



BNAPS  
AIR MAIL  
STUDY  
GROUP

VOLUME 10 - NO 2

AUGUST 2002

### CHAIRMAN'S COMMENTS:

I know that not all of us were able to attend The Royal Philatelic Society of Canada and the Edmonton Stamp Club show entitled "The World of Airmails" It was held March 22 to 24 2002 at the West Edmonton Mall.

Since we are all interested in some form of the Air Mails of BNA, and others, I felt it only right to devote a paragraph or two to what went on in Edmonton. I very much appreciate the replies from Murray Heifetz and Ed Harris. Ed even sent the whole program some of which will appear later in this issue.

The total frames were 434 divided among 76 exhibitors. Of the 76 17 were showing Air Mail for about 22% which is a far cry from the usual attention that we attract. And even better we had stories about Canadian, New Zealand, German, Russian, Portuguese, Chinese, Columbia and St Pierre & Miquelon Air Mails. Plus two topicals on Balloons and helicopters.

Many of our Study Group members were awarded medals of all metals, and some several because they dared to take two runs at the golden ring. All in all a wonderful show and great boost for our specialty. Lets keep the pressure on !

Good Collecting,

*Ed Christman*

### MOOSE JAW FLYING CLUB (CLP 7)

There was a question raised in the article by John Bloor and published in the April 2002 Newsletter Page 10 about the legitimacy of the cover shown (Fig 4b). A letter from Frank Kendle attests that this was legitimate and that the stamp was not cancelled on instructions from the Post Office. None of the many covers he has handled have been cancelled, and he has one on hand now that is uncanceled.

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WANT LIST:

From time to time I have made these pages available to the members for buy and sell items. One of our members took me up on it last month and he is looking for CL 1, 43 a, 47 c, 51a etc.

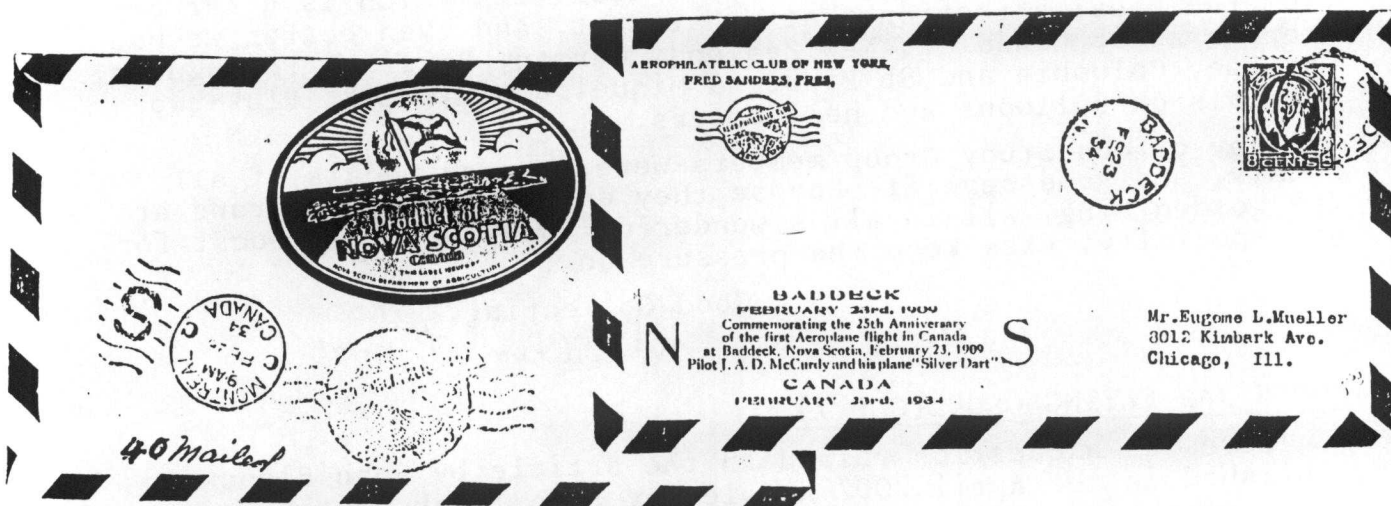
Anybody want to help a collector with these needs, please drop me a line and I will put you in touch. Editor.

CANADIAN AIRWAYS LTD:

I made an error in a past issue saying that Mike Painter was looking for a full sheet of B.C. Airways. It should have been **CANADIAN AIRWAYS LTD**, He has three of the 4 panes, but there is much to be learned from the 4th, if only someone has the full sheet and can send him a good photo copy. Mike Painter, 1692-133A Street Surrey, BC V4A 6H5 Canada.

CANADIANS LIKE TO CELEBRATE ANNIVERSARIES:

On February 23rd, 1934, covers were made to celebrate the first flight of the "Silver Dart" in 1909. 25 years after the fact. The corner card was "Aerophilatelic Club of New York". (AAMS 3405).

THE FIRST COMMONWEALTH FLIGHT:

In the March 1954 issue of "The Postmark" the following item appeared. The Postmark is the official monthly published in the interest of the Canadian Postal Service.

It notes the 50th Anniversary of the Wright Brothers at Kitty Hawk. And here we are another 50 years removed, but privy to a first hand report by the pilot who made the first flight in Canada and the Commonwealth.

I believe the Post Office saw the value in Air Mail to come and that is why they printed this article. For more detail on the flight I refer you to "Canada's Flying Heritage" by Frank H. Ellis.



# The First Commonwealth Flight

at Baddeck, N.S., February 23, 1909

by THE HON. J. A. D. McCurdy, to the AITA  
from Canadian Aviation

LAST year the entire world celebrated or acknowledged in some form the 50th anniversary of man's achieving mechanical flight, as it was on December 17, 1903, that Orville Wright first took to the air at Kitty Hawk, South Carolina. We here in Canada were not far behind. The Wright experiments were conducted in secret and reports from Kitty Hawk provoked uncertainty and, in some cases, ridicule from the press of the world. However, as events unfolded and documentary evidence was produced, their experiments became an accepted fact and so the Wright brothers go down into history as outstanding men of achievement and accomplishment having made a great and lasting contribution to the civilization of mankind.

## Bell Anniversary, March 3

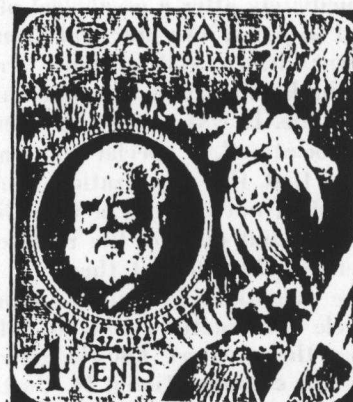
On March 3, 1947, the 100th anniversary of the birth of a great man was celebrated, not only in Canada but throughout the entire English-speaking world. The man to whom I refer is Alexander Graham Bell who invented the telephone in Brantford, Ont., in the year 1876. Nine years later Dr. Bell visited Cape Breton Island, Nova Scotia, in search of a summer place and selected Baddeck on account of its associations, in his mind, with the Scottish atmosphere surrounding the place of his birth, namely, Edinburgh, Scotland.

After disembarking from the boat which brought him from Sydney to Baddeck, Bell walked along the wharf and came to a plate-glass window, the front of the offices of the local newspaper, Cape Breton Island Reporter. Looking through the window he became much interested in a man who was attempting to repair a telephone mounted on the wall opposite. This man was the editor of the newspaper.

Upon being asked by the visitor what he was trying to do, the editor explained that the instrument was a telephone which connected his office with his father's store at the top of the slight incline and that he was vainly attempting to fix it.

## The Reason Why

Dr. Bell walked over and said, "Perhaps I can help you." He then unscrewed the end of the ear piece, removed the diaphragm, brushed a small fly away, replaced the diaphragm, screwed on the top and said, "I think now you will find it working." The editor rang the



Dr. Alexander Graham Bell whose contributions to aviation as well as to the telephone, and science, generally, were commemorated by the Canada Post Office in 1947 with the above stamp.

telephone and received an immediate reply. Much surprised he turned to the gentleman and said, "Why, how did you happen to know about this?" Dr. Bell replied, "Because I am the inventor of that instrument, and my name is Alexander Graham Bell." The editor was my father.

As a result of this, and the subsequent meeting which took place between Dr. Bell and my father, Bell and his family did not go on with the boat, but remained in Baddeck, much charmed by the Scottish hills and the Scottish people who reminded him so much of his birthplace.

## Studied Flight

Shortly after the invention of the telephone, Dr. Bell became very much interested in the flight of birds, so that his mind began to turn to mechanical flight, and for a great many years he experimented in his laboratory on the theory of surfaces and propellers, and later constructed kites which were flown on the hillside adjoining the laboratory from which he collected data concerning air currents.

In the spring of 1907, a college associate of mine, F. W. Baldwin, and myself were guests of Dr. Bell's home where we took part in the laboratory experiments being then conducted by Dr. Bell in regard to kite flying. We were joined by another man, Lieutenant Thomas A. Selfridge, on leave from the United States Army. He was immediately taken into the Bell home. Both Dr. Bell and Mrs. Bell became very fond of this young man, and an idea which had been in the process of forming in Mrs. Bell's mind for some time was one night suggested to her husband and the three young men present.

Mrs. Bell proposed that an association of some sort be formed to attempt seriously to develop a flying machine, which association she was willing to finance.

Dr. Bell was very much taken with the idea and immediately after a great deal of discussion attempted to put it into practical form. A constitution was drawn and a name was selected which I think will live in the aeronautical world for some time. It was called the "Aerial Experiment Association". A special trip was made to Halifax so that the organization could be properly attested, not only by a Canadian Justice of the Peace, but also by the representative of the American Government there.

In the meantime we had been joined by a motor-cycle manufacturer who probably had at that time the greatest knowledge relating to light gasoline engines—Glenn H. Curtiss! In our charter Dr. Bell became chairman and the four associates had respective positions assigned to them, all set forth in the document. And so, as of October 1, 1907, was born one of the most remarkable scientific associations the world has ever known and which gave to the world a remarkable invention universally used on all aircraft.

#### *Made Box-Kite Glider*

We decided to concentrate our minds on gliding experiments. So a small box kite biplane glider was made out of bamboo and nainsook. A section was left open in the middle of the bottom plane to allow a man supported by his arms swinging through this hole, to attempt a balance. When the show came, the glider was taken to the top of one of the peaks, a man placing himself in the centre section, and the glider was heaved off the mountain side by two attendants, one at each end of the glider. The soft, deep snow prevented any serious personal injury. We were able to effect glides of about 100 yards down the mountain side and so proposed to build our first airplane and to design an engine of about 50 horsepower made out of motor-cycle cylinders. The machine was launched from the ice under its own power and flew a distance of 319 feet.

#### *Originated Aileron*

It was indicated, however, that some form of lateral control must be installed. To accomplish this we, in our second machine, hinged to the projected leading edge of each wing a small surface (four in all) connected by wires to a shoulder yoke which was so designed that when the machine tipped, the pilot would instinctively lean to the high side and in so doing would move these wing tips which would have the effect of increasing the angle of incidence on the high side, thereby producing a turning movement which steered the lower side of the machine up

and steered the high side of the machine down. Hence was born the "aileron" of today. I consider this invention Canada's outstanding contribution to the art of flying, for without it practical manoeuvrability would be impossible.

How did the aileron obtain its name? It was around the first of September, 1908 when the American Aero Club invited the premier flier of Europe, Henri Farman, to America to demonstrate the machine which he had been successfully flying near Paris. His exhibition took place just outside of New York City. Farman crawled into his machine, ran down the race track, took off at an elevation of about five feet, flew about one hundred yards and then landed. His mechanic turned the machine around by hand and he repeated his performance by flying back. I met him after he had descended, and asked him why he could not go up higher and make circles around the track. He explained that it was impossible because the machine would tip over. He spoke very broken English and I, no French, so I had great difficulty explaining to him "wing tips". It was only when I used the word "little wing" that he exclaimed "Ah, Aileron!" and a smile spread over his whole face.

This appellation was taken up in the newspapers and has remained ever since. The association made four machines, all of which flew.

#### *Flight of Silver Dart*

One of these machines, the "Silver Dart", was flown over the ice at Baddeck, Nova Scotia, on February 23, 1909, for a distance of about three-quarters of a mile at an altitude of sixty feet, which flight turned out to be the first in the British Commonwealth. I recall that day as if it were yesterday. No man-made airports were available, but nature had provided runways of many miles in length and ample space for any turns which the pilot should desire to make. Dr. Graham Bell had arranged that the flight should not proceed until the local doctor had arrived on the scene, just in case of accident. Here again, Bell showed his remarkable regard for the comfort and safety of his associates. About one hundred Baddeck citizens were there, on skates and otherwise, to witness this attempt. Much to the joy and surprise of everybody present, the airplane took to the air after a short run and flew a distance of three-quarters of a mile at an altitude of about 60 feet, and then landed. The pilot then taxied the machine back to her original starting point, and it was then that Dr. Bell announced that the flight had been successful, that it might have made history and that no more flying should take place that day so that there could be no record left of anything which would mar the achievement.



**COMMONWEALTH FLIGHT, Continued:**

A book was provided at the laboratory and all those who had witnessed the flight were asked to sign their names as part of the permanent record. Dr. Bell then made a very delightful little address and after everybody had partaken of the refreshments he provided, they wended their way to their homes, little realizing that they has witnessed what turned out to be the first flight in the British Empire.

**CHERRY RED 1¢ LETTER RATE:**

In the December 2000 Newsletter, page 22, Fred Dietz asked about the possibility that there was a 1¢ letter rate. He has letters of this type with Cherry Red stamps.

In April 2001 Newsletter Chris Hargreaves, page 4, suggests that this was a "drop letter rate". Then questions "Is it official"?

In August 2001 Newsletter; page 20, Fred Dietz came back with further research showing that "drop letter rate" was 2¢ per ounce, but that PRINTED MATTER was only 1¢ per 4 ounces. He has one cover with printed matter typed on the face. He also has a cover with Patricia Airways Ltd stamp and the 1¢ rate.

Having read of our concern about rates in the 4th Qtr TOPICS for 2001, Don Amos was kind enough to write as follows:

Dear Basil:

I notice the study group seems to have a problem with the 1¢ postage on the Cherry Red Airlines flights. Some of them anyway.

At that time Canada had a printed matter rate of one cent (I think it was up to one ounce but it could have been two). The envelope had to be unsealed. This included greeting cards as well. (In the cards one was allowed to write up to five words).

You probably noticed that any Cherry Red envelopes are unsealed with 1¢ on them. Some collectors may have sealed them afterwards.

The envelope did not have to contain anything, as long as it did not have a written letter it was okay. I also have a Jack V. Elliot cover with 1¢, unsealed, (Red Lake to Rolling Portage, than by train to Richmond Hill, Ontario.

Sincerely,

Don Amos

Don Amos is one of the most expert collectors of Canadian Aerophilately. He has offered to elaborate on this subject and perhaps others where we have an impasse. I hasten to accept.

**LETTERS WITH WINGS:**

For a number of years I have heard about the articles written in En Route, something to do with Air Canada. Noone ever sent me the source. Finally it came to light in the Jack Knight Library and the following article comes from the September 1965 issue which pictured the 9 Air Mail and 3 Special Delivery Express stamps in full color on the front. It gives some specifics from the TCA point of view and some of the Air Mail history.

# Letters with Wings

**Air Canada has played a vital role in the exciting history of Canada's air mail service**

On the morning of June 24, 1918, R.A.F. Captain Brian A. Peck, flying a JN-4 Curtiss (Jenny) bi-plane, took off from Bois Franc Polo Grounds, Montreal, ducked under the telegraph wires at the end of the field, narrowly missed a bridge, and banked out over the St. Lawrence. On board was a bag of 120 letters, Canada's first air mail.

Captain Peck fought bad weather and a plugged fuel line, and never got above 1,000 feet altitude. After intermediate stops for fuel at Kingston and Deseronto, he landed at the Leaside aerodrome, then just outside Toronto, at 4.55 p.m. Requisitioning a car, he delivered the bag of mail to the Toronto General Post Office in person. The first Canadian air mail flight in history had been successfully completed.

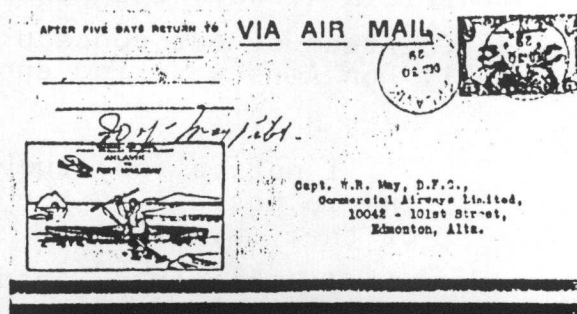
In graphic contrast is the scene today as great jet-powered aircraft, soaring at heights of five or six miles, carry hundreds of tons of air mail to every part of the globe. The story of amazing progress which has taken place during the 47 years

which have elapsed since Captain Peck's dauntless flight is a fascinating one. Moreover, Air Canada has played a vital role in it.

The first regular air mail service was established in Canada in 1927 between Rimouski and Montreal. Single-engine seaplanes were used to carry Canadian mail to U.K. and Europe-bound liners, and to pick up overseas mail from inbound passenger steamships. The saving in time for outward-bound mail ranged up to 96 hours; for incoming mail the time gained was 48 hours at Montreal and 24 hours at main post offices west of Winnipeg.

Other air mail routes were also established in 1927, a winter service between Leamington, Ont. and Pelee Island in Lake Erie, using a Waco bi-plane; another between Murray Bay, Seven Islands

*An official envelope from the first air mail flight between Fort McMurray and Ahlaviik, 1929.*



*Pli du premier courrier aérien expédié de Fort McMurray à Ahlaviik, en 1929.*





and Anticosti Island in the Gulf of St. Lawrence, carrying 1,500 lbs. of mail weekly in a ski-equipped Fairchild monoplane; and one between Moncton, N.B. and the Magdalen Islands, also in a Fairchild seaplane.

In January, 1928 Western Canada Airways received an air mail contract from the Federal Government to fly the route between Rolling Portage near Sioux Lookout, and the Red Lake area in northwestern Ontario. By the end of the season 57,566 lbs. of mail had been carried.

By the end of 1928 ten air mail routes were being operated under full Government contract with the Canadian Post Office Department. One of these arranged for six flights

weekly between Montreal and Toronto by Canadian Airways Limited. Another was the first international air mail service between Montreal and Albany, N.Y.

By this time the carrying of mail by air had become commonplace, though it did have its colourful moments. The first official mail to reach the Canadian Arctic coast, for example, was a four-ton load flown in December, 1929 by bush pilots (one of them the famous W. R. 'Wop' May) from Fort McMurray to Aklavik and intermediate points. With the temperature at 60° below zero blowtorches had to be used to keep the engines in running condition while on the ground.

In 1930 the Prairie Air Mail was inaugurated by Canadian Airways Limited with service between Winnipeg, Brandon, Regina, Moose Jaw, Medicine Hat, Calgary, Saskatoon, North Battleford and Edmonton. It was later extended to Lethbridge.

Further development of air mail service in Canada came in 1937 with flights between Edmonton and White Horse, Yukon Territory.

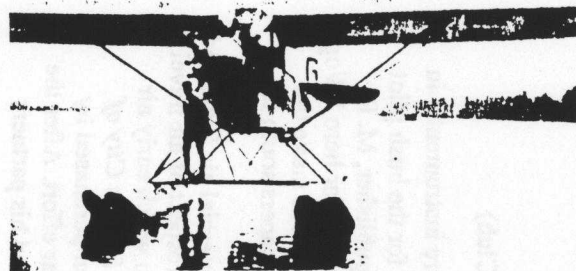
Then, in April, 1937, Trans-Canada Air Lines (Air Canada) was born, a significant event which was destined to have far-reaching effects upon all aspects of Canada's commercial air transport service, including air mail.

In 1938, one year after incorpora-



1. Canadian air mail stamps, left to right, issued respectively in 1928, 1930, 1935, 1938, 1943 and 1946.
2. A ski-equipped Fairchild monoplane used in 1927 to carry air mail between Murray Bay, Seven Islands and Anticosti Island, in the Gulf of St. Lawrence.
3. Loading mail bags at Fort McMurray for Aklavik.
4. Edmonton postmaster hands registered mail for Regina to pilot of Western Canada Airways in 1930.

*This seaplane in 1927 picked up mail from ocean liners at Rimouski, flew it to Ottawa.*



tion, the new publicly-owned air transport company carried on experimental air mail operations over the entire system, including service between Winnipeg and Vancouver, Toronto and Montreal, and from Lethbridge to Edmonton. This was before any passengers were carried.

Full-scale overnight trans-continental air mail service was inaugurated by TCA on March 1, 1939.

Exactly one year later TCA had carried 1,860,000 lbs. of air mail coast to coast, at the rate then in force of 60 cents per mile.

Early in 1940 TCA began mail service to Moncton, N.B., soon afterwards provided a similar service between Toronto, London, Ont., and Cleveland. In 1941 the mail

rate was reduced to 45 cents.

During World War II TCA conducted a trans-Atlantic service for the Canadian Government, carrying mail for the armed forces as well as official passengers and important cargo. Lancaster bomber aircraft, with adaptations, and called 'Lancastrians' were used.

Following the war, development of Canada's air mail service proceeded rapidly. In 1948 arrangements were made for carrying first class mail weighing up to one ounce within Canada where delivery could be expedited, making it the first country in the Western Hemisphere to provide 'All up' carriage of mail. In 1954 the 'All up' service was extended to first class mail

up to and including eight ounces.

TCA later expanded its air mail service to the United Kingdom and Ireland, to France, Germany, Austria, Switzerland, and on its southern routes to Tampa, Florida, Bermuda, Jamaica, Nassau, Barbados, Antigua, Trinidad and Tobago.

In the intervening years Canada's air mail service has steadily increased in both ton miles and revenue. Last year, for example, the ton miles of mail carried by Air Canada amounted to 15,731,000 while air mail revenues had climbed to \$11,902,773.

A far cry, indeed, from that day 47 years ago when a young R.A.F. pilot started the whole thing in his Jenny biplane. ✱

A story borrowed from "ROYAL 2002" Program, March 2002

cheers and amazement of the large cheering crowds.

The flight home was wet and eventful. A teeming rainstorm caused Gorman to put down in a farmer's field on the south side of Edmonton while he waited for the worst of the deluge to pass. Taking off again, Gorman headed across the North Saskatchewan, completing a series of death-defying stunts, swooping down over crowds on the top of the Tegner Building while he tossed out additional advertising sheets.

EDMONTON JOURNAL

## AIRPLANE EXHIBITION

Lieut. Geo. Gorman of Edmonton  
has just completed the  
**First Air Delivery of Journals  
to Wetaskiwin**

The Airplane is the Curtis Military Tri-  
plane "City of Edmonton," painted with  
the markings of the Royal Air Force as  
used on active service.

**Saturday, June 7th**  
1919

A dash along the length of Portage (Kingsway) Avenue, a hop over rail cars on the nearby tracks and Gorman and Derbyshire were soon safely on the ground, newly crowned as air freight pioneers. Still airworthy, the City of Edmonton is presently docked in the Reynolds Alberta Museum at Wetaskiwin awaiting its next daring pilot and newspaper cargo.

Handbill thrown from the aircraft during the flight

Unknown landing signal officer to carrier pilot after his 6th unsuccessful landing attempt: "You've got to land here son, this is where the food is."

NEW FAA MOTTO: We're not happy, till you're not happy.

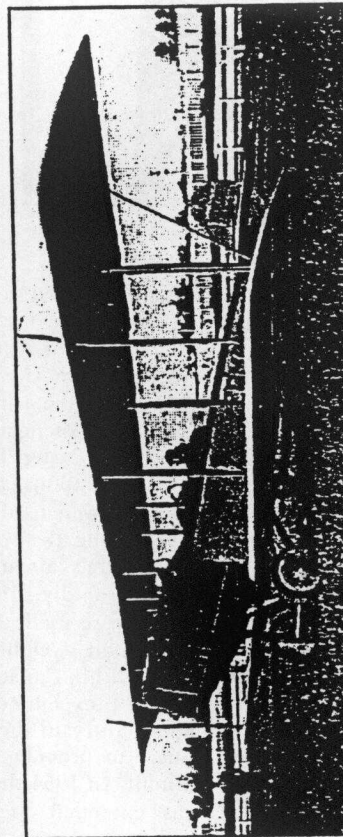
Give that landing a 9 -- on the Richter scale.

## Birdman Delivers the Journal

Keith R. Spencer  
(Edmonton Stamp Club)

Two bundles of *Edmonton Journal* newspapers were instrumental in establishing Edmonton as the Gateway to the North for the bush pilot explorers of Canada's far north. Edmonton Journal publisher, M. R. Jennings, hired May Airplanes Ltd., run by First World War hero "Wop" May, his brother Court and pilot Lieut. George Gorman to make the historic June 07, 1919 flight carrying the day's newspapers south to Wetaskiwin.

The 150 km cargo haul was Alberta's first commercial air flight and took place in an era of public fascination with the prospect of air travel. Thousands of citizens routinely lined the runways to watch early air heroes and their flying machines come and go. The famous *City of Edmonton* was a Curtiss JN4 aeroplane that had been purchased by Edmonton citizens as a contribution to the Great War effort. After the war, the plane was returned to the city and "Wop" and his partners rented their fleet flagship for \$25.00 a month.



"City of Edmonton" Curtiss JN4  
photo courtesy Glenbow Archives NC-6-4333

The famous *Journal* flight was made by Lieut. George Gorman and his trusted mechanic Pete Derbyshire. Carrying 35 kg. of newspapers, they took off from an airstrip on a farm near the St. Albert Trail and headed south. Following the CPR tracks, the dynamic duo flung out handfuls of advertising pamphlets as they dipped over the metropolises of Millet and Leduc. A half hour later, the *City of Edmonton* was soaring over the Wetaskiwin fair ground grandstand. Dipping to within 20 metres of the ground, the newspaper bundles were jettisoned to the

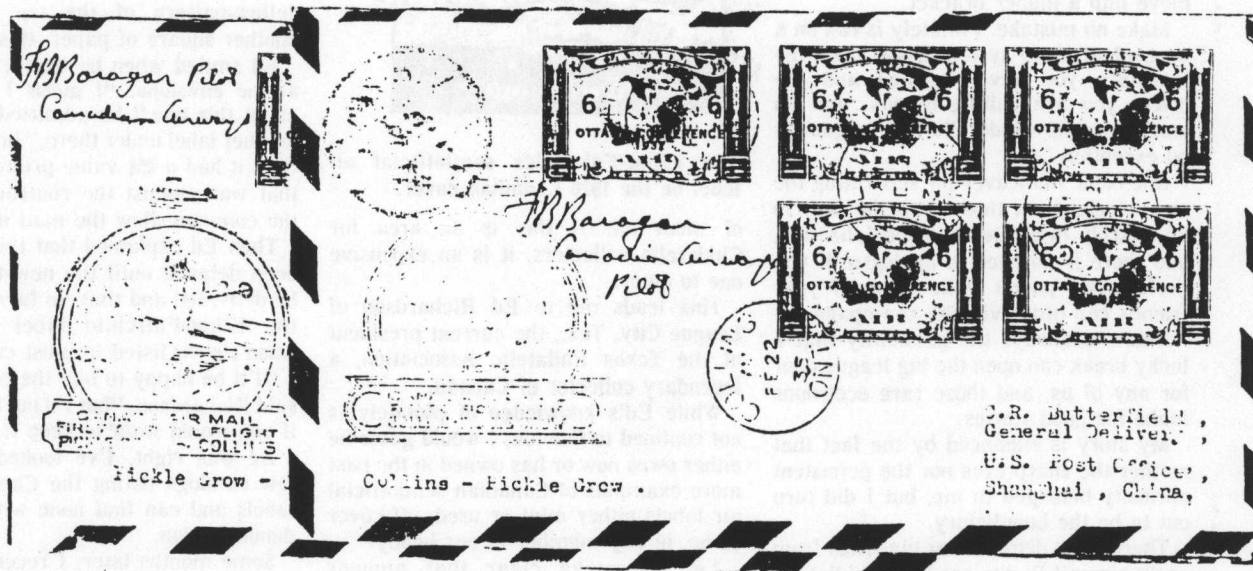


PILOT SIGNATURE:

Jim Golden sent me the following cover with a signature that we have not included before on our list of illustrated signatures.

**F.P. BARAGER** (Listed in the book, but looks like F.B. Baragar)

I also find the covers interesting in that they are 3513 & 3513a addressed to Shanghai with receiver stamps.



This brings to mind the fact that we have shown signatures since the listing published on page 28 of the Dec 2000 issue.

BURBRIDGE, Maurice  
GRAY, James  
HICKS, G.R.  
LUMSDEN, C.G.  
TUDHOPE, J.H.

COOTE, R.L. (GINGER)  
FRASER, D.C.  
HATTON, V.J.  
SULLIVAN, Arthur  
WILSON, A.H.

CAMERON, H.G.  
HARDING, D.A.  
HAND, E.M.  
TROUP, C.P.  
YOUNG, J.A. (YOUNGE)

DOUBLE CACHETS ON A COVER:

In the April issue there was illustrated a cover with the cachet for 2939f and 3515c envelope. Is there a reason?

I looked through my covers and found only one: 2837f and 2839. These were flown only 5 days apart, but why was it done?

AIR MAIL STUDY GROUP MEETING AT SPOKANE:

Ed Christman has arranged for a meeting of the Study Group at the BNAPEX 2002 in Spokane. In place of a speaker we will have a show and tell by the members present who are asked to bring a new or different stamp or cover with a history. Also interesting to the members will be any new air mail areas of collecting. Special markings, rates, stamps or non-stamps.

We will also have a short business meeting that will allow for those with ideas to improve our communication, our understanding of our subject or of ways to better buy and sell.

Ed and I look forward to seeing you there.

*Cinderellas**Phantom air flight vignette*

By Sid Pietzsch  
921 Madison Ave.  
Corsicana, Tex. 75110

A pair of sharp eyes and a dab of curiosity help any Cinderella collector move into a higher bracket.

Make no mistake. Philately is run on a benevolent caste system based upon the literature you have digested and the prices you are willing to pay, and an entry into the Cinderella big leagues is no exception.

One basic maneuver for separating the shoe clerks from those with the skill to hit sharply to all fields is specialization, and there is no need to apologize if you prefer fruit-punch while some of your friends can order vintage champagne.

There is always the possibility that a lucky break can open the big league door for any of us, and those rare occasions make for good stories.

My story is enhanced by the fact that neither the sharp eyes nor the persistent curiosity belonged to me, but I did turn out to be the beneficiary.

There is no dispute that vignettes from early airmail flights are in the philatelic big leagues. You are unlikely to run across them in penny boxes or while thumbing through boxes of junk covers.

These include the famous Vin Fiz label of which some half a dozen survive from the historic New York to California flight by Galbreath Perry Rodgers in 1911.

Copies have brought from \$2,400 to \$7,500 at auction. Similar semiofficial labels, vignettes or etiquettes are known from early flights by either airplane or zeppelin.

However, I would guess that those who look for the scores of special adhesives issued by private mail contractors and carriers operating in the oil fields and gold mines of Canada between 1924 and 1932 are the most intense and dedicated



The Elliot-Fairchild's semiofficial air label on the 1926 Canadian cover.

of them all. If this is an area for Cinderella collectors, it is an expensive one to enter.

This leads me to Ed Richardson of League City, Tex., the current president of the Texas Philatelic Association, a legendary collector of Canada.

While Ed's knowledge of philately is not confined to Canada, I would guess he either owns now or has owned in the past more examples of Canadian semiofficial air labels either mint or used, off cover or on, of any member of our hobby.

Let me make clear that pioneer airmails are not my specialty and that my interest in them is based solely upon a desire to include one item in my collection as an example of this particular category. This Canadian cotton is too high for me to chop.

It was at a small private bourse some years ago at which tables were available without fee for anyone to sit and either sell, swap or just converse.

Ed was there with a few priced covers, but his intent was solely to make conversation, and I bought a single cover only because I liked the design of the label on the back.

On the front, the cover had a 3-cent King George V carmine stamp from 1923. It was canceled "Red Lake, Ont." and bore the inscription typed in red "By Air Mail/Red Lake - Hudson" in the upper left-hand corner.

On the back was a blue label marked "Special Air Delivery" with a picture of a speedboat and a biplane with the words "Elliot-Fairchild's Air Service Ltd." across the top wing. A single blue line "Patricia Airways & Exploration Limited" canceled the label.

Later as I was leaving the bourse, I encountered another visitor and, as you often do at such affairs, began comparing

purchases. He was immediately intrigued by my Richardson purchase.

"What's this on back?" he asked. "Looks like you've got two labels back here instead of just one."

Sure enough, underneath the yellow-pattern of the top label, was another square of paper, this one white.

Ed smiled when he took a closer look at the envelope. "I guess I just forgot about this one," he admitted. "There is another label under there," he confirmed, "but it had a 25¢ value printed on it and that was against the contract by which the company flew the mail in Canada."

Then Ed explained that this flight had been delayed until the new labels could be delivered and that, so far as he knew, the Elliot-Fairchild label underneath wasn't even listed in most catalogs.

"I'll be happy to buy the cover back," said Richardson, "but I'd not be surprised if you would want to keep it."

He was right. I've looked through a few catalogs listing the Canadian flight labels and can find none with a print denomination.

Some months later, I received a letter from Ed. Inside was a Xerox of the back of an envelope with an airmail vignette reading "Jack V. Elliott Air Service/Red Lake Gold District/25 cents 25."

So that is all that I know about the semiofficial air stamps of Canada, and that is my complete collection.

Just for fun, when you have time on your hands, look up the values of those stamps in your Canada Specialized. When you have even more time, visit a few dealers and try to buy one.

Letters requiring a reply should include a self-addressed stamped envelope.



Unlisted airmail vignette.



**Newfoundland 1922 Air Mail Essays:**

In the April 2001 issue of this newsletter the enlargement of the Newfoundland essay with re-entry was shown. Another collector is very interested in this essay and asked for more information on the subject. Graham Cooper was kind enough to respond with the information that he has collected, but that must be tempered by his use of references that may not be completely reliable.

To refresh your memory of the article from Apr 01 here is a repeat of Graham's essay.



↑ 3 Stamps on line ↓

**GRAHAM'S REPLY:**

Your queries addressed to Basil Burrell re the Vinny essay have been forwarded for a reply.

Using various sources of information ie Robson Lowe Handbook, Harmers Air Mail Book and an occasional article – it appears that there were a probably six sheets printed as follows:

1. Imperf - Pale Brown & black
  2. Imperf - Deep Brown & deeper black
  3. Perf. 14 x 13 ½ - Brown & black
  4. Perf. 14 x 13 ½ - Deep Brown & deeper black
  5. Perf. 14 x 13 ½ - Brown & blue
  6. Perf. 14 x 13 ½ - Deep Brown & deeper blue
- 
1. I have an imperf Marginal block of 8 4 x 2 including the reentry (2/5) and also a marginal pair.
  2. An Imperf marginal block of 4 with reentry 2/5
  3. A block of four - positions unknown
  4. A block of 4 marginal with the reentry on row 2/5
  5. A marginal block of eight rows 4 - 7 stamps 1 & 2
  6. A block (Marginal) of 4 with the reentry on row 2/5

So far we know the sheets were 10 x 10 format. I have tried (and succeeded) in obtaining the reentry, as and when it has been sold. – but cannot confirm the number 6 covering sheets issued, other than from the reference sources quoted – as to the colour registration in my block 2 x 4 the centre does shift downwards from the row 4 to 7 as per your photocopy – also the papers as you state were different. – As to the bleed in the imperf block, I cannot confirm your query as to whether it is a constant variety or not. The design was also used by A. Roessler (question spelling) using a letterpress type of printing on correspondence which covers can be obtained, with a Newfoundland government rubber stamp added stating “NOT NEWFOUNDLAND POSTAGE”

NEWFOUNDLAND ESSAYS CONTINUED:

Here are a couple of blocks from the collector's collection and which Graham Cooper replied to on the previous page.

Perforated Block: Color registration of the blue center on this block has a dramatic shift down into the letters of the brown legend. Are all the blue/brown copies shifted like this? I understand that a different paper was used for the second sheet that has a yellow color.

Imperforate Block: On the UR stamp is a "bleed" between a few letters in the red/brown legend. Is this a simple imperfection on this one stamp or a constant variety?

The color registration of the black in the oval is perfect on this block.

It is a shame that this design was never issued for the Air Mail service of Newfoundland.

PALMARES FROM EDMONTON:

The following members of our Study Group were awarded **GOLD** medals at Edmonton:

Kevin O'Reilly  
Bill Topping

Dick Malott

The following were awarded **VERMEIL** medals:

Jim Brown  
Jim Brown (One Framer)

Dick Malott

The following was awarded a **SILVER-BRONZE** medal:

Gordon Mallett (This is a part of a large work in progress.)

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**THE WIZARD OF ID** By Brant Parker and Johnny Hart