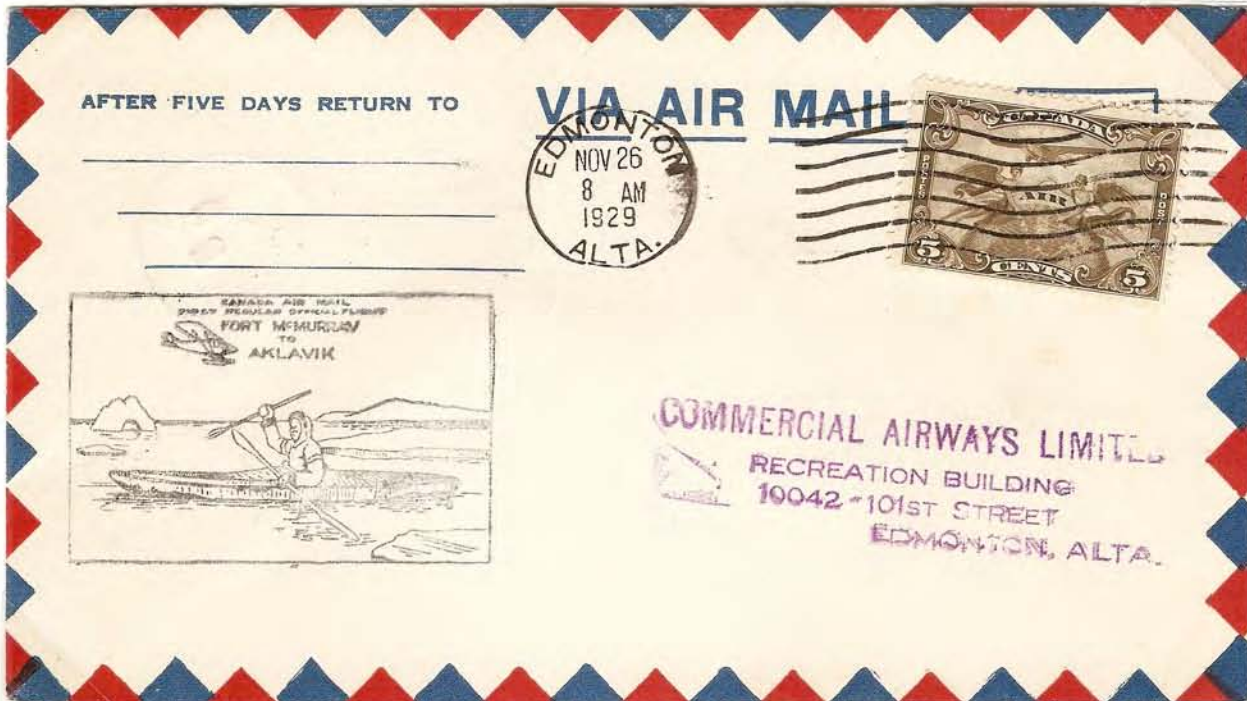


COMMERCIAL AIRWAYS—DECEMBER 1929



Inbound: Dec. 19 McMurray to Resolution (AJQ Lumsden, AJR Glyn-Roberts);
Dec. 20 Resolution to Simpson (AJQ Lumsden, AJR Glyn-Roberts AKI May); Dec. 24 Simpson to Norman (AJQ Glyn-Roberts, AKI May); Dec. 25 Norman to Good Hope (AJQ Glyn-Roberts, AKI May); Dec. 26 Good Hope to Arctic Red River (AJQ Glyn-Roberts, AKI May); Dec. 27 Arctic Red River to Aklavik (AJQ Glyn-Roberts, AKI May)
Outbound: Dec. 27 Arctic Red River to McPherson (AKI May); Dec. 27 McPherson to Aklavik (AKI May); Dec. 30 Aklavik to Arctic Red River (AJQ Glyn-Roberts, AKI May); Dec. 31 Arctic Red River to Wrigley (AKI May); Jan. 1 Wrigley to Simpson (AKI May); Jan. 2 Simpson to McMurray (AJQ Becker, AKI May)

Philatelic covers carried to Aklavik, the northern terminus of the flights, with use of the special circle date stamps (B1). Top cover signed by May. Bottom cover addressed to Commercial Airways office in Edmonton.

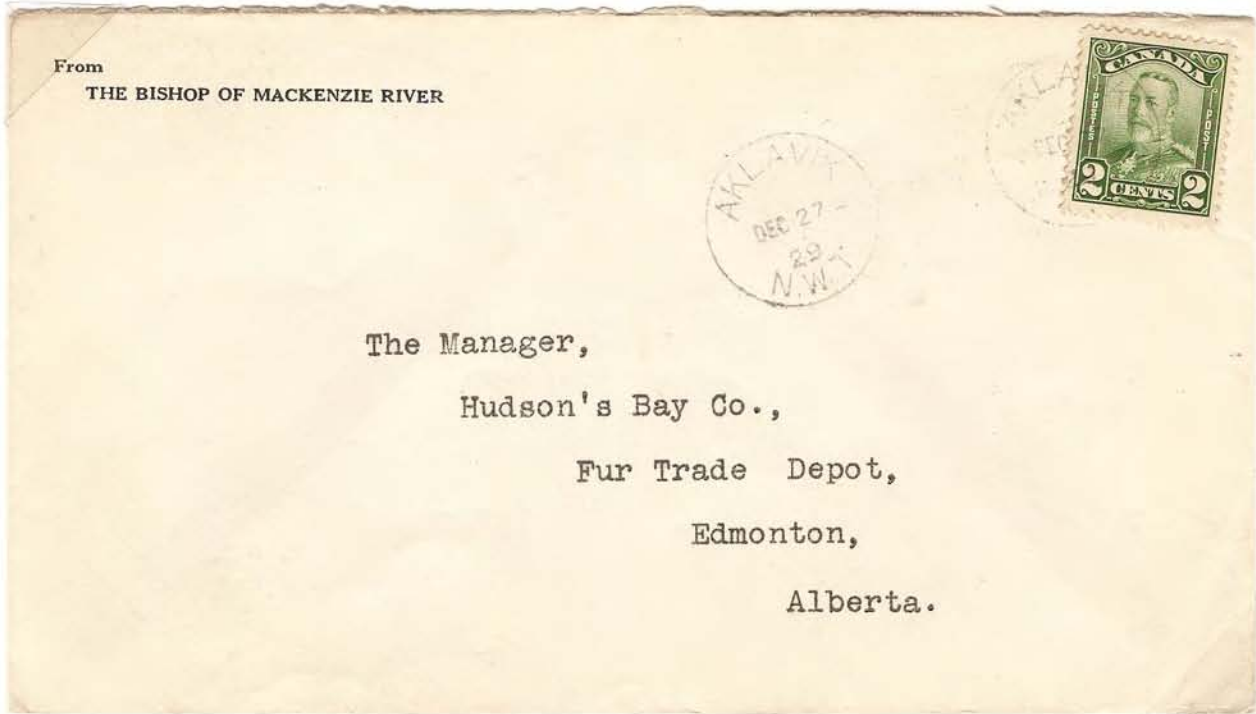
COMMERCIAL AIRWAYS—DECEMBER 1929



Inbound: Dec. 19 McMurray to Resolution (AJQ Lumsden, AJR Glyn-Roberts);
Dec. 20 Resolution to Simpson (AJQ Lumsden, AJR Glyn-Roberts AKI May); Dec. 24 Simpson to Norman (AJQ Glyn-Roberts, AKI May); Dec. 25 Norman to Good Hope (AJQ Glyn-Roberts, AKI May); Dec. 26 Good Hope to Arctic Red River (AJQ Glyn-Roberts, AKI May); Dec. 27 Arctic Red River to Aklavik (AJQ Glyn-Roberts, AKI May)
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Philatelic covers carried to Aklavik with use of the regular circle date stamps (B2). Top air mail registered cover shows the return date of these flights to Fort McMurray. Bottom letter rated cover shows the receipt date in Aklavik and the dispatch date of December 30 when the aircraft left for the south.

COMMERCIAL AIRWAYS—DECEMBER 1929



*Aklavik N.W.T. Territories
Nov-21-1929*



Outbound: Dec. 30 Aklavik to Arctic Red River (AJQ Glyn-Roberts, AKI May); Dec. 31 Arctic Red River to Wrigley (AKI May); Jan. 1 Wrigley to Simpson (AKI May); Jan. 2 Simpson to McMurray (AJQ Becker, AKI May)

Commercial covers carried from Aklavik with use of the regular circle date stamp (B2). Top letter-rated cover is from the Anglican Bishop of the Mackenzie River and has no transit or receipt markings. Bottom air mail rated cover shows no transit or receipt markings either but contains a letter from a trapper.

Aklavik, NWT.
Mackenzie River Delta.
Dec. 28th. 1929

Dear Frank,

This will be a hastily dashed affair, but needs must eh! The two planes arrived yesterday just when a good number of the Indians and Huskies were clearing out of the settlement after the Christmas Celebrations. The Indians for McPherson for their big NEW Year's do, and the Huskies for some spot unknown at least by most of the white people, they have a big time on their own hook and most likely many and huge brew pots. However they only pulled out abt 9.am. and the planes arrived at 12.30 P.S.T. which is really not our time but we use it to fit in with the rest of the system. They all spotted the machines as they were going along with their teams and immediately hot footed it back to the settlement for the big excitement. Two pilots, two mechanics, a reporter and a P.O. inspector came with the machines, accomodation is very limited around here so they are parked all over the show even one using the cell in the police barracks, our place being the only batchelor establishment in town they do most of their eating here and parking around, so we don't get much of a chance to do anything with mobs circling around all the time, as the natives flock right



C.S.H.M.S.

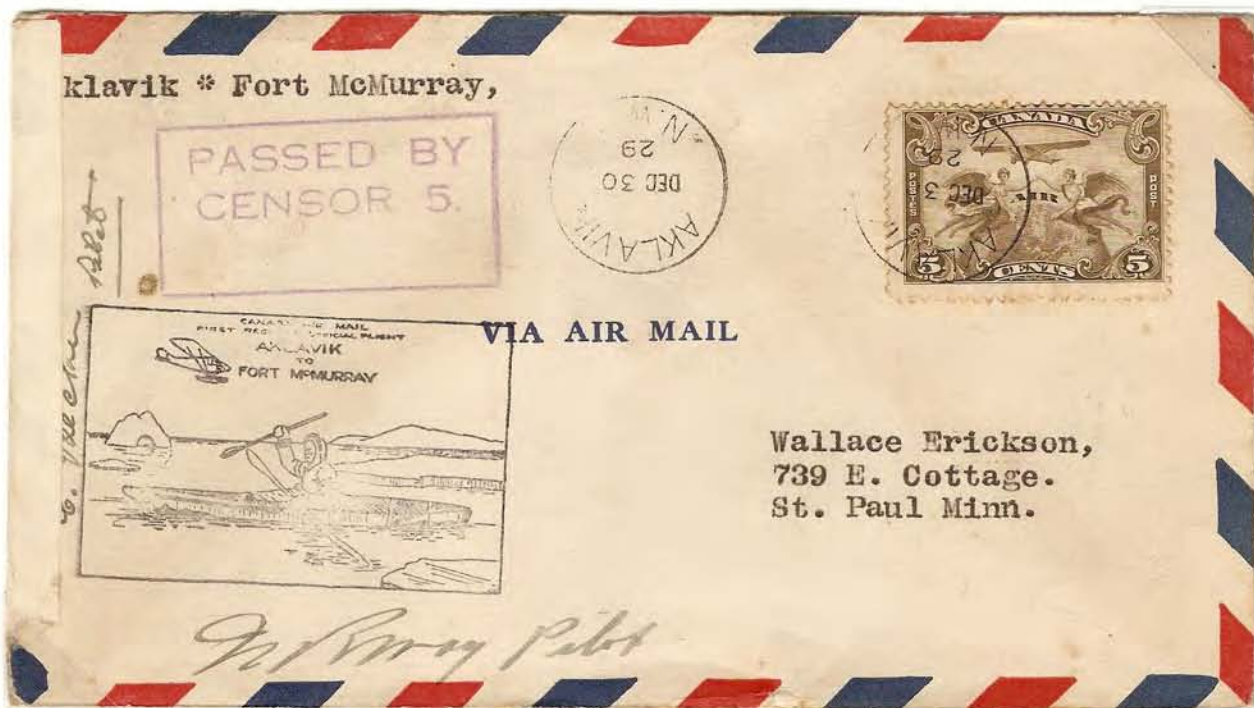
Mr. Frank R. Whitehead,
C-o Reliance Grain Company,
Grain Exchange
WINNIPEG, Man.

FM: -
I. Neary,
Gov't Radio Stn.
Aklavik, N.W.T.

Outbound: Dec. 27 McPherson to Aklavik (AKI May); Dec. 30 Aklavik to Arctic Red River (AJQ Glyn-Roberts, AKI May); Dec. 31 Arctic Red River to Wrigley (AKI May); Jan. 1 Wrigley to Simpson (AKI May); Jan. 2 Simpson to McMurray (AJQ Becker, AKI May)

Commercial double-rated cover at first class rate from an employee at the Radio Station.

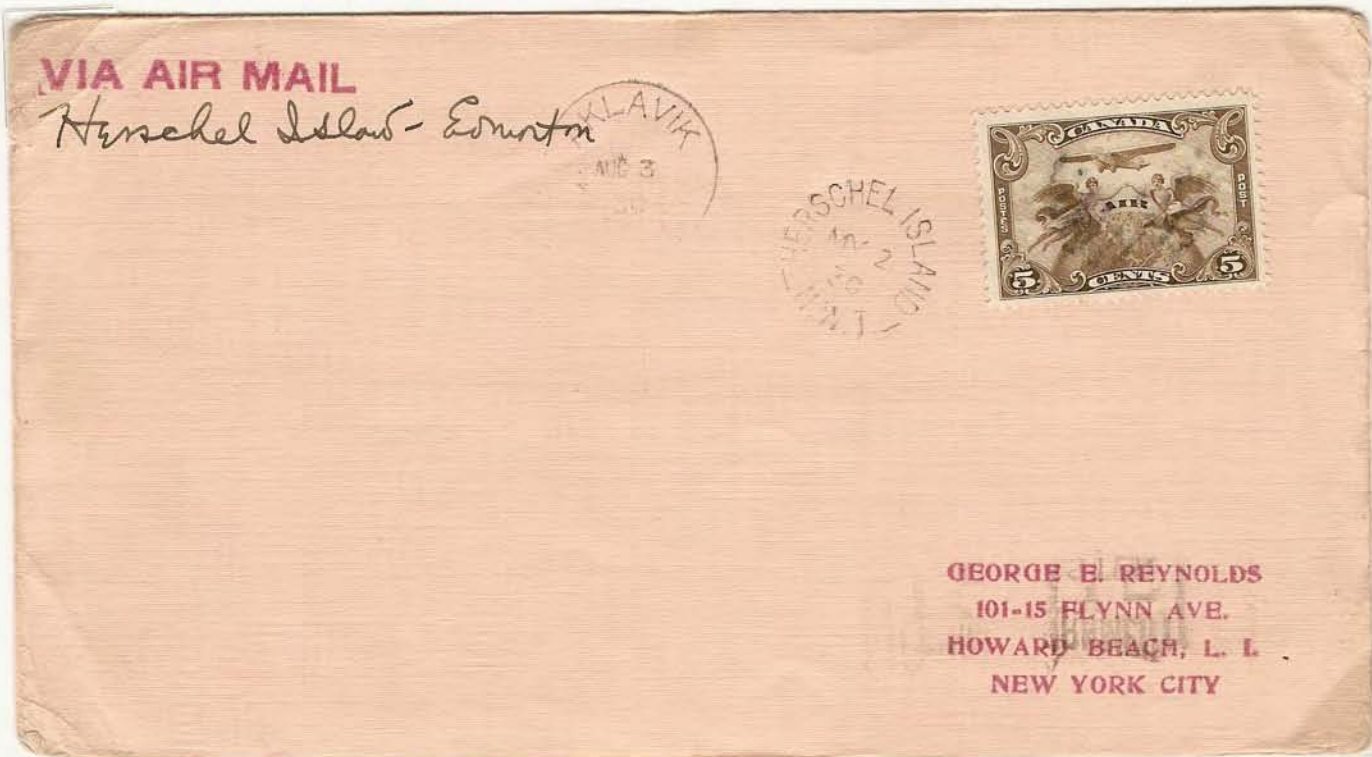
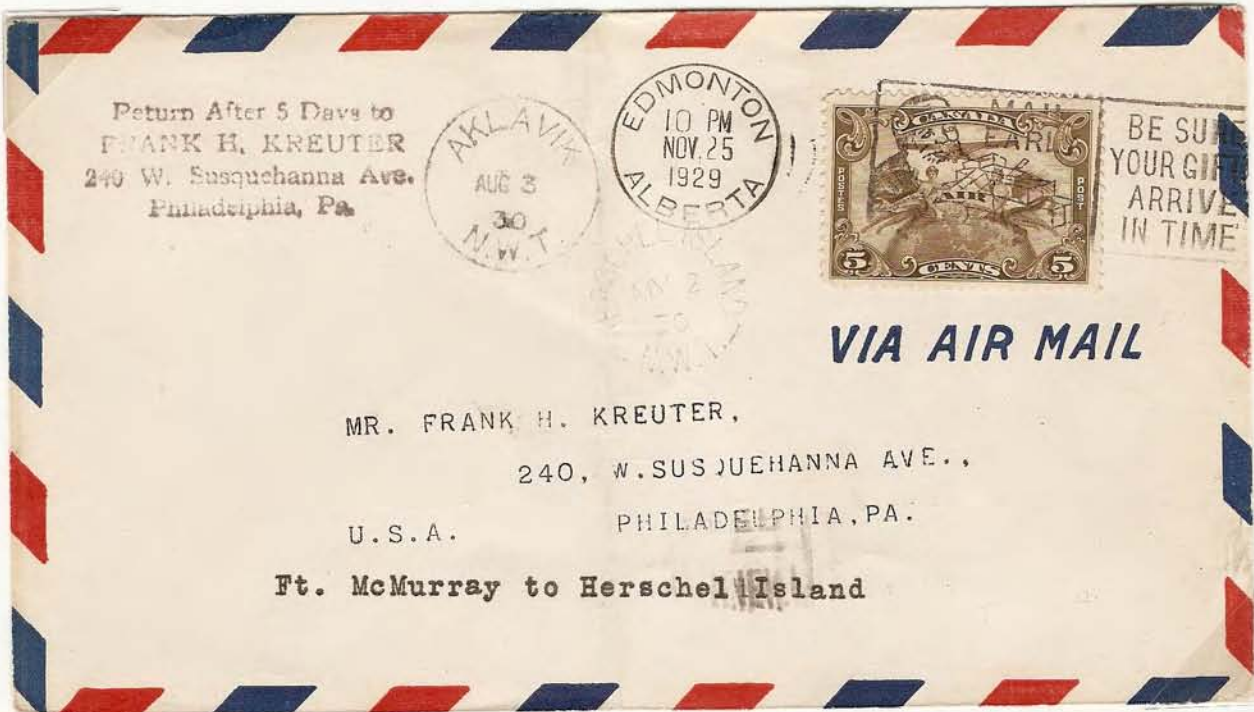
COMMERCIAL AIRWAYS—DECEMBER 1929



Outbound: Dec. 27 Arctic Red River to McPherson (AKI May); Dec. 27 McPherson to Aklavik (AKI May); Dec. 30 Aklavik to Arctic Red River (AJQ Glyn-Roberts, AKI May); Dec. 31 Arctic Red River to Wrigley (AKI May); Jan. 1 Wrigley to Simpson (AKI May); Jan. 2 Simpson to McMurray (AJQ Becker, AKI May)

Top philatelic, cacheted, registered cover carried from Aklavik with use of the regular circle date stamps (B2) and special registration box (R2), known used only on this day. Bottom air mail-rated, cacheted, philatelic cover signed by two pilots, May and Becker. Note the Australian civil censor tape and marking (applied in Brisbane) indicating that this item was likely sent undercover to a philatelist in that country in late 1940.

COMMERCIAL AIRWAYS—DECEMBER 1929



Inbound: Dec. 19 McMurray to Resolution (AJQ Lumsden, AJR Glyn-Roberts);
Dec. 20 Resolution to Simpson (AJQ Lumsden, AJR Glyn-Roberts AKI May); Dec. 24 Simpson to Norman (AJQ Glyn-Roberts, AKI May); Dec. 25 Norman to Good Hope (AJQ Glyn-Roberts, AKI May); Dec. 26 Good Hope to Arctic Red River (AJQ Glyn-Roberts, AKI May); Dec. 27 Arctic Red River to Aklavik (AJQ Glyn-Roberts, AKI May)
Outbound: Aug. 1930 Aklavik to Edmonton by air mail

Two philatelic covers showing the side service from Aklavik to Herschel Island, Yukon (about 140 miles northwest of Aklavik). There was a Royal Canadian Mounted Police (RCMP) detachment (where the post office was located) and a Hudson's Bay Company trading post at Herschel Island in 1929. The RCMP carried the mail in winter by dog team and by small schooner in the summer. These covers appear to have been taken in by dog team from Aklavik in early spring of 1930 and returned to Aklavik during the summer by small schooner, and then carried by airplane back to Edmonton a couple of weeks later.

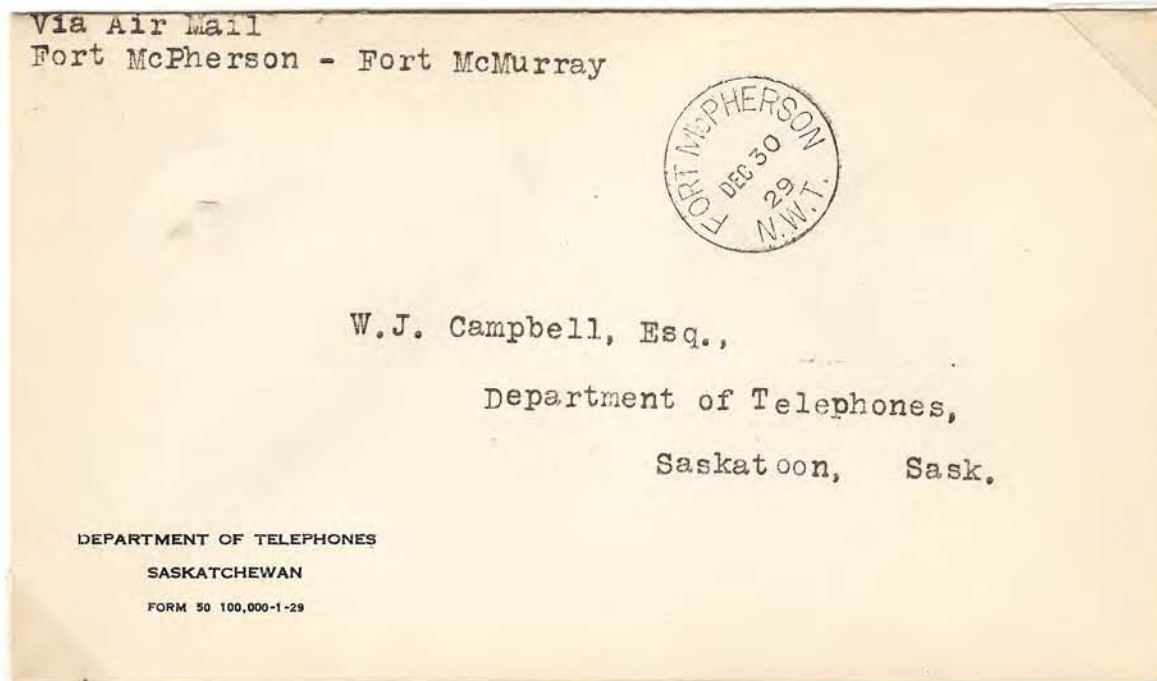
COMMERCIAL AIRWAYS—DECEMBER 1929



Inbound: Dec. 19 McMurray to Resolution (AJQ Lumsden, AJR Glyn-Roberts);
Dec. 20 Resolution to Simpson (AJQ Lumsden, AJR Glyn-Roberts AKI May); Dec. 24 Simpson to Norman (AJQ Glyn-Roberts, AKI May); Dec. 25 Norman to Good Hope (AJQ Glyn-Roberts, AKI May); Dec. 26 Good Hope to Arctic Red River (AJQ Glyn-Roberts, AKI May); Dec. 27 Arctic Red River to Aklavik (AJQ Glyn-Roberts, AKI May)
Outbound: Dec. 30 Aklavik to McPherson (AJQ Glyn-Roberts, AKI May); Dec. 30 McPherson to Arctic Red River (AJQ Glyn-Roberts, AKI May); Dec. 31 Arctic Red River to Wrigley (AKI May); Jan. 1 Wrigley to Simpson (AKI May); Jan. 2 Simpson to McMurray (AJQ Becker, AKI May)

Two philatelic non-cacheted covers sent from Fort McPherson on the return trip from Aklavik. Top letter-rated cover shows the last use of the Fort McPherson broken circle date stamp (A1), the only use of a broken circle on the return flights. The bottom cover shows the use of the regular circle date stamp (B2).

COMMERCIAL AIRWAYS—DECEMBER 1929



Inbound: Dec. 19 McMurray to Resolution (AJQ Lumsden, AJR Glyn-Roberts);
 Dec. 20 Resolution to Simpson (AJQ Lumsden, AJR Glyn-Roberts AKI May); Dec. 24 Simpson to Norman (AJQ Glyn-Roberts, AKI May); Dec. 25 Norman to Good Hope (AJQ Glyn-Roberts, AKI May); Dec. 26 Good Hope to Arctic Red River (AJQ Glyn-Roberts, AKI May); Dec. 27 Arctic Red River to Aklavik (AJQ Glyn-Roberts, AKI May)
Outbound: Dec. 30 Aklavik to McPherson (AJQ Glyn-Roberts, AKI May); Dec. 30 McPherson to Arctic Red River (AJQ Glyn-Roberts, AKI May); Dec. 31 Arctic Red River to Wrigley (AKI May); Jan. 1 Wrigley to Simpson (AKI May); Jan. 2 Simpson to McMurray (AJQ Becker, AKI May)

Two philatelic covers sent from Fort McPherson on the return trip from Aklavik. Top registered cacheted cover shows use of the Fort McPherson regular circle date stamp (B2) and special registration box (R3) known used only on this day. The bottom item appears to have been a favour cover carried by Postal Inspector Hale and bears the special circle date stamp (B1) on its last day of known use.



Outbound: Dec. 30 Aklavik to Arctic Red River (AJQ Glyn-Roberts, AKI May); Dec. 31 Arctic Red River to Wrigley (AKI May); Jan. 1 Wrigley to Simpson (AKI May); Jan. 2 Simpson to McMurray (AJQ Becker, AKI May)

Two philatelic cacheted air mail covers sent from Arctic Red River with the special circle date stamp (B1) on the date of the return trip. Top cover is signed by Pilot May while the bottom cover is addressed to Commercial Airways office in Edmonton.

COMMERCIAL AIRWAYS—DECEMBER 1929



Outbound: Dec. 30 McPherson to Arctic Red River (AJQ Glyn-Roberts, AKI May); Dec. 31 Arctic Red River to Wrigley (AKI May); Jan. 1 Wrigley to Simpson (AKI May); Jan. 2 Simpson to McMurray (AJQ Becker, AKI May)

Registered philatelic cacheted air mail cover sent from Arctic Red River with the regular circle date stamp (B2) and special registration box (R2) (known used only on this date) on the date of the return trip. Note that the cover is short paid 10 cents, probably an oversight as this cover is part of set, but not detected before delivery.

COMMERCIAL AIRWAYS—DECEMBER 1929



Outbound: Jan. 1 Good Hope to Simpson (AJR Glyn-Roberts); Jan. 2 Simpson to Resolution (AJR Glyn-Roberts);
Jan. 3 Resolution to McMurray (AJR Glyn-Roberts)



Outbound: Dec. 31 Arctic Red River to Wrigley (AKI May); Jan. 1 Wrigley to Simpson (AKI May);
Jan. 2 Simpson to McMurray (AJQ Becker, AKI May)

Top cover shows use of the Fort Good Hope regular circle date stamp (B2) two days before the flight south by Glyn-Roberts, the only pilot to stop here on the return trip south. The bottom cacheted, pilot-signed air mail bears the special circle date stamp (B1) on its last day of known use but was likely never at Fort Good Hope as the philatelic mail was most likely carried on the other aircraft piloted by May with Postal Inspector Hale on board. Hale likely carried the special circle date stamps with him and backdated the Fort Good Hope outgoing philatelic mail at a later stop, possibly Fort Simpson (January 1) or Fort McMurray (January 2).

COMMERCIAL AIRWAYS—DECEMBER 1929



Outbound: Jan. 1 Good Hope to Simpson (AJR Glyn-Roberts);
 Jan. 2 Simpson to Resolution (AJR Glyn-Roberts); Jan. 3
 Resolution to McMurray (AJR Glyn-Roberts)

Philatelic air stage or letter rated cover mailed at Fort Good Hope that was probably brought in on the flights up to Aklavik on December 25. This cover shows use of the Fort Good Hope regular circle date stamp (B2) two days before the flight south by Glyn-Roberts, the only pilot to stop here on the return trip south.

Outbound: Dec. 30 McPherson to Arctic Red River (AJQ Glyn-Roberts, AKI May); Dec. 31 Arctic Red River to Wrigley (AKI May); Jan. 1 Wrigley to Simpson (AKI May);
 Jan. 2 Simpson to McMurray (AJQ Becker, AKI May)

The bottom air mail interpost cover bears the special circle date stamp (B1) on its last day of known use but was likely never at Fort Good Hope as the philatelic mail was most likely carried on the other aircraft piloted by May with Postal Inspector Hale on board. Hale likely carried the special circle date stamps with him and backdated the Fort Good Hope outgoing philatelic mail at a later stop, possibly Fort Simpson (January 1) or Fort McMurray (January 2).

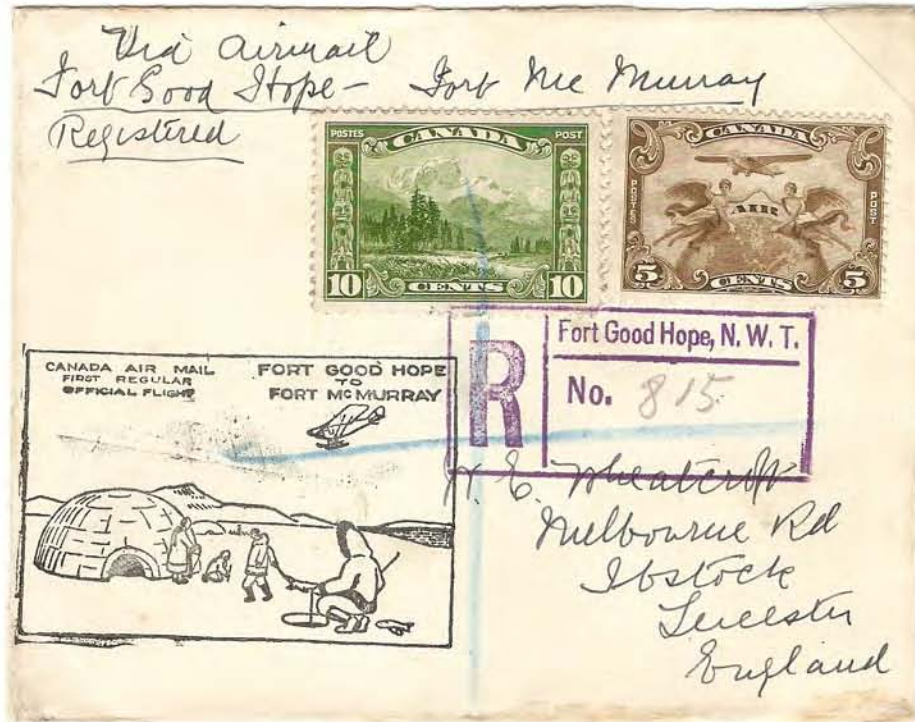


From Postmaster
 UNITED STATES VETERANS BUREAU
 REGIONAL OFFICE
 14-BLEECKER ST.
 NEWARK, N. J.
 OFFICIAL BUSINESS
 RETURN AFTER 10 DAYS
all papers & accounts by [unclear]



STUART SCHECTMAN,
 % PHARMACY,
 1094 BROAD ST.,
 NEWARK, N. J.

COMMERCIAL AIRWAYS—DECEMBER 1929



Outbound: Dec. 31 Arctic Red River to Wrigley (AKI May); Jan. 1 Wrigley to Simpson (AKI May);
Jan. 2 Simpson to McMurray (AJQ Becker, AKI May)

Registered cacheted air mail cover shows use of the Fort Good Hope special registration box (R2) known used only on the southbound dispatch during the return flight from Aklavik. Postal Inspector Hale was on board AKI that did not stop at Fort Good Hope on the southbound flights. The philatelic mail was likely on the same aircraft as Hale and this cover was prepared in anticipation of a stop at Fort Good Hope where the regular circle date stamp would have been used, similar to other outgoing registered philatelic covers. As the aircraft did not stop at Fort Good Hope, no date stamp was placed on this cover.

COMMERCIAL AIRWAYS—DECEMBER 1929



Outbound: Dec. 30 Aklavik to McPherson (AJQ Glyn-Roberts, AKI May), McPherson to Arctic Red River (AJQ Glyn-Roberts, AKI May); Dec. 31 Arctic Red River to Wrigley (AKI May); Jan. 1 Wrigley to Simpson (AKI May); Jan. 2 Simpson to McMurray (AJQ Becker, AKI May)

The receipt markings on the back of interpost philatelic from more northerly point covers show the use of the special circle date stamps for all of these post offices except for Wrigley. The aircraft AKI stayed overnight at Wrigley with the passengers, including Postal Inspector Hale who carried the interpost mail bag. The regular dispatches from these offices took place earlier in December with returning aircraft. These covers show the last reported use of these special date stamps as they were probably applied by Inspector Hale during the last few days of the flights even though there were no landings of his aircraft at these points. Hale probably applied the special circle date stamps on these covers at Fort McMurray on January 2. On January 3 the two aircraft AJQ and AKI flew on to Edmonton, ending one of the most famous flights in Canadian air mail history.

COMMERCIAL AIRWAYS—DECEMBER 1929



Outbound: Dec. 30 Aklavik to McPherson (AJQ Glyn-Roberts, AKI May); Dec. 30 McPherson to Arctic Red River (AJQ Glyn-Roberts, AKI May); Dec. 31 Arctic Red River to Wrigley (AKI May); Jan. 1 Wrigley to Simpson (AKI May); Jan. 2 Simpson to McMurray (AJQ Becker, AKI May)

The receipt markings on the back of interpost philatelic from southern point covers show the use of the special circle date stamps for all of these post offices except for Wrigley. The aircraft AKI stayed overnight at Fort Simpson on January 1 with the passengers, including Postal Inspector Hale who carried the interpost mail bag. The regular dispatches from these offices took place earlier in December with returning aircraft. These covers show the last reported use of these special date stamps as they were probably applied by Inspector Hale during the last few days of the flights even though there were no landings of his aircraft at these points. Hale probably applied the special circle date stamps on these covers at Fort McMurray on January 2. On January 3 the two aircraft AJQ and AKI flew on to Edmonton, ending one of the most famous flights in Canadian air mail history.

COMMERCIAL AIRWAYS—DECEMBER 1929



Outbound: Jan. 1 Norman to Simpson (AJR Glyn-Roberts);
Jan. 2 Simpson to Resolution (AJR Glyn-Roberts)



Philatelic cover showing the returning flight by Pilot Glyn-Roberts in the Bellanca Pacemaker AJR, who stopped at all the intermediate points. Pilots May and Becker flew straight back from Fort Simpson to Fort McMurray, with a fuel stop at Fort Resolution, on January 2. This cover may have been left at Fort Resolution as part of this flight. In any event, the Fort Resolution backstamp is the regular circle date stamp (B2).

Photo card at the bottom shows mail carried on this famous series of flights and one of the Commercial Airways Bellanca Pacemakers used. With these flights, postal service in the Mackenzie River area was changed forever. Air mail replaced the old system of steamer service in the summer and dogs or horses in the winter.