

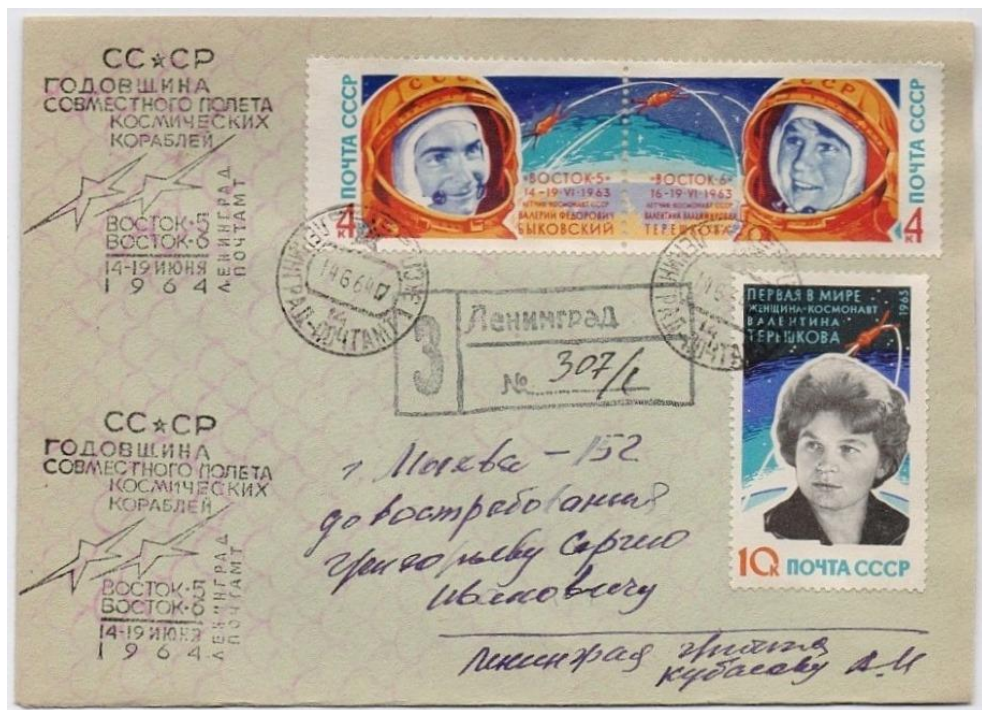
EDMONTON STAMP CLUB

BULLETIN

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Mailing address: P.O. Box 399, Edmonton AB T5J 2J6

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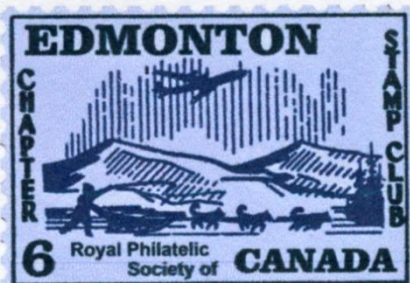


Cover – First Woman in Space Topical – Space

Regular meetings

St. Joseph High School Cafeteria, 10830 - 109 Street, 6:00 pm

January 9th & 23rd
February 13th & 27th



The Edmonton Stamp Club dates back to 1912. The Club is Life Chapter #6 of the Royal Philatelic Society of Canada and Chapter #680 of the American Philatelic Society. **The editor welcomes communications of all kinds—letters, comments and articles. Deadline, 25th day of each**

month. These may be forwarded to Fred Tauber, Edmonton Stamp Club, Box 399, Edmonton, Alberta, T5J 2J6, click “contact” on our website or email to fxtauber@shaw.ca

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Who Was The First Woman To Go Into Space?

Complete article at universetoday.com

by Matt Williams

When it comes to the "Space Race" of the 1960's, several names come to mind. Names like Chuck Yeager, Yuri Gagarin, Alan Shepard, and Neil Armstrong, but to name a few. These men were all pioneers, braving incredible odds and hazards in order to put a man into orbit, on the Moon, and bring humanity into the Space Age. But about the first women in space?

Were the challenges they faced any less real? Or were they even more difficult considering the fact that space travel, like many professions at the time, were still thought to be a "man's game"? Well, the first woman to break this glass ceiling was Valentina Tereshkova, a Soviet Cosmonaut who has the distinction of being the first woman ever to go into space as part of the Vostok 6 mission.



Much like Yuri Gagarin, Tereshkova took part in the Vostok program, which was the Soviet Unions' first attempts at putting crewed missions into space. After the historic flight of Gagarin in 1961, Sergey Korolyov – the chief Soviet rocket engineer – proposed sending a female cosmonaut into space as well.

At the time, the Soviets believed that sending women into space would achieve a propaganda victory against the U.S., which maintained a policy of only using military and test pilots as astronauts. Though this policy did not specifically discriminate on the basis gender, the lack of women combat and test pilots effectively excluded them from participating.

In April 1962, five women were chosen for the program out of hundreds of potential candidates. These included Tatyana Kuznetsova, Irina Solovyova, Zhanna Yorkina, Valentina Ponomaryova, and Valentina Tereshkova. In order to qualify, the women needed to be parachutists under 30 years of age, under 170 cm (5'7") in height, and under 70 kg (154 lbs.) in weight.

Along with four colleagues, Tereshkova spent several months in

Continued page 11

NOTICES

Edmonton Stamp Club National Spring Show 2017

March 25th & 26th, 2017
Central Lion's Recreational Centre
113 St & 111 Ave
(Large Gym – North end)

The Summer Auction Committee is now accepting
auction lots for 2017.
See Rod Verrier at any club meeting.

The Trading Post

I have a large Israeli accumulation, as well as a large accumulation of mint Canadian corner blocks and mint sheets of 50 stamp plates. Contact Herman Stadel at stadel@telusplanet.net, or phone me at 780-387-5156.

200 WW STAMPS (75% large \$4), Canada packet 200 stamps (75 % large \$5), mint Mexico 100 (large \$4), foreign mint stamps \$8, plus SAE (self-addressed envelope) for each order. ESC members, postage free. Harold Towlson, 60 Ivanhoe Road, Buffalo, NY, 14215, USA.

Dave Ellis asks members if they have any bulk stamps to donate to the club for the kiloware table? I am running low on stamps that have not been put out already. They can just bring them to any meeting.

On eBay



GB-1_U, (20 bids) \$200 / INDIA-2_U, (10 bids) \$30

BARBADOS-10_U, (13 bids) \$82 / ASCENSION-8_U, (7 bids) \$49

Rehabilitated Stamps

By Richard Barnes

I received an unknown overprinted Philippine revenue stamp (Fig 1) from Richard Simpson. At the time neither of us had any idea of what this stamp was or the purpose of the overprint Recargo de Consumos—Habitado. A quick look into my Spanish stamp catalogues and I found Habitado is a common overprint on stamps of the various Spanish colonies. Because of my inability to read the Spanish language the informative text notes in these catalogues was no help to me.



Mr. Simpson had a check done in “the International Encyclopedia of Stamps and found that the word “habilitado” means “Spanish for rehabilitated, overprinted on obsolete stamps to denote their revalidation for postal use.

A Google search found the following article from Arnold H. Warren’s “Unpublished Studies on Philippine Revenues” (from “the Philippine Philatelist” website) On December 21, 1887, the Philippine Governor General ordered 2,900,000 stamps of various kinds

to be surcharged “RECARGO DE CONSUMOS – HABILITADO” (Surtax For Consumption – Made Valid), with new values, for the collection of a new surtax of five percent on the personal cédulas (poll tax receipts) during the first semester of 1888 only.

Hence, after June 5, 1888, there was no further need for the “RECARGO DE CONSUMOS – HABILITADO” stamps, since the amount of the surtax was later included in the price printed on the face of all cédulas issued from July 1, 1888, to December 31, 1889.

Since there were so many of these surcharged stamps left over and no longer needed for their original purpose, decrees issued on January 29 and March 30, 1889, stated that the remaining 1,858,291 stamps be used for postal and telegraph use at the value surcharged on them. A decree by the Philippine Governor General stated that stamps with the surcharge HABILITADO would only be allowed for the franking of letters and telegrams until August 10, 1889.

next page

As a result, F.L. Palmer (1912) indicates that these stamps were available for postal use from January 29 to August 10, 1889. Postally used examples of these “RECARGO GE CONSMOS – HABILITADO” stamps are scarce, although “cancelled-to-order” stamps are commonly found.”

The Stamp Collector’s Encyclopedia defines an overprint as any printing on top of and in addition to the original design. Where the face value of a stamp is altered (or in rare cases confirmed) by an overprint, it is more correctly described as a surcharged. The illustrated stamp in this case should be described as a surcharged Philippine newspaper revenue stamp.

Does any member have addition on the use of the HABILITADO surcharge on other Spanish colonies other than the Philippines?



(editor) - Ok Richard, I found a Cuban (1898), Colombian (1894) and Honduran (1930) stamp in my stock book.

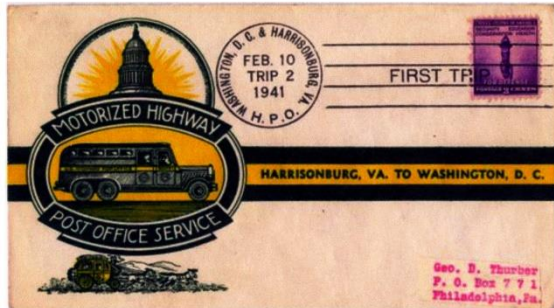


(US) Highway Post Office

From The Collections Of Barend Wissink:

HPO

MY STORY OFFICALLY STARTS ON FEB. 10 1941 AS BRUCE SPRINGFIELD SO APPTLY SINGS "BORN IN THE USA". THE FIRST MAIL PICKUP AND DELIVERY BY A POST OFFICE BUS WAS MADE BETWEEN WASHINGTON DC AND HARRISONBURG VIRGINIA. THE COVER THAT WAS MADE UP WAS MADE



UP WELL IN ADVANCE BECAUSE THE FIRST BUS USED, WAS A SNUB NOSE WHITE NOTHING LIKE THE BUS ON THE COVER AT ALL. THE CLOSEST I COULD FIND THE BUS ON THE COVER IS A WHITE MODEL 760 FROM 1936. THE FIRST BUS USED IN 1941 IS IN THE SMITHSONIAN, FULLY REBUILT WITH ALL THE WORKINGS OF THE WAY IT WAS WHEN BUILT TO THE POST

OFFICE SPECS. THEY WERE LAID OUT WITH CUBBY HOLES FOR SORTING AND TABLES FOR CANCELING. AS CAN BE SEEN BY THE TWO PICTURES THE INTER

-IOR WAS BASED ON THAT OF THE RAILWAY POST OFFICE CAR IT WAS REPLACING. THE DRIVER AS SEEN IN



THE BOTTOM PICTURE WAS PARTITIONED OFF FROM THE CLERKS WHO WERE SORTING OUT THE MAIL IN THE BACK OF THE BUS, FOR TWO REASONS THE DRIVERS WERE CONTRACTORS AND SECURITY. LIKE THE POSTAL CLERKS ON THE RAILWAY CARS BEFORE THEM, THE POSTAL CLERKS SORTED THE MAIL ON THE ROAD BETWEEN TOWNS. WORKING ON A MOVING BUS WAS A LOT HARDER THAN ON A TRAIN WHICH WAS RELATIVELY SMOOTH, POT HOLES AND POORLY MAINTAINED ROADS ALONG WITH FREQUENT TRAFFIC STOPS RESULTED IN LOTS OF BRUISES AND MINOR CUTS.



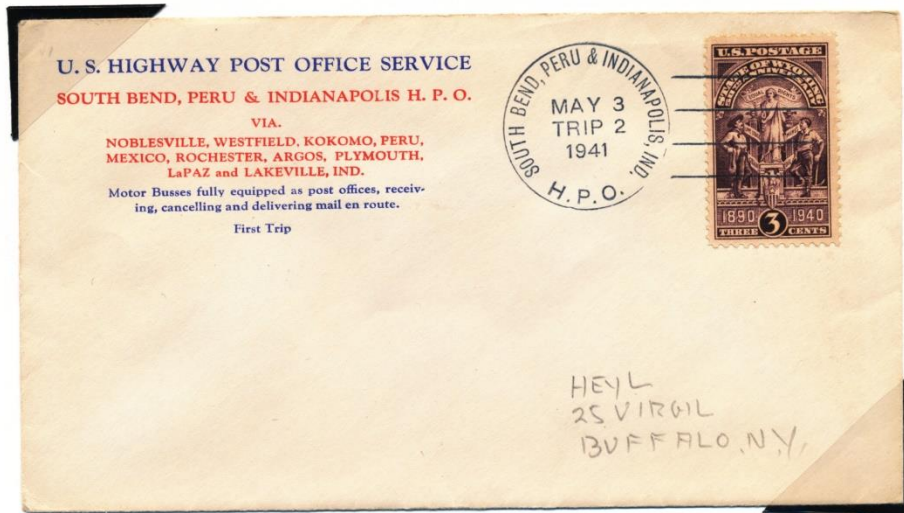
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HPO PAGE 2

TWO MORE ROUTES WERE SET UP THAT YEAR, ON MAY 3, 1941 SOUTH BEND AND INDIANAPOLIS INDIANA. THE FOLLOWING TWO COVERS ARE THE FIRST TRIP COVERS. TRIP ONE WAS ON THE WAY TO INDIANAPOLIS AND TRIP TWO WAS ON THE WAY BACK TO SOUTH BEND.



THESE COVERS DO NOT SHOW THE NEW BUS, MAYBE BECAUSE THEY DID LEARN SOMETHING FROM THE FIRST CACHETS ON THE FIRST SET THEY HAD PRINTED.



Next page

HPO PAGE 3

THE OTHER ROUTE WAS SAN FRANCISCO AND PACIFIC GROVE. ALL THE ROUTES OF THESE HIGHWAY POST OFFICE BUSES WERE KEPT UNDER 150 MILES TO ASSURE THE RETURN TRIP COULD BE MADE IN A DAY AND A TANK OF GAS. THE UNITED STATES HAD JUST GOTTEN THROUGH A BAD DEPRESSION, WITH A GREATLY DIMINISHED RAIL SYSTEM IN PLACE. IN SEPTEMBER OF 1939 THE SECOND WORLD WAR HAD STARTED AND THE POWERS TO BE IN THE US KNEW IT WAS JUST A MATTER OF TIME BEFORE THEY WOULD BE DRAGGED INTO IT. IT MADE SENSE TO USE THE RAILROAD TO START MOVING WAR MATERIALS AROUND LEAVING IT UP TO POST OFFICE TO FIND A WAY TO SORT OUT A MAIL PROBLEM. THE POST OFFICE WITH THE BLESSING OF THE US PRESIDENT MANAGED TO GET THE THREE ROUTES GOING WHEN ON DEC. 7TH 1941 THE BOMBING OF PEARL HARBOUR STOPPED THE HPO DEAD IN ITS TRACKS. FDR NEVER SAW THE RESUMPTION OF THE HPO AFTER THE WAR, PASSING AWAY IN APRIL OF 1945. THIS IS A PICTURE OF FRANKLIN DELANO ROOSEVELT



POSTING A LETTER INTO THE MAIL SLOT ON THE FIRST HIGHWAY POST OFFICE BUS. HOLDING THE SLOT OPEN FOR HIM WAS POSTMASTER FRANK WALKER. FDR WAS A ENTHUSIASTIC SUPPORTER OF THE NEW HIGHWAY POST OFFICE. LETTERS POSTED ON THE FIRST TRIP WERE MARKED WITH A SPECIAL POSTMARK IN CELEBRA-

TION OF EACH NEW ROUTE. THE NEW BUS WAS A 1940 WHITE MOTOR COMPANY BUS. THE ORIGINAL NUMBER ONE BUS WHICH IS NOW IN THE NATIONAL POSTAL MUSEUM WAS TO BE SOLD AS SURPLUS IN THE 1950'S BUT WAS HIDDEN BY A POSTAL EMPLOYEE FOR DECADES IN VARIOUS POST OFFICE PROPERTIES.



Next page

HPO PAGE 4

IN 1946 THEY ADDED MORE ROUTES, UNTIL THE TOTAL ROUTES NUMBERED 410 BY THE TIME THE SERVICE WAS DISOLVED IN 1974. FIRST TRIP COVERS ARE PLENTIFUL AND HAVE ALL KINDS OF ADDED CACHETS, COMMERCIAL COVERS ARE A DIFFERENT STORY SOME ARE QUITE RARE. A WELL KNOWN COLLECTOR OF 30 YEARS IS NOWHERE TOWARDS BEING DONE.



TRIP 1 BETWEEN LEXINGTON & FLEMING KY TOTAL DISTANCE 69 MILES



TRIP 2 FLEMING IS AT 8PM SEPT. 1 LEXINGTON 11AM SEPT. 2

Continued page 13

Meeting Dates

The Edmonton Stamp Club meets Mondays at 6:00 p.m. in the cafeteria of St. Joseph High School, 10830 - 109 Street. Park to the north of the school and use the main entrance at the south-east corner of the school. For information about the club call 780-451-0420 or 780-437-1787.

2017

January 9th, 23rd
February 13th, 27th
March 13th, 20th

Spring Show
March 25 & 26, 2017

2017

April 10th, 24th
May 8th, 15th, 29th
June 12th (elections)
Summer Meeting July 31st
July 31st (Summer Auction)

Edmonton BNAPS (British North America Philatelic Society) meets from time to time. All BNAPSers welcome. For information contact David Piercey at 780-437-2771 or Steven Friedenthal at 780-458-1233.

training. This included weightless flights, isolation tests, centrifuge tests, rocket theory, spacecraft engineering, parachute jumps and pilot training in jet aircraft. Their examinations concluded in November 1962, after which Tereshkova and Ponomaryova were considered the leading candidates. A joint mission profile was developed that would see two women launched into space on separate Vostok missions in March or April of 1963. Tereshkova, then 25, was chosen to be the first woman to go into space, for multiple reasons. First, there was the fact that she conformed to the height and weight specifications to fit inside the relatively cramped Vostok module. Second, she was a qualified parachutist, which given the nature of the Vostok space craft (the re-entry craft was incapable of landing) was absolutely essential. The third, and perhaps most important reason, was her strong "proletariat" and patriotic background, which was evident from her family's work and the death of her father (Vladimir Tereshkova) during the Second World War.

Originally, the plan was for Tereshkova to launch first in the Vostok 5 ship while Ponomaryova would follow her into orbit in Vostok 6. However, this flight plan was altered in March 1963, with a male cosmonaut flying Vostok 5 while Tereshkova would fly aboard Vostok 6 in June 1963. After watching the successful launch of Vostok 5 on 14 June, Tereshkova (now 26) began final preparations for her own flight.

Tereshkova's Vostok 6 flight took place on the morning of June 16th, 1963. After performing communications and life support checks, she was sealed

**Edmonton Stamp Club
Spring Show Raffle 2017**

Bluenose



(picture actual stamp)

1 for \$5 or 3 for \$10

Mint, Very Lightly Hinged, Very Fine (cat \$350)

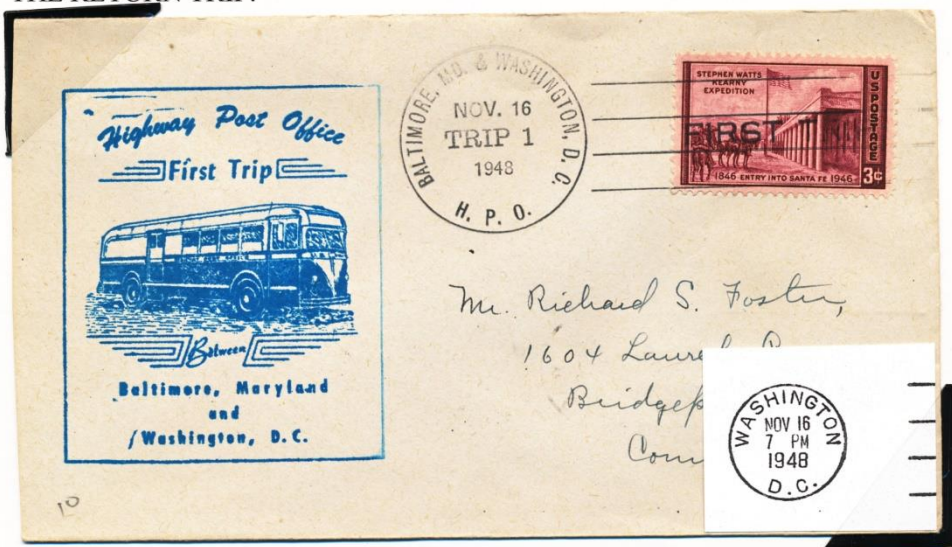
Edmonton Stamp Club Spring Show

March 25th & 26th

Draw: Club Meeting April 10th

HPO PAGE 5

FIRST TRIP COVER FROM BALTIMORE MO. TO WASHINGTON DC 1948 A TOTAL OF ONLY 40 MILES HAS A BACK STAMP OF 7pm BUT WITHOUT THE OTHER COVER TO LET YOU KNOW WHEN THE BUS STARTED OUT, IT IS ALMOST IMPOSSIBLE TO SEE HOW MUCH TIME WAS NEEDED FOR THE RETURN TRIP.



LOS ANGELES, LONG BEACH & SAN PEDRO TOTAL DISTANCE OF 35 MILES.



Next page

HPO PAGE 5

FIRST TRIP COVER FROM COLUMBUS MISS. & SELMA ALA. 1949 A TOTAL OF 140 MILES HAS A BACK STAMP OF 7pm BUT WITHOUT THE OTHER COVER TO LET YOU KNOW WHEN THE BUS STARTED OUT, IT IS ALMOST IMPOSSIBLE TO SEE HOW MUCH TIME WAS NEEDED FOR THE RETURN TRIP.



THE LAST TRIP WAS ON JUNE 30, 1974 CLEVELAND OHIO TO CINCINNATI OHIO A WOPPING 250 MILES. YES AN END OF A ERA.



Clerk loads mailbags into a Highway Post Office bus.



Clerks working aboard the 1941 White Highway Post Office bus



A clerk sorts mail on board the bus

Barend Wissink

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(Continued from December 2016)



25 USA 1847 Alexandria 'Blue Boy'

Postmaster's Provisional – \$1 million+

This ultra-rare stamp, the only example on blue paper which is known to exist, was issued in Alexandria, D.C. way back in 1847. Its extreme rarity makes it one of the world's most valuable stamps with a value of \$1 million+.



26 Germany 1851 9k Baden Error –

\$1.5 million

Germany's most valuable stamp came about as a result of a color error. The Baden 9 kreuzer stamp should have been printed in pink but green ink was used by mistake on a batch produced in 1851. Only four specimens remain and they are worth a cool \$1.5 million each.



27 Mauritius 1 & 2 Penny 'Post Office' – \$2 million each

Much prized by collectors, the Mauritius 'Post Office' stamps were the first British Empire stamps produced outside the UK. Few examples exist and the last pair available on the

open market sold for \$4 million (£3.2m).

next page



28 Sweden 1855 3sk Treskilling Yellow – \$2.3 million+

This 19th-century Swedish stamp is as unique as they come – only one example is known to exist. It was printed in yellow rather than the usual blue-green, and quality control failed to pick up the error at the time.



29 USA 1868 1c Benjamin Franklin Z Grill – \$3 million (£2.5m)

The 1868 Benjamin Franklin Z Grill is widely regarded as the rarest and most valuable of all US postage stamps. The stamp features unique Z Grill indentations and only two exist, making it extra collectible.



30 China 1897 Small One Dollar Red Revenues – \$3.8 million (£3.1m) each

China's Red Revenue stamps are renowned for fetching astronomical prices and the rare 'Small One Dollar' series is the most sought after. The original block of four, considered the crown jewel of Chinese philately, sold for \$15.2 million (£12.4m) in 2009.



31 British Guiana 1856 1c Magenta – \$9.5 million (£7.8m)

The world's most valuable stamp and then some, the British Guiana 1856 1 cent magenta is the only known example in existence. It was sold in 2014 to shoe designer Stuart Weitzman for just under \$9.5 million (£7.8m).

EDMONTON STAMP CLUB
2017 SPRING NATIONAL STAMP SHOW



Mar 25-26, 2017

Saturday 10-5pm, Sunday 10-4pm

- LOCATION -

Central Lion's Recreational Centre

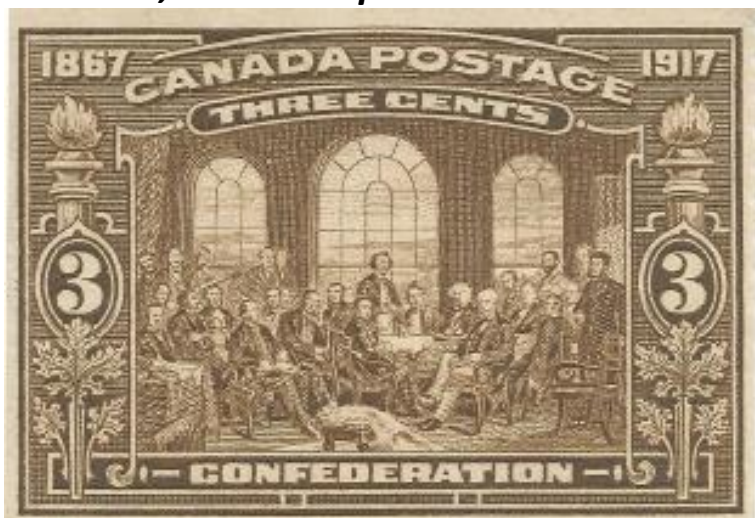
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inside the capsule and the mission's two-hour countdown began. The launch took place at 09:29:52 UTC with the rocket lifting off faultlessly from the Baikonur launchpad. During the flight – which lasted for two days and 22 hours – Tereshkova orbited the Earth forty-eight times. Her flight took place only two days after *Vostok 5* was launched, piloted by Valery Bykovsky and orbited the Earth simultaneously with his craft. In the course of her flight, ground crews collected data on her body's reaction to spaceflight. Aside from some nausea (which she later claimed was due to poor food!) she maintained herself for the full three days. Like other cosmonauts on Vostok missions, she kept a flight log and took photographs of the horizon – which were later used to identify aerosol layers within the atmosphere – and manually oriented the spacecraft.



The Vostok 6 capsule at the
Science Museum, London.

continued next page

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Once the craft re-entered the atmosphere, Tereshkova ejected from the capsule and parachuted back to earth. She landed hard after a high wind blew her off course, which was fortunate since she was descending towards a lake at the time. However, the landing caused her to seriously bruise her face, and heavy makeup was needed for the public appearances that followed.



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