



BNAPS  
AIR MAIL  
STUDY  
GROUP

Volume 4 - Number 2

April 1996

**BNAPEX '95:**

Due to an oversight on the editor's part, there was no display of the Award Certificate that was a **SECOND** place tie for the most popular frame. Thanks are due to John Bloor, Fred Dietz, Ed Harris, and John Wannerton as well as Bas Burrell who filled the gaps.

British North America Philatelic Society

**BNAPEX '95**

Edmonton, Alberta

September 1, 2, 3, 1995

**Certificate of Award**

AIR MAIL STUDY GROUP  
(BASIL BURRELL)

has been awarded

CERTIFICATE OF PARTICIPATION

for the exhibition

*H. V. Bloor*  
President

Jury Chairman



*John M. Powell*  
Exhibits Chairman



THE AIR MAIL STUDY GROUP is sponsored by the **BRITISH NORTH AMERICA PHILATELIC SOCIETY**. The Study Group News Letter is published three times a year. (December, April, August). Membership dues \$5.00 (US) or \$6.00 (CDN) and are payable to the Treasurer or BNAPS Study Group.



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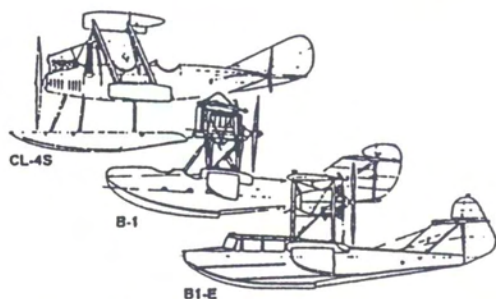
Secretary/Treasurer  
Basil Burrell  
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60025-2301 USA

FAM 2 - 75TH ANNIVERSARY

Illustrated below are a pair of covers designed to celebrate the 75th anniversary of the October 15, 1920 flight from Seattle to Victoria. The US cover has the new Eddie Rickenbacker 60¢ stamp. Of course it is over-paid, but then isn't philately worth a few extra cents?

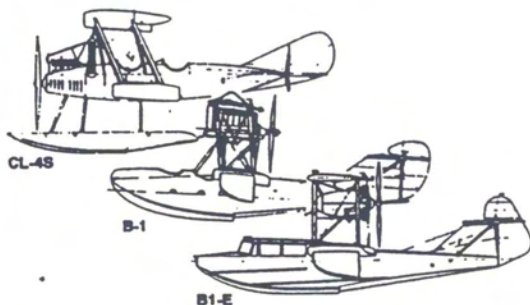
Jim Brown notes that when Eddie Rickenbacker visited Seattle in 1919 Eddie Hubbard put on an aerial show for him. Rickenbacker watched the whole procedure and turned to his associate and said "now I know why this fellow has the reputation as one of the country's best pilots - they don't do that stuff any better anywhere."

Jim Brown has these covers for sale as a pair for \$5 (US) or \$7 (Cdn). They may be ordered from him at 7936 Swanson View Drive, R.R. #1, Pender Island, British Columbia, V0N 2M0 Canada.



ALL 3 BOEING AIRCRAFT FLEW MAIL ON FAM2

75th ANNIVERSARY UNITED STATES FOREIGN  
AIR MAIL ROUTE No.2 - VICTORIA, B.C. - SEATTLE, WA.  
PILOT EDDIE HUBBARD - OCTOBER 15, 1920.



ALL 3 BOEING AIRCRAFT FLEW MAIL ON FAM2

75th ANNIVERSARY UNITED STATES FOREIGN  
AIR MAIL ROUTE No.2 - SEATTLE, WA - VICTORIA, B.C.  
PILOT EDDIE HUBBARD - OCTOBER 15, 1920.



## The Pioneer and Semi-Official Air Mails of Canada 1918 - 1934:

The book title above is a 1995 re-write by C.A. Longworth-Dames of his 1982 book on the same subject. It is soft cover with 172 pages that has expanded to include the memorable pioneer flights between 1918 and 1928. It also discusses the Maritime and Newfoundland Airways which we have dealt with at length in this news letter.

On the matter of the Semi-Official stamps and covers he has expanded the sections on each Air Line as well as adding more pictures and descriptions of their activities. I particularly like the use of the Uni-Trade numbers in parenthesis under a stamp identified with his own number for that stamp. At the back of the book he has a table of comparative stamp numbers from the different catalogs.

The charm of the book is in the added stories about the Air Lines which may help you to understand your covers and why they were cancelled at Edmonton, not Fort McMurray, for example.

The publisher is The Unitrade Press, 99 Floral Parkway, Toronto, Ont. M6L 2C4 and it sells for \$19.95 (Cdn) plus postage. It is also available from BNAPS Book Department, P.O. Box 66660 Stoney Creek Postal Outlet, Stoney Creek, Ontario L8G 5E6. A form will come with your renewal notice allowing payment for the books with your dues. Big saving on check costs.

Because I believe you would like to see what is included I have asked Unitrade for permission, and been granted same, to reproduce the index of this volume. If this doesn't sell you on the need, let me know and I will think of something else.

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YUKON AIRWAYS & EXPLORATION CO., LTD.

The following information on this company is an effort to add to the 1985 BNAPS Study Group Report by word and illustration using sources listed at the end of the article. This article deals only with the stamp which was authorized by the Post Office Department on 24 Oct 1927 and issued 7 Nov 27.

There is a difference of opinion on how many stamps were issued and in what form they were printed. However, there is universal agreement that the stamps were cut into strips of ten (10) rouletted between the stamps and then stapled into booklets of one hundred (100) stamps per booklet.

The Study Group said in 1985 sheets of 50, 100 light blue 12,000 blue D.J. Brewer in 1950 article says 25,000 were printed.

C.A. Longworth-Dames 1995 says 1st printing 100 pale blue 1,100 blue printed in sheets of 50 2nd printing 10,000 deep blue

Sanabria 1995 says 22,000 stamps were printed in sheets of 80

Robson-Lowe 1973 says 12,000 were lithographed in sheets of 100.

L.S. Holmes in 1949 & 1954 says 12,000 were printed in sheets of 100.

C.S. Forrest in his 1974 book says 12,000 were issued.

The catalog issued by Ian C. Morgan in 1931 and the various Scott Canada Specialized as well as the Uni-Trade Catalog 1995 do not mention quantity.

**QUESTION; 1. HOW MANY STAMPS WERE PRINTED PER SHEET ?**

**2. HOW MANY STAMPS WERE PRINTED BY COLOR AND ISSUE ?**

A cross reference for the Yukon Airways stamp as carried by various catalogs is presented below with the hope that it will be of use.

Scott	Dames 1995	Unitrade	Sanabria	Sissons	Holmes	Forrest	Dames 1982
CL42	S033	CL42	S-36	CS49	S-025	31	32

If you are using Canada Specialized it is CS39.

Now let us turn our attention to the matter of color, or rather shade of the basic stamp. Illustrated at the top of the next page is what has been listed by several dealers as the light blue and the regular blue stamp that was produced for Yukon. Is it in truth the light blue or is it a case of the ink running low on the printing plate? Mention is made in The 1985 BNAPS report of there being cases where the strips of 10 in a booklet were of different shades. It would be interesting to see a stamp that is much lighter, one say like the "fake proof" shown below.

In the 1985 BNAPS report they mention "So-called Color Trial Proofs" that were printed in Ultramatine, light green, pale orange, magenta, and brown orange. Four of these forgeries are shown on the next page.

Dames tells us that a large number of sheets were printed in other colors, 5x2 rouletted with a large border and were offered by dealers in Canada, but these are not genuine. One test of this theory is to compare the background around the plane on the genuine stamp and that on the color proof. Note that the clouds above the plane do not even show up on the 4 color forgeries. I regret that I do not have one of the light green copies to show, however, if someone has one that they'd like to share with the group it will be displayed in the next newsletter.



BLUE



LIGHT BLUE



LIGHT BLUE



PALE ORANGE



MAGENTA



BROWN ORANGE

Since we are talking about the stamps themselves in this issue, there is one more strange configuration that you might come across. This is the fact that you could find the stamp with a hole of an odd shape punched in it. A hole of the type a train conductor might use to invalidate your ticket.

From a number of sources we learn that Mr W.H. Jordan was the designer and engraver of the stamp. He stated that they were printed in sheets of 50. He also remembered that since he had a close association with this stamp he was asked by the British Columbia Philatelic Society to give a talk on the stamp. He took along enough copies to give everyone at the meeting a copy, but first took the precaution to punch a hole in it so it could not be used on cover. **THUS THE PUNCHED VARIETY.**

#### PLATING THE STAMP:

The Yukon stamp is seen mainly in the strips of 10 vertically. However, the process was that five impressions of the die were taken on transfer paper, then transferred to the litho plate. This was repeated 10 times until there were 50 impressions on the plate and then the stamps were printed dry on wove paper. Knowing that a strip of 5 high was used each time it is easy to see why stamp 1 and 6, 2 and 7 etc are much alike.

On the next pages are shown a strip of 10, divided on purpose for space reasons, which show how one can identify and plate the stamps.

This comes from the work of H.L. Banner and D.J. Brewer

TOP OF 10 STAMP STRIP WITH  
ONLY PART OF TAB SHOWING.



STAMP NUMBER 1:

Broken frame line above  
"N" of "Yukon".



STAMP NUMBER 2:

Raised lump in solid background  
of tablet above "A" of "Airways"



STAMP NUMBER 3:

Small nick below "5" at right.



STAMP NUMBER 4:

Narrow right leg to "R" in  
"Exploration", and grave  
accent to "E" in "Exploration."



STAMP NUMBER 5:

No particular differences,  
but it is rouletted at  
both top and bottom.

YUKON AIRWAYS &

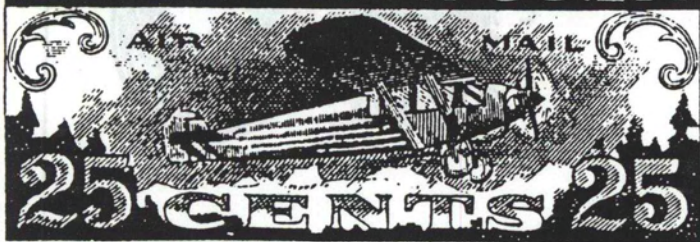
**YUKON AIRWAYS &  
EXPLORATION CO. LTD**



**STAMP NUMBER 6:**

Same as Stamp # 1  
but with "AIRWAYS".

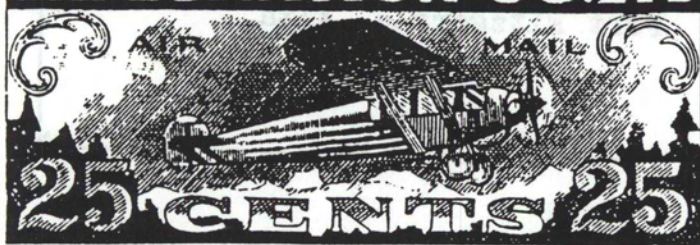
**YUKON AIRWAYS &  
EXPLORATION CO. LTD**



**STAMP NUMBER 7:**

Same as stamp # 2  
but with small white  
spot at left of "Y"  
of "Yukon".

**YUKON AIRWAYS &  
EXPLORATION CO. LTD**



**STAMP NUMBER 8:**

Same as stamp # 3  
but with small dot  
over "O" of "Yukon".

**YUKON AIRWAYS &  
EXPLORATION CO. LTD**



**STAMP NUMBER 9:**

Same as stamp # 4  
but WITHOUT accent to "E".

**YUKON AIRWAYS &  
EXPLORATION CO. LTD**



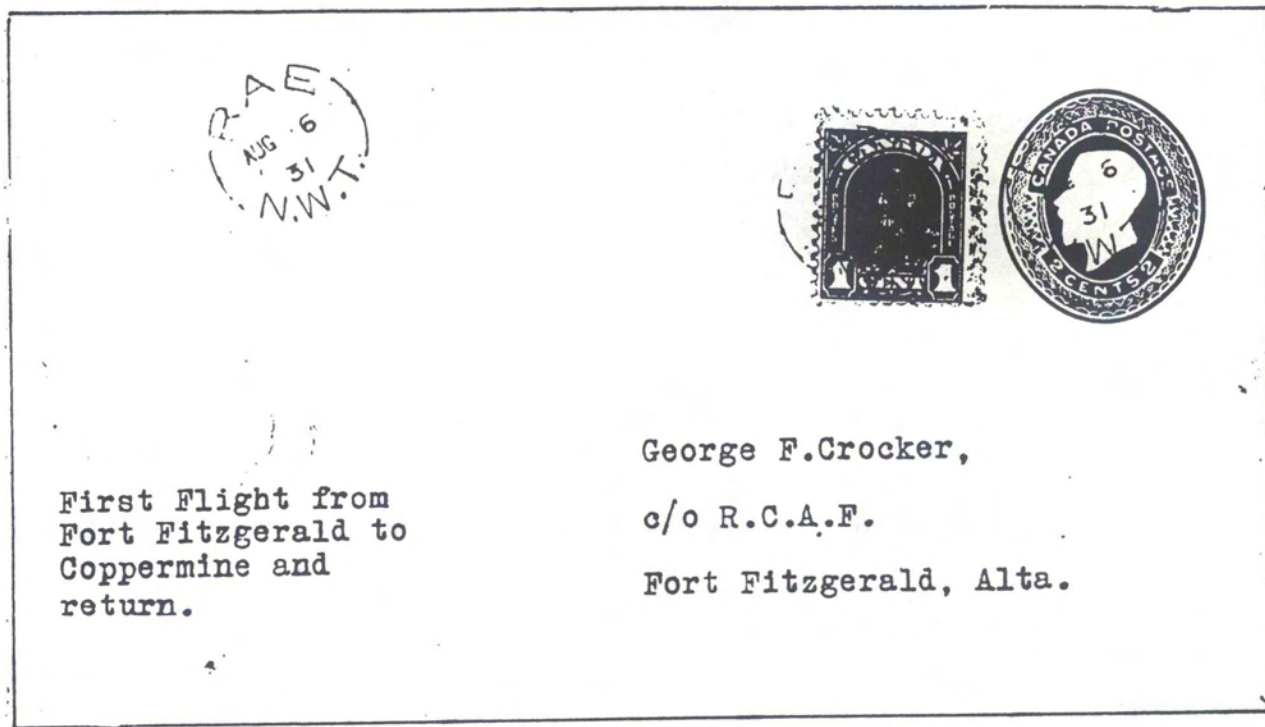
**STAMP NUMBER 10:**

Same as stamp # 5  
but imperf at bottom.

FLIGHT AAMC 247 ?

One of our members has submitted the cover shown below with a request for help in determining if it is really 247 or not. The AAMC description says full details are lacking. The question then is could there be a lag of 2 weeks in the summertime when this letter was found and cancelled at Rae on August 6th. There is no backstamp. Did it go from Rae to Ft Fitzgerald ? Why no Coppermine stamp? AAMS says the date is July 20-23, 1931.

Any help you can lend would much appreciated.

AIRPLANE MODELS:

Mike Painter has been interested in planes, as attested to by his wonderful article on AQW, and just recently put a model together. He says it was great fun and suggests the following are available for any of the group to try their hand at: Junkers F13W seaplane at 1:72 scale made by Revell, Inc. They also have it with wheels. Junkers W34 made by MPM Ltd, Czech Republic and its also 1:72, with only wheels. Junkers Ju52 by Roc o #H1800. Costs are about \$20 to \$30. Next year our 1 framer is 3-D.

AUCTION CATALOGUES WANTED:

Our member Ken Mitchell is looking for the original or a copy of :

J. Sissons, Cornelius Canada Airmails, Sale #304 October 6, 1971

J. Sissons, Cornelius Canada Airmails, Sale #310 & 312 April 19, 1972

Ken can be reached at 56 Downswood, Reigate, Surrey, England RH2 0JH

Ken was kind enough to provide us with copies of the Banner and Brewer articles on Yukon Airways as well as British Columbia Airways by Banner and Morrow.

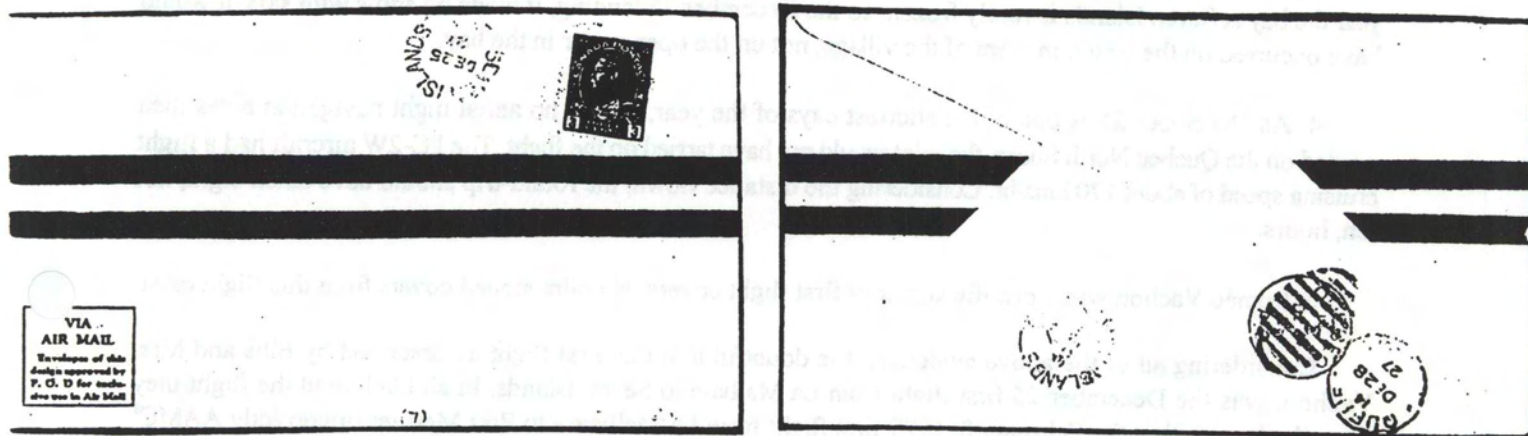
THE FIRST QUEBEC NORTH SHORE FLIGHT - DECEMBER 25, 1927:

In the last issue of the Canadian Aerophilatelic Society news letter put out by Chris Hargreaves (4060 Bath Road, Kingston, Ont K7M 4Y4 ) there was a terrific article by Derek Rance on the above subject. I asked permission to reproduce it and was rewarded with an updated and illustrated article. I am sending it to all members of the Study Group whether or not they are members of CAS. I hope you find it as interesting as I do.

## THE FIRST QUEBEC NORTH SHORE MAIL FLIGHT - DECEMBER 25, 1927

by Derek Rance

In 1927, the Canadian Post Office awarded its Third Air Stage Service contract to Canadian Transcontinental Airways, Ltd.. The purpose of this contract was to fly winter stage mail to the various villages that are situated between La Malbaie and Seven Islands on the northern shore of the gulf of St. Lawrence. Unlike regular air mail, this stage air mail service was flown at prevailing surface postage rates, and was subject, in availability, only to the limitations of aircraft space. The actual events regarding the commencement of this service, have long puzzled aero-historians, as there are substantial differences between the accepted historical account, and the air mail cover cancellations that resulted from this flight. In particular, the entire round-trip was supposedly flown, in a single day, on December 25, 1927, yet the return flight covers from Seven Islands are frontstamped on December 25 and backstamped December 26. (and re-backstamped at Quebec on December 27 and December 28.) See Fig. 1.



**Fig. 1.** Seven Islands - Quebec. Flown December 27, 1927. Note the uncommon usage of a *killer backstamp*. That it obscures the December 27, 1927 Quebec backstamp, was obviously intentional as it is typical feature of this cover. Presumably the December 27th date stamp, had been used in error, and so was obliterated to allow for the correct December 28th backstamping. As La Malbaie is sited 140 kms. NE of Quebec, December 28th is a far more logical delivery date for these covers.

Frank H. Ellis<sup>1</sup> and Roméo Vachon's spouse Georgette Vachon<sup>2</sup> are considered the principle sources of the conventional history of this flight. According to their accounts: Early in the morning of December 25, 1927, Roméo Vachon, flying G-CAIP, left the Canadian Transcontinental Airways' base at Lac Ste-Agnès (14 kms WNW of La Malbaie), with 763 lbs of mail, consisting mainly of parcel post and newspapers. Flying alone in very adverse weather, Vachon parachute-dropped mail at various villages along the route. At Seven Islands he landed his ski-equipped airplane on a sheltered snow-covered part of the bay, where he was met by the village Postmaster to exchange postbags. Vachon then returned to Lac Ste-Agnès, that evening, landing ten hours after his initial departure.

Apart from the aforementioned problem with the Seven Islands' return mail date, this conventional history does pose a number of questions. These are:

1. How could a solo pilot fly a plane in adverse weather, yet single handedly drop large bulky mail at the eight en-route villages? In reality, parachutes were not used - the mail was jettisoned through the plane's floor hatch by the flight engineer, as the pilot flew low over a flag marked drop zone, that was usually located near the Post Office.

2. At many of the points where the outbound mail was dropped, the mail is backstamped with a date differing from that of December 25. A full listing of these intermediate points, and dates are:

Town	(Modern Name)	1st Backstamp date	2nd Backstamp date
Betsiamites		Dec. 25	Feb. 05
Pointe aux Outardes	Chute-aux-Outardes	Dec. 26	Jan 03 (Betsiamites)
Baie des Cèdres	Franquelin	Jan 7	
Godbout		Dec. 27	Jan 6
Baie de la Trinité	Baie-Trinité	Dec. 25	
Pentecost River	Rivière Pentecôte	Dec. 26	
Shelter Bay	Port-Cartier	Dec. 25	
Clarke City		Dec. 26	Dec. 27

While the backstamp dating of Dec. 26 may be explained by the local Postmaster not wishing to open his Post Office on Christmas day, the later date stamps are most indicative of later flights, and/or deliveries.

3. The landing at Seven Islands was supposedly made on skis on the snow-covered bay. At this time of the year the bay at Seven Islands is rarely frozen, so the December 25 landing, if made on snow with skis, it would have occurred on the beach in front of the village, not on the open water in the bay.

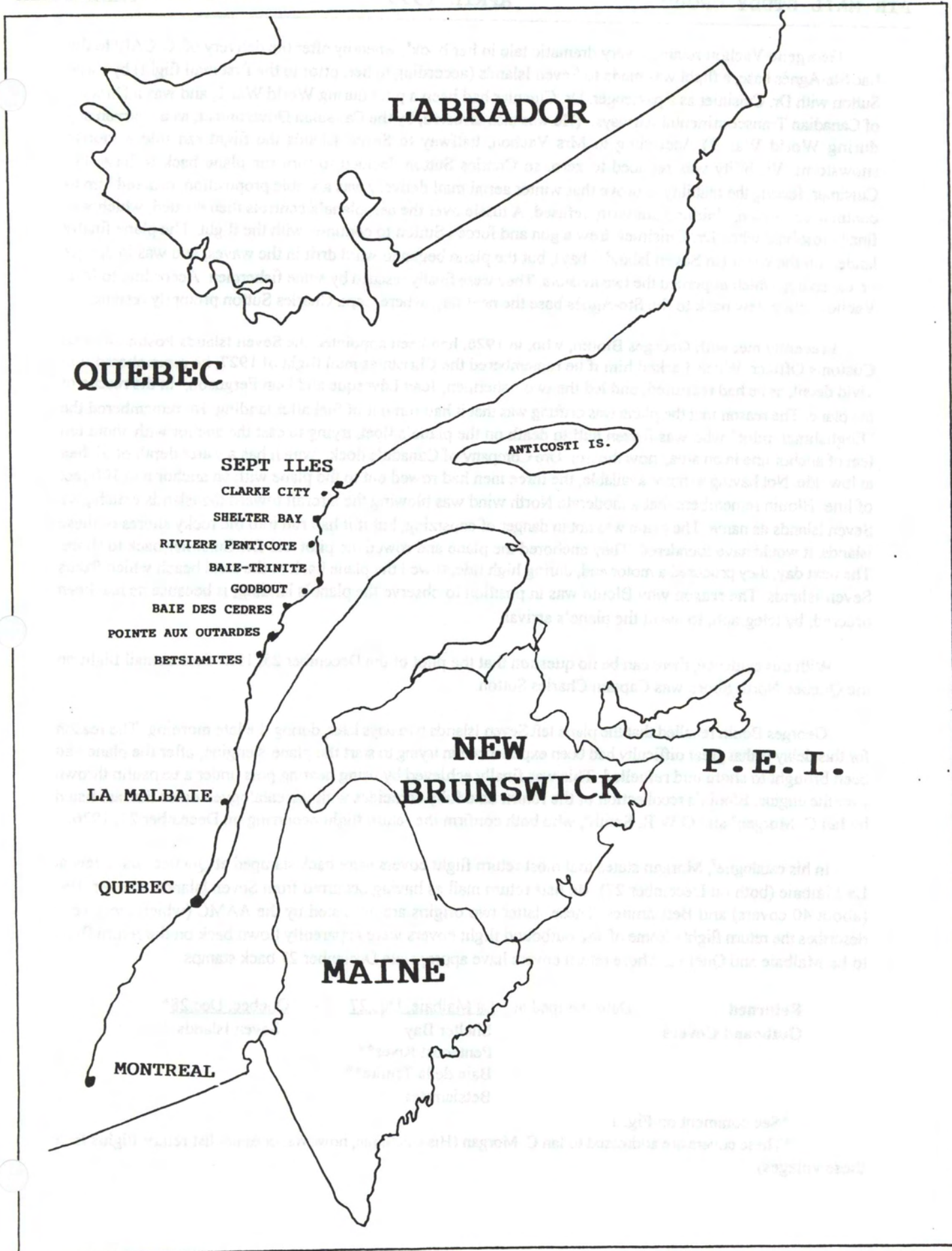
4. As December 25 is one of the shortest days of the year, and as no aerial night navigation aides then existed on the Quebec North Shore, the pilot would not have tarried on the flight. The FC-2W aircraft had a flight cruising speed of about 170 kms/hr. Considering the distance flown, the round-trip should have taken eight, not ten, hours.

5. Roméo Vachon was a prolific signer of first flight covers. No pilot signed covers from this flight exist.

Considering all of the above evidence, it is doubtful that this first flight as described by Ellis and Mrs. Vachon, was the December 25 first flight from La Malbaie to Seven Islands. In all likelihood the flight they described was either the February 8, 1929 first flight from La Malbaie - to Port Mernier (incorrectly AAMC<sup>3</sup> listed as occurring on February 2, 1928), or the December 22, 1928, Quebec - Seven Islands first flights, both of which were, indeed, flown by Roméo Vachon.

Who then flew the first flight? A Quebec newspaper LE SOLEIL on the 22 December, 1927 under the headline "Le service de la poste aérienne" recorded the delivery, the day before, of the Canadian Transcontinental Airways' FC-2W from Farmingdale, N.Y. via Quebec, at which city a sack containing 150 to 200 letters had been dropped, before the plane had flown on to La Malbaie. Capt. Charles Sutton piloted the plane, with Dr. Louis Cuisinier as a passenger and observer. The Canadian Air Board Aircraft Register listing confirms that the delivery date of G-CAIP to La Malbaie was 21. 12. 27.

Also, a 27th December La Presse article entitled "La Côte Nord reçoit son courrier aérien" briefly states that the airplane left La Malbaie (Lac Ste-Agnès) at 10:00 a.m. December 25 and landed at Sept-Iles at 2:00 p.m., and that mail packages had been dropped by parachute by Dr. Cuisinier. Nothing was said about the return to base, or the pilot's name. This newspaper article is most significant in that if the landing time at Seven Islands was stated correctly, the plane could not have flown back on the same day, as it would have been forced to land at Lac Ste. Agnès in total darkness, an almost impossible feat with an unlighted landing area.



Georgette Vachon relates a very dramatic tale in her book<sup>4</sup>, whereby after the delivery of G-CAIP to the Lac Ste-Agnès base, a flight was made to Seven Islands (according to her, prior to the first mail flight) by Capt. Sutton with Dr. Cuisinier as a passenger. Dr. Cuisinier had been a pilot during World War I, and was a Director of Canadian Transcontinental Airways. (He was also arrested, by the Canadian Government, as a German spy during World War II) According to Mrs Vachon, halfway to Seven Islands the flight ran into a violent snowstorm. Visibility was reduced to zero, so Charles Sutton decided to turn the plane back to base. Dr. Cuisinier, fearing the inability to prove that winter aerial mail delivery was a viable proposition, ordered him to continue on. Sutton, claiming authority refused. A tussle over the aeroplane's controls then ensued, which was finally resolved when Dr. Cuisinier drew a gun and forced Sutton to continue with the flight. The plane finally landed on the water (in Seven Islands' bay), but the plane began to wind drift in the waves, and was in danger of capsizing, which imperiled the two aviators. They were finally rescued by some fishermen. According to Mrs. Vachon, they flew back to the Ste-Agnès base the next day, where Capt. Charles Sutton promptly resigned.

I recently met with Georges Blouin, who, in 1926, had been appointed the Seven Islands Postmaster and Customs Officer. When I asked him if he remembered the Christmas mail flight of 1927; he remembered it in vivid detail, as he had recruited, and led the two fishermen, Jean Lévesque and Dan Ferguson, in the rescue of the plane. The reason that the plane was drifting was that it had run out of fuel after landing. He remembered the "Englishman pilot" who was frozen half to death on the plane's float, trying to cast the anchor with about ten feet of anchor line in an area, now the Iron Ore Company of Canada's dock, which has a water depth of 57 feet at low tide. Not having a motor available, the three men had rowed out to the plane with an anchor and 100 feet of line. Blouin remembers that a moderate North wind was blowing the aircraft toward the islands which give Seven Islands its name. The plane was not in danger of capsizing, but if it had run into the rocky shores of these islands, it would have foundered. They anchored the plane and rowed the pilot and Dr. Cuisinier back to shore. The next day, they procured a motor and, during high tide, towed the plane back to the sand beach which fronts Seven Islands. The reason why Blouin was in position to observe the plane's landing, is because he had been ordered, by telegraph, to await the plane's arrival.

With this evidence, there can be no question that the pilot of the December 25, 1927 first airmail flight on the Quebec North Shore was Captain Charles Sutton.

Georges Bouin recalled that the plane left Seven Islands two days later, during the late morning. The reason for this delay is that great difficulty had been experienced in trying to start the plane's engine; after the plane had been brought to shore and refuelled. This was finally achieved by using heating pots under a tarpaulin thrown over the engine. Blouin's recollection of the return date fully coincides with the catalogued dates that are listed by Ian C. Morgan<sup>5</sup> and O.W.R. Smith<sup>6</sup>, who both confirm the return flight occurring on December 27, 1926.

In his catalogue<sup>7</sup>, Morgan states that most return flight covers were back stamped at Quebec, and a few at La Malbaie (both on December 27). He lists return mail as having occurred from Seven Islands, Shelter Bay (about 40 covers) and Betsiamites. These latter two origins are not listed by the AAMC (which incorrectly describes the return flight). Some of the outbound flight covers were apparently flown back on the return flight to La Malbaie and Quebec. These return covers have appropriate December 27 back stamps.

<b>Returned Outbound Covers</b>	Date stamped at	<u>La Malbaie, Dec.27</u>	-	<u>Quebec, Dec.28*</u>
		Shelter Bay		Seven Islands
		Pentecost River**		
		Baie de la Trinité**		
		Betsiamites		

\*See comment on Fig. 1.

\*\*These covers are addressed to Ian C. Morgan (His catalogue, however, does not list return flights from these villages).

The siting of these these villages all are too remote from Seven Islands for the mail to have been transported from there, by dog team, during the course of one day, so the plane would have had to land at these sites for mail pick-up. There is a possibility that the plane, on its return flight, did land at Shelter Bay, as a cover is known to have been postmarked both at Shelter Bay and at La Malbaie on December 27, 1927. (See Fig. 2) The dating on this cover is unlike those La Malbaie to Shelter Bay covers, supposedly flown back on the return flight, that are return date stamped, at Shelter Bay, on December 26, 1927. When I questioned Georges Blouin with regard to the possibility of the plane having landed at these villages on its return flight, he was adamant that it did not. He states that when the plane left Seven Islands, it was sufficiently late so as to be hard pressed to complete its journey to Lac Ste. Agnès within daylight hours.

RETURN TO  
THE ONTARIO PAPER CO., LIMITED  
SHELTER BAY  
NORTH SHORE  
GULF OF ST. LAWRENCE  
WAY OF QUEBEC.

Mr. H.I. Nelson,

810 Shaughnessy Bldg.,  
Montreal.

Via Air Mail  
North Shore Point  
To LaMalbaie, Que



Fig. 2. Shelter Bay - La Malbaie. December 27, 1927.

Georges Blouin remembers preparing a small mailbag for the return flight, which was stuffed in the rear of the aircraft. Notably, only the Seven Islands return mail was back stamped at Quebec. Blouin insists that the last mailboat sailed in early December, so unless there was a private boat sailing which favour transported the mail, this means of carrying the mail can be ruled out. When I showed the supposed return covers to Blouin, his feeling was that these covers had received favour cancelling in La Malbaie. Earlier in our conversation he had related just how poorly paid these village postmasters were, so favour cancelling for pay, could be a very likely answer to this puzzle. Considering that the plane had to drop deliver mail at these villages, it is unlikely that it would then subsequently be able to land, at this same point, to pick mail up. In particular, Shelter Bay has a very small harbour area, and so poses a difficult landing site. As stated previously, Morgan did not list in his catalogue, those covers that were addressed to him from Pentecost River and Baie de la Trinité. This then gives credence to the possibility that, in fact, these same covers had been favour cancelled in La Malbaie at some later date. (See Fig. 3)

RETURN IN 8 DAYS  
A. C. ROESSLER  
140 SOUTH PARKWAY  
EAST ORANGE, N. J.  
RETURN POSTAGE GUARANTEED



Chas A Parr  
Pentecost River  
P2

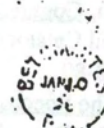


Fig. 3. La Malbaie - Pentecost River & return. This cover is a representative example of the favour cancelling that was undertaken in La Malbaie. This cover started out correctly, being cancelled in La Malbaie on December 24th, then flown north to Pentecost River, and backstamped there on December 26th. On January 2, 1928 it was frontstamped in Pentecost River and put on the southbound dog team mail service, which arrived at the Betsiamites mail marshalling point, on January 10, 1928. In this context, the December 27, 1927, La Malbaie backstamp is patently spurious

Supporting the unlikelihood of mail pick-up stops on the return flight is the recollection, of the first leg of the later 1933 Quebec-Natashquan flights, by R.H. "Dick" Bibby in the CANADAIR NEWS - June 1954. *"In those days the sole contact with the outside world in winter by all settlements on the north shore was by the infrequent visits of the Clarke Steamship "Sable Island". When ice conditions were bad in the Gulf, several calling points of necessity had to be missed. The airmail service made two flights a week taking off from the Quebec St. Louis airport on skis.---Landings were not possible at any of the settlements until Seven Islands was reached, therefore a technique had to be developed to fly low over the dropping point and toss the heavy mailbags out---the first dropping point (was) at Bersimis (sic). After the next drops at Outardes Falls and Pentecost some plain and fancy flying was necessary to drop the mail at Franklin. Franklin nestles in a small bay girded by 2,000 foot mountains with a steep, narrow valley running into it from the north. The modus operandi was to glide down this valley to the edge of the Gulf, turn right sharply over the village, quickly drop the mail and again turn sharply left over the Gulf before the southern mountain face was reached. From here Trinidad Bay (sic) was visited and then Godbout.---From there a drop was made at Shelter Bay and finally a landing was made at Seven Islands Bay. Here a refueling took place from a cache that had been brought in by steamer the previous summer. A short hop was then made back to Clarke City where a landing was made on the frozen muskeg and the aircraft was secured for the night.*

There is the curiosity of the date stamping of the Franklin (Baie des Cèdres) and Godbout covers. Presumably it was in this area that Sutton and Cuisinier had run into the blinding snowstorm, and so the mail was not dropped on that day. From the backstamp date, the Godbout covers were probably dropped on the return flight. Continuing bad weather, in combination with the difficult drop conditions, as described above, might have delayed delivery of the Franklin covers until the next mail flight. Blouin stated that it was two weeks before this second flight had occurred, which would coincide with the date of the Baie des Cèdres cancellation. Or, in this particular case, the Franklin mail could have possibly been delivered by dog team.

Other interesting points that were raised during my conversation with Georges Blouin were: That the dropping of mail at local post offices, apart from the first flight was really not practiced until Quebec-Natashquan service was started on December 14, 1933. Up until that time the mail was usually flown to Seven Islands, and a dog team transported from there to the North Shore villages. Also Blouin, who knew Roméo Vachon well, states that he never once flew during the period of that first winter to Seven Islands. The first time he arrived was a year later when the mail was flown from Quebec to Seven Islands, on December 22, 1928. (This could be the actual flight that Georgette Vachon described in her book). This information certainly strengthens the theory that the La Malbaie - Mernier flights of February 8, 1928 were, in fact, conducted by two aircraft, with Roméo Vachon flying the direct route, while "Duke" Schiller flew the other plane, via Seven Islands.

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