

**"FOYNES - THE CENTER OF THE AVIATION WORLD 1939 - 1945":  
THE FLYING BOATS OF FOYNES AND  
NEWSPAPER CLIPPINGS COLLECTED BY BERNARD MATTHEWS,  
RADIO OPERATOR IN FOYNES (FOYNES20 TB)**

**1939 - 1945**

**February 27, 1937 - November 9, 1945**

FOYNES OFFICIAL WEDS.

At St. Michaels Church, Inchicore, Dublin, Mr. Bernard Matthews, son of Mr. and Mrs. Thomas Matthews, ex. N.T.S Reistown, Ardee, Co. Louth, was married to Miss Elizabeth Anne (Lily) Monaghan, only daughter of Mr. and Mrs. Albert Monaghan, Tyrconnell Road, Inchicore. The ceremony was performed by Rev. E. Trainor, C.C. assisted by the Rev. Fr. Frederick, C.P. (cousin) of the groom).

The bride was attended by her cousin, Miss Madge d'Arcy, and Mr. Eugene Matthews, brother of the groom, was best man. After the ceremony a reception was held by the brides mother in the Gresham Hotel.

The groom is a well-known member of the Shannon Airport Wireless Staff, at present stationed at Ballygireen, Co. Clare, and the bride is a sister of Mr. Joseph Monaghan, Foynes, also a member of the Airport Wireless Staff.

**SHANNON AIRPORT SOCIAL CLUB**

On last Sunday night (writes our Foynes correspondent) the Shannon Airport Social Club ran another of their successful Cinderella dances at the Desmond Hall, Newcastle West. The feature of the night was the first appearance of the Tralee Troubadours in Co. Limerick, and if the performance on Sunday night is any augury for their future they should be heard of soon again. With the musical scores so capably looked after, the dance received a splendid start. The carnival novelties and the novelty spot dances, under the able organisation and administration of the M.C. (Mr. O'Herlihy) and committee contributed to a very enjoyable event. The committee included:—Messrs. M. O'Herlihy (secretary), B. Matthews, K. Rohan, J. Staunton, S. O'Sullivan, J. F. Byrnes, A. O. Roche, and J. Keane.

**FOYNES PRESENTATION**

Mr. B. Mathews (radio operator), who was treasurer of the Shannon Airport Social Club, Foynes, since its inception in Dec. 1939, was made a presentation of a watch, suitably inscribed, by the members prior to his departure to Ballygireen Radio Station some days ago. He was one of the principal founders of the club, having given untiring service to its welfare.



# LOT PARTIALLY SCANNED

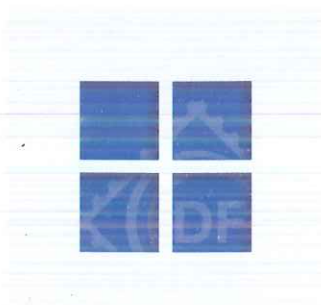
Due to the size or the complexity of this lot,  
only selected items are shown

## LOT PARTIELLEMENT SCANNÉ

Du à la taille ou à la complexité de ce lot, ceci est une selection

## LOS IST NUR TEILWEISE GESCANNT

Aufgrund des Umfangs und Vielschichtigkeit dieses Loses  
werden nur ausgewählte Stücke getzeigt





# FIRST OF THE TESTS AT IRISH AIRPORT

The Flying Boat, Cambria, taxiing down the channel between the mainland and Foynes Island for her first Atlantic tests yesterday. The radio base is situate on top of hill in the background of this picture. The close-up of the Cambria (below) was taken during refuelling operations.

*Irish Independent Photo (H.).*

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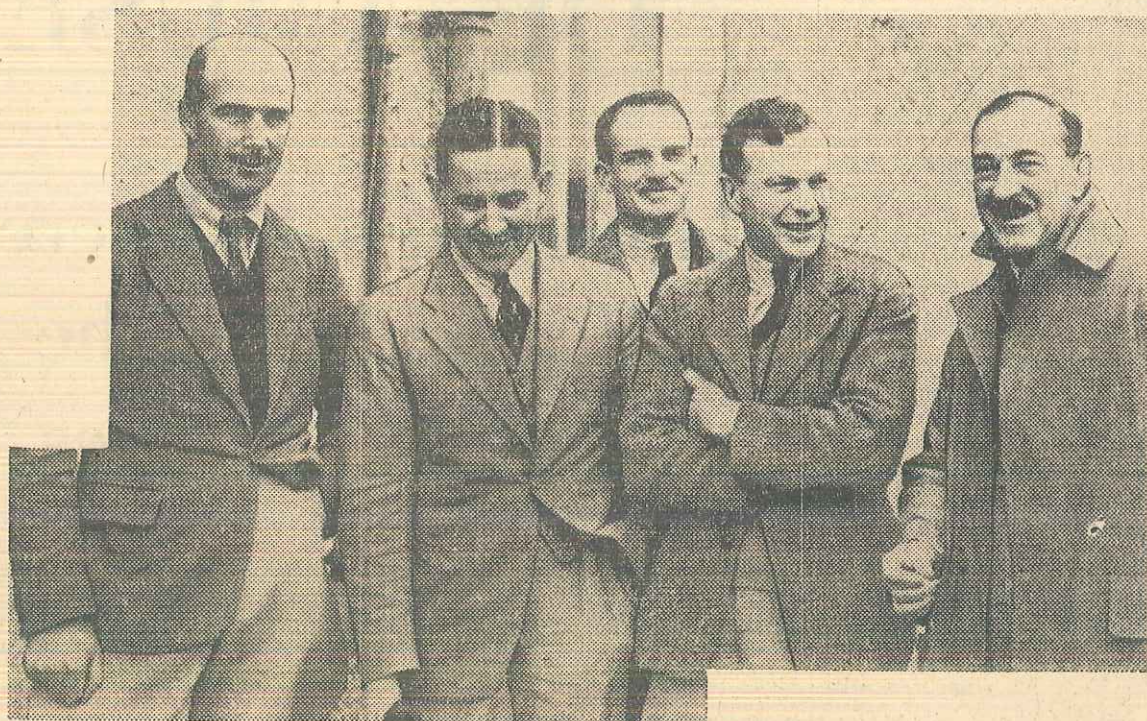




1939 - 1945 / February 27, 1937 - November 9, 1945

SATURDAY, Irish Independent FEBRUARY 27, 1937.

## Prominent At The Flying Boat Trials

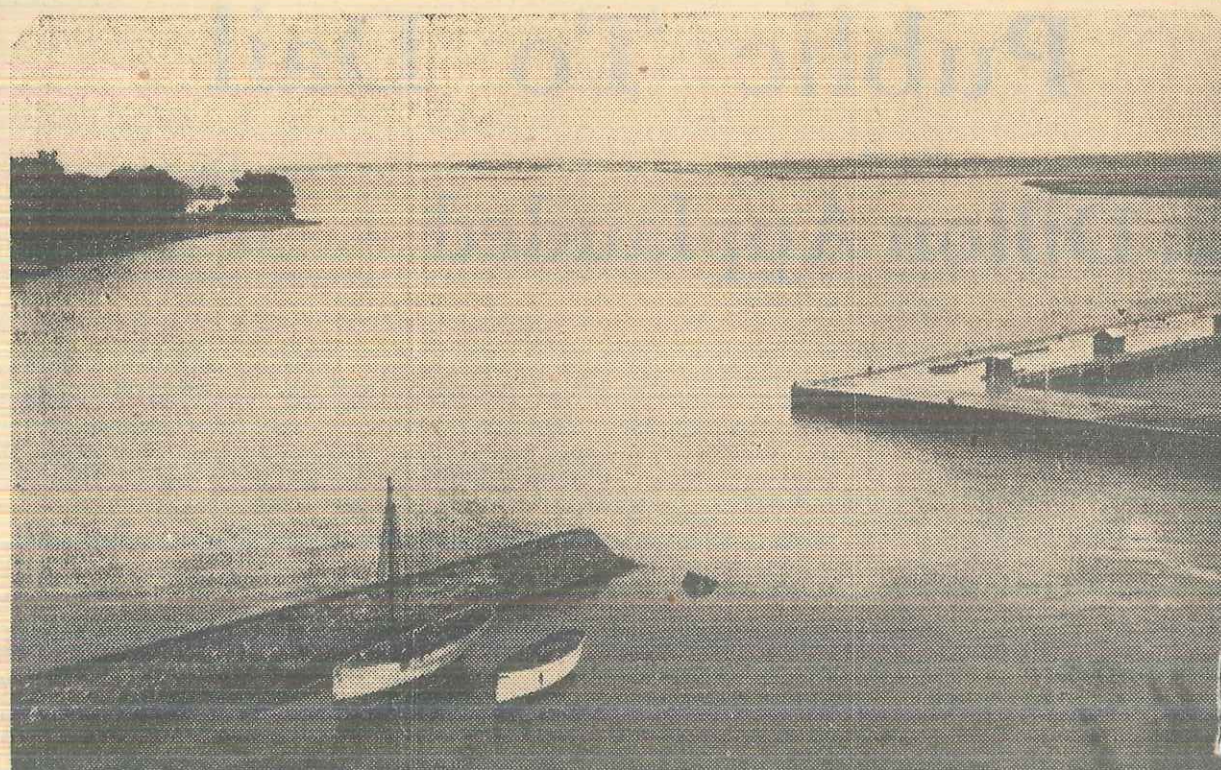


From the left:—Lieut. Stapleton Control Officer at Foynes, Mr. T. J. O'Driscoll (Department of Industry and Commerce—Transport and Marine Section), Mr. T. A. C. Young (Chief Engineer, Irish Shell, Ltd.), Mr. R. W. O'Sullivan (Aeronautical Engineer, Irish Air Corps), and Capt. H. St. G. Harpur, Managing Director, Irish Shell, Ltd., at Foynes.—*Irish Independent* Photo (H.).

March 18, 2008

THURSDAY, Irish Independent

## Flying Boat Tests On The Shannon

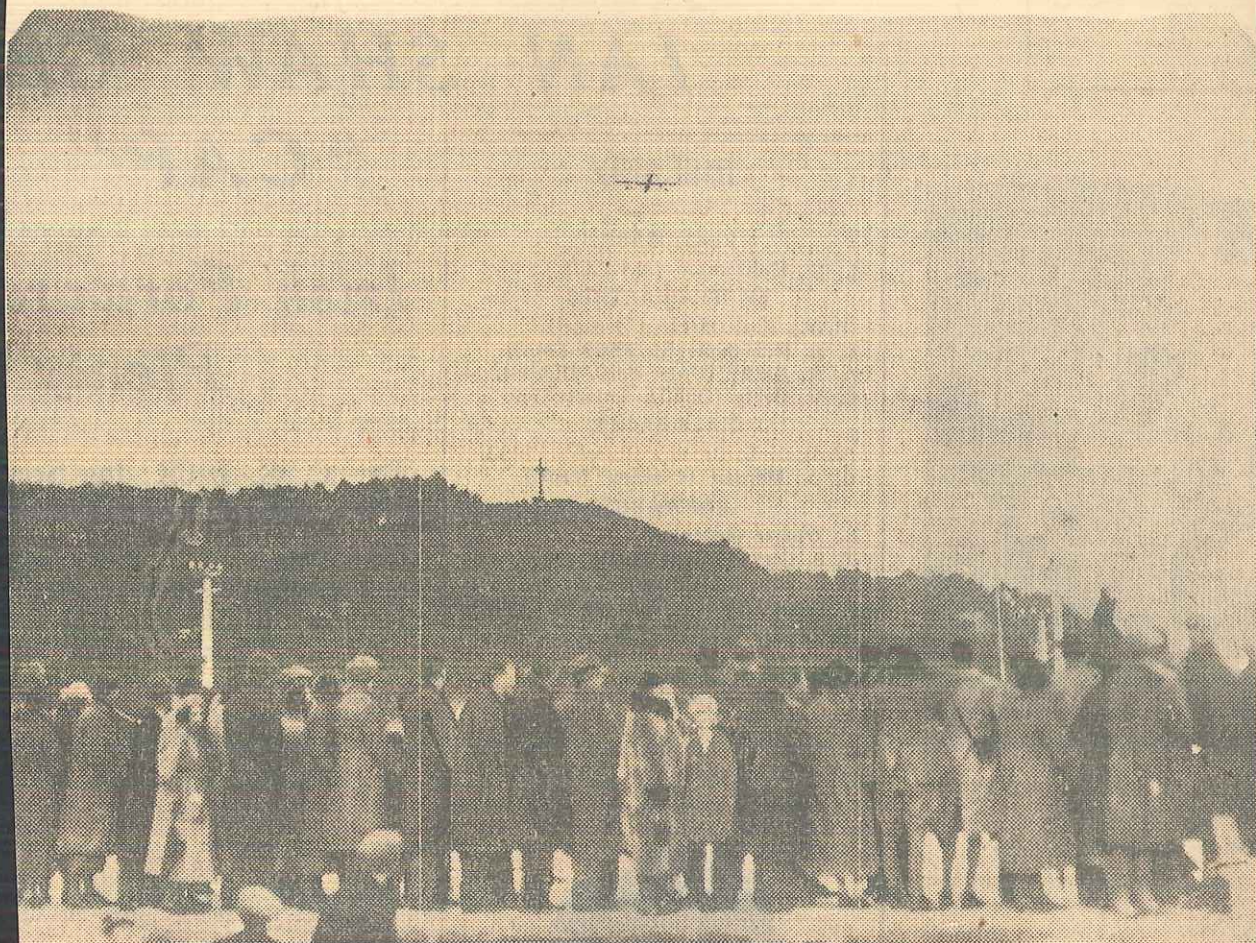


Foynes Harbour, where the Imperial Airways flying boat Cambria will arrive to-day for preliminary tests in preparation for the transatlantic service.

FOYNES21 TB



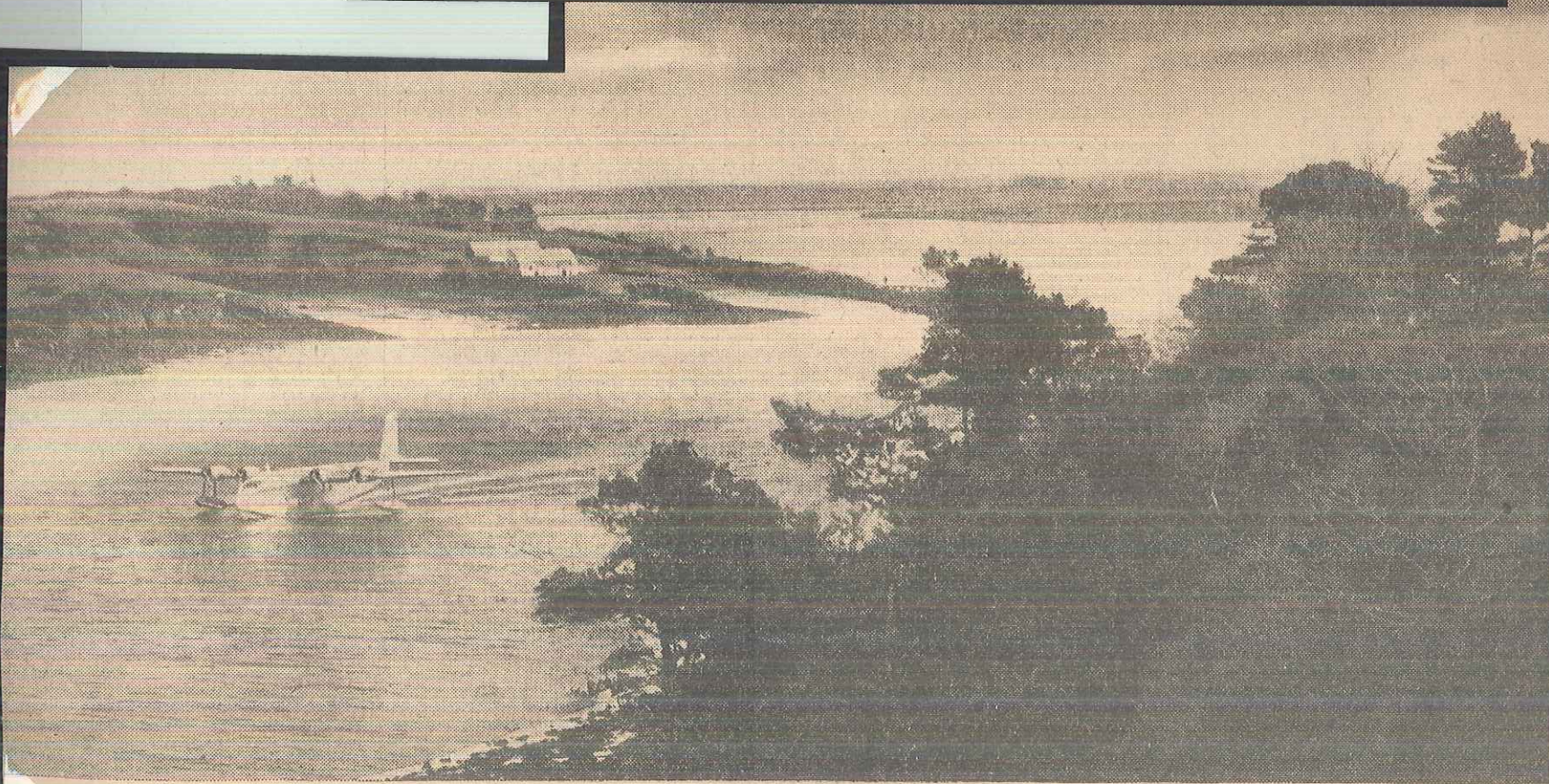
## The Cambria Reaches Foynes



The arrival of the Imperial Airways flying-boat, Cambria, at Foynes, on Thursday.  
—Irish Independent Photo (H.).

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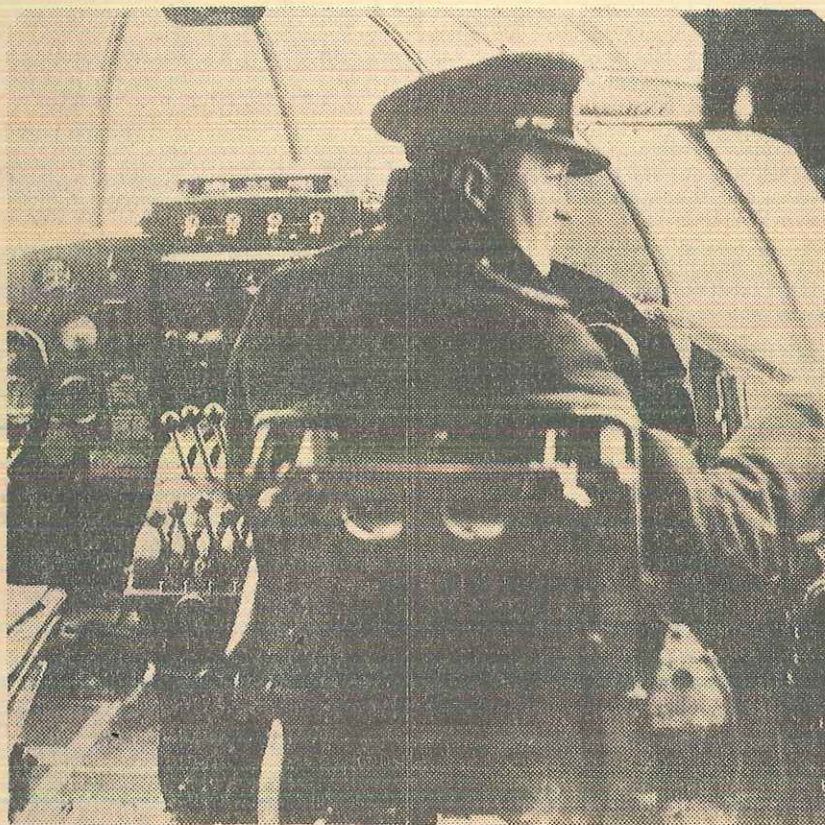


OLD IRELAND AND CAMBRIA, the 200-m.p.h. Empire flying-boat, blend to make a striking picture at the Shannon base, where experimental flights are being carried out in connection with the Transatlantic air service.



# STILL ENTE

## First Officer of The Cambria



Capt. F. M. Gurney—First Officer—at the controls of the Cambria during her first official tests at Foynes yesterday.  
—Irish Independent Photo (H.).

## The Cambria's Trial A TRIUMPH OVER ADVERSE WEATHER

**"I AM COMPLETELY SATISFIED"**  
—Capt. Powell

(Irish Independent Special Representative.)

Foynes, Friday.

**"I AM COMPLETELY** satisfied, and I do not think it will be necessary to make any more long flights on this trip," said Capt. Powell, Commander of the Cambria, at the conclusion of the flying boat's trial to-day.

In wretched weather, the Cambria had made an experimental flight of over 400 miles of the coastline between Valentia and the Aran Islands.

Conditions were so bad that at no time was the machine able to fly at over 1,000 feet.

Those in charge of operations, however, felt that the test could not have been carried out under better conditions from the point of view of showing exactly how the Cambria would react to the prevailing Atlantic winds and how much the guidance of the wireless stations was to be depended on.

### REFUELLING TASK.

This morning was spent in refuelling the machine, and the task was carried out under the greatest of difficulties.

The launch which was chartered by Irish Shell to take the 300 gallons of special aviation spirit to the Cambria got a severe buffeting as she crossed the half-mile of broken water to the anchorage. The pumping of 300 gallons of fuel into the boat's tanks was a feat in itself.

Those in charge were highly complimented by Capt. Powell.

Down the narrow strip of water between Foynes mainland and the island opposite, the Cambria started out on her flight about 1.30 p.m.

Right into the teeth of the wind she went and the waters churned up from her floats were thrown over the top of the hull by the gale. In all, it took only about half-a-minute to leave the water, and having circled round once or twice she set her prow towards the South.

### PERFECT LANDING.

The flying-boat was in the air for over two hours, and when she arrived back at Foynes Capt. Powell made a beautiful landing right up against the anchorage.

After she had been tied up, a group of Saorstát Government officials were shown over the Cambria by Capt. Powell. The visitors included Mr. J. Leyden, Secretary, Department of Industry and Commerce; Mr. J. P. Walshe, Secretary, Department of External Affairs; Mr. T. J. Monaghan, Engineer-in-Chief, G.P.O.; Mr. J. J. McElligott, Secretary, Department of Finance and Major-Gen. M. Brennan, Chief of Staff.

Capt. Powell told me to-night that the flight was carried out in a 40-mile-an-hour gale, with hailstones and sleet falling practically all the time.

They had been flying at a height of 1,000 feet all the way and had carried out very satisfactory tests with the wireless and homing radio.

On several of their approaches to Foynes, made each time from nine or ten miles out in the Atlantic, they had checked up on the bearings given them by the land operators and found them absolutely correct.

### VALUABLE DATA.

Short as it was the flight had given them quite a lot of valuable technical data, Capt. Powell added.

"Perhaps I may make a local flight before I leave for the purpose of trying some more landings," he added.

### DESCRIPTION OF BOAT.

Before she took the air this afternoon I went through the Cambria. The boat is rather bare inside, not having been completely fitted with all the equipment installed in the other Empire flying boats for the comfort of passengers.

There are three decks, the main one being equipped with a bridge not unlike that of a ship.

The instrument panel is a most involved affair, and the wireless and homing radio apparatus occupy considerable space.

The 'plane is fitted with dual controls, and although there is seating ac-

commodation for over 20, there are actually only four seats in the 'plane at present.

Lord Montague, the Knight of Glin, and Madame Fitzgerald were amongst those who visited the boat.

## ATLANTIC TESTS SHORTLY

### LONDON REPORT

The Imperial Airways flying boats will begin experimental Atlantic flights within the next few weeks, writes an air correspondent of the London "Evening Standard."

Having referred to the Cambria's tests at Foynes, the writer says that the first flights will be cautious journeys in and out of the harbour and within sight of land to familiarise pilots with the topography of the district.

Then, as the days lengthen, flights of longer duration will be made. During these trips a study of winds at various altitudes will be made. Practice in working on bearings with the new radio station at Foynes, with cross bearings from Valentia and other stations in Ireland will follow.

By May or June sufficient data will have been gathered for still longer flights. The third stage will then be entered—flights of 2,000 miles or so over the Atlantic.

These flights will be made to a timetable prepared in secret. When the pilots can keep to these time-tables in all weathers, all will be ready for the first officially sponsored flight to America. This is unlikely to be attempted before July or August, when conditions in Newfoundland are best.

### WORK AT COLLINSTOWN

About 150 men, recruited from the Labour Exchange, are levelling the site of the Dublin Municipal Airport at Collinstown.

The Finance and General Purposes Committee of the Dublin Co. Council will consider at their next meeting the question of the payment of their proportion of the cost (11½ p.c.). The General Purposes Committee of the Corporation have already agreed to their proportion (3½ p.c.).

The Government will pay the other 50 p.c.

### PROGRESS IN BELFAST

Considerable work had been done to establish a first-class aerodrome at Sydenham and he expected that it would be in operation in a few months, said Sir Ernest Herdman, Chairman, at the annual meeting of Belfast Harbour Commissioners.

It was reported that the levelling, draining, and surfacing of further portions of the Board's reclaimed land was proceeding satisfactorily.

Constructional work is also well advanced in connection with the aircraft factory for Messrs. Short and Harland, Ltd., and it is anticipated that the necessary machinery will soon be installed.

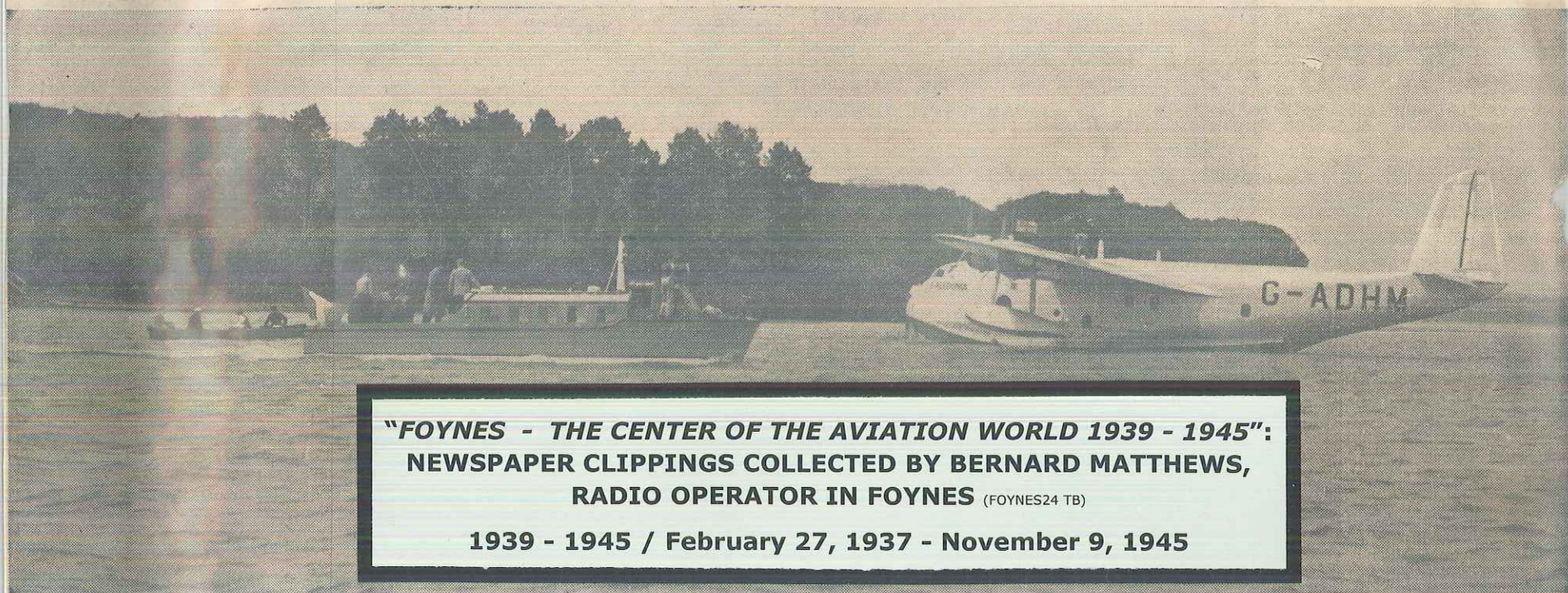
### AIRSHIP SERVICE TO INDIA

When the new Zeppelin LZ130 is completed next autumn, work will be started at once on the construction of the LZ131, and a few months later work will commence on yet another giant airship, the LZ132, says an Exchange message from Berlin.

Regular services are planned not only to North and South America, but also to India and the Far East.



# THE CALEDONIA READY TO START ATLANTIC SERVICE TO-DAY



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A launch going out to the Imperial Airways long-range flying-boat Caledonia when she arrived at Foynes, Co. Limerick, yesterday, after a 400-mile flight from Southampton.

This evening, weather permitting, she will start the first experimental commercial flight across the North Atlantic to Newfoundland.

Below: The crowd on the quayside give Captain Wilcockson, the first officer, an enthusiastic reception.





# BLAZING AIR SERVICE TRAIL

## FLYING BOATS' TRIUMPH OVER THE ATLANTIC

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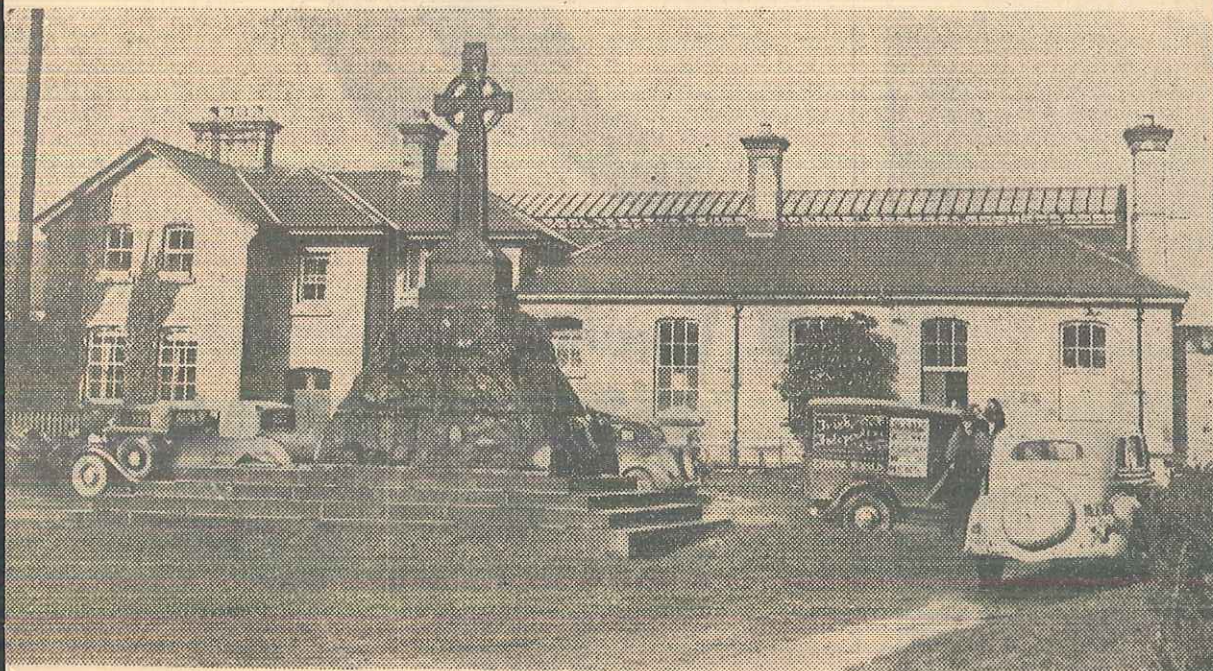
Blazing the trail for a regular North Atlantic air service, two giant flying boats reached their goals yesterday. The graceful Pan American Clipper is seen arriving at Foynes on the Shannon, after crossing from Newfoundland in 12hr. 40min. Flying in the opposite direction the Imperial Airways Caledonia did the journey to Botwood, Newfoundland, in 15hr. 3min. The reason for the Caledonia's longer time was the headwinds invariably experienced in making a westward crossing. Despite this she was two hours ahead of schedule. Mr. de Valera and Mr. Sean Lemass, the Minister for Industries and Commerce in the Irish Free State, headed the welcome to Capt. H. Gray, Commander of the Clipper.



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**Radio Station For Shannon Airport**

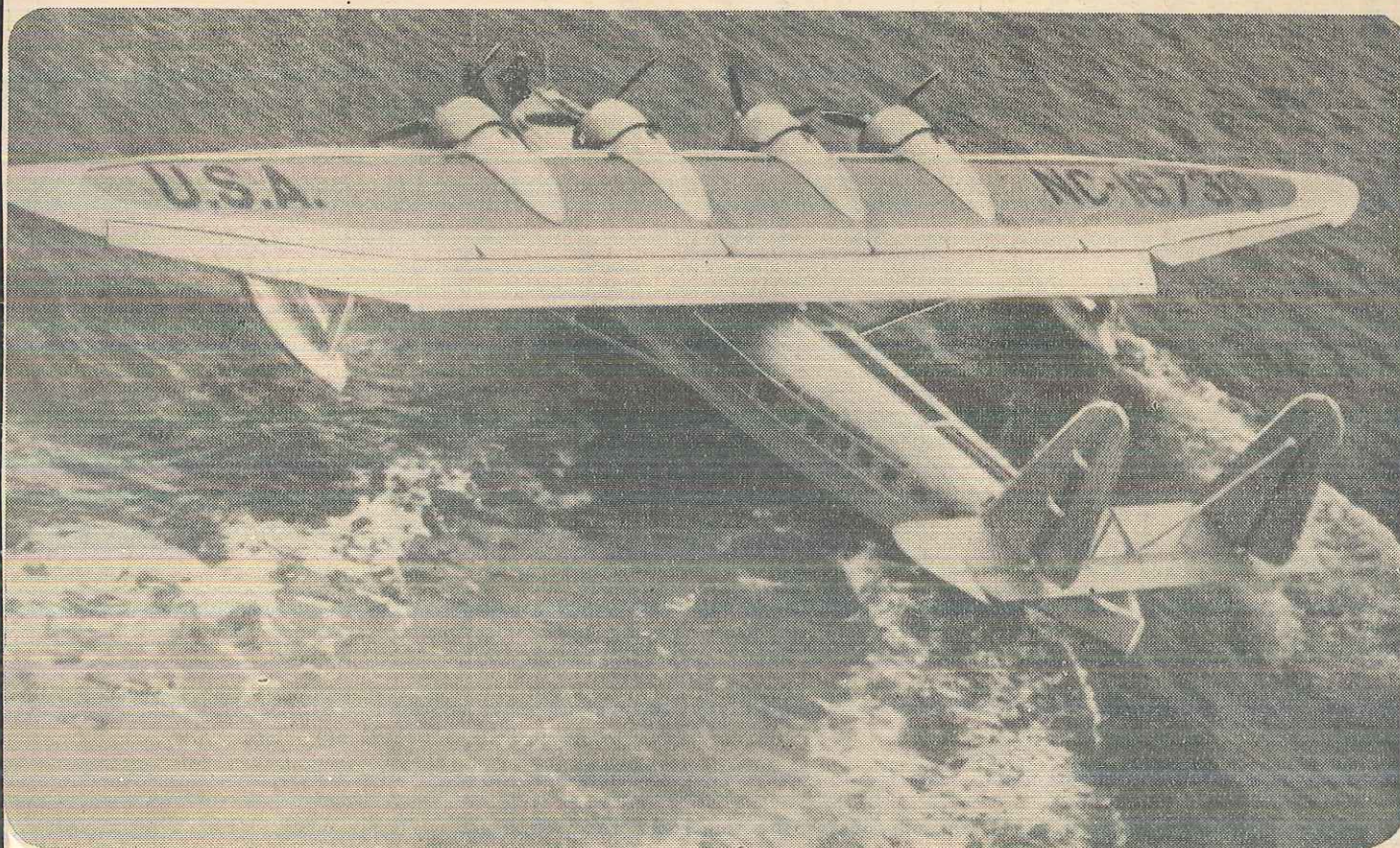


The New Radio Station at Foynes.

—Irish Independent Photo (H.).

WEDNESDAY, JULY 7, 1937.—Page 3.

**RHART NOT YET FOUND**



**ATLANTIC TRIUMPH.**—The giant flying-boat the Pan-American Clipper arriving at Foynes yesterday after having completed the crossing from Newfoundland in 12 hours 34 minutes.

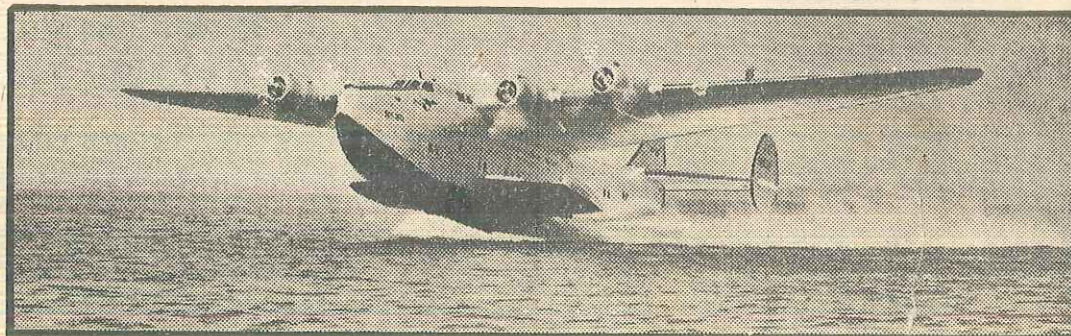


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**End Of An Era In Flight**



The last Pan-American Clipper leaving Foynes on Monday. The Clippers, which had used the base since 1938, have been replaced by land 'planes to Rineanna.

**FOYNES BUSIEST  
AIRWAYS HUB**

"EIRE feels that it has a very real contribution to make in the international field of post-war aviation," says "The Times" Aeronautical Correspondent in a message date-lined Dublin, Nov. 4.

He describes Foynes as the busiest flying-boat junction in Europe. To date he says more than £1,000,000 has been spent on the land and marine terminal at Rineanna. The one marine basin so far completed would accommodate 15 flying boats, and another basin would be constructed once the demand had been established.

"Foynes is at present," he writes, "used by the flying boats of British Overseas Airways, Pan-American Airways and American Export Air Lines. In the year between August, 1942, and last July, it handled rather more than 1,400 aircraft and 15,000 passengers. Further develop-

ment of the flying boat base is now planned and there are alternative alighting bases at Cobh and Blacksod Bay. The new Dublin airport at Collinstown is also nearing completion."

"By using Foynes or Rineanna as an intermediate base, a four-engined flying boat or land 'plane flying from England to North America can increase its payload by more than 3,000 lbs., representing a gain in hard cash of between £1,200 and £1,500 on each journey."

The rapid development of air travel facilities in Ireland will, he says, permit of closer and speedier links between Eire, Northern Ireland, and Britain.

**WILL'S  
WOODBINE  
CIGARETTES**

LONG RANGE FLYING-BOAT OVER THE  
TRANSATLANTIC AIRPORT ON THE SHANNON.



FIRST REGULAR TRANSATLANTIC SERVICE BY PAN AMERICAN AIRWAYS  
 NEW YORK - SHEDDIAC - BOTWOOD - FOYNES - SOUTHAMPTON  
PROOF IMPRESSION OF IRISH CACHET AND PHOTOS TAKEN BY FRED E. DIXON

June 24th, 1939

Proof impression  
 of Irish Cachet,  
 envelope  
 postmarked  
 June 28th, 1939.



Boeing B-314  
 "Yankee Clipper"  
 moored at Foynes  
 on the occasion  
 of first Atlantic  
 service by Pan Am  
 (Photo by  
 Fred E. Dixon).

"Yankee Clipper"  
 moored at  
 Marseilles on  
 the occasion of  
 first Atlantic  
 service over the  
 Southern Route  
 (Photo by  
 Fred E. Dixon).





FIRST REGULAR TRANSATLANTIC SERVICE BY PAN AMERICAN AIRWAYS:  
SOUTHAMPTON - FOYNES - BOTWOOD - SHEDIAC - NEW YORK  
PREPARED BY THE DOYEN OF IRISH AEROPHILATELY AND POET FRED E. DIXON

June 24, 1939

*This thin buff card shall fly across the sea,  
from East to West and then come back to me.  
Its journey finally will cease  
And my collection will have one more piece.*

*F.E.D.*



Posted Earl's Court on June 27, 1939, and carried  
by first Pan Am service Southampton - Foynes - Botwood - Shediac - New York.  
Card prepared and inscribed by Fred E. Dixon (1913 - 1988)

*This thin buff card shall fly across the sea,  
from East to West and then come back to me.  
Its journey finally will cease  
and my collection will have one more piece.*

*F.E.D.*



REGULAR TRANSATLANTIC SERVICE  
BY PAN AMERICAN AIRWAYS:  
SOUTHAMPTON - FOYNES

June 29, 1939



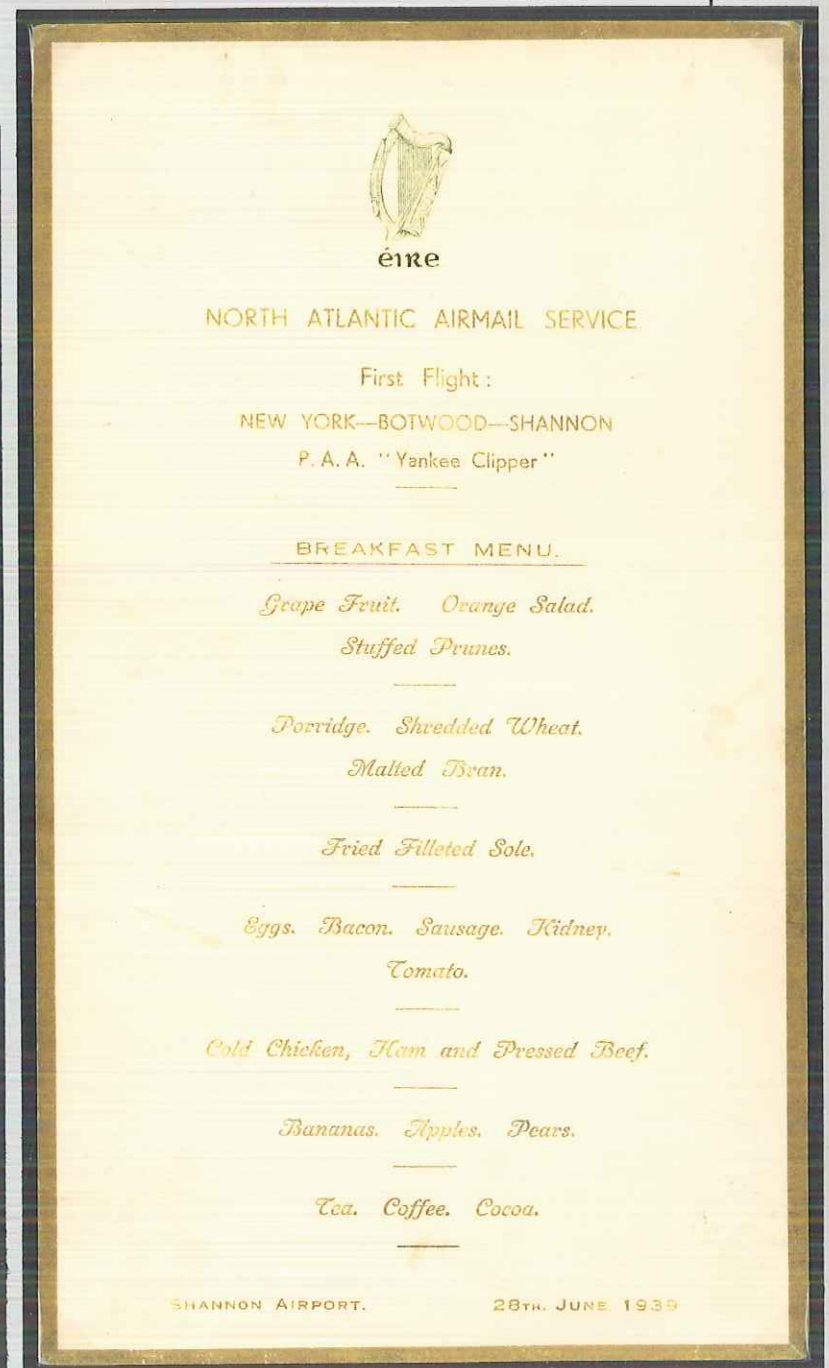
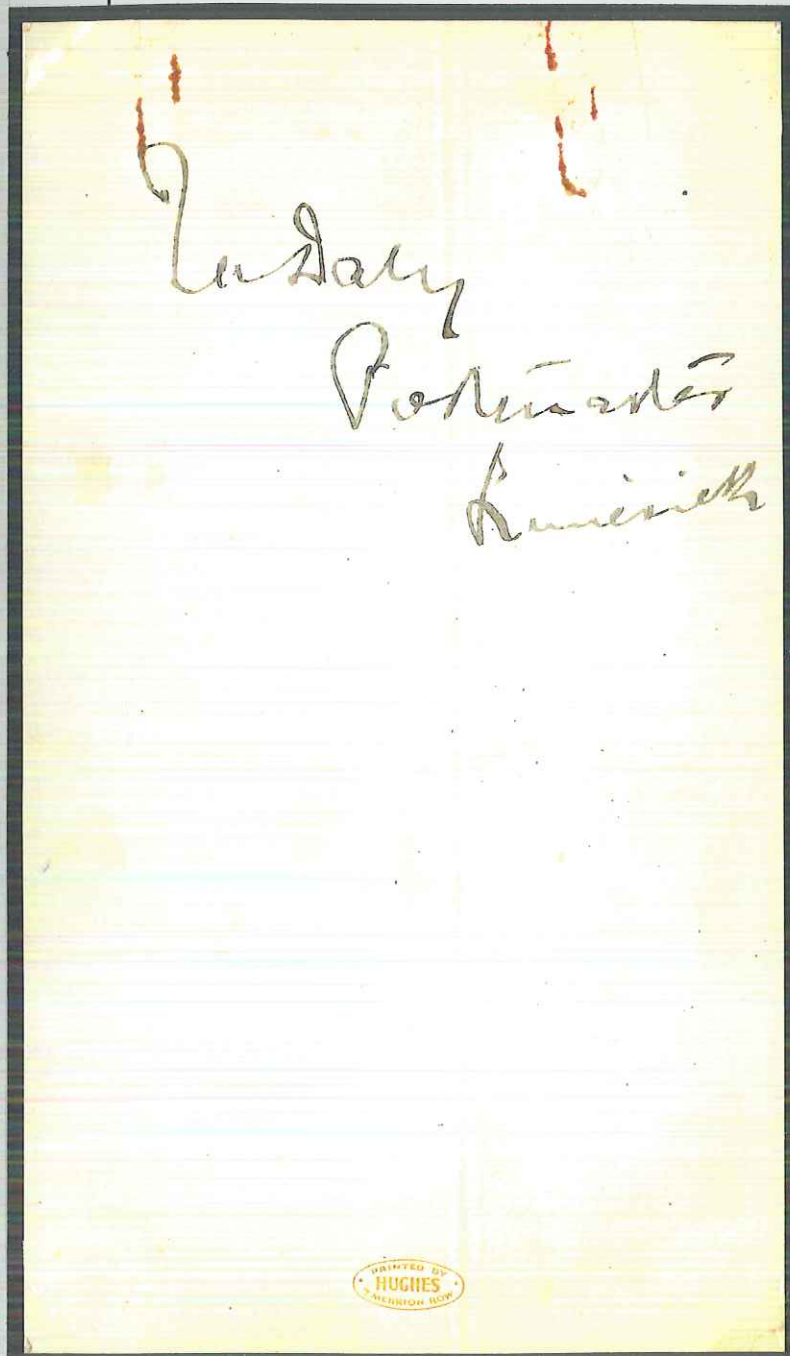
Posted "under cover at Columbus, Ohio",  
sent to the Postmaster in Southampton,  
posted **SOUTHAMPTON** on June 29, 1939,  
and carried with first Pan Am service  
Southampton - Foynes.

No mail was officially carried between Southampton and Foynes.  
Plain back.



FIRST REGULAR TRANSATLANTIC SERVICE BY PAN AMERICAN AIRWAYS:  
MENU CARD FOR BREAKFAST BANQUET HELD SHANNON AIRPORT  
ON THE OCCASION OF THE ARRIVAL OF THE FIRST NEW YORK - FOYNES SERVICE

June 28, 1939



BREAKFAST MENU card for crew and passengers  
of the first Pan Am service New York - Botwood - Foynes,  
held in the morning of June 28, 1939, at Shannon Airport.  
Signed by the Postmaster of Limerick.  
The first Pan Am service left New York on June 24,  
reaching Foynes only on June 28 due to fog in Canada.



CORRECTLY MADE UP ENVELOPE FOR FIRST FOYNES - NEW YORK  
TRANSATLANTIC SERVICE BY PAN AMERICAN AIRWAYS

June 28, 1939

Seol aon fhreagra go dtí :—  
Address any reply to :—

An Rúnai,

An Roinn Puist agus Telegraif.  
Baile Átha Cliath.

Luaró Uimhir }  
Quote Number }



saorstát éireann

An Roinn puist agus telegraif,  
(Department of Posts and Telegraphs),

Baile Átha Cliath.  
(Dublin.)

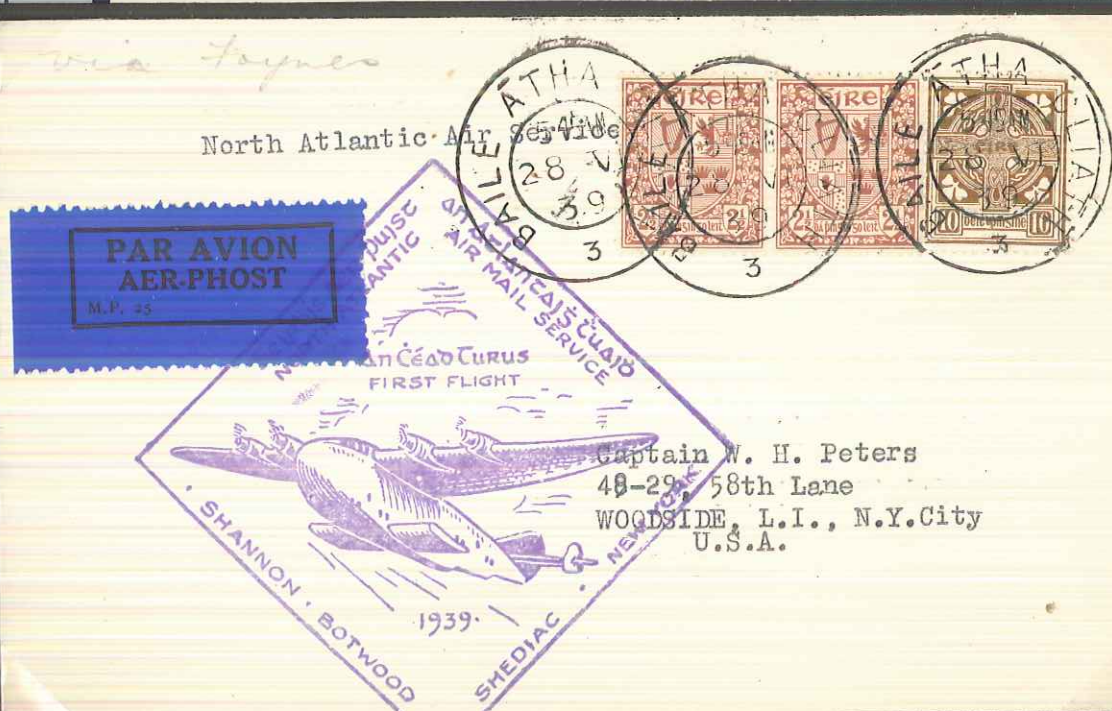
22 June 1939

Sir,

With reference to your letter of the 20th instant,  
I am directed by the Minister for Posts and Telegraphs to  
inform you that Mails for Newfoundland, Canada and the  
United States will be despatched from Dublin on the 28th inst.  
for conveyance by Pan-American Airways from Foynes.

The postage to the places in question is 1s. 3d. per  
half ounce for letters and 7d. each for postcards. Covers  
should bear the blue air mail label and be superscribed via  
Foynes in the top left hand corner. All covers should be  
forwarded to the "Philatelic Section, General Post Office,  
Dublin" to arrive by the morning of the 27th instant.

impressed on



Servant,

Secretary.

MAILS OF IRELAND



**FIRST REGULAR TRANSATLANTIC SERVICE BY PAN AMERICAN AIRWAYS  
NEW YORK - FOYNES AND FOYNES - NEW YORK:  
MATCHING COVERS SIGNED BY CAPT. HAROLD E. GRAY**

June 24, 1939



Posted New York on June 24, 1939, at 4.00 a.m., and carried with first Pan Am B-314 Clipper service New York - Shediak - Botwood - Foynes.

Dublin "2" arrival postmark of June 28.

Signed by Capt. Harold Gray and by Albert Goldman, Postmaster New York.



Posted Dublin on June 30 and carried with first B-314 Clipper return flight service Foynes - Botwood - Shediak - New York. New York arrival postmark of July 1, 10.00 p.m.

Matching cover, signed by Capt. Harold Gray.



FIRST REGULAR TRANSATLANTIC SERVICE BY PAN AMERICAN AIRWAYS  
 SHEDIAC - FOYNES AND FOYNES - SHEDIAC:  
 MATCHING COVERS SIGNED BY CAPT. HAROLD E. GRAY

June 24, 1939



Posted Shediac, Canada, on June 24, 1939, at 11.00 a.m.,  
 and carried with first Pan Am B-314 Clipper service Shediac - Botwood - Foynes.  
 Dublin "1" arrival postmark of June 28.  
 Signed by Capt. Harold Gray.



Posted Dublin on June 30 and carried with first B-314 Clipper return flight service  
Foynes - Botwood - Shediac. Shediac arrival postmark of July 1, 6.00 p.m.  
 Matching cover, signed by Capt. Harold Gray.



**FIRST REGULAR TRANSATLANTIC SERVICE BY PAN AMERICAN AIRWAYS  
BOTWOOD - FOYNES AND FOYNES - BOTWOOD:  
MATCHING COVERS SIGNED BY CAPT. HAROLD E. GRAY**

**June 24, 1939**



Posted Botwood, Newfoundland, on June 24, 1939,  
and carried with first Pan Am B-314 Clipper service Botwood - Foynes.  
Dublin "3" arrival postmark of June 29, 8.30 p.m.  
*Signed by Capt. Harold Gray.*



Posted Dublin on June 30 and carried with first B-314 Clipper return flight service  
Foynes - Botwood. Botwood arrival postmark of July 1.  
*Matching cover, signed by Capt. Harold Gray.*



**FIRST REGULAR TRANSATLANTIC SERVICE BY PAN AMERICAN AIRWAYS  
NEW YORK TO SHEDIAC, BOTWOOD, SOUTHAMPTON AND TO FOYNES:  
MATCHING COVERS SIGNED BY CAPT. HAROLD E. GRAY**

June 24, 1939

N.Y. TO BOTWOOD, NEWFOUNDLAND

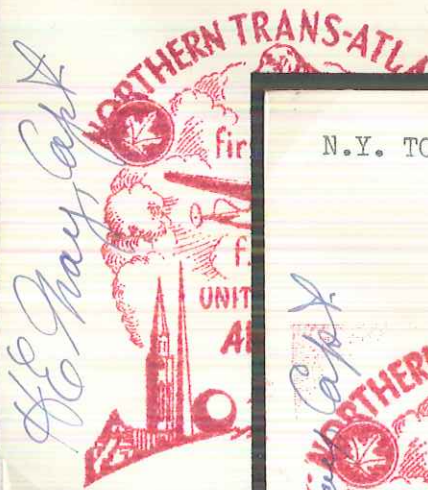


N.Y. TO NEW BRUNSWICK



Mr. S. E. Gates  
Pan American Airways  
Shediac, New Brunswick

N.Y. TO IRELAND



N.Y. TO ENGLAND



Mr. S. E. Gates  
Pan American Airways  
Southampton, England



FIRST REGULAR TRANSATLANTIC SERVICE BY PAN AMERICAN AIRWAYS  
BOTWOOD TO SHEDIAC, NEW YORK, SOUTHAMPTON AND TO FOYNES:  
MATCHING COVERS SIGNED BY CAPT. HAROLD E. GRAY

June 24, 1939

NEWFOUNDLAND-U.S.A.



*H.E. Gray, Capt.*

NEWFOUNDLAND-NEW BRUNSWICK



*Capt.*

NEWFOUNDLAND -IRELAND



*H.E. Gray Capt.*

NEWFOUNDLAND-ENGLAND



*H.E. Gray Capt.*

Mr. S. E. Gates  
Pan American Airways  
Southampton, England





FIRST REGULAR TRANSATLANTIC SERVICE BY PAN AMERICAN AIRWAYS  
SHEDIAC TO NEW YORK, BOTWOOD, SOUTHAMPTON AND TO FOYNES:  
MATCHING COVERS SIGNED BY CAPT. HAROLD E. GRAY

June 24, 1939

NEW BRUNSWICK-U.S.A.



NEW BRUNSWICK-NEWFOUNDLAND

FIRST OFFICIAL FLIGHT

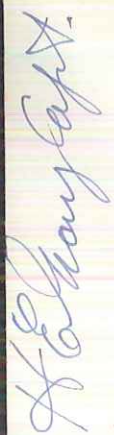


SHEDIAC-BOTWOOD



Mr. S. E. Gates  
Pan American Airways  
Botwood, Newfoundland

NEW BRUNSWICK-IRELAND



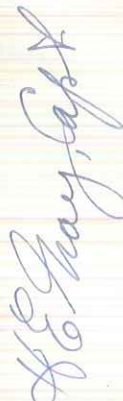
NEW BRUNSWICK-ENGLAND



Mr. S. E. Gates  
Pan American Airways  
Southampton, England



June 24, 1939





FIRST REGULAR TRANSATLANTIC SERVICE BY PAN AMERICAN AIRWAYS  
SOUTHAMPTON TO BOTWOOD, SHEDIAC AND NEW YORK, BUT  
NO MAILED WERE ACCEPTED FOR SOUTHAMPTON - FOYNES SECTOR:  
MATCHING COVERS SIGNED BY CAPT. HAROLD E. GRAY

June 24, 1939

ENGLAND-NEWFOUNDLAND



Mr. S. E. Gates

ENGLAND-NEW BRUNSWICK



Mr. S. E. Gates  
Pan American Airways  
Shediac, New Brunswick

ENGLAND-U.S.A.



Mr. S. E. Gates  
Pan American Airways  
1109 Connecticut Ave.  
Washington, D. C.

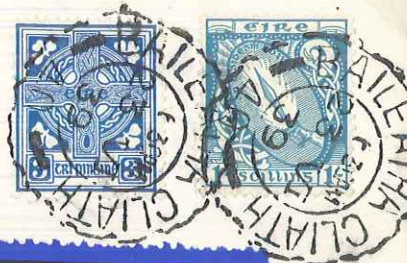


FIRST REGULAR TRANSATLANTIC SERVICE BY PAN AMERICAN AIRWAYS:  
FOYNES - NEW YORK  
ADDRESSED TO PRESIDENT FRANKLIN D. ROOSEVELT IN THE WHITE HOUSE

June 24, 1939

Dublin, Ireland,

Via Foynes



The President

The White House,

Washington. D.C.

U.S.A.

Dublin, June 24, 1939.

Dear Mr. President,

I will be at Foynes to meet the Yankee Clipper when it comes in June 25th, and am writing you this so that you will have a stamp with a cancellation of the first mail flight between Ireland and the United States. Steve Early, will, I understand be among the passengers, and I look forward to getting from him some first hand word of you and the news at home.

Respectfully yours,

*John Cudahy*

The President

The White House,  
Washington.

FROM THE FRANKLIN D. ROOSEVELT COLLECTION  
AUCTIONED FEB., APRIL, 1946 BY H. R. HARMER INC., N.Y.



LEGATION OF THE UNITED STATES OF  
AMERICA envelope, posted in Dublin on  
June 23, 1939, and carried with first  
Pan Am service Foynes - New York.

Addressed to The President, The White House, Washington, with letter written by the American Minister in Ireland, John Cudahy.

FROM THE FRANKLIN D. ROOSEVELT  
COLLECTION AUCTIONED FEB., APRIL,  
1946 BY H.R. HARMER INC.



FIRST REGULAR TRANSATLANTIC SERVICE BY PAN AMERICAN AIRWAYS:  
FOYNES - NEW YORK  
ADDRESSED TO PRESIDENT FRANKLIN D. ROOSEVELT IN THE WHITE HOUSE

June 24, 1939

Letter by John Cudahy, American Minister in Ireland, to The President, The White House, on LEGATION OF THE UNITED STATES OF AMERICA stationary. The envelope, posted in Dublin on June 23, 1939, and carried with first Pan Am service Foynes - New York is shown elsewhere. FROM THE FRANKLIN D. ROOSEVELT COLLECTION AUCTIONED FEB., APRIL, 1946 BY H.R. HARMER



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The President

The White House,

Washington.

FROM THE FRANKLIN D. ROOSEVELT COLLECTION  
AUCTIONED FEB., APRIL, 1946 BY H. R. HARMER INC., N.Y.





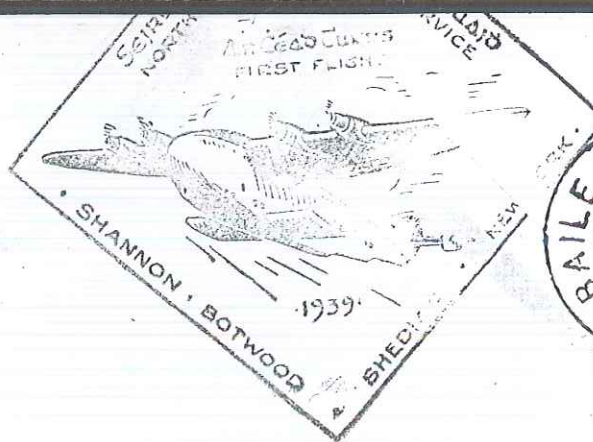
FIRST REGULAR TRANSATLANTIC SERVICE BY PAN AMERICAN AIRWAYS:  
NEW YORK - FOYNES  
ADDRESSED TO PRESIDENT FRANKLIN D. ROOSEVELT IN THE WHITE HOUSE

June 24, 1939

New York to Dublin



The President of the United States,  
The White House,  
Washington, D. C.

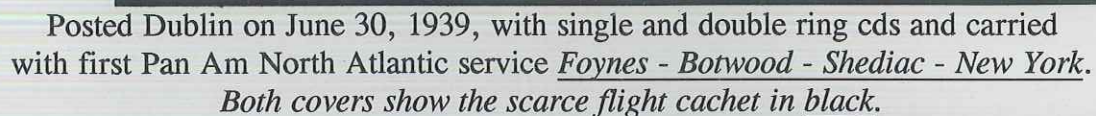


FROM THE FRANKLIN D. ROOSEVELT COLLECTION  
AUCTIONED FEB., APRIL, 1946 BY H. R. HARMER INC., N.Y.

THE POSTMASTER GENERAL, WASHINGTON envelope, posted in New York on June 24, 1939,  
and carried with first Pan Am service *New York - Foynes*.  
Addressed to *The President of the United States, The White House, Washington.*  
FROM THE FRANKLIN D. ROOSEVELT COLLECTION AUCTIONED FEB., APRIL, 1946 BY H.R. HARMER



June 24, 1939





**FIRST REGULAR TRANSATLANTIC SERVICE BY PAN AMERICAN AIRWAYS  
FOYNES - NEW YORK WITH SPECIAL CACHET IN BLACK**

June 24, 1939



Posted in Dublin on June 30, 1939, and carried with first Pan Am North Atlantic service Foynes - Botwood - Shediac - New York. New York arrival postmarks of July 1, 10.00 p.m. In contrast to ordinary envelopes which bear the special cachet in violet, these two covers show the unusual cachet in different shades of black.



FIRST REGULAR TRANSATLANTIC SERVICE BY PAN AMERICAN AIRWAYS  
FOYNES - SHEDIAC WITH SPECIAL CACHET IN BLACK

June 24, 1939



Posted Dublin on June 30, 1939, and carried  
with first Pan Am North Atlantic service Foynes - Botwood - Shediac.  
Scarce flight cachet in black.



Similar Foynes - Shediac envelope with regular flight cachet in violet.



**FIRST REGULAR TRANSATLANTIC SERVICE BY PAN AMERICAN AIRWAYS:  
COMMERCIAL MAILS CARRIED FOYNES - NEW YORK AND NEW YORK - FOYNES**



TELEGRAMS: TOURERIN, DUBLIN.

TELEPHONE: DUBLIN 43607.

ALL COMMUNICATIONS TO BE ADDRESSED TO THE SECRETARY.

**IRISH TOURIST ASSOCIATION (INC.)**  
15 UPPER O'CONNELL STREET, DUBLIN.

June 24, 1939

**GO AHEAD  
SCHOOL OF LANGUAGES**  
89 HARCOURT STREET  
**DUBLIN**



IRISH TOURIST ASSOCIATION card, posted Dublin on June 28, 1939,  
and carried with first Pan Am return flight service Foynes - Botwood - Shediak - New York.

*Treasure Ireland*  
**FOR HOLIDAYS OF  
HAPPY MEMORIES**

Via "American Clipper".  
6/24/1939.



**Par Avion  
By Air Mail**

FORM 297B

INFORMATION FREE FROM

**TOURIST  
INFORMATION BUREAU**  
IRISH TRADE PROMOTION PAVILION  
NEW YORK WORLD'S FAIR, N. Y.

J. P. O'Brien, Esq.,  
General Manager,  
Irish Tourist Association,  
14/15, Upper O'Connell Street,  
**DUBLIN.**

IRELAND.

TOURIST INFORMATION BUREAU cover ("Treasure Ireland for Holidays of Happy Memories"),  
posted New York on June 22 and carried with first service New York - Shediak - Botwood - Foynes.



**FIRST REGULAR TRANSATLANTIC SERVICE BY PAN AMERICAN AIRWAYS  
AND FIRST COMMERCIAL "AROUND - THE - WORLD" AIRMAIL SERVICE  
FOYNES - NEW YORK - SAN FRANCISCO - HONG KONG - LONDON - (DUBLIN)**

June 24, 1939



Posted Foynes on June 24, 1939, and carried by first Pan Am service Foynes - New York on June 30. New York arrival postmark on July 1, 10.00 p.m. Re-posted in New York on July 4, 3.00 p.m., carried by U.S. transcontinental service New York - San Francisco. and forwarded by Pacific services San Francisco - Hong Kong. Re-posted in Hong Kong on July 20, 5.30 p.m., and carried by Imperial Airways Hong Kong - India - London (red **IMPERIAL AIRWAYS / SERVICE** cachet). Dublin arrival postmark of July 28. *First commercial around-the-world airmail service.*



Postcard ("Shrone, Glengarriff, Co. Cork") posted in Glengarriff, Co. Cork, on June 26, 1939, and carried Foynes - New York Forwarded from New York to Hong Kong, where it was re-posted on July 29, 7.00 a.m. *Mails posted at places outside of Dublin and Limerick are not common.*



FIRST REGULAR TRANSATLANTIC SERVICE BY PAN AMERICAN AIRWAYS:  
POSTCARDS CARRIED FOYNES - NEW YORK

June 24, 1939



Postcards at 7d rate (showing "Cloisters Holy Cross Abbey, Co. Tipperary" and General View of Mellifont Abbey"),  
posted Dublin on June 30, 1939, and carried with  
first Pan American Airways service Foynes - Botwood - Shediack - New York.  
Addressed to George Angers of American Air Mail Society fame.



**FIRST REGULAR TRANSATLANTIC SERVICE BY PAN AMERICAN AIRWAYS:  
REGISTERED AIRMAILS  
FOYNES - BOTWOOD - SHEDIAC - NEW YORK**

**June 24, 1939**



Registered mails, posted Dublin on June 30, 1939, and carried  
with first Pan Am service *Foynes - Botwood - Shediac - New York*.  
**NEW YORK REGISTERED** arrival postmark of July 1.



**FIRST REGULAR TRANSATLANTIC SERVICE BY PAN AMERICAN AIRWAYS:  
REGISTERED MAILS CARRIED FOYNES - NEW YORK**

June 24, 1939



Registered cover, posted in Dublin on June 30, 1939,  
and carried with first Pan American Airways service Foynes - Botwood - Shediac - New York.  
New York arrival postmark of July 1, 10.00 p.m.  
DUBLIN RLB transit postmark of July 13 and Swedish arrival postmark of July 17.



Registered cover, posted in Dublin on June 30, 1939,  
and carried with first Pan American Airways service Foynes - Botwood - Shediac - New York.  
New York arrival postmark of July 1, 10.00 p.m.  
DUBLIN RLB transit postmark of July 13 and Swedish arrival postmark of July 17.



FIRST REGULAR TRANSATLANTIC SERVICE BY PAN AMERICAN AIRWAYS:  
POSTCARD RATE AND REGISTERED MAIL FOYNES - NEW YORK

June 24, 1939



Postcard at 7d rate, posted Dublin on June 30, 1939, and carried with first Pan American Airways service Foynes - Botwood - Shediack - New York.



Registered cover, posted in Dublin on June 30, 1939, and carried by Pan Am Foynes - Botwood - Shediack - New York. Registered New York arrival postmarks of July 2, 3 and 11. FIRST NOTICE, SECOND NOTICE... and FORWARDED cachets.

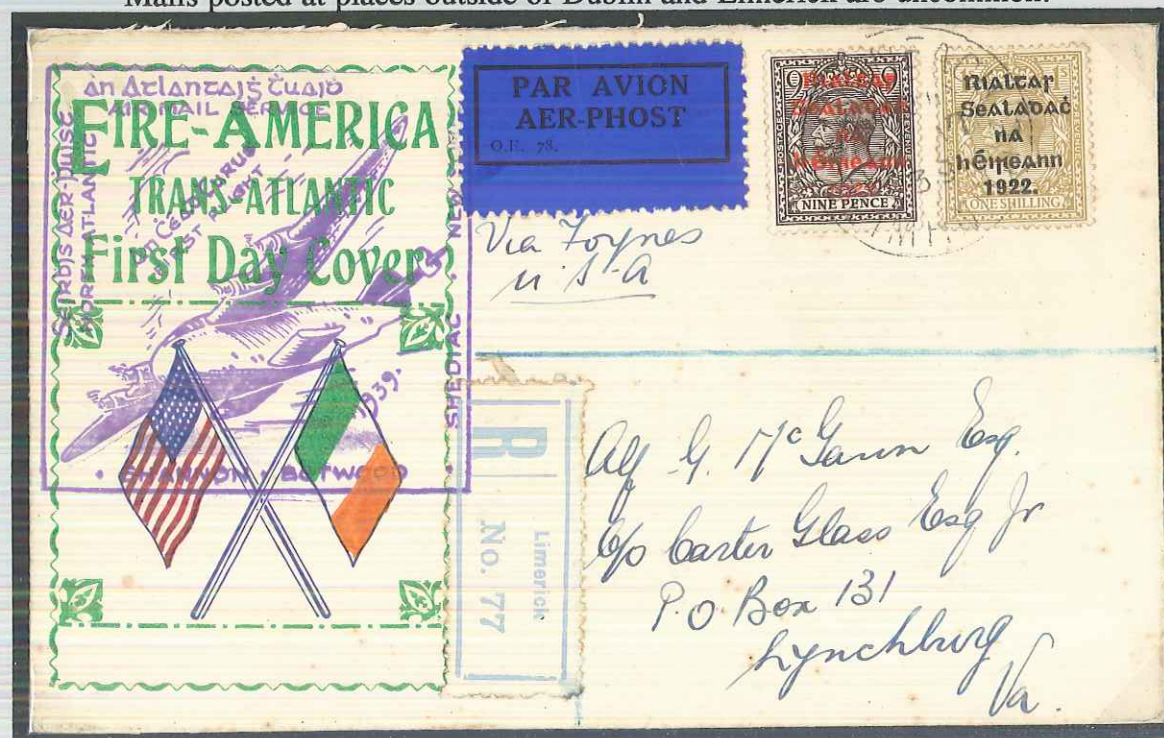


FIRST REGULAR TRANSATLANTIC SERVICE BY PAN AMERICAN AIRWAYS  
 FOYNES - NEW YORK:  
 SPECIAL "ALF G. McGANN" SOUVENIR ENVELOPES  
 POSTED AS REGISTERED MAILS IN FOYNES AND LIMERICK

June 24, 1939



Registered cover posted in Foynes on June 24, 1939,  
 and carried with first Pan Am North Atlantic service Foynes - Botwood - Shediak - New York.  
 Several New York arrival postmarks of July 1, 2 and 3.  
 Mails posted at places outside of Dublin and Limerick are uncommon.



Registered cover posted in Limerick on June 28 and carried with  
 first Pan Am North Atlantic service Foynes - Botwood - Shediak - New York.  
 New York arrival postmark of July 1. Signed by Capt. Harold Gray on reverse.