



BNAPS
AIR MAIL
STUDY
GROUP

VOLUME 5 - NUMBER 3

AUGUST 1997

PACIFIC '97:

I'd just like to share with you the impressions that I got from my visit to San Francisco and the Moscone Center. This is only my third opportunity to see a World Philatelic Exhibition so I can't compare too well. However, I think it was larger than CAPEX '96 as it took up the two very large halls. There were about 200 dealers and 185 Postal Administrations. In addition to these there were 55 Collector Society Tables including BNAPS and Amer. Air Mail Soc. Both very busy.

The size of the halls allowed room for 3,589 frames in 9 Classes, most of which had sub-classes. The literature exhibit had 256 entries plus 22 entries of software, page layouts, catalogs and databases.

In looking for our special interest I found 178 frames of Aero-philately and 38 frames of Astrophilately. None of the entries was of Canadian material. I know that Dick Malott has represented us well in this area in the past. However, he didn't let us down this time as far as an exhibit is concerned. He showed 5 frames of "Canadian Military Air Letter Forms" covering 1942 to date.

One other member of the Air Mail Study Group exhibited. Bill Robinson showed 5 frames of "Mail Censorship in Canada - World War I".

Of course I had to hunt up the traditional philately of Canada:

1. Lg Gold Colony of Canada. First 2 issues of Canada stamps.
2. Lg Verm Canada 1851-1867
3. Vermeil The Small Queens of Canada
4. Lg Sil The Special Delivery Stamps of Canada.
5. Lg Gold King Edward VII Issue of Canada 1903-1912
6. Gold British Columbia and Vancouver Island.

These six exhibits were 44 frames in the 224 frame Class 2d, "Traditional Philately of the Americas". There was also a 4 frame entry in the Court of Honor entitled "The Province of Canada" and it came from the Brigham Collection. There were only 100 frames in the Court of Honor. Canada was not represented in the 160 frames included in the FIP Championship Class.

The floor being carpeted helped ^{ease} the wear and tear on the legs, but I still enjoy having a seat at a dealer's table. I may even find more material to buy. Of course I met several friends and we watched the mad dash each morning to Hong Kong Postal Adm as well as Canada where each was giving away, by one means or other, unique stamps. The escalators weren't fast enough.

I think the highlight of the whole trip, however, was seeing the one and only cover with the London to London stamp attached. It was in the Cherrystone Auction booth and Dick Malott helped me to stand the excitement. It is their Lot 968 and was auctioned June 18th. They had it listed at an estimate of \$75,000 US. I do hope one of our members will share it with us at a future BNAPEX.

POST OFFICE DEPARTMENT OF CANADA: During the 1920's and 1930's the Post Office issued "ANNOUCEMENTS" from Ottawa that were sent to cover collectors who wanted to get First Flight Covers. The Announcement told why the flight was being made and when. They gave the rates and the information about cachets. They told where to send covers with the stamps on them and how much to pay for the service.

Our member in Texas, Del Benbow, has provided 55 of these announcements. These together with 9 earlier announcements in the Jack Knight Library form a group of very interesting ancillary pages for those of us who collect the Official Government Flights, #200 to #677.

With the thought that some of you might like to have a copy of these sheets a listing of those in hand follows. The originals are on 8½ x 14 inch sheets. These have been reduced to 8½ x 11 so that they will better co-exist with your album pages.

Flight numbers from Volume Four of 5th Edition AAMC on hand:

215	216	219	226	227	228	229	230	231	232	235
245	246	248	257	280	281	286	291	301	519	520
528	529	530	535	536	537	541	542	543	546	547
548	555	556	557	558	559	561	562	563	570	571
572	573	574	576	578	579	580	585	587	789	590
591	595	597	598	599	600	601	610	611		

FAM 1, Fam 15, CAM 27E40, FDC notice for Scott # 195 - 201.

Kinko charges me 7¢ a page and one can get 4 pages to the ounce for 32¢ US or 46¢ Cdn address. Thus page x 7 + 32¢ per oz. Write to the Editor if you want a copy or more.

COLLECTING FLIGHT COVERS:

One of our newer members collects the type of flights listed as #200 to #677. He has come across a situation where all the legs of the flight were created by one person. All with same stamp and address as well as the route marking written on in the same way.

This member questions: "Is it more valuable to have them all from one collector, or is it no different if they are a mixture?"

I look forward to hearing from any of you with a thought on this subject. Maybe the stamps will cause one to covet the C-2 and let the rest be C-1 or just the definitive.

P.E.I. RELATED FIRST FLIGHT COVERS:

Ivan W. MacKenzie has selected P.E.I. for his concentrated attention when it comes to First Flights. He has accepted the Editor's offer to publish a want list. Here are the wants:

<u>AAMS No.</u>	<u>Date</u>	<u>AAMS No.</u>	<u>Date</u>
21a	29 Sep 1919	225b	24 Jan 1929
225d	23 Jan 1929	225e	24 Jan 1929
229f	02 Jul 1929	229k	02 Jul 1929
330	01 Jul 1944	330a	01 Jul 1944
640	06 Jul 1941	640a	06 Jul 1941
640b	06 Jul 1941	640c	06 Jul 1941
640d	06 Jul 1941		

Ivan's address is 2411-420 Gloucester Street, Ottawa, ON K1R 7T7. Any help or suggestions would be appreciated.

Jerry Jarnick assures me that this is the last he has with any kind of Air Mail connection. They are very interesting and I am surprised that they were made up for FAM flights.

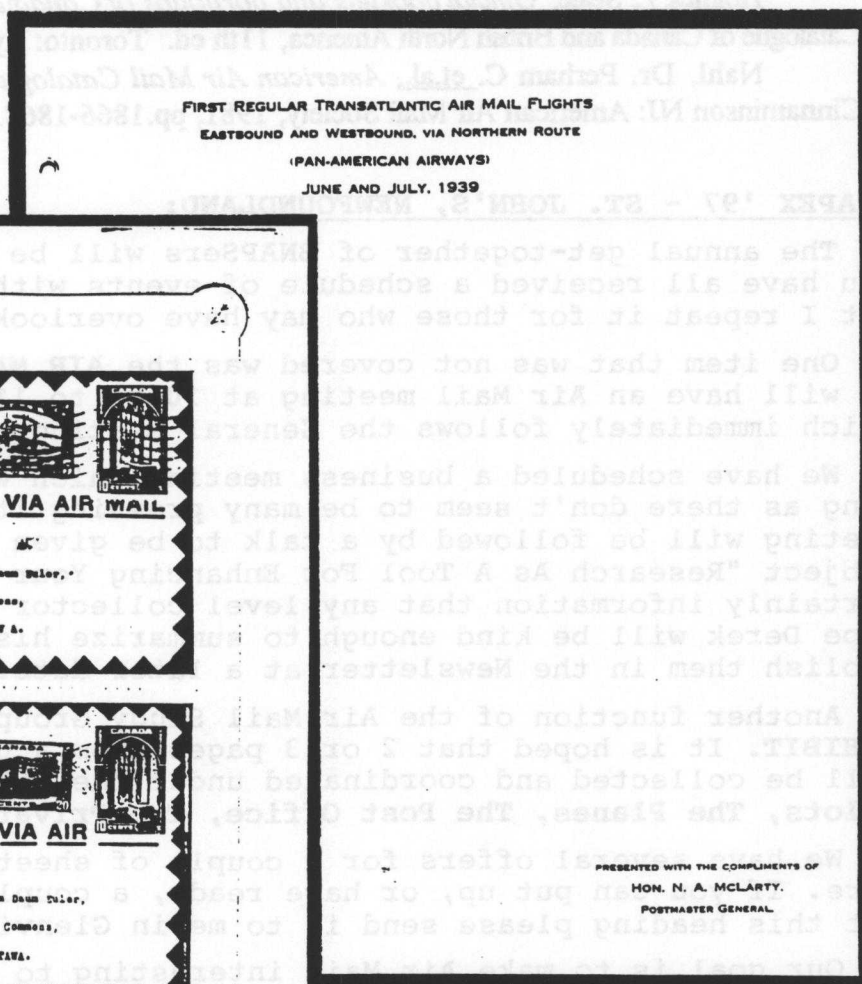
CANADA'S PRESENTATION BOOKLET FOR PAN AMERICAN AIRWAYS 1939 TRANS-ATLANTIC FLIGHTS

by
Jerome C. Jarnick

Reg. Barraclough, in his 1949 listing of Canadian presentation booklets, describes a booklet for the inauguration of Trans-Atlantic service as:

No. XVI. Issued August 10th, 1939. Limited issue of 15 ONLY in the form of an 8 x 10 inch Folder bound in Bright Red FINE Leather and containing a series of First Flight Covers of the TRANS-ATLANTIC type. The cover has the Coat of Arms of Canada with "FIRST FLIGHT" — "AIR MAIL COVERS" — "CANADA" printed in 3 lines under the coat of arms. No details of the contents are available except that the covers were all prepared by the Philatelic Department of the Post Office.

Fig. 1. Booklet's title page. →



← Fig. 2. Interior page showing mounted covers.

A few years ago I acquired a booklet, 10 x 11¼ inches, consisting of a title page (Fig. 1) and two pages containing Trans-Atlantic flight covers (Fig. 2). Two holes, with brass grommets, are punched into the right margin of the booklet with a white silk ribbon holding the booklet together. The covers are displayed two to a page. Two cut outs in the page display both sides of the cover behind plastic panels. The plastic panels are sewing machine stitched on three sides to hold the plastic and cover in place. The four covers contained in the booklet are Shediak to Botwood (AAMC F18-11a), Shediak to Southampton (F18-11), Southampton to Shediak (F18-16b) and Shediak to New York (F18-12). The covers from Shediak are addressed to William Daum Euler, at the House of Commons. The cover from Southampton is addressed to Euler c/o Post Office Department, Ottawa.

Holmes lists a booklet, almost identical to the one listed by Barraclough, but with a purple cover and issue date of August 20, 1939. According to Holmes, only 20 booklets were issued. I believe that only one such booklet was issued and that both of these listings refer to the same item. In my opinion, the unbound booklet is the contents of Barraclough's No. XIV. One of those prepared for binding, and subsequent presentation, but for some reason or other, were never bound in leather.

REFERENCES

Barraclough, Reg. *An initial listing of the presentation booklets of Canada*. BNA Topics, Vol. 6, No. 8, pp. 186. (1949).

Holmes, L. Seale. *Official booklets and portfolios of Canadian postage stamps*. Specialized Catalogue of Canada and British North America, 11th ed. Toronto: Ryerson Press, 1963, pp. 200-01.

Nahl, Dr. Perham C. et.al., *American Air Mail Catalogue, Fifth Edition, Volume Four*, Cinnaminson NJ: American Air Mail Society, 1981, pp.1866-1868.

BNAPLEX '97 - ST. JOHN'S, NEWFOUNDLAND:

The annual get-together of BNAPSers will be August 28th to 30th. You have all received a schedule of events with your latest TOPICS, but I repeat it for those who may have overlooked or lost the same.

One item that was not covered was the **AIR MAIL STUDY GROUP**. We will have an Air Mail meeting at 10:00 to 11:30 on Friday, Aug 29 which immediately follows the General Meeting of the Society.

We have scheduled a business meeting which will last not too long as there don't seem to be many pressing items to discuss. This meeting will be followed by a talk to be given by Derek Rance. His subject "Research As A Tool For Enhancing Your FFC Collection" is certainly information that any level collector can profit from. I hope Derek will be kind enough to summarize his remarks and let us publish them in the Newsletter at a later date.

Another function of the Air Mail Study Group will be a **ONE FRAME EXHIBIT**. It is hoped that 2 or 3 pages from a number of our members will be collected and coordinated under the title "**AIR MAIL, The Pilots, The Planes, The Post Office, The Private Couriers**"

We have several offers for a couple of sheets each, but can use more. If you can put up, or have ready, a couple of sheets that will fit this heading please send it to me in Glenview and I will carry.

Our goal is to make Air Mail interesting to everyone. We are a very sharing group.

In December 96 issue a question was asked about a Western Canada Airways 10¢ cachet. In April 1997 we had a reply from Derek Rance saying he thought there was a possibility that Rowe was also, or confused with, Rainbow in naming a lake.

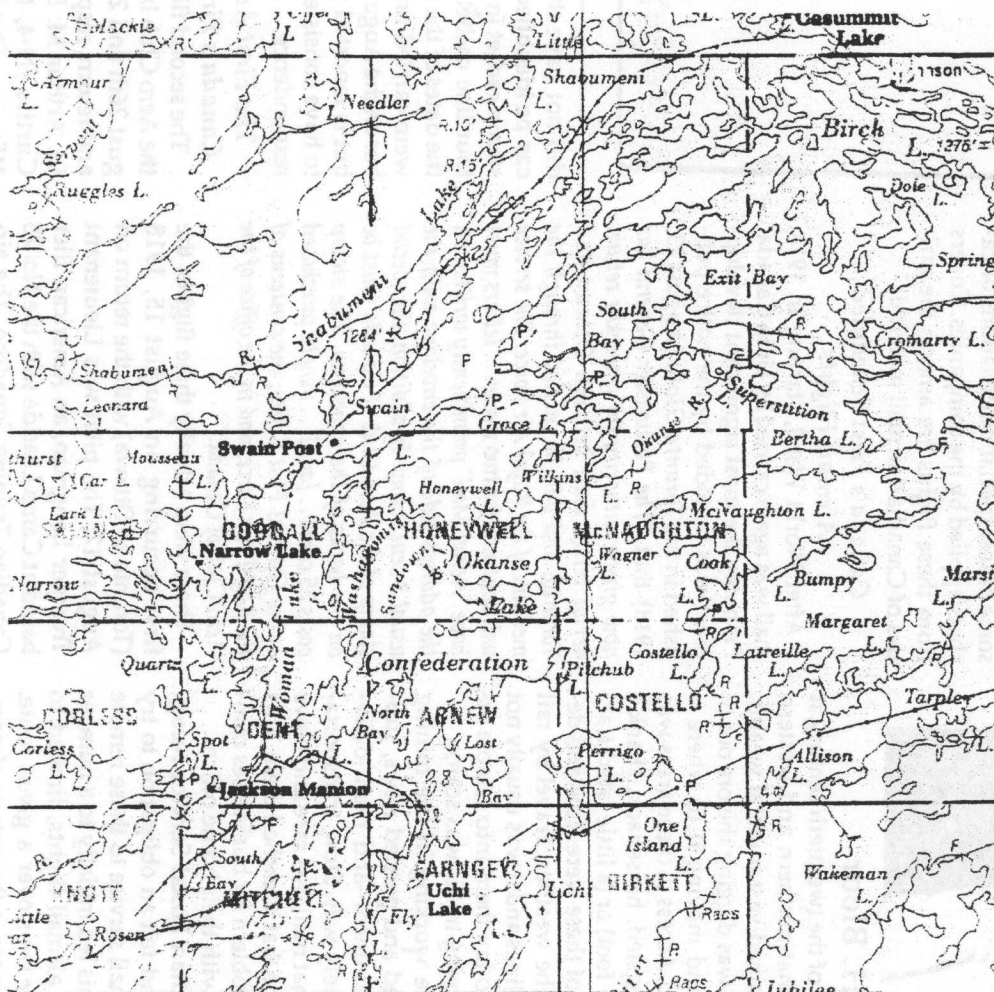
Derek now submits a most interesting clarification that puts Rainbow on the map.

My January note to you in regard to the 10 cent W.C.A. surcharge speculated that possibly Rainbow Lake could have been the alternate name of Rowe Lake. On further research, this supposition is probably wrong.

Attached is an item from the March 1928 Supplement of The Canada Official Postal Guide:

(4) **Additional Air Mail Service to Red Lake Mining District, Ontario.**—In addition to the weekly contract air mail service in operation between Rolling Portage and the Red Lake Mining District and the occasional service on other than mail days between the same points, the Patricia Airways Limited will convey daily, weather permitting, between Sioux Lookout, Ontario, and Gold Pines, Red Lake, Jackson-Manion (Woman Lake), Narrow Lake, **Grace or Rainbow Lake** and Clearwater Lake such mail as is offered by the public, on which the regular postage has been prepaid and on which a special fee of 10 cents per ounce represented by an aerial sticker issued by the Company, has been placed — the sender to assume all risk. Such special air mail, in addition to bearing an aerial sticker, should be endorsed "Via Air Mail."

Mail matter bearing in addition to the regular postage, aerial stickers issued by the Patricia Airways Limited, should be forwarded on to Sioux Lookout, Ontario



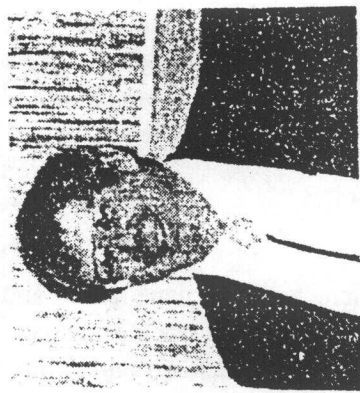
Note:

The wording of the highlighted section in the above Post Office notification, strongly suggests that Grace Lake had the alternate name of Rainbow Lake. As can be seen, Grace Lake (center of the map) lies between Birch lake and Narrow Lake. This being the case, the supposed flight path taken by AAMC 121 is most suspect. This listing indicates that the flight proceeded from Red Lake to Clearwater Lake (Confederation L.) and then flew to Rainbow Lake, on

to Jackson Manion and finally to Narrow Lake. At Narrow Lake, the Patricia Airways plane turned and flew back to Red Lake via Jackson Manion and Rainbow Lake. It can readily be seen by tracing this supposed flight path on the map that such a routing would have required considerable backtracking, and so probably did not occur. The most likely flight route is that listed in the Post Office notification above. As can be seen, such a routing traces a circular path, with the return trip to Red Lake occurring directly from Clearwater (Confederation) Lake, or possibly after making an intermediate refueling stop at Jackson Manion.

Northwest Passage

The Pioneer and Semiofficial Stamps and Flights of Canada



By John H. Bloor

By the turn of the twentieth century, it was known that northern and western Canada contained vast mineral wealth. The problem was digging the ore out of the ground and moving it to where it could be used. Access to these areas was by canoe, dogsled, horseback, shank's mares (i.e. by foot) or (a little later) tractor train. All of these were slow and dependent on the weather. Travel by rail required rail lines and it was usually not economical to lay them into remote areas where paying traffic was scarce.

The people working in the mining towns wanted and needed news, supplies, entertainment--and mail--delivered in a timely way. Slow transportation meant that mail was rare and news old by the time that it reached them. This was also a problem for businesses communicating with their home offices.

The Canadian Postal Service recognized this and felt an obligation to try to provide mail service to these remote locations. This led initially to a number of "pioneer" airmail flights, limited to one or a few trips over a given route. These were more in the nature of demonstrations and none led to establishment of regular airmail service.

A few of these experiments occurred prior to World War I. There were several

ally financed by the companies carrying the mail and not by the Postal Service. Covers were franked with ordinary postage stamps (usually Admirals during this period) and can be recognized only from the postmark dates and, in some cases, special cancellations or cachets applied by the companies. Covers from these flights are among the rarities of Canadian airmail material.

Canada's First Scheduled Airmail Flights

After World War I, starting in 1918, mail was again carried by air in Canada. Probably the most significant development was heralded by the notice published in the *Toronto Globe* (August 23, 1918) that "The Postmaster General has now given authority for a weekly return aerial letter mail between Ottawa and Toronto, and will be carried through the medium of the Royal Air Force. The service will continue for two weeks. . . letters must have 'Aerial Mail' prominently written on the address side of the envelope with the usual 3 cent stamp. In addition, the special stamp of the Aero Club of Canada must be on the backs of the envelopes. The stamp costs 25 cents. . . [and] . . . may be purchased at the General Post Office, the canteens of the Royal Air Force, and in the office of the Aero Club of Canada."

There were actually three flights, the first occurring on August 15, 1918 (Toronto to Ottawa) with the return on August 17. The pilot was Lieutenant Tremper Longman, an American flier based at Camp Leaside with the No. 78 Canadian Training Squadron. The aircraft was a Curtiss JN-4 biplane, No. C-280. Because the first printing of the Aero Club labels did not go on sale until August 24, covers from the first flight

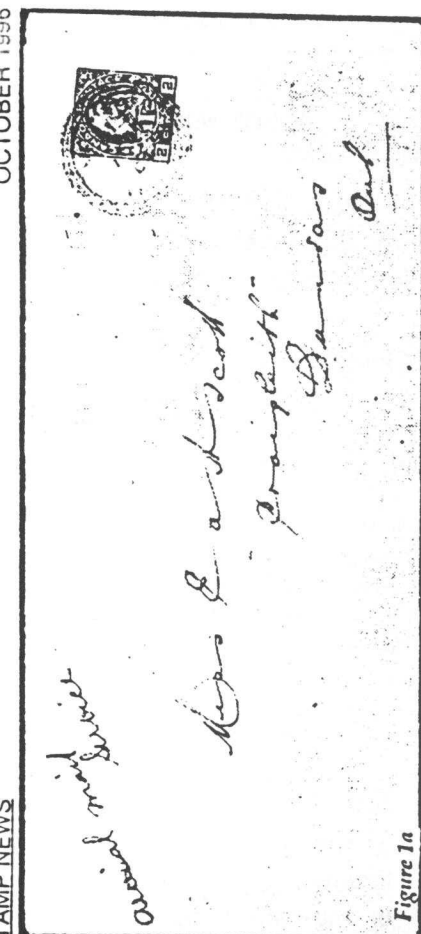


Figure 1a



Figure 1b

did not have the stamp. These covers can be identified by a three line rubber stamp cachet in purple (outbound) or a four line cachet in green (return) with the dates of the flights. About 60 covers were carried on August 15. The number on the August 17 flight is not known but is reported to have been small and to have consisted mostly of official correspondence.

The First Aero Club Vignette--Canada's First Airmail "Stamp"
The second flight, and the first to use the Aero Club labels, took place on August 26th and 27th (Toronto to Ottawa and return, respectively). The pilot was Lt. Arthur M. Dunstan flying another Curtiss JN-4, No. C-282, named the *Winnipeg*. One hundred thirty pieces of mail were carried from Toronto to Ottawa. An unknown but smaller number were carried on the return flight. One

Toronto on August 27 is shown in Figure 1a. The cachet on the front is identical to that used on the August 17 flight except for the change in date.

The back of the cover (Figure 1b) has the Aero Club label (Unitrade CLP1) cancelled with a rectangular cachet identical to the one used on the August 15 flight except for the date. The use of both cachets on the same cover with the same date (outbound flights had both cachets with the August 26 date) is different than on the earlier flights where the respective cachet designs identified the direction of the flight. The cover is backstamped "Dundas/Ont./AM/August 28/18" corresponding to its receipt at the destination post office.

The vignettes were printed by the United Typewriter Company of Toronto in sheets of two, with the stamps attached horizontally. They were printed on

per. The stamps originally were to be printed only in black but the printer decided to add red to simulate flames from the burning zeppelin. The red is not visible in the illustrations but lies along the hole in the airship, where the smoke plume emerges. Of the 194 labels printed, it is thought that six lack the red flames.

The design is adapted from that of a vignette issued early in 1918 by the United Empire Loyalists to raise money for their Canadian Aviation Fund. It depicts a German Zeppelin going down in flames over Belgium after being attacked by Flight Sub-Lieutenant R.A.J. Warneford, V.C., R.A.F., using incendiary bullets, on June 7, 1915. It is intended generally to commemorate the efforts of RAF pilots against zeppelins during World War I.

This cover is particularly interesting because it may be the earliest known example of personal correspondence carried by air in Canada. The original letter is enclosed and reads: "Ottawa/27 Aug 18/Dear Bessie, This note is going to you by Royal air mail. See the stamp on the back. Expect to be home Saturday morning. Yours Sincerely/G.W. Scott." It is addressed to Miss Elizabeth Scott (his daughter or sister?) in Dundas, Ontario. August 27, 1918 was a Tuesday so the letter reached Dundas on Wednesday. Mr. Scott presumably arrived home three days later, giving Elizabeth several days to anticipate his return.

Although the size of the Ottawa to Toronto mail is not known it can be estimated from available data. Of the 194 labels originally printed it is believed that about 27 singles and three or four pairs exist unused. Since the outbound mail is known fairly accurately to have contained 130 items and "a few" labels were known to have been used on the final flight (September 4), the cover shown here is probably one of less than 29 covers carried on the flight from Ottawa to Toronto. How many others still exist almost 80 years later? It would appear to be over 100.

used copies of the stamp. This particular cover was included in the "Genus of Canadian Philately" display at Capex '96 in Toronto.

The Second Aero Club Vignette

The third pair of Toronto/Ottawa flights were both on September 4, 1918. The pilot for these final flights was Lt. Edward C. Burton, again in Jenny C-282. The Winnipeg. Forty four letters were carried outbound and 136 on the return flight.

Because most of the original printing of the Aero Club labels had been used on the August flight, the labels were reprinted and released on August 28, 1918. This is Unitrade CLP2, shown in Figure 2. At the suggestion of the Secretary of the Aero Club, numerals of value ("25") were included in the lower corners of the stamp. CLP1 and CLP2 are otherwise identical. Although it was against Postal regulations to have an indication of value on a privately printed label, since these were to be sold at the General Post Office, in the interest of accurate accounting it was felt that the regulations could be waived. Twenty eight hundred of this revised design were printed with probably 10 or 12 stamps (5-6 sheets) lacking the red flame. It is reported that about 100 copies of a counterfeit based on the second design were printed. These were all in black (no red flame) and had other design differences. Based on this report I would suggest that anyone purchasing a "red omitted" copy of CLP2 (CLP2b) have it certified as genuine. Given the large printing of this second issue and

the small number used on mail (less than 180), it is not surprising that unused copies are relatively common, especially compared to CLP1.

Because these two stamps were authorized by the Canadian government and required on mail carried on the flights they could be considered as semiofficial airmails. The Sanabria airmail catalogue does list them that way. However, the American Air Mail Catalogue and the Unitrade Canadian Stamp Catalogue both list them as pioneer air mails. Since the latter two catalogues are the ones most widely used for Canadian airmails, the "burning Zeppelin" stamps are usually not included with Canadian semiofficial air mail stamps.

More information about these flights and vignettes is given in articles in philatelic journals and in the following publications. These are also excellent sources for additional reading about the topics to be discussed in future columns. "The Pioneer and Semi-Official Airmails of Canada 1918-1934" by C.A. Longworth-Dames (Unitrade, Toronto, 1995) "Canadian Semi-Official Airmails" edited by Haughton E. Sanguinetti for the Semi-Official Airmail Study Group of the British North American Philatelic Society, published in 1985. "The American Airmail Catalogue, Fifth Edition, Volume 4 (1987)". A revised and expanded edition should be out in the next year or so.

A new book entitled "Yukon Airways & Exploration Co. Ltd. A Pioneer Air Mail Company" by William Topping was



Figure 2

announced recently. Scheduled for publication in October, 1996, it has a prepublication price of US\$20.00 or CAN\$25.00 for prepaid orders received before September 15, 1996. I will discuss this airline (and the book) in a future column. It has the distinction of having a newspaper, franked with the company's semiofficial airmail stamp, as one of its collectible covers. The book is based on the author's collection as shown at CAPEX, according to the ad flier that I received. To inquire about the price after September 15 (if you don't see this in time) or to place an order, send your check to: William Topping, 7430 Angus Dr., Vancouver, BC V6P5K2, Canada.

That's all for now. In the next column I will talk about other pioneer flights and the stamps/labels/vignettes associated with them. I would be happy to answer readers' questions related to Canadian airmails.

Reprinted from the October 1996 "Global Stamp News" with the kind permission of the author.

PILOT SIGNATURES:

With the thought that some of our members might be offered covers with pilot signatures, a comparison item was suggested to avoid fakes. These covers are from Del Benbow's collection and he hopes they help rather than hinder others in their collecting efforts.

200 MARCH 27, 1926 - APRIL 12, 1926 TORONTO TO RED LAKE.
MAIL CARRIED ON THIS FLIGHT ABOARD THE PLANE " LARK " WHICH
WAS EN ROUTE FROM NEW YORK FOR DELIVERY TO PATRICIA AIRWAYS
AND EXPLORATION CO. LIMITED WITH CAPTAIN ROY MAXWELL AS PILOT.
FIVE LINE CACHET " THIS LETTER WAS CARRIED BY AIRPLANE ON
OFFICIAL MAIL - CARRYING FLIGHT FROM TORONTO TO RED LAKE "
VF. SIGNED BY PILOT. BACKSTAMPED APRIL 12, 1926 RED LAKE.

VIA AIR MAIL.

TORONTO / RED LAKE.



Mr. C. Lashly,

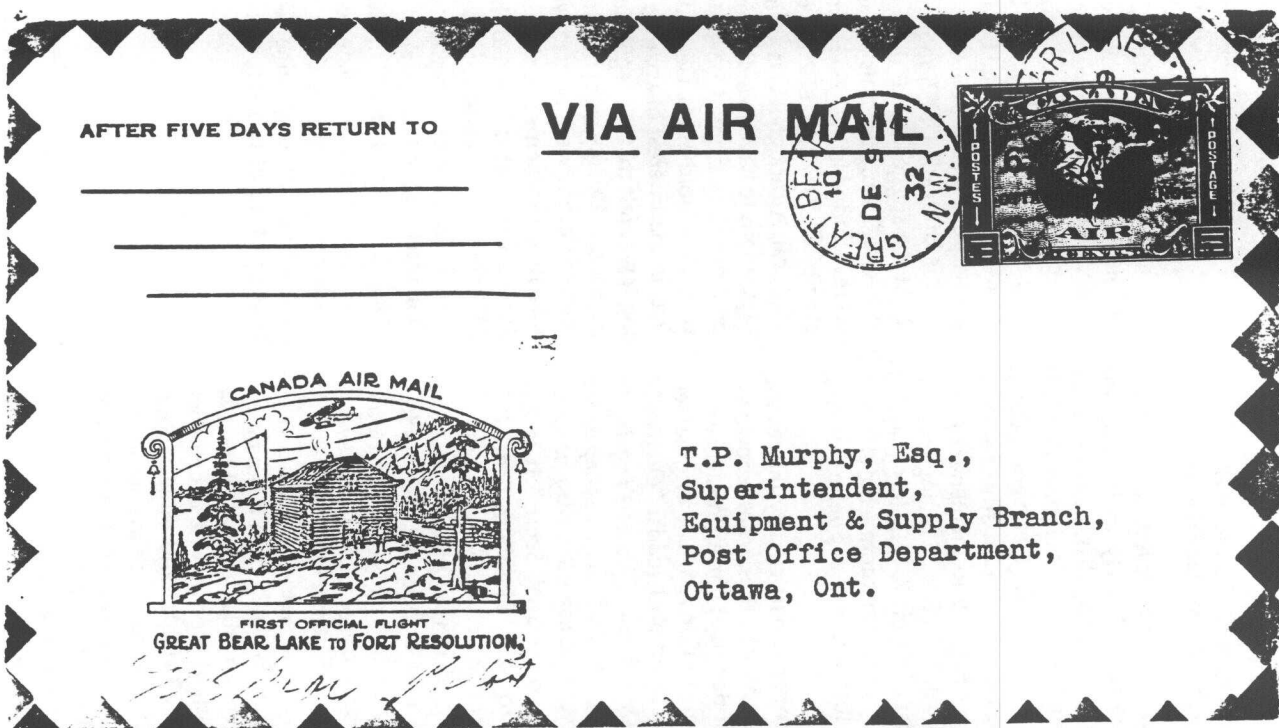
c/o Mr. F. Griffin,

Red Lake,

Ontario.

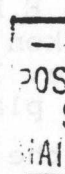
THIS LETTER WAS CARRIED
BY AEROPLANE ON OFFICIAL
MAIL - CARRYING FLIGHT
FROM TORONTO TO RED
LAKE. *W. Maxwell*
Pilot

Flight 537d. Pilot was W.R. May. Nickname "Wop" May.



Pilot Signatures continued:

Flight 509 Pilot G.A. Thompson (Western Canada Airways)



W.R. Patton
Winnipeg

W.R. Patton,
 Cold Lake, Man.

Flight 246 Pilot A.E. Jarvis (Western Canada Airways)



A.E. Jarvis
Pilot

Bill Schneider Jr.,
 Gen. Del.,
 Minneapolis, Minn.

YUKON AIRWAYS:

As you might have guessed, the article on a "Doubletake Cover" by Fred Dietz drew the interest of Bill Topping. The article was in the April 1997 issue of the Newsletter and Bill calls it "First Flight Air Mail from God's Country". He has the following observations and questions.

The "Gods Country" corner card appears only to have been used on the June 23rd, 1929 flight of Yukon Airways and all covers appear to have been addressed to E.H. Mackie. Has anyone seen this corner card used on any other flight by Yukon Airways, or for that matter the corner card used by any other airline. In particular was it used by Western Canada Airways, the owner of the plane shown on the corner card?

Also was the corner card used on Yukon Airways covers for the cancelled March 19th, 1929 flight from White Horse to Champagne and return, or only on the June 23rd flight?

Bill also feels that E. H. Mackie has some kind of tie to the company. Incidentally, if anyone needs an order form for Bill's book on Yukon Airways I have order forms that I can send you. Just drop me a note. (Bas)

GRAND ARMY OF CANADA:

There was a second plus to Pacific '97. I found that there was a 1970 issue for the 50th Anniversary (1920-1970) of a May 28th, 1920 flight from Toronto to Hamilton and return. On several occasions I have seen the comment that there is no such stamp, or at least one that they had seen.

Shown at the right is a copy of this Anniversary label, black and white on bright blue. I found it at the Van Dam booth and made the small investment. I now forget how much, but it was reasonable. They had a number on hand. Their address is E.S.J. van Dam, Ltd. P.O. Box 300 Bridgenorth, Ont. K0L 1H0 Canada.

As a matter of interest I might also add that van Dam has a good supply of Semi-Official stamps. He has built it up in the past few years and he has almost any SOA you might want to add.



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