

First south I believe one of these boys is
a Mr Rhuland of the Rhuland plant that built
Bluenose II anyway he remembered the boat
very well he told me I think A Tom Maxner
who used to be Inspector of Schools also remembered
He was my teacher here in Amherst for high
school

Yakov Saunders is alive he could help you
but I lost track of him Black M. Cully is
also dead but his children might have his
old Log books Walter Froden I believe was
mgr of Aer Canada in Moncton some years
ago but I lost track of him He was with
Hump Madden on the first Trans Canada
Paper as I believe was Dan Saunders

There was also a Wade boy and a Jones boy
his father kept a store at Apahogue not near
Success I believe a Christmas Card I got from
Hump last Christmas he lives in West Vancouver
now I would think these old log books of
the Mentonie would tell a lot some years
ago I tried to get the St Johns paper to

wrote up the history of the Hudson Grace
Airport I sent them a snap of the first plane
used on nfld in the seal fishing but I don't
think anyone ever wrote about it

The first boy known to do any real flying
around nfld was Sullivan he flew into
an iceberg off St Anthony but the boy who
flew the track was Douglas Grace It has been
years since I saw him I used to charter his
plane on nfld He has still alive a few
years ago He used to fly getting weather reports
In the first years of World War II The st Johns
papers have a lot of dope on him but this
would be no good for us flying

Someone wrote a book in Vancouver which
gives a bit about the Handy Page Parrot
I remember seeing her fly over Amherst I
was in Berlin the day Lenting flew the Atlantic
The report came he had passed over Newfoundland
and no one knew where it was

I was in St Johns the night the Enna jet
crashed on Burgeo sands I cut the name
plate off her in Argentina Wharf and had

For years I was in Harbor Grace the
day Lee & Bowen took off for Belts Bowen
gave me his father's watch & gave his brother
in Toronto which I did a couple weeks later
They had never heard of Agassiz Bowen knew
they would not make it the plane was
called the "Green Mountain Boy" from
Barre & Montpelier VT but all this is
no good to you unless you broaden
your look but there should be plenty
for a look on US only

Please let me know if I can help
you in anyway

Sincerely

W. H. Fellman

Did you ever hear of an author from Iceland who
wrote the Great Puffins & the Lone Voyager I had
quite a bit of correspondence with him his home is
in Gloucester Mass I questioned one of his names
Gulch Cove claiming it should be Dog Cove I was right
I used to do all the "outposts" in a schooner years ago
and given the Dog Cove above in a storm only mud
hence their way bolts in the rock to place & anchor

W. L. FILLMORE

75 SPRING ST.

AMHERST, NOVA SCOTIA

March 3 1969

John Mac Inuarie
Mgr Can Rock Salt Co
Piquash NS

Dear John

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

Perhaps I told you I crossed a good deal more
miles by air in Nfld than I did in NS P&E
or NSB but crossed NS & P&E from end to end
little incidents in every place I've now landed
once in Liverpool This reminds me I am
getting pretty old 67 next June 16th I remember
well meeting Gene Gray at the Mercury Hotel
Liverpool that was a long time ago I think he was
fishing tuna and I remember the brown plus
4 pants of those days for Golf

You mention in your letter to Mr
Roddall that you crossed how The old

Malagaech Salt Co Could afford to fly their
 Salesmen around in the 1920's As a matter of fact
 it was quite simple Humph Madden came to New
 Glasgow with the first trans Canada Air packet It
 was simply a bunch of bags transcribing the
 Country Humph Crashed on the old Traction field
 Now the N.S. Airport He boarded a white with
 Stewart Mac Donald He was broke in all were in
 those days I had a nice little apartment before
 I was married, rented just across from the old
 Curbing 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 I once shipped salt via
 Saint John. Panama & Vancouver then back to
 Edmonton This brought down the all rail rate
 from Malagaech but I am getting off the story
 I asked Humph to come and live with me he was
 quite a Cook and having him then did not cook
 me any more than having him alone except the little
 he ate and the cooking he did made up for this
 The plane was completely a ^{WRECK} Wreck 10 of us got
 together and rebuilt the plane in the evenings
 We held dances brought the land on notes of 100.00
 each

notes of 100.00 per

I've got Mr Payzant the Bank of Montreal to bank upon for our business I've got refuse lumber for the house given us * Frank Sutherland gave us some roofing nails etc The Hon Percy Black knew 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 Trenton 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 mgr of Fleet Aircraft in I think Erie Ontario offered to pump a reconditioned engine on truck if he turned in the old one. He did that and was in business. Hump said to take a few of us up and each student paid him a few dollars most away when Hump took any more I went with him so I got quite a few boxes 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 went by and A R got more

ERIE?
JPM 2.

* A R Chambers: Founder of Salt Mining in Canada at St. Mary's, N.S. 1918. JPM 2

continued The several schooner Captains from
 Murry Horton P & F used to come to Melogee for Congress
 as soon as the ice was out for salt for the Magdalen
 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 so much, A R said Billie you
 figure it all out and I will allow you the same as
 it costs in the regular way which will give you home
 extra to do the Valley & South shore I left on a
 Sunday afternoon for Murry Horton he landed
 on the ~~ice~~ river ice as he always did he went to
 Church that ~~night~~ night and the Minister preached
 If the salt has lost its savor etc The Morning
 I met all the Captains plus in to Caradogan Lewis
 Mr Stewart and Charlottetown That day he went to
 Summerside Alberton Tignish Melpeque and on
 our way back to Charlottetown It got so dark he could
 not see the mts on our knees so he found a
 Rexis Cove Head P & F he got down on the ice
 pitch dark trees almost touching the berg tops

The plane was open. We tied her down with rope
 drained out the oil and by this time someone came
 down the bank with a lantern (I was in Cowhead
 last summer and think to see the place I drove
 into a farmyard and asked a man if he could
 hear 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 phoned Ivan Redden who ran the old
 Spear in Ckt. They could get out with a car as
 far as York station. The farmer drove us to the
 station. We met us to get in town in time
 for a dance. Next day Hump went back for
 the plane and I worked Ckt and he came back
 in New Glasgow that night with orders for
 22 Carboys. Incidentally the first night we got
 to Ckt about 4:30 ^{PM} Jimmie Cumming of J. W. Cumming mfg Co
 worked to get over to New Glasgow. Hump 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 sullied it but
 A.R. made me sign a paper that he had not

encourage me to fly and that the Company has in no way reproachable Post A R
 certainly would 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 once a met here
 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 fleet and tried to land on a
 beach with a 60 mile cross wind The plane only
 did 90 MPH Airspeed which meant 30 MPH
 land speed 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



2 Mar
1968

Dear Bill & Catherine. Am

I wonder if you
got to Europe, Bill, and how
you enjoyed it. Have been
in correspondence with a chap
in Toronto who is researching
the history of the "Fleet" so sent
him an old log book - mostly
of maritime flying. Have taken
up oil painting as a hobby but
so far the results are pretty
grim. Also spend 2 nights a week
learning something about propelling
as if inflation inflates the way
it's doing. I'm soon going to need

a gold mine! Rest of the time
make furniture & the family
takes it off my hands. Have
2 grandchildren so far & no more
marriages in the offing. Boys
still at U.B.C. Gillian, a
social worker at Trail. Eleanor
has had a bad time with cancer
of a salivary gland - 3 ops
& radiation & we think it's arrested
but nerves all gone on one side
of her face. She makes the best of
it and we plan to go to Mexico
for a month this winter.
A merry Christmas to you both
Humphrey


COUTTS CANADA

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