

# AIRPOST JOURNAL



*DESIGN OF THE*  
SIXTEEN CENT AIR MAIL SPECIAL DELIVERY  
VALUE IN

**CANADA'S**  
NEW WAR EFFORT SERIES

JUNE • 1942



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## F. W. K E S S L E R

500 FIFTH AVENUE



NEW YORK, N. Y.

# War Necessity Halves Domestic Air System

## Drastic Curtailment Order Now Effective

**T**OTAL WAR has invaded the vast network of United States domestic airlines with far-reaching curtailments of service that strike into every part of the United States. The suspensions were not unexpected as President Roosevelt and other responsible officials had freely stated that the needs of travelers and purely commercial functions must defer when necessary to the prosecution of the war by the Army and Navy.

When it was announced that the Army and Navy would immediately require approximately one-half of the normal complement of planes employed on the domestic air routes, only the routes to be eliminated or the cities to be removed from the routes left functioning remained in doubt. On May 26 the Civil Aeronautics Board made public the following order:

Service on the following routes or segments of routes and at intermediate points between the terminals indicated has been suspended:

American Airlines between Boston and Syracuse.

Continental Air Lines between Pueblo, Colo., and Tulsa, Okla.

Eastern Air Lines between Nashville, Tenn., and Florence-Sheffield-Tuscumbia, Ala.; between Memphis and Tallahassee, Fla.; between Atlanta and Tallahassee; between Tampa, Fla., and Tallahassee; between Evansville, Ind., and Louisville, and between St. Louis and Nashville.

Inland Air Lines between Cheyenne, Wyo., and Huron, S. D.

Mid-Continent Airlines between Minneapolis-St. Paul, Des Moines, Iowa, and Kansas City, Mo., and between Des Moines and St. Louis.

Northeast Airlines between Boston and Montreal.

Northwest Airlines between St. Paul-Minneapolis and Duluth, Minn.-Superior, Wis., and between Spokane, Wash., and Portland, Ore.

Pennsylvania-Central Airlines between Norfolk, Va., and Knoxville, Tenn.; between Washington and Buffalo; between Grand Rapids, Mich., and Chicago, and between Muskegon, Mich., and Chicago.

Transcontinental & Western Air between Phoenix, Ariz., and Las Vegas, Nev., and between St. Louis and Cincinnati.

United Air Lines between Pendleton, Ore., and Spokane, and between Los Angeles and San Diego, Calif.



### NEVER TO BE USED ???

Attractive cachet designed for use at inauguration of service for Bellingham. Due to curtailment this stop may be canceled.

## THE AIRPOST JOURNAL

OFFICIAL PUBLICATION OF THE  
AMERICAN AIR MAIL SOCIETY

Entered as second-class matter, February 10, 1932, at the post office at Albion, Pa., under the Act of March 3, 1879. Published monthly.

JUNE, 1942 — Vol. XIII, No. 9 — Issue 146 — 20c PER COPY

In addition, service was ordered discontinued at Aberdeen, S. D.; Albany, N. Y.; Bismarck, N. D. (on Mid-Continent Airlines only); Bridgeport, Conn.; Caribou, Me.; Douglas, Ariz.; Elkins, W. Va.; Elko, Nev.; Galveston, Tex.; Helena, Mont.; Idaho Falls, Idaho; Iowa City, Iowa; Lewiston - Auburn, Me.; Lincoln, Neb.; Meridian, Miss.; Millinocket, Me.; Minot, N. D.; New Haven, Conn.; Niagara Falls, N. Y.; Red Bluff, Calif.; Springfield, Mass.; Utica, N. Y.; Waterville, Me.; Wenatchee, Wash., and Yakima, Wash.

The above are certain intermediate stops on routes still permitted to operate.

In connection with its order the Board observed:

"Every stop that is removed from an air line saves a number of minutes otherwise required for making a landing, taxiing about the field and taking off and climbing back to operating altitude.

"The military directive, upon which the equipment transfers were based, contemplates that air routes vital to the country's needs will continue, subject to the enforcement of a strict system of passenger priorities, but that stops and schedules not regarded as essential to the war effort will be terminated in order to make possible the highest utilization of the reduced equipment which is available to the air lines."

**ATTENTION — ALL AAMS MEMBERS**

Please send at once to Glen W. Naves, Box 446, Spartanburg, S. C., full information concerning any AAMS members you know who are now serving in Army, Navy, Marine Corps, Air Corps and Merchant Marine, and also in Civilian Defense. State complete name, age, if available, home town address, chapter affiliation, if any, and other information.

This data is desired as complete and soon as possible for a special **Airpost Journal** feature article. Your assistance will be much appreciated. Thanks a lot.

P. S.—AAMS women members engaged in Red Cross and other Civilian Defense work are to be included. Report any you know. State their activities.

**SHOWN BELOW**

Attractive cover from the recently established Newfoundland-Canada service.



# CANADA TO ISSUE WAR EFFORT SERIES

July 1st Emission Includes  
Two Air Mail Stamps

**M**UCH DISCUSSED, frequently rumored, several times officially denied, Canada's new issue dramatizing its war effort is about to materialize. An official announcement from the Post Office Department at Ottawa gives details of the issue and states that it will first be offered to the public on Dominion Day, Thursday, July 1, at which time it will be placed on sale at all principal cities of the Dominion. Collectors accessible to Canadian cities and desirous of mailing their own first day covers should remember that the stamp wickets are open only a few hours on this holiday.

This issue, while indicative of the stirring times through which we are living, is in no sense a special or commemorative issue but replaces the present issue of stamps as the "regular" issue. Advance photos indicate that the stamps are particularly well designed and executed—the usual thing with Canadian adhesives—and this plus their subject matter should foreshadow great popularity for the emission. We are indebted to Hon. T. P. Murphy, Superintendent of the Canadian Post Office Department, for advance photos of the 6c regular air mail and 16c air mail special delivery values which will be found illustrated on the front cover and in this article. This latter denomination is an innovation in Canadian stamps and parallels a similar denomination in our own United States series.

As the conditions under which these stamps can be purchased by residents of the United States, as well as arrangements for first day covers, are somewhat involved we print them in full for the benefit of our readers:

Subjects, values and colors:



The new 6c stamp

- 1c green, King George (Naval uniform).
- 2c brown, King George (Army uniform).
- 3c red, King George (Air Corps uniform).
- 4c grey, Grain elevators.
- 5c blue, King George (Naval uniform).
- 8c sepia, Farm scene.
- 10c brown, Parliament buildings.
- 13c dark green, Ram tank.
- 20c brown, Corvette.
- 50c violet, Munitions factory.
- 1.00 blue, Destroyer.
- 6c blue air mail, Air Training plan.
- 16c violet blue air mail special delivery, Trans-Canada airplane.
- 10c special delivery, Coat of arms and flags.

Of the higher values the 10c brown is vertical format while the remainder are in horizontal format.

The following is quoted from the official announcement:

Orders for the new stamps in mint condition may now be sent to the Philatelic Division, Financial Branch, Post Office Department, Ottawa, Canada, and will receive the earliest possible attention, after July 1st.

Under existing regulations of the Foreign Exchange Control Board of Canada, payment for mint Canadian stamps must be made in the money of the country in which the applicant resides. For example, applicants resident in the United States must re-



King George VI shown in uniform  
of the Royal Canadian Air Force

mit in United States dollars, by certified cheque, bank draft or cheque, etc. United States Postal Money Orders cannot be accepted as they are at present drawn on Canada in Canadian dollars. On all remittances received in United States dollars the authorized premium will be allowed in the form of additional stamps.

The Department positively will not accept any responsibility for consignments of stamps requested to be forwarded by ordinary mail.

To meet the wishes of First Day Cover collectors outside of Canada, so far as practicable, arrangements are being made to furnish selected advance supplies of the new stamps to the City Post Office at Ottawa, where mail order requests for First Day Covers will be attended to.

Persons resident outside of Canada who desire to obtain First Day Covers should forward **under cover** to the District Director of Postal Services, Ottawa, any covers intended for transmission on the First Day of Issue, July 1st, 1942, together with a remittance for the face value of the stamps desired to be used, payable to the Receiver General of Canada. If personal cheques are forwarded they must be certified or marked "ACCEPTED" by the bank on which they are drawn. For the purpose of **prepaying postage on First Day Covers**, remittances may be made in Canadian funds, e. g., United States Postal Money Orders (which are drawn on Canada in Canadian dollars) are acceptable, but if the remitter asks that mint stamps be sent to him as part of the proceeds, the request cannot be complied with and the remittance, together with the

## Chapters Chatter

by GLEN W. NAVES  
P. O. Box 446  
Spartanburg, S. C.

(Editorial Note: We're gleaning this month's "chatter" from members' correspondence, mostly of recent date—all of special interest.)

"All of us are interested in a progressive and growing American Air Mail Society. There is only one way we can increase our membership and publicize our organization effectively and that is through the efforts of active local chapters. We are well aware that an organized body can better protect the interests of aerophilately than can isolated individualists. To be successful in an enterprise of this kind one must inform and educate others."—Glenn W. Glaser, President, Jack Knight Air Mail Society, AAMS Chapter No. 23.

"I know of no hobby that gives so much pleasure as that of cover collecting, so I hope that all of my fellow members stick well to covers and help to boost our AAMS, the finest organization of its type in the world."—AAMS Member James Wotherpoon, RAF, England.

"We have never missed a monthly meeting since our inception as a Chapter."—M. O. (Doc) Warns, President, Milwaukee Air Mail Society, and AAMS Regional Director.

"Gotham (AAMS Chapter 8) means a lot to me. We—all of our chapters—must keep on our way: getting new members and creating interesting meetings."—From Dan Newman's last letter to the Chapter Chairman.

unmailed covers, will have to be returned to the applicant.

If blocks of double-sized stamps are required to be used on First Day Covers, allowance should be made for the size of such stamps, and covers affording the necessary space should be forwarded.

We commend to the serious attention of every AAMS member, chapter member or not, the above message. Remember, please, for all time the farewell statement of this genial fellow member and staunch friend of the AAMS and Gotham chapter—"WE MUST KEEP ON OUR WAY!"

Letter after letter from our chapters in many sections of the country report keen interest in a series of regional meetings proposed as replacement for the 1942 AAMS convention, canceled because of war conditions and transportation difficulties. This interest, expressed by so many of our chapter officers and members, is most gratifying. Already, we fear, more regional meetings have been requested than can be arranged or attended. But regardless of how many regional rallies can be scheduled and when and where—the concern and enthusiasm of our folks show that they are still aero-philatelic and AAMS enthusiasts, and so, with so many splendid men and women as A-1 ASSETS, we SHALL CONTINUE TO GO FORWARD!

**TWO NEW U. S. ISSUES COMING**

The Post Office Department in successive announcements reveals that it is about to issue two new stamps of a special or commemorative nature. The first of these will appear July 4 at Washington, D. C., and will be of the 3c denomination. The stamp will have as its central motif a figurative American eagle with wings outstretched in the form of a large V. Surrounding the eagle in a half-circle will be 13 stars and the inscription "WIN THE WAR" will appear in a band across the front of the eagle.

Denver, Colo., will be the first day point of sale for a special stamp to be issued July 7 in observance of China's heroic defense of its homeland and its alliance with the United Nations in Democracy's fight. The denomination will be 5c. The stamp will bear a map of China and portraits of Abraham Lincoln and Dr. Sun Yat Sen, founder of the Chinese Republic. The postmasters at Washington, D. C., and Denver, Colo., will handle first day covers under usual conditions.

*Your Wants*  
in  
**COVERS**  
*On Approval!*

•

Serious collectors are urged to write me regarding their wants in anything philatelic. With one of the world's most varied stocks of Stamps, Seals and Covers, I'm sure that I can help **you**.

One of my services includes the sending of **COVERS** on **APPROVAL**. What is your specialty? May I serve you?

•

*If your collection is for sale it will pay you to write me!*

•

*I am anxious to buy collections of all kinds, especially those of advanced stamps and covers.*

•

**Elmer R. Long**

203 Market Street  
Harrisburg, Penn'a

# THE AIRPOST JOURNAL

Official publication of the American Air Mail Society. Published monthly at Albion, (Erie Co.,) Pennsylvania, U.S.A.

THE AIRPOST JOURNAL is entered as second-class matter, February 10, 1932, at the post office at Albion, Pa., under the Act of March 3, 1879. All editorial copy, advertising, new and renewal subscriptions should be sent direct to the publication office at Albion, Penn'a.

The AIRPOST JOURNAL is not conducted for profit. The managing editor, all department editors, feature writers and contributors serve gratis and without compensation of any kind. All receipts from advertising, subscriptions and contributions are applied directly to the betterment of the magazine and the promotion of aero-philately.

#### SUBSCRIPTION RATES

United States ..... \$2.00 per year  
Canada and Foreign ..... \$2.50 per year  
Single Copies ..... 20c each  
Back Numbers ..... 25c each  
Second (duplicate) copy sent to member's same address, 1 yr. ....\$1.00  
Bound Volumes also available.

#### ADVERTISING RATES

One inch, per issue.....\$ 1.00  
Quarter Page, per issue .....\$ 3.25  
Half Page, per issue .....\$ 6.00  
Full Page, per issue .....\$10.00  
Front Inside or Back Cover .....\$12.00  
Composition charge for solid, tabular or special typographic layouts: 10c to 25c per inch additional.

Interested advertisers may apply for contract rate for space used every issue for a period of 12 months. Advertising and editorial copy MUST BE RECEIVED BY THE 20TH OF EACH MONTH. 10 days before publication.

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CHARLES G. RIESS

Contract Air Mail Routes

## *Here and There With the Acting Editor . . .*

According to the plan announced by Editor Conrath shortly before his death, this issue is in reduced size to be followed in July by an enlarged and expanded edition. The July issue will contain the complete catalogue of the first Regional Auction, along with regular features. In addition, the official ballot will be included as a supplement for the use of those AAMS members entitled to vote. It is hoped that it can be put in the mail during the first week in July, thus more nearly returning to a schedule badly disrupted by the untimely death of the editor.

One of the last things planned by the late editor was a feature article on those aero-philatelists and Society members serving in the armed forces or in various activities connected with civilian defense. Assistant Editor Glen W. Naves has volunteered to complete this assignment—indeed it had already been allotted to him—and it is requested that members co-operate in seeing that he receives the full and complete data necessary to make such a feature helpful and useful.

Speaking of those in the service, friends of former Sales Manager



Charles P. Porter will be pleased to learn that he has been assigned to active field duty and may be addressed as follows: Major Charles P. Porter, Air Corps, USA, APO 824, c/o Postmaster, New York, N. Y.

As a supplement to this issue, Society members will receive the latest edition of the DIRECTORY. As this is the first to be issued since 1939, it will fill a long-felt need and should prove very useful to members. It contains a geographical listing as well as an alphabetical one and lists every member and applicant up to the time of going to press including those posted for the first time in this issue of the **Journal**. As usual, the Constitution and By-Laws is printed in full as well as a full roster of officers and directors throughout the period of the Society's history. Branch chapters and their officers are also detailed. Members are urged to keep this Directory up to date, as it is probable this is the last one that can be issued prior to the conclusion of hostilities and perhaps for some time thereafter. Address changes, resignations and deletions can be penciled in each month with very little effort and new members can be kept together in a separate file of the **Journal**.

Reference to the report of the Nominating Committee published elsewhere in this issue will disclose the rather startling fact that for the first time in many years the team of Vlasak and Angers who for so long have efficiently and conscientiously administered the difficult and exacting posts of Secretary and Treasurer will no longer serve in these posts if the recommendations of the Nominating Committee are adopted. The members should know that the change is at their own request—indeed at their **INSISTENCE**—and in the face of such loyal and devoted work in the past it was felt that it would be an ungrateful Society indeed which did not respect their wishes. Both Messrs. Angers and Vlasak hold key positions in civilian defense at Springfield, Mass., and these very important duties have made it increasingly difficult for them to carry AAMS duties as well without unreasonably taxing their

(Continued on Page 271)

**NOMINATING COMMITTEE  
SUBMITS REPORT**

The committee appointed by President Alley for the purpose of nominating Officers and Directors of the American Air Mail Society to serve for the coming year and to be balloted upon in the coming election, in accordance with Article 3, Section 8 of the Constitution and By-Laws herewith cause to be placed in nomination as its selection the following names:

**For President**

Richard L. Singley, Post Office Department, Lancaster, Pa.

**For Vice-Presidents**

Paul F. Berdanier, Jr., 44 Bradford Road, Scarsdale, N. Y.

Lt.-Comdr. Jesse G. Johnson, Naval Air Station, Norfolk, Va.

Major Charles P. Porter, APO 824, c/o Postmaster, New York, N. Y.

Captain Charles J. Wood, 3313 Home Avenue, Dayton, Ohio.

**For Directors**

Mark C. Emsley, 3635 West 122nd St., W. P. Station, Cleveland, Ohio.

Florence Lampert, 1800 West Ruscomb Street, Philadelphia, Pa.

Mrs. Ethel B. McCoy, Hotel Warwick, 65 West 54th Street, New York, N. Y.

Glen W. Naves, P. O. Box 446, Spartanburg, S. C.

Rafael Oriol, Merced 307, Habana, Cuba.

James M. Stephen, 37 Queensdale Avenue, Toronto, Ont.

Emil J. Vlasak, 293 Bridge Street, Springfield, Mass.

**For Secretary**

Claude W. Degler, 2114 North 49th Street, Milwaukee, Wis.

**For Treasurer**

M. O. Warns, 4639 North Woodburn Avenue, Whitefish Bay, Wis.

Respectfully submitted,

Lee V. D. Schermerhorn,  
Chairman

Donald E. Dickason,

Charles G. Riess,  
Nominating Committee.

**Order By the President**

Article 12, Section 6 of the Constitution and By-Laws provides as follows:

"The elected and appointed officers shall commence their terms of office upon the last day of the Annual Convention, and in the event

(Continued on Page 274)

# PIONEER FLIGHTS IN HAITI

by RICHARD L. SINGLEY  
Lancaster, Pa.

(Continued from May issue)

## PART TWO

### Marines Carried Air Mail

On May 2, 1925, the first commercial mail was flown over this route. This service cost the Haitian government nothing more than to improve the field at Cape Haitien. The first dispatch consisted of about 50 letters postmarked May 1, 1925, and flown early the morning of May 2 to Cape Haitien. A special marking applied in carmine to the stamps only, consists of "AVION" within an oval (not illustrated). This impression, made of rubber, was very indistinct and rarely does the whole cachet appear. The mail was backstamped at Cape Haitien May 2, 1925.

Covers from this flight are generally found in poor condition.

May 2, 1925, was Saturday and the return flight was made the same morning. A very small mail was postmarked Cape Haitien May 1, and backstamped at Port-au-Prince the same date. The Port-au-Prince cachet was also applied to this mail. These covers are exceedingly rare.

The second flight of this route was made on May 5, 1925. The mail was postmarked May 4, and dispatched the morning of May 5, 1925.

During September of the same year, type "a" cachet was first put into use. This cachet was made of copper and is generally found applied in red or black with the latter being the more common. The flight of December 4, 1925, from Port-au-Prince is generally credited with being the first official use of this cachet, but covers with it applied to them have made their appearance before that date. Along with the December 4 cover, the cover from Port-au-Prince of April 20, 1926, to Cape Haitien is a popular item. These covers all have type "a" applied to the stamp and cover.

The return flight from Cape Haitien was made the same day with covers postmarked the 19th and

backstamped at Port-au-Prince the 20th. The year date of Cape Haitien is generally found to be inverted. Type "a" cachet was used again to the cover.

It was off Cape Haitien that Columbus' flagship, the Santa Maria, was caught in a current and swept onto a sandbank, Christmas eve, December 24, 1492. This necessitated the crew taking refuge on the Nina. Columbus then built a fort on a hill to the east of the present city of Cape Haitien, and gave it the name of La Navidad, as he entered the bay on Christmas day. Here he left 39 men because the Nina could not accommodate them, and on January 4, 1493, continued to the northern coast of the island, to the east, and from Samana Bay, on January 16, set sail for Spain.

Upon his return one year later, he found the fort completely destroyed, the Indian village burned, and the whole neighborhood silent and desolate. The exact location of the town of La Navidad has always been in doubt, but there are excellent reasons to believe it to be the present city of Caracol.

On Thursday, June 3, 1926, a weekly air mail service was inaugurated to Gonaives, a town about 100 miles northwest of Port-au-Prince. Later the service was increased to three times a week. On the first trip from Port-au-Prince, 430 letters were carried. The return flight was made the same day with a dispatch of 230 pieces of mail. Both dispatches were appropriately backstamped the same day. Type "a" cachet was again brought into use. It is generally believed the majority of these covers never came on the market.

### Independence Scene

It was at Gonaives that Haitian independence was born, for in the Palace d'Armes at dawn on January 1, 1804, that Dessalines, attended by his officers, swore to "abjure forever allegiance to France, to rather die than live under her domination, and to fight to the last for the preservation of their independence." The name St. Domingue was abolished, and the original name of Haiti re-established.

## Cachet Types on Early Flights



Type "a"



Type "b"



Type "c"

The city of Gonaives on the mainland should not be confused with the Island of Gonave. This island, about thirty miles northwest of Port-au-Prince, is the most primitive and untouched by civilization in the whole West Indies. It was here that Lieut. F. E. Wirkus went at his own request. How he was crowned the "White King of La Gonave" by the ten thousand blacks is a most interesting and fantastic story. More on this may be found in "The Magic Island" by W. B. Seabrook. What interests us is the monthly flights made to La Gonave. There was little chance of mail going astray here for all the mail had to be for Wirkus. The return mail consisted of his reports and personal mail to the outside world. It is not likely that any of this mail ever got into collectors' hands.

### Pinedo Fiasco

Commander Francesco de Pinedo made Port-au-Prince a port of call on his four-continent flight. Through some misunderstanding, the Haitian postal authorities announced that de Pinedo would carry mail on his flight to the United States. This was made public by the Italian charge d'affaires. When Commander de Pinedo arrived at Port-au-Prince he refused to carry the mail, and all covers were returned to the senders.

It was for this flight that type "b" cachet was prepared. This special cancellation was made of copper and was applied to the stamps and the cover. In all, 371 letters were prepared and handed in at the Port-au-Prince post office where they were postmarked March 28, 1927. This

mail also received a single one-line rubber stamp cachet in purple, reading "Le Cafe D'HAITI est le Meilleur," which literally translated means "Haitian coffee is the best in the world." Although not flown, these covers are worthy of mention.

### Major Dargue Tour Covers

On December 21, 1926, a Pan-American flying squadron left Kelly Field, San Antonio, Texas, on a tour of Central and South America. The tour was in command of Major Herbert A. Dargue. This tour involved a flight of 22,065 miles and of the five planes, only the "San Antonio," "San Francisco" and "St. Louis" returned, the "New York" and "Detroit" having crashed at Palomar, in the Argentine. When the planes landed at Port-au-Prince a mail of 95 letters was prepared for dispatch. This mail was postmarked the 18th of April, 1927, and received the type "b" cachet. In addition, a similar cachet to the one mentioned above, reading "LE CAFE D'HAITI." These covers are considered unofficial as they were really never placed in the mails. They were carried on the persons of the aviators and mailed back to Haiti under cover. Not having been in the mails, they did not receive the backstamp of Washington, D. C. Covers posted by persons other than Haitians were returned personally under cover by Major Dargue from Washington, September 23, 1927, with a letter of explanation that the aviators were not officially authorized to carry mail, which explained why the covers lacked the Washington backstamp.

(To be continued)

# AIR MAIL and the WAR, XXIII

by DR. MAX KRONSTEIN

New York, N. Y.

It was Walter Conrath's pioneering understanding which made possible this column. He always gave to it his assistance and interest. Collectors who may use these pages in later years to come will remember Walter Conrath and the activities of this great American aero-philatelic editor.—Dr. Max Kronstein.

## In the Southwest Pacific

More data has been announced covering the period of the fighting at Singapore and in the Dutch East Indies—that vast archipelago including about 3,000 islands and with its 6,000 miles of KNILM air routes over which nearly 2,000,000 miles were flown in 1941.

On February 2, 1942, all air mail service outside Australia and New Zealand was suspended. But on February 4 the air mail service was resumed at least between Australia and the Dutch East Indies and Singapore. No resumption of the air mail between Australia and Burma or to Africa is mentioned in that Australian announcement. On the other hand, Postmaster General Ashley announced in Australia on February 5 that air mail to England would be sent by sea to the United States and then by air to England if superscribed "By Air USA-United Kingdom." The fee is 2/1 per half ounce or 1/1 for a postcard.

The air mail services to the fighting forces at Singapore and in the Dutch East Indies were operated up to the last possible moment. Even on February 11, 1942, a few days before the fall of Singapore, the new Zealand Postmaster General, the Hon. P. C. Webb, announced that air transit was then still available for mail matter for the Netherlands East Indies and Singapore. During the fighting in the East Indies the air mail from Australia also continued in operation. Civilian air mail acceptance and the arrival of air mail from the Indies (and even from Singapore) is mentioned in Australian papers on February 20. The actual date when the acceptance was finally suspended is not yet known.

In New Zealand the operation of the civilian air services was limited earlier in the war, some time before the war came to the Pacific area. One of the three groups, the "Cook Strait Airways, Ltd.," was suspended in November, 1939.

because its equipment was requisitioned by the RAAF. The two others, the Union Airways of New Zealand, Ltd., and the Air Travel (N. Z.) Ltd., still operate three scheduled inland services each (Union: Auckland-Wellington, Wellington-Dunedin, Wellington-Blenheim-Nelson; Air Travel: Nelson-Greymouth, Inchbourne - Weheka, Hekitika - Jackson Bay). By wartime restrictions the extent of the services in the period between April 1, 1940, and March 31, 1941, was only half the size of the operation in the year before. In addition to this four other groups are operating non-scheduled services.

New Zealand and Australian air mail to Egypt and for the forces in the Middle East has been flown since about February 11, 1942, to an Australian port in order to be forwarded by sea. The New Zealand charge for mail to the Middle East by Tasman air transit and sea dispatch beyond Australia was 5d for one-half ounce (without air transit 2d for the first ounce and 1/2d for each additional ounce.) In the Australian area a special parachute mail was dropped two days before Christmas, 1941, from an Empire flying boat enroute Karumba-Groote Eylandt over the Mission Station on Mormington Island in the Gulf of Carpentaria, North Australia.

On February 14, the Carpenter Airlines Lockheed plane, *Carmenia*, crashed near Cairns airdrome, Australia, on its way back to Papua in evacuation service for civilians from Papua and New Guinea. The two occupants were reported killed—mail was not mentioned. On February 19, 1942, mail service in North Australia was temporarily disturbed when the Darwin post office was demolished by a Japanese air raid and nine postal officials were killed. Engineers, flown from Adelaide to Darwin, organized an emergency service the following day. One of the Qantas Empire Airways flying boats was moored at the harbor there when the raid began. Captain H. B. Hussey and Captain A. H. Crowther took off in spite of the raid and saved the plane by flying down the coast. On February 20, 1942, the Qantas Empire Airways *De Havilland 86* crashed near Belmont (12 miles from Brisbane, Queensland) enroute to Mount Jia. Nine passengers were reported killed and again mail was not mentioned, but from supplementary reports about earlier crashes it has been announced that the KLM plane which was lost late in January, 1942, at Medan, N. E. I., due to enemy action, was carrying mails only from the Eastern states of Australia. In Auckland, N. Z., it was announced there was at least no New Zealand mail on

board the Qantas Empire flying boat (Captain A. A. Koch) which was shot down near Koepang, Timor, on January 30, 1942.

On March 3, 1942, many planes were reported in evacuation flights from Java to Broome, Australia, under repeated Japanese air attacks. No details have been received as yet. On April 21, 1942, a Lockheed passenger airliner of the New Guinea Airways was missing in Northern Australia.

Regarding the Pacific flight of the Tasman Empire Airways from Auckland to Honolulu, it is further known that Captain J. W. Burgess, chief pilot of that company, was personally in charge of that plane. Mail has not been mentioned in the reports.

One of the pioneers of the air mail between Europe and Australia, Lieutenant-Commander Eugene Edmonde, who carried the first no-air-fee air mail from Alexandria to Brisbane in July, 1938, was killed in action over the Channel on February 12, 1942. He was awarded a posthumous Victoria Cross for high courage and splendid resolution.

Mail for U. S. prisoners of war and interned civilians in the Far East has been accepted since April 28, 1942, in the U. S. A. (free of charge). This mail is sent through the International Red Cross Committee in Geneva, Switzerland. British efforts to establish a Far East prisoners' air supply service were announced in London on May 2, but no consent has been given yet by the Japanese.

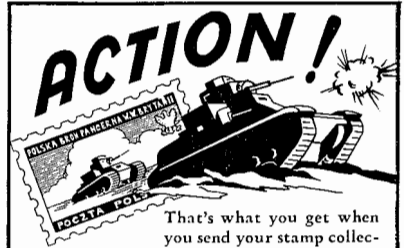
**From India and China**

The first airgraphs from India arrived in Great Britain on February 24, 1942. The inland air mail services in India were improved early in 1942 by two weekly round trips of new Percival Q-6 planes of the Indian National Airways between Delhi and Calcutta.

With the Burma Road out of operation through the fall of Rangoon and the advance of the Japanese army in Burma, the air service between China and India became of vital importance. In addition to this the flights of the China National Aviation Corporation, an American air service employing both private and U. S. Army facilities, were reported in the American press on April 25, 1942, flying highest priority material from India to China across 14,000-foot mountains and in rough air currents. Even when the Japanese entered Lashio, one of the bases of the China-India air route, on April 29, 1942, these air services were continued immediately by way of other previously arranged stopping places. On that occasion 100 British women and children were evacuated by air from the burning city of Lashio to India by American volunteer flyers in Burma

**WILL RESUME SERIES**

The **Airpost Journal's** Aero-Philatelists of Note series will be resumed in an early issue. Glen W. Naves, P. O. Box 446, Spartanburg, S. C., will be glad to receive suggestions and material for this series of articles. Subjects should be active in aero-philately and the American Air Mail Society and must have made some outstanding contribution or contributions to each.



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# CHRONICLE

for STANDARD CATALOGUE  
of AIR POST STAMPS

as published by  
Scott Publications, Inc.

## CANAL ZONE OFFICIAL STAMPS TO BE SOLD

Some of the scarcest of the recent air mail stamps have been Scott's type AP1 of Canal Zone overprinted OFFICIAL - PANAMA CANAL in two lines. These stamps were originally issued in 1941 and have been rigidly restricted to official use only. As they are not used in connection with all official mail—the penalty clause frank carrying most of it—the original printings of this issue were extremely limited. For some values as few as 1,000 copies were overprinted. However, there has been several additional overprintings and it is stated that they will continue to be made as long as the need arises. Just recently the 30c value has been added to this set. All values of the regular set for use on ordinary mail also exist with the official overprint.

Unlike some official rulings it was apparently intended from the first that the one prohibiting the sale or even gift of these adhesives to the general public was made to be obeyed! Enforcement of this regulation has been rigidly observed. None of the stamps in mint condition has been noted and used copies have been so scarce that a complete set has been bringing in the hundreds of dollars when available.

Now comes the good news that these stamps in used condition are to be made available to the collector by the Canal Zone postal administration. It appears that collectors have George B. Sloane of New York to thank for securing the revision in policy. Mr. Sloane, himself a dealer, was able to point out to the Canal Zone administration that their restrictions on these stamps were fostering a series of abuses and that some partic-

## CHILE



Plane over  
Mountains  
AP18



Plane over  
Shore  
AP21

1942 Wmk. 215 Perf. 14

C58-AP18 50c red orange  
(500,000) 4

C61-AP21 80c ultramarine  
(200,000) 7

## PANAMA



Flags of Panama and Costa Rica  
AP33

1942 Unwmkd. Perf. 12

Issued April 25, 1942, in commemoration of the first anniversary of the settlement of the Costa Rica-Panama border dispute.

Printed by the American Bank Note Co.

C73-AP33 15c deep green, dark  
blue & deep rose  
(250,000) 30

ularly vicious counterfeits had come on the market to satisfy the collector demand for these stamps. As a consequence the Canal Zone administration has agreed to make them available to collectors at face value **but in canceled condition only.** None can be furnished on cover and these stamps will NOT be used on the cover bringing the loose stamps to the buyer. An official announcement is expected momentarily. Collectors are asked NOT to send remittances until the official announcement has been made as this will only complicate the situation.

Naturally these are canceled to order stamps. Objectionable? We think not—under the circumstances.

**CHRONICLE—Continued**

**TENTATIVE LISTINGS**

These listings are merely statements that such stamps exist. They may or may not be included in a later Chronicle of New Issues or subsequent edition of the Standard Catalogue of Air Post Stamps. The following have been submitted to us as new issues but some question has been raised regarding their exact status. We solicit information before accepting them for listing in the regular Chronicle of New Issues.

**MONTENEGRO**

Air Post Stamp of Italy, 1930,  
overprinted in red

**ЦРНА ГОРА**

**1941**

**Wmk. 140**

**Perf. 14**

Issued in July, 1941.

AP3 50c olive brown

**HERE AND THERE WITH  
THE ACTING EDITOR**

(Continued from Page 265)

business as well as recreational hours. Both will continue to serve the Society, as always, in less exacting capacities.

In reluctantly permitting the present incumbents to withdraw, the Nominating Committee has scored indeed in recommending the election of a new "team" to these duties, that of Messrs. Degler and Warns of the Milwaukee chapter. These men are eminently and peculiarly qualified to administer these important positions. Member Degler holds a long list of offices in philatelic societies and organizations of the Middle West in addition to being Secretary of the Milwaukee chapter. "Doc" Warns is known to all convention attendants and, in addition to serving as President of the Milwaukee chapter, is AAMS Regional Director for the Middle West. While on the subject of nominations we think that we record the feeling of the membership in stating that the selection of Dick Singley of Lancaster, Pa., for President, succeeding Bill Alley, who has served the statutory two consecutive terms, will meet with uni-

versal approval and applause. For many years Dick has been one of our most ardent enthusiasts. President of the Lancaster chapter, he has served several terms as Vice-President and Director of the National Society. He is an associate editor of the **Journal** and a prolific writer and student on FAM and Trans-Oceanic flights. Glen Naves, who has completed two consecutive terms as Vice-President and hence ineligible for another term in this capacity, has been designated for the office of Director, a procedure which we are also certain will have the hearty approval of the members.

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THE AIRPOST JOURNAL  
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## THE SECRETARY'S REPORT

### NEW MEMBERS

- 2605 Lawrence, Stephen, 84-31 125th Street, Kew Gardens, Long Island, N. Y.  
2606 Kimball, Clyde, El Soyo Ranch, Vernalis, California  
2608 Warren, Robert F., 820 Columbia Avenue, Lancaster, Penn'a  
2609 Frazier, Robert W., #2 Gates Place, Charleston, West Virginia

### APPLICATIONS POSTED

- Holbrook, Robert Russell, 81 Heck Avenue, Ocean Grove, New Jersey. Age 47.  
Contractor. AM, AU. By Phelps Cree.  
Burton, George E., 104 North Catherine Street, Montour Falls, New York. Age 60.  
Mechanical Engineer and Draftsman. AM, AU, U20, UC. By Emil J. Vlasak.  
Wolcott, George L., M. D., 1408 Grand Avenue, Asbury Park, New Jersey. Age 29.  
Physician. AU. By Phelps Cree.

### RESIGNATIONS

- Baker, Miss Pauline, South Egremont, Massachusetts  
Goodale, Edward, 490 Dundurn Street, S., Hamilton, Ontario  
Konig, George, 1485 Northside Avenue, Zerkclay, California  
Lust, Dr. Charles A., 25-55 168th Street, Flushing, Long Island, N. Y.  
Nelson, Dr. Elmer, 4516 Tuckerman Street, Riverdale, Maryland

### DECEASED

- Conrath, Walter J., Albion, Pennsylvania

### CHANGES OF ADDRESS

- Rohwedder, Pvt. V. H., 36395418, 23rd School Squadron, U. S. Army Air Corps, Fort  
Logan, Colorado

EMIL J. VLASAK, Secretary.



# AIRPORT DEDICATION COVERS

by MAURICE S. PETTY

News of future and past events under this section should be sent direct to Mr. Petty, 507 Quackenbos St., N. W., Washington, D. C.

**T**HE PASSING of our editor and friend, Walter Conrath, will be mourned universally by airport dedication cover collectors, who join me in extending our deepest sympathy to the family. Among collectors who do not collect dedications, the dedication collectors had no better friend than Walter Conrath, and his place will never be filled.

**COMING:** Ballinger, Texas, postponed to about July 19th. Covers to Gus Barr, Secretary, Board of Community Development . . . Sioux Falls, S. D., to have a new Army air school and field, writes H. B. Manning . . . News of coming dedications solicited.

**PAST:** Forty-seven covers mailed from Elizabeth City, N. C., April 1st, for Naval Blimp Base dedication, without cachet . . . Mission, Texas, C. of C. mailed 2,251 covers April 6th for dedication of Moore Field, but only an estimated 300 were air mail . . . So far, only one cover (no, not mine) known from South Weymouth, Mass., March 1st, dedication of Naval Blimp Base. Any others? The dedication was put a month ahead of the published date of April 1st . . . Lemoore, Calif., dedicated Lemoore Army Flying School and field April 26th, and C. of C. had a nice bi-color printed envelope. No other kinds reported . . . Long Beach, Calif., covers without cachet received pmkd. April 25th, which newspapers say were for the dedication of an Administration building at Daugherty Field . . . Covers received pmkd. Dobbs Ferry, N. Y., May 11th, stamped "Dobbs Ferry, N. Y., Seaplane Base," but status unknown at this writing . . . Dr. H. B. Miller shows a cover sent July 30, 1941, for Palmyra Island Naval Air Station Commissioning. It is postmarked only U. S. Navy, March 7, 1942, and has naval censor stamp. Status unknown . . . J. V. Murray reports covers pmkd. April 6th at the Army

Air Base, Columbia, S. C., and Army Air Base, Greenville, S. C., both of which were for first day of Post Office at the bases . . . Dr. H. B. Miller shows cover pmkd. October 28, 1941, at Missoula, Mont., with pictorial cachet reading, "Dedication Missoula County Airport." Information as to origin of this cachet is solicited, as the C. of C. writes, "Contrary to impressions of the Postmaster there was NO dedication ceremony at our airport on October 28, 1941. What did happen was that NWA commercial flights were shifted from old to new airport and cachet used. NOT a dedication. We plan to have formal dedication when building program is completed, which may be as far in future as another year" . . . Regarding Armonk, N. Y., covers of March 16th, inquiry to the Postmaster is replied to by the Manager of the airport, who says, "NO dedication took place on March 16, 1942. The dedication of this airport took place about ten years ago" . . . The Navy has followed the lead of the Army and forbids the cancellation of covers for collectors at Naval Air Stations, on ships, etc., as it interferes too much with urgent business. Collectors will gladly forego covers to co-operate with the victorious war effort . . . W. A. Siegrist kindly mailed one of our covers from the dedication of the Municipal Airport at Plains, Kans., May 15th. News clipping verifies event and Postmaster Woodworth says about 250 covers mailed with the cachet furnished by businessmen, which cachet featured the heart of the wheat belt, but no mention of the event.

**THANKS FOR NEWS** assistance from Richard O. Bush, Bill Hafner, Jr., H. T. Hollenbeck, M. N. B. Holm, G. F. Lancaster, H. B. Manning, Dr. H. B. Miller, J. V. Murray, Bill Schneider, Joe Spiegelberg, Dr. J. F. Ulman, W. T. Wynn, Jr., and others including P. M.'s and C. of C.'s.

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ORGANIZE THAT NEW AAMS CHAPTER NOW, AND SPONSOR ONE OR MORE NEW MEMBERS!

## NOMINATING REPORT

(Continued from Page 265)

of no Convention, the nearest regular Convention date to be determined by the President."

In accordance with the terms of the aforementioned Article, I hereby set 9 P. M. Saturday, August 15th, as the hour and date on which the newly-elected officers shall enter upon their duties. Ballots will be mailed with the July issue of the **Airpost Journal** and must be returned to the Chairman of the Board of Electors designated thereon not later than 7 P. M. of Friday, August 14th.

WM. R. C. ALLEY,  
President.

By the President:  
EMIL J. VLASAK,  
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