

the public a fitting memorial to the achievements and sacrifices made by Canadians in building and preserving our nation.

Bob Schlesinger wrote to say that plans for the 1992 BNAPEX in the Chicago area are going well, and that the Convention will be held at the Pheasant Run Resort, St. Charles, Illinois,

Thursday through Saturday, Sept. 10-12, 1992. This will now be listed in the Calendar also.

My file of members' doings is pretty small right now. Let me know of your activities, or those of others, and we will include them as space permits.

BNAPS NEEDS NEW MEMBERS

HOW A PHILATELIC COVER BECOMES A NON-PHILATELIC ONE

by Charles J.G. Verge

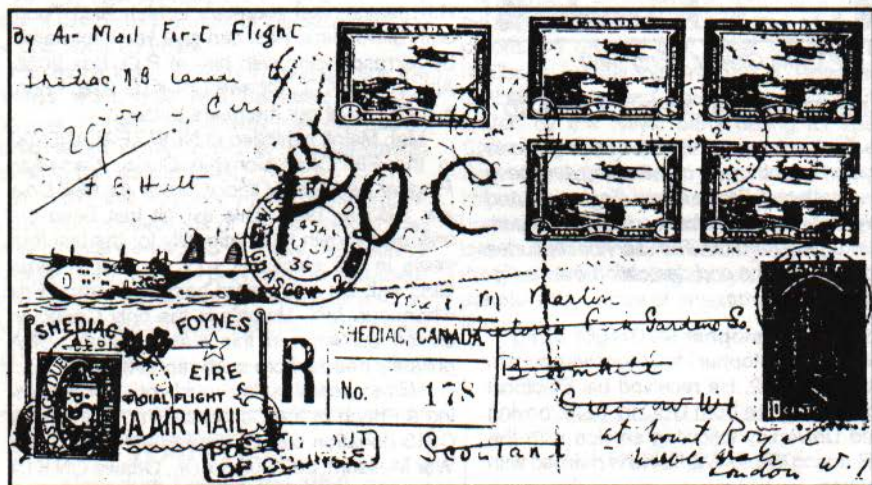


Figure 1

From 1937 on, major efforts were underway to establish a regular Trans-Atlantic air mail service between North America and Europe. Experimental survey flights were made in July of both 1937 and 1938 from New York via Canada, Newfoundland and Ireland to Southampton in Southern England. Two airline companies vied for the contracts to carry mail: Pan-

American Airways Limited, a U.S. carrier and Imperial Airways, a British one. Agreements were signed and Pan-American started its regular service out of New York on June 28, 1939 with Imperial flying out of Southampton for the first time on August 5 of the same year. Because of World War II, which started shortly thereafter, these Trans-Atlantic services were

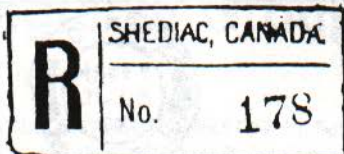


Fig. 2



Fig. 3



Fig. 5

curtailed in the fall of 1939.

This is the story of one registered cover (fig. 1) which was destined to be carried, amongst thousands of other covers, on the Pan-American leg from Shediac, the Canadian stop, to Foynes, the Irish stop-over. The cover originated in Georgetown, Ontario and was addressed to Glasgow, Scotland. F.B. Hutt, the sender, franked the cover with the proper rate by using five (5) 6 cents airmail stamps (Scott #C6) for the 30 cents airmail rate and one 10 cents stamp (Scott #241) for the registration rate for a total of 40 cents of postage. The cover was then sent to the Postmaster at Shediac under separate cover and he registered the letter (fig.2), cancelled (fig.3) and back-stamped the envelope (fig.4) and added the flight leg's cachet (fig.5). The Postmaster then put the letter with other registered mail, destined for the United Kingdom, in a secure mail bag instead of putting it in the secure mail bag

for Foynes as requested by the sender in the upper left hand corner of the cover (fig.6). So far, in its progress, the cover remained very philatelic. From this point on, however, it now becomes a very collectable item for an airmail collection of Canada, the United Kingdom and even Ireland.

On arrival in the United Kingdom the cover was not backstamped. This is typical of the British postal service, but it is possible that the smaller of the two blue crosses, indicating the cover's registered status, may have been applied in Southampton upon the opening of the registered mail bag. In Glasgow, however, a receiving CDS was applied (fig.7) as well as the larger blue cross (or the smaller, if it was put on at this point) and the registration number 89 in the same blue pencil. The cover was then delivered and accepted at Mrs. Martin's address in Broomhill, Glasgow. For some reason, probably Mrs. Martin's absence, the cover was

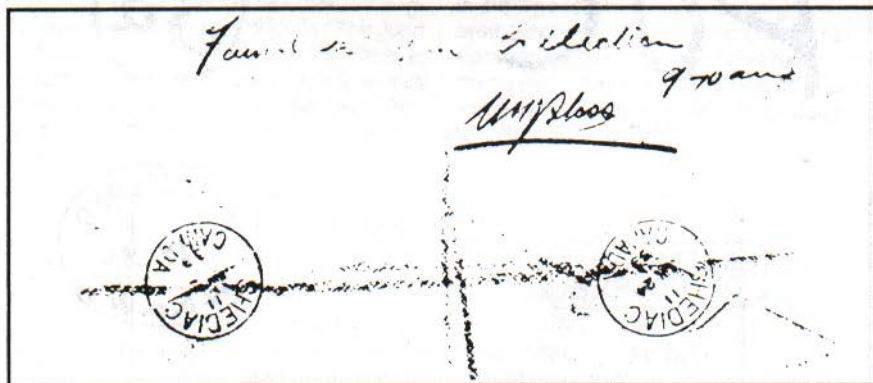


Figure 4

By Air Mail First Flight
Shediac, N.B. Canada to
Foyner, Oire

Fig. 6



Fig. 7

Found in open collection

Handwritten signature

Fig. 8

redirected to Marble Arch, London W.I. and was dropped in the local pillar box. Found there (fig.8) at 9:10 a.m. on July 1, 1939 it was brought to Glasgow's Western District Office for processing by the mail carrier who probably also added the large orange POC (Posted out of course) notation (fig.9). The postal clerk added the 3d. to pay (fig.10) and Posted out of course (fig.11) handstamps. At the registration desk a 3d. postage due label (Scott #J29) was applied and cancelled by a registered internal office stamp (fig.12) on July 1, 1939. The large blue cross may have been applied at this point. Sent to London, an additional registration number (829) was added before delivery to Mrs

Martin.

There are two interpretations to the 3d. to pay indication. The first, subscribed to above, would indicate that the cover was re-registered in Glasgow. The Post Office figured that the original Canadian registration had ended with the delivery of the cover to Mrs. Martin's Glasgow address. Posted out of course and with no indication to the contrary, the postal clerk properly re-registered the cover. Another interpretation, using the same parameters as above, would have the clerk indicating double deficiency for the 1 1/2d. first class rate. The first interpretation seems the more valid as the 3d. postage due label is cancelled by a registration handstamp.

POC

Fig. 9



Fig. 10

POSTED OUT
OF COURSE

Fig. 11



Fig. 12