



# BNAPS AIR MAIL STUDY GROUP

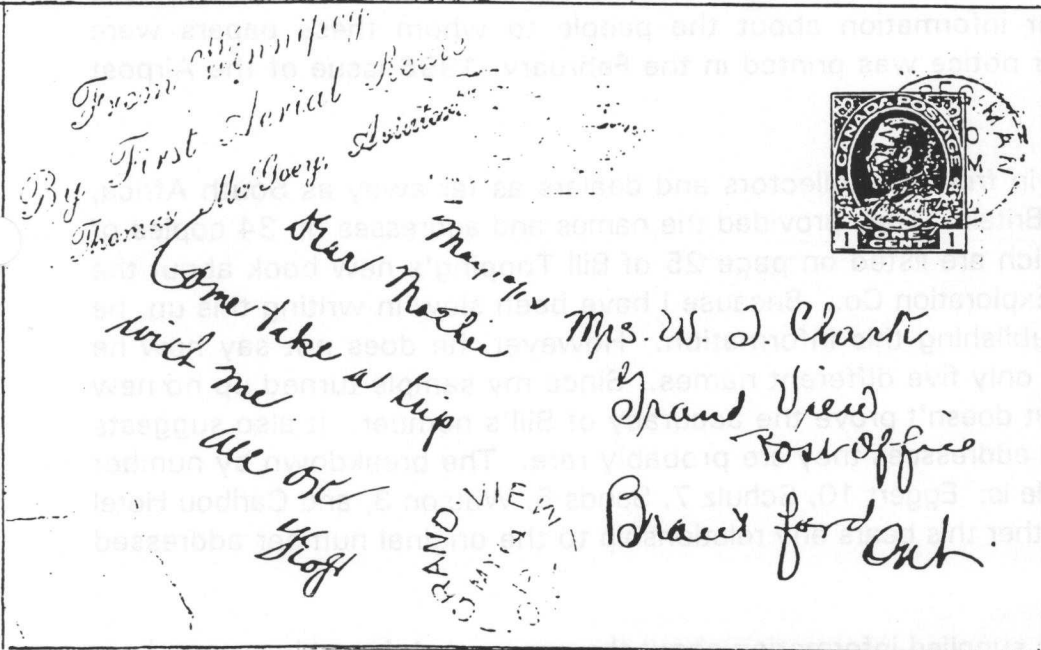
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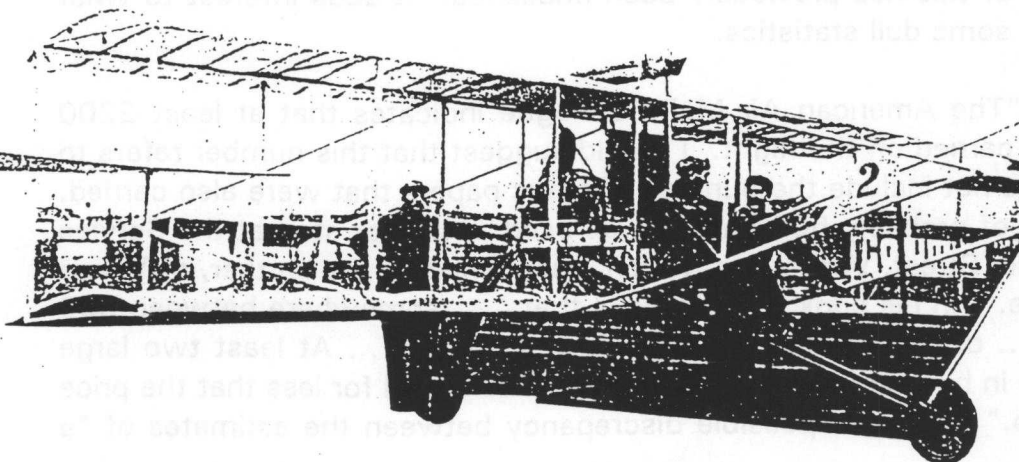
## ALLAN L. STEINHART:

On September 6th, 1996 we lost a friend and fellow Air Mail Study Group member when Allan Steinhart succumbed to a heart problem in his sleep. We saw him at CAPEX and at BNAPEX in Fort Worth this year and saw no evidence of a problem. However, his humor, energy, willingness to assist, and general love of life did come through. We are all the losers because his vast knowledge of both philately and BNAPS are silenced forever.

Allan sent me the exhibit shown below on July 5th, 1996. At that time the August issue had gone out as I am usually away in July. A wonderful piece of aerial history and a tribute to the man who cared for us all.



CANADA'S FIRST PIONEER FLIGHT TO CARRY MAIL IN AN AEROPLANE, WINNIPEG, MAY 10, 1912. THIS CARD IS THE ONLY ONE KNOWN FROM THIS FLIGHT. WINNIPEG PAPERS ANNOUNCED THAT DURING A FLYING EXHIBITION AT THE WINNIPEG RACE TRACK, MAIL WOULD BE CARRIED. THE FLIGHT WAS TO HAVE BEEN MADE BY PILOT TOM MCGOEY, BUT DUE TO AN ACCIDENT, HE WAS UNABLE TO FLY, AND THE FLIGHT WAS MADE BY SAM TICKELL. AFTER A VERY SHORT FLIGHT, THE PLANE CRASHED AT THE RACE TRACK. THE MAIL WAS THEN SENT ON TO ITS DESTINATION BY REGULAR MEANS, AND THIS CARD BEARS A GRAND VIEW, ONTARIO, RECEIVING MARK OF MAY 14, 1912.



Aviation must have been "In the Air in North Dakota quite early." Tom McGoey of Grand Forks flew this old Curtiss plane which was equipped with a Hall Scott 8-cylinder 80 H.P. motor 1911.

Courtesy J. H. McNicol

The following article comes from John Bloor and was written as a result of his research into the Whitehorse Star. He asked some questions in the December 1995 Newsletter and wraps up his findings here.

Yukon Airways and The Whitehorse Star  
by John H. Bloor

Much has been written about the Yukon Airways and Exploration Co. Ltd. but little has been said about the April 13, 1928 issue of The Whitehorse Star other than to note that this issue, franked with the blue Yukon Airways semiofficial stamp, was carried on the first visit of the Queen of the Yukon to Carcross, Yukon and Atlin, British Columbia. Shortly after I started collecting Canadian semiofficial airmails, a dealer at Chicagopex '92 offered me a copy of this souvenir paper. I purchased it with great pleasure both because of its intrinsic interest and because few dealers had even this much material in this area.

Upon examining the paper I became interested in the name "Paul Eggert" printed in the upper left corner of the front page. Subsequently, I looked at other copies and noticed other names and addresses. In December, 1995, Bas Burrell published a request from me for information about the people to whom these papers were addressed. A similar notice was printed in the February, 1996 issue of the Airpost Journal.

Replies came in from 23 collectors and dealers as far away as South Africa, Germany, and Great Britain. They provided the names and addresses on 34 copies of the paper, all of which are listed on page 25 of Bill Topping's new book about the Yukon Airways and Exploration Co.. Because I have been slow in writing this up, he "scooped" me on publishing this information. However, he does not say how he knows that there are only five different names. Since my sample turned up no new names, it supports but doesn't prove the accuracy of Bill's number. It also suggests that if there are other addressees they are probably rare. The breakdown by number of copies in my sample is: Eggert 10, Schulz 7, Sands 5, Watson 3, and Caribou Hotel 9. I don't know whether this bears any relationship to the original number addressed to each person.

Several writers supplied information about the papers and the addressees. I am not aware that any of this has previously been published. It adds interest to what would otherwise be some dull statistics.

From Bill Topping: "The American Air Mail Catalogue indicates that at least 2200 pieces of mail were carried on the flight. I would suggest that this number refers to covers only and does not include the bundles of news papers that were also carried. At least one bundle of probably 500 papers was used as a door stop at the Service Book Store, on Pender Street, Vancouver, which was owned by the brother, of Yukon poet, Robert Service." In his book Bill also says that " ... somewhere between 500 and 1000 copies ... of "The Whitehorse Star" were carried ... At least two large bundles ... ended up in book stores in Vancouver and were sold for less than the price of the Yukon stamp." Note the possible discrepancy between the estimates of "a

bundle of probably 500" and "at least two large bundles" and the statement that "somewhere between 500 and 1000 copies were carried". I think that the quantitation is somewhat soft.

From Bill Robinson: "I can remember that George Biswanger, proprietor of the Busy-B Book Store at 509 Richards Street in Vancouver, had bundles of these papers used as door stops before World War II, so there must have been several hundred copies carried - or at least printed, stamped, and cancelled."

The Whitehorse Star was established in 1900 and is still being published today, 96 years later. In the beginning it probably appeared irregularly since the April 13, 1928 issue was only number 46. On page 5 of this issue is a picture of "J.D. Skinner, Editor of the Whitehorse Star - said to be the only newspaper in Canada run entirely by one man". However, "Canada Air Mail Notes" for May, 1971 states that Paul L. Eggert, one of the addressees, was the publisher of the Whitehorse Star. I guess that the publisher is not considered to be involved in "running" the paper. Kevin O'Reilly added the information that Paul L. Eggert was the son of the Swiss jeweler, Jules Eggert, who had been one of the first wave of gold prospectors to come to Atlin. Jules apparently opened a jewelry store and Paul continued this business after Jules died in 1922. Perhaps capital for publishing the paper came from the jewelry business.

Bill Robinson and Kevin O'Reilly both told me that Matthew Watson was a general merchant in Carcross. Kevin's information came from "A Historic Walking Tour of Atlin British Columbia" published by the Atlin Historical Society. He goes on to say that Clarence M. Sands and Louis Schulz were both general merchants in Atlin.

No one could tell me anything about the Caribou Hotel, misspelled by some authors as "Cariboo". However, the hotel ran an ad on page 3 of this issue stating that they are "the old established and popular home of miners, prospectors, hunters, tourists. Mrs. E.W. Gideon, Prop." Does anyone know if the hotel still exists? Bill Hornadge, in "Cinderella Corner" on page 62 of the April 1993 issue of Stamp News (published in Australia) writes about one of these papers addressed to the "Carlton Hotel" in Carcross. If this isn't a mistake then there may be one more business to whom some of the papers were addressed.

In summary, the newspapers were apparently addressed to stores and hotels where they would be available for public sale. Those sent to Paul L. Eggert are the exception unless he planned to distribute them himself in smaller quantities.

Finally, as all good research should, this small effort raised several new questions.

1. Ed Harris wrote that one of his papers, addressed to Clarence Sands, had a receiving cancellation dated Atlin/AP 15/28 (instead of AP 13/28). I don't have a copy addressed to Sands to examine but all of the ones that I do have, addressed to other names, are postmarked Ap 13/28. Were all the papers to Sands misdated? Does Ed's paper have a poor strike of the cancellation, making it look like Ap 15/28? I think that these are more likely than that there was a two day difference in the actual date the paper was received.

2. Ed also wondered whether the flight went:

White Horse-->Atlin-->Carcross or White Horse-->Carcross-->Atlin.

3. How many papers were actually franked with the Yukon Airways stamp, how many were carried on the flight, and how many survive today ? This is one of the original questions but it has not been satisfactorily answered.

4. What are the details of the arrangement between Yukon Airways and the Whitehorse Star regarding this issue ?

5. Is more information available about the lives of these four people and about the Caribou Hotel ?

The White Horse Star may have further material in its archives but I have not had time to contact them about it. When (if) I get additional information, perhaps Bas will find space to add a short update in a future issue. If any readers can help please write to Bas or to me.

Collectors and dealers who supplied information include Don Amos, Barry Brown, Paul Bulver, Bas Burrell, Vance Carmichael (Vance Auctions-Alison), Scott Chapin, Cherrystone Auctions, Ed Christman, Bill Crabbs, Chuck Firby (Charles Firby Auctions), Ed Harris, W.J.H. Lodge, Kevin O'Reilly, Mike Painter, Bill Robinson, Ted Rose (Cougar Stamps), Wally Silvestri, Bob Soracco, Bill Topping, Jurgen von der Brake, John Wannerton, Wild Rose Auctions, and Vic Willson. Many thanks to all of you.

Matthew Watson,  
Carcross, Yukon, Canada

Queen of the Yukon first flight to Carcross, Yukon



**Carcross and Atlin Have First Visit From Airship !**  
Queen of the Yukon First Plane to Visit Important Northern Towns

To the Yukon Airways and and then only to be forced the town passes, particularly Whitehorse Star, carried by



**HUBBARD, THE FORGOTTEN BOEING AVIATOR:**

Jim Brown has finally been able to collect all his thoughts and ideas about the life and times of Eddie Hubbard into a book with the above title. Jim feels Eddie Hubbard was forgotten because there has never been national recognition of his accomplishments.

To illustrate these accomplishments here is a brief rundown on a few: He flew the first North American International Air Mail, He flew mail from Seattle to Victoria from 1920 to 1927, He was the catalyst in Boeing obtaining the mail contract Chicago to San F., He convinced Boeing that the company should mass produce aircraft, He flew well, managed well and amassed a fortune for himself.

Hubbard also had fun. He flew honeymooners, vacationed with his wife and two other couples at remote lakes in B.C. via his two cockpit plane. He put on air shows for both military and civilian audiences in US and Canada. But he never stunted with passengers.

He started flying the mail in a 2 pontoon float plane and later went to a flying boat. These were suited to the route Seattle to Victoria as he could let down when there was trouble onto water. Later when he was involved with the Chicago to San Francisco mail and passenger run he led the field with the mass produced Boeing 40 which held 2 passengers and then later 4, followed by the 80 which held 8 and eventually 12 passengers. It was on his watch that Jack Knight flew the first night mail and eventually developed the United Air Lines network.

All this information is presented in a 229 page soft cover book with more than 1 photo or newspaper headline per page in a 6" x 9" format. Jim has included a 13 page index for those who want to look up a specific item. For example Jack Knight is mentioned on page 162. In addition to this there is a chronology of events in the career of Eddie Hubbard.

For those of us who are interested in FAM 2, there is a good story about the times and dates with pictures. He has included many pictures of covers to include Roessler and the confusion he created with some of the covers he manufactured.

Jim is, as you know from previous Newsletters, a member of our Study Group and I am sure, available to answer questions you may have about Fam 2.

**Order Form**

To order additional copies of:

**Hubbard: The Forgotten Boeing Aviator**

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Signature \_\_\_\_\_

exp. date \_\_\_\_\_

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Please list additional copies to be sent to other addresses  
on a separate sheet.

FLYING THE MAIL BEFORE THE WRIGHT BROTHERS;

John Wannerton showed some stamps at Edmonton that I had never seen before and I asked him to share them with us. He sent the following two pages with some notes. The stamps on page 1 are of better quality, while those on page two seem to have been made with the same printing device, the printing is not as good. Perhaps it was done with a rubber stamp and the rubber wore, or the printer got tired. Paper quality slipped too. I am sure you understand why black on purple won't reproduce effectively.

ALASKA CARRIER PIGEON MAIL SERVICE COMPANY 1897.

(1)



Green on  
buff/  
cream  
paper



Blue on  
buff/  
cream  
paper



Lt green on  
buff/cream  
paper



Black on  
purple  
paper



Red on  
buff/  
cream  
paper



Red on  
buff/  
cream  
paper

Pigeon Mail for the Klondike Gold Rush, 1897.

The following information has been supplied by Miss Kathryn Winslow, author of "Big Pan-Out".

"A grey-haired, bearded, and wise-looking old gentleman named Thomas Arnold, sought capital for his Alaska Carrier Pigeon Mail Service Company, which intended to photograph messages at the creeks ("reducing them to an area about that of a needle point", said the old gentleman), and deliver them to Juneau within twenty-four hours. There the messages would be speedily enlarged, enclosed in envelopes, and mailed in the usual manner." ("Big Pan-Out").

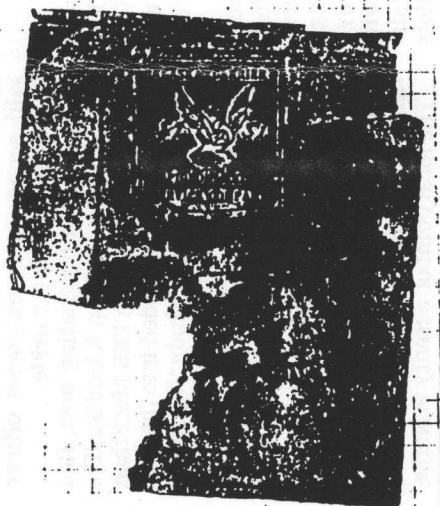
In correspondence Miss Winslow stated that this information had been culled from reports in contemporary newspapers and that a description also appears in "Alaska and the Klondike Gold Fields" by A. C. Harris, which was published in 1897.

Pierre Berton briefly mentions this scheme in "Klondike", stating that it was devised by a Milwaukee man, and that it was intended to enlarge the photos at Victoria, B.C..

Continuing the Pigeon Mail:

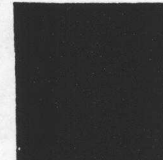
ALASKA CARRIER PIGEON MAIL SERVICE COMPANY 1897.

A.C.P.M.S.Co.,



②  
 Photograph  
 of Pigeon Mail adhesive  
 found by Rev. John Barns  
 of Abingdon, Berks,  
 and described in No. 3  
 Vol. 4 of the Cinderella  
 Philatelist, July 1964.

The stamp is printed in  
 dark blue on buff, and was  
 found stuck on this piece of  
 plain paper, which was  
 folded. The writing reads:  
 "Fee of one Dollar/Received/  
 (initials?)."



All the  
 printing  
 on these  
 5 is RED

Paper: Buff/Cream Pale green Pink Blue



These are pigeon  
 mail labels which  
 have come on the  
 market in recent  
 years from  
 unknown sources.  
 Those above are of  
 poor quality when  
 compared with the  
 label on the right.



Green on  
 buff as on  
 page 1.

Name:

Address:

MAIN WRITE UP FROM ORIGINAL SHEET WRITTEN AROUND THE LATER 1950'S. BLACK ON WHITE ITEM AT LEFT, ON UNGUMMED NOTEPAPER WITH LINES AND "NAME: ---- ADDRESS:" ON REVERSE. COULD BE AN ESSAY OR PROOF? STAMPS PRINTED ON WOVEPAPER, ALL ARE MORE OR LESS DAMAGED. PRINTED FROM A RUBBER STAMP WHICH DETERIORATED SOMEWHAT.



# Remote northern Ontario town cashes in on old Norseman bush flyers

Story and pictures  
By GORD MCNULTY

The Spectator  
RED LAKE, ONT.

A rugged northern town once known for a gold rush has discovered rich tourism dividends in a legendary bush plane whose name was inspired by the Vikings.

Red Lake reaches for the stars every July with a popular waterfront festival that has earned it the title "The Norseman Capital of the World." Although the heyday of the pug-nosed Noorduyn Norseman ended long ago, the surviving examples of the Canadian-designed and -built plane and the pilots who flew them can still attract standing-room-only crowds.

Aviation buffs from as far as Britain, France and Scandinavia come to Red Lake's three-day Norseman Floatplane Festival, an event that has steadily grown since it began with a pilots' reunion in 1990. Accommodation can be scarce in a town with a population of only 2,268, but overflow visitors can arrange to stay in billets, at the district high school, or at campgrounds.

A mecca for fly-in fishing, hunting and wilderness vacations in northwestern Ontario, Red Lake is 555 kilometres north-west of Thunder Bay. It's readily accessible at the end of Highway 105, some 180 kilometres north of the Trans-Canada Highway.

Built around a sloping harbour, Red Lake is an attractive and lively place for summer recreation. Scenic waterfront vistas combine with virtually non-stop action at float plane docks along the shore of Howey Bay to give Red Lake a distinct identity—especially when Norseman fever reaches its peak. The town is "striking it rich" on the strength of its bush flying legacy.

"It's ironic that an airplane which originally came here to help supply the

gold rush is now helping to expand it," said economic development officer Ron Robinson with a chuckle.

Originally a fur-trading post, Red Lake was the site of a Klondike-like gold rush beginning in 1925. More than 1,000 prospectors flooded into the area and 12 mines were producing at the peak of the boom in the 1930s and 1940s. Only two gold mines in operation today.

## Focal point

But Red Lake is flying again with the durable old Norseman. This year's festival is set for July 26-28.

The focal point of activity is Norseman Heritage Park, opened in 1992. A retired Norseman is impressively mounted on a wishbone pedestal overlooking the bay. It's a fitting symbol of Red Lake's love affair with an aircraft that distinguished itself in Canada's harsh and remote north. The Norseman also became well known as a utility transport in military and civilian roles, in the Second World War and the post-war period.

Visitors can enjoy a main street festi-

val, concerts, historical displays, a quilt show, steak fry, pickerel fry and pancake breakfast. There are Norseman souvenirs. Norseman rides (a bargain at \$25), and more.

Events culminate in a mass flypast of all the Norsemen in attendance, with the lumbering single-engined planes taking off one by one in an impressive spectacle for young and old alike.

What explains this fascination with a 60-year-old airplane that was strictly a commercial workhorse? Simply put, Red Lakers feel they owe a lot to a plane which helped to establish a supply and transportation centre from a patch of rock and a body of water.

Six Norsemen, equipped with sea-plane floats, still work out of Red Lake, more than anywhere else. The 1995 festival, marking the diamond jubilee of the Norseman, attracted 15 of about 26 examples that survive.

Special guests included Robert Noorduyn Jr., son of the Norseman's Dutch-born designer, who came from his home in Ohio with his encyclopaedic knowledge of the plane. Anthony Lewis, son of comedian Jerry Lewis,

Early reservations are advisable. Accommodations are often in demand by forest fire crews during the summer.

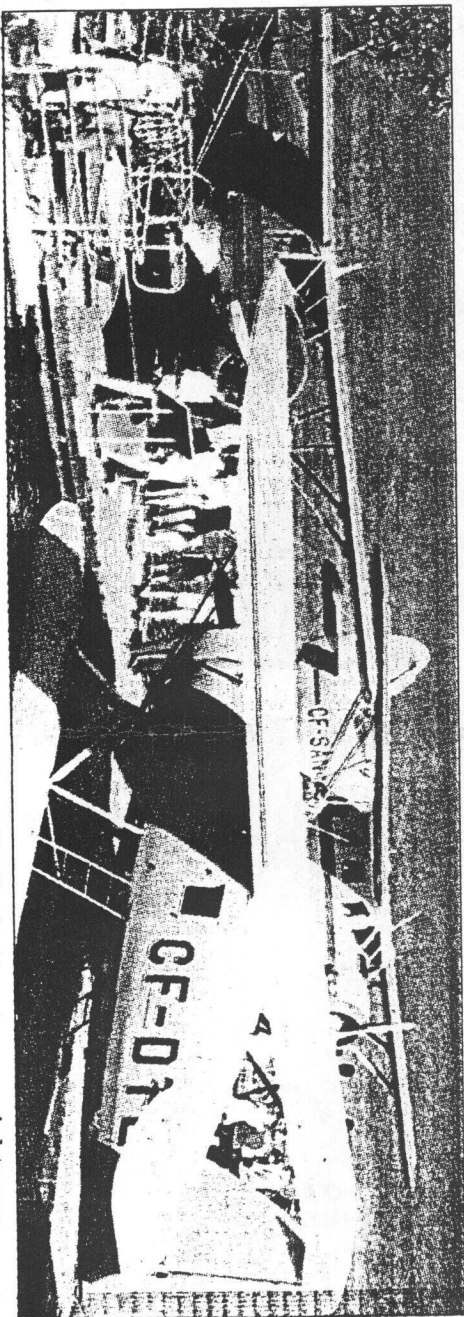
Information on the festival, fishing, canoeing, outdoor adventures, or accommodations is available from the Norseman Festival Committee, Box 308, Howey Street, Red Lake, Ont. P.O. Box 2100, Phone (807) 727-2809, fax (807) 727-3980.

travelled from California to produce a documentary video on the jubilee.

The festival wouldn't be possible without the dedication of the Norseman owners and pilots who willingly take time from the busy fly-in fishing season to stage the show.

Visitors can also enjoy birdwatching and wildlife, and two public beaches. The Red Lake area offers a chance to get off the beaten track, with or without the isolation of remote wilderness camps. Woodland Caribou Park, Ontario's fifth largest provincial park, is just 40 kilometres (25 miles) west.

But it's the last stand of the long-lived Norseman that has produced golden opportunities for Red Lake. Tour groups, some from European countries where the Norseman served during the Second World War, regularly visit Red Lake to see the Norseman and other classic floatplanes such as the Otter, Beaver and Beech 18. Officials hope to open a Norseman museum in time for this year's festival.

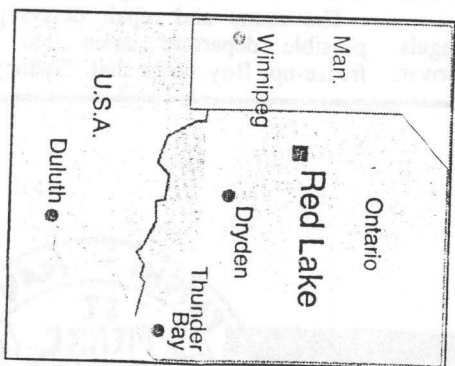
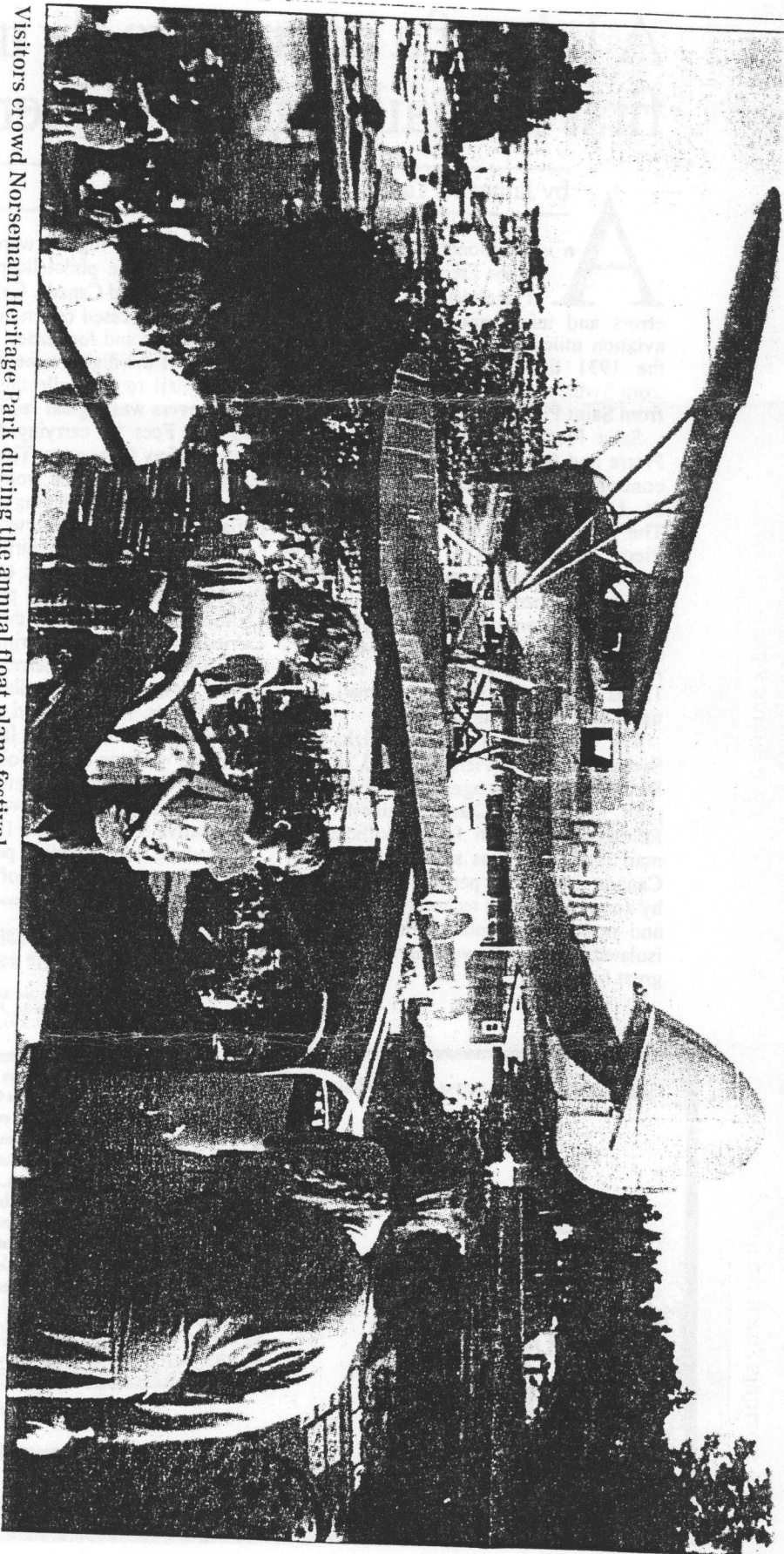


The busy airplane docks during Red Lake's Norseman Floatplane Festival attract many sightseers interested in the far north's past.



# The plane's the thing

Visitors crowd Norseman Heritage Park during the annual float plane festival.



## IF YOU GO

■ The scenery of Lake Superior's majestic northern shore is a bonus on the road trip to Red Lake, almost 2,000 kilometres (1,200 miles) north west of Hamilton. Motorists can consider an international circle route around the lake, crossing the border at Fort Frances, Ont. to which includes the states of Minnesota, Wisconsin and Michigan.

■ Don't expect luxury lodging, but the Red Lake area has about six motels, hotels and camp sites. Early reservations are advisable. Accommodations are often in demand by forest fire crews during the summer.

■ Information on the festival, canoeing, outdoor adventures, or accommodations is available from

Remote northern Ontario town  
cashes in on old Norseman bush fliers

JAMES R. TAYLOR, a BNAPS member from Calgary, has kindly allowed us to reproduce the following article which appeared in the Jul-Aug 1996 issue of Scotts Stamp Monthly. It contains some new information on this flight that he has gleaned from newspaper clippings, telegrams, and the National Archives in Ottawa.

# A lulu of a country to fly in first airmail flight - St. Pierre-Miquelon 1931

by James R. Taylor

An international incident involving the French colonial postal authorities, a string of errors and misadventures, and a minor aviation milestone were the outcomes of the 1931 first unofficial airmail flight from Sydney, Nova Scotia, Canada to and from Saint Pierre.

Saint Pierre is the chief town on St. Pierre and Miquelon, the small, French-controlled islands located in the Gulf of St. Lawrence, south of Newfoundland. The 1931 flight from Sydney to Saint Pierre was undertaken by the Maritime and Newfoundland Airways. The purpose was to publicize the use of airmail and to promote the commercial potential of government contracts to carry the mail by air. As the economic slowdown of the early 1930s took hold, securing airmail contracts was quite competitive.

The organizers of the 1931 flight from Sydney to Saint Pierre were J. Robert McCowan, Jr., manager, Charles H. Roy, pilot, and George Carter, engineer. They followed the pattern for semiofficial airmail flights that was standard practice in Canada during this period. Carrying mail by air was the latest technological advance and new experimental airmail routes to isolated settlements were announced with great fanfare.

First airmail flights were routinely advertised in the philatelic press in the United States and Canada. Collectors prepared self-addressed covers to be carried on the flights and forwarded them to the sponsors of the flights to be flown on the new airmail route. Collecting these first flight covers was a great fad in the 1920s and 30s. Fees for carrying these covers helped defray flight costs. The progress of the flight can be traced from postmarks, way markings and receiving marks on the philatelic souvenirs connected with it.

A specially designed airmail label is shown affixed to the back of a cover in Figure 1. It was privately printed in the United States for use on the mail to be carried on a series of experimental flights from Sydney to Saint Pierre, Saint Pierre to St. John's, Newfoundland and the return flights. Printed in red or bright red on bright yellow paper, the label depicted the crude drawing of the Fokker Universal single engine aircraft flying over John Cabot's ship the *Matthew* with the commemorative dates 1497 and 1931.

Following the Canadian postal regulations and practices, the non-official private

label was placed on the back of the envelopes, so that the front, Figure 2, could carry the government authorized postage stamps of St. Pierre and Miquelon and receive the postmark of the Saint Pierre post office.

The flight to Saint Pierre was originally advertised for Dec. 15, 1930. The flight was delayed and the reasons outlined in a letter from Charles Roy to stamp dealer A.C. Roessler on Dec. 16, 1930.

"We are having our troubles here getting cachets and stamps made but expect them in few days now," wrote Charles Roy. "Had a lot of red tape to unravel especially with the Governor of St. Pierre but got the necessary permission to take the mail in and out of St. Pierre for the occasion."

He continued: "Had a regular hurricane here yesterday with a 50 mph gale and our watchman allowed the plane to get loose, drifted across the harbour, and bang-up on the shore injuring the pontoons. This will be a nasty little repair job and will take time to repair."

The stamp and repair delays pushed possible departure dates into winter freeze-up. Roy notes that "Sydney Har-

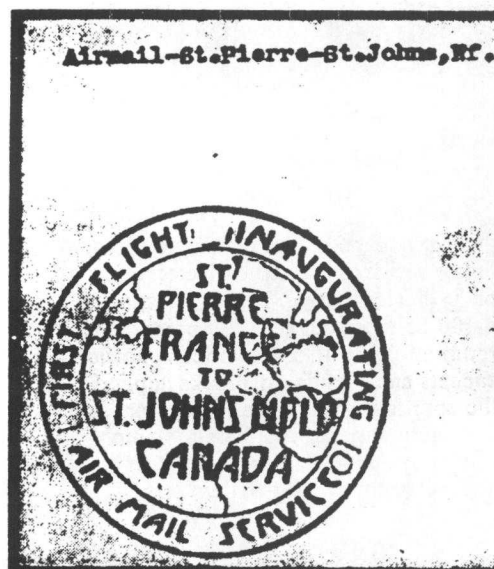


Figure 2: Front of same collector-prepared cover as Figure 1 with unofficial cachets and pseudo-cancel.

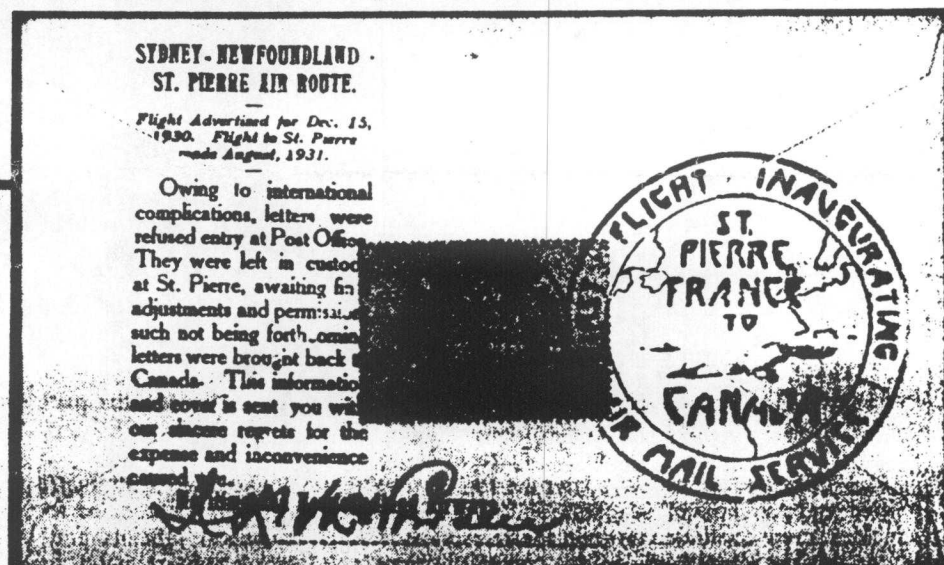


Figure 1: Back of a collector-prepared cover with Maritime and Newfoundland Airways label, unofficial cachet and printed notice signed by J.R. McCowan, Jr.



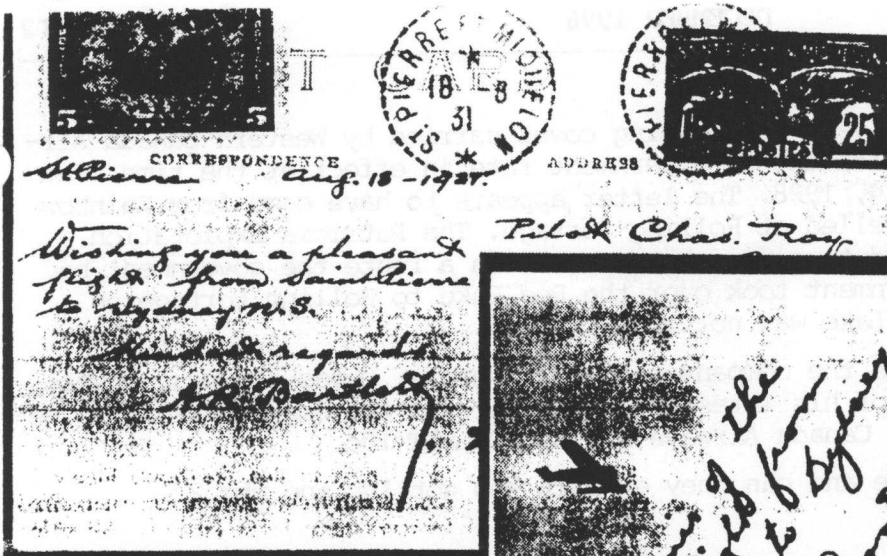


Figure 3: Address side of the postcard carried by the pilot on the return flight, Saint Pierre to Sydney, Nova Scotia.

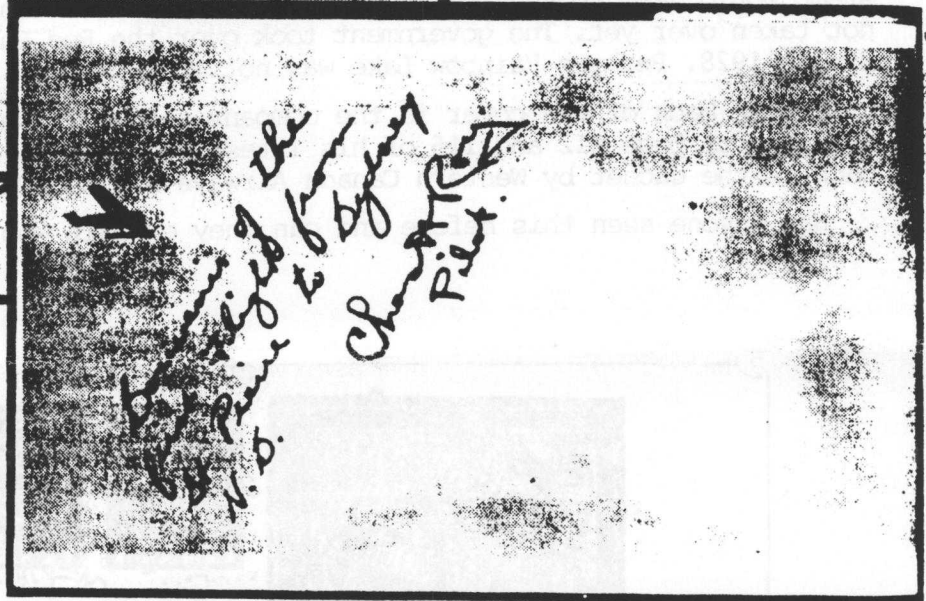


Figure 4: Picture side of same St. Pierre-Sydney postcard as in Figure 3, autographed by pilot Charles Roy.

bour freezes up solid early in January also all the lakes hereabouts."

The peculiarities of the maritime weather also presented hazards."... the weather along the Newfoundland coast is terrible for fog and squalls. So it will be a case of watching for a good favourable day in either direction for the trip.... so you can see it is a lulu of a country to fly in," wrote Roy.

At last, the actual flight from Sydney to Saint Pierre was scheduled for August, 1931. On Aug. 1, 1931, pilot Charles Roy was at the controls of the modern, all-metal, float-equipped Fokker Universal monoplane. J. Robert McCowan, Jr. and the several sacks of collectors' covers, Figures 1 and 2, accompanied him aboard the six-passenger plane.

The aircraft had done previous duty with the Royal Canadian Air Force in the Hudson Strait Expedition of 1927-28 and had been nicknamed *Ontario*. It had been rebuilt with new wings and a Wright J-6 nine cylinder, 200 horsepower aero engine.

"A beautiful ship ... The fuselage and pontoons ... are silver, the wing is gold and the struts are blue. The lettering is in black [letters G-CAHE], the numbering being on the wing, while the doors on each side of the cabin are printed Maritime and Newfoundland Airways, North Sydney, N.S." reads a contemporaneous newspaper account.

The 220 mile trip across the Gulf of St. Lawrence from Sydney was eventful. A collect telegram dated Aug. 6, 1931, to Roessler from the Newfoundland south coast town of Burgeo reads: "Detained with mail last five days south coast Nfld. heavy fog. Advise you from St. Pierre. J.R. McCowan." A few days later the fog lifted and the Fokker seaplane and its luckless crew continued onto St. Pierre.

At last the aircraft circled the low hill above the town of Saint Pierre, the largest settlement on the islands. The excited inhabitants, numbering about 4,000, scanned the sky for first glimpse of the airplane. The Fokker aircraft landed in the harbor and pulled up to shore, much to the delight of onlookers.

The large sacks of collectors' mail were

landed at Saint Pierre and carried the short distance to the post office and customs building. The trials and tribulations, repairs and red tape, fog and gales behind them, Roy and McCowan looked forward to successfully completing their mission.


The French colonial post office authorities at Saint Pierre, however, were not impressed. They were not familiar with Canadian semiofficial airmail practices. Earlier agreements between Roy and the Governor, mentioned in correspondence, were apparently unenforceable. Entry of the mail into the postal system, use of St. Pierre and Miquelon stamps to frank the covers and use of official postmarks was refused by the authorities. They also refused any official recognition of the arrangements to carry the mail by air to Newfoundland.

The collectors' mail was left in custody with the Saint Pierre Post Office, a waiting authorization from colonial officials. Because of this bureaucratic impasse, Roy was forced to abandon the planned flight from Saint Pierre to St. John's, Newfoundland.

The return flight from Saint Pierre to Sydney is not as well documented as the fiasco with the postal officials and the grounded covers. It appears that a single picture postcard, Figures 3 and 4, was personally carried by pilot Charles Roy. The picture side of the card, Figure 4, is a photograph of the Fokker seaplane G-CAHE in flight and is endorsed in manuscript "Souvenir of the first flight from St. Pierre to Sydney N.S." and signed "Chas. H. Roy, Pilot."

The address side of the card, Figure 3, was canceled at Saint Pierre Aug. 18, 1931, with the broken-circle postmark in purple. The postmark ties a 25 centime St. Pierre and Miquelon stamp, Scott 88. It was sent to Charles Roy's hotel in Saint Pierre and signed by A.R. Bartlett. On arrival at Sydney, a 5¢ Canadian airmail stamp was added to the card, canceled at Sydney Aug. 21, 1931, and apparently delivered to a Sydney address.

All the mail refused and impounded by the Saint Pierre post office was eventually returned to Canada by surface transport after a delay of 27 months. An explanation of the events leading to the aborted flight was printed on the back of the envelopes, signed by McCowan, and returned to the senders under separate cover postmarked at Sydney on Dec. 30, 1933.

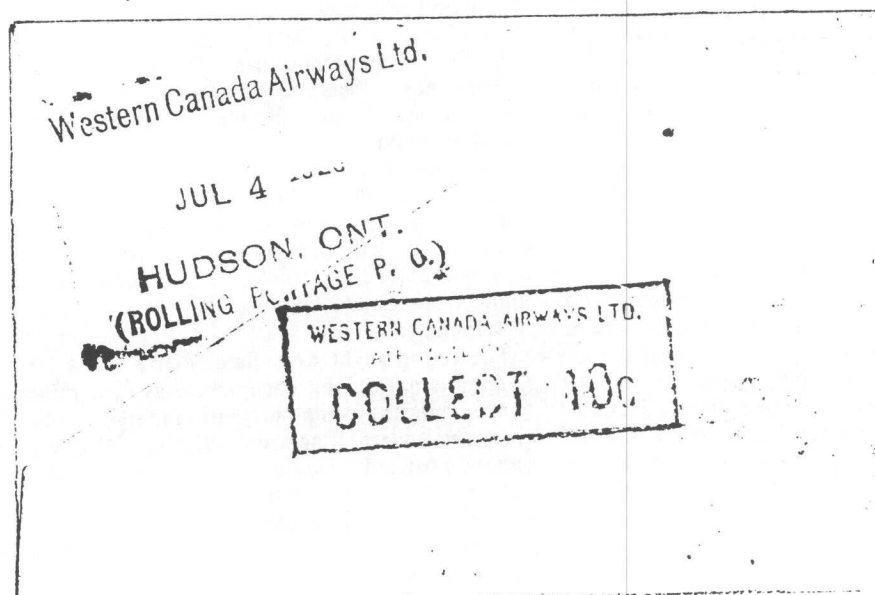
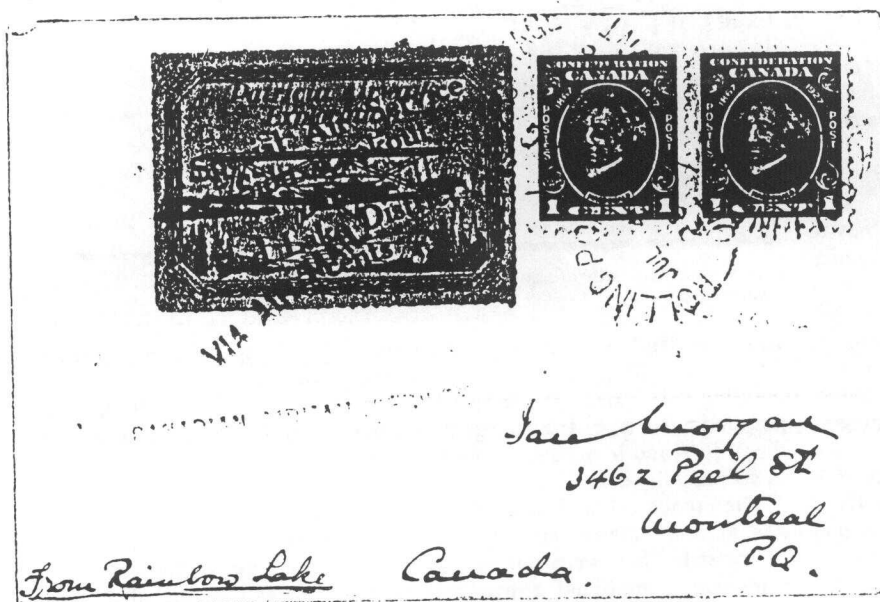
The most visible reminders of Charles Roy's historic 1931 flight to St. Pierre are the envelopes carried on the flight and impounded at Saint Pierre, which today reside in stamp collectors albums or in dealers cover boxes. As many as 4,100 of these covers were prepared and returned. They all sport various unofficial cachets and pseudo-postmarks applied by the sponsors. Of course, the covers lack any government authorized stamps or official postal markings. These covers are not scarce today, and dealers usually sell them for under \$40. The single postcard, Figures 3 and 4, apparently the only piece of mail carried by the pilot Charles Roy on the return flight, is in the author's collection. 

Western Canada Airways Ltd.

Ed Christman has sent in a very interesting cover carried by Western Canada Airways Ltd. It is shown below with the 2¢ government rate in effect at the time. The dates on this cover are July 4, 1928. The letter appears to have come from Rainbow Lake, but the stamps are cancelled at Rolling Portage. The Patricia Exploration stamp would seem to be applied to cover the air cost on a route the government had not taken over yet. The government took over the Red Lake to Rolling Portage on 25 Jan 1928. Perhaps Rainbow Lake was not included.

On the back of the cover is the company cachet in purple. Dames discusses these markings on page 112 and 116 of his latest book. (1995) But the big question on the back is the cachet by Western Canada Airways saying **COLLECT 10¢**.

Has anyone seen this before and can they explain who got 10¢ and why ?





Jerry Jarnick, the hard working Secretary of BNAPS, has asked our study group for help in identifying one of the items he collects. Read on !

## A MYSTERY PRESENTATION BOOKLET

by  
Jerome C. Jarnick

A couple of years ago, Doug Lingard of Ottawa, mentioned an unusual first flight cover album that he had acquired. I expressed interest in looking at it. When I did see the album, I was quite surprised as it had all of the hallmarks of an album prepared for presentation by the Post Office Department on some special occasion. I've collected these presentation booklets, which were presented by the Canadian Post Office Department to various dignitaries and political figures, for about 15 years. The booklet consists of a three-ring binder measuring 260mm x 150 mm, bound in red morocco. The leather is very similar to that used for binding the 1925 Admiral presentation booklet. The cover is gold embossed with the Coat of Arms in the upper center the inscription below the Coat of Arms reads:

FIRST FLIGHT  
AIR MAIL COVERS  
CANADA

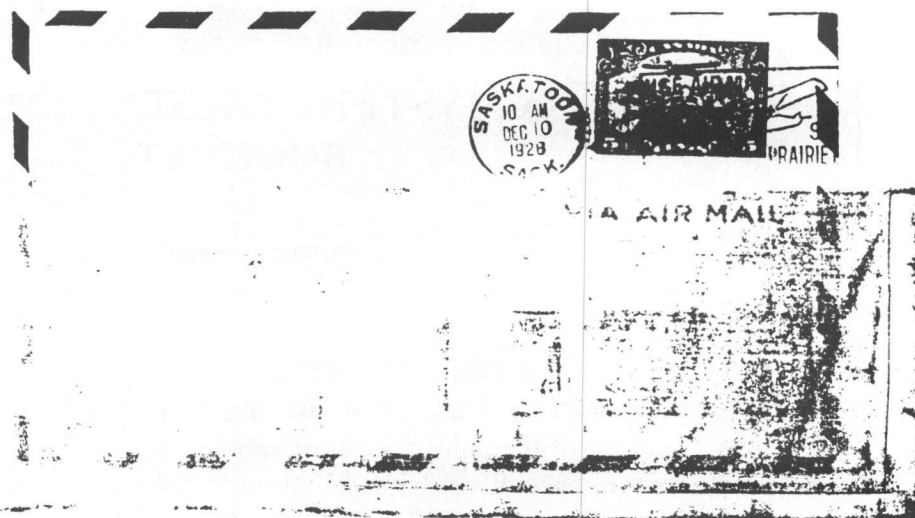
The interior of the booklet consists of a stiff cardboard flyleaf with a distinctive red, marble paper, again identical to the inner cover lining of the 1925 Admiral booklet and 15 unprinted pages with stitched linen pockets on both sides, holding a total of 30 covers. The Coat of Arms on the booklet is identical to one used on a presentation booklet issued in 1930. The booklet is not listed in the Holmes' listings, nor does it appear in Reg. Barraclough's *An Initial Listing of the Presentation Booklets of Canada*, which appeared in *BNA Topics*, Vol. 6, Nos. 5, 6, 7, and 8 (1949). Nor have I been able to find a reference to this booklet in the National Archives. Unfortunately, the covers had been removed from the album. I am, therefore, unable to identify the date of issue and reason for its issue. Based on the construction, I speculate that the issue date was in the early 1930's, possibly for the Prairie flights of 1929. I have placed a cover into one of the pockets to show the construction of the page, but this is not original to the booklet. Should any member of the Study Group own a similar booklet or be able to shed any light on this item, I would appreciate hearing from him. My address is 108 Duncan Drive, Troy MI 48098-4613 and I can be contacted by e-mail at: 74457.3450@compuserve.com.



FIRST FLIGHT  
AIR MAIL COVERS  
CANADA

Jarnick booklet page showing the construction of a pocket designed to hold an air mail cover.

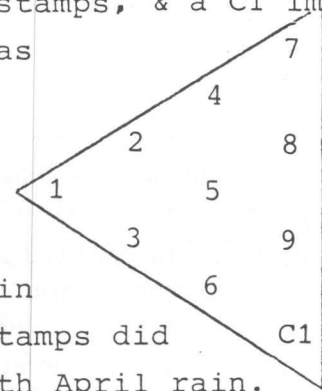
Cover shown is not original to the booklet.



### CREATIVITY:

Our air mail associate in the old Soviet Union was very proud of the fact that he had collected all of Canada's Air Mail stamps, & a C1 imperf. In fact at a 1980 stamp show he put them on exhibit as shown at the side of the page. Note that the arrow pointed to the left. A very good move in Russia.

However he wanted to exhibit in 1996 and he wanted to use the same page, but he thought it should point to the right. That's the way things are in Russia today. He only had 3 new hinges. What three stamps did he remount to change direction? Answer will come with April rain.

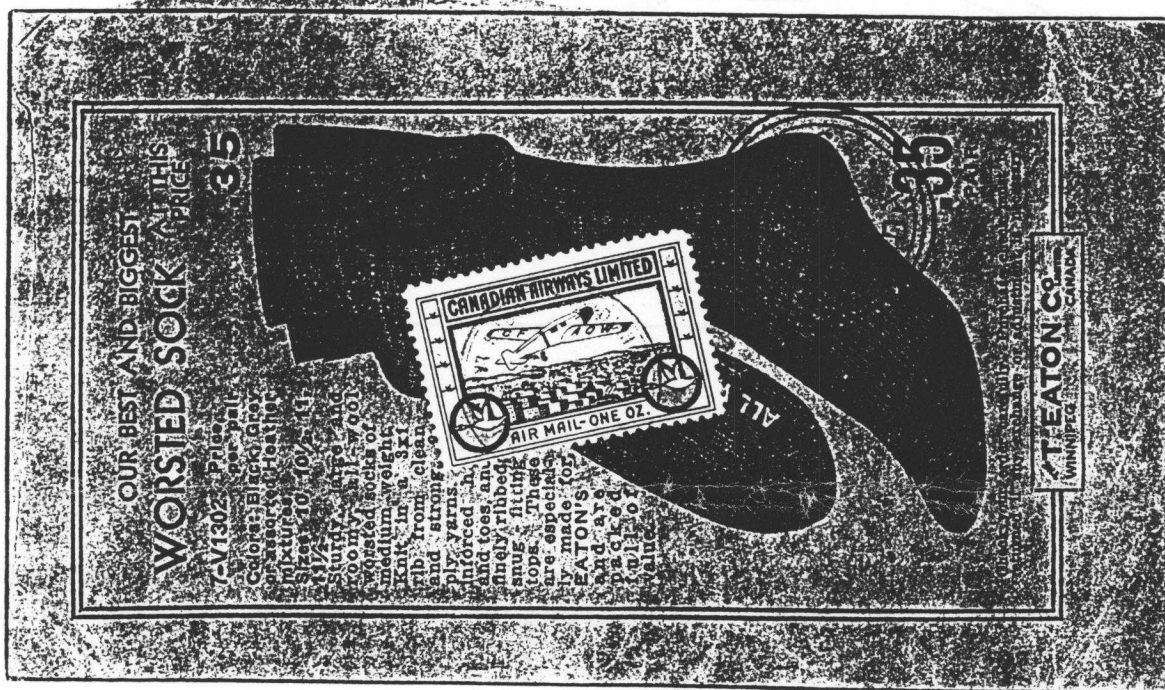
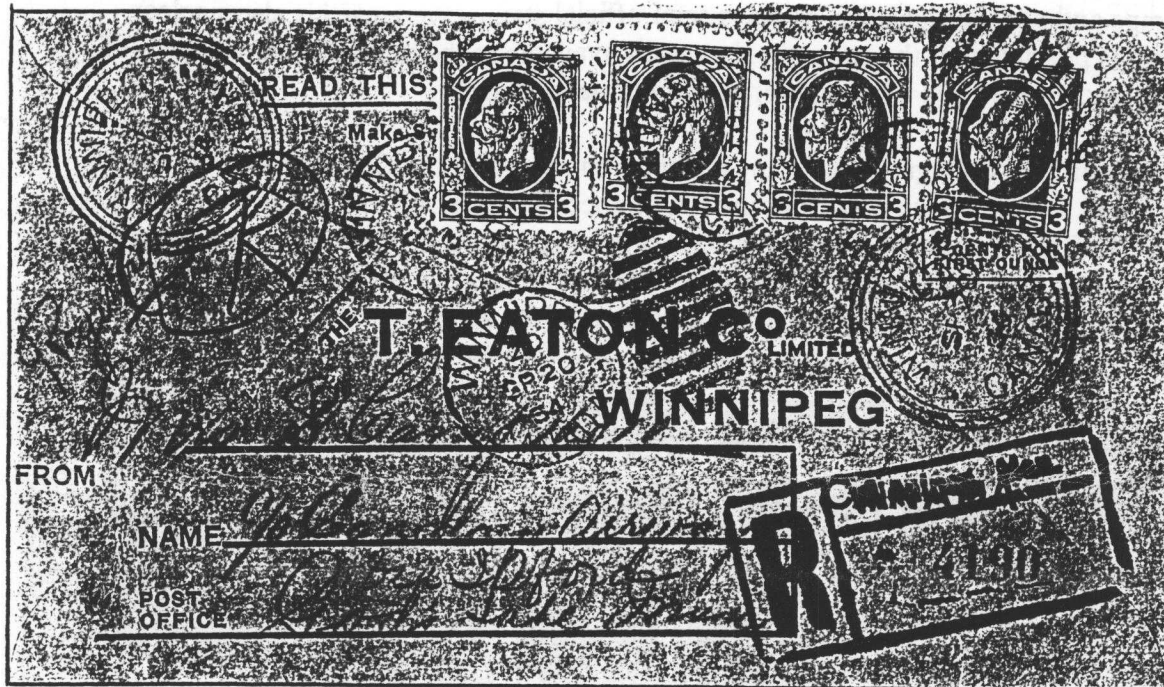


### CANADIAN AIRWAYS LIMITED:

Tom Watkins has sent a very interesting cover that begs some answers. This late usage of the semi-official stamp questions when there was a definite end to their franchise. Can anyone come up with a date?

For some time I have been trying to obtain further information regarding the use of the Canadian Airways semi-official airmail stamp in the central Manitoba mining region of Gods Lake (also referred to as Island Lake) in 1933 and 1934. Both the American Airmail Catalogue and the Longworth-Dames book make vague references to the use of the semi-official service in the area in 1933, with covers being cancelled by the company's private blue cancel. Perhaps we can generate some discussion on the subject with the covers discussed below.

I have one example (photocopy enclosed) of the semi-official usage which was mailed from Gods Lake on September 19, 1934, which seems later than the popular literature would otherwise indicate for the use of the semi-official stamp. Note that since there was no post office in Gods Lake and the carriage to Winnipeg was paid by the private airmail stamp, the cover pays the twelve cent registered drop letter rate for Winnipeg, rather than the standard thirteen cent registered letter rate. With no post office in Gods Lake, the cover was cancelled and properly registered once it got to Winnipeg on September 20th. I have yet to see other such commercial semi-official Canadian Airways covers.



### TOM WATKINS COVER # 2:

I have also enclosed a copy of a second cover which was mailed from Winnipeg to the Island Lake Mines Ltd. in Island Lake (Gods Lake), Manitoba. Initially, three cents postage was applied and cancelled at 8 pm on July 19, 1934. Then, an additional twenty cents postage was applied and cancelled at midnight on the same day, presumably to pay the cost of carrying the letter via Canadian Airways airmail service to the remote community. Note that someone also wrote "by Canadian Airways direct plane going Friday morning 10 o'clock from Brandon airfield". Why twenty and not ten cents (which is what the airline was apparently charging at the



time) was applied I am not sure, perhaps it was a double weight charge. The fact that Canada Post stamps and not the Canadian Airways semi-official stamps were used is also unclear, although it is possible that the latter simply wasn't available at the time. One more thing of interest is who applied and who paid for the additional postage?

Does anyone in the study group have any information regarding the Canadian Airways semi-official airmail service which may be of use? One specific question I am endeavouring to answer is exactly WHEN the authority to use the semi-official stamp on flights to the region was formally withdrawn. Longworth-Dames indicates that "this form of service finally ceased in 1934" but I can find no other information regarding the cessation of the service.



#### HOLIDAY GREETINGS:

The officers of your Air Mail Study Group wish to extend their best wishes to all of you for the holiday season just ahead. May you receive stamps and covers that fill your albums for 1996 and may you continue the search in a happy 1997.

Thank you to all who contributed to the knowledge we have been able to collect on these few pages. Our addresses will not be circulated in case that was a concern, except as authorized. We would like to have all members be active participants.

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