



BNAPS
AIR MAIL
STUDY
GROUP

Volume 2 - Number 3

August 1994

Chairman's Comments:

Another year has passed and it's been a good one. We've grown in numbers and we've put out three issues of the Newsletter. We now have 34 members in the Air Mail Study Group.

The member who gets most of the credit is our Secretary - Treasurer, Basil Burrell. And he's also the Newsletter Editor ! He's done a superb job and really outdid himself with Volume 2 - No 2 this year. How about those color photos in the Maritime & Newfoundland Airways article ?

This year's study group meeting, as most of you know, will be held in Burlington, Vermont. Our Air Mail Study Group get-together is tentatively scheduled for Friday, September 29th at 2:00 P.M. At the meeting we'll have a short business meeting followed by a discussion as to how we'd like to see the plan for the AAMS Canadian section updated in the new catalogue. (See the memo from Murray Heifetz on this matter found on page 21.) Murray has agreed to send me a list of discussion topics. Another key member of our Group is Dick Malott who is Coordinating Editor of the Air Mails of Canada.

Our meeting will conclude with a swap & sell session. So bring your duplicates.

Since I haven't received confirmation on the date and time of our meeting, I suggest that you check the Registration Desk to get the Date, Time, and Place as you are checking in for BNAPEX '94.

Here's hoping I'll see many of you at our BNAPS meeting in Burlington.

Good Collecting,

Ed Christman

PS: Annual dues are again due as our program and fiscal year starts in September. Send a check to Bas while you're thinking about it.

The AIR MAIL STUDY GROUP - is a study group under the BRITISH NORTH AMERICA PHILATELIC SOCIETY. This newsletter is published three times a year. Membership fees are \$5.00 US / \$6.00 Cdn and are payable to the Treasurer.

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Crash Mail:

In our last issue we showed what looked like a crash cover because of the charred edges of the letter and the OHMS cover that forwarded the letter to Jack Wallace's mother. No record in the books. Was it a crash?

BINGO ! The following letter came to the editor from Jim Brown of Pender Island, BC with a full explanation, an explanation that should make Jack very happy to think of the rarity factor -

Dear Bas;

In regard to the April BNAPS air mail study group bulletin I have a cover from the TCA November 18, 1938 crash near Regina. The plane was carrying only mail and was heading for Lethbridge then Vancouver in a night flight. I wrote to Dick Malott about a year ago because the crash was not listed in the American Air Mail Catalogue. He wrote back sending me copies of covers he has. There are only four known covers. It will be listed in the revised catalogue. A cousin of mine in Toronto sent me the cover and enclosure envelope. It was sent from Toronto to his father in Vancouver. The letter inside is readable. I have Vancouver newspaper articles on the crash.

MARITIME AND NEWFOUNDLAND AIRWAYS: Concluded.

There follows a page of further illustrations of the products of this company which need a little explanation. First, the art of reproduction of these stamps has not really caught up with Roessler. However, if you look very closely at RP-4 and RP-5 you will be able to see the horizontal lines that Richardson described as silver. Richardson, however never did mention that there was RP-5 without these horizontal lines. Mike Painter has supplied the evidence and it is recorded here as RP-5a.

I hope that someone will come across the Blue Cachet that is mentioned in the literature. The magenta and black are pictured and please note that they are different on the front and back. This is true of all of my copies.

Mr Haughton Sanguinetti provided me with the note below which he got in response to a 1936 letter. As Arte Johnson would say - "Verrrry Interesting".

If I could get some one to put up \$1000 I'd be glad to make a bet that all of those Maritime stamps were made by the same printer under the same orders and every one was authorized by the company. It would take quite a little correspondence etc and I'm not interested enough to go into it just for the sake of an argument for I have sold all that my customers will absorb.

*Enclosure Received from A.C. Roessler, Feb. 3, 1936
in reply to my challenging authenticity of stamps*

Maritime and Newfoundland Airways:

In the April issue of the News Letter it was mentioned that some items were not on hand for illustration. This is an effort to fill that gap. RP-1 is shown in two bottom row positions. Note on the RP-4 that the horizontal lines do show up. The RP-5a is an added item not mentioned by Richardson. No horizontal lines. The RP-5 with the cancellation shows St John's NFLD 3:30 PM Jun 14. Cannot read year but assume 1931.



RP-1

L.L.

 Pos 23
or
Pos 24


RP-4



RP-5a



RP-5

Note that the wording on the cachets are different front and back.



Cachet on front of each envelope in magenta or black.

Cachet on back of each envelope in black.

RIMOUSKI : The Rimouski runs from Montreal were started in 1927 & 1928. Here is an account of a 1931 trip from the "Bulletin" of Canadian Airways Limited dated August 15, 1931

Down the Gulf With the Air Mail

LOOKING backward it does not seem many years since we were accustomed to check the postmarks on our Winnipeg mail and to deduct the fact that these letters had been mailed in England two weeks before their receipt—frequently the interval was greater.

Within the last few years the British mail has been speeded up twice—once when the Post Office Department inaugurated the use of aircraft on the Rimouski-Montreal route and later when the "Empress of Britain" set forth on her maiden voyage from Southampton on Wednesday, May 27, 1931.

Previous to these innovations the normal schedule appears to have been as follows: Mails would leave a British port on Friday afternoon and arrive in Montreal on the following Friday. They would then be entrained and would arrive at Winnipeg on Sunday evening for delivery on Monday morning, and at Vancouver on Tuesday for delivery on Wednesday morning—or twelve days after the date of departure from a British port.

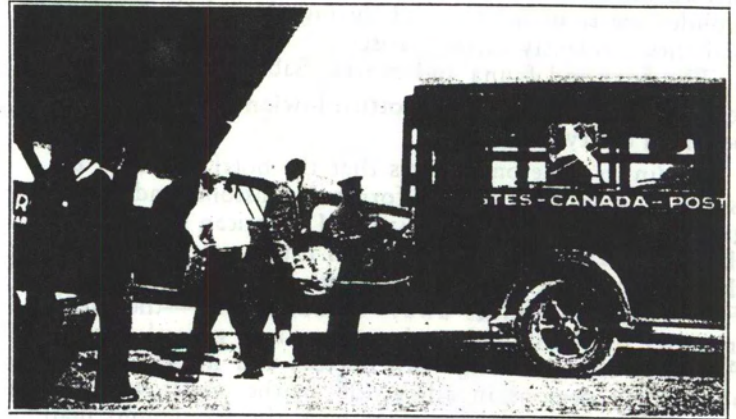
It is just as well to bear these facts in mind if one is to comprehend to the full the tightening of this bond of Empire which has been brought about by the use of aircraft in conjunction with the steamship services maintained between Canada and the Mother Country.

It was in the month of May, 1928, that an auxiliary air service was instituted between Montreal and Rimouski. Planes carried to the latter point mail which had accumulated in Montreal during the twenty-four hours after the outgoing ship had sailed, and having overtaken the ship as she proceeded downstream, the mail was put aboard by the tender which goes out at Father Point to bring off the pilot. Again, as the pilot boarded incoming ships incoming mail was transferred to land and speeded by aircraft to Montreal, Toronto, London, Windsor and Detroit.

Since the placing in commission of the "Empress of Britain"—that most speedy and luxurious edition of the modern marine hotel—there has been further curtailment in the water-borne time of transit, so that today mail which leaves Southampton on Wednesday afternoon is delivered in Montreal on Monday morning, and in Toronto on Monday afternoon. The mail for western points is then entrained and arrives in Winnipeg on Wednesday morning, in Vancouver on Friday morning—eight and one-half days after leaving Southampton.

* * *

On August 2nd, Canadian Trans-continental Airways Limited Fairchild plane CF-AAT left St. Hubert Airport at 4.30 p.m. (E.S.T.) with Pilot V. J. Hatton at the controls, accompanied by Engineer Hardman and the writer. There was on board about 700 pounds of mail which had accumulated since the departure of the "Duchess of Bedford" from Montreal on the previous day and which if no air transport had been available, would have lain at Montreal for several days more until the departure of the next outward bound mail boat. This consignment was All-Canadian mail.



Mail for the "Duchess of Bedford" being transferred at St. Hubert Airport, Montreal, for transportation by aeroplane to Rimouski, Que.

The flight was not as bumpy as it might have been, thanks to the ballast, and as a flight was quite ordinary until later in the evening when Quebec came into view. From this point onward the view across the Gulf assumed an aspect of extraordinary beauty which increased until reaching a point near Trois Pistoles. At this point where the Gulf is about thirty-five miles wide in a northerly direction the sublimity and grandeur of the panorama was such as to beggar all description. In the foreground the quaint narrow farms of Quebec, long narrow strips contrasting strangely with the square sections of the prairies. Down the centre of each strip and most effectually spoiling the fields for emergency landing there was a long pile of stones and boulders—the accumulation of years of plowing and working up through the soil. Beyond the farms, clusters of summer cottages fringing the broad waters of the Gulf in which were reflected the varied lights and shades of the clouded sunset.

Stretching across the picture the long line of the north shore, obscure, dark and forbidding, only broken where the rays of the setting sun stream through the gash of the Saguenay: the masses of the Cote de Beaupre rising abruptly behind, and to the north, range upon range of the Laurentians, beyond the Bersimis and Outardes Rivers each standing out in definite relief against the lighter tone of the succeeding ridge.

* * *

The last portion of the flight is over a strange, hummocky rock formation with stretches of bush country interspersed with muskeg, while to the right one glimpses the nearer peaks of the coast range beyond which there stretches for 300 miles the heavily timbered mountainous region of Northern Maine and New Brunswick over which the Montreal-Moncton course is set.

At St. Roch des Aulnaies—5.10 p.m.—we overtake the "Duchess" steaming sedately down the Gulf. Finally over the last rocky hump the plane glides over Rimouski, down to the field beyond.

The mail is unloaded and passes into the hands of the postal officials who late that night transfer it to the outgoing ship at Father Point.

On Sunday morning the bells of the Cathedral ring almost continuously, and again in the evening.

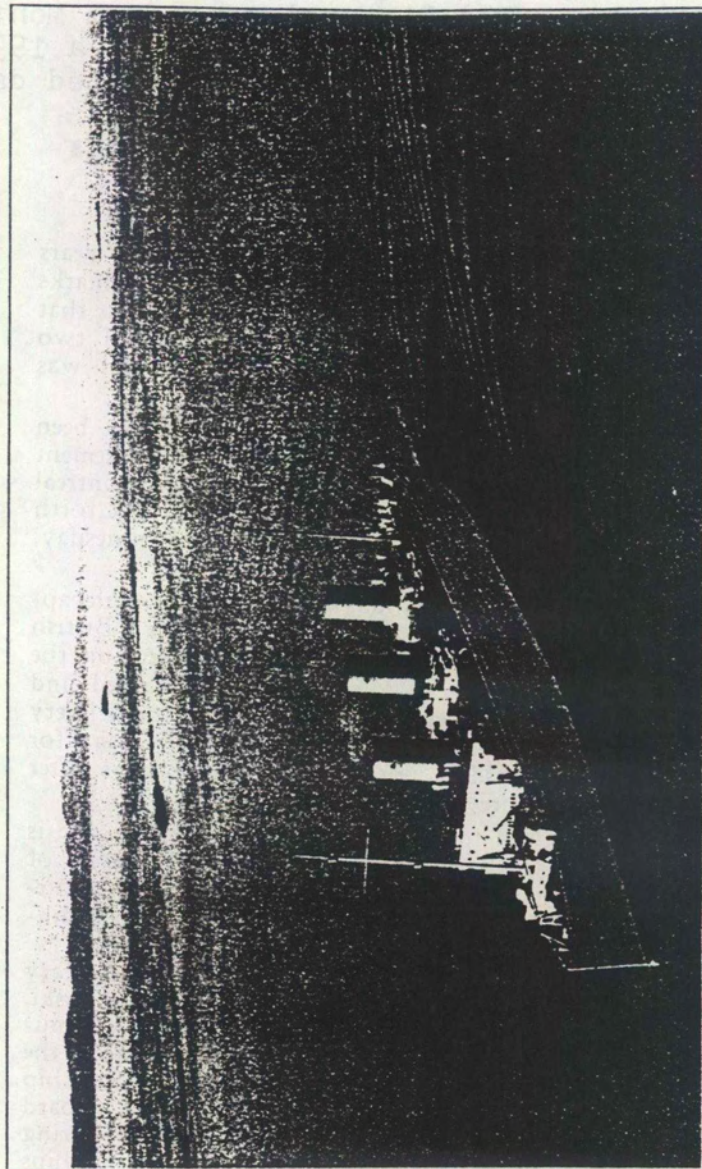
The sidewalk of the main street is crowded with devout French-Canadian habitants going to and from Mass. Up the hill behind the Cathedral one meets a continuous procession of buggies and democrats, all of which are parked in two long rows behind the Cathedral—but three automobiles are seen on the road during the whole morning and these evidently carry tourists.

The flora and fauna and general Sabbatical atmosphere remind us strongly of the Scottish lowlands as we remember them thirty years ago.

At dinner time one notices that the hotel has filled up, is in fact overfull. The uniforms of Customs and Immigration Officials both Canadian and American mingle with those of Ticket Agents, Telegraph Employees and various shipping officials. As the "Empress of Britain" is due at Father Point—4 miles away—about 1 a.m.—the bustle increases until midnight when there is a general exodus. All these officials along with doctors and nurses, making about fifty persons in all, go off in the tender with the pilot. The same tender brings back the westbound mail which is already lying on the scales in the hangar when the trio—pilot, engineer and writer—arrive there at 2.45 a.m.

At 3.15 a.m. the first streak of light appears in the east and at 3.40 the plane roars out of the field and over the sleeping town. Three quarters of an hour later the "Empress" is overtaken, her white ghostly form scarcely discernable in the grey mists hanging over the water. The ceiling is low, little more than the height of the rocky ridges running parallel with the shore line. Wisps of cloud and banks of all-enveloping fog, then a steady downpour which continues almost until Montreal is reached at 6.50.

Over thirty bags are unloaded. The Montreal mail will be delivered early in the day. The remainder of the mail is sorted at St. Hubert and put aboard the plane which at 9.15 a.m. takes off again for Toronto, London and Windsor. Additional mail for Detroit and Cleveland is also put on board and as the plane comes to earth at Wayne County Airport, Detroit, at 4.30 p.m., such mail as is destined for Cleveland is transferred to the Thompson Line machine which takes off for Cleveland immediately.



The "Empress of Britain" steaming up the St. Lawrence River on her maiden voyage. —Copyright Canadian Airways Limited

~~XXXXX RETURN TO~~
First Official Air Mail Flight
Quai de Rimouski to
Toronto

SAINT-RIMOUSKI
 MAY 6 1928



QUEBEC

W. Irving Glover, Esq.,

Toronto,

Ontario.



1-A.M.S.—2,000—4-28

For Sale !

One of our members has offered some of his extra flights for use in the support of the Air Mail Study Group. Price is $\frac{1}{2}$ A.A.M.S. price list. If you want to buy any of them the Editor, Basil Burrell has them. Please add \$1.00 postage.

<u>Flight #</u>	<u>Legs</u>	<u>Sale Price</u>	<u>Flight #</u>	<u>Legs</u>	<u>Sale Price</u>
219	16	\$ 23.00	257	1	\$ 1.50
227	4	6.00	280	12	18.00
228	2	3.00	281	1	1.50
229	12	24.00	291	10	15.00
230	1	1.50	337	4	6.00
232	12	18.00	338	2	3.00
238	4	13.00	339	1	1.50
248	2	3.00	345	3	4.50

First come, first served.

CANADIAN AIR MAIL CATALOGUE

Under the editorship of Richard K. Malott, a new version of the Canadian section of the Fifth Edition, Volume 4 of the American Air Mail Catalogue is being prepared for publication in 1996. This may end up being a separate Canadian catalogue with a much expanded table of contents.

I will be assisting Dick with specific responsibility for the section on Canadian semi-official airmails. In this regard I am asking for input from all members of the study group. I would appreciate items that correct information in the present Volume 4, suggestions for insertion of material or specific flights not presently listed, and any other comments that will be helpful in preparation of the revised catalogue.

In addition to the above, I am working with Neil Hunter and Dick MacIntosh in creating a far more comprehensive Canadian catalogue that will cover any and all items of Canadian aerophilately (covers only) for listing in a chronological order irrespective of its category. This catalogue will have far less of the descriptive coverage in the Volume 4 revision but will enable a collector to look up a date for any cover and find out right away what kind of cover it is and some information about it. To this end I am also requesting input from collectors with photocopies of any item they have - not presently listed in the AAMC or Holmes - that they think should be included in such a chronological listing. Typical of the type being considered are some of the Canadian Government flights where only the first flight is shown but where flights in the second or third week were equally important, perhaps scarcer, and definitely collectible.

All communications should be sent to:

Murray Heifetz
49 Ternhill Cres.
Don Mills, Ont.
M3C 2E4

AAMS Flight # 233:

Bill Topping has flown to the rescue again ! Last issue we asked about the apparent problem of year dates on this AAMS listed flight. AAMS says it was Feb 15 - 16, 1930. See below for the cachet and back stamp date that our member sent us with the question.

Backstamp



Bill Topping dug into his store of "Bob Of The Northland" files and came up with the List # 8 shown below. It is not dated but I'd guess it is 1931 or 1932. (Like those prices.) Note the 15 Feb entry.

List #8.

"BOB OF THE NORTHLAND"

Box 474, Edmonton, Canada

M. Robertson Arlidge, Manager, The Northland Stamp Co., Airmail Department.

Remit by post office, bank or express money order. Customers in U.S.A. please remit by bank draft on New York or U.S.A. currency registered.

WRITE FOR PARTICULARS OF BOB'S CANADIAN AIRMAIL COVER SERVICE - A REAL SERVICE !

Covers marked "x" are made up from my copyright Maple Leaf or Dominion design air mail envelopes. These are beauties - something different - and another feature is that your own name and address may be supplied in most cases as extra covers that have been put through for stock were addressed in soft pencil. ALL are guaranteed genuine FIRST FLIGHT covers, unless otherwise stated, and bear authorized cachets and are backstamped at destinations of flights. Quantities flown in brackets.

15 Jan. 1931 - MEDICINE HAT-LETHBRIDGE-CALGARY, set of 4, "x" Not \$ 1.00
 15 Jan. 1931 - MEDICINE HAT to CALGARY, b.stpd. at both Leth. & Calgary (32)x 1.50
 15 Jan. 1931 - CALGARY to MEDICINE HAT, b.stpd. at both Leth. & M.Hat (32)x 1.50
 (the two foregoing have cachets and are rare items)

31 Jan. and

1 Feb. 1931 - PEACE RIVER-CORCAJOU-Ft. VERMILION-N. VERMILION, set of 6, "x" 1.25
 - As above, set of 4 intermediate points, no cachet, "x", rare, 2.00
 1 Feb. 1931 - EDMONTON to HALIFAX, N.S., via Winnipeg & Pembina, N. Dak., "x", no cachet, back stamped, (about 500) .75

2 Feb. 1931 - WINNIPEG to PEMBINA to EDMONTON, b.stpd. at Edmonton 4th., "x". There were only 47 of these. Attractive PO flag cachet, 1.50
 2 Feb. 1931 - WINNIPEG to HALIFAX, via Pembina, "x", scarce, has cachet .60
 2 Feb. 1931 - WINDSOR to EDMONTON, fine bi-coloured cachet, scarce, "x" .50
 2 Feb. 1931 - WINDSOR to Halifax or Sydney, do, scarce, "x", b.stpd. .75
 2 Feb. 1931 - MONTREAL to EDMONTON, no cachet, "x" (just over 400) .85

12 Feb. 1931 - PEACE RIVER to EDMONTON, "x", (520 all told), fine cachet
 a. With Commercial obsolete black airfee stamp (484) 1.50
 b. With Commercial obsolete orange air stamp (36) 2.50

15 Feb. 1931 - EDMONTON to WINNIPEG, first flight International hook-up, "x", Attractive map cachet in red, flown two ways, b.stpd. Edm., 17th .50

15 Feb. 1931 - SASKATOON to MOOSE JAW, First NIGHT flight, no cachet, "x", (407) Triangle flight back to Edmonton where b.stpd. 16th, scarce 1.50

23 Feb. 1931 - (FORT McMURRAY to ATHABASCA, (969) and ATHABASCA to EDMONTON (873),

24 Feb. 1931 - (EDMONTON to ATHABASCA (1044) & ATHABASCA to FORT McMURRAY (978),

a. Any single cover of above four, a, b, c have black stamps, .50

b. Set of four complete, all have cachets and scarce company air stamps - now obsolete - plain #8 covers 1.50

c. Set of four as above, with names supplied and Maple Leaf env. 2.00

24 Feb. 1931 - ATHABASCA to FORT McMURRAY, (174) with orange stamps, scarce, 1.00

14 Mar. 1931 - "From Pine to Palm" - AKLAVIK, N.W.T., Canada to MIAMI, Florida, "x",

From farthest north in Canada to farthest south in U.S.A. These

are all made up from the beautiful "Dominion" design envelopes

and are certainly GEMS FOR ANY COLLECTION. All have the scarce

Haughton E. Sanguinetti:

While Basil and Audrey Burrell were in Florida during the month of April they visited Haughton Sanguinetti and his wife at Clearwater, Fla. The Sanguinettis played host for lunch, some talk on the porch looking out over a small lake, and best of all looking at Postal History. At 88 Mr Sanguinetti still keeps a part of each day set aside for researching and writing about his wide range of interests in philately. He has been collecting since the 1920's and maintained his involvement during the working years. Don't a lot of us wish that we had done the same.

Haughton edited the 1985 Semi-Official Airmails Study Group Report and wrote the section on the Maritime and Newfoundland Airways which has been touched on in the April Newsletter as well as this one. He provided much of the material pictured in our report.

Upon leaving he presented our Air Mail Study Group with a 25 page listing of Airmail pilots of Canada. The list is not dated but it covers Names, Airways Company employed by, address and/or date of death, and address of next of kin. Of course not all columns can be filled in but I did note that it shows a 1960 date. In checking names listed in A.A.M.S. catalogue I find them all (that I checked) covered. This is a part of the reference material that is available to the Group.

FOR THE GREATEST ACHIEVEMENT by Bill Robie. Published by Smithsonian Institution Press copies may be ordered from Department 900, Blue Ridge Summit, PA 17294. (717-794-2148) Hardbound \$35.00 + \$2.25 postage and handling. For further information you can contact Lisa Mincey at (202) 287-3738 in the Marketing Department. Reviewed: Basil Burrell.

This 378 page book has a forward by Chuck Yeager and a sub-title of "A History of the Aero Club of America and the National Aeronautic Association". There are 39 illustrations showing the earliest planes to the VOYAGER that made the first non-stop, non-refueled flight around the world in 1986.

Bill Robie has taken the very difficult task of tracing the history of an organization that was pioneering all the time and had the foresight to license pilots of balloons, gliders, blimps, and airplanes. He uses the thread of the club activities and the winners of the Collier Trophy to tie the narrative together and devotes 35 pages to naming names and sources at the end of the book so that it doesn't deter from the very easy to read story.

Most useful to the researcher will be the 100 or so pages at the back devoted to appendixes naming the winners of the Collier Trophy, The Gordon Bennett Cup, The Wright Trophy, The Brewer Trophy and then members of the Aero Club at its founding. Appendix G lists the license holders from 1905 to 1919 for Spherical Balloon Pilots, Dirigible Balloon Pilot, Aviator (Aeroplane) Pilot, Hydroaeroplane Aviator and Expert Aviator. There are many sub lists along with these.

All through the book names you know pop out at you as a part of the total flying history in the United States. Glenn H. Curtiss was given License No 1 while Wilbur and Orville Wright had to wait for Number 5 and 4 respectively. Their road was not an easy one, but then I will leave that story for you read when you have your own copy of this very worthwhile book.

AIR MAIL RATES:

In the May 2nd, 1994 issue of LINN'S there was an article by Dan Barber about the domestic airmail rates in the United States. This got me to look up any references I had to this subject for Canada, and I came up blank.

Does anyone have have such a listing for Canadian Air Mail rates? If there is there anyone who would consider working on such a listing? I believe that there will be space for it in the new AAMS catalog mentioned earlier in this issue. To illustrate what I have in mind I am showing the charts that Dan used in his article. (With his permission.) We had mail on the same plane that went for 2¢ or with a cachet needed 5¢. Who's into research?

U.S. airmail rates 1918

Date	Service	Rate
May 15	Service between Washington, D.C., New York, N.Y., and Philadelphia Pa., per ounce	24¢
July 15	Service between Washington, D.C., New York, N.Y., and Philadelphia Pa., per ounce	16¢
	each additional ounce	6¢
Dec. 15	Service between selected cities (others added later) per ounce	6¢

May 15 (24¢) and July 15 (16¢) rates included a 10¢ special delivery service fee that was discontinued beginning Dec. 15. On-demand airmail service was discontinued July 18, 1919, although mail was still carried by air on a space-available basis at standard United States first-class rates.

U.S. airmail rates 1924-1927

Date	Service	Rate
06/30/24	Service per zone (New York-Chicago; Chicago-Cheyenne, Wyo.; Cheyenne-San Francisco) per ounce	8¢
07/01/25	New York-Chicago, overnight service (three intermediate stops) per ounce	10¢
02/15/26	Contract routes not exceeding 1,000 miles, per ounce	10¢
02/15/26	Contract routes of 1,000 to 1,500 miles (Seattle-Los Angeles), per ounce	15¢
	Contract routes exceeding 1,500 miles, per ounce	20¢*
	Service per governmental zone, plus contract service, per ounce	5¢
02/01/27	All CAM routes, government zones or combinations thereof, per 1/2 ounce	10¢

* - no routes exceeding 1,500 miles were established in this rate period.

U.S. domestic airmail rates, 1928-75

	8-1-28	7-6-32	7-1-34	3-26-44	10-1-46	1-1-49	8-1-58	1-7-63	1-7-68	5-16-71	3-2-74	12-29-75
All routes, first ounce	5¢	8¢	6¢	8¢	5¢	6¢	7¢	8¢	10¢	11¢	13¢	17¢
Additional ounces	10¢	13¢	6¢	8¢	5¢	6¢	7¢	8¢	10¢	11¢	13¢	15¢
Postcards, per ounce	—	—	—	—	—	4¢	5¢	6¢	8¢	9¢	11¢	14¢

TRANS-CANADA FIRST FLIGHTS:

The following listing of flights was provided by Major Malott (Ret) to the "MAPLE LEAVES" Oct 1961, Vol 9 #1.

TRANS-CANADA AIR LINES

Mr. Fred Fraser, Supervisor of Press Services for TCA, has released the following information on the principal TCA inaugural flights 1950-1961. Those on which TCA carried its own first flight covers have been marked with an asterisk.

TCA will inaugurate Vanguard service from Montreal and Toronto to Bermuda, the Bahamas and the islands of the West Indies on April 31st. TCA will be placing first flight covers on these inaugurals. Vanguard will be introduced on a number of domestic routes later in the year but TCA does not intend to place first flight covers on these flights.

1950

April 1st—Montreal-New York service inaugurated.

April 2nd—Tampa, Fla. stop introduced on Toronto-to-Caribbean service.

1951

April 1st—Montreal-Paris service inaugurated.

1952

February 1st—Service introduced to Fredericton, N.B.

March 2nd—New York operations transferred from La Guardia to Idlewild.

April 2nd—North Stars introduced to Maritimes.

May 1st—Trans-Atlantic tourist-class service introduced.

November 5th—Montreal-Dusseldorf service via London inaugurated.

1953

December 17th—Service inaugurated to Montego Bay, Jamaica from Toronto.

1954

January 16th—Mexico City service inaugurated—Toronto-Tampa-Mexico City.

February 1st—Service introduced to Sudbury, Ont., from Toronto.

May 14th—Super Constellations introduced on trans-Atlantic service.

May 26th—Super Constellations introduced on North American service, inaugural flight Montreal-Toronto-Winnipeg-Vancouver.

1955

*April 1st—Viscounts introduced Montreal-Toronto-Ft. William-Winnipeg.

November 1st—Service inaugurated Montreal/Ottawa-Val d'Or-Rouyn-Noranda-Earlton-North Bay.

November 1st—Service inaugurated Montreal-Quebec City-Bagotville-Seven Islands.

November 1st—Service to Mexico City discontinued.

1958

*April 2nd—Service to Brussels inaugurated.

May 15th—Service to Zurich inaugurated.

May 15th—Non-stop Montreal-Paris service started.

May 28th—Vancouver-Winnipeg-Gander-London service inaugurated.

December 15th—Service from Toronto to Antigua inaugurated.

1959

*May 1st—Vienna service inaugurated.

1960

*April 1st—DC-8 introduced Montreal-Toronto-Vancouver.

*June 1st—DC-8 introduced Montreal-London, Eng.

1961

January 2nd—DC-8 introduced Montreal-Paris direct.

January 4th—DC-8 introduced from Canada to Brussels and Dusseldorf.

January 6th—DC-8 introduced from Canada to Zurich.

*January 8th—DC-8 introduced from Canada to Vienna (first flight cover carried Vienna-Montreal, January 2nd).