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June 2015

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Royal Philatelic Society of Canada - Chapter No. 187
American Philatelic Society - Affiliate No. 189
FISA (Federation Internationale des Societes Aerophilateliques) - Club Member

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Revisions to The Air Mails of Canada and Newfoundland: Two sections are now available for peer review: Section 5: Government and Other Airmail Covers of Canada - contact Dick McIntosh mcintosh47@sympatico.ca Section 17: Canadian Air Mail Rates, Domestic and International - contact David Crotty decrotty@yahoo.com
For information on other sections, contact the editor-in-chief, Chris Hargreaves (address above).

CAS CALENDAR

BNAPEX 2015 - Niagara Falls, Ontario - September 11th to 13th 2015 - Annual exhibition and convention of the British North America Philatelic Society (BNAPS).

There will be a joint meeting of the Canadian Aerophilatelic Society and the BNAPS Air Mail Study Group on the Saturday afternoon, which will include a talk about Gerhard Zucker's scheme for rocket mail over Niagara Falls in 1936. For further information see www.bnaps.org

CALTAPEX 2015 - CALGARY - www.calgaryphilatelicsociety.com

Annual show of the Calgary Philatelic Society, held every October. The Western Chapter CAS will hold a lunchtime meeting during the show. For more information contact Walter Herdzik, address above.

TORONTO DAY OF AEROPHILATELY - Sunday November 1st 2015.

This annual event will be held from 11.15am to 4.00pm, at the Vincent Greene Foundation, 10 Summerhill Avenue, near Summerhill subway station in Downtown Toronto. The Day features displays, questions and answers, sales, trading, lunch at a nearby restaurant, and lots of excellent conversation. For more information contact Dick McIntosh - mcintosh47@sympatico.ca

ORAPEX, Ottawa - Saturday April 30th and Sunday May 1st 2016 - www.orapex.ca

Held at the RA Centre, 2451 Riverside Dr., Ottawa, Ontario. This national level show features some 40 dealers, and over 150 frames of exhibits. For 2016 the theme will be AEROPHILATELY. The CAS Annual General Meeting will be held at ORAPEX on Sunday afternoon.



Minutes of the A.G.M. of the Canadian Aerophilatelic Society Sunday May 3rd , 2015 at ORAPEX in Ottawa

In attendance: G. Dresser, A. Bain, D. Guimond, S. Johnson, B. Wolfenden, K. Lemke, C. Hargreaves, D. Malott, N. Hunter

The meeting started with a minutes silence on honour of absent friends.

Steve Johnson called the meeting to order at 1.10 p.m. A quorum of 9 members was in attendance.

Minutes of the 2014 meeting were approved on motion from Bain & seconded by Johnson.

Tony Hine, our vice-president sent his regrets.

Steve Johnson reported that all the current members of the Executive Committee have agreed to continue in their roles. There were no additional nominations. The Executive was therefore acclaimed, and much appreciated.

Neil Hunter is stepping down as catalogue editor. He has handed over all material to Chris Hargreaves who will take over as editor. Neil was thanked for all the work he has put in to the new catalogue.

Chris Hargreaves then presented Neil with the Editors Award for 2014 in recognition of everything has done for both the catalogue & the C.A.S.

Chris Hargreaves handed out C.A.S. lapel pins to all in attendance.

There was a discussion about adding a section on Nascopie covers to the catalogue. This is under advisement.

Steve Johnson hopes to have the Semi-Official section completed by October.

Brian Wolfenden presented both the Secretary & Treasurer's reports.

The 85 rule was raised by Neil Hunter & will be reviewed.
The 85 rule refers to Life Memberships.

Steve Johnson reported that the web site has been updated due to information received from Chris Hargreaves & Gord Mallett.

It was agreed that all Journals up to issue 91 are to be posted on the web site.

Dick Malott brought forward a motion to sell off the balance of the Snowbird & other CAS covers to Brian Wolfenden at a price of 10 cents each. After some discussion the motion was seconded by Hunter & approved.

There was a motion of thanks for Dick Malott for all the hard work he put in to produce the Snowbird & other covers.

It was agreed to offer complimentary memberships to the 4 non-members who had air mail exhibits at ORAPEX.

The offer to host a FISA meeting in Vancouver was declined.

Dick Malott agreed to send the show awards to both the A.A.M.S. & the British Air Mail Society so they can be published in their journals.

It was suggested that Chris set up an auto reply on his email account. Due to security concerns this will not be done.

The 2016 ORAPEX theme is Aerophilately. C.A.S. members are encouraged to exhibit.

Chris Hargreaves moved that the colour version of next Journal be put up on the web site. Motion was not approved.

At 2.05 p.m. the meeting was closed by Steve Johnson & group photographs were taken.



Chris Hargreaves Ken Lemke Brian Wolfenden George Dresser Denice Guimond
Neil Hunter Steve Johnson Alastair Bain Dick Malott

Minutes by Brian Wolfenden

CONGRATULATIONS TO AEROPHILATELIC EXHIBITORS

STAMP EXPO, St. Pierre & Miquelon September 24-28th 2014.
This was an International Level exhibition, which recognized by the FIAF: Federación Interamericana de Filatelia.
Sandra Freeman Development of Bolivian airmail service 1925-1945 **Gold medal** 90 points

Edmonton National Spring Show - March 28th - 29th 2015
Sandra Freeman Development of Bolivian Airmail Service 1910-1945 **Gold medal**
American Philatelic Society 1900-1940 Medal of Excellence
Canadian Aerophilatelic Society Best Airmail Award
American Airmail Society Award

Earle Covert Canadian Airletters (Aerogrammes) **Gold medal**

ORAPEX, Ottawa - May 2nd - 3rd 2015 - Report from Dick Malott

The very successful ORAPEX 2015 in Ottawa, under the co-chairs, Peter MacDonald and Stéphane Cloutier, has just been completed. The weather was great, the philatelists attended in record numbers, the exhibitors (except one) went home happy with their awards and the dealers were anxious to return for 2016.

There were 20 gold, 4 vermeil, 10 silver and 5 silver-bronze awards. The Chairman of the 5 judges was the noted and distinguished American judge, Bill Schultz of Winchester, Pennsylvania.

There were 7 Aerophilatelic awards:

1. Robert Parsons, "Peruvian Air Mails 1928-1941". Gold 88 points. APS Medal of Excellence (1900-40). 6 frames.
2. Steven Mulvey, "Study of the Evolution of Swiftair - Royal Mail's International Priority Airmail Service to Canada". Vermeil 83 points. PSSC (Philatelic Specialist Society of Canada) Best Original Research Award and APS Medal of Excellence (Post 1980). 6 frames.

One frame Exhibits

3. Neil H. Hunter. "Pan American Airways Atlantic Ocean Routes 1942". Gold 90 points. Canadian Aerophilatelic Society Best Airmail Award.
4. Carlos Vergara. "3 Months in '31. The Brief Service Life of Chile's Elusive Vermillion 2 Peso Airmail Provisional". Gold 86 points.
5. Neil H. Hunter. "Eastern Canada Air Mail Routes 1927-28. Vermeil 81 points.
6. Ken Snelson. "Underpaid Airmail between South Africa and the UK Prior to WW II. 81 points.
7. Chris Anstead. "The Royal Flying Corps Based in Deseronto 1917-1918. Per Ardua ad Astra". Silver 74 points.

The airmail exhibitors who were not CAS members, Robert Parsons, Steven Mulvey, Carlos Vergara, Ken Snelson and Chris Anstead, were all offered a year's complimentary membership in the Canadian Aerophilatelic Society.

GREAT NEWS: The ORAPEX committee have decided to make AEROPHILATELY the theme for the 2016 show, to be held at the RA Center, Ottawa, Saturday 30 April to Sunday, 1 May 2016. Details to follow.

Dick Malott
Member ORAPEX Committee
Past President CAS

RICHARD BEITH, FRPSL

Congratulations to Richard, who has been elected a Fellow of the Royal Philatelic Society of London! Richard has been a member of the CAS since 1996, and contributes regularly to The Canadian Aerophilatelist. He is also a very active member of the British Air Mail Society, and is a former editor of the "British Aerophilatelic Federation Bulletin".

Richard has a wide variety of philatelic interests, and has written books on topics including "Scottish Air Mails 1919-1979", "Yorkshire Air Mails", "LATI - The Italian South Atlantic Airmail Service 1939 – 1941", and "British South American Airways 1946-1949"; and detailed articles on many other topics, such as "The St. Lawrence Seaway Air Mail Service". He is also a member of the Czechoslovak Philatelic Society of Great Britain, and author of 'Free Czechoslovak Forces in France, 1939–1940, A Historical and Philatelic Study'.

In addition to his specialist books and articles, Richard has written general-interest articles on airmail topics for the "British Philatelic Bulletin" published by the British Post Office, and is an accredited judge with the Association of Scottish Philatelic Societies.

PRESIDENT'S REPORT

I would like to thank all the attendees at our Annual General Meeting. It was nice to see everyone and we had a fruitful discussion on a number of ideas. Please see the minutes provided by Brian Wolfenden. I would like to thank all the members of the executive for continuing in their positions. As always, I look forward to any suggestions members may have.

The next Annual General Meeting will be held at Orapex 2016 and the theme for the show will be Aerophilately. This will be a great opportunity for CAS members to exhibit material and highlight personal study. I hope to see a great many exhibits!

I hope everyone has a safe and happy summer season
Steve Johnson

SECRETARY'S REPORT

Welcome to three new members:
#450 Ed Kroft of Vancouver B.C.
#451 Chris Anstead of McDonald's Corners, Ontario
#452 Steven Mulvey of Ottawa, Ontario

EDITORS' REPORT

We continue to receive compliments about the new look for the Canadian Aerophilatelist, particularly regarding the colour illustrations in the electronic edition.
Any member who receives the printed edition can also receive the coloured, electronic edition for no extra charge. - Just email Brian Wolfenden at bjnepean@trytel.com and ask him to add you to the ejournal list.
Also: if you are reading the printed version of this issue, and would like to see what the coloured version looks like, just email Chris at hargreavescp@sympatico.ca and he will send you a copy of the ejournal.
Many thanks to everybody who sent in items for this issue. We hope all readers enjoy it.

Chris Hargreaves and Paul Balcaen

Revising THE AIR MAILS OF CANADA AND NEWFOUNDLAND

I have been asked by the American Air Mail Society to take over from Neil Hunter as Editor-in-Chief for the revised edition of The Air Mails of Canada and Newfoundland.

While at ORAPEX, Neil passed on his files to me, and also several boxes of files he received earlier from Dick Malott and Ron Miyanishi. - Neil, Dick and Ron have done a lot of work on the catalogue over many years, and I want to thank them for all that they have done for the catalogue, the CAS, and the AAMS.

I will be going through the files and boxes during the summer, and plan to contact all the section editors for the revised AMCN in the Fall.

Chris Hargreaves

INTERNATIONAL EXHIBITING

The May issue of The International Exhibitor newsletter produced by Jim Taylor included minutes from the MEETING OF THE FIP BOARD/ CONTINENTAL FEDERATIONS /COMMISSIONS held on August 11, 2014, 11 a.m., in Seoul, Korea.

AEROPHILATELY Commission Chairman **Ross Wood** reported that two sub-classes were developing in

Aerophilately, the one purely using covers that were flown, and the other one treating Air Mail stamps, aerograms, aerographs and their use in Air Mail service.

There is an issue of the interference of Aerophilately with Traditional Philately and Postal Stationery. - At every exhibition there were transfers from Aerophilately to Traditional Philately or vice versa, and it would be positive to create two subclasses in Aerophilately. FEPA President Moreno mentioned that this change in the regulations had been submitted to the FEPA federations and the answer was not spectacular, but all supported the idea.

The new SREVs (Special Regulations for the Evaluation of Aerophilatelic Exhibits at FIP Exhibitions) and Guidelines have been placed on the FIP Aerophilately Commission website fipaero.org

ASTROPHILATELY Secretary Jaromir Matejka mentioned that he hoped that in future more entries of astrophilatelic exhibits were accepted at FIP exhibitions - the same applied to Aerophilately and Maximaphily, as otherwise these classes might disappear. President Tay answered that the Board would look into this matter.

The **POSTAL HISTORY** minutes included comments by Chairman **Kurt Kimmel** that, "Postal History had

no real problems, it was developing nicely, slowly, but steadily. Also the three subclasses were spreading, but ***it took time to get the jurors and the exhibitors informed that it was no longer prohibited to illustrate the exhibits, to make them more lively, in order to attract more exhibitors."***
(Emphasis added by your editor. - The issue of "illustrations" seems to be a recurrent topic in judges critiques that I have attended: it's interesting to see it also raised at an International FIP Board meeting!)
[The three subclasses are:

A. Postal History exhibits which contain material carried by, and related to, official, local or private mails. Such exhibits generally emphasize routes, rates, markings, usages and other postal aspects, services, functions and activities related to the history of the development of Postal Services.

B. Marcophily (Postmarks) exhibits showing classifications and/or studies of postal markings related to official, local or private mails on covers, adhesive stamps and other postal items.

C. Historical, Social and Special Studies exhibits which examines postal history in the broader sense and the interaction of commerce and society with the postal system.
Full details are given at: http://www.f-i-p.ch/regulation/pdf/PHSREVenglish.pdf]

EXHIBIT SHEET SIZES

The Board unanimously agreed that the following exhibit sheet sizes be approved and recommended:
1. 21cm x 29.7 cm (A4 size) or 23 x 29 cm - 4 sheets in one row
1. 42 cm x 29.7 cm (A3 size) or 46 x 29cm - 2 sheets in one row
3. 31 cm x 29 cm - 3 sheets in one row
(Your editor checked: traditional 8 ½ by 11 inch paper is 21.6 x 27.9 cm - This reminds me of Jim's exhortation to exhibitors: read the IREX [Individual regulations] for the particular show you are applying for, as they are different for each exhibition.)

World Stamp Show NEW YORK 2016 - NEW YORK CITY, UNITED STATES

May 28– June 4, 2016

Jacob J. Javits Convention Center

Website: http://www.ny2016.org
https://www.facebook.com/ny2016
https://twitter.com/WorldStampShowN
https://www.pinterest.com/wssny2016
https://www.youtube.com/user/worldstampshowny2016

New York 2016 Application forms and IREX now available

The deadline for entries to the Canadian Commissioners is about the middle of August 2015. - For more details on submitting an entry Email or telephone the Canadian Commissioners:

West: Ontario, Manitoba, Saskatchewan, Alberta, British Columbia, NW Territories, Nunavut and the Yukon. Jan J. (JJ) Danielski 71 Gennela Square, Toronto, ON, Canada M1B-5M7 Tel. res. (416) 283-2047, Tel. cell (416) 859-2047 email: <jjad@rogers.com>

East: Quebec, New Brunswick, Nova Scotia, Prince Edward Island and Newfoundland & Labrador. Robert Pinet 400 Slater, Apt 1605, Ottawa ON, Canada K1R 7S7, Tel. Cell (613) 302 1562 email: <pinet.robert@gmail.com>

Jim Taylor is the RPSC International Liaison Officer. - To be added to the distribution list for his International Exhibitor Newsletter, contact Jim at miquelon@shaw.ca and include your full name, city and one email address.

Canada Air Mail to and from Middle East and China during WWII

David Crotty



Figure 1. Cover Chengtu unoccupied China, to Toronto, 1942. Front.



Figure 2. Cover Chengtu unoccupied China, to Toronto. Reverse.

In my searches for interesting air mail covers, I have found a few real special items. For a little background allow me to relay that starting in mid-1941 the US Army contracted with Pan American Airways to improve the British airport network in Africa and the British transferred authority to PAA to operate throughout the area. By early 1942 PAA was operating through to Cairo, and soon extended that to Tehran and Calcutta. At Calcutta the network connected with China National Airway Company's (CNAC) "Over the Hump" route into unoccupied China.

In January 1942, soon after the US entered the war, mail, passengers and cargo were being shuttled across the South Atlantic with the few large four engine aircraft at hand, four Boeing 314s and a few land based Boeing 307s, connecting on both sides with two engine land planes. The Boeing 314 shuttle continued through May 1943 because by that time the flying boats were essentially obsolete.

In autumn 1942 the Army militarized the two engine aircraft network that PAA had developed. Then in

November 1942 the Army gave PAA a number of the new four engine land based C-54 (aka DC-4) cargo aircraft along with some converted B-24 bombers. These aircraft were used to shorten the travel time between Miami and Calcutta to three and one half days, down from the 15 days it took the flying boats. The C-54 operation became known as the Cannonball. The entire network included Army aircraft operated by ATC, Army owned aircraft operated by PAA along with a variety of aircraft operated by other contractor airlines. This network carried cargo, passengers and mail between the US and Africa, Middle East and India.

The details of these operations have been discussed in recent issues of the APS American Philatelist, the AAMS Airpost Journal and the West Africa Study Group Cameo. The story of war time air mail has changed a lot in the last year. A considerable amount of new information has been found, some at the University of Miami PAA collection but more importantly at US Army and Air Force historical libraries.

The special covers this author found includes this cover from China to Canada, Figures 1 and 2. This cover started its journey in Chengtu, China. It was carried by CNAC from Chungking to Calcutta where it was censored. The manifest cachet reads exactly "BOAC to Lagos, Nigeria, Calcutta and Cairo, Thence PAA to Destination." There are several possibilities on its travels. ATC contract airline PAA Africa operated two engine land planes from Accra, Gold Coast to Cairo from late 1941 and extended the route to Calcutta starting in the summer of 1942. BOAC also operated from Calcutta through Cairo and on to Lagos. It is said that BOAC never allowed PAA to carry mail if it could help it. During these times there was more mail, passengers and cargo than there was aircraft so any group of mail bags would get onto the next plane that had room. PAA aircraft picked up all mail that it encountered, very much irritating the British. In any case the mail was transferred by PAA Africa aircraft from Lagos or Accra to Fisherman's Lake, Liberia where four Boeing 314 flying boats were running a shuttle between that port and Natal, Brazil. From Natal two engine aircraft carried this letter to the US entry port of Miami arriving on October 2, 1942. The cover passed through Ottawa, Canada on October 3 and 5, 1942 and to the destination Toronto on October 5.

The second cover, Figure 3, started in Toronto on December 2, 1944. It was a heavy 3 oz. cover that required six $1 destroyer stamps of 1942. A manuscript cachet requests "Via Miami & West Africa." The cover was censored in Canada. While it is well known that Canada air mail often was sent off by sea in the early years, the routes through Africa were generally open to Canada mail. However, things had changed along the route. After May 1943 the flying boat shuttle had ended. In November 1943, the new ATC contractor PAA Africa Orient started flying the new C-54 four engine aircraft between Miami and Calcutta in three and a half days. The Army developed a distinct dislike for PAA and believed that only the Army could run an airline efficiently. The Army ATC militarized the PAA Africa Orient routes in September 1944. So this cover probably was carried to Calcutta by the Army ATC. Not to worry about PanAm. It was given another batch of C-54s and as a contractor set up routes through Europe and the Middle East to India as the overrun countries were liberated in 1945 and 1946.

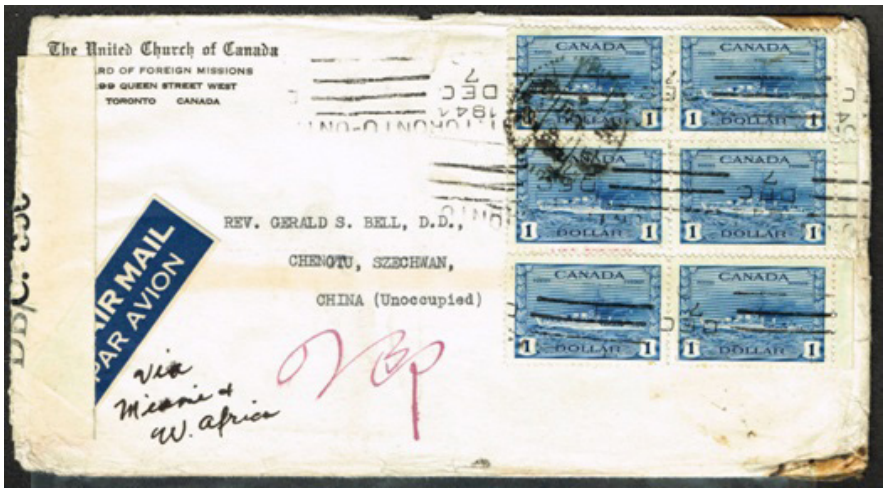
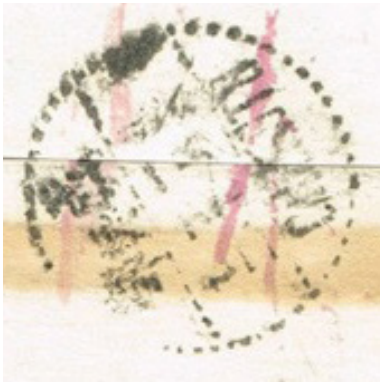


Figure 3, Cover from Toronto, Canada to Chengtu in unoccupied China, 1944. Inset Chengtu backstamp.



The next amazing cover is shown in Figures 4 and 5. None of us would believe this, but all the backstamps are there. This cover was addressed to Jantzen Knitting Mills, Portland, Oregon via Vancouver, Canada. Yes you read that correctly. This mailing began with a hard to read Teheran cancel that might be November 9, 1943. The mailing was censored in Teheran and backstamped again on December 30, 1943. Air mail was being carried across the Mediterranean by that time but the British GPO reported that most of its mail was carried by sea to and from Cairo. In any case the cover arrived at New York on March 11, 1944. The New York entry suggests it might have arrived on the PAA clipper from Lisbon rather than going through West Africa. It was released by New York censorship on March 14, 1944. The cover entered Canada at Montreal on March 15, 1944, arrived at Vancouver on March 16 and Portland Oregon on March 17. Should anyone have an explanation for the route through Canada this author would love the hear it.



Figure 4. Iran to Portland Oregon via Vancouver, Canada 1944, front.



Figure 5. Iran to Portland Oregon via Vancouver, Canada 1944, reverse. The aerophilately hobby provides some interesting puzzles sometime. The problem is how to afford them. As this is being written the cover in Figure 3 is being offered on eBay for $529.00.

David Crotty

Want lists welcome
203A Woodfield Drive,
Nepean, Ontario K2G 4P2
www.brianwolfenden.com

Wolfenden
Canadian Flight Covers

See my table at the
Ottawa Stamp and Coin
Dealers Monthly Bourse
At the RA Centre

2011 - EDELWEISS AIR FFCs



30-May-2011 Zürich-Whitehorse Anchorage



30-May-2011 Whitehorse-Anchorage

Edelweiss Air is a Swiss leisure airline wholly owned by Swiss International Air Lines and the Lufthansa Group. It operates flights from Zurich to forty European and intercontinental destinations, including Vancouver, South Africa, and Thailand.

The airline was founded on 19 October 1995 in Bassersdorf, Switzerland, with just one aircraft, a McDonnell Douglas MD-83. The company's name derives from the Swiss unofficial national flower, the Edelweiss, which is also painted on the airplanes. The airline currently operates a fleet of seven aircraft: five Airbus A320-200s, one Airbus A330-200, and one Airbus A330-300.

These FFcs were sent to us by Herbert Lealman. - Herbert commented that he found a number of Edelweiss FFCs online. They each had their own printed album page, usually with a short description in German of the destination city. Neither cover was backstamped.

Thanks Herbert.

FOLLOW UP: The St. Hubert Airport Dog-sled Mail, January 1929

This postcard, with the caption ""THE FIRST DOG-MAIL CONNECTING WITH AEROPLANE AT ST. HUBERT AIRPORT NEAR MONTREAL, CANADA", first appeared in the September 2014 Canadian Aerophilatelist, with the question: "What was this all about?"



The question was answered by Barry Countryman in the March 2015 Canadian Aerophilatelist: it was a stop on a 600-mile, round-trip through towns and cities in Maine, New Hampshire, Vermont and Canada. The trip was made by Minot, Maine postmaster Alden William Pulsifer, his brother George, and 6 Blackhead Eskimo dogs which pulled a sled to Montreal over varying road conditions. The team arrived in Montreal on January 14th 1929, and returned to Lewiston on Feb. 2nd, opening day of the International Snowshoers Convention.

I then received an email from Barry Douch, who commented:
My dog sled collection's oldest cover is from the Pulsifer brothers run. The scans show the 2 sides of the cover with the blue and red affixed labels. It seems that Lewiston, Maine is historically a major hub for dogsledding as Cecil A. Moore hailed from the same town and had a run of his own from 1949-51 ending there.
I decided to look up Cecil A. Moore - it turns out he was a remarkable character:
By use of a custom-built sled by Flexible Flyer, with wheels that could be installed when the sled had to traverse snowless trails or roads, Cecil "Mush" Moore completed a 6,000 miles trek from Fairbanks, Alaska that ended in in Lewiston, ME with nine of the original huskies he started with. The outstanding transcontinental trip started Nov 1949 and ended in Apr 1951. Cecil made the trip to make possible the creation of the Cecil A. Moore fund for Underprivileged Children at the Healy Asylum in Lewiston.

FROM HIS BOOK: Cecil "Mush' Moore has crowded more adventure and harrowing brushes with death and disaster in the last year than any man in America. His life ambition was to drive a dog sled team, alone, from Fairbanks, Alaska to Lewiston, Maine. The distance is about 6,000 miles. At one point in his trip, the U.S. Army came out to look the sensational dog team over. The temperature was 55 below zero. Officers and GI's marvelled that the hardy Moore could survive alone in that frozen waste--and they showed particular interest in his dogs and special equipment. The parka is worth thousands of dollars. It was made by an Eskimo woman, the finest fur maker in Alaska.

NOTATION BY NEPHEW RICHARD MOORE: When he approached the bridge from Auburn to Lewiston, Maine, he saw me on the Auburn side of the bridge. All schools were closed for his arrival home. He stopped his team, and had me sit in the sled as he crossed the bridge. At 15, that was a BIG DEAL to me. As we crossed the bridge, all the young students were lined up the entire length of the street. Every now and then, I heard these young girls hollering to me, and I really was living on cloud nine. After he settled down, he traveled weekends all over the state of Maine with his dogs and sled, talking about this trip. He asked me to join him on these trips, to help keep people away from the dogs. Again, I found myself on cloud nine as all the young girls would come over, and I could name all the dogs. I also could pat them, as they became accustomed to me. They just were "wowed" that I could walk among those dogs. Also, he had a book prepared about his trip, and they sold for 25 cents. I was to handle the selling of these books, and would be paid 5 cents a book. I used to make around $20.00 on every trip. (400 Books) On a trip to Brownville, ME, we had to bring the dogs up to the second floor for the discussion. When we were leaving, they had a young man that offered to take the leashed dogs down to the truck, and I was in the truck to hook them up. Unfortunately, he had brought down a dog

that was always hooked up at the tailgate area of the truck. When he brought down another dog, he saw the dog in front, and yanked the chain leash so hard, the boy fell down. That dog jumped, and lunged for the dogs throat. I had a broom, and was trying to hit him. My Uncle had heard the noise, and ran down to the truck. He jumped in, and kicked the dog under the chin to make him let go. Then he grabbed him by the neck, and took him to the spot that he was to be hooked up. That dog never turned on my Uncle, as he knew who the Master was. That was the last time he accepted any place that could not be on the ground floor. He worked as an iron worker in Morocco, Iceland, Africa, and in many States. He was the lead foreman on the Augusta Memorial Bridge, Augusta, ME, which was the largest bridge in span and height at the time of construction. The bridge was constructed in 1949. Cecil died of cancer of esophagus



Text on the labels reads: GREETINGS by INTERNATIONAL DOG TEAM MAIL LEWISTON; MAINE; U.S.A. MONTREAL;QUEBEC; CAN driven by ALDEN PULSIFER and GEORGE PULSIFER 1928 - 29

Thanks to Barry Douch for the cover; to Barry Countryman for his research; and to Ian Macdonald for the original question.



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FOLLOW UP:
Shelter Bay crash cover, February 1931



Postmarked CARIBOO ISLANDS QUE FE 11 30. Handwritten endorsement on left side, probably "par voie aerienne", (by air route.) Addressed to: Interprovincial Airways Ltd, Grand Mere. Que. Two line handstamp: "Damaged when Air Plane sank at Shelter Bay 17 2 30" Circular handstamp: District Superintendent of Postal Service Quebec FEB 28 1930 Handwritten note: Received March-1-30 and initials.

This cover was first illustrated in the December 2011 Canadian Aerophilatelist. It was featured again in the March 2015 issue, which also reproduced the annual report for 1930 submitted by Canadian Transcontinental Airways to the Civil Aviation Branch of the Department of National Defence. This report established that the aircraft involved was CF-AAT, which sank through the ice during the night on February 18 1930. CF-AAT was a Fairchild 71, assigned to the Quebec - Seven Islands - Anticosti Island air mail run.

But Shelter Bay is one of the places at which aircraft did not land, and to which mail was dropped by aircraft on the North Shore air mail service. So why did CF-AAT land there?

My thanks to Ian Macdonald who checked the Department of Transport file on CF-AAT at Library And Archives Canada, in Ottawa. The initial letter concerning the incident is reproduced on the next page. This establishes that CF-AAT had been on a mail flight.

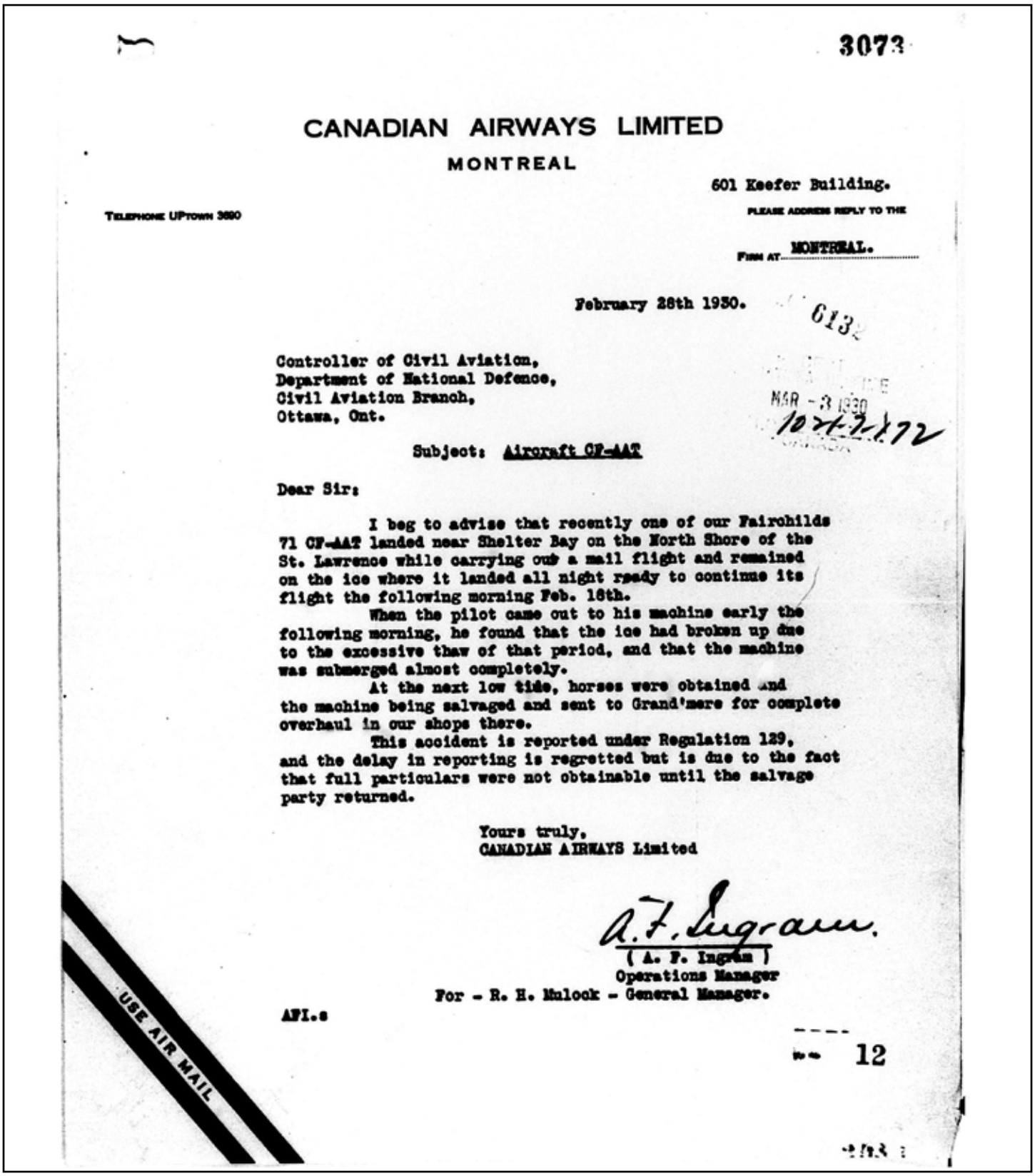
Ian commented that there was some correspondence about the incident, but nothing that answered the question as to why CF-AAT landed at Shelter Bay. - He added, "I think it possible that they ran out of daylight and made a precautionary landing there to wait for morning."

Diana Trafford has established that landings were sometimes made at Shelter Bay. - In her research about pilot Howard Watt, she found an incident: Mar. 17, 1929 - CF-AAT, Quebec - Seven Islands (forced to land at Trinity Bay & Shelter Bay on account of fog and snow).

Another interesting aspect of this enquiry, is what route was the cover taking? - Derek Rance has looked into this:

- Cariboo Islands, "Les Islets-Caribou", is a sector of the municipality of Baie-Trinité on the North Shore of the St-Laurence river. The Islets-Caribou is a hamlet with a long history: its presence was charted on a geographical map dating from 1723. The islands are connected to the mainland by a series of sand dunes. The hamlet itself is located on the edge of the shore and dates from 1845. Baie-Trinité is located between Godbout and Pentecote. Godbout, Baie-Trinité, and Pentecote are three of the post offices at which mail was dropped on the North Shore mail route in 1927.
- Grand Mere (now Shawinigan) is just south-east of Quebec City, where all the North Shore flights originated from in 1930.

During the winter of 1929/30, there was a weekly dog sled mail along the North Shore from Betsiamites to Seven Islands and Havre St. Pierre. According to the November 1929 Monthly Supplement to the Canada Postal Guide, Cariboo Islands was one of the post offices served by this dog sled mail. The normal practice would have been for outgoing mail from Cariboo Islands to be carried by dog sled to Seven Islands, and then been flown from Seven Islands to Quebec City.



3073

CANADIAN AIRWAYS LIMITED

MONTREAL

601 Keefer Building.

TELEPHONE UPTOWN 3690

PLEASE ADDRESS REPLY TO THE FIRM AT MONTREAL.

February 28th 1930.

613

MAR - 3 1930

Controller of Civil Aviation,
Department of National Defence,
Civil Aviation Branch,
Ottawa, Ont.

Subject: Aircraft CF-AAT

Dear Sir:

I beg to advise that recently one of our Fairchilds 71 CF-AAT landed near Shelter Bay on the North Shore of the St. Lawrence while carrying out a mail flight and remained on the ice where it landed all night ready to continue its flight the following morning Feb. 18th.

When the pilot came out to his machine early the following morning, he found that the ice had broken up due to the excessive thaw of that period, and that the machine was submerged almost completely.

At the next low tide, horses were obtained and the machine being salvaged and sent to Grand'mere for complete overhaul in our shops there.

This accident is reported under Regulation 129, and the delay in reporting is regretted but is due to the fact that full particulars were not obtainable until the salvage party returned.

Yours truly,
CANADIAN AIRWAYS Limited

A. F. Ingram.

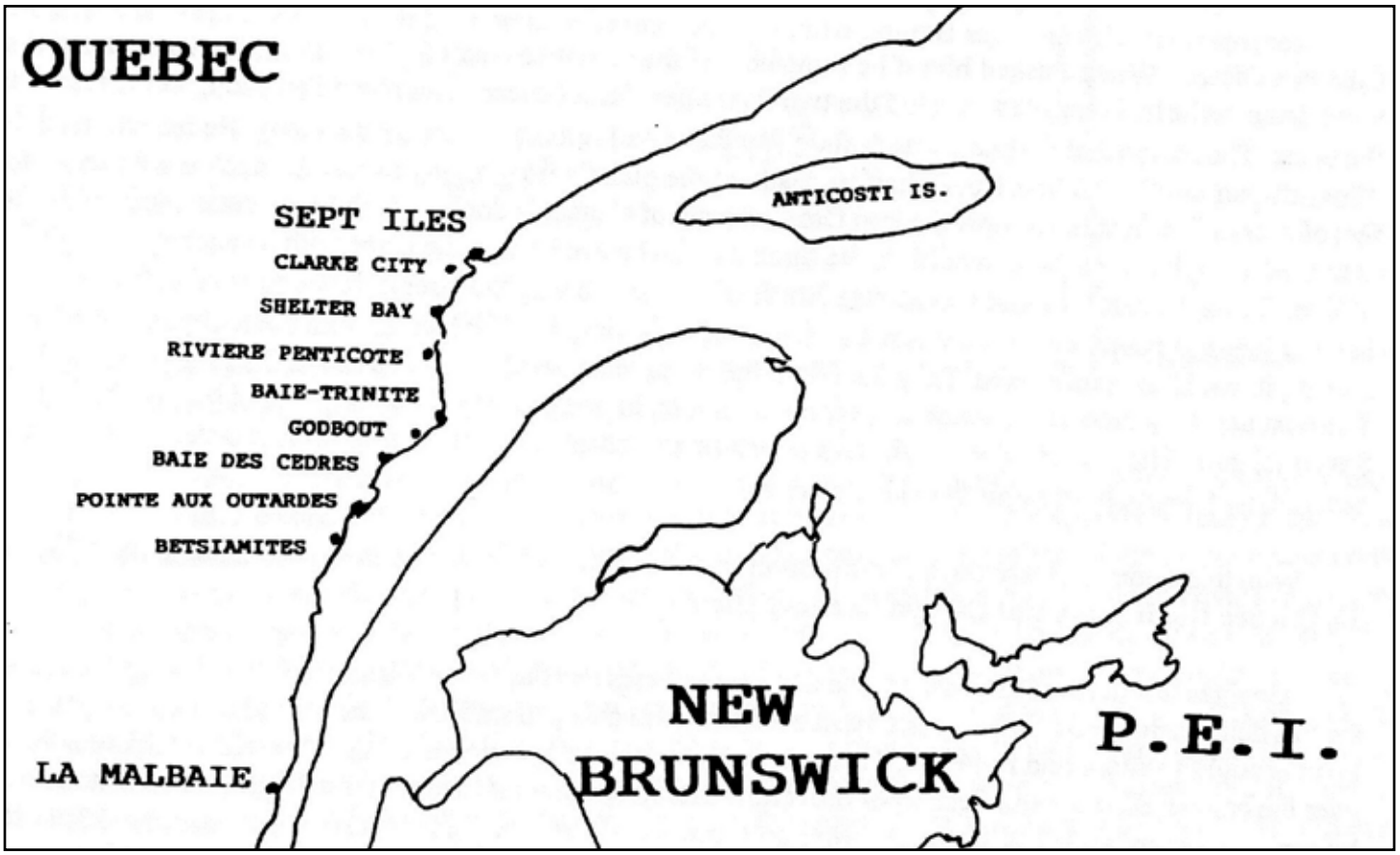
(A. F. Ingram)
Operations Manager
For - R. H. Mulock - General Manager.

AFI.s

USE AIR MAIL

12

Given all the above information, it seems that this cover was carried by dog sled from Cariboo Islands to Seven Islands, and that the plane carrying it from Seven Islands to Quebec City made an unscheduled landing at Shelter Bay on February 17th, and sank through the ice during the night of February 17th/18th.



Map showing places where mail was dropped on the first North Shore air mail flight in December 1927.

Many thanks to Ian, Diana and Derek for the information they provided, and to Bas Burrell who drew the map. - There is little information about the North Shore air mail route after the inaugural flight in December 1927. Canadian Transcontinental Airways had changed their base of operations from La Malbaie to Quebec City in 1928, and other changes may have been made by 1930. If anybody can provide more information, please send it to the editor.

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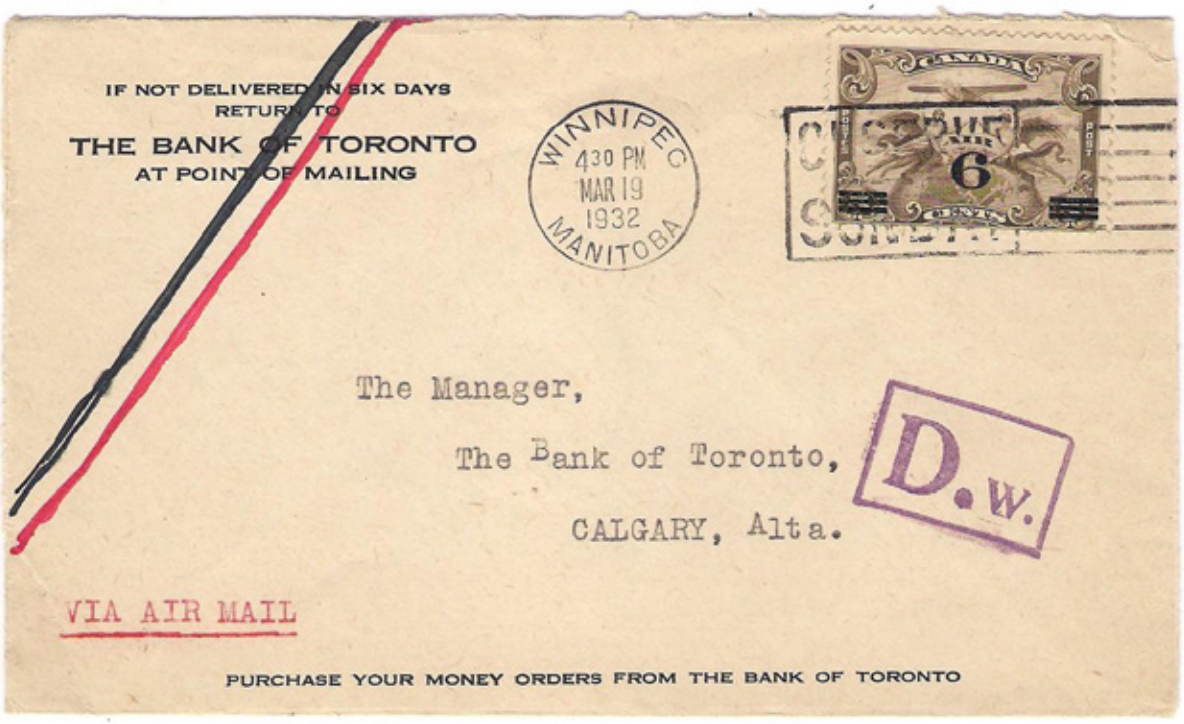


Figure 1 - D.w. Cover #31 **(The D.w. numbers remain constant from article to article.)**
Postmarked WINNIPEG 4.30 P.M. MAR 19 1932
Addressed to: **The Manager, The Bank of Toronto, Calgary, Alberta**
March 19th 1932 was a Saturday, and the air mail service didn't operate westbound on Saturdays. If the letter was diverted to surface routes, it would have been sent by Train 1 which left Winnipeg at 7.00 p.m. and would arrive in Calgary at 6.45 p.m. on Sunday March 20th. - If the letter was held back for air mail, it would have left Winnipeg at 8.00 p.m. on Sunday, and have arrived in Calgary at 4.40 a.m. on Monday March 21st.

D.W. UPDATE #5 – RESPONSES TO THE "END OF AIR MAIL" THEORY!

Chris Hargreaves

In Update #4, I proposed that the "D.w." handstamp was used in Winnipeg to indicate the "end of airmail service", when letters marked for "air mail" were switched to surface mail. - An analysis of the covers with the D.w. handstamp, showed that most of them (43 out of 44) would have reached their destination as quickly by surface routes as they would have done if they were flown. Such a transfer would have been in keeping with the Post Office policy of sending mail by the fastest possible route. It would also have minimized the possibility of there being too much air mail for the aircraft by the time it left Winnipeg at 8.00 p.m. in the evening.
Such an "end of airmail" marking would overcome several problems found with the earlier "Delayed by weather" theory, namely that the D.w. handstamp was found on some covers to Ponteix that weren't delayed; it was found on covers to East End that travelled when the weather was fine; that it is found on a cover that could only have travelled by rail beyond Winnipeg; and that it has been found on a cover handstamped "Insufficiently paid for transmission by air mail". (The full article was published in the March 2015 Canadian Aerophilatelist, and included some railway timetables to show the alternatives to air mail.)
This theory has generally had a favourable response, including an email from Ian Macdonald:

I don't have the depth of knowledge to assess your theory but as a new air mail collector I must say it sounds realistic. But while reasonable it lacks the conclusive bit of evidence that let's us shout 'he's got it, the riddle is

solved!', doesn't it?

Ian raises a tantalizing problem! If one can't find irrefutable evidence, like a statement in a Postal Bulletin, how does one reach the stage when people shout 'he's got it, the riddle is solved!'?
One approach is to consider the response of other philatelists. - The theory has done well in this regard, with comments including:

- *Excellent sleuthing on the "D.w." markings. The problem is indeed involved. I think that your reasoning is on target.* Dick Malott
- *Good thinking and research. I think you're getting there.* Gray Scrimgeour



Figure 2 - D.w. cover # 14
Mailed BERLIN 12th June 1931. Addressed to Estevan, Saskatchewan.
Airmail etiquette and endorsement "Berlin - Amsterdam - London."
Purple bars applied in London to mark the end of air mail service.
D.w. handstamp indicates cover travelled by train from Winnipeg to Moose Jaw, where it would have been transferred to a train to Estevan.

- *Good show.* Hans Steinbock
- *You offer an interesting new theory. It seems to work for most of the covers from the 1930s era, but then there is that crazy late usage that I submitted. In any event, I think you are on the right track.* Kevin O'Reilly
- *Your new analysis makes sense.* Neil Hunter
- *Your analysis is the best explanation so far. Great work!* Robert Timberg

A second element of validation, is to answer questions raised about the theory, and challenges to it.

I received a couple of questions on the theme of, "*if the covers went by train, why aren't there RPO back-cancels?*" I also recently read an unpublished article by Rick Parama about Railway Postal Operations in Alberta. According to Rick: "*Open bag post offices travelling on a train were called RPOs, until their general discontinuance.*

Open bag referred to the practice of sorting in a mail car for distribution to post office stations along the route. Closed bag referred to mail carried by baggage car service (BGS), which required pre-sorting of bags prior to carrying by rail. Bags would be dropped off at the stations along the route so tagged. Bags on the train were handled by railway company staff." - I believe the D.w. mail was normally diverted to the regular, surface mail stream at the beginning of the sorting process. It would therefore travel with the surface mail in closed bags, and not receive an RPO handstamp.

I also received a question as to whether I'd checked Ian McQueen's books on JUSQU'A markings. - A "Jusqu'a" marking was one applied at the start of the journey to indicate how far a letter should travel by air, but Ian's books do also look at "end of air mail service" markings. However, the books were largely based on Ian's collection and copies of markings sent to him. Most of the "Jusqu'a" markings stated what service was involved, and most of the "end of service" markings were obliterations like the bars in Figure 2. Since the D.w. marking was not identified as an "end of air mail service" marking until now, it would not have been included in Ian's books. (Unfortunately Ian died in 2011, so cannot contribute to this enquiry.)

One correspondent commented that he was, "*convinced that the "w" stands for weight or weighed. The "D" may mean determined. For the small planes of the day, accurate weight of the load was of primordial importance, and the weights of the different items had to be shown or guaranteed.*" - I agree that the weight of the air mail loads would have been extremely important, and think that one of the reasons for diverting covers like Figure 1 (from Winnipeg addressed to Calgary) to the train, would have been to avoid weight problems later on. However, the D.w. handstamp has also been found on a cover to Grande Pointe for which no air mail service from Winnipeg was available, so factors other than weight were also involved. [See Figure 3.]

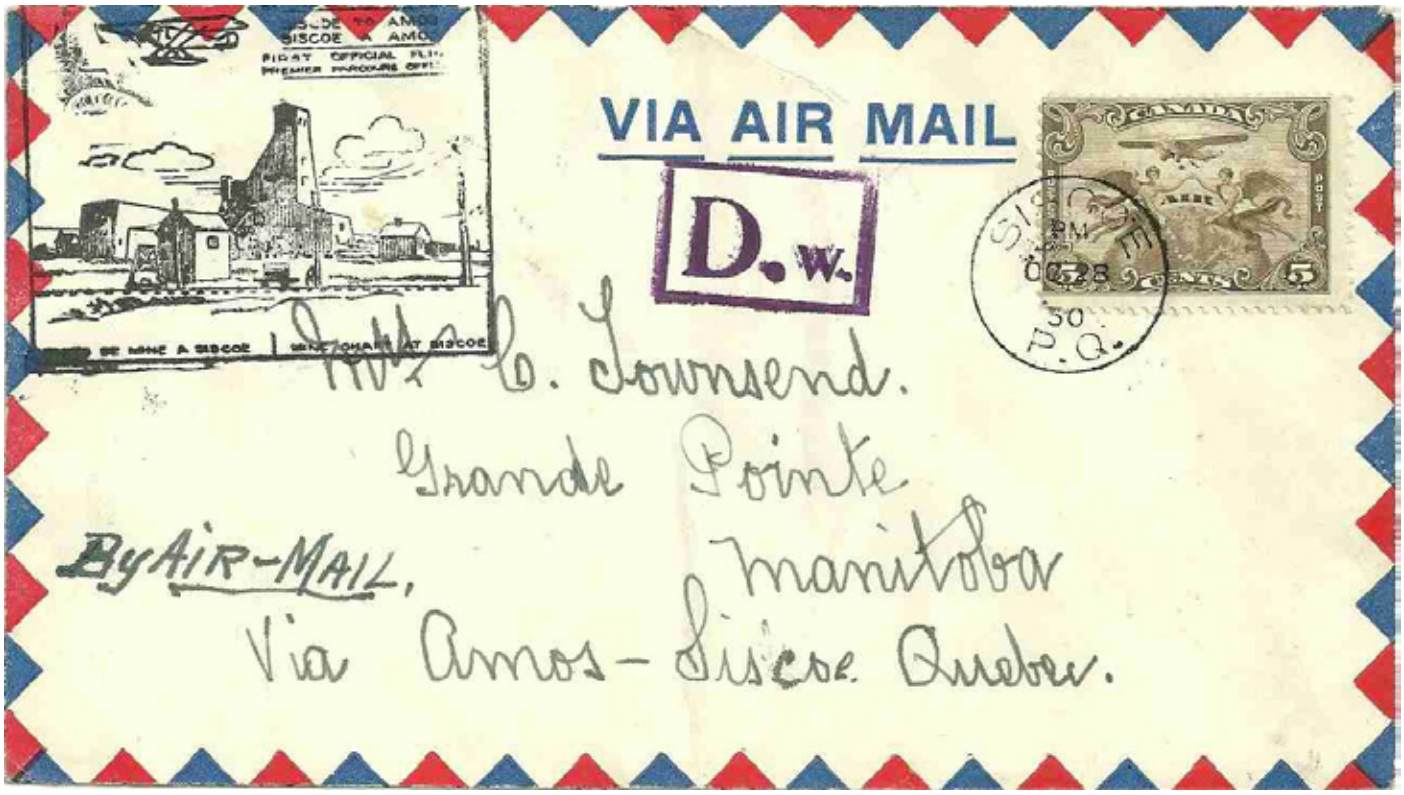


Figure 3 - D.w. Cover #4
SISCOE to AMOS First Flight Cover, Postmarked SISCOE, P.Q. OC 28 30
Addressed to: Grande Pointe, Manitoba.
This is one of the most challenging D.w. covers to explain, as Grande Pointe is about 30 kms south-east of Winnipeg.

The cover would have arrived in Winnipeg by train, as the Pembina - Winnipeg air mail link was not inaugurated

until February 1931. The D.w. handstamp was applied in Winnipeg. The cover then continued from Winnipeg by surface routes.

I also received a comment that: Although it has been shown that for some FFCs with "D.w." marks the weather was fine on the day of the flight, the weather forecast for the day may have indicated otherwise. Remember that forecasting was not as sophisticated then as it is today –This leads me to think that "D.w." stands for "Diverted weather" or "Diverted weight". The latter seems less likely since in most cases the covers had already made one leg of a flight, but it is possible that space was needed for extra more lucrative freight and the mail was diverted. I am reasonably sure this occurred only at the Winnipeg post office, but it is possible that a few other offices also had one or more "D.w." handstamps. -
Responding to this comment feels like arguing against phantoms:

- maybe some weather forecasts predicted bad weather when the covers to East End were flown, but those I found and quoted in the June 2014 Canadian Aerophilatelist said the weather would be fine.
- maybe "*space was needed for extra more lucrative freight*", but the Post Office required mail to be given priority, and I do not know of any instances where other freight was given priority over mail.
- maybe "*a few other offices also had one or more "D.w." handstamps*", but all 44 known covers passed through Winnipeg, and there is no evidence of any other office using a D.w. handstamp!

But this brings us back to the earlier question: how does one reach the stage when people shout 'he's got it, the riddle is solved!'?
The third element of validation, is to find new covers with a D.w. handstamp, and see whether the "end of air mail" theory fits with how they were handled.

So: would everybody who comes across an unrecorded D.w. cover please send me a copy of it, so that we can see if it fits the "end of air mail" theory.

Many thanks to everyone who responded to the "end of air mail theory".
Chris Hargreaves
4060 Bath Road, Kingston, Ontario K7M 4Y4
hargreavescp@sympatico.ca

Another Piece of the D.w. Puzzle ?

Mike Street

Last August at BNAPEX 2014 BALTIMORE, Mike Powell's terrific Canadian Prisoners and Civilian Internees in Europe During the Great War won a Gold & the Sam Nickle Award for the Best Military Postal History exhibit. While viewing it, I was very surprised to find Allied Prisoner of War mail carrying two slightly different German handstamps with the letters "F.a" that are very similar to the Canadian D.w. postmarks in the mystery we have been trying to unravel.



Mike was good enough to not only provide scans of his covers but also an



explanation of the marks. He wrote, *"The letters "F.a." are an abbreviation of "Frist abgelaufen", which translates as "Period of time expired". This is a typical marking which refers to the practice of detaining outgoing mail, usually for about two weeks, to ensure that any news in correspondence would not be current when it was delivered. "F.a" was sometimes included in the camp censor marking rather than as a separate handstamp."*

Having seen these marks and heard Mike's explanation, I am convinced that a Canada Post Office employee, either a former WWI Canadian POW or a post-WWI immigrant from Germany, when faced with a problem came up with the idea of making the "D.w." handstamp(s) to indicate a change in the handling of some specific mail. The "D.w." marks were applied to either the top envelope of a bundle of first flight covers, and occasionally to single covers.

Thanks to Mike Powell for the illustrations.

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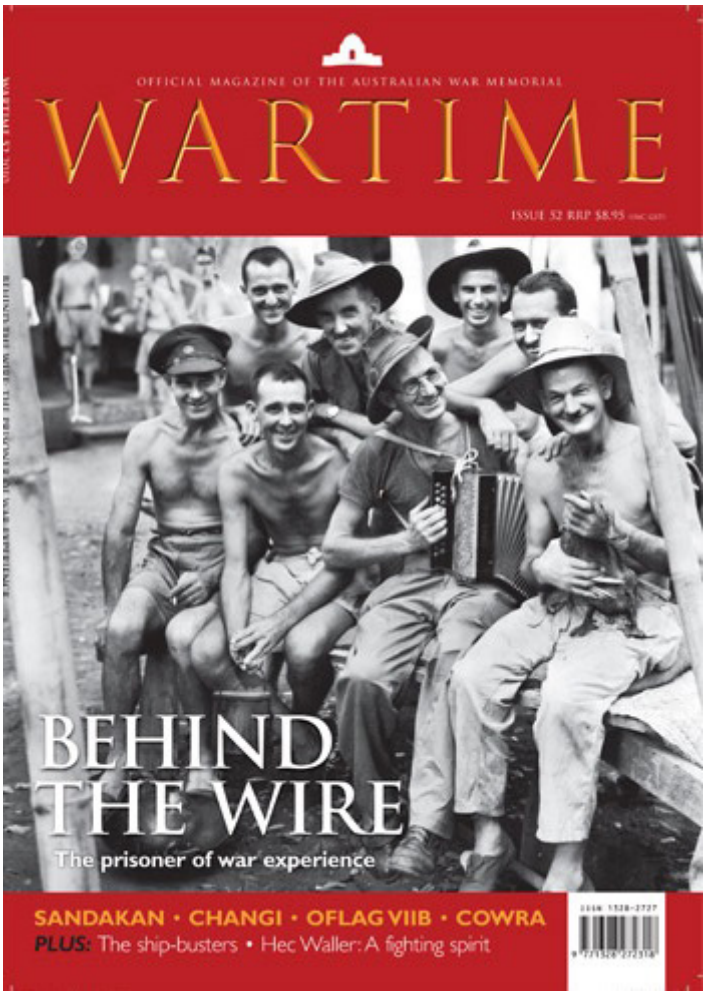
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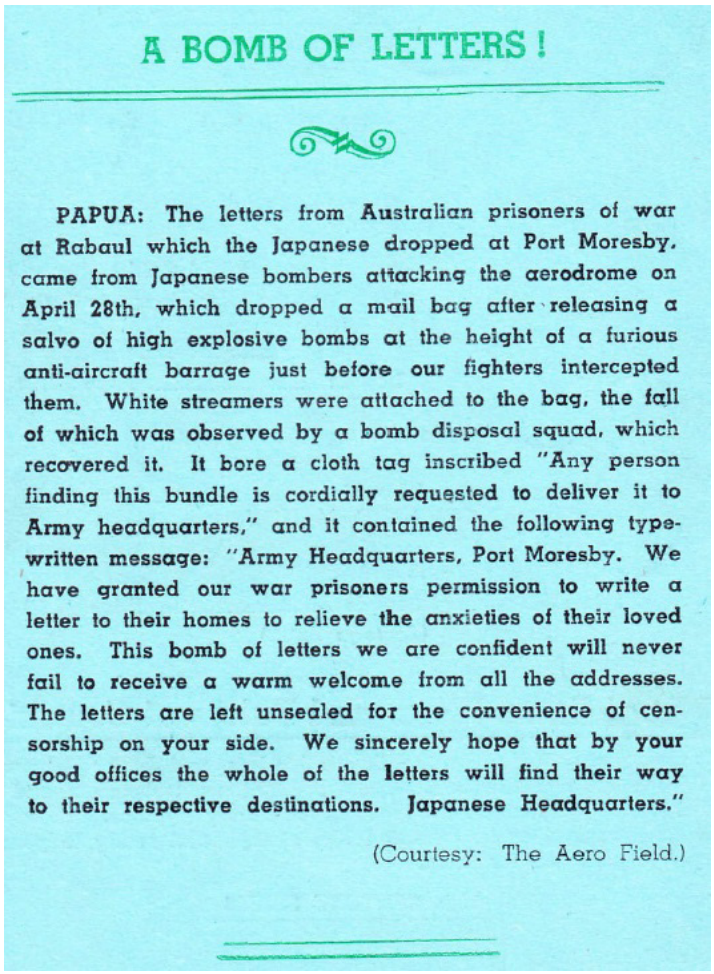


Follow Up: World War II Prisoner of War mail - Japan.

The June 2014 Canadian Aerophilatelist included the item "A Bomb of Letters" from Philatopic Monthly, a journal published by the Empire Stamp Company in Toronto from 1940 to 1952. – It was the back cover of Vol. 4 No. 5 - the August/September 1943 issue.

I'd heard about the Japanese not forwarding POW mail before, but this was the first time I'd read about them making special arrangements to forward POW mail.





A BOMB OF LETTERS !

PAPUA: The letters from Australian prisoners of war at Rabaul which the Japanese dropped at Port Moresby, came from Japanese bombers attacking the aerodrome on April 28th, which dropped a mail bag after releasing a salvo of high explosive bombs at the height of a furious anti-aircraft barrage just before our fighters intercepted them. White streamers were attached to the bag, the fall of which was observed by a bomb disposal squad, which recovered it. It bore a cloth tag inscribed "Any person finding this bundle is cordially requested to deliver it to Army headquarters," and it contained the following typewritten message: "Army Headquarters, Port Moresby. We have granted our war prisoners permission to write a letter to their homes to relieve the anxieties of their loved ones. This bomb of letters we are confident will never fail to receive a warm welcome from all the addresses. The letters are left unsealed for the convenience of censorship on your side. We sincerely hope that by your good offices the whole of the letters will find their way to their respective destinations. Japanese Headquarters."

(Courtesy: The Aero Field.)

I asked if somebody could provide further information as to how common either situation was?

Peter Wood, who found the original item, looked into this, and found a very full and interesting description of the Port Moresby delivery in Wartime 52 - a magazine produced by the Australian War memorial.

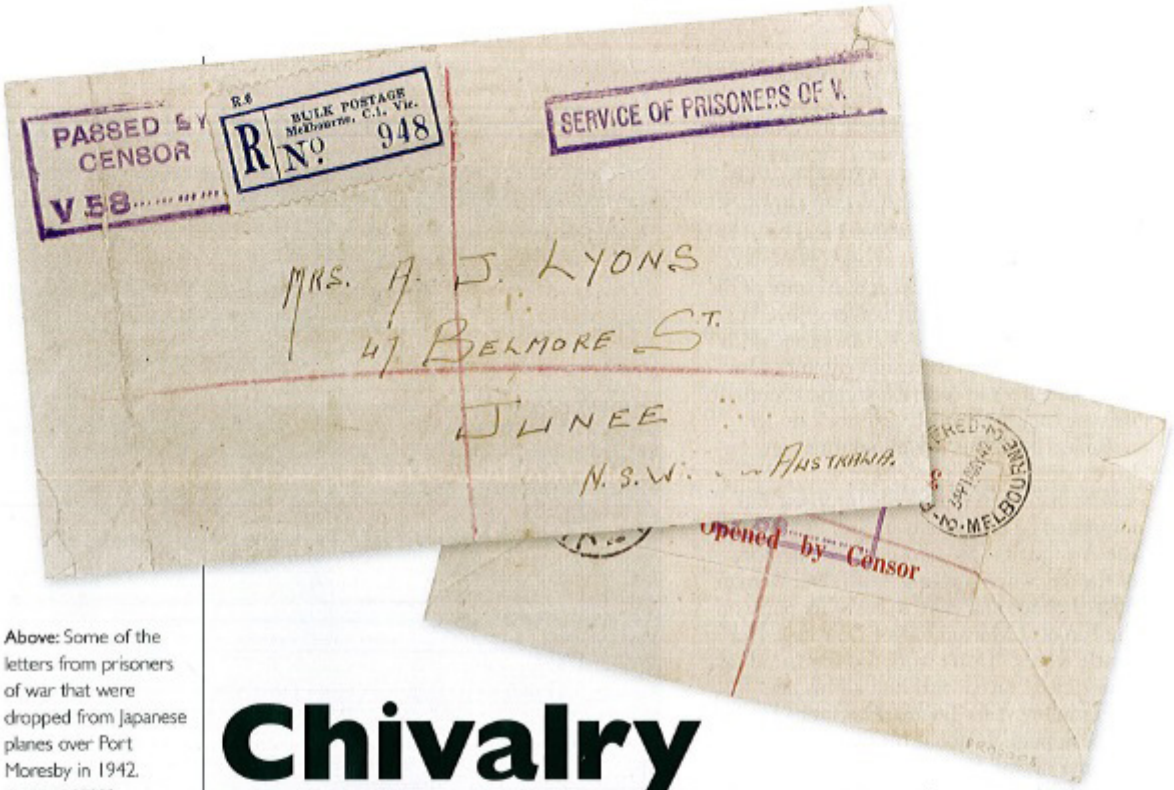
This article, written by Kan Sugahara is reprinted on the following pages, by permission of Kan and the Australian War memorial.

Kan lives in Japan. He is a translator and Second World War historian.

For more information about the Australian War Memorial, see their website www.awm.gov.au or contact:

Andrew McDonald, Australian War Memorial,GPO Box 345 Canberra ACT 2601, Australia. (Email: andrew.mcdonald@awm.gov.au) A copy of the latest issue of Wartime, which is a 76 page magazine published quarterly, can be previewed at www.awm.gov.au/wartime/

Behind the wire



Above: Some of the letters from prisoners of war that were dropped from Japanese planes over Port Moresby in 1942. AWM PR00008

Chivalry versus Bushidō

Letters from prisoners of the Japanese were dropped over Port Moresby in 1942 – but how did this come about?

BY KAN SUGAHARA

About 11 am on 28 April 1942, Australian military installations in Port Moresby were under heavy attack from Japanese attack-bombers, the Mitsubishi G4M or "Betty". The Japanese had planned to invade Port Moresby in early May; in preparation, they had reinforced their air power in Rabaul, and were carrying out preparatory operations every day against Allied installations. On this day, however, the Japanese attack-bombers dropped something unusual – mailbags with white streamers attached to them. What was in those mailbags? Although the story is familiar to many Australians, the Japanese know little about it; I had never heard it myself until recently.

My acquaintance Mrs Nori Nagasawa

Author
Kan Sugahara attended the Imperial Japanese Naval Academy during the war. He is a translator and Second World War historian, and co-author of *Encounter at sea and a heroic lifeboat journey* (1994).

has many friends who were prisoners during the Second World War, among them the Reverend John May of Tasmania, chaplain to Lark Force. In 2009 she received a cutting from the Hobart *Mercury* of 20 March, with a photo of the Reverend May holding a letter he had written back in 1942. He wrote it as a prisoner in Rabaul, and it had been air-dropped by the Japanese bomber over Port Moresby. The letter was picked up by the Australians and delivered to his family, and has been kept to this day. All we could learn about May's letter was that a Japanese officer had told him that he could write a letter home, and it would be air-dropped over Port Moresby "instead of a bomb". Mrs Nagasawa wanted to learn more about this letter and asked for my help.

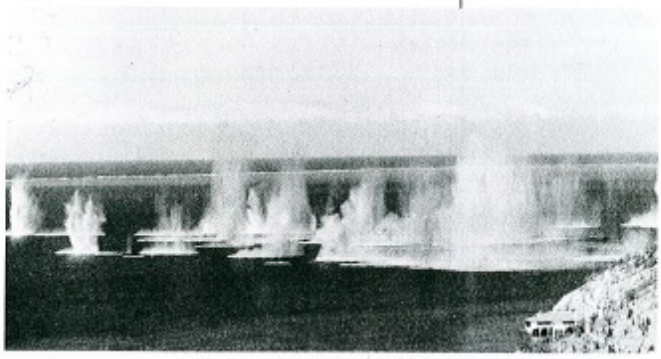
As this event was totally unknown to the Japanese, I decided to obtain as much information as possible from Australia, and then fit into the story any material I might be able to find in Japan. For the past few years I had been in communication about prisoner of war issues with Dr Keiko Tamura, of the Australia–Japan Research Project at the Australian War Memorial. I asked her to introduce me to Emeritus Professor Hank Nelson of the Australian National University, a leading authority on prisoners of war, and to Mrs Margaret Reeson, the author of several books, including *Whereabouts unknown* (1993) about the loss of the *Montevideo Maru*. I am very grateful to all of them for their kind help.

From Professor Nelson I learned that the letters were dropped at 10.58 am on 28 April 1942, during a raid by eight bombers and 15 escort fighters. The Australian 39th Battalion in Port Moresby recovered four mailbags with white streamers attached to them, each containing about 100 letters written by prisoners of war and civilian internees who were being held in Rabaul, and addressed to their families. Many of the letters bore the same date, 11 February.

The Australians were surprised by their find and remained suspicious for several days, until they confirmed that the letters did indeed bear the names of actual prisoners, and that the content of the letters was consistent with what a prisoner would have wanted to say in the circumstances. In one of the bags there was a note from the local Japanese headquarters addressed to the Australian army headquarters in Port Moresby. This note closed with the hope that "by their good offices, all of these letters will find their way to their final destinations." I asked Professor Nelson and Mrs Reeson if the letters had been censored. Apparently the Australians had stamped the letters "Passed by Censor" and the Japanese had cut out inappropriate words with scissors or a sharp blade, rather than blacking them out. At any rate, censorship had been performed by both sides.

As the letters were air-dropped over Port Moresby, I figured that the bombers and fighters must have operated out of Rabaul. The distance between the two places is less than 500 nautical miles [900 kilometres], which is well within the range of the G4M planes. The *Senshi sōsho* (the Japanese official war history) relates that the Imperial Japanese Navy reinforced its air power at Rabaul to carry out its Second Stage Operations, of which the invasion of Port Moresby was to be a part. The newly established 25th Air Flotilla consisted of four units, which included the 4th Air Group of 48 Type 1 attack-bombers (Allied code name "Betty") and the Tainan Air Group of 60 Type Zero fighters (Allied code name "Zeke").

I concluded that the bombers participating in the air-drop belonged to the 4th Air group. Then I asked a friend, a noted collector of materials relating to the Japanese Navy, to



Below: A vital port for Australian operations in the Pacific theatre, Port Moresby was under regular attack by Japanese aircraft in 1942. The mail drop by Japanese bombers was quite unexpected. AWM 012968



provide me with a copy of the *Kōdō-chōsho* (unit action report) of this bomber group for April 28. It reads:

1) *Mission – bombing of Port Moresby*
2) *Name of commander – special duty Lieutenant (junior grade) Muneo Aragane*
3) *Number and type of aircraft involved in the mission – 9 Type 1 attack-bombers*
4) *Armament – a total of 96 60-kilogram bombs*
5) *Summary of action:*
   - *06.33 Take-off from Vunakanau.*
   - *09.08 One bomber returned to base with mechanical problems.*
   - *09.58 Bombed Port Moresby.*
   - *10.00 One bomber was hit by AA, damaging the oil cooler, and diverted to Lae.*
   - *11.28 Damaged bomber landed at Lae.*

12.45 Seven bombers landed at Vunakanau.

This report makes clear that eight bombers raided Port Moresby at 9.58 am on 29 April, which matches Australian reports that "the air raid consisted of 8 bombers" and "the letters were dropped at 10.58 on 28 April, during a bombing raid". Since the Japanese used Japanese Standard Time (GMT minus nine hours) wherever they might be, their clocks were one hour behind the local time at Port Moresby. We can therefore safely identify those eight attack-bombers of the 4th Air Group as the bombers that raided Port Moresby at 10.58 am on 28 April, dropping the prisoners' letters.

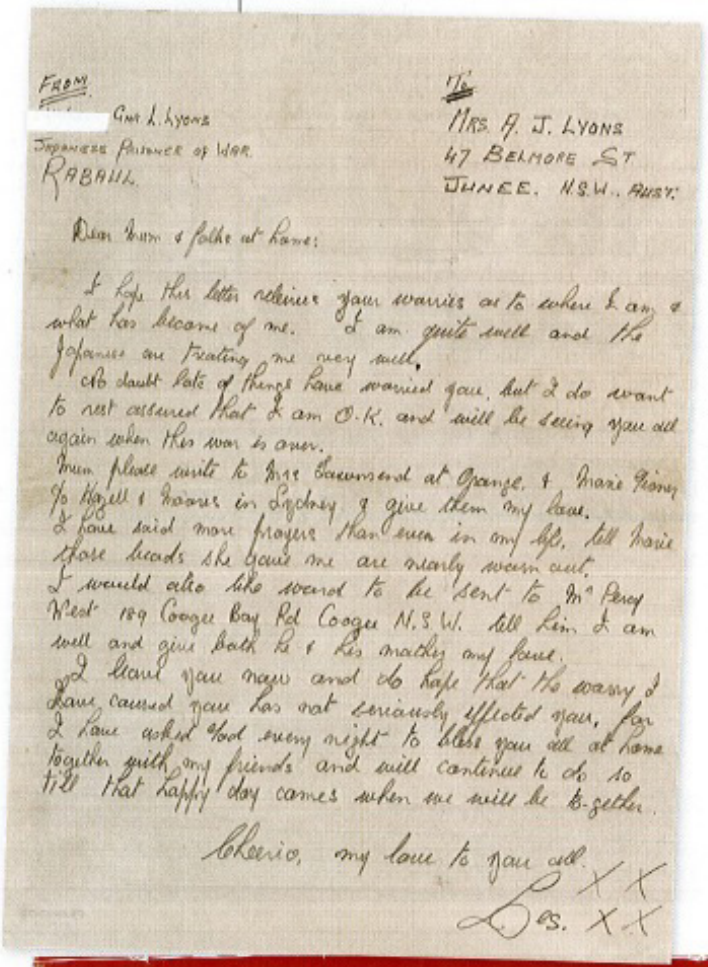
But strangely, in the remarks section of the *Kōdō-chōsho*, no entry has been made regarding the letters which might reveal how they came to be sent. Mrs Reeson wrote in *A very long war* (2000), "I do not know anything about the Japanese officers who ordered this act of compassion. All I know is that the Australian families were very grateful, even though they were surprised by this kind of act in a time of war."

I too still did not know how this humane act had come about. While I was struggling to solve this problem, Keiko Tamura introduced me to Mr Harumi Sakaguchi, a former United Nations employee, who had been stationed in New Guinea. Mr Sakaguchi kindly sent me a copy of a passage from *The bone man of Kokoda* (2008) by Charles Happell.

One day before the Japanese landing at Rabaul, a Japanese reconnaissance plane crashed into a mountain in low clouds and both pilots were killed. The Australians dug a grave and gave them a proper burial. When the Japanese Commander subsequently learned of this civilised act, a directive was issued strictly forbidding the abuse of Australian prisoners … At his commander's instruction, Nishimura suggested to two Australian prisoners of war that they write letters to their families and girlfriends back home. He explained that a navy bomber would drop the letters in bags over the airfield in Port Moresby. The two prisoners convinced the other Australians that the Japanese offer was genuine.

Mr Sakaguchi also introduced me to "the bone man", Mr Kohkichi Nishimura, who was a member of the *Nankai Shitai* (South

Below: One of the letters dropped over Port Moresby in April 1942, from Gunner Les Lyons, 17th Anti-Tank Battery, of Junee, NSW, who was captured by Japanese forces at Rabaul. Three months after his family received his letter, Lyons was on board *Montevideo Maru* when it was sunk by the American submarine, USS *Sturgeon*.
AWM PR00008



FROM
Gnr L. Lyons
Japanese Prisoner of War
RABAUL.

TO
MRS. A. J. LYONS
47 BELMORE ST
JUNEE. N.S.W., AUST.

Dear Mum & folks at home:

I hope this letter relieves your worries as to when I am & what has become of me. I am quite well and the Japanese are treating me very well.
No doubt lots of things have worried you, but I do want to rest assured that I am O.K. and will be seeing you all again when this war is over.
Mum please write to Mrs Townsend at Orange & Marie Storey to Hazell & Roarke in Sydney & give them my love.
I have said more prayers than ever in my life, till then those heads she gave me are nearly worn out.
I would also like record to be sent to Mr Percy West 189 Cooper Bay Rd Cooper N.S.W. tell Lin I am well and give Bath & his mother my love.
I heard you now and do hope that the worry I have caused you has not seriously affected you, for I have asked God every night to bless you all at home together with my friends and will continue to do so till that happy day comes when we will be together.

Cheerio, my love to you all.
XX
Les. XX

Seas Force) and was stationed in Rabaul at the time of the air drop. I interviewed Mr Nishimura by telephone. When he landed at Rabaul on 23 January 1942, he was a Superior Private (acting corporal) of the 3rd Platoon, 5th Company, 2nd Battalion of the *Nankai Shitai*. He was given two prisoners to work under him, cleaning and maintaining weapons. Since they did not speak each other's language, they communicated by gestures and drawing pictures; soon Nishimura learned they were from Melbourne. Later he learned from their friends that on the day before the Japanese landing at Rabaul (January 22), a Japanese navy plane had crashed in the mountains nearby, and the remains of the two airmen had been buried properly on the mountainside behind the airfield.

After they got to know each other, Nishimura felt sorry for the prisoners, who had no way of letting their families know that they were in good shape and in Rabaul. It occurred to him that if they wrote letters home, he might be able to have a navy bomber drop those letters over Port Moresby. The navy officers' quarters were nearby, and Nishimura became friends with a lieutenant who came every morning to wash his face at the well. One morning, Nishimura told him of his idea. The lieutenant replied offhandedly, "It sounds like a good idea; I'll try." Nishimura told the prisoners who worked under him to write a letter home, simply to say that they were in good health. The first drop was not successful, so the navy pilot later made a second mail run. When we spoke, Nishimura was relieved to learn that the prisoners' letters had reached their families safely.

One of the baffling problems for the student of history is the difficulty of reconstructing an event when sources of information do not agree exactly on what happened. Although there are some inconsistencies between Mr Nishimura's statement and what I have discovered elsewhere, this should not surprise us. A person's memory will fade or even change with the passage of time. In Mr Nishimura's case, this has covered almost seven decades and has included experiences such as fighting in battles and being aboard a ship that was sunk – all matters of life and death.

There are, however, three major points that seem inarguable:

1. The Japanese allowed the Australian prisoners and others to write letters home.
2. These letters were air-dropped over Port Moresby.
3. They were recovered and delivered to their respective families, and some have been kept to this day.

These points are established through many sources and corroborated by the accounts of a number of people.

But what did this extraordinary gesture mean? What does it say about the nature of *Bushidō*, the Japanese warrior code? Was delivering the letters a violation of that code, or was that action consistent with the code's chivalrous side? How does the event affect Australian perceptions of the Japanese military forces; for that matter, how does it affect Japanese perceptions? These are questions that I hope readers will meditate upon for themselves.



MONTEVIDEO MARU

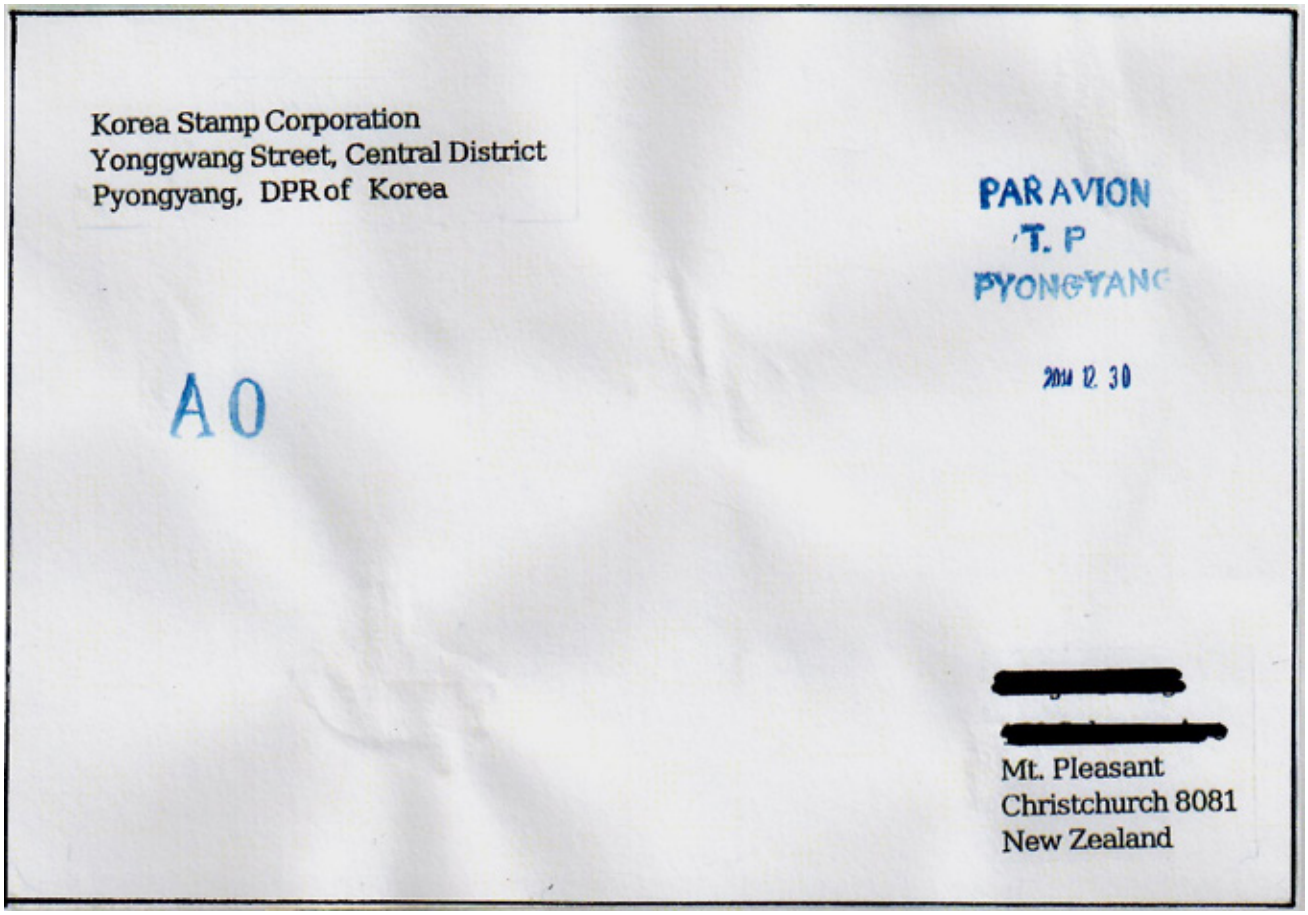
In June 1942, 845 prisoners of war and 208 civilian internees from Rabaul were loaded on board *Montevideo Maru*, a 7,267-ton cargo liner operated before the war by the Ōsaka Shōsen Kaisha. The ship was requisitioned by the Japanese Navy in 1941 and was being used to transport the Australians from Rabaul to camps in Hainan, off the south coast of the Chinese mainland.

During the night of 30 June it was spotted by the American submarine USS *Sturgeon*, searching for Japanese merchant vessels in the waters west of the Philippines. An American torpedo ripped through the starboard hull of *Montevideo Maru*. The ship sank in little more than 10 minutes, taking the lives of all the Australians on board and most of the Japanese crew. Many of the letters delivered over Port Moresby in April 1942 had been written by those who sailed on *Montevideo Maru*, raising hopes that finally proved to be false.

It was the worst maritime disaster in Australia's history. The sinking and its aftermath will be the subject of a story in a future issue of *Wartime*.

Above: The Japanese passenger ship MV *Montevideo Maru*, sunk by the American submarine USS *Sturgeon* on 1 July 1942. An estimated 845 Australians and 208 civilians captured on Rabaul were killed in its sinking.
AWM 303640

The Reverend John May OBE died in Hobart in January 2010, aged 95.



Follow Up: The A.O. Directional Marking

In the December 2014 Canadian Aerophilatelist, Mike Shand asked about a "mysterious" A.O. marking listed in Ian McQueen's Airmail Directional Handstamps (2003). Richard Beith and Nino Chiovelli both sent the explanation, which was published in the March 2015 journal: A.O. is an abbreviation of the U.P.U. phrase 'Autres Objets', which translates from the French as "Other Objects". The term refers to items such as printed matter, in contrast to 'L.C.' = 'Lettres, Cartes', i.e., first class mail. It also refers to small packets that could be included with letter mail, but are in effect larger than normal.

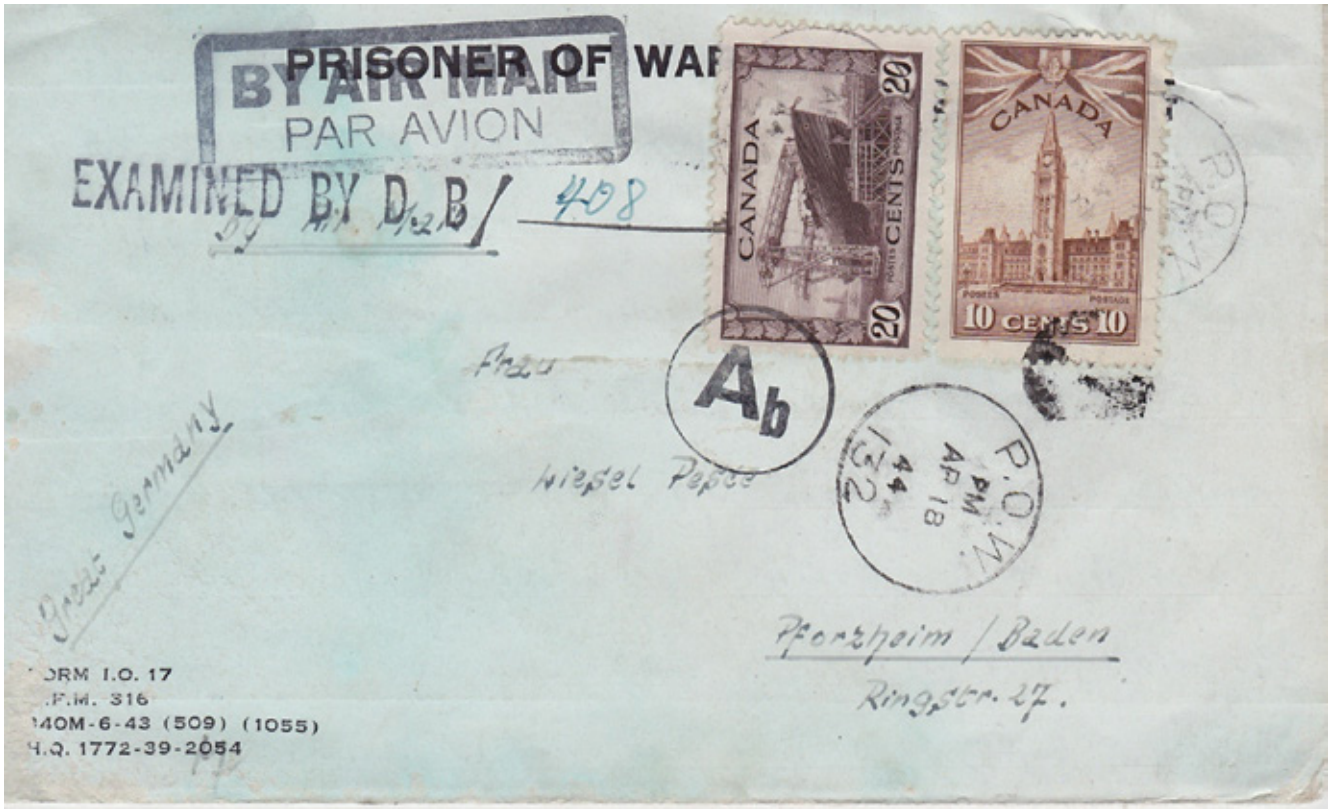
Mike also sent his question to New Zealand, and received the cover above. He commented:

Actual size is 200mm x 135mm: regular letters in Canada are up to 245mm x 156mm, so this is not really large. Over a longer period than I care to think about, I must have received mail of every shape and size but no A.O. McQueen does not list such under Korea and indeed a quick scan of his publication shows only Indonesia aith A O (in a box) other than Canada.

I have no idea what all this means. If anyone else has any thoughts or examples, please send them along to our editor.

Thanks Mike.

Follow Up: World War II POW Mail from Alberta to Germany?



Cover from a German army Sergeant, writing from Camp 132 (number on back) which was at Medicine Hat, Alberta, to Pforzheim/Baden Ringstr. 27 Great Germany.
Postmarked: P.O.W. 132 PM AP 18 44 Canadian censor stamp: EXAMINED BY D.B/ 408
German censor stamp: Ab in circle.

QUESTION in the March 2015 journal: Can somebody tell us the route this cover would have taken from Alberta to Pforzheim in Germany?

Many thanks to Brian Wolfenden, Charles LaBlonde, Neil Hunter, Nino Chiovelli, and Richard Beith, who all responded to this question. Their combined answer is:
The POW mail to Germany in 1944 would have been free if sent by sea, but the full 30 cents air mail postage is correct.

Nothing is certain in war time, but most likely route of the POW cover to Germany is as follows:

- Alberta to Ottawa by Trans-Canada Air Lines for censoring, where the D.B. handstamp was applied.
- Ottawa to Montreal - rail or TCA.
- Montreal to New York by FAM 1, and New York to Lisbon by PANAM.

However, it was mentioned that, "*by 1944, for the Transatlantic flight, such mail might have been carried by military transport, the lines between civil and military air mails were getting pretty blurred. The Pan Am planes would be operating under government control.*" If the cover had arrived in Britain, it would have been flown on to Lisbon.

- Lisbon to Berlin by Lufthansa. "*The German authorities placed great importance on the Lisbon - Berlin route, known as flight K22. In January 1944 this still operated Lisbon-Madrid-Barcelona-Lyon-Stuttgart-Berlin. Unlikely*

to be any different in April 1944 as they were still flying on 27 September 1944 when the FW 200 D-AMHL 'Pomerania' disappeared on the flight to Spain. After this loss, Lufthansa obtained three Ju 88s and three Ju 290s. These later flights often flew non-stop Barcelona-Berlin. By March 1945 K22 restricted to Lisbon - Barcelona." [Sources: Deutsche Lufthansa timetables courtesy DL Archive, Cologne; G Ott 'Die letzen Verkehrsflüge der altern Lufthansa', 'Luftfhart International', 5, 1980, in English language version.]

The circled hand stamp 'Ab' indicates that the cover passed through a censorship office in Berlin, without being opened. The 'A' = 'Auslandsbriefprufstelle' = Foreign Mail Examination Office. The 'b' indicates the Berlin office.

- Then by local routes Berlin to Pforzheim.

Book Reviews

Trans-Atlantic & Trans-Africa Mail Service of the United States Army Air Forces Ferrying Command, Air Transport Command, & contract air carriers during WWII: A Selection of U.S. Post Office Dept., Civil Aeronautics Bd & Air Force Docs.
Ken Lawrence, ed.

Two Volumes, 400 pages, 9x11 in., Plastic Comb, $800. Self Published, Amazon (2014).

Reviewed by David Crotty:

For decades collectors and historians were led to believe that much Trans-Atlantic and Trans-Africa mail during World War II was carried by one flying boat operating between Miami and Leopoldville on a U.S. Postal route known as FAM22 with BOAC and other carriers taking the mail onward. A continued search of Pan American Airway records held at the University of Miami opened up a much wider story. But the most important evidence was found in U.S. Army and Air Force records held at several locations in Washington, D.C., Pennsylvania, and Alabama. This set of books contains the results of Mr. Lawrence's search through some 27,000 pages of military microfilm images for reports that discuss the carriage of mail. Some of these pages were obtained through his freedom of information request.

The documents demonstrate clearly that the Post Office Department in December 1941 re-defined, at the request of the U.S. military, the FAM22 mail transport authorizations to include all of Africa, the Middle East and Asia through to Singapore. Other tabular documents list the amounts of cargo, passengers and mail that the Army ATC (Air Transport Command) and its several contractors carried throughout Africa, city by city, during the war. The contractors included Pan American, Eastern, American and TWA and several others. The listings show how much mail was carried by ATC and the contractors and how much was transferred from and to BOAC. Much of the ATC transport before May 1943 was carried by the massive network of land based aircraft, and after May 1943, when the Boeing 314 shuttle ended, all of it was. Numerous other related subjects are discussed in these findings. Maps of ATC mail routes again redefine the scope of the U.S. Army ATC operations.

This work represents a Herculean effort that reminds me of my own work cataloging Pan American Airways Atlantic operations during the war. These pages redefine what we thought we knew about transportation during World War II. I consider it an indispensable reference for war historians and philatelists.

There is, however, some controversy amongst authors regarding the carriage of mail via Miami during WWII. One of the authors on these subjects, John Wilson, who very much disagrees with Ken Lawrence's findings, has started placing copies of many of these microfilm records on the West Africa Study Circle's website at www.wasc.org.uk/ . So far he has processed about 2500 pages from two of the microfilm reels.

David Crotty

Aviation and Airmail Encyclopaedia till 1945, volume 2

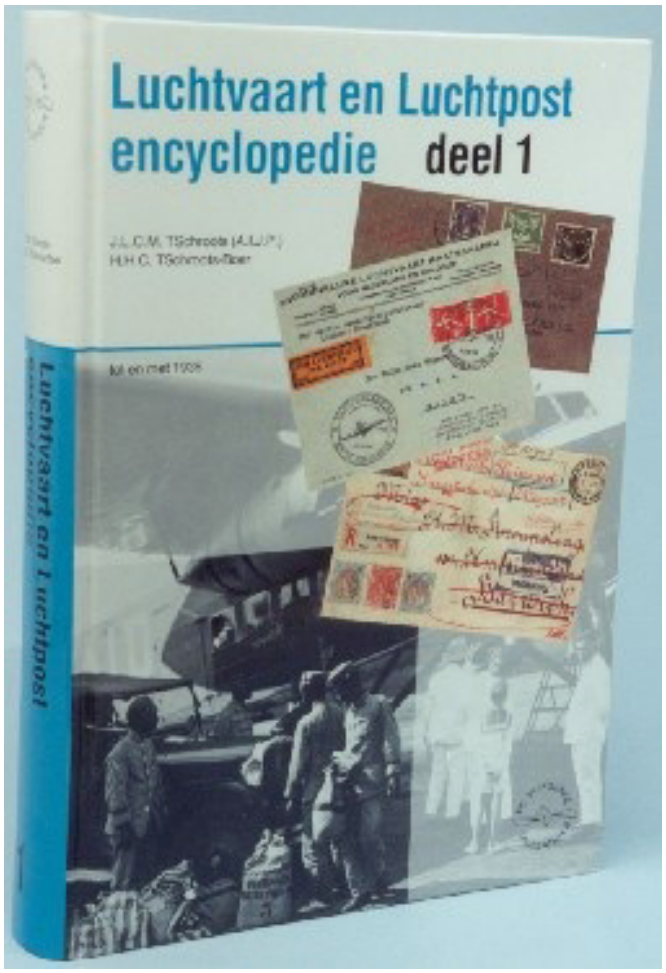
By J.L.C.M. TSchroots (A.I.J.P.) and H.H.C. TSchroots-Boer

Second volume of standard reference book on airmail will be published later this year.

This new volume has about 800 pages with many full colour illustrations. It is hardbound just like volume 1. Its size is 17 x 24 centimetres.

Among other things this book contains information on:

- airmail by French, German and Italian airlines from the Netherlands to South America
- airmail connections between Europe and the United States of America (Clipper services) and the Far East (China, Hong Kong and Indochina)
- outward and return flights Dutch East Indies
- many European air routes and airlines including the air routes
- (airmail) rates 1936-1943.



Prices: volume 2 €55 (excl. p&p), (pre-order volume 2 by paying € 45 (excl. p&p))
Volume 1 up to and including 1935 € 27.50 (excl. p&p)
Combined order volumes 1 and 2 € 65 instead of € 82.50 (excl. p&p)
P&P per volume: € 10 The Netherlands, € 15 Europe, € 25 Overseas

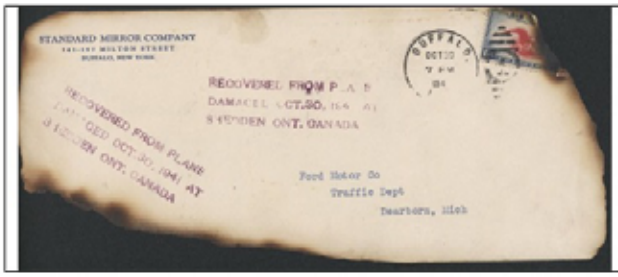
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More information on: www.de-vliegende-hollander.com

Information from Wolfgang H. Porges, FISA Secretary General

CRASH COVERS FOR SALE

Canadian Pacific Airlines twin engine (CF-BMG) sank at Port Alberni, British Columbia on February 1, 1947. Small cover postmarked Port Alberni FEB 4, with black crash cachet & found damaged label on back. Unlisted in American Air Mail Catalogue. Rare. US$400.00 + postage





American Airlines DC-3 crash at Shedden, Ontario on 30 Oct. 1941 (AAMC 411030). Legal cover from Buffalo, NY to Dearborn, MI, with 3 line magenta cachet, as shown.
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See page 2 of this journal for more information.

NEXT ISSUE DEADLINE: by August 1st

THE CANADIAN AEROPHILATELIST

is produced quarterly in March, June, September and December. If you have anything you'd like to be included in the next issue, please send it to the editor:

Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4
Email: hargreavescp@sympatico.ca

MEMBERSHIP APPLICATION / RENEWAL FORM

The CANADIAN AEROPHILATELIC SOCIETY has about 150 members, and membership is open to all. The CAS aims to provide a forum for the exchange of information among Canadians who are interested in any aspect of world-wide aerophilately, and for collectors from around the world who are interested in Canadian aerophilately. - This is mainly achieved through our journal The Canadian Aerophilatelist which is published quarterly.

The Society also provides a number of other services, including: a question-and-answer service for mystery air mail stamps and covers; a small library that can be searched for information on particular topics; a "sales department", with discount prices on several publications, and a variety of modern covers for sale; representation of Canadian aerophilatelists at national and international levels.

For more information about these services, and/or a free copy of our Short Guide to Canadian Aerophilately, contact Chris Hargreaves, 4060 Bath Road, Kingston, Ontario K7M 4Y4. (hargreavescp@sympatico.ca) OR check out our website: www.aerophilately.ca

The membership dues for members who receive The Canadian Aerophilatelist by email are:

1 year - $15.00 Canadian or US$13.00 or 8 GB pounds or 11 Euros - anywhere in the world
2 years - $25.00 Canadian or US$21 or 14 GB pounds or 18 Euros, anywhere in the world

The dues for members who prefer a paper copy of The Canadian Aerophilatelist mailed to them are:

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$35.00 CDN for members Overseas, (or $29.00 US, or 26 Euros, or 19 Pounds Sterling)

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Members receiving a paper journal may also receive an emailed journal at no extra charge.

Dues can be paid by cheque in Canadian $, U.S.$, Euros, or Sterling, payable to: The Canadian Aerophilatelic Society, or by PAYPAL in CANADIAN $ to bjnepean@trytel.com

If you would like to join, please send the following information with your dues to:
Brian Wolfenden, Secretary-Treasurer CAS, 203A Woodfield Drive, Nepean, Ontario K2G 4P2

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Period and Type of membership: _____
E-mail: _____
(For Secretary's use: Date joined: _____ Amount of dues paid: _____)

MEMBERSHIP RENEWAL

The following members are due for renewal before publication of the next newsletter. - **Please send your renewal to Brian Wolfenden as soon as possible, in order that the next newsletter is sent to you without delay.** PLEASE NOTE that new MEMBERSHIP CARDS are only sent to renewing members on request.

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#326 Gary Cristall
#403 David Crotty
#290 Michael Deal
#238 Cheryl Ganz
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The dues for Advertising Members are $40 Canadian with an email journal / $50 with a paper journal. - Advertising Members are guaranteed an advertisement in each issue, but the size of the advert is at the editor's discretion, and depends on the space available. (Very large advertisements can be placed by special arrangement, for an additional charge.) If anybody would like to become an advertising member, please contact the editor.

To all members listed above, who have already renewed their membership, thank you for doing so.