



# BNAPS AIR MAIL STUDY GROUP

VOLUME 12 - NO. 3

DECEMBER 2004

## CHAIRMAN'S COMMENT:

I have what to me is very good news about the Air Mail Study Group. Tom Watkins of North Saanich, British Columbia has agreed to continue the study group's newsletter. Bas will conclude his long tenure as our editor with this the December 2004 newsletter and Tom will start as editor with the April 2005 newsletter. Bas began as editor with Volume 2 - Number 1, December 1993 and has continued through Volume 12 - Number 3, December 2004, a total of 33 issues. This is a remarkable accomplishment and a valuable contribution to our knowledge of the postal history of Canadian air mail, to our progress with our air mail collections, and to our understanding of the catalog listing. Bas, we applaud you for your work and offer our sincere thanks.

Bas has promised an index for the first 12 volumes of the newsletter and will send it out when he has it finished. He says it will be done in his fashion, not that of anyone else who is a pro at the thing. Bas, when it is done we will all be pleased.

Please help welcome Tom with a message, [tomwatkins@shaw.ca](mailto:tomwatkins@shaw.ca), and more importantly with a contribution, small or large, to the newsletter, and a comment on your current air mail interests.

**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) Annual membership dues are \$5.00 (US) or \$7.00 (CDN) and are payable to the treasurer or BNAPS STUDY GROUP.



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CHAIRMAN'S COMMENT CONTINUED:

Elsewhere in this newsletter you will find my home address. I will be keeping up with mailing address changes, membership additions and deletions, and annual dues. Please send me an e-mail, g-dresser@cox-internet.com, so that I can add your e-mail address to our records. Sincerely, George B. Dresser

UPDATES ON THE AIR MAILS OF CANADA:

One of the services that I feel this group can perform is to oversee corrections and additions to the text as it is now put together. In order to do this consultation with Dick McIntosh has been carried on through the year. Here are some items that may have confused you and which seem to be in line for update in the next edition.

1. Flight 7167: Listed here are 12 legs from Canada to Europe and return. Note nothing from Vancouver, but two to Vancouver. Dick confirms that a German catalog lists more flights and they will be added.

2. Flight 7019: In looking at some of my covers I found both an Ottawa postmark and another like North Bay. I could not tell which leg I had in hand. Dick says that North Bay, Earleton, Jellicoe, and Kapuskasing are all postmarked Ottawa as well as the city above and listed as h, i, j, k. A cover with only Ottawa is "g".

3. Flight A7812 (50th Anniversary of CL43-2802) In addition to the flights listed I have Sioux Lookout to Rainbow Lake (Blue) and Red Lake to Gold Pines (purple). Dick says there may be others as he does not have the whole set. Can anyone else find other legs?

4. Flight 7623: The catalog shows only Vancouver to Honolulu. I have a cover which is June 25th, 1976 addressed to Perry Nahl in Evanston, Illinois. Also with it are two letters to Perry Nahl and Mike Codd which tell what happened to these covers. Letters are from the Post Office Dept. Dick its enough proof and there will be a 7623a in the next edition of the Air Mails of Canada & Nfld.

Editor's Comment:

— I am sorry that this issue has been delayed, but at least it was sent in the right month. I am so glad that George Dresser was able to get help for all of us from Tom Watkins. I will be there for him and for you if you felt the need.

The best that I can do is wish you all a wonderful Holiday Season and the best of stamp collecting for the coming year.

The football fan

A man had 50 yard line tickets for the Super Bowl. As he sits down, a man comes down and asks if anyone is sitting in the seat next to him.

"No", he says, "The seat is empty."

"This is incredible," said the man, "Who in their right mind would have a seat like this for the Super Bowl, the biggest sporting event in the world, and not use it?"

He says, "Well, actually, the seat belongs to me. I was supposed to come with my wife, but she passed away. This is the first Super Bowl we haven't been to together since we got married in 1967."

"Oh, I'm sorry to hear that. That's terrible. But couldn't you find someone else...a friend or relative, or even a neighbor to take the seat?"

The man shakes his head. "No, they're all at the funeral."

## RECOGNIZING THE 75<sup>TH</sup> ANNIVERSARY OF THE OFFICIAL AIRMAIL FLIGHTS TO THE WESTERN ARCTIC BY COMMERCIAL AIRWAYS

Identified as item #2967 in *The Air Mails of Canada and Newfoundland* these December 1929 flights represent one of the most fascinating stories in early Canadian northern flying. In addition to the 2 ½ pages devoted to the flights in *AMCN*, extra details of the adventure can be found in many books. One of the most colourful descriptions is in Philip Godsell's *Pilots of the Purple Twilight*. His humorous portrayal of the Christmas party at Fort Good Hope at 50° below zero - complete with details on how they cooked their frozen turkey - makes the book a must-read for bush pilot buffs.

A major deficiency in the newspaper accounts of the day, in the *AMCN*, and in popular book accounts of the flights has been the lack of primary source data relating to the four-plane flotilla: CF-AAL, CF-AJQ, CF-AJR and CF-AKI. Now, that is finally behind us. Thanks to some nifty detective work by Kevin O'Reilly, involving two trips to the Manitoba Provincial Archives to review the Canadian Airways collection, and a day-by-day review of the Edmonton Journal newspaper microfilms, and the flight book for 'AAL' at the Glenbow Archives, this particular mystery has largely been solved. There were in excess of 100 individual flights over the course of the 10 December 1929 to 03 January 1930 inaugural period. We now have the complete story for each of the four planes and the pilots Wop May, Idris Glyn-Roberts, Boom Lumsden, Moss Burbidge, Archie McMullen and Cy Becker.

The above data is included in a neat commemorative package of materials that has been carefully put together by Denny May and is now available to collectors. Also contained in the package are photo highlights and copies of original documents and posters related to this new air mail service. There are individual pictures of each of the pilots; the mechanics Casey van der Linden, Don Robertson and Stan Green; Canadian Wright Ltd.'s Tim Sims; Edmonton Journal's reporter Ted Watt; and Postal Superintendent Walter Hale. Perhaps the highlight of the materials in each package is the set of two beautiful commemorative postal cards, each of which will be postmarked and backstamped at the post offices currently serving the original communities. These postal markings are an interesting study in their own right, with names such as Tulita [formerly Fort Norman] and Tsiigehtchic [formerly Arctic Red River].

Refer to the ORDER FORM found in this newsletter for details on how to order your copy of the Official Airmail Flights to the Western Arctic by Commercial Airways souvenir cards and related materials. **It will be a valuable addition to your collection.**

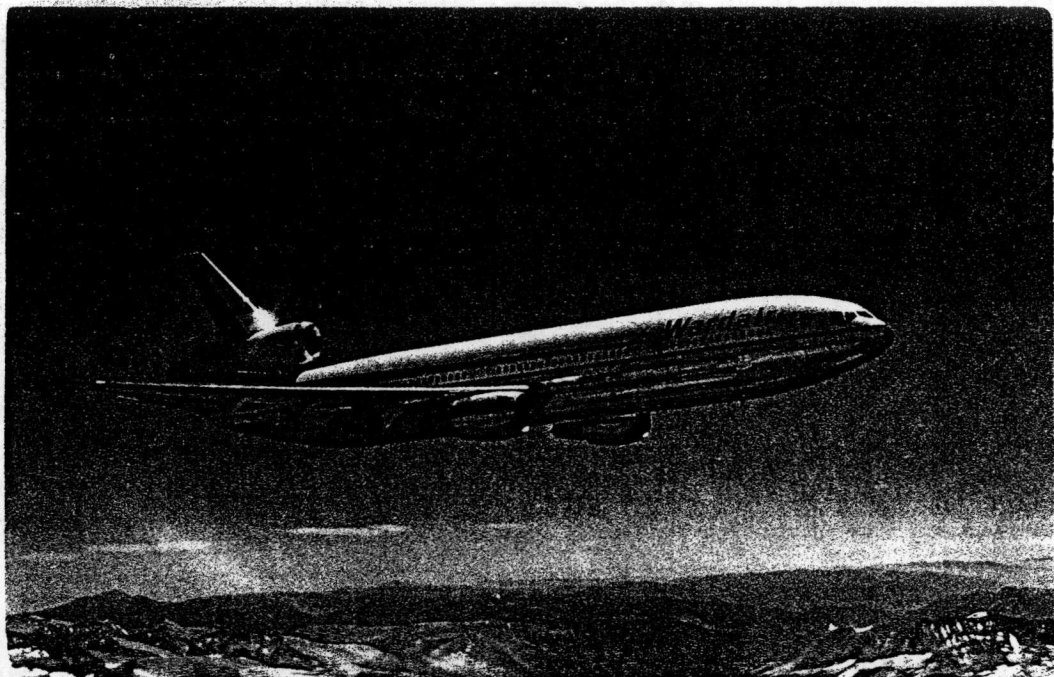


## SIGNATURES

This is fifth in a series of articles on signatures that appear on first flight covers and other related postal material. The previous four articles dealt with covers linked to Postal Superintendent Walter Hale. Hale flew 'down north' with many of the early bush pilots on post office business pertaining to the opening of new post offices or establishment of northern air mail routes. In addition to his own signature these 'Hale covers' generally bear the script of the pilot and in several cases the local post office personnel who were involved.

This article deals with signatures linked to Trans-Canada (McKee) Trophy winner Maxwell W. "Max" Ward. His 1973 trophy citation reads, "In recognition of achievements in the field of air operations, in pioneering new areas and in advancing the cause of aviation." Ward was also the recipient of the *Billy Mitchell Award* and he was named a member of Canada's Aviation Hall of Fame. An excellent source of information on his achievements in aviation can be found in Alice Gibson Sutherland's *Canada's Aviation Pioneers*.

Ward's adventures as a bush pilot started in the late 1940's, years after the major northern air mail routes had been established. As a result, his name and signature are not linked to the FFC flights which were so common in the early years. However, his signature sometimes appears on the back of Wardair Canada airplane postcards - postcards of the type still commonly provided free to passengers by major airlines. The picture side of a flown 1975 Wardair Canada postcard is seen below, the signature side appearing on the next page.



Ward's company Wardair Canada Ltd. was established in 1961 and expanded into the international charter field that year. The company established a reputation second to none for efficient operations and particularly for service to the travelling public. Wardair entered jet operations in 1966 with a Boeing 727 and by 1975 had added larger planes such as the McDonnell Douglas DC-10.



The inaugural flight of a Wardair plane was always a gala affair. These planes were often named after one of the early bush pilots. Amongst the passengers aboard the flight would be the pilot [if living] after whom the plane was named, the pilot's family members and friends, fellow bush pilots and other aviation industry personnel. Cover and postcard signings generally took place on the inaugural flight itself as part of the onboard festivities.

The postcard shown here was signed during the inaugural flight of the Douglas DC-10-30 "The Stan McMillan", enroute from Toronto to Quebec City on 13 November 1981. At the time of the signings McMillan and Dickins were both in their early nineties. Eight different pilot families are represented:

C. H. "Punch" Dickins

Georgette Vachon - widow of Romeo Vachon

Rick Oaks - son of "Doc" Oaks

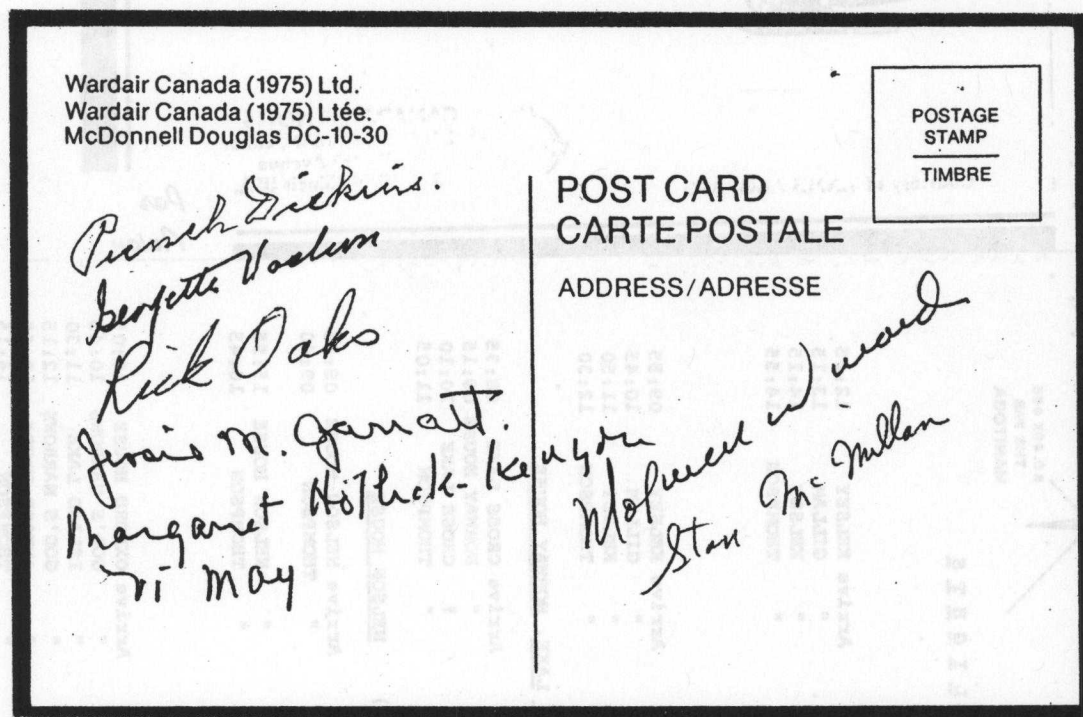
Jessie Garratt - widow of Phil Garratt

Margaret Hollick-Kenyon - widow of Herbert Hollick-Kenyon

Vi May - widow of W. R. "Wop" May

Maxwell W. Ward - president of Wardair

Stan McMillan



Included in the Wardair fleet were planes named for all of the above pilots. Sometimes the signed postcards or covers went through the postal system. This was the case of the 2 May 1973 delivery flight of the "Phil Garratt" signed by Garratt and Ward, and the 5 November 1978 inaugural of the "W. R. 'Wop' May" signed by Ward, Vi May and Wop's son Denny [who provided the details for this write-up]. Actually two different planes in the Wardair fleet bore the name "W. R. 'Wop' May": Airbus A-310 C-KWD and the Boeing 707 CF-ZYP.

Gord Mallett

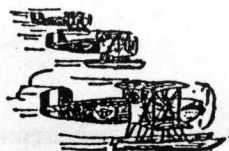
**LAMBAIR LIMITED:**

In the April 2002 issue of this newsletter on page 3 there was a timetable published for this company. At that time the question was posed, "Does anyone know about this company and did it carry mail?" The Headquarters was in The Pas Manitoba.

Recently a clutch of several covers showed up, all exactly like the one shown below. Note that it says The Pas. There was a courtesy mail transportation from Churchill, Manitoba with the cancel date of 27 August 1969.

Does any member have a similar cover, and is any member interested in buying a cover from Jack Knight Air Mail Society? Send the editor your bid.

This cover carried out of back country in Northwest Territories of Canada and posted in Churchill on Hudson Bay by courtesy of LAMB AIRWAYS pioneer bush and charter operator out of The Pas.



VIA AIR MAIL



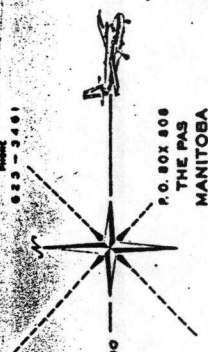
CANADA AIR NOTES  
LAMB AIRWAYS, Ltd.  
100, Avenue  
Churchill, USA.

Courtesy of LAMB AIRWAYS

Par  
Avion

**LAMBAIR LIMITED**

DO NOT ASK US WHERE WE FLY - TELL US WHERE YOU WANT TO GO

**SCHEDULED FLIGHTS****MONDAY and FRIDAY (501,502)**

Leave THOMPSON	12:00	Arrive KELSEY	12:25
" KELSEY	12:40	" GILLAM	13:15
" GILLAM	13:30	" KELSEY	14:15
" KELSEY	14:30	" THOMPSON	14:55

**WEDNESDAY (501,502)**

Leave THOMPSON	09:30	Arrive KELSEY	09:55
" KELSEY	10:10	" GILLAM	10:45
" GILLAM	11:15	" KELSEY	11:50
" KELSEY	12:10	" THOMPSON	12:30

**MONDAY and FRIDAY (601,602)**

Leave THOMPSON	08:00	Arrive CROSS LAKE	08:35
" CROSS LAKE	08:55	" NORWAY HOUSE	09:15
" NORWAY HOUSE	09:45	" CROSS LAKE	10:10
" CROSS LAKE	10:30	" THOMPSON	11:05

**MONDAY to SATURDAY - daily (506,505)**

Leave THOMPSON	08:30	Arrive NELSON HOUSE	08:55
" NELSON HOUSE	09:15	" THOMPSON	09:40
" THOMPSON	15:30	" NELSON HOUSE	15:55
" NELSON HOUSE	16:20	" THOMPSON	16:45

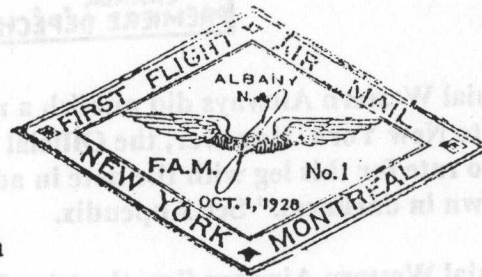
**MONDAY and FRIDAY (503,504)**

Leave THOMPSON	09:00	Arrive OXFORD HOUSE	10:05
" OXFORD HOUSE	10:20	" GOD'S NARROWS	10:45
" GOD'S NARROWS	11:00	" ISLAND LAKE	11:30
" ISLAND LAKE	11:45	" GOD'S NARROWS	12:15
" GOD'S NARROWS	12:30	" OXFORD HOUSE	12:55
" OXFORD HOUSE	13:10	" THOMPSON	14:15

**FAM 1 (2847) October 1st, 1928**

Since this Air Mail Route was established by the U.S. Post Office it is fair to start with the US portion of the Route from New York to Montreal via Albany. Wide spread announcements were made about this first international flight and drew much philatelic interest. It was not the first flight as the FAM 2 had been operating on the West Coast for eight years. This is still # 1.

As mentioned there was a wide interest and many letters were submitted for carrying on the first flight. Letters were cacheted with the following two cachets on covers going from New York or Albany to Montreal. There were seven (7) bags of mail from New York to Montreal and four (4) bags of mail from Albany to Montreal. One bag New York to Albany.



Magenta

The New York plane going northward was Colonial Western Airways, contractors for this route, plane number 8028 with 180 pounds of mail. The pilot was Billy Hughes flying a Fairchild F.C.2W2 400 HP Wasp motored craft. He left Hadley Field, New Brunswick, New Jersey at 7:35 AM.

The normal time scheduled for the trip from Hadley Field to Albany would be 1 hour and 30 minutes. The schedule called for departure at 7:00 AM. Since Hughes left at 7:35 AM one can understand why he did not get to Albany at 8:30 AM. I guess we can also understand why the Colonial folks in Albany got a bit anxious and sent a spare plane piloted by Paul E. Reeder at the scheduled time of 8:45 AM to arrive in Montreal at 11:15 schedule. The plane used by Reeder to Montreal was "GCAVN" and carried 121 pounds of mail in four (4) bags.

Thus two planes arrived in Montreal from Albany with mailcacheted as FIRST FLIGHT. This first flight was October 1st, 1928 and most covers were cancelled at 4:30 AM in New York G.P.O. The plane stopped in Albany to drop the one sack for Albany and then continued on with the original load that was backstamped at 3:00 PM.

The mail from Albany that went on the Reeder plane was cancelled in Albany at 7:00 AM and backstamped in Montreal at 1:00 PM. Thus the two receiving times for first flights on FAM 1 at Montreal.

The distance from Hadley Field, NJ to Albany is 150 miles and the distance from Albany to Montreal is 192 miles. On February 18th, 1930 the New York Terminal was moved to Newark and this saved 8 miles, and you may be sure, time.



If we look at the southbound flight from Montreal to Albany we find that the cancels are 10:00 AM, followed by 12:00 AM followed by 1:00 PM. The backstamp shows 6:30 PM for all of these covers at Albany. This was the first flight, and according to the schedule the plane left Montreal at 2:45 PM. The first flight arrived at Albany at 4:50 PM. The mail then left Albany for New York at 8:30 AM arriving in NYC at 10:00 AM the day after it left Montreal. This last leg of the journey was by rail.



Green

Colonial Western Airways did publish a rate schedule and showed a charge of \$25 for Albany to New York. However, the Official Aviation Guide (No 1 Vol 1,, Jan 25th, 1929) shows no rate for this leg with the note in adjoining data saying "Passengers are not carried on trips flown in darkness." See Appendix.

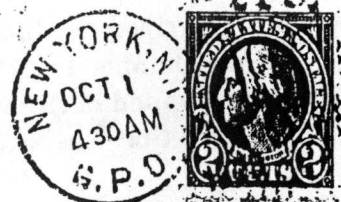
Colonial Western Airways flew the trips from New York to Albany, and returned that day to be ready for the next morning. Canadian Colonial Airways flew the round trips Albany to Montreal and return. Both Airways were part of an empire and it is fun to study the interlocking Board members.

That pretty well wraps up the straight forward story of FAM 1. The fun comes in the efforts of the collectors to start their mail elsewhere and get it carried on FAM 1. Since this was # 1 and it had been eight (8) years since there was an international flight established the collectors who wanted to get in on the action did just that. Thus there were many covers carried. Evans K. Smith and his pals who worked at Colonial in New York managed to get letters flown for 2 cents, and still get the cachet. Air Mail was 5 cents.

AFTER 5 DAYS, RETURN TO  
James A. Walsh,  
270 Madison Avenue  
New York City.

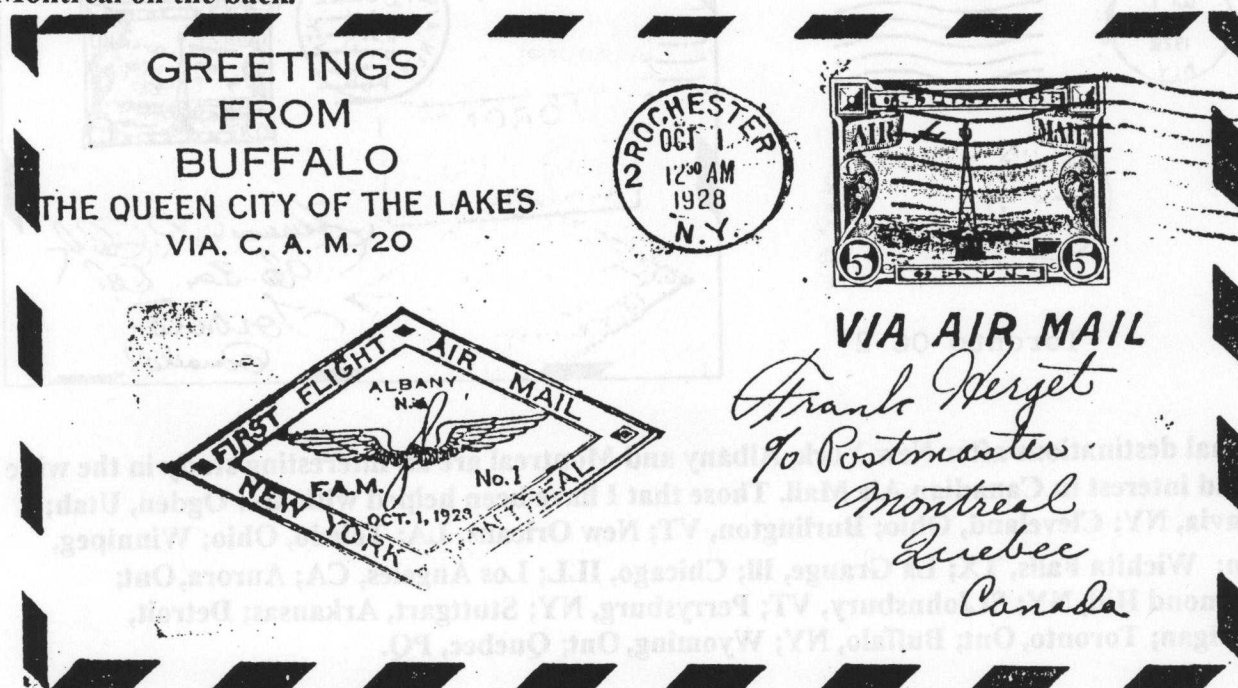


Miss. M. F. Daily,  
Canadian Colonial Airways, Inc.,  
Mount Royal Hotel,  
Montreal, Canada.



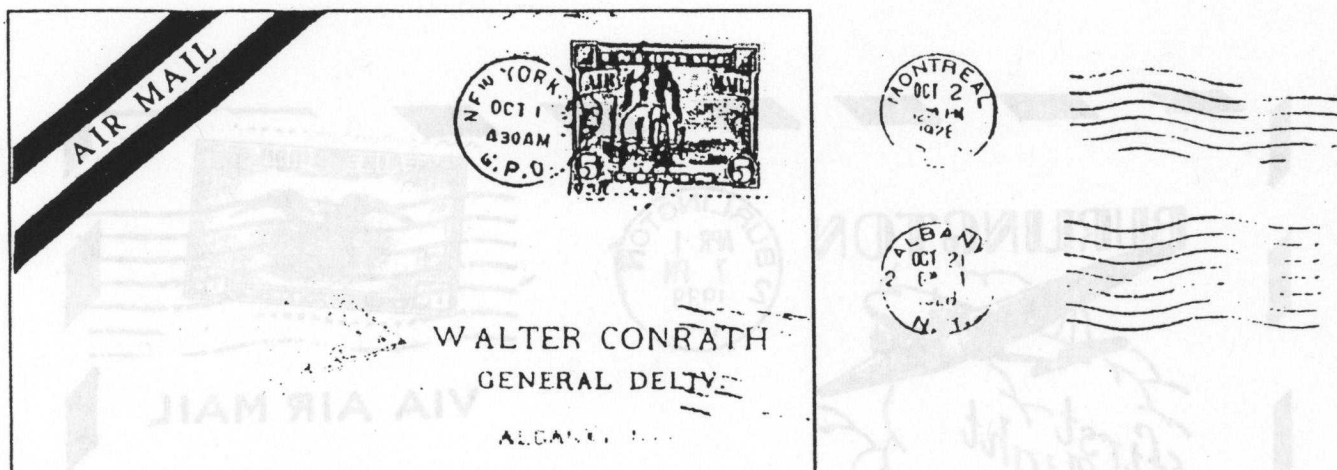
VIA AIR MAIL

Frank Herget of Buffalo somehow got his letter from Rochester to Albany in time to catch the FAM 1 flight to Montreal. He brought greetings from Buffalo and showed Rochester to Montreal on the back.



This brings us to the fact that there are very few New York to Albany covers. Shown below is a "Conrath" cover cancelled at the GPO in NY.

It has the proper cachet, but went on the through flight to Montreal and was returned to Albany on October 2nd.

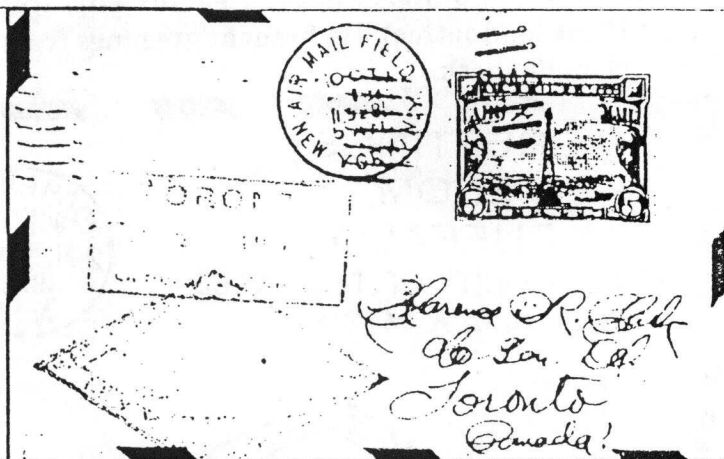


The Clark cover, below, is the only one seen that verifies the one mail sack theory from Hadley Field to Albany, arriving at 1:00 PM on Oct 1st. The theory is that this sack was dispatched from the Hadley Field AMF. The letter was taken from the sack and sent on to Toronto, arriving Oct 2nd. It did not go through Montreal.

## CLARK COVER:



Toronto OC 2



Final destinations after New York, Albany and Montreal are an interesting study in the wide spread interest in Canadian Air Mail. Those that I have been helped with are: Ogden, Utah; Batavia, NY; Cleveland, Ohio; Burlington, VT; New Orleans, LA; Toledo, Ohio; Winnipeg, Man; Wichita Falls, TX; La Grange, Ill; Chicago, ILL; Los Angeles, CA; Aurora, Ont; Richmond Hill, NY; St Johnsbury, VT; Perrysburg, NY; Stuttgart, Arkansas; Detroit, Michigan; Toronto, Ont; Buffalo, NY; Wyoming, Ont; Quebec, PQ.

FAM 1 made its first through flight from Albany to New York on April 11, 1932. This would seem to eliminate the rail connection used for the past 3+ years. I do not have any cover to illustrate. Can someone help ???

On April 1st, 1939 Burlington was added to the route with flights from Burlington to New York and Montreal, and return





On August 1st, 1946 Glens Falls was made an intermediate stop on the route with flights from Glens Falls to Montreal and Burlington and Glens Falls to New York and Albany.



We have the prices and listings for the Dworak Catalogs from 1930 and 1931. It is interesting to note that the 2 cent letters that got the cachets are shown, with a steep rise over the year. Should not the AAMS catalogs list this rather rare cover? It will be sent to the editors with this issue.

1928	October		
1-4	1	NEW YORK, N. Y.-ALBANY, N. Y., 5 cent -----	.45
	a.	Same as above, 2 cent -----	.60
2-4	1	HADLEY (N. J.) AIRFIELD-ALBANY, N. Y., 5 cent--	.60
	a.	Same as above, 2 cent -----	.75
3-4	1	ALBANY, N. Y.-MONTREAL, CANADA, 5 cent -----	.55
4-4	1	MONTREAL, CANADA-ALBANY, N. Y., 5 cent -----	.40
		Any of above Autographed by pilot add \$1.00.	

1931	October		
1-4	1	NEW YORK, N. Y.-ALBANY, N. Y., 5 cent -----	\$ .50
	a.	Same as above, 2 cent -----	2.00
2-4	1	HADLEY (N. J.) AIRFIELD-ALBANY, N. Y., 5 cent--	.75
	a.	Same as above, 2 cent -----	2.50
3-4	1	ALBANY, N. Y.-MONTREAL, CANADA, 5 cent -----	.65
4-4	1	MONTREAL, CANADA-ALBANY, N. Y., 5 cent -----	.50

The 1934 supplement to Dworak sheds some further light on the New York to Albany covers that seem to be non-existent. They ask us to add the following under the present route heading: "On the occasion of the first flight all mail for Albany was over-carried to Montreal and returned to Albany on the next day's plane. Possibly mail intended for dispatch over CAM 20 from Albany was dropped at Albany though facts are positively known. For this reason covers to Albany are not listed." I think they omitted a NOT before the word positively, and should have written positively. However you want to read it, there is no listing for New York to Albany.

Dworak Catalog 1930  
Prices shown elsewhere

FAM † Appendix

Dworak Catalog 1931  
Prices shown elsewhere

## FOREIGN AIR MAIL COVERS

THOROUGHLY REVISED AND  
CORRECTED TO DATE OF  
GOING TO PRESS

COMPLETE CHRONICLE OF NEW FLIGHTS WITH IMPORTANT  
PRICE REVISIONS WILL APPEAR EXCLUSIVELY  
IN OUR MAGAZINE

## THE AIR MAIL COLLECTOR

THE SUBSCRIPTION PRICE OF WHICH IS \$1.00 PER YEAR  
(ANYWHERE)

## F. A. M. 1

New York, N. Y. & Albany, N. Y. to Montreal, Canada.  
New York (Hadley Field) to Albany 150 miles. Albany to  
Montreal, 192 miles. Terminal moved from Hadley to  
Newark on February 18th. Mileage Newark to Albany  
142 miles.

This route was inaugurated on October 1, 1928, from  
Hadley Field at New Brunswick, N. J., although the con-  
tract reads New York. The Post Office Department  
authorized cachets to be used at New York, N. Y. and Al-  
bany, New York, and the Canadian Department authorized  
a cachet at Montreal. Ordinary first class mail, as well  
as air mail, was carried from New York, N. Y. to Albany,  
N. Y. and Montreal (by error.) Covers therefore exist  
with the two cent rate and the five cent rate. The Inau-  
gural ship, a Fairchild F. C. 2 W 2 Number NC 8028 was  
used from New York to Albany, and the pilot was Hughes.  
The ship used from Albany to Montreal was piloted by  
Paul E. Reeder. A 400 horsepower Wasp-motored plane  
numbered "GCAVN" was used.

This contract is let to the Colonial Western Airways for  
the U. S. contract, and the Canadian Colonial Airways (a  
subsidiary of the Colonial) for the Canadian contract.  
This route is not numbered by the Canadian Department  
and the contract calls for carrying the air mail only as  
far as Albany. From thence it is dispatched by train. Al-  
though this FAM is numbered 1, it is not the first inau-  
gurated in point of time. From New York to Albany one  
sack was carried; from New York to Montreal, 7 bags;  
from Albany to Montreal, 4 sacks, approximately 121  
pounds; and from Montreal to Albany about 25,500 let-  
ters. At Albany, New York covers mailed to the Colonial  
Air Transport office had an additional cachet applied read-  
ing: "Albany, N. Y. Where Airways, Railways, High-  
ways and Waterways Meet." A few covers autographed  
by the Mayor of Albany, the gold seal of the city, and the  
autograph of the pilot have been noted.

The plane from New York to Albany was late in arriving  
so the contractor started another plane out from Albany to  
maintain the schedule. Covers therefore bear several  
different time backstamps at Montreal. Covers noted bear  
the first backstamp of Montreal of 1:00 p. m. The ship  
landed at St. Lambert Field at 11:30 a. m.

Albany, N. Y. used a red cachet, diamond shaped longitudi-  
nally. Legend in the border reads: "First Flight Air  
Mail." Bottom side reads: "New York-Montreal." Inside

diamond reads: "Albany, N. Y. F. A. M. No. 1. Oct. 1,  
1928." Also a picture depicting spread wings with a  
single-bladed propeller passing through center pointing



directionally from northeast to southwest. New York City  
used the same type cachet except the legend reads: "New  
York, N. Y."

Montreal, Canada, used a green cachet, spread wings over  
a circle reading: "Canada" between curved lines meeting  
the circumference of the circle. The circle rests on a  
rectangle with the top line concaved. The inscription in  
five lines reads: "First Flight, Air Mail Service, Montreal-  
Albany-Canada-U. S. A." and the French legend: "Premi-  
ere depeche Aerienne."

## FOREIGN AIR MAIL COVERS

THOROUGHLY REVISED AND  
CORRECTED TO DATE OF  
GOING TO PRESS

COMPLETE CHRONICLE OF NEW FLIGHTS WITH IMPORTANT  
PRICE REVISIONS WILL APPEAR EXCLUSIVELY  
IN OUR MAGAZINE

## THE AIR MAIL COLLECTOR

THE SUBSCRIPTION PRICE OF WHICH IS \$1.00 PER YEAR  
(ANYWHERE)

## F. A. M. 1

New York, N. Y. to Albany, N. Y., to Montreal, Canada.  
New York terminal—Newark, N. J. airport. Mileage to  
Albany 142 miles. Albany to Montreal 192 miles.

The Colonial Western Airways, contractors for this route,  
inaugurated service October 1, 1928. The mail was dis-  
patched from Hadley Field, New Brunswick, N. J.—at that  
time the New York terminal—at 7:35 A. M. with Pilot  
Hughes flying plane No. 8028, carrying 179½ pounds of  
mail. The plane was a Fairchild F. C. 2 W 2. A 400 horse-  
power Wasp-motored plane numbered "GCAVN," piloted  
by Paul E. Reeder, was used between Albany and Montreal.  
At present the mail is dispatched from the Newark, N. J.  
airport at 7:00 A. M. daily except Sunday.

The Canadian Colonial Airways, a subsidiary of Colonial  
Western Airways, is the holder of the Canadian contract.  
This route is not numbered by the Canadian Department  
and the contract calls for carrying the air mail only as  
far as Albany. From thence it is dispatched by train.  
Regular mail is dispatched in addition to designated air-  
mail, and it is for this reason that the listing of mail pre-  
paid by two cent postage is made below. Very few cover-  
of ordinary mail received the cachet but a considerable  
quantity was carried.

Although this FAM is numbered 1, it is not the first in-  
augurated in point of time. From New York to Albany one  
sack was carried; from New York to Montreal, 7 bags;  
from Albany to Montreal, 4 bags; and from Montreal to  
Albany about 25,000 letters. At Albany, New York covers  
mailed to the Colonial Air Transport office had an addi-  
tional cachet applied reading: "Albany, N. Y. Where Air-  
ways, Railways, Highways and Waterways Meet." A few  
covers bear the autograph of the Mayor of Albany, the  
gold seal of the city, and the autograph of the pilot.

The plane from New York to Albany was late in arriving  
so the contractor started another plane out from Albany to  
maintain the schedule. Covers therefore bear several  
different time backstamps at Montreal. Covers noted bear  
the first backstamp of Montreal of 1:00 p. m. The ship  
landed at St. Lambert Field at 11:30 a. m.

Albany, N. Y. used a red cachet, diamond shaped longitudi-  
nally. Legend in the border reads: "First Flight Air  
Mail." Bottom side reads: "New York-Montreal." Inside

diamond reads: "Albany, N. Y. F. A. M. No. 1. Oct. 1,  
1928." Also a picture depicting spread wings with a  
single-bladed propeller passing through center pointing



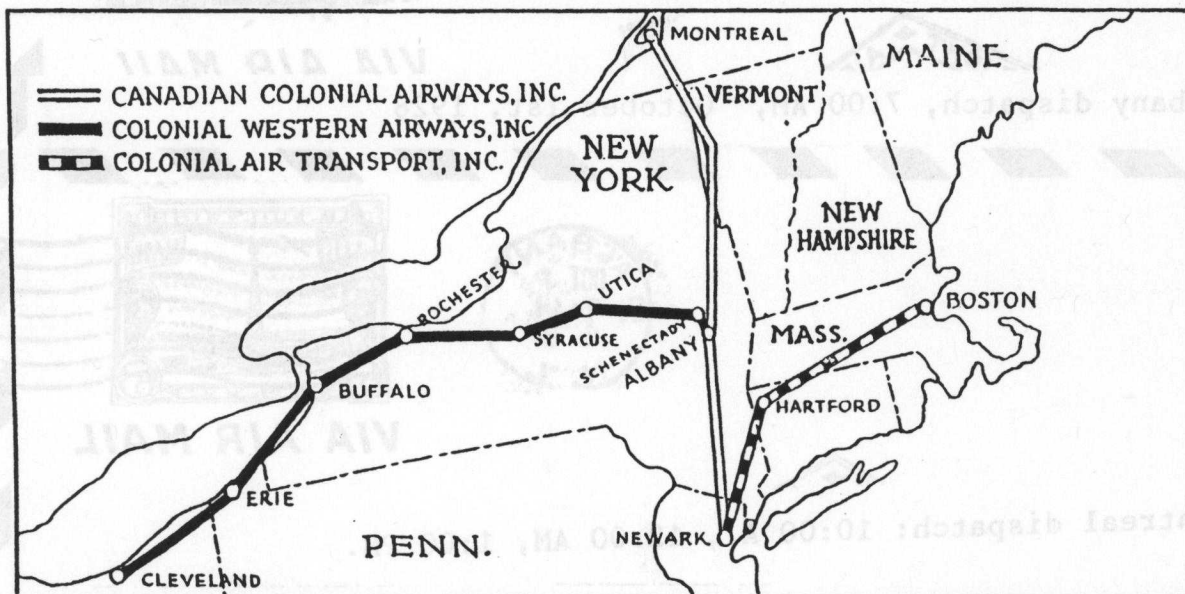
directionally from northeast to southwest. New York City  
used the same type cachet except the legend reads: "New  
York, N. Y."

Montreal, Canada, used a green cachet, spread wings over  
a circle reading: "Canada" between curved lines meeting  
the circumference of the circle. The circle rests on a  
rectangle with the top line concaved. The inscription in  
five lines reads: "First Flight, Air Mail Service, Montreal-  
Albany-Canada-U. S. A." and the French legend: "Premi-  
ere depeche Aerienne."



FAM 1 Appendix Page from Official Aviation Guide Vol 1 NO. 1  
Looking at map it is easy to see the cities involved.

# COLONIAL COLONIAL AIRWAYS COLONIAL



## COLONIAL AIR TRANSPORT, Inc.

General Offices—270 Madison Ave., New York City

### OFFICERS

John F. O'Ryan, President,  
Harris Whittemore, Jr., Vice-President,  
William A. Rockefeller, Treasurer,  
Sherman M. Fairchild, Secretary,  
James A. Walsh, Assistant Secretary and Treasurer.

### BOARD OF DIRECTORS

Hon. John H. Trumbull, Chairman  
Benedict M. Holden Donald S. Tuttle  
J. Leslie Kincaid Hon. James W. Wadsworth, Jr.  
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William A. Rockefeller

### EXECUTIVE COMMITTEE

Hon. John H. Trumbull Harris Whittemore, Jr. J. F. O'Ryan  
B. M. Holden Robert Law, Jr.

General Traffic Manager—Sumner Sewall.  
Traffic Manager—B. A. Pollet, Boston, Mass.  
Chief of Operations—Dudley E. Rowland.

### TRAFFIC OFFICES

General Office—270 Madison Ave., New York City. Tel. Ashland 7750.  
Boston—80 Federal Street. Tel. Hancock 4612.  
Hartford—75 Pearl Street. Tel. 2-9211. John F. Wheelock, District Mgr.

### BOSTON-HARTFORD-NEW YORK

Table  
(Daily except Sun., Nat. Holidays)

Miles	Read Down		Read Up	Miles
000	5 00 ET	Lv...Hadley Field, New Brunswick...Ar	9 15 ET	220
	6 35 ET	Lv...Hartford, Conn...Ar	7 35 ET	
220	7 50 ET	Ar...Boston, Mass...Lv	6 15 ET	000

Passenger Tariffs—New York—Boston, \$25.00; New York—Hartford, \$15.00; Hartford—Boston, \$15.00. Thirty pounds of personal baggage allowed free for each passenger. Passengers not carried on trips flown in darkness.

Reservations may be made at the offices of the Royal Blue Line, Hotel McApin, N. Y. (Penn. 0169) and Hotel Brunswick, Boston, Mass. (Kenmore 4680) and the Colonial Air Transport, Inc., John F. Wheelock, District Manager, 75 Pearl Street, Hartford, Conn. (Tel. 2-9211).

The closing hour for mail is one hour before flying time at General Post Offices at Boston and Hartford, two hours before flying time at New York City.

## CANADIAN COLONIAL AIRWAYS, Inc.

General Offices—270 Madison Ave., New York City

### EXECUTIVE COMMITTEE

James W. Wadsworth, Jr. John H. Trumbull J. Leslie Kincaid  
Archib E. Low John F. O'Ryan

### BOARD OF DIRECTORS

Archib E. Low, Chairman  
John F. O'Ryan Donald S. Tuttle Edward Olmsted  
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### OFFICERS

John F. O'Ryan, President,  
Edward Olmsted, Secretary,  
Harris Whittemore, Jr., Treasurer,  
James A. Walsh, Asst. Sec. & Asst. Treas.  
Chief of Operations—D. E. Rowland. General Traffic Mgr.—Sumner Sewall.  
Chief Pilot, W. H. Francisco.

### TRAFFIC OFFICES

General Office—270 Madison Ave., New York City, New York.  
Albany—The Ten Eyck Hotel, H. F. Wood, Acting District Manager. Telephone Main 3-4325.  
Montreal District Mgr.—Charles D. Stearns, Mount Royal Hotel, Montreal. Tel. Uptown 6637.

### NEW YORK-ALBANY-MONTREAL

Time Table

Miles	Read Down		Read Up	Miles
0	7 00	Lv...New York City (Newark Airport)...Ar	4 15	332
132	8 30	Ar...Albany, New York...Lv	2 45	
	8 45	Lv...Albany, New York...Ar	2 30	200
332	11 15	Ar...Montreal, Canada...Lv	12 15	0

(Eastern Time, Daily except Sundays)

### PASSENGER TARIFFS

	Montreal	Albany
New York...	\$50.00	\$25.00
Albany...	35.00	

Baggage—Thirty pounds allowed free with each ticket. Excess up to ten pounds at rate of 50c per pound will be carried.

Transportation—Automobiles are available for direct transportation between airports and business districts of terminal cities.

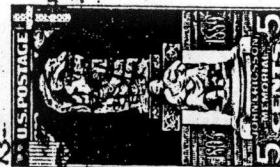
Customs—The usual immigration and customs examinations will be made at St. Hubert's Airport, Montreal, and the Municipal Airport, Albany, N. Y.

Northbound planes are scheduled to leave New York immediately upon arrival of overnight planes from West and South.

The New York-Montreal plane connects with Colonial Western planes operating between Albany, Schenectady, Utica, Syracuse, Rochester, Buffalo and Cleveland, making connections at Cleveland with transcontinental route for Chicago and Pacific Coast.

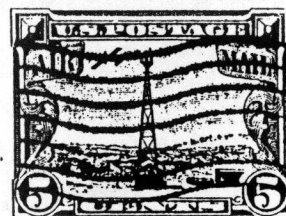


New York dispatch, 4:30 AM, October 1st, 1928



VIA AIR MAIL

Albany dispatch, 7:00 AM, October 1st, 1928



VIA AIR MAIL

Montreal dispatch: 10:00 A., 12:00 AM, 1:00 PM.

AFTER 5 DAYS RETURN TO



VIA AIR MAIL

AFTER 5 DAYS RETURN TO

Gilbert H. Baker,  
Dow, Jones Ltd.,  
#6 St Sacrement St.,  
Montreal, P. Que., Canada.



✧ Via First Air Mail Flight ✧  
✧ Montreal - Albany ✧

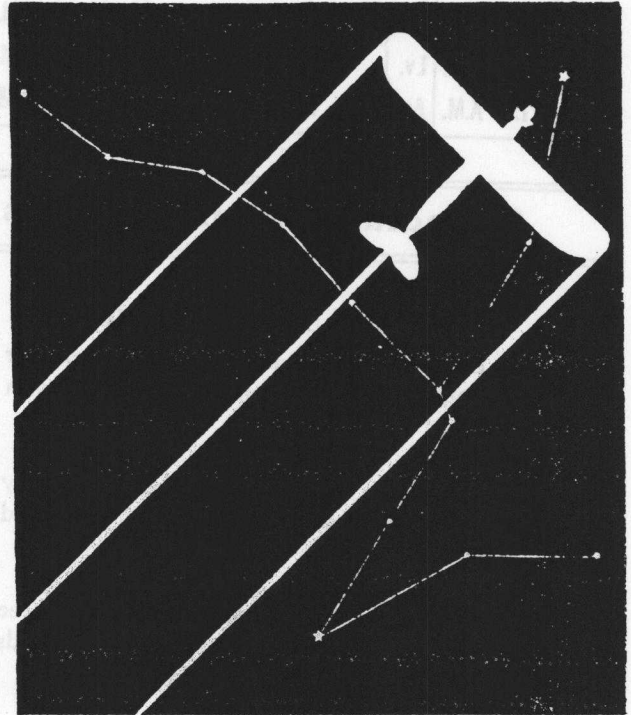
N<sup>o</sup>A-13 943 - N<sup>o</sup>A-2 943 -

VIA AIR MAIL



PRINTED IN U. S. A.

## NEW YORK--MONTREAL ALBANY



MAIL — PASSENGERS — EXPRESS  
CANADIAN COLONIAL  
AIRWAYS, INC.

## SCHEDULE

NORTH-BOUND	FOREIGN AIR MAIL No. 1 350 Miles		SOUTH-BOUND
7:00 A.M.	Lv.	NEW YORK	Ar. 10:00 A.M.
8:30 A.M.	Ar. }	ALBANY	{ Lv. 8:30 A.M.
8:45 A.M.	Lv. }		{ Ar. 4:50 P.M.
11:15 A.M.	Ar.	MONTREAL	Lv. 2:30 P.M.

## RATES

	NEW YORK	ALBANY	MONTREAL
NEW YORK .....	.....	\$25.00	\$50.00
ALBANY .....	\$25.00	.....	\$35.00
MONTREAL .....	\$50.00	\$35.00	.....

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## Canadian Colonial Planes Carry U. S. and Canadian Mails

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## GENERAL INFORMATION

**Equipment:** Commodious four-passenger Fairchild Cabin Monoplanes, powered with "Wasp" 420 H.P. motors.

**Clothing:** No special clothing necessary as cabins offer complete protection from cold and weather.

**Baggage:** Thirty pounds allowed free with each ticket. Excess up to ten pounds at rate of 50c. per pound will be carried.

**Airport Transportation:** Special automobiles are available for direct transportation between airports and business districts of terminal cities.

**Customs:** The usual immigration and custom examinations will be made at St. Hubert's Airport, Montreal, and the Municipal Airport, Albany, N. Y.

## OTHER COLONIAL SERVICES

From the New York Terminal of Canadian Colonial Airways, Inc., planes of Colonial Air Transport leave for daily service to Hartford and Boston. From Albany the Colonial Western Airways, Inc., operates a mail and passenger service to Schenectady, Utica, Syracuse, Rochester, Buffalo and Cleveland.

In addition to regular scheduled passenger service over this Air Mail Route, Colonial Companies are also prepared to carry out special flights to any points located in the North Eastern Section of the United States, or Eastern Canada, which may have suitable landing facilities.

Modern cabin planes, powered by Whirlwind or Wasp motor and piloted by Air Mail pilots, are used for this service.

**CANADIAN COLONIAL AIRWAYS, Inc.**  
Montreal Office—Mt. Royal Hotel.

Albany Office—Hotel Ten Eyck. Phone: Maine 5308.

General Offices—270 Madison Avenue.  
Phone: Ashland 7750.