



An inquiry by Neil Callahan as to the Wayzata issue prompts this column.

The Wayzata \$1 air stamp is still a controversial item after 43 years. It was ordered by the Newfoundland government in 1932 but was it officially put into use?

Aerial World Tours, Inc., a United States corporation, planned a passenger-mail flight across the Atlantic and proposed to finance the purchase of a Sikorsky amphibian four engine plane capable of carrying 44 passengers to fly from Wayzata, Minnesota, via Toronto, Montreal, St. Pierre, St. John's and Holyrood, across the Atlantic Ocean with stops at Greenland, Iceland, Norway, Sweden, Germany and Denmark to England.

It proposed to the Newfoundland government that they authorize a special issue for use on mail on the flight, but that the company design and have the stamps printed. Aerial were to sell the stamps as agents and retain 80c of each \$1.00 realized.

The proposal was originally rejected by the government but in June 1932 a contract was signed whereby 400,000 of the stamps were to be printed. The company was to take delivery of 300,000 stamps in batches of 25,000 and the Newfoundland government to sell 100,000 stamps through its post offices. The government later claimed that they were not required to accept their 100,000 stamps until the company had accepted delivery of 300,000 stamps; and that Aerial was to pay \$5,000 to the printers when they accepted delivery of each 25,000 of stamps.

The approved design showed the Sikorsky flying boat over the Atlantic Ocean with the inscription above "FIRST TRANSATLANTIC AIRMAIL AND PASSENGER

FLIGHT", across the top in white letters "NEWFOUNDLAND", and below in two lines "AIR MAIL POSTAGE — ONE DOLLAR", the year "1932" on either side and "\$1" in a circle in the lower corners. The stamps were printed in blue.

The stamps were produced by Bureau of Engraving, Minneapolis, Minnesota and delivered to the Northwestern Bank on August 11, 1932. Aerial paid \$5,000 and took delivery of 25,000 stamps. These were offered to the public. Philatelic societies and philatelic press denounced the project and it was the consensus that the issue would not be recognized as a government issue. The Newfoundland government cancelled the contract on September 13, 1932, claiming a breach of contract by the company. None of the stamps had been delivered to the government.

On October 4 and 5, 1932, the company sent some packages of covers bearing the Wayzata stamp to St. John's for mailing. These were not acknowledged by the post office and in December were returned to the addressee uncancelled, in another envelope. However a few covers posted early in October from small post offices went through the mail without surcharge and on that basis it was claimed that they were officially recognized. The number of these covers is unknown.

The Minister of Posts and Telegraphs of Newfoundland ordered that all remainders of the stamps be delivered to the government and the printing plates destroyed. It is presumed that this was done and that the total issue of delivered stamps was the 25,000 accepted by the company. Stamp catalogues of today list the Wayzata as being ordered but never put into use.