



BNAPS  
AIR MAIL  
STUDY  
GROUP

Volume 4 - Number 1

December 1995

### Chairman's Comments:

The meeting of our Air Mail Study Group at Edmonton an excellent one thanks to Bill Topping, George Dresser and Basil Burrell. I had to cancel my trip to BNAPEX because of the death of my father-in-law and George presided in my place. A public "Thanks" to George, Bill and Bas who helped this program move ahead, on schedule, in my absence.

The mail-out which you received last month told you what happened at the meeting and brought you up to date on Air Mail Study Group activities. As reported in the facts and figures, our membership has continued to increase. There is no doubt that Air Mail collecting with all of its specialties and colorful sidelines has increased in popularity resulting in an increase in the number of collectors in BNAPS who pursue Canadian aerophilately. We are getting our share in the study group and I predict our membership will continue to go up in the coming years. However, we all need to keep an eye out for new members.

Looking ahead to the future, its not too early to think about our meeting next year's BNAPEX '96. The meeting will be in Cowtown USA, better known as Ft. Worth, deep in the heart of (TEXAS that is!).

I'd like to suggest that we use the same format as we have in the past three years. We'll have a short business meeting, followed by a program presentation, then a final "gab-fest" and "swap and sell" session. This program has worked three times, so lets use it again.

BNAPEX '96 is scheduled for August 30 to September 1 next year. Put these dates on your calendar right now and make plans to attend. Who would like to do the program presentation next year? It can be on any phase of Canadian Air Mail Philately. If you would like to volunteer for this assignment, please write or call me. I'll be glad to work with you and get you scheduled as our "featured presenter" for next years meeting.

The holiday season will soon be upon us, so let me close by wishing all of you "Happy Holidays" and "Best Wishes" for the new year.

Good Collecting,

Ed Christman

*Ed Christman*

The AIR MAIL STUDY GROUP - is a study group under the BRITISH NORTH AMERICA PHILATELIC SOCIETY. This newsletter is published three times a year. Membership fees are \$5.00 US / \$6.00 Cdn and are payable to the Treasurer.

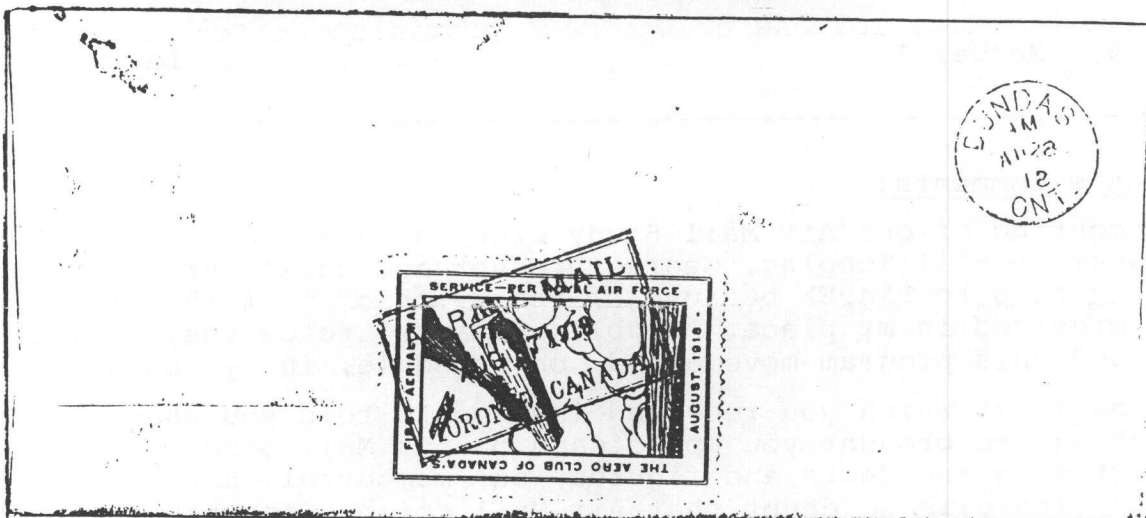
Chairman -  
Ed Christman, Jr.  
5419 Jason Street  
Houston, Texas  
77096 USA

Secretary/Treasurer  
Basil Burrell  
911 Huckleberry Lane  
Glenview, Illinois  
60025-2301 USA

BNA RARITIES SOUGHT FOR CAPEX '96:

Shown below is one of the rarities accepted by Chuck Firby for the CAPEX '96 show in Toronto. It is from one of our members collection.

Air mail cover carried from Ottawa to Toronto on 27 August, 1918,  
franked with Canada's first air mail "stamp".



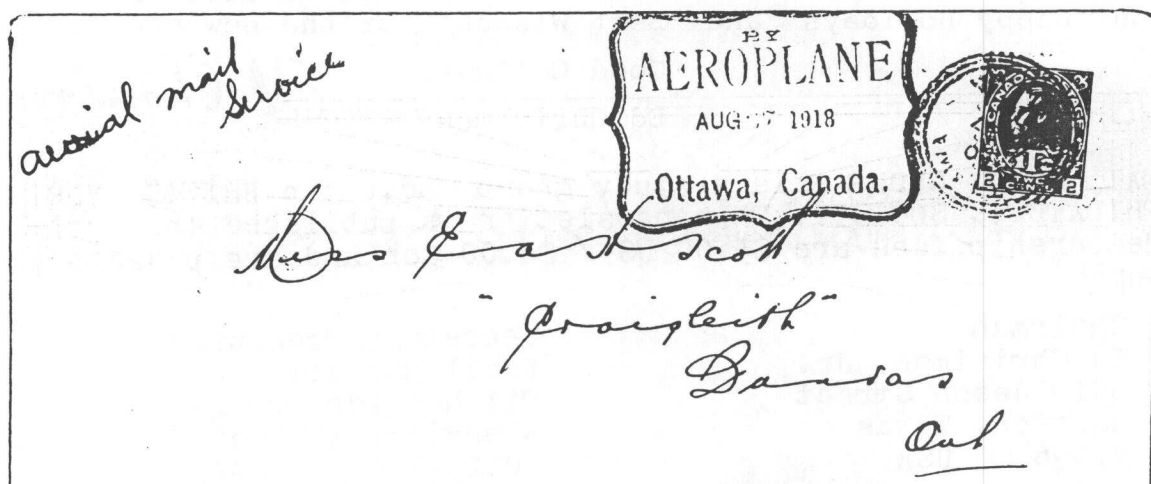
In August, 1918, the Aero Club of Canada was authorized by the Canadian Post Office Dept. to experiment with the carriage of mail by airplane between Ottawa and Toronto. Covers on these flights had to have **"BY AERIAL MAIL"** written prominently on the address side of the envelope. The Aero Club was also authorized to issue labels with a nominal value of 25¢. These were to be applied to the backs of covers carried on these experimental flights. The first printing of the labels was on 24 August, 1918, just in time for the second roundtrip flight which took place on Monday, 26 August (Toronto to Ottawa) and Tuesday, 27 August (Ottawa to Toronto). Two hundred labels were printed of which 167 were used on flown covers.

The aircraft was the Curtiss JN-4 (Canuck) "Winnipeg" piloted by Lieutenant Arthur M. Dunstan, RAF. He left from Leaside in Toronto on 26 August at 1:50 PM, refueled at Desoronto, and reached Rockcliffe Ranges, Ottawa at 4:08 PM. He returned to Toronto at 11:00 AM the following day. One hundred thirty pieces of mail were carried on the outbound leg. A smaller mail -- presumably 37 pieces of which this cover was one -- was carried on the return trip.

This cover is particularly interesting because it does not appear to be philatelic. It may be the earliest known example of personal correspondence carried by air in Canada. The original letter is enclosed and reads:

*"Ottawa/27 Aug 18/ Dear Bessie, This note is going to you by Royal air mail. See the stamp on the back. Expect to be home Saturday morning. Yours Sincerely/ G.W. Scott".*

It is addressed to Miss Elizabeth Scott (his daughter?) in Dundas, Ontario and is backstamped "Dundas/Ont./AM/August 28/18".



D.G. COX - reference revealed:

In the December 1994 issue of this News Letter there was a question on page 7, at the bottom about D.G. Cox. The question was what was the source of an article referred to on page 11 of the 1985 BNAPS Study Group Report "Canadian Air Mails - Early Pioneer and Semi-Official Flights".

Robert W. Marcello, one of the more prominent collectors of Semi-Officials of Canada, was kind enough to write and give the following: "Canadian Air Mails: Early Pioneer and Semi-Official Flights," is by John Marriott (not Don Cox). It runs 10 pages in length, including illustrations. The article appeared in the January 1971 issue of The London Philatelist. Bob goes on to opine that there may be a copy in the BNAPS Library. However, since the library has been sold we will have to look elsewhere for this record. If anyone has this reference please let the editor know and we will try to get copies for those who have need of this work.

YUKON AIRWAYS - THE WHITEHORSE STAR:

On April 13th, 1928 a special edition of the Whitehorse Star was printed and dispatched to Atlin, B.C. or Carcross, Yukon. All copies had the Yukon Airways & Exploration Co., Ltd stamp attached in the upper righthand corner.

But there was a difference on some or most of these papers ! Each was addressed in the upper lefthand corner to an individual. Our very observant member John Bloor has noted that many papers were addressed to the same individual. This gives rise to a number of questions:

1. Who are the people named on the papers ?
2. Are they subscribers or sales agents for the paper ?
3. How many papers were carried on the flights ?
4. How many different names are there on the papers ?

John is wondering if he has the only three names involved or if there are many more. His collection shows:

Paul L. Eggert, Atlin, B.C. (Dames illustration is same)  
 Louis Schulz, Atlin, B.C.  
 Matthew Watson, Carcross, Yukon

I can add: Clarence M. Sands, Atlin, B.C. How many more are there ?

John Bloor at 8727 East Kettle Place, Englewood, Colorado 80112-2710 would like to hear your names and how many copies of each name you may have. Maybe with your answers we can get a lead on the 4 questions.

Louis Schulz,  
 Atlin, B. C., Canada

Queen of the Yukon first flight to Atlin, B. C., Canada



TWENTY-EIGHTH YEAR

WHITEHORSE, YUKON, APRIL 13, 1928

NUMBER FORTY-SIX

**Carcross and Atlin Have First Visit From Airship !**



**OBITUARY:** C.H. "Punch" Dickins is mentioned here because there may be members of the Air Mail Study Group who collect pilot signatures or biographies. For example he flew the first flight, #515, in January 1929 for Western Canada Airways. He flew #255 in June 1931 for Canadian Airways Ltd. He appears as one of the CA Ltd pilots, 1 of 40, in a photo Nov 1933. He was located in CA Bulletin from Sep 31 to Aug 1935.

The Globe and Mail, Saturday, August 12, 1995

Mark

## OBITUARY / *Punch Dickins*

# Aviator charted Canadian North

BY GAY ABBATE

The Globe and Mail

Clennell Haggerston (Punch) Dickins, whose career as a bush pilot was synonymous with the development of commercial aviation in the Canadian North, has died at 97.

At a time when much of the North remained uncharted and pilots flew by the seat of their pants, Mr. Dickins blazed across the region carrying out aerial-photograph surveys, forestry patrols and winter flying experiments to determine the problems of operating aircraft without shelter in severe weather.

He recorded many firsts during his lengthy career. He was one of the original officers in the Royal Canadian Air Force when it was formed in 1924. In 1929 he started the first regular air service north from Edmonton to the Northwest Territories and the Mackenzie River district. He carried the first mail by air to many northern settlements and brought out the sick and injured, as well as such goods as bales of fur, proving that in spite of the lack of shelter or ground facilities for his plane, the air service was practical.

It was nothing for him to travel

thousands of miles, criss-crossing the Canadian North. In one year alone he blazed 120,000 kilometres of northern aerial trails. So certain was he of the importance of aviation in developing Canada's far-flung and isolated regions that in 1943 he predicted that in the near future "all communities will be on air routes and no place in Canada will be more than an overnight trip to any other place."

Born in Portage la Prairie, Man., he moved to Edmonton to attend the University of Alberta, but gave up his studies after two years to enlist in the Canadian Army. He trained as a pilot with the Royal Flying Corps and received the Distinguished Flying Cross for shooting down seven enemy planes in the First World War.

After the war, he returned to Edmonton, where he joined the Canadian air force in a civilian position and devoted the rest of his working life to helping develop Canada's aviation industry.

In 1928, he joined the newly formed Western Canada Airways and completed in 11 days a 6,400-kilometre exploratory flight up the west coast of Hudson Bay and

across unmapped areas of the Barren Lands to Fort Smith in the Northwest Territories.

In 1935 he completed a 6,400-kilometre survey flight through parts of Alaska and the Mackenzie Valley to the Arctic Ocean.

Two years later he joined Canadian Airways and was in charge of all northern flying operations in western Ontario and the northwestern part of Canada.

In 1947, he joined de Havilland Aircraft of Canada as director, and under his guidance the company began designing an airplane especially for bush pilots. Called the Beaver, its capacity for carrying out medical evacuations and hauling cargo earned it the nickname "the flying jeep" during the Korean War.

Mr. Dickins received numerous awards during his career including the McKee Trophy in 1928 for his contribution to the development of civil aviation in Canada; the Order of the British Empire in 1936; the Order of Canada in 1968; and an induction into Canada's Aviation Hall of Fame in 1973.

He leaves Constance, his wife of 67 years, three children, nine grandchildren and eight great-grandchildren.

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600 Mon-Thurs 8:30 am - 7:30 pm, Fri  
National Edition cutoff 5 pm

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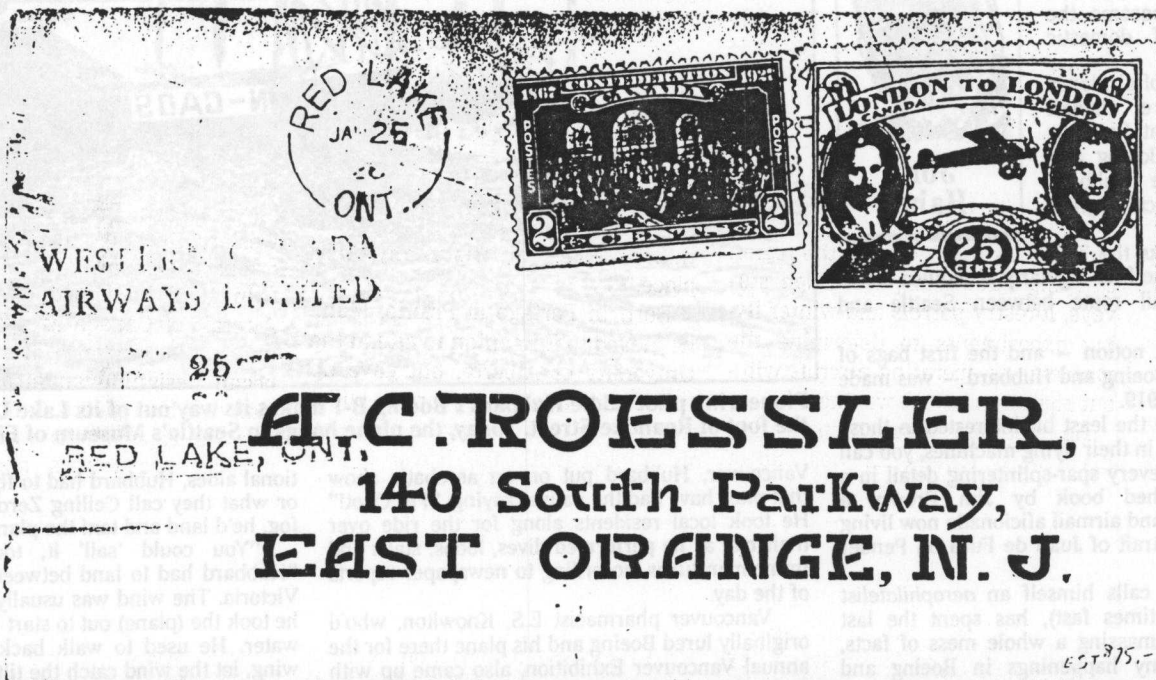
KINS, C.H. "Punch" OBE, DFC. OC: anadian Aviation Pioneer - Peacefully in his 7th year, with beloved wife Constance at his side, father of John, Mary and Bill, grandfather of nine, great-grandfather of eight. Pilot training in Royal Flying Corps, 1917, awarded Distinguished Flying Cross, 1918. Charter member R.A.F., Canadian Flying Corps, R.C.A.F. First to fly the length of the Mackenzie River and above the Arctic Circle, first across the barren lands, first prairie air mail route. Awarded McKee Trophy for Canada's outstanding flyer. Officer of the Order of the British Empire (1935), Order of Canada (1968). First General Manager, Canadian Airways and Canadian Pacific Airlines. World War II: On loan from CP Air as Operations Manager, Atlantic Ferry Command, hired civilian pilots to fly up to 150 S.S. bombers monthly from Dorval to England. As Director and V.P. DeHavilland Aircraft of Canada, participated in development and worldwide sales of Beaver and Otter aircraft. Retired 1965 and has worked to collect film information and pictures on development of aviation in Canada since the flight of the "Silver Dart" in 1909. N.S. A memorial service in celebration of "Punch's" life will be held at the Timothy Eaton Memorial United Church, 230 St. Clair Ave. West, Toronto, ON on Monday, August 14th, 1995, at 1:00 p.m. Memorial donations to Canada's Aviation Hall of Fame, Metaskiwin, Alberta, T9A 2G1. Arrangements by The Simple Alternative 416) 441-1580.

**A.C. ROESSLER COVER:**

While in Chicago recently John Bloor showed me this Roessler cover that I had never seen an example of before. He got it in a recent auction described as: "CLP6var Red on White reprint on Red Lake JA 25,28 Western Airways H/S". The auction also had a Red on Yellow, imperf.

John then reminds me that this is called a FACSIMILE and is referred to in the 1985 SOA Study Group Report as a "Space Filler". It is a photo of a photo and the portraits and plane are poorly executed. Also notice no background behind the portraits, no details of the plane, and no sunset. These covers were originally offered for 75¢ by Roessler.

John Bloor, address elsewhere in this newsletter, would like to have others with this facsimile correspond with information on inks, colors, paper, perfs, or variety, dates etc. He feels that there is more to be known about these and that the Study Group might be able to update the 1985 Report with a few specifics added. How many do you have ?

**C.A.S. SYMPOSIUM, 20 NOV 95:**

The Canadian Aerophilatelic Society held a one day symposium in Toronto at the premises of the Vincent Greene Foundation. Some philatelic gems that ought to be shown at CAPEX were shared by their owners. Dick McIntosh reported on the AAMS Air Mail Catalogue and his need for information.

Subjects covered in talks were: Exhibiting and Judging Guidelines in aerophilately; Patricia Airways & Exploration semi-official airmail stamp used to show how one could develop an appropriate exhibit of air mail stamps and also showed some of the pages that would be used properly in a Canadian Airmail exhibit in contrast to an exhibit of the stamps.

A display of flown covers in the 1923 German inflation period was used to demonstrate a one frame exhibit. Another selection of covers showing cachets commemorating historic Canadian flights was used to suggest caution in using certain types of material that may be personally very satisfying but dangerous in exhibit.

This meeting is reported with the hope that others may try the format.



Seattle Post-Intelligencer • Thursday, October 12, 1995

# Fliers who left their stamp on airmail

Back in the days before Boeing machinists made \$20 an hour, Bill Boeing and one of his pilots came up with a crazy notion that helped make them both millionaires:

Airmail between Seattle and British Columbia.

At 3 cents per letter.

In a matter of years, the fledgling idea of using a seaplane to fly mail back and forth over the border turned from an Ugly Duckling to a Golden Goose. And in the late 1920s, Boeing decided to mass-produce his prototype B-40 for flying the mail between Chicago and San Francisco. He became the Henry Ford of domestic aviation.

A whole lot of airplanes and even more airmail stamps later, that first airmail flight by Boeing and test pilot Eddie Hubbard takes on historical significance.

Sunday marks the 75th anniversary of the first regularly scheduled North American airmail route between Seattle and Victoria.

But that first notion — and the first bags of mail carried by Boeing and Hubbard — was made even earlier, in 1919.

And if you're the least bit interested in those magnificent men in their flying machines, you can look forward to every spar-splintering detail in a soon-to-be-published book by Jim Brown, a lifelong aviation and airmail aficionado now living just across the Strait of Juan de Fuca on Pender Island, B.C.

Brown, who calls himself an *aerophilatelist* (say that three times fast), has spent the last umpteen years amassing a whole mess of facts, figures and funny happenings in Boeing and Hubbard's launching of their airmail venture.

"Hubbard had a knack for making money, and he died a wealthy man, although prematurely," Brown said in a telephone interview from his home. "He talked Boeing into bidding on the Chicago-San Francisco (airmail) route, and they made money from the very first month."

The Oct. 15 flight that marked the first regularly scheduled international airmail took only one hour. Hubbard made the 78-mile trip from Lake Union to Victoria flying Boeing's personal CL-4S seaplane.

But the maiden attempt — to Vancouver, the preceding year — was more like an early silent movie filled with derring-do and almost didn't do. According to Brown's research, Boeing and Hubbard — with permission from the U.S. Navy — began their flight from Lake Union with Boeing at the controls.

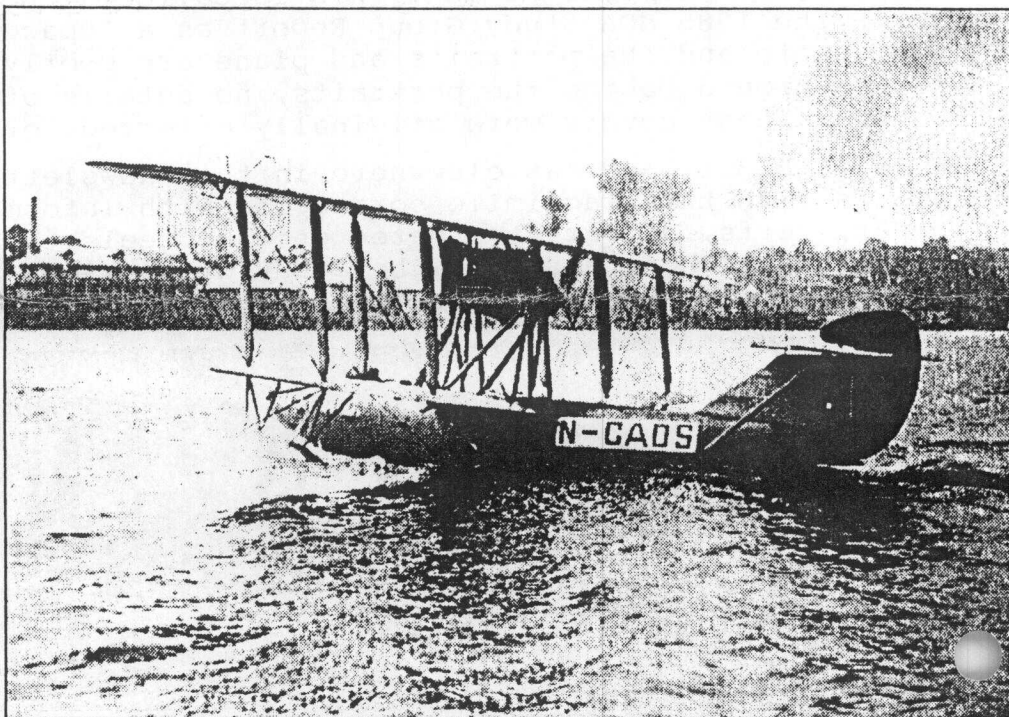
A wind gust upended the plane and snapped the rudder controls as they landed for fuel at Anacortes.

Rescued by a motor launch, Boeing, Hubbard and the damaged plane were hauled back to Seattle. Ten days later, after a successful refueling in Anacortes, they finally made their way to Vancouver.

Once they were in — actually, over —



Jon  
Hahn



Pioneering pilot Eddie Hubbard's Boeing B-1 makes its way out of its Lake Union hangar at the foot of Roanoke Street. Today, the plane hangs in Seattle's Museum of Flight.

Vancouver, Hubbard put on an aerobatic show that must have had the natives saying: "Far Ooot!" He took local residents along for the ride over their city as he performed dives, loops, stalls and Immelman turns, according to newspaper reports of the day.

Vancouver pharmacist E.S. Knowlton, who'd originally lured Boeing and his plane there for the annual Vancouver Exhibition, also came up with the idea of sending a sack of mail back with the plane. And on March 3, a canvas sack with 60 specially postmarked letters was flown first to Edmonds for refueling, then on to Lake Union. Flying time: 2 hours, 10 minutes.

Postmarked envelopes, or "covers" as they're called by collectors, from that flight have been auctioned for more than \$7,000 each, Brown said.

When our government later asked for bids on a Seattle-Victoria airmail route, good ol' Eddie got the contract. He beat out another firm, Leschi Aerial Taxi, which also had made a trial Seattle-Victoria run before bidding.

And on Oct. 15, 1920, using the same borrowed Boeing seaplane, Hubbard launched U.S. international airmail. For reasons perhaps best left lost, the U.S. Post Office called the Route "FAM2," designating Foreign Air Mail. The FAM1 label went to the New York-Montreal route, which didn't begin until Oct. 1, 1928. Go figure.

Hubbard had formed his own little company — with financial backing from some Boeing officials — and bought his own B-1 "Flying Boat" seaplane. The route was a cash cow from the beginning, but the cow sometimes had difficulty finding its way home to the barn.

Partly because of the lack of radio beams and instant weather reports, and with limited naviga-

tional aides, Hubbard had to fly at wave-top level, or what they call Ceiling Zero. Or less: in heavy fog, he'd land and taxi the plane.

"You could 'sail' it, too," Brown wrote. "Hubbard had to land between two long piers at Victoria. The wind was usually behind him when he took the (plane) out to start his take-off in open water. He used to walk back and forth on the wing, let the wind catch the tilted surface and sail the plane to open water! Then he would swing the propeller until the engine started, jump into the cockpit, and fly it away."

"The plane would carry a lot of weight for its size. Sometimes Hubbard would take off with mail bags stuffed all around him in the forward cockpit. He charged \$25 to take a passenger to Victoria, and sometimes the passenger had to sit on the mail bags!"

He once somersaulted the plane landing at Victoria and was rescued, unconscious, by nearby commercial fishermen. Mail covers from that flight are documented. The unflappable, unstoppable Hubbard also once chased an ocean freighter out to sea to deliver mail bags bound for the orient.

In just under seven years of flying Seattle-Victoria mail, Hubbard logged some 350,000 miles and wore out six airplane engines. The Boeing B-1 was restored by Boeing employees and now hangs in the Museum of Flight.

Jim Brown's book has many vintage photographs, some borrowed from the museum. "It's interesting to note that when they mailed some of the photos not long ago, they took 16 days to reach me!" Brown said.

■ Jon Hahn is a staff columnist who writes three times a week in the P-I.

**FIRST MAIL FLIGHT:**

Our study group member, Jim Brown, had the following article published in the Victoria Times-Colonist on Sunday 15th, 1995. Jim Brown has specialized in the CAM 2 route as well as the flights of British Columbia Airways. He lead a crusade to have Boeing, in some form or other, placed on a U.S. commemorative stamp. I guess the Post Office thought there was more money in cartoons or cowboys, or Marilyn Monroe.

Your editor regrets that he has had to trim the top picture of this article for space reasons. The title is, "Mail from Seattle is unloaded from Bill Boeing's own CL-45 at Victoria for loading onto a ship for the Pacific crossing". (Let me know if you have to have a copy.)

**T**ODAY is the 75th anniversary of the first North American international air mail route — a route linking Seattle with Victoria.

It began because the United States Post Office wanted to expedite American mail to and from the Far East. Mail for the Far East arrived in Seattle by train from the eastern states and the train was often late. As a result, the mail missed a ship, which had just left Seattle, bound for the Orient via Victoria. This would mean a delay of a week or more until the next ship left Seattle and stopped at Victoria to pick up passengers, cargo and mail.

Conversely, ships from the Far East stopped at Victoria to discharge passengers, cargo and mail. In many cases Seattle bound ships did not arrive at their destinations until a day or two after docking in Victoria. By flying the mail to Seattle, importers received shipment invoices allowing them to contact their brokerage firm and obtain the necessary paperwork expediting clearance of their incoming cargo by one or two days. Silk shipments with a value of six million dollars were common. A saving of one or two days was worth a great deal of money.

Eddie Hubbard had been a test pilot for the Boeing Airplane Company and was the successful bidder on this new air mail run, called United States Foreign Air Mail Route No. 2. The contract called for ten round trips a month at \$200 a trip. Eddie also flew local mail both ways between Victoria and Seattle and, like the Far East mail, there was no extra cost other than the existing surface postage rates. On October 15, 1920, as Seattle Postmaster Edgar McGrath observed, "This is a day to remember." Hubbard loaded five mail sacks aboard William (Bill) Boeing's personal seaplane and at 2:30 p.m. Eddie took off for Victoria, making the 78 mile trip in one hour. He reached Rutherford's Outer Wharf in Victoria in time to put the mail aboard the Africa Maru which had left Seattle earlier in the day bound for Japan.

Eddie was met by R.B. Rutherford. Also on hand was Harry Barnes. Rutherford's Outer Wharf manager Harry Barnes Jr. recently observed, "I remember when I was five or six and I'd appear in the kitchen with wads of sweaters and let my older brother drive us down to the Outer Wharf. Eddie would come along shortly, the mail was loaded and away he would go. I always thought what marvellous fun it must have been [to fly that plane]."

Hubbard then picked up the local mail from Victoria Postmaster Harry Bishop and Assistant Postmaster George Gaudiner in front of the Empress Hotel. Because of

**By Jim Brown**

Seattle just before dark with Harry Barnes Sr. as his first passenger.

Eddie used Bill Boeing's seaplane for the first few months. After that most of the mail deliveries were in his own Boeing B-1 flying boat. For pickups at Victoria, post office officials in Seattle were notified by wireless as to the time incoming steamers would be arriving at Victoria. Eddie and his flying boat would be dispatched. Hubbard made a go of the mail run from the start. He was a rare mixture of a man — a veteran pilot who knew the value of a dollar and recognized the opportunities opened up by the airplane. Most early flyers lacked this combination.

Eddie's first mechanic, Les Hubbel, said, "The B-1 was a good airplane with an excellent hull. Hubbard had very few navigating instruments, no weather reports, no radio beam, no method of communication at all. When the fog was heavy on the route to Victoria he often put the plane down on the water and taxied for miles.

"Unless the water conditions were bad you could taxi the plane at 40 miles an hour. You could sail it too. Hubbard had to land between two long piers at Victoria. The wind was usually

out to start his take off in open water. He used to walk back and forth on the wing, let the wind catch the tilted surface and sail the plane to open water! Then he would swing the propeller until the engine started, jump into the cockpit, and fly it away.

"The plane would carry a lot of weight for its size. Sometimes Hubbard would take off with mail bags stuffed all around him in the forward cockpit. He charges \$25 to take a passenger to or from Victoria and sometimes the passenger had to sit on mail bags!"

March 23, 1923, Eddie picked up 11 bags of mail which had just arrived in Victoria on the President Grant. On take off, Hubbard cleared the Victoria harbor flying a few feet above the water when a control cable broke. The B-1 nose dived into the ocean, somersaulting and trapping Eddie below the water, knocked unconscious.

However, luck was riding with him. Three commercial fishermen, close by,

were able to quickly rescue him and get him to the surface where he regained consciousness. Two bags of mail were recovered from the water and the B-1 was towed to the Victoria Machinery Depot wharf where the remaining nine bags of mail were taken from the wrecked plane.

Hubbard, not seriously hurt, was taken to Seattle aboard the President Grant. He arrived back in Victoria the next day to supervise the return of his flying boat to Seattle. Boeing rebuilt the B-1 and delivered it to Eddie 57 days later.

A second crash occurred October 26, 1925. Hubbard's plane was temporarily out of commission and he sent Gerald Smith for a mail pickup as Smith had his own Aero Marine flying boat. He left the Inner Harbor at 9 a.m. for Seattle. Instead of going to open water Smith decided to take off heading east over land.

Cec Ridout, as a young clerk with King Brothers custom brokers located on the waterfront, watched Smith leave the harbor. "Just after take off he experienced difficulty getting the tail up. It was all he could do to keep the nose from getting too high and stalling."

A few blocks from the Empress Hotel Smith lost control and the flying boat flipped over, crashing into the front of Senator Green's house. The plane was a complete write off and to the amazement of everyone, Smith, pulled from the wreck by Senator Green, suffered

rushed down the street to St. Joseph's Hospital for further observation.

Cec heard about the crash, jumped on his bicycle and raced to the scene. The next day, after thanking all the people in Victoria for the flowers and gifts, Smith headed by boat to Seattle on a stretcher. The only explanation for the accident was that water must have got inside the hull.

Senator and Mrs. Green were also most fortunate. They were both in the front room, having morning tea when the aircraft hit the front of the house. Windows were shattered and flower stands knocked over, yet the Green's suffered no injuries.

Eddie did not bid on the contract commencing July 1, 1927. He rejoined the Boeing Airplane Company and convinced Bill Boeing to go after the up and coming air mail route from San Francisco to Chicago.

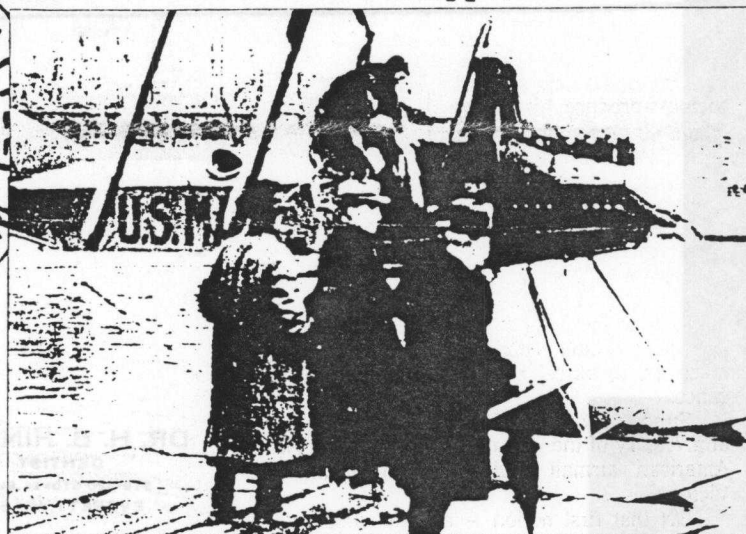
During the six years and nine months Eddie flew the mail from Victoria to Seattle and return he travelled 350,000 miles and wore out six Liberty engines.

July 1, 1927, the successful bidder for the Seattle-Victoria route was Northwest Air Services Inc., owned by Vern Gorst and Percy Barnes. They purchased a Boeing B-1E which was also a flying boat but was larger than the B-1 and had an enclosed cockpit. Gorst and Barnes carried on with this air mail service until the United States Post Office decided to terminate the route June 30, 1937.

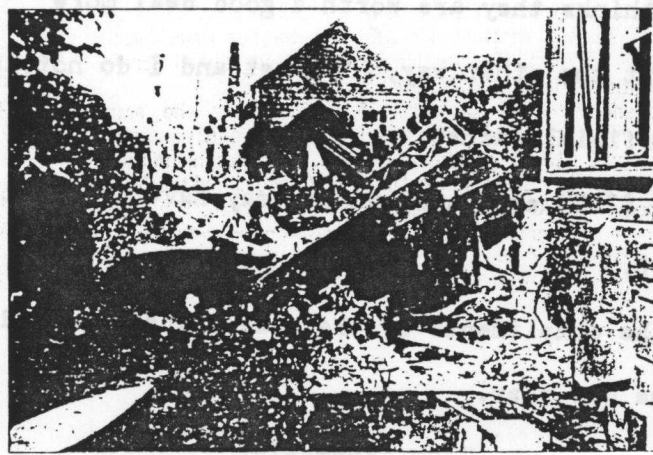
The B-1 was completely restored by Boeing employees and now proudly hangs in the Museum of History and Industry in Seattle.

Eddie Hubbard went on to become vice-president and operations manager of Boeing Air Transport headquartered in Salt Lake City. Unfortunately, after a stomach operation in December, 1928, he passed away at the early age of 38. Much to the surprise of his friends and business associates he left an estate of \$1,200,000!

Jim Brown is an aeronautical history member who lives on British Island. This



First flight from Victoria: Eddie Hubbard on plane, Postmaster Harry Bishop at right

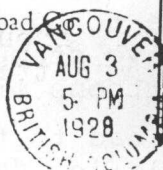




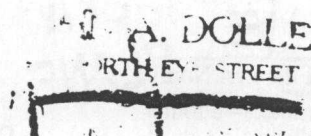
FLIGHT 126 - B.C. AIRWAYS:

Here is a letter that should be able to fill the gap in the number of letters carried on Flight 126a as listed in AAMS Vol 4, 5th Edition.

If not delivered in five days, return to  
Chicago, Milwaukee, St. Paul & Pacific Railroad  
533 Granville Street  
Vancouver, B.C.



Via First Regular Air Mail Service Vancouver-Victoria



DR. H. B. HINMAN  
DENTIST  
319-320 STOKES BLDG.  
EVERETT, WASH.

12/8/28.

My Dear Markee,

I am enclosing herewith, a first flight  
Vancouver - Victoria cover.

Mr. Dolle of Tacoma, happened to be in Vancouver  
on the day of the flight, and sent 60 of the 120 that  
were sent. He let C.S. Ernst of Seattle have 30, and I  
got mine from him.

Dolle thinks they are worth a good deal more  
than the flight the other way, but Ernst and I do not, as  
there is no official cachet.

I gave \$2.50 exchange, and you may have it for that  
if you want it.

With the compliments of the season, and all good  
wishes for the New Year.