



STAMP EDE

CALGARY PHILATELIC SOCIETY

REGULAR MEETING: Lower floor of the Calgary Central Library, MacLeod Trail at 7th Ave. S.W.
Dec 7 7:30 Trading & Circuits
8:10 Programme
G. Hill Canadian coils
8:30 Business Meeting
8:45 Trading & Circuits

AUCTION MEETING: C.U.P.E. Hall, 104-13 Ave. S.E.
Dec 21 7:30 Viewing
8:00 Auction
9:00 Trading & Circuit Books

The December 7 meeting is also a combined meeting for the members of the BNAPS will be joining us for this meeting. Also there will be some discussion about the Exhibition planned for this spring.

Catalogue Lists Top-Ten Stamps

Stamps of the World, the 42nd edition of Stanley Gibbons' popular postage stamp catalogue, currently lists 10 stamps worth in excess of 10,000 pounds.

According to a Gibbons' spokesman, the latest edition "represents a big change since the first was published in 1934, listing no stamp priced above 5,000 pounds."

The world's top 10 stamps include British Guiana's two-cent black on red of 1850 at 25,000 pounds; British Guiana's one-cent black on magenta, the world's most valuable stamp, at 180,000 pounds; Canada's 1851 12-pence black at 20,000 unused and 18,000 used; Ceylon's 1857 4p red at 11,000 pounds unused; Great Britain's 1904

Edward VII "IR Official" purple at 18,000 pounds unused and 10,000 pounds used; Lombardy Venetia's four-kreuzer red journal stamp of 1858 at 10,000 pounds unused; Mauritius' 1847 one-pence red at 100,000 pounds unused and 55,000 pounds used; Mauritius' two-pence blue of the same year at 80,000 pounds unused and 55,000 pounds used; Naples' 1858 ½ tornesi blue at 25,000 pounds unused; and Hawaii's 1851 two-cent blue at 40,000 pounds unused and 20,000 used.



A DAY TO REMEMBER

From "Boeing Magazine", a publication of the Boeing Company for its employees.

There were 40, maybe 50, men gathered at the edge of Lake Union near the foot of Roanoke Street in Seattle, Washington, on October 15, 1920. They were there to see Edward Hubbard begin the first regularly scheduled international airmail service. Many of those present were either from the Post Office or from newspapers.

The Seattle Star reporter wrote that the day was cold, windy and rainy and that the "little group" was "mildly interested". Seattle Postmaster Edward McGrath hardly could be heard as he proclaimed the event as historic — "a day to remember."

Hubbard and McGrath loaded five sacks of mail aboard the Boeing CL-4S float plane and America's newest flying mailman took off for Victoria, British Columbia, 78 route miles away. Hubbard would get to Victoria's Outer Wharves in plenty of time to put mail aboard the Africa Maru bound for Japan and then get back to Seattle before dark. He took off from Lake Union at 2:15 p.m.

Postmaster McGrath's statement that Hubbard's flight made it a day to remember turned out to be a fallacious prediction. As a matter of fact, the day has been so widely forgotten that among those who recall it at all, the event is used to celebrate the virtues of the first Boeing commercial airplane design.

Some 58 minutes after beginning the first flight from Lake Union on that October day in 1920, Hubbard landed in Victoria. Considering the small group which had seen him off in Seattle, he was unprepared for the reception he got in Victoria. Thousands thronged the Outer Wharves to greet him. City Officials, Canadian Post Office dignitaries, steamship company officials, newspaper reporters and excited citizens kept him so busy shaking hands and exchanging greetings that he was unable to take off for Seattle until 5:40 p.m. His chances of getting back before dark were reduced to zero when he ran into strong head-

winds. He finally landed on Lake Union at 7:20 p.m. Only his mechanic was there to greet him.

The Victoria Daily Times gave Hubbard's airmail activities extensive coverage in the early 1920's. In one interview Hubbard told the Times reporter how he divided his costs: one-third for maintenance: one-third for gasoline, oil and running expenses, and one-third for depreciation. "Depreciation" was a word pilots used in those days for "crack-up".

The Post Office paid Hubbard \$200.00 a trip and at first limited him to 10 trips a month. Out of this \$2,000.00 he had to pay his expenses and the services of one and sometimes two mechanics.

These trips were far from uneventful and what was perhaps the most serious incident occurred on take off in Victoria. A rudder control snapped just after take off and the airplane dived into the water before the horrified eyes of the passengers and crew of the SS President Grant from which Hubbard had just collected the mail.

The ship's captain dispatched a launch to Hubbards rescue and by the time it reached the scene of the crash he had struggled to the surface with a bag of mail in each hand. On that occasion he took a train to Seattle. Hubbard continued to fly the Seattle-Victoria mail until 1927 when he left to join a Boeing operation in Salt Lake City. He died December 19, 1929 after an operation for "internal disorders" in Salt Lake City hospital the day before. He was 39 years old.

As a comment on postal efficiency—



EXHIBITION COMMITTEES FOR CALPEX 1977

Exhibition Chairman	E. Harris	274-0021
Exhibits	G. Hill	242-7561
Auction Rules	J Taylor	246-1901
Auction Day	J. Cotton	249-1058
Publicity	T. Moore	249-0927
Frames	P. Wolf	277-5278
Program	J. Werner	282-1377
Treasurer	J. Jarabek	244-4230

If anyone has any questions about the exhibition please contact any members of the various committees and they will be most willing to give answers. There have already been several meetings of the committees and final details will be given in the January regular meeting. The show will be held at the Palliser Hotel on April 29 Through May 1, 1977. I hope all members are working on exhibits to be entered in the show.

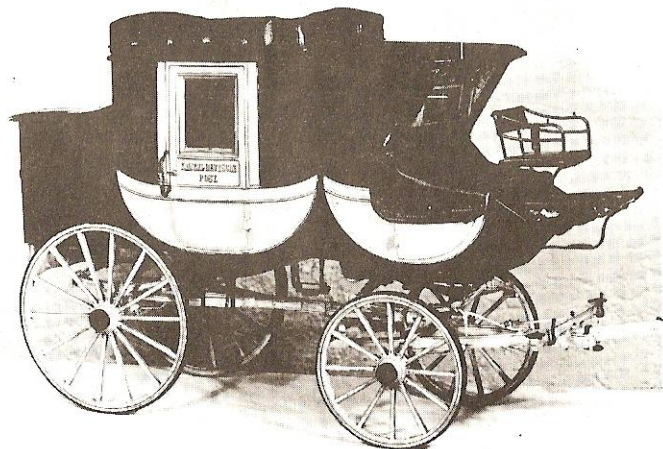
CANADIAN VARIETIES



Imperforate Coils



Miscut Stamps



Mailcoach of the Deutsche

Reichpost until 1871

Hands Across The Border Helped Business

finished after several others had worked on it, was a serious student of the Vermont story. He told this story during an interview at Atlantic City.

Beebe Plain on the border of Vermont and Quebec had a one-room store where two men were partners. The shop occupied both sides of the border with each side having its own individual door. Inside the store the Canadian was postmaster for Beebe Plain, Que., while the American was postmaster for Beebe Plain, Vt.

The two post offices were at opposite ends of the same store. When the postmasters were both busy, it didn't seem to matter which one took care of the customers in either post office. If the Canadian was free he would take care of the American office, and they found that such co-operation worked extremely well. If one wished to take a long lunch hour the other would cover for him. If one had to go to a

wedding, a funeral or be absent for any other occasion, he would go in perfect ease and confidence that his office would be covered.

These men were not related, just partners in the general store business. They had found from experience that Canadians enjoyed U.S. cigarettes and the Americans liked the idea of woolen mitts and other goods from Canada. So, they were both doing well. They had an iron post marking the border line out near the middle of the floor between the two doors, but a little closer to the U.S. door. Remember, they sold Canadian stamps at one office and American stamps at the other.

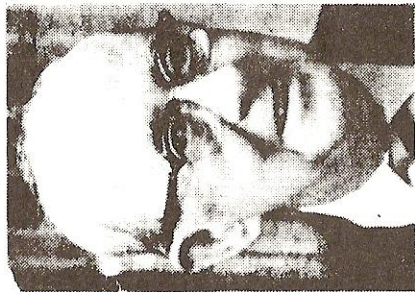
When the time came to collect the mail they would take one Canadian bag and one American bag and load them into the same wagon, take them to the station and put them on the train. When the train came in and off-loaded the mail, one of the partners would bring back

the two bags, one for each country. They didn't get much mail, one or so bags each day.

This arrangement did cause a tremendous uproar in 1911. A lot of fanfare in newspapers sounded as though something terrible was going on. What happened at the time was the accusation of the American postmaster. He was charged with having leased out his concession as postmaster to his Canadian counterpart.

He hadn't done anything of the sort, he merely took a two-week holiday and left the Canadian to take care of both offices while he was away. He kept just as much money as he was entitled to and undoubtedly the Canadian would have taken a two-week vacation later on. Unfortunately, the people who complained made such a hullabaloo they didn't let them do that, and the co-operative services ended.

Next week Mr. Slawson talks about bootleg mail.



By Douglas Patrick

Postal service between Canada and the United States has taken a few twists from time to time since the original agreement between the newly formed United States and Canada in 1792. For some years following 1900, an unusual, if not unique, postal service took place at Beebe Plain on the northern border of Vermont and Beebe Plain, Que.

The late George Slawson, author of the Postal History of Vermont, a book he