



# BNAPS AIR MAIL STUDY GROUP

VOLUME 9 - NUMBER 1

APRIL 2001

## WELLS AIR TRANSPORT, LTD.:

Pictured below is a brownish red card, actual size, that was found in the Jack Knight files recently. It is a 1933 schedule for an Air Line that probably did not carry mail. Does anyone have information on this company, its pilots etc.

(Please Hang      Mo Up)

**24-HOUR PHONE**  
**SEYMOUR 300**      **EMPIRE 3031**  
 (Vancouver)      (Victoria)

**New Summer Schedule, June 15, 1933**

### Vancouver-Victoria AIR LINE

**TWICE DAILY**  
 L.V. VANCOUVER ..... 10:00 a.m. and 8:00 p.m.  
 L.V. ESQUIMALT ..... 9:15 a.m. and 4:15 p.m.

**FARE: \$5.00 EACH WAY**

### Vancouver-Bridge River THE GOLD LINE

**EACH TUESDAY AND SATURDAY**  
 L.V. VANCOUVER ..... 5:00 p.m.  
 L.V. BRIDGE RIVER ..... 7:00 p.m.

**FARE: \$15.00 EACH WAY**

**BAGGAGE** must be limited to 30 pounds except by special arrangement.

**FREE APOCAB VANCOUVER CITY TO WELLS AIR HARBOUR**  
 (See map on reverse side)

### RESERVATIONS, INFORMATION

**SEYMOUR 300** Dan MacLure's Taxi Ltd., 706 W. Hastings, opp. Post Office.  
**EMPIRE 3031** Roy Simon, Dominion Hotel.  
**3 LONG** Neal "Curly" Evans, Shalalth.

**LOYD'S LIABILITY INSURANCE PROTECTION ON ALL AIRCRAFT**

## Wells Air Harbour

Headquarters base for all aircraft operated by Wells Air Transport Ltd.

**STORAGE SPACE:** For visiting seaplanes.

**MECHANICAL SERVICE:** By a qualified staff in charge of maintenance of Wells Air Transport equipment.

**AERIAL TAXI:** A variety of aircraft available for charter, from single passenger seaplane to heavier transports.

**LEARN TO FLY:** Instruction on land and water craft.

**ADDRESS ALL ENQUIRIES TO:**  
**WELLS AIR TRANSPORT LTD.**  
 Vancouver, B. C.  
 Vancouver City Phone:      Air Harbour Phone:  
 High 4501      Mar. 221

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.



**CHAIRMAN**  
 Ed Christman, Jr.  
 5419 Jason Street  
 Houston, Texas  
 77096      USA

**SECRETARY/TREASURER**  
 Basil S. Burrell  
 857 Pembroke Drive  
 Lake Forest, Illinois  
 60045-4202      USA


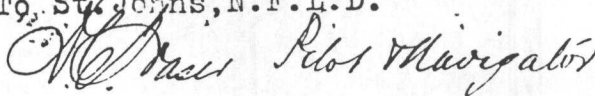
PILOT SIGNATURES:

Correction: There are many errors in these notes that I miss. I am glad to admit this and then correct when I note one.

December 2000, Page 28: List of pilots shows "BIDDY". It should be "BIBBY, R.H."

Additions to the list. Our new member Brian Wolfenden has been kind enough to share his collection of signatures. His were not all on covers, but were collected by an ardent philatelist who wrote to the pilot after the facts, and asked for his signature. Some are on company letterhead, some personal stationery. All gladly given. They are shown on the next page. Below is his Sullivan / Fraser.

In addition to these are four (4) provided by Jim Brown.

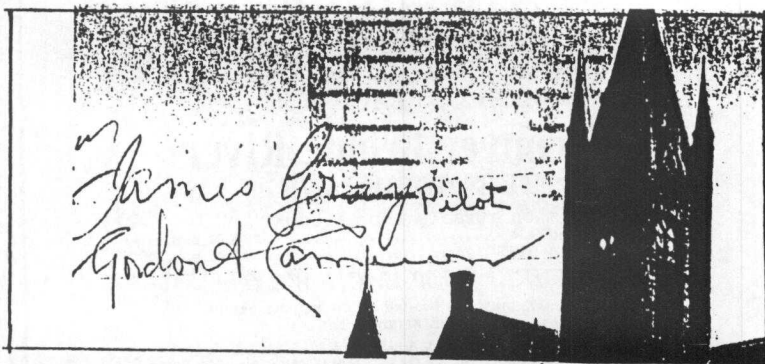
<b>STEPHERVILLE CROSSING</b>	
 Fraser -Sullivan Gipsy-Moth  Air Mail Via North Sydney, N.S.Can. To St. Johns, N.F.L.D.  Pilot Navigator	Mr. G.M. Du G.P.O. St.

ARTHUR D. SULLIVAN

DOUGLAS C. FRASER

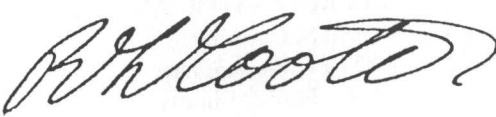
JAMES GRAY

H. GORDON CAMERON



*Carried on a Complimentary preinaugural flight by the BC Airways Ltd. Ford Tri Motor G-CATX with Harold Walker at the Controls.*

*A.H. Wilson  
Company Pilot.*

Vancouver - Fort St. John  R. L. "GINGER" COOTE
--

A.H. WILSON



Yours very truly,

*Earl Hand*  
E.M. Hand

*Maurice Burbridge*  
Maurice Burbridge

Yours very truly,

*D.A. Harding*

(D.A. Harding) Flight Lieutenant,  
Ottawa Air Station, OTTAWA, ONT.

G. R. Hicks

Yours very truly,

*C. R. Trcup*

C. R. Trcup.

yours truly

*C. G. Lumsden* 10/4/32.

C. G. "Boom" Lumsden

*J.A. Young or Younger*

J.A. Young or Younger

yours truly

*J. H. Tudhope*

J. H. Tudhope



1¢ Franking on Cherry Red Airlines covers:

In the December 2000 issue Fred Dietz questioned the use of a one cent stamp on some Cherry Red covers.

Chris Hargreaves has come back with the suggestion that this is a "drop letter rate". Possibly the covers that he, as a postal employee and pilot, gave to the post office were stamped and given back to him before departure. This would save the PO from having to re-route. The pilot then gave the covers to his home base or other major Postal Office.

This then brings up the question - Is this "Official" or is it "Unofficial". Is it like the rate used to have the addressee pick up his mail at the PO building.

ROYAL BANK, AIR ST JOHN'S TO NEW YORK:

Ed Christman asked for help on a cover in Dec 2000 issue that showed "AEROPLANE MAIL"

Chris Hargreaves ventures a guess that since this international if there was such a flight it would certainly be mentioned. There is no flight between these two points mentioned before 1920. As a matter fact Dalwick and Harmer don't mention or list such a flight.

Ed, it looks like a fake until you can bring us better evidence.

Bob Dyer has also reviewed this cover and concurs, " someone was having fun with "AEROPLANE MAIL".

THE AIR MAILS OF CANADA & NFLD.:

It is a huge undertaking to revise a catalog as completely as the editorial group headed by Dick MacIntosh did in this volume. Not only did they wean us away from the traditional numbers, but also the usual set-up of "Official Government Flights" and "Air Stage Services" that had dates in both areas. I laud this group for the effort expended and for the courage to take the heat when old time collectors refuse to see it as an improvement.

We now have a 550 page book instead of 105 pages in a smaller sized volume. The extra pages allow the inclusion of many many areas of interest that one had to consult other books and papers for.

However, I do have a concern for the collectors of the flights that came after the Semi Officials. Those Government flights that carried the mail to a wider and wider area of Canada.

The Canadian Post Office was aware of the value of the Airplane to speed up mail delivery. They went out of their way to help the collecting public collect covers that had been on First Flights. The P.O. issued Announcements saying when a flight would be made and when from where to where. They were careful to not include a leg of a flight that had been made earlier.

These Announcements were issued from 1928 to at least 1936. It is because these Official Announcements were published by Canada Post just a month or so before the flight that I have a problem with the additions made by the Editors of Section 5.

My point in mentioning all this is that the collector who has followed the 5th Edition of AAMS, and thought that he had a flight complete, now has to try to find something that often is not cacheted, and is not readily available while the rest of the flight is listed at \$3.00.

In order to illustrate this situation I present the following:



NEW LISTINGS IN 6TH EDITION:

In showing flight 3247 there was an additional leg: f that shows Great Bear Lake to Fort McMurray Dec 9/10 (No cachet).

Shown below is a portion of the original Canada Post Announcement for this flight. It is old (5th Ed) # 537.

Ottawa, Canada, October 1932.

ANNOUNCEMENT

By authority of the Postmaster General, regular air mail service between the following points will be inaugurated the latter part of November, 1932:-

FORT RESOLUTION, N.W.T. and GREAT BEAR LAKE, N.W.T., via RAE, N.W.T.

In order to commemorate the inauguration of this Canadian air mail service, the following special cachets (six separate designs) will be used on letters carried on the initial flights:-

Fort Resolution - Rae	Fort Resolution - Great Bear Lake
Rae - Fort Resolution	Rae - Great Bear Lake
Great Bear Lake - Rae	Great Bear Lake - Fort Resolution

However, these cachets will be used only on such covers as are sent to the District Superintendent of Postal Service, Edmonton, Alberta, bearing Canadian postage at the following rates:-

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

All covers so prepaid and forwarded under cover to the District Superintendent of Postal Service at Edmonton, Alberta, to reach him not later than Oct 21.

I wonder if the Post Office Department considered the First Flight from Great Bear Lake to Fort McMurray had been made on June 22, 1932 as part of flight 3217e (5th Ed # 255e).

It would seem to explain why there was no cachet on what the book shows as 3247f. For example on Flight 3903 the text in the book says, "In addition, there were some dispatches between points previously flown; no cachets were provided for these points and they are not listed".

The text on 3903 continues, "There were no dispatches between Montreal and Ottawa, or between Montreal and Toronto." The list of the legs of the flight does not show Montreal to and from Ottawa, but it does show Toronto to Montreal and return as h and i.

Why this inconsistency?

NEW LISTINGS FOR 3903 IN 6TH EDITION:

In the Canada Post Office Dept. Announcement #5 and Supplementary #5 there is a listing of 32 and 8 legs of this Winnipeg to Montreal series of flights. 3903 lists 44 flights. Included in this listing is Toronto to Montreal and return which the text says did not occur.

The text also says Montreal to Ottawa and return do not exist and there is not a listing for these legs. The text does add Victoria to Vancouver and "Various Places to Victoria". There is no mention of Victoria in the Announcement.

If we eliminate the Victoria and Montreal to Toronto we are left with the 40 flights noted in PO Announcement.

I believe the editors have added too much. I refer to the AIR LOG of Apr-Jun 1995 and AIR LOG of Apr-Jun 1976 for more details.

## POST OFFICE DEPARTMENT, CANADA

No. 5

Ottawa, Canada, January 1939.

A N N O U N C E M E N T

By authority of the Postmaster General, and following a series of experimental flights, regular air mail service will be inaugurated on or about 1st March, 1939, between Montreal, P.Q., and Vancouver, B.C.

To commemorate this inauguration, the following special cachets (thirty-two separate and distinct designs) will be used on letters carried on the initial flights as follows:

CACHETS

Montreal - North Bay	Ottawa - Toronto	Winnipeg - Ottawa
Montreal - Winnipeg	Ottawa - North Bay	Winnipeg - Montreal
Montreal - Calgary	Ottawa - Winnipeg	Calgary - Vancouver
Montreal - Edmonton	Ottawa - Vancouver	Calgary - Toronto
Montreal - Vancouver	North Bay - Montreal	Calgary - Montreal
Toronto - Ottawa	North Bay - Ottawa	Edmonton - Toronto
Toronto - North Bay	North Bay - Toronto	Edmonton - Montreal
Toronto - Winnipeg	North Bay - Winnipeg	Vancouver - Calgary
Toronto - Calgary	Winnipeg - North Bay	Vancouver - Toronto
Toronto - Edmonton	Winnipeg - Toronto	Vancouver - Ottawa
Toronto - Vancouver		Vancouver - Montreal

COVERS TO  
BE SENT TO:

These cachets will be used only on such covers as are sent UNDER COVER to the District Directors of Postal Services at the different points named - RECEIVED NOT LATER THAN 26th FEBRUARY, 1939, - and bearing Canadian postage at the following rates:-

Nos 5 Supplementary.

## POST OFFICE DEPARTMENT, CANADA

Ottawa, January 1939.

By authority of the Postmaster General and in connection with the establishment of regular air mail service on or about 1st March, 1939, between Montreal, P.Q., and Vancouver, B.C., the following cachets (eight separate and distinct designs) in addition to the thirty-two mentioned in Announcement No. 5, will be used on letters carried on the initial flights as follows:-

Regina - Montreal	Montreal - Regina
Regina - Vancouver	Vancouver - Regina
Lethbridge - Montreal	Montreal - Lethbridge
Lethbridge - Vancouver	Vancouver - Lethbridge

These cachets will be used only on such covers as are sent UNDER COVER to the District Directors of Postal Services, as follows:

NEW LISTING 3409d & e IN 6TH EDITION:

The editors of the 6th edition added 3409d and 3409e, Ile a la Crosse to Beauval and return. This leg was not included in the listing for flight #556 in the 5th Edition. They show no cachet.

Is it possible that the PO considered the first flight had been made on March 17th, 1933 as shown in 3315e & 3315f. (543 5th Ed)

A copy of a portion of the PO Announcement is shown below.

POST OFFICE DEPARTMENT, CANADA					
Ottawa, Canada, March 1934.					
<u>ANNOUNCEMENT</u>					
By authority of the Postmaster General regular air mail service between the following points will be inaugurated on or about the 1st May, 1934:-					
PRINCE ALBERT, SASK., and ILE A LA CROSSE, SASK., via BEAUVAL, SASK.					
To commemorate the inauguration of this Canadian air mail service, the following special cachets (four separate designs) will be used on letters carried on the initial flights:-					
<u>CACHETS</u>	<table> <tr> <td>Prince Albert - Beauval</td> <td>Beauval - Prince Albert</td> </tr> <tr> <td>Prince Albert - Ile a la Crosse</td> <td>Ile a la Crosse - Prince Albert</td> </tr> </table>	Prince Albert - Beauval	Beauval - Prince Albert	Prince Albert - Ile a la Crosse	Ile a la Crosse - Prince Albert
Prince Albert - Beauval	Beauval - Prince Albert				
Prince Albert - Ile a la Crosse	Ile a la Crosse - Prince Albert				
<u>COVERS TO BE SENT TO</u>	These cachets will be used only on such covers as are sent to the District Superintendent of Postal Service, Saskatoon, Saskatchewan, and which reach him not later than the 29th April, 1934, bearing Canadian postage at the following rates:-				

NEW LISTING 3349d & e IN 6TH EDITION:

The editors of the 6th Edition added Cameron Bay to Rae and return, noting "No Cachet". This leg was not included in the PO Announcement of October 1933, a copy of which is shown below in reduced form. (5th Ed #546)

I cannot find this flight made at an earlier time. I would like to see a copy of the covers and then wonder why PO did not include this in their listing.

POST OFFICE DEPARTMENT, CANADA					
Ottawa, Canada, October, 1933.					
<u>ANNOUNCEMENT</u>					
By authority of the Postmaster General, Camsell River, N.W.T. will be made a point of call on the air mail route between Fort Resolution, N.W.T. and Cameron Bay (Great Bear Lake), N.W.T. commencing on or about the 29th November, 1933.					
To commemorate the inaugural flights between Rae, Camsell River and Cameron Bay, four separate and distinct cachets will be used on letters carried on the initial flights, as follows:-					
<u>CACHETS</u>	<table> <tr> <td>Rae - Camsell River</td> <td>Camsell River - Cameron Bay</td> </tr> <tr> <td>✓Camsell River - Rae</td> <td>✓Cameron Bay - Camsell River</td> </tr> </table>	Rae - Camsell River	Camsell River - Cameron Bay	✓Camsell River - Rae	✓Cameron Bay - Camsell River
Rae - Camsell River	Camsell River - Cameron Bay				
✓Camsell River - Rae	✓Cameron Bay - Camsell River				
<u>COVERS TO BE SENT TO:</u>	These cachets will be used only on such covers as are sent to the District Superintendent of Postal Service, Edmonton, Alberta, and which reach him not later than the 18th November, 1933, bearing Canadian postage at the following rates:-				



LISTING 3207 IN 6TH EDITION: FDC C 3:

The listing of the FDC's for C 3 are shown here in 6th Edition. Why are we not also shown the FDC for c 1 - c 9 ?

The listing shows 19 cities where the stamps went on sale. The listing shows Victoria (3207r). This city was not on the 1932 January listing from Air Mail Service of PO Dept. Copy of this page is shown on Page 24 of the August 1995 Newsletter of the Group.

Other cities have stamps cancelled on the first day, but I don't think they should be listed when the PO Dept doesn't list them.

LISTING 3901d IN 6TH EDITION:

The 6th Edition has added a leg to the 5th Edition listing which goes from Edmonton to Lethbridge, #300.

I do not have an Announcement for this flight, but it would seem to me that the PO Dept would have properly considered the First Flight had been made on October 1st, 1938 as listed on 3835m. Since this is only 4 months earlier it would seem that they could have kept track of first flights for that time.

LISTING 3105k & 31051 IN 6TH EDITION:

This listing is much expanded over the 5th Edition's # 246. The expansion seems reasonable as Winnipeg is mentioned in all flights.

However, the addition of Aklavik and Halifax seems to be out of line with the general area of operations.

Shown below is a reprint of the December 1930 Announcement of this flight. It mentions only Pembina and Winnipeg. I'd like to see one of these covers and understand its inclusion.

## POST OFFICE DEPARTMENT, CANADA

ANNOUNCEMENT

Ottawa, Canada, December 1930.

By authority of the Postmaster General, regular air mail service between Winnipeg, Manitoba, and Pembina, North Dakota, U.S.A., will be inaugurated on the 2nd February, 1931.

In order to commemorate the inauguration of this service, the following special cachet will be used on letters carried on the initial flight:

**WINNIPEG to PEMBINA**

However, this special cachet will be used only on such covers as are sent to the Postmaster at Winnipeg, bearing Canadian postage at the air mail rate, which is 5¢ for the first ounce and 10¢ for each succeeding ounce or fraction thereof.

All covers so prepaid and bearing an indication as follows:-

VIA AIR MAIL

Winnipeg - Pembina

NEW LISTING 3101d IN 6TH EDITION:

The editors of the 6th Edition added 3101d - Calgary to Medicine Hat. This leg was not included in #245 of the 5th Edition.

A copy of the Canada Post Announcement of the flight is shown below. Why does the 6th Edition add to the 1930 announcement ?

Perhaps the PO considered that the first flight was made each way on March 3rd, 1930 on the Prairie route. #3011s or 3011o. (5th Ed 235)

## POST OFFICE DEPARTMENT, CANADA

Ottawa, Canada,  
December, 1930.

ANNOUNCEMENT

By authority of the Postmaster General the City of Lethbridge, Alberta, will be made a point of call on the air mail route between Winnipeg and Calgary commencing on the 15th January, 1931.

To commemorate the first flights between Lethbridge, Calgary and Medicine Hat, the following special cachets will be used on letters carried on the initial flights:-

Calgary to Lethbridge  
Lethbridge to Calgary  
Lethbridge to Medicine Hat  
Medicine Hat to Lethbridge.

However, these cachets will be used only on

NEW LISTING 2967z IN 6TH EDITION:

The editors of the 6th Edition added 2967z - Aklavik to Herschel Island, Dec 27, 1929. Shown below is the PO Announcement of stops. No mention of Aklavik to Herschel Is.

However, see a copy of a letter from PO stating that mail could go to Herschel Is. by dog team or other RCMP patrol. **NOT AIR MAIL.**

## POST OFFICE DEPARTMENT, CANADA

ANNOUNCEMENT Ottawa, Canada, August 1929.

By authority of the Postmaster General, regular air mail service between the following points will be inaugurated early in November, 1929:

FORT McMURRAY, ALBERTA, and AKLAVIK, N.W.T., via Fort Chipewyan, Fort Fitzgerald, Fort Smith, Fort Resolution, Hay River, Fort Providence, Fort Simpson, Wrigley, Fort Norman, Fort Good Hope, Arctic Red River and Fort McPherson.

In order to commemorate the inauguration of this Canadian air mail service, the following special cachets will be used on letters carried on the initial flight:-

✓ Fort McMurray - Fort Chipewyan	Fort Chipewyan - Fort McMurray
✓ Fort McMurray - Fort Fitzgerald	Fort Fitzgerald - Fort McMurray
✗ Fort McMurray - Fort Smith	Fort Smith - Fort McMurray
✗ Fort McMurray - Fort Resolution	Fort Resolution - Fort McMurray
✗ Fort McMurray - Hay River	Hay River - Fort McMurray
✗ Fort McMurray - Fort Providence	Fort Providence - Fort McMurray
✗ Fort McMurray - Fort Simpson	Fort Simpson - Fort McMurray
✗ Fort McMurray - Wrigley	Wrigley - Fort McMurray
✗ Fort McMurray - Fort Norman	Fort Norman - Fort McMurray
✗ Fort McMurray - Fort Good Hope	Fort Good Hope - Fort McMurray
✓ Fort McMurray - Arctic Red River	Arctic Red River - Fort McMurray
✗ Fort McMurray - Fort McPherson	Fort McPherson - Fort McMurray

## Post Office Department, Canada

7.15

GENERAL SUPERINTENDENT OF POSTAL SERVICE

OFFICE OF  
THE CHIEF SUPERINTENDENT  
AIR MAIL SERVICE

Ottawa, 17th October, 1929.

Richard J. Schwarz, Esq.,  
c/o Charles W. Hills,  
1414 Monadnock Bldg.,  
53 West Jackson Blvd.,  
Chicago, Ill.,  
U. S. A.

Dear Sir:

I beg to acknowledge receipt of your letter of the 15th instant wherein you request information regarding the forthcoming air mail service in the Mackenzie River area.

So far as mail service is concerned Aklavik is the northern terminus, but any mail offered for Herschel Island, which arrives in Edmonton prior to the inauguration of the Mackenzie River Air Mail Service, will go forward on the first trip to Aklavik, from which point it will be carried by the Royal Canadian Mounted Police Patrol at certain intervals.

No cachets, other than those stated on the enclosed announcement of the Mackenzie River Air Mail Service, will be used.

I am returning herewith the Postal Bulletin which you forwarded with your letter to me.

Yours truly,

*G. Herring*  
Chief Superintendent,  
Air Mail Service.

Sites Changed  
KENTUCKY

available for issuance on post-office orders. Further requisitions should not, therefore, be submitted to the department for a supply of the Battle of Fallen Timbers commemorative stamp.

STAR-ROUTE SERVICE

.511

M.  
City.

Dail  
00 a.  
00 a.  
40 a.  
10 a.  
25 a.  
35 a.  
15 p.  
30 p.  
30 p.  
35 p.  
35 p.  
30 p.  
n of t  
nued

rice t  
Andr  
on A  
appro

E

in AS

64 ml  
Bullet  
dld ha  
stead

3. Ser  
3091

123, 0  
Airpo  
3091

at Ga  
712 a  
pt), 4  
allipo  
fer sei

ince 1  
n dep  
1 of 4

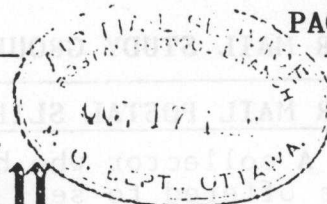
office  
ply  
ranch  
on a

by t  
Spec  
is d

ilsh  
Sup



# The Postal Bulletin



Published daily, except Sundays and legal holidays, by direction of the Postmaster General, for the information and guidance of officers and employees of the Postal Service

WASHINGTON, THURSDAY, OCTOBER 10, 1929—Two Pages

No. 15118

## MASTERS COMMISSIONED

**Presidential**  
October 8, 1929  
Ala., Louise Richardson.  
Ariz., Ralph Hubert.  
Memphis, Ark., Isabella Tice.  
Island, Calif., Marjorie Moose.  
Calif., Charles E. Chapman.  
Colo., Vernon F. Heath.  
Id., Colo., Thomas A. Davis.  
et., Colo., Sherman Bohnet.  
Ky., Mabel V. Tanner.  
Rivers, Ky., Thomas Barr.  
t, Mass., Gertrude A. Davis.  
t, Mich., Jay T. Hoard.  
rg, Mo., Conradina M. Buechler.  
e, Nebr., Walter R. Martin.  
Nebr., Joseph N. Fuller.  
hin, N. Y., Asa Camp.  
k, N. Y., Ralph M. Lander.  
oriches, N. Y., Millie E. Hart.  
equa, N. Y., Marjorie R. Post.  
y, N. Dak., Albert A. Radke.  
N. Dak., Minnie Pusch.  
Oreg., Charles J. Bush.  
ell, Tex., William H. Gislir.  
s, Tex., Charles K. Langford.  
e, Va., Samuel H. Hoge.  
Wash., Bert S. Vanderford.  
Wash., Oscar L. Hanson.  
se, Wyo., Allen T. Frans.

Postmaster.  
Appointment.  
Savings depository.  
Class offices paying \$3,700 or less and all  
s offices.

## POSTERS APPOINTED

**Presidential**  
Fla., Mary L. Woodmansee. Octo-  
ber, Ill., William O. Baker. Septem-  
ber, 1929.  
Minn., Frank L. Redfield, Jr. Octo-  
ber, 1929.  
Wis., William A. Robinson. Sep-  
tember, 1929.

Savings depository.

**Fourth Class**  
Id., Mrs. Stella Eggleston. Septem-  
ber, 1929.  
Me., Mrs. Eva S. Whitney. Octo-  
ber, 1929.  
N. C., Fred Davis, October 1, 1929.  
N. C., Mrs. M. Frances Dutcher.  
Octo-  
ber, 1929.  
Okla., Miss Rosie Huffman. October  
1, 1929.  
Va., Will C. Hatfield. October 1, 1929.  
Va., Mrs. Beulah M. Wilburn.  
Octo-  
ber, 1929.  
W. Va., Herbert B. Roy, October 1,  
1929.  
W. Va., Henry E. Sturm. Septem-  
ber, 1929.

Order office.

## POST-OFFICE CHANGES

**Continued—Fourth Class**  
**ARIZONA**  
Il, Gila County, 68165. Effective Oc-  
tober, 1929. Mail to Globe.  
**NEVADA**  
eralda County, 75169. Effective Oc-  
tober, 1929. Mail to Hornsilver.  
**PENNSYLVANIA**  
le, Somerset County, 10572. Effec-  
tive October 15, 1929. Mail to Confluence.  
**TEXAS**  
is Cour, 90684. Effective October  
1, 1929.

**Sites Changed**  
**KENTUCKY**  
enlee County, 0.5 of a mile west on  
5787 and 229029. Effective as of Sep-  
tember, 1929.  
nt, Harlan County, 100 feet west on  
om Lenarue. Effective October 15,  
1929.  
**VERMONT**

## CHANGE IN CONVERSION RATE FOR THE NETHERLANDS

OFFICE OF THE POSTMASTER GENERAL,  
Washington, October 8, 1929.

ORDER No. 9464.

It is ordered that on and after October 11, 1929, in the issue of postal money orders the money of the United States shall be converted into that of the Netherlands and the Netherland East Indies at the rate of 41 cents equals 1 florin.

WALTER F. BROWN,  
Postmaster General.

THIRD ASSISTANT POSTMASTER GENERAL,  
Washington, October 8, 1929.

The gradual increase in the market rate for the florin has made it necessary to raise the conversion rate from 40 to 41 cents. Postmaster General's Order No. 9464 therefore directs that effective October 11, 1929, the rate for the Netherlands and the Netherland East Indies shall be 41 cents, and Table No. 83 should be used to determine the amount of foreign money.

Postmasters and postal employees are cautioned to guard against errors by consulting conversion tables in connection with the last notice of change received, since any loss imposed upon the remitters or payees by lack of care will be charged against the postal employees at fault.

F. A. TILTON,  
Third Assistant Postmaster General.

## NEW CANADIAN AIR MAIL SERVICE

SECOND ASSISTANT POSTMASTER GENERAL,  
Washington, October 9, 1929.

Referring to notice of this office dated September 10, which bore the above caption and was published in the POSTAL BULLETIN of September 11, the Canadian postal administration now advises that the inauguration of air mail service to points in the Mackenzie River district has been postponed to November 26, 1929, and that the schedule from November 26, 1929, to April 11, 1930, will be as follows:

Mails leave Edmonton (approximate dates)	Place (for and from)	Mails due at Edmonton (approximate dates)
Nov. 26.....	Fort Chipewyan.....	(Dec. 6, 13, 20, 27.
Dec. 3, 10, 17, 24, 31.....	Fort Fitzgerald.....	Jan. 3, 10, 17, 21, 31.
Jan. 7, 14, 21, 28.....	Fort Smith.....	Feb. 7, 14, 21, 28.
Feb. 4, 11, 18, 25.....	Fort Resolution.....	Mar. 7, 14, 21, 28.
Mar. 4, 11, 18, 25.....		Apr. 4, 11, 18.
Apr. 1, 8.....		
Nov. 26.....	May River.....	(Dec. 13.
Dec. 24.....	Fort Providence.....	Jan. 3.
Jan. 21.....	Port Simpson.....	Feb. 7, 21.
Feb. 11.....		Mar. 14.
Mar. 4, 25.....		Apr. 11.
	Wrigley.....	
	Fort Norman.....	
Nov. 26.....	Fort Good Hope.....	(Dec. 13.
Jan. 21.....	Arctic Red River.....	Feb. 7.
Mar. 25.....	Fort McPherson.....	Apr. 11.
	Aklavik.....	
	Herschel Island.....	

The Canadian administration states that this air-mail service which supersedes all previous mail services to this area, effects more frequent and speedy communication than has been possible, in the past, increasing the frequency to more than double and reducing the time to less than half.

W. IRVING GLOVER,  
Second Assistant Postmaster General.

## BATTLE OF FALLEN TIMBERS COMMEMORATIVE STAMP

THIRD ASSISTANT POSTMASTER GENERAL,  
Washington, October 8, 1929.

Postmasters are hereby notified that the supply of 2-cent Battle of Fallen Timbers stamp is now exhausted and no more of the stamps will be available for issuance on post-office orders. Further requisitions should not, therefore, be submitted to the department for a supply of the Battle of Fallen Timbers commemorative stamp.

F. A. TILTON,  
Third Assistant Postmaster General.

## FRAUD ORDER

## AIR MAIL SERVICE

### Route C. A. M. 27

The schedule over that portion of C. A. M. 27, operating between Cleveland and Bay City, is changed to read as follows:

(Effective October 15. Eastern time. Daily)  
Leave Cleveland, Ohio..... 3.00 a. m.  
Leave Toledo, Ohio..... 4.00 a. m.  
Leave Detroit, Mich..... 4.40 a. m.  
Leave Pontiac, Mich..... 5.10 a. m.  
Leave Saginaw, Mich..... 6.25 a. m.  
Arrive Bay City, Mich..... 6.35 a. m.  
Leave Bay City, Mich..... 8.15 p. m.  
Leave Saginaw, Mich..... 8.30 p. m.  
Leave Pontiac, Mich..... 9.30 p. m.  
Leave Detroit, Mich..... 9.55 p. m.  
Leave Toledo, Ohio..... 10.35 p. m.  
Arrive Cleveland, Ohio..... 11.30 p. m.  
The stop at Flint, Mich., on this portion of the schedule over the route has been discontinued.

## ELECTRIC-CAR SERVICE

301103. From September 30, 1929, service has been extended over the lines of the Andros-coggin & Kennebec Railway Co., from Augusta to Hallowell, Me., distance approximately 2.14 miles.

## MAIL-MESSANGER SERVICE

### Established

NEW JERSEY  
200020. Iona to 102779, 0.32 mile, as often as required. From October 1, 1929.

### Changed

CONNECTICUT  
206065. Noroton to Noroton Heights, 0.64 mile. The order of September 27, 1929 (Bulletin 15114), which restated the service, should have stated the railroad route as 101728 instead of 101788.

### MICHIGAN

237185. Wayne, to 109719, 0.26 mile; 309123. Service is restated to omit service with 309123. From September 4, 1929.  
237449. Dearborn to 109719, 0.3 mile; 309123, 0.07 mile, and C. A. M. No. 27 at Ford Airport, 1.2 miles. Service is restated to omit 309123. From September 4, 1929.

### OHIO

231574. Gallipolis, to 105736 and 105737, at Gallipolis (union depot), 0.62 mile. 115712 and 105737, at Point Pleasant (union depot), 4.08 miles, including exchange between Gallipolis and Kanauga, 4 miles and direct transfer service between depots.  
Service is restated to show the distance between Gallipolis post office and union depot at Point Pleasant as 5.4 miles instead of 4.63 miles.

## RAILROAD SERVICE

### Embraced

104903. From October 16, 1929, the post office of Lizzioville, Ala., is embraced for supply by route 104903 of the St. Louis-San Francisco Railway Co., between Mount Hebron and Doligea, Ala.

### Discontinued

103842. From October 15, 1929, service by the Norfolk & Western Railway Co., from Speedwell to Cripple Creek, Va., 5.30 miles, is discontinued.

## SPECIAL SERVICE

### Discontinued

TEXAS  
Cann, Hemphill County (supplied from Bishop, Okla.). (From October 15, 1929.) Superseded by No. 53146, Oklahoma.

## STAR-ROUTE SERVICE

### Established

MISSOURI  
45607. From Argyle to Vienna, returning by Freeburg and Koeltztown to Argyle, equal to 16.36 miles and back, seven times a week. Contractor to be required, in addition to usual box delivery and collection service, to sell

AIR MAIL POSTAL SLIPS:

A collector who has changed his attention from Air Mail to RPO's has offered to sell or trade with any member of our group some or all of his collection of AIR MAIL POSTAL SLIPS.

These are the slips that were attached to the top of a package of letters going to a common destination. They make a very interesting adjunct to covers going from A to B. Here are some of the cities he has.

Poland to Montreal	London (UK) to Kuwait	Frankfurt to Montreal
London to Punjab	Nairobi to Canada	Kobenhavn to Canada
Windsor to Dublin	Liverpool to Ottawa	Frankfurt to Hamilton
To and from London Ontario to the rest of the world (about 35 each)		
Several more that I can't read or understand.		

If any of our members are interested please drop the editor a note and contact will be arranged, or xerox copies sent, or any other way you may wish to correspond will be decided upon. Example below.

Dépêche n°	<b>3 0</b>	Date d'expédition	<b>24. AUG. 1984</b>
Briefkartenschluß		Tag der Absendung	
de	Frankfurt am Main 2		
von			
	<b>Montreal</b> (Canada)		
	Le Havre		
	Franconia		
pour			
nach			
via			
über			
paquebot			
Schiff			

NEWFOUNDLAND 1922 AIRMAIL ESSAYS:

At BNAPEX 2000 I was pretty busy with the order of events. However, I did manage to attend our meeting and talk with members present. Graham Cooper, who got the Grand Award, was especially generous with his time and explained his exhibit.

He also left me with some blow-ups of air mail stamps. I agreed that they would do well in the Newsletter for April. I recently tried to get things started and found that the pictures Graham had left me were not in the regular catalogs. Here I am with a great piece and I don't even know what it is. Perhaps others will be in the same box. We all know we've seen them - but where ?

Pictured on the next page are examples of TE 1 and TE 2 or 3 (depending on color) as shown in the NFLD Specialized Stamp Catalogue by Walsh and Butt, 1988.

The interesting element here is the re-entry on the stamp # 5 in row 2. This is illustrated in the blocks of four, with the upper being perfirated and lower imperf. Study them carefully and you will easily see the struts on the wings doubled and the people on the ground doubled on this stamp.



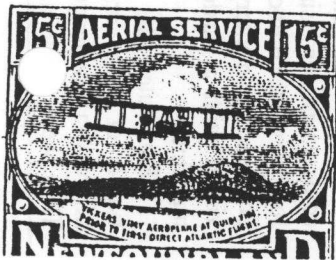
Reentry.

Row 2, Stamp 5.

Plane struts and people on the shore,  
doubled.



↑ 3 Steps on line ↓

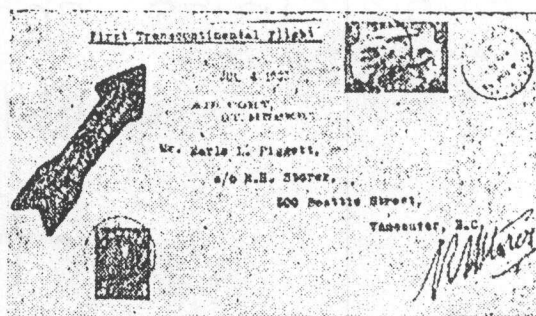




## A PIONEER TRANSCONTINENTAL FLIGHT

By E. L. PIGGOTT (#629)

On July 4, 1932, R. H. Storer and Bruce R. Ronald, co-pilots of the plane "Vancouver Sun" attempted a one day flight from Montreal to Vancouver and carried some mail. They left St. Hubert Air Port outside Montreal but the flight failed to materialize as a non-stop flight. First they were forced down at Coppercliffe, near Sudbury, Ontario, owing to a broken oil line. Brief stops were made at Fort William and Winnipeg though not on the original schedule, but were included when the non-stop flight broke down. It was originally planned to refuel in the air over Winnipeg. After refuelling at Winnipeg they took off for Lethbridge but spent the night at Regina, Saskatchewan, owing to unfavourable weather reports. However, at 1:15 on the afternoon of the 5th they again took off in an effort to finish their Montreal-to-Vancouver flight within two days, but still dogged by bad weather they were forced to spend the night at Grand Forks, B. C. The following day July



6th they landed at the Sea Island airport at Vancouver, B. C., at 1:10 p.m. completing the flight from Montreal.

It is known that some covers and postcards were carried on this flight. The cover owned by the contributor of this article is signed by one of the pilots, R. H. Storer. It also bears the Montreal post-office cancellation, 4 p.m., June 30, 1932, and is stamped AIR PORT, ST. HUBERT, July 4, 1932, the day the attempted non-stop flight got under way. Following arrival of the plane in Vancouver the cover was delivered to the post-office there and a three cent stamp placed thereon which bears the cancellation July 6, 1932, Vancouver, B. C.

AAMS # 3227 (OLD # 259)

## The Balbo Airmail

By Alex Worsfold

Newfoundland's



the Caslon linotype machine had its own unique markings, like a typewriter or signature. These differed from those of the linotype machine used to print the originals.

The differences are as follows:

Position 1 (upper left stamp in the block): The "L" of BALBO is slightly above the "A" in the genuine. The rectangles covering "75c" are closer together in the forgery.

Position 2 (upper right): There are ink dots in the "E" of "GEN" in the genuine. The bar below "1933" is uneven in the forgery.

Position 3 (lower right): The "L" of "FLIGHT" has a break in the genuine. In the forgery there is a break in the "N".

Position 4 (lower left): In the genuine, the "I" of "FLIGHT" is almost directly below the period of "GEN". In the forgery there is a break in the "G".

The forger was jailed and most of the forgeries were defaced or destroyed. Most other forgeries are not of such high quality and hence do not pose a problem to collectors. By applying the above test it is fairly easy to distinguish between a genuine or forged Balbo airmail.

So high quality forgeries exist. So how does one distinguish between a genuine example and the forgery?

The answer lies in an understanding of the history of the stamp. The Balbo was put on sale on July 24, 1933 with 2,010 blocks of the 75c airmail stamp surcharged by Robinson & Co. to make a \$4.50 rate. A Caslon linotype machine was used to produce the overprint.

Demand for the Balbo airmail quickly exhausted the post office supply. Within a few days the Balbo was selling for up to \$10 a copy, a considerable profit during the depression.

With the original 75c stamp still available at the post office and a number of Caslon linotype machines in St. John's, the outcome was not surprising: excellent forgeries of the Balbo stamp were produced by an enterprising individual with a Caslon linotype machine.

Fortunately the bulk of the supply of these forgeries were offered to a knowledgeable expert. They were identifiable because