



BNAPS
AIR MAIL
STUDY
GROUP

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BNAPEX '99 - VERNON, BC

The last annual meeting of BNAPS for the twentieth century was a great success. With a large number of dealers in attendance it was a chance for everyone to find treasures.

Our Study Group Meeting was held on time with at least 12 members in the room at any one time.

Several more had conflicts with other interests, but kept an eye on what we were doing, and they moved in and out of the room.

The business part of the meeting was devoted to some short items. 1. We agreed that we would drop the "Assumed To Exist" items included in the Patricia Airways & Exploration listing. (That listing will come along later on).

2. We all expressed our thanks to Trelle Morrow for his one frame exhibit "NORTHERN B.C. AIRMAIL, 1929-1939". His exhibit was one of only six one framers by the study groups. There were 230 frames total with an additional 47 Literature Exhibits in varying forms of completion.

After the business part of the meeting Bill Topping was kind enough to delight us with the facts about Yukon Airways, as he knows them and has written about them, as well as his inside look at the company operations and the things turned up in his research in the Yukon and the BC libraries. Items like the fact that the Lindburgh plane was not traded with Yukon Airways because of time constraints.

Bill also brought along many exhibit pages for us to ponder and covet. He made our meeting a most informative affair and all in attendance were most appreciative of his presentation.

THANK YOU BILL TOPPING !

BNAPEX '99:

So that you will have a picture of what those of us who were there saw I list the following:

230 Frames of exhibits. Of these the following were AIR MAIL:

Frame 57: Jim Brown. BRITISH COLUMBIA AIRWAYS LIMITED.

Frame 58-59: William Pekonen. 1946 Seven Cent Airmail (examples)

Frame 185-189: David Whiteley. Official Air Mail Rates to Foreign and Overseas Destinations as established by the Canadian Post Office: 1925 - 1942.

In addition to the usual goings on in the hall there were bus trips to see the beautiful countryside and its abundant grape harvest. We all cruised on a dinner cruise on Lake Okanagan and were treated to a banquet in the hotel at the end of the festivities.

Ideal climate conditions and some super opportunities for great food made the whole experience, set in the hills of BC, a most memorable experience.

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British Columbia Airways varieties:

I am glad to report that the article on the BC Airways flaws got two responses. One from Jim Brown went right to the source and is shown below. He promised that he would forward any answer he might get from UNITRADE ASSOCIATES to whom the message was directed.

MESSAGE:

British Columbia Airways varieties.

There appears to be two major varieties on this semi-official stamp. Longworth-Dames, in his book, lists only one variety, the white dot over the tail of the figure 5 in the left value panel. I have this variety and for years I thought it was the only one. It appears on stamp 4, row 1 of the upper left pane. Why is this variety not listed in your publication?

The second variety is the one in Unitrade Specialized Catalogue of Canadian stamps. This is the white dot under the R in AIR. I also have this as a single mint stamp and on cover. I have a photocopy of a pane showing this variety on stamp 3, row 5.

How do we know which pane these are on?

The BNAPS Air Mail Study Group, of which I am a member, are trying to come up with some answers.

The second reply is from Mike Painter in which he details many flaws that are constant and which make it possible to plate much of the 4 panes of 55 each. He is still looking for a complete pane that will allow him to pin down the exact location of various stamps. If anyone has such a pane I am sure Mike would be delighted to see a good copy of it and help you identify which one you have.

Here is Mike's address: 1692-133A Street South Surrey, BC V4A 6H5.

FLAWS ON B.C. AIRWAYS LTD. STAMPS by Mike Painter

Further to the August Newsletter (p. 18-19), the white dot in the numeral panel (shown at right) reported by others as occurring on stamp #4 of the upper left pane, is the most prominent flaw on CL44 as far as I know. I personally think it's the only one worth a catalogue listing.



There are, however, several other minor flaws such as the one Unitrade lists, the white spot under the R of AIR. Actually this is not really a spot, but is a small break in one shading line as illustrated at right. I have a complete pane of CL44 (not the upper left, but I don't know which of the other three) and I can confirm Bas' report that this flaw occurs on stamp #23. However, on my pane it doesn't occur at stamp #30 as Bas reports, nor anywhere else except at position #23. I personally don't think Unitrade should list this flaw because it is quite minor and there are several other flaws just as noticeable. There are probably in the order of a dozen or two minor flaws like this on all four panes.



one on the complete pane, from which I conclude they are constant. I have two upper right blocks from another unidentified pane on which stamp #5 has a rather messy E of CENTS (see right). I conclude it's constant since I have two examples, but I have no idea of which of the four panes it is.



Finally, I have a lower left block from an unidentified pane on which stamp #51 has a nick in the right 5 (see right). I have no duplicate of this but I suspect it's constant because it's not like the sort of random mark resulting from inking variations or smears.



This is a very incomplete sampling of flaws, based on my one complete pane plus another 45 stamps in blocks and singles. I'm sure others can add to this.

As a matter of fact, I think every one of the 220 stamps on the sheet could be plated with some patience and the material with which to work. If you look with a magnifying glass at the solid colour around the numerals and the word CENTS, you will find it is actually mottled with whitish marks. Not all of these marks are constant - many are just random variations in inking. But a significant number of them - even the tiny ones - are constant flaws by which a stamp can be plated. I have ten stamps in singles and blocks which I can plate from the pane that I have, mostly by these fly-specky marks.

Assuming the issue can be plated, the question arises as to which (if any) marks deserve a catalogue listing and the probable premium price that goes with it. After all, if every stamp has the same rarity of one in 220, it could be argued that all should be the same price. Still, I'd personally favour a listing of the big dot in the numeral panel because it's readily identified and it's general recognition by collectors probably justifies a premium.

Returning to the minor constant flaws that I can identify on the pane that I have, stamp #36 has a tiny tail in the ¢ of the left numeral panel (see right). It also has a tiny irregular white spot at the upper right of the 5 in the right numeral panel. I haven't illustrated this fly speck.



Stamp #33 has an irregular white mark at the top left of the 5 in the right numeral panel (see right). There are several other tiny constant marks in this panel, but I haven't illustrated them because you really need a ten power magnifying glass to pick them out.



Stamp #17 has a white mark in the L of COLUMBIA (see right). Again, there are some tiny constant white spots in the solid blue backgrounds. These are just confirming marks and I haven't illustrated them.



The above flaws are the ones of which I have a separate example besides the

Newfoundland C18:

The Newfie Study Group had the following item in their last Newsletter and I feel that since we are all Canada now it is well to include this item on plating the stamps. They were issued in sheets of four on July 24, 1933. (Reproduced just as sent to me, Editor.)

*PLATING THE 1933 BALBO AIR MAIL*

Upper Left - short left leg on H in FLIGHT.

Upper Right - blurred marks in lower part of E of GEN.

Lower Left - Thin left arm on T of FLIGHT.

Lower Right - One or more small breaks at top of B in BALBO

Is this an unlisted First Flight?

Jerry Jarnick presents us a puzzle below. It is #2701 in the new catalog and is #569 on page 2606 of the 5th Edition of the AAMS. One reference says 2,000 pieces were carried from Fargo, but there is no mention of a return trip. What is this cover?

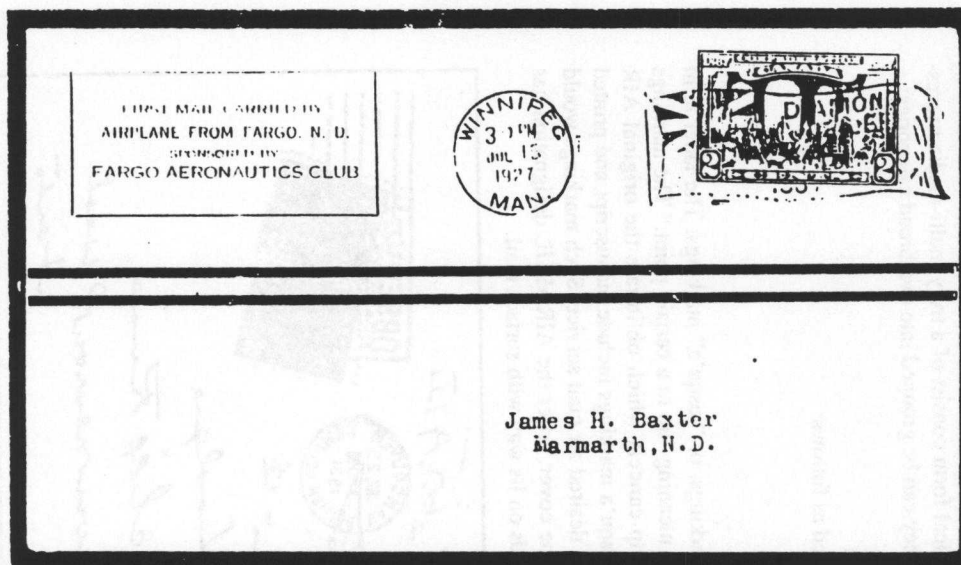
1927 FARGO to WINNIPEG

by
Jerome C. Jarnick

The U.S. Souvenir Historical Flights section of the *American Air Mail Catalogue*, 5th edition¹, contains the following listing:

1927, July 13 – International Air Mail Flight, Fargo, N.D. – Winnipeg, Manitoba, Canada. Covers bear printed inscription "First Mail Carried by Airplane from Fargo, N.D., sponsored by Fargo Aeronautics Club," and cancelled Fargo, N.D., July 13; backstamped Marmarth, N.D. and Winnipeg, Man. July 16.

A similar entry appears in *The Airmails of Canada and Newfoundland*². Neither entry refers to a return flight from Winnipeg to Fargo. The mention of a Marmarth backstamp is also worthy of note. Fargo is located in the eastern part of the state on the Minnesota border nearly due south of Winnipeg. Marmarth is located in the far western part of North Dakota, almost on the Montana border.



A few months ago, I acquired the cover illustrated above. It is one of the printed envelopes for the Fargo-Winnipeg flight described in the catalogue, however, it is franked with the 2¢ Confederation issue and cancelled at Winnipeg on Jul 16, 1927 at 3:30 p.m. and addressed to Marmarth, N.D. The backstamp reads Marmarth, N.Dak. 6:30 p.m. Jul 16 1927. Was this cover carried on the return flight from Winnipeg? Or was it prepared for a return flight that never took place? If any member of the study group has any knowledge or wishes to add his speculations to the fray, I'd like to hear from you. E-mail me at jcjarnick@cs.com or contact me by snail mail at 108 Duncan Drive, Troy MI 48098-4613.

REFERENCES

1. Nahl, Perham C., ed. *American Air Mail Catalogue*, Fifth Edition, Volume Five. Cinnaminson, NJ, 1985, p. 2606.
2. Malott, Richard K., ed. *The Air Mails of Canada and Newfoundland*. Mineola, NY, 1997, p. 93.

THE AIRPOST JOURNAL, AUGUST 99:

An article by Trelle Morrow, a member of our Study Group, appeared in the latest issue. Because not all of our members are members of the American Air Mail Society, and because this is a short article I am reprinting it herewith.

I also want to make another point. The new AAMS catalog "The Air Mails of Canada and Newfoundland" has two sections on this subject. One is by Trelle and the other by Ian McQueen. This a whole area of collecting that has not been covered as thoroughly as others. Maybe some of you will wish to probe more deeply.

A second point I'd like to mention is that this volume on our Air Mails is a must for furthering your understanding of our subject. If any of you wish to purchase a copy I will be glad to help in the US and Dick Malott will be happy to help Canadian collectors. See BNAPortraits for addresses.

Canadian Air Mail Endorsements

Trelle A. Morrow

One of the features in the New Canadian Air Mail Catalog is a section on Air Mail Endorsements. Collectors today appear to be quite interested in the various forms of endorsements found on airmail. This is likely a reflection of the high degree of specialization currently found in philately.

Endorsements in their physical form consist of a truly multi-media expression. For purposes of classification, they can be grouped into two broad categories:

- Instructional Markings
- Advertising Endorsements

Examples of endorsements are outlined as follows:

Instructional Markings

1. Air Mail Termination markings, or "jusqu'a" markings. The latter term is French and has a literal translation meaning "up to a certain point." The markings are usually parallel bar rubber stamp cancels which obliterate the original AIR MAIL designation. Other forms of jusqu'a markings include manuscript and printed endorsements indicating the extent of desired air mail service. Such markings would be applied at the point of origin of the cover. After the AIR MAIL designation has been cancelled, the cover then proceeds on its way with surface mail.



2. Rubber stamp endorsements are usually applied by the Post Office and take the form of a boxed AIR MAIL insignia, often with purple ink. These rubber stamps started in the 1920s and continued into the 1930s. Several unboxed AIR MAIL rubber stamps were used by government offices and by some special departments such as the Special Delivery service. Private rubber stamps abound and some of these are quite flamboyant, with wings and other features.

Air Mail

AIR MAIL

Air Mail

3. Adhesive labels indicating VIA AIR MAIL or BY AIR MAIL. The Post Office issued these labels free to customers in the late 1920s and the labels are still used today. The blue and white color and bilingual designation has remained throughout the adhesive label evolution. U.P.U. regulations required the blue and white color scheme and bilingual lettering, i.e. BY AIR MAIL and PAR AVION.

Red, white and blue labels indicating VIA AIR MAIL have also been used; these are believed to be of private origin.



Air Mail Par avion

Advertising Endorsements

1. Air Mail Slogans

The Post Office used slogans to advertise air mail services commencing in the late 1920s and continuing through to the 1960s. An exhaustive study of this subject was undertaken by Dan Rosenblatt and in 1990 a BNAPS Study Group published a Slogan Catalogue. This material was updated for the Canadian Air Mail Catalogue.



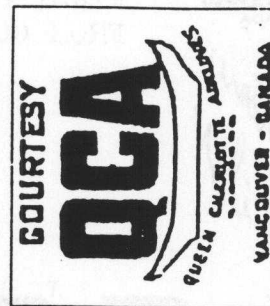
2. Airline Etiquettes

In the 1930s and '40s, private airline etiquettes in the form of an adhesive label were popular to advertise air mail service. Most of the companies issuing labels enjoyed contracts with the Post Office. Some companies, such as Pan American and Northwest Airlines, which flew into Canada on passenger routes, provided labels for their customers even though the flight was not a mail carrier.



3. Courtesy Covers

Airlines providing charter service into remote areas would occasionally bring out mail to the closest Post Office. This procedure was quite unofficial as far as the Post Office was concerned. The particular airline would sometimes place a rubber stamp endorsement on the cover, indicating that the mail was transported as a courtesy service. This was an advertising and public relations feature of the airline.



Pilot Signatures:

AIR MAIL

Via Rice Lake, Mar.

*W. L. Brintnell pilot*W. L.
BRINTNELL*W. L. Brintnell*I. G. GLYN-
ROBERTS**Morgan, Nicholson Limited**

UNION TRUST BUILDING

Winnipeg
CANADAFIRST OFFICIAL AIR MAIL FLIGHT
FROM GOLD TINES ONT.DALE S.
ATKINSON*Certified
Pilot
D. H. Gibson*

I. G. GLYN-ROBERTS

To: Léon E. Globensky

*Chibougamau
Que.**H. H. Langford Pilot.*

VIA AIR MAIL

H. H.
LANGFORD*A. H. Blain M. P.*

AFTER FIVE DAYS RETURN TO

VIA AIR MAIL*R. W. Hale -
Snap Postal Service on flight**W. Becker
Pilot*CHARLES
BECKER

A BNAPEX '99 Memento:

All of the attendees at the Vernon meeting this year were given 3 postcards. One of these was a mail plane on the ground at Vernon. I felt that all members of the Study Group would get a kick out of having one of these cards and therefore you have a bonus in this issue.

Bob Lee who had these cards made told me that the original is going to be in his next auction. In case any of you also collect the better postcards might be on the lookout for this item.

It also gives me a chance to say Best Wishes for the coming Holiday Season. I am very grateful to all of you for your support in writing and sending stamps and ideas. It makes the deadlines much easier to face.

A Note From The Chairman:

I guess that I never made an effort to make a difference when choosing the right to word to use. Ed Christman points out the following from Webster's Dictionary.

AIR MAIL - The system of transporting mail by aircraft.

AIRMAIL - The mail thus transported.

In the future the editor will try to remember the difference.

Postal Service, DHL to Form An Alliance

By DOUGLAS A. BLACKMON

Staff Reporter of THE WALL STREET JOURNAL

The U.S. Postal Service, moving to bolster its international mail operations and take on newly aggressive overseas post offices, is forming an alliance with DHL Worldwide Express Inc. to jointly offer a two-day-delivery service between certain U.S. cities and Europe.

Under the plan, approved yesterday in a closed-door session of the Postal Service's board of governors, the service will offer guaranteed two-business-day delivery between 11 major U.S. cities and any address in 18 foreign countries. A half-pound shipment between any two points would cost about \$23, significantly less than the prices charged by FedEx Corp.'s FedEx unit, United Parcel Service of America Inc. and DHL's own branded trans-Atlantic service. Customers could track the shipments by telephone or through the postal service's Internet site. The accord between the Postal Service and closely held DHL Worldwide, based in Redwood City, Calif., highlights the rapid transformation of the world's major post offices. As private delivery companies such as FedEx's FedEx unit and UPS have invested heavily to expand and market their global delivery services, old-fashioned international mail has declined steeply.

At the same time, European govern-
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Postal Service, DHL Team Up

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ments are rapidly privatizing their postal agencies, which in turn are acquiring private competitors. The Dutch post office, TNT Post Group, purchased the international express carrier TNT in 1996. Last year, Deutsche Post AG, the German postal service, purchased 25% of closely held DHL International Ltd., Brussels, which owns a minority stake in DHL Worldwide Express and operates DHL services outside the U.S. Both the German and British post offices also have purchased or started operations in the U.S.

Those trends have left the U.S. Postal Service vulnerable, with its often undependable international express-mail service in a free fall. In 1998, the U.S. Postal Service shipped just 800,000 express-mail letters to Europe, down from 1.2 million in 1994.

"International express mail took three to seven days to deliver; there was no tracking and tracing," said John F. Kelly, the Postal Service vice president for package services.

By allying with DHL, the U.S. post office thinks it can make big improvements in its service to Europe with relatively little investment. The venture is also a first step toward considering the kinds of global alliances that other post offices are pursuing. If the DHL venture succeeds, postal officials say they will consider expanding the alliance to include other products and the rest of the U.S.

"The future in the international arena is a series of international alliances," Mr. Kelly said.

For its part, DHL gets access to the

Postal Service's network of retail customer counters in the 11 cities and an entry into the highly profitable market of small international shippers. Despite being the best-known delivery company overseas, DHL's brand is less well known in the U.S. It currently doesn't advertise in the U.S. and focuses on large, heavily discounted corporate accounts.

Under the new service, postal customers will be able to drop off their shipments at any of 3,600 postal counters in the 11 U.S. cities: New York, Boston, Philadelphia, Charlotte, N.C., Phoenix, San Francisco, Houston, Miami, Minneapolis, Chicago and Washington, D.C.

The Postal Service will fly the packages to a hub in New York and turn them over to DHL Worldwide Express for transport across the Atlantic and delivery in Europe. DHL Worldwide Express is the U.S.-based partner of privately held DHL International Ltd. The two partners will share profits from the service but wouldn't disclose the formula.

Postal officials said they expect that rates for the service will be about 10% lower than those for competitors such as market leader FedEx.

Spokesmen for FedEx and UPS said the alliance underscores the need for tighter controls on the postal service's forays into private-sector competition and the handling of its profits from the monopoly on first-class mail. "This is using monopoly money to support pricing that is specifically aimed at private competitors . . . and has nothing to do with market realities," said Ken Sternad, a UPS spokesman.

Definitive Book on Early Canadian Airmails:

Walter Plomish and George Arfken are working on a book on commercial Canadian Airmail flights. The editor will be Gray Scrimgeour. This book will have a projected 12 chapters and as many as 200 black and white photos.

The emphasis of the book will be on commercial air mail covers which will come from the Walter Plomish collection. Last year, before he disposed of his collection in a Firby Auction, he photocopied all of his covers in color. The photos and Walter's knowledge from his air mail studies are the basis of this book.

This edition, when completed, will document and record the Canadian routes and rates for all air mail activity from the beginning of air mail delivery until World War II.

This collaboration of the two authors blends a record of an established philatelic author and a national and international award air mail exhibitor. The result should be a definitive work which will be "THE BOOK" for years to come.

Ed Christman

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TECHNOLOGY

Postal Service Soon to Let Two Firms Nationally Sell Computer-Made Stamps

By GEORGE ANDERS

Staff Reporter of THE WALL STREET JOURNAL

The U.S. Postal Service says it expects shortly to authorize two California companies to sell digital postage nationwide, a move that will let computer users print their own stamps.

For the past year, a handful of companies have been conducting small-scale trials of digital postage in the Washington, D.C., and San Francisco metropolitan areas. Those tests have gone well enough, says Patricia Gilbert, Postal Service vice president, retail, that the two front-runners, e-Stamp Corp. and Stamps.com Inc., should get clearance later this summer for nationwide sales.

In essence, digital postage represents an Internet-based alternative to traditional postage meters. Users set up an online account with a postage vendor, then use their own personal computer and printer to produce a blotchy, encrypted image that is recognized by the Postal Service as a digital stamp. Various security systems guard against fraud and counterfeiting.

In trials so far, e-Stamp and Stamps.com both have targeted small businesses and people working at home offices. Analysts say those are the groups most likely to want something more efficient than a fistful of traditional stamps, without quite being ready to lease a conventional postage meter. Keenan Vision Inc., a San Francisco research firm, predicted last year that small-business and home-office demand could lead to \$1.9 billion of digital-postage sales in 2003.

But postal officials say it has taken them years to become fully convinced that such systems aren't vulnerable to fraud. "This is like allowing you to print money at home," says the Postal Service's Ms. Gilbert. She says the Postal Service has been impressed so far with test results.

Each digital stamp is produced with a different encrypted image that contains information about the sender and recipient. Thus, if postal scanners ever see the same digital image being used repeatedly, fraud-detection systems can be alerted. In addition, control of the encryption soft-

ware itself isn't in consumers' hands, so they can only take a finished stamp off their printers; they can't tamper with the stamp-making process itself.

e-Stamp, San Mateo, Calif., began testing digital postage in March 1998. Stamps.com, Santa Monica, Calif., followed in August 1998. Both companies were formed only a few years ago. But Stamps.com recently made its initial public stock offering despite being in the midst of a patent dispute with Pitney Bowes Inc., Stamford, Conn. Executives at e-Stamp say they will consider an IPO once they establish nationwide operations.

Pitney Bowes and Neopost Inc., a Hayward, Calif., unit of Neopost S.A. of France, have begun offering digital postage to a handful of customers. But their offerings haven't passed as many stages of Postal Service review. Both Pitney Bowes and Neopost are leading postage-meter manufacturers.

Meanwhile, e-Stamp said Microsoft Corp. will feature its service as an upgrade available to users of Microsoft Office software. Microsoft is a minority investor in e-Stamp, and the two companies already have close working relations.