



## BNAPS AIR MAIL STUDY GROUP

VOLUME 8 - NUMBER 3

DECEMBER 2000

### EDITOR'S COMMENT:

After a number of years at the helm of the Air Mail Study Group Newsletter I feel that it is time to look for someone else to take over the role. We are solvent, but run on a tight dollar control. This is helped by BNAPS requirement to send a copy of the newsletters to 7 of the Society's officers.

I have done most of the projects that I wanted to complete. Among these are the INDEX OF ARTICLES which is contained in this issue. Also a list of PILOT SIGNATURES illustrated.

The unfinished projects that I'd like to get done are:

1. Up-date the Style 3 listing of PA&E.
2. See if we can collect a library listing of articles that are in members hands that they might be willing to extract for others.
3. Explore the use of OHMS on Air Mail stamps.

It is getting to the point where I am running low, and this leaves two alternatives: I run out of material or someone else takes over the job.

I would like to bow out of the job, which isn't really that hard, because I'd like to devote more time to my stamps and to BNAPS. As for a timetable I am willing to continue to the end of 2001.

If someone would like to help I would be happy to ease them into the harness. Please drop me a note. I have notified Ed Christman and he will be helping in the changeover.

### BNAPS 2000:

We should all be very proud of the fact that the Grand Award at BNAPEX2000 went to an air mail exhibit by Graham Cooper of Nassau. His 6 frames were divided into three sets of two frames each. 1st two frames were the issued stamps associated with the carriage of Air Mail. 2nd two frames were covers using the stamps and the 3rd two frames were internal airmail from 1921 to 1933.

I asked Graham about getting this exhibit into the series of collections that are carried by Saskatoon Stamp Centre. We will work on it.

**THE AIR MAIL STUDY GROUP IS SPONSORED BY THE BRITISH NORTH AMERICA PHILATELIC SOCIETY.** The Study Group Newsletter is published three times a year. (April, August, December). Membership dues \$5.00 (US) or \$7.00 (CDN) and are payable to the treasurer or BNAPS Study Group.



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1¢ FRANKING ON CHERRY RED AIRLINES COVERS:

FRED DIETZ HAS NOTICED SOMETHING THAT HE WONDERS ABOUT ON THE CHERRY RED COVERS. ON COVERS FROM FLIGHTS 142, 145, AND 147 THERE MAY BE ONLY A 1¢ CANADIAN STAMP ALONG WITH THE CHERRY RED STAMP. HE ALSO NOTICES THAT THESE COVERS ARE ALL UNSEALED. THE DATES ARE A RANGE OF AUG 1-3, 1929; 23-25 DEC, 1929; 10-11 MARCH 1930.

WAS THERE A SPECIAL RATE FOR UNSEALED COVERS ? DID CHERRY PICK UP THE TAB FOR 1¢ ? THERE ARE ALSO LEGS OF THESE FLIGHTS THAT HAVE THE 2¢ POSTAGE ATTACHED. WHY DIDN'T OTHER AIR LINES HAVE THIS DEAL ?

IF YOU HAVE AN ANSWER TO THIS ONE PLEASE DROP ME A NOTE AND I WILL BE HAPPY TO SHARE IT WITH THE MEMBERSHIP.

FIRST FAM MARKS 80TH ANNIVERSARY:

IN THE OCTOBER 2000 ISSUE OF THE AMERICAN PHILATELIST THERE IS 6 PAGE ARTICLE BY JIM BROWN ON FAM 2, SEATTLE TO VICTORIA. HE POINTS OUT THAT FAM 2 PRECEDED FAM 1 (NEW YORK TO MONTREAL) BY 8 YEARS.

THIS STORY, WITH PICTURES AND COVERS TO ILLUSTRATE IS A GREAT SOURCE OF QUICK INFORMATION BOEING, HUBBARD, AND THE TRUE SERVICE THAT AIR MAIL PLAYED IN THE SCHEME OF THINGS ON THE WEST COAST.

JIM IS ALSO AN EXPERT ON BRITISH COLUMBIA AIRWAYS AND IS WORKING ON GETTING UNITRADE TO SHOW 2 VARIETIES OF "WHITE DOT" LISTED.

LAURENTIDE AIR SERVICE LIMITED:

THIS IS THE FIRST SEMI-OFFICIAL AIR SERVICE AUTHORIZED TO CARRY MAIL IN CANADA AND IT SEEMS THAT WE HAVE OVERLOOKED SOME OF THE VERY INTERESTING ASPECTS OF THIS COMPANY.

FIRST A COMPARISON ON CATALOG LISTINGS:

	SCOTT	DAMES 95	DAMES 82	SANABRIA	CAN. SPEC
LIGHT GREEN ROULETTED AT LEFT	CL 1	SO 1	1	S4	CL 1
LIGHT GREEN ROULETTED AT TOP	CL 2	SO 2	2	S5	CL 2
DARK BLUE GREEN, TOP ROULETTED	CL 2c	SO 2A	2A	S5	
RED, PERF 11½	CL 3	SO 4	3	S6	CL 3
RED, ROUL- ETTED AT TOP.	CL 4	SO 3	4	S7	CL 4
RED, PERF 8 AT TOP		SO 3a			

WITH THE KIND PERMISSION OF JOHN BLOOR HIS ARTICLE FROM THE GLOBAL STAMP NEWS IS REPRODUCED ON THE NEXT 3 PAGES.

# Northwest Passage

## The Pioneer and Semiofficial Stamps and Flights of Canada



By John H. Bloor

The first Canadian semiofficial airmail stamp (Unitrade #CL1) was issued on August 30, 1924 by the Laurentide Air Service Limited. The history of this company and of the mining region in which they operated was introduced in this column in the June, 1997 issue of *Global Stamp News*. This month I will describe the other stamps and flights by Laurentide Air Service Ltd. for what was "Canada's first Air Mail Service" (Figure 1a).



Figure 1a

In the previous column, I said that the first flight carrying mail bearing these stamps was a round trip flight from Haileybury, Ontario to Rouyn, Quebec on September 11, 1924 but that the earliest known usage is a cover postmarked September 21, 1924. This information is from Dick Malott's articles published in 1974 and from Longworth-Dames (1995). Although I did not make this clear, it is very likely that further research and probably discovery of some additional covers took place between 1974 and 1995. According to Longworth-Dames, only three are known from the September 21 flight and all carry the second stamp of the company. Longworth-Dames also states that covers from the September 11 flight all have the first stamp affixed to the back and that they were cancelled in Rouyn on September 10. This implies that he has seen covers from this flight but neither his book nor other references say how many September 11 covers are known. In fact, the *American Air Mail Catalogue* (5th Edition, Volume 4, P. 1664; published in 1981) further confuses the question by even listing the September 11 flight as... stating that "Stamp S-4 (CL1) was used on covers (from the September 21 flight)..."

The nature of the cover mentioned by Malott, postmarked September 21 and franked with CL1, is unclear. An additional explanation, not mentioned last

time, is that the "21" was actually a poorly struck "11" (or "10," based on what Longworth-Dames says.) A census of known CL1 covers, preferable with photocopies, would be helpful. Perhaps the new Canada and Newfoundland air mail catalogue, due out at Pacific 97, will clarify these questions.

### The Air Mail Stamps of Laurentide Air Services Ltd.

Five different stamps, with a total printing of 9080 copies, were issued between August 30 and October 2, 1924. Information about them is summarized in the nearby table. The data primarily are from Longworth-Dames (1995) and the 1997 Unitrade Catalogue. Stamps CL1, CL2, CL3 and CL4 are shown in Figure 2.



Figure 2a



Figure 2b



Figure 2c



Figure 2d



Unitrade Cat. #	Issue Date	Number Printed	Color	Format	Separation	Notes
CL1	8/30/24	200	Light Green or Green	Booklets; 4 panes of 2	Rouletted at left and between	1
CL2	9/5/24	1320	Light Green or green	Booklets; 4 panes of 2	Rouletted at top and between	2
CL2c	9/9/24	2400	Dark Blue Green	Booklets; 4 panes of 2	Rouletted at top and between	3
CL3	10/2/24	3000	Red	Sheets of 20 (4x5)	Perforated 11-3/4 x 11-3/4	4,5
CL4	10/1/24	2160	Red	Booklets; 4 panes of 2	Rouletted at top and between	5,6,7

### Notes:

- (1) 7 booklets sold at Haileybury, 18 booklets sold at the Montreal Post Office;
- (2) Dames (1995) says that 1220 stamps were issued as 165 booklets of 8. These numbers don't agree since  $8 \times 165 = 1320$ . The corrected figure is shown here;
- (3) In addition to the darker shade, the back cover of the booklet was changed to read "Designed and printed by/Dodd-Simpson Press Ltd., Montreal";
- (4) In addition to a color change, the words "Canada 1924" were added to the face of the sun;
- (5) According to Dames there is a variety, quantity unknown, which is perf 8 x imperf. He indicates that this is a variety of CL4. Whether this is a private perforation or a "trial" by the company isn't stated and probably isn't known.
- (6) A variety (CL4c) having the top stamp in the pane dark red and the bottom stamp light red has been recently listed in the Unitrade catalogue. It is difficult to imagine how this could be anything other than an inking variety. In my opinion, it should probably not have been given even a minor catalogue number. All of these stamps come in various shades, presumably due to inking variations.
- (7) Twice in recent auctions I have seen Lots described as covers franked with imperforate copies of CL4. I was able to examine one of these covers and the SOA appeared to me to be a copy of CL4 from the bottom of a pane of two, imperforate on three sides. The rouletting along the top edge was difficult to see and was probably missed by the lot describer, leading to the statement that it was imperforate. As far as I know, none of the Laurentide Air Service stamps are known imperforate.

All of these issues were designed and printed by the Dodd-Simpson Press Ltd, Montreal. Since the air mail fee was 25¢, this was the "face value" of the stamps. It is not shown on these SOAs because the Post Office Department did not allow the design to include a denomination. This rule was not strictly followed for later SOAs produced by other companies (for example, see CL46 issued in 1929 by Cherry Red Airline).

### Mail-Carrying Flights in 1924

By August 30, 1924, the date of issue of CL1, Laurentide Air Services was already carrying at least 90% of the first class mail into Rouyn. This was being done as a free but unauthorized service, the letters received no special markings, postage was the usual surface rate (3¢ for drop letters) and there are no records of the mail carried on these flights. Although a letter addressed to Rouyn and postmarked in the spring or summer of 1924 was probably transported by air, there is no way of specifically identifying an "air mail" cover from the pre-semiofficial air mail period.

With the advent of the new air mail stamps this situation changed, since all flown covers were supposed to carry the new labels. As discussed above, the first flight on which they were used was probably that of September 11, 1924, although the AAMC disagrees with this. Mail carrying flights between Rouyn and Haileybury, Angliers and Ottawa continued through October. Regular service was suspended after that because

of poor weather conditions and freezing of the lakes where the float planes landed. All of these were round trips except the one flight from Ottawa to Rouyn. Dames speculates that this flight, with only nine covers carried, was made to return the aircraft to its home base at Rouyn.

Dames reports the occurrence of at least 10 flights in this period, based on the postmark dates on known covers. Obviously, most of these were not "First Flights" given the small number of destinations. Properly franked and flown covers are scarce, most selling for \$100 or more. The majority that have survived are at least partially philatelic (i.e. the sender or the recipient or both were stamp collectors or dealers) and commercial covers are uncommon, even rare.

Figure 3 shows a cover sent from Rouyn Lake on October 24, 1924 and ultimately delivered to Lachine, P.Q. Presumably the letter went by air from Rouyn Lake to Haileybury and then by land to Lachine. The date corresponds to one of those listed by Dames for known October flights, supporting the authenticity of the cover. Covers of this type are also mentioned in volume 4 of the AAMC as a footnote following Canada flight #51.

In addition to the Laurentide SOA (Unitrade CL4), the cover is franked with a 3¢ red Admiral (Scott #109). There are no postmarks other than those

→→→→continued→→→→



*Northwest Passage (continued)*

Figure 3a

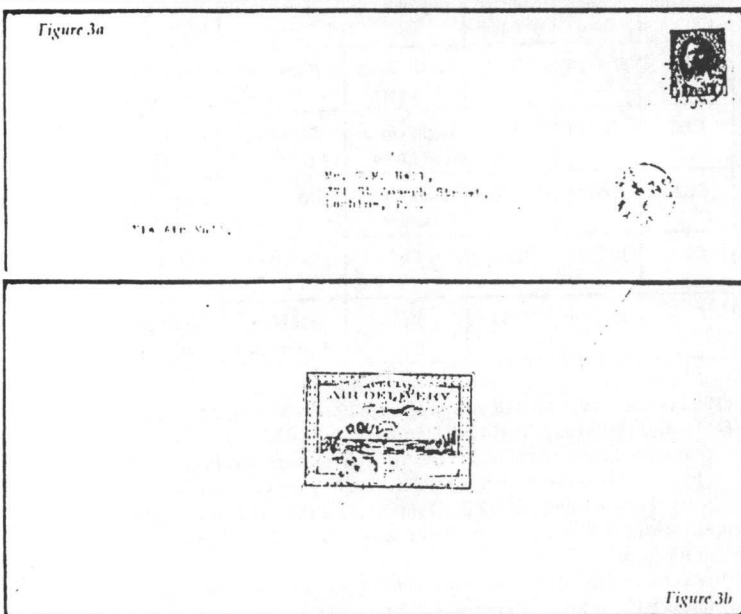


Figure 3b

from Rouyn Lake and no return address. The absence of special markings, the envelope size (#10), the fact that the envelope has been opened and the overall simplicity of the cover, suggest but doesn't prove that it contained either a commercial or personal letter and is non-philatelic.

Figure 4 is another cover mailed from Rouyn, this time to Montreal. The presumed route is Rouyn to Haileybury by air, then by ground to Montreal. The postmark date is 1/3/24, probably October 3, 1924. There are no other postmarks and no return address. At first glance, this appears to be another commercial cover. However, the envelope is empty but does not appear ever to have been opened. Furthermore, the Laurentide SOA is Unitrade CL3, perf 11-3/4, issued on October 2, 1934, the day before the flight. Consequently this is a "First Flight" cover and, for practical purposes, a first day cover for this

stamp. It is almost certainly philatelic, created as a souvenir of the flight and stamp. It is also quite a collectable cover and a historical record of this flight.

*The Winter Flights*

If the gold mining areas were isolated during the summer months, during the winter they might as well have been on the moon. Relatively rapid travel by water ended when the rivers and lakes froze. Storms made ground and air travel dangerous and the extreme cold affected the ability of the aircraft engines to start and run reliably. I recall reading a description of winter flying in northern Ontario. The author described how, immediately after landing, the hot oil had to drain from the aircraft engine before it became too thick to flow. The next day, the oil was rewarmed over a fire and poured back into the engine which then was started before the oil cooled down too much. Woe to the pilot or mechanic who failed to perform

Figure 4a

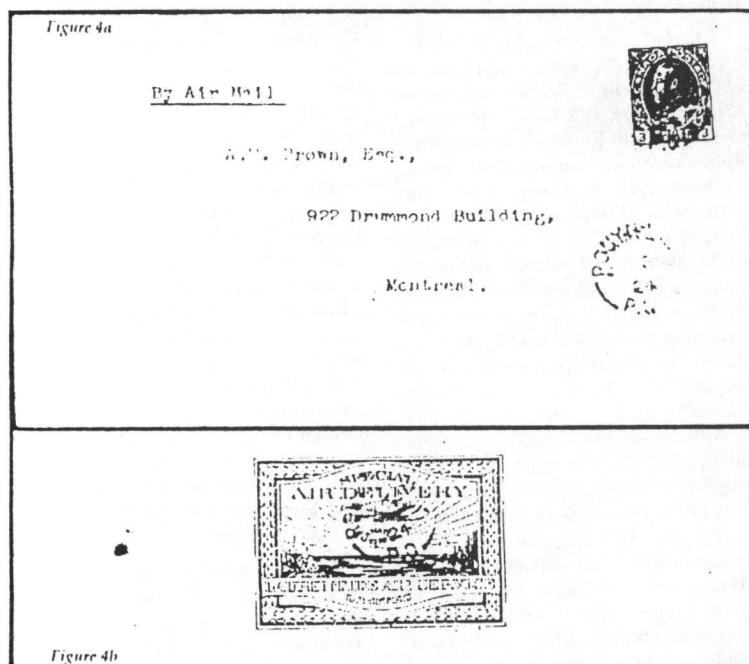


Figure 4b

Figure 5a



Figure 5b

this operation.

Despite these problems, Laurentide Air Service Ltd. started a winter mail and freight service between Trois-Rivières, about 80 miles downstream from Montreal and the company bases at Rouyn, Quebec and Larder Lake, Ontario, about 30 miles west of Rouyn. The geography was described in the June column in somewhat more detail. The principal aircraft was a *de Havilland D.H. 9C* equipped with skis for landing on ice or snow. Another aircraft, a Westland Limousine was also to have been used for the winter flights but it was found to have wood rot and was unfit for service.

This operation was originally scheduled to begin in 1924 and special oval cachets with that date were applied to the mail to be carried on the first flights (Figures 5b and 6b). Delays caused by accidents and the weather pushed the flights into January, 1925 and the mail was officially cancelled at the Trois-Rivières post office on January 3, 1925 (Figure 5a). However, the flights were again delayed due to damage to the aircraft in an accident. The January 3 postmark was crossed out in pencil and the letters were re-cancelled on January 12 (Figure 5a). Note the slogan killer in both cancellations which reads "Post Office/C.O.D. Gives/Satisfaction" in English and French. The flight finally took place on January 22, the date of the Rouyn Lake backstamp, barely legible in Figure 5b. The Laurentide Air Service SOA on the back of the envelope is Unitrade #CL4, rouletted at the top and bottom.

The cover is franked with Scott #138, the 3¢ carmine Admiral imperforate, issued on January 23, 1924. George C. Marler, in his monograph "The Admi-

ral Issue of Canada" (American Philatelic Society, State College PA, 1982), describes this stamp in detail. It was issued on January 23, 1924, in response to collector complaints about imperforate sheets of this and several other Admirals given out illicitly as favors. The number of stamps officially released is 100,000 (1000 sheets of 100 stamps). Although fairly scarce in mint condition, they are occasionally seen on cover. If you are interested in the Canadian Admiral stamps, issued and used between 1911 and 1926 (including the provisional overprints, Scott #139 and 140), you should get a copy of Marler's book. It is the definitive work on this issue and goes into much technical detail as well as providing historical background.

The envelope is opened at the top and the contents are gone. There are no special markings other than those associated normally with this flight, no corner card and no return address. A non-philatelic cover? Perhaps, but the franking makes me doubt it. The imperforate Admirals (Scott #s 136-138) were only available from the Philatelic Agency in Ottawa. They were never on sale at Canadian post offices. It seems unlikely that a non-collector in Trois-Rivières would have a copy of this stamp to use on a routine letter to Rouyn. The envelope was probably prepared by a philatelist who had ordered some of the stamps from Ottawa. Although even philatelists produce non-philatelic letters in the course of their daily affairs, it seems improbable that a relatively uncommon and difficult to acquire imperforate stamp would have been used unless the sender expected to have the cover returned to him. Dames (1995) estimates that only about 100 covers



Figure 6a

CITY AND SUBURBAN LAND CO.,  
LIMITED  
404-1000 DE WOODS TELEPHONE  
MONTREAL Building  
MONTREAL

BY AIR MAIL



Mr. A.E. Welford,

Apartment 4,

4289 Dorchester St. West,

Montreal.



were carried on this flight, making any example quite scarce, philatelic or not.

The cover in Figure 6 was probably carried from Rouyn to Larder Lake. It shows the oval first flight cachet in purple, as described earlier and appears to be AAMC #54a. The cancellations, which are difficult to read, appear to be Roi P.Q., dated January 22, on the front of the cover; and Larder Lake, Ontario, with the same date, on the SOA stamp on the reverse. The cover is franked with a 3¢ red Admiral (Scott #109) and the second SOA (#CL2; green) issued by Laurentide Air Service Ltd. It is probably a philatelic souvenir since it is empty but unopened and both the address and corner card are in Montreal. Why would someone send a business letter from one address to another within Montreal, buy way of Rouyn and Larder Lake?

The last cover is shown in Figure 7. Franking is Scott #109 and Unitrade #CL3, the perforated Laurentide Air Service stamp. It is clearly philatelic, mailed from a dealer in airmail stamps in Rockville Centre, N.Y. to himself. I don't know anything about Reginald P. Brook but dealers specializing in airmail in 1924 were uncommon since air mail and air mail stamps were still rather new, making this an interesting advertising cover.

Cancellations on the cover are the same as those on the cover in Figure 6 except that no oval purple cachet was applied. Dames (1995) mentions covers such as this one, suggesting that they originated from Larder Lake. He postulates that only covers starting from Montreal received the oval cachets. If so and if I understand his explanation correctly, this cover was carried on the return flight from Larder Lake to Rouyn in January 22, making it AAMC #54. However, this doesn't explain how the envelope traveled from New York State

to Larder Lake without going through Trois-Rivières and having the oval cachet applied or why the Canadian stamp is cancelled in Rouyn but the SOA is cancelled at Larder Lake.

My final comment about this cover concerns the blue and white "By Air-mail" etiquette on the front (Figure 7a). It is not listed in Mair's 1991 catalogue of world wide airmail etiquettes. The border of the design is very similar to some of the design elements used in stamps issued by the Jack V. Elliot Air Service and the Elliot-Fairchild Air Service (Unitrade #s CL6, CL7 and CL8). These stamps were lithographed by the Toronto Star. Perhaps the etiquette was printed by the same company. I'll talk about this again in conjunction with a private label, similar in appearance, pretending to be a stamp for the Jack V. Elliot Air Service.

The winter flights ended with the crash of the D.H. 9C on January 24, 1925 in the Kekeko Hills. Covers postmarked after this date are known but were not flown by the Laurentide Air Service.

#### The 1925 Trans-Canada Flight

By the spring of 1925 Laurentide Air Service Ltd was in shaky financial condition due to the loss of lucrative government and commercial contracts and to the loss of aircraft through accidents. In early summer the Vickers Viking float plane was hired to perform an aerial survey of the Yukon Territory and Northern British Columbia. When this was completed in early July, the company planned to fly the Viking back from Vancouver to Montreal with a load of mail. This special air mail flight was well-advertised and collectors and dealers submitted many covers to be carried on it. These were franked with CL3 which was cancelled with a rectangular rubber stamp reading "Trans-Canada Flight/1925/Vancouver-Montreal" (Figure 8). When it was discovered that the con-

Figure 7a

BY AIRMAIL



Mrs. R. P. Brook  
188 Maple Ave  
Rockville Centre  
N.Y.  
U.S.A.

American Philatelic Society

Stamp Trade Protective Association

FROM

REGINALD P. BROOK

Airmail Stamps &amp; Airmail Co

BOUGHT WHOLESALE AND SOLD RETAIL

188 MAPLE AVENUE

ROCKVILLE CENTRE, N. Y., U. S. A.

Aero Philatelic Society of America

International Association of Air



Figure 7b

dition of the Viking made it unsafe for it to attempt the trip, the flight was cancelled and the covers were returned to the senders with the official postage stamps uncanceled. The company ceased operations shortly thereafter, bringing to an end Canada's first air mail service.

#### In Conclusion...

Despite the collapse of Laurentide Air Service Ltd., several other companies

took up the challenge to provide aerial mail, freight and passenger services to the mining areas in eastern and western Ontario. These include Northern Air Service Ltd. and several bearing the name of Jack V. Elliot, an early Ontario pilot and aerial entrepreneur. I'll start relating the stories of these efforts in the next column. Meanwhile, keep sending in your questions and comments. I'll reply to each as promptly as possible.

Figure 8a

Via Air Mail



Prof. R. DeL. French,

McGill University,

Montreal.



# Laurentide Air Service

— LIMITED —

WAS organized during 1921 with only two leased Flying Boats and did no commercial work. In 1922 the Company had in service five Flying Boats, completing 711 flying hours and travelled over 70,000 miles. During 1923 it operated a fleet of eleven Flying Boats, making a total of 1,450 flying hours and travelling approximately 140,000 miles.

In 1924 the Company sold to the Ontario Government Forestry Department, thirteen large flying boats for forestry operations

©©

Laurentide Air Service Limited is now operating successfully Canada's first Air Transportation service, and has to its credit more practical and successful operating experience than any other Company in the field.

The Company is now rebuilding aircraft for the Royal Canadian Air Force.

## SAFETY AND RELIABILITY

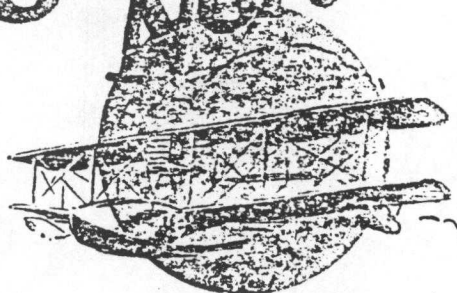
Not a pound of merchandise has been lost nor have any passengers been injured while flying.

©©

A WORTHY RECORD AND A  
WORTHY NAME

## Let Aircraft Serve

1924  
Fly to the  
Golden  
North



CANADA'S FIRST  
AIR TRANSPORTATION  
SERVICE

Now in Operation Daily

To QUEBEC  
Gold Fields

"SAFETY WITH SPEED"

FIRST IN THE FIELD

LAURENTIDE  
AIR SERVICE  
LIMITED

IN CONJUNCTION WITH

Canadian Pacific Railway

AND

Canadian National Railways



# LAURENTIDE AIR SERVICE LIMITED

IN CONJUNCTION WITH  
CANADIAN PACIFIC RAILWAY COMPANY  
AND  
CANADIAN NATIONAL RAILWAYS

The Laurentide Air Service Limited are operating daily a regular Air Transportation Service from Haileybury, Ont. and Angliers, Que. to Rouyn and Lake Fortune Mining District.

## DAILY SERVICE

HAILEYBURY, ONT. and ANGLIERS, QUE.  
to ROUYN and LAKE FORTUNE

Leave Angliers	-	-	8.00 a.m.	Leave Haileybury	-	-	8.00 a.m.
Arrive Osisko Lake	-	-	9.00 a.m.	Arrive Osisko	-	-	9.15 a.m.
Leave Osisko	-	-	9.30 a.m.	Leave Osisko	-	-	9.45 a.m.
Arrive Lake Fortune	-	-	10.00 a.m.	Arrive Lake Fortune	-	-	10.15 a.m.
Leave Lake Fortune	-	-	10.30 a.m.	Leave Lake Fortune	-	-	10.45 a.m.
Arrive Angliers	-	-	11.30 a.m.	Arrive Haileybury	-	-	12.00 a.m.

## FARES:

ANGLIERS TO ROUYN OR LAKE FORTUNE	-	-	Single, \$40.00
HAILEYBURY TO ROUYN OR LAKE FORTUNE	-	-	Single, \$60.00

## PASSENGERS' BAGGAGE:

All Passengers are allowed 25 lbs. baggage free. Excess baggage 20c. per lb.

## FREIGHT RATES:

Parcels not exceeding 100 lbs.	-	20c. per lb.	(Minimum Charge \$2.50 per parcel)
Shipments over 100 lbs. and under 500 lbs.	-	-	17c. per lb.
" " 500 " " 2000 "	-	-	15c. " "
" one ton and over	-	-	10c. " "

## LIMIT AND SIZE OF BAGGAGE:

General limit of size is 36" in length, by 15" in width, depth or diameter.  
Charges to be at Carrier's option by volume or weight on basis 40 cubic feet per ton.

## Special Trips by arrangement to any District in Goldfields

APPLY

## LAURENTIDE AIR SERVICE LIMITED

DRUMMOND BUILDING, MONTREAL, HAILEYBURY, ONT. or ANGLIERS, QUE.

ASSOCIATED WITH:

JAMES D. LACEY (CANADA), LIMITED

Drummond Building, MONTREAL.

TIMBER LAND FACTORS. CRUISING—SURVEYING—AERIAL MAPPING.



PILOT SIGNATURES:

IN ADDITION TO THE 5 SIGNATURES ILLUSTRATED IN THIS ISSUE OF THE NEWSLETTER, WHICH ARE INCLUDED IN THE LIST, THERE FOLLOWS A COMPILATION OF ALL THE SIGNATURES THAT HAVE BEEN ILLUSTRATED HEREIN.

ATKINSON, DALE S.

AYERS, HAROLD P

BECKER, CHARLES

BELL, ARTHUR N.

BIDDY, R.H.

BONDURANT, D.S.

BOOTH, R.S. (R 100)

BRITNELL, W.L.

BROATCH, B.W.

BROWN, F. ROY

BROWN, H.A.

BUCHANAN, W.J.

BURGE, GLYN, R

CALDER, P.B.

CARDINET, C.B.

COPE, W.W.L.

CRUIKSHANK, A.D.

FARRELL, C.M.G. (CONWAY)

FLEMING, WALTER

FIELD, TED

DEAN, G.M.

DICKINS, C.H.

DAVOUD, P.Y.

DUVAL, N.A.

BRYANS, J.G.

GILBERT, W.E.

GLYN-ROBERTS, I.

GODFREY, A.E.

HATTON, H.

HILL, S.L.

HOLLOCK-KENYON, H.

HOLMES, E.S.

HOME-HAY, J.B.

INGRAM, A.F.

IRVINE, W.H.

JARVIS, A.E.

KUBICEK, ERNIE W.

LANGFORD, H.H.

LAWRENCE, T.A.

LEIGH, Z.L.

LUCK, SHELDON

MacDONALD, A.F.

MacLAREN, DONALD R.

MALONE, A.

MAXWELL, ROY

MAY, W.R.

McCONACHIE, G.W.G.

McLEAN, A.D.

McMULLEN, A.M.

MORFEE, A.L.

OAKS, H.A.

PATTERSON, JOHN M.

RANDALL, R.

RENAHAM, PAT

ROBERTSON, J.R.

ROSE, R.K.

ROSS, A.M.

SAUNDERS, K.F.

SCHNEIDER, A.S.

SCOTT, G.H.

SMITH, H.C.W.

STEPHENS, T.G.

STEVENSON, F.J.

ST MARTIN, J.H.

THOMPSON, G.A.

TWEED, CHARLES H.

VACHON, IRENEE

VACHON, ROMEO

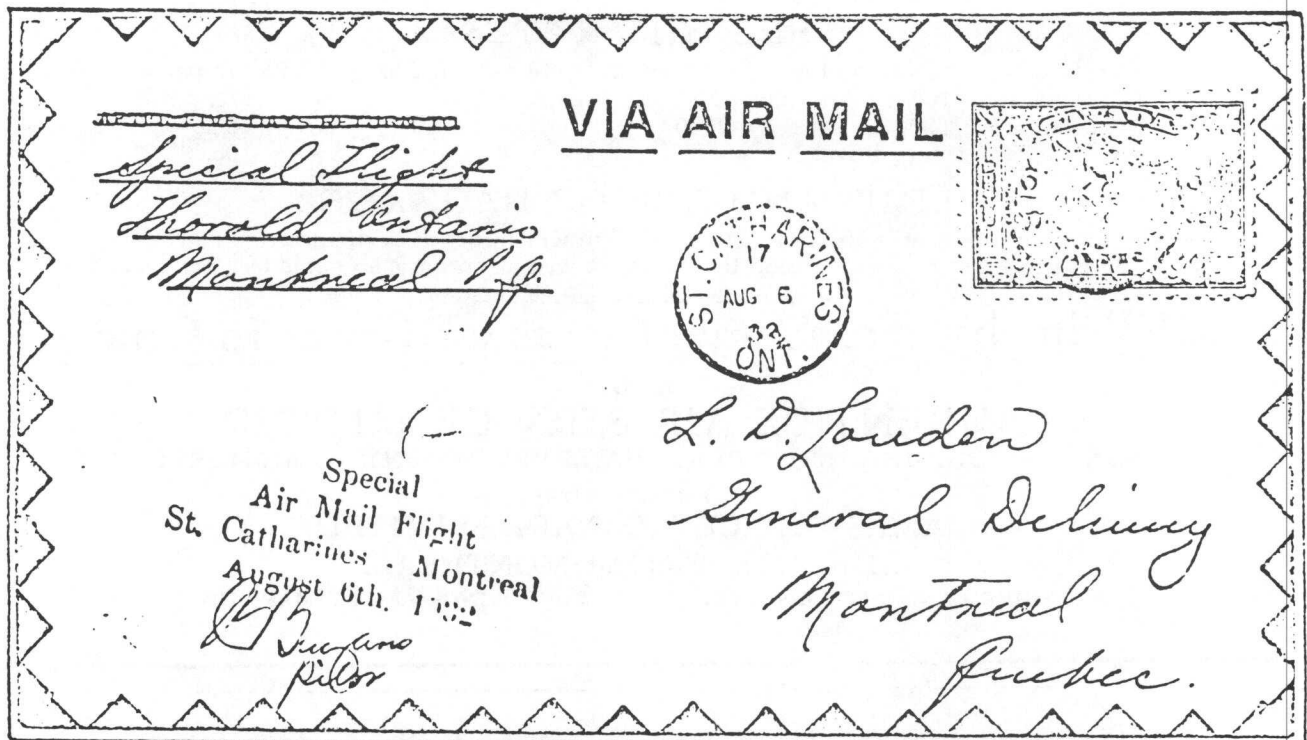
WALLACE, O.C., Jr.

WATT, H.

WILSHIRE, W.

WINDRUM, WILLIAM

WOOLLETT, W.W.



Special Air Mail Flight - St. Catharines to Montreal - Aug. 6, 1932  
 The Pilot was J. G. Bryans of the R.C.A.F.

PILOT SIGNATURES:

ARCHIE M. McMULLEN

H.A. BROWN

*H. Heid Postmaster*  
*D. Maylor. Martha*  
*Rev. E. Nicholson P.M. Aklaik*  
*Amos W. McMillan*  
*Pilot*  
*R. W. Stale.*  
*Postal Supt.*

**HUDSON'S BAY COMPANY**  
**JUL 21 1937**  
**S.E. "DISTRIBUTOR"**

First day and fi  
party, Fort Smith,

**VIA A**

PM  
JUL 21  
37  
POST OFFICE

*Thos. G. Swellie*  
*of Umanak*  
*Supt Eastern Arctic Gov't Park*

*Ralph Brown*  
*For Trade Commissioner H.B.C.*

*J. B. E. Sparks P.O. Dept*  
*H. Brown. Pilot*  
*Mackenzie Airways*

Major R. W. H  
Edmonton,  
Chief Clerk  
Citizens

**VIA A**

A.L. MORFEE R.C.A.F.

W. GILBERT

*Al. Morfee R.C.A.F.*  
*Royal Canadian Air Force*  
*Pilot*  
*Mr. W. Raymond Foster*  
*c/o Postmaster*

**Manitoba.**

**CANADA POSTAGE**

*First Experimental Flight to Herschel Is. Y.T.*

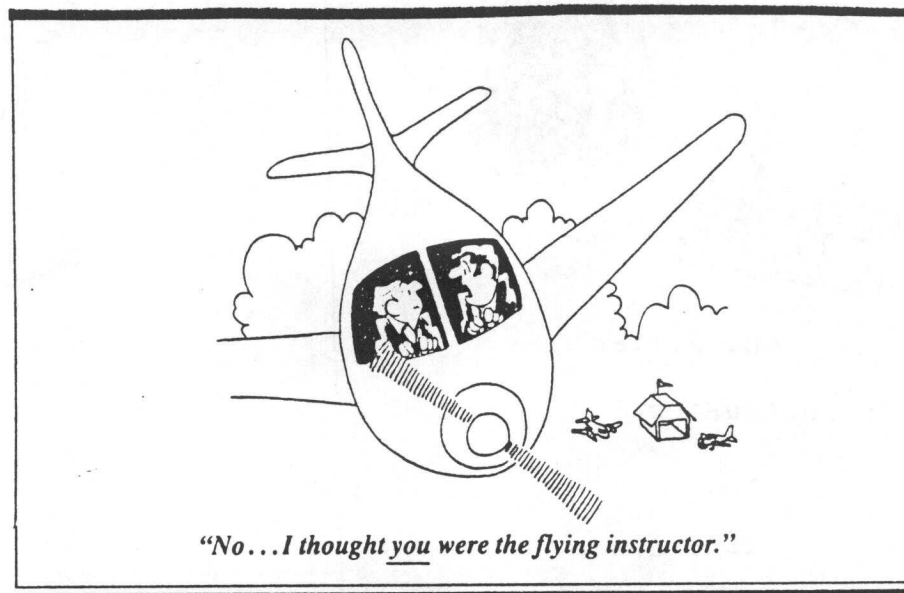
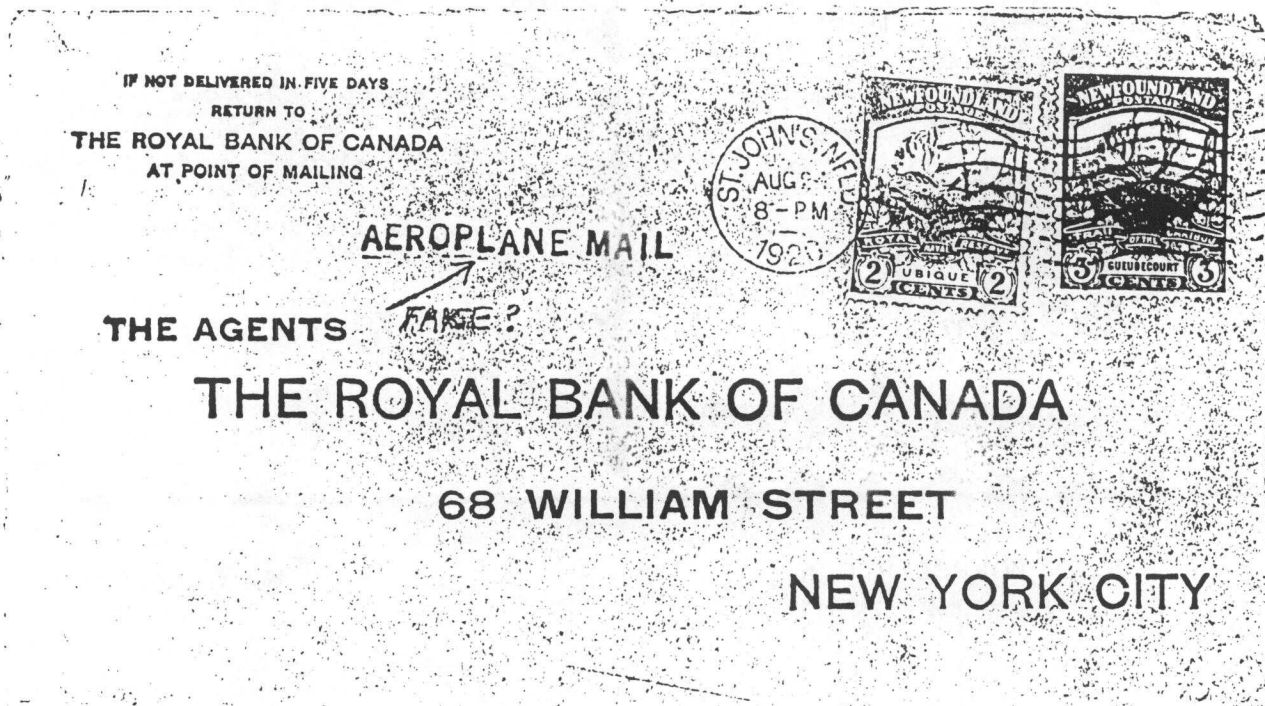
*W. Gilbert*  
*Canadian Airways*

*Q. W. Stale*  
*Post Supt. Service*

**HERSCHEL ISLAND**  
**Y.T.**

ED CHRISTMAN HAS SENT IN AN UNUSUAL COVER PICKED UP AT A BOURSE FROM A DEALER'S STOCK. THE COVER BEGS SEVERAL QUESTIONS:

1. WHO ADDED THE "AEROPLANE MAIL" STAMP.
2. DID THE ROYAL BANK HAVE A SPECIAL ARRANGEMENT TO SEND SOME TYPES OF THEIR MAIL BY AIR?
3. WHO ADDED THE NOTATION "FAKE" ?
4. IS THIS TOO EARLY A DATE TO SPECIFY AIR TRANSPORT ?
5. IS THIS COVER COUNTERFEIT ?





INDEX FOR NEWSLETTERS:

I HAVE FELT THE NEED FROM TIME TO TIME TO QUICKLY FIND AN ARTICLE THAT WAS IN THE NEWSLETTER AS I WANTED TO REFER TO IT IN CORRESPONDENCE. I HAVE, THEREFORE, MADE A LISTING THAT I CAN LIVE WITH AND HOPE YOU THE READERS WILL ALSO FIND SOME VALUE IN ITS PRESENTATION.

I HAVE LEFT OUT THE EDITORIALS AND CHAIRMAN'S COMMENTS AS WELL AS LISTS OF ITEMS FOR SALE. WE ALSO DEVOTED A LOT OF SPACE TO GETTING UP TO DATE INFORMATION FOR THE NEW AAMS CATALOG, "THE AIR MAILS OF CANADA AND NEWFOUNDLAND". I HAVE SHOWN THE PAGE NUMBERS SO THAT YOU WILL KNOW HOW BIG, AND POSSIBLY HELPFUL, AN ARTICLE MIGHT BE.

FOR THOSE OF YOU WHO DO NOT HAVE A SET OF NEWSLETTERS, BUT HAVE AN INTEREST IN A SPECIFIC SUBJECT OR ARTICLE, YOU CAN WRITE AND ASK FOR A COPY THAT WILL BE IN BLACK AND WHITE. IF COLOR IS DESIRED THEN IT WILL BE \$1.50 A PAGE.

I AM NOT A LIBRARIAN, AND I DO NOT INTEND TO LEARN TO BE ONE. THE LISTINGS ARE ALL THERE AND I ASK YOU TO DIG A BIT. I HAVE DONE SOME CREATIVE GROUPING. DON'T LET IT THROW YOU. NEED HELP ? WRITE.

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