

# Birmingham - Ferndale Stamp Club Newsletter



## January 2026

The Parcel Post service began on January 1, 1913, and special Parcel Post stamps were required on all fourth-class packages. The stamps were an instant success. During the first five days, post offices reported that they handled over four million packages. However, despite this early surge in popularity, the stamps quickly lost favor. As a result of postal employee complaints, the use of Parcel Post stamps for this designated purpose ended in June 1913.

*Scott  
#Q11*



We had good turnout at our December 2<sup>nd</sup> and 16<sup>th</sup> meetings. The club voted to extend our contract with GoDaddy for two more years, ensuring a visible presence on the world wide web until December 2027.

A review of our December 5<sup>th</sup> & 6<sup>th</sup> BIRMPEX stamp show at the Sokol Cultural Center in Dearborn Heights has not finished. How-

ever, only seventy individuals signed up for the show on the two days combined. Our FERNPEX show is scheduled for May 15<sup>th</sup> and 16<sup>th</sup> at the same facility.

On a sad note, we just learned of the passing of long-time club member Walter Koster. Wally was a prolific researcher and author on Canadian philately. His articles have appeared in Linn's Stamp News, the American Philatelist, and many others, including our own Birmingham-Ferndale newsletter. His last article "First Prairie Service" appears in this newsletter. Our condolences go out to his family.

Reminder – 2026 Dues are being collected by our treasurer, Bob Helbig.

Club Meetings –

January 6<sup>th</sup> & 20<sup>th</sup>, 6:00 p.m. at the NEXT Senior Center, Birmingham.

Upcoming Events –

January 17<sup>th</sup>, Modern Stamps, Public Stamp Auction, 12 Noon at their Oak Park Facility.

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# First Regular Official Prairie Service

Walter Koster

Following the success of experimental service to the Prairie Provinces in December 1928, Western Canada Airways was authorized to fly a route some 1,270 miles (2,044 kilometers) long connecting Winnipeg with Calgary via Regina, Moose Jaw, and Medicine Hat, and with Edmonton via Regina, Saskatoon, and North Battleford.

Inaugural flights were made on March 3, 1930, with thirty-eight separate and distinct official cachets applied in black at each point. While mail had been flown to most of the points on several previous occasions, the Department also included the notation "First Regular Official Flights" and each official cachet.

Mails from Edmonton, North Battleford and Saskatoon went by rail from Regina to Winnipeg as it missed connections at Regina. Western Canada Airways pilots included W. J. Buchanan, Winnipeg to Regina and return; F. Roy Brown, Regina to Calgary; H. Hollick-Kenyon, Calgary to Regina; Major D. R. MacLaren, Regina to Edmonton; and C.M.G. Farrell, Edmonton to Regina.

Featured here is a First Flight Cover (FFC) issued to announce regular air service from Regina to Saskatoon, a distance of 146 miles, as part of the new Regular Prairie Service route. The cover is dressed with a "Canada Air Mail, Regina to Saskatoon, First Regular Official Flight" cachet & franked with Canada's first air mail stamp, the 5¢ brown olive "Winged Figures over



Globe" (Scott C1). Front postal marking includes a "Regina, Saskatchewan, 6am, Mar 3, 1930" circular date cancel with "Save Time Use Air Mail" slogan cancel #7878. The Air Mails of Canada and Newfoundland identify this cover as 3011j.

## References:

*Cover from Author's collection.*

*The Air Mails of Canada and Newfoundland, Published through Sponsorship of the Canadian Aerophilatelic Society  
Aerodacious, Canadian First Flights, Canada First Flight Index*

# Detroit City Hall

Michael Swope



Architectural plans for Detroit's City Hall were completed in 1861, but construction was delayed because of restrictions on building materials during the Civil War. The building was finally completed in May 1871.

Though just twenty years old, the building was first proposed for demolition in 1894 at the request of Detroit Mayor Hazen Pingree. It survived many attempts to demolish it, but its fate was sealed after the City-County Building was constructed as the city and county's new seat of government in 1955. Though a poll showed Detroiters favored preservation of the building, the Common Council, with the support of Mayor Louis Miriani, voted on January 17, 1961, to demolish the building. Preservationists took the fight to stop the demolition to the United States Supreme Court, but all requests for injunctions were denied. Demolition concluded on September 18, 1961.

Shown above is a (c. 1920) Union News Company (Pittsburgh) color postcard of Detroit City Hall, bearing the 1¢, green, Franklin postage stamp, Scott #581, postmarked at Detroit on March 24, 1924.



*Ref: Post Card from Author's collection  
HistoricDetroit.com*