

ROUTE 1  
NEW YORK - BOSTON



INI  
INI  
3 752  
3 Stamps 318

signatures of three (3)  
inaugural pilots.

WELLS, FREEMAN, THOMPSON.  
(later killed)

CAM #1

*M. Sheeman*  
*Pilot*



*Via Airmail*

OLD COLONY STAMP COMPANY  
333 WASHINGTON STREET  
BOSTON MASS

INIF

101F  
\$20  
Airmail 50

INI - 7.50+  
two 9.10s  
4 I  
Pilots - Wells  
Freeman

EC

FIRST FLIGHT CONTRACT AIR MAIL  
BOSTON-NEW YORK ROUTE  
NEW YORK  
N. Y.  
5:00 A.M.  
JULY 1  
1926

Via Air Mail 1926

*Wells*  
*Freeman*  
Pilot.

Mr. B. L. Drew,  
7 Water St.,  
Boston, Mass.

BOSTON NEW YORK  
HARTFORD  
FIRST FLIGHT CONTRACT AIR MAIL

FROM Ray H Springs,  
1007 N 12th St  
Herrin, ILL.

INI a  
wife c4  
\$30++

SESQUICENTENNIAL EXPOSITION  
1776-1926  
UNITED STATES POSTAGE  
TWO CENTS

U.S. POSTAGE  
EIGHT CENTS

FROM Boston

TO Hartford

BOSTON  
HARTFORD  
FIRST FLIGHT CONTRACT AIR MAIL  
JULY 1 1926

Ray H Springs,  
1007 N 12th St  
Herrin,  
ILL.

VIA  
AIR MAIL

FROM Ray H Springs,  
1007 N 12th St  
Herrin, ILL.

101  
#750



FROM New York

TO Hartford,

VIA  
AIR MAIL

Ray H Springs,  
1007 N 12th St  
Herrin, ILL.



ROUTE 1  
HARTFORD - BOSTON

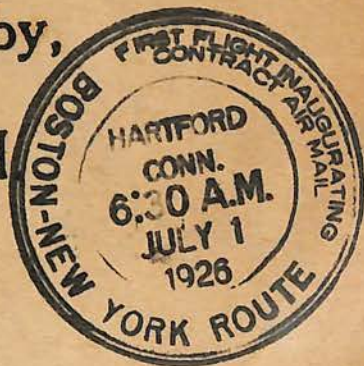
*H. I. Wells*  
.....  
Pilot.



VIA AIRMAIL HARTFORD TO BOSTON  
FIRST TRIP

Mr. C. W. Derby,  
ALTON, N. H.

*Harry K. Taylor*  
Postmaster, Hartford, Conn.



1 N 2

\$N2  
#12  
STAMPS BY 1st  
Pilot 512

signature of pilot  
H.I. WELLS

CAM # 1

RETURN IN TEN DAYS TO

EDWARD C. WORDEN

ANALYTICAL AND CONSULTING CHEMIST

MILBURN, NEW JERSEY

*Howells Pilot*

*W. O. Freeman  
Pilot*



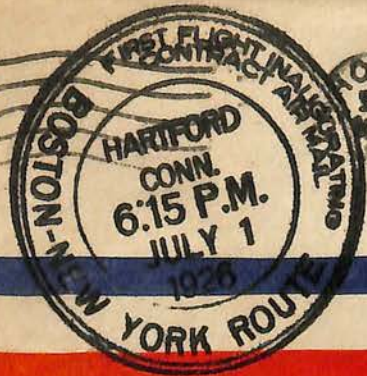
EDWARD C. WORDEN,  
% POSTMASTER G.P.O.,  
NEW YORK CITY

VIA AIR MAIL



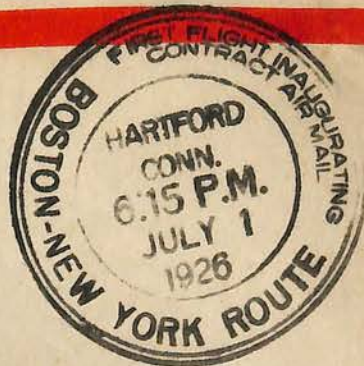
152

152  
\$12.00  
2 Pilot Sigs



VIA AIR MAIL

H. F. Hammer, Supt.,  
Wethersfield,  
Conn.



CAM 1  
102  
\$12 each

POST OFFICE DEPARTMENT  
POST OFFICE, HARTFORD, CONN.  
OFFICIAL BUSINESS  
(No. 13)



Mr. R. M. Patterson, Realtor  
32 Maple Avenue  
Newton  
Mass.  
Air Mail - First Flight

NEW YORK  
JUL 2  
2 30AM  
1926  
N.Y.



BOSTON-NEW YORK ROUTE  
FIRST FLIGHT IN AIR MAILING  
HARTFORD  
6:30 AM  
JULY 1  
1926

VIA AIR MAIL

VIA AIR MAIL

BOSTON MASS  
JUL 1  
11-AM  
1926  
G.P.C.B.

ADDRESS  
TO  
YOUR MAIL  
STREET AND  
NUMBER  
C



ROUTE 1  
BOSTON - NEW YORK



## AIR MAIL PILOTS TO BEGIN FLYING HERE JUNE FIRST

Colonial Air Transport Announces  
Month Practice Schedule for  
Boston-Hartford-New York

### CHANGE MAIL SCHEDULES

President W. Irving Bullard Delays  
Boston Departure to 6.30 to  
Aid Business

The Boston-Hartford-New York air mail pilots will begin flying the air mail route in training planes the first of June, according to W. Irving Bullard, president of the Colonial Air Transport, Inc. From June 14 to 20 intermittent runs with the Lark and Fokker Universal mail planes will be flown. Beginning June 24 the regular air mail schedule will be flown daily, with the exception of June 27, until June 30. On July 1 the official contract carrying of mail will begin.

signature of pilots  
WELLS, FREEMAN, THOMPSON.

153  
5/5 +  
STAMPS 12  
3/1/15

The schedule which called for departure from Boston at six o'clock has been changed, and planes will not leave until 6.30 P. M. All air mail reaching the Boston Central Post Office by 5.30 will catch the air mail plane to New York and the West. This change of schedule has been made to allow business firms a half hour between their closing time and mail time for getting their mail to the Post Office.

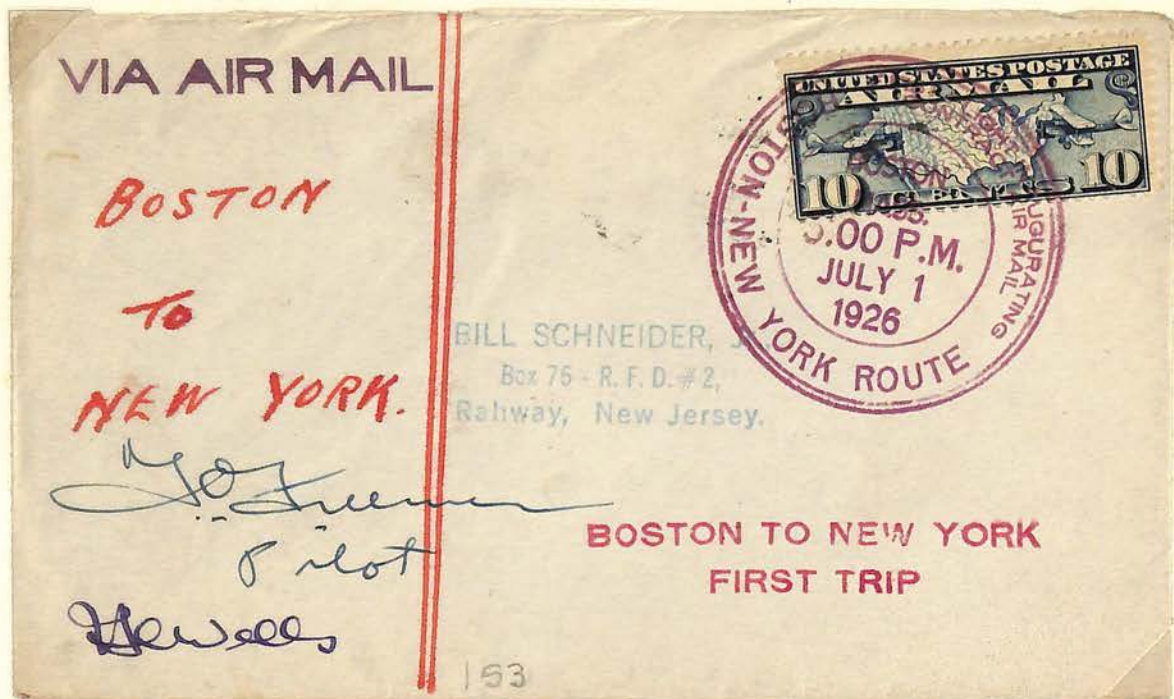
The new schedule calls for arrival in Hartford at 7.45 P. M., departing at eight and arriving in New York at 9.15. The Western air mail planes leave fifteen minutes later, and the arrival time in Chicago and Western points remains as hitherto.

Planes returning to Boston from New York will leave a half hour earlier than hitherto announced, at 6 A. M., arriving at Hartford at 7.20 and in Boston at

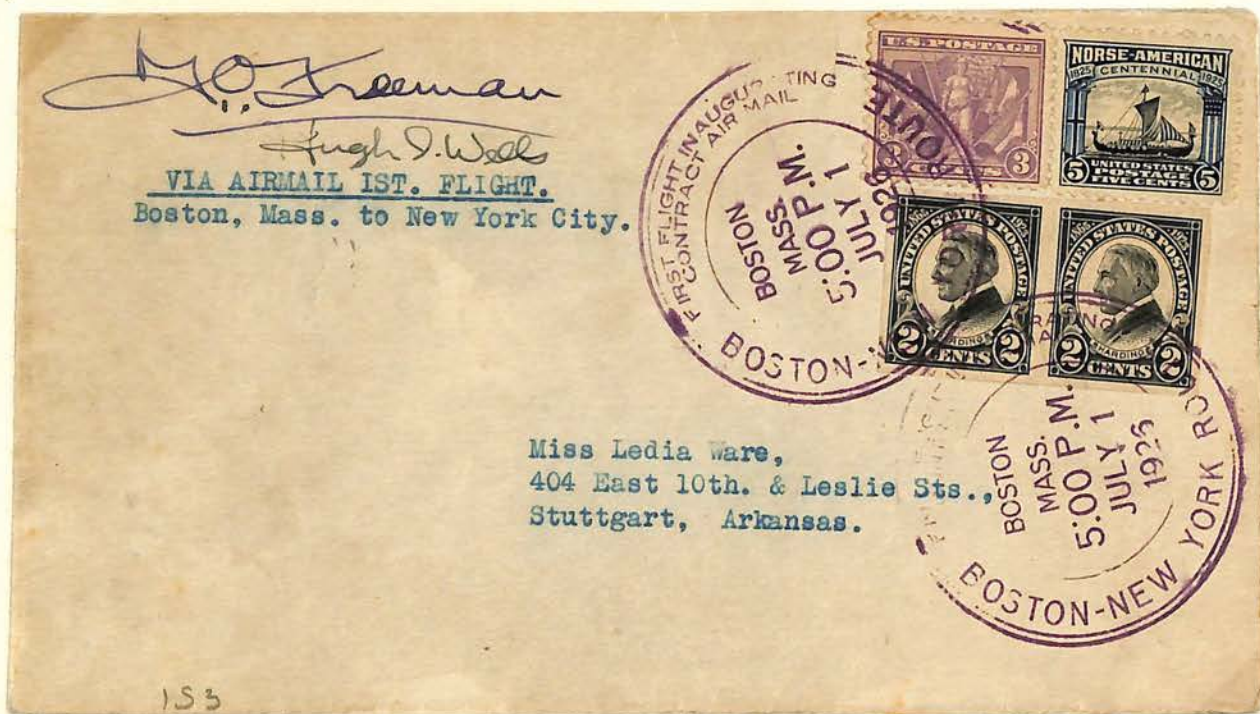
8.20, so that mail can be at its destination by about nine o'clock.

During the last week of the trial operations period between Boston and New York next month, dummy mail bags will be provided by the Post Office Department, and regular truck runs will be made to and from the Boston Airport to guarantee the mail handling system against difficulties when actual service starts July 1.

CAM # 1



153  
500  
+20/1015-



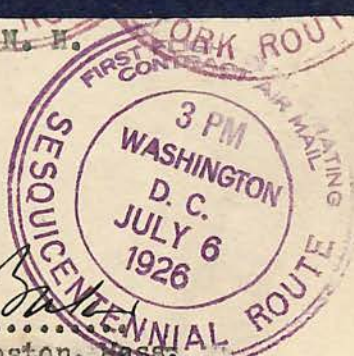
153 500  
STAMP 920 +  
Pilot 5/1/2

CAM #1



.....  
 Postmaster, Washington, D.C. Postmaster, Boston, Mass.

*Robert W. [Signature]*



153  
1312

153 - 500  
 1312 155  
 stamps \$50  
 2 Pilots \$50



.....  
 Pilot, C. A. M. #4

*C. A. M.*  
 Pilot, C. A. M. #4

*Robert W. [Signature]*  
 Pilot, Sesqui Route.



MODEL POST OFFICE  
 SESQUI-CENTENNIAL IN-  
 TERNATIONAL EXPOSITION

153a  
1351

153, Pilot  
 1351 14  
 stamps \$28  
 2 Pilots \$5

# CAM # 1



1935  
3/2/17  
Pilot 526



*Pilot Hughie Wells*

L. W. F. "Owl". 3 Liberty engines  
400 Beach. N. C.



The Air L. V.  
Air Mail Plan



S.H.F.  
SSIA  
415



MR. M. A. VOGEL,  
230 SO. WELLS ST.,  
CHICAGO, ILL.

VIA AIR MAIL

10.00



FAIRCHILD AVIATION CORPORATION  
FARMINGDALE, NEW YORK

Please address reply to  
551 Fifth Avenue, Room 722  
New York City  
Telephone - Vanderbilt 4148

Address reply to:  
270 WEST 38TH STREET  
NEW YORK, N. Y.

February 21, 1929

Mr. Edgar C. Cantrell  
P.O. Box 1267  
San Antonio, Texas

Dear Sir:

Replying to your letter of February 19: the writer was the pilot of the airplane which inaugurated the air mail service on the New York - Boston route, and will be glad to autograph the air mail letters which you possess, as souvenirs of that flight.

Thank you for your kindness in telling me that I may retain several of the envelopes. They will make welcome additions to my own collection.

Yours very truly,

Talbot O. Freeman,  
Vice President.





CAM#1



1N5

1N5  
350+

Pilot 510



1N6

1N6  
350+

Pilot 510

CAM # 1



156  
39.4  
30.1.1935



PORTLAND AIRPORT

CAM # 1



1NG  
 350++  
 Pilot 576



157  
 350  
 Pilot 574



AIR MAIL

*E.H. Volker*



PROVIDENCE  
AUG 6  
5 AM  
1932  
R.I.



Frederick W. Weingetz Jr.  
General Delivery  
Concord, N.H.

*Frederick W. Weingetz Jr.*

1N8

AIR MAIL

1 N 8  
\$4.00  
15 31 00  
Post 51c

**NEWARK**

METROPOLITAN AIRPORT  
NEWARK, NEW JERSEY

WELCOME  
PROVIDENCE, R. I.

→ A. M. 1 ←  
AUGUST 6, 1932



CHAMBER OF COMMERCE  
OF THE CITY OF NEWARK, N. J.

*E.H. Volker*



Leo August,

General Delivery,

Providence, R. I.

FIRST FLIGHT ★ PROV

R. I. ★ A. M. 1

Post 51c

Do Not Open  
RETURN TO  
FREDERICK W. WEINGETZ, Jr.  
8761-118th STREET  
RICHMOND HILL, N. Y.

CONCORD  
AUG 8  
8 AM  
N.

*Trade*

COPYRIGHTED BY A. C. ROESSLER, EAST ORANGE, N. J.



PROVIDENCE  
AUG 6  
6 PM  
R. I.  
2

CAM #1

SNOW

Dear Bill.

I flew the first ship that  
Sweeney Boston to Bangor & Fother F10  
Sullivan flew the Sikorsky Amphibian  
541 Boston to Halifax. We both  
had wait.

Sincerely,

George W. Snow



1N8  
\$4-  
Post 53

CAM #1



109 Ver. 2.25  
Pilot 5/17 52  
Veldan



1512  
390  
Pilot 5/17



"STOP AT RECOGNIZED HOTELS"



J. LESLIE KINCAID  
PRESIDENT

Hotel Barnum  
Bridgeport, Conn.



Miami, Florida  
May 5, 1932

Mr. Edgar C. Cantrell,  
P.O. Box 1267  
San Antonio, Texas.

Dear Sir:

In answer to your letter of April 7th, will be very glad to give you all information and help I can also will autograph your envelopes.

The A.M.1, Boston-Bangor mail, I had the honor of being the Pilot carrying the mail from these points on August first and from Bangor to Boston August third. Also the F.A.M. 12, from Bangor, St. John and Halifax on August first and returning August third. You might also be glad to know that on August third we carried the first mail by air from Halifax, St. John to the States.

As far as Pilots Craine and Snow, they did not carry mail while in Boston. Pilot Hamer I do not know and so could not say if he participated, if he did it was between Boston and New York. If you are interested in knowing who the Pilots were that carried the mail from Newark airport to Boston on August first and return on August 4th would advise you to write American Airways, Boston and I'm sure they would gladly give this information.

I was away the whole month of April on my vacation and that is the reason I was unable to answer sooner.

Sincerely yours,

*R. O. I. Sullivan*  
*ms*

R. O. I. Sullivan  
2475 Swanson Ave.,  
Coconut Grove Station  
Miami, Florida

Dictated but not read



*J. H. [unclear]*



*Gen. H. Apitz*



*Capt R. S. Housey  
A.A.*



# NATIONAL AIRWAYS, INC.

PAUL COLLINS, PRES.  
AMELIA EARHART, VICE-PRES.  
S. J. SOLOMON, VICE-PRES.  
N. B. SANGREE, SEC. AND TREAS.

February 16, 1935

Dear Mr. Schnieder:

Thank you for the pictures. It may interest you to know that I did the test flying on A E's lockheed at Newark airport before she left for that coast to coast hop in '32.

We are flying Stinsons up here altogether because there is no other transport plane that will do the job that is required as well as they. The fleetsters were sold to Pan-American Airways for their Alaskan division.

Sincerely,

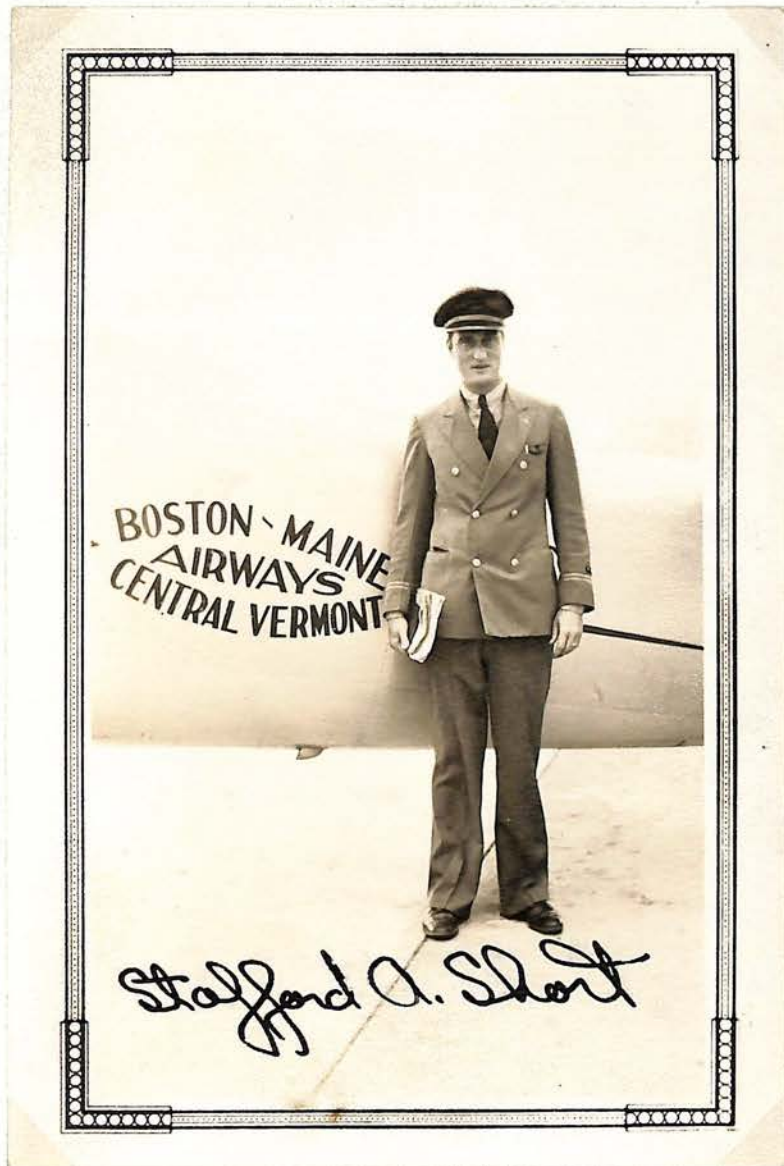
*M. H. Lee*





**Set Boston to Portland Record**

Thanks to one of its new Lockheed Electra cabin monoplanes and an eighty-one-mile tail wind at altitude, Boston-Maine-Central Vermont Airways last Tuesday established a new transport record of twenty-seven minutes for the ninety-six-mile run from Boston to Portland, Me., averaging nearly 214 miles an hour. Six passengers were aboard the ship at the time, and pilots Stafford R. Short and Frank P. Kendall were at the controls.



**JUL 19 1936**  
**1,000,000 Miles Without Mishap**  
 Four pilots who helped organize Boston-Maine-Central Vermont Airways in August, 1933—Milton H. Anderson, Hazen R. Bean, F. A. Short and S. B. Chandler—recently completed 1,000,000 miles of scheduled year-round operation in which 25,225 passengers were carried without a single mishap. The line now flies 1,296 miles daily, including a summer extension to Bar Harbor, Me., and it enjoys the distinction of being the country's only railroad-operated air service.

CENTRAL VERMONT AIRWAYS INC.

CENTRAL VERMONT RAILWAY, INC.

OFFICE OF PRESS REPRESENTATIVE

J. H. FOUNTAIN,  
PRESS REPRESENTATIVE

ST. ALBANS, VT.

August 9, 1934.

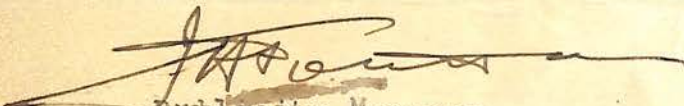
Mr. Bill Schneider, Jr.,  
Box 76, R.F.D.#2,  
Rahway, N.J.

Dear Sir:

In reply to your letter of August 7th, regret to advise that we have no sets of first air mail flight photos for distribution to the public.

However, I find in our files a photographic print showing arrival of first mail plane at Burlington, Vt. In the group photo left to right are P.M. Littlefield, Chief Dispatcher, Central Vermont Boston-Maine Airways; Chief Pilot M.H. Anderson (who flew the first trip); Burlington Airport Dispatcher H.W. Pugh and Postmaster P.E. Bevins of Burlington. You are welcome to this extra print as well as a photographic print of a "first cover" which I had made of a letter received by our Vice President.

Very truly yours,

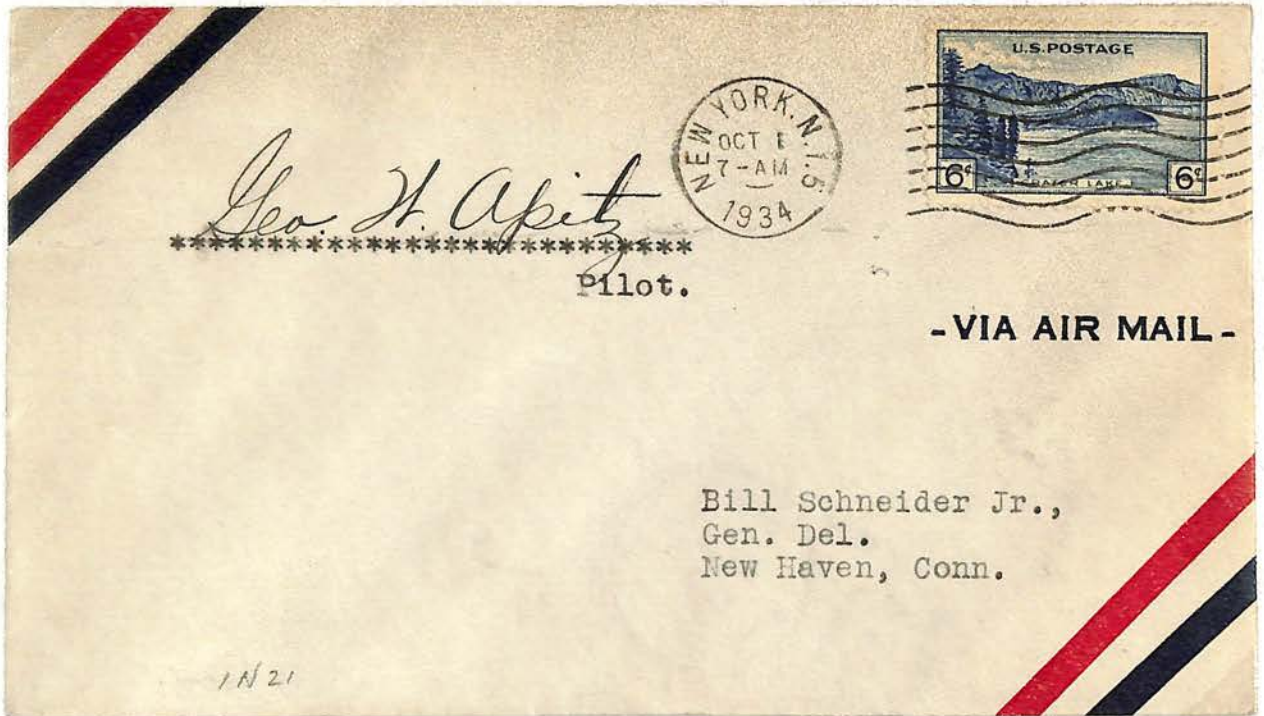
  
Publicity Manager,  
Central Vermont Airways.

CAM #1



1520

1520  
350  
Pilot 5-



1 N 21

1 N 21  
\$12.50  
Pilot 516

CAM #1



FIRST FLIGHT  
UNITED STATES AIR MAIL



NEW HAVEN, CONNECTICUT



VIA AIR MAIL

L.D. Ackerman,  
Gen. Del.  
Boston, Mass.

1122  
1122  
5252  
1122



CAM #1



IN24

IN24  
\$16.00 +  
Pilot 50



IN25

IN25  
\$15.00 +  
Pilot 50

Via Air 18.  
T. J. Lee Pilot



Mr. Geo S Hagers  
293 Bridge St  
Springfield  
Mass

GL

1526

1526  
5400  
Pilot 5101

Pilot

W. C. Cummings



Mr. Geo S Hiley  
Gen Delivery  
New Haven Conn

1526-



NEW HAVEN  
OCT 1  
530PM  
CONN.

1934

CAM # 1

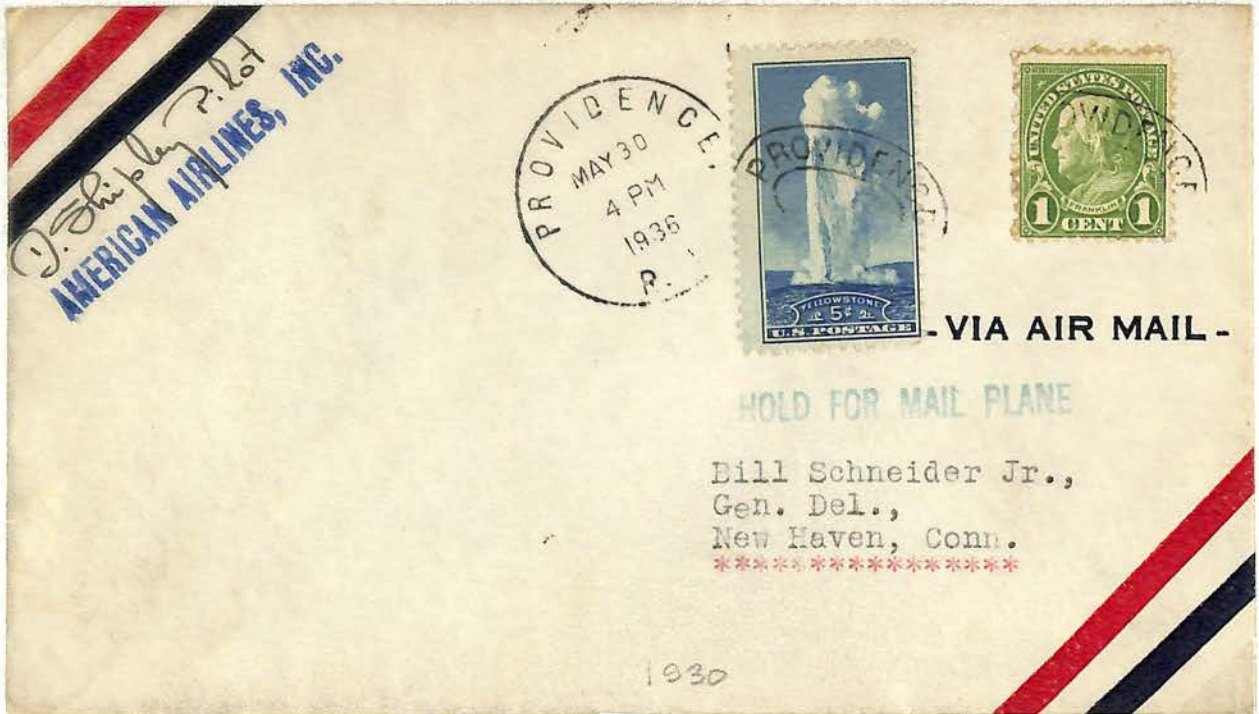


1525  
\$7.50  
P. 1st 50



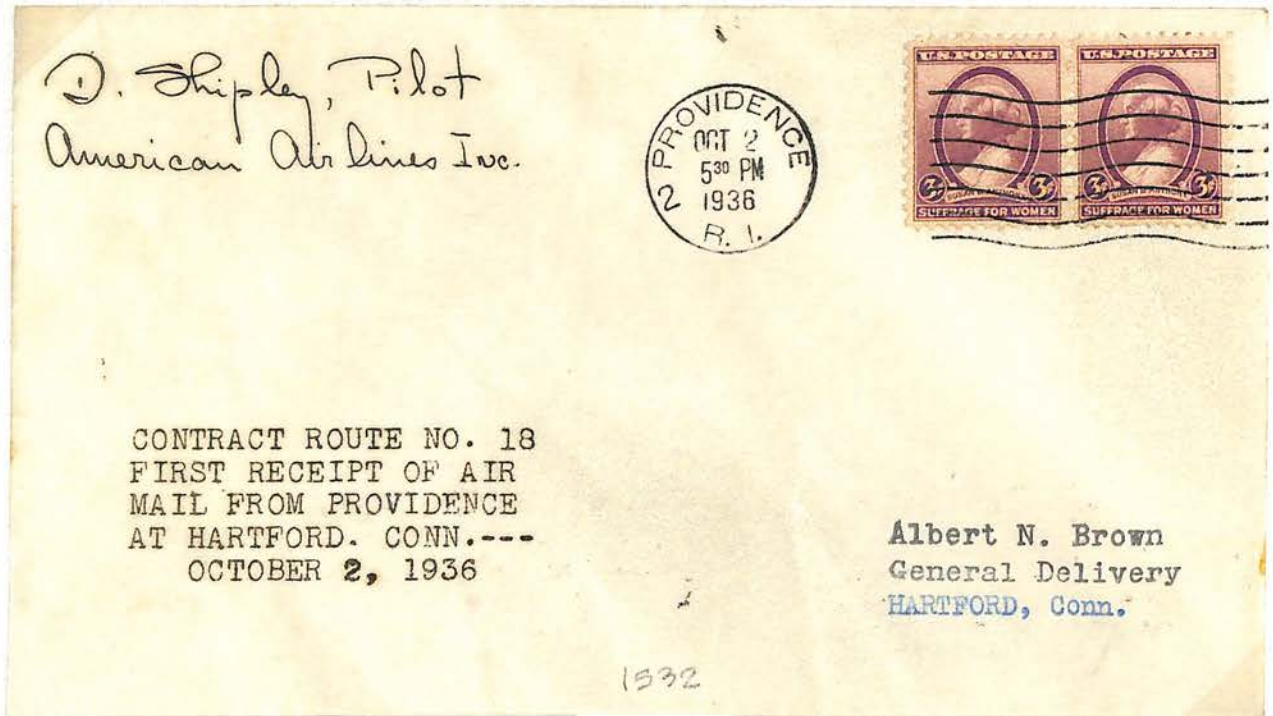
1526F  
\$15.00  
P. 1st 50

CAM # 1



1930

1530  
80 10  
@.65 516



1532

1532  
717<sup>50</sup> 44  
@.165 57

21251

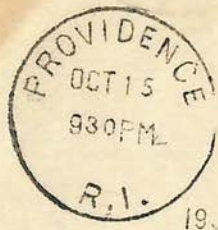


Richard L. Singley  
General Delivery  
Providence, R. I.

*Frank Bradbury - Pilot  
American Airlines*

1933

1532  
\$15.00  
Pilot Singley



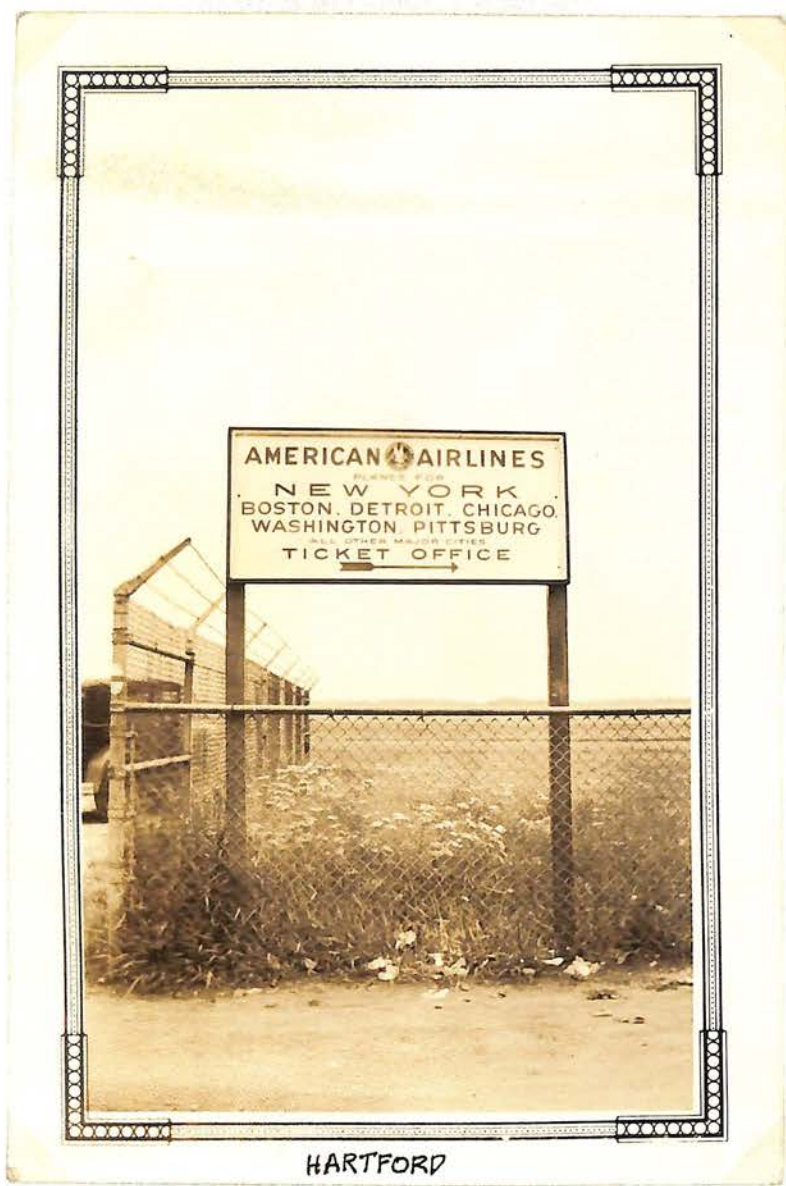
Costant  
R.I.C.

1533

CAM  
#1



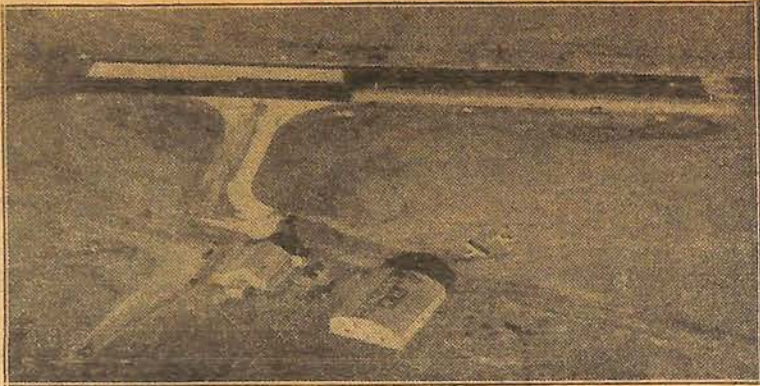
CAM 1  
A NIGHT AIR MAIL PLANE ILLUMINATED BY A HALF-BILLION-CANDLEPOWER  
FLOODLIGHT AT HADLEY FIELD, NEW JERSEY  
Photograph Courtesy U. S. Post Office Department



HARTFORD



Week of November 21st—28th, 1936



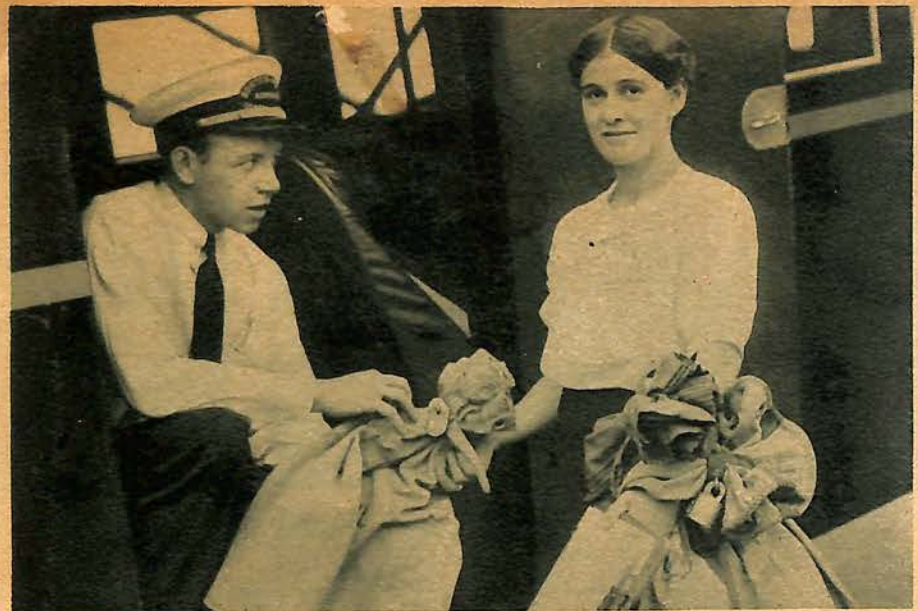
—Dillingham

Unique asphalt emulsion runways feature the improvements on the Concord, New Hampshire Airport. View shows work in progress, under the direction of Mrs. Alice L. Marston, operations manager.

## Concord Airport Unique

The Concord, N. H. airport is unique in several ways, among others that its construction was largely supervised by Mrs. Alice L. Marston, who is said to be the only woman air transport dispatcher in the country; and secondly that it boasts a runway 2,200 feet long and 100 feet wide built up of successive layers of stone bound together with emulsified asphalt. Al Spohrer, former catcher of the Boston Bees was the engineer in charge of the asphalt construction.

Mrs. Marston's chief assistant is her husband, Caleb Marston, and the two are exceedingly popular with patrons of the port. Mrs. Marston is credited with being the only woman in the country to hold a radio operator's license in connection with an air-transport line.



PERHAPS THE COUNTRY'S ONLY WOMAN AIR LINE DISPATCHER:  
MRS. ALICE L. MARSTON,  
Who Handles the Affairs of the Boston-Maine-Central Vermont Airways at  
Concord, N. H. (Times Wide World Photos.)

SEP 1 - 1934

**Pilot Dies in Vermont Crash**  
**BURLINGTON, Vt., April 3 (P).**—William R. Tanner, a pilot of the Boston and Maine-Central Vermont Airways was killed today while testing a spare ship of the air line. Hoyt Gilmore, a mechanic, was injured. Tanner, who lived in Winthrop, Mass., was making a forced landing in a field on the Essex road, near here.  
 The airways office at Boston said the ship had been undergoing repairs, and the pilot and mechanic had taken off to test the motors.  
 Gilmore's home is in Burlington. His injuries were not serious.

**APR 9 - 1936**  
**49**  
**TEST FLIER KILLED**  
**IN FORCED LANDING**  
 Burlington, Vt., April 3 (U.P.)—Pilot William R. Tanner of the Boston - Maine - Central Vermont Airways was killed today when his plane nosed over in a field after a forced landing on Essex Road near here. Hoyt Gilmore, a mechanic, who accompanied Tanner on the test flight, was injured.

**JUL 31 1937**  
**STAMP NEWS**  
**NEW CANADA-U. S.**  
**AIR MAIL ROUTE**

**Montreal-Burlington Service**  
**to Begin August 10.**

Effective August 10, Route AM 27 will be extended from Burlington, Vt., to Montreal, Canada. The Canadian Government will furnish an official cachet to commemorate the occasion. In a post office release it has been announced that a special cachet has been approved, to be applied to covers sent to the District Director of Postal Service, Montreal, Que., to reach him not later than August 9, and franked with the correct postage—which to the United States is 6 cents per ounce.

Covers properly prepaid and plainly marked "Via Air Mail, Montreal-Burlington" will be date stamped by the dispatching post office in addition to bearing the commemorative cachet. All covers should be sealed and should contain inclosures of suitable size and thickness to facilitate handling and insure clear impressions of cachets and date stamps.

Requests should be sent to the District Director of Postal Service at Montreal, Que., with the request that they be held until the flight takes place. All covers handed in the above manner must bear the necessary Canadian postage at the air mail rate or be accompanied by postal note or Postal Money Order (not personal check) payable to the Receiver General of Canada at Montreal, covering the correct amount of postage.

Covers sent under cover to the District Director of Postal Services at Montreal must be fully prepaid as regards postage on the outside wrapper. All covers should be addressed to the actual place of destination—for instance, a resident of New York desiring to send a letter to himself via the first flight from Montreal to Burlington should address such envelopes to himself or herself at New York, marking "Via Air Mail, Montreal-Burlington" in a prominent spot.

Registered mail will be accepted for conveyance if prepaid both as regards all mail postage and the registration fee of 10 cents per letter. Special delivery letters will also be carried if properly prepaid both as regards air mail postage and the special delivery rate of 20 cents per letter. All covers conveyed on this flight addressed to points not on this air mail route will be placed in the mails at the terminus of the flight and will go forward to the addressee in the regular way.

**THE AIRPOST JOURNAL**

*First Mail Flight*  
**BOSTON-MONTREAL**

by **LIONEL A. LAPOINTE**  
 Montreal, P.Q. Canada

**IN 38**  
 August 10th, 1937

**D**AILY FAST PLANE SERVICE for passengers and express was established July 1st between Boston, five cities in New England, and Montreal, Canada, by the Central Vermont-Boston-Maine Airways.

The planes on this new route take two hours and one minute to cover the distance Boston-Montreal, and two hours eleven minutes in the opposite direction.

Lockheed-Electra planes with a capacity of ten passengers and express are in operation, with stopovers at Manchester, Concord, N. H., Barre-Montpelier and Burlington, Vt. These planes are of the same type as used by the late Amelia Earhart on her trip around the world, and Dick Merrill on his famous hop

New York-London and return for the Coronation. They carry a crew of two, the Captain and co-pilot, and are equipped with sending and receiving radio sets, also with all the most modern of instruments.

The terminus at Boston is located at the East Boston Airport, and at St. Hubert in Montreal.

Planes leave Montreal (St. Hubert) 4:55 P.M. (ST) arriving Burlington 5:24 P.M. After 15 minutes' stopover for custom inspection, leave this point at 5:39 P.M., arriving Barre-Montpelier 5:58 P.M., Concord 6:30 P.M., Manchester 6:49 P.M. and Boston 7:06 P.M.

On the return trip the planes leave Boston daily at 8:55 A.M.; Manchester 9:17 A.M.; Concord 9:30 A.M.; Barre-Montpelier 10:18 A.M.; Burlington 10:27 A.M., arriving Montreal (St. Hubert) at 10:56 A.M.

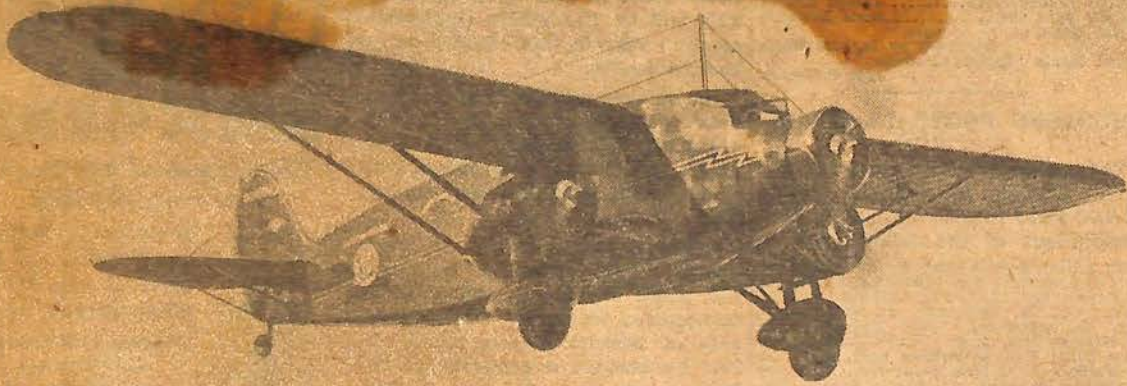
At Boston direct connections are made for New York, and passengers for or from Ottawa make connection at Montreal.

In view of the success of the above service, effective August 10th, air mail route AM-27 was extended from Burlington, Vt., to Montreal, via the Central Vermont-Boston-Maine Airways, and a



• CANADIAN Postoffice and airways officials welcome first mail plane arriving at Montreal from Boston

FOR MAIL, EXPRESS AND PASSENGERS OVER NEW ENGLAND

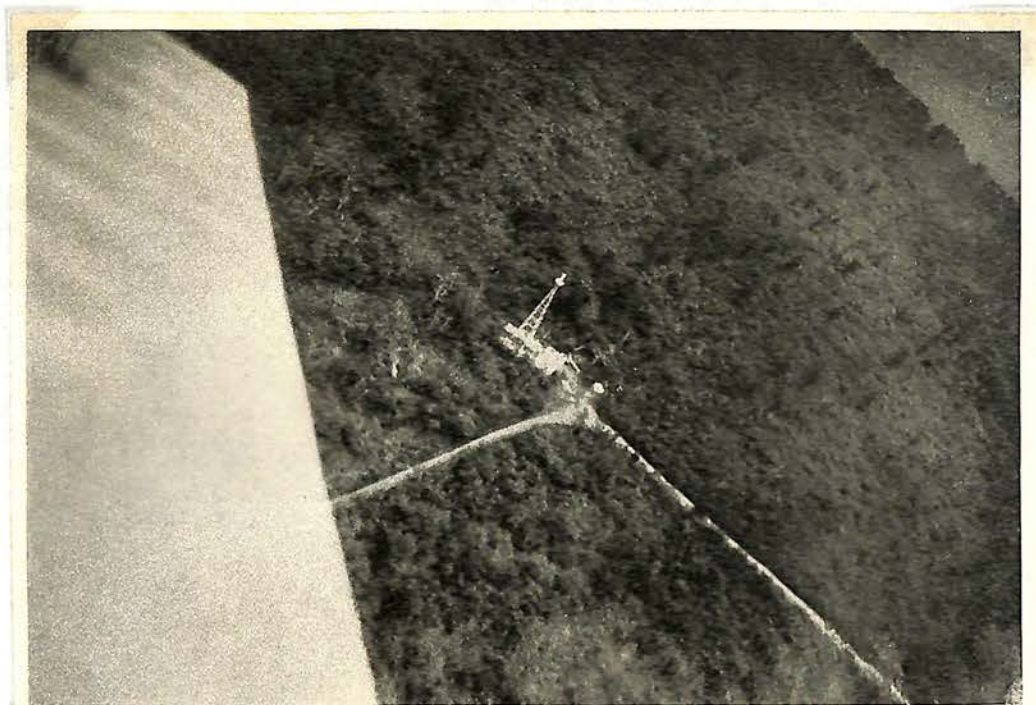
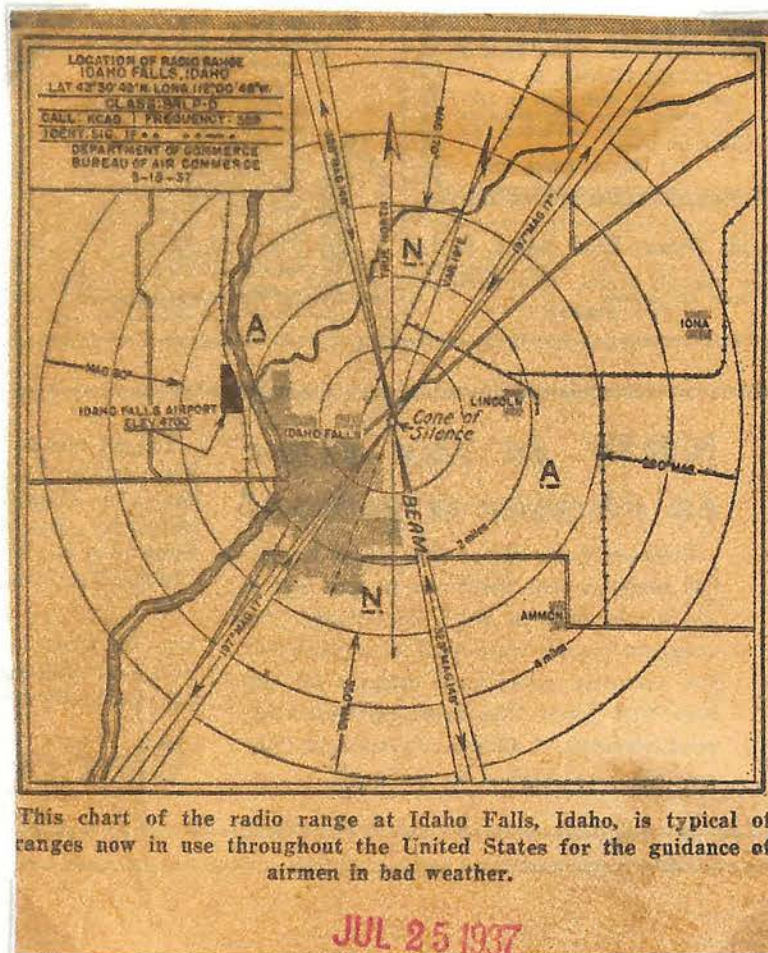


Nine of These New Stinson Monoplanes, With Three Lycoming Engines, Will Be Placed in Service Tomorrow by American Airways on the New York-Boston Run. Low-Hung Outboard Motors and Baggage Compartments in the Fairing Are Noteworthy.



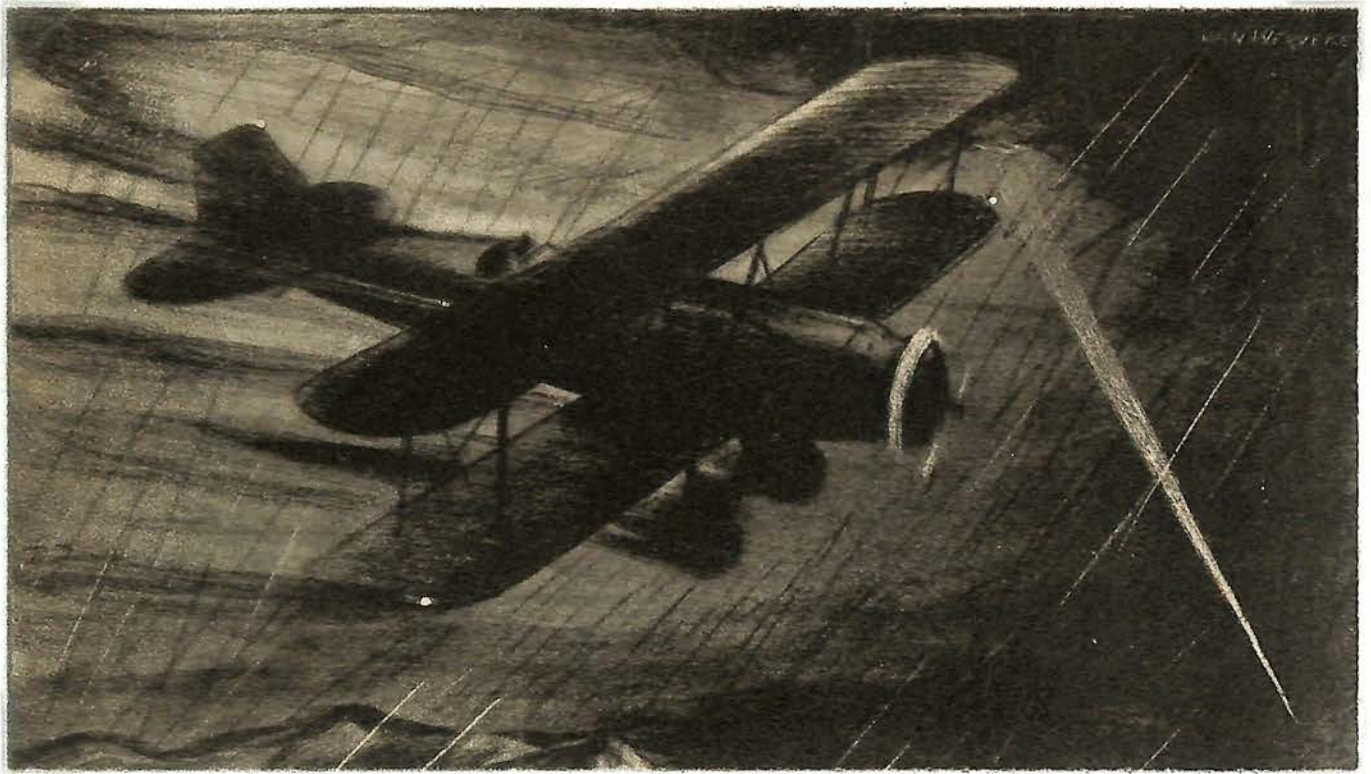
## Bear Cub Sent On 1st Canadian Air Mail Plane

(By Associated Press)  
MONTREAL, Oct. 1.—A bear cub and a wreath of maple leaves, gifts from Mayor Houde of Montreal to Mayor James J. Walker of New York, were dispatched on a southbound airplane today as part of the first aerial mail consignment from Montreal to New York.



Photograph Courtesy U. S. Post Office Department

ONE OF THE ROTATING BEACONS ALONG THE AIR MAIL ROUTE IN PENNSYLVANIA



CAM # 1

Post Office Department  
SECOND ASSISTANT POSTMASTER GENERAL  
Washington

*W. Keelson Pilot.*

*under  
CAM 1 P. 610  
IN 34-1539*

**ANNOUNCEMENT—AIR MAIL SERVICE**

Millinocket, Houlton, and Caribou, Maine, will be authorized as stops on route AM-27 in the near future. These cities will be served by an extension of route AM-27 from Bangor to Caribou.

Special cachets will be furnished to the Postmasters, and the usual treatment of philatelic mail will be authorized.

Air-mail covers to receive these special cachets should be forwarded to the Postmasters at Millinocket, Houlton, and Caribou under cover. In order that they may be able to make the proper discrimination between business and philatelic mail and hold the latter for the actual first flight, a letter of authorization to hold for the first flight should accompany the covers.

Special attention is called to the policy of the Department with reference to applying cachets to covers which through error were not stamped with the cachet. The only instances of this kind in which cachets will be applied will be those in which the person concerned refers the matter to the Post Office Department immediately after the first flight. If it appears that such covers immediately referred might have been overlooked in error by the post office, an investigation will be made to determine what the facts are, and if they show conclusively that the cover is entitled to a cachet it will be applied. Consideration will only be given to those covers submitted immediately after receipt by the addressee.

HARLEE BRANCH,  
Second Assistant Postmaster General.

Post Office Department  
SECOND ASSISTANT POSTMASTER GENERAL  
Washington

*W. Keelson Pilot.*

*under  
CAM 1 P. 610  
IN 34-1539*

**ANNOUNCEMENT—AIR MAIL SERVICE**

Presque Isle, Maine, will be authorized as a stop on route AM-27 in the near future. The extension of route AM-27 from Bangor to Caribou, which was covered by a recent announcement, will include Presque Isle in addition to Millinocket, Houlton, and Caribou.

A special cachet will be furnished to the Postmaster, and the usual treatment of philatelic mail will be authorized.

Air-mail covers to receive this special cachet should be forwarded to the Postmaster at Presque Isle, under cover. In order that he may be able to make the proper discrimination between business and philatelic mail and hold the latter for the actual first flight, a letter of authorization to hold for the first flight should accompany the covers.

Special attention is called to the policy of the Department with reference to applying cachets to covers which through error were not stamped with the cachet. The only instances of this kind in which cachets will be applied will be those in which the person concerned refers the matter to the Post Office Department immediately after the first flight. If it appears that such covers immediately referred might have been overlooked in error by the post office, an investigation will be made to determine what the facts are, and if they show conclusively that the cover is entitled to a cachet it will be applied. Consideration will only be given to those covers submitted immediately after receipt by the addressee.

HARLEE BRANCH,  
Second Assistant Postmaster General.

CAM # 1

Post Office Department  
SECOND ASSISTANT POSTMASTER GENERAL  
Washington

CAM 1  
P. 611

**ANNOUNCEMENT—AIR MAIL SERVICE**

1N41-1543

Lewiston and Auburn, Maine, will be authorized as stops on route AM-27, between Portland and Augusta, Maine, in the near future. The same airport will serve both cities.

Special cachets will be furnished to both offices, and the usual treatment of philatelic mail will be authorized.

Air-mail covers to receive these special cachets should be forwarded to the Postmasters at Lewiston and Auburn under cover. In order that they may be able to make the proper discrimination between business and philatelic mail and hold the latter for the actual first flight, a letter of authorization to hold for the first flight should accompany the covers.

Persons desiring directional flights only should indicate, in pencil on the face of the covers, the flight desired, such as "Auburn to Portland" or "Lewiston north."

Special attention is called to the policy of the Department with reference to applying cachets to covers which through error were not stamped with the cachet. The only instances in which cachets will be applied will be those in which the person concerned refers the matter to the Post Office Department immediately after the first flight. If it appears that such covers immediately referred might have been overlooked in error by the post office, an investigation will be made to determine what the facts are, and if they show conclusively that the cover is entitled to a cachet it will be applied. Consideration will only be given to those covers submitted immediately after receipt by the addressee.

**SPECIAL NOTICE.**—The air-mail first flight mailing list is being revised and unless you especially request it no further notices will be sent to you.

If you desire to remain on the list, please notify this office promptly.

*Sanford B. Chandler - Pilot*

HARLEE BRANCH,  
Second Assistant Postmaster General.



CAM #1



1536

1536

1536

1536



ANNOUNCEMENT

By authority of the Postmaster General regular air mail service between the following points will be inaugurated on or about the 10th August, 1937:

MONTREAL, Quebec, and BURLINGTON, Vermont, U.S.A.

To commemorate the inaugural flight between Montreal and Burlington, the following special cachet will be used on letters carried on the initial flight:

MONTREAL - BURLINGTONCACHETCOVERS TO  
BE SENT TO

This special cachet will be used only on such covers as are sent to the District Director of Postal Services, Montreal, Quebec, and which reach him not later than the 9th August, 1937, bearing Canadian postage at the following rates:-

POSTAGE  
RATES

| <u>Addressed to any place in:</u>  | <u>Postage</u>   |
|--|--|
| 1. Canada, Great Britain and Northern Ireland,<br>Irish Free State, Newfoundland, or any place in<br>North America not mentioned in Groups 2 and 4 | 6¢ first ounce<br>5¢ each ounce after                        |
| 2. United States, Bermuda  | 6¢ each ounce  |
| 3. Europe (except places mentioned in Group 1)   | 10¢ each ounce   |
| 4. West Indies and British Guiana, Mexico, Cuba,<br>Central America, Asia, Africa  | 25¢ each $\frac{1}{2}$ ounce<br>35¢ each $\frac{3}{4}$ ounce |
| 5. Australasia   |  |
| 6. South America   |  |
| (a) Colombia, Ecuador, Venezuela, Dutch<br>Guiana and French Guiana;   | 50¢ each $\frac{1}{2}$ ounce                                 |
| (b) Argentina, Bolivia, Brazil, Chile,<br>Paraguay, Peru and Uruguay   | 70¢ each $\frac{1}{2}$ ounce                                 |

Covers so prepaid and bearing an indication as follows:-

"Via Air Mail, Montreal - Burlington"

DATESTAMPING

will be datestamped by the despatching Post Office, in addition to bearing the commemorative cachet. All covers should be sealed and contain enclosures of suitable size and thickness to facilitate handling and ensure clear impressions of cachets and datestamps. When so prepared they should be sent at once under cover to the District Director of Postal Services at Montreal, Quebec, with the request to hold until this air mail flight takes place.

METHOD OF  
REMITTING

All covers handled in the above manner must bear the necessary Canadian postage at the air mail rate or be accompanied by Postal Note or Postal Money Order, (not personal cheque) payable to the RECEIVER GENERAL OF CANADA, at Montreal, covering the correct amount of postage. Covers sent UNDER COVER to the District Director of Postal Services, Montreal, Quebec, must be FULLY PREPAID as regards postage on the outside wrapping. Covers should be addressed TO ACTUAL PLACE OF DESTINATION:- for instance, a resident of Chicago, Ill., desiring to send a letter to himself by first flight between Montreal and Burlington should address such letter to himself at Chicago, and not to the Post Office at Burlington, being careful to mark it, "Via Air Mail, Montreal - Burlington".

REGISTERED  
& SPECIAL  
DELIVERY  
MAIL

Registered mail will be accepted for conveyance if prepaid both as regards air mail postage and the registration fee of ten cents per letter. Special delivery letters will also be carried if properly prepaid both as regards air mail postage and the special delivery rate of twenty cents per letter.

DISPOSITION  
AT END  
OF FLIGHT

All covers conveyed on this flight addressed to points not on this air mail route will be placed in the mails at the terminus of the flight and will go forward to the addressee in the regular way.

# NORTHEAST AIRLINES



April 24, 1945

Mr. William Schneider, Jr.  
R.F.D. #2  
Box 341  
Rahway, New Jersey

Dear Sir:

Captain M. H. Anderson will be the pilot to fly between Boston and New York on May 1, 1945.

Captain Hazen is still with us and Captain H. R. Bean is in the armed services with the Air Transport Command as a Major.

I hope to see you at LaGuardia soon.

Sincerely yours,

A handwritten signature in blue ink, appearing to read "S. A. Short". The signature is fluid and cursive, written over the typed name.

S. A. Short  
Superintendent Flight Operations

SAS:ja