





Volume 3 - Number 2

April 1995

# NEW AMERICAN AIR MAIL CATALOGUE:

TO: IS A MAY D	All semi-official collectors
FROM:	Murray Heifetz
DATE:	December 24, 1994
SUBJECT:	New Canadian Airmail Catalogue
	In updating the listings in the current Volume IV of the AAMC there

In updating the listings in the current Volume IV of the AAMC there are a number of items that have to be reverified. Some are because there is doubt about the current information. Some are because they have not been seen recently. The list below covers all items of concern. What we need urgently is for collectors who have or know anything about the items to send me the information , hopefully with a photocopy of the cover if they have one. Replies should be sent to 49 Ternhill Cres., Don Mills, Ont., Canada, M3C 2E4.

#### LAURENTIDE AIR SERVICE

Any cover with CL1 or CL2 dated Sep. 11, 1924 Any cover dated Sep. 16, 1924 (2 were reported in Marguis of Bute sale)

#### JACK V ELLIOT AIR SERVICE

Any covers posted with dates between March 7 and 9, 1926

Dates of any covers with either the single oval "Mining Division" or the double oval "Gold District" cachet. Also, any usage of these cachets on covers flown by Western Canada Airlines or Patricia Airways & Exploration

#### PATRICIA AIRWAYS & EXPLORATION

Covers or data for CL13 on Aug. 26,1926 Red Lake-Woman Lake or vice versa

Covers(need arrival pm) Mar. 31, 1927 Haileybury-Rouyn with CL14

Aug. 4, 1927 Ft. Hope-Sioux Lookout with either CL27 or CL28

Sep. 24, 1927 Red Lake-Lac du Bonnet with CL20

Any usage of CL19 or CL25 prior to June 25, 1927 (We know of one in May)

We need earliest dates of usage (send any you have) in 1927 of CL15, CL16, CL24, CL26, CL28, and CL30 or any of the sub numbers of these groups. Most known covers are flown in March 1928 by Patricia Airways.

#### WESTERN CANADA AIRLINES

July 24, 1927 Rolling Portage - Winnipeg

Feb. 27, 1928 Narrow Lake-Sioux Lookout - any earlier dates without routing via Rolling Portage

Oct. 9, 1928 Lac du Bonnet - Long Lake with either the one line or two line Long Lake overprint on the Western Canada Airlines stamp

July 19 or 20, 1929 Allan Water - Cat Lake and return

#### PATRICIA AIRWAYS

Any covers tied with semi official stamp dated between March 5 and March 9, 1928

Examples of covers dated between Feb. 4 and Mar. 9, 1928 franked with stamps of Patricia Airways & Exploration also with their cachet

#### CHERRY RED AIRLINES

June 15, 1929 Price Albert - Lac la Ronge and return

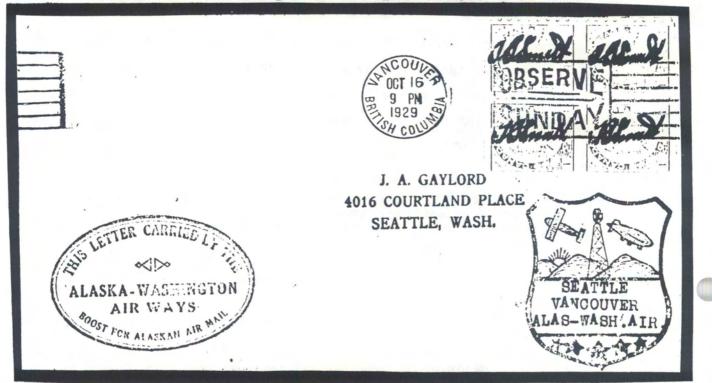
July 3 and July 23 Rottenstone Lake - Prince Albert and return

Your cooperation will be most appreciated and is essential if we are to have an up to date catalogue with many previous errors corrected. If you have any comments or suggestions with respect to the catalogue not necessarily related to any of the above, they will be most welcome in any case.

For your guidance, the catalogue numbers shown above are from the Unitrade numbering system which we expect to be used in the new catalogue. The new 1995 catalogue is now available and it has a much improved semi-official listing as well as a new updated listing of proofs and essays.

## Who is Smith ?

Jim Brown of Pender Island B.C. sent along a copy of the 1929 Alaska-Washington Airways courtesy cover flown Vancouver-Victoria-Seattle. Who signed the stamps? Pilots were Hal Wilson and Floyd Keadle. Does anyone know what postal official might have signed? Any other ideas ?



### COMMERCIAL AIRWAYS, LTD.

This company issued four (4) stamps in two (2) types known as "AIR FEE" and "VIA AIR". There have been errors in the catalog description of some of the oddities which should be cleared up. For example: the "BROKEN C" appears only on the "VIA AIR" stamp. As recently as the 1991 issue of Scott Specialized they listed the "BROKEN C" for all stamps.

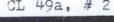
If you want to delve into the papers and shades of color see the 1985 report of the Semi-Official Study Group. However, with the thought that a number of the group would like to be able to plate their copies, the G.H. Fay articles in the Air Post Journals of April 1934 and June 1935 are reproduced herein.

The four stamps of this company are shown below with position 2 for both types shown to prove that only "VIA AIR" has a "BROKEN C".

		COMMERCIAL AIRWAYS, LTD.				0.			
Ţ	Scott Initrade	Dames	Sissons			ateliatalidaer		Canada	Muller
A AIR" Perf 12	CL 47	36	CS	54	35	41	31	44	27
t "Broken C"	CL 47a	36a						44a	
with rate etc	CL 47c								
25 panes	CL 47d				neronalitical				
R FEE" Thick	CL 48	37	CS	56	36	42	32	46	29
t thin paper	CL 48a	37A	CS	56a					
t Imperf pair	CL 48c	37Aa						46a	
A AIR" 7/21/30	CL 49	38	CS	55	37	44	33	45	28
t "Broken C"	CL 49a	38a						45a	
t Imperf Pair	CL 49b	380	CS	55a				450	
/"Broken C"	CL 49c	38d							
t DEEP PURPLE		38c							
R FEE" thick	CL 50		CS	57	38	45/46	34	47	30
t thin paper	CL 50a	39							-
t Imperf pair	CL 50b	39a	CS	57a				47a	
DULL ORANGE		390							
Same except Dbl Vert Perf		39c							
t partial perf tween pair		39a							
	A AIR" Perf 12 t "Broken C" with rate etc 25 panes R FEE" Thick t thin paper t Imperf pair A AIR" 7/21/30 t "Broken C" t Imperf Pair V/"Broken C" t DEEP PURPLE R FEE" thick t thin paper t Imperf pair t Imperf pair	Unitrade A AIR" Perf 12 CL 47 t "Broken C" CL 47a with rate etc CL 47c 25 panes CL 47d R FEE" Thick CL 48 t thin paper CL 48a t Imperf pair CL 48a t Imperf pair CL 48c A AIR" 7/21/30 CL 49 t "Broken C" CL 49a t Imperf Pair CL 49b v/"Broken C" CL 49c t DEEP PURPLE R FEE" thick CL 50 t thin paper CL 50a t Imperf pair CL 50b t DULL ORANGE t Dbl Vert Perf t partial perf	Scott Unitrade DamesA AIR" Perf 12CL 4736A AIR" Perf 12CL 4736t "Broken C"CL 47a36awith rate etcCL 47c25 panesCL 47dR FEE" ThickCL 4837t thin paperCL 48a37At Imperf pairCL 48c37AaA AIR" 7/21/30CL 4938t "Broken C"CL 49a38at Imperf PairCL 49b38bv/"Broken C"CL 49c38dt DEEP PURPLE38cR FEE" thickCL 50t thin paperCL 50at Imperf pairCL 50bt DULL ORANGE39bt Dbl Vert Perf39ct partial perf39d	Scott Unitrade DamesSigA AIR" Perf 12CL 4736CSA AIR" Perf 12CL 4736a36awith rate etcCL 47a36awith rate etcCL 47c2525 panesCL 47d7R FEE" ThickCL 4837CSCL 47dR FEE" ThickCL 48aA FEE" ThickCL 48aA IR" 7/21/30CL 49A AIR" 7/21/30CL 49aA AIR" 7/21/30CL 49aA AIR" 7/21/30CL 49aA BacCSt "Broken C"CL 49at Imperf PairCL 49bt DEEP PURPLE38ca FEE" thickCL 50CSCSt thin paperCL 50aCI 50b39aCSCSt Imperf pairCL 50bCL 50b39aCSCSt DULL ORANGE39bt Dbl Vert Perf39ct partial perf39d	Scott Unitrade DamesSissonsA AIR" Perf 12CL 4736CS 54A AIR" Perf 12CL 4736aCS 54t "Broken C"CL 47a36awith rate etcCL 47c25 panesCL 47dR FEE" ThickCL 4837CS 56t thin paperCL 48at Imperf pairCL 48a37ACS 56aTmperf pairCL 48aA AIR" 7/21/30CL 4938CS 55a"Broken C"CL 49aW'"Broken C"CL 49b38bCS 55aS5aV"Broken C"CL 49cA FEE" thickCL 50CS 57Thin paperCL 50a39C Thin paperCL 50bC Thin paperCL 50b </td <td>ScottUnitrade DamesSissonsForrestA AIR" Perf 12CL 4736CS 5435Thoken C"CL 47a36awith rate etcCL 47a36awith rate etcCL 47c25 panesCL 47dR FEE" ThickCL 4837CS 5636t thin paperCL 48a37ACS 56at thin paperCL 48a37ACS 56at Timperf pairCL 49a38at Timperf PairCL 49a38at Timperf PairCL 49b38bCS 55aV"Broken C"CL 49c38dt DEEP PURPLE38cR FEE" thickCL 50CS 5738t Imperf pairCL 50a39t Imperf pairCL 50b39aCS 57aCL 49c38dt DEEP PURPLE39bt DULL ORANGE39bt DULL ORANGE39c</td> <td>Scott Unitrade DamesSissons SissonsForrest ForrestSanabria SanabriaA AIR" Perf 12CL 4736CS 543541t "Broken C"CL 47a36a36a3541with rate etcCL 47a36a36a4225 panesCL 47d765663642R FEE" ThickCL 48a37ACS 56a3642t thin paperCL 48a37ACS 56a42t tmperf pairCL 48c37AaCS 553744A AIR" 7/21/30CL 4938CS 55a3744t "Broken C"CL 49b38bCS 55a4545/46t tmperf PairCL 49c38d45/4645/46t DEEP PURPLE38c39393939t Tmperf pairCL 50b39aCS 57a3845/46t thin paperCL 50b39aCS 57a3845/46t DULL ORANGE39b39b39b39b39bt DULL ORANGE39b39d39d39d39d</td> <td>ScottUnitrade DamesSissonsForrestSanabriaHolmesA AIR" Perf 12CL 4736CS 54354131t "Broken C"CL 47a36awith rate etcCL 47a36awith rate etcCL 47a25 panesCL 47dR FEE" ThickCL 4837CS 56364232t thin paperCL 48a37ACS 56a374433t Imperf pairCL 49c38a374433t Imperf PairCL 49a38a38a374433t Imperf PairCL 49c38d38a3838383838383836t DEEP PURPLE38c38c3838383838383434t DEEP PURPLE38cR FEE" thickCL 50CS 573845/4634t Imperf pairCL 50b39aCS 57at DULL ORANGE39bt Dull ORANGE39bt Dull ORANGE39d</td> <td>Scott UnitradeDamesSissonsForrestSanabriaHolmesGanadaA AIR" Perf 12CL 4736CS 5435413144t "Broken C"CL 47a36a4444awith rate etcCL 47c25panesCL 47d44a25 panesCL 47d37CS 5636423246t thin paperCL 48a37 ACS 56a423246t thin paperCL 48a37ACS 56a46a46aA AIR" 7/21/30CL 4938CS 5537443345t Tmperf PairCL 49c38a45a45a45at Imperf PairCL 49c38dCS 55a45b45bw/"Broken C"CL 49c38dCS 573845/463447t thin paperCL 50a39CS 57a47a47aDEEP PURPLE38c3947a47at thin paperCL 50b39aCS 57a47at DULL ORANGE39bCS 57a47at DULL ORANGE39bCS 57a47at DULL ORANGE39bCS 57a47a</td>	ScottUnitrade DamesSissonsForrestA AIR" Perf 12CL 4736CS 5435Thoken C"CL 47a36awith rate etcCL 47a36awith rate etcCL 47c25 panesCL 47dR FEE" ThickCL 4837CS 5636t thin paperCL 48a37ACS 56at thin paperCL 48a37ACS 56at Timperf pairCL 49a38at Timperf PairCL 49a38at Timperf PairCL 49b38bCS 55aV"Broken C"CL 49c38dt DEEP PURPLE38cR FEE" thickCL 50CS 5738t Imperf pairCL 50a39t Imperf pairCL 50b39aCS 57aCL 49c38dt DEEP PURPLE39bt DULL ORANGE39bt DULL ORANGE39c	Scott Unitrade DamesSissons SissonsForrest ForrestSanabria SanabriaA AIR" Perf 12CL 4736CS 543541t "Broken C"CL 47a36a36a3541with rate etcCL 47a36a36a4225 panesCL 47d765663642R FEE" ThickCL 48a37ACS 56a3642t thin paperCL 48a37ACS 56a42t tmperf pairCL 48c37AaCS 553744A AIR" 7/21/30CL 4938CS 55a3744t "Broken C"CL 49b38bCS 55a4545/46t tmperf PairCL 49c38d45/4645/46t DEEP PURPLE38c39393939t Tmperf pairCL 50b39aCS 57a3845/46t thin paperCL 50b39aCS 57a3845/46t DULL ORANGE39b39b39b39b39bt DULL ORANGE39b39d39d39d39d	ScottUnitrade DamesSissonsForrestSanabriaHolmesA AIR" Perf 12CL 4736CS 54354131t "Broken C"CL 47a36awith rate etcCL 47a36awith rate etcCL 47a25 panesCL 47dR FEE" ThickCL 4837CS 56364232t thin paperCL 48a37ACS 56a374433t Imperf pairCL 49c38a374433t Imperf PairCL 49a38a38a374433t Imperf PairCL 49c38d38a3838383838383836t DEEP PURPLE38c38c3838383838383434t DEEP PURPLE38cR FEE" thickCL 50CS 573845/4634t Imperf pairCL 50b39aCS 57at DULL ORANGE39bt Dull ORANGE39bt Dull ORANGE39d	Scott UnitradeDamesSissonsForrestSanabriaHolmesGanadaA AIR" Perf 12CL 4736CS 5435413144t "Broken C"CL 47a36a4444awith rate etcCL 47c25panesCL 47d44a25 panesCL 47d37CS 5636423246t thin paperCL 48a37 ACS 56a423246t thin paperCL 48a37ACS 56a46a46aA AIR" 7/21/30CL 4938CS 5537443345t Tmperf PairCL 49c38a45a45a45at Imperf PairCL 49c38dCS 55a45b45bw/"Broken C"CL 49c38dCS 573845/463447t thin paperCL 50a39CS 57a47a47aDEEP PURPLE38c3947a47at thin paperCL 50b39aCS 57a47at DULL ORANGE39bCS 57a47at DULL ORANGE39bCS 57a47at DULL ORANGE39bCS 57a47a









CL 50, # 9

的目前的影响了

# Plating a Semi-Official Air Stamp

## by G. H. FAY

42 Trinity Place, New York City

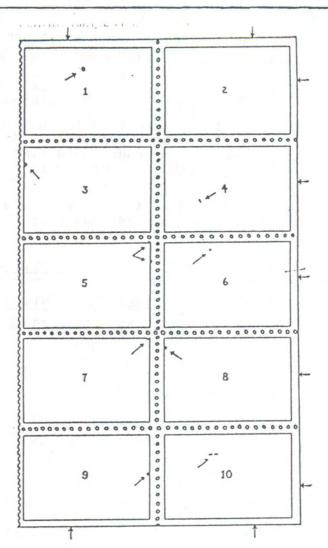
T IS MY humble opinion that the majority of aerophilatelists start their hobby with a multitude of cheap and medium priced mint sets, generally trying to reach a goal of say, a thousand varieties. Unless one has sufficient means to acquire these at once, it will take two or three years to assemble them. During this period one accumulates many aeronautical items—flown covers, used airmails, par avion labels and probably some semi-offlcials.

Having assembled a representative collection of airmail stamps, with additional material showing the development of airmail service, and having studied his stamps to pick out varieties, the collector generally has the desire to try plating.

With the official air mail issues, this is almost impossible, as the sheets are too large and have too small a variety of slight constant markings to make plating recrible or where a stamp might be plated from the various settings of the surcharge, a complete sheet to check by is generally beyond the resources of the collector. How, ever, some of the semi-official airmail stamps offer an ideal solution, especially those of the Commercial Airways Ltd. of Canada, now obsolete, but still available through certain Canadian dealers and thru ructions. The stamps were issued in sheets of ten (2x5) so one can make a plate at a small outlay.

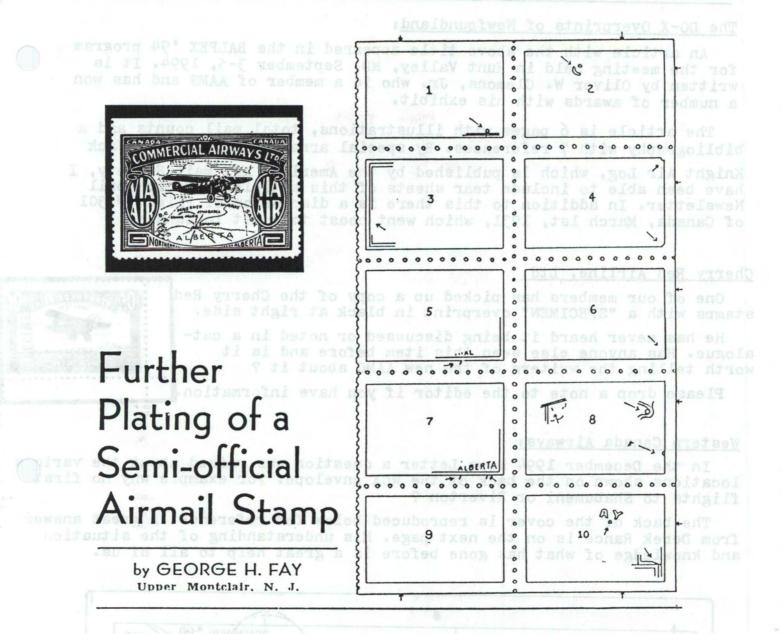
Having secured two complete mint sheets of the Commercial Airways Ltd., black "Air Fee" type stamps, from different sources, as well as covers bearing the stamps and cardboard proofs, I had mater-





ial enough to pick out the constant variations for each position in the sheet, which for the benefit of those interested, are as follows:

- No. 1. Straight edge at top; small white circle below AL of Commercial.
- No. 2. Straight edge at top and right side.
- No. 3. White dot on outer frame line upper left side.
- No. 4. Straight edge at right; small blark line at upper right of B.C. on map.
- No. 5. Black bumps on outside of outer frame at upper right corner and upper right side.
- No. 6 Straight edge at right; white dot over second C of Commecial.
- No. 7. V break in outer frame line in upper right corner.
- No. 8 Straight edge at right; broken outer frame line, upper left side.
- No. 9 Straight edge at bottom; black dot between frame lines near center of right side.
- No. 10 Straight edge at right and bottom; broken line under second C of Commercial.



**S** UPPLEMENTING my article on platng the second, or "AIR FEE" type of stamps of the Commercial Airways, Ltd., which appeared in the April 1934 issue of the AIRPOST JOURNAL, I offer for the benefit of those interested, the constant variations which appear in the first. or "VIA AIR" type:

No. 1. Straight-edge at top. White spot on bottom inner frame line 3/16" from the right.

No. 2. Straight-edge top and right. Broken top of second "C" in "COM-MERCIAL." Nick in bottom frame at left of "AIR".

No. 3. Break in inner vertical frame line at left of "AIR" in left hand "VIA AIR" extending from cross-bar of "A" to bottom of circle enclosing the "VIA AIR." No. 4. Straight-edge at right. Both upper and lower right corners broken. No. 5. Single colored dash from outer frame line at bottom under dot to left of "A" in "ALBERTA".

No. 6. Straight line at right. Lower right outer frame thick.

No. 7. Colored dashes from outer frame line at bottom under "A" and under "RT" of "ALBERTA".

No. 8. Straight-edge at right. Nick in outer right frame line about ¼" from base. White dot in ribbon below period of "D" of "LTD." Added verticle dash in upper left-hand cloud effect.

No. 9. Straight-edge at the bottom.

No. 10. Straight-edge at bottom and right. White dot below "AY" of AIR-WAYS." Line over right bottom ornament bent.

#### AIR MAIL NEWS LETTER

# The DO-X Overprints of Newfoundland:

An article with the above title appeared in the BALPEX '94 program for the meeting held in Hunt Valley, MD, September 3-5, 1994. It is written by Oliver W. Clemons, Jr. who is a member of AAMS and has won a number of awards with his exhibit.

**APRIL 1995** 

The article is 6 pages with illustrations, total mail counts and a bibliography with 7 references. By special arrangement with the Jack

Knight Air Log, which is published by the American Air Mail Society, I have been able to include tear sheets of this article with our April Newsletter. In addition to this there is a discussion of Flight # 301 of Canada, March 1st, 1931, which went coast to coast in Canada.

#### Cherry Red Airline, Ltd.

One of our members has picked up a copy of the Cherry Red stamps with a "SPECIMEN" overprint in black at right side.

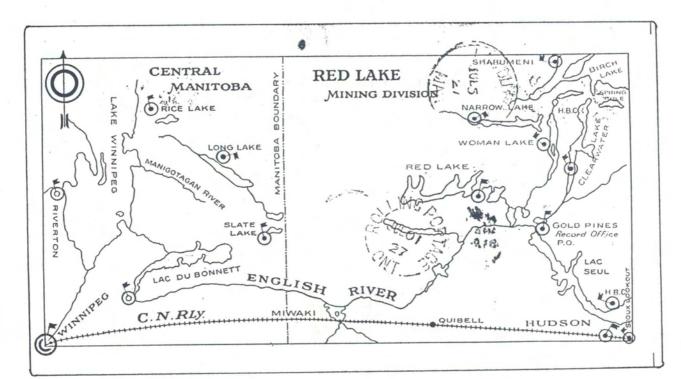
He has never heard it being discussed or noted in a catalogue. Has anyone else seen this item before and is it worth telling the writers of the new AAMC about it ?

Please drop a note to the editor if you have information.

#### Western Canada Airways:

In the December 1994 News Letter a question was raised about the varies locations shown on the back of the WCA envelope. For example why no first flights to Shabumeni or Riverton ?

The back of the cover is reproduced below for reference. A great answer from Derek Rance is on the next page. His understanding of the situation and knowledge of what has gone before is a great help to all of us.

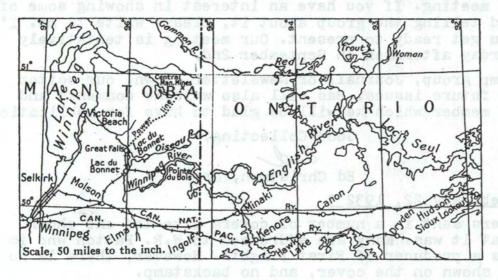


# Page 14

A copy of an early WCA map illustrated cover was featured in the December 1994, Air Mail News Letter, and questions were asked regarding the reality of the airbases located on this map. In this regard, the primary purpose of these pioneer airlines was to fly freight and people, and a very secondary activity was the flying of air mail. In 1927, most of the WCA flights in the Patricia area were to supply prospecting teams.

The Patricia region had well-established transportation routes, due to traditional fur trading activities. The 1789 Alexander MacKenzie travel map, shows two fur trading posts in the Patricia - Red Lake House and Catt (Cat) Lake House. These old trade routes' primary pathways were the region's multiplicity of lakes and rivers.

Air freight, despite its potentially high cost, had two distinct advantages - fast service and the ability to carry heavier loads than those carried by freighter canoes, or dog sleighs. A 1927 Ontario Geological Survey report on the Woman Lake district stated that the cost of airfreight from Hudson was cost competitive with canoe transport, and the flying time of less than two hours compared favorably to the required three days at best by canoe. In 1927, radio communication was not common, as even a low powered transmitter was a massive contraption. Consequently, most air transportation was arranged on a scheduled basis. The specific destination points on the WCA map were probably those locations to which preset air deliveries were occurring.



The WCA map is extremely crude. While the central points are vaguely to scale, locations on all four map extremities have been compressed inward to fit. A properly scaled map is shown for comparison.

Other WCA map errors are: Miwaki should be Minaki, and Clearwater Lake does not outflow into the

Wenesaga River as shown, but flows to the North (as does Narrow Lake) then turns South to flow into the Northern end of Woman Lake, which lake drains Southward into the Troutlake River.

Referring to the WCA map:- Shabumeni Lake has been so called for over 200 years (in 1893 a geologist spelled it <Shaboomene>). In 1927, to honour of Canada's Diamond Jubilee, Clearwater Lake was renamed Confederation Lake. The H.B.C. post was established at the north end of Women Lake in late 1926, to compete with Swain Post on Swain Lake (the little round lake north of Woman Lake.) Swain Post still exists today. The airbase on Clearwater Lake is probably the Jackson Manion mine location on Rowe Lake that lies between the Woman and Clearwater lakes. In 1927 this mine was being prepared for production. Similarly, although Narrow Lake was being prospected in 1927, the major activity here was by Bathurst Mines on their property, between Bathurst and Car Lake, four miles to the north. On Woman Lake, prospecting activity centred around the Jackson Manion minesite. On Clearwater Lake, most prospecting was conducted on the (much larger in actuality) Eastward protrusion of this lake, called Lost Bay. The potential for commercial mail to any of these points is small, as even a large prospecting party was usually less than ten persons. The exception was Jackson Manion which, in 1927, employed 90 people to construct the mine's surface buildings. In 1928, this workforce was reduced to 65 persons when the underground development was conducted.

Derek Rance 95-01-06

#### AIR MAIL NEWS LETTER

## Chairman's Notes:

We keep growing. As of January 1st, we had 35 paid up members and we will have gotten a few more by the time you are reading these comments. Those of you who haven't paid up, you've still time before you're dropped from the rolls. Mail those dues :

I am sure all of you know some Air Mail collectors who aren't members. You can do them a favor by recruiting them for membership. They'll be glad they joined. Remember we're an <u>AIR MAIL</u> group, so we welcome any BNAPSer who is interested in any phase or period of mail carried by air. I guess that would also include hot air balloons :

I hope most of you, by this time, have secured the Firby Auction Catalogue which features the Nickle Air Mail Collection. It may be the best sale with the most Air Mail material (Proofs, Stamps, Semi-Officials & Government Flights) to come on the market in years. Be sure and at least get a catalogue as a reference.

A volunteer is needed to give a "Show and Tell" presentation at our Edmonton BNAPS '95 meeting. If you have an interest in showing some of your collection and telling the group about it, please write to me. I'll be glad to help you get ready to present. Our meeting is tentatively scheduled for Saturday afternoon on September 2nd.

As in every stamp group, Journal, or Newsletter known, our editor needs articles for future issues. Bas will also welcome comments and questions from any member which he will be glad to have for publication.

Good Collecting, Ed Christman, Jr.

#### What happened on February 22, 1932 ?

One of our members sent in a number of covers like the one shown below and asked what it was. Many are addressed to W.R. Patton who is well known to us as a producer of First Flights. However, there is no cachet, no routing shown on the cover, and no backstamp.

Covers originated from all across the country. Saint John, Halifax, Quebec, Montreal, Ottawa, Toronto, Hamilton, Winnipeg, Regina, Edmonton, Calgary, Vancouver etc. There does not seem to be a listing in AAMS or Muller that I can find. Why would they have prepared these many covers just to have them sent back to them from various points ?



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.

> Chairman -Ed Christman, Jr. 5419 Jason Street Houston, Texas 77096 USA

Editor & Treasurer Basil Burrell 911 Huckleberry Lane Glenview, Illinois 60025-2301 USA