

CANADA: The Development of Official International Airmail Routes 1928-42.

SYNOPSIS

To show the development of scheduled International Air Routes, this exhibit displays all **Official Regular Scheduled International Airmail Destinations**, using the set of First International Flight Covers (FIFC), complete, from the first official flight (Montreal-Albany), to flights to all scheduled international destinations, inaugurated, till the interruptions caused by World War II.

CHALLENGE

Most FIFC are philatellicly inspired, whereby the actual flight does not help deliver the envelope to the addressee in any efficient manner, and often is sent in opposite directions. This exhibit has searched and found covers that were meant to use the flight to speed delivery, as commercial covers.

HIGHLIGHTS

Most covers shown are of commercial nature with a few philatelic ones to show contrast. Some of the exceptional highlights include: At least 7 commercial covers flown directly to their US destinations, others to join the US mail stream to their destinations; and another 7 to overseas destinations, including REGISTERED covers to Australia: a Trans-Atlantic and a Trans-Pacific.

Seven Overseas Examples:

1. On the first International Airmail Route, which was to Albany, and scheduled to connect with the mail service train to NYC: a commercial cover to England via NY Varrick Street Sation, from where mail is loaded on the paquebot to Britain.
2. On the first International Airmail Route to the US Territory of Alaska, a Registered commercial cover to Australia, via Fairbanks, from which it continued by ship to Seattle, then by ship to San Francisco, then by ship to Adelaide, and onwards to St Peter's, South Australia.
- 3-4. On the GPO contracted service with Pan American airmail service (using their Boeing 314 flying boat, "Yankee Clipper"): a commercial cover directly to the British Colony of Newfoundland; and a commercial cover to England via Ireland.
- 5-7. On the GPO contracted service with Imperial Airways airmail service (using their Short Brothers & Harland S-23 C Class Empire Flying Boat): a commercial cover directly to the British Colony of Newfoundland; a commercial cover to London, via Southampton; and a Registered commercial cover via Southampton, and onto by paquebot to Australia.

CHANGES

The low points received at the last showing, were due to the judges thinking that certain flights were missing, which would also require more than sixteen pages, thus not be a proper single frame exhibit. However, it turned out that these were "experimental flights", not scheduled service and thus, do not belong to this exhibit. So, the exhibit, now, does display all scheduled international destinations, and being complete in sixteen pages, is a good example of a Single Frame exhibit.

CANADA: The Development of Official International Airmail Routes 1928-42

INTRODUCTION

After the many Exhibition, Experimental, and Pioneer flights, the Government/Post Office (GPO) was convinced to offer an official GPO regular scheduled airmail service and inaugurated such for domestic service. Following this success, the GPO decided to offer official GPO regular scheduled **International Airmail Service.**

PURPOSE

This exhibit displays such new service through the development of International Air Routes using the set of First International Flight Covers (FIFC), from the first official flight (Montreal-Albany), till the interruptions caused by World War II.

October 1st 1928

the Post Office inaugurated the first airmail service: **Montreal to Albany,** to connect with an overnight train to New York City.



b/s: ALBANY N.Y. OCT 1 6:30 PM 1928

b/s TRINITY STA NY OCT 2 7-AM 1928.

OVER