



BNAPS
AIR MAIL
STUDY
GROUP

VOLUME 6 - NUMBER 1

APRIL 1998

CHAIRMAN'S COMMENTS:

I recently received my copy of the new AAMS publication "The Air Mails of Canada and Newfoundland". I was impressed with this comprehensive volume. It took five years to produce and is a joint venture of the Canadian Aerophilatelic Society and the American Air Mail Society.

I was also impressed to find how many of our Study Group members had a part in producing this catalogue. Almost 25% of the contributors to the written text are members of the Study Group and another group contributed in other ways. I feel especially proud to know and work with this group. I think we should all know who they are.

Dick Malott was the coordinating editor who kept things moving to a conclusion. No mean feat. Trelle Morrow acted as Dick's second in command and took care of the loose ends. The rest of our Group in alphabetical order: Joseph Berkovits, John Bloor, Jim Brown, Bas Burrell, Murray Heifetz, Maurice Hewitt (*), Robert Jamieson (*), Bob Marcello, Jim Miller, Derek Rance, Bill Robinson, Bill Topping.

If I have overlooked a contributor please let me know and I will acknowledge my shortcomings in a future letter. However, I want to make the point that this is the bible for Air Mail Collectors and we will all find something we need to know in its pages. If you do not have your copy it is available and you can write to Bas Burrell for address and costs.

Although it is six months until BNAPEX '98, I'd like to schedule our program for the Air Mail Study Group Meeting. Who would be interested in doing a program presentation this year? Please drop me a note if you would be interested in volunteering. I'll be glad to work with you as I prepare an agenda for the Orlando meeting in October.

The Walter Plomish air mail collection of Canadian commercial covers was sold in the Firby Jan 30-31 Auction. Quality and quantity abounded in these lots and the prices reflect a healthy market for this routes and rates material.

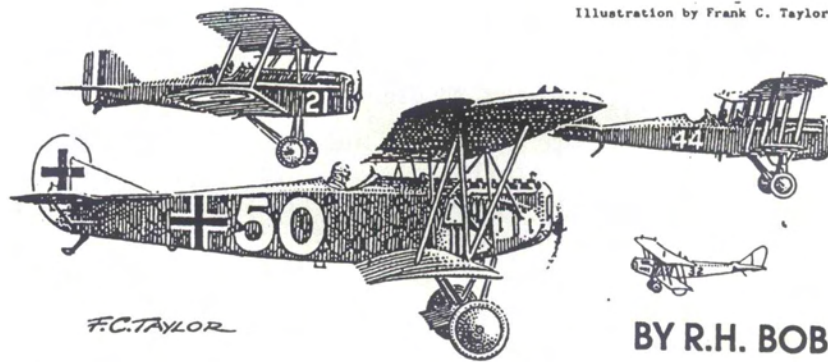
SURVEY RESULTS: We will not punch holes in the newsletters. Even split on the publication of a roster. Write to Bas for help. Thank you for sharing new addresses with the editor.

SCOTT #CLP3, AERO CLUB OF CANADA:

In the December 1997 issue of the Newsletter John Bloor was good enough to share with us his experience with this stamp issue. He treated us to a color page showing a sheet of 10. He also asked some questions and had his comments lined up for all of us to see.

The sight of this stamp got to Bob Jamieson in Toronto and he has been kind enough to write us his story on the same subject. It is not a finished project yet however, and he and Joseph Berkovits are probing old records and family archives to get the real lowdown. It is a continuing story, but here is what Bob has now.

AUGUST 25, 1919 AERO CLUB FLIGHT TORONTO TO NEW YORK



BY R.H. BOB JAMIESON

On August 25th, 1919 the Toronto to New York Air Race took off from Leaside Aerodrome for Roosevelt Field, Mineola, Long Island, N.Y. With stops at Curtis Field in Buffalo, Syracuse, and Roosevelt Field in Albany planned for all participants.

The sponsors were the Aero Club of Canada and the Canadian National Exhibition plus the American Flying Club for the return flight. Col. William G. Barker VC was the pilot who carried the special mail on the Toronto to New York leg. No mail on return New York to Toronto. It had been reported in earlier journals and books that Billy Bishop VC was the pilot. He and Barker were close friends and formed a company with partners. With Bishop as President and Barker as Secretary-Treasurer, the company was called B.B.A.L., Bishop-Barker Aeroplanes Ltd.

A special stamp was produced by the Aero Club of Canada (CLP3) and it was sold for \$1.00 each. These were to be placed on the reverse side of letters carried by William Barker VC. Printed by United Typewriter, later to be merged with the Underwood typewriter Co. Fred Jarrett, a champion speed typist worked for the firm for many years. Fred's 1929 Catalogue Stamps of B.N.A. was the first listing of this stamp that I have seen. It states that 3,000 stamps were printed in sheets of 10.

In the Ian Morgan 1934-35 Edition it states they were printed in sheets of 20. The Robson Lowe 1973 Encyclopaedia states the same sheets of 20, and Longworth-Dames agrees in his 1995 edition. I have been unable to confirm or verify sheets of 20. Fred Jarrett helped me to develop my Pioneer and Semi-Official collection in the late 40's and through the 50's and he always stated that the stamps were printed in sheets of 10. At that time no sheets were known to exist.

The first indication that complete sheets of 10 did exist was a listing in the Harmers Sale of the Shradly Collection bought by John E. Young. The next was a listing in Harmers Oct. 26-27, 1970 auction. And the third time was the Sissons sale of John C. Cornelius Collection bought by me. I have also recorded a Bob Siegal auction with one sheet. Just recently I received a copy of a 5th sheet. All these sheets were without gum and showed stains of water damage and some parts of the selvage missing.

AERONAUTICA & AIR LABELS:

As I mentioned in the report on the Air Mail Study Group exhibit at BNAPEX '97, Murray Heifetz showed some of these labels that related to Canadian Pacific Airlines. They show well and are interesting additions to the stamps and covers. What you may not be aware of is that they have been cataloged and published in 6 Volumes by Jack Knight Air Mail Society as described below.

If any of you are interested in getting one or more of these volumes I will be glad to handle it for you. Prices are shown in US \$. For Canada you can multiply by 130 and send me a Canadian check. UK and the rest of the world I ask you to get check in US funds. Send to my attention in Elgin. (Basil S. Burrell P.O. Box 1239 Elgin, Ill 60121-1239)

The Aeronautica & Air Label Collectors Club (AALCC) has published six volumes (eight sections) of the AALC/AFA Air Transport Label Catalog. The edition published from 1991 through 1993 updates and adds to the information in the original set published in 1975-1978. The Catalog was edited by Don Thomas with help from various club members. It includes a listing, description, and usually an illustration of the various air baggage labels (ABLs), Baggage information/identification labels (BILs), many air cargo (freight and express) labels (ACLs), and many air propaganda labels (APLs) of the airlines of the world. The catalogs provide a general guideline on the scarcity and value of each air label listed in the catalog at the time it was edited.

The following are the volumes and sections of the AALC/AFA Air Transport Label catalog and the prices of each:

Volume 1 Section A -- Northern & Western Europe	166 pages	\$ 10.00
Volume 1 Section B -- Southern & Eastern Europe	112 pages	8.50
Volume 2 Great Britain, Ireland, Australia, & New Zealand	146 pages	10.00
Volume 3 Section A -- United States A-M	152 pages	10.00
Volume 3 Section B -- United States N-Z, Canada, Caribbean	154 pages	10.00
Volume 4 Latin America - Central & South America	90 pages	8.00
Volume 5 Africa	42 pages	7.00
Volume 6 Asia	110 pages	9.00
Total price for set		\$ 72.50

AALCC/AFA Reprint of "Martin's Standard Air Transportation Label Catalog: 1927 edition (no illustrations) while they are still available \$ 3.00

Postage and packing costs for catalogs mailed are \$2.50 per volume in the U.S. and \$4.00 per volume mailed overseas. Foreign checks must be written on US bank.

AUGUST 97 ARTICLE: NORTHWEST PASSAGE:

I regret that the copier machine cut off the bottom line of type on the article Page 35. Here is the missing line to help you understand the whole sense of the article. I am sorry for the inconvenience.

Page 35, Col 1 : prior to World War I. They were gener-
 Page 35, Col 2 : til August 24, covers from the first flight
 Page 35, Col 3 : of the covers carried from Ottawa to
 Page 35, Col 4 : preperforated (perf 12), pregummed pa-
 Page 36, Col 1 : pear to be even more rare than are un-

A Pioneer Air Mail *Booklet* Pane ??

By John H. Bloor

On August 25, 1919, the Aero Club of Canada issued a red, white, and blue stamp to be used on covers flown in the New York - Toronto air race. This was also (incorrectly) billed as "The First International Aerial Mail Service". The vignette is listed in the Unitrade Catalogue as CLP3 and in Longworth-Dames (1995) as P2. The principal purpose of this note is to clarify some details about the format in which this stamp was issued.

Recently, I had the good fortune to acquire a complete sheet of these stamps (**Figure 1**). Information that came with it states that it is one of three complete sheets that exist. This agrees well with the statement accompanying a similar sheet in the Schrady World Pioneer and Semi-Official Air Post sale (1966) which claims that only four complete sheets existed at that time.

Q.1. Does anyone know how many sheets remain now and where they are?

At least four references state that the stamps were issued in units of 10 ("5x2" according to the 1985 BNAPS SOA Study Group Report but "2x5" in Sanabria (1966)). However, Longworth-Dames (1995) and Robson Lowe (Encyclopedia of British Empire Postage Stamps, V.5, 1971) -- generally unimpeachable sources -- report respectively that they were issued in panes or sheets of 20 (four rows of five columns). Based on Figure 1, it would appear that they were sold in panes of 10, in an arrangement that I would call "5x2" or two rows of five columns. I am not aware that an illustration of a complete pane has ever been published before. Although full sheets were included in both the Schrady sale and the Cornelius Canadian Air Mail Collection sale (1971), neither was illustrated.

Q.2. Does anyone know why there is this disagreement? Were the vignettes **printed** in **sheets** of 20 but **sold** in **panes** of 10?

Finally we come to the most interesting feature of this sheet, and the basis for the title of this note. Included with the sheet was a "booklet cover" (Figure 2). It consisted of two pieces of card stock with three staples along the left edge, holding it together. On the cover is a rubber stamped inscription in black that reads "THE AERO CLUB OF CANADA". There is also a faint "29" in red in the top center of the cover. Inside are two partial strips of selvage that match the upper margin on the pane (Figure 1). Staple holes in the loose selvage and in the upper pane margin match the spacing of the staples holding the booklet covers together. There are four sheets of tissue paper which probably served as interleaving.

An unsigned, typed memo with the inscription "EF/AM." in the lower left corner accompanied the pane and booklet cover. It is dated Toronto, Ont, August 19th, 1919, and states "These Aero Stamps ... will be issued in strips of 10 each and in books containing 50 each ...". The letter goes on to talk about how to service covers for the flights. It paraphrases information that the writer received from "Mr. Lemon, Post Master, A-4380 ...". The rest of the information in the letter agrees with what has been published elsewhere about the stamps and covers, except that it says that the writer was told that their would be "... 10 thousand Sepcial (sic) Commemorative Stamps ..." issued.

Q.3. Can anyone provide more information about these "booklets"? Has anyone ever even **heard** of them before?

Please send comments and further information to me at 8727 East Kettle Place, Englewood, Colorado 80112-2710 or by E-mail to: bloorj@concentric.net; or to Bas Burrell.

The first sheets with full gum came to our attention with the R. Maresch & Sons auctions. A total of three (3) sheets were sold at the Sept. 4th, 1986 sale, 1 sheet. A second sheet sold at the November 26, 1987 sale - both bought by me. The third sheet was sold by Private Treaty with notes and cover to Cherrystone Auctions Consortium.

The cover was the usual manner of protection for the sheets. Similar covers were used by Yukon Airways and Commercial Airways. The only booklet panes used by the Pioneer and Semi-Official stamps was by Northern Air Service and Laurentide Airways.

Foot Note: We are still tracking the history of the stamp and are in contact with the family of the head of the United Typewriter, later known as the Underwood Typewriter Co.

W.Y.M. Mel Logan, a close friend and retired General Manager of the Toronto Star Printing plant also a close friend of Fred Jarrett described the printing as a Job Printing section of the Underwood Typewriter Co.

I was living in Rockville Center, Long Island from 1927 until 1942 when I returned to Canada to join the R.C.A.F. We lived only a few miles from Roosevelt Field and Mitchell Field in Mineola. We were surrounded by Air Fields. Floyd Bennett, Curtis Field in Valley Stream, Seversky, Republic, and Port Washington Sea Plane Base for the British Imperial Airways Flying Boats enroute to Bermuda.

As a young boy of 12, my chums and I would cycle to Roosevelt Field and scrounge around the hangers for scraps of fabric, discarded instruments, etc. My first Semi-Official cover was given to me as a tip by a member of the Reginald P. Brook family for delivering their daily newspaper. It was a Laurentide Airways stamp on the front with the back advertisement of the Reginald P. Brook Stamps during 1932-3.

My thanks to John H. Bloor for his article which helped me to get cracking on this article, and to Joseph Berkovits for his unrelenting help to me on the research of this story. Also to Basil Burrell for his great support. To Canadian Aviation Historical Society for the courtesy of the front cover illustration.

I would appreciate any information that I can add to my research plus comments as well.

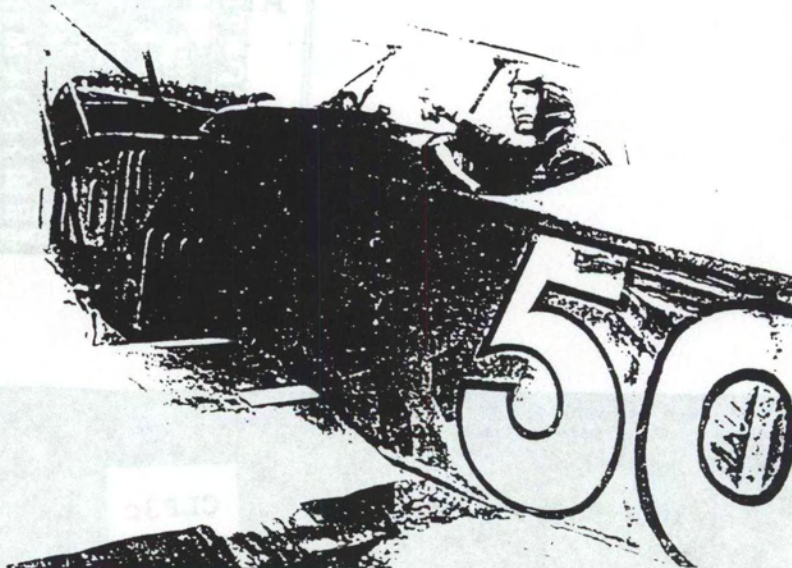
R.H. Jamieson (Bob)
115-7700 Bayview Avenue
Box 518,
Thornhill, Ontario
L3T 5W1 Canada

Phone: (905) 764-3856

Fax : (905) 881-9490



W.G. Barker (above)
and (right) in the
cockpit of his
Fokker D VII.



Flown Cover August 25, 1919 Toronto-New York (Pilot Col. W.G. Barker, V.C.)
Back stamped Aerial Mail Aug 25 1919 Toronto, Canada

THE AERO CLUB OF CANADA
INC.
AFFILIATED WITH
THE ROYAL AERO CLUB OF THE UNITED KINGDOM
TORONTO



Capt. James P. Beatty,

Hotel Commodore,

NEW YORK,

N.Y.





CLP3e



CLP3a



CLP3



THE VERY THIN PAPER VARIETY WHICH ALLOWS THE DESIGN TO SHOW THROUGH COMPLETELY.



CLP3P



CLP3Pi

THE DIE PROOFS OF THE FRAME DESIGN ONLY FOR THE AUGUST 25, 1919 TORONTO TO NEW YORK FLIGHT. THESE WERE ISSUED BY THE AERO CLUB

August 25, 1919 Toronto-New York (Pilot Col. W.G. Barker, V.C.)



CLP3

CLP3b

August 25, 1919 Toronto-New York (Pilot Col.W.G.Barker,V.C.)



CLP3c

August 25, 1919 Toronto-New York (Pilot Col. W.G. Barker, V.C.)



CLP3

CLP3b



5 NO GUM SHEETS KNOWN TO EXIST

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The American Airmail Catalog, 1929

Ian C. Morgan, The Specialized Catalogue of Canadian Airmails
1st Edition 1931

Dworak Airmail Covers, 1931

Ian C. Morgan, 1934-1935 Edition

Airpost Journal, Thomas J. O'Sullivan, 1950-1951

J.N. Sissons, Canada and the Provinces, 1969

The C.A.H.S. Journal, Canadian Aviation Historical Soc. 1971

Robson, Lowe, Encyclopaedia Part 2, Canada, 1st Edition, 1973

Sissons, Semi Official Airmails, 1978

Canada Specialized Catalogue, 1987-1988

Scott, as above, 1988 edition

C.A. Longworth-Dames, The Pioneer and Semi-Official Airmails
of Canada 1918-34, issued 1995

Wayne Ralph, BARKER VC

Unitrade, Specialized Catalogue of Canadian Stamps, 1998

The Airmails of Canada and Newfoundland, Sixth Edition of
the A.A.M.C. 1997

In order for us to identify the various stamps shown by Catalog #
the Scott listing is shown:

- CLP3 \$1 red and blue
 - a thin paper, design showing through
 - b white space between sky and red background
 - c red shifted to left, shows white space at left
frame and white space between sky and red plate.
 - e as "c", on thin paper (design shows through)

BIBLIOGRAPHY

Kessler Sale (Matthews Collection)
October 25, 1960

H.R. Harmer New York (Dr. R. Hasbrouck Shrady Collection)
November 18, 1966

J.N. Sissons (Nels Pelletier Collection)
July 10, 1969

J.N. Sissons (Dr. L. Seale Holmes Collection)
October 23, 1969

H.R. Harmer, New York
October 26-27, 1970

J.N. Sissons (John C. Cornelius Collection)
October 6, 1971, February 3, 1972, April 19, 1972

J.N. Sissons (E.A. Richardson Collection)
November 14, 1979

J.N. Sissons (Jack Meyers Collection)
January 14, 1986

Charles Firby (The Simrak Airmails)
March 18, 1986

R. Maresch & Son (CLP3 Mint og sheet of 10)
September 4, 1986

As above 2nd Mint sheet og of 10
November 26, 1987

as above by Private treaty the 3rd sheet

J.N. Sissons (John E. Young Collection)
May 23, 1990

Robert A. Lee (William E. Topping Collection)
September 1, 1991

Charles Firby (Sam Nickle Collection)
April 30, 1995

As above January 16, 1996, May 7, 1996

Cherrystone(Mint og sheet of ten CLP3)
Mar. 22, 1995, Mar. 30-31, 1994 (Illustration)
April 17 - 18, 1996 (Illus.) June 18 - 19, 1997)

John Jamieson 1998
Saskatoon Stamp and Coin
Private Treaty

Richard Wolfers Auctions
June 7-8 1974

Richard Wolfers Auctions
Dec. 6-7 1974

NOTE: All the above Auction Catalogs from 1971 have Pioneer and Semi-Official lots in most auctions.

R.H. "BOB" JAMIESON:

While your editor was on vacation in Arizona a message was left for him by Joseph Berkovits that Bob Jamieson had died in hospital on Friday the 13th of March at 6 AM.

Burial was at 2 PM on Tuesday 17th of March and Joseph was in attendance as a pallbearer. I am sorry that more cannot be added at this time, but the issue is almost complete.

We have all lost a true friend and philately has lost a wealth of knowledge gained first hand. BNAPS will miss his lively counsel.

HELP !

These multi-colored labels were issued by courtesy of B.C. Oil Co. They are perforated and gummed, indicating a potential mail useage. The biographical information accompanying these labels suggests a date of issue around 1940

Can anyone in the Study Group add any further history to these labels? Does anyone have these on cover ? We would all like to hear more about this interesting sideline.

If you have something to share on these labels please write to:
Trelle A. Morrow, 3747 Dezell Drive Prince George, B.C. V2M 1A1



AIRCRAFT ON STAMPS

The Boeing Aircraft Company is, of course, famous for its airplanes, but more important to stamp collectors are the 400 odd stamps issued by one hundred and seventy one countries each depicting one or other of the Boeing airplanes. Admittedly, stamp collectors are funny people, but look at all the history told on the postage stamps of the world:

Take the New Zealand commemorative stamp of 1974, depicting the "B" & "W" seaplane which was the first aircraft built by Pacific Aero Products Company of Seattle in 1916. The significance here is that Pacific Aero was the company that became Boeing Airplane Company and the two "B" & "W"s produced were sold to a flying school in New Zealand later flew mail.

Boeing was heavy into military aircraft in the early days and the Maldives Republic issued a stamp depicting the F4B-1 carrier based fighter in the years between the two world wars while the Philippines commemorated the Boeing "Little Peashooter", the P-26, which was the first fighter to shoot down a Japanese aircraft during the Pacific war by Philippines pilot Jesu Villamor.

In the early 30s Boeing produced the Model 247 initially for the plane manufacturer's own airline, United Airlines. The 247 found its way into service worldwide and was honoured, in 1988, by Ecuador's Avianca Airlines.

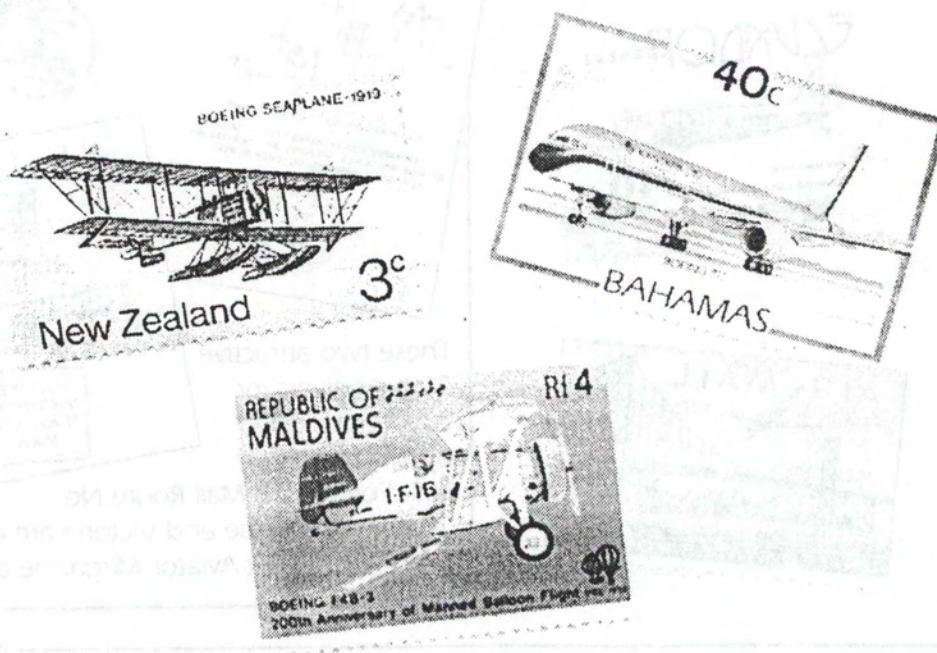
Boeing's most famous WWII bomber, the B-17 has been honoured by eleven countries. The production line at Boeing Seattle used to turn out 16 of these planes every 24 hours—Adolph could never match that production line which was part of the reason we won the toss.

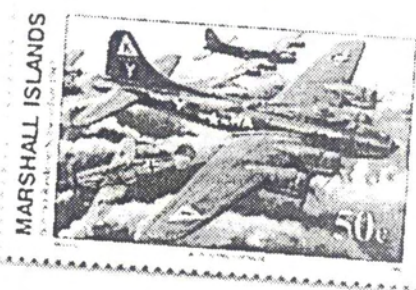
The era of aviation that provided the ultimate of passenger comfort was the flying boat era in which Boeing aircraft figured prominently. The famous Pan Am Clipper ships were Boeing 314 Clippers, carrying 74 passengers and a crew of 10. Sleeping accommodation, cocktail bars,



BOEING'S CONTRIBUTION TO PHILATELY

by Jim Brown





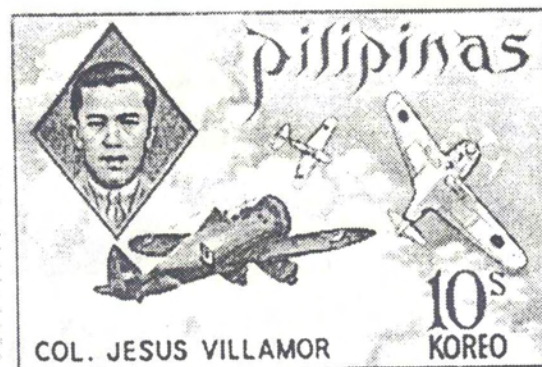
passenger lounges and no landing fees and zero investment in airport real estate and no noise abatement procedures—why did we invent the jet? Bermuda thought so too and commemorated the big boats in 1991.

The 377 Stratocruiser was the first commercial aircraft built by Boeing since the 314 Clipper ships. Fifty-six were built between 1947 and 1949. The U.S. Postal Service produced air mail stamps in '47, '49 and '52 each depicting the 377.

With the advent of the jet age, Boeing produced the B52 Stratofortress with the first one flying in 1954. In all, 744 various models were built for the USAF and it has seen the longest operational service of any bomber in U.S. military history.

In 1958 the Boeing 707-120 went into service with Pan Am on its New York to Paris route. The aircraft inaugurated U.S. transcontinental service with American Airlines then TWA, Continental and Western. This great jet has been honoured on stamps by ninety one countries.

The most beloved of jet aircraft for flight crews and passengers alike, is the Boeing 737 which first flew in 1967. The



200 series came out in 1968 with many improvements plus increased passenger capacity. Did you know that one of the optional kits available was a gravel field kit to operate into remote air strips never before used by jets. Forty countries have honoured the 737.

The granddaddy of the jumbo jets is the 747 which was first flown from New York to London on January 21, 1970. In 1972 the first 747F freighter went into service and by 1974 the 747 had been produced in seven different models. One hundred and twenty countries have produced 747 postage stamps.

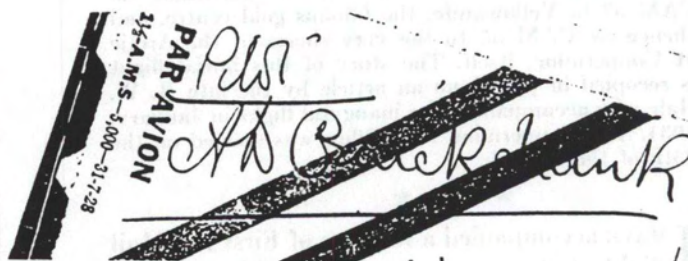
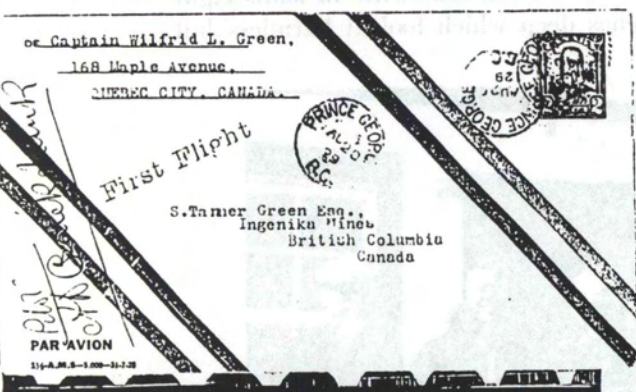
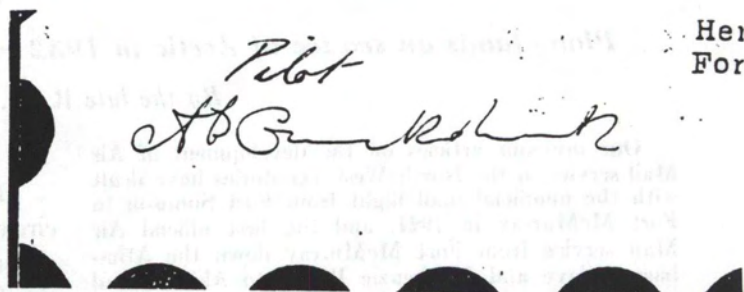
Apart from building some of the greatest aircraft of all time, Mr. Boeing should be very pleased with his stamp collection.

75th ANNIVERSARY COLLECTOR ENVELOPES

These two attractive 75th Anniversary covers, designed by Jim Brown, of U.S. Foreign Air Mail Route No. 2 between Seattle and Victoria are available from West Coast Aviator Magazine at \$7.50 Cdn or \$5.00 US.

PILOT SIGNATURES:

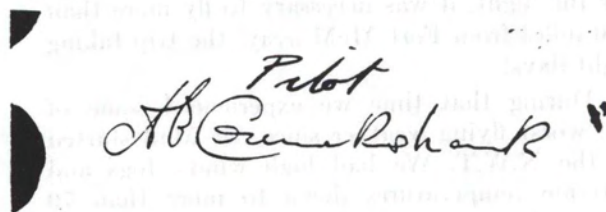
WESTERN CANADA AIRWAYS, LTD.



The company semi-official stamp is cancelled with black
24-8-29, the date of arrival.

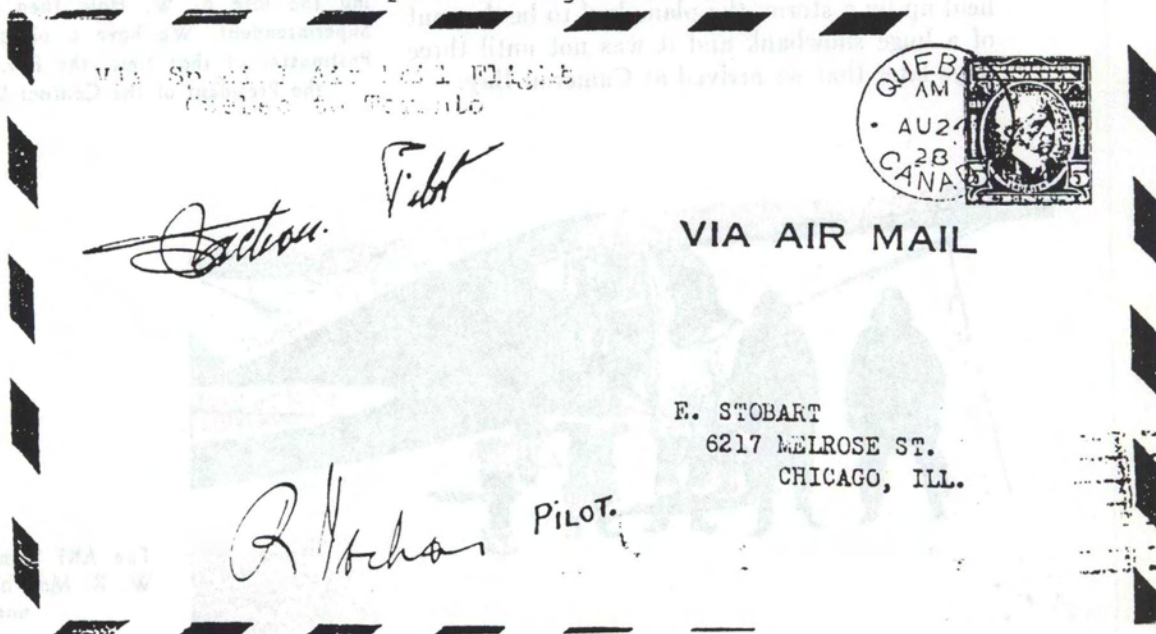
Ed Christman has sent in the above covers with A.D. Cruikshank's signature. He is concerned that one may not be genuine. Is one a fake or was he tired of signing ?

I can add the signature to the right from my collection. It would seem that the "C" is different in all 3 but the flair of the "A.D." seems to be consistent.



Another question: When did the pilots sign the covers ?

Chris Hargreaves has sent us this very interesting cover from AAMC #215 or the new 2837. The flight from Quebec to Ottawa was signed by Romeo Vachon. It was then carried back from Ottawa to Quebec by his brother Irene. Both pilots signatures are on the cover.



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 northwest, 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 22, 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. LaPerriere, and the President of the Contact Lake Mining Co.



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

proved to be frozen solid, and the landing was made in a series of short flights and hops.

The take-off from Coppermine on the return trip 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 stowed 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) Dickins when Dist. Supt. of Canadian Airways Ltd. at Great Bear Lake, 1934 looking at a rich sample of silver ore.



Inspector R. C. Neal who accompanied the first mail flight to Camsell 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 muskeg 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 1926 Pilot C. H. (Punch) Dickins 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 Camsell Post Office, some 50 miles to the south where another

Continued on page 24

★ ★ ★

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.

Formerly the Police posts and traders stretching over this huge district depended upon the St. Roch for their mail, which would leave its base at Tree Island and make one trip to Herschel Island every summer. The mail would reach Herschel Island via Aklavik. It was found to be an economical measure to inaugurate the Coppermine Post Office at the Mouth of the Coppermine on Coronation Gulf.

Cameron Bay (or Great Bear Lake) the name of the Post Office having been changed to the former, is the centre of the Great Bear Lake 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.

In order to service the engine we remained another day and a contract was let to an old Eskimo named Poolik to build a snowhouse around the front of the aircraft to keep off the wind and so it could be heated up enough to work on. On this first flight we carried some 600 pounds of mail including 8200 philatelic covers".



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