



BNAPS AIR MAIL STUDY GROUP

VOLUME 10 - NO. 3

DECEMBER 2002

CHAIRMAN'S COMMENTS:

At the meeting in Spokane I was officially inducted into the job of Chairman of the Air Mail Study Group. This has come about as a result of the physical problems that Ed Christman is facing. Problems that make it difficult to travel and also because of the number of other commitments he has for BNAPS.

I wish to thank Ed for all his hard work in getting this Study Group on the way in 1992 and seeing that it continued to hew to the line of communication we all envisioned that year.

It is with your support that we can make the Air Mail Study Group keep on doing things that you would like to have done. Please drop me a note when you have suggestions and let us know how we are doing. I will also be serving my first term on the Board of Directors of BNAPS, so you continue to have an ear to the ground. Bas Burrell has completed his two terms on the Board.

George Dresser

ORAPEX 2003:

On May 3rd and 4th, 2003 the 42nd annual RA Stamp Club Exhibition & Bourse will be held in the Carling Rink, RA Centre, 2451 Riverside Drive, Ottawa, Ontario. Large exhibition and bourse, society meetings, lectures and buffet palmares. Free admission and free parking. For info contact Dick Malott, 16 Harwick Crescent, Nepean, Ontario, K2H 6R1, Canada. Phone (613) 829-0280; FAX (613) 829-7673; E-Mail: rmalott@magma.ca.

Hours: Saturday 3 May 2003: 10:00 AM to 6:00 PM

Sunday 4 May 2003: 10:00 AM to 4:00 PM

THE AIR MAIL STUDY GROUP is sponsored by the **BRITISH NORTH AMERICA PHILATELIC SOCIETY**. The Study Group Newsletter is published three times a year. (April, August, December). Annual membership dues are \$5.00(US) or \$7.00(Cdn) and are payable to the treasurer or BNAPS Study Group.



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STUDY GROUP MEETING AT BNAPEX 2002:

We were able to hold a very productive meeting at the BNAPEX held in Spokane. Two new members of the group joined 3 other members and had a discussion of topics you will see elsewhere in this Newsletter. Vic Willson and Bob Spencer decided that their interests touched enough air mail topics that they wanted to explore the great fit with their prime interests.

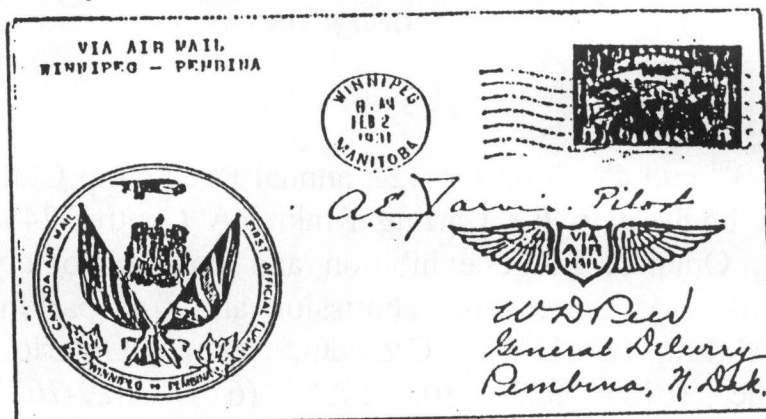
The main subjects covered were the large "D" with the small "w" hand stamp found on many letters. We also agreed that we would ask the membership if they had any copies of the W.D. Peer address and wings on covers that they have, and where they were addressed to.

Beyond this we were able to encourage Gord Mallett to continue his research on Western Canada Airways, Ltd. The beginning of his hunt for information is a fascinating story in itself. Then we were treated to his Silver Medal exhibit "Three Weeks in December 1928 – Canada's Experimental Air Mail". It was designed to amplify the story in the 6th Edition of our AAMS "The Air Mails of Canada & Nfld" starting on page 104 and going to page 106. His research will rewrite the book.

W.D. PEER:

In the April 2002 Newsletter, page 6, we asked if anyone else had letters by W.D. Peer, and if so the origination and destination points. One example is shown below and those that we have seen so far are on Canadian Flight 3105 or US CAM 9N25-9N28. However, if he was a dealer it would seem that there should be many others.

Can you help on this search? Please reply to Editor.

**AIR MAIL STAMP C-9:**

We are indebted to Bill Pekonen for the following article on C-9. This is a stamp that has been overlooked, but a stamp we all have plenty of to search for the variances he details. This article comes from a detailed study of the subject that he reported in MAPLE LEAVES in a 50 page exposition.

Bill recently won a Silver Medal at PIPEX 2002 with his exhibit of this one stamp. However, he is not content with the current status and would like to find the following items by purchase, or trade.

1. A Special Delivery cover with one or more C-9 stamps mailed between 16 Sep 1946 and November 1952 to any address in the Pacific rim. The rate was 25 cents Air Mail plus 10 cents Special Delivery. (Perhaps a C-9 booklet pane +).
2. A 10 cent air letter to England and a 15 cent air letter to Europe if they also have one or more C-9 attached to the cover to pay the correct rate.

Please contact Bill at the address shown on his article if you care to help him towards a Gold Medal.

REPORT ON THE C-9 AIR MAIL STAMP - 7 CENTS - 1946

By Bill Pekonen

201-7300 Moffatt Road, Richmond, B. C. V6Y 1X8

Rev. 06/19/02

Each of the "re-entry" varieties identified to date are distinctly different from each other. Brief descriptions follow. Other identifying marks can be found within the margins, but are not included in this listing. The re-entries can best be viewed using a 16X magnifying glass. Some computer scanners can also detect the re-entries. But more about this subject at another time.

The study began after a purchase of Plate 2 UR from Saskatoon Stamp Centre. This sheet was advertised as showing the re-entries usually found in catalogues. But there are many more than just those five listings. Some of the unlisted re-entries have evidence of doubling both left and right as well as at top and bottom. Compared to those, the positions listed in catalogues could almost be categorized as minor.

			Qty.	NH%	★VF	★F	◎VF	◎F	FDC
Unitrade 1995 Ed. For ref. only	SEPTEMBER 16, 1946. PEACE ISSUE								
	Perf. 12								
	C9	7c deep blue	72.350M	25	1.25	.75	.20	.10	6.00
	i	thin ribbed paper		25	150.00	100.00	—	—	—
	ii	major re-entry, double frameline at right †		25	65.00	45.00	45.00	35.00	75.00
† Variety C9ii occurs on Plate 2 UR, positions 14, 19, 24, 29 and 34, each is slightly different. Positions 14 and 19 also show slight doubling of left frameline.									
	■ C9a	BP of 4 x 7c (C9) (11/24/47)		25	3.50	3.00	3.50	2.50	70.00

It should be noted that some positions exist with two or more different states resulting from 2 or more printings from different plates. A good example is Plate 2 LL stamps #5 & #10. Examples have been found with and without a major re-entry on C9. Mint or Used stamps of CO1 from this position which include the re-entry are unreported to this date (Jan. 21, 2002), but are a possibility. Plate 1, UL includes a re-entry on stamp #10, while stamp #5 shows only a thick bottom line. It is possible that the thick bottom line may actually show up as a double line on other copies of the stamp. Plate 2 UR, stamps 5 & 10 do not have the re-entry on any sheets examined to date in either C9 or CO1. There is a possibility that stamp #5 from this position may show some doubling on some copies.

Some stamps from all panes show a thicker line along parts of the outer frame. On some copies, this line shows two separate lines, raising the question: is the thicker line due to heavy ink covering up what could be a line separation or a worn die or an example of where the re-entry simply is so close to the other line that it is indistinguishable? These thicker lines may be evidence of re-touching, but the jury is still out on that conclusion.

Vertical/Horizontal Border Lines

Normal



Thick

2 Separate Lines
(Doubled) Outside2 Separate Lines
(Doubled) Inside

Merging Line

The "re-entries" are usually accompanied with doubling of the adjoining short vertical or horizontal lines within the outer frame. (See illustration) The doubling of these short lines is at 90° to the re-entry line and is an indicator. When combined with a thicker line, these doubled short lines are the clue which confirms the possibility of a "re-entry". Some of the short lines within the outer frame border are doubled, but the doubling is so close together that they appear as a thicker line. For example, if the thicker line appears in the UL corner, check the UR corner to see if the short lines are normal in thickness. If different, then this is evidence of minor doubling.

Doubling also can be found in the ribbons closest to the inner design panel. These are also distinctively different. Doubling can also be found in the value tablet lines. These are key features which can distinguish between stamps which otherwise appear to be the same. Using these features, one can then easily establish the plate positions.

Short Vertical/Horizontal Lines



Normal



Thick

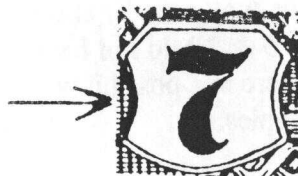


2 Separate Lines



Corner Influence

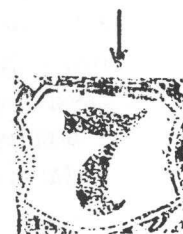
Value Tablets Either Left or Right



Outside



Inside



Top

Ribbons Either Horizontal or Vertical



Partial Scroll



Complete Scroll



Corner Loop

Plate 1 UL

- #5 Slight doubling of bottom line at left merging into a thick line towards the right corner.
- #10 Doubling in LR corner, along bottom line (thick on many copies), doubling of shading horizontal lines below right value tablet
- #15 Redrawn Bottom Frame line
- #20 Right Frame Line (shows a very thick line on some copies)
- #25 Doubling of short vertical lines UL; left and bottom frame lines thicker
- #30 Doubling in LR corner
- #45 Doubling in UL and LR

Plate 1 UR

- #15 Doubling in UR

Plate 1 LL

- #6 Doubling of Bottom frame line
- #41 Major re-entry Doubling in left and right frame lines, and in UR

Plate 1 LR

- #25 Doubling of right frame line and in dash in left value tablet
- #49 Major re-entry - partial Doubling in left, right and bottom frame lines and in UR and left value tablet

Plate 2 UL

- #30 Partial doubling of left frame line, in UL top frame line and in first four loops in the ribbon

Plate 2 UR As reported previously by John Jamieson (but see note at end of article).

- #14 Doubling of right frame line, partial doubling of left frame line. Right ribbon doubled for entire length. Left ribbon doubled top two loops.
- #19 Right Frame Line doubled. Left frame line has three lines instead of two. Left Value Tablet doubled on left only. Right Value tablet on right only.
- #24 Right frame line doubled. Minor doubling on left frame line. Value tablets doubled similar to #19

#29 Right frame line doubled. Left Frame line very thick appearance - doubled on some copies. Right Ribbon doubled entire length. Right value tablet doubled on right only.

#34 Left Frame line very thick. Right frame line doubled to top of "7" only.

Plate 2 LL

#5 Major re-entry Doubling of both right and left frame lines, doubling in UL, LL and LR. Doubling in left and right value tablet

#10 Major re-entry Doubling of both right and left frame lines, in UL, UR, LL and LR. Doubling in left ribbon. Both left and right value tablets show doubling Left ribbon doubled at top and at bottom

#15 Major re-entry Doubling in both right and left frame lines. Doubling in UL, UR, LL and LR corners. Doubling in left and right value tablets. Doubling in left and top ribbons.

#20 Left frame line thick. Doubling in UL, UR and LL. Right frame line partially doubled. Doubling in Left value table. Partial doubling at top of left ribbon.

#25 Left frame line is thick. Doubling in UL, LL and UR. Partial doubling of right frame line. Partial doubling of bottom line. First five complete scrolls down from the top of the left ribbon are doubled with the sixth scroll doubled only on the left side.

Plate 2 LR

#50 Doubling in UR and LR. Thicker Right frame. Partial doubling of Bottom Frame line. Doubling at top of right value tablet. Right ribbon weaker in printing than left frame line on some copies. Can be found with and without the re-entry.

All of these re-entries should be found on both CO1 and CO2 because these sheets were overprinted on field stock. As you can see from the above, there are two candidates for positions #5 & 10 - Plate 1 UL and Plate 2 LL. The key to recognize the difference is to look at the left and right value tablets. If no doubling exists in the value tablets, then the stamp is Plate 1UL. If doubling exists in the value tablets, then the stamp is Plate 2 LL. There is a third possibility. If the doubling is only in the left and bottom frame lines and UL and LL corners, then you may have a copy of Plate 2 UR, stamp #5, especially if stamp #10 shows no doubling whatsoever.

More complete details can be found in *Maple Leaves*, published by the Canadian Philatelic Society of Great Britain. The series covers about 14 issues, starting with the Summer issue, July, 2000. For those who are not CPS-GB members, copies are filed with the American Philatelic Research Library.

D.w. :

One of the topics discussed at BNAPEX 2002 was the hand stamp that appears on letters like the one shown.

The question was first raised in the Vol 2, #1 issue of this newsletter. Illustrated were a 3207p cover, Winnipeg to Calgary, Feb 22, 1932. Also FDC.

Also shown is what I think is a commercial cover or perhaps close to 3011.

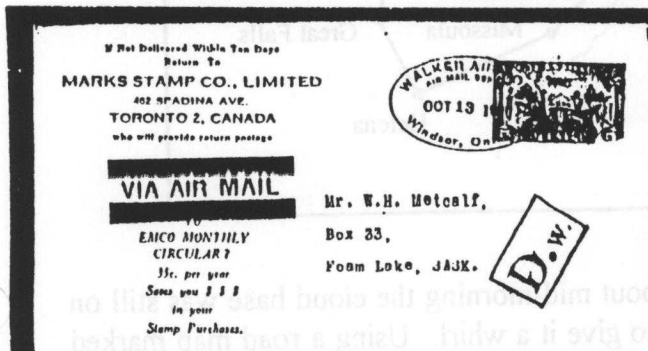
In Vol2, #2 we asked the question again. In Vol 3, #1 there was a reply from Trelle Morrow saying that it might be the collector's mark used in marking purchases in circuit books, and in particular perhaps W.C. Diment of Sintaluta, Sask.

I relayed this information to Don Amos and he replied in August as follows:

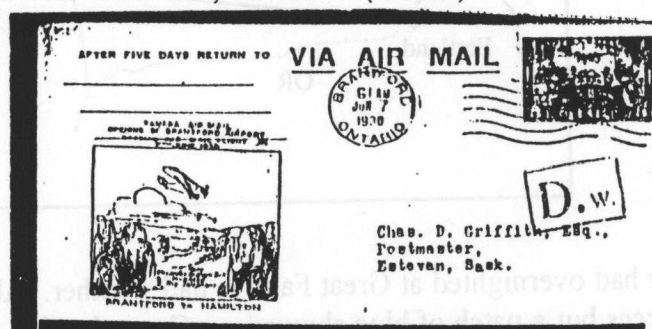
Now we come to a dandy. I read somewhere you were losing your sanity over the marking D. w. So am I. Before I retired I was in the main post office. One day I wanted to check back in the records for someone asking a question about them. I went to the room where the records were. I was told they needed the room and the records were all thrown out. I couldn't believe it. I tried Ottawa but they had no record of them. I have copies of it used in 1930-1931-1932. I have written to all the postmasters of each town and/or city giving all names and details, including Sintaluta in your letter, but never received a reply from any of them. The old-timers must have all gone. Trelle may be right but the general opinion here seems to be Delayed-Weather. You are probably aware that the FF from Pembina Feb. 1931 was delayed until the next day because of bad weather, referring the through flight from the east. I have never seen any collectors covers (FF's) with D. w. The thing I question of it being a dealer's mark is that the marking on some is right up cancelling the stamp, yet there is miles of space at the left on most covers thus. Seems odd that a dealer would put it up in that small space. There is a Seniors' stamp club in Winnipeg. I am trying to find time to go to one of their meetings and perhaps find an old timer who might remember. I'll keep on trying.

In addition, and to supplement this theory Gord Mallett sent in 2 covers shown below, but cropped for space.

I saw 2 at BNAPEX - Winnipeg to Pembina 9 AM 2 Feb 1931 (3105)
- Amos to Siscoe Oct 28, 1930 (3061)



Backstamp: Foam Lake OC 17, 1930



Backstamp: Hamilton Jun 17, 1930

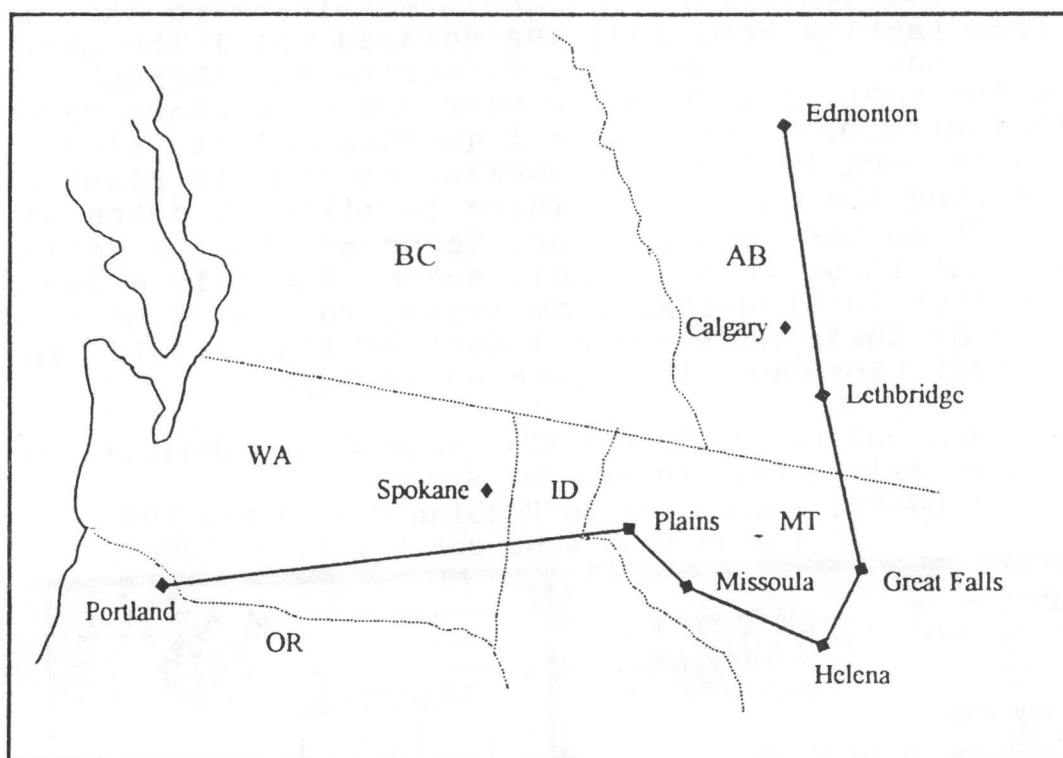
SIGNATURES

This is second in a series of articles on flight covers that bear the signature of **R. W. Hale**, District Postal Superintendent [Edmonton & Northwest Territories]. The cover featured here displays Major Hale's familiar script and that of **G. W. G. McConachie**.

EDMONTON TO PORTLAND ROUND-TRIP: DEC 2 - 8, 1936

A quick glance at the cover suggests something of the style of the colourful bush pilot Grant McConachie. Whether in the air or on the ground, he was never one to do anything by half measures. And although during his flying years he was involved in more than a dozen crackups, fires and near misses, he always came out smelling like a rose. It was a combination of this incredible luck and equally incredible skill and determination that propelled him into the seat of the presidency of Canadian Pacific Airlines, at the young age of 38.

On this trip to Portland these three - luck, skill and determination - were, as usual, riding with him. McConachie's biographer Ronald Keith recounts the flight in his book *Bush Pilot With A Briefcase*: "On a flight from Great Falls, Montana to Portland, Oregon he had three passengers in a single engined Waco on wheels - Jim Slessor, his long-suffering insurance agent; Jimmy Bell, the Edmonton airport manager; and Walter Hale, the postal chap. They were hopping down from Edmonton as delegates to an International Northwest Aviation Council convention in Portland.



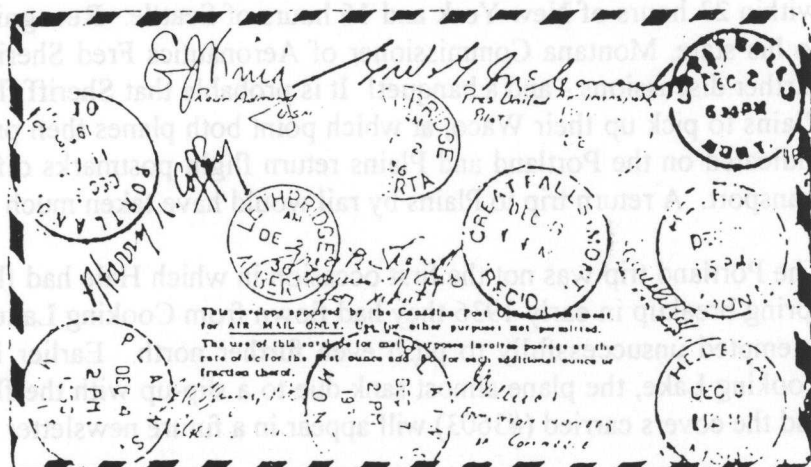
They had overnighted at Great Falls in bad weather. About mid-morning the cloud base was still on the trees but a patch of blue showed, so Grant decided to give it a whirl. Using a road map marked with elevations, he flew among the mountains in milky visibility. Beyond Missoula, where they refuelled, the weather worsened. He escaped from several dead-end valleys only by snapping the Waco into wing-wrenching 180-degree turns. He decided to spiral up in the hope of breaking out over the top of the cloud cover.

As Jim Slessor described the view from the co-pilot's seat: 'We seemed to climb through that cotton-wool sky forever . . . up to thirteen thousand feet . . . the Waco nudging its ceiling . . . less than an hour's gas in the tanks . . . there was just one way to go . . . down. Well, I tell you! We were spiraling down through that solid overcast encircled by rock, a corkscrew sinking into the neck of a bottle. It was the scariest experience of my life! I was breaking out in beads of sweat and flinching away from those mountain walls I knew were there in the mist, but couldn't see . . . The most amazing thing was that Grant showed no strain. Very casual, he asked me to slide open my window and keep a lookout for trees or rocks. 'Grant' I said. 'If I spot a rock or tree I won't be telling you about it. It'll be too late!' He just grinned.

'Well I never would have believed it! We broke into the clear under the cloud ceiling at about four hundred feet right over a small village at the bottom of the bowl. It was Plains, Montana. We landed in a hayfield and called it a day.'

Although entertaining, Keith's account of the flight is inaccurate and incomplete in several respects. There was a fourth passenger onboard, McConachie's wife Peg. McConachie actually brought the plane down on a new emergency landing field at Plains, completed just 10 days previously. And, Keith neglected to add that the remainder of the journey to Portland was by train! Notwithstanding his tendency to glamorize the facts a bit, this engaging biography is a fun read for anyone interested in the human side of aviation history. Douglas & McIntyre (1997) publish the present edition.

Seldom do aerophilatelic gems like this 're-surface'. The round-trip cover features dual franking, a dozen strikes and more than twenty signatories! Although the cover has not been listed in previous catalogues, Dick McIntosh will be including it as item #3616 in the future revised edition of the American Air Mail Catalogue *The Air Mails of Canada and Newfoundland*.



Outbound Flight

postmarked: EDMONTON / DE 2 / 36 ties 1-cent King George V Pictorial Issue
and 2-cent King George V Leaf Issue

backstamped: LETHBRIDGE AM / DE 2 / 36 / ALBERTA
GREAT FALLS / DEC 2 / 6:30 PM / REC'D
HELENA / DEC 3 / 12 M / MONT.
PLAINS, / DEC 4 / 2 PM / 1936 / MONT.
PORTLAND. / DEC 5 / 11 AM / 1936 / OREG.

Return Flight

postmarked: PORTLAND. / DEC 7 / 11 AM / 1936 / OREG. ties [1836 - 1936] 3-cent
Oregon Territory stamp

backstamped: PLAINS, / DEC 7 / 2 PM / 1936 / MONT.
HELENA / DEC 7 / 5 PM / MONT.
GREAT FALLS, MONT / DEC 8 / 1 PM / REC'D
EDMONTON / DE 8

American Signatories

Great Falls - Postmaster, Chief Clerk, Assistant Chief Clerk
Helena - Postmaster, Chief Clerk, Assistant Chief Clerk
Plains - Postmaster
Portland - P.O. Inspectors, Postmaster, Chief Clerk, Assistant Chief Clerk
Fred B Sheriff - Commissioner of Aeronautics, State of Montana
E J King - Rear Admiral U.S.N.
plus signatures of three other conference/post office/aviation officials

Canadian Signatories

G W G McConachie - President/Pilot United Air Transport
R W Hale - Postal Superintendent
W R Ward - Postmaster, Lethbridge
James A Bell - Manager Edmonton Airport
J R Slessor - Edmonton Chamber of Commerce

Further details: The plane - McConachie's new Waco Custom, CF-AZM. The weather - severe dust storms raging over the Calgary district prevented the plane from landing there enroute, as planned. The conference - although the Canadians were late arriving, the resolutions committee allowed them to make their representation concerning a proposed air route from mainland USA north to Alaska. They pointed out the practicality of a route via Great Falls, Lethbridge, Calgary, Edmonton, Peace River, Fort St. John and Whitehorse, Yukon. This route would bring Alaska within 23 hours of New York and 16 hours of Seattle. Recognizing the advantages of such a route to his state, Montana Commissioner of Aeronautics Fred Sheriff invited them back to Helena for further discussions - and a banquet! It is probable that Sheriff flew the Canadian delegation back to Plains to pick up their Waco, at which point both planes then proceeded on to Helena. [The times indicated on the Portland and Plains return flight postmarks differ by only 3 hours, suggesting air transport. A return trip to Plains by rail would have taken much longer.]

The Portland trip was not the first occasion in which Hale had flown with McConachie. During the spring breakup in early 1936 they had flown from Cooking Lake, AB to Fort St. John, BC and then attempted unsuccessfully to push even further north. Earlier in the day, prior to departure from Cooking Lake, the plane almost sank due to a slip-up with the floats. Details of this eventful flight and the covers carried (#3603) will appear in a future newsletter.

Gord Mallett

LABRADOR LABELS: On page 12 of the April 2002 Newsletter mention was made about the labels that interest Walter Hees. Here is more on them from our friends in the Newfie Group, ie Bob Dyer.

THOSE DANG LABRADOR LABELS!

Bob Dyer



\$1, and top value of three Labrador labels

Basil Burrell sent us a letter from BNAPS member, Walter Hess, with inquiries about the Labrador labels (don't look for any catalogue reference as they aren't listed anywhere). I can find no mention of the labels in any previous **NEWFIE NEWSLETTER**. Extracts from Hess' letter:

"...another stamp, again a fake Newf. air mail, has been showing up in local auctions as a private 1907/08 issue. The Labrador Map stamp is described in the attached 2 articles. [Summarized next page]. The two write-ups as you will note, do not tell the same story....

"There is a third story about this stamp which has only been passed on verbally. So the story goes – this 1907 or 08 issue date in bunk. This stamp was dreamed-up by U.S. G.I.'s who were stationed with Canadian troops in Lab and Newf in the early 1940's for protection of N. America against any attempted Nazi landings. The idea was that they could expedite the G.I.'s mail back to the U.S. A scheme that was based on using the U.S. Air Force as the transfer agent. It didn't work because the flights had no regular Schedule.

"In conclusion, I have never seen any of these stamps with a cancellation mark or with any sign of gum. I have only seen the \$1.00 stamp. If you are aware of this issue, have you ever seen the 5¢ and 25¢ varieties. " --- Walter Hess

LABRADOR LABELS (continued)

Both pieces sent by Hess have pictures of the \$1 label.

PIECE 1. "...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 destroyed by the Canadian authorities when the ringleaders were apprehended. These bogus 'locals' are now sought after by Newfoundland stamp collectors.."

PIECE 2. "The Standard British North America catalog describes this historic stamp [\$1] 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.' Catalogue Value by BNA Catalog is \$10.00"



5¢ Value of the Labrador labels

PIECE 1. quotes from Winthrop S. Boggs' *The Postage Stamps and Postal History of Newfoundland*, 1975 edition. I have no idea from which catalogue PIECE 2. derives its story. The label is not mentioned in Gibbons, Scott, Unitrade or Butt and Walsh's NSSC catalogue. One can still find a \$1 value for around \$10, however.

LABRADOR LABELS (continued)

The following is from *Postage Stamps of Newfoundland* by Bertram Poole and Harry Huber:

"In the summer of 1908, some labels were offered to the dealers of the country, purporting to be an issue for the prepayment of postage on letters sent by a service from the Labrador direct to Canada and the States, instead of via Newfoundland. These were issued by an American Company claiming to have obtained a charter from the Canadian and Newfoundland Governments for the exploitation of the natural resources of Labrador.

"The labels were of three denominations, 5¢, 25¢ and \$1 and pictured respectively a seal an Eskimo, and a map of the northwestern coast of Labrador. The values were expressed in figures and words, and in addition LABRADOR and POSTAGE. On the \$1 POST OFFICE

was substituted for POSTAGE. U.S.A. also appeared twice on the 5¢ and \$1, and four times on the 25¢. Letters have been shown franked with the labels, duly cancelled, but in addition, Canadian stamps, so that their postal standing has never been established."

Note – Dean Mario tells me Frank Phillips wrote about the labels for *Gibbons Stamp News* in August, 1908, already questioning their authenticity. Forget the WW II theory, therefore!

The last reference I have is from Robson Lowe's 1973 *Encyclopedia*.....:

"...these labels were produced in America and generally sold to American collectors. The used example on cover which we illustrate...paid no postal duty but was probably stuck on the envelope addressed to the Montreal newspaper *L'Argus* in the hope of securing press publicity and stimulating sales of the bogus issue to collectors in Canada. To-day, the two lower values are rarely seen, but the multi-colored \$1 value is still comparatively common."



25¢ Labrador label. Is the Eskimo looking for suckers?

LABRADOR LABELS (Concluded)

Here are a few additional observations:

- The three labels were issued ungummed.
- CAVENDISH auction, March 2, 1991, Lot #793 contained blocks of the 5¢ and \$1, plus a \$1 tied to a 1936 cover to the U.S. with a 3¢ U.S. stamp. It realized 55 £.
- EASTERN auction, October 14, 2000, Lot #392 contained a set of the labels, "VF" Estimated at \$150 (Cdn), it sold for only \$86.
- EASTERN auction, May 25, 2001, Lot #398 contained a block of the 5¢, est. \$250 (Cdn), and sold for \$115.

SUMMARY

It appears the three Labrador labels were created by one or more Americans and issued in 1907 or 1908 to attempt to dupe stamp collectors. Although they can be found "tied", they have not been known to have actually paid Canadian or U.S. postage. The \$1 value is common and can still be found for \$10 or so (*offer no more!*) but the two lower values are much more scarce. Based upon Eastern's auction results of two years ago, expect to pay around \$100 for a complete set of these bogus items.

BNAPEX 2002, SPOKANE, WA.

For the second time within my memory BNAPS scheduled its annual meeting so that it coincided with another group having their annual meeting and exhibition. The last that I can remember was Edmonton.

The reason behind this move was that we had not had that rousing success with stand-alone meetings in the United States, and this was a way to spread the overhead in case very few showed up. However, this did not happen and the joint exhibit with "Inland Empire Philatelic Society" came off very well. We each had 100 frames set up with a great space allocation for the frames and the dealers, 4 of whom were our Canadian standbys, Saskatoon, Greenwood, Longley, and Tom Watkins. There was much to choose from as the US dealers brought all their BNA material.

Tom Watkins 6 frames of "The Development of Canada's Semi-Official Air Mail" won a gold and should be considered for part of our BNAPS Exhibitor's Series.

Gord Mallett showed 4 frames entitled "Three Weeks in December 1928 - Canada's Experimental Air Mail". This monumental work only touches the surface of a subject that Gord has undertaken to develop and perhaps rewrite some of the common misunderstandings about Western Canada Airways, Ltd. during this period. His research continues and will probably result in a book with the authority of the Topping book on Yukon Airways. Lets hope so, because there is much need for the truth, rather than copied errors. Keep it up Gord !

I am sure that detailed results will show up in the next TOPICS and so I won't try to go further than to say that the planners were most generous with space, accommodations and weather.