

## Air Mail Covers from Canada to Overseas Destinations, Except North America and Mexico: 1927 – 1946

### Introduction

This pictorial monograph will trace the development of the availability of airmail services beyond the borders of Canada during the formative years of air travel, 1927– 1946.

Prior to the end of World War II Canada had no long distance overseas carrier that the Canadian Post Office could avail itself of for the forwarding of air mail matter beyond its shores. It had to rely on the good offices of the American Postal authorities for the forwarding of mail to the Caribbean, Central and South America via *Pan-American Airways*. After 1934 air mail service to the Far East, and eventually New Zealand and Australia was available via the United States over *Pan American's* trans-Pacific routes. Until late summer of 1939 there was no air mail service across the North Atlantic to Europe. There were air mail services from London via *Imperial Airways* to many countries on the continent and to Africa, the Middle East, and the Far East and to Australia and New Zealand. Thus by 1939 there was an extensive network of scheduled air mail routes to most parts of the world available to the Canadian Postal Authorities.

The monograph will be divided into Five Sections:

monograph will concentrate on the Canadian Post Office's use of two major Postal Administrations, the United States Postal Authority and the General Post Office, London, to forward its mail. These two Postal Administrations made use of two major Airlines *Pan American Airlines* formed in 1927 and *Imperial Airways* formed in 1924.

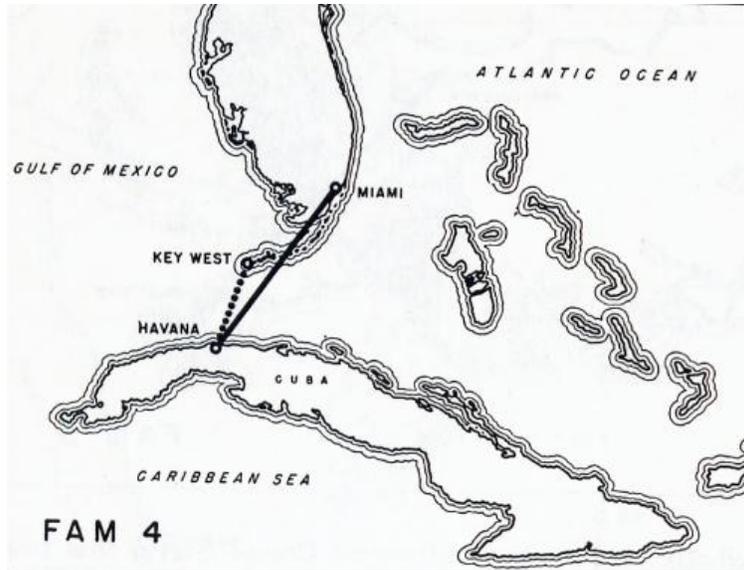
### Section I:

*Pan American Airways*, the brain child of Julian Trippe, was incorporated in 1927 and was successful in obtaining a contract from the United States Post Office to fly mail to Havana, Cuba. In March of 1928 the *Kelly Foreign Air Mail Act* was passed, this authorized private carriers to carry U.S. mail internationally at a rate of \$2.00 per pound per mile. Even though the United States Government had no financial interest in any airline its preference was to deal with one financially sound airline consequently Trippe was able to secure a virtual monopoly on the carriage of U.S. international mail for the next twenty years. This same act gave the United States Post Office the authority to accept airmail matter posted in another country for delivery in a country other than the United States. Thus Mail franked and endorsed by airmail mailed in Canada to countries serviced by an American airmail contract route (FAM) could now be sent through the United States.

The Canadian Post Office was kept advised of new or extended services as they became available and corresponding rates were then set by the Canadian authorities. The following covers and maps illustrate the growth of the *Pan American* system and the use made by the Canadian public.

The first contract awarded to *Pan American Airways* under the provisions of the *Foreign Air Mail Act* was designated Foreign Air Mail route 4 (FAM 4) by the American Post Office was for a service between Key West and Havana, Cuba; the first flight taking place on October 19 1927 from Key West and October 28 1927 from Havana to Key West. On September 28 1928 *Pan American Airways* moved its U.S. terminal to Miami. The last flight by FAM 4 was on January 31 1933 as after that date Havana became a call on contract route FAM 5.

*Foreign Air Mail route 4 Inaugurated October 19 1927*



Section I: Vancouver to Cuba FAM: 4 1928



Cover dated Victoria, B.C. July 12 1928, to Havana, Cuba and re-directed to Portland, Oregon. 2c. postage paid in Canadian Stamps paying first class rate to Seattle, and cancelled per Canadian and U.S. postal instructions at Vancouver. 10c airmail fee paid with U.S. stamps to cover airmail transmission from Seattle to New York cancelled with Seattle blank parcel obliterations. Partial July? 1928. Havana Receiver b/s.

Canadian First Class Letter rate reduced to 2c July 1 1926.

Single uniform airmail rate of 10c per half ounce was introduced by the U.S. Post Office February 1 1927. There was no additional airmail for letters to Cuba

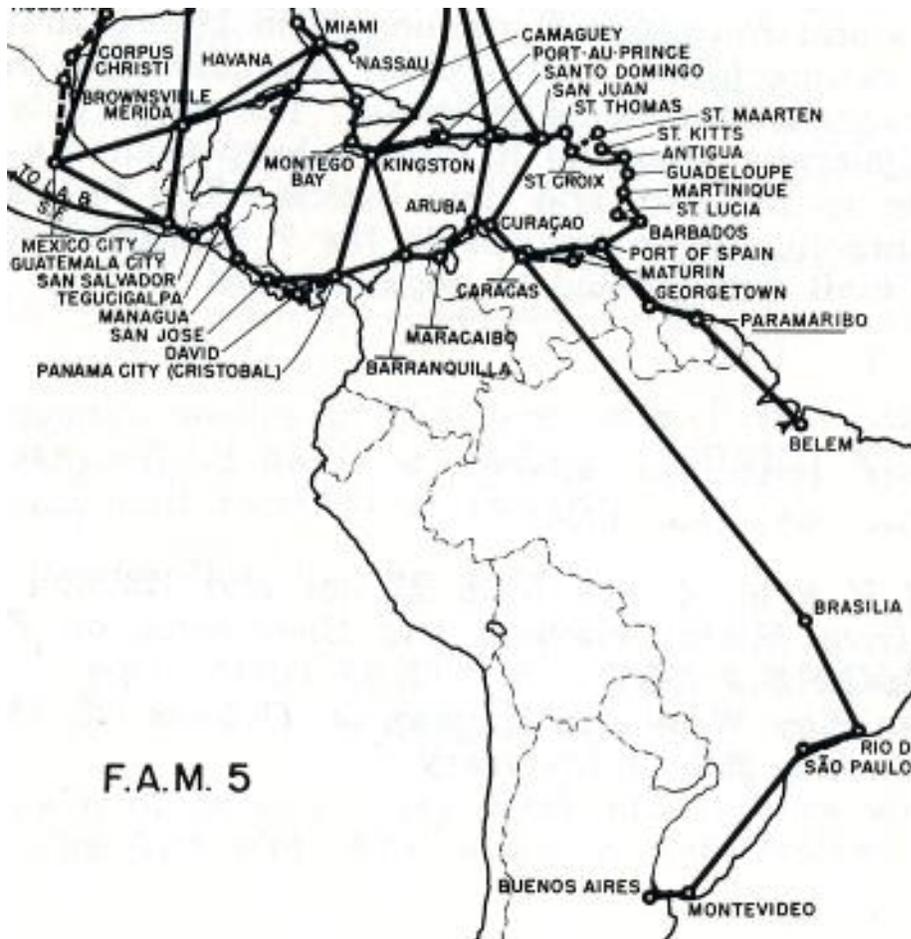
During the next few years Trippe formed a close relationship with the pre-eminent aircraft designer of the day, Igor Sikorsky, who designed many of the aircraft used by *Pan American Airways* to service its expanding South American and Caribbean routes. The first design to see service was the S 38 a 10 passenger amphibian that was used on local routes from Miami from 1929.



Also in 1929 Trippe was able to secure a mail contract for service between Miami, Cristobal and the Canal Zone, (FAM 5) the first flight from Miami was flown by Charles Lindberg who had been hired as technical director.

On May 21 1929 mail was accepted for delivery to Belize, British Honduras, Tela, Republic of Honduras, and Managua, Nicaragua, there was also a direct delivery from Cristobal to Havana

***Foreign Air Mail route 5 Inaugurated February 4 1929 to Cristobal***



**Miami –Cristobal February 4 1929**

**FAM 5.**

June 21, 1929 Mail accepted for Curacao, Dutch West Indies, and to Cartagena, Columbia.

January 21, 1930 FAM 5 extended to San Lorenzo Republic of Honduras

January 30, 1930 route extended to Puntarenas, Costa Rica.

April 26, 1930 Direct express service to Cristobal via Puerto Cabañas, Nicaragua

May 3, 1930 route extended to Maracaibo, & Cabello, Venezuela.

July 3, 1930 Extended to San Salvador

December 2, 1930 Direct flights via Kingston and Cienfuegos, Cuba to Cristobal.

February 10, 1931 extended to Maturin, Venezuela and Port of Spain, Trinidad

May 1, 1931 direct flights from Miami via Kingston, Jamaica to Barranquilla, Columbia.

December 4 1931 Puerto Barrios, Guatemala added.

The following announcement was published in the Canadian Monthly *Guide to Postmasters* for February 1929.

**Air Mail Service to Panama Canal Zone:** -Effective 4<sup>th</sup> February, 1929, air mail may be dispatched from Canada via Canadian and United States air mail services and by air mail service from Miami, Fla., to Cristobal, Canal Zone. (FAM 5).

The service is semi-monthly and the air mail fee is 25 cents for each half ounce or fraction thereof, to be prepaid by Canadian postage stamps, in addition to the ordinary Canadian postage. Registration, if desired, is additional to the above.

**Air Mail Service to Venezuela:** -Effective immediately, air mail may be dispatched from Canada via Canadian and United States Air Mail Services and by Air Mail service from Miami via Cristobal to Curacao, Dutch West Indies, and sent from that point by ordinary means to Venezuela. (FAM 5). The first direct flight via Cristobal occurred on May 5 1930

The service is weekly starting from Cristobal and the air mail fee is 40 cents for each half ounce or fraction to be prepaid by Canadian Postage Stamps, in addition to the ordinary Canadian postage rate to the country of destination.

Registration, if desired, is additional to the above. *Monthly Guide* October 1929”

Rates of Postage to BRITISH HONDURAS AND REPUBLIC OF HONDURAS 15c. Per half ounce or fraction, in addition to the ordinary postage (FAM 5)

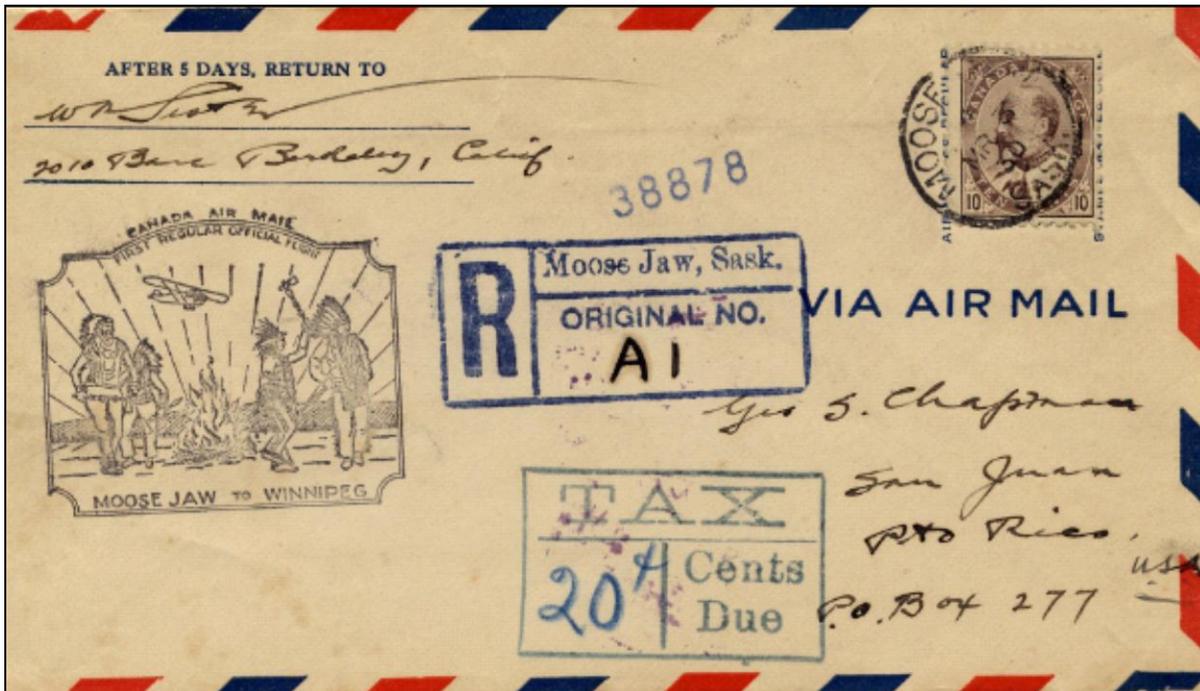
NICARAGUA, 25c. Per half ounce or fraction, in addition to the ordinary postage (FAM 5)

#### First Canadian Acceptance to Maracaibo, Venezuela: FAM 5: 1930



*First Canadian acceptance for the First Flight Miami—Cristobal— Extension to Venezuela May 5 1930  
Ottawa April 29 1930, Montreal transits April 30 1930 b/s, Cristobal transit May 4 1930 b/s. Rated  
30c airmail fee plus 5c surface rate.*

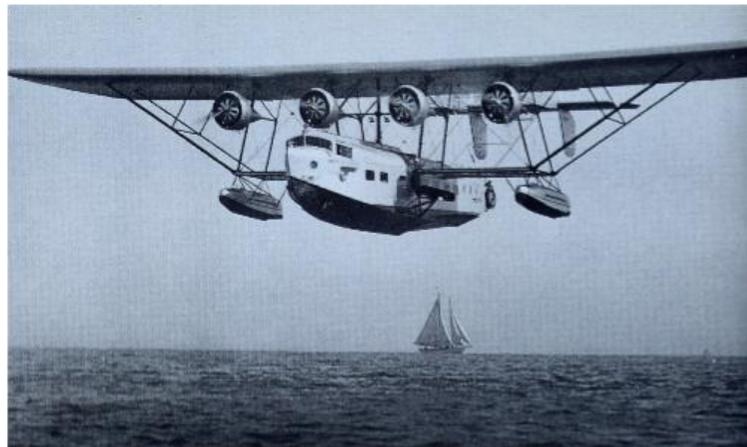
## Moose Jaw to Porto Rico FAM 5: 1930



by the U. S. Post Office Dept.  
See for other markings and postmarks

*First Flight Extension to San Jose, Puerto Rico March 11 1930  
Short Paid First Flight Registered Cover Moose Jaw , Sask. March 3 1930 to Winnipeg March 3 1930 transit b/s then via Montreal and New York illegible Airmail March 4 1930 b/s to Miami March 7 1930 transit b/s to San Juan, Puerto Rico receiver March 11 1930 b/s. Registration fee 10c pre-paid then taxed 20c postage due double the deficiency to make up the 10c rate to Puerto Rico. Tax paid with 2 U.S. postage dues on reverse.*

In December 1930 the airline introduced a more direct service from Miami to Colon via Kingston, Jamaica and Cienfuegos Cuba, this was shortly before the introduction of four engined Sikorsky S 40 which could carry up to 32 passengers and was used on this route



*The Sikorsky 32 passenger S 40*

## First Canadian Acceptance to Puerto Barrios, Guatemala: FAM 5: 1931



*First Flight cover carried from Miami on the FAM 5 extension to Puerto Barrios, Guatemala December 4 1931. Registered cover postmarked Edmonton November 26 1931, Miami November 30 1931 b/s.. Barrios receiver dated December 5 1931 b/s.*

*Rated 10c Registration Fee and 15c Airmail fee.*

*Rate effective February 15 1931.*

*Returned to Edmonton from New Orleans by surface mail. New Orleans transit January 18 1932 b/s, Winnipeg & Moose Jaw R.P.O. dated January 21 1932 b/s. Edmonton receiver January 22 1932 b/s. Purple diamond. Official "First Flight Air Mail Miami Merida—Puerto Barrios FAM 5 Route and Official rectangular "Vuelo Inaugural De La Ruta Barrios—Miami—Miami 5 De Diciembre 1931 cachet.*



## Dawson, Yukon to Cuba FAM 5 1935



Dawson City, Yukon September 11 1935 to Habana, Cuba, September 30, 1935 receiver b/s. Rated 10c airmail fee. Via Kingston, Jamaica

## Toronto to Christobal, Canal Zone FAM 5: 1935



Toronto January 21 1935 to Cristobal, Canal Zone via Jamaica and Cuba, Receiver January 27 1935 b/s Rate 35c per half ounce established July 1 1934.

On December 2, 1935 The Miami-Cristobal route (FAM5) was changed, Direct Flights were made via Kingston, Jamaica and Cienfuegos, Cuba. Mail was carried to both intermediate stops. Mail for Cuba was accepted at the Canadian Post Office at the preferred U.S. airmail rate to Cuba of 10c per half ounce. The Regular airmail rate being 25c per half ounce established July 1 1935.

## Winnipeg to Columbia: FAM 5: 1935



Winnipeg, Manitoba to Bogota, Columbia dated March 19<sup>th</sup> 1935, Bogota Sociedad Columbo-Alemana de Transportes Aereos (SCADTA) receiver dated March 25<sup>th</sup> 1935. Rated 40c Airmail fee plus ordinary postage 5c plus Colombian surcharge.

Airmail Service to Columbia from Canada was introduced on 1<sup>st</sup> July 1929. Airmail Fee set at 40c per half ounce plus the ordinary postage [5c.

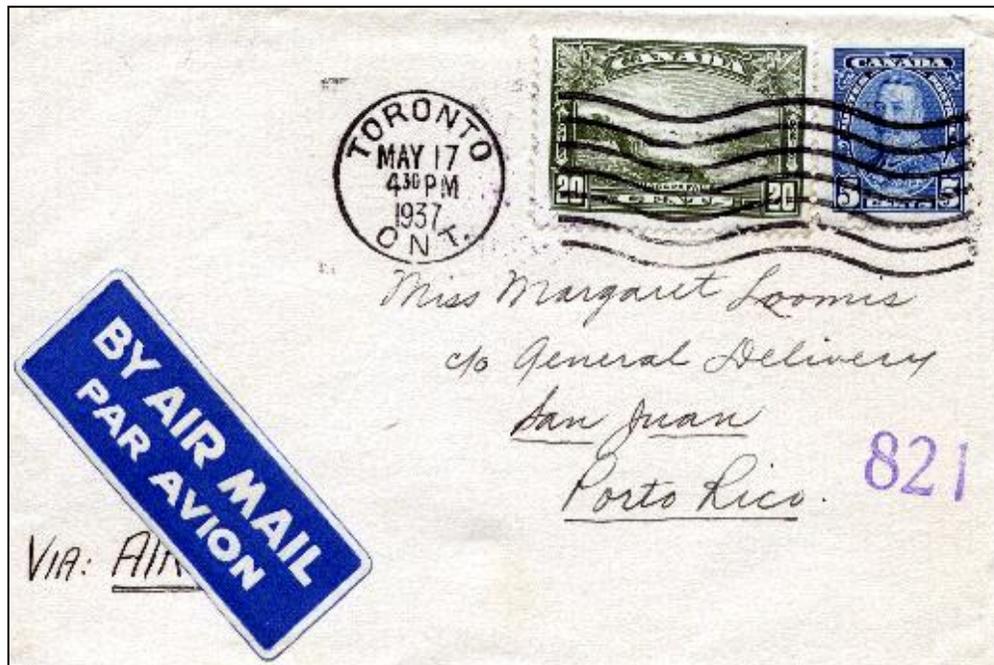


## Montreal to Jamaica FAM 5: 1936



Montreal, P.Q., to Jamaica dated Montreal February 14<sup>th</sup> 1936. Walderston, Jamaica receiver dated February 19<sup>th</sup> 1936 b/s. Rated 25c airmail fee. Rate established July 1 1935.

## Toronto to Porto Rico FAM 5: 1937



Toronto, Ontario to San Juan, Porto Rico, dated Toronto May 17<sup>th</sup> 1937. Rated 25c Airmail fee, Purple General Delivery, San Juan P.R. May 21<sup>st</sup> 1937 Receiver b/s. NB 25c per half ounce rate established by the Canadian Post Office July 1 1935 and reduced to 10c per quarter ounce December 1 1937.

## Toronto, Ont. To Columbia: 1938



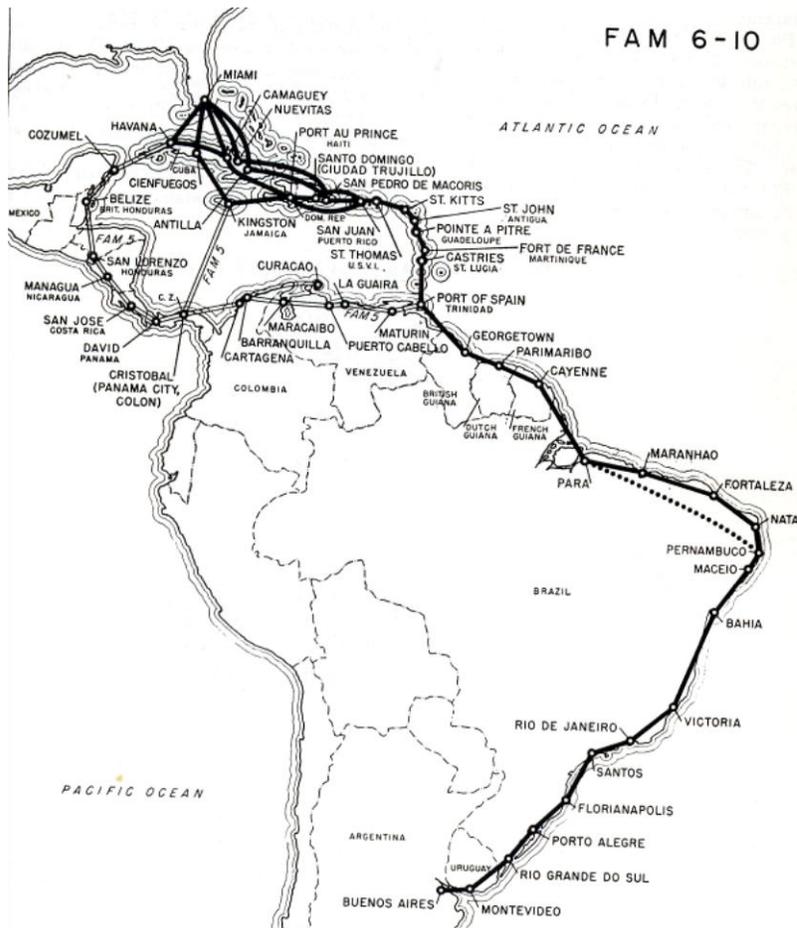
Toronto, Ont. Dated May 12 1938 to Barranca Bermeja receiver May 20 1938 b/s. Rated 25c airmail fee. Rate 25c per per 1/4 ounce established December 15 1937.

## Sarnia, Ont. To Columbia FAM 5: 1939



Single Rate cover from Sarnia, Ont. Dated Sept. 8 1939 to Barranquilla, Columbia, Sept. 10 1939 transit and Barranca Bermeja Sept. 11 1939 b/s. Rate 25c per quarter ounce

**Foreign Air Mail route 6-10 Inaugurated January 9 1929**



On January 9 1929 Trippe obtained a contract for a mail service between Miami and San Juan initially designated FAM 6, however, this short route soon encumbered the whole of the Caribbean and South down the East coast of South America to Paramaribo, Dutch Guiana. The first flight over this extended route was on September 22 1929. Once again the Canadian Post Office published particulars of the new route.

In 1930 Trippe was able to acquire the New York, Rio, and Buenos Aires Company (NYBRA) that had operated flights between Miami and Buenos Aires via the West Indies, Uruguay, and Brazil. The route from Paramaribo to Santos Brazil although an extension of FAM 6 was designated FAM 10, consequently these two contract routes will be treated as one. The first through flight to Santos occurred on November 24 1930

NB. This service was scheduled to commence from Miami October 21 1930 but the First Flight left Miami November 10 1930 and the Brazilian mail was off-loaded at Para, Brazil due to a revolution.

**Air Mail Service to St. Thomas (U.S. Virgin Islands), St. Johns (Antigua, Leeward Islands), Castries (St. Lucia, Windward Islands), Port-of-Spain, (Trinidad), Georgetown (Br. Guiana), and Paramaribo (Dutch Guiana).** – Effective September 20<sup>th</sup>, air mail may be forwarded from Canada via Canadian and United States air mail services and via air mail service from San Juan, Porto Rico to St. Thomas (U.S. Virgin Islands), St. Johns, (Antigua), Castries, (St. Lucia), Port –of-Spain, (Trinidad), Georgetown (Br. Guiana), and Paramaribo, (Dutch Guiana). FAM 6

Air mail intended for the following places may also be posted for transmission by air over this route: - French Guiana, Tobago, Barbados, St. Martin (sic.), (Dutch part of), Guadeloupe (including the Islands of Desirade, Les Saintes, Marie Galante, Petite Terre, St. Bartolomew (Bartelmy), and the French part of St. Martin, Leeward Islands (Anguilla, Barbuda, Dominica, Montserrat, Nevis, Redonda, St. Christopher or St. Kitts, and the British Virgin Islands), Martinique, and the Windward Islands (Grenada, the Grenadines and St. Vincent.

The service is weekly, and the air mail fee for places beyond Porto Rico to and including Trinidad is 25 cents for each half ounce or fraction. The air Mail fee to the Guianas is 40 cents for each half ounce or fraction. The above fees must be prepaid by Canadian postage stamps, in addition to the ordinary Canadian postage rate to the country of destination

**Air Mail Service to Argentina, Paraguay, and Uruguay: FAM 10-** Effective immediately air mail may be dispatched from Canada via Canadian and United States air mail services and by air mail service from Miami, Florida to Buenos Aires, Argentina. Air mail may also be forwarded addressed for delivery in Paraguay and Uruguay, which mails will be despatched by air to Buenos Aires for onward despatch from that point by ordinary means.

The air mail fee is 75 cents for each half ounce or fraction, to be prepaid by Canadian postage stamps in addition to the ordinary Canadian postage to Argentina, Paraguay or Uruguay.

Registration, if desired, is additional to the above.

Articles intended for transmission over this route should be endorsed "Par Avion" or "By Air Mail" via Miami. (*Canadian P.O. Monthly Supplement* October 1929)

### First Canadian Acceptance to the U.S. Virgin Islands, FAM 6: 1929



*Dated Montreal Sept 17 1929. St. Thomas, U.S. Virgin Islands receiver Sept. 22 1929. Flown Montreal to New York over U.S, FAM 1 (Inaugural service Oct., 1, 1928). Then by U.S. airmail to Miami to connect with FAM 6 Miami—San Juan service which left Miami Sept. 20 1929.*

*This Flight Flown by Charles Lindberg*

*Rated 10c U.S. Concession Airmail fee plus the 2c domestic rate to the U.S.*

First Canadian Acceptance to the U.S. Antigua, Leeward Islands, FAM 6: 1929



Montreal Sept 17 1929. St. John's B.W.I. Sept. 22 1929 receiver b/s  
Both covers. Flown Montreal to New York over U.S. FAM 1 (Inaugural service Oct., 1, 1928). Then by U.S. airmail to Miami to connect with FAM 6 Miami—San Juan service which left Miami Sept. 20 1929.  
*This Flight Flown by Charles Lindberg*  
*Rated 25c Airmail fee per half ounce.*

First Canadian Acceptance to Antigua, FAM 6: 1929



Dated London, Ontario Sept. 16 1929, St John's Antigua B.W.I. Sept. 22 1929 receiver b/s. New York Transit Sept 17 1929 b/s.

**First Canadian Acceptance to French Guiana & Brazil: FAM 10: 1930**



Toronto, Canada, Oct. 11 1930 to Cayenne, French Guiana. November 20, 1930 receiver b/s Rated 30c airmail fee. (See the Monthly Supplements to the United States Postal Guide December 1929 –October 1930).

*NB. Mail received at Cayenne Nov. 12th was not back stamped until November 20, 1930 . The Postmaster was awaiting instructions from Paris*

**First Canadian Acceptance to British Guiana FAM 6: 1929**



First Flight Extension of FAM 6 to Paramario September 20 1929, dated Montreal September 17 1929. Georgetown, British Guiana receiver September 23 1929.

*Rate 40c per half ounce.*

## Canada to Trinidad 1932 FAM 6



Double rate airmail rate cover from Montreal .P.Q., to Port-Of-Spain, Trinidad dated Montreal Canada July 6 1932. Rated 30c airmail rate per for a letter over 1/2 oz. But under 1oz. Montreal S duplex July 6 1932b/s & G.P.O., Port-of-Spain, Trinidad receiver dated July 12 1932 b/s.. The rate of 15c per half ounce established July 1 1931.

## Harriston, Ontario to British Guiana FAM 6: 1933



Cover dated Harriston, Ontario June 30 1933 to Georgetown British Guiana, July 8 1933 receiver. Rate 15c per half ounce established February 2 1931



Further improvements to aircraft design during the 1930s enabled *Pan American* to acquire the Siskorsky

S 42 a larger and longer range aircraft with a capacity of 32 and a range of 1,200 miles. It entered service on the Miami Rio de Janeiro route in August 1934.

The FAM 10 route from Miami had been extended to Buenos Aires, Argentina on October 26

1931. with acceptance for Florianopolis, Porto Alegre, and Rio Grande du Sol in Brazil and Montevideo, Uruguay.

### Montreal to British Guiana FAM 10: 1937



*Single airmail rate cover from Montreal .P.Q., to George Town, British Guiana dated Montreal Canada March 9 1937. Rated 25c .Buenos Aries transit March 20 1937. British Guiana G.P.O Air Mail receiver dated March 27 1937 b/s..*

*Route: Montreal—New York—Miami—Buenos Aires—British Guiana. First acceptance George Town - Buenos Aries November 11 1931.*



## Canada to Sao Paulo, Brazil : FAM 10: 1935



Commercial single rate cover Toronto, Terminal A Canada, May 25 1935 to Sao Paulo, Brazil Rated 85c airmail fee. (See the Monthly Supplements to Postal Guide for Canadian Postmasters June 1934).

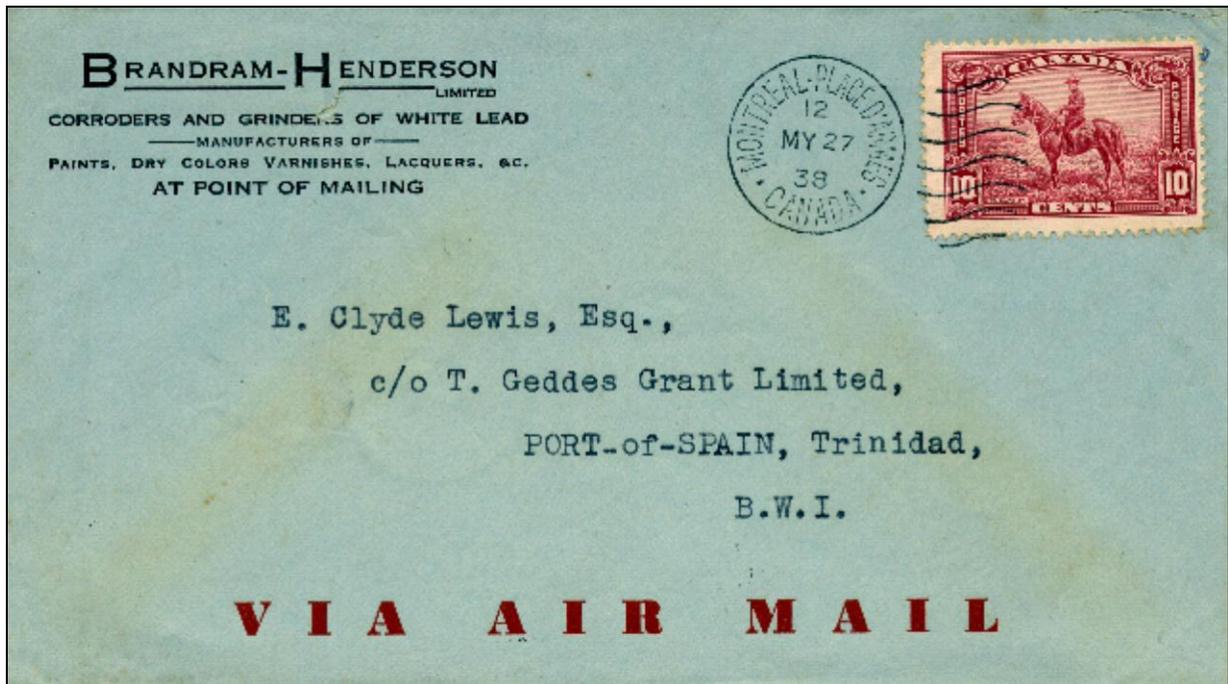
*NB. This rate of 85c per half ounce was only in effect from July 1 1934 to June 30 1935*

## Montreal, Canada to Trinidad FAM 6: 1937



Double airmail rate cover from Montreal .P.Q., to Port-Of-Spain, Trinidad dated Montreal Canada December 3rd 1937. Rated 50c for a letter over 1/2 ounce but under 1 ounce. .G.P.O., Port-of-Spain, Trinidad receiver dated December 6th 1937 b/s.. The rate was increased from 15c per half ounce to 25c per half ounce on July 1st 1935.

## Montreal, Canada to Trinidad FAM 6: 1938



Single airmail rate cover from Montreal .P.Q., May 27 1938. Rated 10c for a letter under 1/4 ounce. .G.P.O., Port-of-Spain, Trinidad receiver dated May 30 1938 b/s..

The reduced rate of 10c per quarter ounce was established by the Canadian Post Office Effective December 15<sup>th</sup> 1937.

## Toronto to Grenada FAM 6: 1938



Single airmail rate cover from Toronto, Ont., to St. George's, Grenada dated Toronto June 29 1938. Rated 10c for a letter under 1/4 ounce established December 15<sup>th</sup> 1937. Port-of-Spain, Trinidad July 4 1938 transit b/s..

## Toronto to Argentina FAM 10: 1938

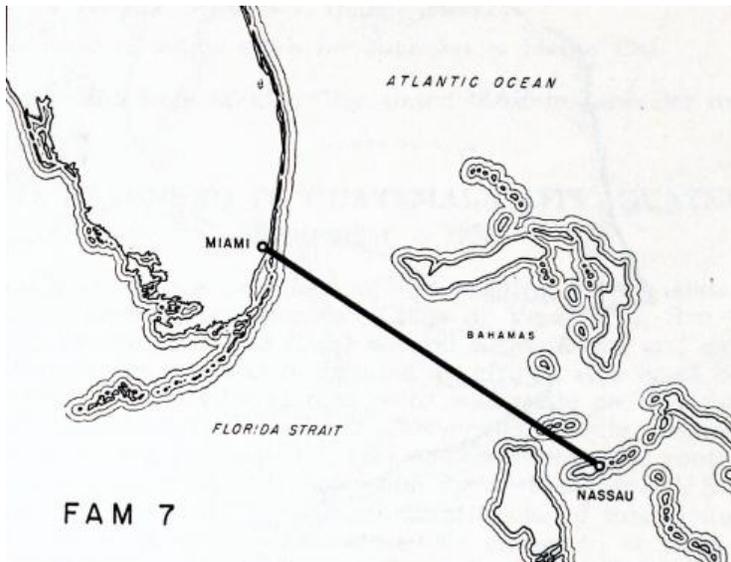


Single rate cover to Buenos Aires, Argentina from Hesler, Ontario. Hamilton & Palmerston Train 174 R.P.O. dated Feb. 26 1938. Rated 50c overpaying the 35c per quarter ounce rate by 15c.

35c per quarter ounce rate established December 15 1937.

Routing: Hesler—Hamilton—New York—Miami—Santos—Buenos Aires (March 9 1938 b/s.)

*Foreign Air Mail route 7 Inaugurated June 2 1929*



Pan-American Airlines was awarded the contract for a daily service in the winter season between Miami and Nassau, and a twice weekly service during the rest of the year.

The first flight occurred on June 2 1929

**Canada to The Bahamas FAM 7: 1932**



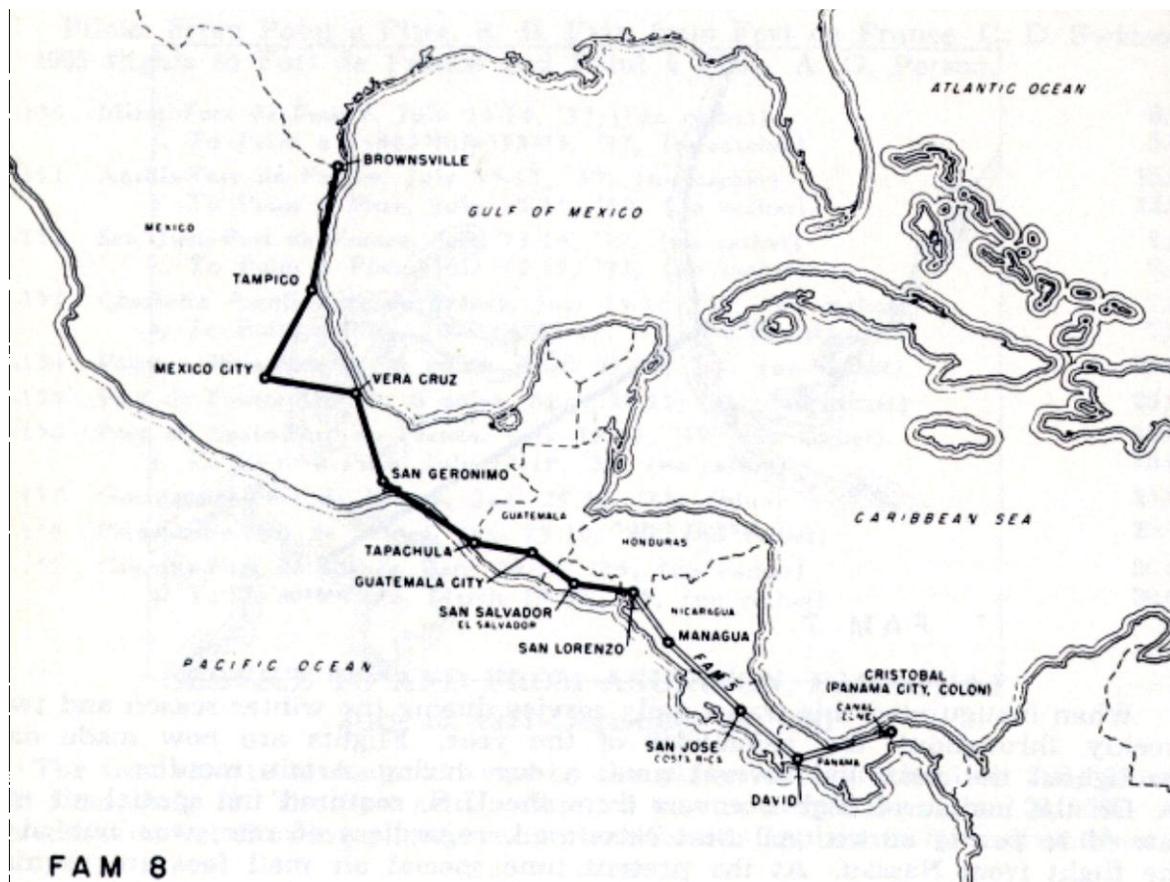
*Single Rate cover Montreal February 10 1932 to Nassau, Bahamas via New York. Rated 15c. Rate established February 2 1931*

*Foreign Air Mail route 8 Inaugurated March 10 1930*

On March 10 1930 *Pan American* commenced operating a service over FAM 8 from Brownsville, Texas to Mexico City which was extended to Guatemala City Salvador and San Lorenzo, Republic of Honduras, where it connected with the FAM 5 route from Miami

The first flight over this route was from Brownsville, Texas to Mexico City (March 10 1929).  
Extended to Guatemala City Sept. 1 1929 and then to Salvador Jan. 15 1930 and to San Lorenzo, Honduras Jan. 15 1930.

On July 3 1930 Guatemala City was made the terminus for the FAM5 route Miami—Cristobal – Venezuela.-San Lorenzo - San Salvador - Guatemala City. From July 3 1930 FAM 8 terminated at Guatemala City.



### First Canadian Acceptance to Republic of Honduras, FAM 8 1930



Montreal January 13 1930 to Tegucigalpa, Republic of Honduras, January 27 1930 receiver b/s. San Lorenzo transit January 24 1930 b/s. New Orleans February 7 1930 transit b/s. Chicago, February 14 1930 b/s.  
*Rated 20c per 1/2 oz. airmail fee.*

### Ottawa to Republic of Honduras FAM 8: 1930



Ottawa, January 11 1930, to Ateantida, Honduras ENE (Jan) 15 1930 b/s, forwarded to Tegucigalpa, Honduras ENE (Jan) 17 1930 b/s, then forwarded to destination at San Lorenzo, Honduras, receiver dated ENE (Jan) 19 1930. Second San Lorenzo cancel dated February 6 1930. Rated 20c airmail fee.

*Foreign Air Mail route 9 Inaugurated May 17 1929*



It is now necessary to go back in time to May 1929 when Trippe obtained a mail contract to carry mail from *Pan American's* developing Hub at Cristobal to Mollendo, Peru with acceptances for Buenaventura and Tumaco, Columbia: Esmeraldas, Guayaquil, And Talara, Ecuador; Lima and Mollendo, Peru. This service was designated FAM 9 with the inaugural flight from Miami on May 14 1929 to Cristobal with the first taking place on May 17 1929 from Cristobal . First acceptance to Columbia was on May 24 1929. On July 6 1929 this route was extended to Santiago, Chile and on October 8 1929 to Buenos Aries. A further extension to Montevideo, Uruguay occurred on Mail from Uruguay November 30 1929 and January 14 1930 from Cristobal.

Canadian acceptance for this route was published in Post Office circulars. The additions to Brazil, Argentina and Uruguay were also published as they became available.

In the August 1929 Supplement it was reported that the airmail services from Miami and Cristobal had been extended to Bolivia via Peru and to Chile.

**Air Mail to Bolivia via Peru:** Effective immediately, air mail may be dispatched from Canada via Canadian and United States air mail services via Miami Florida, and Christobal, Canal Zone, for delivery in Bolivia. Mail will be carried by air to Mollendo, Peru and from there to Bolivia by the ordinary means.

The service is weekly starting from Cristobal and the air mail fee is 55 cents per half ounce or fraction to be prepaid by Canadian postage stamps in addition to the ordinary postage from Canada to Bolivia. [5 cents]

Articles intended for transmission over this route should be endorsed "Par Avion" or "By Air Mail via Miami."

**(22) Air Mail Service to Chile:** Effective 16<sup>th</sup> July, air mail may be dispatched from Canada via Canadian and United States air mail services and by air mail service from Miami, Florida, via Cristobal, Canal Zone, to Arica, Chanaral and Santiago, Chile.

The service is weekly from Cristobal and the air mail fee is 70 cents for each half ounce or fraction, to be prepaid by Canadian postage stamps in addition to the ordinary postage from Canada to Chile. [5 cents]

In November 1929 a further circular was issued regarding airmail service to Argentina, Paraguay and Uruguay.

**Air Mail Service to Argentina, Paraguay, and Uruguay:** - Effective immediately air mail may be dispatched from Canada via Canadian and United States air mail services and by air mail service from Miami, Florida to Buenos Aires, Argentina. Air mail may also be forwarded addressed for delivery in Paraguay and Uruguay, which mails will be despatched by air to Buenos Aires for onward despatch from that point by ordinary means.

The air mail fee is 75 cents for each half ounce or fraction, to be prepaid by Canadian postage stamps in addition to the ordinary Canadian postage to Argentina, Paraguay or Uruguay.

Registration, if desired, is additional to the above.

Articles intended for transmission over this route should be endorsed "Par Avion" or "By Air Mail" via Miami.

**Postmasters will please give the above every publicity**

#### Montreal to Chile FAM 9: 1929



*First Flight Cover Miami—Chile (FAM 9) via the Canal Zone July 16 1929. First Canadian Acceptance, dated Montreal, Canada, July 9 1929 to Chanaral, Chile. Rated 70c airmail fee. The 5c surface rate not charged. (See the Monthly Supplement to the Official Guide to Postmasters October 1929).*

First Canadian Acceptance to Argentina: FAM 9: 1929



First Flight Extension to Buenos Aires October 8 1929



Toronto Sep. 28 1929 to Buenos Aires, Argentina. Oct. 14 29 receiver b/s. Rated 80c. 75c airmail fee plus the 5c surface rate. (See the Monthly Supplement to the Official Guide to Postmasters October 1929).

Note the 75c airmail fee from Miami has been paid with U.S. stamps which was unnecessary as Canadian stamps were accepted to cover all airmail fees.

Route: Miami—Cristobal—West coast of South America to Charanal—Santiago—Buenos

Aries.

### Montreal to Argentina FAM 9: 1929



*First Flight Cover Miami—Argentina. First Canadian Acceptance from Montreal, Canada, Oct. 2 1929 to Buenos Aires, Argentina. Rated 80c. 75c airmail fee. Plus the 5c surface rate. (See the Monthly Supplement to the Official Guide to Postmasters October 1929).*

*Routing was Montreal—New York—Miami—Cristobal (Oct. 7 29 b/s)—Buenos Aires. (Oct. 14 29 b/s)*

### Montreal to Uruguay FAM 9: 1930



*Single rate cover Montreal January 9 1930 to Uruguay via Miami and Cristobal, the Canal Zone. Rated 60c airmail fee. Cristobal transit January 16 1930 b/s. Two Montevideo, Uruguay receivers dated FNE 27 1930 and FNE 28 1930. 60c per half ounce rate established January 1 1930.*

*Route FAM 9 Montreal—New York—Miami—Cristobal—Buenos Aires, then Montevideo. First through flight from Cristobal to Montevideo was January 14 1930.*

By the mid 1930s commercial air services, carrying both passengers and mail, was available to the Caribbean, Central and South America. Trippe was, however, looking beyond the Americas to extended his empire across the Pacific and across the North Atlantic. But before we explore the development of these initiatives it is time to look at the growth commercial flights in Europe and the use made by the Canadian Post Office.

## Section IIa

Despite the activities of the many flyers who attempted flights across the Atlantic and to points in the United States, Canada, unlike the United States, Great Britain, France, Italy Germany, and other countries did not develop it's own overseas Air Line until after the outbreak of World War II. Consequently Canadians wishing to send correspondence to other countries were obliged to use the Airmail services offered by other postal administrations. Furthermore it was not until the summer of 1939 that commercially scheduled flights operated by *Pan American Airways* and *Imperial Airways* became a reality.

Canadians however from 1928 could take advantage of both domestic and United States airmail services to get their mail to ports of departure for Europe mainly Montreal and New York. They could take advantage of having their mail delivered to Continental points and beyond by services operated by the major airlines, particularly *Imperial Airways*

### Washington, December 9, 1927

Effective January 1, 1928, in addition to letters and packages paid at letter rate, post cards (single or reply-paid), commercial papers, samples of merchandise, and prints of all kinds (including raised prints for the blind), ordinary and registered, which are mailed in this country to foreign countries or which are received from foreign countries for delivery in this country or for dispatch through this country to countries beyond, may be transmitted by the United States Air Mail Service

Although the United States Post Office would now dispatch a wider range of mail matter received from Canada by airmail - where available – Canadians were faced with a three part rate structure. Domestic Canadian rates pre-paid in Canadian Stamps, transoceanic and overseas rates to Great Britain or elsewhere, also in Canadian stamps and United States airmail rates in United States postage stamps. During this period most of the mail matter carried by this means was addressed to European destinations via Great Britain from whence airmail service via *Imperial Airways* was available to most European Countries. All mail matter for air mail transmission, through the United States, where available, to European destinations was sent through the Varrick Street, New York Exchange Office for connection with steamship service to the United Kingdom and Europe. Air Mail matter from Canada to Europe was also forwarded on Montreal and Halifax for dispatch by steamship from Montreal, Halifax, or New York as schedules dictated. Air Mail service was available from The United Kingdom via *Imperial Airways* to an ever growing list of European countries. Similarly Dutch, French and German airlines were expanding their domestic and overseas airmail services.

On August 1<sup>st</sup>, 1928 the rate was reduced to 5c. for the first ounce and 10c. for the second ounce or fraction thereof, and it was no longer necessary to use American Stamps to pay the U.S. airmail fees.

*Imperial Airways* was created by the British Government in 1924 by a take over of four smaller airlines. Its mandate was to develop and operate a regularly scheduled airline service to India and to the Empire beyond. It was also entrusted with operating and maintaining services to the major European capitals.

### Montreal to Germany : 1930



Registered Postcard Montreal Aug. 23, 1930 to Chemnitz, Germany Sept. 1, 1930 receiver. Airmail Montreal to New York, then surface per S.S. Bremen and surface to destination. Rated 19c. 10c Registration Fee, 6c Airmail fee to New York and 3c U.P.U. post card rate New York to Germany.

### Regina to Austria: 1931



Regina Feb. 1, 1931 to Vienna, Austria Feb. 14 receiver. Rated 10c airmail fee Plus 5c U>P>U rate. Note purple New York *Jusqu'a* obliterations over airmail endorsements indicating airmail to New York only

## Winnipeg to Italy: 1932



Winnipeg June 8, 1932 to Trieste, Italy. 2 Trieste receivers June 20, 1932 b/s and one local receiver June 21, 1932 b/s.. Rated 10c airmail fee plus 5c U.P.U. surface rate. Rate first published by Canadian P.O. April 1930 Monthly Supplement. Note purple New York Jusqu'a obliterator over airmail endorsements indicating airmail to New York only

## Vancouver to Holland: 1934



Postcard to Dordrecht, Holland, from Vancouver, dated August 4 1934? Rated 10c airmail fee. Sent by airmail from Vancouver to New York, where the airmail acceptance ended and the airmail endorsement was cancelled with the New York Jusqu'a purple two straight line obliterator. From New York it was sent by sea mail to its destination.

An all inclusive rate of 10c per ounce including postcards was introduced effective February 2 1931 Supplement to the Official Post Guide for Postmasters (Canada) February 1931

## Vancouver to Germany: 1936



Single Rate Cover from Vancouver dated July 15 1936 to Munich, Germany. Rated 10c airmail fee.

Airmail in Canada where available then surface across the Atlantic then airmail to Munich

## Victoria, B.C. to Hungry: 1936

Cover from Victoria, B.C., dated August 21 1936 to Bled, Yugoslavia, forwarded to Budapest, Hungry. 12c airmail rate to Yugoslavia (overpaid by 2c). Airmail to New York, surface mail to Europe, and airmail from Paris, to Bled and then airmail from Bled to Budapest. Sept 3 1936, b/s. Semyb Zemun transit Sept 4 1936 b/s, Bled receiver Sept 5 1936 b/s, also a red label "Otputovao/Pari" Bled Sept 5 1936 b/s. Readdressed to Budapest. Loubluana Sept 7 1936 transit b/s, Budapest  $\approx$  72  $\approx$  September 8 1936 b/s, Budapest p 62 p Sept 9 1936 b/s, Budapest G 2 G Sept 9 1936 b/s, black s/ Airport-Beograde on reverse.



## Montreal to Wales: 1937



Double rate Montreal, P.Q., dated July 29 1937 to Barry, Wales. Rated 11c airmail fee for a letter over 1 oz. but under 2.oz. Rate established August 1 1932, 6c. The first ounce & 5c each subsequent ounce or part thereof.

### Trois Rivieres to Germany: 1938

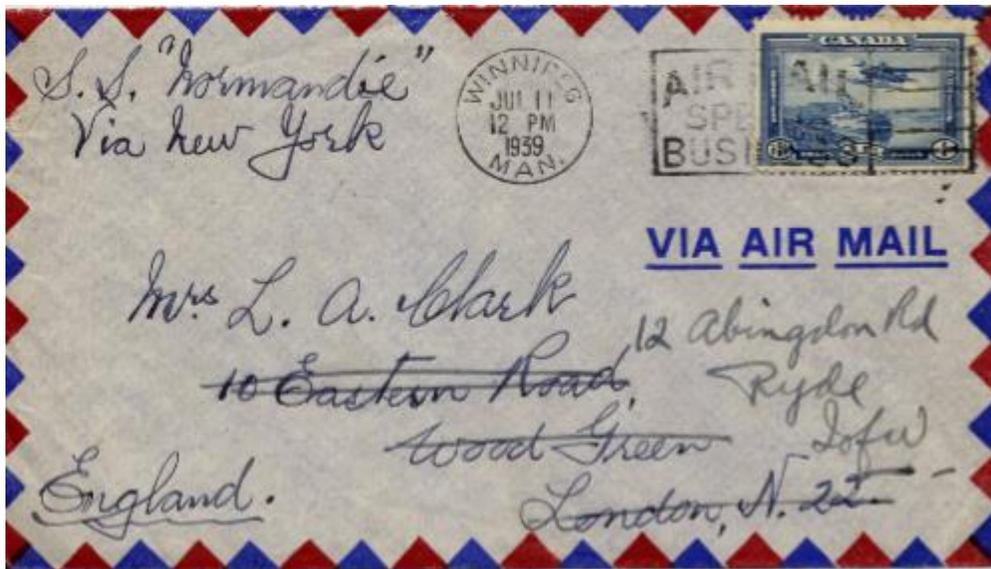


Postcard to Reichlingen, Germany from Trois Rivieres, P.Q. dated. September 7 1938 Rated 10c airmail fee (overpaid by 3c as it has also been charged the 3c U.P.U. postcard surface rate). Sent by airmail from Trois Rivieres to Montreal (September 7 1938 transit).

Sent from Montreal to the U.K. by surface then airmail to Germany by Imperial Airways. Airmail connections to Germany had been in use since 1929

### Winnipeg to Great Britain: 1939

Air to New York then Surface mail



Winnipeg, MB, July 11 1939 London, July 21, 1939 b/s. Fwd. Ryde. Isle of White. Endorsed "S.S. Normandie" via New York. Rated 6c air & surface rate.

## Section IIb: Air Mail Service over the Atlantic Ocean

By 1939 airmail services were being provided to the major countries of the world. The only frontier left was an efficient and regular service between Europe and North America, as early as 1935 discussions were being held between Canada, Newfoundland, Great Britain, and Eire for the establishment of a Trans-Atlantic Service. By December 1935 an agreement had been reached. Representatives then went to Washington to obtain American participation in the proposed scheme. By 1937 Pan American Airways and Imperial Airways were in a position to make test flights using existing equipment. There was little activity in 1938 as both airlines were waiting for



newer aircraft to be built. One flight was made using the "Mercury", the upper portion of the Short-Mayo composite. The "Mercury" was launched by her mother ship (plane) the "Maia" from a point near Foynes, Eire at 20.00 B.S.T July 21st. She landed at Montreal at 16.20 B.S.T. July 22<sup>nd</sup> after a non-stop flight. From Montreal the "Mercury" proceeded to New York. The return flight was made in easy stages via Montreal, Botwood and the Azores. On the outward flight from Foynes to Montreal the "Mercury" carried 1,000 lbs. of express mail. The first regular official trans-Atlantic Flight, which transited Canada, was made by Pan American Airways over the Northern route from New York on June 24<sup>th</sup> 1939. Using the Boeing 314 The route chosen was New York to Shediac to Botwood to Foynes, Ireland and onwards to Southampton, arriving June 28th. Imperial Airways inaugurated their trans-Atlantic service between Southampton via Foynes, Botwood, and Montreal and New York on August 5th. 1939, making eight round trips between then and the end of September, when the service was curtailed due to the outbreak of World War II



*Pan American Airways* using the Boeing 314 had also inaugurated a service between New York and Marseilles. The first flight on this weekly service was made from New York on May 20, 1939 with flights routed via the Azores.

**Trans-Atlantic Air Mail Service:** A regular air mail service from the United States to France with New York, N.Y., (Port Washington) as the Port of departure, is now in operation. Canadian air mail prepaid with Canadian postage stamps at the

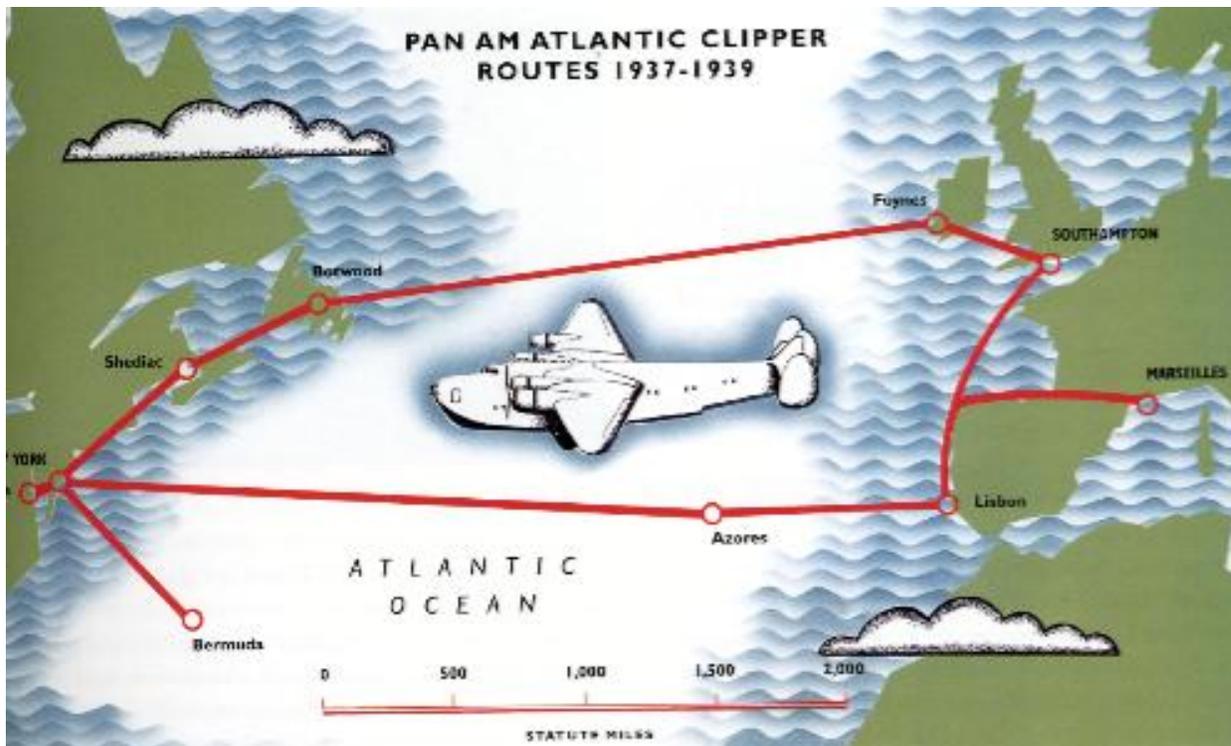
rate of 30c per half ounce may be accepted for dispatch by this service. The frequency is once a week from New York by planes of the Pan American Airways. *Weekly Bulletin* June 3 1939.

**Trans-Atlantic Air Mail Service – Northern Route** A regular Trans – Atlantic air mail service from Canada to the United Kingdom, via Newfoundland and Eire will commence on the 24<sup>th</sup> June 1939. The *Weekly Bulletin* for June 17, 1939

**Shediac N.B. to England: 1939**  
Via Pan-American Airways Northern Route FAM 18



*Single Rate cover on Pan-American Airways envelope from Shediac, N.B. , Dated June 24 1939 to England. Rated 30c trans-Atlantic Airmail fee.  
Rate Established June 1939.*



The Imperial Airways route was Southampton, Foyines. Botwood, New York, Montreal

**Trans-Atlantic Air Mail Service – Northern Route - Imperial Airways Limited:** - A regular weekly Trans-Atlantic air mail service from Montreal to the United Kingdom, via Newfoundland and Eire, to be performed by the Imperial Airways Limited will commence early in August next using the Kent S 30 flying boat.



The air mail rate including postage from Canada to destinations in the United Kingdom and Eire and in Europe is 30c. per half ounce or fraction. This rate will also include conveyance over Canadian domestic air routes when necessary, as well as to places in the Empire beyond England served by the British Empire Air Mail Scheme. The air mail rate from Canada to Newfoundland for conveyance by Trans-Atlantic planes will be 10c. per half ounce or fraction, prepaid with Canadian Postage stamps. Such air mail should be endorsed "Via Trans-Atlantic Air Mail"

Philatelists wishing to forward covers by this first flight may obtain full information from their local Postmasters. Postmasters who have not received a circular outlining the procedure for the mailing of first flight covers on this route should request a copy immediately from the District Office and give the contents local publicity. (*Post Office Weekly Bulletin, Vol. XIX, no. 959, (July 22, 1939), p.2*)

**Shediac to England: 1939**  
Via Pan-American Airways Northern Route



Letter via Pan-American Airways from Shediac, N.B., dated June 24 1939 to Shoreham-by-Sea, England June 29 1939 receiver. Rated 30c airmail fee.  
Pan-American Airways service New York—Shediac—Foynes—Southampton had commenced on June 24 1939

**Shediac N.B. to England: 1939**  
Via Pan-American Airways Northern Route FAM 18



Single Rate cover on Pan-American Airways envelope from Shediac, N.B. , Dated June 24 1939 to England. Rated 30c trans-Atlantic Airmail fee.  
Rate Established June 1939

**Shediac N.B. to England: 1939**  
Via Pan-American Airways Northern Route FAM 18



*Single Rate cover on Pan-American Airways envelope from Shediac, N.B. , Dated June 24 1939 to England. Rated 30c trans-Atlantic Airmail fee.*

*Rate Established June 1939*

**Montreal to England: 1939**  
Via Imperial Airways



*Imperial Airways Cover, First East bound Flight Montreal Aug. 10 1939 to Croydon. England. Rated 30c per half ounce trans-Atlantic airmail fee.*

*Route New York (Aug. 9/39)- Montreal (Aug. 10/39)-Botwood (Aug 10/39)-Foynes (Aug 11/39— Southampton (Aug. 11/39).*

**Toronto to Great Britain: 1939**  
Via Imperial Airways



*Toronto August 8 1939 to London.. Rate 30c per half ounce*

**Vancouver to England: 1939**  
Via Imperial Airways



***Last Imperial Airways Flight Montreal– Southampton—Left Montreal September 28, 1939***  
*Vancouver Sept. 21, 1939 to Bideford-on-Avon, England.*  
*Trans-Atlantic Airmail Rate 30c per half ounce.*

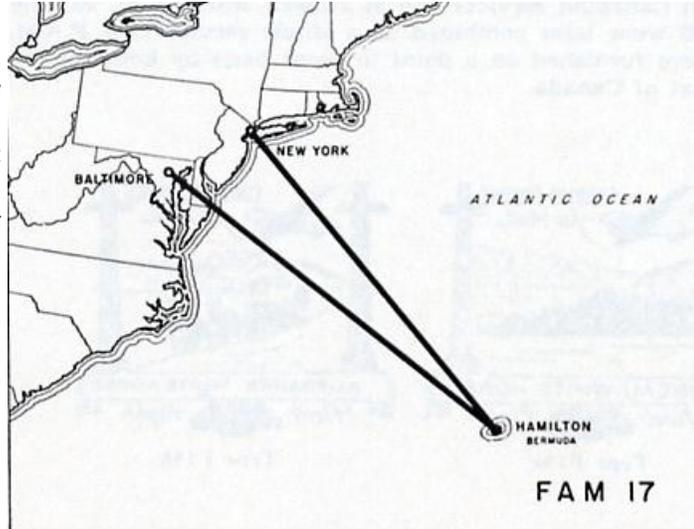
***Foreign Airmail contract 17 Inaugurated March 16 1938***

**Bermuda Air Mail Service FAM 17:** - A regular air mail service from the United States to Bermuda, with Baltimore as the port of departure, was inaugurated on March 16<sup>th</sup> 1938.

The United States Postal Administration advises that Canadian air mail may be accepted for dispatch to Bermuda by this service.

The frequency is four times a week from Baltimore by planes of the *Pan American* and *Imperial Airways*. With loss of The *Imperial Airways* Flying Boat on January, 21 1939 which crashed en route to Bermuda *Pan-American Airways* became the sole carrier

The air mail rate from Canada to Bermuda is 15c. per quarter ounce which includes conveyance over Canadian and United States domestic air routes as well as air conveyance from Baltimore to Bermuda.



The First Flight was made from Baltimore on Wednesday, March 16<sup>th</sup> at 9.30 a.m. Flights will be made regularly thereafter from Baltimore on Wednesdays, Thursdays, Fridays, and Saturdays. The regular take off time will be 9.30 a.m.

**Bermuda Air Mail Service FAM 17:** -The flights in connection with the air mail service from the United States to Bermuda will be from New York (Port Washington) instead of from Baltimore, on the following schedule, dating from March 5<sup>th</sup>, 1939:-

At the beginning of November 1939 *Pan American Airways* trans-Atlantic flights over the Southern Route commenced calling at Bermuda.

**Bermuda Air Mail Service FAM 17:** - Postmasters are informed that air mail service on the local route from the United States to Bermuda is temporarily suspended (July 1 1941). This service was never reinstated. Air Mail for Bermuda will be forwarded by the trans-Atlantic planes due to leave New York each Tuesday, Thursday, and Saturday FAM 18.

## Toronto to Bermuda FAM 17: 1938



*First Flight from Toronto, Ont., to Hamilton, Bermuda dated Toronto, March 12 1938. Rated 15c for a letter under 1/4 ounce. Baltimore transit March 16 1938 b/s. Hamilton, Bermuda receiver March 16 1938 b/s.*

### Section III & IV

## Canada to Africa The Mediterranean, the Near East, Africa, India, The Far East & Indian Ocean Islands: 1927-1945

### Imperial Airways Routes to the Near East & India:: 1927-1931



The most important services eventually operated by Imperial Airways, and Subsidiary and Associated Companies, include: four services a week to Greece and Egypt, two services a week to Palestine, Iraq, India, Siam, Malaya, Australia, and once a week to China: The earliest route was the London, Baghdad, Karachi service.

The route from London was by air to Basle and then by rail to Genoa. The flight from Genoa to Alexandria was by *Short Calcutta* flying boat. The route from London to Egypt changed several

times in the first few years: the initial route with the intermediate stops is in red. on 2 November 1929 the [route from London to Athens](#) was moved north (green line in the right hand map) via Cologne, Vienna, Budapest and Belgrade and was flown by an *AW Argosy*. From Athens the route was via Suda Bay and Mersa Mutrah to Alexandria.. Because of the mountains between Skopje and Salonica, the all-air route was closed after only two flights. Starting with the flight leaving London on November 16, part of the journey between London and Athens was by train.



### Resumption of route via Genoa, 16 May 1931

The revised route to Athens was similar to the original route of 1929 with Naples replacing Rome.. The planes used between Genoa and Alexandria were *Short Kent* flying boats.



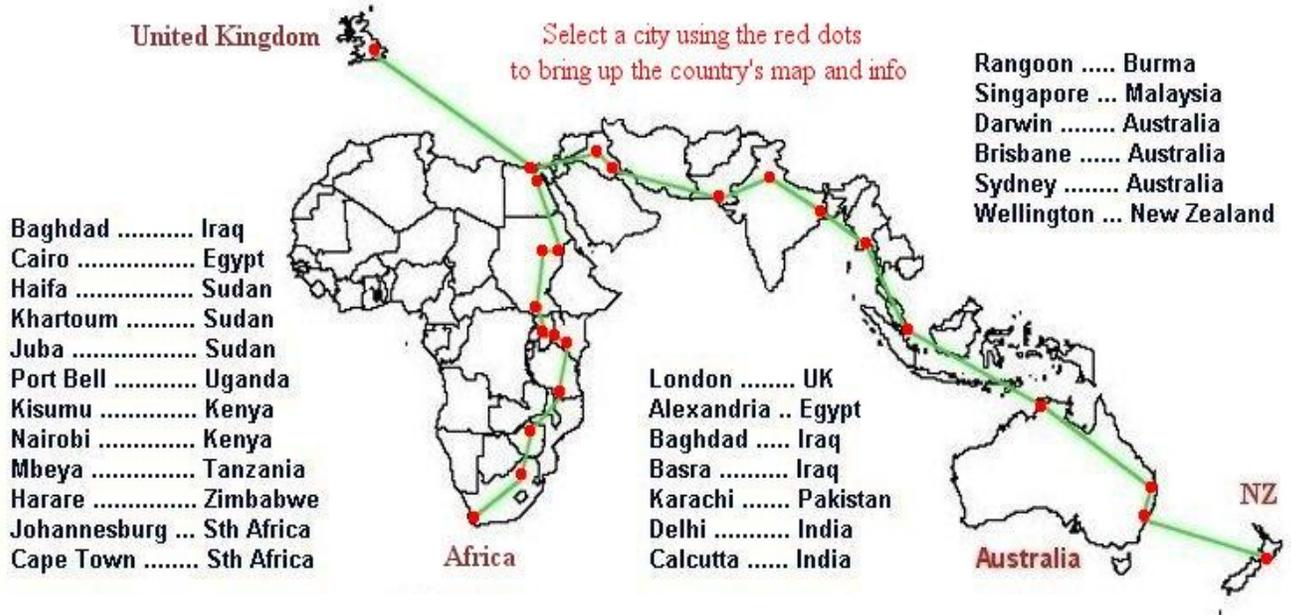
The first flight on the new route left London for Basle on 16 May on an *AW Argosy*. The mail was sent by rail to Genoa and flown to Corfu on 17 May and on to Alexandria via Athens and Mirabella (Crete) on 18 May.

Instead of the onward flight being from Alexandria, passengers and mail were now transferred to Cairo by rail. The first onward flight from Cairo was by *DH 66* on 19 May to Baghdad. Baghdad to Jask was on 20 May, Jask to Karachi on 21 May and Karachi to Delhi was on 22 May. To speed up the service, the Baghdad to Basra section on 20 May was by night

on 20 May, Jask to Karachi on 21 May and Karachi to Delhi was on 22 May. To speed up the service, the Baghdad to Basra section on 20 May was by night

In January 1933, the route from Athens reverted to Crete - Alexandria - Cairo - Gaza - Baghdad. - Brindisi - Alexandria and was flown by a flying boat, to Alexandria then to Cairo was by rail and Cairo to Karachi was by a *Handley Page HP 42*

Imperial Airways Routes to Africa, the Middle East, Far East, Australia & New Zealand. 1931-1941



In July 1933, the London - Delhi service was extended to Calcutta. The first flight left London on July 1<sup>st</sup> and arrived in Calcutta on July 8<sup>th</sup>. The return flight left Calcutta on July 11<sup>th</sup> and it arrived in London on July 17<sup>th</sup>. In September 1933 the service was extended to Rangoon. The flight left London on September 23<sup>rd</sup> and arrived in Rangoon on October 1<sup>st</sup>. The return flight left Rangoon on October 2<sup>nd</sup> and arrived in London on October 10<sup>th</sup>. In December 1933 the service was extended from Rangoon to Singapore via Bangkok and Alor Stetar. The flight left London on December 9<sup>th</sup> and arrived in Singapore on December 19<sup>th</sup>. The return left Singapore on January 1<sup>st</sup> 1934 and arrived in London on January 10<sup>th</sup> 1934.

In March 1936, the Karachi - Singapore service was extended to Hong Kong via Penang where it connected with the London - Singapore service. The first connecting mail from London left on 14 March. The service and left Penang on March 23<sup>rd</sup> for Saigon and arrived in Hong Kong on March 24<sup>th</sup>. The first return airmail from Hong Kong left on March 27<sup>th</sup>. From December 1937, the connection between the *Eastern Route* and Hong Kong was changed from Penang to Bangkok. The route was now via Udang and Hanoi. The *Imperial Airways* (later *BOAC*) Bangkok - Hong Kong service ceased in October 1940 and was replaced by the *CNAC* service from Rangoon via Chungking.

On 30th October 1936, the first of the Short Empire flying boats, made its first service flight on a trans-Mediterranean service.

*Imperial Airways* made a bold move and ordered 28 of these aircraft, without awaiting trials of the first aircraft. The aircraft was a success, and further orders were placed, making a total of 42. These flying boats were produced to put the Empire Air Mail Programme into operation. Previously *Imperial Airways* had had to carry passengers by train between Paris and the Mediterranean on the Empire routes. The Empire flying boats

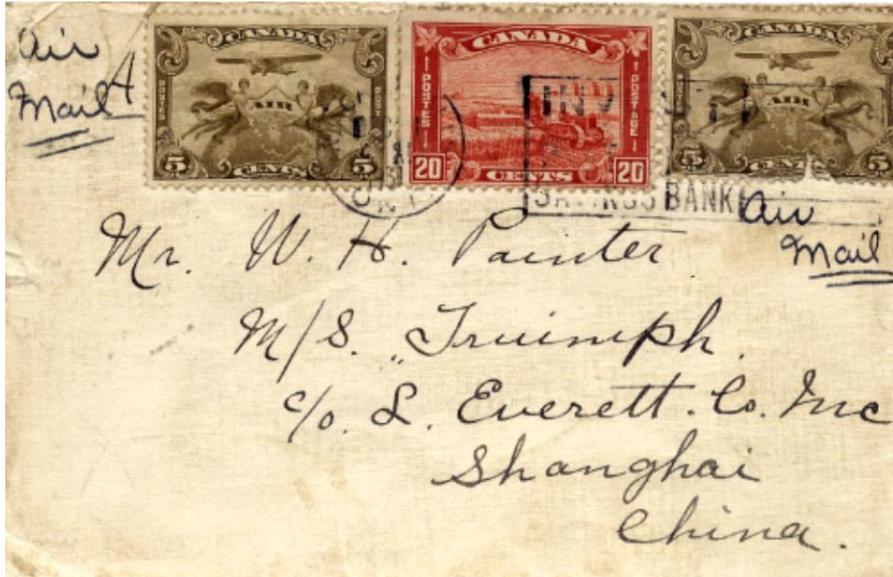


introduced an all-air route from January 16<sup>th</sup> 1937, operating from Southampton by way of Marseilles-Rome-Brindisi-Athens and Alexandria. This improvement meant that all Empire services were operated from Southampton from March 5<sup>th</sup> 1937, and Croydon was the base for European routes only.<sup>1</sup> By May 1937 *Imperial Airways* had clocked up its 40,000th service across the English Channel, as well as its 1,000th service from England to the Empire.<sup>2</sup>

<sup>1</sup> See Appendix I for a listing of airmail routes available in 1929 from London and Paris as published in *Via Airmail* pp 54-59

<sup>2</sup> On the 24th November 1939: British Overseas Airways Corporation established under the BOAC Act; the Chairman was Sir John Reith.

#### Section IV: Imperial Airways London –Karachi: 1931



Niagara, Ont. Oct. 21 1931 to Shanghai, China, Chinese b/s. Rated 30c for a letter over half an ounce but under 1 ounce.

Probably Surface to London then Imperial Airways to Karachi then surface to Shanghai. London.— Karachi service commenced March 30 1927. There was no airmail service beyond Karachi

#### Section IV: Imperial Airways Crash Cover Vancouver to India: 1936



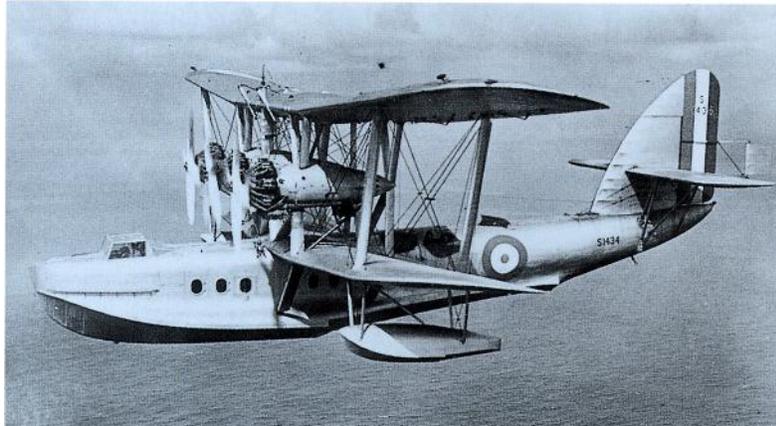
Short paid Single Rate cover Vancouver Sept. 11 1936 to Chand Khkira, India. Only 6c airmail fee pre-paid hence taxed 190 centimes, (38 cents double the deficiency) postage due. To make up the correct 25c airmail fee.

This mail left London, England September 23 1936 the Athena which burst into flames on leaving Delhi, bound for

Calcutta on September 29 1936. Most of the mail was salvaged and forwarded to destination. Salvaged India mail is found with charring but no special cachets were applied by the Indian Post Office.

### Section III: Regina to Iraq: 1938

203 Squadron of the RAF serving in Iraq was equipped with the Short Rangoon developed from the Imperial Airways commercial airliner, the Calcutta. Powered by three Bristol Jupiter XI engines.



### Imperial Airways London-Cairo-Baghdad-Basra: 1938



Regina, Sask. Oct. 21, 1938 to Basra, Iraq Nov. 8, 1938 b/s/ Maqil, Iraq Nov. 8, 1938 b/s. Rated 26c. Over paying the 25c rate by 1c.

*The reduced rate of 25c per half ounce introduced July 1 1935*

*First Canadian acceptance for mail over the extension of the Cairo Baghdad service to Basra was announced in the Monthly Supplement to the Canadian Guide for Postmasters for February 1927*

## Section III: Victoria to Iraq: 1938



Imperial Airways London-Cairo-Baghdad-Basra

Victoria, B.C. October 29 1938 to Basra, Iraq, receiver dated  
November 14, 1938 b/s and Maqil November 14 1938 transit. Rated 25c airmail fee.

## Section IV: Toronto to China: 1938



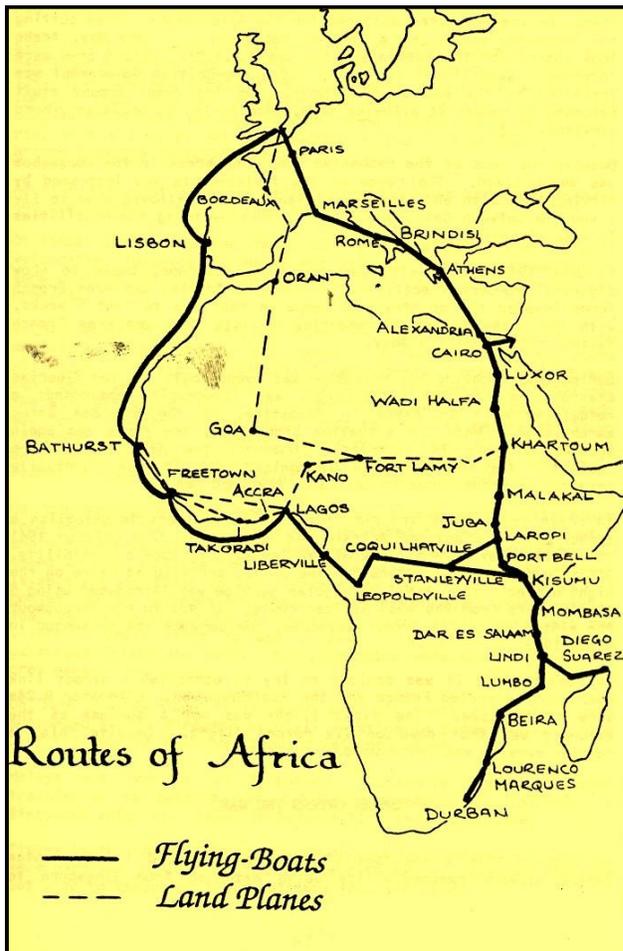
Imperial Airways London—Karachi - Penang—Hong Kong

Toronto, Ont. May 28 1938 to Shanghai, China, Hong Kong transit June 20 1938, Chinese b/s. Rated 25c per half ounce. Service to Hong Kong via Penang introduced July 1 1935

## IMPERIAL AIRWAYS ENGLAND TO AFRICA ROUTES 1930 -1938

In April 1930 the surveys of the Cairo-Cape Town route were completed, and on February 28<sup>th</sup> 1931 the first part of this route was opened with a weekly service between London and M'wanza in Tanganyika. Calcutta flying boats were used on the trans-Mediterranean section and south along the Nile from Cairo. The route from Cairo was Assuit – Luxor – Wadi Haifa – Kariema – Khartoum – Kosti – Malakal – Shambe – Juba – (for Belgian Congo Airlines) – Butiaba – Port Bell – Kisumu – Nairobi – M'Wanza see (Map 6). From September 12<sup>th</sup> 1931 the mail from Britain was often flown from Kisumu by Wilson Airways. On October 21<sup>st</sup> 1931 a feeder service was opened by Tanganyika Government plane from Dar-es-Salaam to Zanzibar – Tanga and Mombasa then by rail to Nairobi and then by Wilson Airways to Kisumu to connect with the Imperial Airways' northbound flights.

In 1931, two types of four-engine airliner were purchased: three Short flying-boats, which worked in



the Mediterranean, and two types of the Handley Page H.P. 42, 'The Heracles' class for European routes, with 38 seats, was based at Croydon, and the 'Hannibal' class for routes in Egypt, India, and Central Africa, with 24 seats (to allow for extra fuel and baggage), was based at Cairo. These airliners brought a new standard of service, comfort, and safety to passengers. Stewards served full course meals, the Pullman style upholstery was unrivalled, and even though each of the eight built flew over a million miles, no passenger was ever hurt.

The *Imperial Airways* Africa route was extended to South Africa with the first regular airmail leaving England on January 20<sup>th</sup> 1932. Mail was accepted for this flight from India. It was flown to Tiberias on the *Eastern Route* and from there to Cairo where it joined the London - Africa flight. The mail arrived in Cape Town on February 2<sup>nd</sup>

On January 20<sup>th</sup> 1932, the England-Central Africa service was extended to the Cape for the carriage of mail. Passengers first left London by air for South Africa on 27<sup>th</sup> April.

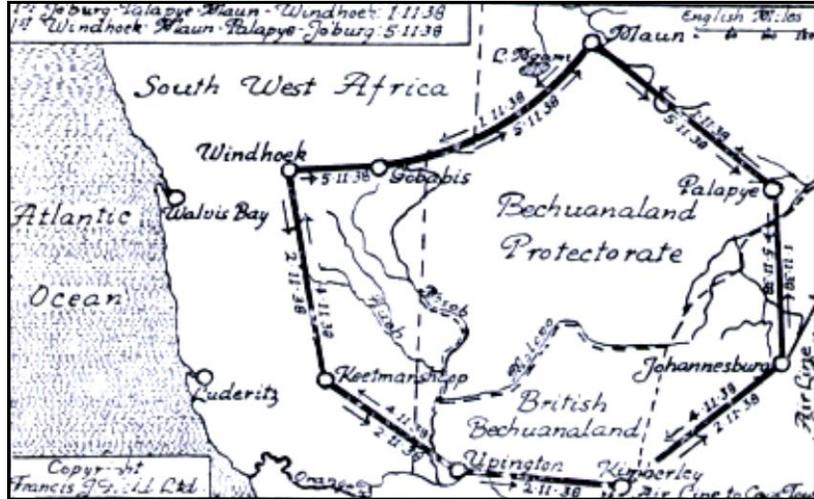
During 1932 a feeder service to South West Africa connecting with the Imperial Airways' trunk route from Kimberley was inaugurated. The route was Kimberley – Uppington – Keetmanshoop – Mariental – Windhoek – Okahandja – Omaruru – Otjiwarongo – Grootfontein – Tsumeb. The first flight was on January 27<sup>th</sup> 1932. The Feeder Service from Nairobi to Dar-es-alem operated by Wilson Airways became an all up air service from August 18<sup>th</sup> 1932.

In 1933 the Armstrong Whitworth AW15 Atalantas was introduced. It was the first monoplane ordered by Imperial Airways that offered the first significant increase in airliner cruising speed since 1919, cruising at 130 mph. It was described as 'the fastest and most luxurious aircraft designed and produced for the tropics, with ample room for passengers to walk about and chat and to enjoy

In 1933 the Armstrong Whitworth AW15 Atalantas was introduced. It was the first monoplane ordered by Imperial Airways that offered the first significant increase in airliner cruising speed since 1919, cruising at 130 mph. It was described as 'the fastest and most luxurious aircraft designed and produced for the tropics, with ample room for passengers to walk about and chat and to enjoy

refreshments'. This type operated from Central Africa to Cape Town. The first flight was the North bound Flight from Cape Town on February 28<sup>th</sup> 1933. The Alexandria – Cairo section which had heretofore been operated by rail was replaced by all up air service. In May of 1935 the Paris – Brindisi rail Link was discontinued and the mail was flown direct to Brindisi. The first flights were from Cape Town on May 7<sup>th</sup> 1935 and from Great Britain on May 16<sup>th</sup> 1935.

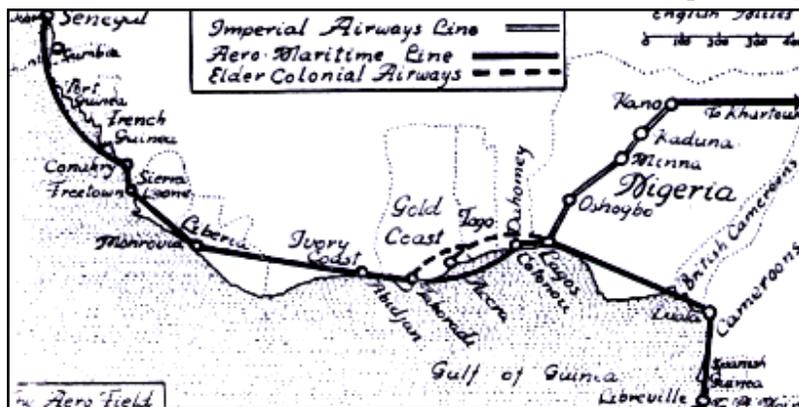
On February 19<sup>th</sup> 1936, the 'Diana' class aircraft were first used on a weekly mail service between Kano in Nigeria and London, via Khartoum, where the West African service joined the main Africa trunk route. On October 21<sup>st</sup> 1936 the Khartoum – Keno service was extended to Lagos, via Kaduna – Minna and Oshogbo.



On May 15<sup>th</sup> 1936 land aircraft were withdrawn from the England-South Africa route as far south as Kisumu in Kenya Colony to be replaced by the Empire flying boats which used the Nile bases employed by the Calcutta flying boats. On the June 2<sup>nd</sup> 1937 Imperial Airways' first through flying boat service to South Africa left Southampton. The route was Marseilles-Rome-Brindisi-Athens Alexandria-Cairo-Wadi Halfa-Khartoum-Malakal-Butiaba-Port Bell-Kisumu-Mombasa-Dar es Salaam-Lindi-Mozambique-Beira-Lourenco Marques-Durban. The route had optional stops at Macon, Mirabella, Luxor, Kareima, Laropi, Quelimane and Inhambane.

This service later carried passengers and the route terminal was extended to Accra on the Gold Coast on October 13<sup>th</sup> 1937 and to Lagos on October 15<sup>th</sup>. This route that Imperial Airways had pioneered became one of the main supply route to the Middle East during the war.

Between 1937 and 1939 a number of local feeder services operated by local airlines were introduced,



all of which connected with main Durban London service. On June 16<sup>th</sup> 1937 a feeder service was introduced between Durban and Johannesburg. On October 11<sup>th</sup> 1937 Elder Colonial Airways commenced operating a regular service between Lagos and Accra. On June 24<sup>th</sup> 1938 Elder Colonial Airways commenced operating

between Freetown Sierra Leone and Bathurst, Gambia. On November 1<sup>st</sup> 1938 South African Airways introduced a desert service to the Kalahari from Johannesburg with calls at Palapye, Maun, Gobabis, and Windhoek returning from Windhoek via Keetmanshoop, Upington, and Kimberly. From the 2<sup>nd</sup> of November 1938 mail matter was accepted from Great Britain for French Guinea, and Portuguese Guinea via the German service to Bathurst and then by Elders Colonial Airways

Gambia – Sierra Leone service. On May 2<sup>nd</sup> 1939 a regular service commenced between Lagos and Takoradi operated by Elders Colonial Airways. They also commenced flying a regular service between Freetown, Sierra Leone and Conakry, French Guinea on June 22 1929<sup>3</sup>

### Section III: Toronto to Transvaal, South Africa: 1934



#### Imperial Airways London – Cairo – Cape Town

Toronto Nov. 27 1934 to Bloemfontein, Transvaal, S.A., forwarded to East London S.A. Rated 35c airmail fee. NB the 35c. Rate was only in force from July 1 1934 to June 30 1935.

Route Airmail in Canada where available, Surface mail to London, Imperial Airways from London to Cape Town then forwarded by local carrier to East London.

<sup>3</sup> Information for this section has been taken from *Imperial Airways, England – Africa Route*, pp 43- 71

## Section III: Vancouver to Orange Free State South Africa: 1934



Imperial Airways London- Cairo-Johannesburg

*Vancouver Sept. 27, 1934 to Johannesburg, Rated 35c .Rate effective July 1, 1934 to June 30, 1935*

## Section III: Toronto to South Africa: 1936



Imperial Airways London- Cairo-Cape Town, South Africa

*Toronto Aug. 28, 1936 to Cape Town. Rated 25c.*

*The reduced rate of 25c per half ounce introduced July 1 1935*

## Section III: Montreal to South Africa: 1937



Imperial Airways London- Cairo-Cape Town, South Africa

Montreal Jan. 13 1937 to Cape Town, partial Union Castle Jan. 31, 1937 b/s. Endorsed per S.S. Bremen Air Mail from London. Rated 25c. The reduced rate of 25c per half ounce introduced July 1 1935

## Section III: Montreal to Cairo, Egypt.: 1937

Via London & Imperial Airways



Single rate cover from Toronto June 21 1937 to Cairo, Egypt. Rated 25c airmail fee.

NB the 25c. Rate was introduced on July 1 1935, and remained in effect until the introduction of the "Empire Air Mail Scheme" Feb. 23 1938.

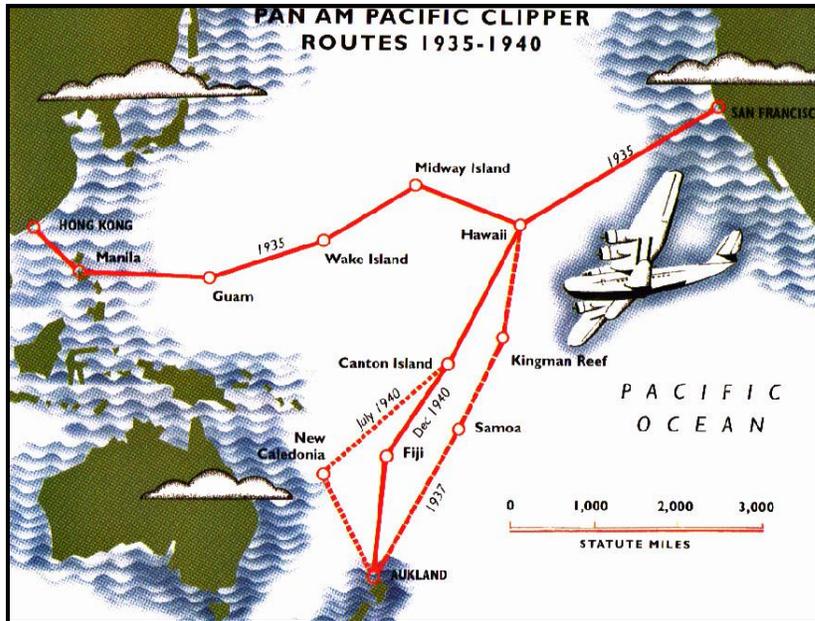
Route Airmail in Canada & U.S.A. where available, Surface mail to London per S.S. Europa from New York, Imperial Airways from London to Cairo. Through service from London to Cairo and intermediate points commenced Jan 6 1927.

### Trans-Pacific Air Mail Service by Pan American Airways :FAM 14

In the early 1930s Trippe decided to extend his empire across both the Atlantic and Pacific Oceans by ordering 10 Sikorsky S -42 Flying boats, but these planes were not large enough for the long haul across the Pacific so Trippe purchased 3 giant Martin 130 Flying boats. After a number of experimental Flights the company was able to commence regular services in November 1935

#### Pan American Trans-Pacific Air Mail Service, First Flight November 22 1935

The United States Post Office Department announced the inauguration of an air mail service from San Francisco, Calif., by Honolulu, Hawaii, and Manila, P.I., to Canton, China and return. Service will be performed via Guam and air mails will be carried also to that place. This route was designated FAM 14.



Service on the first flight will terminate at Manila. The first Flights each way are scheduled to leave on the following dates:

Westbound leave San Francisco November 22, 1935:

Eastbound, leave Manila December 2, 1935.

The rates (postage and air mail fee combined) for articles to be carried on this route are as follows: to Hawaii 25c; to Guam 50c; to the Philippines 75c.

#### Section IV: Toronto to Hawaii 1938 Via Pan-American Airways FAM 14



Triple Rate Letter Toronto April 25 1938 to Honolulu, Hawaii. Rated 75c (3 x25c rate)

Section IV: Toronto to Japan 1937  
*Via Pan-American Airways FAM 14*



*Toronto June 17 1937 to Tokyo, Japan (Imperial Hotel Tokyo July 8 1937 endorsement). Rated 75c  
 Mails for Japan were carried by surface carrier from Manila, at no extra charge.*

*Pan American  
 Airways  
 Martin 130  
 China Clipper  
 making the  
 inaugural  
 flight from  
 San Francisco  
 to Manila,  
 November 22  
 1935.*



**Section IV: Vancouver, B.C. to India: 1941**  
Via San Francisco & Pan-American Airways Clipper & B.O.A.C.



Single Rate Censored Cover from Toronto dated April 29 1941 to Palampur, India receiver dated May 17 1941 b/s. Also an illegible transit dated May 17 1941 b/s. Rated 90c airmail fee.

Route: Toronto—San Francisco—Hong Kong (Pan-American Clipper) - Penang—Calcutta, India (B.O.A.C.) for onward transmission to destination.

Trans-Pacific Clipper rate established November 22 1935.

**Section IV: Winnipeg to Hong Kong: 1939**  
Via San Francisco & Pan American Airways & Manila



Single Rate Cover from Winnipeg dated Dec. 8 1939 to Hong Kong. Rated 290c airmail fee for service via London & Hong Kong (June 20 1938 b/s).

Route Winnipeg—San Francisco—Manila—Hong Kong. Pan—American Airways extended its Pacific "Clipper" service from Manila to Hong Kong & Macau effective April 21 1937.

Rate of 90c per half ounce airmail fee inaugurated November 1935.

### Section V: Routes to Australia, New Zealand, and Pacific Islands 1934 -1941

On December 8 1934 *Imperial Airways* in conjunction with QUANTAS commenced operating from Singapore to Brisbane, Australia via the Dutch East Indies and Darwin In June 1938 service was extended to Sydney, N.S.W. *Pan American Airways* also inaugurated service from San Francisco to Australia in conjunction with *Tasman Airlines* FAM 19 via New Zealand on July 15 1940

#### Section V: Toronto to Sydney, N.S.W. 1937 Via Imperial Airways & Qantas.



Toronto, Ont. dated Dec. 8 1937 to Sydney, N.S.W. London Air Mail Section G.P.O b/s. Sydney, N.S.W. Jan 7 1938 b/s. Rated 35c airmail fee.

Route Airmail in Canada surface mail to London—Imperial Airways London—Cairo—Karachi—Singapore—Qantas Singapore—Sydney.

Rate of 35c per half ounce established July 1 1935.

Section V: Lloydminster, Saskatchewan to Nauru Island: 1937



*via Imperial Airways & QUANTAS:*

*Double rate cover Lloydminster April 1 1937, London Air Mail Section b/s. Sydney, N.S.W April 27 1939 b/s. Rated 70c (2 x35c airmail fee.) Surface mail from Sydney to Nauru Island.*

Section V: Shediac to Australia 1939



*Pan-American Airways Northern Route FAM 18 to U.K. the Imperial Airways to Australia Shediac, N.B. June 24 1939 to Brisbane via London rated 30c airmail for trans-Atlantic leg.*

## Section V: Toronto to Australia 1939



Pan-American Airways FAM 19 to Australia via New Zealand 1940

*Censored cover Toronto October 15 1940 to Brisbane, Rated 90c airmail fee  
Service commenced July 27 1940*

## Section V: Toronto to Brisbane: 1941

*Via Pan American Airways*



Toronto, Ont, dated Dec.10 1941 to Brisbane, Queensland. Rated 90c airmail fee.

Route Airmail in Canada to San Francisco Pan-American Airways FAM 19 to Auckland, then Tasman Empire Airlines Auckland—Brisbane.

Rate of 90c per half ounce established July 27 1940 the date service commenced..

NB Pan-American Airways suspended all flights over the Pacific from the U.S.A. effective December 9 1941 as a result of the Japanese attack on Pearl Harbour

## Section VI: The Empire Air Mail Scheme: 1938-1939.

### The Empire Air Mail Scheme: 1938-1939.

During the early part of 1938 the final touches were put to the Empire Air Mail Scheme. This protocol allowed those member countries of the Empire, who so wished to have their first class mail matter transmitted beyond England by airmail instead of by ship and train as the normal means of transmission. Notices appeared in the Weekly Bulletin for February 2<sup>nd</sup>, 1937 and in the February Monthly Supplement.

The February Monthly Supplement contained the following notice; -

#### **(2) Empire Air Mail Rates: -**

Postmasters are informed that effective the 23<sup>rd</sup> February 1938, the postage rate for letters posted in Canada intended to be conveyed beyond England to Empire points in Africa, India, and Malaya, served by Empire air mail routes will be 6c. per half ounce.

Transmission by air mail will be the normal means of conveyance of all first class mail from England instead of by ship and train, as no alternative means of transmission will be provided by the British Postal Administration

This provides an accelerated service for one additional 3c. stamp and reduces the present air mail rate by 75%.

The ordinary letter rate to Great Britain and Ireland is 3c. for the first ounce and 2c. for each additional ounce will remain in effect.

Full details of the new service will be published in the Post Office Weekly Bulletin for the 5<sup>th</sup> February and in the March Supplement.

The following details appeared in the Post Office Weekly Bulletin, Vol. XVIII, no. 883, (5, February 1938)

#### **Empire Air Mail Scheme: Service Beyond England for Letter Mails to certain Empire Countries to be by Air only.**

All first class mail (letters, postcards and other articles prepaid at letter rate) posted in Canada on and after the 23<sup>rd</sup> February for the following Empire Countries will be carried exclusively by air BEYOND ENGLAND under the new Empire Air Mail Scheme as the normal means of transmission instead of by surface transport as at present

### Section IV: Toronto to India Empire Airmail Rate: 1939

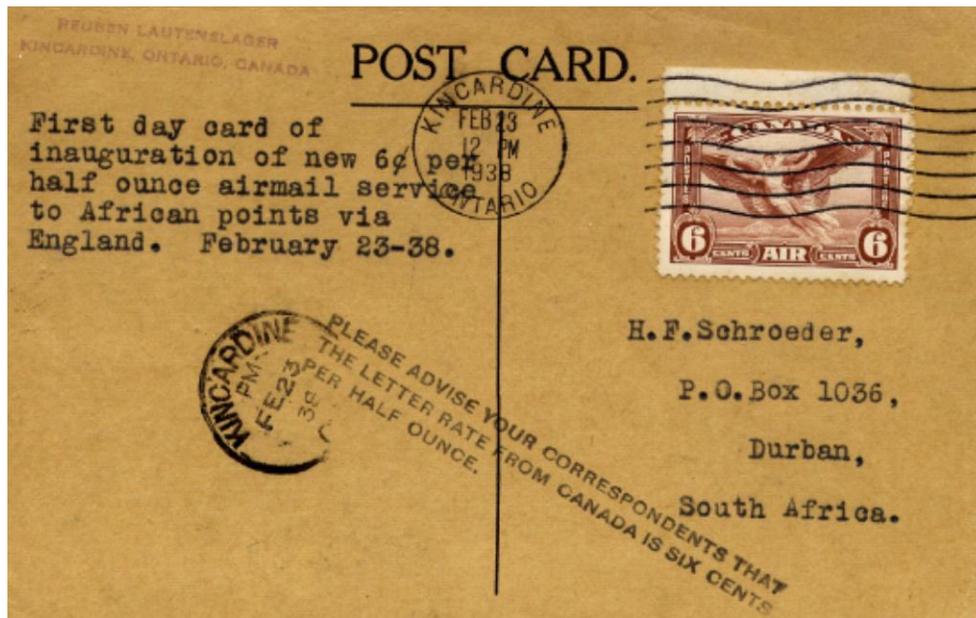


Imperial Airways London –Delhi: 1939

Single Rate preferred 6c "All Up Empire Rate" from Toronto March 17, 1939 to Lohaghat India, 2 receivers dated April 3, 1939 b/s. Redirected to Tejam, India April 7, 1939 receiver b/s. Also Bageshwar, India transit April 6, 1939 b/s.

Rate established Feb.23, 1938

### Section III: Kincardine to South Africa: 1938



Via London & Imperial Airways "All up Empire Rate"

Kincardine, Ontario February 23, 1938 to Durban Rated 6c.

"All up Rate effective February 13 1938.

### Campbellton to South Africa: 1938



#### Via London & Imperial Airways “All up Empire Rate”

Campbellton, N.B. August 14 1938 to Vereeniging September 23 1938 b/s short paid 3c of the 6c airmail rate assessed 6c postage due. “All up Rate effective February 13 1938.

#### Suspension of the “All Up” Empire Rate” October 1939

The October 1939, edition of the Monthly Supplement reported that the Canadian Post Office had received information that the Empire (“All Up”) Air Mail Scheme had been temporarily suspended

All first class mail to member countries will in future be conveyed by surface transport at the former rate of 3c for the first ounce and 2 cents for each ounce after. The rate to Iraq, Kuwait, and Trans-Jordan will be 5c for the first ounce and 3c for each ounce after.

The routing accorded mail for these countries prior to the inauguration of the “All Up” Service in February 1938 should be reverted to.

However, a restricted surcharged air mail service beyond England to former “All Up” destinations will be maintained at the air postage rate of 30c per half ounce or fraction to include trans-Atlantic air conveyance.

The same rate – 30c. per half ounce will also apply to air mail routed via England addressed to all other places in Africa, Asia, and Australasia. The above rate has been substituted for the former surcharged air mail rates of 35c. per half ounce to Africa and Asia and the 35c. per half ounce rate to Australia. If trans-Atlantic air conveyance is also desired the rate will be 60c. per half ounce.

The estimated time of transit in days from England will be roughly: three to Alexandria, four to Basra, five to Karachi, eight to Singapore, ten to Darwin, twelve to Sydney, Five to Kisumu, and seven to Durban.

### Section IV: Vancouver to India War Time Airmail Rate: 1940

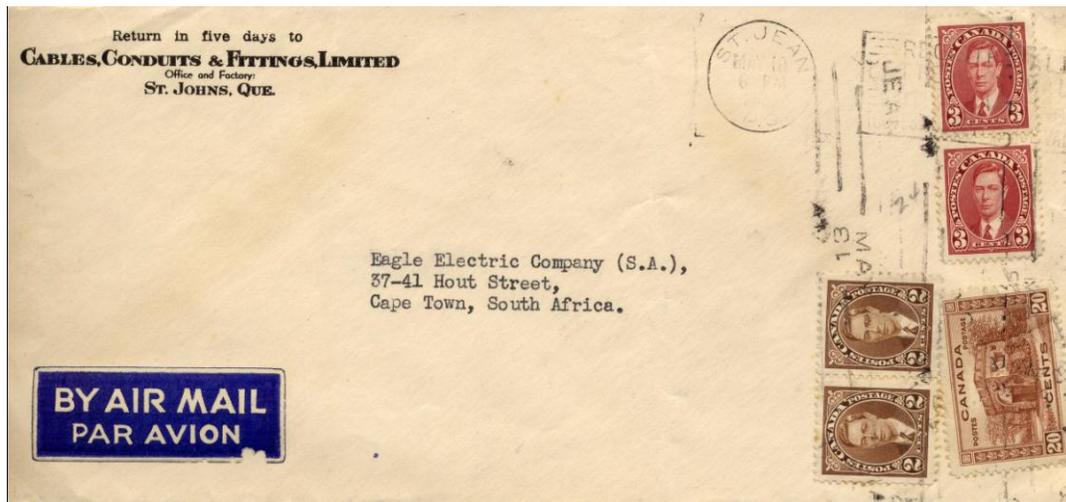


Imperial Airways Canada to India: 1940 via B.O.A.C.

Single Rate Cover from Vancouver dated March 2, 1940 to Mahim, Bombay, India March 21, 1940 receiver. b/s. Rated 30c airmail fee.

By October 1939 the British Empire Air Mail Service had been suspended and a new flat rate of 30c per half ounce that included both Trans-Atlantic airmail by Pan-American Airways to Lisbon, rail and ferry to London then B.O.A.C. to India had been instituted

### Section III: St. Jean to South Africa: 1940



St. Jean, P.Q. to Cape Town 1940

Via Pan-American Airways FAM 18 & BOAC.

St. Jean, P.Q. May 10 1940 to Cape Town, South Africa. Rated 30c

N.B. The "All Up Empire Rate" was suspended in October 1939 and a limited airmail service to all "All Up" destinations would be maintained at 30c per half ounce including trans-Atlantic air conveyance.

### War Time Routes—Caribbean, Central & South America: 1939-1941

World War II had only a limited effect on the movement of mail to the Caribbean, Central and South America. Certain classes of mail were subject to censorship both in Canada and overseas.

#### Grimsby Beach, Ontario to Venezuela FAM 5 : 1940



Single Rate cover from Grimsby Beach, Ontario, dated July 18 1940 to Caripito, Venezuela (Caracas, Venezuela Receiver dated July 22 1940. Rate 25c per per 1/2 ounce established June 1 1940

#### Toronto to Venezuela FAM 5: 1941



Single Rate Censored cover from Toronto dated May 18 1941 to Caripito, Venezuela

## Vancouver to Cuba FAM 5: 1941



*Censored cover from Vancouver dated August 17 1941 to Habana, Cuba. Faint Habana receiver b/s. Via Kingston, Jamaica  
Rate 10c per 1/4 ounce established November 1937*

## Torto to Barbados FAM 6: 1942



*Single Rate Censored cover from Toronto dated May 11 1942 to St. Michael, Barbados. Rated 10c Airmail fee. Circulation Branch G.P.O. Barbados receiver November 21 1942 b/s.  
Rate 10c per 1/2ounce established December 15 1937*

## Toronto to Peru FAM 9: 1943



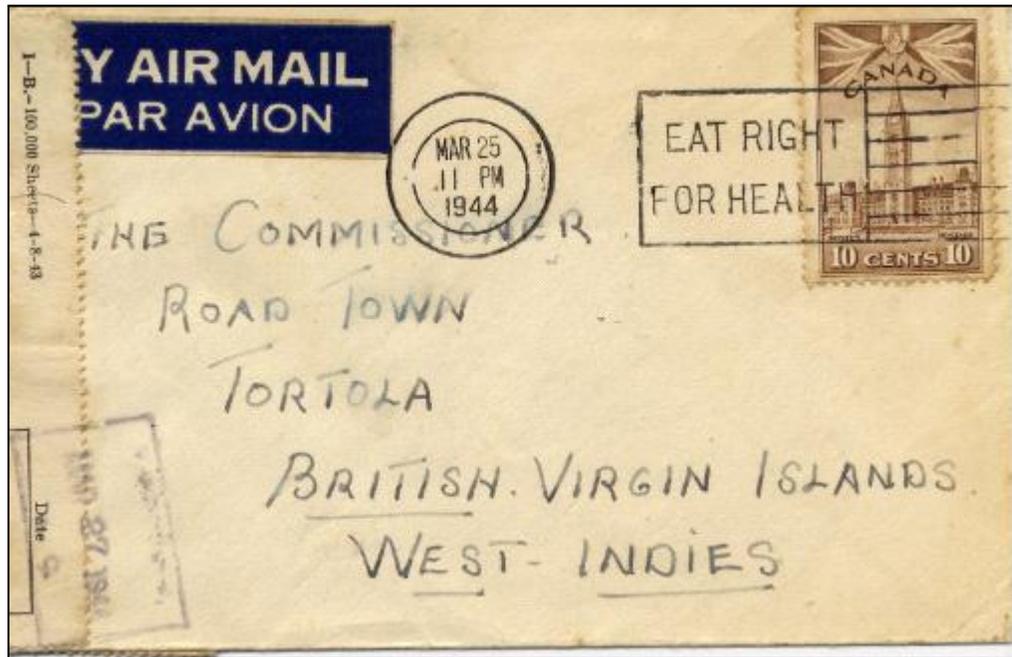
Single Rate Censored cover from Sarnia, Ontario dated June 3 1943 to Talara, Peru receiver dated June 12 1943  
b/s. Rated 35c airmail fee. Rate 35c per per 1/4ounce established December 15 1937

## Edmonton to Ecuador FAM 9: 1943



Single Rate Censored cover from Edmonton dated August 12 1943 to Quito, Ecuador, August 22 1943 receiver  
b/s. Rate 25c per per 1/2ounce established June 1 1940

## British Columbia to British Virgin Islands FAM 6: 1944



Single Rate Censored cover from B.C. Canada March 25 1944 (Blind Cancel) to Road Town, Tortola, British Virgin Islands. Receiver dated April 5 1944. Also Charlotte Malie April 3 1944 transit. Rated 10c. Airmail fee. Opened and examined under regulations of The Federal Exchange Control Board and officially resealed. Rate 10c per per 1/4 ounce established December 15 1937

## Toronto to Cristobal, FAM 5 1945



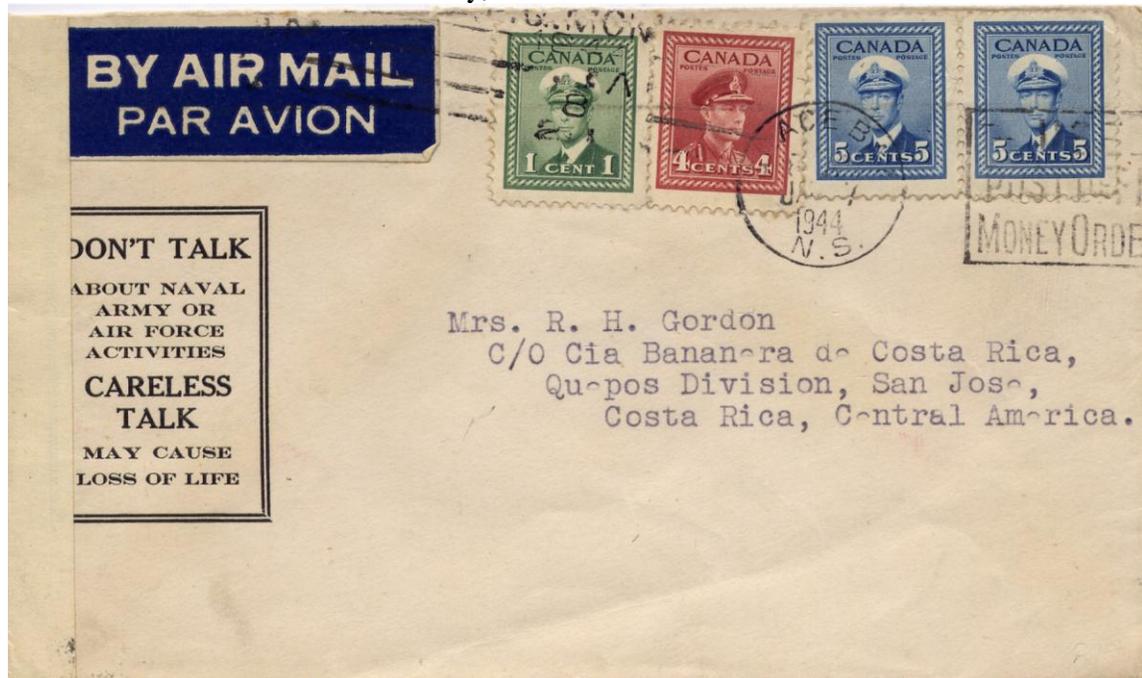
Toronto October 19 1945 to Cristobal, Canal Zone. Panama Agencies receiver October 24 1945 b/s.

## Toronto to Columbia FAM 5: 1945



Single Rate cover from Toronto dated August 16 1945 to Barranca—Bermaja, Columbia, receiver dated August 21 1945 b/s.

## Grace Bay, N.S. to Costa Rica 1944



Censored cover Grace Bay, N.S. Dated January 7 1944 to Costa Rica. Rated 15c airmail fee

## Section IIb: War Time Routes-Trans-Atlantic Routes: 1939 – 1941

The outbreak of the Second World War in September 1939 severely curtailed many of the airmail services used by the Canadian Post Office. One of the earliest casualties was to the North Atlantic routes flown by *Imperial Airways* and *Pan-American Airways* to Europe

Initially *both Imperial Airways/B.O.A.C.* and *Pan-American Airways* cancelled their direct routes to the United Kingdom via Botwood and Foynes. *B.O.A.C.'s* last flight from Montreal was on the September 28 1939 and *Pan-American's* last flight from Shediac was on September 30 1939. *Pan-American Airways* continued to operate its southern route via the Azores to Lisbon Portugal, where mail for Northern Europe and Britain was forwarded by rail and ferry. In June 1940 a feeder service was commenced from Britain to Lisbon to connect with the *Pan-American* Trans-Atlantic service.

### Trans-Atlantic Airmail 1941-45

The conveyance of mail by air over the Atlantic during the Second World War is confusing. From my own research and information found in the following documents. However I believe some points can be clarified. The documents and publications I will be refereeing to are the *Monthly Supplements and the Weekly Bulletins. Guides to Post Masters*; Charles R. Entwistle, *Wartime Airmails: Great Britain Transatlantic & Beyond*, (Chavril Prees ); Carl A Christie *Ocean Bridge The History of Ferry Command* (Toronto: University of Toronto Press)

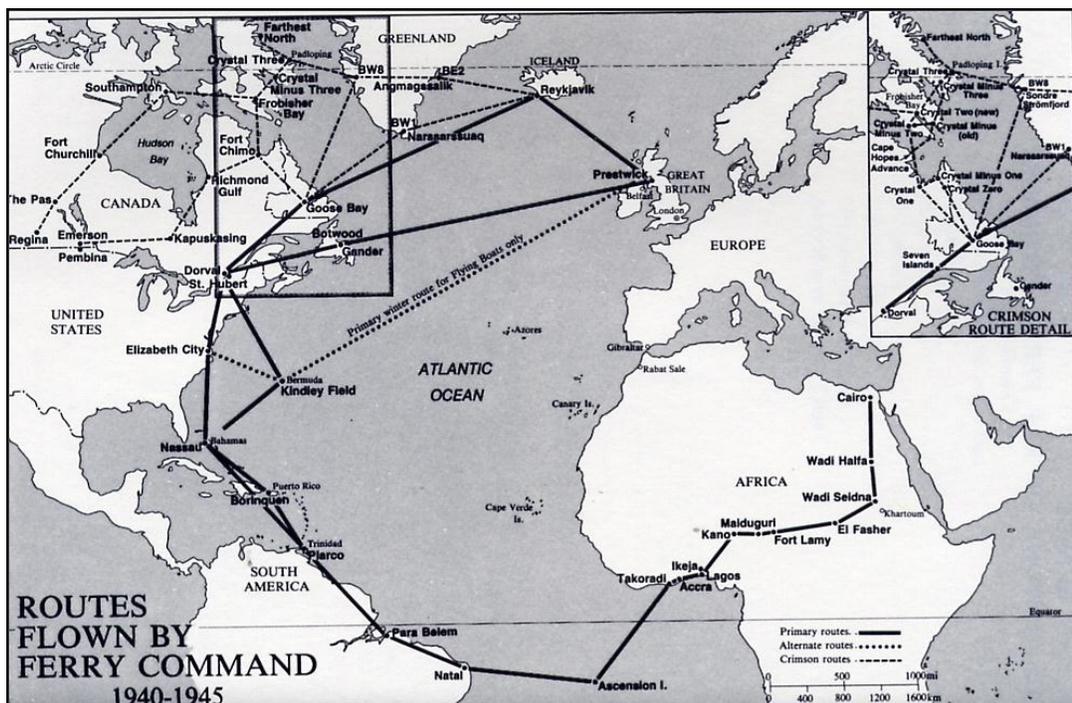
As far as *Pan-American Airways* is concerned the story starts with the Japanese attack on Pearl Harbour in December 1941, which resulted in the suspension of both the trans-Atlantic service to Lisbon and the Pacific services. (Entwhistle p14), however by January 1942 *Pan-Am* had re-established its trans-Atlantic route on an irregular basis flying over the Southern Route; New York, Bermuda, Lisbon. In May of 1942 *Pan-Am* re-established a summer service over the Northern route from New York, via Canada, and Newfoundland to Foynes, (Entwhistle p.15) this is supported by an announcement that appeared in *The Weekly Supplement* for May 2 1942 as follows:

**Trans-Atlantic Air Mail (Northern Route):** - The trans-Atlantic air mail service from Canada to the United Kingdom via Newfoundland and Eire (Northern Route), is to be resumed at once by Pan-American Airways.

The air mail rate, including postage from Canada to destinations in the United Kingdom, and Eire is 30 cents per half ounce, or fractions thereof. This rate will include conveyance over Canadian domestic air routes where necessary.

Such air mail should be endorsed 'Via trans-Atlantic air mail

The Situation regarding *BOAC* operations is somewhat clouded by the fact that the airline was in fact wearing two hats; that of a commercial airline and that of an agent of the Ministry of Aircraft Supply, tasked with administrating the North Atlantic Return Ferry Organization. On June 22 1942 Commercial flights operated from Baltimore to Foynes Flying over the following route in Summer time: Foynes, Lisbon, Bathurst (West Africa), to Lagos back to Foynes then via Newfoundland to Baltimore. During the winter the route was Foynes, Lisbon via Bathurst, Lagos Bathurst Belem, Trinidad, Bermuda, Baltimore. (Entwhistle p 13) the planes operating this service could only carry official s and mail to and from armed forces personnel. The first flight from New York via Bermuda and Lisbon to to Foynes then on to West Africa returning to Foynes in July with 44 passengers and 1,760 lbs of mail



BOAC crews operating the Return Ferry service flew modified Liberators on a route Prestwick, Iceland, Greenland Gander/Goose Bay, Montreal. From Prestwick they carried aircrew engaged in the trans-Atlantic delivery of war planes to Britain. On the flights back to England flying the same route in reverse they carried non-paying passengers on military business, air Express and mail. (Ocean Bridge p 84). During 1941 98,000 lbs of mail was carried; 200,000lbs in 1942 and 300,00 lbs in 1943. (Entwhistle p 10)

Meanwhile the United States American Export Lines was placed under contract to the United States Naval Air Transport Service to carry U.S. Forces mail between the States and Britain using Flying-boats The first flight took place June 1942 operating a summer service from Washington via New York, Boston, and Gander to Foynes.

In January 1943 space had become a premium and both the American and Canadian Post Offices informed their clients that they could not guarantee the carriage of mail paid at air mail rates by air. Airgraphs and V mail and lightweight air letters were unaffected (Entwhistle p 15) This embargo was lifted in Summer of 1943.

On July 22 1943 Trans-Canada Airlines operating a converted Lancaster started operating a service from Montréal to Prestwick carrying mail to and from the troops in Britain. This service continued to operate year round.

On 15<sup>th</sup> December 1943 RCAF started its "Mailcan" service from Rockcliffe, Ontario to Prestwick using Flying Fortress B-17s. (In its first full month of service it carried 111,600lbs of mail. In late January the service was extended from Prestwick to Gibraltar, Algiers, Foggia, Bari, Naples and Cairo. (In November HQ was moved to Rabat Morocco and the Rockcliffe Prestwick leg discontinued. ( Entwhistle p 17)

By the start of 1945 there was a 6 times a week service flying Prestwick, Gander, Montreal and this was increased to seven times a week on April 26, 1945. Refueling stops were available at Reykjavik, Goose Bay, Lagens (Azores) or Bermuda.

A Philatelic Note: On 4<sup>th</sup> May 1941 the first East-west bound plane arrived St. Hubert, May 9 1941 covers are know date stamped 4<sup>th</sup> May 1941 in Britain and also with Same date in Newfoundland. (This Flight from the U.K was delayed 24 hours due to enemy bombing, and again at Gander because of bad weather.) ( Entwhistle p 11). The Return flight from Montreal carried 4 passenger and 200lbs of mail. Over the next two months 20 flights were made in each direction 9,598lbs of mail was carried from Canada and 869 lbs of mail from Britain to Canada (Entwhistle p 11)

### Assiniboia, Sask. to England: 1942

Via War Time Airmail routes.



Carried over War Time Airmail Routes operated by B.O.A.C.

*Assiniboia, Sask. Oct. 22 1942 To Kew gardens, London. Flown to Montreal then by B.O.A.C./Ferry Command to Prestwick. Rate 30c per half ounce*

**Vancouver to the Netherlands: 1940**  
Via Pan-American Airways Southern Route



**Pan-American Airways Southern Route: New York –Bermuda—Horta– Lisbon**  
*Censored Toronto Jan 2, 1940 to Amsterdam. Flown New York then Lisbon then surface. Rate 30c*

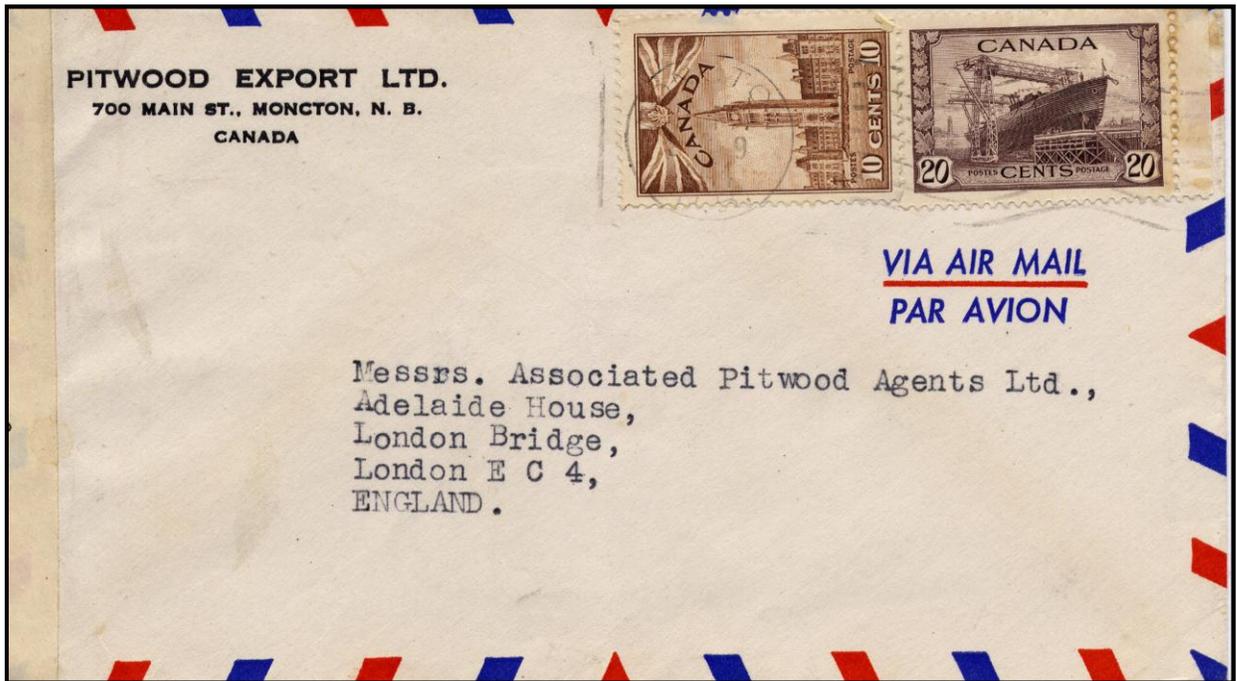
**Winnipeg to England: 1943**  
Via B.O.A.C. Northern Route



**Carried over War Time Airmail Routes operated by B.O.A.C.**

Winnipeg Aug ? 1943 to Bristol. Flown Winnipeg Montreal then B.O.A.C./Ferry Command to Prestwick.

**Toronto to England: 1944**  
Via B.O.A.C. Northern War Time Route



*Single rate censored cover from Toronto, Ont., dated Dec. 9 1944 to London, England. Rated 30c trans-Atlantic airmail fee. Opened and examined by British censor 455 Route Montreal—Gander/Goose Bay—Prestwick or Montreal—Goose Bay—Reykjavik—Prestwick.*

**Montreal to Bermuda FAM 18: 1942**



*Pan-American Airways Southern Route: New York—Bermuda FAM 18. Montreal Nov. 23, 1942 to Bermuda. Paid 16c overpaying the 15c rate by 1c.*

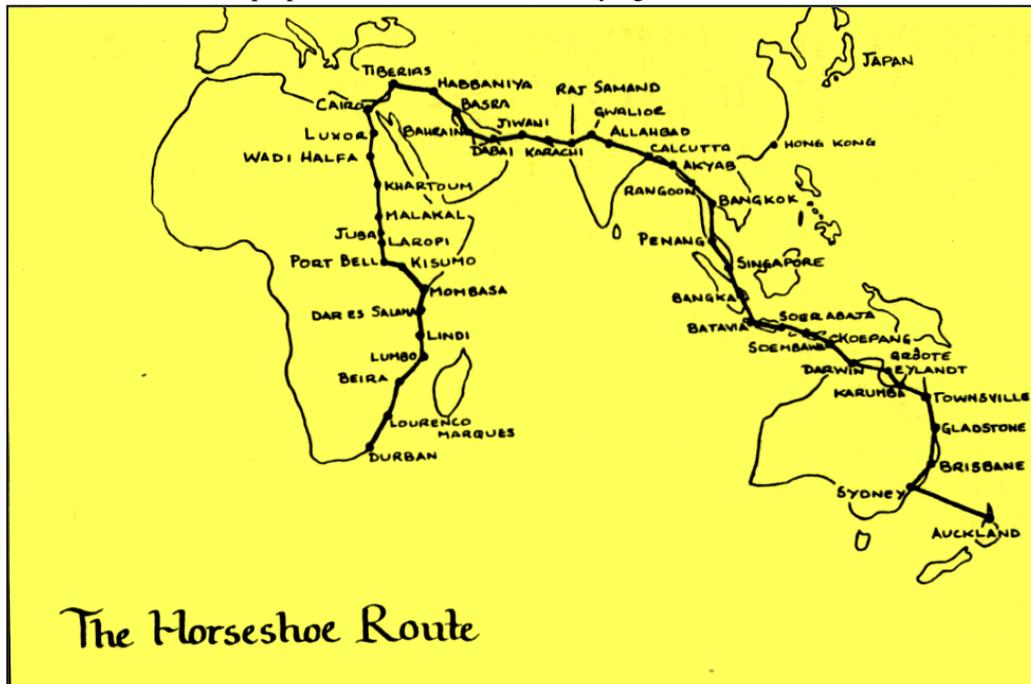
## Section VII: War Time Routes to Africa, the Middle East, India, Unoccupied China, Australia and New Zealand

The outbreak of the Second World War in September 1939 severely curtailed many of the airmail services used by the Canadian Post Office. One of the earliest casualties was to the North Atlantic routes flown by Imperial Airways and Pan-American Airways to Europe. Pan American Airways terminated its trans-Atlantic flights at Neutral points. The Southern route terminated at Lisbon, Portugal and the Northern Route at Foynes, Eire until the Northern route was cancelled with the departures from New York and Foynes of the 30th September and 4th October respectively. Another early casualty was the "Empire Airmail Scheme" which was cancelled in October 1939 and rates reverted to the pre all-up rate as established in February 1938.

There was no immediate effect for airmail services beyond Great Britain over the existing Imperial Airways routes<sup>4</sup>

### The Horseshoe Route

The German advances across Europe and Italy's entrance into the war on the side of the Axis powers between May 10<sup>th</sup> and June 10<sup>th</sup> 1940 caused the traditional route from Britain across Europe to the central hub at Cairo to be cut. One proposal was that the B.O.A.C flying boats would miss Britain and the



Mediterranean altogether and would fly a giant horseshoe from Durban, South Africa to Sydney Australia passing through East and Central Africa, Sudan and Egypt, through Palestine, Iraq, the Persian Gulf, India, Burma, Siam, Singapore, Netherlands East Indies, and on to Australia. This service was operational from June 19 1940 with a weekly service from each end. Mail was dispatched from Britain to Durban by ship. In October 1940 an airmail route from London to Lisbon and Lagos was inaugurated.<sup>5</sup>

<sup>4</sup> In 1938 It was announced that Britain's two major commercial airlines, Imperial Airways and British Airways would be merged into one company B.O.A.C. In August 1939 the British Overseas Airways Act became law and in November 1939 British Overseas Airways Corporation was established effective April 1940. *Wartime Airmails: The Horseshoe Route*, (Perth, Scotland: the Chavril Press 1997) pp 5-6\

<sup>5</sup> Ibid. pp 8-9

**Fig.1 Via San Francisco – Hong Kong – Cairo**

Double Censored cover dated Montreal January 1 1941 to Eseka, Cameroon's March 17 1941 receiver b/s. Victoria, Hong Kong transit February 19 1941 b/s. Kano, Nigeria transit March 11 1941 b/s. Various Censor h/s. purple Not opened by censor, Red half circle Censor h/s. British opened by Censor C.63 label and Fre French oval military censor label. Double circle Territory du Cameroon's Controle b/s.

Rated 90c per half ounce. Established August 9 1940. Route: Airmail to San Francisco. Pan-American FAM 14 to Hong Kong. BOAC to Khartoum. The SABENA to Kano and onward.

**Fig. 2 Via San Francisco – Hong Kong – Cairo**

Censored cover dated Toronto August 5 1941 to Cairo, Egypt Faint purple Toronto, Ont. Aug 1941 d/s. Cairo circular Censorship h/s. Also "PASSED FOR EXPORT" h/s.

Red 2 line endorsement "VIA SAN FRANCISCO/TRANS-PACIFIC CLIPPER." Also red s/l "TRANS-PACIFIC CLIPPER" h/s.

Rated 90c per half ounce. Established August 9 1940. even though the rate as August 1 1941 had been raised to \$1.10 but instructions from the U.S. Post Office were that mail was to be passed at the old rate until the new rate had been properly publicized.

Route: Airmail to San Francisco. Pan-American FAM 14 to Hong Kong. BOAC to Cairo.

September 1940 as a temporary measure the United States Post Office's accepted airmail materiel destined for East and South Africa to be flown from the United States via San Francisco, Singapore or Hong Kong and then via the "Horseshoe Route (BOAC) to Africa. The Post Office announcement was as follows.

*There is no connection for airmails to be sent via the trans-Atlantic route for countries in East Africa and South Africa. .... Airmail service is now available via trans-Pacific route (Pan American Airways FAM 14), onward from Hong Kong via Indo-China, Thailand (Siam), Burma, India, Iraq, Egypt, Sudan, Kenya-Uganda, Tanganyika, Nyasaland, Mozambique, Northern Rhodesia, and Southern Rhodesia, to the Union of South Africa. The frequency of service is once a week. (U.S. Post Office Department, Supplement September 1940).*



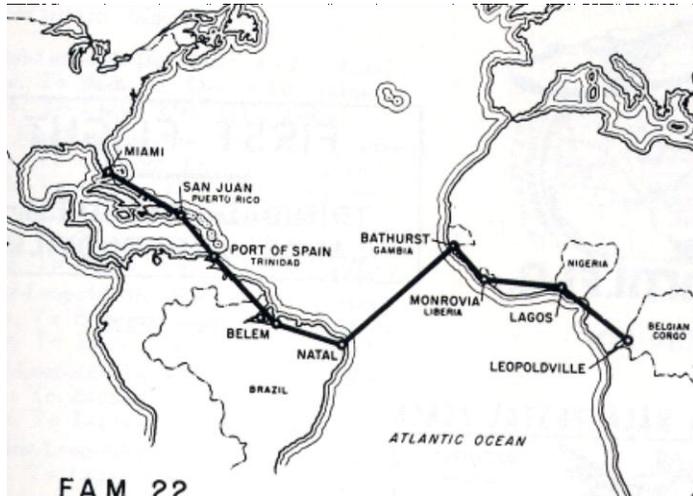
The U.S. Post Office believed that mail sent over this route would save between 7 and 10 days transit time. Airmail fees, however were more expensive than the traditional BOAC route. Rates were initially set effective

August 6 1940 at 70c per half ounce to the Sudan, 85c per half ounce to Kenya-Uganda, Madagascar, Tanganyika, & Zanzibar, 90c per half ounce to North & South Rhodesia, Nyasaland, 95c to South Africa & Southwest Africa. Effective November 6 the rate to Madagascar,

Mauritius & Mozambique was set at 90c per half ounce. On July 18 1941 a flat rate of \$1.10 was established (August 1941 *U.S. P.O. Bulletin*).

The Japanese attacks on Pearl Harbour, Hong Kong and the Netherlands East Indies in December 1941 caused further disruption to airmail services available to Canadians and the creation of new innovative routes and a curtailment of all airmail service to Australia and New Zealand..

In early 1942 the American Government in conjunction with Pan- American Airways developed an alternate service from New York via Miami, and Brazil to Gambia, Nigeria, Gold Coast, Egypt, Belgian Congo, Uganda, Kenya, Tanganyika, Northern & Southern Rhodesia, Nyasaland, Mozambique, Angola, and the Union of South Africa. (FAM 22)



The Frequency of service will be twice a month. Where air transmission via this route is required, letters should be endorsed "Via Miami" and forwarded to Montreal to be included in air mails which will be made up by that office for dispatch by this service. . Postage should be prepaid as follows per half ounce, to Gambia, & Nigeria, 65 cents, the Gold Coast & Egypt, 90 cents, Belgian Congo, Uganda, Kenya, Tanganyika, Northern and Southern Rhodesia, Nyasaland, Mozambique, Angola, and the Union of South

Africa, 75 cents (*Monthly Supplement January 1942*)

This service was extended in January 1942 via Miami and Brazil to Gambia, Nigeria, Gold Coast, Egypt, Belgian Congo, Uganda, Kenya, Tanganyika, Northern & Southern Rhodesia, Nyasaland, Mozambique, Angola, and the Union of South Africa. Postage should be prepaid as follows per half ounce, to Gambia, & Nigeria, 65 cents, , the Gold Coast & Egypt, 90 cents, Belgian Congo, Uganda, Kenya, Tanganyika, Northern and Southern Rhodesia, Nyasaland, Mozambique, Angola, and the Union of South Africa, 75 cents.

In March of 1942 it was announced that the airmail service via Miami, Brazil & West Africa has now been extended to unoccupied China, rate 75 cents per quarter ounce. Endorsement 'Via Miami & West Africa. (*Monthly Supplement March 1942*)

In May of 1942 the British Government introduced a land plane route in the Middle East to cope with the volume of supplies and mail The route ran from Aden along the coast of Saudi Arabia to Oman and then across the Persian Gulf to Jiwani in India.<sup>6</sup>

In April 1942 it was announced that there would be no acceptance for surface mail to unoccupied China only airmail matter would be accepted at the rate of 75c per quarter ounce as of April 1942. All mail for unoccupied China should be endorsed Via Miami and West Africa and by CNAC (China National Air Corporation) from Calcutta. (*Monthly Supplements April 1942*).

<sup>6</sup> *The Horseshoe Route* p 18

On June 18 1943 an emergency service specifically for diplomatic and troop mail was commenced from Kegalla, Ceylon (Sri Lanka) to Perth Australia. This service was flown by specially adapted Catalina flying boats operated by B.O.A.C. and QUANTAS. The Service from Ceylon was eventually extended to Karachi to connect with eastern section of the Horseshoe route.<sup>7</sup> In October 1943 a partial airmail rate to Unoccupied China was announced; surface mail to India then airmail from India at 40c per half ounce. Letters had to be endorsed "By Air from India"

### Section VI: Toronto to Belgian Congo: 1942

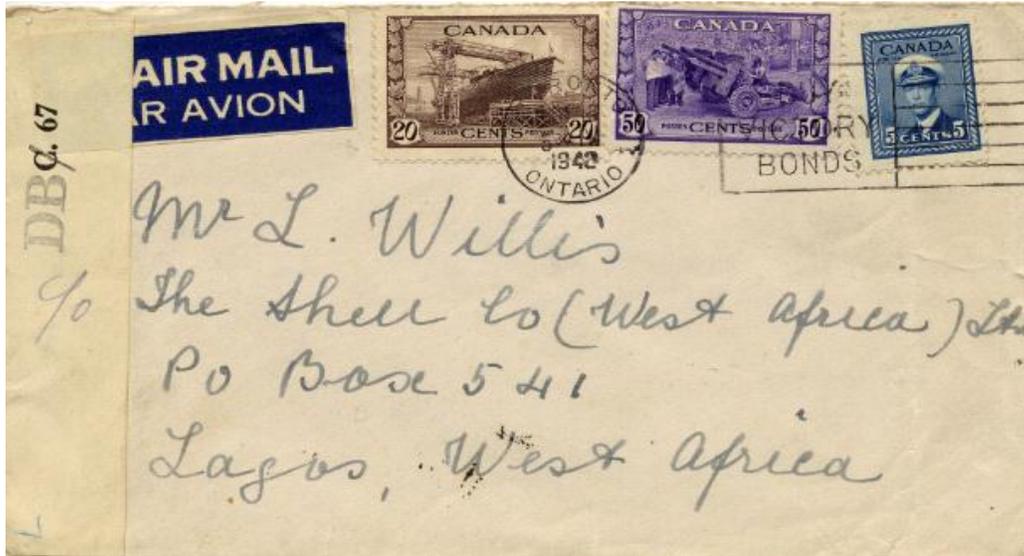


#### Miami—Leopoldville, Belgian Congo; FAM 22

*Censored cover from Toronto, dated Oct. 31 1942 to Boende, Belgian Congo. Rated 75c airmail fee Carried over the war time route FAM 22 operated by Pan American Airlines from Miami to Lagos and to Leopoldville, Belgian Congo (Nov. 17 1942 b/s forwarded to Boende Nov.18 1942 b/s. Canadian acceptance for the following service commenced Feb. 1 1942*

<sup>7</sup> Ibid. p 19

### Toronto to Lagos, Nigeria: 1943



Via Miami and Lagos FAM 22

*Censored cover from Toronto, dated Oct. 19 1943 to Lagos, Nigeria. Rated 75c airmail fee Carried over the war time route operated by Pan American Airlines from Miami to Lagos , receiver dated November 29 1943. Canadian acceptance for the following service commenced Feb. 1 1942*

### Toronto to England: 1944

Via B.O.A.C. Northern War Time Route



*Single rate censored cover from Toronto, Ont., dated Dec. 9 1944 to London, England. Rated 30c trans-Atlantic airmail fee. Opened and examined by British censor 455 Route Montreal—Gander/Goose Bay—Prestwick or Montreal—Goose Bay—Reykjavik—Prestwick.*

#### Section VI: Saskatoon to Mauritius: 1944



**Via Miami Pan-American Airways FAM 22 to Lagos, SABENA to Khartoum, Imperial Airways to Durban & local carrier to Mauritius**

*Registered Saskatoon dated Feb 19 1944 to Port Louis, Mauritius May 20 1944 b/s. 2 Saskatoon Feb. 19 1944 b/s, oval Regina. Sask Air Port Feb. 19 b/s. Montreal, Canada Feb. 20, 1944 b/s. Montreal P.Q. Feb. 20 1944 b/s. 2 Montreal D of Air Feb. 21 1944 b/s, Miami Feb, 22 1944 b/s General Post Office, Mauritius May 20 1944 b/s.*

*Rated 75c airmail fee plus 10c registration fee. (Mail first accepted over this route Feb 1 1942.)*

#### Section IV: Toronto to China: 1945



Pan-American Airways to China via Miami— West Africa— India to China 1945  
 Toronto June 9 1945 to Shanghai Chinese receiver b/s and Chinese chop. Rated 75c per quarter ounce.

### Conclusion

After the end of World War II Canada was able to properly develop its own airlines, Air Canada and Canadian Airlines and no longer had to rely on foreign carriers to carry its overseas mail.

## Appendix I: Postal Rates 1931 - 1946

### United States Foreign Airmail Rates to Central America, South America, and the Caribbean

August 1, 1928 (or inauguration of service) through 1930

The rates listed in this table are either the first date of the Rate or the first date that notice was given. Rates are per half ounce or fraction thereof, unless other wise noted.

Country	Date of Inauguration	Rate	Date of Subsequent Rate Changes	Rate
Argentina [*4]	Oct. 14, 1929	75c.	Jan. 1, 1930	55c.
Bahamas {1}	Jan. 2, 1929 per half ounce Subsequent Ounce	5c. 2c.	Mar. 20, 1929	5c.
Barbados	Jan. 1, 1930	20c.		
Bolivia [*2,5]	Aug. 1929	55c.	Jan. 1, 1930	40c.
Brazil	Nov. 10, 1930	50c.		
Canal Zone	Feb. 4, 1929 per half ounce plus 2c. per ounce	25c.	Mar. 20, 1929 Jan. 1, 1930	25c. 20c.
Chile [*3]	Jul. 16, 1929	70c.	Jan. 1, 1930	20c.
Colombia [*1]	May 14, 1929	40c.	Jan. 1, 1930	30c.
Costa Rica	Jan. 1, 1930	20c.		
Cuba	Aug. 1, 1928 per half ounce plus 2c. per ounce	5c.	Mar. 20, 1929	5c.
Dominican Republic	Jan. 9, 1929 per half ounce plus 2c. per ounce	10c.	Mar. 20, 1929	10c.
Dutch West Indies [1] Curacao, Bonaire Aruba St. Martin, St. Eustatius. Saba [*1]	June 21, 1929	40c.	Jan. 1, 1930	30c.
Ecuador [*1]	Jul. 16, 1929	40c.	Jan. 1, 1930	20c.
Guadeloupe (inc. Desirade, Les Saintes, Marie Galante, Petite Terre, St. Bartolomew, French St. Martin)	Oct. 1929 Oct. 1929	25c. 25c.	Jan. 1, 1930 Jan 1 1930	20c. 20c.
Guatemala	Sep. 1, 1930	15c.		
Guianas (British, French, Dutch)	Sep. 20, 1929	40c.	Jan 1, 1930	
Haiti	Jan 21, 1929 per half ounce plus 2c. per ounce	10c.	Mar. 20, 1929	10c.
Honduras British Honduras Republic of	Sep. 21, 1929	15c.		
Jamaica	Dec. 2, 1929	10c.		
Leeward Islands Anguilla, Antigua, Barbuda, Dominica, Montserrat, Nevis, Redonda, St. Christopher, St. Kitts, Brit. Virgin Isl.	Oct. 1929	25c.	Jan. 1, 1930	20c.
Martinique	Oct. 1929	25c.	Jan. 1, 1930	20c.
Mexico	Oct. 1, 1928	20c.	Feb. 1929 per 1 <sup>st</sup> . ounce For each additional ounce	5c. 10c.
Mexico				
Nicaragua	May 21, 1929	25c.	Jan. 1, 1930	15c.
Panama	May 22, 1929	25c.	Jan. 1, 1930	20c.
Paraguay [*4,6]	Jan. 1, 1930	55c.		
Peru [*2]	May 14, 1929	55c.	Jan 1, 1930	40c.
Puerto Rico	Mar. 20, 1929 per half ounce plus 2c. Mar. 20, 1929 per half ounce plus 2c. ounce	10c.	Jan 1, 1930	10c.
El Salvador	Jan. 1, 1930	15c.		
Trinidad	Sep. 20, 1929	25c.	Jan. 1, 1930	20c.
Uruguay [*4, 6]	Jan. 1, 1930	55c.		
Venezuela [*1]	Jan. 1, 1930	30c.		
U.S. Virgin Islands	Sep. 20, 1929	10c.		
Windward Islands Grenada, Grenadines, St. Lucia, St. Vincent	Oct. 1929	25c.	Jan. 1, 1930	20c.

[\*1] Service available by sea from United States to Cristobal, thence by air, at 15c. per half ounce United States Postal Guide Supplements For June, August & September 1929.

[\*2] Service available by sea from United States to Cristobal, thence by air at 30c. per half ounce. United States Postal Guide Supplements for June & August 1929

[\*3] Service available by Sea from the United States to Cristobal. Thence by air, at 45c. per half ounce. United States Postal Guide Supplement August 1929.

[\*4] Service available by sea from United States to Cristobal, thence by air, to Buenos Aires, thence by surface means at 50c, per half ounce. United States Postal Guide Supplement for October 1929.

[\*5] By air to Mollendo, Peru, thence by ordinary means to Bolivia. United States Postal Guide Supplement October 1929.

[\*6] By ordinary means from Buenos Aires at 75c, per half ounce...? United States Postal Guide Supplement October 1929.

{1} The Airmail Rate from August 1, 1928 to March 20, 1929 was in addition to the regular 2c. per ounce domestic rate.

### **Imperial Airways London to Continental Europe the Middle East India and Parts of Africa- Routes and Rates**

(as published in the July 1929 *United States Postal Guide*)

**The airmail fees on the following routes are in addition to the ordinary postage to the country in question, except as noted. For letters 5c. for the first ounce and 3c. for each additional ounce or fraction thereof, and 3c. for post cards**

From London	To North Africa – Algeria, Morocco (French Zone), Tangier, Tetuan, Larache, Tunis. [Ordinary postage to Tangier 2c. per ounce for letters. 1c. for postcards]	8c.
From London	To West Africa – French Guinea, Senegal, Gambia, Belgian Congo & Sierra Leone	24c.
From London	To Austria	6c.
From London	To Belgium	4c.
From London	To Cyprus	4c.
From London	To Czechoslovakia	6c.
From London	Danzig (free City)	4c.
From London	Denmark	6c.
From London	Egypt and Anglo-Egyptian Sudan	5c.
	(a) per half ounce on air route No. 3, which gives delivery to Alexandria in four days	4c.
	(b) per ounce for air routes No.1 & No.5, which overtakes preceding mails and gains up to two days.	
From London	Estonia (Talin)	10c.
From London	Finland	10c.
From London	France Italy, Germany, Netherlands &Switzerland	4c.
From London	Greece	8c.
From London	India per half ounce	12c.
From London	India, Aden, Ceylon, Straits Settlements, etc., to overtake the ordinary mail of the previous day	4c.
From London	Iraq, Kuwait	
	(a) per half ounce on air route No. 3	9c.
	(b) per ounce for ordinary route to Gaza thence by air	6c.
	(c) per ounce by air to Marseilles to overtake mail on ordinary route to Gaza	10c.
From London	Latvia, Lithuania & Memel	10c.
From London	Norway & Sweden	6c.
From London	Palestine, Syria, Transjordan	
	(a) per half ounce on air route No. 3	5c.
	(b) per ounce via Alexandria	4c.
From London	To Persia	
	(a) per half ounce on air route No. 3	9c.
	(b) per ounce on ordinary route to Gaza, thence by air	6c.
	(c) per ounce by air to Marseilles, to overtake mail on ordinary route to Gaza	10c.
From London	To Persian Gulf Ports , per half ounce	12c.
From London	To Russia and Siberia	14c.

**AIR MAIL RATES**  
**POSTAGE INCLUDING FEES FOR ALL MAIL SERVICES AVAILABLE EN ROUTE AND IN**  
**COUNTRY OF DESTINATION**

<b>Country</b>	<b>Postage Rate</b>	<b>Country</b>	<b>Postage Rate</b>
Aden	15c. each ounce	Iraq	15c. each half ounce
Algeria	15c. each half ounce	Italy	15c. each ounce
Antigua	25c. each half ounce	Japan	15c. each half ounce
Argentine Republic	60c. each half ounce	Jugo-Slavia	20c. each ounce
Australia	10c. each half ounce	Kenya & Uganda	10c. each ounce
Austria	15c. each ounce	Leeward Islands	25c. each half ounce
Bahamas	10c. each half ounce	Malay States	15c. each half ounce
Barbados	25c. each half ounce	Martinique	25c. each half ounce
Belgian Congo	15c. each ounce	Mexico	15c. each half ounce
Belgium	15c. each ounce	Morocco	15c. each half ounce
Bolivia	45c. each half ounce	Nicaragua	20c. each half ounce
British East Africa	15c. each ounce	Norway	15c. each ounce
British Guiana	35c. each half ounce	Palestine	10c. each half ounce
British Honduras	20c. each half ounce	Panama & Canal Zone	35c. each half ounce
Bulgaria	20c. each ounce	Paraguay	60c. per half ounce
Ceylon	15c. each half ounce	Persia	15c. each half ounce
Chile	55c. each half ounce	Persian Gulf Ports	15c. each half ounce
Columbia, Republic of	35c. each half ounce	Peru	45c. each half ounce
Corsica	20c. each ounce	Poland	15c. each ounce
Costa Rica	25c. each half ounce	Porto Rico	15c. each half ounce
Crete	20c. each ounce	Romania	20c. each ounce
Cuba	10c. each half ounce	St. Christopher (St. Kitts)	25c. each half ounce
Cyprus	15c. each ounce	St. Lucia	25c. each half ounce
Czechoslovakia	15c. each ounce	St. Vincent	25c. each half ounce
Danzig, Free City of	15c. each ounce	Salvador	20c. each half ounce
Denmark	15c. each ounce	Senegal, French Sudan, & Upper Volta	35c. each half ounce
Dominica	25c. each half ounce	Sierra Leone	35c. each half ounce
Dominican Republic	15c. each half ounce	South Africa	15c. each ounce
Dutch East Indies	15c. each half ounce	Spain	15c. each half ounce
Dutch Guiana	35c. each half ounce	Straits Settlements	15c. each half ounce
Dutch West Indies		Sudan	10c. each half ounce
Aruba, Bonaire, Curacao, Saba, St. Eustatius and St. Martin (sic.)	35c. each half ounce 25c. each half ounce	Sweden	15c. each ounce
Ecuador	35c. each half ounce	Switzerland	15c. each ounce
Egypt	10c. each half ounce	Syria	15c. each half ounce
France	15c. each ounce	Tanganyika	15c. each ounce
French Guiana	35c. each half ounce	Trans-Jordan	15c. each half ounce
French India	15c. each half ounce	Trinidad & Tobago	25c. each half ounce
Germany	15c. each ounce	Tunis	15c. each half ounce
Greece	20c. each ounce	Turkey	20c. each ounce
Guadeloupe	25c. each half ounce	Uganda	15c. each ounce
Guatemala	20c. each half ounce	Uruguay	60c. each half ounce
Haiti	15c. each half ounce	Venezuela	35c. each half ounce
Holland	15c. each ounce	Virgin Islands (British)	15c. each half ounce
Honduras, Republic	20c. each half ounce	Virgin Islands (United States)	15c. each half ounce
India in General. Bombay, Delhi, Madras, Calcutta	15c. each half ounce 20c. each half ounce	Windward Islands Zanzibar	25c. each half ounce 15c. each ounce

Registration, if desired, is additional to the above.

The above supersedes the air mail rates previously published

**(c) Airmail Rates from Paris**(as published in the July 1929 *United States Postal Guide*)

The airmail fees on the following routes are in addition to the ordinary postage to the country in question, except as noted. For letters 5c. for the first ounce and 3c. for each additional ounce or fraction thereof, and 3c. for post cards.

From Paris	To Africa West Coast	24c.
From Paris	Algeria, Austria, Czechoslovakia, Denmark, Hungary, Poland,	6c.
From Paris	Sweden & Tunis	6c.
From Paris	To Belgium, France, Netherlands & Switzerland	4c.
From Paris	Bulgaria, Kingdom of Serbs, Croats and Slovenes, Morocco, Romania & Turkey (Europe)	8c.
From Paris	To Great Britain [Ordinary postage: 2c. per ounce for letters, 2c. for post cards]	4c.
From Paris	To Spain [Ordinary postage: 2c. per ounce for letters 1c. for post cards]	4c.

**Air Mail Rates (Monthly Supplement March 1930)**

Postage includes fees for Air Mail Service in Canada and the United States

Country	First Ounce	Each Ounce After
Canada & United States	5 cents	5 cents
Great Britain and all other places in British Empire, France and all places in North & South American continents (other than Canada & the United States)	7 cents	7 cents
Other Countries	13 cents	13 cents

Registration, if desired, is additional to the above.

Special Delivery for points in Canada and the United States, if desired, is also additional to the above

**Air Mail Rates:** -Postage including fees for all air mail services available en route and in country of destination June 1930

Country`	Postage including fee for all air mail services available
Finland	20 cents each ounce
French Guiana	35 cents each half ounce
Gambia`	15 cents each half ounce
Hungary`	15 cents each ounce
Russia (USSR)	25 cents each ounce.

**February 1931. (12) Air Mail Rates from 2<sup>nd</sup> February:** -Postage including fees for all air mail services available en route and in the country of destination.

Any Place in:-	Postage including Fees for all air mail services available
1. Canada, Great Britain and Northern Ireland, Irish Free State, Newfoundland, United States or any other place in North America not mentioned in Group 3	5c. the 1 <sup>st</sup> ounce 10c. each subsequent ounce
2. Europe (except places mentioned in Group 1)	10c. each ounce
3. West Indies, Mexico, Cuba, Central America, Asia, Africa Australasia	15c. each half ounce
4. South America	45 cents each half ounce

Registration, if desired, is additional to the above.

The above air mail rates effective the 2<sup>nd</sup> February 1931 supersede the air mail rates previously published.

**- AIR MAIL RATES  
On and After 1<sup>st</sup> July, 1931**

Any Place in:-	Postage including Fees for all air mail services available
1. Canada, Great Britain and Northern Ireland, Irish Free State, Newfoundland, United States or any other place in North America not mentioned in Group 3	6c. the 1 <sup>st</sup> ounce 10c. each subsequent ounce
2. Europe (except places mentioned in Group 1)	10c. each ounce
3. West Indies, Mexico, Cuba, Central America, Asia, Africa Australasia	15c. each half ounce
4. South America	45 cents each half ounce

Registration, if desired, is additional to the above.

### Air Mail Rates as of August 1932

Any Place in:-	Postage including Fees for all air mail services available
1. Canada, Great Britain and Northern Ireland, Irish Free State, Newfoundland, or any other place in North America not mentioned in Group 2 & 4	6c. the 1 <sup>st</sup> ounce 5c. each subsequent ounce
2. United States & Bermuda	8c. the 1 <sup>st</sup> ounce then 13c. per ounce
3. Europe (except places mentioned in Group 1)	10c. each ounce
4. West Indies, Mexico, Cuba, Central America, Asia, Africa Australasia	15c. each half ounce
5. South America	45 cents each half ounce

### Air Mail Rates as of August 1 1933

Any Place in:-	Postage including Fees for all air mail services available
1. Canada, Great Britain and Northern Ireland, Irish Free State, Newfoundland, or any place in North America not mentioned in Group 2 & 4	6c. the 1 <sup>st</sup> ounce 5c. each subsequent ounce
2. United States & Bermuda (From 1 <sup>st</sup> August, 1932)	8c. 1 <sup>st</sup> ounce, 13c. each subsequent ounce
3. Europe (except places mentioned in Group 1)	10c. each ounce
4. West Indies, & British Guiana, Mexico, Cuba, Central America, Asia, Africa Australasia	15c. each half ounce
5. South America (except British Guiana)	45 cents each half ounce

Registration, if desired is additional to the above

### Air Mail Rates effective July 1, 1934

1. Canada, Great Britain and Northern Ireland, Irish Free State, Newfoundland, or any place in North America not mentioned in Group 2 & 4	6c. the 1 <sup>st</sup> ounce 5c. each subsequent ounce
2. United States, & Bermuda (From 1 <sup>st</sup> August, 1932)	6c. each ounce.
3. Europe (except places mentioned in Group 1)	10c. each ounce
4. West Indies, & British Guiana, Mexico, Cuba, Central America, Asia, Africa Australasia	35c. each half ounce
5. South America (a) Columbia, Ecuador, Venezuela, Dutch Guiana & French Guiana (b) Argentina, Bolivia, Brazil, Chile, Paraguay, Peru & Uruguay	55 cents each half ounce 85c. cents each half ounce

Registration, if desired is additional to the above.

Postmasters will please see that the amended air rates marked in heavy type are effective from July 1, 1934.

### Air Mail Rates effective 1<sup>st</sup> July, 1935

Any Place in:-	Postage including Fees for all air mail services available
1. Canada, Great Britain and Northern Ireland, Irish Free State, Newfoundland, or any place in North America not mentioned in Group 2 & 4	6c. the 1 <sup>st</sup> ounce 5c. each subsequent ounce
2. United States, & Bermuda	6c. each ounce
3. Europe (except places mentioned in Group 1)	10c. each ounce
4. West Indies, & British Guiana, Mexico, Cuba, Central America, Asia, Africa	25c. each half ounce
5. Australasia	35c each half ounce
6. South America (a) Columbia, Ecuador, Venezuela, Dutch Guiana & French Guiana (b) Argentina, Bolivia, Brazil, Chile, Paraguay, Peru & Uruguay	50c. each half ounce 70c. each half ounce

Registration, if desired is additional to the above.

Postmasters will please note that reduced air rates marked **In Heavy Type** are effective from the 1<sup>st</sup> of July 1935.

### Trans-Pacific Air Mail Service 1935

United States ( Mainland) to Hawaii	25c. per half ounce
United States (Mainland) to Guam	50c. per half ounce
United States ( Mainland) to the Philippines (or onward dispatch by ordinary means)	75c. per half ounce
Hawaii to Guam	25c. per half ounce
Hawaii to the Philippines (or onward dispatch by ordinary means).	50c. per half ounce
Guam to the Philippines (or onward dispatch by ordinary means).	25c. per half ounce
Guam to Hawaii	25c. per half ounce
Guam to the United States (mainland)	50c. per half ounce
Hawaii to the United States (mainland).	25c. per half ounce

### Air Mail Rates as of January 1 1937

Any Place in:-	Postage including Fees for all air mail services available
1. Canada, Great Britain and Northern Ireland, Irish Free State, Newfoundland, or any place in North America not mentioned in Group 2 & 4	6c. the 1 <sup>st</sup> ounce 5c. each subsequent ounce
2. United States, & Bermuda	6c. each ounce
3. Europe (except places mentioned in Group 1)	10c. each ounce
4. West Indies, & British Guiana, Mexico, Cuba, Central America, Asia, Africa*	25c. each half ounce
5. Australasia	35c each half ounce
6. South America	
(b) Colombia, Ecuador, Venezuela, Dutch Guiana & French Guiana	50c. each half ounce
(b) Argentina, Bolivia, Brazil, Chile, Paraguay, Peru & Uruguay	70c. each half ounce

\*This rate does not apply to air mail dispatched by the United States "Clipper" service from San Francisco to Hawaii, Guam, and the Philippine Islands on which the rate is 25c., 50c., and 75c., per half ounce respectively

### Air Mail Rate December 1 1937

Any Place in:-	Postage including Fees for all air mail services available
1. Canada, Great Britain and Northern Ireland, Irish Free State, Newfoundland, or any place in North America not mentioned in Group 2 & 4	6c. the 1 <sup>st</sup> ounce 5c. each subsequent ounce
2. United States, & Bermuda	6c. each ounce
3. Europe (except places mentioned in Group 1)	10c. each ounce
4. West Indies, & British Guiana, Mexico, Cuba, Central America,	10c. each quarter ounce
5. Asia*, (except via San Francisco) and Africa	25c. each half ounce
6 Australasia	35c each half ounce
7. South America	
(c) Colombia, Ecuador, Venezuela, Dutch Guiana & French Guiana	25c. each quarter ounce
(b) Argentina, Bolivia, Brazil, Chile, Paraguay, Peru & Uruguay	35c. each quarter ounce

Registration, if desired is additional to the above.

\*This rate does not apply to air mail dispatched by the United States "Clipper" service from San Francisco to Hawaii, Guam, and the Philippine Islands on which the rate is 25c., 50c., and 75c., per half ounce respectively

The air mail rate Via San Francisco to Macao and Hong Kong is 90c. per half ounce.

Postmasters will please see that the amended rates marked in **HEAVY TYPE** are effective from 15<sup>th</sup> December, 1937.

### Air Mail Rates February 1 1938

Any Place in:-	Postage including Fees for all air mail services available
1. Canada, Great Britain and Northern Ireland, Irish Free State, Newfoundland, or any place in North America not mentioned in Group 2 & 4	6c. the 1 <sup>st</sup> ounce 5c. each subsequent ounce
2. United States, & Bermuda	6c. each ounce
3. Europe (except places mentioned in Group 1)	10c. each ounce
4. West Indies, & British Guiana, Mexico, Cuba, Central America,	10c. each quarter ounce
5. Asia, (except via San Francisco) and Africa	25c. each half ounce
6 Australasia (via England)	35c each half ounce
7. South America (d) Colombia, Ecuador, Venezuela, Dutch Guiana & French Guiana (b) Argentina, Bolivia, Brazil, Chile, Paraguay, Peru & Uruguay	25c. each quarter ounce 35c. each quarter ounce

Registration, if desired is additional to the above.

\*This rate does not apply to air mail dispatched by the United States "Clipper" service from San Francisco to Hawaii, Guam, and the Philippine Islands on which the rate is 25c., 50c., and 75c., per half ounce respectively  
The air mail rate Via San Francisco to Macao and Hong Kong is 90c. per half ounce.

### Empire Air Mail Rates: -February 23 1938

Anglo Egyptian Sudan	South Africa Union of South Africa South West Africa Basutoland Bechuanaland Protectorate	Seychelles
Kenya Colony & Protectorate	Swaziland	Burma
Uganda Protectorate	Zanzibar Protectorate	Malaya Federated Malay States (Negri Sembilan, Pahang, Perak, Selangor) Unfederated Malay States (Johore, Kedah, Kelantan, Perlis, Trengganu, Brunei)
Tanganyika Territory	Egypt	Straits Settlements
Mauritius	Aden	North Borneo
Nyasaland Protectorate	Palestine & Transjordan	Sarawak
Northern Rhodesia	British India (Including) British Indian Post Offices on the Persian Gulf In French India & Tibet, but excluding Portuguese India	
Southern Rhodesia	Ceylon	

Under the new arrangements the postage for the above countries will be

**Letters – 6 cents per half ounce**

**Postcards – 4 cents**

Registered first class mail will also be forwarded by air mail as the means of transmission

The present air mail rates to the countries mentioned in the list above will be discontinued on the 23<sup>rd</sup> February. Letters and postcards for those countries should not bear either air mail labels or other markings indicating air transmission.

The present air mail rates to countries not mentioned in the above list will be continued.

Newspapers, magazines, and printed matter, commercial papers, samples, and parcel post will continue to be forwarded beyond England by surface transport, at the existing rates of postage for those classes of mail matter.

The ordinary letter rate of 3 cents the first ounce and 2 cents for each additional ounce and 2 cents for postcards to Great Britain and Ireland will remain in effect.

**THIS NOTICE IS TO BE DISPLAYED PROMINENTLY IN POST OFFICE LOBBYS**

(N.A.C. Post Office Weekly Bulletin, Vol. XVIII, no. 883, (5, February 1938) p.4)

### Air Mail Rate as of March 1 1938

Any Place in:-	Postage including Fees for all air mail services available
1. Canada, Great Britain and Northern Ireland, Irish Free State, Newfoundland, or any place in North America not mentioned in Group 2 & 4	6c. the 1 <sup>st</sup> ounce 5c. each subsequent ounce
2. United States, & Bermuda	6c. each ounce
3. Europe (except places mentioned in Group 1)	10c. each ounce
4. West Indies, & British Guiana, Mexico, Cuba, Central America,	10c. each quarter ounce
5. Asia, (except via San Francisco) and Africa	25c. each half ounce
6 Australasia (via England)	35c each half ounce
7. South America (e) Colombia, Ecuador, Venezuela, Dutch Guiana & French Guiana (b) Argentina, Bolivia, Brazil, Chile, Paraguay, Peru & Uruguay	25c. each quarter ounce 35c. each quarter ounce

Registration, if desired is additional to the above.

\*This rate does not apply to air mail dispatched by the United States "Clipper" service from San Francisco to Hawaii, Guam, and the Philippine Islands on which the rate is 25c., 50c., and 75c., per half ounce respectively  
The air mail rate Via San Francisco to Macao and Hong Kong is 90c. per half ounce.

### Air Mail Rate as of March 1 1939

Any Place in:-	Postage including Fees for all air mail services available
1. Canada, Great Britain and Northern Ireland, Irish Free State, Newfoundland, or any place in North America not mentioned in Group 2 & 4	6c. the 1 <sup>st</sup> ounce 5c. each subsequent ounce
2. United States,	6c. each ounce
3. Europe (except places mentioned in Group 1)	10c. each ounce
4. West Indies, & British Guiana, Mexico, Cuba, Central America,	10c. each quarter ounce
5. Bermuda	15c. each quarter ounce
6 Asia*, (except via San Francisco) and Africa, (except places served by the Empire Air Mail Scheme	25c. each half ounce
7 Australasia (via England)	35c each half ounce
8. South America (f) Colombia, Ecuador, Venezuela, Dutch Guiana & French Guiana (b) Argentina, Bolivia, Brazil, Chile, Paraguay, Peru & Uruguay	25c. each quarter ounce 35c. each quarter ounce

Registration, if desired is additional to the above.

\*This rate does not apply to air mail dispatched by the United States "Clipper" service from San Francisco to Hawaii, Guam, and the Philippine Islands on which the rate is 25c., 50c., and 75c., per half ounce respectively

### Empire Air Mail Scheme effective April 1, 1939.

Under this extension first class mail will be carried by air beyond England as the normal means of conveyance for: -

Australia	Banks Island	Cook Islands
Fanning Island	Gilbert & Ellice Isles	Hong Kong
Nauru	New Guinea (Mandated Territory)	New Hebrides
New Zealand	Norfolk Island	Papua
Samoa. (Territory under British Administration	Solomon Islands	Tonga

### Air Mail Rates –July, 1939

Any Place in:-	Postage including Fees for all air mail services available
1. Canada, any place in North America not mentioned in Group 2, 4, 6 and 7	6c. the 1 <sup>st</sup> ounce 5c. each subsequent ounce
2. Newfoundland,	10c. each half ounce
3. Great Britain and Northern Ireland, Irish Free State.  If Trans-Atlantic Air Conveyance also desired	6c. First ounce. 5c. each subsequent ounce 30c. each half ounce
4. United States	6c. each ounce
5. Europe (except places mentioned in Group 3) If Trans-Atlantic Air Conveyance also desired	10c. each ounce 30c. each half ounce
6. West Indies, & British Guiana, Mexico, Cuba, Central America,	10c. each quarter ounce
7. Bermuda	15c. each quarter ounce
8 Asia*, (except via San Francisco)* and *Africa, (except places served by the Empire Air Mail Scheme	25c. each half ounce
9 Australasia (via England).	See +
10. South America (g) Colombia, Ecuador, Venezuela, Dutch Guiana & French Guiana (b) Argentina, Bolivia, Brazil, Chile, Paraguay, Peru & Uruguay	25c. each quarter ounce 35c. each quarter ounce

Registration, if desired is additional to the above.

\*This rate does not apply to air mail dispatched by the United States "Clipper" service from San Francisco to Hawaii, Guam, and the Philippine Islands on which the rate is 25c., 50c., and 75c., per half ounce respectively  
The air mail rate Via San Francisco to Macao and Hong Kong is 90c. per half ounce.

### Air Mail Rates –September, 1939

Any Place in:-	Postage including Fees for all air mail services available
1. Canada, any place in North America not mentioned in Group 2, 4, 6 and 7	6c. the 1 <sup>st</sup> ounce 5c. each subsequent ounce
2. Newfoundland,	10c. each half ounce
3. Great Britain and Northern Ireland, Irish Free State.  If Trans-Atlantic Air Conveyance also desired	6c. First ounce. 5c. each subsequent ounce 30c. each half ounce
4. United States	6c. each ounce
5. Europe (except places mentioned in Group 3) If Trans-Atlantic Air Conveyance also desired	10c. each ounce 30c. each half ounce
6. West Indies, & British Guiana, Mexico, Cuba, Central America,	10c. each quarter ounce
7. Bermuda	15c. each quarter ounce
8 Asia*, (except via San Francisco)* and *Africa, (except places served by the Empire Air Mail Scheme). If Trans-Atlantic conveyance required	25c. each half ounce 55c. each half ounce
9 Australasia (via England) .If Trans-Atlantic air conveyance is required	6c. per half ounce 30c. each half ounce
10. South America (h) Colombia, Ecuador, Venezuela, Dutch Guiana & French Guiana (b) Argentina, Bolivia, Brazil, Chile, Paraguay, Peru & Uruguay	25c. each quarter ounce 35c. each quarter ounce

Registration, if desired is additional to the above.

\*This rate does not apply to air mail dispatched by the United States "Clipper" service from San Francisco to Hawaii, Guam, and the Philippine Islands on which the rate is 25c., 50c., and 75c., per half ounce respectively

**(1) Air Mail Rates –November, 1939**

Any Place in:-	Postage including Fees for all air mail services available
1. Canada, Newfoundland or any place in North America not mentioned in Group 3, 5, and 6	6c. the 1 <sup>st</sup> ounce 5c. each subsequent ounce
2. Great Britain and Northern Ireland, Irish Free State. If Trans-Atlantic Air Conveyance also desired	6c. First ounce. 5c. each subsequent ounce 30c. each half ounce
3. United States	6c. each ounce
4. Europe (except places mentioned in Group 2) If Trans-Atlantic Air Conveyance also desired	10c. each ounce 30c. each half ounce
5. West Indies, & British Guiana, Mexico, Cuba, Central America,	10c. each quarter ounce
6. Bermuda	15c. each quarter ounce
7 Asia*, (except via San Francisco) and *Africa, (except places formerly served by the Empire Air Mail Scheme If Trans-Atlantic air conveyance also required	30c. each half ounce 60c. each half ounce
8 Australasia (via England).	30c. each half ounce
9. South America (i) Columbia, Ecuador, Venezuela, Dutch Guiana & French Guiana (b) Argentina, Bolivia, Brazil, Chile, Paraguay, Peru & Uruguay	25c. each quarter ounce 35c. each quarter ounce

Registration, if desired, is additional to the above.

**War Time Rates February 1942**

Country	Rate per half ounce
French Equatorial Africa (including Cameroons), Mauritius, South West Africa, Spanish Guinea, Zanzibar	.75 cents
Liberia, Sierre Leone, Anglo-Egyptian Sudan, Palestine, Trans-Jordan, Syria, Lebanon, Saudi Arabia, Cyprus, Iraq, Malta, Turkey, Aden	.90 cents
Afghanistan, Bahrein Island, Ceylon, India, Iran, Netherlands East Indies, Burma, Singapore	\$1.00

Registration, if desired, is additional to the above.

Air mail intended for transmission by this route should be endorsed "Via Miami and West Africa" and forwarded to Montreal to be included in air mails which will be made up by that office for dispatch by this service.

**Routes & Rates: to the Caribbean, Central & South America:  
1939 -1945**

Airmail service to Caribbean, Central & South American points operated by Pan-American Airways from its hub in Miami was hardly affected by the war. Routes by 1939 were well established and the rate structure for most of period was well established. The only major change was a reduction in the rate to Columbia, Ecuador, Venezuela, Netherlands Guiana, and French Guiana from 25c per quarter ounce to 25c per half ounce. (Monthly Supplement June 1940.

In December 1944 the rate to French Guiana was raised to 75c per half ounce. Further changes occurred in September 1945. Rates to Ecuador, French Guiana, Peru, Dutch Guiana, and Venezuela were reduced to 15c per half ounce. The Rates to Argentina, Bolivia, Brazil, Chile, Paraguay, and Uruguay were reduced to 20c per half ounce, and the rate to Colombia remained at 25c per half ounce. The rate to Bermuda was also reduced to 10c per half ounce.

**The Post War Period: 1945 – 1946**

## Europe

Once hostilities had ceased Commercial airmail services were slowly re-introduced to most parts of the world. Between June and September 1945 onward airmail services from Great Britain to the U.S.S.R (June) at 40c per half ounce; to Norway (July) at 40c per half ounce; to Denmark (September) at 40c per half ounce were re-introduced. These routes were by air from London to Sweden and then by surface to country of destination. A partial service from the U.K to France was commenced in August, and a service to Bulgaria in September at 30c per half ounce. (Full airmail service to France and Switzerland and the Netherlands was available by November at a rate of 30c per half ounce, and to Iceland via the U.K. 35c per half ounce. (*Monthly Supplements* June, July, August, September, November 1945).

By the beginning of 1946 commercial airmail services to most parts of the world were available. Service to Italy and the Vatican State (January), rate 35c per half ounce; to Albania via Belgrade then surface (January), rate 35c per half ounce; to Hungary via Prague, and to Czechoslovakia (January), 30c per half ounce; to Luxemburg (May), 30c per half ounce. Finally in June of 1946 rates to all European countries were standardized at 30c per half ounce. In October 1946 regular commercial airmail was accepted for Germany.

All airmail matter for the above destination was to be forwarded on Montreal British & Foreign Section for onward transmission by Canadian Government Airlines to the U.K. .

## Africa, Middle East, Asia, and Oceania.

The Allied advances in North Africa, and the Pacific were closely followed by the opening of commercial airmail services. In June 1944 airmail was being accepted for Algeria, Morocco, Tangier and Tunisia at 30c per half ounce. In August 1945 commercial airmail was being accepted for Australia and New Zealand, airmail via Vancouver 75c per half ounce, Air Letters 25c, Air Letters to Armed Forces personnel 10c., to Fiji Airmail 65c per half ounce, Air Letter, 25c. Air Letters to Armed Forces personnel 10c. In November 1945 Pan-American airways "Clipper" service to Hawaii, 30c per half ounce, Guam, 65c per half ounce and the Philippines, 75c per half ounce was re-instated. Mail for this service was to be forwarded on Vancouver. Also in November mail was accepted for Borneo, Hong Kong, Malaya, Straits Settlements, and Thailand via Montreal and the U.K. at 50c per half ounce.<sup>8</sup>

In January 1946 the partial surface and air rate to China was discontinued and airmail matter to unoccupied China was to be rated at 60c per quarter ounce. Mail was also being accepted for British North Borneo, Brunei, Malay States (Federated and Unfederated), and Straits Settlements, 50c per half ounce, Air Letters 10c. In March A rate of 50c per half ounce via the U.K. was introduced to Australia, New Zealand, Fiji, India, Ceylon, and South Africa. In June the rate to the Netherlands East Indies was reduced to 50c per half ounce.

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<sup>8</sup> In December 1945 the U.S. Post Office announced that mail for Africa, Asia and Oceania no longer needed to be endorsed via Miami – Brazil – West Africa as most of the mail was being dispatched through New York to the U.K. (*Monthly Supplement* December 1945)

**Airmail Rates where postage includes fess for all available Air Mail Services (July 1946)**

Canada, Newfoundland, or any place in North America no mentioned in Groups 2 & 5	7c first ounce 5c each ounce after
United States	7c first ounce then 6c
*Great Britain, & Northern Island, Eire (Air Service Canada only Including Trans-Atlantic air conveyance	7c first ounce 5c each ounce after 30c each half ounce
Europe (including **Malta, Corsica, Crete, Dodecanese Islands, Iceland, Surface to Europe then air Including Trans-Atlantic Air	10c each ounce 30c each half ounce
Bermuda, West Indies, British Guiana, Mexico, Cuba & Central America (Including Panama Canal Zone)	10c each quarter ounce
South America (a) Ecuador, French Guiana, Netherlands Guiana, Peru, Venezuela (b) Argentina, Bolivia, Brazil. Chile, Paraguay, Uruguay. (c) Colombia	15c each quarter oz. 20c each quarter oz 25c each quarter oz.
Hawaii Guam Philippine **China (including Manchuria)	35c each half oz. 65c each half oz. 75c each half oz. 60c each quarter oz.
Africa Algeria **Anglo-Egyptian Sudan, **Belgian Congo, **Brit Somaliland, **Brit. Togo, French Cameroons, French Equatorial Africa, French Guinea, French Somaliland, French Sudan, French Togo, **Gambia, **Gold Coast, Ivory Coast, **Kenya and Uganda, **Liberia, Madagascar, Mauritania, **Mauritius, Morocco, Niger, **Nigeria, **Northern Rhodesia, **Nyasaland, **Portuguese East Africa, **Portuguese West Africa, Reunion, Senegal, **Seychelles, **Sierra Leone, **Somalia, **South Africa, **Southern Rhodesia, **Spanish Guinea, **Tanganyika, **Tripolitania, Tunisia, **Zanzibar	50c each half ounce

\* Canada Air Letters may be sent for 10c each

\*\* Canada Air Letters may be sent for 15c each.

The rate for Canada Air Letters to members of the Armed Force is 10c.

## Appendix I

### Airgraphs and Air Letter Forms

The Airgraph.

On November 15<sup>th</sup> 1941 the Airgraph was introduced, whereby the writer's letter was written on special printed forms which were photographed and reduced onto microfilm and then sent by airmail to destination where they were developed and a photographic copy sent to the addressee. Initially this was only available to service personnel. The rate in Canada was 6c. In July 1942 the use of the Airgraph was extended to civilians.<sup>9</sup>

[Airgraph messages addressed to civilians in the United Kingdom may now be accepted.](#)

[Airgraph Fees for Messages to Civilians: -](#)

[When sent by a civilian: - 15 cents](#)

[When sent by personnel of the Canadian, British and Allied Forces serving in Canada: - 6 cents](#)

[\(NOTE – Rank, Unit and Service must be included in the sender's address\).](#)

It was announced in June 1942 that the fee for Airgraph messages to Armed Forces in the United Kingdom and Middle East had been reduced to 6 cents. (*Monthly Supplement* June 1942).

In October of 1942 the Canadian Post Office advised all concerned that there was no Airgraph Service in operation either to civilian or military addressees in the Union of South Africa.

[Airgraph messages addressed to South Africa are not to be accepted until further notice, and persons attempting to mail such messages should be warned that there is no Airgraph Service to South Africa at present.](#) (*Monthly Supplement* October 1942).

The December 1942 Supplement announced Trans-Atlantic mail in future would be confined to Airgraph's and Armed Forces Air Letter Forms due to the increasing demand on trans-Atlantic aircraft capacity. The need to transport vital war supplies had created an almost complete absence of space on aircraft. Conditions in the preceding weeks had become so acute that practically all correspondence prepaid at air mail rates had to be dispatched from Canada to Great Britain by ship. The same situation applied to the dispatch of air mails from the United States and also to airmail correspondence from Great Britain to both Canada and the United States. Therefore the Canadian public should be advised to use the Airgraph service for messages to civilians and members of the armed Forces in Great Britain and other places to which this service is available. A limited amount of space has been reserved on aircraft for Armed Forces Air Letters, which will be accepted and dispatched by air subject to space being available. If however the public insist on sending their mail by air in its original form then the Department will give the most expeditious treatment which the circumstances permit. No guarantee of air transport can be given. No items must exceed 2 ounces in weight. prepaid at air mail rate will be forwarded by airmail all correspondence exceeding 2 ounces in weight will be sent by surface means. These restrictions also applied to all airmail matter sent through the United States Post Office to Europe, Africa, Asia, and Hawaii.

It was also announced that Airgraph messages would now be accepted to members of the Armed Forces in South Africa. (*Monthly Supplement* December 1942).

In August 1943 the Post Office published a comprehensive listing to all places to which Airgraphs could be sent as follows:

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<sup>9</sup> The availability of Airgraphs was introduced incrementally see below

## (a) To Armed Forces serving in the U.K. and the following 6c.

Middle East Force (Cyprus, Egypt, Anglo-Egyptian Sudan, Syria, Palestine and Trans-Jordan).	Iraq
British North African Force	Madagascar
East African Force (Kenya, Uganda, Tanganyika and Zanzibar).	Malta
Persia, Iraq Force (PAIFORCE, PAIF, or PIP)	Mauritius,
Aden	Northern Rhodesia
British Somaliland,	Nyasaland,
Ceylon,	Seychelles
Ethiopia (Abyssinia)	South Africa
India,	Southern Rhodesia
Iran (Persia)	Occupied Territory of Eritrea
	Occupied Territory of Italian Somaliland (Somalia)

Note there is no direct Airgraph service to West Africa. Armed Forces Air Letter forms should be used. (*Monthly Supplement* August 1943). Note In November Civilian Airgraphs Could be sent to Civilians only in Bahrein and only to Armed Forces personnel in Abyssinia and Occupied Territory of Italian Somaliland (Somalia). Airgraphs were not be used to any place in Canada, Newfoundland, Labrador, British West Indies, British Guiana, Bermuda or the U.S.A, West Africa, nor any C.A.P.O. (Canadian Army Post Office). Airgraph messages can only be sent from Canada by members of R.A.F. and R.N.Z.A.F. to Australia and New Zealand (*Monthly Supplement* November 1943).

On 27<sup>th</sup> May 1944 the Airgraph rate was reduced to 5c for materiel sent to or sent by Armed Forces personnel. The rate for Airgraphs between civilian and civilian was reduced to 10c. This rate was reduced to 5c per message in September 1944. On 14<sup>th</sup> July 1945 the Airgraph service from Canada to all other countries was discontinued..<sup>10</sup>

### Armed Forces Air Letter Forms

The Air Letter Form was introduced by the Canadian Government in April 1942 and would be available at Post Offices on June 15<sup>th</sup> 1942. The Post Office in its monthly supplement of July 1942 published an announcement that the special ARMED FORCES AIR LETTER forms for sending communications by air mail to members of the Canadian, British and Allied Armed Forces were now available at any Post office in Canada.

On June 13 1942 posters advertising the new ARMED FORCES AIR LETTER FORMS were to be displayed prominently in areas accessible to the public in all post offices. The July *Monthly Supplement* contained instructions as to the use of the Air Letter Form:

**Armed Forces Air Letter Forms.** – Special ARMED FORCES AIR LETTER forms for sending communications by air mail to members of the Canadian, British and Allied Armed Forces are now available at any Post office in Canada.

The rate of postage is 10 cents no matter to what place the ARMED FORCES AIR LETTER is addressed.

<sup>10</sup> Major E.R. Toop, *Collection of Canadian Military Postal History, Volume One* (Stoney Creek, Ont.: BNAPS Book Department, 1996). p 380

The rate is ONLY applicable to letters sent on the special forms addressed to members of the Canadian, British and Allied Armed Forces

The August 1943 Supplement contained a comprehensive listing of all places to which Air Letter Forms could be sent: by personnel of Canadian, British and Allied Armed Forces serving in Canada to civilians in the United Kingdom and the following countries at 6c

Aden	Mauritius
Anglo-Egyptian Sudan	Northern Rhodesia
Bahrein	Nyasaland
British Somaliland	Palestine
Ceylon	Seychelles
Cyprus	South Africa
Egypt	Southern Rhodesia
India	Syria
Iran (Persia)	Tanganyika Territory
Iraq	Trans-Jordan
Kenya and Uganda	Zanzibar
Madagascar	

Note correspondence sent to Civilians in the U.K. and the places listed above 15c. (*Monthly Supplement* August 1943)

Appendix 2 Chronology of the Introduction of Airgraph Service from Canada: 1941-1945

Date	Rate	Date	Rate
1941		1944	
Nov. 15 Service Inaugurated, Armed Forces U.K. only	10c	Jan. 29 Service extended to U.S. Forces in Australia	
1942		April 8 Service Extended to Forces in Reunion and Gambia and to civilian addresses only in the Gld Coast & Sierra Leone	
March 21 Service Extended to Middle East		April 15 service extended to Forces in Australia & New Zealand	
April 18 U.K. Forces in Canada permitted to use airgraphs home.		May 27 Rates to Armed Forces reduced to and to & from Civilians	5c 10c
June 15 Armed Forces Civilians	6c 15c	June 24 Service extended to Civilians in Br. Cameroons and Br. Togo	
July 18 Service to Civilians in Middle East	15c	Aug 5 Service Extended to Civilians in Turkey	
Oct. 10 Service to Armed Forces & Civilians in South Africa		Aug 19 Service extended to and from civilians in Australia & New Zealand	
Nov 14 Service Extended to recognized official auxiliary services	6c	Sep. Rates Reduced for both civilians and Armed Forces to anywhere where service was available	5c
1943		Oct. 7 Service extended to armed forces & civilians in Turkey & to Armed Forces in S.W. Pacific area and to civilians in Cyrenaica & Tripolitania	

Feb. 27 Service Extended to Armed Forces in N.W. Africa and to Civilians in Syria		Oct. 28 Service extended to Armed forces & Civilians in Belgian Congo	
March 27 Service for New Zealand, & Australian air forces serving in Canada to families		1945	
April 17 Service Extended to Forces in Malta		July 14 Airgraph service discontinued between Canada and all other countries, including U.K. Australia, New Zealand and India	
June 5 messages processed in Toronto rather than New York			
June 26 extended to Civilians in Madagascar	15c		
Oct. 30 Service extended to civilians in Eritrea	15c		
Nov. 20 Service extended to Merchant Navy personnel Australia & New Zealand	6c		
Nov. 20 Service Extended to Mediterranean Forces & S.E. Asia Command			

NB Unless otherwise stated the rates for Armed Forces personnel was 6c and for Civilians 15c until the first rate change May24 1944.

The information for this table has been taken from the Post Office Monthly Supplements and from Toop, pp 378-379

## Appendix 3

### Mail to Occupied Countries: WW II

During the Second World War the opposing sides realized it would be necessary to arrange for the passing of mail matter through the offices established in a neutral Country. The British Post Office, on its part in order to avoid being seen as collaborating with the enemy appointed the London travel agency Thomas Cook & Son as its official intermediary. Initially Thomas Cook & Son offices in Amsterdam were appointed the exchange point. In Canada the Thomas Cook & Son Offices in Toronto acted in a similar capacity for mail to and from Canada and major post offices in Canada received similar instructions as those outlined below. Thomas Cook & Son's offices in Australia and New York performed similar services.

After the occupation of Holland in the May 10 1940 operations were transferred for the duration of the war to Thomas Cook and Son offices in Lisbon, Portugal, the mailing address being Box 506 Lisbon.

Special regulations were drawn up between 1940 and 1943 regarding contents, length of letter, cost and mailing.

#### ***Conditions under which letters may be sent to relatives or friends in Enemy Countries or Enemy-occupied Territories.***

1. *The Territories include Belgian, Bulgaria, Czechoslovakia, Danzig, Denmark, Estonia, Finland, France, (Zone left unoccupied by the enemy in 1940), Germany, Greece, (mainland), Greek Islands and Crete, Holland, Hungary, Italy and Italian possessions not occupied by the United Nations), Latvia, Lithuania, Luxembourg, Norway, Poland, Romania and Yugoslavia.*
2. *Communications must be clearly written . . . (without erasures) . . . and should not exceed two sides of a normal size sheet of notepaper. Only one letter may be placed in each envelope.*
3. *Letters and envelopes must omit the senders address. They must only refer to matters of personal interest . . . (a) no reference may be made to any town (other than Lisbon), village, locality, ship, or journey, . . . No indication may be given that the writer is not in Portugal. . . . (b) (mention of a letter . . . received from or written to enemy or enemy occupied territory.*
4. *Each letter must be placed in an open unstamped envelope . . . fully inscribed to the addressee who should be asked to address any reply to your full name, care of Post Box 506 Lisbon, Portugal, Poste Restrante addresses are not accepted.*
5. *The open envelope containing the letter should be placed in an outer stamped envelope and sent to THOS COOK & Son, LTD, Berkeley Street, Piccadilly, London, W1, together with a memorandum in Block Letters containing in the name . . . and full address of the sender.*
6. *The communication to Thos Cook & Son, Ltd must enclose a postal order for 2/- . . . which fee will cover the postage of one envelope containing one communication to the neutral country . . . also a reply (if any) from the neutral country to Messrs Cook's Head Office in London.*

*For an extra fee of 6d each letter can be sent by Airmail between London and Lisbon*

7. *Business Letters must not be sent.*
8. *Communications for Prisoners of War and Civilian internees cannot be sent under the forgoing arrangements.<sup>ii</sup>*

An arrangement, however, was reached between the British and German authorities in 1941 where POW mail could be exchanged through Lisbon.

*“The German authorities undertook to carry by air free of charge between Lisbon and Germany correspondence to and from British prisoners in return for the free conveyance by air between Lisbon and the United Kingdom of correspondence to and from German prisoners, The combination of British and German air services reduced the actual transit time between the united Kingdom and Germany (excluding censorship at both ends) to two to three weeks, a great improvement on the previous transit time, which frequently ran to two months,. A similar arrangement was made with the Italian authorities in the spring of 1942.*

*The services offered correspondence in the outward direction were: postage-free letters and postcards which were carried by sea to Lisbon and the by air to Germany or Italy as the case maybe, and an airmail service at 5d for the first ounce and 3d for each subsequent ounce for letters, postcards two pence half penny each and an air letter service on special forms sold by the Post office at an inclusive charge of 3d each. The latter proved very popular and constituted about 80% of all letters sent to Germany and Italy. Airmail correspondence was carried by air to Lisbon and so received air correspondence all the way to Germany or Italy. The total traffic in the last years of the service was about 200,000 items per week.<sup>iii</sup>*

The liberation of France brought the agreement with Germany to an end and simplified communications with Switzerland. Prisoner of War mail was then routed through the Red Cross in Switzerland by air from Britain via Lyons. The Swiss Red Cross in 1944 handled some 100,000 to 200,000 letters per day.

From the above information I believe it can be inferred the mail to and from both allied and axis internees and Prisoners of war and civil correspondence sent to or from Canada was handled in a similar way by the British, German and Italian authorities.

Below is a transcribed copy of a circular Issued to all District Directors of Postal services concerning the handling of mail to persons in Germany or occupied territory.

#### OFFICE OF THE DISTRICT DIRECTOR OF POSTAL SERVICES<sup>11</sup>

Winnipeg  
20<sup>th</sup> December 1939

#### Regulations Covering the Preperation of Letters to Germany or Occupied Territory

- (1) *Each letter must be accompanied by a Postal Notew for fifty centd to cover expense of transmitting the letter to the addressee and the reply to the sender in Canada.*
- (2) *No return address or postage stamps should be placed on the envelope for overseas.*
- (3) *The envelope for overseas should be left open and it should be addressed in English.*
- (4) *Only one communication should be enclosed in each letter.*
- (5) *No money, printed matter, picture postcards, photographs or postage stamps should be enclosed.*

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<sup>11</sup> Canada Archives R.G. 3 91/7 1939

- (6) *Communications should be confined entirely to private or family matters, without any reference to military or naval movements or to political or economic conditions.*
- (7) *Communications should be as brief as possible. Letters covering more than two pages cannot be accepted.*
- (8) *No reference should be made in the communication to Thos. Cook & Son Ltd.,*
- (9) *Letters intended for prisoners of war should not be forwarded to Thos. Cook & Son Ltd.*
- (10) *Communications may be written in any language.*
- (11) *Postage stamps cannot be used for remittances.*
- (12) *Letters of enquiry addressed to Thos. Cook & Son Ltd., should be accompanied by a three cent stamp for the reply.*

*Soldiers Mail & Parcel Post Rates*

*When troops are known to be in the United Kingdom or France parcels are to be prepaid at the parcel post rate for the United Kingdom or France, as the case may be.*

*When a soldier or military unit stationed at some point, is moved and no further information as to destination is given, and if a friend or relative desires to mail a parcel for one of the soldiers soon after the soldier's departure, and before the sender of the parcel can be advised of the soldier's whereabouts, postage should be paid at the rate applicable from the office of posting to the province of Ontario.*

91/7

J.W.T. Dicksen  
Acting District Director

All Postmasters  
All Sections  
District Office.

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<sup>i</sup> Much of the information for this article has been taken from Camille Allaz , translated by John Skilbeck , *The History of Air Cargo and Airmail from the 18<sup>th</sup> Century*, ( Chicago: Christopher Foyle Publishing 2004), pp 145-146

<sup>ii</sup> Based on *Postal History Journal* (US). Vol. VII, No. 2, December 1963, pp. 3-8

<sup>iii</sup> Postal Union "L/Administration des Postes de Grande Bretagne pendant la Guerre, July 1946, pp. 170-171.