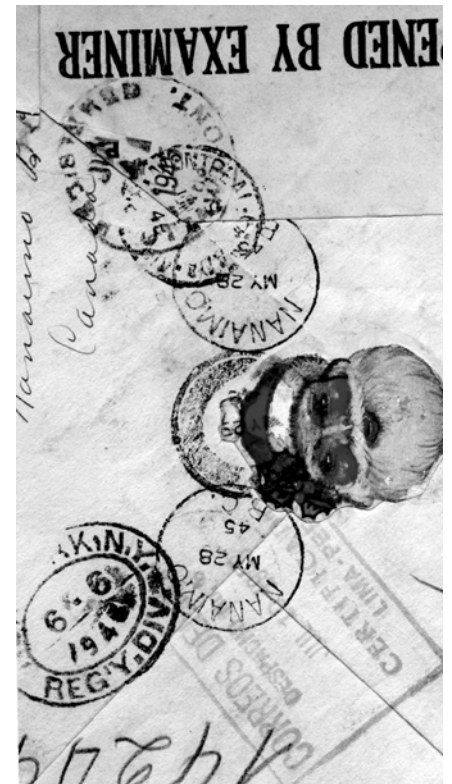


Preferred rates

Domestic rate, 2¢ per ounce + 2¢, 1 April 1943–1951.



Toronto–Guayaquil (Ecuador), returned to sender 1944. Rated 10¢ registration & 4¢ PUAS = domestic rate. Canadian censor on reverse.



Nanaimo (BC)–Lima (Peru), 1945. Rated as above. Canadian censor tape.

Registered and airmail

Canada established its own airmail rates and services in March 1930. Prior to that, experimental service (below) was sometimes available, as was airmail through the US, requiring US postage (only possible 1 January–7 August 1928).

Vancouver–Seattle–New York–Oslo, 1928.

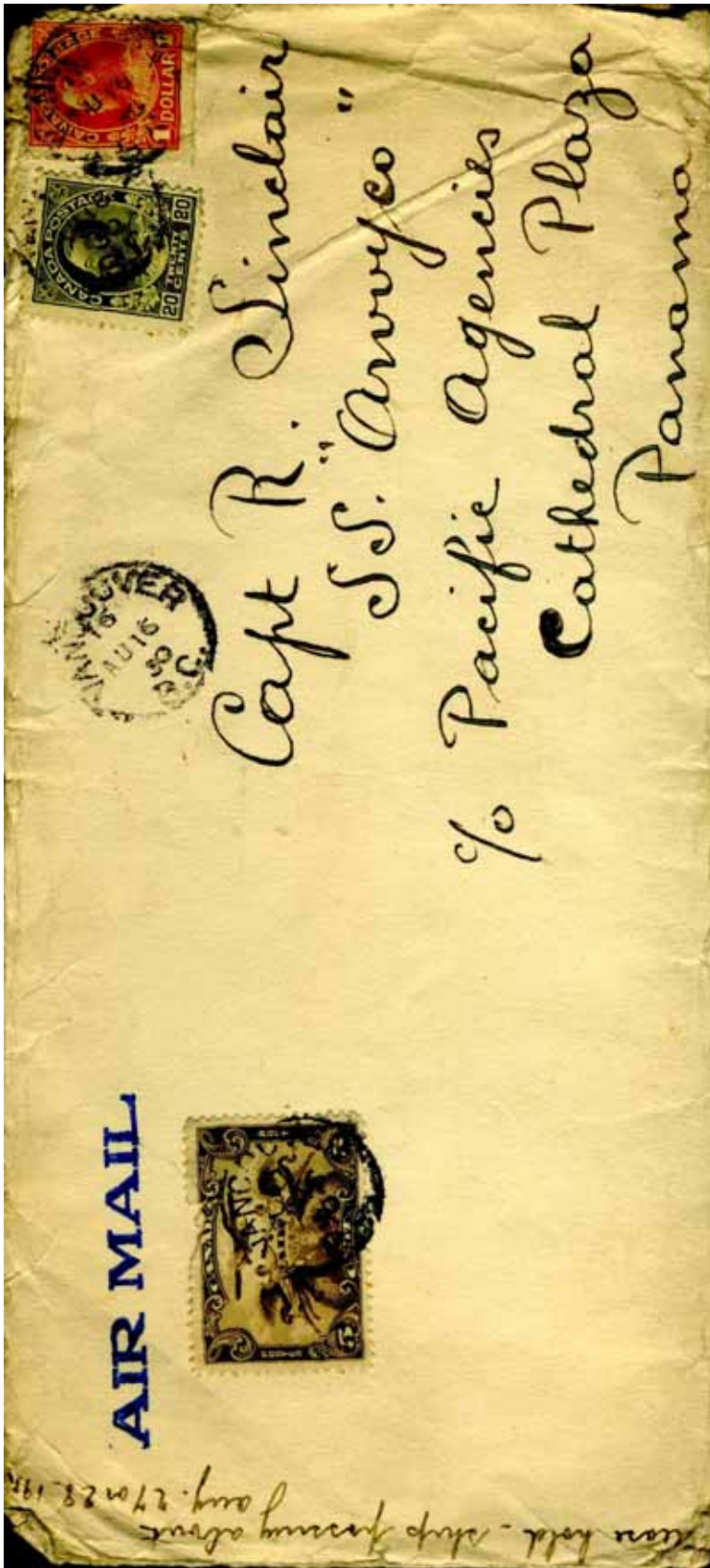
Only the Seattle–New York leg was by air. **Rated** 10¢ reg'n and 8¢ UPU plus 10¢ US airmail (per half ounce; in effect February 1927–August 1928).

←



UK–Brantford (ON), May 1928. Rated 3d registration and double Empire at 1d per ounce. His THIS MAIL WAS CARRIED BY POSTAL AIRPLANE TO TORONTO applied on first regularly scheduled Rimouski–Toronto flight (5 June). Perfin. Blue Brantford Customs hs on reverse. ↓↓





Airmail to Panama (1930)

Airmail rate to Panama nowhere listed in this period; likely treated as US air, hence 5¢ for first half ounce, 10¢ for each additional. There are no backstamps, indicating that this envelope was attached to a larger package.

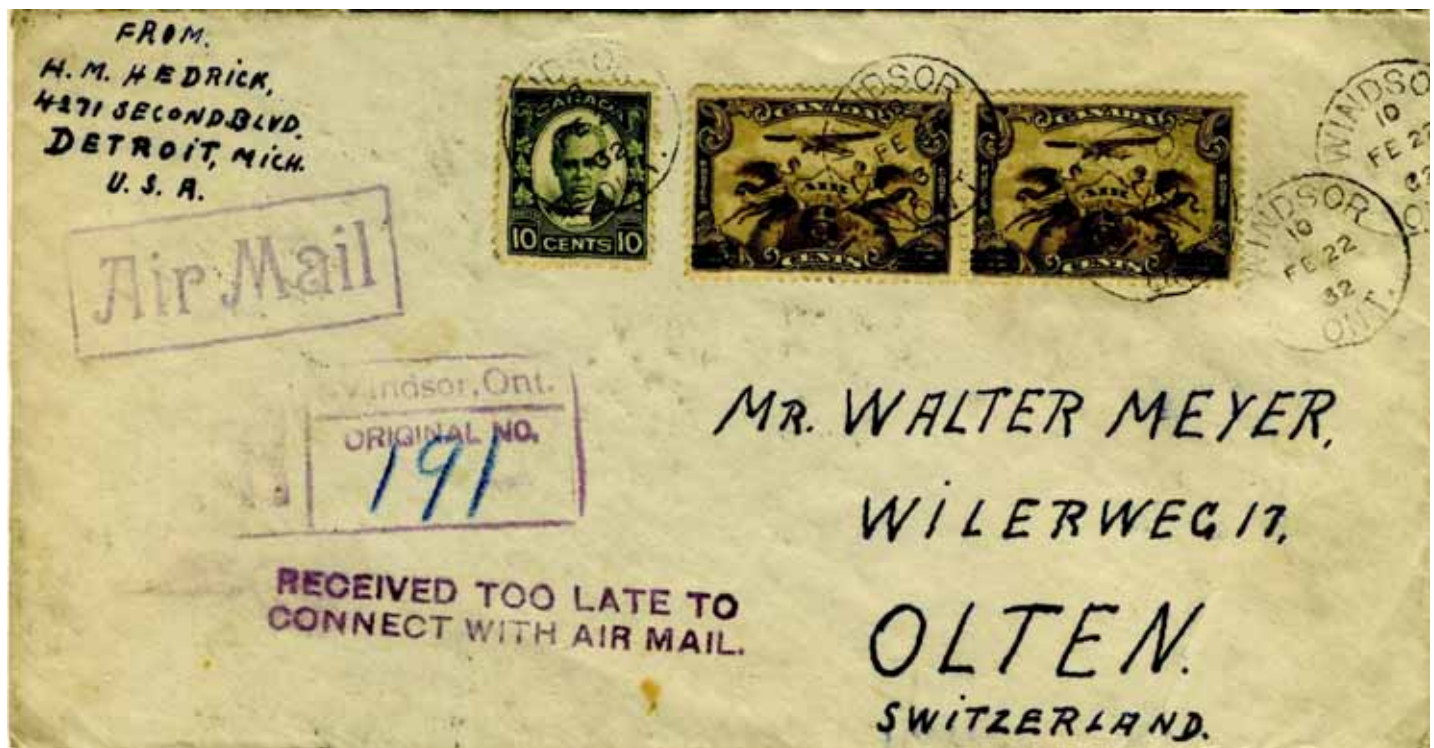
Duodectuple rate, Vancouver to ship in Panama, 1930.
Rated 10¢ reg'n and 12 × 10¢ – 5¢ for air through the US. The envelope could not hold six ounces, but was attached to a larger parcel.
Addressed to same ship's captain as previous.

Airmail to Europe reduced to 10¢ per ounce.

Except for G. B. Rate in effect 2 February 1931–24 June 1939.



Winnipeg–Plzeň (Czechoslovakia), March 1931. Rated 10¢ registration and 10¢ air to Europe. Via New York and Prague.



Windsor–Olten (Switzerland), too late 1932. Rated as above, but overpaid by 2¢ using overprinted airmail stamps. Received too late for air mail service, and sent by surface to New York. Return address is Detroit.

Airmail not to Europe



Regina (SK)—Canal Zone, forwarded to Esquimalt via California, Vancouver, and Victoria, 1935. Rated 10¢ registration and 15¢ air to Central America (in effect 2 February 1931–June 1934). Addressed to lieutenant aboard HMCS *Skeena*. Large oval receiver of District Intelligence Officer, applied at Esquimalt.



Vernon (BC)—Calcutta, 1936. Rated 10¢ registration and 25¢ air to Asia (in effect from 1 July 1935).

All-up Empire rate introduced

Empire airmail rate of 6¢ per half ounce to many places in the British Empire introduced 23 February 1938; extended to Hong Kong, Australia, and New Zealand 1 April 1939. Service terminated with the outbreak of World War II, September 1939. The top cover shows how much the rate could be before this was introduced.



Pre-all-up service, Vancouver–Gisborne (New Zealand), 1937. Rated 10¢ registration and 25¢ air by British carrier to New Zealand (oddly, the rate to Australia at this time was 35¢, and this passed through Sydney). Via New York, Vancouver, Singapore, and Sydney.



Farnham (QC)–Maharembey (Egypt), November 1938. Rated 10¢ registration and 6¢ Empire air rate. Contrary to Empire rate regulations, there is an endorsement *Air mail*.



transatlantic air

service began May 1939, via US, at 30¢ per half ounce all-inclusive; continued until late 1946. Transatlantic service to Asia (via UK) was included.

Toronto–Gibraltar, August 1939. Rated 10¢ reg'n and 30¢ transatlantic. Via New York & Lisbon.



Service suspended as a result of Pearl Harbor, Flaxcombe (SK)–Hong Mee (China), late November 1941.

Rated as above. Censored in Vancouver. Via Saskatoon, Vancouver, DLO Ottawa; ret'd to sender late January 1942. From the only Chinese restaurant in town.



Triple rate, Toronto–Jerusalem, September 1945. Rated 10¢ reg'n & 3 × 30¢. Censored in UK. Via Montreal, Miami (!), New York, . . .





Sextuple, Montreal—Cyprus, 1943. Rated 10¢ reg'n & 6 × 30¢ per half ounce. Censored UK and Egypt.



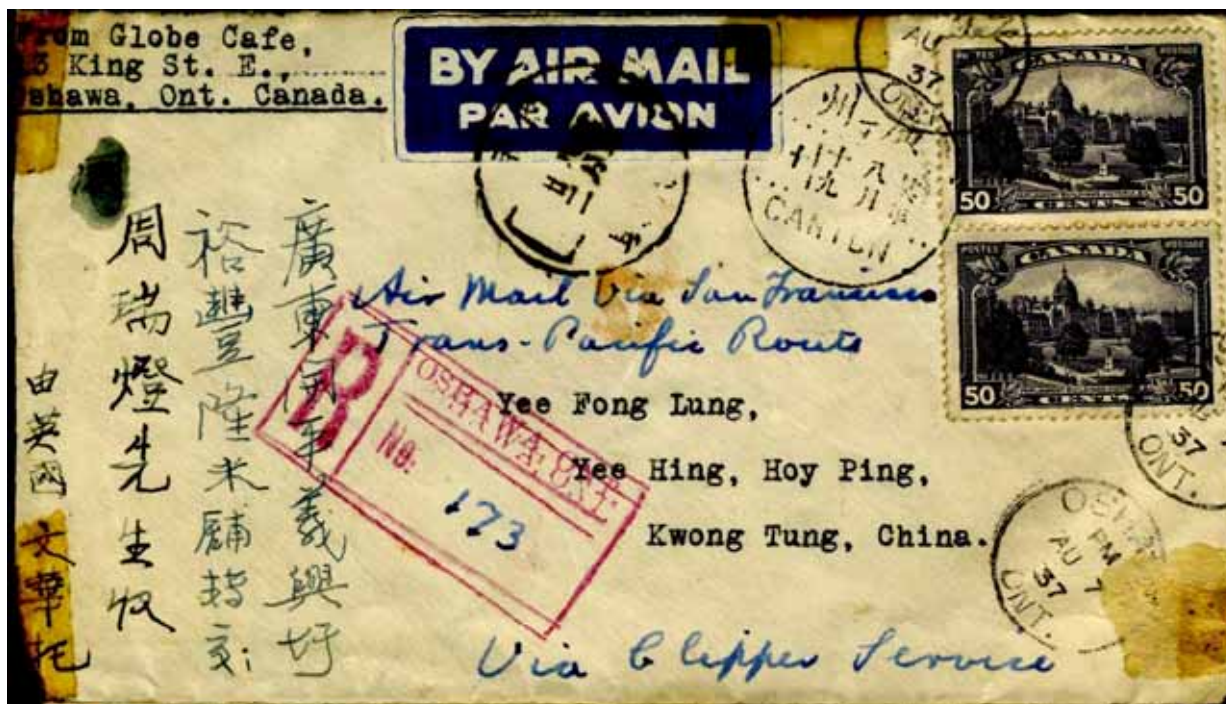
Triple, Ottawa—Lisbon, 1945. Rated 10¢ reg'n & 3 × 30¢. Unknown and returned to sender.

China Clipper service

Airmail to San Francisco, then air to Hawaii, Philippines, Hong Kong, and China. Service to China began 1935; all China clipper service terminated 7 December 1941. Rates depended on destination (e.g., 90¢ to Hong Kong, China, and from there to India).



Vancouver–Tokyo via clipper to Philippines, 1936. Rated 10¢ registration, 75¢ clipper to Philippines, and 5¢ charge for carriage to Japan (not all secondary destinations required an additional fee). Manila datestamp on reverse reads REGISTERED FOREIGN MAIL SECTION.

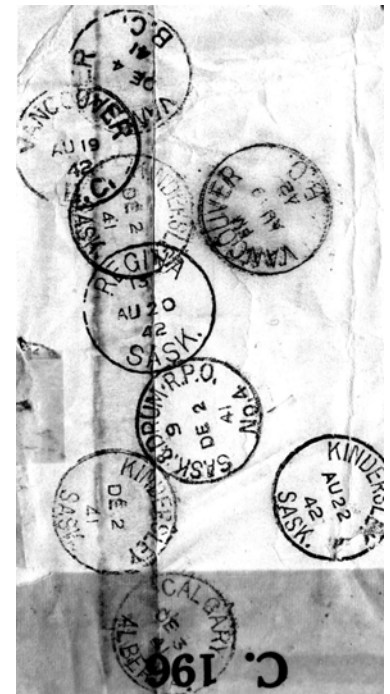
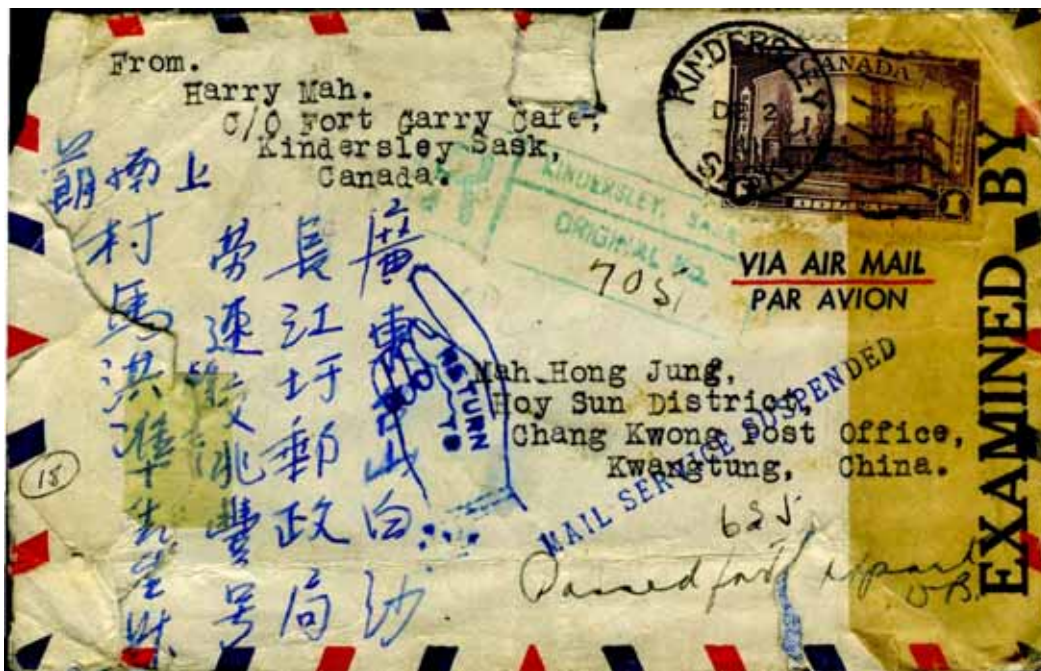


Oshawa–Kwong Tung (China), 1937. Rated 10¢ registration, 90¢ clipper to Hong Kong, and no additional fee to Chinese interior. Via Canton. From the ubiquitous Chinese restaurant.

China clipper



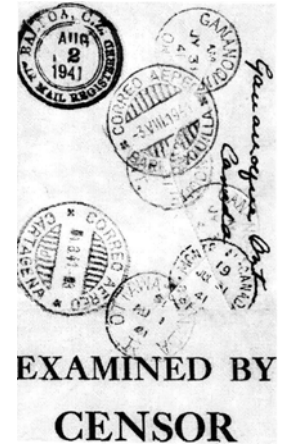
Toronto—Calcutta via clipper to Hong Kong, drop, 1941. Rated 10¢ registration, 90¢ clipper. Ms Drop refers to dropped in the mailbox—the postage was correct for registration; registered first in Vancouver, not Toronto. Double censored in Canada (two tapes), and at least once in India.



China clipper service disrupted by attack on Pearl Harbor, service suspended, December 1941. Rated 10¢ registration, 90¢ clipper to Hong Kong. Made it to Vancouver on 4 December, censored, then Pearl Harbor took place (7 December); cover held until August 1942 before being returned to sender.

Air to South America

Effective ca 1937–1945, air service all the way was available to the northern part of South America (including Colombia, Ecuador, Venezuela, the Guianas) at 25¢ per quarter ounce, and to the southern part (including Argentina, Bolivia, Brazil, Chile, Paraguay, Uruguay) at 35¢ per quarter ounce.



Gananoque (ON)–Cartagena (Colombia), 1941. Rated 10¢ registration and 25¢ air. Canadian censor, and passed for export handstamp.



Double rate, Arvida (QC)–Georgetown (British Guiana), 1943. Rated 10¢ registration and 2 × 25¢ air rate. Canadian censor tape.

Air to southern South America



Quintuple rate, Montreal–Buenos Aires, 1943. Rated 10¢ registration and 5 × 35¢ per quarter ounce by air. Canadian censor tape and bilingual passed for export handstamp.



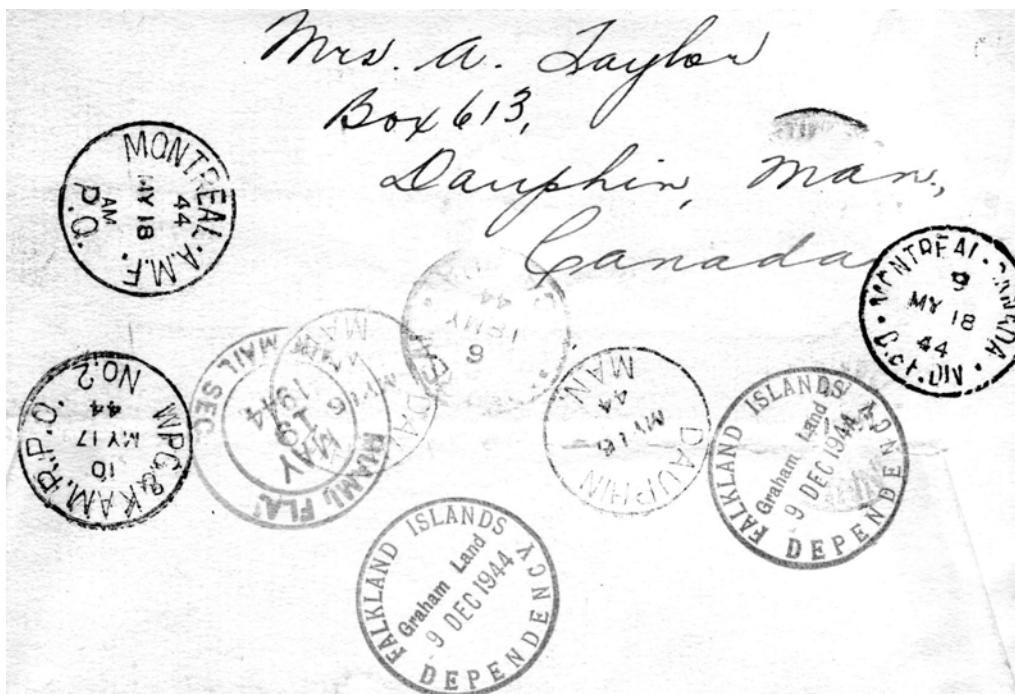
Toronto–Cochabamba (Bolivia), 1944. Rated 10¢ registration and 35¢ air. Canadian censor and manuscript passed for export.

To Grahamland (Antarctica), Operation Tabarin

Operation Tabarin (British Bransfield Expedition, 1943–1945) was a top secret British deployment in Port Lockroy, to monitor for German submarines, and to establish British claims in the area. The addressee was commanding officer for a short period.

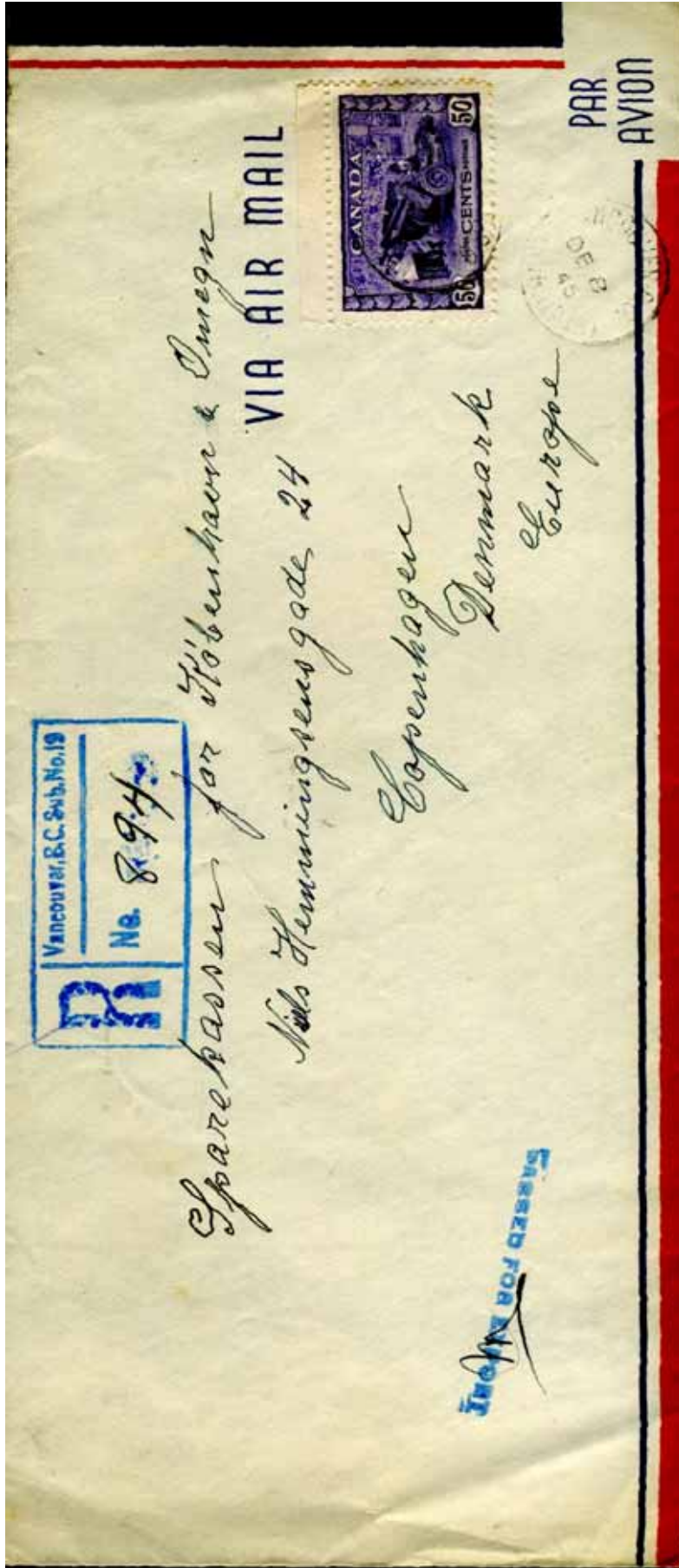


Dauphin (MB)—Grahamland, 1944. **Rated** 10¢ registration and 7¢ by air to New York only. No censor. Via Montreal, Miami, and the Falklands. Sent by the addressee's wife, and probably the only non-philatelic cover from Canada to this destination. Almost seven months transit time.



Post-War air

Airmail rates varied tremendously in time and destination shortly after the end of hostilities.



Vancouver–Copenhagen, December 1945. **Rated** 10¢ reg'n and 40¢ per half ounce airmail to Denmark, in effect August 1945–May 1946. This special rate did not apply to other European countries (e.g., to France and Switzerland, 30¢).



Toronto–Sliema (Malta), 21 June 1946.

Rated 10¢ reg'n and 30¢ per half ounce airmail to Malta, in effect June–October 1946. ↓↓

