

Pugwash. Mar. 4. 69.

W. L. Fillmore:-
75 Spring St., Amherst. N. S.

Dear Bill: I have just read your second interesting epistle in your series which could be titled, "The Flying Salt Man has not Lost His Savour."

I must inform that in the next mail I shall send a copy to Dr. Thomas Roddall in case I mislaid the manuscript and we all would be at great loss if this happened. Now you know that Dr. Roddall has copies of both your letters.

By now you also know that I have received a very gracious letter from Dr. Roddall and when ~~it~~ permits I think he will be calling on you and also seeking the latest on Humphrey Maddin.

(typist)
Someday will get a girl and get this all typed out. My girls are so busy at this season and in the age of paper that I am just using reproduction of your excellent hand.

All this is very interesting and I thank you and Dr. Roddall for keeping my interest high.

I enclose copies of your letters so that you will have a record of what has been said.

Kind regards. John.

P.S. Also enclosed is Harry Brown's recollection of the Irish Immigrant ship from Waterford to Pugwash 1922. She was the "PANDORA".

Copy to Thomas Roddall.

J.

W. L. FILLMORE

75 SPRING ST.,

AMHERST, NOVA SCOTIA

March 3 1969

John Mac Swaine
Nogo Can Rock Salt Co
Pugwash NS

copy

Dear John

Thanks for the copy of your letter sent to
Mr Thomas Raddall I do hope he writes up the
history of flying in Nova Scotia and if I can help
in any way I will be delighted to do so

Perhaps I told you I covered a good deal more
miles by air in Nfld than I did in NS P.E.I
or NB but covered NS & P.E.I from End to end
little incidents in every place I ever landed
once in Liverpool This reminds me I am
getting pretty old 67 next June 16th I remember
well meeting Zane Gray at the Messeny Hotel
Liverpool That was a long time ago I think he was
fishing tuna and I remember the trousers plus
4 pants of these days for Golf

You mention in your letter to Mr
Raddall that you wonder how The old

Malagaek Salt Co Could afford to fly their
salesmen around in the 1920's As a matter of fact
it was quite simple Hump Madden came to New
Glasgow with the first trans Canada Air project It
was simply a bunch of boys transforming the
Country Hump Crashed on the old Transition field
Now the NS Aerodrome He boarded a white with
Stewart Mc Donald He was broke we all were in
those days I had a nice little apartment before
I was married, rented just across from the old
Curling rink living room kitchen and two bedrooms
I used to be away sometimes 2 and 3 months
especially when I went out to Edmonton Calgary
and to the Coast We once shipped salt via
Saint John Panama to Vancouver then back to
Edmonton This brought down the all salt rate
from Malagaek But I am getting off the story
I asked Hump to come and live with me he was
quite a Cook and having him there did not cost
me anymore than having them alone except the little
he ate and the cooking he did made up for that
His plane was completely a wreck
together and rebuilt the plane in the evenings
We held dances bought the land on sections of 100's
each

I've got the Paygent the Bank of New York
for our business I've got refuse lumber for the hangar
given us Frank Sutherland gave us some roofing
nails etc. The Hon Percy Black knows me well
he was Minister of Highways. He gave us the road
Machinery if we could pay for the gas but I don't
recall we ever got a bill. Many men in Toronto
were an relief to get the train to put some of them
to work helping us.

Now we come to the home when the old Fleet
is ready to fly but the engine is pretty shabby
Jack Sanderson says of Fleet Aircraft in I think
Eric Antena offered Hamp a reconditioned engine
on truck if he turned in the old one. We did
that and men in business. Hamp used to take a
few of us up and each student paid him a few
dollars most days when Hamp went anywhere I
went with him so I got quite a few hours in free
for what I was doing for him. A R Chambers was
quite a father to me and often made it plain
in no uncertain terms he wanted it distinctly
understood. He felt I was taking too much rich
Anyway a few months past by and A R got more

estimated The usual schooner Captains from
Murray Horton P&S used to come to Melby for Congress
as soon as the ice was out for salt for the Magdalena
Islands (Bait for lobsters) which they brought back
for the Northumberland Strait fishermen In Feb &
March on those days it was almost impossible to get
over the roads and by train it would take at least
10 days The Hotel expenses added up plus transportation
figured out to be much, A R said Billie you
figure it all out and I will allow you the same as
it costs in the regular way To which will you you come
extra to do the Valley & South shore I left on a
Sunday afternoon for Murray Horton we landed
on the ~~ice~~ river ice as we always did we went to
Church that ~~night~~ night and the Minister preached
If the salt has lost its sassa etc That Morning
I met all the Captains flew on to Caradigan Louis
Met Stewart and Charlottetown That day we went to
Summerside Alberton Tignish Melby and on
our way back to Charlottetown It got so dark we could
not see the mts on our knees so we found a
Rivier Cove Head P&S We got down on the ice
pitch dark trees almost touching the hung tops

The plane was open to bed her down with ropes
drained out the oil and by the time someone came
down the bank with a sandbar (I was in Cowhead
last summer and went to see the place I drove
into a farmyard and asked a man if he ever
heard of a plane landing there and he pointed
out the place said he was a little boy then)

We then taken to a farmhouse and given a
good supper of food smelt. After supper
~~we~~ he phoned Fran Redden who ran the old
Spain in Ckt. They could get out with a car as
far as York station. The former drove us to the
station. Fran met us. We got on train in time
for a dance. That day Hamp went back for
the plane and I worked Ckt and he came back
in New Glasgow that night with orders for
22 Carboxels. Incidentally the first night we got
to Ckt about 4:30 ^{PM} Jimmie Cunningham of W. Cunningham Trp Co
traveled to get over to New Glasgow. Hamp took him and
was back in Ckt about 6 pm. I had 2 oil lanterns on the
ice to guide him in. A.R. had orders for 10 cars on his
deck at 5:30 one day after I left. That settled it but
A.R. made me sign a paper that he had not

encourage me to fly. And that the the
Company was in no way responsible Post A R
certainly worried more than we did I suppose
I would be 24 or 25 then

Flying was so new then customers would sometimes
even drive to meet me coming 4 or 5 miles I
remember once Ralph Bell was one as a matter
because we could not land on a beach at Rockport
in a Cross wind. The beach was covered with
Ice cakes. He phoned A R about it. Later during
the war he had as I recall something to do about
Aircraft production. I often wondered if he ever
flew in a little plane and tried to land on a
beach with a 60 mile cross wind. The plane only
did 90 MPH Airspeed which must 30 MPH
landspeed if a 60 mile gale was in your teeth as
it was once coming from Brier Island to
Yarmouth but that's another story

Kind regards to all

Sincerely
Bill