

BEAVER

CHATTER

The Newsletter of the Prairie Beaver Regional Group of the British North America Philatelic Society, Ltd.

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DECEMBER 14 MEETING IN COLLEGE STATION

Our next, in-person meeting will be at St. Mary's Catholic Center in College Station on December 14, 2024. The agenda is on the next page.

IT'S BEEN A WHILE- We all look forward to getting together after an extended hiatus. Your local hosts have both experienced disruptions in their lives that interfered with our participation, but we are enthused to meet again. We will need to replenish our coffers for both meeting costs and our annual Richardson award at the BNAPS convention. With the lengthy separation it will be good to check with each other on current philatelic foci, awards, and future direction. The program will reflect this with a mix of our own interests, a couple BNA presentations, and an auction.

PRE-WWII CANADA-KUT AIRMAIL ROUTE- Vic Willson

In my collection of KUT airmails pre WWII I have several Canadian covers, and had covers from Canada that used the KUT segment of the London-Capetown airmail system. Shown are a couple covers that illustrate the rates between them for the 8½ years before the outbreak of WWII that changed everything airmail.



Cairo-Mwanza (Tanganyika). Imperial Airways began a new airmail route from Cairo Egypt on March 8, 1931, flying legs to Assuit, Egypt, Wadi Halfa, Kartoum, Kosti, Malakal, and Juba in Sudan, Kampala and Butiaba, Uganda, Kisumu, Kenya, ending in Mwanza, Tanganyika on March 10. Air service from London to Alexandria had begun in 1929, so with a short river segment from Alexandria to Cairo, air service was available from London to all KUT. In January 1932 South African Airways extended service from Capetown to Nairobi, and the Mwanza terminus was changed to there, completing the north to south all-Empire route the UK had sought since the late 1800s.

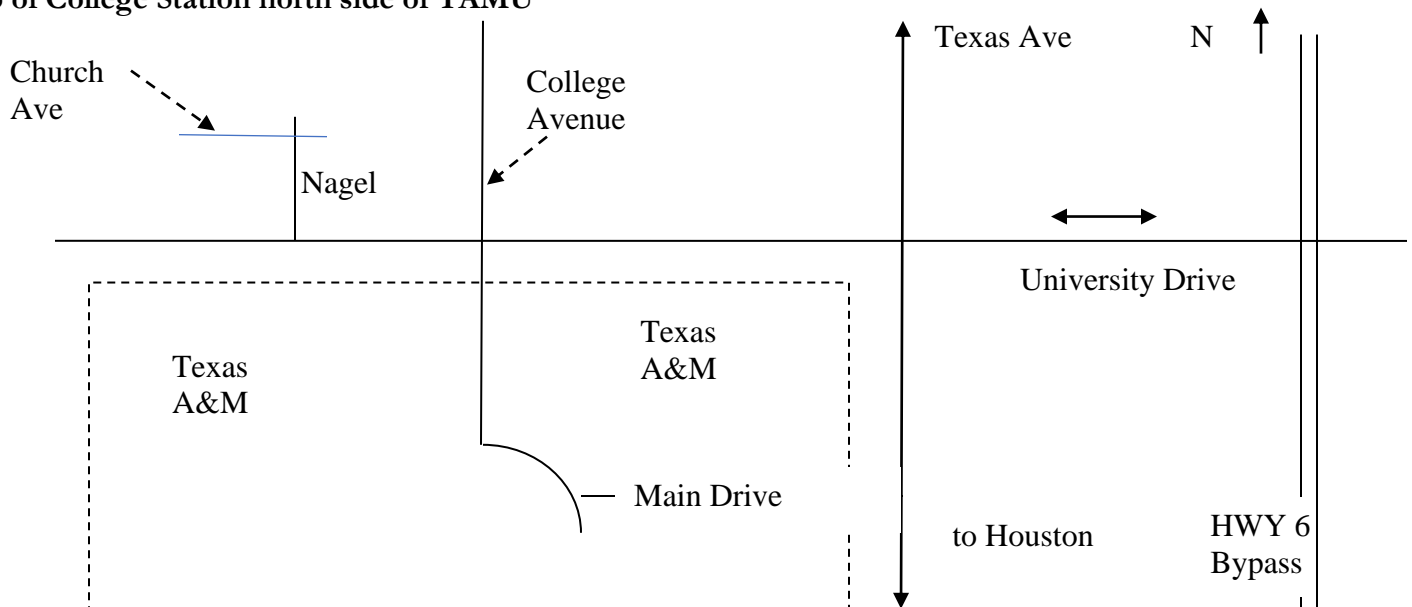
The fee from Canada via any air service available in the US, ship to London and air to KUT was 15 cents per half oz. The rate increased to 35 cents in July 1934, to 25 cents in July 1935, 6 cents using All-Up service on Feb. 23, 1938, and 30 cents via Atlantic airmail, the last optional. I have not yet seen a cover from Canada to KUT in any of these periods. Walter Plomish, the other airmail expert of this era, had none
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PRAIRIE BEAVER MEETING, December 14, 2024

SCHEDULE OF ACTIVITIES

8:45 - 9:00	Coffee, donuts, informal
9:00 - 9:15	Introductions
9:15 - 9:30	Book reviews- new BNAPS books
9:30 - 9:45	Internet review (new sites, auctions)
9:45 - 10:15	Swap, Sell, Buy, Trade
10:15 - 12:15	Activity: 8-10 minutes per person review of philatelic activities- all
12:15 - 1:00	Lunch
1:00 - 1:15	Business meeting
1:15 - 2:00	Presentation: Canadian Boer War Participation- Vic Willson
2:00 - 2:30	Swap, Sell, Buy, Trade
2:30 - 3:15	Presentation: Thinking About Exhibiting? Jay Stotts and Ron Strawser
3:15 - 4:00	Member auction- bring things to donate Or sell (10% to PBSC)- everyone
4:00-4:30	Presentation: Exploring Collecting Possibilities in the Word of Orange Citrus Philately- Jeff Switt
4:30-5:00	Wrap up
5:20	Dinner at C&J Barbecue

Map of College Station north side of TAMU





either. The route can be shown by covers to South Africa that traverse the route. One shown below shows the 25 cent rate plus 10 cent registration. Sent from Vancouver on Nov. 2, 1936, it went via Seattle, US transcontinental mail to Montreal or New York, ship to London, ferry and rail to Brindisi, air to Athens and Alexandria, and on Imperial and South African airlines to Woodstock, a suburb of Cape Town.

KUT to Canada. The new KUT mails were widely advertised and many first flight covers were prepared and sent both from London and from the KUT stations as well as some from intermediate stops. The latter are much scarcer

and pricier than the common end point covers. The rate in KUT currency to London from all three colonies was 60 cents per half oz. Any delivery onward was to be added, 5 cents ship to Canada. Five cents for additional air service was added. Shown below is a first flight cover from Kisumu to Estevan, Sask. On March 10, 1931, the date of return of the London flight. The red bars through the airmail designation was a cancel applied in London,

indicating cessation of air service, but it would have been used again on reception in Quebec or New York with U.S. air available to Minneapolis and Winnipeg FAMS. First flight covers to places other than Europe, the UK, or US seem uncommon. Within the African leg they are rare, with Cairo-KUT the most common, anything to or from Sudan very rare.



The All-Up rate to Johannesburg using the Cairo-Nairobi-Johannesburg combined airline

route shown here paid 30 cents for all air services. This cover from Halifax went to New York by ship and on the Clipper from there. The European leg

WWII stopped the Clipper northern flights. Thereafter the Clipper flights via South America served KUT by west-east flights to Fisherman's Lake, Liberia, with separate flight to Lagos, Leopoldville, Belgian Congo, and Kampala, Uganda, where the Imperial planes now connected north and south, and on to Mombasa. Mail was primarily military at this point, with space available for commercial and private mail. Mail to servicemen was included.



PRICES CURRENT TO THE UK IN THE PENCE PERIOD. Vic Willson

The 1852 *Canada Post Office Guide* listed the rate for a prices current sheet at 1d, no weight stated. This presumed via Halifax as the Cunard rate would have added 1d for any item. Shown below is one of two known prices current items sent in the Pence period from 1851-June 30, 1859. Technically a circular was distinct from a printed prices circular but the distinction seemed to be generally ignored. This item was paid with ½d imperforate stamp, thus shortpaid, to Hawick, Scotland, received January 26, 1858. Since it is a cover the sending town is unknown. It was charged 1d on arrival as shown with the manuscript 1 for double deficiency of payment. Since the domestic circular rate was ½d apparently the sender thought that applied to overseas or a clerk just put the stamp on each circular without considering the destination. With the changeover to cents in 1859 the same thing happened to at least one such item also. The issuance of the 2¢ Decimal stamp in 1863 did not help, as British mail clerks assumed they were the 1¢ and marked at least 3 known as shortpaid, not recognizing the new denomination.

I also once owned the other Pence example, from the Wilkinson collection, but sold that in the Eastern auction of my nonletter mail collection. This goes into my intended uses collection for Victorian stamps of Canada.



Beaver Chatter is the unofficial newsletter of a bunch of BNAPS members who, through no fault of their own, happen to live in the state of Texas. Opinions expressed are those of the authors who like to put their thoughts, philatelically or otherwise, into writing. Unless noted, articles are the effort of the Editor. Distribution is free to BNAPS members in the area who find it worth their while to participate in the group's activities, to certain BNAPS officials, and to whoever strikes the Editor's fancy. Newsletters are available to editors of other publications who wish to exchange samples of their labors. Articles, opinions, and general BS are solicited for publication by anyone who cares to write, and contributors will be rewarded with a complimentary copy of *Beaver Chatter*. Submissions can be sent to Vic Willson, P.O. Box 10026, College Station TX 77842 or emailed to lloydwill@aol.com