

C A N A D I A N  
S E M I - O F F I C I A L     A I R M A I L S

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The Report of a 20 Year Study by the  
SEMI-OFFICIAL AIRMAILS STUDY GROUP  
of  
BRITISH NORTH AMERICAN PHILATELIC SOCIETY.

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January, 1985

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UNITED STATES AIR FORCE

January 1955

Major General  
Ray E. Smith, USAF  
Retired

HAUGHTON, W. A. (W. A. H.)  
1950 United States - 40101  
Classified, 1955  
U.S.A.

Classified in the U.S.A.



1985 REPORT  
of  
CANADIAN SEMI-OFFICIAL AIRMAILS STUDY GROUP  
of  
BRITISH NORTH AMERICA PHILATELIC SOCIETY

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This is not the Definitive Report. It presents findings of a Study Group and points up areas in which further research is required. Especially needed is information as to who designed, engraved and printed certain issues and the disposition of the plates from which the stamps were printed.

Research is a continuous process and is a joy of the Specialty Collector. A Study Group can be the Repository for individual discoveries and a means of sharing information on major and minor varieties identified.

During the years since Ernest F. Schiewick Smith sent out the First Bulletin of the Study Group, there have been periodic Bulletins mailed to members of the Study Group. Many special articles have appeared in TOPICS, the magazine of British North America Philatelic Society. These should be referred to for greater detail on individual subjects. There have also been special books edited or written by Harold L. Benner, Trelle A. Morrow, Richard K. Mallot, Chester Forrest and K. M. Molson that contain material that this Report does not duplicate.

Special thanks is given to Mrs. M. G. Lizette, Archivist of James Richardson & Sons, Ltd. for making available the records of Western Canada Airways Limited and to John E. Young for photographs he furnished for study and reproduction.

The contributions of Don Amos, Hugh D. Aitken, Harold L. Benner, John C. Cornelius, Jr., Robert H. Jamieson, Chester S. Forrest, Trelle A. Morrow, Robert W. Marcello, Major Richard K. Mallot, N. A. Pelletier, Edward A. Richardson, Daniel G. Rosenblatt, Haughton E. Sanguinetti, Ray Simsek, James N. Sissons and John E. Young were extremely valuable. Thanks is also given to other members of the Study Group whose feedback and encouragement kept this project alive.

It is hoped that this Report will encourage Collectors to report their discoveries and to participate in research in Canadian Semi-Official Aerophilately. We welcome feedback from any collector - whether a member of BNAPS or not -- and their participation will assure preservation of knowledge concerning this specialty. It is hoped that other Reports sharing the discoveries will be issued from time to time under the auspices of the Study Groups of British North America Philatelic Society. These contributions should be mailed to Haughton E. Sanguinetti, Editor of Study Group, 1960 Union Street - Apt. 21 Clearwater, Florida, 33575, U.S.A.

January, 1985

*Haughton E. Sanguinetti*  
Editor

## AERO CLUB OF CANADA, 1918

AERO CLUB OF CANADA was the outgrowth of an aviation fund formed to help with the recruiting of Pilots for the Royal Air Force in World War 1. It was affiliated with the Aerial League of the British Empire which had a Montreal Branch.

AERO CLUB OF CANADA was incorporated in 1916 to create goodwill for flying, encourage recruiting for the Royal Air Force and further aviation. In 1919 there were 30 local groups operating in Ontario with a membership of over 3,000 active military flying personnel.

In August 1918, the Post Office Department authorized the Aero Club of Canada to experiment with the carriage of mail by plane between Toronto and Ottawa. Experimental flights were scheduled for one flight a week in each direction for three weeks. Time schedules were arranged to connect with letter deliveries in both Toronto and Ottawa. The mail was carried between the Post Offices and the air fields by Post Office employees in Post Office vehicles and although the flights were sponsored by the Aero Club of Canada the planes were Royal Air Force planes flown by RAF Pilots. The mail was postmarked with a Post Office date stamp provided by the Post Office for that purpose. All such mail was accounted for to the Post Office and was regularly billed. The bills form part of the Departmental records.

The Post Office Department authorized Aero Club of Canada to collect an additional "fee" of 25¢ on each letter carried. This "fee" the Aero Club of Canada donated to the R.A.F. Prisoners of War Fund. The Government gave Aero Club of Canada authority to issue its labels for use on these Experimental Mail flights. The use of the special Club stamp was required on all mail carried on these experimental mail flights but did not pay any portion of the postage.

In the "AIRMAIL CATALOGUE -- Canada and Newfoundland" by O.W.R. Smith, Gordon Crouch and Fred Jarrett, 1929, it is stated that under July 2, 1920, the Canadian Post Office wrote them that

"No postage stamps were issued by the Department in connection with the aerial mail flights. Stickers were, however, gotten up by the Aero Club of Canada, 30 Yonge Street, Toronto, and these were sold to be affixed to the back of letters carried by the aeroplane.

"The stickers could be purchased at the General Post Office, canteens of the Royal Air Force and at the office of Aero Club of Canada. The stickers were sold for 25¢ each and the proceeds were to go to the Royal Air Force Prisoners of War Fund.

"All envelopes to be carried on the flight must have "BY AERIAL MAIL" prominently written on the address side of the envelope with the usual 3-cent postage stamp. In addition the envelope must have the sticker of the Aero Club of Canada on the reverse side."

## Aero Club of Canada -1918

The First Flight was scheduled for August 14, 1918, but it was postponed until August 15, 1918. The first mail left Leaside Air Field, Toronto, at 10:00 A.M. on August 15, 1918 in a C-280 piloted by Lieut. Tremper Longman, of the Royal Air Force. This plane was a Curtiss bi-plane. It arrived at Ottawa at 3:00 P.M. in time for the last Carrier delivery. The return flight was not made until August 17th. when Lieut. Longman took off from Rockville Camp, Ottawa at 6:50 A.M.

These Experimental Flights were made as follows:-

- Aug. 15, 1918 -- Toronto to Ottawa. Return flight on Aug. 17th.  
Pilot was Lt. Longman;
- Aug. 26, 1918 -- Toronto to Ottawa. Return flight on Aug. 27th.  
Pilot was Lt. Dunstan;
- Sept. 4, 1918 -- Toronto to Ottawa. Return flight on Sept. 4th.  
Pilot was Lt. Burton.

The stickers, or stamps, of Aero Club of Canada were printed by the Printing Department of United Typewriter Company, Toronto on a Flat Bed Press. A single block was used to make two impressions tete-beche. The stamps were printed 2 stamps to a sheet on previously perforated gummed paper. Two types of paper have been identified:- Heavy White and Commercially gummed slightly Buff stock.

The stamps were to be printed entirely in Black on white paper. The Red colour depicting the burning Zeppelin was the idea of the Printer who used battered type plugged into the electroplate to suggest flames in a second run through the presses.

Specimens of the First Press run (about 194 stamps) were shown to the Secretary of the Post Office Department. At that time it was pointed out that numerals might be put in the lower corners of the stickers to denote the value at which the stickers were to be sold, and make it easier for Postal Clerks to account for the money they took in on the sale of these stamps and that since the stickers were to be sold at the General Post Office the Postal Regulations against private labels bearing any indication of value would be waived in the interest of Post Office accounting. The Post Office thereupon approved the inclusion of the numeral of value "25" on the stamps and the Second Printing of stamps was then made.

A total of 3,000 stamps were printed and the Block was returned to Aero Club of Canada by the Printers. No record was kept of the number of stamps which did NOT go through the Presses the second time to receive the Red colour but the Printer is said to have told Fred Jarrett that he thought it was not more than Twelve. Many experts believe that only Six stamps have the Red flame omitted in the First Printing, and that Ten stamps of the Second Printing did not have the Red flame from the Zeppelin.



The Design of the stamp -- the burning Zeppelin -- was adapted from the central design in UNITED LOYALISTS - Canadian Aviation Fund - label printed early in 1918. This design also appears on the Official Souvenir Programme of the Aviation Meet and Airship Flights held at Mineru Park, Vancouver, B.C. under the auspices of the Vancouver Aviation Committee. The design commemorates the feats of RAF Pilots destroying German Zeppelins by incendiary bullets in World War 1. Especially the feat of Lt. R.A.J. Warnsford, V.C., R.A.F. on June 7, 1915.

TWO PRINTINGS OF STAMP

First:- No numerals of value.

Printed August 24, 1918.

- a. Single stamps, 194 copies
- b. Tete-beche pairs possible -- 72 pairs
- c. Without flame - 6 stamps.

Second:- Numeral of value "25" in each lower corner.

Printed August 28, 1918.

- a. Single stamps -- 2800 copies
- b. Tete-beche pairs -- 1400 possible.
- c. Without flame -- 10 reputed.

PROOFS: All Black Proofs on white paper are known

All Red Proofs on white paper are reported to be in existence but none reported by Study Group as having been seen or included in any auction.

FORGERY

The original cut of the stamp was sent to United Typewriter Company, the printers of the original stamp. That Company refused to reprint it and sent the original cut back to Aero Club of Canada. A genuine stamp of the Second Printing was then used to make a cut and was sent to an unknown Printer who printed an unknown number of these counterfeits. It has been reported that the number of counterfeits was 100 and that these were all printed in Black.

The margins of the counterfeits are narrow, the dual line is thinner. The frame around the central design is also thinner and the lettering is also thinner.

## 1919 AERO CLUB OF CANADA

The 1919 flight sponsored by Aero Club of Canada is usually referred to as an International Air Race. It was from Toronto to New York and was held in connection with the 1919 Toronto Exhibition and was publicized as being "The First International Aerial Mail". This was incorrect as the First International Aerial Service took place on February 17, 1919 between Vancouver and Seattle.

There were four sponsors of the 1919 Toronto-New York Aerial Derby:- John Mc E. Bowman donated \$10,000 in prize money; The Aero Club of Canada put up a trophy for the fastest round trip flight by an American Pilot; The American Flying Club offered a trophy for the fastest round trip by a Canadian Pilot and the Canadian National Exhibition offered a trophy for the fastest trip by any Pilot.

The race was in two parts:- One section from Toronto to New York and return and the other from New York to Toronto and return. There were 12 starters from Toronto and 28 starters from New York city of which 12 completed the round trip. The winner was Major R. W. "Shorty" Schroeder, an American flying a Vought VE7 powered with a 150 H.P. Hispano-Suiza engine. His total flight time was 9 hours and 35 minutes.

Just which pilots carried mail is not known, nor the number of pieces carried nor how many that were carried bore the special sticker of the Aero Club of Canada.

According to information furnished by Operations General Secretary of Canadian Airways Limited in 1935, Aero Club of Canada received authorization from the Canadian Post Office to the issuance of a Company "sticker" for use on mail carried on the flight. The Post Office required the Printer's die proof to be submitted to the Canadian Post Office Department and 10 copies of the finished "sticker" or stamp left with the Postmaster General. The form of cancellation also had to be approved by the Post Office Department. These hand cancellers belonged to the organization authorized to affix and cancel the private stickers used on mail carried on the trips.

The central design chosen for the stamp depicts the Prince of Wales feathers. He had formally opened the Exhibition and had been expected to start the contestants in Toronto but his schedule prevented him from so doing. Below the feathers is a pictogram of a biplane flying with clouds to the left and below the plane and between the plane and the ground. At the top is the inscription "THE FIRST/ INTERNATIONAL AERIAL/ MAIL SERVICE/ AUGUST 1919". At the bottom of the stamp is "AERO CLUB OF CANADA/ COMMEMORATIVE STAMP in two lines. Left panel is "TORONTO" reading up and \$1. at base while the Right panel has "NEW YORK" reading down and \$1 at the base.

The stamps were on sale at the Exhibition and at offices of Aero Club of Canada.

The original order of 3,000 stamps was increased to 4,000 stamps by an Officer of Aero Club of Canada. The stock of paper having become exhausted the Printed printed 200 copies on thin paper.

The stamps were printed in Red and Blue bi-colour on commercial grade white wove pre-gummed paper and perforated 12 all around. They were printed by the Printing Department of United Typewriter Company, Toronto, in sheets of 10 (5 x 2).

Mr. John C. Cornelius says that there were some stamps printed on ungummed paper and that the ratio of ungummed to gummed sheets is either 8 to 1 or 10 to 1. The stamps on thin paper that appear to have been printed on both sides, probably resulted, in his opinion, from the stamps being stacked before the ink was dry.

Study group members have reported white space varieties but the consensus is that such "varieties" resulted from lack of exact registration between the Two colours in printing which left white spaces which occur sometimes horizontally and sometimes vertically and in the so-called "Double Wing" variety.

Die proofs exist both in all Black and in all Red on cards.

Covers carried from Toronto to New York have the TORONTO CDS slogan cancellation of Aug.25, 1919 10 a.m. with slogan reading "Canadian National Exhibition Toronto - Aug.23, 1919 - Sep.6." The Aero Club stamp is on reverse cancelled by the Club canceller "Aerial Mail - Aug.25, 1919 - Toronto, Can. in Blue.

Covers carried from New York to Toronto carry a Red and Blue label "VIA AEROPLANE" cancelled "N.Y. Aug.25, 1919 - 11 A.M." and backstamped Toronto, Aug.26, 1919. Some mail is reported to have gone to Windsor Airport hence lateness of date stamp as the letter went back by surface mail. There were no special stamps issued for this leg of the trip.



BRITISH COLUMBIA AIRWAYS, LIMITED

In November, 1927, Gordon A. Cameron, Q.C., and Messrs. J. E. Eve and C. H. Eve., all of Victoria, B.C. organized British Columbia Airways, Limited to provide air service in the Vancouver - Victoria - Seattle area and to operate a flying school and conduct charters and sight-seeing.

It was the first scheduled airline company and its schedule called for flying a triangular route:- Vancouver, Victoria and Seattle, Washington daily. The first flight was from Victoria to Vancouver on July 23, 1928 using a Ford Tri-Motor plane. It was piloted by Herald Walker.

The Post Office permitted the Company to carry mail on this flight for a special fee of 5¢ in addition to the regular 2¢ First Class Postage. However, on the morning of the flight the Postmaster at Victoria allowed the letters to be carried at the ordinary First Class postage rates. Therefore covers are known bearing both 2¢ and 7¢ Canadian postage stamps. There was no formal or "Official" authorization by the U. S. Post Office for carriage of mail by the Company and no letters are known bearing a Seattle postmark for this flight.

Cancellation of covers show that they were despatched at Victoria at 2:30 P.M. on July 23, 1928 and backstamped at Vancouver the same day. Each cover was stamped on its face by the Victoria Post Office in Black in 3 lines reading: "FIRST FLIGHT / AIR MAIL / VICTORIA - VANCOUVER, B.C." No cachet was applied on the return flight.

On this flight 400 covers were carried, of which 300 were mailed by the Victoria Chamber of Commerce addressed to other organizations and 100 covers for C. S. Ernst and the remaining 100 covers were addressed to other persons, probably all of whom were stamp collectors.

The Company received a contract from the Post Office for the carriage of mail between Victoria and Vancouver and the Company was authorized to issue its own labels, or stamps, to prepay the special air mail charge of 5¢ per letter.

The First Flight with Company adhesives was made on August 3, 1928. A Black cachet was applied to covers reading in 3 lines:- "FIRST REGULAR FLIGHT / AIR MAIL / VICTORIA - VANCOUVER, B.C."

Regular flights with mail and passengers were made daily from August 4, 1928 to August 25, 1928 when the plane crashed at sea near Port Townsend, Washington. No mail was recovered. It is believed that the Company called for two flights a day between Victoria- Vancouver and Seattle. The Company had a poor record for safety and is said to have made flights when weather conditions or fog made flying hazardous and also often over-loaded its planes.



British Columbia Airways-2-

The Company obtained approval of the Post Office for issuance of its own stamps. The design depicted the Company plane flying over the Straits of Georgia between Vancouver Island and the mainland of British Columbia.

The stamps were designed by Cyril Conneruon of Victoria, B.C. and the plates were made by Charles Thomas and printed by Colonial Printing and Publishing Company of Victoria, B.C. by Lithographic process.

Format was 500 sheets of 220 stamps divided into 4 panes of 55 stamps making a total of 110,000 stamps. They were rouletted.

Colour was Ultramarine. Study Group members have reported that the colour varies in shades from a Light Blue to a Darker Blue. These shades may be due to re-inking of the presses between printing runs.

VARIETY: A constant variety is a white dot over the tail of the figure "5" in the Left value panel on Stamp No.4 in the 1st, row in Upper Left Pane.

## CANADIAN AIRWAYS, LIMITED

There have been Two aviation companies operating under the name of "CANADIAN AIRWAYS, LIMITED". The old company was organized in 1926 by H. S. Quigley and was acquired by International Airways Limited of Hamilton and later absorbed by Western Canada Airways Limited.

The Second or "New" company came into being on November 25, 1930 when it took over the assets of Aviation Corporation of Canada and Western Canada Airways, Limited. This brought to reality the dream and work of James A. Richardson for the formation of a single operating company providing air transportation from coast to coast.

It was this "new" Canadian Airways, Limited that issued its own stamps under authorization of the Postal Authorities. It was the last company to be permitted to do so by the Canadian Post Office.

Most of the mail routes flown by Canadian Airways, Limited were under Government contract on which the Government Air Mail stamps were used. However, in 1932 the Company sought, and obtained approval of the Post Office Department to issue and use its own stamps on the route from Edmonton, Alberta to the Northwest Territory.

The First flight with the Company stamps was from Edmonton to Fort McMurray on December 30, 1932 and the return flight left Fort McMurray on December 31, 1932. The last regular issue of the company stamps was used in mid-July, 1934.

To serve the Arctic route from Fort McMurray to Aklavik, the Company established eight gas caches in Wilderness settlements for refueling and emergency landings. These outposts were at Fitzgerald and Resolution on the Great Slave Lake and Hay River, Providence, Simpson, Wrigley, Good Hope and McPherson. Not all planes stopped at each outpost. The weather and plane load determined the fuel stops.

On June 26, 1939, James A. Richardson died from a heart attack at his home in Winnipeg. In December, 1941 Canadian Pacific Railway Company acquired the Richardson air interests. The CPR continued to operate the Ten Canadian Air Transport companies they had acquired, under their own names, controlled by a Department of the CPR called the Canadian Pacific Air Services, until Canadian Pacific Air Lines came into being in May, 1942.

The Semi-official airmail stamps of Canada Airways Limited are those authorized and printed for the "New" company. They were designed by the Stovel Company of Winnipeg, based on a sketch submitted by J. R. MacDougal, Treasurer of Canadian Airways, Limited. They were printed in sheets of 200 stamps and cut into 4 panes of 50 stamps before issuance to the Company.

Study Group members have reported Two distinct shades of Blue:- Orange on Pale Blue and Orange on Bright Blue, -- the usual shade. Also a minor variety caused by the misplacement of Orange in the printing. Also a major variety of stamps imperforate vertically and stamps imperforate horizontally.

A total of 20,000 stamps were printed. The stamps were issued on December 19, 1932 and sold at bases of the Company throughout Canada.

In 1934 the Company was authorized by the Canadian Post Office to overprint its stamps with the value of the stamp -- "10 CENTS". This overprint was applied in Black.

The First Flight with the overprinted stamps was from Edmonton to Fort McMurray on July 19, 1934. According to the archives in James Richardson & Sons, Ltd., there were 10,000 stamps overprinted.

Major varieties of this stamp are:  
Inverted Overprint and Double Overprint. Broken frame lines have been reported by several members of the Study Group.

Don Snider and D.B. Archer reported a broken outer, lower frame line, just under the hyphen. The break is about one-half mm long and there is a third line under the Break about two letters long. There is also reported a Blue smudge extending about half-way between the outer and inner frame lines but this is not considered a break in the frame line.

Also reported by Study Group member is a stamp with a distinct dot below the outer lower frame line below the "L" and another below the hyphen under the inner lower frame line.

#### FICTITIOUS STAMP

In the January, 1934 issue of "FLIGHT", the stamp dealer, A.C. Roessler advertised a stamp purporting to have been issued by Canadian Airways Limited. The Company denied that the stamp was authorized or issued by it. Detective Higgins of the Vancouver City Fraud Squad stated to H. L. Banner that the bogus stamps were made by a man in the U.S.A.

The design of this Bogus stamp shows an airplane flying over a landscape with tall pine trees on the Right. At Lower Left is the flying goose Logo of the Company but flying from Left to Right. At the Bottom of the stamp is the inscription "SPECIAL AIRMAIL SERVICE".

The stamps were printed in Two different colour combinations:- Green Pine Trees with Red-Orange plane and letters; and also with Red-Orange plane and trees and Green letters. They were printed on cream coloured gummed paper in panes, or miniature sheets of four stamps. The panes measure 68 by 118 mm and the stamps are 31 x 45 mm and perforated either 11½ or 11¾. Some of the panes are reported to have been issued with imperforate stamps.



### CHERRY RED AIRLINE FLIGHTS

*By ED. RICHARDSON*

(Reprinted from BNAPS TOPICS)

In May 1929 Mr. Norman Cherry organized Cherry Red Air Line Limited to serve the Rottenstone Mining area of Northern Saskatchewan. The headquarters of the company was at Prince Albert, the rail head of the railroads. Its Pilots included A. Malone, E.C. (Ted) Holmes and J.B. Home-Hay.

On June 15, 1929 the company made its inaugural flight but as permission for the issuance of company stamps had not at that time been received from the Postal administration, the covers bear only the Canadian U.S. Postage stamps.

On May 30, 1929 the Canadian Post Office notified Mr. Cherry that permission had been granted Cherry Red Air Line, Limited, to carry mail between Prince Albert and the Rottenstone Mining Area and to issue its own stamps for use on such flights.

On August 3, 1929 the First Flight with stamps took place. It was from Prince Albert to Lac LaRonge. The Pilot was A. Malone who autographed each of the covers.

On July 28, 1929 and on August 1, 1929 flights were reportedly made from Prince Albert to Rottenstone Lake but these were in the nature of "Experimental" or "Trial" flights. A few covers are reported to have been carried on these flights and bear a Canadian 1¢ postage stamp and the Cherry Red Air Line stamp.

Some of the mining areas served by the airmail service of the Company had no Post Office when service was inaugurated and it appears to have been the custom of the Company to use a rubber stamp to cancel the Company's adhesive stamp and as a receiving mark. This rubber stamp was also used to cancel the Canadian Postage stamp affixed to mail flown out from such locations before the dedication of the Post Office or appointment of a Postmaster at such areas took place. Often the covers were also signed by the Pilot or a facsimile of his signature was used in conjunction with the Company hand-stamp.

"Canadian Air Mails -- Early Pioneer and Semi-Official Flights" by D.G. Cox in 1970 reported that there was no Post Office established at Pelican Narrows at the time of the inaugural flight in November 1931 and that a rubber stamp reading "RECEIVED -PELICAN NARROWS, SASK. -- April 11, 1931, 11. a.m.--W.C. ROTHNIE" in 3 lines in Black was used as an arrival mark and also to cancel outgoing mail. It is unclear who "W.C. Rothnie" was. His name does not appear as a Pilot on the exhaustive list of early Pilots compiled by Major R.K. Mallot.

On April 30, 1931 the company was sold to Canada Airways and Cherry Red Air Line, Limited made its last flight in June, 1931. All unused remainders of the stamps of Cherry Red Air Line, Limited were sold by Mr. Norman Cherry to Mr. Charles B. Hill-Tout.

CHERRY RED AIR LINE, LIMITED

HEADQUARTERS: Prince Albert, Saskatchewan.

BASES: In Rottenstone Mining area of Northern Saskatchewan:-  
Christopher Lake, Ile a la Cross, Lac La Ronge, Montreal  
Lake, Pelican Narrows, Prince Albert, Rottenstone Lake,  
Stanley Mission and Waskesiu Lake, Saskatchewan.

DESIGN: Monoplane flying above a flying field.

COLOUR: Red plane, Black background, White Letters.

STAMP DESIGNED BY: \_\_\_\_\_

STAMP PRINTED BY: \_\_\_\_\_

PRINTED in Stereotype plates made up of cliches of 5 stamps each.

Sheets of 200 stamps divided into four panes of 50 stamps  
each before being sold. Two different plate layouts and Two  
different Printings or "ISSUES".

PLATE LAYOUT "A"-- made up of Four Type 1 cliches and Six cliches of  
Type 11.

PLATE LAYOUT "B"-- made up of Six Type 1 cliches and Four cliches of  
Type 11. This is the more common layout.

FIRST PRINTING:-- on yellowish paper. Rough irregular perforations  
Vertical gutters approximately 4-4½ mm. between  
stamps.

Printed July 3, 1929 and supposedly ONE Sheet of  
200 stamps. This may have been a Trial Printing.

SECOND PRINTING:-- on White paper, white gum. Clean, clear perforations.  
Perf. 12. Vertical gutters approximately 3-3½ mm.  
between stamps.

Printed on or about August 1, 1929.

120 sheets of 4 panes of 50 stamps each or a total  
of 24,000 stamps.

FIRST FLIGHT: Made on June 15, 1929. Covers did NOT bear any  
Company adhesives. (AAMS # 140).

# PLATE LAYOUT OF CHERRY RED AIRLINE LTD.

1.

The sheet is divided into four panes of 50 stamps each. Pane consists of 10 vertical cliches of 5 stamps each. These are identified by constant plate varieties. Some varieties are major, others are slight, but all are constant. There are numerous other varieties of red, black or white spots, etc., but as these are not constant nor related to the study of the plate layout they are not listed here.

## CLICHE -- TYPE 1

"A" Break in frame line below "R" in "AIRLINE".

A

"B" Small white spot or indentation in background below "A" in "AIRLINE".

B

"C" Small break in bottom frame line below 1st leaf at the left.

C

"D" Along left frame line opposite center leaf is short dash below it a small break in frame line.

D

"E" As in Stamp "D", a short dash, but no break in frame line and center leaf has faint trace of a stem.

E

## LAYOUT OF PANE "A"

a	A	a	A	a
b	B	b	B	b
c	C	c	C	c
d	D	d	D	d
e	E	e	E	e
a	A	a	A	a
b	B	b	B	b
c	C	c	C	c
d	D	d	D	d
e	E	e	E	e

## CLICHE -- TYPE 11

"a"-small white spot above 4th. leaf in left vertical row of leaves.

a

"b"- The "A" in "AIR" of "VIA AIR" has pointed crossbar.

b

"c" -Small section of left frame line is twisted opposite the center leaf.

c

"d" -In top outer frame line above "RED AIR" are two small breaks and black dot.

d

"e" -In right circle around "10" is a break below the "1".

e

## LAYOUT OF PANE "B"

A	A	a	A	a
B	B	b	B	b
C	C	c	C	c
D	D	d	D	d
E	E	e	E	e
A	A	a	A	a
B	B	b	B	b
C	C	c	C	c
D	D	d	D	d
E	E	e	E	e

When we come to study the full panes we find TWO different Plate Layouts.

Pane "A" is made up of FOUR Type 1 cliches and SIX cliches of Type 11.

Pane "B" is made up of SIX Type 1 cliches and FOUR cliches of Type 11.

Pane "B" seems to be much more common of the two. According to Ed. Richardson about three panes "B" for every pane "A". This might lead us to suggest that in the sheet of four panes, three had the "B" layout, while one had layout "A". It could be a different layout was used in a late run of the Second printing. Mr. Richardson's inclinations are toward there being three panes of "B" and one of "A" in each sheet of four panes.

A quick study of the Layout diagrams will indicate that the only pairs of blocks which can be positively identified as coming from either Pane "A" or "B" must include stamps from the left vertical row. For those collectors who want a block to show all ten constant varieties, any vertical block of ten from Pane "A", or from the right four vertical rows of Pane "B" will suffice. Upper Left, or Lower Left blocks of 15, (3 x 5), would be best for those who wish to show blocks from the two layouts.

The so-called Major Variety of the pointed crossbar is actually no more of real importance than any of the nine other constant varieties. It occurs six times on Panes "A" and four times on Panes "B".

Unlike many of the other Canadian Semi-Official Airmail issues, no imperforates nor part perforates are known of the Cherry Red stamp. Nor are there any overprints, tete-beche varieties, proofs, essays or other "errors" known. They have a clean reputation and were legitimately issued for airmail use, under government regulation and supervision.



## COMMERCIAL AIRWAYS LTD.

by Chester Forrest.

Western Canada was designed by the Good Lord for many things, not the least of which was the airplane. Edmonton was the natural terminal for great areas of the north and a central point between Toronto and the Orient. By 1928 the Edmonton and Northern Alberta Aero Club was operating a flight school under the leadership of Wop May and was putting pressure on the city to build a modern airfield. Katherine Stinson had flown into Edmonton in 1918 but for a decade nothing much had happened. With the development of Blatchford Airfield and the donation of two Moth planes to the Aero Club by Britain an atmosphere existed for the development of a pioneer commercial aviation company.

This took place when Wop May with two Aero Club friends, Cy Becker and Vic Horner, raised the necessary \$6,000. to purchase an Avro Avian in England. They organized a firm which they called Commercial Airways Ltd.

There was much activity in the air over Edmonton in 1928. Punch Dickens of Western Canada Airways, who had just established his fame by being the first to fly over the "barren lands" (Winnipeg to Baker Lake to the north shore of Hudsons Bay to Fort Smith) flew into Edmonton and the competition was on. The RCAF also began flying forest fire patrols and several small operators began flying exploratory flights to the potential mining areas in the north, especially around Great Slave Lake.

It was at this time that the famous flight to Little Red River, near Fort Vermillion, to deliver diphtheria antitoxin was made by Wop May and Vic Horner of Commercial Airways. After this most favorable publicity CAL (Commercial Airways Ltd.) was able to purchase a Lockheed Vega, a modern plane with an enclosed cockpit and capable of a good "pay load".

Jim Richardson and his growing WCA (Western Canada Airways) was pushing hard in the area from Edmonton to the north and their star pilot, Punch Dickens, himself an Edmonton boy, pioneered the first air service into the Mackenzie River Valley in a large Fokker. They brought out a shipment of furs which forever proved the commercial value of far northern aviation. Punch Dickens won the McKee trophy for 1928.

CAL received its first "life saving" contract with the Ottawa government to fly mail to Grand Prairie once a week. Wop May flew the first flight in the Vega on May 21, 1929. Shortly after this CAL won the full contract to fly the Mackenzie River run all the way past the Arctic Circle to Aklavik. With financial aid from a brokerage house (Solloway Mills) they bought two Canadian built Bellancas, powerful machines with six seated cabins and capable of 130 mph.

(2)

With pontoons on the Bellanca, Wop May flew a test flight from Cooking Lake on October 7, 1929 and got as far as Fort Norman. Huge fuel caches were sent up river by boat as far as Mackenzie Bay and the company had a total investment in this operation of over \$200,000. All that now remained was to wait for the ice to form on all the lakes and rivers of the Mackenzie Valley and the regular airmail runs could begin.

This historic inauguration of regular mail service to the Arctic began December 8, 1929 with Becker and Glyn-Roberts piloting two Bellancas and Burbidge flying the Lockheed Vega. When they arrived at Fort McMurray, Wop May was waiting in a third Bellanca and was sitting on five tons of mail most of which had reached Waterways (Ft. McMurray) by rail. In a complex series of shuttle flights this huge quantity of mail was carried through the dozen intermediate stops from Waterways to Aklavik. On December 27, 1929 May and Glyn-Roberts landed two Bellancas in the river at Aklavik, the first planes ever to reach the western Arctic in winter, the temperature at Aklavik being 40 below when they landed. Wop May won the McKee trophy for 1929.

Incredible as it may seem, by 1930 the total weight of mail carried by CAL exceeded that of any other mail line in the entire world. CAL flew this extraordinary 1600 mile mail route for a year and a half without a casualty or a lost piece of mail.

The life of the company came to an abrupt end in May 1931 but not from the air. The two brokerage houses that had stock control of the company both ran into severe financial and legal problems and CAL was put up for auction. Jim Richardson's TCA had now grown into a national air network and was known as Canadian Airways. They bought CAL and Wop May with his fine fellow pilots and mechanics became part of the great Canadian Airways system. A sudden end to a glorious company but not really an end at all.

The Company had bases at Edmonton, Fort McMurray, Fort Resolution, Aklavik, Grande Prairie, Athabasca and Peace River.

Note- Two excellent books covering the history of CAL are:

Airborn from Edmonton by Eugenia Myles (1959) and  
Pioneering in Canadian Air Transport by Ken Molson (1975)

STAMPS

STAMPS DESIGNED BY: J. G. Housez, of Edmonton. Shows a plane flying over a portion of Northern Alberta and the Northwest Territory with routes emanating from Edmonton like spokes on a wheel. Two Types: "VIA AIR" and "AIR FEE" in medallion.

PLATES: Typographed plates made by McDermid Studios

PRINTED BY: Hamly Press, Limited.

FORMAT: Printed in sheets of Ten ( 5 x 2) with a selvedge at Left. All stamps have at least one straight edge except the middle Three on the Left which are perforated on all four sides.

All stamps on bottom row having a straight edge. Very wide margins at Left between perforations and edge of the Plate.

On First Issue only this space between the stamp and the edge of the Plate was a "coupon" on which the value of the stamp was shown. Later plates had that coupon but without any printing.

PERFORATIONS: All stamps of all issues and printings are Perf.12

FACE VALUE: Each stamp had a face value of 10¢ but NO value shown on any stamps of any issue.

BOOKLETS: Stamps were issued to Agents in Books of 25 sheets of 10 stamps.

ISSUES: There are Four issues of the stamps but because of several issues having been printed more than once. Eight classifications are recognized.

PAPER: Two kinds: - Thick soft white wove and Thin soft white wove, opaque.

GUM. Two kinds: - Yellowish and Pure White.

FIRST ISSUE

ISSUED: May 7, 1929 --

COLOUR: Black and also printed in Intense Black

PAPER: Thick soft white wove paper. Yellow Gum.

NUMBER PRINTED: 5,000 stamps.

VARIETY: Second letter "C" broken in word "COMMERCIAL" in Stamp No. 2. 500 copies known.

The Light shade of Black known on cover dated May 21, 1929.

TYPE: "VIA AIR" in medallions.



SECOND ISSUE

First Printing: June 2, 1930  
Thick soft white wove paper. Yellow Gum.  
"AIR FEE" Type. Printed in Black  
Total Issued: 2,000 stamps

Second Printing: November 5, 1930.  
Thick White woven paper. White Gum.  
"AIR FEE" Type. Intense Black colour.  
Total Issued: 2,000 stamps.

VARIETY: Imperforate. 18 sheets of 10 stamps.

THIRD ISSUE

ISSUED: July 21, 1930  
PAPER: Thick White paper.  
GUM: Two kinds known: Yellow and White  
COLOUR: Two distinct shades of Purple known.  
NUMBER ISSUED: According to Ian C. Morgan 2,000 stamps were  
printed of which 730 were used on letters and  
700 destroyed, leaving 570 Mint stamps.  
This was a Special Issue to commemorate the flight  
between Ft. McMurray and Edmonton

TYPE: "AIR FEE" in medallion.

VARIETY: Imperforate -- 9 sheets of 10 stamps  
Broken "C" in word "COMMERCIAL"  
Extra Perforations. On Three sheets there were an  
extra perforation from Stamps 2 through Stamp 9.

FOURTH ISSUE

ISSUED: December 6, 1930.  
TYPE: "AIR FEE".  
TOTAL PRINTED: 2,000 stamps.

First Printing: Thin soft White paper. White Gum.  
Deep Orange Colour.

Variety: Double perforation vertically  
Part Perforate: ± Missing perforations between  
Rows 3 and 4 creating Part Perforate vertical pairs.  
Imperforate:- 35 sheets of 10 stamps.

Second Printing:- December 8, 1930.  
Thin soft white wove paper. White Gum.  
Dull Orange colour. 1,000 stamps issued.

Commercial Airways Cont'd.

Third Printing:- December, 1930.

Soft White wove paper. Yellow Gum.  
Pale Dull Orange Colour.  
500 stamps issued.

Fourth Printing:- December, 1930.

Thin Soft White wove paper. White Gum.  
Pale Orange colour.  
500 stamps issued.

The Yellow Gum according to Bill Topping appears on paper cut to the width of two stamps and could be a Proof, in darker but not true dark shade of stamp.

PROOFS

NEWS PRINT STOCK: - Telle Morrow reports that he has what he calls a "Galley Proof". These are on newsprint -- usually the First pull from the Galley by the Printer. These were acquired from the auction of the Ed. Richardson collection who termed them "News Print Proofs". They have proven to be legitimate and contemporary with the 1930 Issue of the stamps. The newsprint has turned quite brown.

COLOUR PROOFS: These are known on both "VIA AIR" and "AIR FEE" stamps design. They are known on paper and on card stock, in Orange, Crimson Lake, Lemon, Violet, Jade Green, Black and in Blue colours.

According to Bill Topping, the word "Proof" with respect to these emissions is a misnomer. He says that these stamps were made as a favour and that he was informed by Stuart Johnstone, of Vancouver, formerly of Edmonton, who was associated with Commercial Airways and probably Hamly Press, that they were made at his request as a joke and that he does not know how they got into private hands. Thus the description "PROOF" would be incorrect.

ESSAY

"PINE TO PALM" -- Prepared for a proposed flight from Aklavik, Northwest Territory, Canada to Miami, Florida, U.S.A.

"ESSAY" was printed in tete-beche imperforate pairs and bear the word "ESSAY" a short distance below the Left Bottom corner of the design.

VARIETIES: Black Design on Cream ungummed paper  
Black Design on Brick Red paper  
Black Design on Orange ungummed paper.

DESIGN: Central design was a map of the proposed flight with "AIR FEE" at Bottom. On the Left was a Moose with a background of Pine trees. On the Right was a Palm Tree and 3 bathers near a Beach Umbrella on a beach.

## Commercial Airways -

The Flight took place and are postmarked at Aklavik, N.W.T. March 1931 and the covers are backstamped at Miami, Florida, April 2, 1931. The covers carry Canada Airmail stamps on the face and the Commercial Airways Semi-Official stamp "AIR FEE" design on the reverse cancelled with the Company wavy line unboxed cancel.

### FIRST FLIGHT CACHETS

The Company used a special Cachet on each First Flight. Each of which had a distinctly different cachet. A complete list of these cachets and cancels appears in an article by Haughton E. Sanguinetti, published in BNAPS TOPICS in 1926. That article is incorporated in this Report by reference to it.

### COMPANY CANCELLATIONS

Company used Two types of cancellations.

"A" is a boxed rectangle 6.2 x 3.0 cms. with the Left one-third having "USE AIR MAIL" and the remaining two-thirds consisting of 5 wavy lines.

"B" consists of 9 parallel horizontal curved lines measuring 5.5 by 3 cms. unboxed.

### FEEDBACK

Trelle Morrow confirms that the First Issue designated CS-54 in the Specialized Catalogue was issued in booklet form. He has a partial booklet pane in which the stamp has the tab intact. There is a double perforation on the Left margin so that the stamp could first be torn out for usage and secondly, the coupon could be torn out and returned to the Company's Head Office. The booklet tab would then remain in the booklet which was held together by three staples.



## JACK V. ELLIOT AIR SERVICE

This company was started by Jack V. Elliot to serve the gold fields on the Southeastern shore of Red Lake, about 93 air miles from the town of Kenora in Northwest Ontario. It was the first commercial air service to operate in the Red Lake mining area.

Jack V. Elliot owned and operated an air service in Hamilton, Ontario and Rouyn, Quebec. He taught flying and engaged in aerial photography and mapping the territory.

Although gold had been discovered near Red Lake in 1897, it was of low grade and the discovery of rich gold in the Yukon attracted the prospectors. In 1924 paying quantities of gold was discovered on the Southeastern shore of Red Lake, and J. E. Hammel rushed a party of prospectors to the area by planes of the Ontario Provincial Air Service, a branch of the Ontario Department of Lands and Forests that engaged in a charter service.

This Gold Strike attracted mining prospectors and engineers and resulted in the first large scale movement of miners by air to a gold rush. About 1200 men rushed in by dog sled and on foot from the head of the railroad at Hudson and were followed by hundreds of tons of freight and mining equipment hauled in by dogs and horses in the Summer. Jack V. Elliot intended to tap this business even though the small planes could not carry the heavy mining equipment. Harold Farrington, a pilot employed by Jack V. Elliot recommended they operate a freight and passenger air service from Hudson to Red Lake as it would cut the time of travel between these places from a week by land to a few hours by air. The area over which the planes flew was covered by forests and had many lakes, swamps and rivers. Frozen in the winter it was a quagmire of mosquito and insects in the Summer. Within a few years almost 10,000 mining claims were staked in an area 40 miles long and 20 miles wide.

Hudson was a quiet flag stop on the CNR named after a Railroad official when the line was completed in 1911. A few miles distant was the outpost of Rolling Portage at the foot of a series of sand hills. It was so named because if a person slipped and fell, as often happened in wet weather, he usually rolled to the foot of the hill. Here was level land suitable for a small plane to take off and land and it was here that Jack V. Elliot established his main base.

It was decided that the aerial route from Rolling Portage (Hudson) to Red Lake would follow an old Indian trail to Pine Ridge and then turn a few degrees North to Red Lake. This dog leg added about 10 miles to the flight but was chosen because, in the event of a forced landing, the plane would only be a few minutes from the trail and the extra 10 miles was insignificant on a 100 mile flight.



The Company had its main bases at Rolling Portage (now Hudson) and at Red Lake. Later it added a base at Rouyn, Quebec.

Preparatory to the first flight into Red Lake, two small skis were bolted to the tail skid of the planes to prevent the rudder planes and tail assembly from sinking into the deep snow. These skis were made by the Elliot Brothers shop in Sioux Lookout.

There were no maps of the region so Jack V. Elliot and A. Harold Farrington, each flying a plane and flying together for safety, used a sketch map from a CPR timetable by which to fly their course.

The planes were open cockpit Curtiss JN4 built in Canada in World War 1 as trainers. These "Jennies" or "Canucks" were powered by a 90 HP OX5 engine capable of carrying a pay load of 200 lbs. and had dual controls.

The rate for air service between Rolling Portage and Red Lake was set by Elliot at \$1.00 per lb. for passengers, freight and baggage, alike and 25¢ for each letter carried.

The passengers were weighed at the time they bought their ticket and often just as they were boarding the plane. This was to prevent the free carriage of any last minute shopping purchases or if the Pilot had seen the passenger eating a big meal while he was waiting for the plane's departure. The passenger had to pay for any excess weight.

There is a rumor that one Winter a successful gold miner died at Red Lake and his family wanted his body shipped out for burial. The open cockpit would not accommodate a coffin so the body was removed from the coffin and placed in the seat of the open cockpit plane. At 30° below Zero the body soon froze in a sitting position and the plane took off. When the plane landed at Rolling Portage the Undertaker unloaded it and thawed it out and then put the body into another casket for carriage on the train to the outside.

Jack V. Elliot heard that the Post Office Department was authorizing air service companies to carry mail without subsidy but for a charge per letter and that to evidence payment of the Company's charge, the Post Office Department would allow the flight operator to issue its own stickers subject to approval of the design and rates by the Postal Authorities.

A design for the Company sticker was prepared and a small number of them printed by the Toronto Star. The stamp was then sent to the Post Office Department for approval. But the Postal Authorities disapproved the design because, contrary to Postal Regulations, the "essay" contained a stated value of 25¢. In anticipation of the approval of the stamp, some of these "Essays" were affixed to covers prepared at Kitchener, Ontario, for the First Flight.

When the Postal Authorities disapproved the design, a new design for a stamp was prepared and submitted to the Postal Authorities. This later design was approved, and stamps printed by the Toronto Star.

The Two authorized and approved issues of Jack V. Elliot Air Service stamps were sold at postoffices in Toronto, Winnipeg and Rolling Portage and at Company offices and bases. It is believed that all the unused stamps of the disapproved stamp -- except those that had been affixed to the prior prepared First Flight covers in Hatcher -- were destroyed. On those covers the approved stamp was either placed over the "Essay" or else the old "Essay" was torn from the cover and replaced by the approved stamp. Mr. Arthur White, of Wakefield, Massachusetts has a cover of the First Flight cover with the Approved First Issue stamp on which some shreds or scraps of the disapproved "Essay" can be seen. Four copies of the "Essay" on Flown covers -- all covered up by the approved Stamp -- have been authenticated.

The First Flight with mail from Rolling Portage to Red Lake took place on March 6, 1926 in a plane piloted by A. Harold Ferrington and all of the First Flight covers were carried on that flight. Later that day, Jack V. Elliot flew to Red Lake from an air field at Sioux Lookout but no mail is known with the Sioux Lookout Postmark.

Shortly after this First Flight with mail, Jack V. Elliot was appointed as Temporary Postmaster at Red Lake. Mail was left, and picked up, at the Office of H. E. Holland, the Mining Recorder Office at Red Lake. In June 1926 a log house was built for the Post Office and Bill Brown was appointed Postmaster. He had previously been a mail carrier and carried mail once a week by dog team from Pine Ridge to Red Lake.

The July 1936 issue of "Pacific Philatelist" states that Jack V. Elliot stamps were placed on sale at Post Offices in Toronto, and Winnipeg and "at other post offices". The stamps of prior companies had been available only at the post offices in the District they served but it appears that Jack V. Elliot stamps were more widely distributed. That post offices did sell the stamps of air service companies was established when Fairchild Air Transport Ltd. surrendered its mail contract in April 1926. and the Government memorandum to Patricia Airways & Exploration, Ltd., asked that Company to honour the stamps of previous carriers on mail routes and stated that the Post Offices had sold the stamps of such companies.

In April 1926, Jack V. Elliot merged his Company with a firm managed by Sherman Fairchild, of New York, and the resultant company was called "ELLIOT-FAIRCHILD AIR SERVICE".

#### ESSAY or DISAPPROVED DESIGN

The Designer of this sticker is unknown but it was printed by the Toronto Star in Blue. It was imperforate with wide margins on all sides. The format and size sheet is not known.

The number printed is not determined. Fred Jarrett believed that not more than 40 were printed and about half had been affixed to prepared covers before the design was disapproved. Unused copies were reported to have been destroyed by Jack V. Elliot. No copies are known uncanceled or off cover.

The only known copies of this unapproved issue are those on the covers prepared at Kitchener, Ontario and sent to Rolling Portage after the approved stamp had been placed carefully on top of the unapproved stamp.

All covers were addressed to Red Lake via Rolling Portage and bear the usual rubber stamp marking "KENORA / Received/ Mar. 6, 1926 / RED LAKE " in four lines within a double-lined oval. This was applied to both the front and the back of the cover. In addition to this oval cancellation the stamp was tied to cover by the Rolling Portage cancel date stamp. The Canadian postage stamp on the face of the cover was also cancelled in a similar manner.

Detection of the unapproved stamp is possible by modern equipment or by careful removal of the top ( or approved) stamp from the back of the cover when the thickness of the stamp arouses suspicion that there may be another stamp beneath it.

#### AUTHORIZED ISSUES

There were two issues approved by the Post Office. Both have the same format and the same design and differ only in the background design. Both issues were perforated 11-3/4.

The name of the Designer is unknown. Both issues were typeset printed by the Toronto Star and printed in Sheets of 16 comprising two panes of 8 stamps (4 x 2) cut apart at the gutter. Some complete sheets show that the panes were printed tete-beche thus giving rise to tete-beche gutter pairs.

Each pane consists of Two horizontal rows of 4 stamps and the background wholly covers each vertical pair of stamps leaving wide "white margins for the vertical perforations. Gutter blocks have established that the background was first printed and then the design of the stamp.

DESIGN: Inscriptions framed in red lines border comprise the design and appear in 5 lines:- "JACK V. ELLIOT / AIR SERVICE / FIRST / Red Lake Aerial Mail/ 1926".

Separating "AIR SERVICE" from the other inscriptions are two rows of dots and dashes. The regular differences of which and the appearance of a rosette at the end of a line provide constant varieties in each block of 4 stamps.

- 1st. and 3rd. stamps:- both lines end in dashes;
  - 2nd. and 4th. stamps:- Lines at Right end in a dot above and a dash on lower line;
  - 5th. and 7th. stamps:- Upper line ends in a rosette and Lower line ends in a dash;
  - 6th. and 8th. stamps:- Both lines end in a dot.
- Tall "r" in "FAIRCHILD" is repeated on 2nd. and 4th. stamps.



A full maple leaf is in each corner of a stamp. Arranged vertically at each side is a series of 4 smaller maple leaves. The individual parts of which do not entirely agree on each stamp, thus providing additional means of classification.

Stamps 2 and 4 also have Two short Red dashes preceding "Red Lake Aerial Mail".

Stamps 5 and 8 have Two blobs instead of a leaf in the Top small maple leaf at Left side and Top small maple leaf on the Right is inverted, forming the "Joined Leaf" variety.

#### FIRST ISSUE

BACKGROUND: Zig Zag or Wavy Line background/

COLOUR: Red on Yellow paper. Wide variety of shades from pale yellow to orange paper.

ISSUED: March 6, 1926. 150 sheets of 16 stamps cut into Two panes of 8 stamps. Total of 2,400 stamps.

VARIETIES: Some experts think that the Imperforate variety is a PROOF rather than a separate variety. Imperforates are known with double print impression and with all 8 maple leaves inverted. Tete-beche Gutter pairs are known both perforate and imperforate.

#### SECOND ISSUE

BACKGROUND: Swastika background.

COLOUR: Red on Yellow paper.

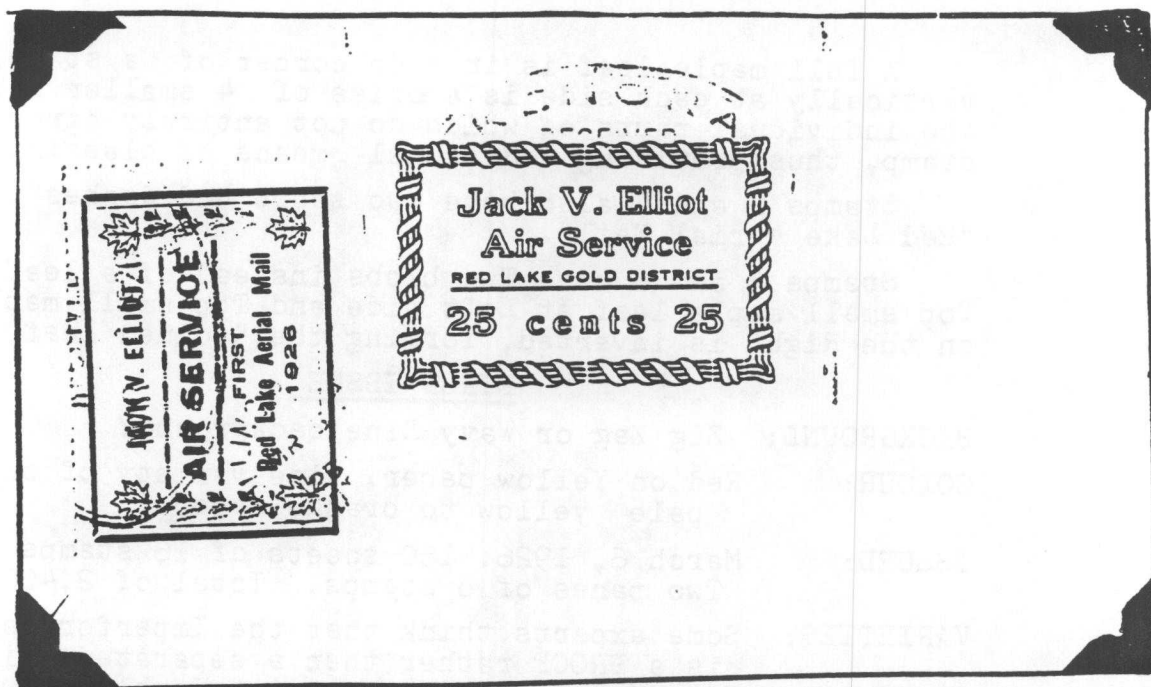
ISSUED: March 25, 1926. 250 panes. Total of 2,000 stamps.

VARIETIES: Same as in First Issue

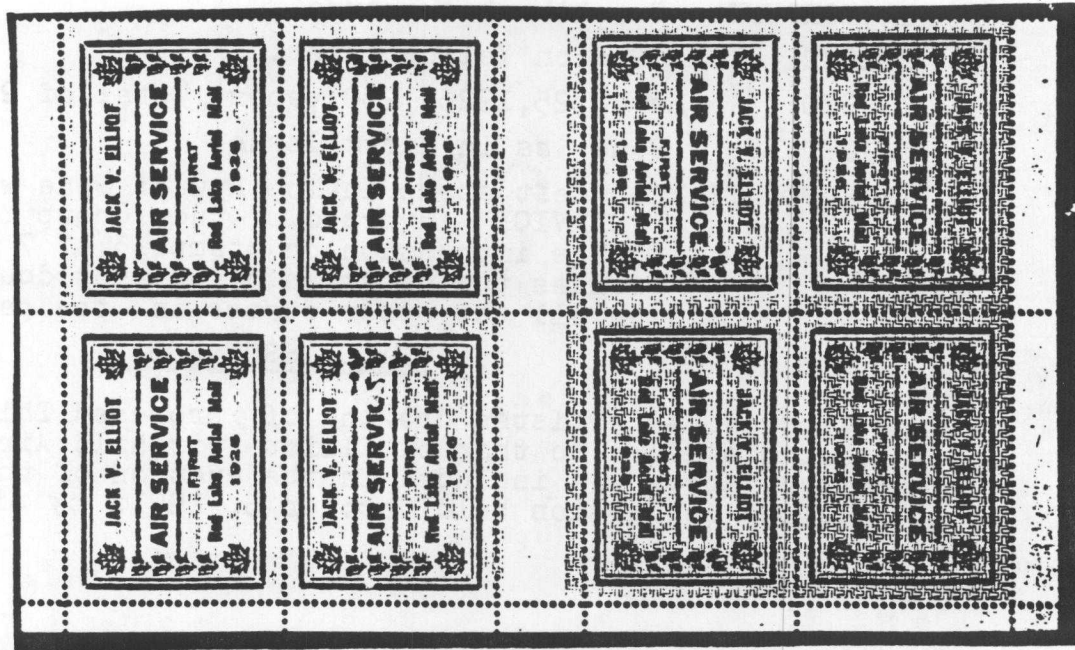
IMPERFORATE: Top Left stamp in Top R.w of Pane with "AIR SERVICE" inverted. Study Group members report a Double impression on Stamps 3, 4, 7 and 8. This raises the question of why not double impression on all the other stamps in the pane.

#### THIRD ISSUE ESSAY

An original artist's drawing of a proposed Third Issue with a design similar to that of Elliot-Fairchild Air Service Special Delivery stamp was included in the auction of the John C. Cornelius collection held October 6, 1971, by Sissons.



- Cover with the approved stamp of JACK V. ELLIOT AIR SERVICE removed to show the Unapproved stamp that was beneath it.



Sheet of 16 stamps showing Gutter and establishing that at least some panes were tete-beche. Also that the back-ground design of the stamp was a Design printed on "hite paper."

ELLIOT-FAIRCHILD AIR SERVICE, LTD.

During the period when Jack V. Elliot was actively engaged in aerial photography, he got to know Sherman Fairchild who had developed the first really workable aerial camera. Sherman later became the principal shareholder in Fairchild Aircraft Company of Montreal. In March, 1926 when Jack V. Elliot was on a business trip to Montreal and Toronto, he and Sherman Fairchild incorporated ELLIOT-FAIRCHILD AIR SERVICE, LTD. which took over the JACK V. ELLIOT AIR SERVICE.

Elliot-Fairchild Air Service, Ltd., flew its Curtiss Jenny planes to Red Lake until the break-up of ice. As there were no floats for these planes in the Spring of 1926 the Company chartered a 4-passenger Curtiss flying boat for use in the Red Lake area. It is this craft that was shown on the Second Issue of the Company's stamps.

The First issue of ELLIOT-FAIRCHILD AIR SERVICE, LTD. stamps appeared on March 12, 1926. The earliest known covers with the Company stamps, however, was on the flight from Rolling Portage to Red Lake on March 26, 1926 and return flight the same day. Stamps of the Jack V. Elliot Air Service apparently were used until that flight.

On March 12, 1926, Howard Watt, flying a passenger from Lac Seul crashed at Frenchman's Head on Lake Seul, when he was making a forced landing on the ice after losing altitude in a heavy thick white haze. When the plane hit the ice the undercarriage buckled and both wings sheared the fuselage with their impact. Maraculously, Pilot Watt received only slight injuries but his passenger who was sitting in the forward cockpit had both legs broken. A prospector took both injured men to the temporary Red Cross Hospital in Hudson, by dog team.

This accident left the air service with only one aircraft and along list of impatient passengers. A month later the chartered Curtiss flying boat arrived and was placed in service.

In April 1926, the Company issued instructions that letters franked with the Jack V. Elliot Air Service stamps and the Elliot-Fairchild Air Service Limited's First Issue stamps were not to be accepted and only the Company stamps of the Second Issue were to be honoured. The stamps of the Second Issue are those with the Airplane flying over a motor boat.

The "Airmail Catalogue of Canada and Newfoundland" by O.W.R. Smith, Gordon Crouch and Fred Jarrett, 1929, states that the Editors had seen covers from which the stamps of the First Issue of Elliot-Fairchild Air Service, Ltd., had been torn off but leaving pieces of such stamp in the attempted removal and the Company's Blue "Special Air Delivery" stamp had been affixed and cancelled.



## Elliot-Fairchild Air Service

The widened trail between Hudson and Red Lake enabled teams and tractors to operate during the warm weather. Horses and feed were stationed along the route at 20 mile intervals. They were able to carry the heavy mining machinery that the small planes could not transport. There was also air service competition from Patricia Airways & Exploration Company, Ltd., which commenced operations in that area in April, 1926. The rate dropped to 20¢ per pound for passengers, freight and baggage.

The fare war began when Patricia Airways & Exploration reduced the passenger fare from \$1.00 per pound to \$1.00 per passenger that had been established by Jack V. Elliot. The competing Air Service also reduced rates for flying mail on July 7, 1926.

In June, 1926, Elliot-Fairchild Air Service, Ltd. surrendered its mail contract. A letter from the Post Office Department to Postmasters in the Red Lake District stated that arrangements have been made by the Post Office with the Patricia Company to temporarily carry any letters bearing the Elliot & Fairchild Air Service stickers. Under the arrangement the Post Office paid the Patricia Company 25¢ for each letter so carried. The Post Office Department gave as its reason that the Post Offices had sold over the counter to the public stamps of Elliot-Fairchild Air Service so was obligated to furnish air service for letters using such stamps.

On June 27, 1926 Patricia Airways & Exploration Ltd. commenced to fly the accumulated mail which bore the stamps of Elliot-Fairchild Air Service. Such mail was cancelled in Blue or in Black with a 4-line cachet in a boxed rectangle reading: "Patricia Airways & Exploration / Limited / JUNE 27, 1926, SIOUX LOOKOUT, ONT." On some covers the Company stamp was cancelled by a single line rubber stamp reading "Patricia Airways & Exploration, Limited".

Covers bearing the stamp of Elliot-Fairchild Air Service, Ltd., are known to have been honoured by Patricia Airways & Exploration, Limited even after the latter Company had obtained sole service in that area. Also known is a cover carried on a flight of Western Canada Airways dated May 27, 1929 but this appears to have been a courtesy and its use was not authorized by the Canadian Post Office.

According to the history of the Red Lake Mining Area by D.F. Perrot, entitled "The Red Lake Gold Rush" published in 1964, Elliot-Fairchild Air Service during its existence carried 587 passengers, 2,000 lbs of freight and 800 lbs. of air mail. If this is correct then it would appear that either few letters bore the Company stamps, or else the quoted figure included parcels on which no Company stamps were required.

The two issues of Company stamps were both printed by the Toronto Star.



## Elliot-Fairchild Air Service

### FIRST ISSUE

The design of the First Issue was basically the same as the approved issues of Jack V. Elliot Air Service. It is believed that that the same plates were used as modified to effect the name change. This was accomplished by burnishing out the name of JACK V. ELLIOT and replacing it with ELLIOT-FAIRCHILD in the Top inscription. The word "FIRST" was also eliminated. The large maple leaf at each end of the line was also removed. In the vignette, the line "AIR SERVICE" and the lines above and below it were lowered 2 mms.

BACKGROUND: Only the swastika background was used.

PRINTED: In sheets of 16 cut into Two panes of 8 stamps.

COLOUR: Red on Yellow background. As with the JACK V. ELLIOT stamps the Swastika background was printed on the White paper and then the design was printed.

ISSUED: March 21, 1926. 313 panes of 8, total of 2504 stamps.

VARIETIES: Same as in JACK V. ELLIOT AIR SERVICE with respect to variations in remaining maple leaves and in endings of the various lines in design.

"AIR SERVICE" inverted. Number printed unknown.

IMPERFORATE: The gummed imperforate variety is believed to have been a Proof. None are known on cover.

### SECOND ISSUE

DESIGN: Company's Curtiss flying boat flying over a motor boat on a Lake. The Pilot's arm is over the side of the plane as if he had thrown a bag of mail to the boat. Off the bow of the boat appears to be the mail bag floating in the water. Below the boat in a scroll is "SPECIAL AIR DELIVERY".

COLOUR: Blue on Yellow swastika background. White wove paper.

PRINTED: In sheets of 16 cut into Two panes of 8 (4 x 2) before sale to the public. Total of 5,600 stamps.

ISSUED: In April, 1926. First Flight with these stamps on cover was April 15, 1926 between Rolling Portage and Red Lake.

VARIETIES: 50 Sheets were printed in which Stamp No. 4 was inverted giving rise to possible 50 tete-beche horizontal pairs.

Some unsevered sheets were sold to the public giving rise to 4 tete-beche gutter pairs in a sheet.

IMPERFORATE: The gummed imperforate variety is believed to be a PROOF.

PROOFS: Black and Yellow and Red on Yellow Imperforate Proofs printed in sheets of 16 cut into Two panes of 8 (4 x 2) on gummed paper have been reported.

## ELLIOT-FAIRCHILD AIR TRANSPORT, LIMITED

After Jack V. Elliot had withdrawn from association with Sherman Fairchild, a new company was incorporated to take over the business of Elliot-Fairchild Air Service, Ltd. For the sake of good will and to take advantage of the name recognition, it was decided to retain the name "Elliot" in the corporate title of the new company. Thus the new company was called "ELLIOT-FAIRCHILD AIR TRANSPORT LIMITED".

On June 1, 1926 the Company moved its operations from the Red Lake District to the Haileybury-Rouyn Mining area. Bases were maintained at both Haileybury and Rouyn.

A new design was selected for the stamps. This showed a flying boat flying over the Rouyn gold fields area.

The Company obtained authorization from the Post Office for the issuance of its stamps and these were issued on August 13, 1926.

The stamps were printed in sheets of 10 stamps and cut into strips of 5 vertical stamps. All have vertical straight edges and are perforated 12 between the stamps. In addition, the Top and Bottom stamps in each strip of 5 stamps have a straight edge respectively at Top or Bottom.

The name of the stamp designer and of the Printer have not been ascertained. Believed to be the Toronto Star.

The stamps were printed in Red. According to Ian C. Morgan's catalogues of Canadian Semi-Official Airmail Stamps, there were two Printings. Other catalogues list only one variety and regard shades as resulting from different printings. A total of 5,000 stamps were printed.

Members of the Study Group report that they have in their collections:

VARIETIES: Pale Red. Large perfs. Usually found on flown covers; and

Deep Red. Fine perfs. These were the stamps that apparently were "remainders" when the Company went out of existence.

PROOFS: Large Die Proof - Black on light card. Copy sold in October 6, 1971 Auction Sale of J.N. Sissons of the John C. Cornelius collection. A copy was also sold in the auction of Dr. R. Hasbrouck Shradly collection.

FIRST FLIGHT with stamps flown Aug. 13, 1926 from Rouyn to Haileybury and return.

Some covers with these stamps were postmarked Aug. 12, 1926 but were held for the flight the next day. Some covers carried on that First Flight bore no company stamps but were signed by Glyn R. Burge, Pilot.

## FAIRCHILD AIR TRANSPORT LIMITED

Within a month of the incorporation of Elliot-Fairchild Air Transport, Limited, the Company changed its name to FAIRCHILD AIR TRANSPORT, LIMITED. It was a subsidiary of Fairchild Aerial Surveys (of Canada) Ltd. Shortly afterwards Fairchild Aviation Limited was formed by combining Fairchild Aerial Surveys (of Canada) Ltd., and Fairchild Air Transport, Limited. In December, 1926 Mr. James Richardson made a substantial investment in the Company and became a Director.

The Company's main business was aerial surveys, but it also operated a bi-weekly air service between Haileybury and Rouyn and also served as a sales outlet for the American made Fairchild aircraft.

The merged company subsequently became International Airways of Canada, Ltd., which, in the Fall of 1928, bought control of the old Canada Airways Ltd., of Montreal, which earlier had acquired control of Patricia Airways & Exploration, Limited. In turn, International Airways of Canada, Ltd., was acquired by James A. Richardson's new Canadian Airways Limited -- the one that issued its semi-official air mail stamps in 1932.

Fairchild Air Transport Limited received authorization from the Post Office Department to issue stamps for use on mail it carried between Haileybury and Rouyn.

Two issues of the Company stamps were printed by the Toronto Star. Both were printed with the same design and differed only in colour and in the plate format.

The design of the stamps was similar to that of Elliot-Fairchild Air Transport Limited, except the Top panel has "FAIRCHILD" replacing "ELLIOT-FAIRCHILD" and the dates on each side of central design replaced by "HAILEYBURY" on the Left and "ROUYN" on the Right panel.

The stamps were printed in sheets of 10 (5 x 2) stamps and perforated down the centre forming two strips of 5 stamps. Each strip of stamps was perforated 11-3/4 between the stamps. Thus each stamp has a straight edge vertically and in addition the Top and Bottom stamps of each strip have straight edges respectively at Top or Bottom. No stamps of the First Issue were used on cover.

The First Issue, ultramarine, was printed and delivered to the Company which did not like the colour and ordered a new Issue in Dark Blue and the format of the plate was changed. None of the stamps of the First Issue were sold to the Public while the Company was in existence. Apparently they were sold, along with the remainders of the Second Issue after the Company ceased its mail operations.



Both the First and the Second issues of the stamps of the Company were delivered to the Company on October 20, 192

FIRST ISSUE-- Ultramarine

There were Two Printings of the First Issue. Some experts regard the stamps of the First Issue as being "PROOFS" since they were not placed on public sale.

First Printing:- 15 sheets of 10 stamps or a total of 150 stamps were printed from a trial plate layout in which one row of stamps was printed inverted thus creating some vertical tete-beche pairs. Stamps of this First Printing of the First Issue, should be collected only in pairs, blocks or entire plates so as to establish their authenticity. In addition these stamps have fine clean perforations.

Second Printing:-

500 sheets of 10 stamps. Dies were so placed on sheets that all Left hand stamps are normal and all Right hand stamps are inverted. Thus creating only Horizontal tete-beche pairs. The stamps of this printing have rough perforations with the holes having a ragged look.

SECOND ISSUE -- Dark Blue

COLOUR: Dark Blue. 500 sheets of 10 stamps, total 5,000 stamps.

FORMAT: Printed in Sheets of 10 stamps (5 x 2). Dies so placed that in Rows 1, 3 and 5 the stamps are in normal position and the stamps in Rows 2 and 4 are all inverted. Thus creating both Vertical and Horizontal tete-beche pairs.

VARIETY: Study Group members report that some sheets were printed with only One row of inverted stamps. These should be collected only in a sheet.

In the H. R. Hermer, Inc., auction of the collection of Dr. R. Hasbrouk Shrady, held Nov. 18, 1966, there was a sheet of Ten of the Dark Blue Second Issue with a checkerboard format in which stamps 1, 4, 5, 8 and 9 are normal and stamps 2, 3, 6, 7 and 10 were inverted. Thus making possible both Horizontal and Vertical tete-beche pairs.

# Fairchild Air Transport

## First Issue

## Second Issue



## Second Printing

Creating Horizontal  
tete-beche pairs

Rows 1, 3 and 5  
Normal and Rows  
2 and 4 inverted.

## ESTEVEN - WINNIPEG FLIGHT - 1924

To promote the Esteven District, Saskatchewan, a group of Esteven businessmen including Messrs. Colin A. Manlove, C. D. Griffith, Donald Dunbar, Corp. E. D. Fryett, of North Portal, Saskatchewan and Lt. Edgar A. Alton, a barnstorming Pilot who made his home in Manitoba, organized a flight from Esteven to Winnipeg and obtained the approval of the Post Office Department to the issuance of a Special Sticker for use on that flight.

The use of the special sticker on the mail carried on the flight was not a necessity and neither was the use of the Souvenir cover both of which were issued and sold as a means of raising money.

The flight was made on October 1, 1924. Before the scheduled start of the flight, Pilot Edgar A. Alton made a preliminary ascent and circled the Town of Esteven and his mechanic. "Slim" who was not only a good mechanic but a daring stunt man doing such feats as walking on the wing while the plane was flying at about 2,000 feet. This entertainment ended and the plane landed at the air field and picked up a sack of mail which Postmaster C. D. Griffith had had brought to the field.

The plane left Esteven at 9:00 A.M. and was due at Brandon at 10:30 A.M. for refueling, and scheduled to arrive at Winnipeg at 12:35 P.M. Over Bienfait, Saskatchewan, the plane developed engine trouble and Pilot Alton set his plane down in a field East of that Town but ran into a concealed rock pile smashing both wings of the plane. The mail was then carried by the Pilot to the Postoffice where it was sent by train to Winnipeg.

The covers carried on this flight are catalogued by the American Air Mail Society as "Crash Covers".

Major Richard K. Malott in his article on this Flight that appeared in BNA TOPICS, November, 1974 says that there were 1926 envelopes flown with about 500 bearing the special stickers or stamp; also a few envelopes bearing U.S. postage stamps postmarked at Wahpeton, North Dakota, Sept. 26, 1924.

The story as to these Wahpeton covers according to the Sponsors of the flight is that a friend of Postmaster C.D. Griffith was visiting him and when he was told of the proposed flight wanted to send a letter from his home town to be carried on the flight. The only way that this was possible was to have the Postmaster at Wahpeton affix and cancel the U.S. stamps and send the covers so cancelled under separate cover to the Postmaster at Esteven to put into the Mail sack to be carried on that Flight. These did not bear the Special stickers.

The several thousand Souvenir envelopes which were printed for the Flight did not require approval by the Postal authorities and were sold as Souvenirs by the Esteven Chamber of Commerce. Many exist unused.

The Special stickers, or stamps, were sold for \$1.00 each.

The design advertised the City of Esteven and the rich coal bearing area of Saskatchewan.



## STAMPS

DESIGNER: Donald Dunbar, Editor of Esteven MERCURY.

PRINTER: Esteven MERCURY

COLOUR: Black on Red Paper.

PRINTING: In vertical panes of Two stamps. Cut apart before sale to public. Imperforate.

Upper stamp of each pane has a wide spacing between "E" and "W" of "SASKATCHEWAN".

DESIGN: Aeroplane above city of Esteven, with coal mine, shaft and tippie and miner at work on face of coal seam. Between view of city and coal seam is the inscription: "First Saskatchewan Aerial Mail". Below the coal seam in 2 Lines is "ESTEVAN -WINNIPEG/ 1st. OCTOBER - 1924".

FACE VALUE: \$1.00

TOTAL PRINTING: 1028 stamps. Plate was defaced after printing.

Mr. Colin A. Manlove, one of the sponsors of the flight gave Mr. N.A. Pelletier, Editor of BNAPS TOPICS this breakdown:-  
950 stamps used on flown covers; 50 pairs retained;  
6 inverted (pairs); 4 stamps without inscription.  
62 mint stamps remained.

He also told Mr. Pelletier that there was a total of 1128 Pilot signed covers: - Stamped and Unstamped 100 covers; WAHPETON N.D.: - 4 covers of which 2 were signed by the Pilot. 2 were kept by the Pilot and 2 by Postmaster, Griffith. These were franked with U.S. Postage dated postmarked WAHETON, N.D. Sept. 26, 1924. The plane carried 1926 covers, thus the unstamped must be 975 covers.

PROOFS: 2 Proofs with "AIRIAL" spelling are known. Originally one vertical pair, now separated. The spelling of "AIRIAL" was changed to AERIAL in the stamps and thus arose the spacing variety.

VARIETIES: Wide spacing between "E" and "W" ... 544 stamps.  
Wording reversed - 6 pairs (12 stamps).  
Without Wording: - Missing Inscription 4 stamps (1 known on cover).  
Inverted Inscription at top of stamp (number unknown).  
Imperforate Pair: Originally 50 pairs retained but 12 pairs were destroyed leaving 38 pairs.

Members of the Study Group have reported:-

1. Some of the regular spacing stamps have the circle or loop at left margin extending into the vignette so as to join the Two clouds. Whenever this appears it is also noted that the extreme left building on the Esteven skyline is incomplete.
2. In the variety with the wide spacing there is no circle or loop connecting the clouds and all buildings on the Esteven skyline are complete.

3. All mint stamps have gum but some have lettering rising to the left and others have the lettering descending to the right.
4. H. L. Banner believes that there were two printings. Ed. Richardson thinks that there was only one. He thinks that the background was printed in one setting and the lettering with another setting and that the two shades of Red reported were caused by re-inking of the plate.

SPECIAL SOUVENIR COVERS

Special envelopes size 6-7/8 x 4-5/8 inches.

Left hand side carried inscription: "This letter - carried via aeroplane - from Esteven, Sask. - to - Winnipeg, Man. Pilot - Flight Lieut. E.A. Alton". Occupying full height and width of 1 1/4" next to it at top is "By Air Mail First Flight." A Blue rubber stamp impression of a bi-plane follows.

Letters carry 3¢ on regular Canadian postage stamps cancelled with oval rubber stamp, "Via aeroplane - Oct. 1, 1924 Esteven, Sask."

Rear of Cover carries advertisement and map of Souris Coal - "Esteven Brick and Prairie Nurseries."

BACK STAMPED: Winnipeg 10:30 P.M. - Oct. 1, 1924 with C.D.S. and slogan "Your Postman Sells Stamps".

FLOWN COVERS: Covers without stamps -- 496 covers  
Covers without stamps -- Pilot signed  
Covers with stamp and Pilot signed -- 500 covers  
Cover with ordinary envelope but with stamp has been reported.

GRAND ARMY OF CANADA - UNITED VETERANS

The Grand Army of Canada Society was running a Carnival in Toronto in 1920 to raise funds for a permanent Memorial. One of the attractions at the Carnival was to be a flight between Toronto and Hamilton, Ontario -- a distance of about 35 miles -- which would carry letters bearing a special stamp of the Society.

In May, 1920 -- Grand Army of Canada - United Veterans obtained the approval of the Post Office to the issuance of its label to be affixed to mail carried on that Carnival aerial flight. The stamps were sold at the Carnival Booth of the Society and at the Society's quarters in Toronto and Hamilton for \$1.00 each. Only a few were sold and the Carnival failed to raise the expected money.

The flight was made as scheduled. The plane was a Curtiss airplane piloted by Arthur K. Colley, a pioneer Canadian Pilot and he was accompanied by W. C. Landrigan, who operated the Colley Air Service. It took off from Toronto at 4:00 P.M. May 28, 1920 and landed at Hamilton at approximately 4:45 P.M. The return flight was made between 6:00 and 7:00 p.m. the same day. Only 24 letters were carried from Hamilton to Toronto and only 5 covers on the flight from Toronto to Hamilton.

The times shown on the flown covers do not accord with the times shown on cancellations because the mail had to be posted at the Post Office and then taken to the air field and after the plane landed at its destination the mail bag was taken to the Post Office where the Receiving mark was applied to the covers carried on the flight.

According to Mr. John E. Young, the cover carried from Hamilton to Toronto is postmarked "HAMILTON, ONT. 3 P.M. MAY 28, 1920" on its face and hand-stamped "VIA AEROPLANE" in violet. The special Stamp was cancelled on the reverse of the cover by the back-stamp "TORONTO, ONT. May 28 - 7:30 P.M. 1920". Both cancels, front and back, include six wavy lines to the right of the dates. The hand-stamp "VIA AEROPLANE" is approximately 50 mm by 5 mm.

The Grand Army of Canada stamp was printed on White wove paper. Perforated 11½ x 12. The colour of the design was printed in Black and the central design shows a bi-plane flying above the clouds. The numeral of value \$1.00 printed at the base of the side panels were blocked out prior to the sale of the stamps to the public. This was done to accord with Postal regulations relative to special private stamps.

The stamps were printed in horizontal strips. Most authorities assert that the stamps were issued in strips of 5 stamps but measurement of the genuine stamps indicate



Grand Army of Canada -2-

that the figure of Five stamps to a strip are probably based on the measurement of a counterfeit and that the correct format was Horizontal strips of Four stamps.

The size of the Genuine stamp is 43 mm by 67½ mm. Perfs included.

The size of the Design is 33½ mm by 56 mm - including the Outer points.

The "\$1 " Denomination is blocked out in Black. The dimensions of the Block being 5¼ mm by 3½ mm.

The number of stamps issued have been variously reported as being 35, 40 and 50.

**FORGERIES:** Many forgeries exist. Some have even been authenticated. These forgeries are smaller than the genuine stamp and values have not been blocked out. Unsuccessful efforts have been made to recall the improper authentications issued for the forgeries.



KLONDIKE AIRWAYS, LIMITED

In October, 1928 T. C. Richards and W. Phelps who ran a freight and trucking business between Whitehorse, Mayo and Dawson City and had had a mail contract over that route for several years, bought a small airplane and organized the KLONDIKE AIRWAYS, LIMITED. They operated in the District for about 13 months.

They hired Mr. T. G. Stephens, who had formerly been a pilot with Yukon Airways & Exploration Company, Ltd., as their Pilot. Mr. Stephens later became an Aviation Inspector.

In December, 1928 Klondike Airways Limited received a contract from the Post Office to carry mail, at regular postage rates and the Company stamps appear to have become unnecessary.

The First Flight with mail was from Dawson to Whitehorse with intermediate stops at Wernecke, Keno Hill and Mayo Landing. According to the article "Canadian Air Mails - Early Pioneer and Semi-official Flights" by John B. Merriott, which was comments on a display from Her Majesty's Collection at the Royal Philatelic Society, London, on October 8, 1970 the Company reported that 650 lbs. of mail were carried on this First Flight, most of it being parcel post. However, no flown covers have been seen.

Covers bearing the Company stamps are known postmarked Mayo Landing, Yukon, April 18, 1929 and also Whitehorse, Yukon, March 8, 1929. On these covers the Company stamps were on the face of the covers and the covers also bore the usual Canadian postage stamps of that period. The covers were backstamped at New York. It would seem that these were just souvenir covers of the Klondike routes since the routes were being served under a mail contract at regular postage rates.

The name of the Designer and the Printer of the Company stamps have not been determined. But according to Iam C. Morgan there were two printings:- One in Light Blue and the other in a Darker Blue. The First Printing was made in sheets of 8 cut into two strips of four (1 x 4); The Second Printing was in large sheets and cut into strips of four (1 x 4). There was a total issue of 5,000 stamps printed. The stamps were rouletted between and have straight edges at the sides.

PROOF: Dark Blue imperforate on white paper.

VARIETIES: Extra strut on wing of plane on stamp at the bottom of the strip.

Missing strut on airplane wing.

Vertical tête-beche pairs. At least one sheet had the left hand stamp inverted.

## LAURENTIDE AIR SERVICE LIMITED

Laurentide Air Service Limited was the first company to be authorized by the Minister of Posts of Canada to issue its own labels for prepayment of postage on mail carried over its own lines.

In 1919, the St. Maurice Forestry Protective Association comprised of owners or operators of timber limits in the St. Maurice River Valley, organized a forestry protective patrol with a base at Lac à la Tortue, near Grand Mere, Quebec. Operations included transportation of personnel, patrolling for forest fires, aerial photography and ascertaining timber limits. During 1919, 1920 and 1921 most of these services were performed by the Laurentide Company, one of the timber companies

By the end of 1921 the Laurentide Company decided it did not want to operate its own air service but to buy flying time, as needed. With the financial backing of Thomas Hall, of Montreal and with H. D. Wilshire, of the Hall Engineering Works, Montreal, as Manager Director, a new company, Laurentide Air Service Limited was formed.

The new company continued the work formerly supervised by Laurentide Company. It also obtained substantial contracts from the Ontario Provincial Government and Fairchild Aerial Surveys Company for aerial photography and mapping the area.

Discovery of gold near Rouyn, Quebec, set-off a gold mining rush in the Summer of 1924. Soon there were half-a-dozen developing mining camps to be served with food, supplies, mining equipment, machinery and workers and mail and ore to be transported quickly. Air transport provided delivery in hours for what had required weeks to carry ~~by freight~~ over 100 miles of rough terrain by foot and canoe.

In late Summer of 1924, Laurentide Air Service Limited sought permission from the Minister of Posts to carry mail on its flights to the Rouyn gold fields and to issue its own private labels to prepay postage on such mail. On September 1, 1924 authorization was received for the company to carry such mail between Haileybury, Ont. and Angliers (later called Rouyn,) Quebec.

The authorization stated that such private Air Mail Labels were to have no stated face value and were to be affixed to the reverse of the envelope with the Canadian Postage Stamps to be affixed to the face of the envelope. The authorization further stated that the mail was to be sent at the Sender's sole risk and that the entire fee from the sale of the company stickers would be retained by the company involved.

The company charge for mail was 25¢ per letter in addition to the First Class Postage of the Canadian Government. There was no mail contract. The rate for freight was 20¢ per pound with a minimum charge of \$2.50.

The Company operated regularly scheduled flights between Haileybury, Ontario and the Rouyn mining area. This was the first regular air mail route over Canadian territory.



Laurentide Air Service cont'd

ISSUES

Laurentide Air Service, Limited had FOUR Issues of its labels. All were designed by J.M. Meekinson and all were engraved by British and Colonial Press, Ltd., and recess-printed by Dodd Simpson Press, Ltd., Montreal.

FIRST ISSUE

ISSUED: August 30, 1924

COLOUR: Green

ROULETTED: At Left side of stamp.

ISSUE: Total of 200 stamps issued in  
25 booklets of 8 stamps.  
4 panes of 2 stamps to a booklet.

DISPOSITION: 18 booklets held in Montreal and 7 booklets sent  
to Company base at Hailybury, Ontario.  
56 stamps are said to have been "postally used"  
on letters carried by Company planes.

FIRST FLIGHT: with stamps made on September 11, 1924 from  
Hailybury, Ontario to Rouyn, Quebec.

SECOND ISSUE

ISSUED: September 5, 1924

COLOUR: Dark Green

ROULETTED: At Top and Bottom

ISSUED: In Booklets of 8 stamps  
4 Panes of 2 stamps.  
There were Two Printings:-

FIRST PRINTING: Booklets had printing on FRONT cover only.  
No name of Printer on Booklet.  
165 Books of 8. Total of 1320 stamps.

SECOND PRINTING: Bright Dark Green. Back cover of Booklet printed:  
"Designed and Printed by Dood -Sumpson Press,  
Ltd. Montreal". (Company name mis-spelled).  
300 books of 8. Total of 2,400 stamps.

DISPOSITION: Ian C. Morgan says in his Specialized Catalogue  
of Canadian Airmail Stamps, 1934-1936 Edition,  
that 1150 stamps were held in Montreal and 411 stamps  
were sent to Hailybury. What happened to the  
balance is unclear.

Stamps of the 1st., 2nd. and 3rd. Issues were issued  
in Booklets of 8 stamps made up of Four Vertical Pairs.  
The Pairs were rouletted at the Left side and through  
the margin between the two stamps. Thus stamps come with  
a straight edge at Right and Top or else at Right and Bottom.  
On the outside of the Booklet covers appeared instructions  
for use and cost of the stamps printed in the colour of the  
stamps - Green. Necessitated because Postal Regulations said  
that value must not appear on Company stamps. Placed vertically  
on Right side of Booklet cover was "This Book contains  
8 stamps. Value 25c each."

## Laurentide Air Service cont'd.

The inauguration of the Ontario Provincial Air Service by the Ontario Provincial Government in 1924 was a serious blow to the Laurentide Air Service Limited because a large part of its business had been for the Province of Ontario. When the average load of passengers and freight did not yield a satisfactory return in 1925, the Company ceased its operations.

On May 18, 1925 the operations of Laurentide Air Service Limited were taken over by Northern Air Service, Ltd., a competing company that had been organized by B. W. Broatch, a former pilot of the Laurentide Air Service Limited from which he had also bought his plane.

Further information on Laurentide Air Service Limited, may be had from the following excellent articles:-

"A History of Laurentide Air Service" by K.M. Molson in Canadian Aeronautics and Space Journal - Sept. 1970.

"Laurentide Air Service, Ltd. - Commercial Pioneer" by Hugh A. Haliday -- Canadian Geographical Journal - April, 1970.

"Early History of Laurentide Air Mail Service" - Schedules, Rates and Maps" compiled by Major R. K. Malott. -- BNAP TOPICS, Feb.- March and April, 1975.

Laurentide Air Service

THIRD ISSUE

ISSUED: October 2, 1924  
COLOUR: Red  
ROULETTED: At Top and Bottom  
DESIGN: In the central design there  
has been added to the Sun  
"Canada - 1924".  
ISSUED: In Booklets of 8 stamps  
4 panes of 2 stamps.  
NUMBER PRINTED: 270 Books. Total of 2160 stamps  
DISPOSITION: Held at Montreal, 1460 stamps  
Sent to Haileybury, 300 stamps  
Sent to Three Rivers, 400 stamps, of which  
286 were reported by Ian C. Morgan to have  
been sold.  
PROOFS: A Red ink impression on heavy card stock, trimmed  
to stamp margin has been reported.

FOURTH ISSUE

ISSUED: October 2, 1924  
COLOUR: Red  
PRINTED: In sheets of 20.  
150 sheets. Total 3,000  
stamps.  
PERFORATION: Perf. 11½ on all four sides.  
DISPOSITION: Not determined.

COMPANY CANCEL: Double lined rectangle - 24.6 x 16 mms.  
TRANS-CANADA FLIGHT  
1925  
VANCOUVER-MONTREAL  
was used on a Special Flight



## LONDON TO LONDON STAMP

The ill-fated London to London flight in September, 1927 created Canada's rarest semi-official air mail stamp. Since mail was to be carried on that flight, Mayor Moore of London, Ontario swore in the two pilots, Terence Tully and James Victor Medcalf, as Official Carriers of Mail.

The plane called "Sir John Carling" was to carry a mail bag of 97 letters. The envelopes were cancelled on August 29, 1927 prior to the first attempt at the flight, but the flight was turned back by fog near Kingston. Another attempt was made a few days later and the covers given a second cancellation on September 1, 1927 at London, Ontario. Somehow one letter was not put back into the mail pouch. This letter and three or four mint copies are the only genuine copies of this philatelic gem.

The flight was sponsored by Carling Breweries of London, Ontario, who supplied the airplane and offered \$25,000 for a successful completion of a London to London flight by a Canadian or British pilot.

A Special stamp for use on mail carried by Pilots Tully and Medcalf was approved by the Canadian Post Office on August 18, 1927 and was printed under Government inspection and held in Bond until the day of use and the lithographic stone was then destroyed.

The Post Office Department prepared a special cancellation die reading "Air Mail / London, Canada - London, England, 29th Aug. / 44 A.M. / 1927 / Canada Postmark - AIR MAIL and 1927 are in heavy type.

10 stamps had to be deposited in the Government archives. Prime Minister King and the Governor General of Canada arranged for letters to be carried to King George in London, England, using those stamps deposited at Ottawa.

The London newspaper notice, Aug. 19, 1927, said "A select few additional letters will also be carried but the quantity of mail must be rigidly limited to avoid excess weight".

FLIGHTS: Aug. 29, 1927: -Left London, Ontario. Plane returned due to fog near Kingston.

Sept. 1, 1927 - London to Caribou, Maine where plane was forced down by fog.

Sept. 5, 1927 -- Portland, Maine to St. Johns, Newfoundland.

Sept. 6, 1927 - St. Johns, Newfoundland destined for London, England. Plane vanished at sea.

NOTES: This flight is fully written up in the Holmes 10th. Edition and in an article by Hugh Halliday "The Flight of the Sir John Carling" in BNA TOPICS / Sept. 1974.

London to London cont'd.

STAMPS

DESIGNER : Not identified.

PRINTER: Ray Lawson Lithographing Co.

PAPER: Commercial woven white paper.

PERFORATIONS: 12

PRINTING: Lithography. 100 copies said to have been run-off.

10 copies given to Government archives in Ottawa. A few were sold and the residue are said to have been destroyed by Postal Officials who had supervised the printing of the stamp and the destruction of the lithographic plate.

STAMP DESIGN: Portraits of pilots, Capt. Terry Tully and Lt. James Medcalf and the plane, "Sir John Carling", - a Stinson Monoplane with a Wright Whirlwind Motor on words "LONDON TO LONDON" and top view of side showing flight path,

COLOUR: Green and Yellow

DENOMINATION: 25¢

FORMAT: Printed in sheets of 4 stamps.

FORGERIES: A slightly smaller facsimile. Black printing on White paper. Green sunset. Perforated 12.

FACSIMILES: In 1926, A.C. Roessler, a stamp dealer in East Orange, New Jersey, offered facsimiles made from a photograph of a photograph of original stamp. These were offered by him in his advertisements as "Space Fillers to be put in your album instead of leaving a blank space since you will never be able to afford to own a genuine copy." Priced at 75¢ and he also offered them on envelopes bearing Canadian First Class Postage carried by Western Canada Airways, Ltd. plane in 1926 as "A Souvenir of the ill fated Sir John Carling flight".

The portraits and plane are poorly executed. There are no details of the plane and no background behind the portraits of the pilots and no sunset.

## MARITIME AND NEWFOUNDLAND AIRWAYS

By

HAUGHTON E. SANGUINETTI

----- (Published in BNAPS TOPICS in May-June, 1978) -----

In 1930, Mr. J. R. McCowan, of Sydney, Nova Scotia, organized a company to engage in "aerial transportation anywhere and any time." Using Fokker equipment which was kept at a flying field in North Sydney.

This company had no connection with MARITIME AIRLINE which was acquired by Canadian Airlines in 1925. The Company operated a private charter service and was incorporated as "MARITIME & NEWFOUNDLAND AIRWAYS, LTD."

With the backing of A. C. Roessler, a stamp dealer in East Orange, New Jersey, U.S.A. the Company planned to operate a mail and express service between Sydney, Nova Scotia, and St. John, Newfoundland with stops at the French island of St. Pierre.

It sought permission from the Postal authorities to issue its own adhesive stamps for use on mail carried on the Company plane. No permission or authorization was received from any of these Governments.

Despite this set-back, the Company had stamps printed in the United States and offered them for sale to the public. Announcement was made of a proposed inaugural flight for December 15, 1930 and covers for the flight were prepared. The flight was postponed while the Company continued trying to get Government sanction for the stamps and for the service. Finally, in August 1931, the Company plane left North Sydney with about 1,000 covers bearing the Company adhesive. A relatively few of the covers bore any Government postage stamps. But no Government approval or authorization for the Company stamps had been received.

The covers carried on the flight from North Sydney to St. Pierre were cancelled with the Company cancellation:- a single circle 22.5 millimeters in diameter with the words "AIR MAIL - CANADA TO ST. PIERRE - AUG. 1931" around the inner frame and "FIRST FLIGHT" in two lines in center of the cancel.

A cachet was applied to these covers by a rubber handstamp reading "FIRST FLIGHT INAUGURATING AIR MAIL SERVICE" between the inner and outer circle and inside the inner circle was a map of the area and the words "ST. PIERRE FRANCE TO ST. JOHN'S ~~NEWFOUNDLAND~~ CANADA".

The plane arrived in St. Pierre in August 1931 and the ~~the~~ covers were taken to the Post office but were refused entry to the mails. The Company then left the covers in the custody of the Postal authorities, awaiting permission for the use of the Company adhesives. This was never received and in 1934 the Company brought the letters back to North Sydney and returned the covers to the senders with a hand-stamped explanation signed by J.R. McCowan, applied to the reverse of the covers.

Some of the returned covers were postmarked "POSTAGE DUE 20" Most of the covers were returned to A.C. Roessler.



Maritime & Newfoundland -2-

Covers bearing stamps of Maritime & Newfoundland Airways are sometimes encountered franked with stamps of Canada on the face of the cover and postmarked at Sydney, and with Company stamp on reverse side, purporting to be genuinely flown covers but these were admitted to the mails as Ordinary postage with the Company stamp on the back having no validation.

A cover has been seen with the Company stamp used with a pair of 3¢ King George V Medallion Canadian stamps postmarked "CHAPLEAU, Ontario - Sept. 28, 1933" and backstamped at Newark, New Jersey, October 2, 1933. This cover did not have any Company cancel or cachet and was obviously manufactured after the Company's experimental flight failed.

Three varieties of stamps were issued before the flight. These were Black on Yellow paper; Green on Yellow paper and Red on Yellow paper. They were printed in sheets of Twenty stamps (4 x 5) and perforated 13. Some sheets were imprinted "Printed in U.S.A." in the margin but some sheets are known without that imprint. The name of the printer is unknown.

An OFFICIAL stamp for use by Company in its business was printed in Black on Silver paper in sheets of Four, and issued both perforate and imperforate. What is probably a Proof was a Block of Three stamps with the fourth space -- the Lower Right hand space -- left empty. Also known is a Block of Four stamps with "OFFICIAL" misspelled "OFFICAL" also printed in Black on Silver paper and imperforate.

After the Company's plans for mail service failed to obtain approval from any Postal Administration, several reprints were made which were sold by A.C. Roessler. In 1938, Mr. Roessler wrote Haughton Sanguinetti that these varieties were all printed from the same plates and by the same printer as the original issue and with the approval of the Company.

These varieties of the Reprints have been seen:-

Imperforates:- Black design printed on Light yellow paper with darker yellow background of squares set in horizontal rows;

Black design on Yellow plain paper;

Dark Green design on plain Green paper;

Red design printed on vertical lined Yellow paper;

Red design on paper with dark Red vertical lines and faint Red horizontal lines forming a checkerboard;

Red design on Quadrille ruled light Yellow paper.

Part Perforates: All imperforate vertically forming horizontal imperforate pairs:- Black design on dark Yellow squares background paper and Black design on light Yellow paper.

## MC GREELEY'S EXPRESS

From time to time there appears in collections or items offered for sale an apparently flown cover that bears postage stamps of the Canadian Government and also Two stickers supposedly prepaying supplementary mail service. One sticker being the stamp issued by KLONDIKE AIRWAYS, LIMITED and the other of MC GREELEY'S EXPRESS. All stamps being on the face of the cover and all cancelled by the Town postmark of Dawson, Yukon, Jan. 5, 1929.

The status of these stamps are questionable.

DESIGN: At Top Left and Right numeral "25" in small circles followed by "cents". "MC GREELEY'S EXPRESS" in arch at Top of stamp and "DYEA - SKAGUAY" at Bottom of stamp in panel with curved ends. Central design is a team of dogs hauling a large sled piled high with bags.

COLOUR: Blue

PERFORATED: 14

STAMPS: Typeset by a Printer in San Francisco in Sheets of 50 ( 5 x 10) in 1902. Reprints made in 1928 probably by A.C. Ressler or at his direction.

NUMBER ISSUED: 1250 stamps according to the July-August, 1945 edition of "POPULAR STAMPS".

STATUS: Scott's Specialized Catalogue, 1972 listed the Original Mc Greeley's Express labels as No. 155-L-1 and valued them at \$6.00 for individual single mint copies and \$27.50 for mint blocks of 4 stamps.

No listing is given for the "Souvenir Stamps".

SOUVENIR OVERPRINT: Several sheets of the Original Issue were overprinted in Black by S.C. Marcus for personal distribution at the 1902 Exhibition of the Pacific Philatelic Society in San Francisco. Number of sheets unknown.

The overprint read: "SOUVENIR OF THE FIRST EXHIBITION OF THE PACIFIC PHILATELIC SOCIETY SAN FRANCISCO. SEPT. 1902".

## HISTORY

Research into this item by Ian C. Morgan, N. A. Pelletier, and Haughton E. Sanguinetti have resulted in the conclusion that the McGreeley Express stamps were unauthorized, and the covers bearing them in 1929 are of questionable authenticity. Those originally issued in 1902 may once have been valid.

McGreeley's Express cont'd.

A letter from N.A. Pelletier to Mr. Lamouroux, dated July 30, 1961 stated that according to Chapel the McGreeley's Express was established by an American S.C. Marcuse, who arrived in Alaska early in 1898 and first did a cigar business in Dyea and in Skagway. Having sold all of his cigars, Mr. Marcuse looked around for another business venture and decided to go into the express business.

Mr. Marcuse decided that an express service between Dyea and Skagway offered good business possibilities and he promoted an express and mail business between the two ports using a motor boat.

The two towns were only four miles apart but the rocky land between them made travel by land almost impossible. However, both towns were located on a natural inlet called the "Lynn Canal". This inlet ended in a Y with Skagway on the East and Dyea on the West tip. Freight could be landed at Skagway which had a harbour but there was no wharf or harbour at Dyea at which freighters could tie up so the freighters went to Skagway and then freight for Dyea was loaded onto boats or lighters and sailed around the curve of the Y to Dyea.

Mr. Marcuse engaged a young man named McGreeley to operate a boat between the two ports and the business was conducted under the name of "MC GREELEY'S EXPRESS". McGreeley's Express charged 25¢ for each letter carried. Freight and packages were charged for at a different basis in which size and weight were factors. Passengers were accommodated as a "favour" but had to pay for the privilege of going by the motor boat.

S. A. Marcus or Marcuse (the spelling varies) had a supply of special stamps printed in San Francisco for use on letters carried by McGreeley's Express in return for free transport of his mail and packages. These stamps were never authorized or approved by any Postal Service and had no Official franking power. The fee of 25¢ per letter was the charge made by the Express Company for local conveyance of the letter.

When the White Pass Railway was built inland from Skagway and served Dyea, McGreeley's Express went out of existence.

In the 1920's a young man started up a freight service between Skagway and Dyea using the name of "MC GREELEY'S EXPRESS". It had no connection with the earlier company of the same name.

With the backing of A. C. Roessler, a stamp dealer in East Orange, New Jersey, U.S.A. the old McGreeley's Express stamps were reprinted. There were two printings of this re-issue. Both were printed in Orange, New Jersey. The First Printing said "Printed in the U.S.A." on the sheets, but these words were omitted from the Second Printing.

In 1929 A. C. Roessler prepared a number of covers to which were affixed the KLONDIKE AIRWAYS stamp and the reprinted stamp of MC GREELEY'S EXPRESS. These covers he sent to the operator of the new McGreeley's Express who put them into the mail at Dawson in January, 1929.



In reply to an inquiry concerning these covers, A. C. Roessler wrote Mr. Sanguinetti on February 3, 1936:-

"... All of mine were carried by the young man who owned the Company. There is so much behind this that I can't tell you all in a letter.-- suffice to say that I was one of the backers of the flight. I think that on some of them "Printed in the U.S.A." was omitted but on the Second Print, the Canadian Customs objected. You can take it from me that all of the stamps that were on the covers I sent you weren't "officials" (Note by Editor: he probably meant to say "were"). I don't mean "Official" in the sense that the Government backed it because that would be untrue. The Government was very much against it but they couldn't do anything because it had the Canadian stamps attached".

Incidentally, Mr. Roessler never told Mr. Sanguinetti the story behind the covers and McGreeley Express stamps.

With respect to these covers, the most charitable view must be to call them "Souvenirs". The Klondike Airways stamp was not valid in 1929. The Company had been sold and was dissolved late in 1928. The McGreeley stamp was never approved nor authorized by any Government. McGreeley's Express held no mail contract. The covers have no backstamps so there is no evidence that were actually carried by McGreeley's Express. They could have been handed in to the Dawson Post Office for cancellation of the Canadian postage stamp and given back to the individual who had presented them at that Post Office; or they could have been carried from Dawson to East Orange, New Jersey in the ordinary course of business by the Post Office.



MOOSE JAW FLYING CLUB

A special goodwill flight was sponsored by the Moose Jaw Flying Club for the dedication of Stevenson Air Field in Winnipeg in 1928.

The Moose Jaw Flying Club made application to the Post Office Department for issuance of a special sticker to be sold for \$1.00 and affixed to mail carried on that special flight. Telegraphic authorization was received by the Club shortly before the proposed flight and an issue of stamps was rushed by the Printer.

At noon on August 17, 1928 a deHaviland plane piloted by H. W. Ingram, a member of the Moose Jaw Flying Club with Charles Banting, as Engineer took off from Rosedale Aeroport, Moose Jaw with 140 covers. The covers bear the ordinary postal cancellations -- a machine cancellation with 7 wavy lines. They were postmarked 10:30 A.M. Moose Jaw and back stamped Winnipeg 8:30 P.M. Ordinary 2¢ postage stamp on the face and the Club sticker on the reverse. In order to be carried on the Special Flight the cover had to bear the Company stamp. Some of these covers were autographed by the Pilot. The plane made a stop at Elkhorn for refueling. No mail was carried on the return flight. 140 covers were carried on the flight from Moose Jaw to Winnipeg.

STAMPS: Designed and prepared by Moose Jaw Flying Club

PRINTER: Not ascertained.

FORMAT: Printed in vertical strips  
of 5 on commercial stock.

COLOUR: Printed in Red on Buff  
paper.

PERFORATIONS: Perf. 11

FACE VALUE: \$1.00.

TOTAL ISSUE: Believed to be 500.

AIR MAIL

Moose Jaw to Winnipeg

August 17, 1928

MOOSE JAW FLYING CLUB Ltd.

## NORTHERN AIR SERVICE, LIMITED

In 1925, B. W. Broatch, who had been a pilot with the Laurentide Air Service, bought a Curtiss HS-2L plane (G-GACT) from the Laurentide Company which was discontinuing operations and organized NORTHERN AIR SERVICE, LIMITED. He then operated a freight and passenger air service between Haileybury, Ontario and Rouyn Lake, Quebec.

On May 18, 1925 Northern Air Service made an experimental flight between Haileybury and Rouyn Lake. 8 Covers were carried each way. These bore the usual Canadian Postage stamps and had a Special Cachet in Purple in Two lines reading "FIRST EXPERIMENTAL FLIGHT / HAILEYBURY TO ROUYN LAKE" or "ROUYN LAKE TO HAILEYBURY". The covers were backstamped the same date.

Northern Air Service, Limited sought, and obtained, from the Post Office Department authority to carry mail between Haileybury and Rouyn and to issue its own stamps for use on mail so carried; and to charge 25¢ per letter carried in addition to the regular First Class Postage stamps of Canada.

An Extract from the Canadian Official Postal Guide of July 1925 reads:-

### "Air Mail Service to Rouyn Resumed.

Permission has been granted to Northern Air Service, Limited, Haileybury, Ont. operating an arial service five times per week between Haileybury, Ont. and Rouyn, P.Q. to convey such mail as is offered for conveyance by this service, provided the senders assume all risks. The requirements for this mail are:-

1. "By Aerial Mail " to be prominently written on the address side.
2. The usual Canadian Postage to be affixed on the address side.
3. A Special Sticker sold by the Company, or its Agents, representing a charge of 25 cents to be placed on the reverse side, in payment of the special charge for transmission by arial service, which has been fixed by those making the flight."

The First Flight with Company stamps was made on June 27, 1925 from Haileybury to Rouyn, and Return. A 3-Line cachet was applied to the mail reading; "NORTHERN AIR SERVICE, LTD. / FIRST FLIGHT / HAILEYBURY, ONT. to ROUYN, QUE." or on the return flight "ROUYN, QUE. TO HAILEYBURY, ONT."

400 covers were carried each way, of which 50 covers were NOT autographed by B.W. Broatsch, Pilot, nor did these 50 covers have the cachet, but instead had a rubber hand stamp reading "FIRST FLIGHT".



## Northern Air Service

Northern Air Service, Limited ceased operations after its plane burnt on October 22, 1925. The following Spring its mail route was taken over by Elliot-Fairchild Air Service, Limited.

### STAMPS

The name of the Designer and that of the Printer have not been determined.

The stamps were printed in Sheets of 20 (5 x 4) from a plate of Ten stamps (5 x 2), with a wide margin in the centre of the Sheet dividing the Two panes. There were Four Rows of 5 stamps in which the 3rd. and 4th. Rows were inverted, making possible Vertical tete-beche pairs.

They were also printed in Booklets of Two leaves of Four stamps each to a booklet.

The stamps were printed in Blue with White letters and perforated 11-3/4 and had a face value of 25 cents.

The number printed was 4,000 stamps. 200 Sheets of 20 stamps. This included the stamps used in the Booklets.

VARIETY: Dot in monogram

### BOOKLET PANES

The Booklet panes have straight edges on 3 sides with the Fourth side being perforated 11-3/4 and having a wide margin where the pane was stapled into the book.

Ed. Richardson raises the question as to whether the stamps were printed in Sheets of 40 (4 x 10) and cut into Two panes. This would mean two printings - one for the usual stamps and a separate printing for the booklets.

Mr. Richardson reports that if the booklet pane in his collection is held so that the wide margin is at the Left, the dot varieties are in the Top row. If a pane can be found with the wide margin at the Right and the dots in the Top row, then it would establish that the Sheets were at least 10 x 4 stamps. He also reports that he has a cover with the narrow margin straight edges at Top and Left. Ian Morgan said that he had seen a booklet pane with the narrow margin straight edge at the Bottom.



A PANE OF FOUR FROM A BOOKLET OF THIS ISSUE WHICH HAS TO BE ONE OF THE TWO RAREST OF ALL CANADIAN BOOKLETS.



COVER FROM A BOOKLET OF THE NORTHERN AIR SERVICE LIMITED.

## PATRICIA AIRWAYS LIMITED

PATRICIA AIRWAYS LIMITED was founded early in 1928 by Capt. David S. Bondurant, a former Bush Pilot of Labrador and Quebec and Mr. F. E. Davison, of Toronto, who had been one of the main stockholders in Patricia Airways and Exploration, Limited, which had been absorbed by Western Canada Airways.

According to the Ontario archives the original Officers of the Company were Henry M. Pellat, C.V.O. as President; Stuart B. Playfair, Secretary-Treasurer and Brigadier General Mitchell, Directors. It is probable that these persons were the incorporators and nominees of the actual investors and promoters. The main office was at 32 King Street West, Toronto.

It was a short lived company. Later in 1928 control of the company was purchased by Canadian Airways (Montreal) (the old company that became part of International Airways and which, in turn, was acquired by Western Canada Airways and later consolidated with Canadian Airways Limited.

Since the Company was not formed until February, 1928 it would appear that reference to "Patricia Airways" as operator of air mail services in the Post Office Bulletins in 1927 referred to the Patricia Airways & Exploration Limited.

The Official Bulletin from Office of the District Superintendent of Postal Service at Winnipeg, dated May 31, 1927 stated:

"There are three Air Mail services now in operation in the Winnipeg District, and are as follows:-

1. Red Lake and Rolling Portage via Gold Pines and Snake Falls.  
(This mail must be addressed via Rolling Portage C/O Western Canada Airways).
2. Lac du Bonnet and Rice Lake, via Slate Lake and Long Lake.  
(This mail must be addressed via Lac du Bonnet C/O Western Canada Airways).
3. Red Lake and Sioux Lookout via Gold Pines and Snake Falls.  
(This mail must be addressed via Sioux Lookout C/O Patricia Airways).

The Official Bulletin from Office of District Superintendent of Postal Service, Winnipeg, dated March 4, 1927 stated that "Western Canada Airways, Ltd. have been authorized to carry air mail on which a special fee of 25¢ per ounce has been paid in addition to the regular postage between Rolling Portage and the Red Lake Mining Area.

Until air stickers for the Company are available the Special Fee will have to be paid to the Company's representatives at Rolling Portage or points in the Mining Area.

Distribution -- Postmasters will please see that all mail via Western Canada Airways is despatched via ROLLING PORTAGE and via Patricia Airways is sent to SIOUX LOOKOUT.

Patricia Airways, cont'd

The Post Office Weekly Bulletin No. 363, dated Feb.18,1928 contained the following item:-

ADDITIONAL AIR MAIL SERVICE TO RED LAKE MINING DISTRICT

"In addition to the weekly contract air mail service in operation between Rolling Portage and Red Lake Mining Area and the occasional service on other than mail days between the same points, the PATRICIA AIRWAYS LIMITED will convey daily, weather permitting, between Sioux Lookout, Ontario and Gold Pines, Red Lake, Jackson-Mannion (Women Lake), Narrow Lake, Grace or Rainbow Lake and Clearwater Lake, such mail as is offered by the public, on which the regular postage has been prepaid and on which a special fee of 10¢ per ounce, represented by an aerial sticker, has been placed. The sender to assume all risk. Such special air mail, in addition to bearing an aerial sticker, should be endorsed "Via Air Mail".

"Mail matter in addition to the regular postage, aerial stickers issued by Patricia Airways Limited, should be forwarded to Sioux Lookout, Ontario".

The Post Office Weekly Bulletin No. 396, dated Oct.6,1928 announced that Air Mail service which was operated by Patricia Airways Limited between Sioux Lookout and Red Lake, Ontario has been suspended. It also announced that "The weekly contract air mail service between Rolling Portage and Red Lake Mining District and the occasional air mail sticker service on other than mail days is still in operation".

Trelle A. Morrow in his authoritative and well researched book "Patricia Airways and Exploration" published in 1975, states that on November 11, 1927 the last recorded business flight was made by Patricia Airways and Exploration and that in March 1928 the Company was liquidated. It would seem therefore that the Post Office Bulletins of February 18,1928 and of October 6, 1928 referred to the operations of Patricia Airways Limited. That was approximately the date that this Company was absorbed by Western Canada Airways.



STAMPS

DESIGN:- The design in general is similar to that of the Patricia Airways and Exploration Limited even to the central design depicting the Lark plane.

The letters " P. A. L. " appear on the 3rd., 4th. and 5th. leaves on each side of the plane.

PRINTED BY: Map Specialty Company,  
Toronto, the same Company  
that printed the stamps of  
Patricia Airways and  
Exploration , Limited.

STAMPS: Same size and format and  
printed on same paper stock  
as First Issue of Patricia  
Airways and Exploration Limited.

FORMAT: Printed in sheets of 8 stamps. Marginal inscription  
contain same instructions for use as were in the  
sheets of Patricia Airways and Exploration Limited  
except that in place of " 8 Stamps - \$2.00" to  
the left of Stamp No. 1 there appears " 8 - AIRMAIL  
STAMPS - STAMPS."

ISSUE: Printed in Red and Green on Yellow paper.  
Rouletted.  
Twenty plates were used. These are Numbered.  
A total of 3,200 stamps were printed.

VARIETIES: Inverted plane. Six sheets (48 copies) known.  
Imperforate with plane missing. (Probably a Proof  
Missing Plane  
Grounded plane  
Plum colour. (Probably a Proof).

Dr. Masbrouck Shredy reported that he had seen  
a copy of the stamp Imperforate with a Triple impression of  
the plane. That would mean at least 8 copies but Dr. Shredy  
says that he was told that Two sheets exist of the Triple  
impression and that these were probably Printer's waste  
that found their way into the hands of a collector.

## PATRICIA AIRWAYS AND EXPLORATION, LIMITED

Patricia Airways and Exploration, Limited was formed by H. A. "Doc". Oakes and S. A. "Sammy" Tomlinson both former pilots with the Ontario Provincial Air Service.

They had come into Red Lake in March, 1926 and staked gold mining claims which they sold in Toronto for enough money to make a down payment on a Curtiss Lark plane. This plane was a larger version of the "Jenny" and had open cockpits and carried two passengers of 400 pounds.

Doc Oakes, Sammy Tomlinson and W. R. Maxwell interested Frank E. Davison and G.A. "Tommy" Thompson in financing the purchase of the plane which arrived in Hudson (Rolling Portage) on April 12, 1926 having taken two weeks to fly from New York, owing to bad weather.

Patricia Airways and Exploration, Limited reduced the air fare from Sioux Lookout to Red Lake to \$1.00 per passenger but kept the freight rate of \$1.00 per pound. In its first year the Company carried 260 passengers, 14,000 lbs. of freight and 3,000 lbs. of express (which included mail).

The Company made application to the Post Office Department for approval of its stamps for mail routes in the Patricia District of Northwest Ontario and to the Red Lake mining area. Approval was given by the Post Office Department. Because the Canadian Post Offices had sold stamps of the Elliott-Fairchild companies over the counter at various post offices and was unable to provide for carriage of mail by air because of the surrender of the mail contract by Fairchild Air Transport, Ltd. The Canadian Post Office therefore contracted with Patricia Airways and Exploration, Limited, to carry mail franked with these Company stickers and paid Patricia 25¢ for each letter so carried.

The Official Post Office notification to Postmasters in the District stated that arrangements have been made by the Post Office Department with the Patricia Company to temporarily carry any letters bearing the Elliot-Fairchild air stickers.

On June 27, 1926 special flights were made between Sioux Lookout and Red Lake and return with the accumulated mail. Some of the letters so carried bore the stamps of Jack V. Elliot Air Service, others Elliot-Fairchild Air Service. These were backstamped with Patricia Airways and Exploration Limited handstamp at Sioux Lookout, June 27, 1926.

The First Flight with stamps of Patricia Airways and Exploration, Limited was made on July 7, 1926 from Sioux Lookout and Pine Ridge to Red Lake and return.

Early in 1927, the Company purchased two Stinson "Detroiters" -- cabin planes -- which were flown by Pilots D.S. Bonduants and Dale Atkinson, with Air Engineer, Mike Finnegan. These were the first totally enclosed cabin planes used in this area.

## Patricia Airways & Exploration Cont'd

The Official Memo from Office of District Superintendent Postal Service, Winnipeg, Manitoba, dated May 31, 1927 stated:

"There are three Air Mail Services now in operation in the Winnipeg District, and are as follows:-

### WESTERN CANADA AIRWAYS LTD.

1. Red Lake and Rolling Portage via Gold Pines and Snake Falls.  
(This mail must be addressed via Rolling Portage  
c/o Western Canada Airways).
2. Lac du Bonnet and Rice Lake, via Slate Lake and Long Lake.  
(This mail must be addressed via Lac du Bonnet  
c/o Western Canada Airways).

### Patricia Airways

3. Red Lake and Sioux Lookout via Gold Pines and Snake Falls.  
(This mail must be addressed via Sioux Lookout  
c/o Patricia Airways.)

The Post Office Weekly Bulletin issued from Ottawa, March 4, 1927 contained the following item:

### \* DISTRIBUTION

"Postmasters will please see that air mail marked "Via Western Canada Airways" is despatched via ROLLING PORTAGE and those marked "Via Patricia Airways" is sent to SIOUX LOOKOUT."

With the competition offered by Western Canada Airways, Ltd. which operated larger planes, The Company reduced its rates to meet those of its competitor. This necessitated the overprinting of the Company stamps with new Route markings and also with reduced values.

While the BERKSHIRE CATALOGUE of 1931 refused to list the overprinted issues saying "...such profusion does not seem justified by any legitimate need." the fact remains that the overprints were approved by the Post Office and were used on mail during such period.

The overprinted stamps were exhausted not because of any great increase in business but because of the Company policy of not ordering any more stamps than needed for a particular route and then giving a re-order. In addition thereto, stamp collectors found that full sheets of 8 stamps with plate numbers made an interesting addition to their collections.

The Company ran into financial difficulties and the last Flight with its stamps was on November 11, 1927.

Patricia Airways and Exploration Limited was liquidated in March, 1928.

The Head Office of the Company was located in the C.P.R. Building at Toronto while Transportation Offices were maintained first at Hudson and later at Sioux Lookout, Ontario, and at Rolling Portage (Hudson) and at Minaki, (Haileybury), Ontario.



PATRICIA AIRWAYS & EXPLORATION, LIMITED

Same central design used in all issues. The numerous issues are divided into 3 Sections;

- "A" First Issue - Yellow and its varieties. Perf. 12.
- "B" Second Issue - Green stamp with Route tablet in Red. Perf 12.
- "C" Third Issue - Green and Red on Yellow - Rouletted

Many overprints were caused by lowering face values, route changes and by printing orders for small number of stamps.

DESIGNER: A. J. Algate assisted by Fred Jarrett.

PRINTED BY: Map Specialty Company, Toronto.

PROOFS: Many so-called Imperforate varieties were "Proofs" or "Trials" never intended for postal use. Although stamps in Group 3 exist imperforate.

OFFICIALS: The basic stamp, Group 1, was overprinted with the initials "F.E.D." in script. These were the initials of F.E. Davidson, the Company President. They are known on letters of Company business and on advertising circulars.

GROUP 1: - Yellow Paper

Green border design - RED LAKE AIR MAIL printed ~~xxxxxx~~

Red airplane with Curtiss LARK below.

Route inscription in centre of stamp below the plane.

Face Value: 25¢

GROUP 2:-

Green Paper

Black border design - WOMAN LAKE AIR MAIL printed.

Light Brown airplane with Curtiss LARK below

Route inscription

Face Value: 50¢

GROUP 3:-

Yellow Paper

Green border design

Red airplane -- "Curtiss LARK" missing.

Margin and Route inscriptions omitted.

For further description of the Stamps and various OVERPRINTS reference is made to the Detailed Study of these stamps by Trelle Morrow entitled "The Stamp Issues of PATRICIA AIRWAYS & EXPLORATION LTD. published by Trelle A. Morrow, Prince George, British Columbia in 1975. This is an outstanding reference book and should be in the Library of every collector of Canadian Semi-Official Air Mail Stamps.

## UNITED EMPIRE LOYALISTS

In 1918, the United Empire Loyalists as part of its activities to raise funds for its Aviation Fund and to help with recruiting of Pilots for the Royal Flying Corps, and for War Relief activities, issued a Propaganda Label. This label is depicted in the Specialized Catalogue of Canadian Air Mail Stamps, by Ian C. Morgan, 1934-1935 Edition but is not accorded Official Recognition.

The Labels were neither authorized nor approved by the Post Office Department nor were they issued for use on any special airplane flight.

They were sold for \$1.00 each as "Donations to the Aviation Fund". None have been seen on cover. Although Postal Regulations permit the use of such Labels or stickers if placed on the reverse side of envelopes and the regular Canadian postage stamps are placed on the address side of the envelope.



The design chosen for the Label was a burning Zeppelin to commemorate the occasions on which the Royal Air Force brought down German Zeppelins in World War I. These occasions were:

- June 7, 1915 -- by Sub.Lieut. R.A.J. Warnsford, V.C. The first time a Zeppelin was destroyed by an airplane.
- Sept. 2, 1916 -- by Lieut. W. Leefe Robinson, V.C. the first Zeppelin to be downed on British soil.
- Oct. 1, 1916 -- by W.J. Tempest, D.S.O. This was during the last Zeppelin raid on London, England.
- Nov. 28, 1916 -- by Lieut. Cadbury and Sub.Lieut. Pulling. The German High Command avoiding London had made a bombing raid over Southern England and their Airship L-21 was returning home when it was sighted by three Pilots of the R.N.A.S. One after the other the three pilots attacked her. She exploded and fell about 10 miles East of Lowestoft. Lieuts. Cadbury and Pulling were credited with the victory. The name of the third Pilot is not recorded.

DESIGNED BY: C. Allen who also engraved it.

PRINTER: Lithographed by British American Bank Note, Company, Ltd., Ottawa.

PRINTED: In Blue on White wove paper. White Gum.  
Rouletted on all four sides.

NUMBER ISSUED: Unknown.

## WESTERN CANADA AIRWAYS LIMITED

Sometime in October, 1926 H. A. "Doc" Oakes who had resigned from Patricia Airways and Exploration Company, went to Montreal where he met Mr. James A. Richardson, a member of the Grain Exchange and interested in the development of air service. On December 10, 1926, Letters Patent were issued to the newly organized WESTERN CANADA AIRWAYS LIMITED, all of the stock of which was owned by Mr. Richardson. The officers of the company were James A. Richardson, President, Mrs. James A. Richardson, Vice President, John Hunter, Secretary, J. A. MacDougall, Treasurer and H. A. Oakes, Manager.

The Company's first plane was a Fokker Universal, which was bought in Teterboro, New Jersey and flown to Sioux Lookout by Doc. Oakes. Because of bad weather it took almost two weeks to make the trip and it arrived at Sioux Lookout on Christmas Day, 1926.

Like Patricia Airways & Exploration, Limited, Western Canada Airways, Limited began flying mail before its mail contract became effective. When Doc. Oakes arrived at Sioux Lookout he found that there was a backlog of freight, passengers and mail waiting for service. The Post Office Department authorized Western Canada Airways Limited, to carry the accumulated mail honouring the stamps of other companies which had had mail contracts that they had surrendered. By New Year's Day, Doc. Oakes had carried 18 passengers, and 850 pounds of freight and mail.

The earliest known date for a Western Canada Airways marking is January 28, 1927. It bears the Red Lake date stamp of that date and manuscript endorsement "Despatched by Air Mail. No Air Mail Stamps Available" and signed by the Postmaster at Red Lake.

On March 4, 1927, H. H. Phinney, District Superintendent of Postal Service, Winnipeg, Manitoba sent a Notice to the Postmasters in his District stating:-

"The Western Canada Airways Ltd. have been authorized to carry air mail on which a special fee of 25¢ per ounce is paid, in addition to regular postage between Rolling Portage and Red Lake Mining Area.

"Until air stickers for the Company are available the special fee will have to be paid to the Company's representative at Rolling Portage or points in the Mining Area. The Western Canada Airways Ltd, will no doubt issue special stickers as soon as possible.

"Postmasters will please see that mail marked via Western Canada Airways is despatched via ROLLING PORTAGE and via Patricia Airways is sent to Sioux Lookout".

Pursuant to this authorization the Company flew mail on which stamps of other Air Service companies were affixed.



Western Canada Airways, Ltd.

Mrs. M. G. Lizette, Archivist of James Richardson & Sons, Ltd. sent Houghton Sahguinetti, photocopies of letters between the Western Canada Airways, Ltd., and the Administrative Branch of the Post Office Department, Ottawa, and also with the Stovel Company and inter-office communications. These establish that the Stovel Company, Winnipeg, prepared and submitted two sketches for the proposed Company air mail sticker and the design preferred by Mr. Richardson was submitted to the Post Office Department which approved it on March 16, 1927.

Prior to the printing of the stamps, Western Canada Airways notified the Post Office Department that the fee for carrying letters would be Ten cents instead of Twenty-five cents.

The Stovel Company was given the order for the printing of the Company stamps. Pursuant to this printing order, the Stovel Company on April 19, 1927 sent to Western Canada Airways, Limited, at Hudson, Ontario, by C. N. Express, one parcel containing 21,600 air mail stamps.

Included in the material received from Mrs. Lizette is a letter from the Stovel Company to Western Canada Airways, Ltd., dated April 16, 1927 certifying to the Company that the Lithograph Plate from which the stamps had been printed would remain in their care with every safeguards taken with it and that the Stovel Company had destroyed all spoils from the stamp run and had retained one file sheet of the stamps all of which had been cancelled and two small \$5.00 sheets for samples, all of which had been cancelled.

On March 13, 1927 the Company started a snowmobile service between Hudson and Pine Ridge (later called Gold Pines) with N. Forrest as the chauffeur. The archives of the James Richardson & Sons, Ltd. show that no stickers were used on mail carried by the snowmobile service and that there were no special markings used on such mail. The rates on the snowmobile service were one-half of those established for the air service.

On May 1, 1927 the Company notified the Post Office Department that the Company stickers would be placed on sale at the Company Headquarters, Winnipeg, and at the following post offices:- Cobalt, Cochrane, Fort Williams, Gold Pines, Haileybury, Kenora, New Liskeard, North Bay, Ottawa, Fort Arthur, Red Lake, Rolling Portage, South Porcupine, Sudbury, Timmins and Toronto, all in Ontario. In June the post offices at Montreal and Winnipeg requested supplies of the Company stamp for sale.

The first flight with the Company stamps was made on May 10, 1927 from Rolling Portage to Red Lake and Gold Pines, and return. A special First Flight cachet was used and in addition 15 covers were autographed by the Pilot.

## Western Canada Airways

On May 16, 1927 the Post Office Department gave approval to the issuance by the Company of a Confederation Jubilee stamp. Its use was limited to one day only -- July 1, 1927. It is the only time that the Canadian Post Office Department approved issuance of a "Commemorative Stamp" good only on mail carried on one day.

The Confederation Jubilee stamp was used on the following flights made on July 1, 1927:-

Rolling Portage to Gold Pines and return  
Rolling Portage to Red Lake, and return  
Lac du Bonnet to Long Lake, and return  
Lac du Bonnet to Rice Lake, and return  
Lac du Bonnet to Slave Lake, and return.

On each of these flights less than 100 covers were carried. Each received a special cancellation. The Pilots were J.R. Ross and F. J. Stephenson and they signed some of the flown covers.

The famous "Flying Goose" symbol authorized by James A. Richardson as the Company Logo appeared on planes of Western Canada Airways Limited in 1929. It continued to be used as the corporate Logo, in modified form, for 40 years when it was replaced by the new Canadian Pacific symbol in 1969.

On November 30, 1929, Western Canada Airways Limited merged with Canadian Airways Limited. The resultant company was the largest air line in Canada.

STAMPS

Western Canada Airways Limited had Two issues of stamps. The Ordinary, or Regular, Issue and the Special Jubilee Commemorative Stamp.

FIRST ISSUE

DESIGN: Suggested design by J.R. McDougall,  
Treasurer of the Company.  
Final design by The Stovel Company,  
LITHOGRAPHED BY: The Stovel Company, Ltd.  
PRINTED BY: The Stovel Company, Ltd.  
COLOUR: Bi-coloured:- Black and Red.  
PERFORATED: 12  
FORMAT: Printed in sheets of 200 stamps divided into four  
panes of 50 stamps ( 5 x 10 ) with imprint in Top  
and Bottom margins, above Stamp # 3 and below  
Stamp #48 of the pane.  
NUMBER PRINTED: 21,600 stamps  
ISSUED: May 1, 1927.  
VARIETIES: Ian C. Morgan Catalogue lists 3 printings:-  
Black and Pink printed May 1, 1927- on Thick paper  
Black and Dull Red printed in 1928- on Thinner paper  
Black and Dull Red printed in 1929, on Medium paper.  
Imperf horizontally  
Double perforations  
Yellowish paper variety.  
Numerous shades of stamps and paper exist.

JUBILEE ISSUE

DESIGN: Suggested by J.R. McDougall and modified by  
The Stovel Company, Ltd.  
PRINTED BY: The Stovel Company, Ltd.  
COLOUR: Bi-colour:- Black and Orange Buff.  
PERFORATIONS: 12  
PRINTED: In sheets of 200 divided into Four panes of  
50 stamps ( 5 x 10 ) before issuance to public.  
NUMBER PRINTED: 10,000 stamps  
ISSUED: July 1, 1927.  
VARIETIES: Imperf. horizontally.  
LIMITED USAGE: Stamps could be postally used only on July 1, 1927.



YUKON AIRWAYS & EXPLORATION CO., LTD.

YUKON AIRWAYS & EXPLORATION CO., LTD., was formed in 1927 by Jim Finnegan, D.A. (Andy) Cruickshank and Clyde Wann. They planned to operate passenger and freight service between various communities in the Yukon Territory.

In September 1927, the former Royal Air Force Pilot, Andy Cruickshank went to California and picked up the Ryan monoplane made by B. F. Mahoney Corp. of San Diego, California. It was a sister ship to the Spirit of St. Louis which Col. Lindberg had flown across the Atlantic. He flew the plane with four passengers to Vancouver, making several stops en route and arrived there on September 27, 1927.

The plane was shipped from Vancouver to Skagway on the Canadian Steamship "Princess Alice". It was then flown from Skagway to Whitehorse over the Summit, where it landed on October 25th. and was fitted with skis. The next day the plane made a trial flight to Dawson. On this trial flight, Mrs. Cruickshank, who accompanied her husband, took with her a few personal letters.

The First Flight with Mail left Whitehorse on Nov. 11, 1927. The plane was not able to land at Dawson so mail for that town was thrown out of the plane by Mrs. Cruickshank and the plane continued on to Mayo where it landed that afternoon.

Because of weather conditions and the possibility of forced landings the Company maintained dog sled stations along its Yukon route. Ordinarily it took two weeks for a dog team to travel between Whitehorse and Dawson in the winter, a distance of slightly over 500 miles. The plane made the trip in 4½ hours.

The Whitehorse Star issued a Special Edition of its newspaper on April 13, 1928 honouring the first visit of the Airplane "Queen of the Yukon" to Carcross and Atlin. Every copy of that edition of the newspaper making the flight from Whitehorse to Carcross and Atlin bears the stamp of Yukon Airways & Exploration Company, Ltd.

The plane crashed and was wrecked on a flight from Whitehorse to Mayo on April 5, 1929 and the Company ceased operations in June 1929. During its existence the Company served Aklavik, Atlin, Carcross, Champaign Landing, Dawson, Keno Hill, Mayo Landing, Telegraph Creek, Wernecke and Whitehorse.

On October 24, 1927 the Company received authorization from the Post Office Department to issue its stamps. They were first placed on sale at Whitehorse, Mayo and Dawson.

## Yukon Airways & Exploration

The stamps were designed by W. H. Jordan of Clark & Stuart, Printers and Engravers of Vancouver, B.C. and were printed by Lithograph by that Company.

The central design of the stamps shows the Company's plane, "Queen of the Yukon" and the denomination 25¢.

**FORMAT:** Printed in sheets of 50 stamps and cut into strips of 10 stamps (1 x 10). Rouletted between stamps and stapled in booklets of 10 strips of 10 stamps. Each stamp has straight edges on both sides and in addition the Top stamp in a strip has an additional straight edge at Top and the stamps from the Bottom of the strip has a straight edge at Bottom.

**COLOUR:** Light Blue issued in October, 1927. This was a colour trial and 100 stamps were issued.

Darker Blue issued in November, 1927. This was the preferred shade and 12,000 stamps of it printed.

**VARIETIES:** Small "2" in Lower part of "C" in "CENTS" of Stamp No. 9 is a constant variety.

The "r" variety in which "AIRWAY" is misspelt "ArRWAY" in No. 6 stamp. This is NOT a constant variety.

Double Print or "Shifted Variety". A sheet of 100 stamps is known printed twice with the resultant slight shift noticeable under a magnifying glass. In this Double Print the shading lines appear thicker.

**DISPOSAL:** According to H. L. Banner, an unknown number of stamps were destroyed by the Printer or by the Company when the Company ceased operations.

**PROOFS:** Two different die proofs in reverse are known:

Black on matt board; and  
Black on White wove paper.

According to Mr. Banner these reverse die proofs were done to test the die and are not uncommon in any engraving process.

**FORGERIES:** So-called Colour Trial Proofs in ultramarine, light green, pale orange, magenta and brown orange are said by Mr. Banner, who has had access to the Printer's records, to be forgeries or unauthorized proofs.





