

# FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS: "NORTH ATLANTIC AIR MAIL SERVICE - NEW BRITISH SERVICE"

July 26, 1939 / August 5, 1939

*Issued with the Post Office Circular of the 26th July, 1939*

## NORTH ATLANTIC AIR MAIL SERVICE NEW BRITISH SERVICE

An experimental British air service on the route Southampton—Botwood—Montreal—New York will be established on Saturday, the 5th of August, 1939. The new service will leave Southampton every Saturday until further notice and be due to reach Botwood, Montreal and New York on Sunday.

After the despatch by the United States Transatlantic air service via Marseilles on Saturday, the 29th of July, the arrangements in connexion with the North Atlantic Air Mail Service will be as follows:—

There will be two direct Transatlantic air mail services each week, i.e., the existing United States service on the route Southampton—Botwood—Shediac—New York and a British service on the route Southampton—Botwood—Montreal—New York. Correspondence (except that for the Azores) will no longer be despatched by the United States Transatlantic air service via Marseilles.

Correspondence intended for transmission by the British or the United States Transatlantic air services must be prepaid at the rates shown below. A blue air mail label must be affixed to the top left hand corner of the envelope **which should also be superscribed "North Atlantic Air Service."**

						Letters per half ounce	Postcards
						s. d.	s. d.
United States of America	...	...	...	...	...	I 3	7
Canada	...	...	...	...	...		
Newfoundland	...	...	...	...	...		
Azores	...	...	...	...	...		
Bahamas	...	...	...	...	...	I 8	10
Barbados	...	...	...	...	...	2 3	I I
Bermuda, Cuba and Jamaica	...	...	...	...	...	I 9	10
Bolivia, Brazil and Chile	...	...	...	...	...	3 6	I 7
British Guiana, Colombia, Dutch Guiana, Dutch West Indies (Curaçao, Aruba and Bonaire), Ecuador, French Guiana, Peru and Venezuela.	...	...	...	...	...	2 9	I 4
British Honduras, Costa Rica, Dominican Republic, El Salvador, Guatemala, Hayti, Honduras Republic, Leeward Islands (Antigua), Mexico, Nicaragua, Panama, Porto Rico and Trinidad.	...	...	...	...	...	2 0	I 0
Sandwich Islands	...	...	...	...	...	2 6	I 2

The rates for the Azores cover air transmission to the Azores; the rates for the other destinations cover air transmission to North America and thence by any available air mail service to destination.

On and after the 2nd of August, the latest times of posting at the Head Post Office, London, E.C.1, for all the destinations mentioned above, except the Azores, will be as follows:—

	Botwood	Shediac	Montreal	New York
7.30 a.m. Wednesdays (United States Service)	Thursdays	Thursdays	—	Thursdays
7.30 a.m. Saturdays (British Service)	Sundays	—	Sundays	Sundays

The latest time of posting at the Head Post Office, London, E.C.1 for the Azores will be 7.30 a.m. on Saturdays.

The correspondence will be despatched by either the British or the United States service, whichever offers the earlier outlets, except in the case of that for the Azores which will only be forwarded via Marseilles.

**It is important that ALL correspondence intended for transmission by the North Atlantic air service should be circulated to, or as for, London F.S.**

The air mail services to America at present shown in the Air Mail leaflet will still be available and no alteration should be made in the circulation of air mail correspondence intended for transmission by those services.

The arrangements indicated in the supplement which was issued with the Post Office Circular of the 21st of June will continue in force up to and including the despatch via Marseilles on Saturday, the 29th of July. The supplement of the 21st of June should then be withdrawn from working copies of the Air Mail leaflet and replaced by a copy of this supplement.

(19171-13) Wt. — 38,750 7/39 P. St. G. 424



**"POST OFFICE DAILY LIST" OF AUGUST 4, 1939**  
**ANNOUNCING "NORTH ATLANTIC AIR MAIL SERVICE" BY IMPERIAL AIRWAYS**  
**"SOUTHAMPTON-BOTWOOD-MONTREAL-NEW YORK" BUT ELIMINATING FOYNES!**

No. 9143

Friday, August 4, 1939

# POST OFFICE

Published by Authority of



# DAILY LIST

H.M. Postmaster General

Notices appearing for the first time or in an amended form are marked †

## NORTH ATLANTIC AIR MAIL SERVICE

**New British Service.**—Commencing on Saturday, the 5th of August, a weekly British air service will operate on the route Southampton—Botwood—Montreal—New York, and on and from that date there will be two direct air mail services each week to North America, one by British and the other by United States aircraft. The latest time of posting at the Head Post Office, London, E.C.1, for the first British service will be 7.30 a.m. on Saturday, the 5th of August, and correspondingly earlier elsewhere, and the aircraft will be due to reach Botwood, Montreal and New York on the following day. Thereafter, the British service will leave Southampton each Saturday and the United States service will revert to Wednesday instead of Monday as previously announced. The latest time of posting at the Head Post Office, E.C.1, will be 7.30 a.m. in each case, with correspondingly earlier times elsewhere.

Correspondence addressed to Newfoundland, Canada and the U.S.A. intended for transmission by the Transatlantic air services should be prepaid at the rate of 1s. 3d. for each half ounce (postcards 7d.). A blue air mail label should be affixed to the top left hand corner of the envelope **which should also be superscribed "North Atlantic Air Service."** Correspondence so prepaid and superscribed will be forwarded by either the British or the United State's service, whichever offers the earlier outlet.

Correspondence for countries beyond the U.S.A. may also be sent by the Transatlantic air mail service if the sender so desires. The appropriate air postage rates for these destinations may be ascertained at any Post Office.

## AIR MAILS

**Air Mail Arrangements, August Bank Holiday Period 1939.**—Letter and Parcel Air Mails will be despatched as usual up to and including Sunday, the 6th of August. On August Bank Holiday, Letter Air Mails will be despatched as on a normal Monday, except that the latest times of posting at the Head Post Office, E.C.1, for those destinations to which the 10.30 a.m. and 7.0 p.m. postings normally apply will be 6.0 a.m. Parcel Air Mails will be despatched to all advertised European destinations on the morning of August Bank Holiday. The latest time of posting air parcels at the Head Post Office, E.C.1, for these despatches, and for the early morning despatches on Tuesday, the 8th of August, will be 8.0 p.m. on Saturday, the 5th of August.

**Air Mails for Sierra Leone and Portuguese Guinea.**—The weekly air service between Bathurst (Gambia) and the above mentioned destinations, which connects with the despatch from the United Kingdom on Wednesday (latest time of posting at the Head Post Office, London, E.C.1, 7.0 p.m.) is temporarily suspended. During the period of suspension, air mail correspondence for Sierra Leone and Portuguese Guinea will ordinarily be sent twice weekly by air as far as Dakar (Senegal) for onward transmission to destination by surface means. The latest times of posting at the Head Post Office, London, E.C.1, will be 10.30 a.m. Tuesday and 1.30 p.m. Saturday and corresponding times elsewhere.

## GENERAL INFORMATION

**August Bank Holiday—Posting for Mails for abroad: Letters.**—The Night Mail despatches of letters for the Continent will be suspended on Monday, the 7th of August. Correspondence for inclusion in the Day Mails for the Continent on that day should be posted in London in time for the last collection on the previous day. The latest time of posting at the Head Post Office, E.C.1, of correspondence for inclusion in the Extra-European mails to be despatched on August Bank Holiday will be 11.0 p.m. (Letters) and 5.30 p.m. (Printed Papers) respectively on the previous Saturday. On Sunday, posting facilities for the Night Mails to the Continent will be provided as on an ordinary Sunday except that at Victoria Station there will be no facilities for posting registered letters for the Night Mails to France, Malta, Portugal, and Spain and the facilities at that Station for posting unregistered letters, with an extra fee, will be available only from 6.0 p.m. to 8.0 p.m. instead of 6.0 p.m. to 8.20 p.m. **Parcels.**—Parcel mails for the Continent, except those transmitted by Air, will be entirely suspended on Bank Holiday.

**Parcels for Ships at Marseilles, Toulon or Naples.**—Senders of parcels addressed to persons on the outward-bound ships of the Peninsular and Oriental Steam Navigation Company calling at Marseilles, or of the Orient Steam Navigation Company calling at Toulon or Naples, are reminded that such parcels posted after the ships have left this country cannot overtake them at the ports mentioned.

**Parcel Post service to Aden.**—The maximum weight of parcels for Aden is now extended to 22 lb.

### LETTER MAILS EXPECTED

Probable Delivery London, E.C.	From	Probable Delivery London E.C.	From
Aug. 4	Canada, Newfoundland, Japan and China North (inc. Shanghai) by "Empress of Britain."	Aug. 5	U.S.A., Japan, Bermuda, Bahamas, Jamaica, Mexico and Central America, Panama and West Coast of South America by "Mauretania."
Aug. 4	Sierra Leone, Gold Coast Colony and Nigeria by "Apapa."	Aug. 5	Australia, China (all parts), Philippine Islands and Siam by "Rawalpindi."
Aug. 4	Madeira by "Capetown Castle."	Aug. 5	Australia, Burma, Ceylon, Egypt, India, Malay States, North Borneo, Sarawak and Straits Settlements by Air.
Aug. 4	Dutch East Indies by "Sibajak."	Aug. 7	China and Japan via Siberia.
Aug. 4	Egypt, Kenya, Nyasaland, Rhodesia (Northern and Southern), Sudan (Anglo-Egyptian), Tanganyika, Uganda, Union of South Africa and Zanzibar by Air.	Aug. 7	U.S.A., Japan, Jamaica, Mexico and Central America, Panama and West Coast of South America by "American Shipper."
Aug. 4	Canada by "Duchess of Bedford."		
Aug. 5	Trinidad and Guianas by "Cuba."		



FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS  
FOYNES - NEW YORK AND NEW YORK - FOYNES

August 5th, 1939



First British Foynes - New York service with Short S.30 C class flying boat G-AFCV "CARIBOU" using flight-refuelling technique. New York arrival postmark of August 6th, 12.00 PM. Route operated Southampton - Foynes - Montreal - Botwood - New York.

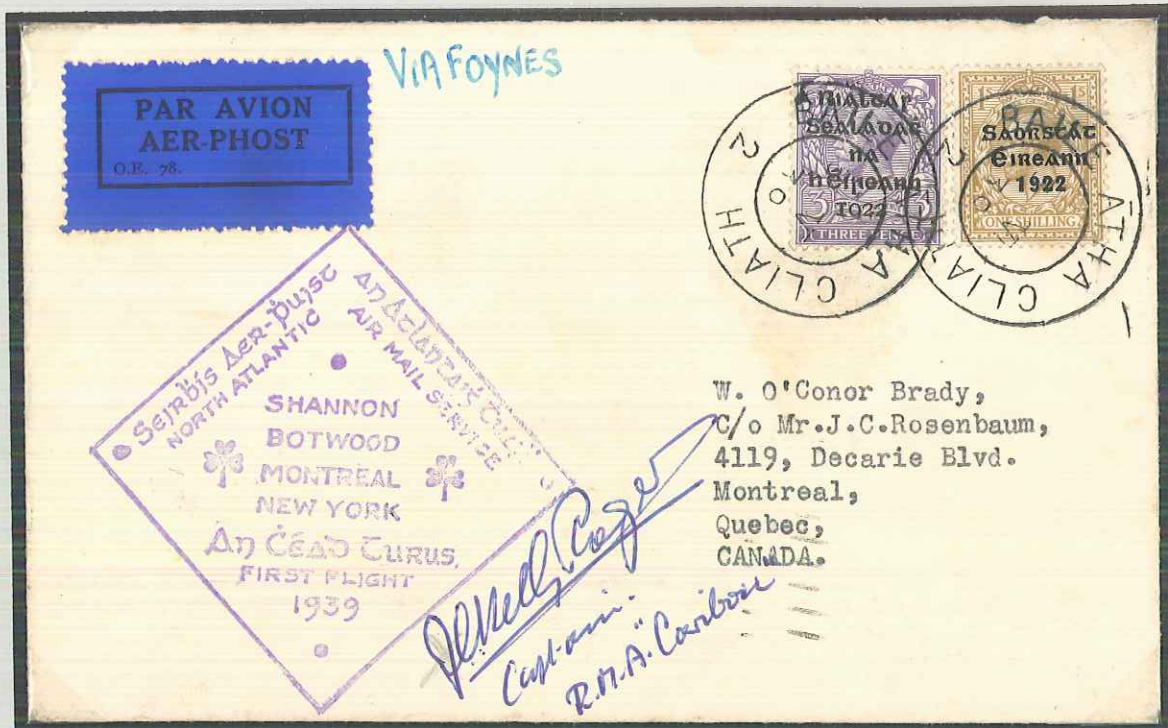


Return flight service by the "CARIBOU" New York - Foynes (arrival postmarks of August 11th/Dublin and August 12th/Foynes).



FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS  
FOYNES - MONTREAL AND MONTREAL - FOYNES  
COVERS SIGNED BY CAPT. J.C. KELLY-ROGERS, COMMANDER R.M.A. "CARIBOU"

August 5th, 1939



First Foynes - Montreal service. Montreal arrival postmark of August 6th, 7.00 PM. Signed by Capt. J.C. Kelly-Rogers with ball-point pen. Capt. Kelly-Rogers, an Irishman, was to become Deputy General Manager of Aer Lingus after the War.



Return flight service Montreal - Foynes (Dublin arrival postmark of August 11). Signed by Capt. J.C. Kelly-Rogers at the time of the Transatlantic flight, with distinctive "Commander" instead of "Captain".



FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS  
FOYNES - BOTWOOD AND BOTWOOD - FOYNES  
COVERS SIGNED BY CAPT. J.C. KELLY-ROGERS

August 5th, 1939



First Foynes - Botwood, Newfoundland, service (St. John's arrival postmark of August 7th, 10.30 AM). Signed by Capt. J.C. Kelly-Rogers.



Return flight service Botwood - Foynes (arrival postmarks of August 11th/Dublin registered and August 12th, 3.15 AM/Limerick). Signed by Capt. Kelly-Rogers.



FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS  
COVERS POSTED IN FOYNES AND DUBLIN FOR FOYNES - NEW YORK SERVICE  
SIGNED BY CAPT. J.C. KELLY-ROGERS AND PHOTO OF G-AFCV "CARIBOU"

August 5th, 1939



Foynes acceptance for Foynes-New York service, signed by Capt. Kelly-Rogers at the time of the flight, showing the distinctive "Commander" instead of "Captain". Mails for this service were mainly posted in Dublin, and a smaller part was posted in Foynes.

Imperial Airways' G-AFCV "CARIBOU" moored at Foynes (Photo taken on August 5th by Fred E. Dixon).



Dublin acceptance for Foynes - New York service, signed by Capt. J.C. Kelly-Rogers with ball-point pen.





**FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS:  
ORIGINAL PHOTOS SHOWING THE SHORT S.30 C CLASS FLYING BOAT  
G-AFCV "CARIBOU" MOORED AT FOYNES**

**August 5, 1939**



Original photo taken on August 5, 1939, by Fred E. Dixon at *Foynes Harbour*.



Original "*Independent Newspapers Dublin*" photo taken on August 5, 1939, at *Foynes Harbour*.

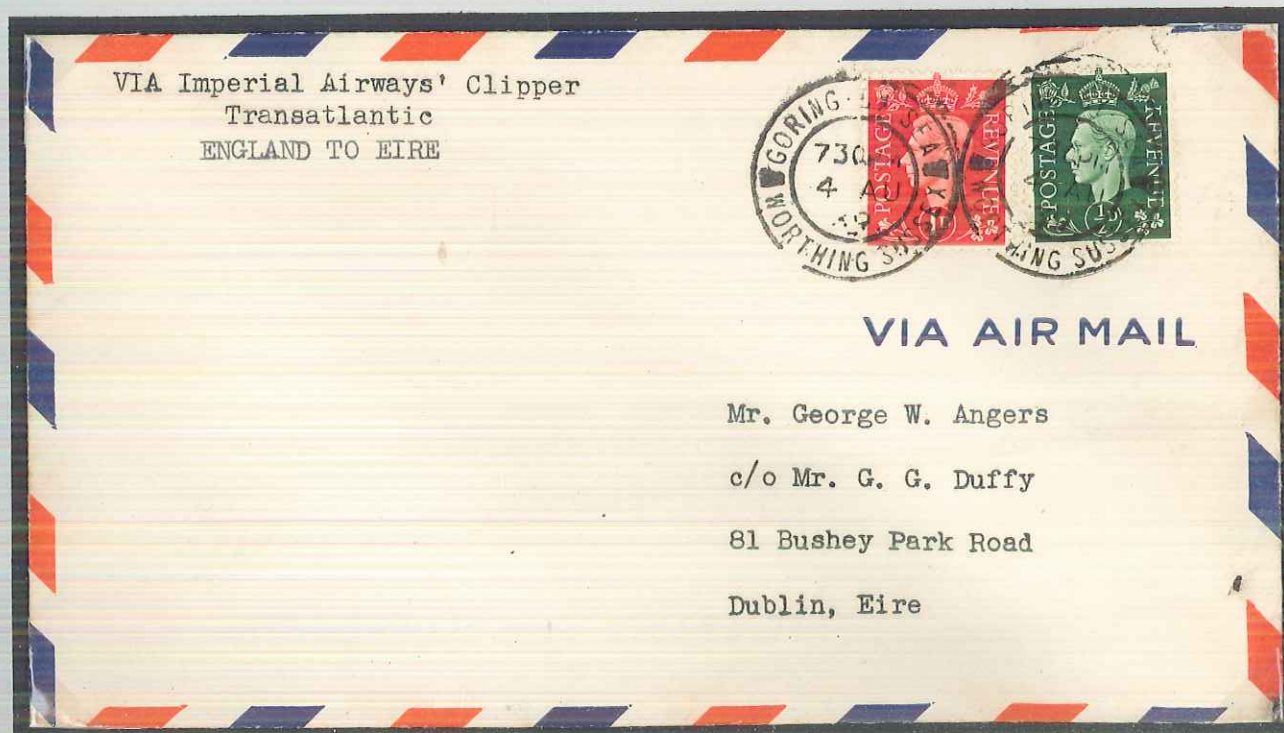


FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS  
SOUTHAMPTON - FOYNES - BOTWOOD - MONTREAL - NEW YORK:  
ATTEMPTED ACCEPTANCES FOR SOUTHAMPTON - FOYNES FLIGHT

August 5, 1939



Posted Southampton on August 4, 1939,  
for first Imperial Airways flight service Southampton - Foynes,  
but NO FLIGHT. / SENT BY / ORDINARY SERVICE cachet in violet.  
Mail for Imperial Airways' Transatlantic flights were accepted  
for all destinations but not between England and Ireland.



Similar cover but without NO FLIGHT cachet.



**FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS:  
FOYNES - NEW YORK AND FOYNES - MONTREAL WITH BLACK FLIGHT CACHET**

August 5, 1939



Postcard (Dr. Douglas Hyde) posted in Dublin on August 5, 1939, and carried by first Imperial Airways service Foynes - Montreal. Highly unusual with special flight cachet in black.



AIR FRANCE envelope with seahorse crest on back carried by first Foynes - New York service. New York arrival postmark of August 6, 12.00 p.m. Special flight cachet in violet. Complete set of O'Connell commemorative set.



**FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS:  
FOYNES - MONTREAL WITH BLACK FLIGHT CACHET**

August 5, 1939



Postcard (Dr. Douglas Hyde) posted in Dublin on August 5, 1939,  
and carried by first Imperial Airways service Foynes - Montreal.  
Highly unusual with special flight cachet in black.



**FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS:  
ROUND TRIP COVER FOYNES - MONTREAL - NEW YORK - SOUTHAMPTON (IA.26.TB)**

**August 5, 1939**

Round trip cover carried *Foynes - Montreal - New York - Southampton*, signed by *Capt. J.C. Kelly Rogers*.  
Posted *Foynes* on August 5, Montreal on August 6, Easton on August 7, New York on August 9, London on August 11.



U.S.A. to ENGLAND



ANNEX

*J.C. Kelly Rogers*

W.J. CAMPBELL ESQ,  
FLAT, 3.  
189, High Road, Balham.  
LONDON. S.W.12.  
ENGLAND

48281 No



EIRE TO MONTREAL CANADA



Henri, E, Ragot Esq,  
66, North 3rd. Street,  
Easton, PA,  
U.S.A.



**FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS:  
ROUND TRIP COVER SOUTHAMPTON - FOYNES - NEW YORK - SOUTHAMPTON (IA27.TB)**

**August 5, 1939**

Round trip cover carried Southampton - Foynes - New York - London, signed by Capt. J.C. Kelly Rogers.  
Posted Southampton on August 4, New York on August 6 and 9, London on August 11.



CANADA  
TO  
ENGLAND



*J.C. Kelly Rogers*

W.J. Campbell Esq,  
Flat 3,  
189, High Road, Balham,  
London, S.W.12.  
ENGLAND

4825 No



ENGLAND  
TO  
U.S.A.



ROAD USE  
TAKE CARE  
AVOID RIS

*J.C. Kelly Rogers*

HENRI.E. RAGOT ESQ,  
66, North 3rd Street,  
Easton, PA.  
U.S.A.







Correspondence in Irish, English, French or German.

caṡal f. de búirca,

port mór,

portláirge, éire.

Stampaí Saébealaṡ pé leit  
(Irish Stamps a Speciality).

CHARLES F. BOURKE,

"ELMVILLE,"

FERRYBANK,

WATERFORD, IRELAND.

Wholesale and Retail Stamp Dealer.

Member American Philatelic Society.

2nd August 1939.

Mr A. J. Paul,  
so Austin Stat.,  
AUSTIN. Texas.

CFB/SA.

Dear Mr Paul,

Many thanks for your kind letter of 24th ulto.

FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS:  
FOYNES - NEW YORK WITH COMPLETE SET OF O'CONNELL COMMEMORATIVES  
AND THE COMPLIMENTS OF CHARLES F. BOURKE

August 5, 1939

The other two

covers from Ireland to England and England to Ireland will be



All good wishes.

Sincerely yours,

Charles F. Bourke.



**FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS:  
OFFICIAL SOUVENIR ENVELOPES ISSUED BY IMPERIAL AIRWAYS CARRIED  
FOYNES - BOTWOOD, FOYNES - MONTREAL, FOYNES - NEW YORK**

**August 5, 1939**





**FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS:  
OFFICIAL SOUVENIR ENVELOPES ISSUED BY IMPERIAL AIRWAYS CARRIED  
FOYNES - BOTWOOD, FOYNES - MONTREAL, FOYNES - NEW YORK**

**August 5, 1939**



A. PHILLIPS  
P.O. Box 773  
SCRANTON  
PENNA. USA



A. PHILLIPS  
P.O. BOX 2384  
WINNIPEG, MAN.  
CANADA

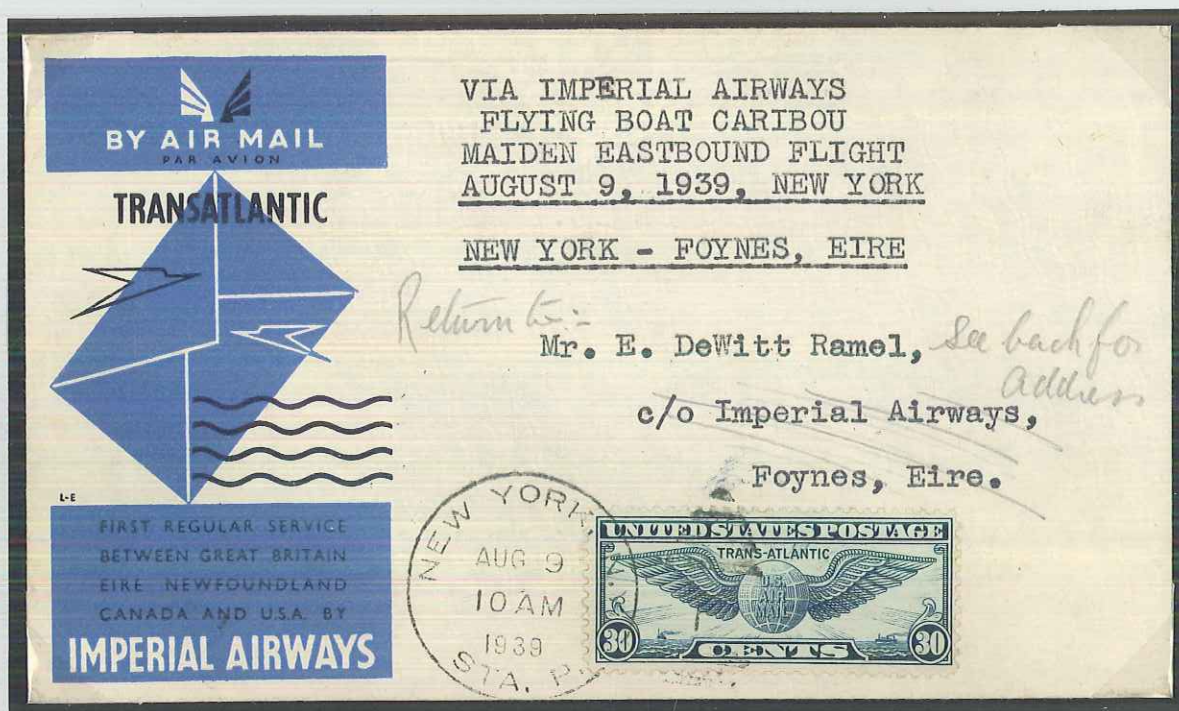


A. Phillips  
P.O. Box 2086  
St. Johns  
NEWFOUNDLAND



FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS:  
OFFICIAL SOUVENIR ENVELOPES ISSUED BY IMPERIAL AIRWAYS  
NEW YORK - FOYNES AND NEW YORK - BOTWOOD

August 5, 1939



Official Imperial Airways souvenir envelope, posted New York on August 9, 1939, and carried by Imperial Airways on first New York - Foynes service.

Dublin arrival postmark of August 11 and Limerick of August 16.

Official Imperial Airways envelopes used in New York, Montreal or Botwood are scarce: probably less than 10 souvenir envelopes were accepted for New York - Foynes service.

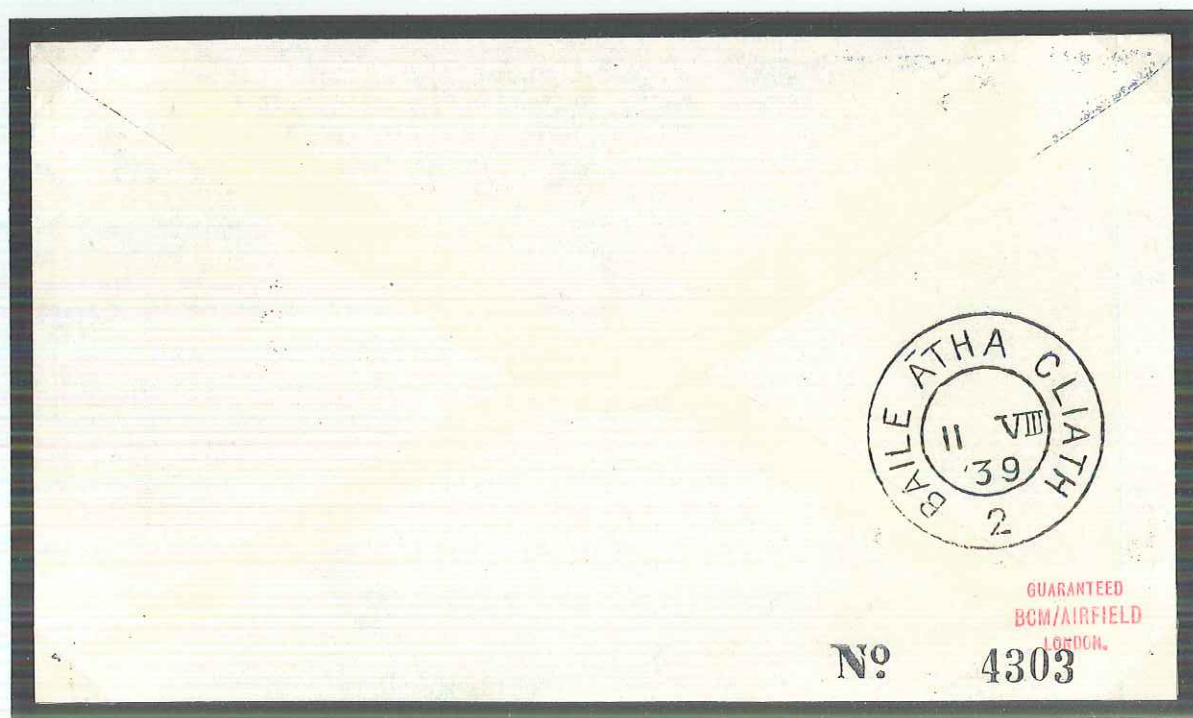


Identical souvenir cover, posted in New York and carried New York - Botwood.  
BOTWOOD arrival postmark of August 10.



**FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS:  
OFFICIAL SOUVENIR ENVELOPE ISSUED BY IMPERIAL AIRWAYS  
USED IN NEWFOUNDLAND,  
BOTWOOD - FOYNES**

**August 5, 1939**



Official Imperial Airways souvenir envelope,  
posted **BOTWOOD** on August 10, 1939,  
and carried with first flight service by Imperial Airways Botwood - Foynes.  
**BAILE ÁTHA CLIATH** arrival postmark of August 11.  
Official Imperial Airways souvenir envelopes  
used in New York, Montreal or Botwood are scarce:  
only 5 souvenir envelopes were accepted for Botwood - Foynes service.



FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS:  
OFFICIAL SOUVENIR ENVELOPES ISSUED BY IMPERIAL AIRWAYS  
FOYNES - BOTWOOD AND BOTWOOD - FOYNES

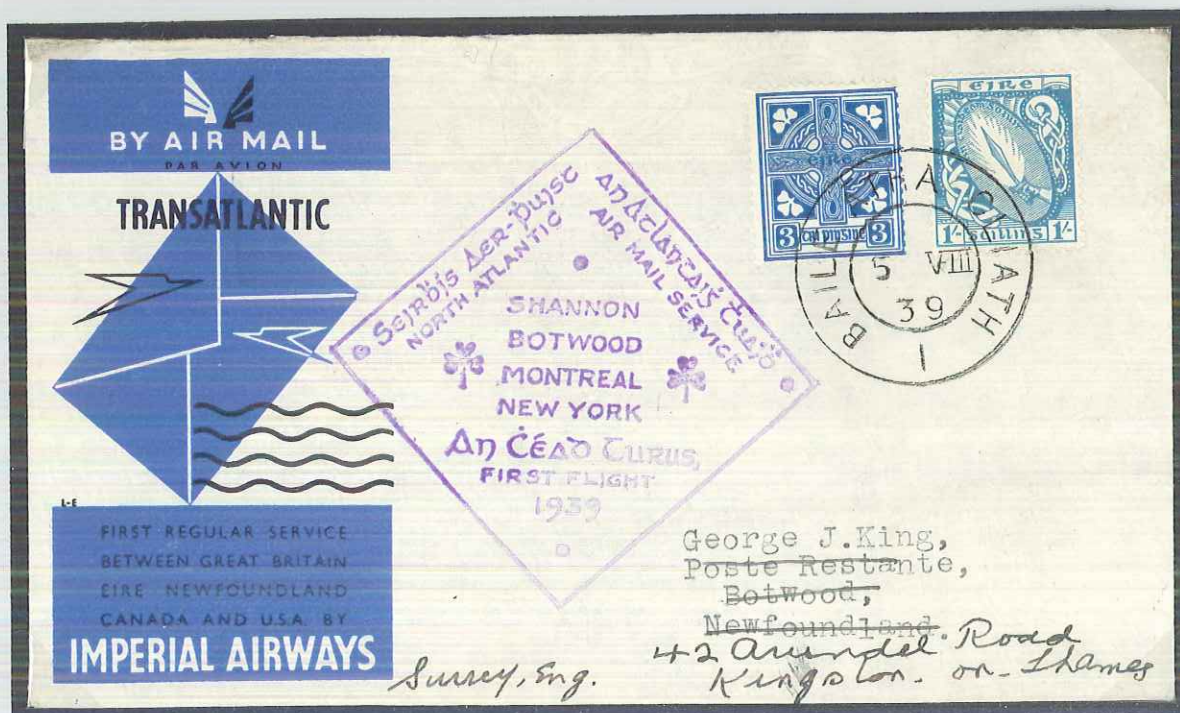
August 5, 1939



Official Imperial Airways souvenir envelope, posted Botwood on August 10, 1939, and carried by Imperial Airways on first Botwood - Foynes service.

Dublin arrival postmark of August 11.

Official Imperial Airways envelopes used in New York, Montreal and Botwood are scarce: only 5 souvenir envelopes were accepted for Botwood - Foynes service.



Official Imperial Airways souvenir envelope, posted Dublin on August 5, 1939, and carried by Imperial Airways on first Foynes - Botwood service.

St. John's arrival postmarks of August 6 and 7, 10.30 a.m.



**FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS:  
OFFICIAL ENVELOPE WITH WITHDRAWN MC. KNIGHT KAUFFER DESIGN**

August 5, 1939



*Officially issued but withdrawn souvenir envelope ("national flag" type). This envelope, designed by Mc. Knight Kauffer, was withdrawn because the design was only showing the British and American flags but not indicating the Irish (and Newfoundland) connection of that flight service. It is believed that no covers with withdrawn design accepted in Ireland exist, as the cover was only available only for a very short period of time in England and in the United States, but not in Ireland.*



An official souvenir finally issued by Imperial Airways,  
doing justice to Ireland and Newfoundland



**FIRST REGULAR TRANSATLANTIC SERVICE  
BY IMPERIAL AIRWAYS  
FOYNES - BOTWOOD - MONTREAL - NEW YORK:  
UNUSED OFFICIAL IMPERIAL AIRWAYS ENVELOPE**

**August 5, 1939**



Official Imperial Airways envelope



**FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS  
SOUTHAMPTON - FOYNES - MONTREAL - BOTWOOD - NEW YORK:  
OFFICIAL ENVELOPES WITH WITHDRAWN "MISSING IRISH FLAG" DESIGN  
USED IN NEW YORK AND CARRIED TO DUBLIN/FOYNES**

**August 5, 1939**



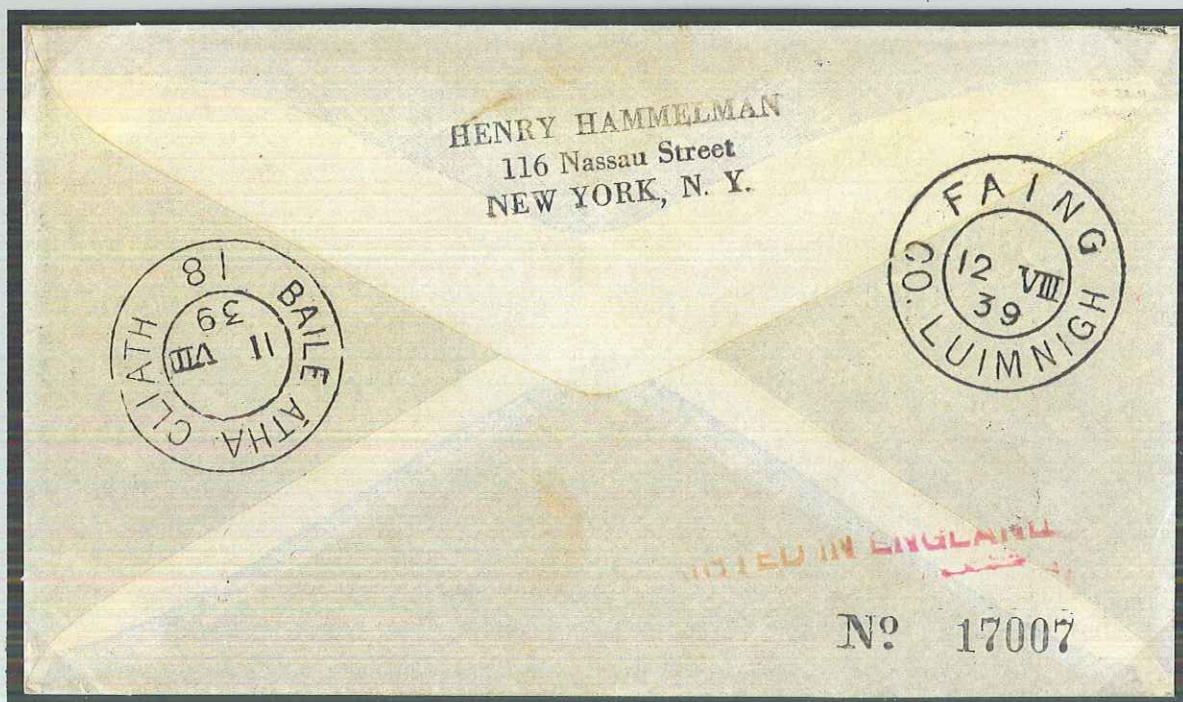
Officially issued but withdrawn souvenir envelope with "missing Irish flag" design, posted New York on August 9, 1939, and carried with first Imperial Airways service New York - Montreal - Botwood - Foynes.  
**BAILE ATHA CLIATH** transit postmark of August 11 and **FAINGH** arrival postmark of August 12.

The "Missing Irish Flag" envelope was designed by McKnight Kauffer and was withdrawn because the design was showing only the British and American flags but not the Irish and Newfoundland flags. No covers with withdrawn design are known to have been used in Ireland, because the envelope was available only for a short period in the UK, in the US and in Canada but not in Ireland.



**FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS  
SOUTHAMPTON - FOYNES - MONTREAL - BOTWOOD - NEW YORK:  
OFFICIAL ENVELOPES WITH WITHDRAWN "MISSING IRISH FLAG" DESIGN  
USED IN NEW YORK AND CARRIED TO DUBLIN/FOYNES**

**August 5, 1939**



Officially issued but withdrawn souvenir envelope with "missing Irish flag" design, posted New York on August 9, 1939, and carried with first Imperial Airways service New York - Montreal - Botwood - Foynes.  
**BAILE ATHA CLIATH** transit postmark of August 11  
and **FAINGH** arrival postmark of August 12.

The "Missing Irish Flag" envelope was designed by McKnight Kauffer and was withdrawn because the design was showing only the British and American flags but not the Irish and Newfoundland flags. No covers with withdrawn design are known to have been used in Ireland, because the envelope was available only for a short period in the UK, in the US and in Canada but not in Ireland.



**FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS  
SOUTHAMPTON - FOYNES - MONTREAL - BOTWOOD - NEW YORK:  
OFFICIAL ENVELOPES WITH WITHDRAWN "MISSING IRISH FLAG" DESIGN  
USED IN NEW YORK AND CARRIED TO DUBLIN/FOYNES**

**August 5, 1939**



Officially issued but withdrawn souvenir envelope with "missing Irish flag" design, posted New York on August 9, 1939, and carried with first Imperial Airways service New York - Montreal - Botwood - Foynes.  
**BAILE ATHA CLIATH** transit postmark of August 11 and **FAINGH** arrival postmark of August 12.

The "Missing Irish Flag" envelope was designed by McKnight Kauffer and was withdrawn because the design was showing only the British and American flags but not the Irish and Newfoundland flags. No covers with withdrawn design are known to have been used in Ireland, because the envelope was available only for a short period in the UK, in the US and in Canada but not in Ireland.

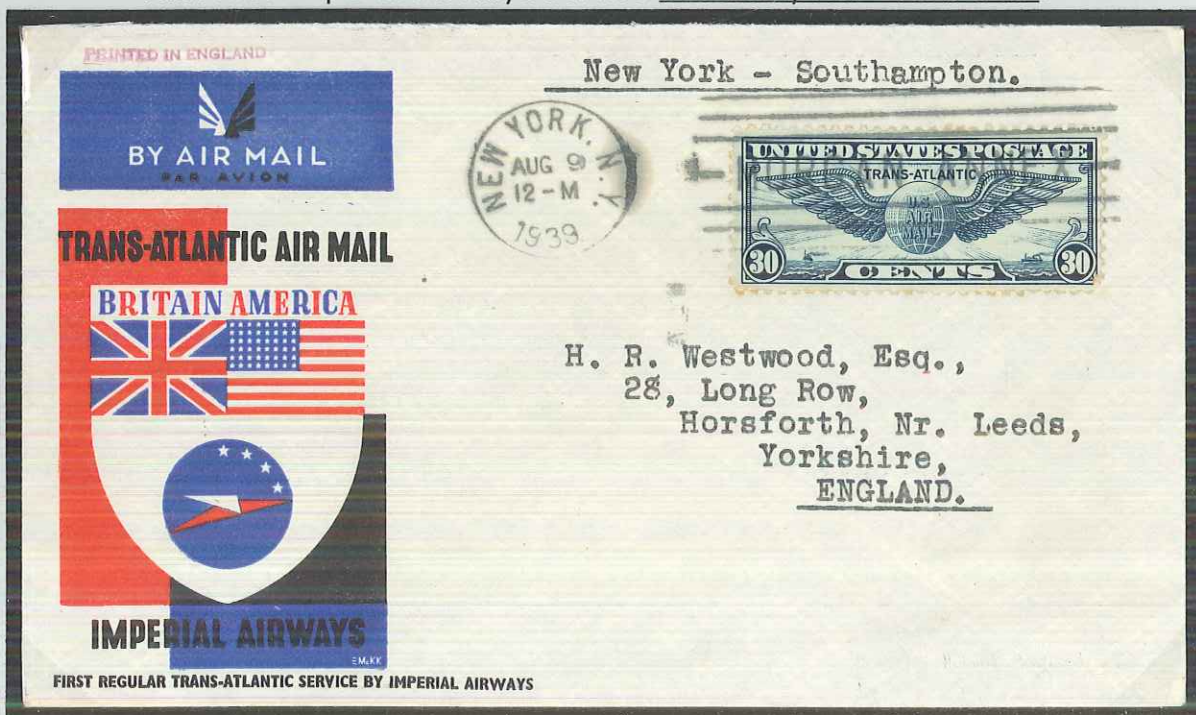


**FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS  
SOUTHAMPTON - FOYNES - MONTREAL - BOTWOOD - NEW YORK:  
OFFICIAL ENVELOPES WITH WITHDRAWN "MISSING IRISH FLAG" DESIGN  
USED IN ENGLAND AND IN THE UNITED STATES**

**August 5, 1939**



Officially issued but withdrawn souvenir envelope with "*missing Irish flag*" design, used in London on August 4, 1939, and carried on August 5 with first Imperial Airways service Southampton - New York.



Similar envelope, used in New York on August 9 and carried New York - Southampton.

The "*Missing Irish Flag*" envelope was designed by McKnight Kauffer and was withdrawn because the design was showing only the British and American flags but not the Irish and Newfoundland flags. No covers with withdrawn design are known to have been used in Ireland, because the envelope was available only for a short period in the UK and US but not in Ireland.



**FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS  
SOUTHAMPTON - FOYNES - MONTREAL - BOTWOOD - NEW YORK:  
OFFICIAL ENVELOPES WITH WITHDRAWN "MISSING IRISH FLAG" DESIGN  
USED IN MONTREAL TO BOTWOOD AND TO SOUTHAMPTON**

**August 5, 1939**



Officially issued but withdrawn souvenir envelope with "missing Irish flag" design, used in *Montreal* on August 10, 1939, and carried with first Imperial Airways service *Montreal - Botwood*.



Similar envelope, used in *Montreal* on August 10 and carried *Montreal - Southampton*.

The "Missing Irish Flag" envelope was designed by McKnight Kauffer and was withdrawn because the design was showing only the British and American flags but not the Irish and Newfoundland flags. No covers with withdrawn design are known to have been used in Ireland, because the envelope was available only for a short period in the UK, in the Usand in Canada but not in Ireland.



**FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS  
SOUTHAMPTON - FOYNES - MONTREAL - BOTWOOD - NEW YORK:  
OFFICIAL ENVELOPES WITH WITHDRAWN "MISSING IRISH FLAG" DESIGN  
USED IN MONTREAL TO SOUTHAMPTON**

**August 5, 1939**



Officially issued but withdrawn souvenir envelope with "missing Irish flag" design, used in Montreal on August 10, 1939, and carried with first Imperial Airways service Montreal - Southampton. Unusually signed by Capt. John Kelly-Rogers.



Similar but registered envelope, used in Montreal on August 10 and carried Montreal - Southampton.

The "Missing Irish Flag" envelope was designed by McKnight Kauffer and was withdrawn because the design was showing only the British and American flags but not the Irish and Newfoundland flags. No covers with withdrawn design are known to have been used in Ireland, because the envelope was available only for a short period in the UK, in the Usand in Canada but not in Ireland.



**FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS:  
SPECIAL PAN AMERICAN AIRWAYS SYSTEM ENVELOPE WITH INSERTED NOTE  
UNUSUALLY USED FOR FIRST IMPERIAL AIRWAYS SERVICE**

August 5, 1939

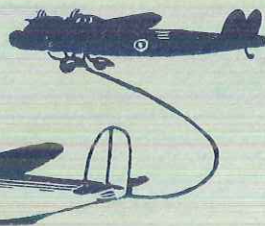


August 5th, 1939.

**AMERICAN AIRWAYS SYSTEM**  
135 EAST 42nd STREET  
NEW YORK CITY



**SH TRANS-ATLANTIC  
MAIL**



Mr. William Van Dusen  
Pan American Airways  
Chrysler Building  
New York, N. Y.  
U. S. A.

**VIA AIR MAIL**  
★ ★ ★  
**CORREO AEREO**  
★ ★ ★  
**PAR AVION**

**FIRST FLIGHT**  
AND - UNITED STATES  
re - Newfoundland - Canada

Posted London on August 5, 1939, and carried with first Imperial Airways service Southampton - Foynes - Botwood - Montreal - New York. *Very unusual PAN AMERICAN AIRWAYS SYSTEM souvenir envelope for their competitor's first Transatlantic flight. The cachet shows (intentionally?) the in-flight refuelling process that had to be used by Imperial Airways only, due to range problems of their Shorts aircraft. Less than 20 PAA envelopes are known.*



FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS:  
SPECIAL PAN AMERICAN AIRWAYS SYSTEM ENVELOPE WITH INSERTED NOTE  
UNUSUALLY USED FOR FIRST IMPERIAL AIRWAYS SERVICE



August 5th, 1939.

Dear Señor:

This one came along - refueling on the way - to add  
another item for your collection and to say, for us,  
cheerio!

*Van Dusen*

AMERICAN AIRWAYS SYSTEM  
35 EAST 42nd STREET  
NEW YORK CITY



SH TRANS-ATLANTIC  
MAIL



Mr. William Van Dusen  
Pan American Airways  
Chrysler Building  
New York, N. Y.  
U. S. A.

VIA AIR MAIL  
★ ★ ★  
CORREO AEREO  
★ ★ ★  
PAR AVION

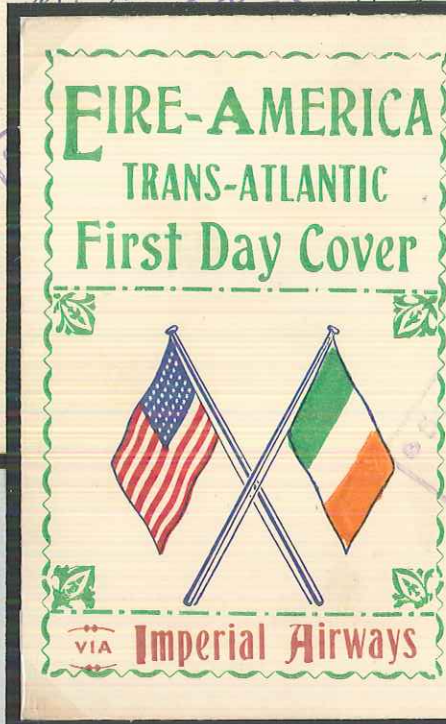
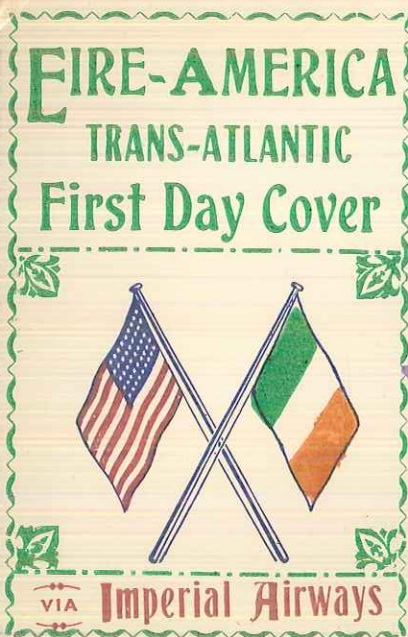
FIRST FLIGHT

AND - UNITED STATES  
e - Newfoundland - Canada



FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS  
FOYNES - NEW YORK AND FOYNES - MONTREAL:  
SOUVENIR COVERS PRODUCED BY ALF G. MCGANN OF LIMERICK

August 5, 1939



*Fidelity Stamp Co*  
945 Pennsylvania Ave  
N.W.  
Washington  
D.C.

Posted Dublin and Limerick on August 4 and 5, 1939, and carried with first Imperial Airways service Foynes - New York. New York arrival postmark of August 6, 12.00 p.m.  
Attractive souvenir envelope - "flag type" - produced by Alf G. McGann of Limerick.



*Alf McGann Esq.*  
*c/o S.P. O'Brien Esq.*  
*1411, #25 King St. West*  
*Toronto 2.*  
*Canada.*

Similar cover carried Foynes - Montreal. Montreal arrival postmark of August 6, 7.00 p.m.  
Similar souvenir envelope but showing the Canadian flag.



**FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS  
FOYNES – BOTWOOD – MONTREAL AND  
MONTREAL – SOUTHAMPTON – DURBAN, SOUTH AFRICA**

**August 5, 1939**



Postcard at 7p rate, posted Dun Laoghaire on August 5, 1939,  
and carried with first Imperial Airways service Foynes – Botwood – Montreal.

**MONTREAL** arrival postmark of August 6, 7.00 p.m.

Commercial postcard at 7d rate.



Posted Montreal on August 10, 1939,  
and carried on August 5 with first Imperial Airways service  
Montreal – Botwood – Foynes.

Forwarded Foynes – Cape Town – Durban, South Africa.

**DUBLIN** transit postmark of August 11.



**FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS:  
MONTREAL - BOTWOOD - FOYNES,  
SIGNED BY CAPT. JOHN KELLY-ROGERS**

**August 5, 1939**

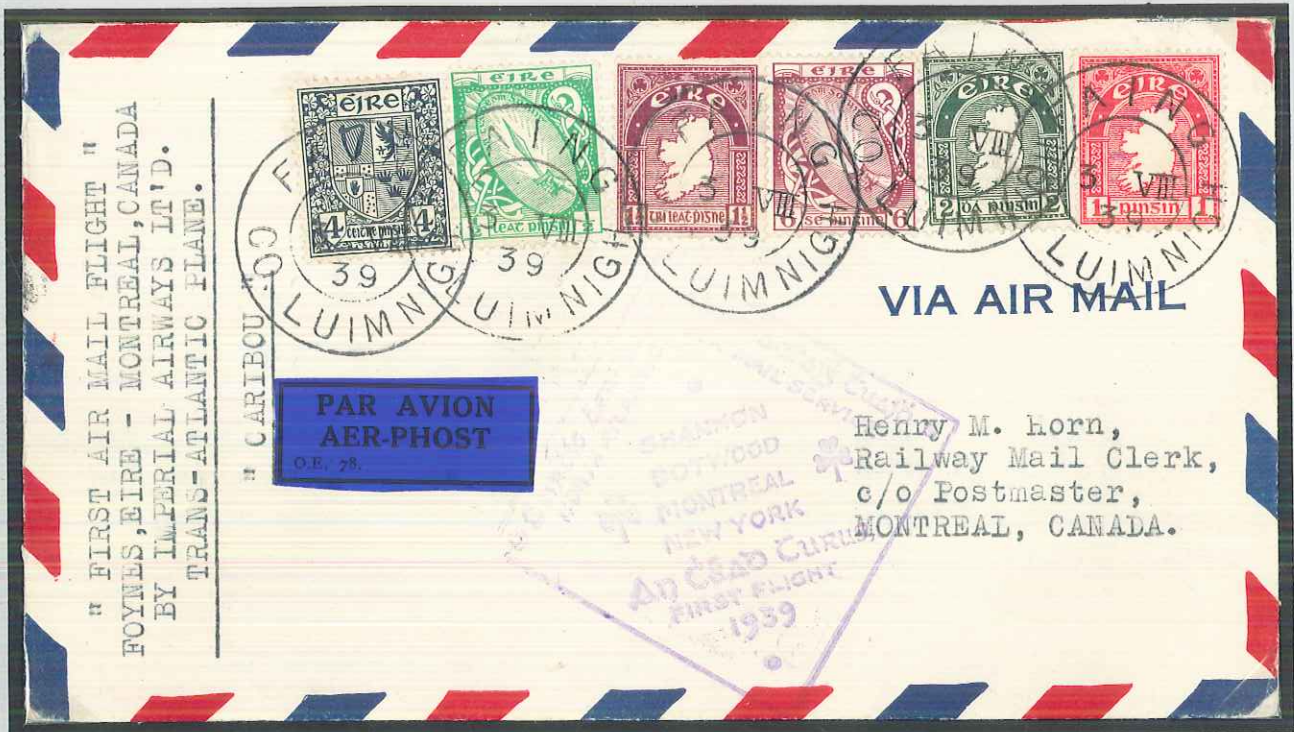


Two identical covers, posted Montreal on August 10, 1939, and carried with first Imperial Airways service Montreal - Botwood - Foynes.  
Dublin arrival postmarks of August 11.  
Signed by Capt. John Kelly-Rogers.



**FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS:  
MAILS FOR FOYNES - MONTREAL SERVICE  
POSTED OUTSIDE OF DUBLIN, IN FOYNES AND IN CORK**

**August 5, 1939**



Posted Foynes on August 3, 1939, with colourful postage, and carried with first Imperial Airways service Foynes - Montreal. Montreal arrival postmark of August 6, 7.00 p.m.  
*Mails posted in Foynes are not common.*



Posted Cork on August 2, 1939, with attractive overprint postage and carried with first Imperial Airways service Foynes - Montreal.  
Montreal arrival postmark of August 6, 7.00 p.m.  
*Mails posted at places outside of Dublin are not common.*



**FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS:  
OFFICIALLY ISSUED SOUVENIR ENVELOPE CARRIED FOYNES - MONTREAL  
AND ENVELOPE CARRIED NEW YORK - FOYNES WITH ARRIVAL POSTMARK**

**August 5, 1939**



Officially issued souvenir envelope ("lettermail" type) carried Foynes - Montreal.

Montreal arrival postmark of August 6, 7.00 p.m.

This design was hastily produced after the withdrawal of the first design.



Ordinary envelope carried New York - Foynes,  
with Dublin arrival postmark of August 11 and Glanmire postmark of August 12.  
Forwarded to Co. Mayo.



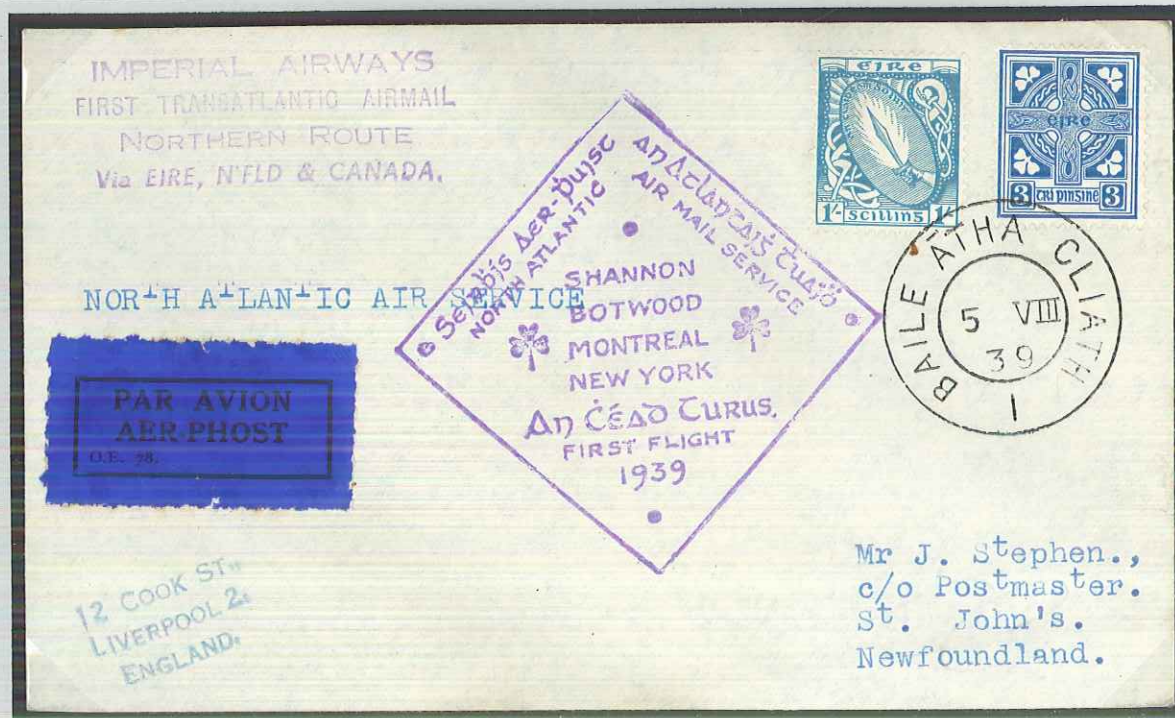
**FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS:  
UNLOADED FOYNES - ST. JOHN'S MAIL CARRIED ON TO NEW YORK  
AND FOYNES - MONTREAL COVERS WITH UNUSUAL "CARIBOU" CACHETS**

August 5, 1939



No 15261

*Foynes - Montreal* cover with unusual "PER FLYING - BOAT / CARIBOU" cachet in black on reverse.



*Foynes - St. John's* cover,  
obviously forgotten to be

unloaded at Botwood and carried to New York (New York arrival postmark of August 6, 12.00 p.m.) and returned to St. John's (arrival postmark of August 12): *Airmail Saves Time?*



**FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS:  
SPECIAL SOUVENIR MAIL CARRIED FOYNES - NEW YORK AND  
ORDINARY MAIL CARRIED FOYNES - NEW YORK AND MISDIRECTED FROM NEW YORK**

**August 5, 1939**

Posted in Dublin  
on August 3, 1939,  
at 8.15 p.m.,  
cancelled *unusually*  
with the ordinary  
Dublin slogan  
postmark, and  
carried Foynes -  
New York (arrival  
postmark of August  
6, 12.00 p.m.).  
Redirected from  
New York with  
purple cachet

**MISDIRECTED....**

and returned to  
sender.



Posted Dublin on August 5 and carried Foynes - New York by first Imperial Airways service.  
New York arrival postmark of August 6, 12.00 p.m. Ordinary souvenir mail ("Bourke" envelope).



**FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS:  
FOYNES - BOTWOOD AND FOYNES - MONTREAL**

**August 5, 1939**



Posted Dublin on August 5, 1939, and carried with first Imperial Airways service *Foynes - Botwood* (St. John's arrival postmark of August 7, 10.30 a.m.). Special TRANSATLANTIC FIRST FLIGHT souvenir envelope with IRELAND indicated.



Posted Dublin on August 5, 1939, and carried with first Imperial Airways service *Foynes - Montreal* (Montreal arrival postmark of August 6, 7.00 p.m.). Special TRANSATLANTIC FIRST FLIGHT souvenir envelope with IRELAND indicated.



**FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS:  
FOYNES - MONTREAL AND FOYNES - NEW YORK**

**August 5, 1939**



Posted Dublin on August 5, 1939, and carried with first Imperial Airways service *Foynes - New York* (New York arrival postmark of August 6, 12.00 p.m.).  
Special **TRANSATLANTIC / AIR MAIL / BRITISH EMPIRE SERVICE** souvenir envelope.



Posted Dublin on August 5, 1939, and carried with first Imperial Airways service *Foynes - Montreal* (Montreal arrival postmark of August 6, 7.00 p.m.).  
Special **TRANSATLANTIC / AIR MAIL / BRITISH EMPIRE SERVICE** souvenir envelope.



**FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS:  
MONTREAL - FOYNES AND BOTWOOD - FOYNES**

August 5, 1939



Posted Botwood on August 10, 1939, and carried with first Imperial Airways service *Botwood - Foynes* (Dublin arrival postmark of August 11).  
Special TRANSATLANTIC / AIR MAIL / BRITISH EMPIRE SERVICE souvenir envelope.



Posted Montreal and carried with first Imperial Airways service *Montreal - Foynes* (Dublin arrival postmark of August 11).  
Special TRANSATLANTIC / AIR MAIL / BRITISH EMPIRE SERVICE souvenir envelope.



**FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS  
FOYNES – BOTWOOD BUT CARRIED FOYNES – NEW YORK  
AND FOYNES – NEW YORK BUT CARRIED FOYNES – BOTWOOD**

**August 5, 1939**



Posted Dublin on August 5, 1939, to be carried with first Imperial Airways service Foynes – Botwood but erroneously carried all the way Foynes – New York.  
**NEW YORK** transit postmark of August 6  
and **ST. JOHN'S** arrival postmark of August 12.



Posted Dublin on August 5, 1939, to be carried with first Imperial Airways service Foynes – New York but erroneously carried Foynes – Botwood.  
**ST. JOHN'S** transit postmark of August 7  
and **NEW YORK** arrival postmark of August 14.



**FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS  
FOYNES - BOTWOOD, FOYNES - SHEDIAC,  
FOYNES - MONTREAL AND FOYNES - NEW YORK**

**August 5, 1939**



Mr J. Stephen  
General Delivery  
New York City  
U. S. A.

Mr J. Stephen.,  
c/o Postmaster.  
Moncton. N.B.  
CANADA



Mr J. Stephen  
c/o Postmaster  
Montreal. CANADA.



Mr J. Stephen  
c/o Postmaster  
St. John's.  
Newfoundland.



**FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS  
FOYNES – BOTWOOD AND FOYNES – NEW YORK**

**August 5, 1939**



Posted Dublin on August 5, 1939, and carried with first Imperial Airways service Foynes – Botwood. **ST. JOHN'S** arrival postmark of August 7, 10.30 a.m., and "**RETURNED FROM ABROAD...**" cachet in violet.



Posted Dublin on August 4, 1939, very unusually with Dublin slogan postmark, but posted again on August 5, and carried with first Imperial Airways service Foynes – Botwood – Montreal – New York. **NEW YORK** arrival postmark of August 6, 12.00 p.m. Signed by Capt. John Kelly-Rogers.



**FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS  
FOYNES – BOTWOOD, FOYNES – MONTREAL AND FOYNES – NEW YORK,  
ALL SHOWING HIGHLY UNUSUAL "DO-IT-YOURSELF" CACHET**

**August 5, 1939**





**FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS  
BOTWOOD - FOYNES**

**August 5, 1939**



Posted Botwood on August 10, 1939, and carried  
with first Imperial Airways service Botwood - Foynes.

Dublin arrival postmarks of August 11.

Most attractive "The Sportsman's Paradise" souvenir envelopes.



**FIRST REGULAR TRANSATLANTIC SERVICE  
BY IMPERIAL AIRWAYS  
BOTWOOD - FOYNES**

**August 5, 1939**



Posted **BOTWOOD** on August 10, 1939,  
and carried with first Imperial Airways service  
Botwood - Foynes.

**BAILE ÁTHA CLIATH** arrival postmark of August 11.  
Most attractive "The Sportsman's Paradise" souvenir envelope.



**FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS:  
FOYNES - BOTWOOD - MONTREAL**

**August 5, 1939**



Posted Dublin on August 5, 1939,  
and carried on August 5 with first Imperial Airways service  
*Foynes - Botwood - Montreal - New York.*

Not off-loaded in Montreal and carried to New York.

**NEW YORK** arrival postmark of August 6, 12.00 p.m.

Returned to Ireland with Dublin transit postmark of August 16  
and Rathmines arrival postmark of August 16.



Posted Dublin on August 5, 1939, and carried on August 5  
with first Imperial Airways service *Foynes - Botwood - Montreal.*

**MONTREAL** arrival postmark of August 6, 7.00 p.m.



**FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS:  
MONTREAL - BOTWOOD - FOYNES**

**August 5, 1939**



Posted Shediac on August 10, 1939,  
and carried on August 10 with first Imperial Airways service  
*Montreal - Botwood - Foynes.*  
Dublin arrival postmarks of August 11.



**FIRST REGULAR TRANSATLANTIC SERVICE  
BY IMPERIAL AIRWAYS:  
FOYNES - BOTWOOD - MONTREAL - NEW YORK**

**August 5, 1939**



Postcards, posted **BAILE ÁTHA CLIATH I** on August 5, 1939,  
with 7p postcard rate,  
and carried on August 5 with first Imperial Airways service  
*Foynes - Botwood - Montreal - New York.*  
**NEW YORK** arrival postmark of August 6, 12.00 p.m.



**FIRST REGULAR TRANSATLANTIC SERVICE  
BY IMPERIAL AIRWAYS:  
FOYNES - BOTWOOD - MONTREAL - (NEW YORK)**

**August 5, 1939**



Postcards, posted **BAILE ÁTHA CLIATH I** on August 5, 1939,  
with 7p postcard rate,  
and carried on August 5 with first Imperial Airways service  
*Foynes - Botwood - Montreal.*  
**MONTREAL** arrival postmark of August 6, 7.00 p.m.



**FIRST REGULAR TRANSATLANTIC SERVICE  
BY IMPERIAL AIRWAYS:  
FOYNES - BOTWOOD - (MONTREAL - NEW YORK)**

**August 5, 1939**



Postcards, posted **BAILE ÁTHA CLIATH I** on August 5, 1939,  
with 7p postcard rate,  
and carried on August 5 with first Imperial Airways service  
*Foynes - Botwood.*

**BOTWOOD** arrival postmark of August 6,  
and **ST. JOHN'S** arrival postmark of August 7, 10.30 a.m.



**AROUND-THE-WORLD FLIGHT AND  
FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS:  
SAN FRANCISCO - AUCKLAND - DUBLIN - FOYNES - NEW YORK**

**August 5, 1939**



Posted **SAN FRANCISCO** on July 12, 1939,  
and carried with Pan Am flight services San Francisco - Auckland.  
**AUCKLAND** transit postmarks of July 18, 19 and 20.  
Forwarded to via Dublin to Foynes and carried on August 5  
with first Imperial Airways service Foynes - Botwood - Montreal - New York.  
**NEW YORK** arrival postmark of August 6, 12.00 p.m.



**FIRST REGULAR TRANSATLANTIC SERVICE  
BY IMPERIAL AIRWAYS:  
SOUTHAMPTON - FOYNES - BOTWOOD - MONTREAL - (NEW YORK)**

**August 5, 1939**



Postcard, showing "THE MAYO COMPOSITE PLANE MAIA",  
posted **SOUTHAMPTON** on August 4, 1939,  
and carried on August 5 with first Imperial Airways service  
Southampton - Foynes - Botwood - Montreal.  
**MONTREAL** arrival postmark of August 6, 7.00 p.m.



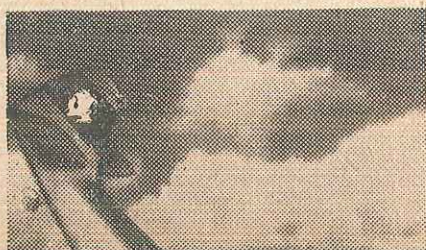
**FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS:  
FOYNES - BOTWOOD - MONTREAL - NEW YORK**

**August 5, 1939**

# Coming Trans-Atlantic First Flights

**BY IMPERIAL AIRWAYS FLYING BOATS.**

The Yankee Clipper has blazed the trail in inaugurating the Trans-Atlantic air-mail by the Northern route, via Canada and Newfoundland to Ireland and Great Britain.



The second stage of these historic First Flights will be the start of the giant Imperial Airways flying boats with first mail for America.

Little, if any, advance notice of the start of this service may be expected, so it is essential to have the covers ready to go at a moment's notice.

Wise collectors will order their covers now, before the flight starts, and avoid paying high prices later.

Push Your Order by Air Mail Now. We are on the spot.

**Prices for First  
Ireland to U.S.A.  
England to U.S.A.  
Complete Set of**

**DID YOU MISS THE  
FIRST**

Handsome Irish Covers  
U.S.A. with bi-lingual

Cash with Order. Reply

**CHARLES F. BOURKE, A.P.S.,**

*IRISH AIRMAIL SPECIALIST,*

**Elmville, Ferrybank, Waterford, Ireland.**

WATERFORD STANDARD.



Charles Bourke envelope, posted **BAILE ÁTHA CLIATH** on August 5, 1939,  
and carried on August 5 with first Imperial Airways service  
*Foynes - Botwood - Montreal - New York.*

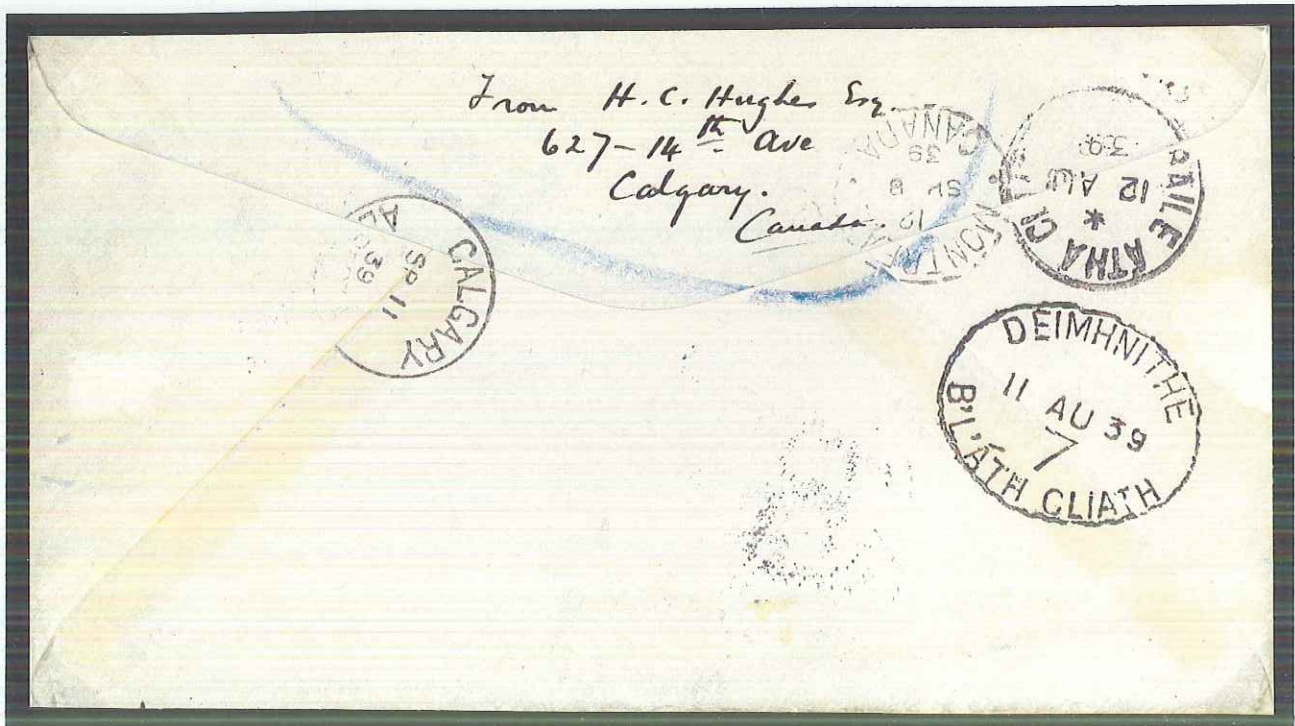
**NEW YORK** arrival postmark of August 6, 12.00 p.m.,  
and **GLENSPEY** arrival postmark of August 7, p.m.

10c US postage prepaid in Dublin for **"SPECIAL DELIVERY"** in US.



**FIRST REGULAR TRANSATLANTIC SERVICE  
BY IMPERIAL AIRWAYS:  
BOTWOOD - FOYNES**

**August 5, 1939**



Posted registered **BOTWOOD** on August 10, 1939,  
and carried with first Imperial Airways service *Botwood - Foynes*.  
Oval **DEIMHNITHE B'L'ÁTH CLIATH** arrival postmark of August 11  
and **BAILE ÁTHA CLIATH** arrival postmark of August 12.  
Returned via **MONTREAL** (September 8) and **CALGARY** (September 11).



**FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS:  
MONTREAL - BOTWOOD - FOYNES**

**August 5, 1939**



Posted **MONTREAL** on August 10, 1939,  
and carried with first Imperial Airways service Montreal - Botwood - Foynes.  
Oval **DEIMHNITHE B'L'ATH CLIATH** arrival postmark of August 11.  
**ROS COMMON**, Roscommon, transit postmark of August 12.  
Re-posted registered **BAILE GEARR**, Ballygar, Roscommon, on August 14  
and returned Foynes - New York.  
**NEW YORK / REGISTERED** arrival postmark of August 17  
and **SEABRIGHT** arrival postmark of August 18.



**FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS:  
SOUTHAMPTON - FOYNES - BOTWOOD - MONTREAL - NEW YORK,  
POSTED "UNDER COVER" IN WATERFORD**

**August 5, 1939**



Two identical covers, posted "under cover" in Waterford,  
re-posted in Southampton on August 4, 1939,  
and carried on August 5 with first Imperial Airways service  
Southampton - Foynes - Botwood - Montreal - New York.

**NEW YORK** arrival postmarks of August 6, 12.00 p.m.

Boxed cachets in violet

**"Posted at (Waterford) / Under cover to the / Head Postmaster of Southampton".**



**BELFAST ACCEPTANCES FOR  
FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS:  
SOUTHAMPTON - FOYNES - BOTWOOD - MONTREAL - NEW YORK**

**August 5, 1939**



Northern Ireland acceptances,  
posted **BELFAST** on July 31 and August 1, 1939,  
and carried on August 5 with first Imperial Airways service  
Southampton - Foynes - Botwood - Montreal - New York.  
**NEW YORK** arrival postmark of August 6, 12.00 p.m.



**FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS  
FRENCH AND BELGIAN ACCEPTANCES SOUTHAMPTON - FOYNES - NEW YORK**

August 5, 1939



Brussels acceptance, posted on August 4 and carried Southampton - New York via Foynes, Montreal and Botwood (New York arrival postmark of August 6, 12.00 p.m.).



Registered Paris acceptance, posted in Paris on August 3 and possibly carried directly from Paris to Foynes. Registered New York arrival postmark of August 7.



**FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS:  
SWISS ACCEPTANCE FOR SOUTHAMPTON - NEW YORK SERVICE AND  
"INSUFFICIENTLY PAID...." COVER FOR FOYNES - NEW YORK SERVICE**

August 5, 1939



Swiss acceptance, posted at the **LANDESAUSSTELLUNG ZÜRICH** on July 31, 1939, and carried on August 5 with first Imperial Airways Southampton - Foynes - New York service. **EIRE** is indicated as a stop on this route on the special souvenir cover issued by Imperial Airways.

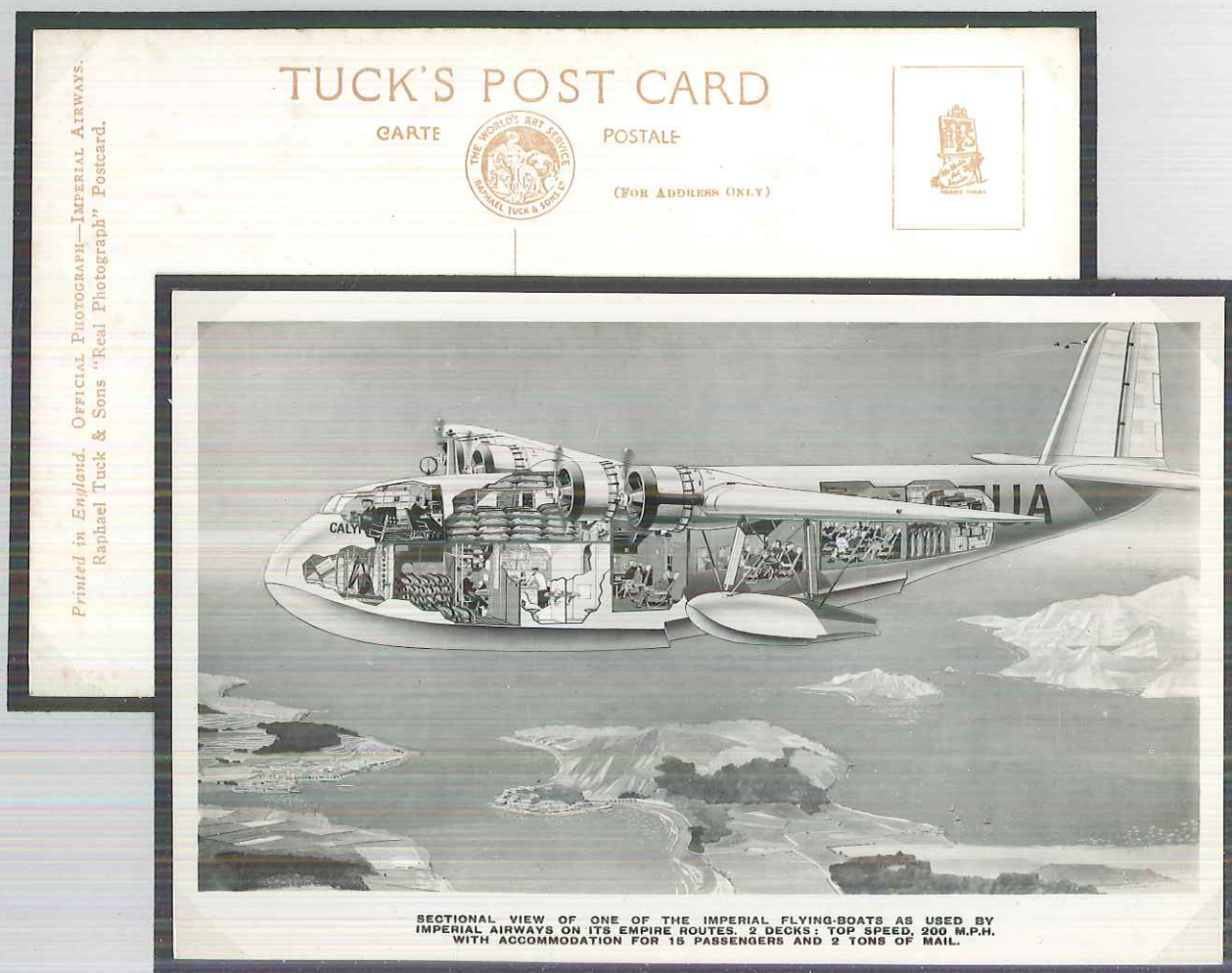


Posted in Balbriggan, Co. Dublin, on July 17, 1939, for first Imperial Airways service Foynes - New York on August 5, 1939, but INSUFFICIENTLY PAID FOR / AIR SERVICE (black cachet).



**FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS  
SOUTHAMPTON - FOYNES - MONTREAL - BOTWOOD - NEW YORK:  
POSTCARDS SHOWING SHORTS FLYING BOATS**

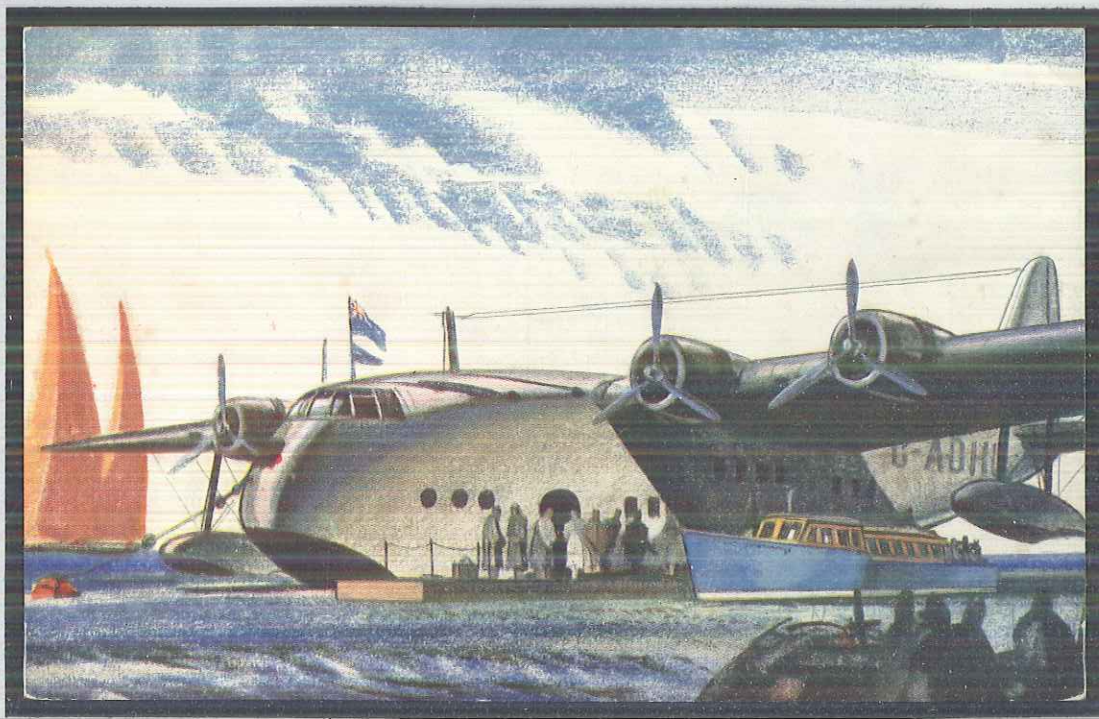
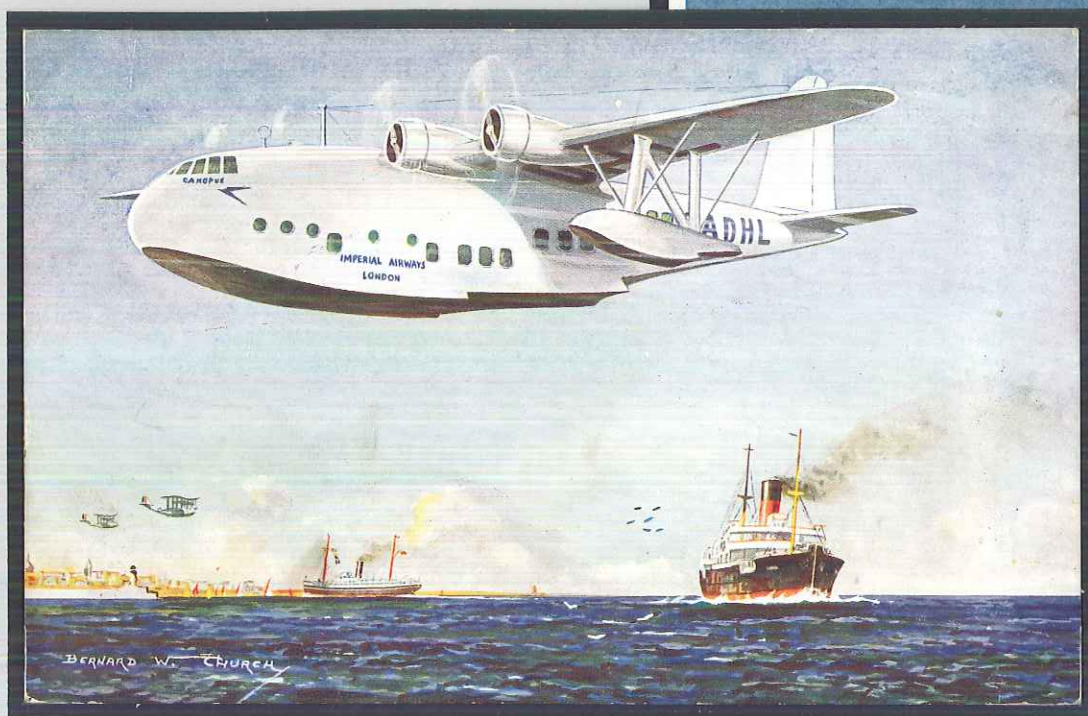
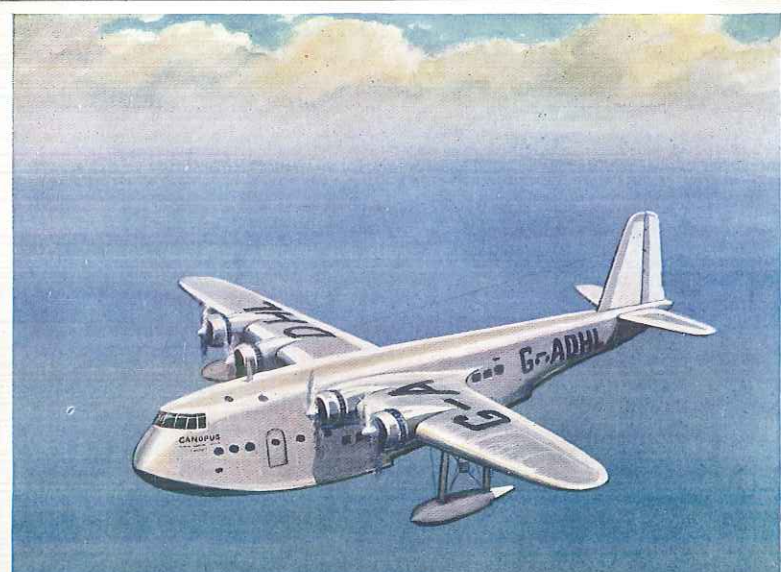
**August 5, 1939**





**FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS  
SOUTHAMPTON - FOYNES - MONTREAL - BOTWOOD - NEW YORK:  
POSTCARDS SHOWING SHORTS FLYING BOATS**

**August 5, 1939**





**FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS  
SOUTHAMPTON - FOYNES - MONTREAL - BOTWOOD - NEW YORK:  
POSTCARDS SHOWING SHORTS FLYING BOATS**

**August 5, 1939**





**FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS  
SOUTHAMPTON - FOYNES - MONTREAL - BOTWOOD - NEW YORK:  
POSTCARDS SHOWING SHORTS FLYING BOATS**

**August 5, 1939**





**FIRST REGULAR TRANSATLANTIC SERVICE BY IMPERIAL AIRWAYS:  
PRESS PHOTO SHOWING G-ADUV "CAMBRIA" BEING REFUELLED**

**August 5, 1939**



The International Graphic Press, London, photo



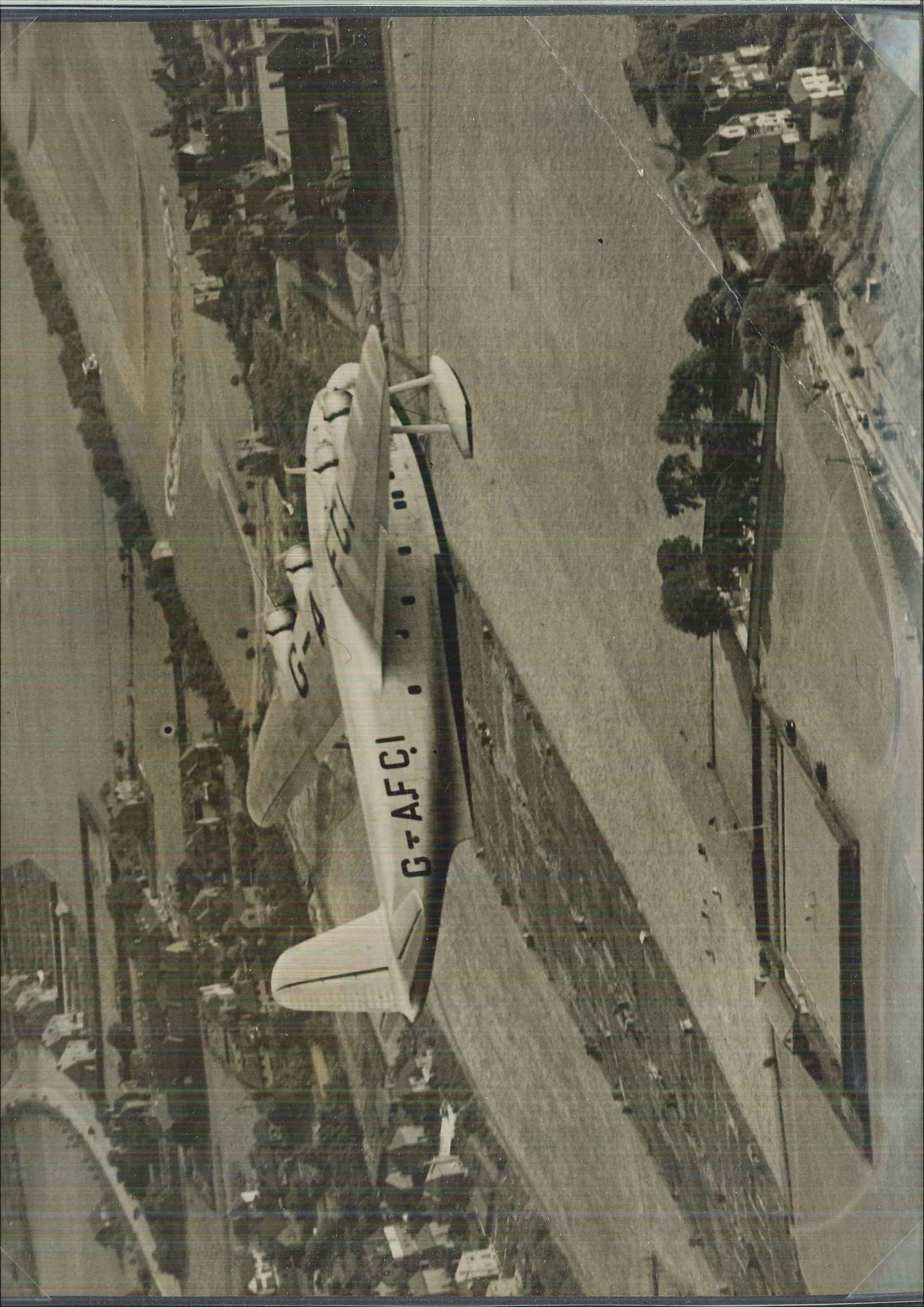


G-AFCI

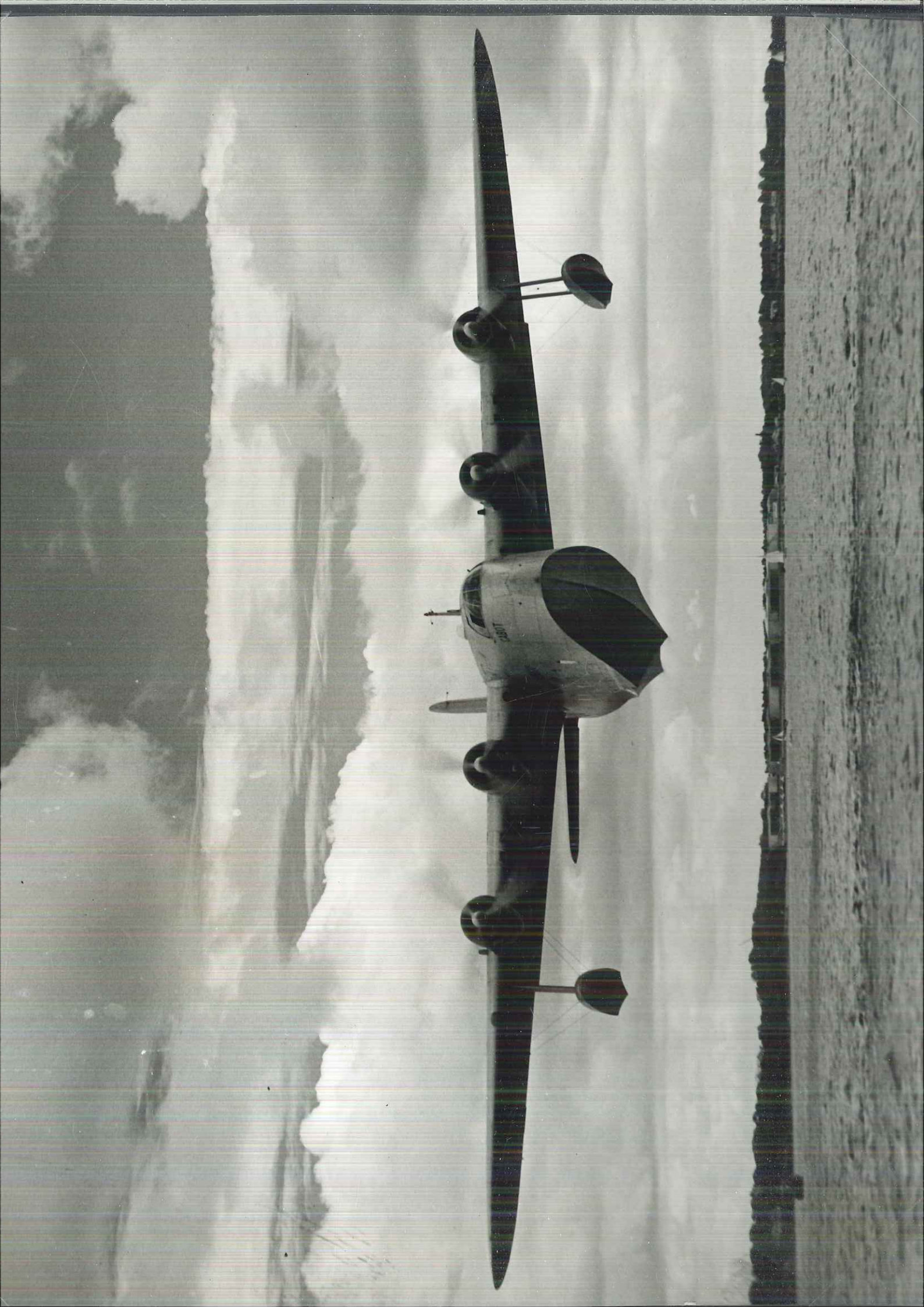
GOLDEN HIND

IMPERIAL AIRWAYS  
LONDON











INGTON,  
Sunday Night.

perfect landing  
the Sound, from  
about 3 miles into  
dock, guided by  
American launches  
elaborate passage  
buoys.

after her 36-hour  
passengers filled with  
head sent up a

as finally moored,  
erred in a launch  
after Customs  
ere welcomed by  
tish Air Attaché,  
umphrey, of the

er of the flying-  
ly Rogers, stepped  
s greeted by THE  
correspondent, to  
copy of Saturday's  
s old.

## UGH RAIN

g his trip, Capt.

it had been "un-  
that it had been  
head-winds, rain

ers of the way  
he had to fly blind  
or 7½ hours he had  
ing rain-squalls.  
e did not go above  
one excursion up  
the stars to take his

real the crew were  
as soon as they left  
proceeded to the  
they spent the

r hull and silver  
t powerful search-  
up to the dock

## RS TRIP

## OCEAN

## ER PASSED

## Correspondent

Monday Morning.  
gers, commander  
ve me his account  
mediately after the  
at Montreal.

cross the Atlantic  
ver experienced,"  
al flying time from  
was 19½ hours.

the Great Circle,  
est route. During  
averaged 89½ knots  
st of that time we  
nd had heavy head

ded that he anti-  
and so refuelled in  
ng Foynes.

American Clipper  
mid-Atlantic. The  
as soon as we got  
d. From there to  
good time and  
hour, so that we  
hours behind our

chief officer, said:  
roughly straight-  
strong head winds,

rain and fog, which impeded our  
speed across the Atlantic."

The first reports of the difficulties  
encountered by the Caribou came in a  
radio message from Capt. Kelly  
Rogers. The message said:

"Crossing uneventful until nearing  
Newfoundland Banks, where we ran  
into thick fog banks.

"On account of the driving rain  
and heavy head winds we were forced  
to reduce our cruising speed, which  
had averaged 118 m.p.h. over the  
Atlantic, to 105 m.p.h."

The message added that half-way  
across the Atlantic the Caribou was  
sailing through clear skies in good  
weather. Then she encountered  
drizzling rain, which continued for  
the rest of the flight.

Nearing Newfoundland the drizzle  
turned into heavy rain, and she flew  
through dense fog with strong head  
winds until she reached Botwood,  
where the weather was clear and a  
good landing was made.

## "DAILY TELEGRAPH"

## Saturday's Issue on Sale

A great welcome was given to the  
Caribou when she landed at Boucher-  
ville on the St. Lawrence, seven miles  
from Montreal. Thousands of motor  
car horns and the fog whistles of river  
craft greeted her and cheering thou-  
sands of people lined both sides of the  
river.

There was a great demand for  
copies of English newspapers, which,  
for the first time in history, could be  
read in Canada the day after publica-  
tion. Several dozen copies of London  
daily papers of Saturday's date, which  
had been brought out by the Caribou,  
were sold a few minutes after their  
delivery at a kiosk. I was offered a  
dollar for my copy of THE DAILY  
TELEGRAPH of Saturday.

The "Montreal Gazette" is publish-  
ing in to-day's issue a photographic  
reproduction of THE DAILY TELEGRAPH  
Front Page and also its leader on the  
flight of the Caribou.

The Caribou, after refuelling, took  
off for Port Washington exactly an  
hour after her arrival. Like the land-  
ing, the take-off was made without a  
hitch.

## RETURN FLIGHT

## Begins on Wednesday

The American Clipper, with which  
the Caribou exchanged greetings over  
the Atlantic, was on her maiden flight  
with passengers to Southampton. The  
winds which delayed the Caribou  
helped the Clipper to cross to Foynes  
in 11½ hours.

The crew of the Caribou consists of  
Capt. Kelly Rogers, commander;  
Capt. S. G. Long, chief officer; First  
Officer B. C. Frost, Senior Wireless  
Officer A. J. Coster, and Wireless  
Officer C. S. Wilcockson.

The successful crossing was the first  
Transatlantic flight made by Capt.  
Kelly Rogers. The radio officer, Mr.  
Coster, was the only one of the crew  
who had crossed before.

The flying-boat had a cargo of more  
than 70,000 letters, consisting mainly  
of souvenir covers weighing nearly  
half a ton. One mail bag contained  
official letters of greetings from the  
British Government to Canada and  
the United States.

The return flight is scheduled to  
begin at nine p.m. on Wednesday, and  
the Caribou is due at Southampton at  
three p.m. on Friday. Her sister ship,  
Cabot, will set out for the United  
States the following day to continue  
the regular summer service from  
Southampton each Saturday.

THE DAILY TELEGRAPH AND MORNING POST

MONDAY, AUGUST 7, 1939

# FIRST BRITISH AIR MAIL REACHES NEW YORK

## HISTORIC ATLANTIC FLIGHT BY FLYING-BOAT CARIBOU

## SPEED REDUCED BY HEAD WINDS, RAIN AND FOG

## 'DAILY TELEGRAPH' SOLD IN AMERICA DAY AFTER PUBLICATION

Caribou, the Imperial Airways flying-boat inaugurat-  
ing the British air mail to the United States, which left  
Southampton at 2.13 a.m. on Saturday, arrived at New  
York at 9.27 New York time last night—2.27 a.m. to-day  
British Summer Time.

She made a perfect "landing" and received a great  
ovation from crowds of sightseers accommodated on  
pleasure boats in the vicinity.

The crossing from Foynes, Eire, to Botwood,  
Newfoundland, took 19½ hours.

She landed at Botwood at 2.30 p.m. (British  
Summer Time), 3½ hours behind schedule, after being  
delayed by strong head winds, fog and heavy rain.

Proceeding to Montreal, she reached there at  
11.10 p.m., and 54 minutes later left for New York on the  
last stage of her 3,500-mile flight.

Among the packages carried by the Caribou were  
copies of Saturday's issue of "The Daily Telegraph,"  
which thus reached New York and Montreal the day after  
publication in London.

Thirty-four in Record Ocean Flight—Page 7; Picture—Page 10.



7 1939

## CARIBOU ACROSS THE ATLANTIC

### FIRST BRITISH AIR MAIL SERVICE

#### 40,000 LETTERS ON BOARD

FROM OUR AERONAUTICAL CORRESPONDENT

FOYNES, AUG. 6

The third stage in the Atlantic air mail experiments in which Great Britain, Canada, and Eire are associated was begun from here this week-end. The flying-boat Caribou, which left here yesterday, arrived in Newfoundland this morning and went on to Montreal in the course of the day, is the first British aircraft to carry mails on an ocean service. Her ultimate destination is New York.

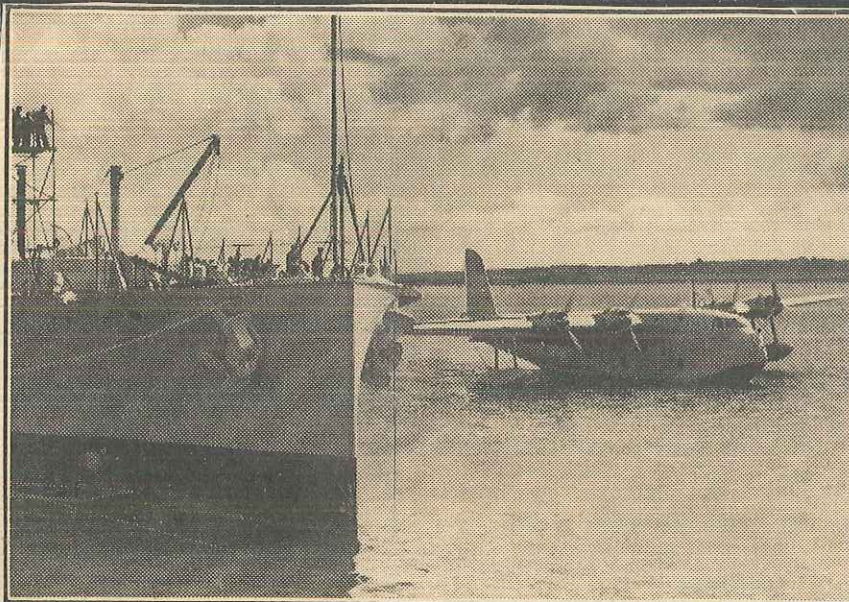
For the next two months the Caribou and its sister boat, the Cabot, will try to maintain a weekly service in both directions between Southampton and New York, carrying such mails as may be offered at the rate of 1s. 3d. a half-ounce.

Yesterday's load of mails weighed 1,055lb. That was a bigger load than can generally be expected, because a great many collectors of "flown covers" were represented among the 40,000 letters. Even so, the petrol load of the Caribou was nearly 20 times the weight of the mail load, and when the mails fall to normal on subsequent trips the fuel will be about 60 times as heavy as the payload.

#### NO PASSENGERS

On a sea crossing of 1,995 miles there must necessarily be some disparity between the two forms of load. The Caribou yesterday could have carried 1,000lb. more in payload, but, for the present, passengers are not to be accepted on the British service across the Atlantic. Such payload as left here yesterday could not have been taken had not one-third of the petrol been delivered to the flying-boat after it took off. This third stage in the experiments, therefore, is concerned with a variant of the assisted take-off which enables an aircraft to fly away with more than it could easily and safely get off the earth under its own power.

In 1937 the flying-boats Caledonia and Cambria made a series of crossings without payload. Last year the Mercury float-seaplane, the upper part of the Mayo composite aircraft, made a trip carrying newspapers, newsreels, and photographs. This year the Caribou and the Cabot are carrying mails and are to have 800 gallons of fuel delivered in mid-air at the start of every journey.



The arrival at Southampton yesterday of the Imperial Airways flying-boat Caribou after her successful inauguration of the British Transatlantic Air Service.

#### BOMBER AS TANKER

The organization which set the Caribou off yesterday is capable of such adaptation as is shown to be desirable by these experiments. The big landing field across the Shannon at Rynanna is already fit for use by big heavily loaded aircraft. The Harrow bomber, converted into a tanker, took off from it yesterday just before the Caribou left the water here. The two made contact easily enough, and the refuelling in mid-air was carried out without a hitch.

Yesterday's assisted departure thus was no more than a sample of what might be done. Given adequate stressing in the flying-boat it might have carried a payload of 15,000lb. and have taken on board nearly the whole of the petrol it needed after leaving the water. For that purpose a bigger tanker would be needed.

The wireless and weather services of the Irish Free State have now had two years of experience of Atlantic flying and are working well. They are matched by similar arrangements at Botwood and Hatties Camp in Newfoundland.

When a British company is formed to operate regular Atlantic services the Irish Free State and Canada will have shares in it as well as Great Britain. Mr. de Valera flew to Foynes from Dublin yesterday to see the start of the latest experiments. A distinguished party from England also arrived in the flying-boat Maia, lately degraded from its composite duties to serve as a training aircraft. The party included Sir Francis Sheldermine, Director-General of Civil Aviation, Sir John Salmond and Mr. Leslie Runciman, of Imperial Airways, Major J. C. McCrindle, of British Airways, Mr. J. Dulanty, High Commissioner for Eire, and Captain A. S. Wilcockson, superintendent Atlantic Division, Imperial Airways.

#### WEATHER CHART

The Caribou came in at about 4.40 p.m., and its Commander, Captain J. C. Kelly Rogers, and his crew were welcomed and wished well. The Commander's fellow Irishmen of the Foynes Regatta Committee, headed by Lord Monteleale, presented him with a silver tray suitably inscribed, and then the more serious business of the sunny day began. The 300 gallons of fuel consumed between Southampton and here had been replenished while the Caribou lay at its mooring. The Commander had received his weather chart with forecasts of the conditions he would find in each of the nine zones into which the great circle course across the Atlantic is divided for weather purposes. From that information he knew that his journey to Botwood should be completed within about 16 hours. He had on board enough petrol for fully 16 hours of flying. His appointment with the tanker was intended to give him fuel for another seven hours to allow a margin for emergencies.

The take-off run of the Caribou was not more than half a mile. It was made quite close to the jetty for the benefit of the big crowd, and the spray made a sparkling trail as the flying-boat drove down the Shannon towards the sinking sun. As a further courtesy to the people on the bank it had been arranged to do the refuelling over their heads. The flying-boat turned upstream after taking off and was soon joined by the tanker flown by Mr. Geoffrey Tyson, the pilot of Flight Refuelling, Limited, who is stationed here for the period of the experimental service. In the Maia was a small party of flying on-lookers, among them Mr. de Valera.

#### FAREWELL CIRCUIT

The tanker's grappling line had been shot across that of the Caribou and the hosepipe was quickly lowered to the flying-boat. The passing of fuel had not been completed when the two craft came back over Foynes and a farewell circuit was made. At the end of it the pull between the aircraft became strong enough to pull the hose nozzle out of the receiving cup in the Caribou's stern, and a smoky trail at the disconnection showed that the automatic flooding of the broken joint with methyl bromide as a safeguard against a possible spark was working well. The coupling was at once remade and, still connected to the tanker, the flying-boat laid course for America and passed out of sight into the evening sunshine. Ten minutes later the tanker reappeared on its way back to Rynanna, its hose reeled in and everything made shipshape. The process will be repeated for the benefit of the Cabot next Saturday. Sir Alan Cobham, who has been in charge of refuelling development work, went away well pleased.

Meanwhile the Caribou had immediately left the sunshine behind. Over the clouds at about 2,000ft. to 3,000ft. the flying-boat took its way. There were rain showers over the first 400 miles, then clear weather for nearly 1,000 miles. An hour's run short of Botwood there was a patch of bad weather, but Captain Rogers had obtained some star sights just before he entered it and knew his exact position. He also knew he had better weather beyond and the assurance of help from the directional wireless at Botwood.

\* Pictures on page 14.



## NEW ATLANTIC AIR SERVICE

OFFICERS WHO WILL  
BE IN CHARGE

FIRST FLYING-BOAT  
ON SATURDAY

By MAJOR C. C. TURNER

The Imperial Airways flying-boats with which the first British Transatlantic air mail service, which commences on Saturday, will be operated will be commanded by Capt. J. C. Kelly Rogers and D. C. T. Bennett.

Capt. Bennett was in command of the seaplane Mercury, which, after being launched from the back of the flying-boat Maia, flew the Atlantic with freight in July last year. For the coming service the Short-Maia composite aircraft will not be used, but the flying-boats will be refuelled in the air at Foynes, Ireland, and at Botwood, Newfoundland, for the westward and eastward crossings respectively.

Capt. A. S. Wilcockson and Capt. G. Powell, who made five Atlantic crossings each way in 1937, will not take part in the regular service.

### BERMUDA SERVICE

Capt. Wilcockson is now Chief of the Atlantic Division of Imperial Airways. Capt. Powell was sent to New York as operations manager to take over the New York-Bermuda service which Imperial Airways and Pan American Airways operated jointly before January, when the flying-boat Cavalier was lost. There is no longer a British flying-boat on that service.

The Caribou, commanded by Capt. Kelly Rogers, will begin the westward Atlantic service from Southampton on Saturday.

More mail will probably be posted for the first service than the Caribou can carry.

Imperial Airways have printed and sold 20,000 special Atlantic air-mail envelopes. To-day 5,000 more will be on sale at the Imperial Airways office, Airways House, Buckingham Palace-road, S.W., price 3d each. They must be prepaid, 1s 3d each (postcards, 7d).

Ordinary envelopes and postcards should be superscribed "North Atlantic Air Service." All mail so marked will be forwarded by either the British or United States service, whichever offers the first opportunity.

It should be explained, with regard to all British Dominions other than Newfoundland and Canada, that the Empire mail flat rate of 1½d per ½oz letter and 1d for postcards applies for transmission by air wherever there is a British air service.

The latest times for posting for the air-mail service to Canada and the United States at the head office, London, are: Saturday, 7.30 a.m.; Wednesday, 7.30 a.m.

## Trans-Atlantic Ship Completes 1st Flight

PORT WASHINGTON, N. Y., Aug. 7.—(AP)—The Imperial airways flying boat Caribou was checked at its American base for minor repairs Monday after completing a flight inaugurating British trans-Atlantic air mail service to the United States.

Carrying 25,000 letters to this country and Canada, the 24-ton ship glided to a smooth landing on Long Island sound between two rows of lighted buoys at 7:27 p. m. (CST) Sunday.

The Caribou made the flight in 36 hours and 40 minutes, with stops at Botwood, Nfld., and Montreal.



# FIRST BRITISH ATLANTIC AIR MAIL ON SATURDAY

3, 8, 35  
MORE THAN 25,000  
LETTERS ON BOARD

SERVICE TO END BY  
OCTOBER

SOUTHERN ROUTE  
POSSIBILITIES

By MAJOR C. C. TURNER

Britain's first Atlantic air mail service will be inaugurated on Saturday, when the 23½-ton flying boat, Caribou, will leave Southampton at 1 p.m. with a heavy load of mail for Newfoundland, Canada and the United States.

Her departure will be marked by the presence of a number of notable people, and she will carry special greetings to Government officials.

The Caribou's schedule is:

	Miles
Leave Southampton.. 1 p.m. (Sat.)	
Arrive Foynes, Ireland 4 p.m. ..	380
Leave Foynes ..... 6 p.m.	
Arrive Botwood, N.F. 10 a.m. (Sun.)	1,990
Leave Botwood ..... 12 (noon)	
Arrive Montreal ..... 7 p.m. ..	886
Leave Montreal ..... 8 p.m.	
Arrive New York .... 11 p.m. ..	244
	3,500

The Caribou will leave New York with mails on the return flight on Wednesday, Aug. 9, at 9 p.m. She will stay at Montreal for 12 hours, leaving at noon on Thursday, arriving at Botwood at 6.30, where she will be refuelled in the air, arriving at Foynes at 10 a.m. on Friday, and at Southampton at 3 p.m.

## ICE CONDITIONS IN CANADA

She will carry two or three official passengers from Southampton to Foynes, but thereafter will have mail only.

On the weekly Atlantic services by the sister flying-boats, Caribou and Cabot, beginning on Saturday, and continuing till the end of September or a week or two later, passengers will not be carried. By the middle of October ice forming on the Canadian waterway rendering flying-boat operations impossible.

The Golden Hind class of flying-boat, a bigger type, the first of which has been launched, is not expected to be passed for service for at least two months, and by that time it will be too late for passenger Atlantic services this year.

It was hoped that land air-line would be available, although the operation in the winter months would be extremely difficult owing to snow and ice in Canada.

Pan-American Airways, as well as Imperial Airways, have, however, been disappointed of expected land air-line. The British Albatross type, designed for the Atlantic experiment, was, owing to the needs of European air traffic, diverted to the London-Paris route.

This was a result of the demands for R.A.F. expansion, which delayed deliveries to Imperial Airways of the Ensign class, intended for European Empire routes.

## ROUTE VIA AZORES

It does not appear probable that a surprise passenger service will be possible, for the only visible means by which it could be effected would be the adaptation of a few big R.A.F. long-range bombers. Half a dozen of them could easily be spared.

During the winter, however, Pan-American Airways will be able to operate the southern route, via the Azores, to Marseilles, and it should not be impossible for a British service to be run by the same route to Southampton with the Cabot class, or with the Golden Hinds. In that case Baltimore, instead of New York, would be the western Atlantic port, for it is ice-free.

After the British direct service ceases operation for the winter it is possible that the Cabot and Caribou will be diverted to the South Atlantic route via Lisbon.



Engineers: Sir Alan Cobham (left) and Air Vice-Marshal Bennett. When Bennett headed B.S.A.A. they worked together on refuelling planes in the air.