

# EVOLUTION OF AIR MAIL - TORONTO, CANADA FROM BIPLANE TO JET

The following is Neil Hunter's 6 frame exhibit

The exhibit has been shown nine times at the National level in Canada and the United States, receiving four gold medals, four vermeil medals, and one silver (first time exhibited) and has received two American Air Mail Society Metals in Excellence. The exhibit won the Grand Award at Orapex in 2010 and entered the Champion of Champions in the United States.

## FRAME 1

Title Page

### FIRST OFFICIAL AIR MAIL FLIGHT - MONTREAL to TORONTO JUNE 24th, 1918

The first authorized air mail flight in Canada was flown in a P.N.-4 Curtiss (Canard) biplane (C283) stationed at Camp Leaside Aerodrome (Toronto). The plane was piloted by Captain Brian A. Peck, Royal Flying Corps with Cpl. C. W. Mathers as a passenger. Capt. Peck took off from Beau France Airport (Montreal) at 10:12am, landed at Kingsmen and Downsides to refuel and arrived at Leaside Aerodrome at 4:35pm for a elapsed time of 6 hours and 43 minutes. The flight originally took off on June 23rd (as shown on the postal cancel), but was forced to return to Montreal due to poor visibility. The flight was sponsored by the Montreal Branch of the Aerial League of the British Empire which had persuaded the postal authorities to sanction an air mail delivery to Toronto.

The flight was reported to carry a special government mail bag containing 124 letters selected at random from Montreal mail. The postal rate charged for the service was the first class rate of 24 plus 14 War Tax.



This is one of three known covers from this flight signed by the pilot, Capt. Peck. The sender, W. B. Miller was chairman of the Red Cross in Montreal. Receiving cancel: TORONTO - JUN 24 and GEORGEVILLE - JUN 26.

### EXPERIMENTAL AIR MAIL FLIGHTS - TORONTO and OTTAWA FIRST FLIGHT - AUGUST 15th - 17th, 1918

To test the feasibility of air mail, the Post Office authorized the Aero Club of Canada to arrange three flights between Toronto and Ottawa with a refueling stop at Downsides. These flights were flown by pilots of the RFC in Curtiss P.N.-4 (Canard) biplanes. The first flight was undertaken by Lt. Temple Longman in C-280.

Most of the mail carried on these flights was from government sources. This cover from Toronto to Ottawa is one of the few exceptions. Receiving cancel: OTTAWA, AUG. 15, 1918 (in green) similar to the one on the face of the next cover.



Cover carried on the return flight has the green wicket cancel on the front. Receiving cancel: TORONTO AUG. 17, 1:30PM. The cover is from the Military Branch of the Department of Justice of Canada.



### EXPERIMENTAL AIR MAIL FLIGHTS - TORONTO and OTTAWA SECOND FLIGHT - AUGUST 26th - 27th, 1918



Covers flown on the second official air mail flight between Toronto and Ottawa. For this flight, the Post Office authorized the Aero Club of Canada to issue stamps which were referred to as the 'Flying Zepher' vignettes. This was the first time the Canadian Post Office authorized the use of non-government revenue generating stamps to be placed on mail. The pilot was Lt. Arthur Dunsen flying a Curtiss P.N.-4 (Canard) C-282.

The top cover has the special wicket rectangular date cancel applied at Toronto and the green wicket cancel applied over the stamp at Ottawa. Contrary to Post Office directive, the stamp on this cover was affixed to the front instead of the back of the envelope. Rate: 24 plus 14 War Tax letter rate and 5c registration fee as well as 25c the Aero Club stamp. Twenty-six registered covers reported on this flight. Receiving cancel: OTTAWA - AUG. 26.

The cover on the right, carried on the return flight, is an Official government envelope cancelled at Ottawa on August 27th. Receiving cancel: AERIAL MAIL, AUG. 27, 1918, TORONTO, CANADA. 25c Aero Club stamp on reverse.



THIRD FLIGHT - SEPTEMBER 4th, 1918

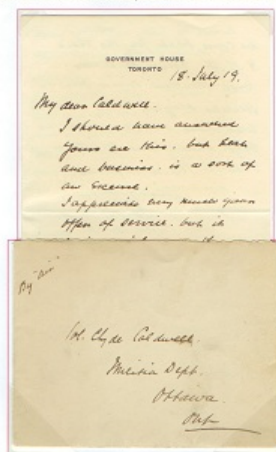


Cover flown on last of the three Toronto to Ottawa flights. Pilot was Lt. Edward C. Barton. This was the only one of the three flights to be completed in one day. Forty-four letters were carried on the rebound flight. Reverse cancelled shown.



## JULY 18th, 1919

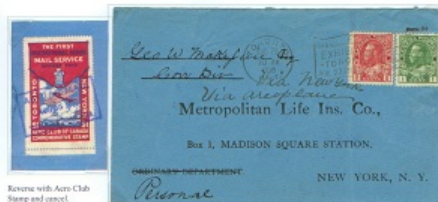
On July 18th, E. L. Janney and G. A. Morser flew a Cessna 441 (Cessna) from Toronto to Ottawa. The flight took 4 hours and 40 minutes with 7 stops en route. The flight, in a privately owned aircraft, was intended to show the use of aeroplanes for advertising and passenger service between the two cities. Two letters are known to have been carried on a courier to St. John's, the Hon. the Minister of Transport.



The letter is addressed to Col. Clyde Caldwell of the Militia Department in Ottawa. It references Capt. Jannet's offer to carry the letter by air and the upcoming visit of H.R.H. The Prince of Wales.

## AUGUST 25th - 25th 1919

The Air Race was sponsored by the Aero Club of Canada, the American Flying Club and the Canadian National Exhibition (Toronto). The route was between the Leaside Aerodrome and Roosevelt Field, Mineola, Long Island with stops at Buffalo, Syracuse and Albany. The Canadian and U.S. Post Offices authorized mail to be carried both ways. The Aero Club was authorized by the Canadian Post Office to sell semi-official stamps valued at \$1.00. These stamps were to be placed on the back of the envelopes and were cancelled with the same cancelled used for the 1918 Toronto to Ottawa flight.

Reverse with Acro-Club  
Stomp and cancel

## MAY 28th, 1920.

The Grand Army of Canada (United Veterans) obtained approval from the Post Office for a special stamp to be used on mail flown from Toronto and Hamilton in connection with an Athletic Carnival to be held in Toronto. The Pilot Arthur K. Colley and mechanic W. C. Landrigan of Colley Aerial Service flew a Curtiss JN-4 (Cansco) biplane. The plane left the Leaside Aerodrome at 4:06pm and arrived at Hamilton's Eastwood Park at 4:45pm. The return flight occurred at approximately 5:00pm.



*This cover flown on the return trip from Hamilton is one of the few known to exist from this flight. Receiving cancel: TORONTO, MAY 28, 7:30PM. Rate: 3¢ first class letter rate and \$1.00 Grand Army stamp of which only 50 were reported to have been produced.*

MARCH 20<sup>th</sup> - APRIL 12<sup>th</sup>, 1928.

March 27<sup>th</sup>, 1926 - Toronto to Red Lake. Authorized mail.  
Receiving canoe: RED LAKE AP 12 26. Note green cachet.



March 20<sup>th</sup>, 1926 - New York to Toronto and then to Red Lake. Unofficial mail. Receiving cancel: RED LAKE AP 17 26. Note black cachet. Cover signed by artist W. R. Maxwell.

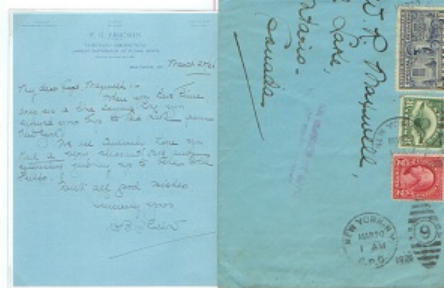
MARCH 20<sup>th</sup> - APRIL 12<sup>th</sup>, 1926

The Canadian Post Office authorized mail to be carried from Toronto to Red Lake on the delivery flight of Canis Lark (G-CAFH) which was en route from New York. The pilot for the flight was Capt. W. Roy Maxwell.

Unofficial mail was carried from New York via Buffalo to Toronto. Most of these covers received Canadian franking in Toronto and were carried on the same plane to Red Lake. This cover is one of three known to be franked with U.S. stamps. U.S. rate for air mail under 1,000 miles was 10¢. Note addition of 10¢ special delivery fee.

The cover was posted at New York City on May 20th (additional two-line marking on reverse - HP TUBE STATION, MAR 20 8 00 AM '26).  
Receiving cancels: RED LAKE AP 12 26.

The cover contains a letter from D. H. Shaillon to Rev. Maxwell re the flight (see insert).



## JULY and DECEMBER 1926



July 1<sup>st</sup>, 1926 - Toronto to Red Lake. Cover sent by train to Sioux Lookout to be held for the first Patricia Airways and Exploration air mail flight using the Company's semi-official stamp (July 7<sup>th</sup>). Receiving consols: SIOUX LOOKOUT JUL 3 and RED LAKE JUL 7 and Commem's stamp paying 25¢ transportation fee.

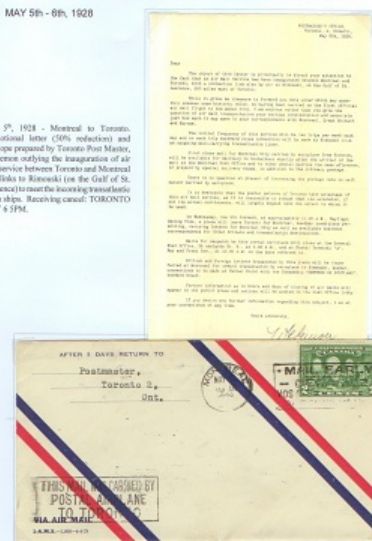


December 18<sup>th</sup>, 1926 - Toronto to Red Lake. Patricia Airways and Exploration Limited delivery flight of a Stinson SB-1 Detroiter (D-CAFW). As the flight was not officially sanctioned, covers from Toronto were reported to bear no Post Office cancellations. The above cover is postmarked Toronto DE 17. Receiving cancel: RED LAKE DE 19 on Connors's stamp paying 25¢ transportation fee.

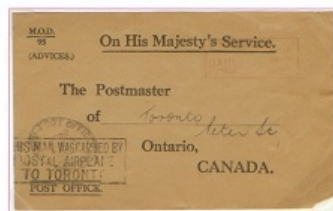
## SERVICE BETWEEN RIMOUSKI and TORONTO via MONTREAL

MAY 5th - 6th, 1928

May 5<sup>th</sup>, 1928 - Montreal to Toronto  
Promotional letter (50% reduction) and  
envelope prepared by Toronto Post Master.  
W. Lemon outlining the inauguration of air  
mail service between Toronto and Montreal  
with links to Rimouski (on the Gulf of St.  
Lawrence) to meet the incoming transatlantic  
steam ships. Receiving cancel: TORONTO  
MAY 6 5PM



CANADIAN AIR MAIL ROUTES - 1928  
RIMOUSKI to TORONTO via MONTREAL



April 27<sup>th</sup>, 1928 - London, England to Toronto. Official letter carried on the *Empress of Scotland* which arrived at Rimouski on Sunday, May 6<sup>th</sup>. The mail was flown to Montreal and subsequently to Toronto where it arrived the same day. Receiving cancel: TORONTO MY 7 PETER STREET.

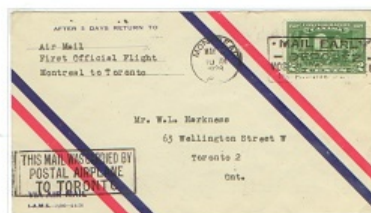


May 6<sup>th</sup>, 1928 - Rimouski to Toronto via Montreal. Official Post Office Air Mail Envelope (second printing). Receiving cancel: TORONTO MAY 6.

CANADIAN AIR MAIL ROUTES - 1928  
TORONTO and MONTREAL



May 5<sup>th</sup>, 1928 - Toronto to Montreal. Bi-weekly mail service to facilitate the transfer of ship mail at Rimouski. A special box cachet (machine or hand) was applied to the mail. J. H. St. Martin of Canadian Airways flew the mail both ways in a Fairchild FC-2 (D-CANC). Rate: 2c for the first oz.



May 6<sup>th</sup>, 1928 - Montreal to Toronto. Official Air Mail Envelope (second printing) produced and sold by the Post Office to the public at 4 for 5c.

CANADIAN AIR MAIL ROUTES - 1928  
TORONTO from to MONTREAL



May 7<sup>th</sup>, 1928 - Halifax to Toronto. Cover carried by train to be placed on postal airplane at either Rimouski or Montreal. Receiving cancel: TORONTO MY 8. Note use of purple hand air mail endorsement.



May 9<sup>th</sup>, 1928 - Toronto to Montreal. First combined mail and passenger flight.

CANADIAN AIR MAIL ROUTES - 1928  
MONTREAL and TORONTO



May 25<sup>th</sup>, 1928 - Saginawville, Quebec to Waterloo, Ontario flown between Montreal and Toronto. Commercial mail with R.P.O. cancel. Cachet: narrow spacing between TD and TORONTO - none.



May 26<sup>th</sup>, 1928 - Montreal to Toronto. Cachet: wide spacing between TD and TORONTO in 5c. Receiving cancel: TORONTO MY 26.

**FRAME 2**

## CANADIAN AIR MAIL ROUTES - 1928

## SPECIAL AIR MAIL FLIGHTS TO CANADIAN NATIONAL EXHIBITION

On August 24<sup>th</sup>, 1928, the Post Office authorized air mail flights between Quebec and Toronto via Montreal, Ottawa and Kingston, and between Windsor and Toronto via London and Hamilton. The airplanes which carried the mail remained at the Exhibition until August 29<sup>th</sup>.

Mail from Quebec was flown by Canadian Trans-Continental Airways Company in a Lockheed Amphibian. The mail from Windsor was flown by National Air Transport Co. Ltd. in a Buhl Air Sedan (G-Cat). This mail was transferred at Hamilton to a Fairchild Monoplane equipped with postmen (G-Cat).



August 24<sup>th</sup>, 1928 - Montreal to Toronto and August 29<sup>th</sup> - Toronto to Windsor. Receiving cancel: WINDSOR AUG 29 12:30PM. Official Post Office Air Mail Envelope (first printing).

## CANADIAN NATIONAL EXHIBITION POST OFFICE

ORDER JUSTICE YEAR. Toronto, August 23, 1928. In reply to correspondence, you will be glad to know that the Special Air Mail Flights leaving the Exhibition grounds for (1) Hamilton, London and Windsor, and (2) Kingston, Ottawa, Montreal and Quebec, at 10:00 A.M. Wednesday, August 29<sup>th</sup>. These mails close at the Exhibition Post Office, International Para Post Building, at 9:30 A.M. The rate of postage is 5¢ for the first ounce and 1¢ for each additional ounce. Envelopes should be addressed "Via Air Mail, Toronto-Windsor, or Toronto-Montreal, etc." as the case may be.

V. E. LEACH, Postmaster.

## CANADIAN AIR MAIL ROUTES - 1928

## SPECIAL AIR MAIL FLIGHTS - CANADIAN NATIONAL EXHIBITION



Aug. 24<sup>th</sup>, 1928 - Quebec to Toronto. Receiving cancel: TORONTO AUG 24 and special Exhibition slogan AUG 24 2:30PM. Rate: 5¢ first oz established August 7<sup>th</sup>, 1928.



Aug. 29<sup>th</sup>, 1928 - Toronto to Quebec. Special CNE Post Office cancel dated Aug. 24, 1928, initially cancelling the stamp. Subsequent machine cancel for flight AUG 29 1928. Receiving cancel: QUEBEC 3PM, AUGUST 29.

## CANADIAN AIR MAIL ROUTES - 1928

## SPECIAL AIR MAIL FLIGHTS - CANADIAN NATIONAL EXHIBITION



Aug. 24<sup>th</sup>, 1928 - Windsor to Toronto. Receiving cancel: special Exhibition slogan AUG 24 2:30PM.



Aug. 29<sup>th</sup>, 1928 - Toronto to Windsor. Receiving cancel: WINDSOR AUG 29 1PM. Official Post Office Air Mail Envelope (fourth printing).

## CANADIAN AIR MAIL ROUTES - 1928

## AIR MAIL DIRECTIONAL CANCELS and FIRST USAGE OF CANADA'S FIRST AIRMAIL STAMP



August 29<sup>th</sup>, 1928 - Halifax to Toronto. Letter carried by train to either Rimouski or Montreal and the placed on postal plane. The air mail directional stamp is a brown hand stamp rather than a machine cancel placed on the letter in Halifax. Receiving cancel: TORONTO, AUG 21, 6:30PM.



September 22<sup>nd</sup>, 1928 - Montreal to Toronto. First flight using the Canadian stamp (C1) designed to facilitate identification of air mail. The air mail directional stamp is a black hand cancel rather than machine cancel. Cover signed by pilot. Receiving cancel: TORONTO SEP 22.

## CANADIAN AIR MAIL ROUTES - 1928

## SEPTEMBER - RATE CHANGES



September 25<sup>th</sup>, 1928 - Cobalt to Montreal via Toronto. The air mail rate was established at 5¢ on August 24<sup>th</sup>, however this cover was accepted at the domestic letter rate of 2¢.



September 25<sup>th</sup>, 1928 - Toronto to Montreal. Commercial mail at correct rate of 5¢.

## CANADIAN AIR MAIL ROUTES - 1928

## DAILY SERVICE between TORONTO and MONTREAL

On October 1<sup>st</sup>, 1928, daily air mail service (except Sundays) between Toronto and Montreal commenced. The service was established to provide improved mail delivery. The international mail route between Montreal and Albany N.Y. (U.S. Foreign Contract Air Mail Route - FAN 1) was established on the same day. The carrier was Canadian Airways.



October 1<sup>st</sup>, 1928 - Toronto to Montreal. Cover signed by the pilot - G.C. Wallace Jr. Receiving cancel: MONTREAL OCT 1 1PM.



October 1<sup>st</sup>, 1928 - Montreal to Toronto. Cover has "This mail was carried by Postal airplane to Toronto" cachet on reverse. Receiving cancel: TORONTO OCT 1 4PM.

## CANADIAN AIR MAIL ROUTES - 1929

## TEMPORARY AND EXPERIMENTAL ROUTES



February 21<sup>st</sup>, 1929 - Charlottetown to Toronto. Receiving: Fifth winter flight of service from Charlottetown to Montreal. By train to Montreal, by air to Toronto. Special 2¢ rate was authorized for winter flights between Prince Edward Island.



May 8<sup>th</sup>, 1929 - Montreal to Ottawa via Toronto. Post Office experimental flight. Receiving cancel: TORONTO MAY 8.

## CANADIAN AIR MAIL ROUTES - 1928

## DAILY SERVICE between TORONTO and MONTREAL

On October 1<sup>st</sup>, 1928, daily air mail service (except Sundays) between Toronto and Montreal commenced. The service was established to provide improved mail delivery. The international mail route between Montreal and Albany N.Y. (U.S. Foreign Contract Air Mail Route - FAN 1) was established on the same day. The carrier was Canadian Airways.



October 1<sup>st</sup>, 1928 - Toronto to Montreal. Cover signed by the pilot - G.C. Wallace Jr. Receiving cancel: MONTREAL OCT 1 1PM.



October 1<sup>st</sup>, 1928 - Montreal to Toronto. Cover has "This mail was carried by Postal airplane to Toronto" cachet on reverse. Receiving cancel: TORONTO OCT 1 4PM.

## CANADIAN AIR MAIL ROUTES - 1929

OFFICIAL OPENING OF THE AIRPORT AT KINGSTON, ONTARIO



June 4, 1929 - Toronto to Kingston. Note use of slogan cancel commemorating the First Trans-Atlantic Flight on June 16th, 1919. Receiving cancel: KINGSTON JUN 4.



June 4, 1929 - Kingston to Toronto. Receiving cancel: TORONTO JUN 4 4:20 PM.

## CANADIAN AIR MAIL ROUTES - 1929

OFFICIAL OPENING OF THE AIRPORT AT HAMILTON, ONTARIO



June 6, 1929 - Toronto to Hamilton. Official Post Office Air Mail Envelope (third printing). Receiving cancel: HAMILTON JUN 6 4 PM.



June 6, 1929 - Hamilton to Toronto. Blue ink cancel used on envelope instead of more common black. Receiving cancel: TORONTO JUN 6 7:30 PM.

## CANADIAN AIR MAIL ROUTES - 1929

SERVICE BETWEEN WINDSOR AND HAMILTON AND TORONTO



July 15, 1929 - Windsor to Toronto. Receiving cancel: TORONTO JUL 15 9:30 AM and ST. AGATHE DES MONTS JUL 16.



July 15, 1929 - Hamilton to Toronto. Receiving cancel: TORONTO JUL 15 9:30 AM.

## CANADIAN AIR MAIL ROUTES - 1930

EXPERIMENTAL SERVICE MONCTON TO WINDSOR VIA TORONTO

JUNE 9th, 1930



June 9, 1930 - Moncton to Toronto and return. The purpose of this flight was to determine the feasibility of extending the Windsor - Montreal air mail route to the Atlantic provinces. Mail was flown both ways on this date with stops at Montreal and Toronto. The flights were undertaken by Canadian Airways. The pilot for the return flight was R.H. Biddy and for the western flight was A.F. Ingram.



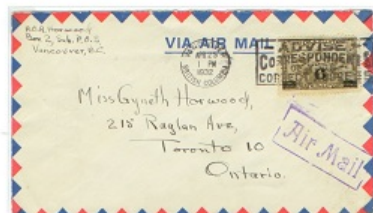
Receiving cancel: TORONTO SPADINA AVENUE POSTAL STATION - JUN 9.

## CANADIAN AIR MAIL ROUTES - 1931 and 1932

via UNITED STATES



September 2, 1931 - Regina to Toronto. Receiving - Regina to Winnipeg via Prairie Route, Winnipeg to Pembina, N.D., Pembina to Detroit (CAM 9 and CAM 27) Detroit to Toronto.



April 29, 1932 - Vancouver to Toronto. Receiving - Vancouver to Seattle, Seattle to Detroit, Detroit to Toronto. Last flight via Detroit was April 30th as the route.

## CANADA - UNITED STATES AIR MAIL SERVICE - 1927 and 1928

FRANKING

Prior to August 1, 1928, mail from Canada required U.S. franking for carriage by Air in the United States.



July 17, 1928 - Toronto to Alameda, California. As there was no direct air mail route between Canada and the United States, this cover was transported by rail to Chicago and then by air to San Francisco. Receiving cancel: LONDON JUL 17, ALAMEDA JUL 17.



July 15, 1929 - Toronto to Buffalo. Cover flown on first direct mail from Toronto to Buffalo and onwards to New York (CAM 20 & 1). Receiving - Toronto to Buffalo via Buffalo to New York (CAM 20 & 1). The U.S. franking was not required and did not receive a postmark. Receiving cancel: BUFFALO JUL 15, NEW YORK JUL 16.

## CANADA - UNITED STATES AIR MAIL SERVICE - 1929

FRANKING



July 15, 1929 - Toronto to Buffalo. Cover flown on first direct mail from Toronto to Buffalo and onwards to New York (CAM 20 & 1). Receiving - Toronto to Buffalo via Buffalo to New York (CAM 20 & 1). The U.S. franking was not required and did not receive a postmark. Receiving cancel: BUFFALO JUL 15, NEW YORK JUL 16.



July 15, 1929 - Toronto to Buffalo. Cover flown on first direct mail from Toronto to Buffalo and onwards to New York (CAM 20 & 1). Receiving - Toronto to Buffalo via Buffalo to New York (CAM 20 & 1). The U.S. franking was not required and did not receive a postmark. Receiving cancel: BUFFALO JUL 15, NEW YORK JUL 16.

## CANADA - UNITED STATES AIR MAIL SERVICE - 1929

TORONTO AND DETROIT/BUFFALO



July 19, 1929 - Detroit to Toronto. Receiving cancel: TORONTO JUL 19 9:30 AM. The air mail route from Montreal via Toronto to Windsor was extended to Detroit.



July 15, 1929 - Toronto to Buffalo. Receiving cancel: Buffalo Head JUL 15 3:30 AM. Mail was flown from the bottom of Scott Street (Toronto's temporary harbor airport) to Buffalo in the Sikorsky S-38 flying boat "Nashua". Pilot signed.

# FRAME 3

## CANADA - UNITED STATES AIR MAIL SERVICE - 1930 FRANKING



March 4th, 1930 - Toronto to Detroit. Franking: If Canadian air mail rate plus 10¢ registration for and U.S. air mail franking 10¢ (2¢ rate effective March 1st). Cover was overweight and the Toronto Forward & Postmaster approved the actual franking rather than assessing postage due. Receiving cancel: DETROIT MAR 5.

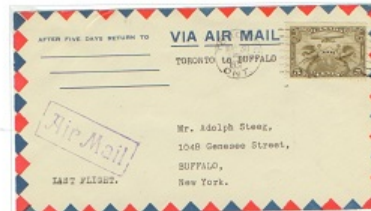


June 24th, 1930 - Oakland, California to Toronto. Routing: Oakland to Chicago (CAM 18), to Detroit (CAM 7), to Windsor, and then to Toronto. Franking: U.S. air mail rate 10¢ (appears to be over franked as the rate was 5¢ first and 10¢ per additional oz) and registration for 10¢. Receiving cancels: WALKER AIR PORT JUN 26, TORONTO JUN 26. Note: air plane cancel on stamp.

## CANADA - UNITED STATES AIR MAIL SERVICE - 1931 TORONTO and BUFFALO



February 17th, 1931 - Toronto to Attica. Re-addressed cover flown to Buffalo and the by train to Attica, as there was no air mail service.

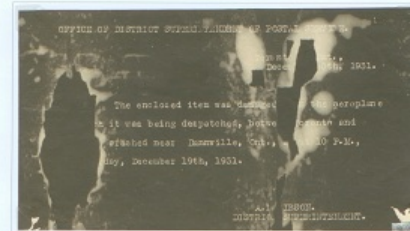


May 10th, 1931 - Toronto to Buffalo. Cancellation of service to Buffalo (discontinued July 15th, 1928).

## CANADIAN - UNITED STATES AIR MAIL ROUTES - 1931 CRASH OF CANADIAN AIRWAYS LIMITED PLANE - DUNVILLE, ONTARIO DECEMBER 19th, 1931



December 19th, 1931 - Toronto to Edmonton via Detroit and Winnipeg. The pilot, Edward C. Burton ran into dense fog, turned around and headed for the Hamilton, Ontario airport. He ran low on fuel and parachuted to safety. The Stinson biplane crashed in McCowan's marsh near Thaville and was demolished. Mail was salvaged the next day and taken to Hamilton post office for forwarding to the addressees or returned to sender. A mimeographed note (photocopy below) accompanied each item of mail.



## AIR MAIL SERVICE - 1932 CROSS BORDER FLIGHTS



March 13th, 1932 - Medicine Hat to Toronto. Mail service on the Prairie route to Winnipeg (discontinued March 1st, 1932) with connection through Regina, S.D. (discontinued Feb. 27th, 1932) and Detroit, Mich. (discontinued July 13th, 1928), were cancelled. Receiving cancel: WESTON (Toronto sub-station) AP 1.



September 18th, 1932 - San Francisco, California to Toronto. Routing: San Francisco to Chicago (CAM 18), to Detroit (CAM 7), to Toronto. Franking: U.S. air mail rate by effective July 6th, 1932.

## SPECIAL EVENTS - 1930

R100 AIRSHIP VISIT AND GREAT LAKES TOUR



August 9, 1930 - St. Hubert to Toronto. Commemorative cover re visit of R100 airship to Montreal. Cover flows by airplane to Toronto (Western) August 19. Receiving cancel: WESTON, AUG. 11. 11 AM. The R100 flew over Toronto on August 19, but no mail was carried on this 25 hour flight.



August 9, 1930 - Toronto to Detroit. Re-posted in Detroit to Rochester, Minn. Routing: Toronto to Detroit to Rochester (CAM 7 & 9). Receiving cancel: ROCHESTER, AUG. 11. 11 AM. Franking: 5¢ Canadian air mail rate and 5¢ United States air mail rate for re-posting in Detroit on August 9.

## SPECIAL EVENTS - 1930 and 1933

COLUMBIA FLIGHTS TO TORONTO

On October 9, 1930, Capt. J. Earl Boyd (born in Toronto) was the first Canadian to fly across the Atlantic. The aircraft used was the "Columbia" (Bellanca monoplane). Capt. Boyd was accompanied by Lt. Harry P. Connor (navigator).



December 1930 - St. Hubert to Toronto. Favor cover flows on "Columbia" during year of the United States and Canada after successful trans-Atlantic flight.



July 15, 1933 - New York to Toronto. Courtesy flight to Toronto after successful flight from Haiti to New York. Eight covers are known to exist.

## INTERNATIONAL MAIL - 1929

PARTIALLY FLOWN



July 11, 1929 - Toronto to Edinburgh, Scotland. Routing: via air, Toronto to Montreal and possibly to Kansas, via ship to U.K. Note re-issuing cancel: Edinburgh, July 27. Cover was re-addressed twice within Edinburgh. Transportation time - 12 days. Franking: 5¢ air mail rate within Canada.



July 17, 1929 - Hamilton, Ontario to Tanganyika, East Africa via Toronto. Routing: via air mail, Hamilton to Toronto, to Montreal or Kansas, and via ship to England, via ship or overland to East Africa. Receiving cancel: TORONTO, JUL. 15. DMR to S.A. AM 22. See. Intra. 2¢ AU. Mchps SE 1. Transportation time - 48 days. Franking: 5¢ air mail rate in Canada. Note: for an additional 5¢, the cover could have been flown from London to Khartoum, Sudan.

## INTERNATIONAL AIR MAIL - 1929

via UNITED STATES

In February 1929, the Canadian Post Office signed agreements with the United States Post Office to fly mail to destinations in North and South America using United States air routes.



September 28, 1929 - Toronto to Buenos Aires, Argentina. Routing: Toronto to Montreal, to New York (FAM 1), to Miami (CAM 8 & 25), to Cincinnati, Canal Zone (FAM 5), to Buenos Aires (FAM 1). Dual franking: Canada to United States 5¢ air mail rate, United States to Argentina 75¢ air mail rate. Note: U.S. postage on reverse and Kane Toronto Post Office notice re delivery. Receiving cancel: CROSTBURN OCT 3. BUENOS AIRES OCT 14.



July 16, 1934 - Vancouver to Hamilton via Toronto. Routing: Vancouver to Seattle, Wash., to Detroit (CAM 32, S. H. & 9), to Toronto, and by mail track to Hamilton. Receiving cancel: HAMILTON JUL 18. PM.

## INTERNATIONAL MAIL - 1930

via UNITED STATES



April 25, 1930 - Toronto to Nassau, Bahamas. Routing: Toronto to Montreal, to New York (FAM 1), to Miami (CAM 19 & 25), to Nassau (FAM 7). Receiving cancel: NASSAU APR 7 - transportation time - 5 days. Franking: 5¢ air mail rate, plus 5¢ air mail rate from U.S. to Bahamas (effective: February 1929).



May 16, 1930 - Toronto to United Kingdom. Routing: Toronto to Montreal, to New York (FAM 1), ship to U.K. and then domestic air mail service. The air mail endorsement was cancelled in New York by the large circular purple mark to indicate transfer to a surface route. Postage due of 4p was required as air mail rate in effect on March 1930 was 7p to U.K.

## INTERNATIONAL AIR MAIL - 1931

via UNITED STATES



June 17, 1931 - Toronto to Georgetown, British Guiana. Routing: Toronto to Montreal, to New York (FAM 1), to Miami (CAM 19), to Georgetown (FAM 4). Receiving cancel: NEW YORK 6-16, MIAMI JUN 17, BRITISH GUIANA AIR MAIL GPO 24 24 JUL - transportation time - 10 days. Rate: air mail 5¢ plus registration fee of 10¢. Postage was short paid 10¢ as the air mail rate was 15¢ effective February 2, 1931.



December 1, 1931 - Toronto to Talara, Peru. Routing: Toronto to Montreal, to New York (FAM 1), to Miami (CAM 19), to Talara (FAM 8 & 9). Receiving cancel: TALARA DEC 9 - transportation time - 9 days. Air mail rate: 45¢ per 100 oz. effective July 1st, 1931.

## INTERNATIONAL AIR MAIL - 1931-1932

via UNITED STATES AND SCADTA



May 29, 1931 - Cartagena, Colombia to Toronto.

Routing: Cartagena to Cienfuegos (SCADTA), Canal Zone, to Miami (FAM 5), to New York, to Montreal (FAM 1), to Toronto. The letter is addressed to Mr. G. H. Smith, 56 Church Street, Toronto, Ontario.

Franking: 20 centavos, 1.25 pesos (SCADTA stamps) for postage from Colombia to Canal Zone, 1.00-dollar Canal Zone for postage to Canada.

May 29, 1932 - Toronto to Barranquilla, Colombia.

Routing: Toronto to Montreal, to New York (FAM 1), to Miami (CAM 19), to Barranquilla via Jamaica (FAM 5), to Barranquilla (SCADTA).

Franking: 45 cents per 100 oz. effective February 2, 1931.

Receiving cancel: Barranquilla, May 9<sup>th</sup> Barranquilla Barr, May 10<sup>th</sup>

Note: Sociedad Colombiana Alameda de Transporte Aereo (SCADTA) held the right to fly mail into and out of Colombia. The Colombian Government took over the administration of the service in January, 1932 and SCADTA stamps were no longer required.

## CANADIAN AIR MAIL ROUTES - 1934 and 1935

AIR MAIL SERVICE via UNITED STATES



July 16, 1934 - Vancouver to Hamilton via Toronto. Routing: Vancouver to Seattle, Wash., to Detroit (CAM 32, S. H. & 9), to Toronto, and by mail track to Hamilton. Receiving cancel: HAMILTON JUL 18. PM.



May 27, 1935 - Saskatoon to Toronto. Routing: Saskatoon to St. Paul via Winnipeg, to Detroit (CAM 5) to Toronto. Receiving cancel: St. PAUL, MAY 27 8:30PM, TORONTO MAY 24. Note: for air mail plus 20¢ special delivery.



# CANADIAN AIR MAIL ROUTES - 1938 CRASH - TRANS-CANADA AIRLINES SUPER ELECTRA CF-TCL

November 18<sup>th</sup>, 1938 - Toronto to Vancouver  
Routing: Toronto to North Bay, to Winnipeg to Regina.

Franking 6 cents

The connector air mail flight from Winnipeg to Vancouver stopped in Regina.

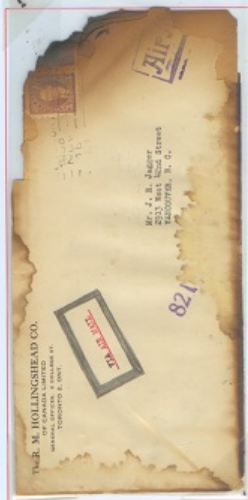
The flight left Winnipeg at 11:30pm on November 17<sup>th</sup> and landed in Regina at 12:30am. After unloading mail and re-fueling, the flight took off at 12:51am and appeared to reach the altitude of 50 feet before crashing in a stubble field two miles west of the airport. Observers peered at the end of the runway stated the plane appeared to bank in order to return to the airport before crashing in flames.

The pilot, Captain David Leslie and the co-pilot Jack Herald were killed.

Subsequent investigation indicated that the plane had hit the ground and then regained altitude one-half mile before crashing.

The east bound mail flight from Vancouver and Lethbridge was ordered to continue to Winnipeg without landing at Regina due to the same fog.

This was the first crash of an Trans Canada Airlines plane.



## CANADIAN AIR MAIL ROUTES - 1938

### EXPERIMENTAL TRANS-CANADA AIR MAIL SERVICES

Starting in August 1938, experimental flights were undertaken to establish the Trans-Canada air route. Toronto was connected to this route via North Bay.



December 1<sup>st</sup>, 1938 - Edmonton to Toronto. Small amount of mail was carried on this flight.



December 1<sup>st</sup>, 1938 - Toronto to North Bay. Small amount of mail carried on this flight. Receiving cancel: NORTH BAY DE 1.

## CANADIAN AIR MAIL ROUTES - 1938 and 1939

### EXPERIMENTAL TRANS-CANADA AIR MAIL SERVICES



December 1<sup>st</sup>, 1938 - Toronto to Temiskaming via North Bay. Receiving cancel: NORTH BAY DEC 1, TEMISKAMING STATION DE 2. Franking: 76 air mail plus 13¢ registration.



February 1<sup>st</sup>, 1939 - Calgary to Hamilton via Toronto. Receiving cancel: HAMILTON FEB 2.

## CANADIAN AIR MAIL ROUTES - 1939

### TRANS-CANADA AIR MAIL SERVICE

On March 1<sup>st</sup> 1939, Trans-Canada Air Lines extended its air route east from Winnipeg to terminal points of Toronto and Montreal. Toronto was connected to this route via North Bay.



March 1<sup>st</sup>, 1939 - Toronto to Vancouver. Receiving cancel: VANCOUVER MAR 2 12:30PM.



March 1<sup>st</sup>, 1939 - Vancouver to Toronto. Receiving cancel: TORONTO MAR 2 1PM. Cover signed by pilot.

## CANADIAN AIR MAIL ROUTES - 1939

### TRANS-CANADA AIR MAIL SERVICE



March 3<sup>rd</sup>, 1939 - Mississauga City R.C. to Churchill, Ont. via Vancouver and Toronto. Receiving cancels: TORONTO MAR 2 1PM and CHURCHILL MR 4.



March 1<sup>st</sup>, 1939 - Edmonton to Toronto and return to Vancouver. Receiving cancels: TORONTO MAR 2 1PM, VANCOUVER MR 2. Cover signed by pilot. Franking: 56 air mail rate and 13¢ registration fee. Air mail rate should have been increased to 12¢ to cover return flight to Vancouver.

## CANADIAN AIR MAIL ROUTES - 1939

### TRANS-CANADA AIR MAIL SERVICE - MARCH



March 1<sup>st</sup>, 1939 - North Bay to Toronto. Receiving cancel: TORONTO MAR 2 5:30AM.



March 1<sup>st</sup>, 1939 - Toronto to New York via North Bay and Montreal. Receiving cancels: NORTH BAY MR 1 and MONTREAL MR 2.

## CANADIAN AIR MAIL ROUTES - 1939

### TRANS-CANADA AIR MAIL SERVICE - MARCH



March 2<sup>nd</sup>, 1939 - Regina to Toronto. Commercial cover, not listed in one of the routes for this flight, however covers were provided for the Regina to Montreal route for the same date.



March 2<sup>nd</sup>, 1939 - Winnipeg to Toronto. Receiving cancel: MAR 2 1PM. Cover signed by pilot.

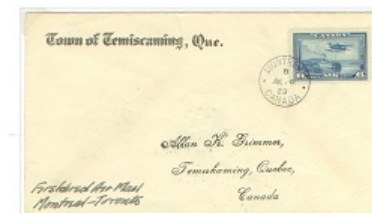
## CANADIAN AIR MAIL ROUTES - 1939

### SERVICE BETWEEN TORONTO and MONTREAL via MUSKOKA

Route change via Muskoka for air mail and passenger service between Toronto, Ottawa and Montreal. Previously route was via North Bay.



July 18<sup>th</sup>, 1939 - Toronto to Montreal. Receiving cancel: JUL 18, 1939.



July 18<sup>th</sup>, 1939 - Montreal to Toronto. Receiving cancels: TORONTO JUL 18 and TEMISKAMING STATION JUL 18, PM.

## TORONTO to UNITED STATES



December 18<sup>th</sup>, 1937 - Toronto to San Francisco. Routing: via Detroit and Chicago (CAM 9 and 18). Rate: 6¢ per ox.



March 4<sup>th</sup>, 1938 - Toronto to Pasadena (Los Angeles). Routing: via Detroit, to Chicago, to Salt Lake City (CAM 9, 18 & 4).

## TORONTO to UNITED STATES



August 29<sup>th</sup>, 1938 - Toronto to Emmetsburg, Iowa. Routing: via Detroit, Chicago to Iowa City (CAM 9 and 18). Note use of blue air mail stamp issued June 15<sup>th</sup>, 1938.



December 11<sup>th</sup>, 1938 - Toronto to Centerville, Mass. Routing: via Montreal and Boston (CAM 1). Routing cancel: Montreal DE 12 8AM.

## TORONTO to/from BERMUDA



March 15<sup>th</sup>, 1938 - Toronto to Hamilton Bermuda. Routing: via Montreal, Albany to New York (FAM 1), to Baltimore (CAM 19), to Hamilton, Bermuda (FAM 17). Receiving cancels: BALTIMORE. MAR 16. TAM and HAMILTON 16 MAR 8C. Rate: 15¢ per ¼ oz air mail rate effective March 1938.



March 15<sup>th</sup>, 1938 - Baltimore to Toronto via Hamilton Bermuda. Baltimore to Hamilton Bermuda (FAM 17), and return via ship to New York, flown to Montreal (FAM 1), to Toronto. *Receiving cancels:* HAMILTON 16 MAR 38C (error date stamp) and IMPERIAL OIL SHIPPING COMPANY MAR 22, 1938. Rate: 10c per % or U.S. air mail.

## From To TORONTO.



March 1<sup>st</sup>, 1939 - Toronto to Carlipito, Venezuela via Vancouver. Routing: via Vancouver, to Seattle, to Brownsville (CAM 8, 33, & 22), to Carlipito (FAM 8 & 5). Framing: 50¢ - double weight. Air mail rate effective October 2<sup>nd</sup>, 1937 - 25¢ per ½ oz. In-transit cancel: VANCOUVER MAR 2



December 2nd, 1939 - Kingston, Jamaica to Toronto. Routing: Kingston to Miami (FAM 5), to New York (CAM 19), to Montreal (FAM 1), to Toronto. Fares: 10 days 1/2 rate, air mail rate. Ref. Enclosure contains form.

INTERNATIONAL AIR MAIL SERVICES - 1939  
TORONTO from/to UNITED KINGDOM



June 1<sup>st</sup>, 1939 - London, U.K. to Toronto. Flown on first British dispatch Trans-Atlantic Pan American Airways flight. Routing: London to Marseilles, to New York (FAM 18), to Montreal (FAM 1), to Toronto. Receiving cancel MONTREAL AUG 13. Fares: 12p air mail rate from U.K. to Canada.



reverted to Southampton. First Imperial Airways flying boat mail service from Montreal to United Kingdom via Botwood, Newfoundland and Faynes, Ireland. This service was short-lived due to the outbreak of World War II. Rate: 30¢ per ½ oz, effective June 24th, 1939.

CANADIAN AIR MAIL ROUTES -  
1941

TRANS-CANADA AIRLINES CRASH -  
ARMSTRONG, ONTARIO

February 5<sup>th</sup>, 1941 - Toronto to Seattle, U.S.A.  
via Vancouver. - crash occurred at Armstrong.  
Oscar on February 6<sup>th</sup> at 5.00am

Routing: Toronto to North Bay, to Kapuskasing to Winnipeg. Crash occurred north of Prince Arthur/Fort William (now Thunder Bay)

Franking: missing - the letter appears to have been under franked by 16c prior to the crash based on postage due stamp. The air mail rate to the U.S. was 6¢ per oz. If the letter was quadruple weight - 24¢ and had only 16¢ postage (the domestic rate for triple weight), then the postage due would have been 16¢. The postage due was cancelled by the Air Mail Section, Winnipeg on April 12<sup>th</sup> when the letter was forwarded to the intended receiver.

The plane crashed into trees at an estimated speed of 120 miles per hour into a swamp. It was only one mile from landing at Armstrong.

Ottawa which was an intermediate stop on the Trans-Canada air route. All persons on board, nine passengers (including one woman), and the crew of three were killed. At the time this was Canada's worst air crash, and the first crash of a TCA plane since the passenger service was introduced in March 1939.

The crew consisted of pilot Edward Twiss who had been with TCA since it was founded, copilot Charles Lloyd, and stewardess Mary Mene.

The reason for the stop at Armstrong was to take on additional fuel to increase the plane's safety margin for the flight to Winnipeg.

The plane was circling the Armstrong air field at 4,576m. The weather conditions were snowy with visibility of one mile. The plane hit its right wing on a tall tree south of the airport.

*Most mail bags were unopened, however some had burst and letters were found in the trees.*



CANADIAN AIR MAIL ROUTES - 1940 and 1942



January 2<sup>nd</sup>, 1940 - Moncton to Toronto. Extension of the Trans-Canada Service to the Atlantic provinces. Four new routes began to exist.



May 1<sup>st</sup>, 1942 - Gander to Toronto. Routing: via Moncton to Toronto. Cover has been opened by War examiner and resealed (label right side) as Newfoundland was not part of Canada until April 1<sup>st</sup>, 1949. Receiving cancel: MONCTON - MAY 1 9PM

CANADIAN AIR MAIL ROUTES - 1943  
INTERNAL WAR TIME AIR MAIL to TORONTO



February 8<sup>th</sup>, 1943) - Victoria to Toronto. The sending city (a port) is identified in the cancel which is not the case on the next cover. Rate: 6¢ air mail, effective October 21, 1931.



December 11<sup>th</sup>, 1943 - Halifax to Toronto. Sending point cancel does not show city name. Rate: 7¢ the first oz air mail, effective Apr. 1st, 1943.

# FRAME 5

## CANADA - UNITED STATES AIR MAIL ROUTES - 1940 and 1941

TORONTO to DALLAS - SPECIAL DELIVERY  
TORONTO to NEW YORK - FIRST DIRECT FLIGHT



November 29, 1940 - Toronto to Dallas. Routing: Toronto to Detroit, to Chicago (CAM 7) to Dallas (CAM 3). Receiving cancel: Dallas Nov. 11. Rate: 1¢ air mail and 18¢ special delivery.



May 10, 1941 - Toronto to New York. First direct mail flight to New York. Previous mail would have been flown via Montreal and then to New York via F&M 1.

## CANADA - UNITED STATES AIR MAIL ROUTES - 1941

BETWEEN TORONTO and BUFFALO



July 17, 1941 - Toronto to Buffalo. Resumption of route twelve years after the initial flight on July 17, 1929. First time of air field cancel - TORONTO-ONT. (A.M.F. (D-22) used from 1941 to 1973. Receiving cancel: BUFFALO JUL 15.



July 17, 1941 - Buffalo to Toronto. Cover signed by pilots. Only 147 pieces were reported to have the Buffalo Air Mail Field cancel. Receiving cancel: TORONTO JUL 15 1:30PM.

## CANADA - UNITED STATES AIR MAIL ROUTES - 1941

SPECIAL DELIVERY AIR MAIL



October 11, 1941 - Toronto to Philadelphia. Receiving cancel: Philadelphia, Oct. 11 6PM (same day service). Likely routing Toronto - Buffalo - Philadelphia (CAM 20). Rate: 1¢ air mail (effective July 14, 1931) and 18¢ special delivery.



December 23, 1941 - Toronto to Wynnewood (Philadelphia). Air Field cancel: TORONTO 2:48 MAIL (D-56) used from 1941 to 1943 (alpha month - day varying). Receiving cancel: Wynnewood Dec 24 5:30AM. Likely routing Toronto - Buffalo - Philadelphia (CAM 20).

## CANADA - UNITED STATES AIR MAIL ROUTES - 1942

SPECIAL DELIVERY AIR MAIL



March 16, 1942 - Toronto to Chicago, Illinois. Routing: Toronto to Windsor (TCA) to Chicago (CAM 7). Windsor became a stop on CAM 7 on June 24, 1941. Franking: 18 cents, air mail for per oz, special delivery 18¢. Receiving cancel: CHICAGO, MAR 17, 7AM.



May 9, 1942 - Toronto to Oakland. Routing: Toronto to Vancouver, to Seattle (TCA), Oakland (CAM 8). Receiving cancel: OAKLAND, MAY 9 TAM. Cancel: United States (Seattle), cancel 3743. Air Field cancel: TORONTO 2:48 MAIL (D-56) used from 1941 to 1943.

## CANADA - UNITED STATES AIR MAIL ROUTES - 1942

## SPECIAL DELIVERY AIR MAIL



August 17, 1942 - Toronto to Drexel 168, PA. Routing: Toronto to Buffalo, to Philadelphia (CAM 26). Franking: 16 cents, air mail 6¢, special delivery 10¢. Receiving cancel: DREXEL 168 AUG 19 20AM. Note: early use of Special Delivery die (half stamp issued July 1st, 1942).



October 19, 1942 - Chicago to Toronto. Routing: Chicago to Windsor (American Airlines Inc. CAM 7), to Toronto (TCA). Franking: 16 cents, air mail 6¢ per cent, special delivery 10¢. Receiving cancel: TORONTO 20 OCT.

## INTERNATIONAL AIR MAIL SERVICES - 1940

## From/To TORONTO



March 6, 1940 - Toronto to London, U.K. Routing: Toronto to Montreal to New York, to Lisbon via Bermuda and Azores (FAM 18), to Porto, U.K., via rail to London. *Abd al Bernadi* and March 17<sup>th</sup> as captain refused to hand over mail for censoring. Air mail rate: 10¢ per 1/2 oz.



October 2, 1940 - Oxford, U.K. to Toronto. Routing: Oxford to Southampton via rail (BOAC) flying boat heads, to Montreal via Foyers, Ireland, and Belfast, Newfoundland, to Toronto. Censored in U.K. Examiner 845. Air Mail Rate: 10¢ per 1/2 oz. Carried on *ABD* and last BOAC flying boat trip to Canada. Mail carried on Clyde and not clear on mail on carrier.

## INTERNATIONAL AIR MAIL SERVICES - 1941

## From/To TORONTO



June 12, 1941 - Toronto to Zurich, Switzerland. Routing: Toronto to Montreal (TCA) to Blackpool (Atlantic Ferry Company), to London (surface), to Lisbon (KLM), to Rome (ALA), to Zurich (by train). Censored in Canada, censor 47. Air Mail Rate: 10¢ per 1/2 oz. G.A.T. (Overland Air Transport) applied in London.



November 8, 1941 - Australia to Toronto. Routing: Australia to Sydney (surface), to Auckland (Tasman Empire Airways Limited), to San Francisco (FAM 19), to New York, to Toronto. Franking: 3 shillings 11 pence - air mail rate per 1/2 oz. Censor: Australia, tape with red letters and purple diamond, censor 1241. Note: the last completed flight was by the *Californian* (clipper which left Auckland on Nov. 25<sup>th</sup>). The next flight terminated in Auckland due to the invasion of Pearl Harbor.

## INTERNATIONAL AIR MAIL SERVICES - 1941

## To TORONTO



November 14, 1941 - San Francisco to Toronto. Routing: Fijino San Pedro, USA, (PAA flying boat line) to New York (CAM 19), to Seattle (CAM 19), to Vancouver (Cam 17), to Toronto. Receiving cancel: VANCOUVER NOV 18. Air mail rate: 2¢ 1/2 per 1/2 oz.



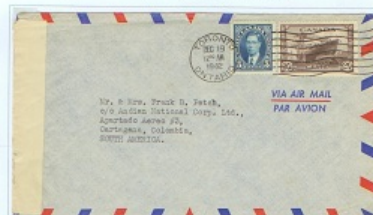
December 17, 1941 - Sligo Island to Toronto. Routing: Sligo to Dublin via rail, to Liverpool, U.K. (via Air Lingus), to Lisbon, to New York via Belona, Portuguese Guinea and Brest, Brazil (FAM 18), to Toronto. Censored in Ireland (pink type) and U.K. examiner 3818. Air Mail Rate: 1¢ 3/4 per 1/2 oz.

## INTERNATIONAL AIR MAIL SERVICES - 1942

## To/From TORONTO



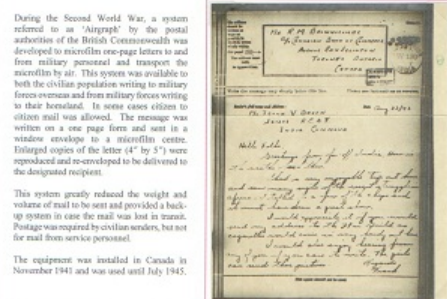
October 24, 1942 - Dar-es-Salaam, Tanganyika to Toronto. Routing: Dar-es-Salaam to Johannesburg, South Africa, (BOAC), to Leopoldville, (SABENA), to Miami (FAM 22), to New York, to Toronto. Censor: South Africa (Johannesburg) red tape on purple shield B. Franking: 1 shilling, 10 cents air mail rate per 1/2 oz.



December 19, 1942 - Toronto to Cartagena, Colombia. Routing: Toronto to New York, to Miami (CAM 19), to Barranquilla, Colombia (FAM 5), to Cartagena (AVIANCA). Censor: Canada tape censor C. 242. Receiving cancel: CARTAGENA 15 12. Franking: 25 cents air mail rate per 1/2 oz.

## INTERNATIONAL AIR MAIL SERVICES - 1943

## AIRGRAPHS



August 27, 1943 - R.C.A.F., India to Toronto. Censor marks: India - civil (no censor #758) and Royal Airgraph Censor.



March 22, 1943 - Field Post Office 579, U.K. to Toronto Airgraph Centre to Firdale, Manitoba. Sending cancel: Toronto APR 16, receiving cancel: Firdale AP 11.

## INTERNATIONAL AIR MAIL SERVICES - 1943

## From/To TORONTO



March 29, 1943 - Toronto to Bombay, India. Routing: Toronto to New York, to Miami (CAM 19), to Lagos, Nigeria (FAM 22), to Cairo, Egypt (BOAC), to Karachi, India (BOAC), to Bombay (Tata Airways). Receiving cancel: BOMBAY 14 AUG. Censor - Canada (Vancouver) DHC12 (front) and DHC17 (back). Air mail rate: \$100 per 1/2 oz, effective February 1942.



November 17, 1943 - Chengdu, China to Toronto. Routing: Chengdu to Chongqing, to Calcutta (CNAC), to Lagos (BOAC), to New York via Bermuda (FAM 18), to Montreal, to Vancouver, to Toronto (TCA). Franking: 14.28 dollars: surface \$2.06, \$9.60 air mail per 2 grams, registration \$2.60. Censored: Canada (Vancouver) page DHC17. Receiving cancels: Vancouver (black-out), Jan 20<sup>th</sup>, and Toronto, Jan. 22<sup>nd</sup>, 1944.

## INTERNATIONAL AIR MAIL SERVICES - 1944

## To/From TORONTO

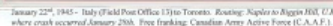


June 17, 1944 - Maracaibo, Venezuela to Toronto. Routing: Maracaibo to Miami (FAM 5), to New York (CAM 19), to Toronto. Canadian censor DBR. Air Mail Rate: 1.36¢ per 1/2 oz.



October 24, 1944 - Toronto to Cartagena, Colombia. Routing: Toronto to New York, to Miami (CAM 19), to Barranquilla, Colombia (FAM 5), to Cartagena. Canadian censor DBR. Receiving cancel: CARTAGENA 30 10. Air Mail Rate: 25¢ per 1/2 oz, franking 50¢ to cover double rate.

#### AIR MAIL DISRUPTION



## To/From TORONTO



Routing: Mogadishu to  
Nairobi, to London via  
Cairo, to Montreal  
(BOAC), to Toronto.

Receiving cancels:  
NAIROBI 19 JY  
TORONTO JUL 28

Franking:  
2 shillings, eight pence  
air 2s 5d

Note: use of E.A.F.  
(Eastern Africa Forces)  
overprint on British  
Stamps used in Italian  
Somaland.

## From/To TORONTO - ONWARD AIR TRANSPORT (OAT) MARKINGS



## UNITED KINGDOM TO TORONTO



## FRAME 6

## CANADIAN AIR MAIL ROUTES - 1947

## ROUTE CHANGE BETWEEN TORONTO and WINNIPEG



July 15, 1947 - Toronto to Winnipeg. Route changed between Toronto and Winnipeg to eliminate stops at North Bay, Kapuskasing and Armstrong. Stops introduced were Sault Ste. Marie and Fort William (now Thunder Bay). Toronto air field closed - TORONTO-ONT-AMF. used from 1941 to 1975.



July 15, 1947 - Fort William to Toronto. Due to weather conditions, the east bound service did not start until July 24.

## CANADIAN AIR MAIL ROUTES - 1949 and 1950

## TORONTO to WINDSOR and ST. JOHN'S, NEWFOUNDLAND to TORONTO



March 2nd, 1949 - Toronto to Windsor. Franking: 7¢ per oz. Effective, July 7, 1948. "All-Up (air mail) Service" was established for first class mail up to one oz. The air mail franking and receipts, while not necessary guaranteed air mail service.



October 5th, 1950 - St. John's to Toronto. Route: St. John's to Moncton, to Montreal, to Toronto. Franking: 7¢ per oz. Newfoundland and became a Province of Canada on April 1st, 1949. Newfoundland stamps were recognized for use in Canada.

## CANADIAN AIR MAIL ROUTES - 1954

## AIR MAIL DISRUPTION - MOOSE JAW SASKATCHEWAN

April 8th, 1954 - Toronto to Vancouver. The Trans-Canada Airlines North Star flight from Toronto crashed near Moose Jaw after a collision with a Harvard aircraft flown by a student pilot. All persons on board were killed.

There were forty-four mail bags destined for Vancouver. Not all the mail was recovered.

Back cargo: District Post Office Inspector, Investigation APR 8 1954 Moose Jaw, Sask.



## CANADIAN AIR MAIL ROUTES - 1954 and 1957

## TORONTO to VANCOUVER



September 26th, 1954 - Toronto to Vancouver. Route: Toronto to Winnipeg to Vancouver. Trans Canada Air Lines "Super Constellation" Service. Franking: 7¢ to guarantee air mail service.



June 1st, 1957 - Toronto to Vancouver. Inaugural Trans-Canada Air Lines direct service using Lockheed Super Constellation. Franking: 7¢ per oz. "All-Up" service postage rate. Note: Toronto Airport closed. Signed by crew.

## CANADIAN AIR MAIL ROUTES - 1960 and 1966 - DIRECT SERVICE

## VANCOUVER to TORONTO and TORONTO to WINNIPEG



April 17, 1960 - Vancouver to Toronto. Inaugural Trans-Canada Air Lines direct service using Douglas DC-8. Franking: 7¢ per oz. to guarantee air mail service. Letter re-directed to Montreal. Signed by the crew.



June 1st, 1966 - Toronto to Winnipeg. Inaugural direct flight using Douglas DC-8. Franking: 8¢ per oz to guarantee air mail service. Toronto AMF (air field) closed.

## CANADA - UNITED STATES AIR MAIL ROUTES - 1946

## TORONTO to/from CLEVELAND



August 1st, 1946 - Toronto to Cleveland via London. Inaugural Trans-Canada Air Lines service. Franking: 7¢ per oz. air mail rate.



August 1st, 1946 - Cleveland to Toronto. Return flight. Franking: 8¢ United States air mail rate per one oz.

## CANADA - UNITED STATES AIR MAIL ROUTES - 1946 and 1950

## TORONTO to CHICAGO and NEW YORK



July 1st, 1946 - Toronto to Chicago. First non-stop air mail from Toronto to Chicago flown by Trans-Canada Air Lines. Pilot: J. H. Coy. Franking: 7¢ per one oz. air mail rate.



April 19th, 1950 - Toronto to New York. First Official mail flight via Jet aircraft from Canada. Mail was carried on a demonstration flight of the AVRO Jetliner C-102. Franking: 7¢ per oz. air mail rate. One of the Newfoundland 7¢ air mail stamp was valid in Canada after April 1st, 1949. Cover signed by pilot.

## CANADA - UNITED STATES AIR MAIL ROUTES - 1960 and 1963

## TORONTO to NEW YORK and BUFFALO



October 30th, 1960 - Toronto to New York. Inaugural flight by American Airlines, Boeing 720 Jet. Re-routing cancel: AMF BILLY WILD OCT 30 1960. Franking: 7¢ first oz. air mail rate.



June 17th, 1963 - Toronto to Buffalo. Inaugural service of Mohawk Airlines over Air Mail Route 94. Re-routing cancel: BUFFALO AIR MAIL FACILITY JUN 17 1963. One of 32 covers known to be cancelled with TORONTO AMF.

