THE CANADIAN AEROPHILATELIST

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FISA (Fédération internationale des sociétés aerophilatéliques) – Club Member
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CAS CALENDAR

BNAPEX 2025 – VERNON, BRITISH COLUMBIA – September 19th – 21st, 2025
Annual Exhibition of The British North America Philatelic Society
For more information see www.BNAPS.org

CALTAPEX 2025 – CALGARY, ALBERTA – October 18th and 19th, 2025
Annual show of the Calgary Philatelic Society, held at the KERBY CENTRE, 1133 - 7th Avenue S.W., Calgary, Alberta. See www.calgaryphilatelicsociety.com

DAY OF AEROPHILATELY in Toronto – Sunday November 2nd, 2025 - also on Zoom
11.15 a.m. to 4.00 p.m. at the Vincent Greene Foundation, 10 Summerhill Avenue, Toronto.
Contact hargreavescp@sympatico.ca for more information.

ORAPEX 2025 – May 2nd - 3rd 2026
At the Nepean Sportsplex, 1701 Woodroffe Ave, Ottawa, Ontario K2G 1W2. Themes "Aerophilately" and "The 200th Anniversary of Bytown".
See www.orapex.ca for more information.

ROYAL/ ROYALE 2026: will take place in Kitchener/Waterloo from June 12th -14th
For more information see https://rpscroyal.com

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CHANGES AT THE CAS

During the CAS AGM at ORAPEX we had a long discussion about updating our website. Marc Castel offered to take over from Dave Bartlett as webmaster, and has now done so.

We also encouraged Dave Bartlett to become the CAS Vice-President once he was no longer webmaster, and Dave agreed to do so.

Many thanks to Marc for taking over as webmaster, to Dave for the work he has been doing as our webmaster, and also to Steve Johnson for creating our website back in 2006.

And thank you Dave for taking on your new role of CAS VP.

BNAPEX 2025

September 19th – 21st in Vernon, British Columbia

The British North America Philatelic Society's Air Mail Study Group will hold a meeting on Sunday September 21st, from 11.30 – 1.00 PM.

There will be a presentation prepared by Gord Mallett and Dave Bartlet on WALTER HALE'S ARCTIC AIRMAIL PHOTOGRAPHS 1929-1932. Walter Hale was known as "The Flying Postal Inspector", and accompanied many inaugural air mail flights, including the December 1929 flight from Fort McMurray to Aklavik. Walter Hale's original photograph album will be shown as part of the presentation.

For more information about BNAPEX 2025 see the BNAPS website: https://bnaps.org/bnapex/bnapex2025-Vernon/



The mail arrives in Aklavik: December 27th 1929

Annual Day of Aerophilately in Toronto - Sunday November 2nd

This will be a joint meeting of the CANADIAN AEROPHILATELIC SOCIETY and BNAPS Air Mail Study Group at the Vincent Greene Foundation, 10 Summerhill Avenue, from 11.15 – 4.00 PM.

It will be a hybrid meeting, with a zoom link to the morning presentations:

- Bob Galway on "How Robert Starratt Grew Wings [1932-1941)"
- Marc Castel on "Inverted overprints on Newfoundland air mail stamps"

The live meeting will be followed by lunch on Yonge Street, and then resume at the VGGF for show and tell, discussions, and trading.

The VGGF library will be open from 10.00 AM before the meeting, and during the afternoon, for anybody who would like to do research.





SECRETARY'S REPORT

Welcome to two new members:

#555 Gary Withrow of Thornton CO, USA

#556 Glenn Pessano of Trevose PA, USA

AN AEROPHILATELIC GATHERING IN 2026



The themes for ORAPEX 2026 will be AEROPHILATELY and THE 200TH ANNIVERSARY OF BYTOWN. This is a great opportunity for another gathering of aerophilatelists. To encourage participation in ORAPEX 2026, the CAS will reimburse the entry fee for CAS members who enter an aerophilatelic exhibit, and pay for their ticket to the awards banquet.

THE GARFIELD PORTCH ONTARIO CLUB SINGLE FRAME COMPETITION

To honour Garfield Portch (a veteran Toronto based philatelist and exhibitor who has served on the Board of the Vincent Graves Greene Philatelic Foundation for many years), and to encourage exhibiting and a friendly rivalry among the stamp clubs in Ontario, the North Toronto Stamp Club is pleased to announce the launch of The Garfield Portch Ontario Club Single Frame Competition. This new annual competition will be featured at the Annual NTSC Stamp Exhibition at the National Postage Stamp & Coin Show. The next Show will be held at the Hilton Mississauga/ Meadowvale Hotel on April 11 - 12, 2026.

Any Ontario-based Philatelic Club that is a member of the RPSC may compete by entering 3 single frame exhibits. Single frames are 16 single pages or equivalent. The winning club will be the Club with the largest accumulated points total as based on the judges' scores. Exhibitors will indicate on the entry form that they would like their one-frame exhibit to be entered in the Single-Frame competition and which Club they would like to represent. Any Club which has more than 3 single frame exhibitors entering the competition will be asked to select which 3 exhibits they would like to be included.

The Trophy will be hosted by the winning club for 6 months, then on exhibit at the VGG until the next competition.

We are inviting Canadian Aerophilatelic Society members to submit single-frame exhibits in the New Year. Further details will be released closer to the Exhibition. Inquiries are welcome and may be directed to the Exhibition Committee at NTSC.Exhibitionchair@gmail.com.

AIR MAIL SOCIETY INDIA FOUNDATION

www.airmailsocietyindia.org

Everyone is invited to Forthcoming Zoom Meetings

- Start Time - India – 7:00 PM, London – 02:30 PM, New York – 9:30 AM
  - Zoom Meeting Link: https://tinyurl.com/AMSIzoommeeting
  - Meeting ID: G21 3527 454G Passcode: 125235

Speakers and Topics

Friday, 26th September 2025 – Approx duration: 1:30 hours

- Speaker: Mr. Jean Voruz FRPSL - The 1950 Crash of Air India International's Malabar Princess
- Speaker: Mr. Markand Dave FRPSL - Topic: The 1929 Air Mail Stamps of India

Friday, 24th October 2025 - Approx duration: 1:30 hours

- Speaker: Dr. Stephen Berlin - The Devil's Mail In The Skies
- Speaker: Mr. Ravi Vora - India International Airmail: Combination Frankings

Friday, 28th November 2025 – Approx duration: 1:30 hours

- Speaker: Mr. David S. Ball - Preparing effective Synopsis guidelines
- Speaker: Mr. Ravindra Ratnapala - Indo–Ceylon Special Christmas Flight – December 1936

Call for speakers

- We also welcome speaker registrations for future sessions on topics related to Aerophilately, Astrophilately, Philatelic Research, Exhibiting Techniques, Youth Engagement, etc.
- Please contact: dharmdev.maurya@khaitan.in

AMSIPEX-26

The 2nd International Virtual Aero- and Astrophilatelic Exhibition, will be held from 14th to 22nd February 2026. As part of these proceedings, we will celebrate World Air Mail Day on 18th February 2026 with an International Webinar, Special Cover Release and other activities.

Updated information available on www.AMSIPEX.com

AMSIPEX-26 Highlights

- All eligible exhibits awarded medals (including single-frame).
- Novice Class for first-time and otherwise ineligible exhibitors.
- Broad Spectrum exhibition - Exhibits under all FIP classes welcome, focused on Aero- and Astrophilately.
- World Team Championship (single frame): Aggregate score of 3-person National/Club teams. (More than one team from any Nation/Club is welcome)
- Experimental multi-language format: English, French, German, and Spanish language exhibits are accepted and can be viewed in the original language and English.

AMCN2:
THE AIR MAILS OF CANADA AND NEWFOUNDLAND
2nd edition
Volume 4 in the Seventh Edition of the American Air Mail Catalogue.
Includes additional listings of Pioneer Flights; a revised listing of Semi-official covers by airline; updated listings of Post Office, Airline, and Special Event covers to 2020; expanded information on air mail rates; a new listing of wartime air letter forms; examples of pilot signatures; and much more.
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NEWFOUNDLAND AIRMAIL



NFF-2 - This cover is described in *The Air Mails of Canada and Newfoundland (2nd edition)* as:

I919, May 18 — Raynham & Morgan. Pilot Major F. P. Raynham, and Navigator Major C.W.F. Morgan, attempted a nonstop trans-Atlantic crossing in the Martinsyde *Raymor* but crashed on take off. Covers were franked with 3¢ Caribou issued with manuscript overprint "Aerial /Atlantic / Mail / J.A.R." in 4 lines. (Scott C1i.) It is now estimated that about 25 covers were carried.

Eastern Auctions sale of airmails from the Denninger Collection in February 2025 included both the cover shown above, and a cover from the attempted flight franked with a 5 cents ultramarine Caribou, which was described as:



The Unique Five Cent "Martinsyde" Cover, Ranking Among The Most Highly Prized Airmail Covers

1919 (April 19) The "Martinsyde" Attempted Flight - the well documented and unique cover franked with a single 5c ultramarine Caribou, manuscript "Aerial Atlantic Mail" in dark black ink and countersigned "JAR" below by Postmaster General J. Alex. Robinson, tied by St. John's APR 19 4PM **1919** machine cancellation, negligible surface scuff at lower left. The cover is endorsed by sender "By Aerial Post Rolls - Martin - Syde Atlantic Flight" and addressed to Mrs. H.J. Powys-Keck, London, England with characteristic London F.S. 66 7 JA 20 Receiver. (Illustrated and discussed in Dalwick & Harmer"Newfoundland Air Mails" 1984 edition, pp 36-37.)

This cover is not listed in AMCN2, and will be added as NFF-2a.

It received 47 bids, and realized CA$60,000 (exclusive of the 18.5% buyers premium).

The sale also included a cover from the 1930 Columbia flight which is listed as NFF-35 in AMCN2 but not illustrated:



1930, October 9 — Harbour Grace - England. The Bellanca airship *Columbia* arrived in Harbour Grace on September 20. This trans-Atlantic attempt was to stop at Scilly Isles and proceed to Croydon, England. The Columbia left Harbour Grace on October 9, landing at Trescal Island (Scilly Isles) on the same day. Due to a fuel shortage the plane did not reach Croydon until the afternoon of October 11.

Pilot — Capt. J. Erroll Boyd Navigator — Lt. Harry Connor

Stamp Used — 36¢ Caribou Issue overprinted "Trans-Atlantic / Air Mail / By B. M. / "Columbia" / September / 1930 / Fifty cents" (Scott C5).

Number Flown — 332

The sale catalogue noted that: "According to Dalwick and Harmer *Newfoundland Airmails* seminal handbook, 332 letters were carried on the Columbia flight; however, only 100 were franked with the special airmail stamp (C5). To date about 50 have been recorded."



Beginning this autumn we will be featuring the Camellia PLC collections of Canada and Newfoundland in a series of sales. They are, in our opinion, the finest of their kind ever formed. The Canada collection is entirely devoted to the classic era from Pence to Large Queens. The Newfoundland collection spans the entire spectrum from the stampless era to the first issue of 1857, to the last stamps issued during the King George VI reign, including extensive coverage of the world-famous pioneer airmails.

For more information contact Yohann Tanguay at Yohann.Tanguay@easternauctions.com

Professor Roger French's Middle Name

Alec Globe



Derek Rance usefully raises the question of Professor French's middle name in "1925—Laurentide Airways Proposed Trans-Canada Flight," TCAP 41.1, no. 142 (March 2025), page 10. French had many self-addressed covers prepared for that adventure. It never took place.

AMCN2 LA2505 follows AMCN1 CL3-2501 by giving the spelling of the name as "Prof. R. de L. French." The middle name begins "de," with a lower case "d." The "e" is followed by a space and a capital "L", as in some French-language names. That spelling does not appear on any known Laurentide Air Service cover addressed to French.

One cover I own with the 1925 Laurentide Air Service trans-Canada cachet is addressed to "Prof R DeL French" (with a capital "D," without a space after the "e," and with a capital "L"—back reproduced in my BNAPS Exhibit Series 114 of 2022, page 22). Rance illustrates another cover with this spelling. A second trans-Canada cover in my collection has "Prof. R.D. French." Rance illustrates another example like it. A third Laurentide Air Service cover in my collection has "Mrs. Roger D. French." None of these pieces spells the middle name in full.

The professor signed all of his publications R. DeL. French. The abbreviated middle name begins with a capital "D," has no space after the "e," then follows with a capital "L." Examples include two of his books: Catalogue of Canadian Postal Stationery (1941) and Catalogue of the Adhesive Revenue Stamps of Canada (1942). Four articles and two obituary notices in BNA Topics all have "R. DeL. French": number 116 (1954), p. 243; no. 121 (1955), p. 38; no. 127 (1955), p. 237; no. 130 (1955), p. 359; no. 137 (1956), p. 180; and no. 139 (1956), p. 216.

The notice for French's funeral in the Montreal Gazette of May 25, 1956, page 39, gives his full middle name as "DeLand." Such notices are typically prepared by family members who would know the spelling in use.

French's mother's maiden name was Inez G. DeLand. Her surname begins with a capital "D," has no space after the "e," then has a capital "L." That spelling of her name appears in Roger's record of marriage at North Brookfield, Massachusetts, on June 10, 1908. In that document, his middle name is also spelled the same way—DeLand. Inez's male ancestors go back seven generations to 1664 in North Brookfield or adjacent Brookfield. In most cases, the surname is spelled DeLand with a capital "L," but occasionally Deland with a small "l." In all cases there is no space between the "e" and "L/l." (Massachusetts marriage and death records online at Ancestry.ca). The website www.houseofnames gives DeLand/Deland without spaces as an Irish family name. That is distinct from the French-language surnames Delande and Delalande, which has a final "e."

Cumulatively, this evidence establishes French's middle name as DeLand. That matches the abbreviation DeL on all of the professor's publications and some Laurentide Air Service covers. They were prepared by French or under his supervision.

THE CHAOTIC 1926 SUMMER OF G-CAFI

Derek Rance



"The Curtiss HS-2L Central Canada Air Lines"
(From Pioneering in Canadian Air Transport by K.M. Molson)

To-date there has been no correct history of Elliot-Fairchild's short-lived summer flights. The most commonly repeated error, reportedly by an accountant on May 31, 1926, was that the air service ended due to a "broken connecting rod"

The Elliot-Fairchild Air Service Limited was formed on March 11, 1926, after Ottawa meeting where Jack Elliot met with A.G. McLerie, manager of the Fairchild Aerial Survey, and an agreement made to form a partnership, capitalized at $100,000 and with Fairchild supplying a flying boat. Elliot announced: "This plane will be a five passenger one and it has already been shipped to be on hand as soon as the weather will permit trips." The plane he was referring to, from its description, was obviously the Aeromarine AMC No.1 that belonged to Fairchild Aerial Surveys Co. (of Canada) Ltd.

With spring "break-up"; Elliot had ceased Elliot-Fairchild flights on April 17th forecasting that this air service would be reactivated on May 10". This planned re-activated service would use the Hamilton purchased "Triton" a 48 foot cabin cruiser, twin engine, motor boat for transport service from Hudson to Pine Ridge (located on the northwest tip of Lac Suel) and then use a flying boat from there to Red Lake to continue the passenger and freight transport so as to bypass the needed usage of the six portages on this water route.

On May 12* Lac Suel was reportedly free of ice. However no word of transportation activity was being heard from the Elliot - Fairchild Air Service Co. The reason is that in the interim that there had been a bitter falling-out between Jack Elliot and Sherman Fairchild. The true cause of the dispute remains unknown. Fairchild, who was asked about it a few years later, merely said that he "felt that Elliot was much too concerned with looking after his own interests". While Elliot, in 1955, said that, "They (Fairchild) left me high and dry - - - flat broke". Many theories have been put forward as to why this dissolution occurred. However it can be speculated, that as Elliot did not transfer the ownership of any of the Jack V. Elliot assets to the Elliot-Fairchild Co. (G-CAEI, and the two buildings under construction at Hudson and Pine Ridge) coupled with the fact that these buildings were then being built, using Elliot-Fairchild funds, on land that was personally owned by Jack Elliot - could have triggered Fairchild's animosity.

Elliot, despite the severe set-back of the non-formal dissolution of the company, and then having to personally assume the debt of the non-transferred assets, persevered on. On May 10th he purchased a Curtis HS-2L flying boat from the U.S. Navy (A-1258) which only received the temporary Canadian registration of G-CAFI (i.e. it had not been inspected for airworthiness) in the name of Elliot-Fairchild Air Service Limited. This aircraft was then flown to Rolling Portage.

After "break-up" in Red Lake had occurred, on April 18th, the Triton, on the 19th and 20th of May, made its first voyage from Hudson to Pine Ridge carrying 32 passengers. The purchased Curtiss HS-2L flying boat G-CAFI was then also flown on May 20th from Rolling Portage to Red Lake, carrying an airmail with a University of Toronto letterhead, posted in Toronto on May 19, 1926 and received in Rolling Portage on May 20th. Afterwards, Elliot - Fairchild's (G-CAFI) then carried mail from May 24h to May 26th. All such mail was usually franked with the "airplane and motorboat" stamp CL9.



(Above) Rolling Portage to Red Lake May 20th mail and mail from Red Lake to Winnipeg May 26th.

There is the mistaken belief that the "broken connecting rod" was the cause of the grounding of G-CAFI that resulted in the cessation of all sanctioned air mail flights. In actuality, Elliot had run out of funds and being bankrupt; on May 26th, he had sold G-CAFI to Jack Modder Clarke. Consequently, for the remainder of that Spring, mail kept piling up at the Rolling Portage post office until June 27th. The Post Office, on June 26th, cancelled the Elliot-Fairchild's semi-official airmail permission: "due to the fact they failed to provide a regular service"; and then took the unprecedented, and never repeated, step of paying the Patricia Airways and Exploration air service, 25 cents for each airmail letter carried. These Post Office paid airmail flights were conducted between June 27th and July 6th. After this date, Patricia Airways and Exploration was then granted permission to issue its own stamps and carry airmail for a fee.

With the de facto dissolution of the Elliot - Fairchild Company, the necessity to reduce its indebted liability became of prime concern. The two main assets that had been purchased by the Elliot-Fairchild company were the Triton cabin cruiser and the Curtiss HS-2L flying boat. There is no record of by what means the 'Triton" was disposed of, but the Curtiss HS-2L flying boat as stated above was sold to Central Canada Airlines Ltd. company

This company's beginnings occurred in February 1926, when Jack Modder Clarke, together with air engineer, L. T. Palmer were in New York City attempting to promote the concept of an air service between Winnipeg and Chicago. Word of this proposed venture had got back to William M. Noble - a Winnipeg lawyer. He contacted Clarke and interested him instead to create an air service for the newly discovered Red Lake gold fields. Clarke had enthusiastically followed up on this lead and, in early April, announced the incorporation of Central Canada Airlines Ltd.

Being early Spring, this required the aircraft to be float mounted or be a flying boat. On checking with Fairchild Aerial Surveys, he found that they had a surplus Canadian Vickers Vedette flying boat available, which he promptly purchased which was to be registered as G-CAFC; but later, after inspection, he declared this aircraft unsuitable for Canadian operations and so cancelled the purchase. On May 17th right after purchasing G-CAFI, he then engaged a pilot, Wilbert M. Emery, and two air engineers, Graham Longley and T. H. Cressy and had the flying boat delivered by train from Hudson to Sioux Lookout, where it was re-assembled and static inspected by flight lieutenant A. T. N. Cowley, on May 29th. With the employment of two aircraft engineers is apparent that Clarke intended to also pilot the aircraft. This was despite the fact that he did not have a Canadian commercial pilot's certificate, only a British Private Pilot's License No. 789 and as so was forbidden to fly commercially by J.A. Wilson, the Controller of Civil Aviation in Ottawa.

The plane supposedly was to be tested on the next day, but there is no record of its certification at that time. A possible reason for this is that, after being test flown the plane was then flown to Kenora, by A. G. McLerie, Manager of Fairchild Aerial Surveys, where it was delivered to Central Canada Airlines. Unfortunately, immediately after delivery, McLerie had suffered a heart attack and had died.

It is not known when Central Canada Airlines, not then formally incorporated, started its operations, but a record from July 31st to August 17th showed that G-CAFI, piloted by W.M. Emery, had flown 33 hours carrying 144 passengers and 1,250 lbs. of freight for a revenue of $3.507.50.

After Clarke had met and held discussions with James Richardson in August 27, 1926, they agreed to form a company to be known as Central Canada Airlines Limited to be based in Kenora, Ontario; with James A. Richardson buying 25% of the $100,000 preferred shares with control of the rest and Clarke having 49% of the common stock.

In mid-October, Richardson became totally

disillusioned with Clarke's financial handlings and so canceled their financial agreement on October 23rd, that resulted in the financial failure of the company, and the cessation of flying operations. Richardson then took total possession of all the assets of Central Canada Airlines and utilized these in his new air service venture that he formed with "Doc" Oaks - Western Canada Airways Limited.

As a consequence G-CAFI was to be put up for sale, but Richardson then discovered that G-CAFI was still registered to Elliot-Fairchild Air Service Limited and so applied for the transfer of G-CAFI into Central Canada Airlines Ltd. This full certification was granted on September 28, 1926. The aircraft was then put up for sale in October 1926 and ultimately sold to Patricia Airways Ltd. on May 24, 1928.

However, because of Richardson's Canadian Airways Limited later acquisition of Patricia Airways Limited, "like a bad penny" G-CAFI came back into the fold on May 2, 1929 and was then sold to Canadian Vickers Ltd. on June 13, 1929 who converted the Curtis HS-2L aircraft into a HS-3L model by widening its body to obviate the need for the sponsons that were needed for flotation stability.

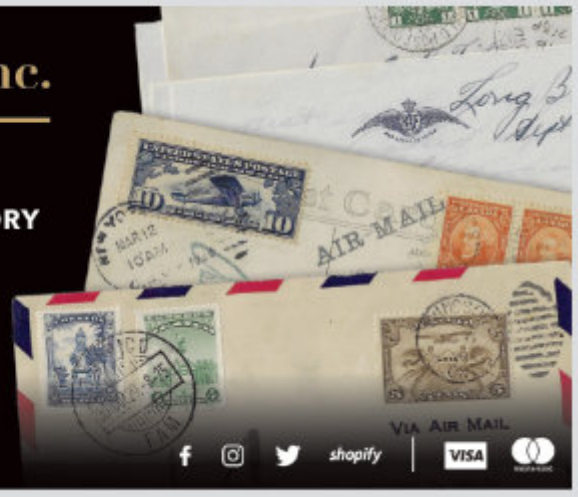
Derek Rance

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THE NEW U.S. AIRMAIL RATE OF 1928

By Tom Reyman

The transportation of mail by airplane increased dramatically during the 1920's in the United States. In December 1927, 60,000 pounds of mail was carried by air. In January of 1928, the post office carried 170,000 pounds of mail with the prospect of continued increases in the future. One thing that would work against the increase was the cost of airmail postage then at 10 cents for the first ½ ounce of the mailing. In February of 1928, a bill was introduced in the U.S. House of Representatives to lower the air mail rate to 5 cents for the first ounce. The intention of this legislation was to make it more attractive for senders to select air service for their mail. Regular, surface-based mail was only 2 cents and people tended to use Air Mail for only the most important correspondence. A reduction of postage charges for this service would encourage more use of Air Mail. The legislation passed and the Post Office prepared to reduce the air mail rate in mid-year 1928.

As a first step to the reduction goal, notices were posted in local newspapers and in various periodicals. In parallel, a new 5 cent stamp, the C11 "Beacon" 5 cent stamp was designed and issued on July 25, 1928 even though the base rate was still 10 cents per ½ ounce. At a minimum, two C11 stamps were required on a letter when the stamp was issued. Finally, on August 1, 1928, the Post Office rate change went into effect and the base rate for airmail items changed to 5 cents per ounce. Figure 1 is a First Day Cover for the C11 Beacon stamp. Since the rate reduction had not yet taken effect, two C11 stamps were needed to meet the required 10-cent rate.



Figure 1

The cover in Figure 2 was mailed on the day before the rate change. As the handstamp on the cover says, July 31, 1928 was the last day of the old 10 cent rate.



Figure 2



Figure 3

When the rate change went into effect on August 1, 1928, several envelope printers were ready with special envelopes to announce the rate change. Figure 3 shows an envelope with all of the pertinent information regarding the new airmail postage rate. Figure 3 has a rubber stamp imprint with some of the same information.



Figure 4



Figure 5

Regular envelopes for airmail use were also available for use on the rate-change day. Figure 4 shows the familiar red and blue "barber pole" style of envelope intended for airmail use and postmarked on August 1, 1928. Figure 5 is an envelope with no cachet used on August 1.

To continue to encourage the general public to use airmail, the Post Office produced a rate change announcement card. These were available around the time of the rate change. This card was available before the rate change, but the card was still available in July 1929 to continue to inform the public of the rate change. This card was date-stamped in July 1929. Figures 6 and 7 show the front and back of the printed card distributed by the Post Office.


UNITED STATES POST OFFICE

JUN 4 - 1929 JUL 1 - 1929

Use AIR MAIL to Save Time!

CHARLES WINCHELL P.O. Box 937 City Hall Sta. NEW YORK CITY

Reduced air mail postage (see other side) enables a much greater use of this service.

Air mail may be posted in any mail box or chute and should be deposited in ample time to insure connection with planes. If your nearest box or chute does not give information as to closing time, inquire at your post office.

Any stamps good for ordinary postage may be used.

Any envelope or package wrapping may be used but should be plainly marked "Air Mail."

Air mail reaches every post office whether on an air mail route or not. JUL 15 1929

For additional information call the Post Office

J. J. Kiely

POSTMASTER

(over)

Figure 6


UNITED STATES POST OFFICE

REDUCED AIR MAIL POSTAGE

Air Mail Postage has been reduced to

5c for First Ounce

and 10c for Each Additional Ounce

to any point in the United States and its possessions regardless of distance.

This is a reduction of 75% on a letter weighing one ounce and a reduction of more than 50% on mail weighing over one ounce.

Under this new rate the postage on a letter weighing one ounce or less is five cents. An envelope with three or four sheets of ordinary weight paper will come within this limit.

A letter weighing two ounces requires 15c postage, three ounces 25c postage, etc., ten cents being added for each additional ounce.

On a package weighing a pound the postage is $1.55 instead of $3.20, and a two-pound package $3.15 instead of $6.40, as heretofore, etc.

For the ordinary letter weighing one ounce or less, this new rate gives all of the advantages of air mail for only three cents more than the cost of sending a letter by ordinary first class mail.

(over)

Figure 7

References:

https://about.usps.com/who-we-are/postal-history--/airmail.pdf

https://timesmachine.nytimes/timesmachine/1928/02/08/91470873.html?pageNumber24

CANADA'S NEW AIR MAIL RATE OF 1928

Chris Hargreaves

There is an intriguing contrast between the publicity given to the "5 cents" air mail rate of 1928 in the USA, which Tom Reyman described in the previous article, and the lack of publicity given to it by the Canadian Post Office Department!

The situation at the beginning of 1928, was that:

- a letter could be sent from Canada to the USA, using US Air Mail routes, if it was franked with Canadian stamps for the regular surface mail to the US, and US stamps for the air mail service within the U.S. (Figure 1)



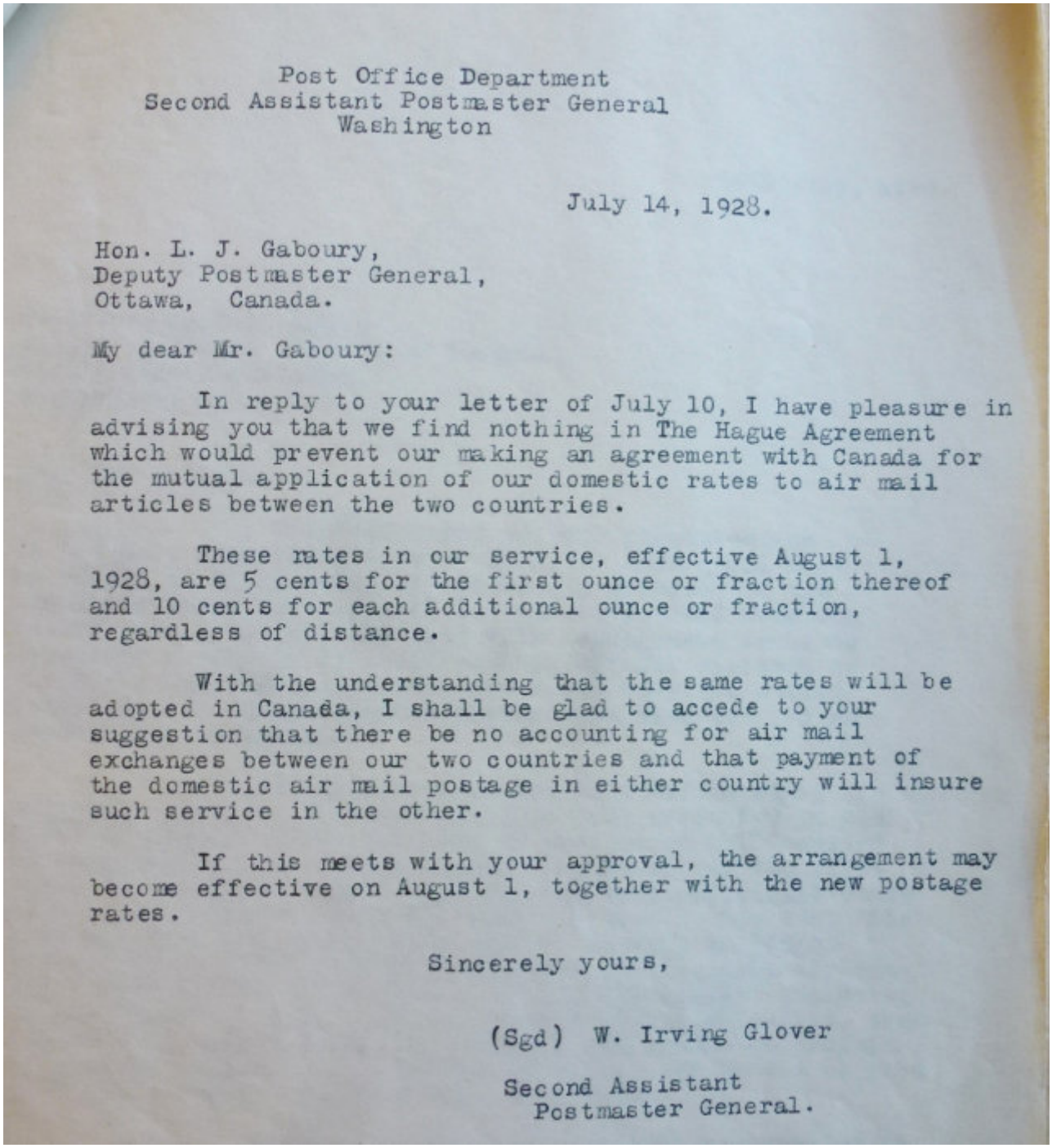
Fig. 1 - Registered letter weighing between ½ and 1 ounce, mailed WINNIPEG July 20 1928 to NEW YORK. - Franked 2c surface mail + 10 cents registration in Canadian stamps, and 20 cents in US stamps for airmail in the U.S.A. at 10 cents per ½ ounce.

- the Canadian Post Office was beginning to fly mail to some remote and/or cut off locations within Canada, but no additional payment for "airmail" was required on these Air Stage services. (Figure 2)



Fig. 2 – Franked 2 cents and flown on First Flight from Rolling Portage to Narrow Lake January 1928

In July 1928, Canada and the USA reached a reciprocal air mail agreement, under which they agreed to a common air mail rate of 5c first ounce / 10c each additional ounce that would cover all air mail services in either country, and that each country's stamps would be accepted by the other country. A letter outlining this agreement is shown in Figure 3.



Post Office Department
Second Assistant Postmaster General
Washington

July 14, 1928.

Hon. L. J. Gaboury,
Deputy Postmaster General,
Ottawa, Canada.

My dear Mr. Gaboury:

In reply to your letter of July 10, I have pleasure in advising you that we find nothing in The Hague Agreement which would prevent our making an agreement with Canada for the mutual application of our domestic rates to air mail articles between the two countries.

These rates in our service, effective August 1, 1928, are 5 cents for the first ounce or fraction thereof and 10 cents for each additional ounce or fraction, regardless of distance.

With the understanding that the same rates will be adopted in Canada, I shall be glad to accede to your suggestion that there be no accounting for air mail exchanges between our two countries and that payment of the domestic air mail postage in either country will insure such service in the other.

If this meets with your approval, the arrangement may become effective on August 1, together with the new postage rates.

Sincerely yours,

(Sgd) W. Irving Glover

Second Assistant
Postmaster General.

Fig. 3 - Letter from W. Irving Glover, Second Assistant Postmaster General (USA) to Hon. L. J. Gaboury, Deputy Postmaster General, Ottawa - July 14, 1928

According to George Arfken and Walter Plomish in their book Air Mails of Canada, 1925 – 1939, published in 2000, "the Canadian Post Office did not issue any bulletins nor did they immediately advise this agreement to Postmasters and certainly not to the public". [1, page 40.]

In 2013, during research for the revised edition of The Air Mails of Canada and Newfoundland, I reviewed the files in the RG3 Post Office records at the National Archives in Ottawa.- I found the letter in Figure 3 that Walter Plomish had previously found, and correspondence between the two Post Offices, confirming that the Canadian Post Office could continue to fly mail to remote locations without charging the air mail fee. However, like Walter, I could not find copies of any bulletins or notices to the public regarding the change in rates.

I then checked the Monthly Supplements to the Canadian Post Office Guide. I found a notice in the

September Supplement that the air mail rate to the U.S. had been reduced, and that it could be paid for in Canadian stamps. However, it did not give an effective date for this change, or say anything about a 5 cent rate being introduced in Canada.

I also did a digital search for "air mail" in back issues of The Toronto Star, and found a variety of items, but not an announcement as to when the 5 cent rate would begin.

I then contacted Kathy Hartley, who was the Reference Librarian at the Vincent Graves Green Philatelic Research Foundation in Toronto at that time.

Kathy searched The Globe online, and found a story on the front page of the Monday, August 6th 1928 edition, announcing "Air Mail Cheaper" because of the 5 cents rate for air mail transmitted over any United States air mail route: see Figure 4.



Air Mail Cheaper

The Postoffice Department advises that by agreement with the United States Postal Administration the air mail fee for all classes of mail matter posted in Canada, intended for transmission over any United States air mail route, has been reduced to 5 cents for the first ounce, and 10 cents for each additional ounce or fraction thereof.

A 5-cent Canadian air mail stamp will be issued shortly, but ordinary Canadian postage stamps may also be used in Canada to prepay air mail for conveyance over any United States air mail route. In all cases covers should be conspicuously endorsed "Via Air Mail." The above rate, prepaid by Canadian postage stamps, includes both the postage and air mail fee.

Figure 4 - The Globe August 6th 1928



Figure 5 – Postmarked
HALIFAX 1.30PM AUG 20 1928
Travelled by train to Rimouski,
then flown Rimouski – Montreal – Toronto.
Backstamped TORONTO AUG21 6.30PM 1928

One can infer from the Globe article that:

- it was the first announcement The Globe received, or it wouldn't have been on the front page
- since The Globe was a morning paper, the Post Office had probably made the announcement on Friday August 3rd – three days after the new rate came into effect!

The Canadian Post Office continued to fly mail within Canada at surface rates, on both Air Stage services and on the Montreal - Toronto airmail route. (Figure 5.)

The airmail rate of 5 cents within Canada was first charged if people wanted a cover flown on one of the special flights to commemorate the Golden Jubilee of the Canadian National Exhibition, and for a souvenir cachet to be applied to the cover. There was one flight from Quebec City via Montreal, Ottawa and Kingston to Toronto, and a second from Windsor via London and Hamilton to Toronto, on August 24th 1928. (Figure 6).



Figure 6 - Special Flight from Windsor to the C.N.E. in Toronto: franked 5 cents to get the souvenir cachet.

There were return flights on the same routes from Toronto on August 29th, on which souvenir cachets were again offered on mail franked 5 cents.

However: these were special flights, and the rate only applied to those flights.

After the CNE flights there was a period of confusion! - Covers can be found that were flown on the regular, twice-weekly air mail service between Montreal and Toronto during September 1928 franked at 2 cents, (for example Figure 7), and at 5 cents, (for example Figure 8).

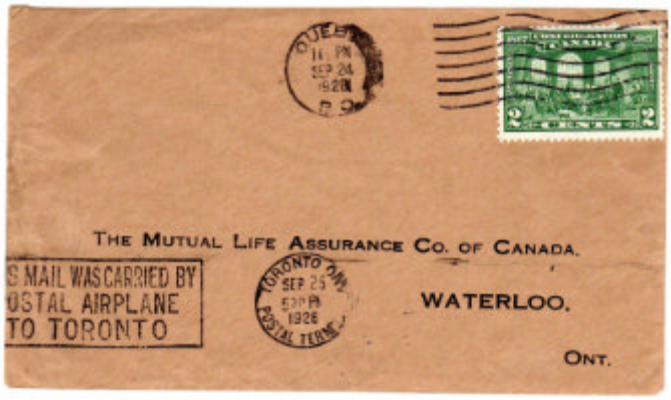


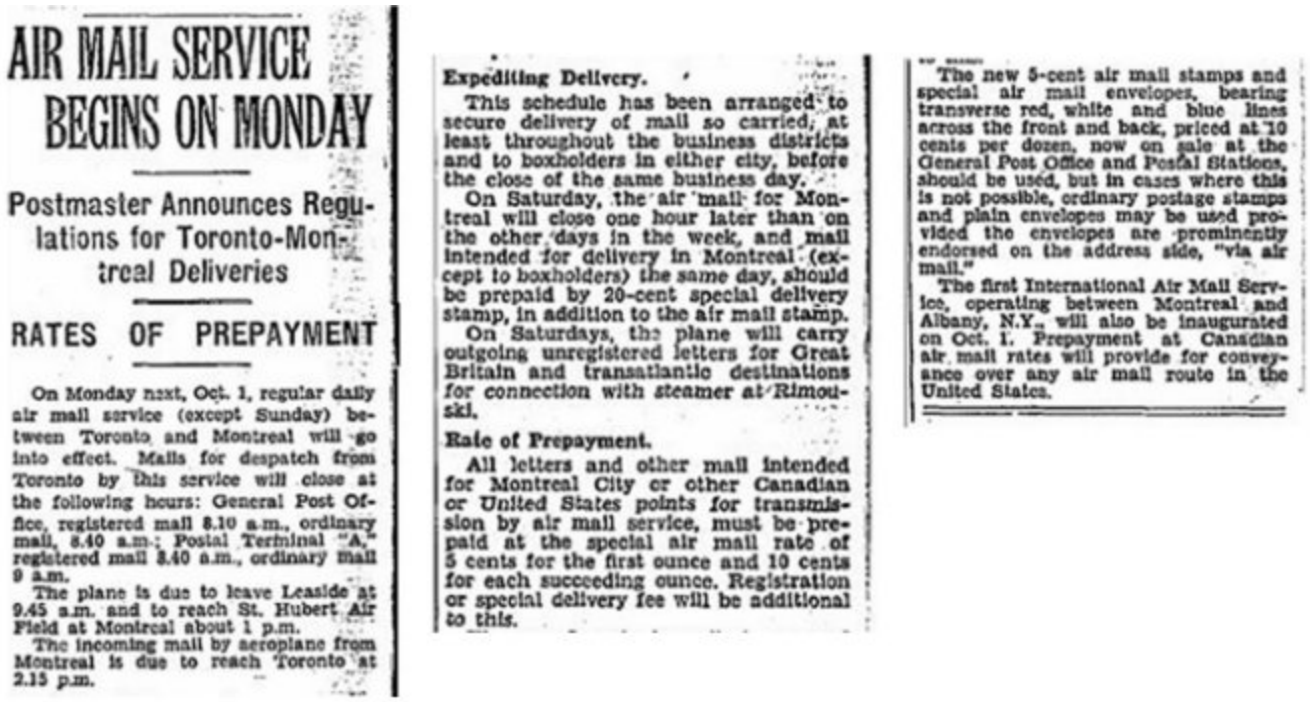
Figure 7: Postmarked QUEBEC SEP 24 1928, carried by surface routes to Montreal BY POSTAL AIRPLANE from Montreal to Toronto, and then by surface routes to Waterloo.



Figure 8: Postmarked TORONTO SEP 25 1928, carried BY POSTAL AIRPLANE TO MONTREAL, and then by surface routes to Point Aux Trembles.

The two cents rate was correct. - Kathy found some newspaper articles which clarify the situation with regard to charges for air mail:

- an article in The Globe, July 21st 1928, saying there was no plan to charge extra for air mail in Canada until there was a daily air mail service between centres like Toronto and Montreal
- an article in The Globe, August 30th 1928, in which the Postmaster-General is still referring to a future 5 cents rate "when the regular service was established".
- a later article in The Globe, September 27 1928, announcing that the 5 cents air mail rate would be required between Toronto and Montreal from October 1st. (Figure 9). [2]



AIR MAIL SERVICE BEGINS ON MONDAY

Postmaster Announces Regulations for Toronto-Montreal Deliveries

RATES OF PREPAYMENT

On Monday next, Oct. 1, regular daily air mail service (except Sunday) between Toronto and Montreal will go into effect. Mails for despatch from Toronto by this service will close at the following hours: General Post Office, registered mail 8.10 a.m., ordinary mail, 8.40 a.m.; Postal Terminal "A," registered mail 8.40 a.m., ordinary mail 9 a.m.

The plane is due to leave Leaside at 9.45 a.m. and to reach St. Hubert Air Field at Montreal about 1 p.m.

The incoming mail by aeroplane from Montreal is due to reach Toronto at 2.15 p.m.

Expediting Delivery.

This schedule has been arranged to secure delivery of mail so carried, at least throughout the business districts and to boxholders in either city, before the close of the same business day.

On Saturday, the air mail for Montreal will close one hour later than on the other days in the week, and mail intended for delivery in Montreal (except to boxholders) the same day, should be prepaid by 20-cent special delivery stamp, in addition to the air mail stamp.

On Saturdays, the plane will carry outgoing unregistered letters for Great Britain and transatlantic destinations for connection with steamer at Rimouski.

Rate of Prepayment.

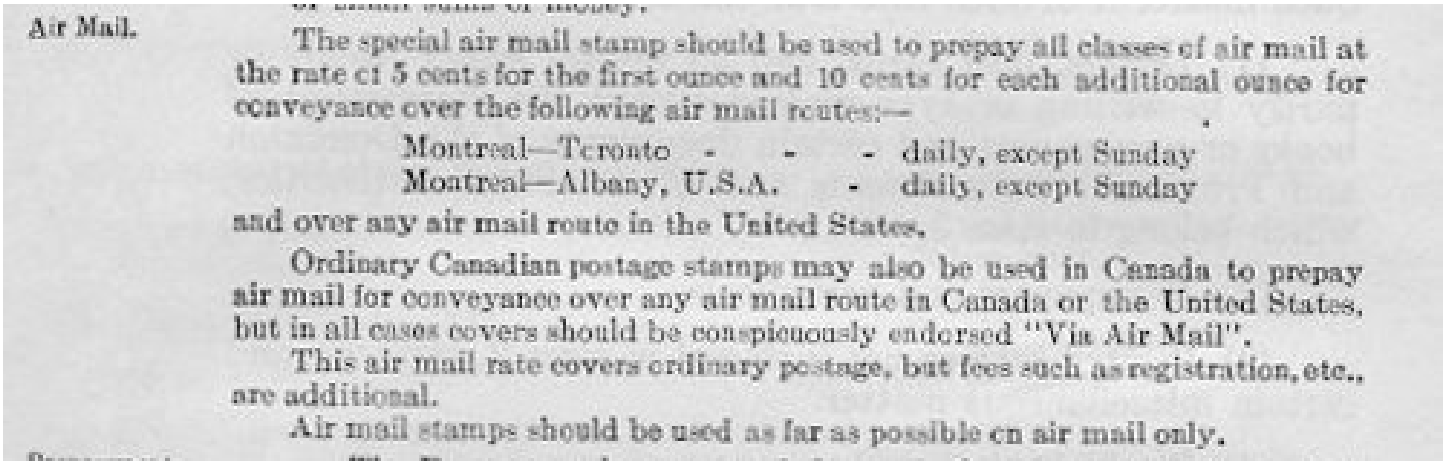
All letters and other mail intended for Montreal City or other Canadian or United States points for transmission by air mail service, must be prepaid at the special air mail rate of 5 cents for the first ounce and 10 cents for each succeeding ounce. Registration or special delivery fee will be additional to this.

The new 5-cent air mail stamps and special air mail envelopes, bearing transverse red, white and blue lines across the front and back, priced at 10 cents per dozen, now on sale at the General Post Office and Postal Stations, should be used, but in cases where this is not possible, ordinary postage stamps and plain envelopes may be used provided the envelopes are prominently endorsed on the address side, "via air mail."

The first International Air Mail Service, operating between Montreal and Albany, N.Y., will also be inaugurated on Oct. 1. Prepayment at Canadian air mail rates will provide for conveyance over any air mail route in the United States.

Figure 9: The Globe September 27, 1928

There was also an announcement in the October 1928 Monthly Supplement to the Post Office Guide, which specified the routes for which the new 5 cents air mail stamp was required: Montreal - Toronto, and Montreal - Albany, U.S.A. (Figure 10).



Air Mail.

The special air mail stamp should be used to prepay all classes of air mail at the rate of 5 cents for the first ounce and 10 cents for each additional ounce for conveyance over the following air mail routes:—

Montreal—Toronto - - - daily, except Sunday
Montreal—Albany, U.S.A. - daily, except Sunday

and over any air mail route in the United States.

Ordinary Canadian postage stamps may also be used in Canada to prepay air mail for conveyance over any air mail route in Canada or the United States, but in all cases covers should be conspicuously endorsed "Via Air Mail".

This air mail rate covers ordinary postage, but fees such as registration, etc., are additional.

Air mail stamps should be used as far as possible on air mail only.

Figure 10 - October 1928 Monthly Supplement to the Post Office Guide

There was no mention of the Air Stage services, which continued to fly mail franked at the surface rate.

References:

[1] Air Mails of Canada, 1925 – 1939 by George Arfken and Walter Plomish is still available from BNAPS Publications: https://bnaps.org/books/bookdetails.php?bookid=262

[2] The articles are reproduced in New Research on Canada's 5 cents Air Mail rate – 1928 by Chris Hargreaves in The Canadian Aerophilatelist September 2017.

The library at the Vincent Graves Green Philatelic Research Foundation in Toronto is a wonderful resource for philatelic research, and the current librarian Natalie is extremely helpful. For more information see https://www.greenefoundation.ca

Chris Hargreaves

KLONDIKE AIRWAYS – A KL2907-CL45 COVER DISCOVERED.

Brian Wolfenden

KL2907 is listed in AMCN2 as:

> **March 21, Mayo Landing-Keno Hill-White Horse-Mayo Landing**. One cover from Keno Hill is reported to be canceled March 19, 1929, and was backstamped at White Horse. The cover has not been verified. However, if the report is correct, then the cover would have been flown on March 21, 1929, when the Treadwell monoplane made a round trip from Mayo to White Horse carrying mail, express and no passengers. No other mail has been reported.

KL2907- CL45 Keno Hill-White Horse, March 19, 1929 (subject to verification)

A KL2907 cover has now been discovered among 3 Klondike Airways covers in an old time hoard of an Ottawa collector who was active from the 1920's to the 1960's. His son has been selling the covers off for the last 15 - 20 years.



The other two Klondike Airways covers were KL2905-45 & KL2905-45a from the March 6-8 1929, Mayo Landing-Dawson-White Horse-Mayo Landing flight. All three covers are to the same address, and in a similar "grubby" condition.

Editor's Note: The listing for KL2907 will be updated to note that a cover has now been found. It will be valued at $2,000 – the same value as KL2905-CL45 and KL2905-CL45a.

I checked with Alec Globe, who has now recorded just 44 covers with Klondike Airways stickers, including these three new ones. He noted that these three covers were addressed to Vivian W. Groves, c/o General Delivery, Whitehorse, Yukon. Vivian W. Groves' actual address was Uphill, Rampisham, Dorchester, England, and his name is also found on Western Canada Airways and Yukon Airways covers.

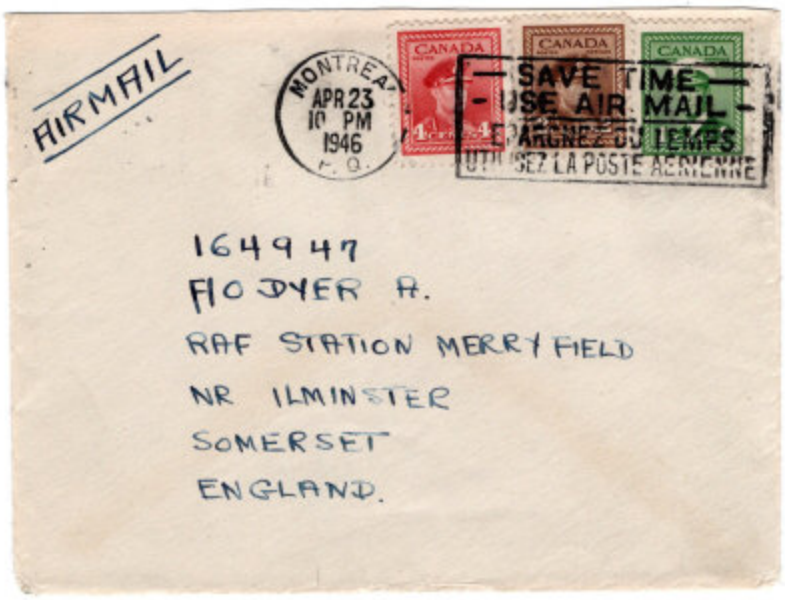
A detailed listing of the Klondike Airways covers will be included in Alec's book Speedy Delivery, which is now at the manuscript review stage. In addition to extensive listings of covers, the book will contain a lot of ancillary information, including a chapter on dealers and airmail collectors, with a list of their names that will help current collectors identify philatelic material.

I am really looking forward to seeing Alec's book!

VINCENT GRAVES GREENE
PHILATELIC RESEARCH FOUNDATION
P.O. Box 69100, St. Clair Post Office, Toronto, Ontario, Canada M4T 3A1

PARTIAL TRANSATLANTIC AIRMAIL SERVICE 1946/47

Gray Scrimgeour, Chris Hargreaves, Ken Snelson



Postmarked MONTREAL Apr23 10PM 1946 - Franked 7 cents

The above cover was sent to England by AIR in North America, then SEA across the Atlantic.
This service was described in the April 1947 Canadian Post Office Supplement at the time it was ended:

APRIL SUPPLEMENT, 1947 5

INFORMATION FOR POSTMASTERS

(1) Promotion.—George Herring, formerly Chief Superintendent of Air and Land Mail Services, Postal Service Branch, has been promoted to the position of Director of Communications, Post Office Department.

(2) Praises Postal Service.—High praise is given by Mr. T. Anderson, Chief Treasury Officer, Dependents' Allowance and Assigned Pay Branch, Ottawa for the type of postal service received at the Ottawa Post Office. In a letter to the Department Mr. Anderson states:

"I would like to take this opportunity of thanking your Department for the great co-operation we received from them in all matters regarding the forwarding of our cheques. The kindness and tolerance shown by your Department, especially the officials at the Ottawa District Post Office helped in no small way to lighten the burden which fell upon us at various times and I would like to say—thank you one and all."

(3) Mistreatment of First Class Mail.—Complaints are being received from business concerns of delays in the delivery of large business letters, the envelopes or covers of which are in appearance and size not unlike—and in fact at a casual glance greatly resemble—items of Third Class matter.

Apparently these oversize letters are being mistaken at the offices of mailing for Third Class mail as it is reported that not infrequently such letters arrive at Post Offices of address in bags containing Third Class matter.

This mistreatment results in serious delay and consequent complaints from the addressees and at times from the senders.

As the mishandling of this type of letters appears to be rather wide-spread throughout the Dominion all Postmasters and postal employees are requested to exercise the greatest possible care to ensure that in future all mail prepaid at First Class rates of postage is treated as letter mail and despatched in LETTER bags and NOT in tie sacks.

(4) No Air Mail Service to Japan.—Facilities are not yet available for the conveyance of air mail to Japan. No correspondence prepaid for air transmission is to be accepted; and any such matter found in the mail will be despatched to destination by surface means.

(5) Partial Air Mail Services Withdrawn.—Under present arrangements air correspondence addressed to the United Kingdom and intended for air transmission in Canada only, may be forwarded at the rate of 7c. for the first ounce and 5c. for each ounce after.

Similarly, air mail for Europe, prepaid 10c. per ounce or fraction thereof, is accorded air conveyance in Canada, surface despatch across the Atlantic to the United Kingdom whence it receives air lift to destination in Europe.

In view of the reductions in air mail rates effective November 1st, 1946, and the increased use of the Canada Air Letter which may also be sent to Europe if prepaid at the rate applicable, the partial air mail services referred to above have been withdrawn.

On and after April 1st, 1947, any correspondence for the United Kingdom and other countries, prepaid for partial air transmission, will not be considered as fully prepaid, but will be taxed double the postage deficiency at the air mail rate applicable, and forwarded by air.

Postmasters will please amend accordingly the Table of Air Mail Rates which appeared in December, 1946 Supplement to the Postal Guide.

A comparable service providing SEA MAIL across the Atlantic, then AIR MAIL in North America was provided in Great Britain. However, that service was discontinued on 17 January 1947 when the U.K. replaced its schedule of multiple destination-specific airmail rates with a simplified three-zone system.

Zone	Destination	Rate per ½ oz (1947)
A	North Africa & Middle East	8 d
B	The Americas, Canada, most of Africa, Indian subcontinent	1 s 0 d
C	East/Southeast Asia & Australasia/Oceania	1 s 3 d

("d" was the abbreviation for a penny, and "s" for a shilling, which was worth 12 pence.)

The cover below was mailed on 11 August 1947 and franked 5 pence. – It received a backstamp explaining that the Ses-Air service was no longer available, and marked "T" for Postage Due. The deficiency between the franking and the new air mail rate to Canada was 7 pence, so this was doubled for a charge of 14 pence, which was written on the cover as "1/2" indicating 1 shilling 2 pence.



The UK post office marked a lot of postage due mail with two numbers separated by a bar:

- The top number is the number of rates - this cover was single rate.
- The bottom number is the amount of postage due: "1/2". This would be in centimes to many UPU countries but at this time the postage due to Canada was being shown in Sterling.

There is no indication that the Postage Due was collected in Canada, but Ken Snelson has a similar cover for which the Postage Due was definitely collected, and is described on the next page:

CANADA REVENUES • DUCKS
SEMI-OFFICIAL AIRMAILS
Lavishly illustrated *ReveNews* on request
or see in full color at
www.canadarevenuestamps.com
E.S.J. van Dam Ltd.
P.O. Box 300-P, Bridgenorth, Ont., Canada K0L 1H0 • 1-866-EVANDAM



In London June 16, 1947:

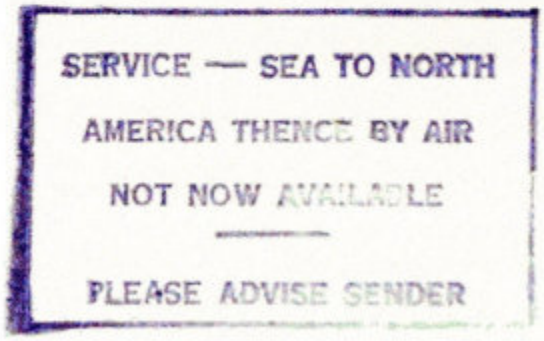
Paid at old 5d rate for sea to North America with onward air transmission.

Treated as 7d short on 1s Zone B air rate.
Double deficiency was 14d or 1s 2d (in pencil).
The UK converted at 1d = 8 gold centimes.*
1s 2d = 112 gold centimes (not shown)



Hexagonal 'T' mark of London to indicate underpaid

Special backstamp to show the reason for postage due being charged



In Canada: 1 gold centime = 5 ¢ ; 112 gold centimes/5 ~ 23¢ postage due.

Canadian rectangular mark TAXE/CHARGES/ 23 CENTS

* Gold centimes was a notional currency used by the UPU.

RUSTY MYERS FLYING SERVICE

Thanks to Don Wainwright for the scan of this cover:



The cover is listed in Section 18B of AMCN2 – CANADIAN AIR MAIL ENDOREMENTS: COURTESY MARKINGS where it was recorded as being used in 1963.

According to the internet, Rusty Myers offers Fly-In Fishing trips to *"nine remote outposts and one lodge in Northwest Ontario for trophy walleye, pike, muskie and more. It provides all-inclusive trips with float plane service, and fully stocked cabins"*.

Rusty Myers currently has a fleet of six aircraft:

- 3 Beaver de Havilland DHC-2
- 2 Cessna 208 Caravans
- 1 Cessna 185



A de Havilland DHC-2 Beaver of Rusty Myers Air Service.

WHAT WAS THE FIRST AIR MAIL FLIGHT BY BALLOON IN CANADA?

POSTAL HISTORY CORNER is an outstanding series of articles by Andrew Liptak which provides detailed information regarding Canadian postal rates from the 1800s to the year 2000, as well as a wide-range of articles dealing with Canadian stamps and postal history.

Following Andrew's death in 2014, the articles were posted on the POSTAL HISTORY SOCIETY OF CANADA website so that the information in them remains available to collectors. They can be seen at

Postal History Corner https://postalhistorycorner.blogspot.com/

One of these articles describes the Balloon Post at EXPO 67.

Although it is clear in the article below that Andrew went to great lengths to verify the accuracy of his information, the reference to "Canada's first-ever air mail delivery via a hot air balloon from Expo 67" is incorrect:

- A "technical issue" is that the balloon flown by Wolfgang Gruber and Eric Maerkl at EXPO 67 was a gas balloon not a hot air balloon
- A philatelic issue is that several balloons had carried mail in Canada before the EXPO 67 flight! These flights are described by Nino Chiovelli in the second article below.

However, while some balloons carried covers before EXPO 67, the flight by Gruber and Maerkl was the first flight authorized by the Canadian Post Office to do so?

So which flight should be considered "The First Air Mail Flight By Balloon In Canada"- I'd be very glad to receive "Letters to the Editor" with readers' opinions on this question.

Chris Hargreaves, Editor, hargreavescp@sympatico.ca

Balloon Post: Canada's first-ever air mail delivery via a hot air balloon from Expo 67



To celebrate Canada's Centennial Year, many staged events took place. Some of the key events were: Mountain climbing in the Yukon; across the country canoe race; the Confederation Train and the Confederation Caravan which travelled across Canada making stops at various communities; Shell Canada had a car rally that started in Vancouver and ended at the Autostade in Montreal (90 cars were involved and only 40 of them completed the rally. The winning automobile was the Lotus Cortina.); then there was the Canadian Centennial Copter Project which spanned from coast to coast for 100 days during the summer of 1967 (a postal cover indicates Stratford Ontario's first helicopter flight took place on July 6, 1967.) Hot air ballooning was also highlighted during 1967. As history illustrates, the idea actually helped to launch an air ballooning club out in Western Canada:

"A history of the Edmonton Balloon Club would not be complete without something on ballooning activities before the club was formed. Ballooning in Alberta really started in 1967, Canada's Centennial Year. As part of the centennial celebrations, a flight of several gas balloons was made from the city of Calgary. At the same time, a few enthusiasts in Calgary decided to form a club to promote the ballooning sport in Alberta: they called it the Alberta Free Balloonist Society." -- Charlie Littlewood, 1979, from an article called "Edmonton Balloon Club History."

Western Canada Balloon Post specimens, front and back covers dated July 19th, 1967, are featured (see items below.) They indicate that there was air ballooning activity in Yorkton, Saskatchewan. Apart from Yorkton participating in air balloon activity, the front cover suggests that other activity took place at Calgary, Alberta and Brandon, Manitoba, with proceeds from the events supporting the "Indian Friendship Centres."

Yet another idea emerged for an air balloon activity: Canada's first-ever air mail by air balloon was featured at Expo 67. This event took place on July 5, 1967. According to Richard Whitelaw (vendor for Academy Collectables of Oakville, Ontario), the air balloon floated over Expo 67 with mail piloted by W. Gruber and E. Maerkl. If you carefully examine the postage stamp, note how "Montreal" and "Sutton" are marked right over the stamp. This is the flight path that the air balloon took. The distance from Montreal to Sutton is 69.09 miles (about 1 hour and 28 minutes journey by car) making it an interesting flight for a hot air balloon to complete within a reasonable time-frame. And if you look closely once again, all specimens (except for the ones related to Western Canada) have some sort of air balloon design stamped on the envelope as it relates directly to Expo 67!



Doing a little further research for this project led to the discovery of the actual "Balloon Post" die slug used for the "Montreal - Sutton" event. The Library and Archives of Canada holds the information on the die slug and lists other slugs suggesting that similar "Balloon Posts" expeditions may have taken place:

- Die slugs - Balloon flight Montreal-Berthierville (bil.) 1967/07. File. RG3-F-2.
- Die slugs - Balloon flight Montreal-Trois Rivires (bil.) 1967/06-1967/09. File. RG3-F-2.
- Die slugs - Balloon flight Montreal-Sorel (bil) 1967/06-1967/09. File. RG3-F-2.

In order to verify the historical accuracy of Canada's first ever air balloon to carry mail, the Canadian Postal Museum in Ottawa was supplied with documentation found on this page and were queried about the possible launch locations of the hot air balloon. Was it at Expo 67? Was it at the Autostade? Was it at the top of Mount Royal? After 5 months of waiting with still a "NIL" response from the organization, suddenly on December 1, 2010, Yves Jasmin, Director of Information, Publicity and Public Relations for Expo 67 found the answer confirming that "Balloon Post" was indeed launched on Expo 67 property. Here is what Yves wrote in an e-mail correspondence (dated December 1, 2010) to this Expo 67 website proprietor:

Further to the June 30 message, some info on Expo ballooning has emerged:

July 21 - The Expo Story: "Two balloonists landed on the roof of a paint factory in Ville Saint-Michel (a Montreal suburb now part of Montreal itself.) The landing was hastily made when drifting winds sent Eric Maerkl, 35, of Augsburg, Germany and Wolfgang Gruber, of Salzburg, Austria into direct violation of the 1,000 foot floor prescribed by Department of Transport regulations. They had planned to fly from Notre-Dame Park to the Eastern Townships, carrying stamps to be sold to collectors.".

So there was some ballooning from Expo after all. More to come, if any.

Ciao

YJ

What is clearly interesting in Yves Jasmin's remarks and based on a further discovery from the internet that this researcher made, we now have an actual "Balloon Post" specimen to collaborate the activities of July 21, 1967. Meant to be a salute to the Pavilion of Israel, the air balloon was launched from Expo Park (Notre-Dame Park) and was to head towards the North of Montreal. Drifting wind conditions likely meant a last minute change in the original flight path (or a decision that might even been made while in mid air) and instead of heading North of Montreal (as noted in the specimen below) they headed towards the Eastern Townships. In spite of the flight change, the pilots still ran into difficulty.

The "Balloon Post" specimens now confirms that there was more than one air balloon launched from Expo 67 to have carried mail. The first one was on July 5, 1967 and the other one on July 21, 1967. There were likely more flights made from Expo 67. And we now know the name and address of the company who took charge of air ballooning: "Canadian Balloon Flights Limited, 239 Deguire Blvd #524, Montreal 8 P.O."



Finally, below are specimens of various air balloon activity that took place in Western Canada and at Expo 67. There are more scans available of Balloon Post activity across Canada along with a rare cover of the first air mail by plane. They are available at the Postal History Corner. By way of historical preservation, I have included on this page (last item) the postal cover of Canadian Centennial Copter Project that was mentioned in the opening remarks of this report.











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email secretary@postalhistorycanada.net

EARLY MAIL CARRIED BY BALLOON IN CANADA

Nino Chiovelli

The statement "Balloon Post: Canada's first-ever air mail delivery via a hot air balloon from Expo 67" is wrong as:

- the mail carried on flights at EXPO 67 was carried on a gas balloon
- mail had been carried on several balloon flights before the July 19th flight at EXPO 67.

Canadian Aeronaut Stan Sheldrake carried eight covers prepared by Mr. Frank E. Duck in his hot air balloon "SPIRIT OF CANADA" on May 14, 1967 at the Mount Hope, Ontario Air Show. Sheldrake made four ascensions there, and carried the covers on a free flight. The covers were cancelled at the Mount Hope Post Office on the 5th May 1967. - A letter of confirmation from Mr. J.G. Cunningham, Director, Information and Public Relations, Canada Post, is shown below. This letter dated 19 March 1968 was the result of several contacts with Canada Post that Sheldrake made including proof of his Hot Air Balloon Flight on 14 MAY 1967.

CANADA POST OFFICE POSTES CANADIENNES

Our File
N/réf.

Your File
V/réf.

Confederation Heights
OTTAWA 8, Ontario
19th March 1968

Mr. Stanley J. Sheldrake
P.O. Box 101
Smithville, Ontario

Dear Stan:

This has reference to your letter of 5th March and to our subsequent conversation on 15th March.

As far as our records show, your ascent of May 14th, 1967, would be the first balloon operation on which mail was carried in Canada.

The arrangements that were made last year, whereby Post Office sanction was given to the carrying of mail on the various Centennial balloon ascents, was an arrangement for the year of our Centennial celebrations only. You will recall that I mentioned our philatelic policy and philosophy would not permit the extension of this arrangement again. However, I see no reason why you should not act as a private agent for philatelists who are content to have a colourful cachet carried by you on any balloon ascents you may make and later deposited by you in a Post Office for processing, handling in the usual manner and delivery through the established Post Office channels to the addressee.

I hope that my schedule this summer will permit me to be in Ottawa on the 1st July so that I and my family can observe your balloon flight from our area.

Yours sincerely,

J.G. Cunningham
Director, Information and Public Relations

Unfortunately during EXPO '67 researchers possibly started recording events starting 1867 rather than from the prior years regarding Aviation. That may mislead the many foreign Aeronauts flying in Montreal and the Western Provinces. Further the foreign balloonists, when stating the first flight in different locations may have meant that it was their first flight in that area.

I also have in my collection:

- a cover carried on a SCIENTIFIC GAS BALLOON launched at Ft. Churchill, Manitoba on July 7, 1966



- a cover dated September 2,1930 carried by the French Entry, GAS BALLOON, PIERRE FISBACH in the 1930 Gordon Bennett Balloon Race held in Cleveland, Ohio, U.S.A. The flight landed near Smithville, Ontario, and was cancelled in Smithville, and also backstamped in Hamilton.



The Canadian Aerophilatelist issued in June 1999, pages 12 & 13, tells about Robert M. Terry's autographed cover from the same flight, signed by Albert Boitard, one of the Pilots.

It's interesting to note that both his and my covers cancel the U.S. postage with Smithville, Ontario hammer cancels. Both covers are also backstamped Hamilton, Ontario 8:31 P.M.



In fact it is yet too early to claim a First for Canadian Balloon Post;

- a few other Gordon Bennett flights landed in Prince Edward Island, Quebec, and Ontario in the early 1900s, and might have carried covers to record their landing
- some covers may have been transported during the period of Smoke Balloons or Barrage Balloons in the late 1800s and early 1900s at County Fairs. It had been the practice of early Aeronauts to sign envelopes, cards and other souvenirs for dignitaries and admirers. Might they also have carried covers on the ascensions?
- There were also military balloon/airship flights made in the Calgary area during training in WW One. Boys being Boys probably wrote letters while aloft to their lady friends or families (my speculation here)?

Even in the case of an early find, that fact can only be listed as "purported to be the First Balloon Post in Canada?"

I have asked the Canadian Postal History Society to correct the Postal History Corner description of the EXPO '67 Balloon Flight. My reason is that Lighter Than Air Collecting as a hobby on a scale of one to ten rates a chilly -40. Like it or not LTA scientific applications played an important part of our history and heavy lift transport will with the new effort in Quebec become a necessary part of northern transportation.

One thing is certain, during EXPO '67 all of the foreign Aeronauts attending were very outgoing personalities and their enthusiasm ignited a huge growth in Hot Air Ballooning and led to a few Gas Balloonists entering Gordon Bennett Balloon Races in the 90s.

Nino F. Chiovelli

NEXT ISSUE - SEASONAL SPECIAL

The Canadian Aerophilatelist is published quarterly in March, June, September and December.

The next issue will be our annual SEASONAL SPECIAL. - All members are invited to send in a scan of any favourite stamp or cover, a Seasons' Greetings message to other members, and/or any other information you like, to the editor at hargreavescp@sympatico.ca by **November 1st.**

Canadian Pioneer & Semi-official Airmails
Canadian S.C.A.D.T.A.

Stamps and covers for sale and wanted!
Send Want list.

Ray Simrak, simrakr@hotmail.com
Text. 519-562-6627.



INDEX to THE CANADIAN AEROPHILATELIST

Gord Mallett maintains a terrific index to the contents of *The Canadian Aerophilatelist*, which begins with the July 1985 inaugural issue.

The index is produced as a Pdf document, and includes all Journal articles linked to the collecting, researching and exhibiting interests of aerophilatelists and astrophilatelists, as well as the aviation and philately articles of a more general nature. - By using the Find function any name, keyword, phrase or The Air Mails of Canada and Newfoundland catalogue number can be utilized to locate pertinent articles.

The index is posted on the CAS website: www.aerophilately.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 CAS runs the website www.aerophilately.ca which provides extensive information about Canadian air mail

We also provide a question-and-answer service for mystery air mail stamps and covers; a library that can be searched for information on particular topics; and representation of Canadian aerophilatelists at national and international levels.

Membership rates based on current exchange rates

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

1 year - $15.00 Canadian or US$12.00 to anywhere in the world
2 years - $25.00 Canadian or US$20 to anywhere in the world

The dues for members who prefer a PAPER COPY of The Canadian Aerophilatelist mailed to them are:

1 year - $25.00 CDN in Canada, $30.00 CDN in U.S.A. (or $24.00 US),
$35.00 CDN for members Overseas, (or $28.00 US)

2 years - $45.00 CDN in Canada, $55.00 CDN in U.S.A. (or $44.00 US)
$65.00 CDN for members Overseas, (or $52.00 US)

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

New members can receive a free, one year membership with delivery of The Canadian Aerophilatelist by email – just send information required below to Brian Wolfenden at 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

Dues can be paid by e-Transfer in Canada; or by PayPal to bjnepean@trytel.com
or by cheque in Canadian or US $ payable to The Canadian Aerophilatelic Society mailed to Brian Wolfenden at address below.

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

MEMBERSHIP RENEWAL

The following members are now 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.

LIFE MEMBERSHIP - members who have reached the age of 85 and been a member in good standing for 15 years are no longer required to pay the annual membership fee. Contact Brian Wolfenden for more information.

NOW DUE FOR RENEWAL:

#549 Michael P. Anderson,
#477 Simon Claughton,
#495 Gordon Easton,
#401 Tony Hine
#548 Kent Kobersteen,
#522 Peter Maresch,
#523 Dave McGill,
#521 Gerald Michels,
#194 Derek Rance,
#425 Paul Varty,
#552 Leonard Zehr

Advertising members due to renew:
#553 Gregoire Teyssier

The dues for Advertising Members are $25 Canadian per year, in addition to their regular membership fee. - 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 who have already renewed their membership, thank you for doing so.