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

Neil Hunter

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 and 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.

FIRST OFFICIAL AIR MAIL FLIGHT - MONTREAL to TORONTO

JUNE 24th, 1918

The first authorized air mail flight in Canada was flown in a JN-4 Curtiss (Canuck) biplane (C203) 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 Bois Franc Airport (Montreal) at 10:12am, landed at Kingston and Deseronto to re-fuel and arrived at Leaside Aerodrome at 4:55pm 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 2¢ plus 1¢ War Tax.



This is one of three known covers from this flight signed by the pilot, Capt. Peck. The sender, W. R. Miller was chairman of the Red Cross in Montreal. Receiving cancels: 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 Deseronto. These flights were flown by pilots of the RFC in Curtiss JN-4 (Canuck) biplanes. The first flight was undertaken by Lt. Templer 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 scroll cachet on the front. Receiving cancel: TORONTO AUG. 17, 1:5PM. 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 are referred to as the "Burning Zeppelin" 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 Dunstan flying a Curtiss JN-4 (Canuck) C-282.

The top cover has the special violet rectangular date cachet applied at Toronto and the green scroll cachet 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: 2¢ plus 1¢ War Tax letter rate and 5¢ registration fee as well as 25¢ the Aero Club stamp. *Twenty-six registered covers reported on this flight.* Receiving cancel: OTTAWA - AU26.

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. 25¢ Aero Club stamp on reverse.

EXPERIMENTAL AIR MAIL FLIGHTS - TORONTO to OTTAWA

THIRD FLIGHT - SEPTEMBER 4th, 1918



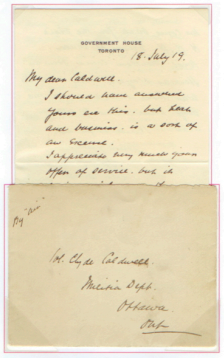
Cover flown on last of the three Toronto to Ottawa flights. Pilot was Lt. Edward C. Barton. This was the only one of the three flights to be completed in one day. Forty-four letters were carried on the outbound flight. Reverse cancels shown.



COURTESY AIR MAIL - TORONTO to OTTAWA

JULY 18th, 1919

On July 18th, E. L. Janney and G. A. Mercer flew a Curtiss JN-4 (Canuck) 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 as a courtesy to Sir John Hendrie, the Lieutenant Governor of Ontario.*

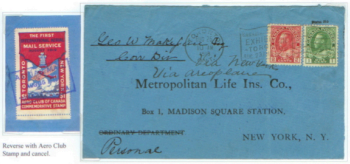


The letter is addressed to Col. Clyde Caldwell of the Militia Department in Ottawa. It references Capt. Janney's offer to carry the letter by air and the upcoming visit of H.R.H. The Prince of Wales.

FIRST INTERNATIONAL AIR RACE - BETWEEN TORONTO and NEW YORK

AUGUST 25th - 26th, 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 cachet used for the 1918 Toronto to Ottawa flights.



Reverse with Aero Club Stamp and cancel.



GRAND ARMY FLIGHT- HAMILTON to TORONTO

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 between 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 (Canuck) biplane. The plane left the Leaside Aerodrome at 4:00pm 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.

AIRCRAFT DELIVERY FLIGHT from NEW YORK to RED LAKE via TORONTO

MARCH 20th - APRIL 12th, 1926



March 27th, 1926 - Toronto to Red Lake. *Authorized mail.* Receiving cancel: RED LAKE AP 12 26. Note green cachet.



March 20th, 1926 - New York to Toronto and then to Red Lake. *Unofficial mail.* Receiving cancel: RED LAKE AP 12 26. Note black cachet. *Cover signed by pilot W. R. Maxwell.*

AIRCRAFT DELIVERY FLIGHT from NEW YORK to RED LAKE via TORONTO

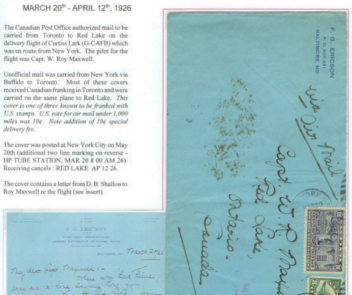
MARCH 20th - APRIL 12th, 1926

The Canadian Post Office authorized mail to be carried from Toronto to Red Lake on the delivery flight of Curtiss Lark (G-CAFB) 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. B. Shallon to Roy Maxwell re the flight (see insert).



MAIL from TORONTO to RED LAKE DISTRICT GOLD FIELDS, ONTARIO

JULY and DECEMBER 1926



July 1st, 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 7th). Receiving cancels: SIOUX LOOKOUT JUL 3 and RED LAKE JUL 7 and Company's stamp paying 25¢ transportation fee.

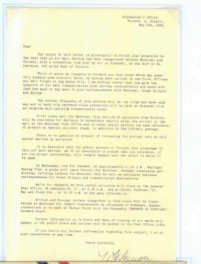


December 18th, 1926 - Toronto to Red Lake. Patricia Airways and Exploration Limited delivery flight of a Stinson SB-1 Detroiter (G-CAFW). As the flight was not officially sanctioned, covers from Toronto were reported to bear no Post Office cancellations. *The above cover is postmarked Toronto DE 17.*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

CANADIAN AIR MAIL ROUTES - 1928

SERVICE BETWEEN RIMOUSKI and TORONTO via MONTREAL

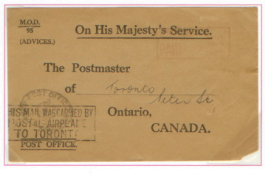
MAY 5th - 6th, 1928



May 5th, 1928 - Montreal to Toronto. Promotional letter (50% reduction) and envelope prepared by Toronto Post Master, W. Lemon outlying 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 27th, 1928 - London, England to Toronto. *Official letter carried on the Empress of Scotland which arrived at Rimouski on Saturday, May 6th.* The mail was flown to Montreal and subsequently to Toronto where it arrived the same day. Receiving cancel: TORONTO MY 7 PETER STREET.



May 6th, 1928 - Rimouski to Toronto via Montreal. Official Post Office Air Mail Envelope (second printing). Receiving cancel: TORONTO MAY 8.

CANADIAN AIR MAIL ROUTES - 1928

TORONTO and MONTREAL



May 5th, 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 (G-CANC). Rate: 2¢ for the first oz.



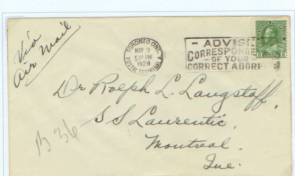
May 6th, 1928 - Montreal to Toronto. Official Air Mail Envelope (second printing) produced and sold by the Post Office to the public at 6 for 5¢.

CANADIAN AIR MAIL ROUTES - 1928

TORONTO from/to MONTREAL



May 7th, 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 9th, 1928 - Toronto to Montreal. *First combined mail and passenger flight.*

CANADIAN AIR MAIL ROUTES - 1928

MONTREAL and TORONTO



May 25th, 1928 - Brompton ville, Quebec to Waterloo, Ontario flown between Montreal and Toronto. Commercial mail with R.P.O. cancel. *Cachet: narrow spacing between TO and TORONTO - 4mm.*



May 26th, 1928 - Montreal to Toronto. *Cachet: wide spacing between TO and TORONTO is 5mm.* Receiving cancel: TORONTO MY 26.

Neil Hunter Frame 2/6

CANADIAN AIR MAIL ROUTES - 1928

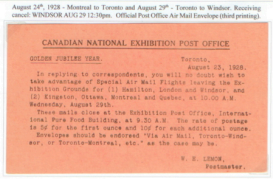
SPECIAL AIR MAIL FLIGHTS to CANADIAN NATIONAL EXHIBITION

On August 24th, 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 29th.

Mail to/from Quebec was flown by Canadian Trans-Continental Airways Company in a Loening Amphibian. The mail from/to Windsor was flown by National Air Transport Co. Ltd in a Bull Air-sedan (G-Caip). This mail was transferred at Hamilton to a Fairchild Monoplane equipped with pontoons (G-Caip).



August 24th, 1928 - Montreal to Toronto and August 29th - Toronto to Windsor. Receiving cancel: WINDSOR AUG 29 12:30pm. Official Post Office Air Mail Envelope (third printing).



CANADIAN AIR MAIL ROUTES - 1928

SPECIAL AIR MAIL FLIGHTS - CANADIAN NATIONAL EXHIBITION



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



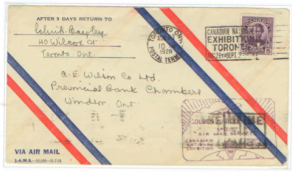
Aug. 29th, 1928 - Toronto to Quebec. *Special CNE Post Office cancel dated Aug. 24, 1928 initially cancelling the stamp. Subsequent machine cancel for flight AUG 29 10AM.* Receiving cancel: QUEBEC 1PM, AUG 29.

CANADIAN AIR MAIL ROUTES - 1928

SPECIAL AIR MAIL FLIGHTS - CANADIAN NATIONAL EXHIBITION



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



Aug. 29th, 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



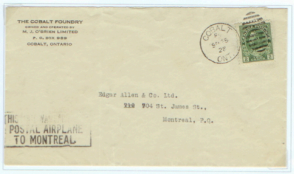
August 20th, 1928 - Halifax to Toronto. Letter carried by train to either Rimouski or Montreal and the placed on postal plane. *The air mail directional stamp is a brown had stamp rather than a machine cancel placed on the letter in Halifax.* Receiving cancel: TORONTO, AUG 21, 6:30PM.



September 22nd, 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 SP 22.*

CANADIAN AIR MAIL ROUTES - 1928

SEPTEMBER - RATE CHANGES



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



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

CANADIAN AIR MAIL ROUTES - 1928

DAILY SERVICE between TORONTO and MONTREAL

On October 1st, 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 - FAM 1) was established on the same day. The carrier was Canadian Airways.



October 1st, 1928 - Toronto to Montreal. *Cover signed by the pilot - O.C. Wallace Jr.* Receiving cancel: MONTREAL OC 1 2PM.



October 1st, 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 21st, 1929 - Charlottetown to Toronto. *Routing: Fifth winter flight of season from Charlottetown to Moncton, by train to Montreal, by air to Toronto. Special 2¢ rate was authorized for winter flights to/from Prince Edward Island.*



May 8th, 1929 - Montreal to Ottawa via Toronto. *Post Office experimental test.* Receiving cancel: TORONTO MY 8.

CANADIAN AIR MAIL ROUTES - 1929

OFFICIAL OPENING of the AIRPORT at KINGSTON, ONTARIO



June 4th, 1929 - Toronto to Kingston. *Note use of slogan cancel commemorating the First Trans-Atlantic Flight on June 14th, 1919.* Receiving cancel: KINGSTON JUN 4.



June 4th, 1929 - Kingston to Toronto. Receiving cancel: TORONTO JUN 4 4:30 PM.

CANADIAN AIR MAIL ROUTES - 1929

OFFICIAL OPENING of the AIRPORT at HAMILTON, ONTARIO



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



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

CANADIAN AIR MAIL ROUTES - 1929

SERVICE between WINDSOR and HAMILTON and TORONTO



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



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

CANADIAN AIR MAIL ROUTES - 1930

EXPERIMENTAL SERVICE MONCTON to WINDSOR via TORONTO

JUNE 5th, 1930



June 5th, 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 eastern flight was R.H. Biddy and for the western flight was A.F. Ingram.



Receiving cancel: TORONTO SPADINA AVENUE POSTAL STATION - JUN 5.

CANADIAN AIR MAIL ROUTES - 1931 and 1932

via UNITED STATES



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



April 25th, 1932 - Vancouver to Toronto. Routing: 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 1st, 1928, mail from Canada required U.S. franking for carriage by Air in the United States.



July 15th, 1927 - 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 cancels: LONDON JUL 15, CHICAGO JUL 17, ALAMEDA JUL 19. *Franking: Canadian first class rate 2¢ plus 10¢ registration fee, and 10¢ U.S. 'fast air mail' rate.*



July 31st, 1928 - Oak Park, Ill to Toronto. Receiving cancels: CHICAGO JUL 13 1 AM, TORONTO JUL 13. *Franking: 8¢ domestic rate, 10¢ air mail and 10¢ special delivery, under-franked for special delivery.*

CANADA - UNITED STATES AIR MAIL SERVICE - 1929

FRANKING



June 7th, 1929 - Cincinnati, Ohio to Toronto. Routing: Cleveland (CAM 16) to Albany (CAM 20), to Montreal (FAM 1), to Toronto. Direct air mail routes between Detroit or Buffalo and Toronto did not start until July 15th. Franking: U.S. air mail rate: 5¢.



July 15th, 1929 - Toronto to New York, N.Y. Cover flown on first direct mail from Toronto to Buffalo and onwards to New York (CAM 20 & 1). *Franking Canadian air postal rate 5¢ plus 10¢ registration fee plus 5¢ U.S. one zone air mail rate. The U.S. franking was not required and did not receive a postal cancel.* Receiving cancels: BUFFALO JUL 15, NEW YORK JUL 16.

CANADA - UNITED STATES AIR MAIL SERVICE - 1929

TORONTO and DETROIT/BUFFALO



July 15th, 1929 - Detroit to Toronto. Receiving cancel: TORONTO JUL 15 9:30AM. The air mail route from Montreal via Toronto to Windsor was extended to Detroit.



July 15th, 1929 - Toronto to Buffalo. Receiving cancel: Statler Hotel JUL 16 3:30AM. Mail was flown from the bottom of Scott Street (Toronto's temporary harbour airport) to Buffalo in the Sikorsky S-38 flying boat 'Neekah'. *Pilot signed.*

Neil Hunter: Frame 3/6

CANADA - UNITED STATES AIR MAIL SERVICE - 1930

FRANKING



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



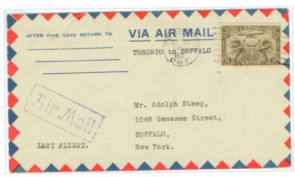
June 24th, 1930 - Oakland, California to Toronto. Routing: Oakland to Chicago (CAM 18), to Detroit (CAM 7), to Windsor, and then to Toronto. Franking: U.S. air mail rate 10¢ (appears to be over franked as the rate was 5¢ first oz and 10¢ per additional oz) and registration fee 10¢. Receiving cancels: 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 27th, 1931 - Toronto to Attica. Re-addressed cover flown to Buffalo and the by train to Attica, as there was no air mail service.



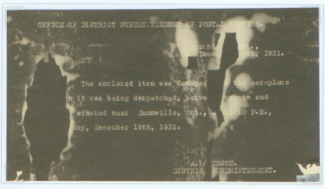
May 30th, 1931 - Toronto to Buffalo. *Cancellation of service to Buffalo (inaugurated July 15th, 1929).*

CANADIAN - UNITED STATES AIR MAIL ROUTES - 1931

CRASH OF CANADIAN AIRWAYS LIMITED PLANE - DUNVILLE, ONTARIO

DECEMBER 19th, 1931

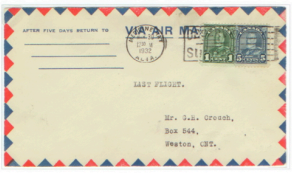




December 19th, 1931- Toronto to Edmonton via Detroit and Winnipeg. The pilot, Edward C. Burton ran into dense fog, turned around and headed for the Hamilton, Ontario airfield. He ran low on fuel and parachuted to safety. The Stearman biplane crashed in McCallum's marsh near Dunville and was demolished. Mail was salvaged the next day and taken to Hamilton post office for furtherance 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 31st, 1932 - Medicine Hat to Toronto. *Mail service on the Prairie route to Winnipeg (inaugurated March 2nd, 1930) with connections through Pembina N.D. (inaugurated Feb. 2nd, 1931) and Detroit, Mich. (inaugurated July 15th, 1929), were cancelled.* Receiving cancel: WESTON (Toronto sub-station) AP 1.



September 10th, 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 8¢ effective July 6th, 1932.

SPECIAL EVENTS - 1930

R100 AIRSHIP VISIT and GREAT LAKES TOUR



August 9th, 1930 - St. Hubert to Toronto. Commemorative cover re visit of R100 airship to Montreal. Cover flown by airplane to Toronto (Weston) August 10th. Receiving cancel Weston, Aug. 11th 7AM. *The R100 flew over Toronto on August 10th, but no mail was carried on this 23 hour local flight.*



August 9th, 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. *Franking: 5¢ Canadian air mail rate and 5¢ United States air mail rate for re-posting in Detroit on August 9th.*

SPECIAL EVENTS - 1930 and 1933

COLUMBIA FLIGHTS to TORONTO

On October 9th, 1930, Capt. J. Errol 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. Favour cover flown on 'Columbia' during tour of the United States and Canada after successful trans-Atlantic flight.



July 15th, 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 11th, 1929 - Toronto to Edinburgh, Scotland. Routing: via air, Toronto to Montreal and possibly to Rimouski, via ship to U.K. *Note re-mailing cancel Edmonton, July 23rd.* Cover was re-addressed twice within Edinburgh. Transportation time - 12 days. Franking 5¢ air mail rate within Canada.



July 15th, 1929 - Hamilton, Ontario to Tanganyika, East Africa via Toronto. Routing: via air mail, Hamilton to Toronto, to Montreal or Rimouski, and via ship to England, via ship or overland to East Africa. Receiving cancels: TORONTO, JUL 15, DAR es SALAAM 22 Au, Iringa, 26 AU Mbeya 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 28th, 1929 - Toronto to Buenos Aires, Argentina. Routing: Toronto to Montreal, to New York (FAM 1), to Miami (CAM19 & 25), to Cristobal, Canal Zone (FAM 5), to Buenos Aires (FAM 9). 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 faint Toronto Post Office notice re delivery.* Receiving cancels: CRISTOBAL OCT 3, BUENOS AIRES OCT 14.



INTERNATIONAL MAIL - 1930

via UNITED STATES



April 2nd, 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 16th, 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 purple cuboidal purple bars to indicate transfer to a surface route. Postage due of 4p was required as air mail rate in effect as of March 1930 was 7¢ to U.K.*

INTERNATIONAL AIR MAIL - 1931

via UNITED STATES



June 15th, 1931 - Toronto to Georgetown, British Guiana. Routing: Toronto to Montreal, to New York (FAM 1), to Miami (CAM 19), to Georgetown (FAM 6). Receiving cancels: NEW YORK 6-16, MIAMI JUN 17, BRITISH GUIANA AIR MAIL GPO 24 JA 81 - 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 2nd, 1931.



December 17, 1931 - Toronto to Talara, Peru. Routing: Toronto to Montreal, to New York (FAM 1), to Miami (CAM 19), to Talara (FAM 5 & 9). Receiving cancel: TALARA DEC 9 - transportation time - 9 days. Air mail rate: 45¢ per 1/2 oz. effective July 1st, 1931.

INTERNATIONAL AIR MAIL - 1931 - 1932

via UNITED STATES and SCADTA



May 25th, 1931 - Cartagena, Columbia to Toronto.

Routing: Cartagena to Cristobal (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 Columbia to Canal Zone, 1.00 dollar Canal Zone for postage to Canada

May 5th, 1932 - Toronto to Barrancas, Columbia

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

Franking: 45 cents per ½ oz effective February 2nd, 1931

Receiving cancels: Barranquilla, May 9th Barrancas Bern, May 10th

Note: Sociedad Colombo Alemana de Transporte Aereo (SCADTA) held the right to fly mail into and out of Columbia. The Columbian 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 16th, 1934 - Vancouver to Hamilton via Toronto. Routing: Vancouver to Seattle, Wash., to Detroit (CAM 32, 5, 18, & 9), to Toronto, and by mail truck to Hamilton. Receiving cancel: HAMILTON JUL 18. PM.



May 22nd, 1935 - Saskatoon to Toronto. Routing: Saskatoon to St. Paul via Winnipeg, to Detroit (CAM9), to Toronto. Receiving cancels: St PAUL, MAY 23 8:30PM, TORONTO MY 24. *Rate: 6¢ air mail plus 20¢ special delivery.*

INTERNATIONAL AIR MAIL SERVICES - 1933 and 1934

From TORONTO



January 10th, 1933 - Toronto to London. Routing: via Montreal, Albany to New York (FAM 1), by ship to United Kingdom. Rate: 6¢ per oz air mail within Canada, United States and United Kingdom effective July 1st, 1931.



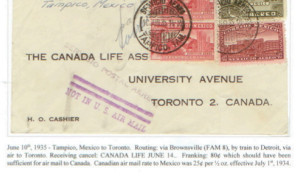
October 6th, 1934 - Toronto to Malvern, Jamaica. Routing: Toronto to Montreal, to New York (FAM 1), to Miami (CAM 19), to Kingston (FAM 5). Receiving cancel: MALVERN, OC 11. Rate: 35¢ per ½ oz air mail rate effective July 1st, 1934.

INTERNATIONAL AIR MAIL SERVICES - 1934 and 1935

From/To TORONTO



February 10th, 1934 - Toronto to Leipzig, Germany. Routing: via Montreal, Albany and New York (FAM 1), by ship to Hamburg, by air to Berlin and Leipzig. Receiving cancel: BERLIN 21.2. Rate: 10¢ per ½ oz all inclusive - effective February 2nd, 1931.



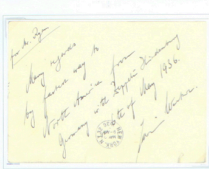
June 10th, 1935 - Tampico, Mexico to Toronto. Routing: via Brownsville (FAM 8), by train to Detroit, via air to Toronto. Receiving cancel: CANADA LIFE JUNE 14. Franking: 80¢ which should have been sufficient for air mail to Canada. Canadian air mail rate to Mexico was 25¢ per ½ oz. effective July 1st, 1934.

INTERNATIONAL AIR MAIL SERVICES - 1936

To TORONTO via ZEPPELIN HINDENBURG LZ 129



May 5th, 1936 - Wurzen, Germany to Toronto. Routing: Wurzen to Friedrichshafen (surface), to Lakehurst, U.S.A (Hindenburg), to Montreal (FAM 1), to Toronto. *This first flight of the Hindenburg was from May 6th to May 9th.* Receiving cancel: New York, May 9. Franking: 1.25 reich marks, surface 15Rpf, air 50 Rpf (to New York), plus postage to Toronto (*overfranked*)



INTERNATIONAL AIR MAIL SERVICES - 1937

To TORONTO



February 8th, 1937 - Toronto to Columbia, Ceylon. Routing: via Montreal, Albany to New York (FAM 1), by ship to England, via Imperial Airways to Ceylon. Receiving cancel: DOWN INDO CEYLON T.P.O. 25 FE 37. Rate: 25¢ per ½ oz effective - effective July 1st, 1935.



March 24th, 1937 - Toronto to Beirut, Syria. Routing: via Montreal, by ship Montreal to England, via air London to Syria. Receiving cancel: BEYROUTH R.P. 12 IV. Rate: 25¢ per ½ oz. effective July 1st, 1935.

Neil Hunter: Frame 4/6

CANADIAN AIR MAIL ROUTES - 1938

CRASH - TRANS-CANADA AIRLINES SUPER ELECTRA CF-TCL

November 18th, 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 17th and landed in Regina at 12:36am. After unloading mail and re-fuelling, 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 parked 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 Imrie 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 dense 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 1st, 1938 - Edmonton to Toronto. *Small amount of mail was carried on this flight.*

December 1st, 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 1st, 1938 - Toronto to Temiscaming via North Bay. Receiving cancels: NORTH BAY DEC 1, TIMISKAMING STATION DE 2. Franking: 7¢ air mail plus 15¢ registration.

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

CANADIAN AIR MAIL ROUTES - 1939

TRANS-CANADA AIR MAIL SERVICE

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

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

March 1st, 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 1st, 1939 - Mission City B.C. to Churchill, Ont. via Vancouver and Toronto. Receiving cancels: TORONTO MAR 2 1PM and CHURCHILL MR 4.

March 1st, 1939 - Edmonton to Toronto and return to Vancouver. Receiving cancels: TORONTO MAR 2 1PM, VANCOUVER MR 3. Cover signed by pilot. *Franking: 6¢ air mail rate and 10¢ 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 1st, 1939 - North Bay to Toronto. Receiving cancel: TORONTO MAR 2 5:30AM.

March 1st, 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 2nd, 1939 - Regina to Toronto. *Commercial cover, not listed as one of the routes for this flight, however cachets were provided for the Regina to Montreal route for the same date.*

March 2nd, 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 18th, 1939 - Toronto to Montreal. Receiving cancel: JUL 18, 10PM.

July 18th, 1939 - Montreal to Toronto. Receiving cancels: TORONTO JUL 18 and TIMISKAMING STATION JUL 19, PM.

CANADA - UNITED STATES AIR MAIL ROUTES - 1937 and 1938

TORONTO to UNITED STATES

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

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

CANADA - UNITED STATES AIR MAIL ROUTES - 1938

TORONTO to UNITED STATES

August 29th, 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 15th, 1938.

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

INTERNATIONAL AIR MAIL SERVICES - 1938

TORONTO to/from BERMUDA

March 15th, 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, 7AM and HAMILTON 16 MAR RC. Rate: 15¢ per ¼ oz air mail rate effective March 1938.

March 15th, 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: 10¢ per ¼ oz U.S. air mail.

INTERNATIONAL AIR MAIL SERVICES - 1939

From/To TORONTO

March 1st, 1939 - Toronto to Caripito, Venezuela via Vancouver. Routing: via Vancouver, to Seattle, to Brownsville (CAM 8, 33, & 22), to Caripito (FAM 8 & 5). Franking: 50¢ - double weight. Air mail rate effective October 2nd, 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 . Franking: 10¢ per ½ oz. air mail rate. *Red Jamaican censor tape.*

INTERNATIONAL AIR MAIL SERVICES - 1939

TORONTO from/to UNITED KINGDOM

June 1st, 1939 - London, U.K. to Toronto. Flown on first British dispatches 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. Franking: 15p air mail rate from U.K. to Canada.

Montreal to Southampton. First Imperial Airways flying boat mail service from Montreal to United Kingdom via Botwood, Newfoundland and Foynes, 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 5th, 1941 - Toronto to Seattle, U.S.A. via Vancouver. - *crash occurred at Armstrong, Ontario on February 6th at 5:00am.*

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

Franking: missing - the letter appears to have been under franked by 16¢ 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 12th when the letter was forwarded to the intended receiver.

The plane crashed into trees at an estimated speed of 130 miles per hour into a swamp. It was only one mile from landing at Armstrong, Ontario 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, co-pilot Charles Lloyd, and stewardess Mary Mayne.

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 4.57am. The weather conditions were snowy with visibility of one mile. The plane hit its right wing on a tall tree south of the airport. The wreckage was scattered over 500 feet.

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

CANADIAN AIR MAIL ROUTES - 1940 and 1942

MAIL SERVICES from ATLANTIC PROVINCES and NEWFOUNDLAND

January 2nd, 1940 - Moncton to Toronto. Extension of the Trans-Canada Service to the Atlantic provinces. *Very few covers known to exist.*

May 1st, 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 1st, 1949. Receiving cancel: MONCTON - MAY 1 9PM.

CANADIAN AIR MAIL ROUTES - 1943

INTERNAL WAR TIME AIR MAIL to TORONTO

February 8th, 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 25, 1931.

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

Neil Hunter: Frame 5/6

CANADA - UNITED STATES AIR MAIL ROUTES - 1940 and 1941

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



November 20th, 1940 - Toronto to Dallas. Routing Toronto to Detroit, to Chicago (CAM 7) to Dallas (CAM 3). Receiving Cancel: Dallas Nov. 11th. Rate: 6¢ air mail and 10¢ special delivery.



May 10th, 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 FAM 1.

CANADA - UNITED STATES AIR MAIL ROUTES - 1941

BETWEEN TORONTO and BUFFALO



July 15th, 1941 - Toronto to Buffalo. Resumption of route twelve years after the initial flight on July 15th, 1929. *First use of air field cancel - TORONTO-ONT.A.M.F. (O-21) used from 1941 to 1975.* Receiving cancel: BUFFALO JUL 15.



July 15th, 1941 - Buffalo to Toronto. Cover signed by pilots. *Only 141 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 11th, 1941 - Toronto to Philadelphia. Receiving cancel: Philadelphia, Oct. 11 6PM (*same day service*). Likely routing Toronto - Buffalo - Philadelphia (CAM 20). Rate: 6¢ air mail (effective July 1st, 1931) and 10¢ special delivery.



December 23rd, 1941 - Toronto to Wynnewood (Philadelphia). Air Field cancel TORONTO 2/AIR MAIL (O-56) used from 1941 to 1943 (alpha month - day variety). 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 16th, 1942 - Toronto to Chicago, Illinois. Routing: Toronto to Windsor (TCA), to Chicago (CAM 7). Windsor became a stop on CAM 7 on June 24th, 1941. Franking: 16 cents, air mail 6¢ per oz, special delivery 10¢. Receiving cancel: CHICAGO, MAR 17, 7AM.



May 6th, 1942 - Toronto to Oakland. Routing Toronto to Vancouver, to Seattle (TCA), Oakland (CAM 8). Receiving cancel: OAKLAND, MAY 9 7AM. Censor: United States (Seattle), censor 3743. Air Field cancel: TORONTO 2/AIR MAIL (O-56 used from 1941 to 1943).

CANADA - UNITED STATES AIR MAIL ROUTES - 1942

SPECIAL DELIVERY AIR MAIL



August 17th, 1942 - Toronto to Drexel Hill, PA. Routing: Toronto to Buffalo, to Philadelphia (CAM 20). Franking: 16 cents, air mail 6¢, special delivery 10¢. Receiving cancel: DREXEL HILL AUG 197.30AM. *Note: early use of Special Delivery Air Mail stamp issued July 1st, 1942.*



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

INTERNATIONAL AIR MAIL SERVICES - 1940

From/To TORONTO



March 6th, 1940 - Toronto to London, U.K. Routing: Toronto to Montreal to New York, to Lisbon via Bermuda and Azores (FAM 18), to Poole, U.K., via rail to London. *Held in Bermuda until March 17th as capture refused to hand over mail for censoring.* Air mail rate: 30¢ per ½ oz.



October 2nd, 1940 - Oxford, U.K to Toronto. Routing: Oxford to Southampton via rail (BOAC flying boat base), to Montreal via Foynes, Ireland, and Botwood, Newfoundland, to Toronto. Censored in U.K. Examiner 845. Air Mail Rate: 1s3d per ½ oz. *Carried on fifth and last BOAC flying boat trip to Canada. Mail carried on Clyde and not Clare as noted on cover.*

INTERNATIONAL AIR MAIL SERVICES - 1941

From/To TORONTO



June 12th, 1941 - Toronto to Zurich, Switzerland. Routing: Toronto to Montreal (TCA), to Blackpool (Atlantic Ferry Command), to London (surface), to Rome (ALA), to Zurich (by train). Censored in Canada, censor 47. Air Mail Rate: 30¢ per ½ oz. *O.A.T. (Onward Air Transport) applied in London.*



November 8th, 1941 - Austinmer, Australia to Toronto. Routing: Austinmer 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 ½ oz. Censor: Australia, tape with red letters and purple diamond, censor 1241. *Note: the last completed flight was by the California Clipper which left Auckland on Nov. 23rd. The next flight terminated in Auckland due to the invasion of Pearl Harbor.*

INTERNATIONAL AIR MAIL SERVICES - 1941

To TORONTO



November 14th, 1941 - Suva, Fiji to Toronto. Routing: Fiji to San Pedro, USA, (PAA flying boat base FAM 19), to Seattle (CAM 8), to Vancouver (Can 37), to Toronto. Receiving cancel: VANCOUVER NOV 18. Air mail rate: 2¢ 10p per ½ oz.



December 1st, 1941 - Sligo Ireland to Toronto. Routing: Sligo to Dublin via rail, to Liverpool, U.K.(via Aer Lingus), to Lisbon, to New York via Bolama, Portuguese Guinea and Belem, Brazil (FAM 18), to Toronto. Censored in Ireland (pink tape) and U.K. examiner 3818. Air Mail Rate: 1s 10p per ½ oz.

INTERNATIONAL AIR MAIL SERVICES - 1942

To/From TORONTO



October 24th, 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 an purple shield B. Franking: 1 shilling, 30 cents air mail rate per ½ oz.



December 19th, 1942 - Toronto to Cartagena, Columbia. Routing: Toronto to New York, to Miami (CAM 19), to Barranquilla, Columbia (FAM 5), to Cartagena (AVIANCA). Censor: Canada tape censor C. 242. Receiving cancel: CARTAGENA 25 12. Franking: 25 cents air mail rate per ¾ oz.

INTERNATIONAL AIR MAIL SERVICES - 1943

AIRGRAPHS

During the Second World War, a system referred to as 'Airgraph' by the postal authorities of the British Commonwealth was developed to microfilm one-page letters to and from military personnel and transport the microfilm by air. This system was available to both the civilian population writing to military forces overseas and from military forces writing to their homeland. In some cases citizen to citizen mail was allowed. The message was written on a one page form and sent in a window envelope to a microfilm centre. Enlarged copies of the letter (4" by 5") were reproduced and re-enveloped to be delivered to the designated recipient.

This system greatly reduced the weight and volume of mail to be sent and provided a back-up system in case the mail was lost in transit. Postage was required by civilian senders, but not for mail from service personnel.

The equipment was installed in Canada in November 1941 and was used until July 1945.





August 23rd, 1943 - R.C.A.F., India to Toronto. *Censor marks: India - circle Unit Censor W150 and boxed Airgraph Censor.*

March 22nd, 1943 - Field Post Office 539, U.K. to Toronto Airgraph Centre to Findale, Manitoba. Sending cancel: Toronto APR 10, receiving cancel: Findale AP 11.

INTERNATIONAL AIR MAIL SERVICES - 1943

From/To TORONTO



March 25th, 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 DHC37 (back). Air mail rate: $100 per ½ oz, effective February 1942.



November 11th, 1943 - Chengdu, China to Toronto. Routing: to Chungking , to Calcutta (CNAC), to Lagos (BOAC), to New York via Bermuda (FAM 18), to Montreal, to Vancouver, to Toronto (TCA). Franking: 14.20 dollars: surface $2.00, $9.60 air mail per 5 grams, registration $2.60. Censored: Canada (Vancouver) tape DBC 197. Receiving cancels: Vancouver (black-on), Jan 20th, and Toronto, Jan. 22nd, 1944.

INTERNATIONAL AIR MAIL SERVICES - 1944

To/From TORONTO



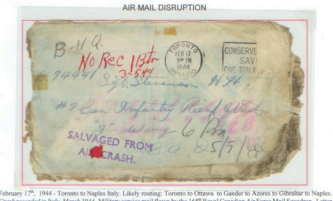
June 17th, 1944 - Maracaibo, Venezuela to Toronto. Routing: Maracaibo to Miami (FAM 5), to New York (CAM 19), to Toronto. Canadian Censor DB/8. Air Mail Rate: 1.30c. per ½ oz.



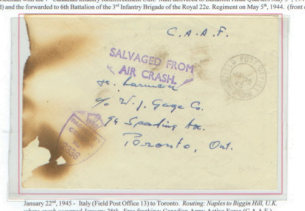
October 24th, 1944 - Toronto to Cartagena, Columbia. Routing: Toronto to New York, to Miami (CAM 19), to Barranquilla, Colombia (FAM 5), to Cartagena. Canadian censor DB/8. Receiving cancel: CARTAGENA 30.10. Air Mail Rate: 25¢ per ½ oz, franking 50¢ to cover double rate.

MILITARY AIR MAIL SERVICES - 1944 - 1945

AIR MAIL DISRUPTION



February 17th, 1944 - Toronto to Naples Italy. Likely routing: Toronto to Ottawa to Gander to Azores to Gibraltar to Naples. *Crash recorded in Italy, March 1944.* Military service mail flown by the 168th Royal Canadian Air Force Mail Squadron. Letter to serviceman with the 7th Canadian Infantry Reinforcement Unit. Mail delivered to Battalion Head Quarters May 3rd, 1944 (no record) and the forwarded to 6th Battalion of the 3rd Infantry Brigade of the Royal 22e. Regiment on May 5th, 1944. (front only)



January 22nd, 1945 - Italy (Field Post Office 13) to Toronto. *Routing: Naples to Biggin Hill, U.K. where crash occurred January 28th.* Free franking: Canadian Army Active Force (C.A.A.F.).

INTERNATIONAL AIR MAIL SERVICES - 1945

To/From TORONTO



April 28th, 1945 - Toronto to Malmö, Sweden. Routing: Toronto to Ottawa to Montreal, to Foynes, Ireland (FAM 18 or BOAC), to Leuchars, Scotland, to Stockholm, Sweden. Canadian Censor DB/47. Re-mailing cancel: OTTAWA, MAY 12. Air Mail Rate: 40¢ per ½ oz - *short paid 10¢.*



July 12th, 1945 - Mogadishu, Somalia to 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 registration 3d

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

INTERNATIONAL AIR MAIL SERVICES - 1945

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



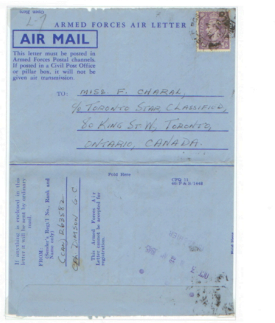
April 22nd, 1945 - Toronto to Darjeeling, India. Routing: Toronto to Montreal, to London (BOAC), to Calcutta (BOAC) to Darjeeling. Receiving cancel: Darjeeling 16 MAY 45. Franking: 10 cents - air mail rate for Armed Forces Air Letter. *Onward Air Transport (OAT) oval transit marking (London).*



December 22nd, 1945 - Kusnacht, Switzerland to Toronto. Routing: Zurich to London to Montreal (BOAC) to Toronto. *London OAT rectangle transit marking.* Franking: 1.70 rappens, surface 30c/20gms, air - 70c/5gms - *letter double weight.*

INTERNATIONAL AIR MAIL SERVICES - 1945

UNITED KINGDOM To TORONTO



September 28th, 1945 - Bournemouth U.K. (Field Post cancel) to Toronto. Routing: Bournemouth to Prestwick, Scotland, to Montreal (BOAC), to Toronto. Receiving Cancel: Toronto Star OCT 3. Air Mail Rate: 3d. Armed Forces Air Letter.

Neil Hunter: Frame 6/6

CANADIAN AIR MAIL ROUTES - 1947

ROUTE CHANGE between TORONTO and WINNIPEG



July 1st, 1947 - Toronto to Winnipeg. Route changed between Toronto and Winnipeg to eliminated stops at North Bay, Kapuskasing and Armstrong. Stops introduced were Sault Ste. Marie and Fort William (now Thunderbay). *Toronto air field cancel - TORONTO-ONT.A.M.F. used from 1941 to 1975.*



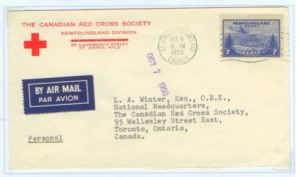
July 1st, 1947 - Fort William to Toronto. Due to weather conditions, the east bound service did not start until July 2nd.

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 1st, 1948, "All-Up (air mail) Service" was established for first class mail up to one oz. The air mail franking and etiquette, 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 one 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 it collided 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 cancel: District Post Office Inspector, Investigation APR 8 1954 Moose Jaw, Sask.

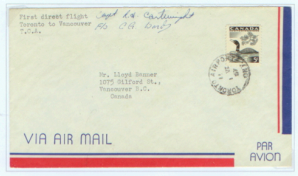


CANADIAN AIR MAIL ROUTES - 1954 and 1957

TORONTO to VANCOUVER



September 26th, 1954 - Toronto to Vancouver. Route: Toronto to Winnipeg, to Vancouver. Trans Canada Air Lines 'Super Constellation' Service. Franking: 5¢ to guarantee air mail service.



June 1st, 1957 - Toronto to Vancouver. Inaugural Trans-Canada Air Lines direct service using Lockheed Super Constellation. Franking: 5¢ per oz. 'All-Up' service postage rate. Note: Toronto Airport cancel. *Signed by crew.*

CANADIAN AIR MAIL ROUTES - 1960 and 1966 - DIRECT SERVICE

VANCOUVER to TORONTO and TORONTO to WINNIPEG



April 1st, 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-9. Franking: 8¢ per oz to guarantee air mail service. Toronto AMF (air field) cancel.

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. Foy. Franking: 7¢ per one oz air mail rate.



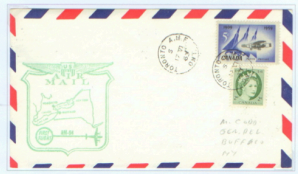
April 15th, 1950 - Toronto to New York. First Official mail flight via Jet aircraft from Canada. Mail was carried on a demonstration flight of the AVRO Jetliner C-102. Franking: 7¢ per oz air mail rate. *Use of the Newfoundland 7¢ air mail stamp was valid in Canada after April 1st, 1949.* Cover signed 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. Receiving cancel: AMF IDLEWILD OCT 30 4PM. Franking: 7¢ first oz air mail rate.



June 17th, 1963 - Toronto to Buffalo. Inaugural service of Mohawk Airlines over Air Mail Route 94. Receiving cancel: BUFFALO AIR MAIL FACILITY JUN 17 10AM. *One of 22 covers known to be cancelled with TORONTO A.M.F.*

CANADA - UNITED STATES AIR MAIL ROUTES - 1966

TORONTO to TAMPA and BUFFALO



June 1st, 1966 - Toronto to Tampa. Inaugural Air Canada DC9 Twin Jet service. Franking: 8¢ first oz air mail rate. Receiving cancel: TAMPA JUN 1 PM. *Few covers are known to have been carried on this flight.*



October 30th, 1966 - Toronto to Buffalo. Inaugural Eastern Air Lines 'Electra' flight. Franking: 8¢ first oz. air mail rate. Receiving cancel: BUFFALO AIRPORT MAIL FACILITY OCT 30AM. TORONTO A.M.F. (Air field) cancel. *One of 45 covers reported between Toronto and Buffalo on the flight to Miami*

INTERNATIONAL AIR MAIL SERVICES - 1946

To TORONTO



March 23rd, 1946 - Rio de Janeiro, Brazil to Toronto. Routing: Rio de Janeiro to Miami (FAM 5 - Foreign Air Mail Route), to New York, to Toronto. Franking: 3 Cruzeiros. Air mail 2.70cr, registration 1.50cr. Receiving cancel: Toronto, Mar. 29, Terminal St.



September 15th, 1946 - Victoria, Australia to Toronto. Routing: Victoria to Sydney, to Vancouver via Fiji, Canton Island, Honolulu, San Francisco, to Toronto. Inaugural flight by Australian National Airways. Receiving cancel: VANCOUVER AMF SP 18. Air Mail Rate: 2s 6d per ½ oz.

INTERNATIONAL AIR MAIL SERVICES - 1948

TORONTO to/from BERMUDA



May 1st, 1948 - Toronto to Hamilton, Bermuda. Inaugural Trans-Canada Air Lines direct flight to Bermuda. Previous service was via New York. Franking: 10¢ air mail per ½ oz..



May 1st, 1948 - Hamilton, Bermuda - Toronto. Air Mail Rate: 6d per ½ oz. *Cover signed by crew.*

INTERNATIONAL AIR MAIL SERVICES - 1949 and 1951

To/From TORONTO



February 24th, 1949 - Bangkok, Siam (Thailand) to Toronto. Routing: Bangkok to Amsterdam, to London (KLM), to Montreal (TCA) to Toronto. Franking: 3.45 baht, surface. 15b, air 3.30b. *Bangkok - A.V. 2 avion directional instruction type S (used on mail from Siam to U.S.A).*



December 12th, 1951 - Toronto to Montego Bay, Jamaica.

Trans-Canada Air Lines service started December 2nd, 1948.

Franking: 10¢, air mail rate to Jamaica was 10¢ per ½ oz. Letter exceeded the ½ oz weight and was taxed 60 gold centimes - 10 pence.

Receiving cancels: Munro College, Dec. 17th, and Montego Bay, Dec. 19th.

INTERNATIONAL AIR MAIL SERVICES - 1954

From TORONTO



January 16th, 1954 - Toronto to Mexico City. Inaugural direct flight by Trans-Canada Air Lines to Mexico. Air Mail Rate: 10¢ per ½ oz effective August 1953. Receiving cancel: MEXICO 17 ENE.



May 14th, 1954 - Toronto to London, England. First scheduled Trans-Canada Air Lines Super Constellation flight to London via Montreal. Rate: 15¢ per ½ oz.

INTERNATIONAL AIR MAIL SERVICES - 1954

AIR MAIL DISRUPTION

December 25th, 1954 - London, U.K. to Toronto

Routing: London to New York (via Prestwick and Gander, Newfoundland), to Toronto

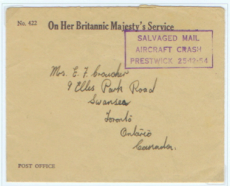
Franking: 6 pence, air letter rate

British Overseas Airways Corp. (BOAC), Boeing Stratocruiser crashed while landing at Prestwick, Scotland. The plane was piloted by Capt. W. Laing Stewart of Scotland, formally from Montreal, Canada who was an experienced pilot with over 350 Trans-Atlantic crossings.

A gust of wind appeared to catch the plane twenty feet from the end of the runway. Twenty-four of the twenty-five passengers and four of the eleven crew died in the crash.

Recovered mail was taken to London, U.K. and flown to Toronto on a subsequent flight.





Post Office Ambulance cover used to return damaged mail.

INTERNATIONAL AIR MAIL ROUTES - 1960 and 1961

LONDON, ENGLAND to TORONTO
GIBRALTAR to TORONTO



July 1st, 1960 - London, England to Toronto. Trans-Canada Air Lines inaugural DC-8 flight to the United Kingdom. Air Mail Rate 1s 3d per ½ oz.



November 8th, 1961 - Gibraltar to Toronto via London. Franking: 1s 3d per ½ oz air mail rate plus 3d for registration. Receiving cancels: LONDON 10 NO 61, TORONTO REGISTRATION SECTION 10 NOV 1961.

INTERNATIONAL AIR MAIL ROUTES - 1966

TORONTO to FRANKFURT, GERMANY
TORONTO to AMSTERDAM, NETHERLANDS
PRESTWICK, SCOTLAND to TORONTO





