



BNAPS  
AIR MAIL  
STUDY  
GROUP

VOLUME 10 - NUMBER 1

APRIL 2002

CHAIRMAN'S COMMENTS:

We have turned the corner into a new year and from my point of view we are doing well. Bas reports that we have a few more members in the Study Group and that Pete Jacobi, Secretary of BNAPS, is doing a wonderful job of alerting us to potential members.

As I have said from the start in 1992, this is a group for all of us to use and profit from. This issue is a case in point as there are several questions and several follow-ups. This is good, and it helps Bas to continue the kind of wide Air Mail coverage that he has done so well for the nine years since Bill Topping got us going.

Keep up the good work and enjoy BNAPS. See you in Spokane.

Good Collecting,

*Ed Christman*

NORTHERN AIR SERVICE LIMITED

The December 2001 Newsletter had a couple of questions about the stamps of this airline. The dot in the monogram occurs in all five stamps of the top row in the sheet of twenty, according to Longworth-Dames. However, in a tete-beche sheet the question is: which is the top? Arbitrarily it was decided that the sheet was "right way up" when the imperforate edge of the sheet was at the right. But Longworth-Dames illustrated a full sheet with the imperforate edge at the left - in other words, upside down. The December Newsletter repeats this illustration, so it is also upside down and the dots would be at the bottom. As to how you could get a tete-beche pair, one with dot, you can't. Such a thing doesn't exist unless there was an entirely different printing.

Another error in describing the sheet traces back to Sanguinetti's 1985 report on the Semi-Official Air Mail Study Group. He said there was a wide margin in the centre of the sheet. If you look at the Longworth-Dames photo you will see there is no wide margin.

Mike Painter.

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Bob Dyer published the following article in the Newfie Newsletter which should be of interest to all air mail collectors. It might also serve to protect someone from an expensive purchase when it wasn't really necessary. Thanks Bob for the help.

**THE NEWFIE NEWSLETTER  
OF THE NEWFOUNDLAND STUDY GROUP OF BNAPS**

*Number 92*

*January/February 2002*

**THE ELUSIVE 'SLOPING' SURCHARGE ON THE DORNIER AIR MAIL**

I often notice auction houses describing the Dornier 1932 surcharged air mail as having a "sloping" or "slanting" surcharge. This may be encouraged by catalogues like **UNITRADE** that give this variety a significant premium over the "normal" stamp. Currently, for example, it prices a VF "slanting surcharge" at \$850Cdn compared to the normal stamp at \$450. A BNA dealer in the U.S. advertised a block with the slant for \$4,000Cdn in 1997! The problem is the *slope/slant*, like beauty, often lies strictly in the eyes of the beholder, in this case, the seller or lotter.

Because of the surcharging process, one should expect some slight shifts of overprints, and they deserve no premium. Records show that a few Dornier's *do* have significant sloping surcharges. Since the *degree* of slope/slant is not stated anywhere, how does one determine when the right elevation or declination has been achieved to qualify the item as being the bonafide variety?



Dornier Block with Sloping Surcharge, from 1970 Dale/Lichtenstein Auction

The block above qualifies, as far as I'm concerned, as an appropriate standard, when looking for this rare variety. Note especially the bottom line of the surcharge on the stamps to the right and its angle to the frame line above the value tablet. The Dornier was surcharged in blocks of four, so we have no way of knowing how many blocks have surcharges with this degree of slant. The above block sold for \$650 (U.S.) There was also a *single* with the same degree of slope as the upper left stamp, from the 1980 Dr. Matejka sale by Harmers of New York (lot # 76, October 30, 1979). The single sold for \$950 – three times what a "normal" Dornier sold for, the lot before. It is not from the same block, so we can assume at least three more slanted stamps exist. Beyond that? C.H.C. Harmer does acknowledge the slant in his **NEWFOUNDLAND AIR MAILS**, stating "A few blocks exist with the surcharge more or less diagonal. Some were used on covers."

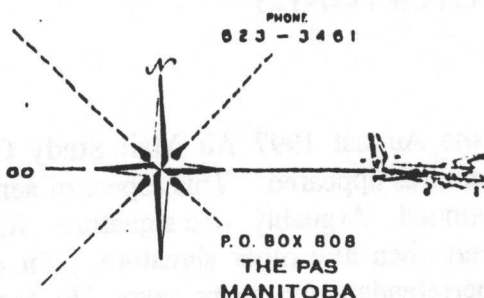
As to the \$4,000 block I mentioned above, the slant was only about half that of the Dale/Lichtenstein block. So, buyer beware!

--Bob Dyer

This timetable surfaced in the Jack Knight Air Mail Society's collection. No date, no nothing. Did it ever carry mail? Does anyone have a guess about the company? Please let the editor know if so.

## LAMBAIR LIMITED

DO NOT ASK US WHERE WE FLY - TELL US WHERE YOU WANT TO GO



### SCHEDULED FLIGHTS

#### MONDAY and FRIDAY (501,502)

Leave THOMPSON	12:00	Arrive KELSEY	12:25
" KELSEY	12:40	" GILLAM	13:15
" GILLAM	13:30	" KELSEY	14:15
" KELSEY	14:30	" THOMPSON	14:55

#### WEDNESDAY (501,502)

Leave THOMPSON	09:30	Arrive KELSEY	09:55
" KELSEY	10:10	" GILLAM	10:45
" GILLAM	11:15	" KELSEY	11:50
" KELSEY	12:10	" THOMPSON	12:30

#### MONDAY and FRIDAY (601,602) CROSS LAKE, NORWAY HOUSE

Leave THOMPSON	08:00	Arrive CROSS LAKE	08:35
" CROSS LAKE	08:55	" NORWAY HOUSE	09:15
" NORWAY HOUSE	09:45	" CROSS LAKE	10:10
" CROSS LAKE	10:30	" THOMPSON	11:05

#### MONDAY to SATURDAY - daily (506,505) NELSON HOUSE

Leave THOMPSON	08:30	Arrive NELSON HOUSE	08:55
" NELSON HOUSE	09:15	" THOMPSON	09:40
" THOMPSON	15:30	" NELSON HOUSE	15:55
" NELSON HOUSE	16:20	" THOMPSON	16:45

#### MONDAY and FRIDAY (503,504)

Leave THOMPSON	09:00	Arrive OXFORD HOUSE	10:05
" OXFORD HOUSE	10:20	" GOD'S NARROWS	10:45
" GOD'S NARROWS	11:00	" ISLAND LAKE	11:30
" ISLAND LAKE	11:45	" GOD'S NARROWS	12:15
" GOD'S NARROWS	12:30	" OXFORD HOUSE	12:55
" OXFORD HOUSE	13:10	" THOMPSON	14:15



## SIGNATURES

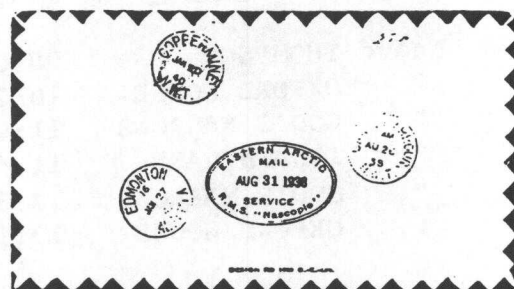
by Gord Mallett

In the August 1997 Air Mail Study Group newsletter the first in a series of discussions on pilot signatures appeared. This aspect of aerophilately is fascinating and it would be great to see the series continued. Arguably, one signature - **R.W. Hale** - appears on a greater variety of Canadian first flight covers than any other signature, pilot or otherwise. Walter Hale was Northwest Territories Postal Superintendent for many years. His familiar script is found alongside that of many pilots including Punch Dickins, Grant McConachie, Walter Gilbert, Cy Becker, Archie McMullen and Wop May.

Hale's life story is remarkable. Upon emigrating to Canada from Great Britain, his first job was delivering milk. A customer noticed his beautiful handwriting and suggested that he could use it to good advantage in a position being advertised by the Edmonton post office. He applied, and got the job. Some of the details of his illustrious post office career can be found in articles included by Bas Burrell in previous newsletters (April 1998, August 2000 and August 2001). Hale earned the Military Cross for his gallant actions at Vimy Ridge during World War I. Shortly after the outbreak of World War II he rejoined active service. In 1948 he retired on a 50%-50% P.O. & Military pension, but died two years later at the age of 61. His son Tommy thinks that his father's death was due in large part to the effects of gas inhalation during the First Great War.

In addition to the pilot signatures found on Hale covers, a large number of other signatures often appear. No doubt the record is the Portland Air Planning Council cover [the newly added AAMC #3616] with a grand total of 20 signatories. (Details on this remarkable cover will be submitted for a future newsletter.) The cover below is one of about 50 pieces of mail that travelled the North West Passage Route [AAMC #3819]. First it travelled to Montreal by train, then to Fort Ross (via Lake Harbour and Craig Harbour) by R.M.S. *Nascope*, then by dog team to King William Island, then by the Eskimo motor ship M.V. *Tudlik* to Perry River, then to Cambridge Bay and Coppermine by RCMP Dog Patrols, and finally back to Edmonton courtesy of Mackenzie Air Service and pilot H.A. Brown. After 556 days and 6 modes of travel the journey was complete – slow, but not bad service for 3 cents postage! The American Air Mail Catalogue write-up, both in the Fifth and Sixth Editions, is erroneous in stating that all covers bear a Fort Ross cancel. They do not; in fact they could not. The Fort Ross post office opened in September 1940, several months after the journey had concluded.

With its many interesting features, the #3819 on the next page is a study in its own right. The notations and arrows on the front were used to highlight the planned routing: "R.M.S *Nascope* to Fort Ross - By Courtesy to Cambridge Bay / Coppermine / Edmonton". On this cover the stamps bear a Craig Harbour cancellation rather than that of Lake Harbour. Several notes on the reverse are a 'diary' of the adventure.





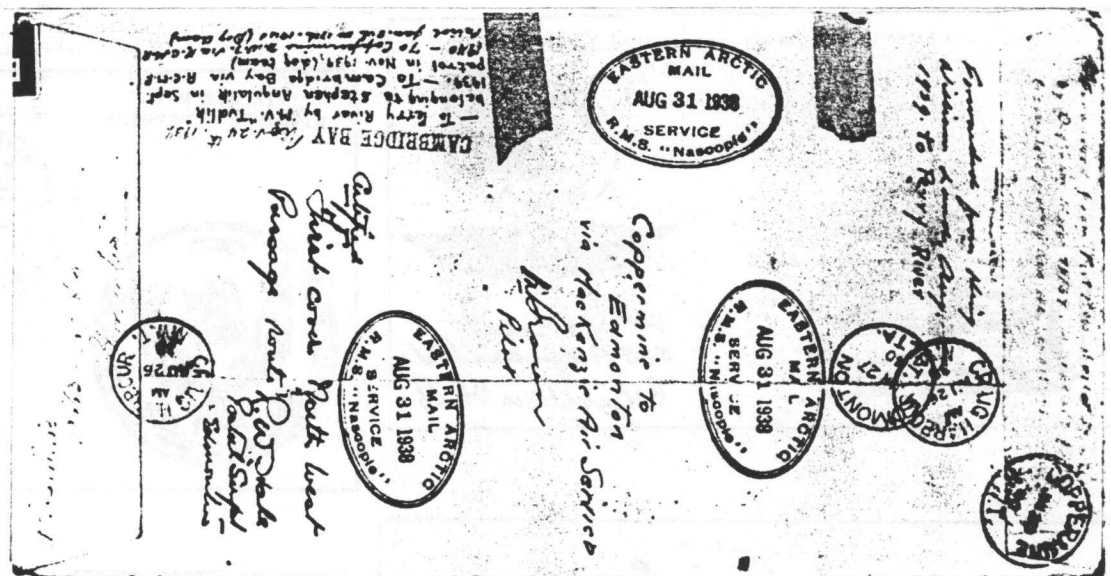
## Golden Grad Donates Piece of History

The annual Alumni Homecoming is always a red letter event in the calendar of The University of Alberta. Of particular significance to our institution at this time is the honoring of former students and especially those who are "Golden Grads," i.e. those who gained their degrees fifty years earlier. The 1981 Alumni Homecoming, on 2 and 3 October, proved to be no exception but there was an added wrinkle: this year a "Golden Grad," Sidney Sillitoe, honored the University with the donation of a unique piece of Canadian postal history.

On 1 July 1938, Mr. Sillitoe's father Edward mailed a registered letter in Edmonton to a secretary in his Edmonton office. The letter, given to the University by Mr. Sillitoe, is certainly special for it was certified by R.W. Hale, Postal Superintendent in Edmonton, as "First Cover Northwest Passage Rout." It carries every denomination of stamps issued by the Canada Post Office in 1938, and it took nineteen months to arrive.

The cover had an interesting journey to its destination in Edmonton. First it travelled to Montreal and then was carried to Fort Ross aboard RMS Nascopie. From Fort Ross, the letter was carried by motor ship, by RCMP dog team patrols, and by the MacKenzie Air Services to Edmonton, arriving on 27 January 1940. In addition to the many stamps, the cover also carries notations made on it by many of the traders and RCMP members who helped it on its way.

Mr. Sillitoe's valuable donation, made in memory of his father who was a pioneer in this city and who did some of the masonry of the Arts Building, has been given a safe home in the Boreal Institute for Northern Studies. It is accompanied by other items also given to the University by Mr. Sillitoe. These are items which document the first Northwest Passage mail and



The front and back of the envelope donated by Sidney Sillitoe, '31 BSc(Eng).

include a poster announcing the Eastern Arctic Mail Service by RMS Nascopie, various news clippings, and Postmaster Hale's account and certification.

The Boreal Institute for Northern Studies was delighted and honored to receive Mr.

Sillitoe's generous gift, especially as the Institute's library collects materials on all aspects of our country's northern regions including philatelic materials. The cover was accepted by S. Mohsen, representing the Institute's Director R.S. Jamieson, and

G.A. Cooke, the Institute's Head Librarian, at a meeting arranged by Alex Markle. The Boreal Institute for Northern Studies plans to mount a display of the unique and unusual gifts to be shown in various locations across campus. □

Who is W.D. Peer ?

To the right is an old ad from a magazine "Air Mail Collector" dated November 1929. It was sent to me by George Sioras. He knows that I had asked about W D Peer and his activities, but that there never was an answer.

To tie it together, note the R-100 cover with his name and purple wings cancelled in Montreal Aug 8, 1930. It is cross-border.

The same wings and W.D.Peer appear on Canada flight 3105 and US CAM flight 9N25 - 9N28.

Who is or was Peer and why did he only seem interested in the flights that were international, or has my collection been shorted in some way. Please drop the editor a note if you can help.

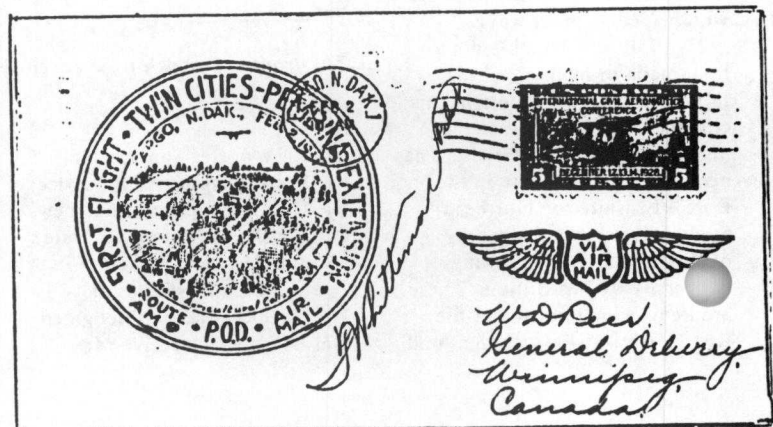
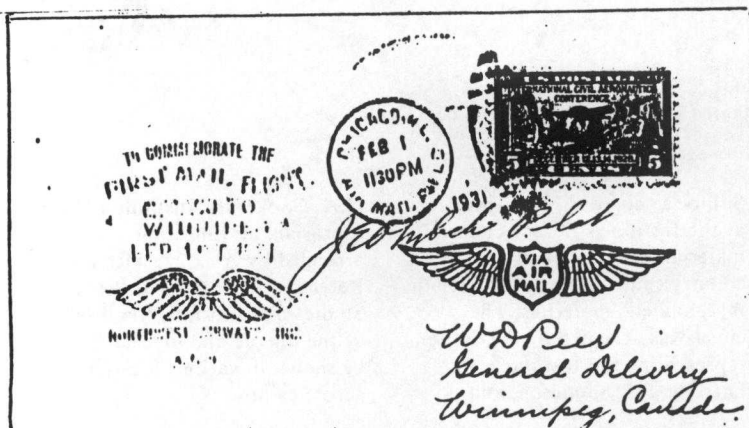
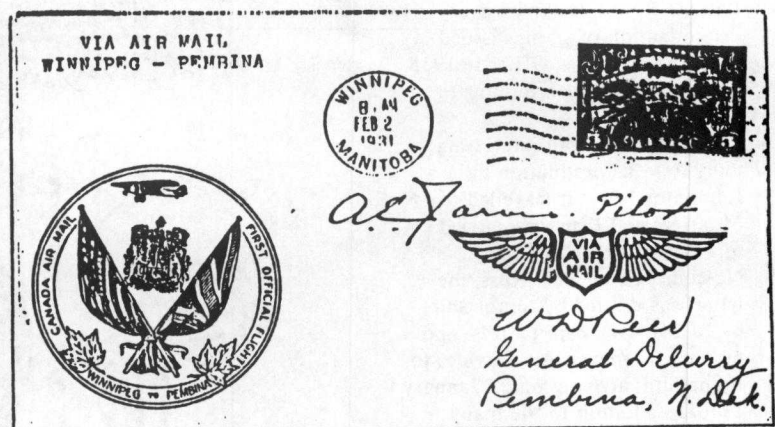
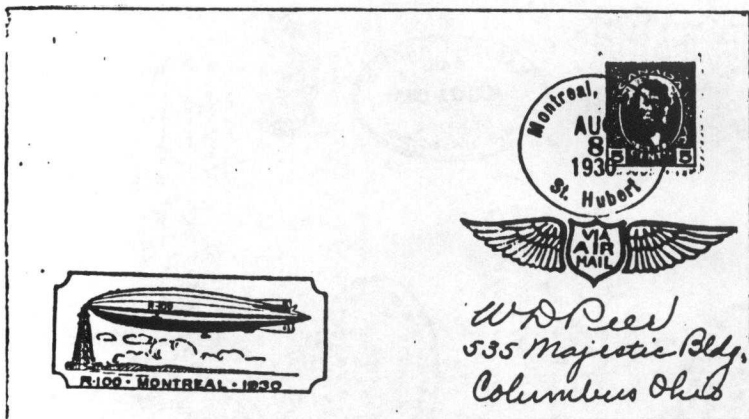
## F. A. M. EXTENSION TO PARAMARIBO

Double Cachets. A few covers mailed from points on C. A. M.'s 32 and 39 on Sept. 15th via Miami to St. Thomas received both official cachets.

Spokane, Portland or Seattle to St. Thomas ----- \$.75  
Tacoma, Pasco or Camden to St. Thomas 1.00  
Miami to St. Thomas ----- .35  
All above franked with Lindbergh stamps.  
Miami to St. Johns, Castries or Port Au Spain ----- .75  
Each of above franked with 1928 8c, 16c or 24c airm.

St. Thomas to San Juan ----- .30  
Any cover unsatisfactory may be returned for full refund. Covers sent on approval against reference.

W. D. PEER  
MAJESTIC BLDG., COLUMBUS, OHIO



Is this rare ? Should there be a specific field for this ? Are there many such covers ? Can someone tell us the story behind this.

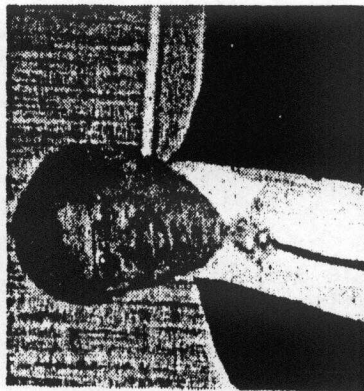


Position 52.

Because we do not all subscribe to the various philatelic output in toto, I have dared to include John Bloor's article from April 97 issue of "GLOBAL STAMP NEWS". Please be aware of the strange columns I had to devise, but its all there. Also think computers are going to be a must. See how one avid collector heard the siren call.



# Northwest Passage The Pioneer and Semiofficial Stamps and Flights of Canada



## By John H. Bloor

Saskatchewan is one of the three Canadian Prairie Provinces. It is bounded on the south by North Dakota and Montana, on the east by Manitoba, on the west by Alberta and on the north by the Northwest Territories. It entered the Canadian Confederation in 1905, along with Alberta. Beginning with a population of about 100,000 in 1905, by 1921 it had 758,000 residents spread over more than 60 million acres. The two pioneer flights to be discussed this month both originated in this sparsely populated province, known as "Canada's Bread Basket".

### The Estevan to Winnipeg Flight

Estevan is a small city in southeastern Saskatchewan, 10 miles north of the South Dakota border. According to the *Encyclopaedia Britannica*, the name is supposed to have been created by combining the names of George Stephen and William van Horne, Canadian rail-

town in 1906 and a city in 1957. The population in 1991 was 10,240 but in 1924, the year of this flight, it probably had fewer than 8000 residents.

It was in this rural setting that a group of businessmen decided to publicize Estevan by organizing the first airmail flight in Saskatchewan. Probably the best account of the flight, at least in the philatelic literature, is a brief article in *BNA Topics* (November 1974, pp 238-9) by Major (Ret.) Richard K. Malott. Major Malott is a prominent Canadian aerophilatelist and president of the Canadian Aerophilatelic Society. He is mentioned again at the end of this column. Individuals important in organizing the flight included Colin A. Manlove, proprietor of the Mid-Canada Stamp Company of Estevan; C.D. Griffith, Postmaster of Estevan; Donald Dunbar, Editor of the *Estevan Mercury*; Corporal E.D. Fryett of North Portal, Saskatchewan; and Lt. Edgar A. Alton, a famous Canadian barnstorming pilot.

Permission was obtained from the Canadian Post Office Dept. to issue a special label for the flight. The label was designed by Donald Dunbar and was printed by the *Estevan Mercury* in black in imperforate vertical panes of two on a pre-gummed, deep red paper (Figure 1). The labels (Unitrade CLP5) sold for \$1.00 each. The pairs were cut apart at

This Letter  
CARRIED  
VIA  
Aeroplane  
FROM  
ESTEVAN  
SASK.  
TO  
WINNIPEG  
MAN.  
PILOT  
FLIGHT-LIMIT.  
E. A. Alton

BY AIR MAIL  
FIRST FLIGHT



AEROPLANE  
1st 1924

COLIN A. MANLOVE  
C/o North British & Mercantile Ins. Co.  
Parr Building  
Winnipeg, Man.



Figure 2a

ESTEVAN IS THE CENTRE OF THE ONLY HIGH COAL BEARING AREA IN SASKATCHEWAN  
NINE BILLION TONS OF LIGNITE COAL IN THE VICINITY

Buy  
Souris  
Coal

1924  
MAN  
Buy  
Souris  
Coal



The Large Producing Mines in the  
Mining Centre of Saskatch-  
ewan  
The Bissett Mines  
Western Dominion Collieries Ltd.  
Maulsby & Saskatchewan Coal Co. Ltd.  
Eastern Collieries of Manitoba Ltd.  
Lynx Coal Mines Ltd.  
Big Lamp Coal Co. Ltd.

The Clay Beds of Estevan  
Enormous Deposits  
The Richest in Western Canada  
The Estevan Brick Co. Ltd.  
Face and Common Brick  
The & Hollow Ware  
Buy Estevan Brick

The Largest Nurseries  
WESTERN CANADA  
Millions of Hardy Trees  
Shrub and Fruit Stock  
Grown at  
ESTEVAN  
for the  
PRAIRIE HOMES  
Prairie Nurseries Ltd.

Figure 2b

ad developers. The initial E may have been added to aid in pronunciation. It is interesting that Estevan (or Estevan, "Little Stephen") was a black miner slave originally from Azamor, Morocco. With Marcos da Niza, a Franciscan monk, he was one of the first explorers (about 1539) of the area now known as New Mexico and Arizona. It seems unlikely that he is the namesake of this Saskatchewan community.

Estevan is a service center for the surrounding farms as well as having abundant supplies of coal, clay and natural gas. It was settled in 1892, becoming a

the time of sale. The design shows a biplane, suggestive of the Curtiss JN-4 used for the flight, in the air over a coal mine. The dark vertical line on the right and the wide, shaded, horizontal line towards the bottom of the label represent a mine shaft and tunnel, with a miner working on the face of a coal seam. One can imagine that the dark clouds in the sky portend air pollution caused by coal smoke, an undoubtedly unintentional effect.

The total printing is reported to be 1028 stamps (514 pairs). The plate was defaced after printing. Half of the stamps (the upper one of each vertical pair) shows a wide spacing between the "e" and the "w" of Saskatchewan. This is thought to have occurred because the word "Aerial" (a misspelling of "Aerial") was noted and corrected on the upper stamp of a proof pair that was pulled before the main print run. The wide spacing is seen in the upper label in Figure 1 and in the label on the cover in Figure 2a. There were also at least 6 (and perhaps as many as 12) pairs with the inscriptions inverted and 2 pairs with the inscriptions omitted. Some of these may have been used on flight covers.

A souvenir envelope was also printed, with extensive advertising for regional businesses on the front (Figure 2a) and back (Figure 2b). The design included a map of the region and ads for coal, brick and fruit trees, all of which continue to

be important industries today. This cover includes two imprints of the oval purple cancellation showing the date of the flight. One of these cancels the souvenir label and the 3¢ red admiral (Scott 109), tying them to the envelope. There is a Winnipeg back stamp with a slogan killer ("Your Postman Sells Stamps"). A rubber stamp showing a biplane is also on the front of the cover. I have seen this airplane both purple and dark blue inks.

Neither the label nor the souvenir envelopes were required for covers carried on the flight. Figure 3 shows a cover

without a label but with the pilot's signature ("E.A. Alton") in the lower left. Regular postage is paid with three copies of the 1¢ yellow admiral (Scott 105), cancelled and tied by the souvenir cachet. I have never seen a regular envelope (i.e. one without advertising) from the flight, with or without a label. I would be very interested in having a photocopy of or buying such a cover, if one exists.

There seems to be general agreement that about 1,900 covers (perhaps 1,926)

→→→→continued→→→→→

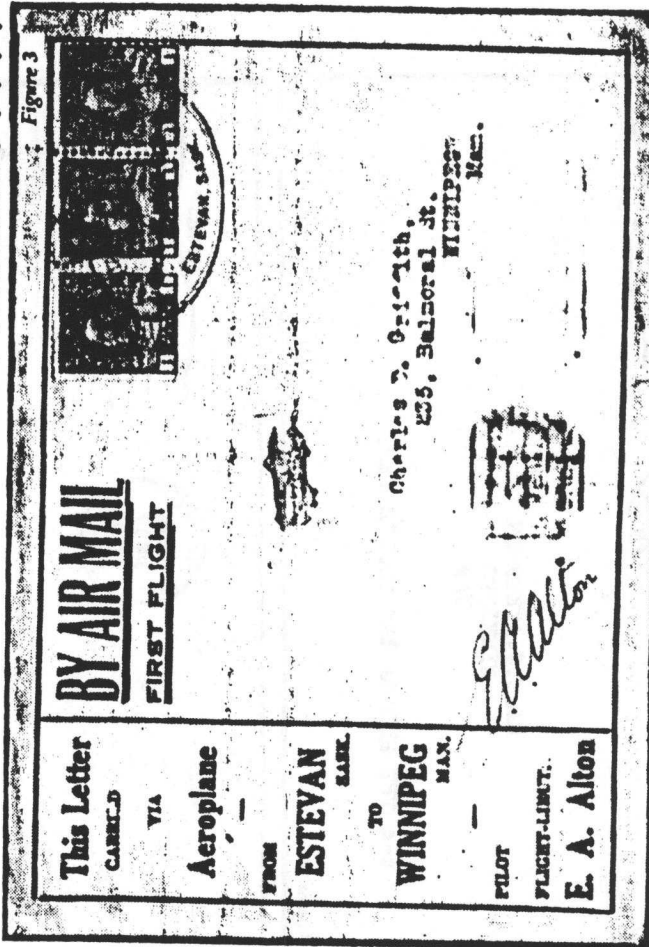


Figure 3

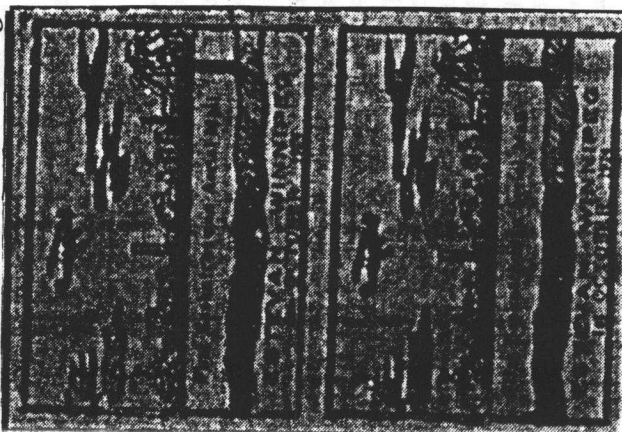


Figure 1



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GLOBAL STAMP NEWS

## Northwest Passage (continued)

were carried on the flight. After that, the numbers become almost random. From the three references that I have (Malott's 1974 article, the 1985 BNAPS report and Longworth-Dames' 1995 book) it sounds as if about 500 covers on the flight had the red and black vignette while about 1400 did not. However, Longworth-Dames also says that only about 38 unused pairs of labels (like Figure 1) still exist. If that is true, then there are approximately 490 labels unaccounted for (1028-[500+38]=490). Although the numbers in the BNAPS report are a bit confused, it reports that Colin Manlove, one of the organizers of the flight, said that 950 stamps were used on flown covers (whether some had pairs of the vignettes is not mentioned). This makes the number of unused labels much closer to the "38 remaining" mentioned by Malott.

Although the majority of the covers were franked with Canadian stamps, there were 4 or 6 covers with U.S. postage. According to the 1985 BNAPS report, a friend of Postmaster Griffith was visiting from Wahpeton, N.D.

"When he was told about the...flight he wanted to send a letter from his home town to be carried on the flight. The only way that this was possible was to have the Postmaster of Wahpeton affix and cancel the U.S. stamps and send the covers so cancelled under separate cover to the Postmaster at Estevan to put into the Mail sack to be carried on that flight. These did not bear the special stamp."

The number of covers, with and without the vignette, that were signed by Alton is probably about 100. Thus the cover in Figure 3 is actually much rarer than the one in Figure 2a, despite the lack of the label (which is usually what collectors look for). If the unused pairs of labels are as uncommon as Longworth-Dames claims, then Figure 1 shows the rarest of the three items. The flight was to be from Estevan to

Winnipeg, Manitoba, the next province to the east. The straight line distance between the cities is approximately 265 miles. However, the actual distance flown was only about 10 miles. Despite a test flight earlier that day, the aircraft developed engine trouble over Bienfait, Saskatchewan and was forced to land. In so doing it struck a hidden rock pile, damaging both wings. Pilot Alton took the mail to the local post office where it was carried by train to Winnipeg, an ignominious end to a gallant effort.

### The Moose Jaw Flying Club

Moose Jaw is in south central Saskatchewan. It is almost four times as large as Estevan and was founded in 1882, 10 years earlier than Estevan. The Moose Jaw flying club was formed in the summer of 1928 to encourage aviation, including airmail service, in Saskatchewan and other parts of Western Canada. To promote the club and to participate in the air meet sponsored by the Winnipeg Flying Club for the dedication of Stevenson Air Field in Winnipeg, a special flight from Moose Jaw to Winnipeg was planned for August 17, 1928.

The Club requested permission from the Post Office Dept. to issue a special label to be affixed to letters carried on the flight. Although this was granted, approval came by telegraph only a short time before the flight was due to leave. Labels were hurriedly printed and there was little time to advertise the flight. Consequently, only about 150 covers were carried (the BNAPS report says 140 covers but Longworth-Dames and the AAMC give the number as 161).

Figures 4a and 4b show the back and front, respectively, of one of these covers. They were cancelled in Moose Jaw at 10:00 or 10:30 am on August 17, 1928 and backstamped at 8:30 PM on the same date in Winnipeg. I don't know whether any of the labels were actually tied to the covers by cancellations but

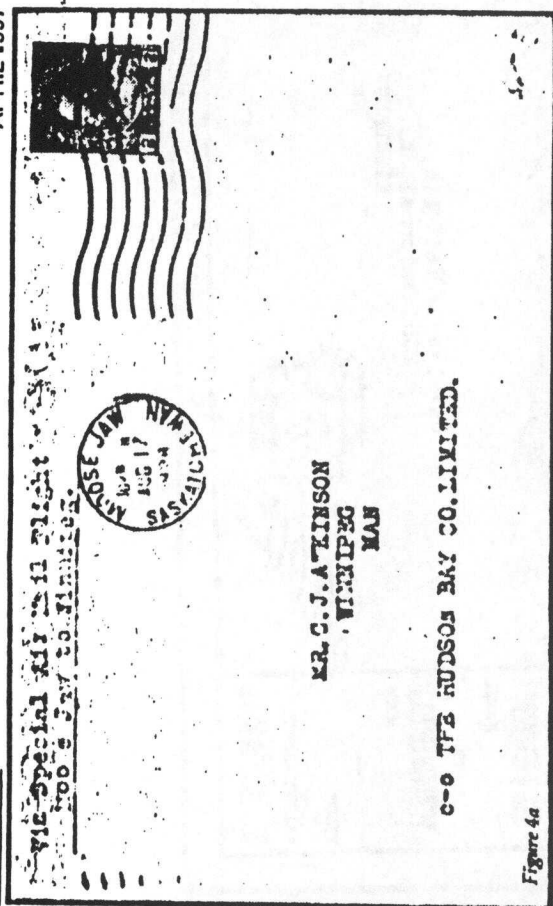


Figure 4a

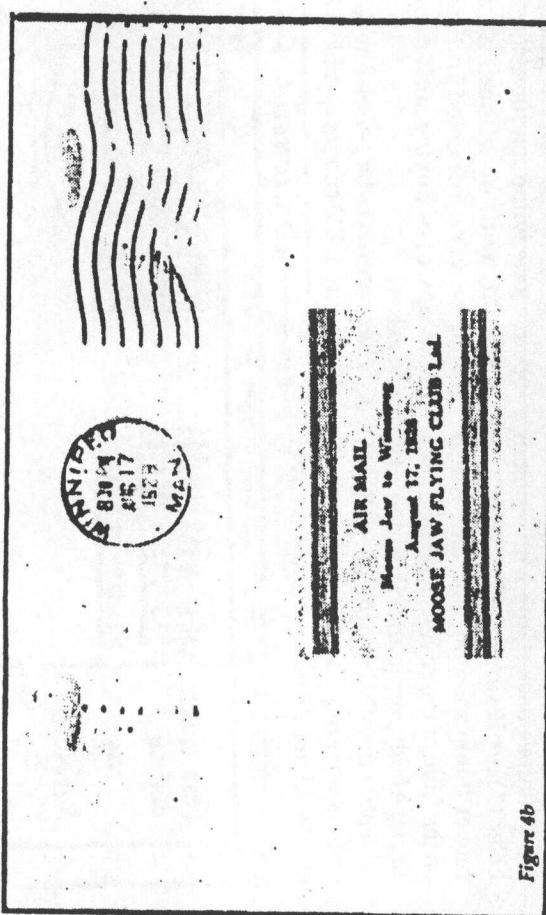


Figure 4b

this one clearly is not. This always raises the possibility that the label was added later, although the cancellations are correct and there is no record of any covers being carried without the label. According to the BNAPS report: "In order to be carried on the Special Flight the cover had to bear the Company stamp." Since ground transportation was too slow to legitimately permit both cancellations to be on the same cover, unless this is an outright fake cover is probably O.K. The labels (Unitrade CLP7) were printed in red on buff paper in vertical

strips of 5 and are perf 11. I have seen a complete strip for sale recently, indicating that some still exist intact. The number printed is not known. Estimates range from about 250 to 500. This is the third rarest Canadian airmail stamp, after the London-to London label (CLP6) and the Grand Army of Canada label (CLP4), both described in earlier columns.

The *deHariland Moth*, piloted by Howard W. Ingram, chief instructor of the Moose Jaw Flying Club, took off from the Rosedale Airport in Moose Jaw at noon on August 17, 1928.



ing stop at iorn, just across the border into Manitoba, they arrived in Winnipeg that evening. The flight covered approximately 370 miles in about 7 hours at a rate of 53 mph. Although this was clearly an "exhibition" flight, the Canadian Post Office began experimental prairie flights on December 10, 1928 (AAMC 219), just four months later. The route included Winnipeg, Saskatoon and Regina but not Moose Jaw. Regular air mail service on the Prairie Route started on March 3, 1930. Stops included Moose Jaw, Winnipeg and other cities in Alberta, Saskatchewan and Manitoba (AAMC 235). In addition, between May, 1929 and April 30, 1931, Cherry Red Airline, Ltd. carried semi-official mail in northern Saskatchewan, the subject for a future column.

#### An "Aside" about

##### Encyclopedias and Computers.

Over the years I have resisted buying encyclopedias. They are expensive, take up too much space and often have sketchy information. Besides, they are available from the local library where they were purchased with our tax dollars. With the advent of home computers with CD-ROM drives, the space problem has been solved and the price is right. I now have three encyclopedias, together with several dictionaries, a thesaurus and other reference books, all on three CDs. The latest one is the Encyclopaedia Britannica on CD-ROM which costs just \$100 (plus shipping and handling, of course), by mail. Encarta (by Microsoft) came with my computer and Infopedia was \$35.90 by mail from Softekey International. The sketchy information problem is even partially solved by looking up a topic in each of three databases and comparing the entries (which disagree at times).

These references provide a very convenient source of background information for writing up a postal history collection or for any other philatelic writing that one does. I am writing this column in WordPerfect running under Windows 95. It is easy to flip back and

forth between my typing screen and the encyclopedia, looking up things as I need to in literally a few seconds. For example, to go from WordPerfect to Britannica, look up all references to "Saskatchewan" (but not read them) and come back to WordPerfect took me 15 seconds. Text can be copied from these references and pasted in my WordPerfect document (if you do this, be sure to indicate the source and that it is a quotation; otherwise it is plagiarism). Compared to the time spent in the library finding information for earlier columns, doing research for this one was a breeze.

For those of you who are new to computers, CD-ROM stands for Compact Disk-Read Only Memory. The disks look the same as a music CD but contain information in a form that can be read by your computer. The "magic" of these devices is the vast amount of information that can be stored on a single disk. For example, the entire text of the paper version of the Britannica including the "Propaedia", which occupies at least 3 or 4 feet of shelf space, is contained on a single disk. Specific items can be called up rapidly in response to a search request.

My computer is not "state-of-the-art" but it's pretty good. It is a Pentium 133MHz with 80 megabytes of memory and a three-disk CD-ROM changer. However, you don't have to have all this stuff to use the encyclopedias. It just makes things faster. A 486 running Windows 95 with a single CD-ROM drive and 16 megabytes of memory is quite adequate and costs about \$1000. These are all IBM-compatible computers (PCs). You can also use a Macintosh computer but I can't tell you much about them because I haven't used them very much.

Beyond the "basic" computer described above, more memory is the most important factor for speeding things up and is relatively cheap. A CD-ROM changer allows you to keep two or more disks in at once, avoiding the time required to change databases. A faster computer makes searches run faster but

#### GLOBAL STAMP NEWS

is most expensive part of change.

In addition to what I've described here, several stamp catalogues are available on CD-ROM. These include *Ceres France and Monaco*, *Yvert et Tellier France*, a Dutch catalog and others (I don't have a complete list). There has been talk that Scott may soon have some or all of their catalogue available on CD-ROM. Computer columns have appeared in several stamp periodicals. The APS, several stamp auctions, publishers (Scott, Michel, Amos Press (Linn's), Krause, Stanley Gibbons, and Yvert et Tellier) and many other philatelic resources, are now accessible on the World Wide Web (Internet). I gave some mail and email addresses for the APS and APRIL in the previous Canada column (February GSN).

More than ten years ago, the APS Computers in Philately Committee (now the Philatelic Computing Study Group) started publishing "The Computelists". This quarterly publication is now about 20 pages in length. It contains reviews and articles about almost anything that has to do with using a computer for stamp collecting. For more information and an application to join the PCSG (and maybe a sample copy of the Computelists—I can't guarantee this), write to the PCSG secretary, Bob de Volini, P.O. Box 5025, Oxnard, CA 93031-5025 (email to [divolini@west.net](mailto:divolini@west.net)). PCSG publishes a list of people who will help with questions about hardware and software. I would also be happy to answer questions (when I can), including very general ones about getting started with computers, either through letters to GSN or by email to [bloofj@concentric.net](mailto:bloofj@concentric.net).

I could go on but haven't the space or time. The most important thing is for you to realize that it is much easier than you think—and that it was even 5 years ago—to get started with a computer.

#### In Conclusion...

This column ends the discussion of Canadian pioneer airmail flights, at least for now. The next Canada column (June GSN) will begin the discussion of the semi-official airmails of Canada. The first airline to be covered is Laurentide Air Services, Ltd. which flew into the Rouyn goldfields in western Quebec and eastern Ontario. The history of precious metal mining is closely interwoven with the stories of this and other early Canadian airlines.

I think that I've mentioned that the latest (5th) edition of volume 4 of the *American Air Mail Catalogue*, which includes all of the Canadian airmails, has been out-of-print for several years. This is not surprising since it was published in 1981 and is the best reference for this popular collecting area. Prices were updated in 1990 but are now out-of-date, particularly for semi-official airmail covers. In addition, much new information has turned up since 1981 about Canadian SOAs. I may also have said that a new edition of this catalogue was due out soon. That's not entirely correct. In a recent letter from Dick Malott, he included an announcement about a new catalogue entitled "The Airmails of Canada and Newfoundland" which will be published jointly by the American Air Mail Society and the Canadian Aerophilatelic Society in time for Pacific '97. Malott is the Coordinating Editor for this catalogue which will replace and update (and probably considerably expand) the Canadian section of the 1981 AAMC. It will be the definitive catalogue in this area for years to come. The price will be about US\$35.00 to \$45.00. The initial press run will be 2000 copies. It will be available through the AAMS and other sources. I'll provide a more specific price and ordering address when they are available.

If you have questions, comments or corrections, please write to me, care of *Global Stamp News*.

ROYAL 2002:

On March 22nd to 24th this year there was an RPSC National Stamp Exhibition at the West Edmonton Mall. The theme was "The World Of Airmails".

Will someone please drop the editor a note about the outcome on the Air Mail Exhibits. e-mail if you like. Please give us a rundown on the affair so that we may all share in your successes.

Jim Brown Awards:

As you may remember, Jim Brown of Pender Island, BC is the author of "Hubbard: The Forgotten Boeing Aviator". He wrote the story of Eddie Hubbard and his pioneering of western Canada flight tied to Boeing of Seattle.

However, Jim just won't stop with one success. We heard recently that he won the Reserve Grand at the American Philatelic Research showing at PIPEX 2001 in Spokane. His subject was airmail overprints on stamps and covers.

Later on he moved east a bit to Calgary and took "Best In Show" at CALTIPEX. And finally back home he took a gold at VANPEX.

Congratulations, Jim, please let us know when you are going to complete another Olympic Performance. I also hope others will not let modesty stand in the way of letting the Group know of your interest.

Bogus Labrador/USA stamps:

Walter Hees has sent in the following two pieces of literature that came with stamps that he has purchased. He really wants to know what he got for his money. Ex. 1 came to him with an original stamp with wavy blue-green water, EX 2 came with a description of "still blue water."

Walter thinks that rather than 1908 it should be during WW II when GI's were stationed in Labrador and wanted to speed up the mail to the US.

Can someone please help with the story. You have three here, but are any of them right ? **HELP!**

EX 2

LABRADOR-1907



\$1.00 Black, Green, Pink and Red

The Standard British North America catalog describes this historic stamp as follows: "Many years ago an American had annexed Labrador and had printed stamps intending to use them on the coast. The Royal North West Mounted Police seized them, the lot being destroyed with the exception of a few sets which had eagerly been sought after by collectors."

Catalog Value by BNA Catalog is  
**\$10.00**

The above stamp is a guaranteed original.

EX 1



Labrador has been in the news lately with the discovery of huge nickel, copper and cobalt deposits in the Voisey Bay area. These deposits are one of the world's richest mineral discoveries in decades, and will be mined by the Toronto based nickel giant INCO.

This story brings to mind another chapter in Labrador history which has a philatelic connection. In 1908 a company claimed to have a charter from the governments of Canada and Newfoundland to develop the natural resources of Labrador. Apparently no such charter was granted, but the promoters of the scheme printed three stamps in 5¢, 25¢ and \$1 denominations with a total face value of \$1,000,000. Some \$675,000 worth was later destroyed by the Canadian authorities when the ringleaders were apprehended. These bogus 'locals' are now sought after by Newfoundland stamp collectors. The \$1 value appears in this auction as Lot 3316

# AIR MAIL NEWSLETTER JANUARY 2002

22 January 2002

TO: AIR MAIL STUDY GROUP  
FROM: BASIL BURRELL  
SUBJECT: ANNUAL REPORT FOR 2001

So that all of you may see how the Chairman and the Editor are taking care of your funds, this report is presented for your information. If corrections are needed please write to us and let us know how we can improve.

We started the year with a balance of:	\$179.28
Our stipend from BNAPS was: (June)	66.00
BNAPS paid us for 2 free memberships:	10.00
We had 52 paid memberships:	260.00
Donations of stamps and money:	28.75
	<hr/>
	\$544.03

All figures are in US Dollars.

Cost of printing for April 2001	27.54
postage for April	53.69
Cost of printing for August 2001	45.15
postage for August 2001	51.60
Cost of printing for December 2001	27.54
postage for December 2001	53.69
Cost of the yearend notices for dues	46.44
Cost of writing to and mailing prospects	39.00
Cost of other correspondence and service	38.00
Loss of conversion to US \$	18.00
	<hr/>
	\$399.43

From these figures you can see that we enter the 2002 year with \$144.60 (US) in the bank. I had to go to outside sources to get the letters printed this year, whereas last year I had a chance to do some of it for free.

Ed Christman and I enjoy the opportunity to compile your experiences in collecting Canadian aerophilately. We are set for the new year and look forward to hearing from you when you can write up an unusual or a new cover, stamp, or cancellation.



The purpose of this letter is to announce that the dues for 2002 will remain the same. \$5 (US) for addresses in the US. \$7 (Cdn) for addresses in Canada. For those of you overseas please know that it costs \$1.60 for the newsletter which is twice the cost to Canada, so if you can add a bit. The treasury will be able to understand.

The following members have paid their dues for this year:

B. Brown	Christman	Cooper	Davidson	Hees	Jones
Kellum	Kolfage	Levy	Mallett	Malott	McCormack
Neddie	Smith	Wolfenden			

Last year I supplied a cross reference for the Semi-Officials listed in the 5th Edition of AAMS and the new 6th Edition. If any of you who have joined since last year, or have lost your copy make a note of it in the return with your dues.

This year I have found a couple of maps put out by the Post Office Department of Canada in 1933 and 1940 showing their network improvement in just seven years to the point of a cross Canada route. A route like that celebrated by the CPO issuance of 50 covers starting in April 1986 and proceeding across the country.

On another note about the Newsletter - I cannot subscribe to all the publications that cover our mutual interests. If you come across an article about Canadian aerophilately we would all appreciate having a chance to read it and learn. Either send me a copy, or the reference and let me know where I might get a copy.

You may remember that I confessed to being bitten by the computer bug in the last newsletter. My hotmail address is here for all of you to use: [bsburrell@hotmail.com](mailto:bsburrell@hotmail.com)

One of the best things about it is the wonderful correspondence that seems to come ones way. Many of our members are or were pilots and they get tickled by the pilot to tower conversations.

Basic Flying Rules:

1. Try to stay in the middle of the air.
2. Do not go near the edges of it.
3. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly there.

New FAA motto: "We're not happy, till you're not happy."

Tower: "Eastern 702, cleared for takeoff, contact departure on 1  
Eastern 702: "Tower, Eastern 702 switching to departure. By the way after we lifted off we saw some kind of dead animal on the far end of the runway.

Tower: "Continental 635, cleared for takeoff, contact departure on 124.7. Did you copy that report from Eastern ?".

Continental 635: "Continental 635, cleared for takeoff, roger; and yes, we copied Eastern and we've already notified our caterers."