown
        Postmark — Botwood, Apr. 12, 1921
        Cachet — None
        Backstamp — Grand Falls, April 19, 1921
FF-8   Botwood - St. John's - Grand Falls [Dropped at Norris Arm]   200.00

        1921, December 10 — Botwood - Halifax. Attempted flight by Major Cotton. Mail from St. John's was sent by rail to Botwood on November 27. The flight was delayed until December 10. Engine trouble forced the plane to land at Deer Lake. The plane returned to Botwood, the mail sent via surface to Halifax.

        Aircraft — de Havilland 9
        Pilot — Major F. Sidney Cotton
        Plane Arrived — Nov. 30, 1921
        Flight Attempted — Dec. 10, 1921
        Status Of Flight — Unsuccessful (engine trouble)
        Disposition Of Mail — Intact (sent via surface)
        Stamp Used — 35c Cabot overprinted "Air Mail / to Halifax, N.S. / 1921."
        Number Stamps Issued — 14,000
        Postmarks — St. John's, Nov. 16-26, 1921; Botwood, Dec. 6-9, 1921; Grand Falls, Nov. 26, 1921
        Backstamp — Halifax, Feb. 4, 1922
        Cachet — None
FF-9   Botwood - Halifax   (5,000 pieces)

Stamp — 21/2 mm. between Air & Mail
a)	No stop after 1921	150.00
b)	Stop after 1921.	175.00
c)	No stop &1 of 19 under f of Halifax	325.00
d)	Grand Falls - Halifax (stop or no stop)	200.00

Stamp — 11/2 mm. between Air & Mail
e)	No stop after 1921	175.00
f)	Stop after 1921.	200.00
g)	No stop &1 of 19 under f of Halifax	400.00

1922, February 23 — St. John's - Harbour Grace. Mail to Clarkes Beach, Bay Roberts and Harbour Grace delivered by Major Cotton on a flight that took 90 minutes to complete. The return flight, with mail on board from Clarkes Beach and Harbour Grace, had a strong tail wind, returning to St. John's in 7 minutes.

  Aircraft — Martinsyde
  Pilot — Major F. Sidney Cotton
  Plane Arrived — Early February
  Flight Attempted — February 23, 1922
  Stamp Used — 3c Caribou Issue
  Postmarks — St. John's, Feb. 16-23, 1922
  Backstamps — Bay Roberts, Harbour Grace, St. John's, Feb. 23, 1922
  Number Flown — Unknown
  Cachet — "Per Aerial Mail" (violet)

FF-10	St. John's - Bay Roberts	110.00
a.	St. John's - Harbour Grace	110.00
b.	Carbonear - St. John's (return)	110.00
c.	Harbour Grace - St. John's (return)	110.00

1922, February 25 — St. John's - Carbonear - [Botwood]. This was a proposed Cotton flight from St. John's to Botwood, which was forced down at Carbonear. Plane returned to St. John's the same day, with mail from Carbonear.

  Aircraft — Martinsyde
  Pilot — Major F. Sidney Cotton
  Plane Arrived — February 23, 1922
  Flight Attempted — February 25, 1922
  Stamp Used — 3c Caribou Issue
  Postmarks — St. John's, Feb. 23-26, 1922
  Backstamp — Carbonear, Feb. 26, 1922
  Number Flown — Unknown
  Cachet — "Per Aerial Mail" (violet)

FF-11	Carbonear - St. John's (Feb. 25)	200.00

1922, February 26 — St. John's - [Carbonear] - Botwood. The completion of the February 25 attempt. The mail carried was for settlements from Botwood to Fogo and the Northern Peninsula.

  Aircraft — Martinsyde
  Pilot — Major F. Sidney Cotton
  Plane Arrived — February 25, 1922
  Flight Attempted — February 26, 1922
  Stamp Used — 3c Caribou Issue
  Postmarks — St. John's, Feb. 23-26, 1922
  Backstamp — Botwood, Feb. 26, 1922

Number Flown — Unknown
Cachet — "Per Aerial Mail" (violet)

FF-12   St. John's - Botwood   170.00

1922, March 3 — Botwood - St. Anthony - Battle Harbour. Major Cotton's first flight to Labrador. Cotton flew to St. Anthony, then to Battle Harbour the same day. Plane repairs caused a delay so Cartwright was not reached until March 6.
Aircraft — Martinsyde
Pilot — Major F. Sidney Cotton
Flight Attempted — March 3, 1922
Status Of Flight — Interrupted
Stamps Used — 1c, 2c, 3c Caribou Issue
Postmarks — St. John's, Jan. 14 - Feb. 27, 1922
Backstamps — St. Anthony, March 3, 1922; Battle Harbour, March 3, 1922
Number Flown — Unknown
Cachet — None

FF-13   St. John's - St. Anthony   160.00
    a.   St. John's - Battle Harbour   175.00

1922, March 6 — Battle Harbour - Cartwright. After a damaged ski was repaired and an aborted attempt on March 5, Cotton continued his original flight the next day to Cartwright.
Aircraft — Martinsyde
Pilot — Major F. Sidney Cotton
Plane Arrived — March 3, 1922
Flight Attempted — March 6, 1922
Status Of Flight — Interrupted
Disposition Of Mail — Intact
Postmarks — St. John's, Jan 14 - Feb. 27, 1922
Backstamp — Cartwright, Mar. 6, 1922
Number Flown — Unknown

FF-14   Battle Harbour - Cartwright   175.00

1922, March 11 — St. John's - Twillingate - Fogo. Seal-spotting and mail flight by Capt. Bennett and Alan Butler, returning the same day.
Aircraft — de Havilland 9
Pilot — Capt. Sydney Bennett
Plane Arrived — Unknown
Flight Attempted — March 11, 1922
Stamps Used — 1c, 2c, 3c Caribou Issue
Postmarks — St. John's, Mar. 6-9, 1922
Backstamps — Twillingate, Mar. 11, 1922; Fogo, Mar. 12, 1922
Number Flown — Unknown
Cachet — "Per Aerial Mail"

FF-15   St. John's - Twillingate   175.00
    a.   St. John's - Fogo   175.00

1922, March 12 — Cartwright - St. John's. Return leg of the Botwood to Labrador flight of March 3-6. Major Cotton left Cartwright at 10:00 a.m. and after three stops arrived at Quidi Vidi Lake at 5:05 p.m. the same day. This was quite significant as most northern points sent and received mail by dog team, which took up to four months to reach addressees.
Aircraft — Martinsyde
Pilot — Major F. Sidney Cotton

Plane Arrived — March 6, 1922; Flight Attempted — March 12, 1922
Stamps Used — lc, 2c, 3c Caribou Issue
Postmarks — Cartwright, March 3-12, 1922
Backstamp — St. John's, March 12, 1922
Number Flown — Unknown   Cachet — "Per Aerial Mail" (violet)

FF-16	Cartwright - Battle Harbour	190.00
a.	Cartwright - St. Anthony	190.00
b.	Cartwright - Botwood	190.00
c.	Cartwright - St. John's	190.00

1922, March 14 — St. John's - Trinity Bay - Botwood. A flight by Major Cotton to the Trinity Bay area and Botwood. Mail was collected at several points, then taken to Botwood. Mail returned by rail to St. John's.

Aircraft — Martinsyde
Pilot — Major F. Sidney Cotton
Plane Arrived — March 12, 1922
Flight Attempted — March 14, 1922
Stamps Used — lc, 2c, 3c Caribou Issue
Postmarks — St. John's, March 11-13, 1922
Backstamps — Trinity, March 14, 1922; Bonavista, March 15, 1922; St. John's, March 17, 1922;
    Botwood, March 17, 1922.
Number Flown — Unknown
Cachet — "Per Aerial Mail" (violet)

FF-17	St. John's - Trinity	—
a.	St. John's - Bonavista	—
b.	Trinity - Botwood - St. John's	145.00

1922, March 20 — Botwood - Twillingate - Fogo - St. John's. This flight by Capt. Bennett and Alan Butler was forced down at Charles Brook. Repairs were completed so the plane resumed its flight the next day.

Aircraft — Westland-Napier
Pilot — Capt. Sydney Bennett
Plane Arrived — March 16, 1922
Flight Attempted — March 20, 1922
Stamps Used — lC, 2c, 3c Caribou
Postmarks — St. John's, March 16-20, 1922
Backstamps — Fogo, March 20; Twillingate, March 21
Number Flown — Unknown
Cachet — "Per Aerial Mail" (violet)

FF-18	St. John's - Botwood - Fogo	—

1922, March 25 — St. John's - English Harbour - Fogo. This was a seal-spotting and mail flight by Major Cotton flown round-trip in one day.

Aircraft — Martinsyde
Pilot — Major F. Sidney Cotton
Plane Arrived — March 17, 1922
Flight Attempted — March 25, 1922
Stamps Used — lc, 2c, 3c Caribou Issue
Postmark — St. John's, March 25, 1922
Backstamps — St. John's - English Harbour, Mar 25, 1922; St. John's - Fogo, Mar 25, 1922
Number Flown — Unknown
Cachet — None

FF-19   St. John's - English Harbour   —
    a.   St. John's - Fogo   —

1922, March 28 — St. John's - Botwood - Hawkes Bay. The start of Major Cotton's flight to Labrador, which would take until late April to complete.
    Aircraft — Martinsyde
    Pilot — Major F. Sidney Cotton
    Plane Arrived — March 26, 1922
    Flight Attempted — March 28, 1922
    Stamps Used — 1c, 2c, 3c Caribou Issue
    Postmark — St. John's, March 28, 1922
    Backstamp — Hawkes Bay, March 28, 1922
    Number Flown — Unknown
    Cachet — "Per Aerial Mail" (violet)

FF-20   St. John's - Hawkes Bay   —

1922, March 28-April 20 — St. John's - Botwood - Labrador. This flight started out as a mail and freight flight. Cotton was to deliver mail to points north and return with freight. On March 28 and April 9, he flew to Botwood but returned to St. John's. The contract was completed on April 20, with stops at St. Anthony and Battle Harbour.
    Aircraft — Martinsyde
    Pilot — Major F. Sidney Cotton
    Plane Arrived — March 25, 1922
    Flights Attempted — March 28, April 9, April 20, 1922
    Status Of Flight — Interrupted but completed
    Stamps Used — 1c, 2c, 3c Caribou Issue
    Postmarks — St. John's, Mar. 23-28, 1922
    Backstamps — St. Anthony, Apr. 20, 1922; Battle Harbour, Apr 21, 1922;
    St. John's, Apr 22, 1922
    Number Flown — Unknown
    Cachet — "Per Aerial Mail" (violet)

FF-21   Botwood - St. Anthony   150.00
    a.   Botwood - St. John's   150.00
    b.   Battle Harbour - St. John's   200.00
    c.   St. Anthony - St. John's   200.00

1922, April 10 — Botwood - Port Saunders - Botwood. A Cotton flight with mail for Port Saunders, returning the same day.
    Aircraft — Martinsyde
    Pilot — Major F. Sidney Cotton
    Plane Arrived — April 9,1922
    Flight Attempted — April 10,1922
    Status Of Flight — Completed
    Disposition Of Mail — Intact
    Stamps Used — 1c, 2c, 3c Caribou Issue
    Postmark — Botwood, April 9, 1922
    Backstamps — Port Saunders & Botwood, April 10/22
    Number Flown — Unknown
    Cachet — None

FF-22   Botwood - Port Saunders   250.00
    a.   Port Saunders - Botwood   250.00
    b.   Round-trip cover   200.00

1923, January 16 — Botwood - Hawkes Bay - Botwood. A mail flight to the St. Barbe district by Cotton, returning with mail from Hawkes Bay. Aircraft
— Martinsyde
    Pilot — Major F. Sidney Cotton
    Plane Arrived — January 16, 1923
    Flight Attempted — January 16, 1923
    Stamps Used — 1c, 2c, 3c Caribou
    Postmarks — St. John's, Jan 16, 1923; Hawkes Bay, Jan 13-23, 1923 (return)
    Backstamps — Hawkes Bay, Jan. 16, 1923; Botwood, Feb 8-9, 1923
    Number Flown — Unknown
    Cachet — "Aerial Mail." (two varieties noted)

FF-23	St. John's - Botwood - Hawkes Bay	150.00
a.	Hawkes Bay - Botwood	175.00

1923, February 8 — Botwood - St. John's. Flight to St. John's with mail from Labrador. Basedon's Westland crashed near Quidi Vidi Lake, where Cotton later safely landed.
    Aircraft — Martinsyde (Cotton) and Westland-Napier (Basedon)
    Pilot — Major Cotton and Basedon
    Stamps Used — 1c, 2c, 3c Caribou Issue
    Postmarks — Hawke Harbour, Jan. 23-26, 1923
    Backstamp — St. John's, Feb. 8, 1923
    Number Flown — Unknown
    Cachet — "Aerial Mail" (two varieties noted)

FF-24	Botwood - St. John's	160.00

1923, March 27 — Hawkes Bay - Flowers Cove - Forteau. The continuation of a flight of March 24 which began at Botwood, flown by Cotton in a Martinsyde and Breakell in a Bristol aircraft. Cotton flew mail and passengers to Flowers Cove and Forteau, later returning to Hawke Harbour.
    Aircraft — Martinsyde
    Pilot — Major F. Sidney Cotton
    Plane Arrived — March 27, 1923
    Flight Attempted — March 27, 1923
    Stamps Used — 1c, 2c, 3c Caribou
    Postmarks — St. John's, Feb. 8-10, 1923
    Backstamps — St. Anthony, Apr. 4, 1923; Flowers Cove, Feb 24, 1923;
    Forteau, March 27, 1923
    Number Flown — Unknown
    Cachet — "Per Aerial Mail" (violet)

FF-25	St. John's - Flowers Cove	200.00
a.	St. John's - Forteau	200.00
b.	St. John's - St. Anthony	175.00
c.	St. John's - Hawke Harbour	150.00
d.	Hawke Harbour - St. John's	250.00

1923, April 7 — Hawke Harbour - Botwood - St. John's. This was Major Cottons' return flight from Labrador to Botwood.
    Aircraft — Martinsyde
   Pilot — Major F. Sidney Cotton
    Plane Arrived — April 7, 1923
    Flight Attempted — April 7, 1923
    Postmark — Hawke Harbour, March 30, 1923

Backstamp — St. John's, April 12, 1923
Number Flown — Unknown
Cachet — "Aerial Mail"
FF-26   Hawke Harbour - St. John's   250.00

1923, May 16 — Hawkes Bay - Botwood - St. John's. Flight to Rigolet and Cartwright in Labrador to pick up mail, returning on the same day. This was the last of Cotton's seasonal mail flights to points in Newfoundland and Labrador, as soon after this flight he liquidated his aviation interests.
Aircraft — Martinsyde
Pilot — Major F. Sidney Cotton
Plane Arrived — May 7, 1923
Flight Attempted — May 16, 1923
Postmarks — Cartwright, May 10-16 1923
Backstamps — Botwood May 16, 1923; St. John's, May 17, 1923
Number Flown — Unknown
Cachet — "Aerial Mail"
FF-27   Cartwright - Hawkes Bay - Botwood   200.00
a.   Cartwright - Hawkes Bay - St. John's   200.00
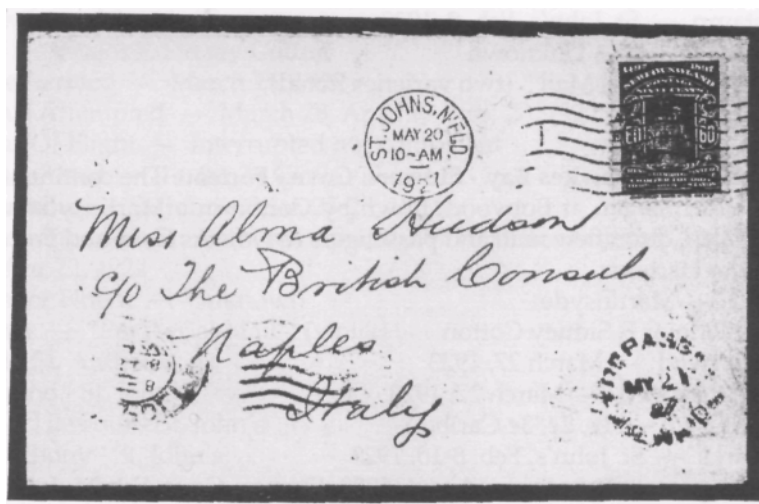
1927, May 23 — De Pinedo — Trepassey - Rome, Italy. The "Santa Maria II" left Trepassey on May 23, enroute to the Azores. A shortage of fuel caused the plane to land in the ocean 200 miles from its destination. A passing schooner towed the plane to the Azores, where repairs were made. The flight continued to Portugal and Italy, reaching Rome on June 16.
Aircraft — S55 Flying Boat
Pilot — Marchese Francesco de Pinedo   Navigator — Capt. Carlo de Prete
Plane Arrived — May 20, 1927
Flight Attempted — May 23, 1927
Stamp Used — 60c Cabot overprinted "Air-Mail / De Pinedo / 1927" in red
Number of Stamps Issued — 300
Postmarks — St. John's, May 20, 10 A.M., 1927; Trepassey, May 23, 1927
Backstamps — Rome, June 16 & 22, 1927
Number Flown — 225 covers with overprinted stamp; 75 with no overprint
Cachet — None
FF-28   St. John's - Rome (with overprinted stamp)   18,000.00

a.	St. John's - Rome (without overprinted stamp)	14,000.00
b.	Trepassey - Rome (with overprinted stamp)	18,000.00
c.	Trepassey - Rome (without overprinted stamp)	14,000.00

1928, May 25 — "Bremen" Relief Expediton. The German plane "Bremen" crash-landed at Greenly Island, Labrador while on an East-to-West trans-Atlantic flight from Ireland to New York. Two American military planes were sent to rescue the crew. A stopover at St. Georges, Nfld., was necessary to take on fuel. Mail was carried by courtesy of the crew and mailed from New York on May 28.

> Planes Arrived — May 25, 1928
> Flight Attempted — May 25, 1928
> Stamp Used — 15c Pictorial Issue
> Cachet — Unofficial
> Postmark — New York, May 28, 1928
> Backstamp — Sandy Point, Nfld, June 1, 1928

FF-29   New York - Newfoundland - New York   (10 pieces)   320.00

1928, June 17 — Trepassey - Wales. On June 4 the Fokker hydroplane "Friendship" landed at Trepassey. On board were pilot Lt. Wilmar S. Stulz and mechanic Louis Gordon, accom panied by Amelia Earhart. The "Friendship" left Trepassey on June 17 for Wales. Earhart became the first woman to fly across the Atlantic.

> Pilot — Lt. Wilmar S. Stulz
> Navigator — Louis Gordon, mechanic; Amelia Earhart, passenger
> Plane Arrived — June 4, 1928
> Flight Attempted — June 17, 1928
> Stamp Used — 15c Pictorial Issue
> Cachet — None

Postmarks — Trepassey T.P.O., June 6 & 16, 1928
Backstamp — London, June 21, 1928

FF-30   Trepassey - Wales   (3 pieces)   —

1929, June 14,1929 — 10th Anniversary Alcock & Brown Flight. St. John's, Nfld. / Jun 14 / 3:30 PM / 1929" (hub) with special slogan "Commemorating / First / Trans Atlantic / Air-Mail / June 14th 1919" in killer.

FF-31   Franked with 15c Publicity stamp   15.00
  a.   Franked with various stamps   5.00

1929, July 27 — Harbour Grace - North Sydney. The "Bluenose" arrived at Harbour Grace on July 26, after a four and one-half hour flight from North Sydney, Nova Scotia. The pilot, Mr. Archibald, agreed to take 35 lbs. of mail on the return flight. The flight left Harbour Grace at 2:50 p.m. on July 27, arriving at North Sydney at 7:20 p.m. the same day.

> Pilot — R. D. Archibald   Navigator — Vernon Darrell
> Plane Arrived — July 26, 1929 Flight Attempted —
> July 27, 1929 Postmark — St. John's, Nfld., July
> 27,1929 Cachet — None
> Backstamp — Newf'd P.O., North Sydney, N.S., July 27, 1929

FF-32   Harbour Grace - North Sydney   (35 pounds)   50.00

1930, June 26 — Harbour Grace - New York. "The Southern Cross" arrived at Harbour Grace on June 25 on the final leg of its round-the-world flight. A small amount of mail was received, which was unofficial. The flight left Harbour Grace on June 26, reaching New York the same day.

Aircraft — Fokker Monoplane
Pilot — Capt. Charles Kingsford Smith; co-pilot, Evert van Dyk Navigator —
Capt. John P. Saul; radio operator, John S. W. Stannage Plane Arrived — June
25, 1930 Flight Attempted — June 26, 1930
Status Of Flight — Completed   Disposition Of Mail — Intact
Postmark — Harbour Grace, June 26, 1930
Backstamp — Grand Central Station, N.Y., July 1, 1930
Number Flown — Not verified, reportedly - 7 pieces
Cachet — None

FF-33   Harbour Grace - New York   500.00

1930, August 3 — Harbour Grace - England. Mears and Brown arrived in Harbour Grace from
New York on Aug. 2, on the second leg of their around the world flight. While attempting take-off
on the night of Aug. 3 (on an intended flight to Ireland), their Lockheed Vega, "The City of New
York," left the runway and crashed. Both aviators were uninjured, but the plane was extensively
damaged. The mail was later taken to England by regular mail route.

Pilot — Henry J. Brown   Navigator — John Henry Mears
Plane Arrived — August 2, 1930
Flight Attempted — August 3, 1930
Status Of Flight — Crashed on take off
Stamp Used — 5c Caribou Issue
Cachet — None
Postmark — Harbour Grace, Aug. 3, 1930
Backstamps — London, Oct. 11 & Oct. 13, 1930

FF-34   Harbour Grace - England   (332 pieces)   375.00
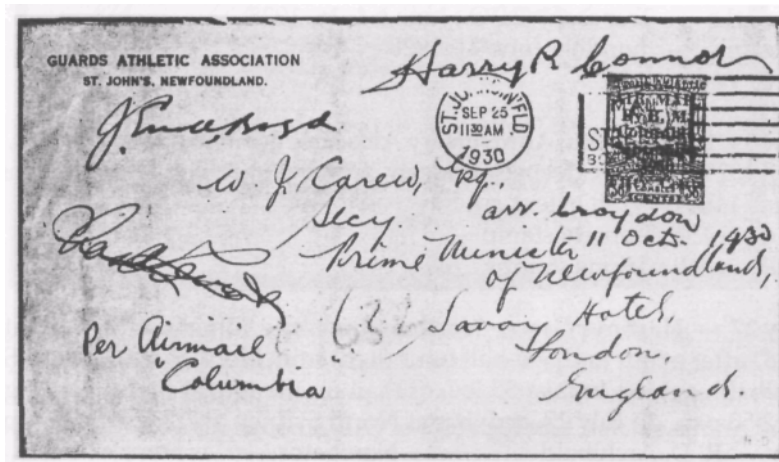
1930, October 9 — Harbour Grace - England. The Bellanca airship "Columbia" arrived in
Harbour Grace on September 20. This trans-Atlantic attempt was to stop at Scilly Isles and proceed
to Croyden, England. The "Columbia" left Harbour Grace on October 9, landing at Trescal Island
(Scilly Isles) on the same day. Due to a fuel shortage the plane did not reach Croyden until the
afternoon of October 11.

Pilot — Capt. J. Erroll Boyd   Navigator — Lt. Harry Connor
Plane Arrived — September 22, 1930
Flight Attempted — October 9, 1930
Stamp Used — 36c Caribou Issue overprinted "Trans-Atlantic / Air Mail / By B. M. /

"Columbia" / September / 1930 / Fifty cents"
Number of Stamps Issued — 300
Overprinted Postmark — St. John's, Nfld., Sept. 25, 11:30 AM, 1930;
    Harbour Grace, AM, Oct. 9, 1930, Nfld
Backstamp — Various London Postmarks Oct. 11-13, 1930
Number Flown — 332
Cachet — None

FF-35	St. John's - London (with overprinted stamp)	6,500.00
a.	St. John's - London (without overprinted stamp)	475.00
b.	Harbour Grace - London (with overprinted stamp)	6,500.00
c.	Harbour Grace - London (without overprinted stamp)	475.00
d.	Harbour Grace - London (4c or 5c supplementary mail)	450.00

1930, November 18 — Stephenville Crossing - Grand Falls - St. John's. Sullivan and Fraser left Toronto on November 4 for a flight to Stephenville Crossing and St. John's via Sydney, Nova Scotia. Their Gypsy Moth plane arrived in Stephenville Crossing on November 12. Adverse flying weather prevented departure until November 18, when flying conditions forced a landing at Grand Falls. The next day the plane landed at Mount Pearl, near St. John's, completing its flight.

Pilot — Arthur D. Sullivan Navigator — Douglas C. Fraser
Plane Arrived — Nov. 12, 1930
Flight Attempted — Nov. 18, 1930
Postmark — Canada-Stephenville Crossing, Nov. 12; Post Office, Nfld., Nov. 18, 1930;
    Stephenville Crossing Post Office, Nfld, Nov 19, 1930 Grand Falls
Backstamp — St. John's, Nfld., Nov. 19, 3 p.m., 1930
Number Flown — Unknown
Cachet — None

FF-36	Canada - Stephenville Crossing - St. John's	45.00
a.	Stephenville Crossing - St. John's	75.00
b.	Grand Falls - St. John's	200.00

Type 1

(Also used for St. Anthony)

1931, January 29 — St. John's - Hampden. Arthur D. Sullivan left St. John's on January 29, at 10:55 a.m., landing at Norris Arm at 1:30 p.m. Upon refuelling Sullivan continued the flight to Hampden. The flight was interrupted for repairs, landing at Rattling Brook and Kings Point. On February 8, at 4:45 p.m., Sullivan left Kings Point, completing the trip to Hampden at 5:35 p.m.

Aircraft — Gypsy Moth
Pilot — Arthur D. Sullivan Plane Arrived — January 28, 1931
Flight Attempted — January 29, 1931
Stamp Used — 15c, 50c, & $1 Air Mail Issue

Postmark — St. John's, Jan. 2-29, 1931
Backstamp — Post Office, Newfoundland, Feb. 9, 31, Hampden
Cachet — St. John's - Hampden (circular, violet)

FF-37 St. John's - Hampden   (1337 pieces)   25.00

Type 2

(Also used for Conche)

1931, February 13 — Hampden - **Western Arm.** After a safe arrival at Hampden on February 8, Sullivan's flight was delayed for 5 days because of weather. Sullivan left Hampden **on** February 13, for Western Arm. The mail was delivered, the flight returning to Hampden for fuel the same day.

    Aircraft — Gypsy Moth
    Pilot — Arthur. D. Sullivan
    Plane Arrived — February 8, 1931
    Flight Attempted — February 13, 1931
    Stamp Used — 15c, 50c & $1 Air Mail Issue
    Postmark — St. John's, Jan. 2-28, 1931
    Backstamp — Western Arm, Feb. 14, 1931
    Cachet — St. John's - Western Arm (rectangle, violet)

FF-38 Hampden - Western Arms   (797 pieces)   35.00

1931, February 13 — Hampden - **Conche.** Sullivan's Gypsy Moth left Hampden at 3:15 p.m. to deliver mail to Conche. Stormy conditions prevented a landing so Sullivan instead flew on to St. Anthony. Mail for Conche was sent via surface means from St. Anthony.

    Pilot — Arthur D. Sullivan
    Status Of Flight — Not completed (sent via surface)
    Stamp Used — 15c, 50c, & $1 Air Mail Issue
    Postmarks — St. John's, Jan. 2-28, 1931
    Backstamp — Conche, Jan. 29, 1931
    Cachet: St. John's - Conche (rectangle, violet)

FF-39 Hampden - Conche   (963 pieces)   40.00

1931, February 13 — Hampden - St. Anthony. Sullivan left Hampden at 3:15 p.m. on February 13, arriving at St. Anthony at 4:50 p.m. the same day, thus completing a 2 1/2 hour flight in 16 days.

    Aircraft — Gypsy Moth
    Pilot — Arthur D. Sullivan
    Stamp Used — 15c, 50c, & $1 Air Mail Issue
    Postmarks — St. John's, Jan. 2-28, 1931
    Backstamp — Post Office, Newfoundland, Feb. 14, 1931, St. Anthony
    Cachet — St. John's - St. Anthony (circular, violet)

FF-40 Hampden - St. Anthony (return)   (4750 pieces)   15.00
   a. Signed by pilot   25.00

1931, February 17 — St. Anthony - St. John's. Sullivan left St. Anthony February 17 on the return leg of the flight to St. John's, with stops at Conche, Western Arm and Kings Point. The Gypsy Moth stopped overnight at Kings Point for an engine check, leaving the next afternoon and landing at Quidi Vidi Lake at St. John's the same day. Pilot — Arthur D. Sullivan Plane Arrived — February 13, 1931 Flight Attempted — February 17, 1931 Postmark — St. Anthony, Norris Point, Conche, Western Arm, Hampden, Kings Point, Feb. 18, 1931

Backstamp — St. John's, Nfld., Feb. 18, 6 p.m., 1931 Number Flown — Unknown Cachet — St. Anthony (rectangle, violet); Hampden (rectangle, blue); Conche and
Western Arm applied special cancels.

FF-41	St. Anthony - St. John's	30.00
a.	Kings Point - St. John's	75.00
b.	Norris Point - St. John's	75.00
c.	Conche - St. John's	30.00
d.	Hampden - St. John's	30.00

1931, May 26 — St. John's - Burin. This flight was scheduled for May 24, but was held until May 26, when Douglas C. Fraser completed the flight the same day.

Aircraft — Curtis Reid
Pilot — Douglas C. Fraser
Plane Arrived — May 19, 1931
Flight Attempted — May 26, 1931
Stamp Used — 15c, 50c, & $1 Air Mail
Postmark — St. John's, Nfld., May 24, 9 A.M. 1931; St. John's East, May 23, 1931
Backstamp — Post Office, Newfoundland, May 26, 1931, Burin North
Number of Covers Flown — Unknown
Cachet — None

FF-42	St. John's - Burin	25.00
a.	Burin - St. John's	25.00

1931, June 24 — Harbour Grace - Denmark. The team of Hillig, Hoirus and Moffatt (mechanic) left Liberty, N.Y., arriving at Harbour Grace on June 22. Their trans-Atlantic attempt was to take them to Copenhagen, Denmark. Their Bellanca monoplane, "Liberty," left Harbour Grace on June 24, but poor flying weather forced them off course, so they landed in Krefeld, Germany on June 25. The mail was dispatched by surface. The aviators later completed their flight to Denmark. Specially-printed envelopes were prepared and dispatched from both New York and Harbour Grace.

Pilot — Holgar Hoirus   Navigator — Otto Hillig (photographer)
Plane Arrived — June 22, 1931
Flight Attempted — June 24, 1931
Status Of Flight — Interrupted
Disposition Of Mail — Intact (sent via surface)
Stamp Used — *5t,* 15c Publicity Issue
Postmark — Harbour Grace, June 24, 1931
Backstamp — Kobenhaven, 3.7.31., 5.00, Luft Post
Cachet — None

FF-43	Harbour Grace - Krefeld, Germany	(227 pieces)	300.00

1931, July 18 — Harbour Grace - Hungary. Endres and Magyar were competing for the £2,000 prize offered for the first Hungarians to fly from New York to Hungary. A special dispatch was to have been carried but the offer was cancelled by the Newfoundland Minister of Posts. The flight, in the Lockheed Sirius "Justice for Hungary," left Harbour Grace on July 15, landing at Bicske, Hungary, the next day, after a flight of 26 hours.

    Pilot — Capt. George Endres   Navigator — Lt. Alexander Magyar
    Plane Arrived — Early July
    Flight Attempted — July 18, 1931
    Stamp Used — $1 Air Mail
    Postmark — Harbour Grace, July 18, 1931
    Backstamp — Budapest, 1931, July 19, 11 A.M
    Number Flown — Unknown
    Cachet — Unofficial (several varieties applied after arrival in Budapest)

FF-44   Harbour Grace - Hungary   1,300.00

1931, July 20 — Corner Brook - St. John's. Arthur Sullivan left Corner Brook the morning of July 20, arriving at Quidi Vidi Lake near St. John's, in the afternoon.

    Aircraft — Gypsy Moth
    Pilot — Arthur D. Sullivan
    Plane Arrived — July 16, 1931
    Flight Attempted — July 20, 1931
    Postmark — Corner Brook, July 12-18, 31, Newf'd
    Backstamp — St. John's, July 20-21, 1931
    Number Flown — Unknown
    Cachet — "First Air Mail Corner Brook - St. John's." (blue)

FF-45   Corner Brook - St. John's   150.00

1931, August 2 — Hopedale - Boston, Mass. A flight from Hopedale, Labrador, to Boston, which was flown in stages. The small amount of official mail carried was caused by the late arrival of mail from St. John's, which was not carried on the flight.

    Aircraft — Seaplane "Viking"
    Pilot — Cdr. Donald B. McMillan   Navigator — Charles F. Rockwell
    Plane Arrived — August 1, 1931
    Flight Attempted — August 2, 1931
    Stamp Used — 15c Air Mail
    Postmark — Hopedale, Aug. 2, 31, Nfld
    Backstamp — Boston, Mass, (Sept. 8, 12 A.M. Foreign, 1931); Carbonear, Sept. 12, 1931
    Cachet — Boxed "First / Official Air Mail from / Hopedale, Labrador / to / Boston, U.S.A."

FF-46   Hopedale - Boston - Hopedale   (18 pieces)   500.00
   a.   Hopedale - Boston - Carbonear   (6 pieces)   600.00

1931, August 23 — St. John's - North Sydney, N.S. Arthur D. Sullivan left Quidi Vidi Lake, St. John's, at 12:25 p.m. on August 23, arriving at North Sydney at 9:30 p.m. the same day.

    Aircraft — Gypsy North
    Pilot — Arthur D. Sullivan
    Plane Arrived — July 24, 1931
    Flight Attempted — August 23, 1931
    Postmark — St. John's, Nfld., Aug. 23, 10 A.M., 1931
    Backstamp — North Sydney, p.m., Aug. 23, 1931, N.S.
    Number Flown — Approx. 2,000

Cachet — "First Official / Air Mail / from St. John's, Nfld., to / North Sydney, N.S. / By
Gypsy Moth Plane / Pilot: / Arthur Sullivan / August 4, 1931" in large black circle

FF-47   St. John's - North Sydney   45.00

1931, August — North Sydney - St. Pierre - St. John's. An unofficial first flight from North
Sydney which was terminated at St. Pierre by the refusal of the postal officials to accept the
mail. The mail was left at St. Pierre and was not returned to addressees until 1934.
   Aircraft — Fokker Pilot — Unknown Flight
   Attempted — August 1931 Status Of Flight —
   Interrupted Disposition Of Mail — Intact
   (seized)
   Stamp Used — 3c Canada Medallion Issue plus company adhesive
   Postmarks — August (various dates) 1931
   Backstamp — None
   Number Flown — 1,000
   Cachet — Unofficial

FF-48   North Sydney - St. Pierre - [St. John's]   20.00

1932, May 21 — Holyrood - Berlin, Germany. The "Do-X" flying boat left New York on the first
leg of a flight to Germany. Poor flying conditions put the plane down in Dildo Arm, returning to
Holyrood the next morning for fuel. The plane left on May 21 at 3 p.m. for Horta, Azores,
arriving there the same day. The flight was completed May 22 via Spain and England.
   Aircraft — Dornier Flying Boat
   Pilot — Capt. Christianson
   Plane Arrived — May 19, 1932
   Flight Attempted — May 21, 1932
   Stamp Used — $1 Air Mail surcharged $1.50
   Number of Stamps Issued — 8,000
   Postmarks — St. John's, May 19-20, 1932
   Backstamps — London, May 25 and 26, 1932; Berlin, May 27 and 28, 1932; St. John's,
      Aug 5, 1932
   Number Flown — Approx. 1,800 to all points
   Cachet — None

FF-49   St. John's - England   250.00
   a.   St. John's - Europe   325.00
   b.   Holyrood - England   350.00
   c.   Holyrood - Germany   450.00

1933, July 13 — Cartwright, Labrador - Chicago, IL. General Italo Balbo's armada of flying boats flew from Reykjavik, Iceland to Cartwright on July 8, on the way to Chicago for a visit to the Century of Progress Exposition. Unofficial mail was taken at Cartwright and delivered to Montreal and Chicago by a few of the pilots. No special markings were applied.

    Aircraft — Savoia - Marchetti S55X
    Pilots — Various (24-planes)
    Stamp Used — Various (some mixed franking noted of Newfoundland, Canadian, and U.S. stamps)
    Postmark — Cartwright, July 12, 1933
    Backstamp — Montreal, July 14, 1933; Chicago, July 18, 19, 1933

FF-50	Cartwright - Chicago	(24 pieces)	800.00

1933, July 17 — St. John's - Wabush - Katsao. Mail for this flight was sent via surface to Seven Islands, Quebec. A Canadian Airways seaplane, with W. W. Wollett as pilot, loaded the mail upon arrival on July 16 and flew to the Wabush - Katsao Gold Concessions the same day. Round-trip mail (rate at 60c or 70c registered) was returned to Seven Islands on July 23 and forwarded via surface to St. John's.

    Plane Arrived — July 16, 1933
    Flight Attempted — July 17, 1933
    Stamp Used — Labrador Air Issue
    Postmark — St. John's, July 11, 1933
    Backstamp — St. John's, July 31, 1933; Wabush - Katsao Gold Concessions, p.m., July 20, 1933, Labrador
    Cachet — "Air Mail / First Flight / To / Wabush - Katsao / (Gold Concessions) / Labrador / Via / Seven Islands, Que." in red
    Number Flown — 1,800

FF-51	St. John's - Seven Islands - Wabush - Katsao	60.00
a.	Wabush - Katsao - Seven Islands - St. John's	75.00

1933, August 8 — Shoal Harbour - Rome, Italy. Gen. Italo Balbo's armada arrived at Shoal Harbour on July 28, returning from Chicago on an intended flight back across the Atlantic. Poor flying weather prevented a departure until August 8. The flying boats landed in the Azores, from there flying to Rome.

    Aircraft — Savoia - Marchetti S55X
    Pilot — Various (24 planes)
    Stamp Used — 75c Air Post Issue surcharged in black "1933 / Gen. Balbo / Flight / $4.50" with small blocks defacing 75c values Number
    Stamps Issued — 8,000
    Postmark — St. John's, July 24, 1933; Shoal Harbour, July 26 - Aug. 8, 1933
    Backstamp — Rome, Aug. 12, 1933
    Number Flown — 1,058 (from St. John's and Shoal Harbour)
    Cachet — None

FF-52	St. John's - Rome	475.00
a.	Shoal Harbour - Rome	500.00
b.	Shoal Harbour - Rome (supplementary)	425.00

1934, August 26 — Cartwright - Scotland. Dr. Richard Light and Robert F. Wilson left New Haven, Conn, on August 25, enroute to Cartwright, Labrador. After unofficial mail was taken aboard, the plane refuelled and the flight continued on to Edinburgh via Greenland (Sept. 2) and the Faroe Islands (Sept. 5), reaching its destination on September 6.

    Stamp Used — 30c Labrador Air Mail
    Postmark — Cartwright, Aug. 26, 1934

Backstamp — Edinburgh, Sept. 6, 1934
Number Flown — Unknown
Cachet — None

FF-53   Cartwright - Edinburgh, Scotland   650.00

1935, July 22 — Cartwright - Norway. Thor Solberg arrived at Cartwright, via New York on July 17. Solberg was to follow Leiv Erikssons' trans-Atlantic route of a thousand years previous, going so far as to name his Airyacht after Eriksson. The flight path was from Cartwright to Greenland and Ireland, thence to Norway, arriving on August 16. Specially-printed envelopes were cancelled in Cartwright, some of which were signed by Solberg.

Pilot — Thor Solberg   Navigator — Paul Oscanyon
Stamp Used — 5c Silver Jubilee
Postmark — Cartwright, July 22, 1935
Backstamp — Bergen (Norway), Aug. 16, 1935

FF-54   Cartwright - Norway   225.00

1936, September 22 — Harbour Grace - New York. The return flight of "Lady Peace" from Wales to New York, via Southport, England and Harbour Grace. The plane ran short of fuel enroute to Harbour Grace, crashing at Musgrave Harbour without damage to the plane. After refuelling, the plane continued to Harbour Grace, arriving on September 18. Poor flying weather delayed completion of the flight to New York until September 22.

Aircraft — Vultee Monoplane "Lady Peace"
Pilot — Harry T. "Dick" Merrill   Navigator — Harry Richman
Stamp Used — 15c, 50c Air Mail
Postmark — Harbour Grace, Sept. 19, 1936
Backstamp — None
Number Flown — Unknown
Cachet — None

FF-55   Harbour Grace - New York   600.00

1936, October 29 — Harbour Grace - England. Jimmy Mollison arrived at Harbour Grace on October 28, bound for England. After take-off the next day, he landed at Croyden 13 hours and 17 minutes later, a record for that era.

Aircraft — Bellanca Flash "Dorothy"
Pilot — James Mollison
Postmark — Brigus, C.B., Oct. 29, 36, Newf'd
Backstamp — London E.C., Oct. 30, 1936
Number Flown — Unknown
Cachet — None

FF-56   Harbour Grace - England   800.00

1937, July 16 — Botwood - Foynes, Eire. Survey flight by Imperial Airways flying boat "Caledonia," in preparation for regular trans-Atlantic air mail service. The flight from Foynes to Botwood occurred on July 5-6. Between July 5 and September 28 Imperial conducted ten survey flights but no covers from Newfoundland have been reported from these later flights.

Postmark — Botwood, July 16, 1937
Backstamp — Foynes, July 16, 1937
Number Flown — Unknown
Cachet — None

FF-57   Botwood - Foynes   120.00

1939, June 27-28 — U.S. - Newfoundland - Eire - Great Britain. This was the inaugural flight of Pan American Airways' regular trans-Atlantic service over the northern portion of U.S. Foreign Air Mail Route No. 18. The return trip on June 28 provided the first regularly scheduled air mail service between Newfoundland and Canada. An unofficial cachet was applied to covers serviced through Pan Am's office in Botwood.

        Aircraft — Boeing 314 Clipper "Yankee Clipper"

        Pilot — Harold E. Gray Navigator — Arthur E. LaPorte

        Flight Attempted — June 27, 1939 (eastbound); June 28 (westbound)

        Postmarks —   Eastbound: Botwood, June 24; Westbound: St. John's, June 27; Botwood, June 28.

        Backstamps — Eastbound: Foynes, June 28; Southampton, June 29; westbound: Shediac, July 1; New York, July 1

        Cachet — None

FF-58	Botwood - Foynes [Eastbound]	(175 pounds)	12.00
a.	Botwood - Southampton	(200 pounds)	15.00
FF-59	Botwood - Shediac [Westbound]	(122 pounds)	5.00
a.	Botwood - New York	(12,569 pieces)	10.00

1939, August 6-11 — England - Newfoundland - Canada - **U.S.** Inauguration of a regular trans-Atlantic service by Imperial Airways. On the westbound flight the "Caribou" left Botwood for New York via Montreal on August 5, arriving in New York the next day. The return flight from New York to Foynes and Southampton via Botwood was flown on August 11.

Pilot — J. C. Kelly Rogers

        Postmarks — Eastbound: Botwood, Aug 6, 1939; westbound: Botwood, Aug 10, 1939

        Backstamps — Eastbound: Montreal, Aug 6, 1939; New York, Aug 6, 1939; westbound: | Foynes, Aug 11, 1939; Southampton, Aug 11, 1939

FF-60	Botwood - Montreal	(19 pounds)	10.00
a.	Botwood - New York		10.00
FF-61	Botwood - Foynes	(13 pounds)	10.00
a.	Botwood - Southampton	**(33** pounds)	10.00

1942, May 1 — St. John's - Gander - Sydney - Moncton. Trans-Canada Airlines inaugurated the first air mail service between Newfoundland and Canada and return, piloted by Walter Fowler.

        Postmarks — Gander, May 1, 1942; St. John's, May 1,1942

        Backstamps — St. John's, Gander, Sydney, Moncton May 1,1942

        Number of Covers Flown — Approx. 8,000

Cachet — Double-circle

FF-62   St. John's - Gander   5.00
     a.   St. John's - Sydney   5.00
     b.   St. John's - Moncton   5.00
     c.   Gander - Sydney   5.00
     d.   Gander - Moncton   5.00
     e.   Gander - St. John's   .   5.00

1942, May 4 — Botwood - England. This was the initial wartime flight over the North Atlantic All-Air route (contractor, Pan American Airways) from Botwood. An unofficial cachet was applied; covers were returned to St. John's and backstamped on May 18.

FF-63   Botwood - England (postmarked and backstamped, St. John's)   75.00

1946 -1947 — Gander - Europe. Inaugural flights of Pan American Airways over U.S. Foreign Air Mail Route No. 18 from Gander to various points in Europe. The airline sponsored cachets at Gander.

FF-64   Postmark Gander, June 15, 1946 -
Backstamped Brussels, June 16, 1946   (6000 pieces)   10.00
     a.   Gander - Prague   10.00
     b.   Gander - Vienna   10.00

FF-65   Postmarked Gander, Jan. 1, 1947 -
Backstamped New York, Jan. 2, 1947   (9500 pieces)   15.00

FF-66   Postmarked Gander, Feb. 1, 1947-
Backstamped Ankara, Turkey, Feb. 17, 1947   (1000 pieces)   25.00

FF-67   Postmarked Gander, Mar. 15, 1947 -
Backstamped Karachi, India, March 18, 1947   25.00

FF-68   Postmarked Gander, June 28, 1947 -
Backstamped Calcutta, India, July 5, 1947   20.00

1947, June — Gander - Europe. Inaugural flights of American Overseas Airlines Gander to Scotland and Finland. The airline sponsored unofficial cachets.

FF-69   Gander - Prestwick, Scotland, June 1-2, 1947   65.00
FF-70   Gander - Helsinki, Finland, June 19-22, 1947   30.00
   a.   St. John's - Helsinki, June 19-22 (postmarked June 14)   30.00

SECTION 25

MARITIME AND NEWFOUNDLAND AIRWAYS
This item is an unauthorized issue and is considered a souvenir.

Basil Burrell

During 1931 the above company publicized a proposed service between Newfoundland, Sydney, N.S. and St. Pierre and Miquelon. It solicited covers from collectors and many hundreds were sent in to be carried at a substantial fee. A special vignette was issued by the company. The first flight was proposed for December 15, 1930. However, the alleged semi-offical stamps were never authorized by the Canadian Government nor did this company ever receive any contract or authorization from the Post Office Department to carry mails. A flight was made in August 1931 to St. Pierre and all the covers were seized upon arrival and held for 3 years.

The covers were eventually returned to those who had sent them, each bearing the vignette, a special black circular cachet and a rubber stamp marking on the reverse, signed by the President of the company, I. R. McGowan, explaining the trials and tribulations of his firm and the delay in the flight. A magenta circular cachet and a small black handstamp was applied on the front. These covers have but souvenir value of their status as outlined above.
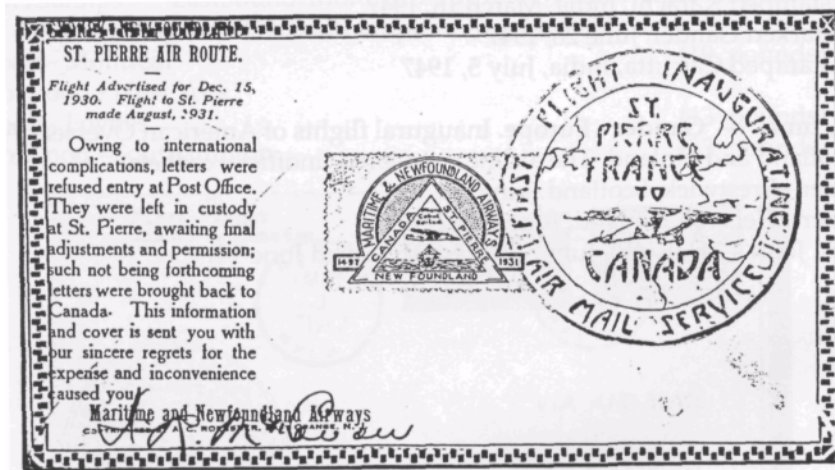
Back of cover.

1931, August — Sydney, N.S. - St. Pierre and Miquelon - St. John, Nfld.
MNA-3100 Varieties in covers and stamps.   20.00
       (Cover listed in Government and Other Air Mail Covers section as 3151.)

O-l   P-2

Authorized issues:

O-l OFFICIAL - Black printing on silver colored paper. Perforated on 2 sides. 20.00

O-proof OFFICIAL - Black printing on silver colored paper. The word OFFICIAL
   is misspelled "OFFICAL." Printed in sheets of three. Imperforated. —

P-l PUBLIC - Bright-red printing on yellow-orange paper. Perforated. 15.00
P-2 PUBLIC - Red printing on yellow paper. Perforated. 15.00
P-3 PUBLIC - Red printing on yellow paper. Imperforated. 15.00

Reprints:

RO-1 OFFICIAL - Black printing on silver colored paper. Imperforated. 8.00
RP-1 PUBLIC - Brown-red printing on yellow-orange paper. Perforated. 8.00
RP-2 PUBLIC - Brown-red printing on yellow-orange paper. Imperforated. 8.00
RP-3 PUBLIC - Brown-red printing on yellow-orange paper. Perforated
   horizontally, imperforated vertically. 8.00
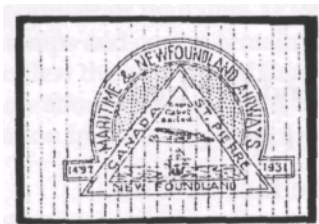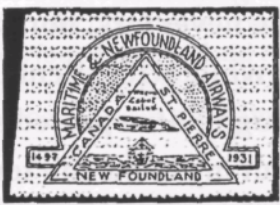
RP-5a   RP-10

Overprinted reprints:

RP-4 PUBLIC - RP-2 overprinted with faint horizontal silver lines. Imperforated. 8.00
RP-5 PUBLIC - RP-4 additional overprint of heavy vertical purple lines. Imperforated. 8.00
RP-5a PUBLIC - RP-5 without faint horizontal silver lines with additional
   overprint of heavy vertical purple lines. Imperforated. 8.00

Reprints in new colors:

RP-6 PUBLIC - Green printing on green paper. Perforated. 8.00
RP-7 PUBLIC - Green printing on green paper. Imperforated. 8.00
RP-8 PUBLIC - Green printing on bluish-green paper. Perforated. 8.00
RP-9 PUBLIC - Black and pink printing on yellow safety paper. Perforated. 8.00
RP-10 PUBLIC - Black and pink printing on yellow safety paper. Perforated
   horizontally, imperforated vertically. 8.00

"OFFICIAL" - to be used on mail from the company.

"PUBLIC" - to be used on mail from the public.

HIGH FLIGHT

OH! I have slipped the surly bonds of earth
And danced the skies of laughter-silvered wings:
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds - and done a hundred things
You have not dreamed of - wheeled and soared and swung
High in the sunlit silence. Hov'ring there
I've chased the shouting wind along, and flung
My eager craft through footless halls of air.

Up, up the long delirious burning blue
I've topped the wind-swept heights with easy grace
Where never lark, nor eagle flew.
And, while with silent lifting mind I've trod
The high untrespassed sanctity of space
Put out my hand and touched the face of God.

Pilot Officer John Gillespie Magee
Royal Canadian Air Force

"High Flight" was composed by a young American who trained in Canada, received his pilot's commission in the RCAF and unfortunately was killed in training exercises in England during World War II. P/O Magee's often qouted poem, "High Flight," is herewith dedicated to all those pilots who have given their lives in the delivery of air mail throughout the world, including Canada and Newfoundland.

SECTION 26

AIR MAIL PILOTS OF

CANADA AND NEWFOUNDLAND

Major (Ret.) Richard K. Malott, CD, MSc, BA, FRPSC

Over thirty years ago I put together a fifty-year record of all the pilots who carried mail in, through, to and from Canada. This alphabetical listing includes all pilots who flew inaugural flights between 1912 and 1962, including some of the most famous names in Canadian aviation and airline histories. Some inaugural routes are abbreviated for space considerations and may not include round-trip flights or return trips. Also, I have included occasional cross-references for famous pilots or navigators so that interested collectors may identify crew members.

Aerophilately has always fondly remembered air mail pilots. Since few names ever gained any notoriety, many pilots have thus been "forgotten" or relegated to some lesser status because they didn't fly over an ocean or complete some treacherous long-distance flight. U.S. collectors have always known about the aerial exploits of Charles Lindbergh or Amelia Earhart; Canadians as well hold dear the memories of "Punch" Dickins, Sheldon Luck, "Wop" May, or "Doc" Oaks. Pilot signed covers have been a popular air mail item as long as aviators have been flying the mail.

While air mail stamps and covers remain the primary collectible items of the hobby, I trust that this list of pilots who flew the air mails of Canada and Newfoundland will aid collectors in seeking out more information about those intrepid and dedicated people who contributed so greatly to development of aviation in Canada, some of whom gave their lives in providing aerial service.

Abrahamsen, Olaf S.	1947, July 5	First Mail from Gander - Calcutta
Alcock, John	1919, June 14	St. John's, Nfld. - Clifden, Ireland (Alcock, pilot; Lt. A. W. Brown, navigator)
Allan, Edward A.	1939, March 1-2	Winnipeg - Vancouver (with M. Barclay)
Alton, Edgar A.	1924, Oct. 1	Estevan, Sask. - Winnipeg, Man. (first mail carrying flight in Sask.)
Archibald, R. D.	1929, July 27	Harbour Grace - North Sydney, N.S. (with Vernon Darrel)
Ashton, M. E.	1930, Apr. 14/16	Edmonton, North Battleford, Sask. - Moose Jaw; Kenora - Mackin
Atkinson, Dale S.	1928, Jan. 25	Rolling Portage - Narrow Lake via Goldpines, Red Lake and Jackson Manion
	1928, Dec. 31	Sioux Lookout - Pickle Lake
Ayres, Harold P.	1928, May 5	Montreal - Ottawa
	1928, May 8	Rimouski - Montreal
	1928, May 28	Rimouski, Montreal and Toronto

	1928, Sept. 22	Montreal - Ottawa and Montreal - Rimouski
Baker, R. J. "Ron"	Early 1930s	Flew mail Prince Albert to Portage La Loche in in early 1930s
Balbo,Italo (Italian)	1933, July 14-15	Shediac - Chicago, Shediac - Rome via Montreal, Chicago, Shoal Harbour
Balchen, Bernt (American)	1928-1931	Pioneer American Arctic pilot (Arctic Flights)
Banghart, Floyd I.	1927, Dec. 14	Leamington - Pelee Island
Barager, F. P.	1935, Feb. 22	Collins - Pickle Crow
Barclay, M.B. "Jock"	1939, May 1-2	Vancouver - Winnipeg (accompanied by Capt R. B. Middleton)
	1943, July 24	England - Canada (T.C.A. mail run for government)
Barker,W.G.	1919,Aug.25	Toronto-New York Air Race, Aero Club of Canada Flight
Barnhill, I. L.	1919, Sept. 29	Charlottetown, P.E.I, to Truro, N.S. (return only)
Back, George D. (American)	1947, March 15	Gander - Karachi, India
Becker, Charles "Cy"	1929, Dec. 10-30	Fort McMurray - Aklavik
	1930, June 17-18	MacLennan - Mirror Landing
Bennet, V. S.	1922, March 11	St. John's - Twillingate - Fogo
Bibby, Richard H.	1929, Dec. 9	Montreal via Quebec to Moncton and St. John; flew Moncton - St. John.
	1930, June 5	Moncton, N.B. - Windsor, Ont.
Bishop, W. A. "Billy"	1919, Aug. 25	Toronto - New York
Blakey, T.	1945, Dec. 21	Sudbury - Cockburn Island
Boeing, William E. (American)	1919, Feb. 13 1920, Oct. 15	Seatttle - Victoria
Bogart, Curtis C.	1934, Oct. 2	Rouyn - Quebec - Kewagama
Boisvert, B. M.	1942, Dec.	Quebec North Shore air mail
Bondurant, D. S.	1928, Oct. 1	Montreal - Toronto
Booth, R. S. (English)	1930, July 29 1930, Aug. 13	R-100 flight: England - Montreal and return
Bowker, J. R. "Bob"	1932, June 28 1932, July - Sept.	Rimouski - Montreal R.C.A.F flights - Ottawa - Red Bay

1933, Boeoher, J. R.	1961, Jan. 4	Montreal - Paris (T.C.A. DC-8)
Boyd, James Errol	1930, Oct. 9	St. John's, Nfld. - Croyden Airport, London, England
Brackley, Herbert G.	1919, July 7	St. John's, Nfld. - Parrsboro, N.S.
	1919, Oct. 9	Parrsboro, N.S. - Greenport, N.Y.
Bradley, J. F.	1938, Oct. 1	Lethbridge - Edmonton (co-pilot)
Brady, W. D. "Don"	1939, March 1-2	Vancouver - Winnipeg (first officer with M. McGregor) via Lethbridge and Regina
	1943, July 23	Prestwick, Scotland - Ottawa (T.C.A.)
Briggs, C. E.	1947, July 1	Regina via Swift Current and Medicine Hat - Lethbridge
Brintnell, W. Leigh	1927, Oct. 4	Lac du Bonnet - Wadhope
	1928, Oct.	Winnipeg - Edmonton (W.C.A.) (unofficial test run)
	1929, Aug. 24	Aklavik - Dawson
	In 1929	Hudson, Ont. to Goldpines, Red Lake and Women Lake
Broatch, B. W.	1925, May 18	Haileybury - Rouyn (experimental flight)
	1925, June 28	Haileybury - Rouyn (regular service)
	1932, June 7-8	Prince Albert - Lac La Ronge via Montreal Lake
Brown, Arthur Whitten	1919, June 14	St. John's, Nfld - Clifden, Ireland (navigator) Q. Alcock, pilot)
Brown, Francis Roy	1930, March 3	Prairie Route - Winnipeg, Calgary and Edmonton; Regina to Calgary
	1933, Feb. 15	Great Fall - Wadhope (via Bissett)
Bryans, J. G.	1932, Aug. 6	St. Catherines - Montreal (opening of new Welland Canal)
Buchanan, W. J.	1928, Dec. 10	Winnipeg - Regina and Calgary (experimental flight)
	1928, Dec. 10	Winnipeg, Saskatoon and Edmonton leg (inaugural flight)
	1939, Apr. 8	Winnipeg - Favourable Lake
Burbridge, Maurice	1929, Dec. 10	Fort McMurray - Aklavik
Burge, Glyn, R.	1926, Aug. 13	Haileybury - Rouyn (Elliot-Fairchild Air Transport)
	1926, Aug. 20	Haileybury - Rouyn (Fairchild Air Transport)
Burton, Edward C. B.	1918, Sept. 4	Leaside (Toronto) - Ottawa
Calder, Paul B.	1928, Dec. —	Edmonton - Winnipeg (pre-test flight)
	1928, Dec. 10 flight)	Edmonton - Saskatoon - Regina - Winnipeg (trial

	Aug. 17	Edmonton - Calgary
	1931, Dec. 30- 1932, Jan. 3	Edmonton - Fort McMurray
Caldwell, C. S. "Jack"	1924, Sept. 11	Haileybury - Rouyn
	1924, Oct. 3	Haileybury - Rouyn
	1924, Oct. 17	Haileybury - Rouyn
	1928, May 5	Ottawa - Montreal
	1928, May 5	Montreal - Rimouski
	1928, Aug. 24	Hamilton - Toronto
Cameron, Gordon A.	1919, Aug. 16	Victoria - Nanaimo
Catton, W. E.	1934, May 21	Prince Albert - Beauval - lle a la Crosse
	1935, Jan. 14-15	Winnipeg - God's Lake
Cavill, Stanley J.	1941, June 15	Lethbridge via Cutbank and Shelby, Montana to Great Falls
Caywood, A. B. "Alf"	1941, June 30-July 1	Fort Resolution - Outpost Island
Christiansen, Capt (German)	1932, May	DO-X Flight - Germany - Newfoundland - U.S. and return
Clark, Herbert	1946, April 15	Montreal - Washington, D.C.
Clemence, Jack	1919, May 14	Victoria - Vancouver
	1919, May 31	Victoria - Vancouver
Copp, E. A.	1931, July 20-23	Hunter Bay - Coppermine
Colley, Arthur K.	1920, May 28	Toronto - Hamilton
Connor, Harry P.	1930, Oct. 9	St. John's, Nfld. - London, England
Cook, L. E.	1939, Oct. 24-27	Carcross - Atlin
Cooper, Edward J.	1928, Jan. 11	Moncton - Grindstone Island
	1928, Feb. 19	Moncton - Charlottetown, P.E.I.
	1928, March 3	Sadkville - Charlottetown
	1928, March 11	Moncton - Charlottetown - Grindstone Island
Coote, R. L. "Ginger"	1938, Aug. 4	Vancouver to White Horse via Williams Lake, Quesnel, Prince George, Fort St. John
Cotton, F. Sidney (Australian)	1921, March 1	St. John's - Botwood
	1921, March 28	Botwood - Fogo
	1921, April 10	Botwood via Grand Falls to Fogo, Musgrave Harbour - Twillingate - Botwood
	1922, Feb. 23	St. John's - Harbour Grace
	1922, Feb. 25-26	St. John's - Carbonear - Botwood
	1922, March 3	Botwood - St. Anthony - Battle Harbour
	1922, March 6	Battle Harbour - Cartwright
	1922, March 12	Cartwright - St. Anthony

	March 12	St. John's - Hawkes Bay
	1922, Feb. 8	St. John's - Cartwright, Labrador
Cripps, S.T.B.	1930, June 7-8	Hamilton - Brantford - London
Crouch, J. L.	1941, May 12	Vancouver - Seattle
Cruikshank, A. D.	1927, Oct. 24-Nov.	White Horse - Mayo Landing - Dawson - Wernecke - Keno Hill 1929, Aug. 22-25 Prince George - Ingeniha and return
Cudemore, C. W.	1920, Oct. 7-17	Trans-Canada flight: Halifax - Vancouver flight C.A.F. in 1920; Regina - Calgary leg
Cummings, W. M.	1927, March 3 - April 9	Haileybury - Rouyn
Darrel, Vernon	1929, June 27	Harbour Grace - North Sydney, N.S. (with R. D. Archibald)
	1929, Aug. 17	Sydney, N.S. - Los Angeles, Calif, (with R. D. Archibald)
Davoud, P. Y.	1938, June 12	God's Lake - Sachigo River
De Niverville, Albert	1932, July 12	Rimouski - Havre St. Pierre leg; Ottawa - Bradore Bay return leg; Bradore Bay - Ottawa
De Pinedo, Francesco (Italian)	1927, May 23	Trepassey, Nfld. - Rome, Italy
Derbyshire, Pete	1919, June 7	Edmonton to Leduc, Millet, Wetaskiwin
	1919, June 19	Edmonton (local) Drop papers, leaflets
	1928, Oct.-Nov.	Winnipeg - Saskatoon; Winnipeg - (W.C.A.) Edmonton (test run)
Dickins, Clennell H. "Punch"	1928, Dec. 10	Regina - Edmonton and Saskatoon - North Battleford; Saskatoon - Edmonton
	1929, Jan. 23-Feb. 5	Edmonton - Fort Simpson
	1929, March 5-9	Fort McMurray - Fort Good Hope
	1929, April 3-9	Fort McMurray - Fort Chipewyan - Fort Smith - Fort Resolution - Fort Simpson
	1929, May 30-July 2	Waterways - Aklavik
	1932, June 20-22	Fort McMurray - Fort Resolution - Great Bear Lake
Dobbin, Edward C. W.	1927, July	Montreal - Vancouver (flight cancelled)
Drury, William	1927, Dec. 14	Leamington - Pelee Island
Dunston, A. M.	1918, Aug. 26-27	Toronto - Ottawa
Duval, N. A.	1929, Dec. 24	Oskelaneo - Chibougamau
Eddie, A. R.	1938, Oct. 1	Regina - North Battleford (1st official service)

Edmison, T. F. "Kelly"	1939, March 1	Winnipeg to Montreal via North Bay, Toronto, Ottawa. Winnipeg - Toronto leg (with J. O. Storie)
Edwards, A. R.	1939, March 1-2 1947, July 1	North Bay - Ottawa (with Jack Wright) Toronto - Winnipeg and points in between Ft. William - Toronto
Ewart, F. J.	1932, July 12 1932, July 17 1932, Aug. 3	Harvre St. Pierre, Bradore Bay and Red Bay, Labrador Bradore Bay - Havre St. Pierre Bradore Bay - Havre St. Pierre
Faires, Jack	1942, July 3	White Horse - Watson Lake
Farrell, C.M.G.	1930, March 3 1930, April 14 1931, Aug. 17	Winnipeg to Calgary via Regina, Moose Jaw and Medicine Hat; Edmonton to Regina via Saskatoon and North Battleford, Edmonton to Regina leg Moose Jaw, Saskatoon, North Battleford and Edmonton Calgary - Edmonton
Farrington, A. H.	1926, March 6 1928, Dec. 10 1929, Jan. 19 1931, Jan. 15	Hudson - Red Lake Regina - Calgary only (trial Prairie Service) Winnipeg - Calgary Pickle Lake - Allanwater Addition of Lethbridge to Prairie route (west-bound pilot)
Field, E.R.R.	1938, March 12 1939, Nov. 1-10	Addition of Ware to Prince George - Fort Graham route Fort St. John - Kamloops
Fogal, C. R.	1947, July 1	Calgary via Medicine Hat and Swift Current to Regina
Forester, Norman G.	1934, Dec. 11	Kenora - McKenzie Island
Fowler, Walter W.	1933, Feb. 7-10 1935, July 29-Aug. 3 1939, March 1 1941, April 30 1942, May 1	Charlottetown - Grindstone Island Halifax - Sydney (6 trips) Toronto - Montreal leg of T.C.A. service, Winnipeg - Montreal Toronto - New York (TCA) Moncton - St. John's via Sydney and Gander, Nfld.
Foy, J. H.	1946, July 1	Toronto - Chicago (non-stop)
Fraser, Douglas C.	1930, Nov. 11	Toronto - St. John's, Nfld.
Fraser, Len G.	1949, Sept. 19	Vancouver - Hong Kong - Tokyo
Fullerton, Elmer G.	1921, March 24-30	Peace River - Fort Vermilion - Hay River - Fort Providence - Fort Simpson

	1924, Sept. 26	Dropped mail to HRH Prince of Wales over ranch near High River, Alberta
George, Ronald F.	1935, Jan. 14-15	Winnipeg - God's Lake
	1943, July 22	Canada - England (first T.C.A. war-time mail flight for government)
Giguere, Rene M.	1947, July 1	Winnipeg - Toronto leg of trans-continental route
Gilbert, Walter E.	1933, Dec. 5	Rae - Cameron Bay
	1934, Jan. 25-27	Cameron Bay - Coppermine
	1935, Feb. 4	Aklavik - Hurshel Island
	1935, Sept. 18	Prince Albert - Dore Lake
	1935, Sept. 18	Beauval - Dore Lake
Gillard, M. V.	1938, Oct. 1	Regina - North Battleford via Moose Jaw, Saskatoon, Prince Albert
Gilt, Michael A.	1946, April 15	Ottawa - Washington, D.C.
Glen, David P.	1935, Aug. 16	Addition of Cole to Kenora - McKenzie Island route
	1936, June 8	Addition of Golden Arm to Kenora - McKenzie Island route
	1938, May 25	Red Lake - Madsen
	1939, April 12	Addition of Island Lake to Winnipeg - God's Lake route
Glyn-Roberts, Idris	1929, Dec. 9	Edmonton - Fort McMurray
	1929, Dec. 10-30	Fort McMurray - Aklavik
	1930, Jan. 13-14	Fort Resolution - Rae
	1930, July 23	Edmonton - Fort McMurray
	1930, July 26	Fort McMurray - Edmonton
	1930, Dec. 9	Edmonton - Fort McMurray (Commercial Airways)
Godfrey, A. E.	1928, Sept. 5-8	Ottawa - Vancouver
Gorman, George W. Providence -	1921, March 24-30	Peace River - Fort Vermilion - Hay River - Fort Fort Simpson
Graham, S.	1919, June 5	Dartmouth - Three Rivers
Grandy, Roy S.	1924, Oct. 17	Haileybury - Rouyn
	1932, June 28	Red Bay - Rimouski
	1932, July 12	Ottawa - Bradore Bay
Gray, G. A.	1940, Jan. 15	Moncton - Halifax leg of Montreal to Halifax route
Gray, Harold E.	1939, June 27	Transatlantic - P.A.A. - New York - Shediac - Botwood - Foynes - Southampton
Gray, James	1919, Aug. 16	Victoria - Nanaimo
Grierson, John	1934, Aug. 30	Lake Harbour, Baffinland, Provungnituk - Ottawa

Grieve, K. MacKenzie	1919, May 17	St. John's - Ireland. (Forced down at sea - not completed)
Groff, K.	1947, July 14	The Pas - Flin Flon
Hadfield, R. E.	1947, July 1	Toronto - Winnipeg and points in between
	1947, July 2	Fort William - Toronto
Hand, Earl M.	1928, Aug. 24-29	Windsor - Hamilton leg of Toronto Exhibition Jubilee Special
Harding, David A.	1932, Jan. 28	Montreal - Ottawa
	1932, July 12	Ottawa - Rimouski leg of Ottawa - Bradore Bay flight
	1932, July 17	Flew return leg
	1932, Aug. 3	Ottawa - Rimouski
	1932, Aug. 13	Rimouski - Ottawa
Hartman, Paul	1959, Feb. 23	Anniversary flight of Silver Dart replica, Baddeck, N.S.
Hatton, V. J. "Shorty"	1929, June 4	Kingston - Toronto leg in connection with Special Flights re: Kingston Airport Dedication
	1929, July 15	Toronto - Detroit via Hamilton, London & Windsor
	1936, Dec. 17-30	Rimouski - Harrington Harbour
	1936, Dec. 9	Baie Comeau - Rimouski
Hawker, Harry	1919, May 18	First Trans-Atlantic air mail (plane forced down at sea; attempt abandoned)
Hawks, Frank	1933, Aug. 25-26	Vancouver - Quebec City
Hicks, G. R.	1929, July 15	Detroit - Toronto (H. Hatton flew trip Toronto - Detroit)
Hickson, Earl	1931, July 20	Hunter Bay - Coppermine, N.W.T.
Hill, S. L.	1932, Sept. 15	Siscoe - Pascalis
	1935, Jan. 11	Siscoe - Bourlanaque - Val d'Or
Hinton, William	1941, July 15	Toronto - Buffalo, N.Y
Hobbs, Basil D.	1920, Oct. 7-17	First trans-Canada flight C.A.F. Halifax - Vancouver; Halifax - Winnipeg leg
Holland, W. G.	1930, Aug. 7	Montreal - Buenos Aires (Colonial Airways)
Hollick-Kenyon, H.	1929, Jan. 21	Prince Albert - Montreal Lake - Lac La Ronge
	1930, March 3	Calgary - Regina leg of Winnipeg - Calgary route
	1931, Jan. 15	Calgary - Lethbridge - Medicine Hat - Lethbridge
	1933, Jan. 8-11	Fort Chipewyan - Fond du Lac
	1934, Dec. 4	Lac du Bonnet - Diana
	1934, Dec. 11	Winnipeg - Diana and return (11 segments)
	1935, Feb. 3-4	Winnipeg - Berens River

Holmes, E. S. "Ted"	1929, Dec. 25	Prince Albert - Montreal Lake - Lac La Ronge - Ile a la Crosse
Home-Hay, Jeffrey B.	1919, Oct. 7-17	First Trans-Canada flight Halifax - Vancouver with C.A.R (Winnipeg - Regina leg)
	1930, Feb. 3	Ile a la Crosse - Prince Albert
	1930, March 10-12	Prince Albert, Christopher Lake, Lac la Ronge
	1930, Aug. 29	Prince Albert - Waskesiu Lake
	1931, April 11	Prince Albert - Pelican Narrows
Homer, A. James	1929, May 6-9	Wabowden - Cross Lake via Norway House
Hoy, Ernest C.	1919, Aug. 7-9	Vancouver - Calgary
	1919, Aug 11	Calgary - Golden (crashed), by train to Vancouver
Hubbard, Edward	1919, Feb. 17 & March 3	Vancouver - Seattle
	1920, Oct. 15	Victoria - Seattle
Hughes, Billy (American)	1928, Oct. 1	New York - Montreal; Montreal - Albany
Imrie, D. L.	1938, Oct. 2	Vancouver - Winnipeg
Ingram, A. F.	1928, Aug. 17	Moose Jaw - Winnipeg
	1929, June 6	Hamilton - Toronto; Special flight re: Hamilton Airport Dedication
	1930, June 5	Windsor - Moncton
Irvine, W. H.	1929, July 1	Moncton - Sydney
	1929, Dec. 9	Saint John - Moncton
	1933, Dec. 14-15	Sept Isles - Natashquan (including Havre St. Pierre)
Jacobs, Francis I. (American)	1947, Jan. 31	U.S. FAM 18 to Ankara, Turkey; Gander's first dispatch to Turkey
Jarvis, A. E. de M	1931, Feb. 3	Winnipeg - Pembina, N.D.
Johnson, George O.	1920, Oct. 7-17	First Trans-Canada flight C.A.F. - Halifax - Vancouver. Ottawa - Winnipeg leg
Jones, H. S.	1941, Feb. 6	Charlottetown - Grindstone Island - Magdalen Islands
Jones, Walter J.	1938, May 3-8	Fairbanks Alaska - Juneau, Alaska via White-horse, Y.T.
	1946, Dec. 5	Moncton, Kentville, Yarmouth - Halifax
Keith, Alvin D.	1935, Jan. 27	Norway House - Cross Lake
Kelly-Rogers, J. C.	1939, Aug. 5	Trans-Atlantic service by Imperial Airways, London - New York
	Aug. 6	Montreal - New York
	Aug. 10	Montreal - Botwood - Foynes - Southampton

Kennedy, H. Marlow	1937, Nov. 26-29	Fort Resolution - Yellowknife (with R. Randall)
	1939, March 1	Toronto - Winnipeg leg of Montreal - Winnipeg service T.C.A. (co-pilot D. B. Stevens)
Kent, W. H.	1955, April 1	Montreal - Winnipeg (T.C.A.)
Kessler, William M.	1941, June 24	Windsor - Detroit
King, Cliff J.	1938, Oct. 1	North Battleford - Regina (1st officer)
Kitley, R. A.	1937, May 17	Dryden - Gold Rock
	1938, Aug. 1	Winnipeg - Madsen
Kubicek, Ernest W.	1937, March 17-19	Edmonton - Fort St. John (via Peace River, Grande Prairie and Dawson Creek)
	1938, July 17	Peace River - North Vermilion via Carcajou and Fort Vermilion
Langford, H. H.	1930, Sept. 18-19	Amos - Chibougamau
	1930, Oct. 28	Amos - Siscoe
Laurie, Tom	1947, Aug. 1	Sandspit to Prince Rupert and return leg of Vancouver - Prince Rupert route (C.P.A.)
Lawrence, Thomas A.	1929, Jan. 28-31	St. John - Halifax and return leg of Ottawa, Montreal, Halifax route
LePot, H. L. (an administrative clerk, not a pilot, but he signed covers as such)	1925, Jan. 22	Three Rivers - Rouyn Winter flights 1924 Larder Lake - Rouyn Winter flights 1924 Three Rivers - Rouyn
	Jan. 1925	Winter flights Larder Lake - Rouyn
	Jan. 1925	Winter flights Three Rivers - Rouyn
Leckie, Robert	1920, Oct. 7-17	First trans-Canada Flight C.A.F. Halifax - Vancouver; Halifax - Winnipeg leg
Lee, M. D.	1947, Aug. 1	Port Hardy - Sandspit leg of C.P.A. Vancouver - Prince Rupert service
Leech, Cecil	1942, April 16	Quebec Airways - North Shore flight
Leigh, Z. Louis	1935, July 4-6	Edmonton - Grande Prairie
	1935, Sept. 2	Fort Chipewyan - Goldfields
Little, Jack	1929, July 15	Toronto - Buffalo
Loftus, W. T.	1946, Sept. 16	Fort William - Duluth, Minn.
Longman, Tremper	1918, Aug. 15-17	Toronto - Ottawa
Luck, Sheldon	1937, Jan. 11-15	Fort St. John - Fort Nelson; Fort St. John - Gold Bar
	1938, Jan. 26	Prince George - Germansen Landing

	1938, Aug. 8	White Horse, Fort St. John, Prince George, Quesnel, Williams Lake - Vancouver
	1939, Nov. 1-10	Kamloops - Fort St. John
Lumsden, C.G. "Boom"	1929, Dec. 10-30	Fort McMurray, Aklavik flights
MacDonald, A. F. "Sandy"	1930, May 30	Webowden - Cross Lake and Norway House
	1936, July 21	Haileybury - Mud Lake
MacDonald, Howard A.	1939, March 11	Vancouver - Port Alberni - Zeballas
MacLaren, Donald R.	1930, March 3	Regina - Edmonton leg of Prairie experimental service
Madden, H. O. "Heinz"	1938, Oct. 1	Sioux Lookout - Uchi Lake
Malene, A.	1929, June 15	Prince Albert - Lac la Ronge
	1929, July 3-23	Rottenstone Lake - Prince Albert
	1929, Aug. 1 & 3	Prince Albert - Lac la Ronge
	1929, Aug. 12	Prince Albert - Stanley
	1929, Aug. 13-15	Prince Albert - Lac la Ronge
Mawdesley, E J.	1932, July & Aug.	Ottawa Imperial Conference air mail flights; Ottawa-Bradore Bay
Maxwell, W. Roy	1926, March 12-27	New York - Toronto - Sudbury, Pogamasing - Red Lake. Toronto - Red Lake included in New York flight
May, W. R. "Wop"	1929, May 21	Edmonton - Grande Prairie
	1929, Dec. 10-30	Fort McMurray - Aklavik
	1930, July 23	Edmonton - Fort McMurray
	1930, July 26	Fort McMurray - Edmonton
	1930, Dec. 9	Edmonton - Fort McMurray (Commercial Airways)
	1930, Dec. 12	Edmonton - Peace River
	1931, Jan. 31	Peace River - North Vermilion
	1931, Feb. 23-24	Fort McMurray - Athabaska - Edmonton
	1932, Dec. 6-10	Fort Resolution - Great Bear Lake
Mayson, Richmond	1936, March 18-19	Ile a la Crosse - La Loche - Buffalo Narrows
McCluskey, W. R.	1936, May 23	Fort St. John - Fort St. James
McConachie, Grant W.	1937, June 2-3	Prince George - Fort St. James, Manson Creek, Takla Landing
	1937, July 5-8	Edmonton - Whitehorse
	1937, July 7-8	White Horse - Dawson
	1938, Aug. 4-8	White Horse - Vancouver
McGoey, Thomas	1912, May 10	Winnipeg air circus
McGregor, F. Maurice	1929, March 1-2	Vancouver - Winnipeg via Lethbridge and Regina (first officer, Don Brady)
McLaren, D. R.	1930, March 3	Regina - Edmonton

McLaren, G. W.   1937, Dec. 11   Bitumont - Fort McMurray

McLean, A. D.   1929, Jan. 28-31   Ottawa, Montreal - St. John

McMullen, Archie M.   1931, Dec. 17-18   Fort McMurray - Embarras Portage - Aklavik
                              1933, Dec. 9   Cameron Bay, Camsell River - Rae
                              1934, June 14   Fort Chipewyan - Fond du Lac
                              1937, Dec. 11   Bitumont - Fort McMurray
                              1938, Dec. 18-21   Fort Norman - Normal Wells (leg of Fort
                                                        McMurray - Aklavik route)

McNab, E. A.   1932, July 12   Ottawa Imperial Economic Conference flights of
                                                        July and Aug. 1932. Ottawa - Bradore Bay and return
                                                        via Montreal

McNeal, Cecil N.   1936, Nov. 18-19   Ile a la Crosse - La Loche - Buffalo Narrows

McRorie, S. J.   1934, Dec. 12   Sioux Lookout - Cassumit Lake

Medcalf, James V.   1927, Aug. 29 -   London, Canada to London,
                                 Sept. 6   England (lost at sea)

Middleton, R. B.   1938, March 1   Vancouver - Winnipeg (with M. B. Barclay);
                                                        Vancouver - Regina

Mitchell, G. R.   1945, Jan. 31-Feb. 3   Moosonee - Great Whale River
                              1945, Feb. 5-6   Moosonee - Factory River
                              1946, Jan. 21-29   Moosonee - Fort Harrison

Moore, B. C.   1933, Feb. 11   London - Buffalo

Morfee, A. L.   1931, Aug. 21-22   Cormorant - Lac du Brochet - Pelican Narrows -
                                                        Stanley Mission

Morgan, C.W.F.   1919, May 18   Second Trans-Atlantic attempt "Martinsyde"
(English navigator)   (crashed) (See F. P. Raynham)

Mulcahy, L.   1927, Sept. 21   Montreal - Rimouski
                              1927, Oct. 27   Rimouski - Quebec leg of Rimouski - Montreal
                                                        route (see H. M. Passmore)

Oaks, H. A. "Doc"   1928, Dec. 14   Moonbeam - James Bay district, (Moose Factory,
                                                        Eastmain, Rupert House, Ft. George, Richmond Gulf)
                              1926, July 7   Sioux Lookout - Pine Ridge (Goldpines later)
                              1926, Aug. 2   Sioux Lookout - Birch Lake or Woman Lake

Ogilvie-Forbes, N. C.   1932, July 12   Imperial Economic Conference flights Ottawa -
                                                        Bradore Bay
                              1932, July 17   Bradore Bay - Montreal
                              1932, Aug. 3   Bradore Bay - Montreal
                              1932, Aug. 13   Bradore Bay - Montreal

Palmer, Jock   1922, June 22   Lethbridge - Ottawa (crashed)

Parker, A. S.	1936, July 13	Prince Albert to Goldfields
	1936, July 15	Goldfields - Prince Albert
Passmore, Hubert M.	1927, Oct. 27	Quebec - Montreal (Mail removed from trans-Atlantic liners at Rimouski, flown from there via Quebec to Montreal) (See L. Mulcahy)
Patterson, John M.	1928, Dec. 8	Telegraph Creek - Whitehorse
	1929, Feb. 28	and return
	1929, June 23	Whitehorse - Champagne
Peck, Brian A.	1918, June 24	Montreal - Toronto (1st official Air Mail flight in Canada)
Quigley, Harry S.	1927, Sept. 16	Montreal - Rimouski (to connect with trans-Atlantic liners)
Randall, R. C. "Bob"	1934, Nov. 18	Atlin - Telegraph Creek
	1937, Nov. 26	Fort Resolution - Yellowknife (w/ H. M. Kennedy)
	1955, June 3	Vancouver - Edmonton - Amsterdam (pre-test flight)
Rankin, Arthur	1938, Oct. 1	Lethbridge - Edmonton and (T.C.A.) - Winnipeg - Vancouver with spur to Edmonton
	1939, Feb. 1	Calgary - Edmonton
Rawson, B. A.	1939, March 1	Montreal - Toronto leg of Montreal - Winnipeg service
	1940, Jan. 2	Montreal - Moncton and return, leg of Montreal - Maritimes
	1946, Aug. 1	Toronto - London - Cleveland
Raynham, F. P. (English pilot)	1919, May 18	Second Trans-Atlantic airplane attempt Martinsyde (crashed) (See C.W.F. Morgan)
Renaham, Pat	1930, Sept. 13	Vancouver - Nanaimo - Victoria
Rice, J. W.	1939, Oct. 21	Selkirk - Carmacks - Whitehorse
Ricketts, Freeman I. (American)	1947, June 2	Gander - Prestwick Airport
Rideout, Robert	1919, May 18	Victoria - Seattle; Seattle - Victoria
Robertson, W. C.	1913, Oct. 8	Montreal - Ottawa (failed)
Robbins, S. E.	1938, May 3	Whitehorse - Fairbanks
Robinson, W. F. "Charlie"	1946, July 1	Montreal - Toronto (to Chicago) Ottawa - Toronto (to Chicago)
Rodgers, Don H.	1950, April 18	Toronto - New York via first jet (Canadian)
Rood, J. L.	1938, Oct. 1	Winnipeg - Vancouver via Regina, Lethbridge, Edmonton

Rose, R. K.		1929, Jan. 23 Moncton, Summerside, Charlottetown
	1929, Jan. 24	Charlottetown - Summerside - Moncton
Ross, D. A.	1947, April 1	Halifax - Yarmouth - Saint John
	1947, April 15	Saint John - Boston
	1960, June 1	London - Halifax - Montreal
Ross, J. Roddie	1927, July 1	W.C.A. - Special Jubilee flights; Rolling Portage, Goldpines, etc.
Roy, Charles H.	1930, Dec.	Sydney, N.S. - St. Pierre - St. John's, Nfld. (stopped at St. Pierre and Miquelon)
Reeder, Paul E.	1928, Oct. 1	Albany - Montreal
Saunders, Kenneth F.	1930, Sept. 24	Quebec via Montreal - Bradore Bay
	1930, Sept. 25	Montreal - Bradore Bay
	1930, Sept. 27	Bradore Bay - Montreal
	1933, March 18	Moosonee - St. James area (Eastmain, Fort George, Richmond, Paungnituk, Cape Smith, Knight Harbour and Port Harrison)
Sawle, C. N.	1941, July 1	Outpost Island - Fort Resolution
Schiller, C. A. "Duke"	1929, Feb. 9	Quebec - Port Menier
Schneider, Alex S.	1928, Aug. 24-29	Toronto - Hamilton, London - Windsor
	1930, Sept. 24	Quebec via Montreal - Bradore Bay
	1930, Sept. 25	Montreal - Bradore Bay
	1930, Sept. 27	Bradore Bay - Montreal
Scott, G. H. (English)	1930, July 29 - Aug. 13	R-100 Airship to Montreal from England and return
Seagrim, H. W.	1946, July 1	Montreal - Chicago; Ottawa - Chicago; London Chicago
Seeler, N. G.	1947, March 5	Windsor - Pelee Island
Short, S. R.	1937, Aug. 10	Montreal - Burlington, Vt.
	1941, Jan. 3	Moncton - Bangor, Maine
Small, N. E.	1938, Nov. 28	Vancouver - Zeballos
Smith, Chad (American)	1921, Feb. 2 Winnipeg	St. Paul, Fargo, Grande Forks and Pembina -
Smith, H.C.W. ("Deacon")	1929, Dec. 9	Montreal - Quebec and return, leg of Montreal, Quebec, Saint John experimental service
Smith, Page W.	1946, June 15	Gander - Brussels, Prague, Vienna
Smith, Robert Munro	1958, April 1	Montreal - Brussels

St. Martin, J. "Herve"	1928, May 5	Toronto - Montreal
	1928, May 6	Montreal - Toronto
Stephens, T. G.	1928, April 13	Whitehorse - Carcross - Atlin
	1928, April 15	Return Flight
	1928, Oct. 13	Whitehorse - Mayo - Keno - Dawson
Stevens, L.E.D.	1919, Sept. 24-29	Truro - Charlottetown
Stevenson, Francis J. "Fred"	1926, Aug. 17-25	Cryderman Mine - Sioux Lookout
	1926, Aug. 26	Red Lake - Woman Lake
	1927, May 10	Rolling Portage, Goldpines - Red Lake
	1927, June 1	Lac du Bonnet - Long Lake - Rice Lake - Slate Lake
	1927, July 1	Rolling Portage, Goldpines, Red Lake, Lac du Bon net and return (special Jubilee flights)
	1927, Aug. 13	Winnipeg - Cormorant Lake - Cold Lake
	1927, Dec. 23	The Pas, Flin Flon, Cold Lake
	1928, June 4	Goldpines - Favourable Lake
Stevenson, James M.	1919, Sept. 24	Truro - Charlottetown
Stevenson, L. C.	1947, Aug. 1	Sandspit to Vancouver, leg of return trip Vancouver - Prince Rupert
Stevenson, R. R.	1958, April 1	Montreal - Brussels
Stinson, Katherine	1918, July 9	Calgary - Edmonton
Storie, J. D.	1939, March 1-2	Winnipeg - Montreal (with T.F.K. Edmison) via North Bay and Toronto. Winnipeg -Edmonton and return legs of revised trans-Canada service
Stull, E. W.	1928, Dec. 11-17	Sioux Lookout - Narrow Lake
Sullivan, Arthur D.	1930, Nov. 11	Toronto - Sydney, N.S.
	1930, Nov. 12	Sydney - Stephenville Crossing
	1930, Nov. 18	Stephenville Crossing - St. John's
	1931, Aug. 23	St. John's - North Sydney, N.S.
Sullivan, R.O.D.	1931, Aug. 3	Halifax, St. John, N.B. - Bangor, Maine
Sutton, Charles	1927, Dec. 21	Mail drop over Quebec on New York - La Malbaie flight
	1927, Dec. 25	La Malbaie - Seven Islands
	1928, Feb. 4	Sioux Lookout - Goldpines - Red Lake - Jackson Manion - Narrow Lake (Patricia Airways)
	1928, March 9	Sioux Lookout - Goldpines - Red Lake - Clearwater, Rainbow Lake, Jackson Manion, Narrow Lake
Stevens, D. B.	1939, March 1	Toronto - Winnipeg leg of Montreal - Winnipeg service; T.C.A. (with H. M. Kennedy)
Talbot, Wallace T.	1941, June 24	Windsor (AMF) - Detroit

Thompson, G. A. "Tommy"	1920, Sept. 7-17	CAF Trans-Canada Flight; Halifax -Vancouver; Calgary - Vancouver leg; The Pas - Kississing
Towne, Jim V.	1936, July 27	Ottawa - Montreal - Albany - New York (Canadian Colonial Airways)
Tribe, D. F.	1958, April 1	Montreal - Winnipeg (T.C.A.)
Troup, C. Peter	1929, July 2	Moncton - St. John
Tudhope, J. H.	1927, Oct. 29	Quebec - Ottawa
	1931, Aug. 1	Vancouver - Victoria
	1931, Aug. 28	First to land at Halifax, N.S. Airport
Tully, Terrence B.	1927, Aug. 29 - Sept. 6	London, Canada to London, England (lost at sea) (see James and Medcalf)
Tweed, Charles H.	1937, June 5-7	Prince George - Fort Grahame
	1938, July 22	Fort Nelson - Fort Liard
Tyckle (Tykell)	1912, May 10	Winnipeg air circus
Tylee, Arthur	1920, Oct. 7-17	First Trans-Canada flight: Halifax - Vancouver by C.A.F.; Winnipeg - Regina, Regina - Calgary, Calgary - Vancouver leg
Uhlman, J. C.	1931, July 23	Fort Fitzgerald - Rae - Hunter Bay, Coppermine
Umphrey, Harry U.	1939, March 1-2	North Bay - Ottawa (T.C.A.) (with W. Fowler)
Vachon, Irenee "Pete"	1928, Aug. 24	Ottawa, Kingston - Toronto
	1930, Aug. 28	Toronto, Kingston, Ottawa, Montreal and Quebec (Toronto Exhibition Special flights)
Vachon, Romeo	1928, Feb. 2	La Malbaie - Port Menier
	1928, May 5 & 8	Montreal - Rimouski
	1928, Aug. 24	Quebec - Montreal - Ottawa (Toronto Exhibition Special flights)
	1928, Dec. 22	Quebec - Seven Islands
Vanhee, Archie	1937, Nov. 29	Yellowknife - Fort Resolution
	1949, July 13	Vancouver - Honolulu - Fiji - Sydney, Australia
Vaughan, A.	1938, Oct. 22	Yellowknife - Camlaren
Vines, L. A.	1939, Oct. 11	Whitehorse - Carmacks - Selkirk
Von Gronau, Wolfgang (German)	1930, Aug. 18-26	Island of Sylt - Iceland - Labrador - Halifax - New York
	Aug. 12-Sept. 1	Iceland - Greenland - Cartwright, Labrador - Montreal - Ottawa - Windsor - Chicago
	Aug. 9-21	Minneapolis Minn. - Lac du Bonnet - Cormorant Lake - Lac La Beche - Prince Rupert - Alaska
Wade, J.	1940, Jan. 15	Moncton - St. John

	1944, July 1	New Glasgow - Charlottetown
Wagner, U. S.	1935, Jan. 5	Kenora - Whitefish Bay
Walker, Harold (American)	1928, July 23	Victoria - Vancouver; no mail on (B.C. Airways) return flight
Wallace, O.C.S.	1929, June 4	Kingston - Montreal
	1928, Oct. 1	Toronto - Montreal
Walsh, Charles R	1912, Sept. 11-19	Flight at Hamilton Exhibition
Warm, Howard	1929, April 2-5	Mayo Landing - Aklavik (pilot killed in crash)
Watt, Howard	1929, July 2	Moncton - Sydney
	1929, Dec. 9	Quebec - Moncton
	1933, March 18	Moosonee - James Bay area (Eastmain, Fort George, Richmond Paungnitik, Cape Smith, Knight Harbour and Port Harrison)
Wells, E.P.H.	1935, Oct. 1-2	Vancouver - Seattle, Wash.
Westergaard, A. N.	1928, Dec. 10	Calgary - Regina and Winnipeg leg of Prairie Provinces experimental flights
Whittemore, H. (American)	1931, Feb. 2	St. Paul, Fargo, Grand Forks, Pembina to Winnipeg
Wilshire, W.	1925, Jan. 21	Larder Lake - Rouyn
Wilson, A. Haliburton	1928, Aug. 3	Victoria - Vancouver (B.C. Airways)
Windrum, William	1933, March 16-17	Big River, lle a la Cross
	1937, July 12-13	Prince Albert, Fond du Lac, Stoney Rapids, Norite Bay
Woollett, W. W. "Babe"	1933, July 18	Sept lles - Wabash Katsao
	1933, July 20	St. John's, Sept lles, Wabash Katsao
	1934, Dec. 24 - 1934, Jan. 16	Havre, St. Pierre - Port Menier
Wright, Jack A.	1937, Aug. 17	The Pas - Herb Lake
	1937, Sept. 2	The Pas - Sturgeon Landing - Cumberland House
	1939, Dec. 21	Kapuskasing - North Bay
	1960, March 14	North Bay - Ottawa (A. Edwards 1st officer)
Young, F. I.	1939, Feb. 1	Edmonton - Calgary, Lethbridge
Young, J. A.	1930, June 7-8	London - Brantford - Hamilton
Yule, H. C.	1938, Oct. 1	North Battleford - Regina via Prince Rupert

Section 27

Bibliography

Cimon Morin

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Ontario, Canada

The present work brings together the body of literature dealing with Canadian and Newfoundland air mail stamps and postal history. Included are works such as monographs, brochures, specialized catalogues, as well as articles printed in periodicals, exhibition catalogues and more general works. All of the works were published within the framework of organized philatelic activities up to and including 1993. Only documents written in English or French are listed.

Unpublished manuscripts, Post Office publications, auction catalogues, dealers' price lists and non-philatelic publications are not represented in this bibliography and index.

Main headings may contain sub-headings which may be further subdivided, depending on the complexity of the subject. Headings reflect chapters used in this publication. Under each of these headings, the works are listed by authors [or by title in the absence of an author] and by order of the date of publication. Where possible, reference is made to other publications in which a given article was printed.

Many of the references in this chapter were taken from two earlier publications of **Canadian Philately: Bibliography and Index,** published in 1979 and 1983 by the National Library of Canada. The chapter also contains new information not yet published by the author.

In addition to establishing an inventory of philatelic works covering the subject of Canadian and Newfoundland air mail stamps and postal history, the present bibliography and index will better acquaint the reader with the authors who shared their knowledge on these subjects.

Leading collectors on Aerophilately [from their research contributions]
Reg. Barraclough
John C. Cornelius, Jr.
Gordon H. Crouch
Cyril H. C. Harmer
Murray Heifetz
Harry E. Huber
C. A. Longworth-Dames, C. A.
Major Richard K. Malott (Ret.), FRPSC
Dr. James J. Matejka, Jr.
Ian C. Morgan
Trelle A. Morrow
W. R. Patton
Narcisse A. Pelletier
Walter Plomish
Ed Richardson, FRPSC
O. W. R. Smith

SUMMARY

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AVIATION, AERONAUTICA AND AIRLINES OF CANADA

While by no means exhaustive, the following citations include the primary references of the history of Canadian aviation and airlines. Because aerophilately has long been a multi-subject philatelic specialty, the Editors have included books about aircraft and aviation, as well as more pertinent volumes about airlines and airmail.

Some of the following references contain only occasional or brief histories of Canadian airmail topics, while others are devoted to a specific Canadian aviation or airline subject. The range of subject matter is as broad as aerophilately itself—airmail collectors have for many years sought references well beyond those only of stamps and covers. The Editors have relied primarily upon books and monographs and have, in this edition because of time and space limitations, not included the many known articles in aviation and aeronautic magazines. However, it should be noted that there are many articles (feature-length and capsulized treatments) which include details about Canadian aircraft, aviation manufacturing, pilot biographies, and even Canada's rocket and space involvement.

Because many of these books are out-of-print, they are oftentimes difficult to locate. Aerophilatelists however are a determined lot; the search for information never ends with any listing of books, monographs, and articles.

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National Archives of Canada

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The Government Archives Division holds the fonds (collection of data) relating to the activities of numerous government departments and agencies. The fonds consist promarily of original textual records.

Record Group 3 (RG 3), Records of the Post Office Department is the body of records held by the National Archives of Canada relating to those records created by the former Post Office Department and now the Canada Post Corporation. The inventory describing the records is arranged by series and organized in a manner that most nearly reflects the evolving administrative structure of the department. The following series descriptions contain references to air mail administration and service.

C. REGISTRY, 1851-1985
1. Early Registry, 1902-1946,13.61 m (Vols. 617-683, 3427-3429)

This series consists of selected early subject files relating to all aspects of Post Office operations, such as air, marine and railway mail service, international mail, conferences, cable communications, labour disputes, postal rates, wartime postal service, royal visits, rural mail, savings banks and personnel.

Consult finding aids 3-5 and 3-83.

2. Central Registry, 1880-1985,120.3 m (Vols. 973-1006, 2168-2299, 2333-2423, 2427-2666, 2668-2671, 2677-2692, 2751-2768, 3278-3295, 3299-3303, 3392-3424, 3430-3435, 3470-3481; reels T-1666 to T-1695)

This series consists of central registry files relating to all aspects of Post Office operations. Subjects covered are airmail and railway service, wartime and post-war operations, international communications, service disruptions, postal censorship, equipment, organization, the Eastern Arctic patrol, rural mail delivery, letter carrier delivery, postage meters, research and development, Newfoundland and Labrador boundary, Imperial Conferences, Dominion-Provincial Conferences, Postal Conferences, parcel post, rate structures, production of postage stamps and philatelic products, Prisoner of War Mail, franking machines and privileges, slogans, postcards, standardization of envelope sizes, lottery tickets, insurance and the centenary of confederation.

Consult finding aids 3-5, 3-16, 3-35, 3-47, 3-67.

E. MAIL SERVICES / TRANSPORTATION BRANCH, 1799-1970
6. Air Mail Service, 1919-1969, 11.0 m (Vols. 1015-1016, 1167, 1476-1481, 2300-2332, 2424-2427, 2666-2667, 2671- 2676, 3277)

This series consists of scrapbooks, press releases, a small sample of early airmail route registers and correspondence files on the establishment of airmail routes.

Consult finding aids 3-2, 3-4, 3-5 and 3-13.

F.   ADMINISTRATIVE SERVICES, 1831-C.1960
   2.   Public Affairs, 1927-1985, 4.2 m (Vols. 2741-2748, 3336-3337, 3382-3391)

This series consists of subject files (numbered 1-157) compiled in response to questions received from the public at large and contains original and copies of correspondence, posters and articles about the Post Office and its activities and photographs. Some topics covered are contracts, franking privileges, general postal history, mail transportation, northern service, postal rates and classifications, selected post office buildings, etc. While the files are numbered 1-157, not all items have survived. Also included here are issues of the Post Office Weekly bulletin, 1927-1957 and files relating to stamp launches, 1978-1982, the postal code, postal rates, the establishment and closing of post offices, 1978-1980, biographies of the Postmasters General and the Railway Mail Clerk Reunion in 1980.

Consult finding aids 3-8, 3-30, 3-36.

J.   CORPORATE COMMUNICATIONS, NATIONAL POSTAL MUSEUM, RESEARCH FILES, 1827-1966,1.4 m (Vols. 3376-3381)

This series consists of research files used to answer enquiries and in conjunction with in-house research projects. Similar type records can also be found in other series within this RG 3, specifically Series C, Registry, 1851-1976 and Series F-2, Public Affairs, c.1960. Some of the various subjects covered by these records are air mail cachets, postal censorship, wartime postal service, international postal relations, stamp issues, franking privileges, labor relations and parcel post.

Consult finding aid 3-32.

Researchers are also advised to consult Record Group(RG) 2, Records of the Privy Council Office; RG 12, Records of the Department of Transport; RG 13, Records of the Department of Justice; RG 24, Records of the Department of National Defence; RG 25, Records of the Department of External Affairs and International Trade; RG 46, Records of the Canadian Transport Commission; RG 55, Records of the Treasury Board; and RG 70, Records of Air Canada.

The **MANUSCRIPT DIVISION** holds several fonds in which references to air mail service will be found. The fonds are described below:

MG 30 Malott, Richard Kenneth. (1927-). R.C.A.F. A 44; Officer. Richard Kenneth Malott fonds. Original, 1970, 1974, 0.013 m. Photocopy, 1970,1974, 0.013 m.

Born in Windsor, Ontario and educated at the University of Western Ontario, Major R. K. Malott joined the R.C.A.F. in 1950. He served first as a navigator and then in various management positions. In 1974 R.K. Malott was appointed assistant curator of collections at the National War Museum. He is best known for publicizing Canadian aviation history through articles and obtaining stamps to mark significant Canadian aviation events.

Various memorabilia including commemorative envelopes and stamps celebrating the 50th anniversary of the first trans-Canada flight in 1920, and aviation events celebrated in 1974. Also included are a series of articles by Malott concerning the R-100, Laurentide Air Service, air mail flights by the R.C.A.F. in Canada and photocopies of letters between Frank Hatters and Major Malott relating to events in Canada's aviation history.

Acquired in 1970 from R.K. Malott of Ottawa, Ont. No Restriction on Access.

MG 30 Graham, Stuart. (1896-). Aviator. A 62. Stuart Graham fonds. Original, 1933, 12 pages. Photocopy, 1912, 1928, 9 pages.

Stuart Graham was born and educated in Nova Scotia. He served in the Royal Naval Air Service, was a pioneer bush pilot, and an inspector with Civil Aviation Branch of the Department of

National Defence. He represented Canada on the Air Navigation Commission of the International Civil Aviation Organization (I.C.A.O.) and was chief of the I.C.A.O. Technical Assistance Mission to Ethiopia. See: The Canadian Encyclopedia, 1985, p. 760.

A souvenir programme of the Italian Air Armada's landing at Shediac, New Brunswick, 1933; two articles by Stuart Graham concerning the airmail service Moncton to Magdalen Islands, 1928, and the first aircraft stolen in the Maritimes; and 1912 newspaper clipping about a flight by Charles F. Walsh.

Acquired in 1973 from Stuart Graham of Port Charlotte, Florida. No Restriction on Access.

MG 30 May, Wilfrid Reid. (1896-1952). Aviator. A 63. Wilfrid Reid May fonds. Photocopy, 1930-1952, 55 pages.

"Wop" May was born at Carberry, Manitoba and served with the R.A.F. in France during World War I. In 1919 he returned to Edmonton to co-found a commercial aviation company, which later failed, and the Edmonton and Northern Aero Club. In 1929 he helped found Commercial Airways at Edmonton and became a director and chief pilot. The company was awarded the Mackenzie River district air mail contract and May led the first winter air voyage to Aklavik on the Arctic coast. In 1929 May was awarded the McKee trophy in recognition of his service to outlying districts, and created an Officer of the OBE for numerous mercy flights.

In 1936 May was appointed superintendent of the Mackenzie River district for Canadian Airways. During World War II he served as general manager of Air Observer Schools, operated by Canadian Pacific Airlines for R.C.A.F. Northern and Western Commands. In 1943 he organized an Aerial Rescue School to train first-aid parachute crews. After the war he held various positions with Canadian Pacific Air Lines. See: Alice Gibson Sutherland, Canada's Aviation Pioneers; Toronto: McGraw Hill 1978; p. 37-45; and Canadian Encyclopedia, 1985, p. 1101).

Biographical data, log books, transcripts of speeches and interviews, citations and commendations, and articles relating to May's aviation career.

Copied in 1973 from originals in Canada's Aviation Hall of Fame in Calgary, Alta. No Restriction on Access.

MG 30 McMillan, Stanley Ransom. (1904-1991). Aviator. A 65. Stanley Ransom McMillan fonds. Photocopy, 1929-1969, 126 pages.

A native of Dryden, Ontario, Stanley Ransom McMillan learned to fly with the R.C.A.F. in 1925. From 1927 to 1929 and 1939 to 1945 he served with the R.C.A.F. He also flew with Dominion Explorers, Commercial Airways, Canadian Airways, Mackenzie Air Services, Arctic Airlines, Air Surveys, Pacific Western Airlines, and Northward Aviation. He is best known for his flights into northern Canada. He was inducted into the Canadian Aviation Hall of Fame in 1973.

Scrapbook of correspondence, notes, newsclippings, and other memorabilia relating to the MacAlpine expedition to Bathurst Inlet in 1929, mercy flights for MacKenzie Air Lines, early airmail flights, and the salvaging of the Burke plane in 1931.

Copied in 1973 from originals in possession of S. R. McMillan of Edmonton, Alta. No Restriction on Access.

MG 30 Wilson, John Armistead. (1879-1954). Engineer, Public Servant. E 243. John Armistead Wilson fonds. Original, 1915-1947,1.900 m. Finding Aid No. 484.

John Armistead Wilson was born in Broughty Ferry, Scotland in 1879, and immigrated to Canada in 1905. After a period of employment as an engineer in private business, he was in 1910 appointed Director of Stores and Contracts in the newly formed Department of Naval Services; in 1918, he became Assistant Deputy Minister of Naval Service with special direction of the organization of the Royal Canadian Naval Air Service. Through most of the inter-war period, Wilson was the central figure in federal control of civil aviation.

As a member of the Air Board from 1919 and as its secretary from 1920 to 1922, he was in charge of overseeing the development of civil aviation and of regulating all commercial air enterprises. In 1923 Wilson became secretary and assistant director of the Canadian Air Force; when the civil and military function of aeronautics were administratively separated in 1927, he became controller of civil aviation.

In 1941 he was appointed Director of Air Services, responsible for directing civil aviation, radio aviation and meteorological services. He retired in 1945. See: Canadian Encyclopedia, p. 1946; and Canadian Who's Who 1948, p. 1003.

General correspondence, 1915-1947. 40cm (Vols. 1-4) — Most of the correspondence concerns the development of aviation in Canada. Topics include the development of the Air Board and the R.C. A.F, the Empire Airship Program, air mail services, the development of commercial scheduled services, construction of air facilities, and trans-Atlantic and trans-Pacific air schemes. Among Wilson's correspondents were prominent Canadian civil servants, pilots and R.C.A.F officers, and leading figures in American and British aviation. Also available on microfilm, reels C-10779 to C-10781.

Specific correspondence, 1920-1942. 15cm (Vols. 5-6) — Correspondence relating to the development of aviation in Canada, primarily of civil aviation. The memoranda are arranged chronologically. Also available on microfilm, reels C-10782 to C-10783.

Specific memoranda, 1919-1946. 70cm (Vols. 10-16). Topics include the Air Board, the Canadian Geographical Society, the R.C.A.F., trans-Atlantic air services, the Trans-Canada Airway and various air conferences. The memoranda are arranged alphabetically by subject. Also available on microfilm, reels C-10787 to C-10787.

Articles, speeches and papers by Wilson and others, 1926-1947. 10cm (Vol. 17). Also available on microfilm, reel C-10787. Miscellaneous and personal items, 1921-1952.10cm (Vol. 18). Press clippings, 1927.10cm. (Vol. 19).

Received in 1976 from John Tuzo Wilson of Toronto, Ont. No Restriction on Access. The finding aid is a file list, with descriptive explanatory notes in various places.

MG 30 Marini, Frank. (1898-1969). Soldier, Engineer. E 502. Ottawa, Ont. Frank Marini fonds. Original, 1912-1971, 0.200 m.

Frank Marini was born in Italy and came to Canada at the age of 12. He subsequently joined the army and served during both World Wars. Although he neither worked for the post office nor collected stamps, he maintained these scrapbooks about the Post Office for more than half a century.

Seven photographs of the Ottawa Post Office were transferred.

The two scrapbooks include newspaper and magazine clippings, photographs, postcards, and publicity for the 1933 Universal Postal Union Conference in Ottawa. Information in the scrapbooks covers all aspects of postal service, particularly crimes against the post office, post office buildings, and the beginnings of domestic and international air mail.

No Restriction on Access.

MG30 Turnbull, Walter James. (1896-1987). Deputy Postmaster-General. E 543. Ottawa, Ontario. Walter James Turnbull fonds, Original, 1945-1950, 0.100 m.

Walter J. Turnbull was born in 1896 in Oxford Mills, Ontario, 56 km southwest of Ottawa. He joined the post office at age 19, where he worked in the area of public relations. He was seconded from the post office during the Second World War and was principal secretary to Prime Minister Mackenzie King. He served as liaison between the press train and the royal train when King George VI and Queen Elizabeth toured the country in 1939. He attended the meeting in Quebec city in 1943 where Winston Churchill and Franklin Roosevelt planned the 1944 invasion of Normandy. In June 1945, Turnbull was appointed Deputy Postmaster-General. In 1957 he organized the International Postal Union Congress in Ottawa. After retiring in 1957, Turnbull organized the postal service in the West Indies.

Diaries. Original, 1945-1950, 0.100 m. (Vol. 1). These diaries contain detailed entries about Turnbull's telephone and personal interviews with postal officials, employees and politicians from his appointment as Deputy Postmaster-General on June 7, 1945 to August 3,1946. There are 5 files of diary entries for the following months: Jan.-Aug. 1945, Sept-Dec. 1945, Jan.-June 1946, June-Dec. 1946 and 1947-1950. Subjects include: the reorganization and centralization of control over the post office, promotion, salary adjustments, awarding of contracts and other staffing matters, fraud, railway mail service, use of air mail, franking, mail service to rural areas, censorship and destruction of mail, price increases, and international mail services. Additional diary entries which list the people Turnbull spoke to either in person or over the telephone on a particular day exist for October, 1946 to December 4,1950.

Donated in 1993 by Mr. A.W. Hynes. No Restriction on Access. There is no finding aid.

The **VISUAL AND SOUND ARCHIVES DIVISION** holds considerable illustrative material in the form of photographs, film, video and sound archives. Only photograph references are described below. For information about film, sound and video references, researchers are invited to write to the address provided below.

Canada. Canada Post Collection, 1870-1950. DAP ACCESSION NO. 1971-076 Canada. Canada Post collection. 7,000 photographs: b&w.

Different modes of transport employed by the postal service; a description of the complete process of mail delivery; the uniforms of postal carriers; the organization of the postal service in Bengal and South Africa; some of Canada's Postmasters General; an examination of postal service in the Mackenzie Valley, with attention to Inuit and their morals; a visit to Canada by diplomats from Kuwait during the 1960's; construction and operation of the Toronto post office; photos by E. M. Finn, A. J. Cater, F. C.Tyrell, J. J. Hisgrove, and Grayston.

Access Restrictions: None.

Canada. Post Office Department Collection, [n.d.]. DAP ACCESSION NO. 1936-260 124 photographs: b&w.

Various localities in the Mackenzie River District, N.W.T.; Mackenzie Airmail Service.

Access Restrictions: None.

Covert, Earl. Collection, 1928. DAP ACCESSION NO. 1972-174. 3 photographs: b&w. Arrival of first airmail flight, Fort Simpson, N.W.T., 1928; view of SS "Distributor."

Access Restrictions: Closed by creator/donor. There is no access to the records for an established period of time. Consult the archivist. Collection permanently closed. National Archives of Canada does not hold the original(s). Status effective from 1995-02-23.Use Restrictions: National Archives of Canada does not provide copies; they must be obtained from lender. Status effective from 1995-02-23. Copyright: for item still in copyright; copyright must be established by the holder of the original(s).

Fowler, Walter Warren. Collection, 1928-1934. DAP ACCESSION NO. 1973-306.10 photographs: b&w. First winter airmail flight to the Magdalen Islands, January 11, 1928; municipal airports at Moncton, N.B. and Charlottetown, P.E.I.; aircraft and personnel of Canadian Airways Ltd., Moncton, N.B. and Charlottetown, P.E.I.

Access Restrictions: Closed by creator/donor. There is no access to the records for an established period of time. Consult the archivist. Collection permanently closed. National Archives of Canada does not hold the original(s). Status effective from 1995-02-23. Use Restrictions: National Archives of Canada does not provide copies; they must be obtained from lender. Status effective

from 1995-02-23. Copyright: for item still in copyright; copyright must be established by the holder of the original(s).

Luck, Sheldon. Collection, 1937-1975. DAP ACCESSION NO. 1981-052. Sheldon Luck collection. 31 photographs: b&w. Activities of Sheldon Luck as pilot with United Air Transport, Yukon Southern Air Transport, R.A.F. Transport Command, Queen Charlotte Airlines, and Conair, as well as operations, personnel, and aircraft of these airlines; passenger, airmail, and ferry flights, bush flying, forest fire bombing operations, DEW Line supply flights, and air freight operations; some photos by McDermid Studio, Gagel Foto Service, and Industrial Photographies, Vancouver, B.C. Restrictions: Some items appear to be copyrighted.

MacBride, Bill. Collection, 1898-1955. DAP ACCESSION NO. 1959-030. 58 photographs: b&w. Steamboats Princess May, Islander, Alaska, Casca, Columbian, Klondike, Nasutlin, Selkirk, Whitehorse, Bailey, Clifford Sifton; scenes in Yukon, British Columbia and Alaska; Dean and Mrs. Cecil Swanson, Anglican Church, as pioneer missionaries, Carmacks, Yukon; Samuel H. Graves; Michael J. Heney; Herbert Wheeler, President of W.P.Y.R.; C. J. Rogers, President of White Pass and Yukon route, May 1955; Red Line Transportation Co.'s teams; W. W. MacBride welcoming officials flying in Lockheed 10 aircraft of Pacific Alaska Airways making first Fairbanks-Juneau airmail flight, Whitehorse, Y.T., 1938.

Access Restrictions: Closed by creator/donor. There is no access to the records for an established period of time. Consult the archivist. Collection permanently closed. National Archives of Canada does not hold the original(s). Use Restrictions: National Archives of Canada does not provide copies; they must be obtained from lender.

Malott, Richard Kenneth. Collection, 1918-1930. DAP ACCESSION NO. 1971-147.12 photographs: b&w. Letters carried on various pioneer airmail flights in Canada.

Access Restrictions: Closed by creator/donor. There is no access to the records for an established period of time. Consult the archivist. Collection permanently closed. National Archives of Canada does not hold the original(s). Status effective from 1995-02-23. Use Restrictions: National Archives of Canada does not provide copies; they must be obtained from lender. Status effective from 1995-02-23. Copyright: for item still in copyright; copyright must be established by the holder of the original(s).

Malott, Richard Kenneth. Papers, 1907,1915-1989 ; predominant -1960-1989. DAP ACCESSION NO. 1990-045; 10 metres. Manuscripts and photos documenting the development of air mail services in Canada, the collecting of envelopes carried by these services, and other aspects of aviation and organized philately in Canada and overseas.

Access Restrictions: Parts or all of volumes 4006, 4016, 4028-4033, 4040, 4043, 4044 and 156 closed.

Malott, Richard Kenneth. Collection, 1971. DAP ACCESSION NO. 1992-044. 12 postal covers; 1 decal. Set of souvenir airmail covers issued on the occasion of the London, England - Victoria, British Columbia air race, July 1971. Postmarked: Abingdon R.A.F. Station Berks, England; Ayr, Scotland; Reykjavik, Iceland; Narssarssuaq, Greenland; Goose Airport, Quebec, Ottawa, Winnipeg, Regina, Calgary, Victoria, Canada. 1971 London - Victoria air race promotional decal. Printed by: Canada Decalcomania Co. Access Restrictions: None.

Merrilees, Andrew. Collection, c. 1850-1979. DAP ACCESSION NO. 1980-149; b&w 337, 494 col. 445 total 337, 939. Engines, rolling stock, buildings, and operations of railroad, electrical railway, and streetcar lines throughout Canada and the U.S.; commercial and private horse-drawn vehicles and sleighs, automobiles, buses, trucks, and firefighting equipment in Canada; shipbuilding, ship launchings, ship repairs and drydock activity at various ports in Ontario and Quebec; various types of ships and other vessels, primarily in eastern Canada, and various types of commercial aircraft, particularly those which undertook trans-Atlantic flights from Newfoundland; exterior and interior views of buildings, street scenes, parades, fires, funerals, visits of dignitaries, in and around various cities, towns, and villages in Newfoundland, Nova Scotia, Quebec, and Ontario. Access Restrictions: None.

Vachon, Romeo. Collection, 1928. DAP ACCESSION NO. 1972-206.1 photograph: b&w. Inauguration of air postal service on the North Shore, Que., May 5, 1928. Access Restrictions: None.

Vachon, Romeo. Collection, 1919-C.1965. DAP ACCESSION NO. 1974-091. 32 photographs: b&w. First air mail service, Montreal, Que. to St. John, N.B., December 1929; portrait of Romeo Vachon. Access Restrictions: None.

For further information about holdings in the National Archives of Canada, please write to:

Researcher Services Division
National Archives Division

395 Wellington Street Ottawa,
Ontario CANADA K1A 0N3

SECTION 28

CROSS REFERENCE INDEX OF CATALOGUE NUMBERS

TO AMERICAN AIR MAIL CATALOGUE NUMBERS

In most cases, the American Air Mail Catalogue numbers are from the fifth edition and, where not otherwise noted, are from the "Canada" section. Covers currently listed in other sections of the AAMC fifth edition such as Airport Dedications, Historical Flights, Jet Flights, Trans-Oceanic, etc., are so noted. Some Canadian covers, which were listed in the fourth edition, but not included in the fifth edition, show the fourth edition numbers.

This cross reference refers to the covers listed in the Government And Other Air Mail Covers of Canada Section.

AAMC Catalogue Number	Catalogue Number	AAMC Catalogue Number	Catalogue Number	AAMC Catalogue Number	Catalogue Number
200	2601	239	3037	268	3339
204	2711	239B	3043	269	3343
205	2709	240	3047	275	3413
206	2715	241	3055	276	3421
207	2719	242	3065	280	3521
208	2817	245	3101	281	3529
210	2819	246	3105	285	3703
211	2821	246B(4thed)	3117	286	3713
212	2823	246C(4thed)	3125	287	3715
213 (4th ed)	2827	246D	3127	288 (4th ed)	3721
215	2837	247	3131	289 (4th ed)	3735
216	2839	247A	3135	289A	3805
217	2843	248	3137	289B	3809
218 (4th ed)	2847	249 (4th ed)	3139	290 (4th ed)	3813
219	2853	249A(4thed)	3141	290A(4thed)	3823
225	2905	250	3153	291	3833
226	2909	251	3157	292	3835
227	2933	252 (4th ed)	3161	293	3837
228	2935	253	3163	294	3843
229	2939	254	3167	295	3847
230	2943	254A(4thed)	3169	296	3849
231	2945	254B(4thed)	3171		
231A	2947	255	3217	300	3901
231B	2961	256	3219	301	3903
232	2963	257	3231	302	3905
233	3107	258	3233	303 (4th ed)	3921
235	3011	258A(4thed)	3235	304 (4th ed)	3925
236	3017	259	3237	305	3935
236A	3021	266 (4th ed)	3331	306	3937
236B	3025	265A(4thed)	3335	310	4001
237	3027	267	3333	315 (4th ed)	4101
238	3029	267A(4thed)	3337	316	4107

AAMC Catalogue Number	Catalogue Number	AAMC Catalogue Number	Catalogue Number	AAMC Catalogue Number	Catalogue Number
317 (4th ed)	4109	390 (4th ed)	5803	528	3061
318 (4th ed)	4111	391 (4th ed)	5809	529	3103
319 (4th ed)	4113	392 (4th ed)	5817	529A	3147
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321	4003	395 (4th ed)	5901	535	3215
323	4203	396 (4th ed)	5907	536	3245
325	4205	397	5913	537	3247
326	4307	398	5919	540	3301
327	4309	399	6003	541	3305
330	4403	542	3309		
335 (4th ed)	4603	401 (4th ed)	6023	543	3315
336 (4th ed)	4605	402 (4th ed)	6025	544	3319
337	4609	403 (4th ed)	6121	545	3347
338	4613	404 (4th ed)	6203	546	3349
339	4617	406 (4th ed)	6505	547	3351
340	4619	405 (4th ed)	6507	548	3353
345	4711	407 (4th ed)	6523	555	3401
346	4713	408	6525	556	3409
350	4715	409 (4th ed)	6635	557	3411
351	4717	410 (4th ed)	6647	558	3423
352	4719	411 (4th ed)	6651	559	3427
353	4723	413 (4th ed)	6751	560	3429
355	4801	414 (4th ed)	6753	561	3431
356	4803418	(4th ed)	6755	562	3433
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360	4903	416 (4th ed)	6925	570	3501
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365	5005	500	2713	573	3507
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368 (4th ed)	5003	502	2721	575	3511
370 (4th ed)	5203	505	2801	576	3513
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373 (4th ed)	5223	507	2805	578	3523
374 (4th ed)	5225	508	2807	579	3525
375 (4th ed)	5301	509	2841	580	3527
376 (4th ed)	5303	510	2855	585	3601
377	5401	511	2861	586	3603
378 (4th ed)	5403	512	2863	587	3605
379 (4th ed)	5513	515	2907	588	3607
380	5515	516	2913	589	3611
381	5517	517	2917	590	3615
382 (4th ed)	5605	518	2929	591	3619
383 (4th ed)	5607	518A	2931	595	3701
384 (4th ed)	5609	518B	2937	596	3707
385 (4th ed)	5701	519	2967	597	3709
386 (4th ed)	5705	520	2969	598	3711
387 (4th ed)	5707	525	3007	599	3717
388 (4th ed)	5711	526	3031	599A	3719
389 (4th ed)	5713	527	3053		

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1122 (TORF)	3057
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94-63 (CAM)	6307
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56VV3-6 (CAM)	6719
52N6-8 (CAM)	6733
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56NE7(CAM)	7701
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RCD4NF (FFUS)	8003
BN D78-80H (FFUS)	8009
FLD42N (FFUS)	8111
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1-4,1-7 (FAM)	3907
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28-50 (FAM)	5007
569 (USSHF)	2701
720 (USSHF)	4127
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AMERICAN AIR MAIL SOCIETY (AAMS)

The American Air Mail Society, organized in 1923, is one of the oldest and largest aerophilatelic societies in existence. The dues are as low as possible, privileges and services to members are many. It is not necessary that a person be an advanced collector or a wealthy specialist to attain membership or to enjoy aerophilately to its fullest extent. The only requisite is a good character and air mail collecting as a genuine interest. AAMS members feel it is a genuine honor and privilege to be affiliated together, and many members gather often at stamp shows. Many of aerophilately's most successful exhibitors, judges, writers, and editors belong to the AAMS.

The Airpost Journal has been supported and published by the AAMS since October 1931. The APJ is a generously illustrated magazine covering a wide range of aerophilately. AAMS news appears regularly to keep members apprised of the organization. Feature articles, written by leading scholars in each field, are published each month, along with regular columns of a continuing interest. Through APJ advertisements, collectors can find reliable dealers who can be most helpful in adding new stamps or covers to their collections and in keeping them in touch with current market trends.

The Jack Knight Air Log became an AAMS publication after the 1995 merger of the AAMS and the Aerophilatelic Federation of the Americas. This diverse 100 page publication includes an auction of air mail material, reports and research studies by various air mail speciality groups and member exchange ads.

The AAMS has been the world's largest and most successful publisher of airmail literature. The American Air Mail Catalogue has been published since 1935. Other AAMS handbooks and monographs treat a variety of specialist U.S. and foreign air mail topics, from pioneer air mails worldwide to speciality topics.Members receive a discount on many of these handbooks. To receive a list of current publications for sale, write the AAMS Publications Sales Manager, 1978 Fox Burrow Court, Neenah WI54956, USA.

AAMS members may buy and sell material through the sales department or society auctions. Air mail stamps, covers, and literature may be sold through the Sales Department or Auction Department. Exchanges with other members may be arranged through exchange ads in the two publications.

Over twenty AAMS chapters and study units offer members a chance to interact either by mail or at regular meetings. Affiliation with the APS and FISA allows members to exchange ideas at shows in the United States and in other countries. AAMS researchers may use the translation service or access materials from the American Philatelic Research Library, P.O. Box 8338, State College PA 16801, USA.

With two National Meetings per year, one its Annual Convention, the AAMS makes it possible for members and friends to meet each year in different parts of the U.S. For three days or more, the subject is always air mail stamps and covers, as well as the plans and progress of the AAMS itself. Please join with us to bring airmail into the 21st century as a continuing, exciting hobby!

For a membership application, write to: The
American Air Mail Society, P.O. Box 110, Mineola,
NY 11501-0110 USA

CANADIAN AEROPHILATELIC SOCIETY (CAS)

In May 1986 the Canadian Chapter of the American Air Mail Society voted on the proposed change of name and organization of the Chapter. The result of the vote was strongly in support of the proposed change and on July 1, 1986 the Canadian Aerophilatelic Society was formed.

The Canadian Aerophilatelic Society presently has approximately 150 members - Its objectives are:
— to promote the advancement and growth of aerophilately/astrophilately in Canada;
— to provide a forum for the exchange of information and news about aerophilately/astrophilately among members;
— to represent Canadian aerophilatelists/astrophilatelists at the national and international levels and;
— to promote and support areophilatelic/astrophilatelic research in Canada.

Membership in The Canadian Aerophilatelic Society is open to all interested individuals, including those living outside of Canada. New members are always welcome. The publication of the CAS is the acclaimed "The Canadian Aerophilatelist," edited by Chris Hargreaves of Kingston, Ontario.

The Canadian Aerophilatelic Society is affiliated with the American Air Mail Society, Royal Philatelic Society of Canada (Chapter 187), American Philatelic Society (No. 189) and is a club member of Federation Internationale des Societes Aerophilateliques (FISA).

For a membership application, write to:
The Secretary,
The Canadian Aerophilatelic Society,
124 Gamble Ave.,
Toronto, Ontario
CANADA M4J 2P3

For comments, corrections or additional information related to the catalogue, write to:
Catalogue Coordinating Editor,
The Canadian Aerophilatelic Society,
16 Harwick Crescent,
Nepean, Ontario
CANADA K2H 6R1

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