

IMPERIAL AIRWAYS GAZETTE



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Front cover illustration: *An Imperial Airways’ coach outside the I.A. headquarters at Victoria Station waiting to convey passengers to Croydon Airport.*

Editorial

Another year has flashed by and here I am again wishing you all a very Happy Christmas and all the best for 2018. How time flies by!

I am sorry to have to say that I am very disappointed with this issue of the Gazette, and I expect you will be too, because it contains only sixteen pages: about half the usual number. As always I am very grateful to those of you who have contributed (seven out of our 23 members) but the simple message, which I have preached in so many previous editorials, is that without any contributions there will be no Gazette. In quite a few recent editions I have filled about half the pages with my ramblings but I have been unable to do so this time having been busy with other interests. Therefore, I appeal to **all** our readers to please send me something. Perhaps choose just one of your most treasured covers and write a short piece about it. If you haven't done so before, you will be surprised how satisfying it is!

Fortunately, thanks to the generosity of Duncan Crewe, the content of the disc is greatly increased with scans he has provided of a range of very scarce leaflets and photos. In addition to the Word and PDF versions of the Gazette, you will find on the disc a folder named "**Duncan Crewe items**" which contains four further folders and a range of single files and photos, all contributed by Duncan, which are as follows:

- Folder 1 – "Ceylon leaflet" – a very informative 1938 P.O. leaflet. 11 pages.
- Folder 2 – "IA AGM" - Report of Imperial Airways 1935 AGM. 8 pages.
- Folder 3 – "India leaflet" – August 1936 India Air Mail Leaflet. 19 pages. Masses of information!
- Folder 4 – "Tata items" – a variety of leaflets relating to Tata. 11 pages.

In addition, there are seven photographs, a Malaya Jan. 1937 leaflet, a Ceylon Oct. 1936 leaflet and eight other random pages. In all, a wealth of information for which we all owe Duncan a huge vote of thanks for sharing all this with us.

Some of you may feel that the Gazette could have been increased in size by placing some of the items sent by Duncan in its pages, so perhaps this is the right moment for me to reiterate that my policy, rightly or wrongly, is to include in the Gazette only articles written by members. I am very happy to add on the disc material such as that sent by Duncan, which is extremely valuable and important, but I don't want the Gazette to be full of copied pages which are unaccompanied by textual explanation.

Finally, I expect most of you will be aware of the extremely useful resource contained on the website of the GB Philatelic Society which has scans of all the GB Air Mail Leaflets from 1919 to 1972, but I if you are unaware of it and you need to find an air mail rate from GB to anywhere in the world during this period, go to: www.gbps.org.uk/information/downloads/airmail-leaflets.php

* * * * **Very important ~ please note the following:** * * * *

Being December, it is the time to remind you that the subscription for 2018 is due. The rates are as follows:

For a disc version: **£4** for UK residents; **£7** for residents outside UK. (Cheques payable to me please)

For a paper version: **£10** for UK residents; **£13** for residents outside UK.

(Residents outside UK may pay via PayPal, using my email address shown opposite.)

Please note that if I do not receive your subscription, I shall assume that you have decided you no longer wish to receive the Gazette.

The flying boat terminal at Rose Bay, Sydney

By John Crowe

I was interested to see a photograph of the terminal at Rose Bay in the Editorial of the June 2017 edition of the I.A. Gazette. I have an identical photograph in my collection with a note that it was taken in mid-1939. At that time the flying boats were moored offshore and passengers were taken to and from the aircraft by launch.

The terminal was officially opened by Lord Huntingfield, acting Governor General of Australia, at a ceremony on 4th August 1938. A number of VIP government covers were prepared with a four line oval cachet stating, wrongly, that it commemorated the opening of stage 3 of the Empire Air Mail Scheme. I show a cover (Fig. 1) with the cachet which was cancelled at Canberra on 4th August and was carried to England on the service which left Rose Bay the following day. It was back-stamped at Harrow on 16th August.



Figure 1

The first flight under the Empire Air Mail Scheme left Sydney from the Rose Bay terminal on 2nd August. I show a cover (Fig. 2) which was cancelled at Sydney on 1st August and would have been carried to England on this flight.



Figure 2

The terminal had been brought into use a month earlier than the official opening. The first flying boat service left Sydney on 5th July 1938. I show a cover (Fig. 3) which was cancelled at Sydney on 4th July and carried to England on this service.



Figure 3

Censorship of Tanganyikan air mail in 1938

By Nick Guy

The first cover illustrated here (Figs. 1 & 2) was postmarked at Moshi, Tanganyika on 28 SE 1938 and carried from East Africa by the Empire flying boat *Castor* on Imperial Airways flight KN 66, arriving at Athens on 2 October. There it received the black exchange control mark MEII, the Greek abbreviation of National Currency Protection. It was then forwarded to Prague where it received two backstamps of 6 October. In Czechoslovakia a Czech censor passed it and applied the straight line violet handstamp CENSUROVANO.

Figure 1



Figure 2

The dates of the postmarks clearly show the reason for Czechoslovak censorship. Czechoslovakia responded to Hitler's demands that it cede the areas of its territory he called the Sudetenland, by ordering a general mobilization on 23 September. On 29 September the UK and France signed the Munich Agreement, allowing Germany to complete the occupation of the Sudetenland by 10 October. Czechoslovakia, informed that if it resisted Germany it would stand alone, was forced to accept the occupation.



Figure 3



Figure 4

The cover shown in Figs. 3 & 4 is less straightforward. It was probably carried by Challenger on Imperial Airways flight KN 46, arriving at Athens on 15 May. From there it was forwarded to Hannover where it was opened and resealed by the German authorities, after which it was backstamped on 20 May. The seal used is a Currency Control Examination label, but I am told Germany used currency control to carry out covert censorship. Following the Anschluss of Austria and Germany, in March 1938 Hitler instructed the leader of the Sudeten German Party to make demands the Czechoslovak Government could not accept and the Czechoslovak Government initiated a partial [mobilization](#) on 19 May. While this cover may, therefore, have undergone censorship as the Sudeten Crisis began, presumably, for censorship to remain covert, the currency control process must also have been serving its stated purpose. Can anyone tell me whether this is likely to be a censored cover or not?

German POW card to New Zealand: airmail from Baghdad

By Robert Clark

The card shown in Figure 1 was sent by a New Zealand POW from Stalag XVIII D and has routing instructions: 'Airmail from Bagdad' and 'Luftpost nach Bagdad' while all the other POW air mail covers in my collection sent from Italian or German POW Camps to New Zealand are routed via Lisbon and the USA.



Figure 1: POW card to New Zealand routed via Baghdad

Stalag XVIII D was at Maribor in what is now Slovenia and contained British and Commonwealth soldiers captured in Crete or Greece. The date on the postmark is 20 IV 24, but I assume that is a mistake and should be 20 IV 42.

I am hoping that some readers will be able to give me information on the route. Assuming that it went to Baghdad by surface then it could have been flown from there by BOAC either to Cairo or to India and then by sea to Australia before being flown from there to New Zealand.

Apparently there was a POW airmail service to India: Berlin – Sofia – Istanbul by Lufthansa followed by Istanbul – Adana by train and then BOAC to India by Adana – Lydda – Cairo and then what remained of the Horseshoe Route to Karachi or Calcutta. The routing instructions for that service were 'Ab. Bagdad.'

Empire Air Mail Scheme — Stage 3

New Zealand

By John C. Symons

Introduced on 28th July, 1938, the countries served by this Third Stage of Empire Air Mail Scheme (EAMS) were Australia, Banks Islands, Cook Islands, Fanning Island, Fiji Islands, Gilbert and Ellice Islands, Nauru, New Guinea, New Hebrides, New Zealand, Norfolk Island, Papua, Samoa, Solomon Islands and Tonga. Many of these services was not air all the way. The New Zealand mail on the inaugural services for example, was carried by air to Sydney and then by sea to Wellington or Auckland, and vice versa, and it is mail to this country which is the subject of this article.

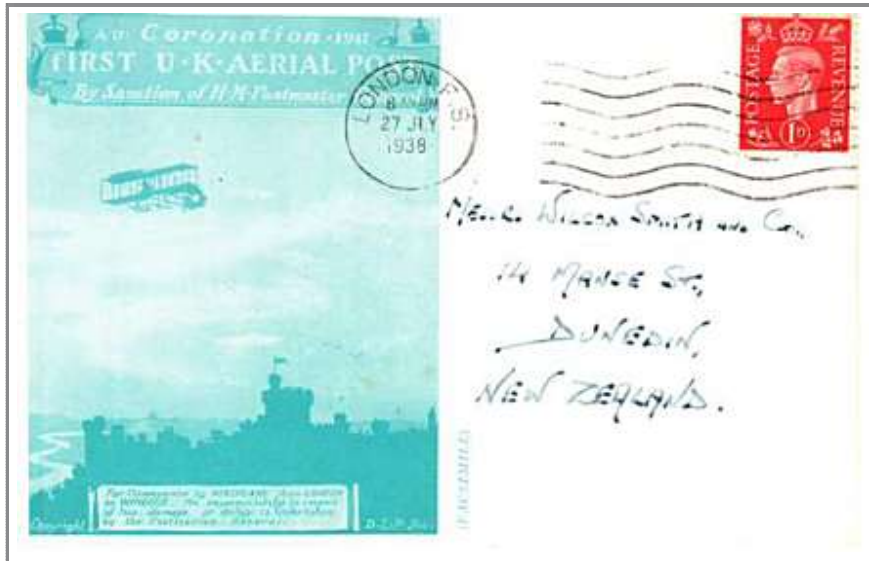


Figure 1.

Great Britain to New Zealand

The letter rate for EAMS was generally charged at 1½d. per half ounce and 1d. for postcards, although there were exceptions. There is little doubt the vast majority of mail carried was philatelic in nature, much of it from Great Britain sent enclosed in plain covers, with the addition of attractive cachets. The first item (Figure 1) is a facsimile postcard of the 1911 First UK Aerial Post rated at 1d., a not inappropriate and interesting connection. Posted in London on 27th July and addressed to Dunedin, South Island, it was carried onboard Imperial Airways service SE1 from Southampton on 28th July, arriving in Sydney on 6th August. On arrival the mail for New Zealand was forwarded by sea.

New Zealand to Great Britain

Although the first service carrying EAMS mail departed from Sydney on 2nd August 1938, that from New Zealand was delayed until the departure on 9th August: flight SW1. This was to ensure that the last mail carried by sea to Great Britain arrived prior to that carried by air. It transpired both services arrived the same day 18th August.

The New Zealand postal authorities commenced collecting mail for carriage on the first EAMS service from Christchurch up to and including 3rd August and was forwarded to Wellington where mail closed on 4th August, on which date it was loaded on board the Huddart Parker's MV *Wanganella* which departed from that port for Sydney arriving three days later in ample time to connect with the EAMS service. Mail from Auckland was forwarded aboard the Matson Line's SS *Mariposa* departing on 5th August. The service SW1 departing on 9th August was the first flight of the new thrice weekly service from Australia to Great Britain. The initial stage to Singapore was operated by QANTAS, and from there on to Southampton, via Alexandria, by Imperial Airways where it arrived on 18th August.

Figure 2 is an example of a Stage 3 EAMS cover from New Zealand posted in Remuera, a suburb of Auckland on 5th August and addressed to St. Andrews. It was flown to England on the 9th August departure from Sydney. However, it departed from Auckland the day of posting on the SS *Mariposa*. Cover carried on this service addressed to Brighton. Note there is no airmail etiquette, no longer a requirement as all first class mail was sent at the 1½d. rate. This cover features the 1½d. King George VI definitive specially produced and issued on 26th July for the new EAMS service.



Figure 2.

Figure 3 is much the same as figure 2, except for its departure from Wellington, it being carried to Sydney aboard the MV *Wanganella*. It would have followed the same route as that illustrated in figure 2 from Sydney onwards to Southampton.



Figure 3.

Figure 4 is an example of a cover always popular with collectors, namely one flown in both directions. The cover was posted in Waiuku in the Auckland region on 4th August and was carried over the same route as the cover illustrated in figure 2, and on arrival was forwarded by rail and road to Pontefract in Yorkshire, where it arrived on 19th August. The following day it was reposted, readdressed to New Zealand, and franked with a British King George VI 1½d. definitive. This ensured it would have been carried by air to Sydney. The cover was carried on Imperial Airways flight SE11 which departed from Southampton on 20th August, arriving in Sydney on 29th. There it awaited the departure of the next vessel for Auckland, finally arriving back in Waiuku on 14th September.



Figure 4.

New Zealand to other Empire Destinations

New Zealand was a popular source of Stage 3 covers over and above those sent to Great Britain. A typical example is illustrated in figure 5, posted in Wellington on 26th July 1938, and carried by sea to Sydney, Australia following the inauguration of the third phase of the Empire Air Mail Scheme. In Sydney it was passed to QANTAS for onward carriage to Egypt, being placed aboard flight SW1 which departed from Sydney on 9th August and was transferred to Imperial Airways in Singapore, arriving in Alexandria on 17th August. There it terminated its flight onboard the SW1 service to await a flight to Southern Rhodesia. This, flight DS119, departed the following day and carried the cover as far as Beira, Mozambique, arriving on 21st August. Again it was off loaded, and flown to Salisbury on a flight of the Rhodesian and Nyasaland Airways. At Salisbury it was transferred to the care of the postal authorities who carried the cover overland to Bindura, some 50 miles to the north east.



Figure 5.

Like the cover illustrated in figure 5, that in figure 6 was flown south from Alexandria on Imperial Airways DS119, and off loaded at Lourenco Marques in Mozambique, forwarded to Johannesburg, and from there onward to Pietersburg, arriving on 23rd August. On these last two sectors the cover was carried on a service operated by South African Airways. There it remained until 14th September when it was reposted for return to New Zealand by sea. There is no date to confirm this or its arrival. The three bar cancel struck across the Pietersburg address is not an air mail cancellation, but simply a mark to indicate its return to sender. No evidence can be found to indicate what appears to be a three bar jusqu'a was ever used as such.



Figure 6.

The cover (Figure 7) is another of considerable interest and complexity. Posted in Invercargill, South Island, the cover was transported overland by rail and ferry to Wellington from where it was forwarded by sea to Sydney (see above for detail of QANTAS and Imperial Airways flight). Franked 1½d. and superscribed "FIRST EMPIRE AIR MAIL," it belies Sierra Leone membership of EAMS. No British Colony in West Africa ever joined EAMS. That the cover reached Sierra Leone is not in doubt given the incomplete Freetown postmark on the reverse of the cover dated 3rd September (Figure 7a).

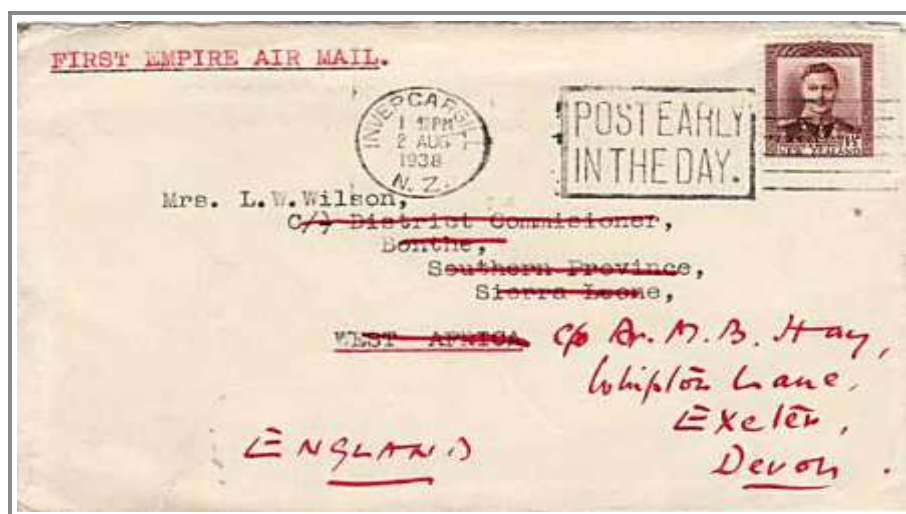


Figure 7.



Figure 7a.

A second incomplete postmark on the reverse confirms arrival in Sierra Leone on the same day, but the route taken took some resolving. Two options presented themselves, firstly via Khartoum and West Africa, secondly via England, initially to Southampton on Imperial Airways flight SW1, and from there to Freetown. The route via Khartoum was quickly rejected on the advice of Peter Wingent, justified by the lack of transit cancellations invariably found on covers travelling through West Africa. This left carriage from England the sole option. Again Peter pointed the way forward providing details of shipping movements to Sierra Leone published in *The Times* of 16th August 1938 (Figure 7b). On 22nd August the mail departed from England for carriage to West Africa (Dakar) aboard the French packet *Canada*, there is no mention of the port of departure. Referring to the Shipping Line section of the Airline Timetables Images website it was found that the SS *Canada* was owned by the Fabre Line (Compagnie Générale de Navigation à Vapeur Cyprien Fabre) and served the West Coast of Africa operating out of Marseilles. Thus it is assumed the cover would have been forwarded overland to the French port. Further enquires were made with London's Guildhall Library who confirmed that *Canada* departed from Marseilles on 23rd August, calling at Dakar on 31st August and Kotonu (today's Benin) on 8th September. Given *The Times'* Shipping News of 16th August and the details furnished by the Guildhall Library it would seem conclusively proven that this cover arrived in Freetown on 3rd September.

SIAM : Air Mails	..	..	..	Aug. 17	8 p.m.
Air Mails	..	..	..	Aug. 19	8 p.m.
P. & O. (Raiputana)	..	..	..	Aug. 18	6 p.m.
SIERRA LEONE : Air Mails	..	..	..	Aug. 17	8 p.m.
E.D. (Aba)	..	..	..	Aug. 17	2 a.m.
Fr. pkt. (Canada)	..	..	..	Aug. 22	7.30 a.m.

Figure 7b.

From Freetown it was forwarded by rail to Moyamba, road to Sembehun, and finally to its destination in Bonthe, situated on Sherbro Island by riverboat down the Jong River. At which point it was discovered the recipient Mrs. L.W. Wilson had departed from Bonthe leaving a forwarding address in Exeter, Devon; the cover was immediately readdressed, and placed back into the mail service, returning to Freetown. From there it would most likely been carried by sea back to England; there are no arrival cancellations for Bonthe or Exeter.

Figure 8 illustrates a cover posted on 9th August in Christchurch, South Island addressed to Ingersoll, Ontario, Canada. It was forwarded to Wellington from where it was shipped on board the SS *Wanganella* to Sydney and flown to Southampton on Imperial Airways inaugural service SW1. Arriving on the 18th August, it concluded the first sector carried by air. From England the cover was shipped across the Atlantic almost certainly on board a liner of the Canadian Pacific Steamships Company. The vessel departed from Southampton and terminated in Montreal, from where it may well have completed its travels overland to Ingersoll. There are no transit or arrival postmarks. Canada was a member of EAMS and therefore a charge of 1½d. would have been appropriate for a single weight letter. Franked 3d. this must therefore be a double weight letter, with the additional 1d. being a Late Fee.



Figure 8.

The cover posted in Dunedin, South Island on 26th July, and addressed to Des Moines, Iowa, USA, and illustrated in figure 9 raises a number of issues. The carriage of this cover between New Zealand and USA has no connection with EAMS. However, the postmark date is the first day of sale for the 1½d. stamp introduced for use on covers carried on routes eligible under the terms of EAMS. Thus this cover has to be seen as a first day cover, and not associated with the EMPIRE AIR SERVICE INAUGURATION OF THE REGULAR AIR SERVICE between New Zealand and Great Britain as the special cover indicates.

Initially thought to be insufficient the 1½d postage paid for the carriage of this cover between the two countries, was confirmed to be correct thanks to Bob Clark, the rate of 2½d. per ½ oz. for mail carried by sea was increased on 2nd August. This would account for the time in transit of 34 days, air mail would have been approximately seven days. No attempt was made to levy and collect any outstanding charge.



Figure 9.

The cover illustrated in figure 10 was also posted in Dunedin, South Island on 26th July and addressed to Gatun, Canal Zone. Forwarded to Wellington the cover would have been forwarded by sea, carried onboard a ship owned by either the Shaw Savill Line, or the New Zealand Shipping Company, both of which operated across the Pacific Ocean to England via the Panama Canal with departures from Wellington. Although this cover commemorates the inauguration of EAMS, it should be viewed as a FDC for the issue of the new 1½d. postage stamp like the previous example. The franking of the two 1½d. postage stamps is correct for a double weight letter.



Figure 10.

Summary

The three stages of EAMS introduced in the mid to late 1930s was a revolutionary scheme, and one which has to be seen as a fitting innovation in the history of world postal services. Many participants produced special covers and cachets to acknowledge the inauguration of this new service, New Zealand was probably the most prolific as this article illustrates, not just the EAMS inauguration, but also the first day of issue of the new 1½d. King George VI definitive.

Acknowledgements

I am most grateful for the assistance given by Peter Wingent and Jeanie Smith, researcher at London's Guildhall Library, relating to the Sierra Leone cover and to Bob Clark for the corrections to New Zealand matter relating to errors resulting from his review of the article.

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A miscellany

Material provided by Laurence Kimpton

Laurence sent four items, describing them as follows:

Following up the June 2017 issue, with Terry's IA *Atalanta* brochure, a scan of the cover of the same one but in Afrikaans, also dated July. When opened out one side shows a large cutaway picture of an *Atalanta* in flight.



Right:

Also following the June issue, a used "official" cover for the first IA flight to Bahrain. Posted London 30 Sept 1932, backstamped Bahrain 7 Oct. Signed by pilot Captain J (?) Perry.



Left:

Front cover sheet from a pad of "Superfine Bank Paper for Air Mail and Foreign Correspondence featuring Mercury-Maia."

Probably a cover from Argentina flown by Imperial Airways hasn't appeared before.



Registered cover to Australia posted at Buenos Aires on 2 December 1936. Backstamped at Marseilles ("Marseille Gare Avion") on 6 December, Darwin on 19 Dec., "TPO South NSW" on 22 Dec. & Kogarah NSW on 23 Dec. Probable routing: Sindicato Condor (German owned airline allied to Deutsche Luft Hansa) to Natal, Brazil. As it has a Marseilles backstamp probably Air France to Marseille rather than DLH. There was close co-operation between DLH and Air France at this time. Alternatively although the cover is endorsed "via Condor" it could have been flown by Air France throughout (Air France had introduced an all-air Paris-Buenos Aires service in January 1936). Probably train to Brindisi to connect with Imperial Airways service IE504 departing on 11 Dec. The service left Singapore on 18 Dec. which fits the Darwin backstamp of 19 Dec. It seems strange that it was unloaded at Darwin as Qantas DH86 'Canberra' operated the service from Singapore to Brisbane. It is a commercial business cover even though it is franked with many stamps; a note by the sender on the back refers to reports and Spanish copies of documents being sent by ordinary mail. The sender &/or his contact in Australia were probably philatelists.

Fake Atalanta post cards

By Peter Wingent

In Issue 50 (Dec. 2016, pages 10 to 12) I illustrated examples of post cards featuring *Atalanta* superimposed on photographic views in South Africa. I have now come across another card featuring her flying dangerously low over Victoria Falls! To my shame I can't remember how I came by the photo so if it was from one of our readers, please let me know and I will acknowledge your contribution in the next issue.



The photo of *Atalanta* is not the same as the one used on most of the other cards.

An extraordinary Imperial Airways flight from southern Africa

By John Berridge

The performance of Imperial Airways service from southern Africa during 1932 was generally poor. However it should be remembered that this 6,000 mile long route had only been started at the end of 1931 and that it ran through some of the most hostile parts of the world with tropical storms and landing grounds at high altitude. In addition the aircraft used were, to say the least, flimsy and underpowered with a poor record of reliability. The sheer scale of the route demonstrates the optimism and foresight of Imperial Airways as early pioneers of aviation.

Flight AN 70 demonstrated the problems faced and illustrated the absolute determination of Imperial Airways to succeed. This flight left Cape Town on Wednesday 6 July 1932 and made good progress as far as Salisbury in Southern Rhodesia, arriving on schedule the following day having left Johannesburg at 04.00 that morning. The de Havilland DH66 G-EBMY *City of Baghdad* had been refuelled and checked over the evening before, ready for another early start at 04.00.

At Salisbury, the passengers were joined by Gerald Kayser, of South Mimms, Hertfordshire, who was returning to London after a business trip to Rhodesia. Mr Kayser was so impressed with Imperial Airways that he wrote to *The Times* the same day as he arrived home. The following is an extract from his letter:

“... I would like to take an early opportunity of expressing my admiration for the efficiency and thoughtful care for the comfort of passengers. The journey was in itself remarkably interesting, embracing as it did, such a variety of conditions, climate and scenery. It is in fact a unique experience and quite apart from the immense saving in time, a voyage well worth undertaking.”

The flight continued to keep to schedule and Mbeya, in Tanganyika, was reached that evening. Following a very early 03.30 start, the *City of Baghdad* landed at Dodoma, Tanganyika, where the pilot was taken ill with fever and a doctor refused to let him fly. Within five hours a relief pilot had been flown down from Nairobi, nearly 400 miles away in Kenya. A quarter of an hour after his arrival, the plane took off and the pilot made an excellent night landing at Nairobi. The next day, after another 04.00 departure the flight was back on schedule. The mail and passengers continued north, landing at Kisumu, where there was a change of aircraft to the *City of Stonehaven*, a Short S8 Calcutta flying boat. Juba in the Sudan was reached that evening and following the Nile, Khartoum the next day and then Wadi Halfa and Aswan. But the difficulties were not yet over.

As the aircraft was leaving Aswan it developed engine trouble and it just managed to get back to Aswan where it made a tricky down-wind landing. The aircraft was unable to continue and Imperial Airways made arrangements for the passengers to continue to Alexandria by train. A further extract from Mr Kayser's letter reads:

...There being several hours to spare before the train left, a taxi was procured for us and we were thus enabled to see the Temple of Philae, which at this time of year, for about three weeks, is entirely uncovered.... On the return journey we burst a tyre and were rescued by an Englishman, Mr Walker, working on the dam.... He took us into town as far as the bank where we found our pilot in further difficulties. The Egyptian Railway authorities had refused to accept his signature for our tickets and the National Bank of Egypt was refusing to allow him to draw on them or allow the Imperial Airways ground representative to do the same. ... Things were thus in rather a bad way as it was closing time for the bank and the train was due to leave in an hour and a half; however Mr Walker very generously gave the pilot a cheque to the tune of £60 on his private account to help us out of our difficulty. All the available sleepers were obtained for us and made the journey as comfortable as circumstances would permit. We left Alexandria a day late but, in spite of this, by making Brindisi in one day we were able to catch a train that arrived in Paris at the correct time.

Thus Imperial Airways triumphed over all obstacles and landed the mail at the scheduled time.

I am your obedient servant,

Gerald Kayser.

This was an amazing adventure covering nearly 5,000 miles in 10 days with the passengers and mail delivered on time. Despite the many possible disasters encountered, it demonstrated the sheer tenacity of those involved with Imperial Airways 85 years ago.



The cover shown above departed Bulawayo aboard service AN70 on 7th July 1932. It was endorsed “*via Athens, Berlin and London*” so that at Athens it was to be transferred to the Deutsche Lufthansa service to Berlin and London. This was to ensure faster carriage to catch the liner *Empress of Canada* sailing on 15 July for Canada to connect with the special aircraft carrying mail to the Strait of Belle Isle to the Imperial Economic Conference at Ottawa.

However, due to AN70 arriving at Athens one day late, the cover missed the DLH service and also the *Empress of Canada* and did not reach Ottawa until the 29th July. The 1/6d. postage comprises 1/2d. per ½ oz. air mail fee, plus 4d. registration.

Note: During the Imperial Economic Conference there were four accelerated air services from London to Ottawa. Mail was flown on a special service from London to Cherbourg to connect with a liner leaving for Canada. On arrival at the Strait of Belle Isle the first of three aircraft (two seaplanes and a landplane for the final section) flew the mail the remaining 1,000 miles to Ottawa, thus gaining two days in transit time.