



BNAPS
AIR MAIL
STUDY
GROUP

Volume 3 - Number 3

August 1995

AIR MAIL STUDY GROUP PROGRAM SET FOR EDMONTON MEETING.

Our Study Group Meeting at BNAPEX '95 is scheduled on Saturday September 2nd from 3:15 to 4:45 PM. The meeting will feature a program presentation by member Bill Topping. He will show some pages from his 1937 - 1939 flight cover collection of Trans Canada Airlines. We'll also have an update on the progress of the new AAMS Canada Catalogue.

The meeting will start with a short business session, proceed with Bill's program and end with a Swap & Sell Session. So bring some of your duplicate stamps and covers. Maybe you can swap them for something you need.

I hope a lot of you are planning to attend BNAPEX '95 and will schedule this meeting on your calendars. You'll be glad you did.

Good collecting, /S/ Ed Christman

AIR MAIL STUDY GROUPS;

Because of the existence of the Semi-Official Airmail Study Group of BNAPS prior to the establishment of the "Air Mail Study Group" we have made no solicitation for members of the S.O.A. Group. If, however, you do know of members who might like to join us as we try to cover the whole Air Mail field please let them know of our activities. This matter has been resolved at the BNAPS Board of Directors level. There is only one **AIR MAIL STUDY GROUP.**

Thank you for your comments, financial support, and donation of postage which makes this Newsletter possible. Our year runs from BNAPEX to BNAPEX and this is the 3rd issue of Volume 3. Dues are being accepted for 1996 with its issues coming to you Dec 95., Apr 96, and Aug 96.

WHAT HAPPENED ON FEBRUARY 22ND, 1932 ?

This question was asked in the last issue of the Air Mail Newsletter. Bill Topping came to the rescue with a page out of the catalogue that shows this stamp was issued that day. Therefore the covers in question are first day covers and in the latest Scott list at \$18.00. That's one more problem solved for the membership. The stamp is C-3.

A second answer came from Trelle Morrow. His learned dissertation is shown on the next page. FDC's are really a lot of fun.

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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GEORGE and the C3 FIRST DAY COVERS

In the April, 1995, Air Mail Newsletter we are presented with a query regarding the multitude of C3 covers dated Feb. 22, 1932. These so-dated covers originated from many Post Offices across Canada, likely 25 or more, and of course were issued to commemorate the 200th Anniversary of Washington's Birthday Feb. 22, 1732, as evidenced below.



GEORGE WASHINGTON
 FEDERALIST. WAS BORN ON FRIDAY, GREAT-GRANDSON OF COL. JOHN WASHINGTON (1634-1677) WHO CAME FROM YORKSHIRE, ENGLAND, AND SETTLED IN 1637, IN WEST-MORELAND COUNTY, VIRGINIA - GEORGE WASHINGTON, BORN, AS WAS HIS FATHER AT WAKEFIELD, ON THE POTOMAC, FIFTY MILES BELOW MOUNT VERNON.
 FEBRUARY 22, 1732
 DIED DECEMBER 14, 1799



VIA AIR MAIL

*Dr Frank C. Phelps
 Vergennes
 Vermont U.S.A.*



FEBRUARY 22, 1732
 FEBRUARY 22, 1932



VIA AIR MAIL

*Mr. E. M. Phillips
 #3194 Pawtucket Ave.
 East Providence, R.I.
 U. S. A.*

Now George, being an astute collector and the possessor of a superlative premonition, knew full well that the C3 would be issued on his 200th Birthday. So, he prepared covers well in advance to ensure that the cachet would feature his own image. In recent times a few enterprising individuals, A.C. Roesler is one, have tried to emulate George, but none have achieved any great success.

(..Or was it row boats that George was into??.. whatever)

JACK V. ELLIOT - THE MAN:

Mike Street was kind enough to send the following report that was in the Hamilton Spectator on February 25, 1995. All too often we do not know anything about the person behind the scene who pulled all the strings. Here is a chance to meet the man.

Jack V. Elliot was an advertising, flying pioneer

HERITAGE

By BRIAN HENLEY

Special to The Spectator

"Jack V. Elliot is certainly a believer in sensational advertising. He pulled off another flying stunt yesterday when he 'bombed' the city with a hundred thousand leaflets from the air."

- Hamilton Spectator, Dec. 4, 1925.

While visitors to Hamilton might have been surprised to see an airplane dropping advertisements for a radio sale from the sky, local residents were used to Jack V. Elliot's innovative promotional ideas.

Born in Dundas in 1893, Elliot began his career selling automotive accessories and by the end was



Special Collections, Hamilton Public Library

Jack V. Elliot in his airplane in about 1925. He is in the front seat.

recognized for having had the first automobile supply business in Hamilton, the first radio supply and the the first radio station here.

He organized the city's first flying school and the first commercial airways in Canada.

In 1920, Elliot had recognized the potential of the infant radio industry. He opened a business to sell radio parts. That year, he also organized Hamilton radio station CFCU, so that purchasers of his

(Continued on Page 11.)

(Continued from Page 10.) JACK V. ELLIOT WAS A HAMILTON FLYING PIONEER

radios would have something local to listen to.

It was in 1922 that Elliot first saw the commercial possibilities of aviation.

After reportedly trading his racing car for a Curtis Canuck flying machine, Elliot had the airplane flown over area fall fairs, dropping leaflets advertising his radio business. (He had to hire a pilot initially, since he didn't get his flying licence until sometime between 1922 and 1925.)

He later expanded on other advertising possibilities with his airplane by defying government regulations and posting billboard-like displays on the underside of its wings and on its fuselage. One of his schemes involved dropping tiny parachutes containing passes for the Pantages Theatre.

Another of his more memorable took place during the Rockton World's Fair of 1925. To promote both the Spectator and his airborne advertising business, Elliot, with Miss Myrtle Krick along as an observer, flew the 14 miles to Rock-

ton with copies of that day's Spectator, hot off the press.

Miss Krick described it later: "Arriving at Rockton, we swooped down at a rate of 125 miles an hour to within approximately one hundred feet of the earth and dropped souvenir numbers of the Hamilton Spectator over the fair grounds. After descending at Rockton and allowing the World's Fair visitors to inspect the machine, we returned home.

"If you think you have seen the country and the beauties of the autumn-tinted leaves by motor car, try seeing it from the

air, for the sensation is truly that of having the world at your feet.

"... Hamiltonians should not miss seeing their city from the air, with its numerous highways reaching out like an octopus in every direction, the fertile farm lands and vineyards surrounding the city and the gorgeous autumn-tinted forests."



Elliot in about 1953.

Many Hamilton and area residents had their first flight from Elliot's passenger flying service. Flights over the city cost \$10.

In 1926, Elliot organized Canada's first commercial airline and subsequently organized the first air mail service.

In the spring of 1927, Elliot's aviation business expanded to include a school for commercial aviators, working out of an aerodrome on the bayshore.

On June 5, 1929, Jack V. Elliot took out a large advertisement to bid "farewell and thanks to Hamiltonians." The pioneering aviator initially relocated to

Owen Sound, then later to Texas.

He died in Houston, at age 71, on Sept. 30, 1964.

In an editorial appearing two days later, the Spectator noted that "his passing will bring for older Hamiltonians who knew him a deep sense of regret, touched with nostalgia for days, which, it seems when they are seen in retrospect, offered more opportunities for adventurous spirits than any times since."

AIR STAGE SERVICES - AAMS FLIGHT 555:

One way to collect stamps and covers is to collect all the information you can find about a certain event and combine it into a story illustrated by the end result. A simple example follows.

PCST OFFICE DEPARTMENT, C.N.D.L.

Ottawa, Canada, October, 1933.

ANNOUNCEMENT

By authority of the Postmaster General, Coppermine, N.W.T. will receive a mail service by air as an extension of the Fort Resolution, N.W.T. - Cameron Bay (Great Bear Lake) N.W.T. air mail service, commencing on or about the 15th January, 1934.

To commemorate the inaugural flights between Cameron Bay and Coppermine, two separate and distinct cachets will be used on letters carried on the initial flights, as follows:-

Cameron Bay - Coppermine
Coppermine - Cameron Bay

These cachets will be used only on such covers as are sent to the District Superintendent of Postal Service, Edmonton, Alberta, and which reach him not later than the 6th January, 1934, bearing Canadian postage at the following rates:-

SECRET

COVERS TO BE SENT TO

POSTAGE RATES

| <u>Addressed to any place in</u> | <u>Postage</u> |
|--|--|
| 1. Canada, Great Britain and Northern Ireland, Irish Free State, Newfoundland, or any place in North America not mentioned in Groups 2 and 4 | 6¢ first ounce 5¢ each ounce after |
| 2. United States, Bermuda | 8¢ first ounce 13¢ each ounce after |
| 3. Europe (except places mentioned in Group 1) | 10¢ each ounce |
| 4. West Indies and British Guiana, Mexico, Cuba, Central America, Asia, Africa, Australasia | 15¢ each 1/2 ounce |
| 5. South America (except British Guiana) | 45¢ each 1/2 ounce |

Covers so prepaid and bearing an indication as follows:

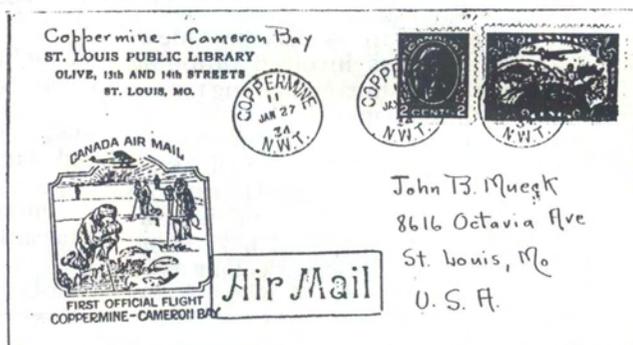
"Via Air Mail, Cameron Bay - Coppermine"

or

"Via Air Mail, Coppermine - Cameron Bay"

whichever the case may be, will be datestamped by the despatching Post Office and backstamped at the Post Office at the end of the flights, in addition to bearing the commemorative cachet. All covers should be sealed and contain enclosures of suitable size and thickness to facilitate handling and ensure clear impressions of cachets and datestamps. When so prepared they should be sent at once under cover to the District Superintendent of Postal Service, Edmonton, Alberta, with the request to hold until these air mail flights take place.

DATESTAMPING



Mail Reaches Coppermine

Plane lands on sea ice of Arctic in 1932 established what is now CAM 55

By the late R. W. HALE

Our previous articles on the development of Air Mail service in the North West Territories have dealt with the unofficial mail flight from Fort Simpson to Fort McMurray in 1921, and the first official Air Mail service from Fort McMurray down the Athabasca, Slave and Mackenzie Rivers to Aklavik and intermediate points in the late winter of 1929.

Today we will tell of the development of Air Mail service to Coppermine, the route now served from Yellowknife by CAM 55. From Great Slave Lake, it will be noted the air routes branch north-west, along CAM 57 to Aklavik, and northeast via CAM 57 to Yellowknife, the famous gold centre, and thence by CAM 55 to the very shores of the Arctic at Coppermine, itself. The story of this initial flight is recopied in part from an article by the late R. W. Hale who accompanied the inaugural flight in January, 1934. The Coppermine Post Office was opened on the 25th of that month.

★ ★ ★

I HAVE accompanied a number of First Air Mail flights but on my return from this, the first Air Mail Flight to the Arctic Ocean I could not help but think that the philatelists got their money's worth.

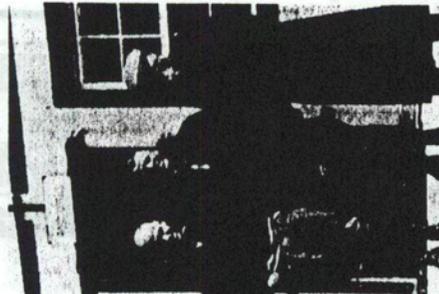
In order to get to Cameron Bay (on east side of Great Bear Lake) the jumping-off place for the flight, it was necessary to fly more than 900 miles from Fort McMurray, the trip taking eight days!

During that time we experienced some of the worst flying weather since Air Mail started in the N.W.T. We had high winds, fogs and extreme temperatures down to more than 70 degrees below zero.

At Fort Resolution January 29, after being held up by a storm, the plane had to be dug out of a huge snowbank and it was not until three days later that we arrived at Cameron Bay.

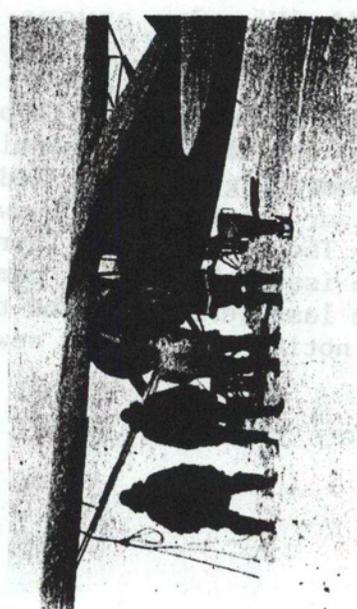
On Arctic Ice

On reaching Coppermine, Pilot Walter Gilbert circled his Canada Airways Junkers monoplane around the settlement a number of times looking for a landing, and had to choose the only open spot available, on the sea ice in front of the post. There were a few drifts of snow eight or nine inches deep which looked harmless but



REACH RAE—In 1932 the airplane reached Rae carrying the late R. W. Hale then District Post Office Superintendent. We have a picture of him with the Postmaster at that time, the Rev. Fr. LaFerrriere, and the President of the Contact Lake Mining Co.

The AKJ Plane, piloted by Capt. W. R. May at Coppermine, January, 1934.



MAIL REACHES COPPERMINE... Continued from page 7 permanent camp had started producing. H. C. Neal, former inspector, Edmonton District Office accompanied Pilot Gilbert and his party on that flight.

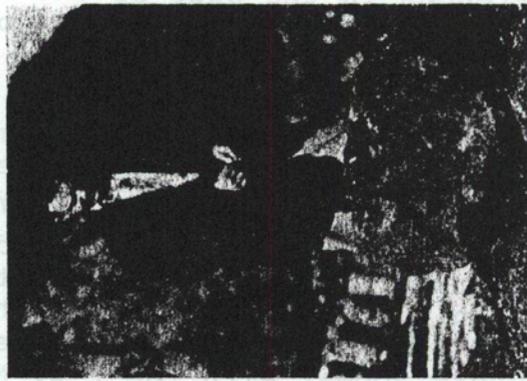
The establishment of a Post Office on Cameron Bay brought the Arctic Coast stretching from Pearce Point to King William Island 1000 miles east and west, and north 500 miles to Walker Bay on King William Island, to within 170 miles of a mail route.

made in a series of short flights and hops. The take-off from Coppermine on the return reminded one somewhat of the game of hop-skip-and-jump. The last jump, which put us in the air must have also broken our undercarriage as to our surprise on arrival back at Cameron Bay we landed on one ski and a wing tip. However soft snow and the metal wing saved us from any serious damage.

Lou Parmenter's Magic

The whole population of Cameron Bay turned out and lifted up the side of the plane while Engineer Lou Parmenter fitted a new shock absorber in the undercarriage, which he produced from a mysterious compartment in the rear end of the cabin. I say "mysterious" as whenever Lou wanted anything for the running of the plane he seemed to produce it from this cupboard.

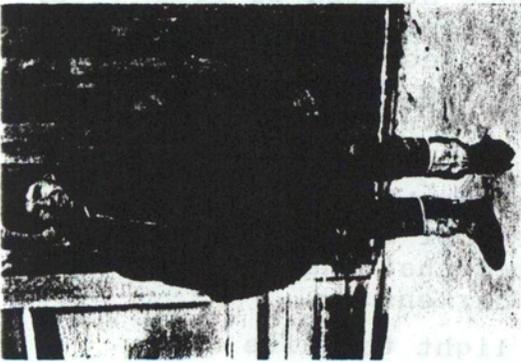
Every time we landed, first of all out would come a huge engine-cover made of heavy fire-proof canvas, funnel oil cans for draining oil, gasoline filter, tools, etc. If you cut your finger he could even produce the necessary medical kit, too. He gave us to understand that if we had to "sit down" in a hurry at some isolated spot he could feed us for three weeks with the supplies stored away, with a tent to eat them in, and when they ran out provide us with a rifle and snowshoes to look for more.



C. H. (Punch) Dickens when Dist. Supt. of Canadian Airways Ltd. at Great Bear Lake, 1934 looking at a rich sample of silver ore.

mining district. It nestles in Echo Bay among the evergreen trees with a natural aircraft water-landing protected from the storms by high hills.

The distance from Cameron Bay to Coppermine is about 170 miles but this short distance provides a varied assortment of scenery. A few families of Eskimos were at the Coppermine Post when we arrived and welcomed us with their customary stolid indifference. Their numbers were added to by others arriving from the sealing grounds who came in to shake hands and celebrate the occasion with a native dance.



Inspector R. C. Neal who accompanied the first mail flight to Camisell River Post Office, circa 1933.

Land of Vast Resources

Perhaps some explanation is necessary to orientate Coppermine and Great Bear Lake.

Ever since Samuel Hearne in 1771 discovered the Coppermine River rumours of tremendous mineral wealth had come from this district. These later became a certainty but 1200 miles of swamp and muskag lay between it and Edmonton.

Costs of transportation were too great and so the samples from this area were filed away as curiosities in the offices of the big mining companies.

P.O. Aids Flying

In 1936 Pilot C. H. (Punch) Dickens with the assistance of the Post Office Department proved that flying in this country was possible in winter and in summer. The samples were then resurrected as was their history and the rush started.

However costs of transportation were still high, but mineral values being so much higher than ordinary values, permanent camps were made in the country.

As the Canadian Post Office marches in the vanguard of mining development, a Post Office was put in at Bear Lake in December, 1932. Then in December 1933 came Camisell Post Office, some 50 miles to the south where another

Continued on page 24

MARITIME & NEWFOUNDLAND AIRWAYS - REVISITED:

Apparently the several articles on this airline, and its problems in getting going, did create interest. Derek Rance started to look at his collection of these stamps and covers very critically and came up with some significant variations. He detailed them to your editor, who could not understand what he was driving at. So in a desperate effort to get through to me he sent a picture of what he has found.

On the RP-5 stamps he notes shade variations on the vertical lines of purple. In addition he points out that the red of the design print varies from light to dark. It also is noted that these two seem to go hand in hand - as one darkens, the other darkens.

On the RP-9 he shows a variation from quite light to quite dark diamonds in the horizontal lines. Even more interesting is the very wide differences in the size of the stamp. Even to the point of the perforation going through the design of the stamp. He feels this is all a matter of poor quality control. Note the size difference on the 0-1 which were only done in blocks of four.

The precancelled RP-6 with full gum would seem to show that the printer of the stamp had access to the round cancel that is usually seen on the back of the covers. A very interesting addition.

On the matter of covers, Ed Richardson lists the P-1 stamp being found on covers with the black, magenta or blue cachet. Further that the P-2 was only found with black cachets. So far the Study Group has found only P-2 stamps used on covers and both the black and the magenta cachets appear with the P-2. No one has seen or seems to own the Blue cachet. Maybe there isn't one.

Does anyone have something to help us out on this ?

CANADIAN AIRWAYS LIMITED - REVISITED:

Mike Painter, who wrote the article on this air line keeps on looking for more of the stamps. He recently bought a lot from a dealer and discovered the stamp shown at the right. His explanation is below.

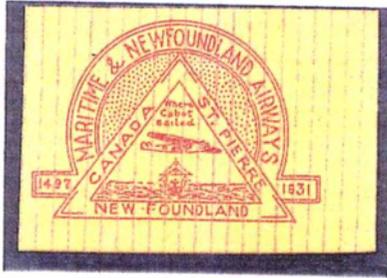
A second point in his article was that he was near completion of plating the 4 panes of the CAL stamp. Needs only some help. Paragraph below. Mike's address: 1692-133A Street South Surrey B.C. V4A 6H5. Can anyone help him with program?



The enclosed xerox is of the CAL pale blue shade which I just got in an auction lot. As I was mounting it I noticed it was double perforated at the top, something not described in the auction and presumably not noticed by the vendor or auctioneer. I know of no previous reports of double perfs on this issue. The stamp is the fourth in the top row (I know from the partial plating of the issue that I have completed to date). I can't be sure but it looks as if the last perforation on the right is just single. Anyway, you may think it worth noting in the next newsletter.

MARITIME & NEWFOUNDLAND AIRWAYS VARIETIES

Shade varieties of RP-5



Light vertical purple lines



Medium vertical purple lines



Dark vertical purple lines

Size varieties of 0-1



Small upper left 0-1



Normal upper left 0-1

Shade and other varieties of RP-9



Light background diamonds



Dark background diamonds

42 mm



Overlength RP-9 (med. background)

50 mm

34 x 48 mm



Misperf. RP-9 (med. background)

37 x 51 mm



Precancelled RP-6 (full gum)

CANADA AIR MAIL STAMP C 3;

In 1932 the Canadian Post Office Department carried on quite a correspondence with its customers, some of whom were air mail collectors. Quoted below is an extract of one bulletin to show how dedicated they were to these customers.

AIR MAIL SERVICE
POST OFFICE DEPARTMENT
Ottawa, Canada.

January, 1932

ANNOUNCEMENT

As your name appears on this Department's mailing list of persons who have requested to be kept informed of inaugural and commemorative air mail flights in Canada, it is presumed that you will be interested in new issues or varieties of Canadian air mail stamps.

You are accordingly informed that the Post Office Department of Canada, in order to meet the existing demand for a 6-cent air mail stamp, has arranged to overprint a limited quantity of its first 5-cent air mail stamp issue with a surcharge raising the value to 6 cents.

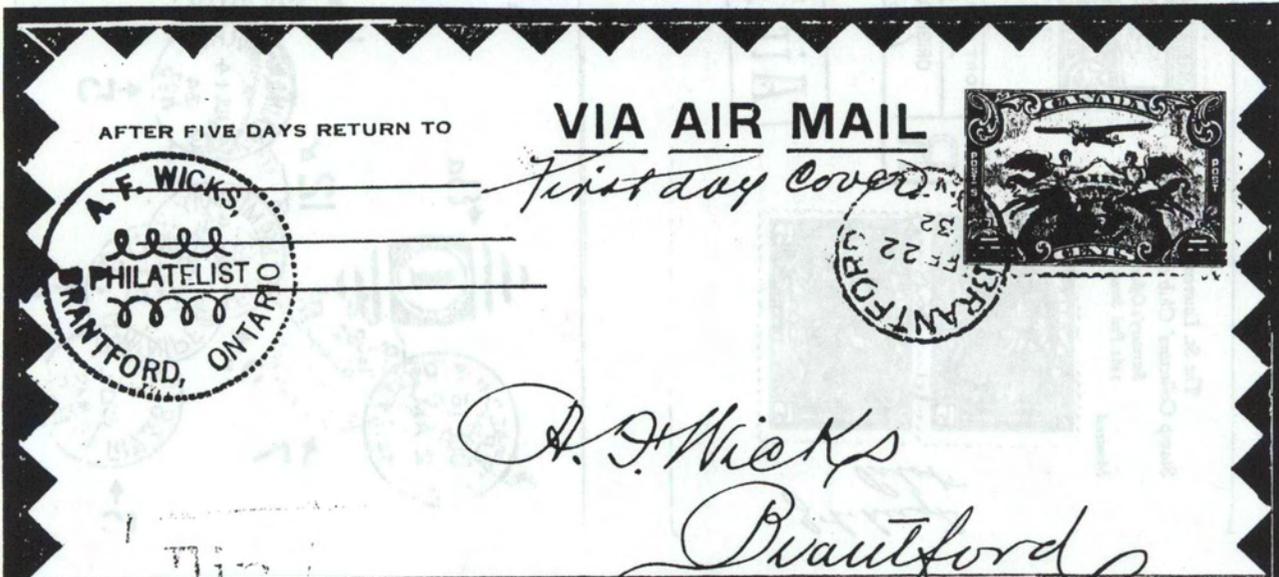
* * *

To meet the wishes of "first day cover" collectors, arrangements are being made to furnish advance supplies of these surcharged stamps to Postmasters at the following Canadian Post Offices, to be placed on sale on and after Monday, 22nd February, 1932:-

- | | | |
|-----------------------|---------------------|-------------------|
| Charlottetown, P.E.I. | Halifax, N.S. | Saint John, N.B. |
| Quebec, P.Q. | Montreal, P.Q. | Ottawa, Ont. |
| Toronto, Ont. | Hamilton, Ont. | London, Ont. |
| Windsor, Ont. | Winnipeg, Man. | Regina, Sask. |
| Moose Jaw, Sask. | Medicine Hat, Alta. | Lethbridge, Alta. |
| Calgary, Alta. | Edmonton, Alta. | Vancouver, B.C. |

So it was that these 18 cities all had the honor of issuing the C 3 air mail stamp on the 22nd of February. We have seen the way in which some collectors handled the situation on page 18. Note that both those covers were cancelled in Montreal.

Below is shown another philatelist's approach to doing something out of the ordinary. Have his first day cover cancelled in Brantford.



How many more such cities are there ?

THE MAIL MUST GO THROUGH:

John Wannerton has shared with us a very interesting cover. It is described below with some help on the identification of postmarks. While he admits that it is highly philatelic, it is also a lesson in how the post office did its job.

1. July 13, 1934 a letter was registered to Montreal. With the Canadian Airways stamp it must be assumed it went via air to Edmonton. Note the pilot's signature, Z.L. Leigh.
2. Originating office, Fort McMurray cancelled on front.
3. Since it was registered the clerk hit the back of the cover twice with his stamp. See # 2 on back.
4. Edmonton Jul 13, 1934 receiving mark on back. (Under Montreal)
5. Sask. Wain & Edm R.P.O. No 3 July 14th. (Two on back)
6. Riv & Sask. R.P.O. No 2 Jul 4,34 (Should be Jul 14, 1934)
7. G.T.R. Winnipeg & Revers R.P.O. No 5. July 15, 1934
8. Winnipeg, July 15, 1934
- 8a. Chicago Mail Field, Duplex No 1, July 16, 1934 at 2 AM. Flown ?
9. Air Mail Field, Chicago. July 16, 1934 3:30 AM.
10. New York, Reg'y Div July 16, 1934
11. Montreal July 17th, 1934
12. Montreal July 17th, 1934. (Again 2 hits to seal seams of cover.)

Does anyone have an idea about what routes were taken after Winnipeg ? Why are there two cancels in Chicago ? Was it flown NY to Montreal ? Any ideas ?

