



THE AERO PHILATELIST ANNALS

* * A QUARTERLY MAGAZINE ON AERO-PHILATELY * *

This Issue Features:

- SWITZERLAND

UNKNOWN AIR MAIL VARIETIES

- MEXICO

REVENUE WATERMARK

- CHILE

THE FIRST AIRS OF 1927

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New York 36, N. Y.

JANUARY

1955

THE



AERO

PHILATELIST ANNALS

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SWITZERLAND

New Aero-Philatelic Findings

By MAURICE TRIPET

Introduction

One of the most stimulating features to collecting stamps is the hope and then the ultimate realization of making a find. For the less advanced collector, this may be the discovery of a stamp of a higher catalog value in an inexpensive mixture or small collection that remained unnoticed. For the more advanced collector, it is not only the finding of new varieties of already accepted stamps that adds zest to our hobby, but also coming across an unlisted watermark or perforation previously unknown.

Some years back when the writer decided to specialize in the air mails of Switzerland only, many forecast that he would be complete within a short period of time. Then would have to seek further fields to continue his interest in aero-philately. Such prophecy proved untrue. Instead as time progressed, the field widened so much that the goal of completeness became more and more distant. In the beginning, little thought had been given to postal stationery, semi-officials, special flights, aviation meets, private vignettes, essays, airmail labels, etiquettes and proofs. This extended the field. Add to all of these, the different types of paper and gum used for the production of Swiss air mails stamps, so that what at first seemed like a small, compact field instead has developed into a rather extensive one. But this seems to be the typical philatelic story. It has happened also with 19th century United States, British Empire and other fields as collectors concentrated more.

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The writer, therefore, started out, as most do, by following the listings in a general catalog. Soon he discovered the obvious lack of depth to such catalogs and began to seek a more specialized one.

The specialist in the air mails of Switzerland was fortunate, because there was available to him two different types of specialized and more detailed catalogs. First, he had the air mail catalogs such as Sanabria or the French Silombra. But also Switzerland has produced some excellent Swiss catalogs wherein the listings of air mails are quite extensive. Two in particular appealed to the writer, Zumstein's "*Special Katalog Die Briefmarken der Schweiz und von Liechtenstein*" published every 4 years, last edition 1952; and the Swiss Air Mail Catalogue (*Schweizerischer Luftpost-Katalog*) published by the non-profit Aero-Philatelic Society of Switzerland, last edition 1949.

After working with the above-mentioned catalogs and becoming well acquainted with them, the writer found in his collections air mail material different than anything mentioned in these books. This material fell into two categories. Either none of the specialized catalogs mentioned it, or usually it was listed in only one of the catalogs in either an incomplete or incorrect manner. Therefore, this study will discuss such new material in the following order. Group 1 will describe those items unlisted or not mentioned in any catalog. Group 2 will discuss items whose catalog listing or mention is either incomplete or incorrect.*

Group 1

A. 1913 *Basel Flight 50c blue* (San. 1, Zum. 2, Sch. 1, Sil. 1 Semi-off.)

A proof of this 1913 Pioneer Flight stamp exists in black. It is printed by lithography on thick cardboard paper. The perforations gauge 12 like on the issued stamp. On the back of the proof in the writer's collection the following is rubberstamped in purple ink in two lines—"Graphische an/W. Wasserm"

This signature on the back indicates that the lithographic printing was done by the firm of M. W. Wasserman of Basel.

None of the four specialized catalogs consulted lists a proof in black of this stamp.

B. 1923 *The 25c dark blue and blue* (San. 17, Scott C5, Zum. 5, Sil. 5)

While visiting Switzerland in 1952, I purchased a cover from a well-known Swiss stamp dealer. There is an interesting story behind it. Upon the first inspection, I did not buy it. It is unusual in that among the four stamps franking the cover for a special flight in 1935, one was then an unknown variety and unlisted in any catalog. The 25c dark blue and blue of the 1923 issue seemed to be imperforate (Fig. 1). But because it was unknown, I had some reservations about its legitimacy and did not buy the cover.

Shortly thereafter, while in Berne, I visited the Philatelic Division of the Department of Posts, Telegraph and Telephone. As a collector, I was curious to see their exhibits. I called upon an old friend, Mr. Jules Hagnauer, the Secretary of the Philatelic Division. We had a common bond because he had been the one in charge of the Swiss P. T. T. Exhibit in New York during the 1947 CIPEX and also in Toronto for the 1951 CAPEX International Exhibitions. During the course of my conversation with him, I mentioned the mysterious imperf. copy of the 25c air mail stamp that I had seen on a cover in the office of the dealer in Basel. He evidenced interest and took me to see the Government's P. T. T. collection of proofs and essays of Swiss stamps. Mr. Hagnauer

* Throughout the article references will be to four specialized catalogs, whose names will be abbreviated as follows:—

- 1954-55 Sanabria Air Post Catalogue, (San.)
- 1952 Zumstein Schweiz Special Katalog, (Zum.)
- 1949 Schweizerischer Luftpost Katalog, (Sch.)
- 1954 Silombra Catalogue De La Poste Aerienne, (Sil.)

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Fig. 1. The special flight cover with one of the stamps being a printer's proof of Scott 17.

explained to me that the policy is to retain all proofs of Swiss stamps in the custody of the P. T. T. No copies ever are distributed and this policy has been rigidly enforced. In connection with the 1923 air mail issue, the following procedure had been followed according to the records. The Government ordered a private printing firm, Henzi & Co., to prepare a cliché for printing these stamps by typography. The clichés were delivered to the Government the stamps being printed therefrom. As usual, before printing, the Government made their own color proofs from the clichés on the same paper with which the stamps were to be issued. None of these proofs ever left the Government's possession, which I saw with my own eyes. So obviously the imperf stamp that I had seen on cover could not possibly be a proof. But Mr. Hagnauer said that there was another possibility, and this was no doubt what happened. The printer, Henzi & Co., for its own purposes had made its own proofs from the cliché before it was delivered to the P. T. T. to see if it was satisfactory. So possibly the imperf. stamp on the cover I had seen might have been the printer's proof. *This could be easily established because the paper would be different from the Government's.*

So when I had to return to Basel from Berne, I wanted to take another look at the cover. I decided to take a chance and purchase it. When it was in my possession, I was fortunately able to carefully float the imperforate stamp off the cover for examination. *The paper is different from that of the issued stamps.* It is thicker, whiter and unwatermarked, indicating to me that this copy of the 25c air mail of the 1923 issue must be one of the printer's proofs. So I believe that my purchase turned out satisfactorily.

C. 1938 Aarau Souvenir Sheet (San. 49, Scott 242, Zum. 11, Sil. 38A, Sch. 4X)

There is an air mail stamp in this sheet which can confuse collectors. If this stamp is removed from the Souvenir Sheet, upon first inspection it would seem to be the same as the air mail stamp listed as San. 45, Scott C22. It is *not*. San. 45, when measured, is shorter but wider than the same denomination in the sheet (San. 49). We illustrate both San. 45, or C22 and San. 49 or Scott 242 to show the difference. (Fig. 2) The most

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Fig. 2. Left: the issued air stamp (San. 45, Scott C22). Center: the air mail from the Souvenir Sheet (San. 49, Scott 242). Right: the Essay of the stamp (San. 49).

pronounced difference on the design occurs between the tips of the wings and the frame-line. On the issued air mail stamp, San. 45, the wingtips almost touch the frame-line. But on San. 49, the air mail stamp removed from the Souvenir Sheet, there is a much wider space.

Now an essay exists of San. 49. The following table clearly shows how to distinguish this, the stamp from the Souvenir Sheet and the regular air stamp:—

	<i>San. 45, C22</i>	<i>San. 49, Sc. 242</i>	<i>Unlisted Essay</i>
Paper	granite	granite	granite
Watermark	Swiss cross	(none)	(none)
Gum	ribbed	smooth	ribbed
Design size	36x21.8 mm.	37x20.4 mm.	38x21 mm.
Ovpt bars	8.25 mm.	8.5 mm.	9 mm.

D. 1926 Semi-Official Basel-Luzerne Flight, brown and black (San. 511, Zum. Airmail IV No. 16, Sch. II No. 23).

This Semi-Official vignette was used on a special flight in connection with the celebration of the 10th anniversary of the Basel Samples Fair. The design (number in Sanabria SO8) shows the building in Basel in which the Fair had been held (Fig. 3).



Fig. 3. The Die Proof in black of San. 511.

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A die proof in black exists of this Semi-Official on thick, wove paper without gum and with the signature of the designer, Paul Kanmueller of Basel. The arrow in Fig. 3 points to this signature.

E. 1926 Semi-Official Basel-Schaffhausen Flight, gray and black (San. 512, Zum. Airmail IV No. 17, Sch. II No. 24).

Shortly after the Basel-Luzerne Flight Semi-Official was issued, another one was ready on July 1, 1926 for use on a special flight in connection with the International Exposition of Inland Navigation and the Use of Waterpower (Wasserkraftnutzung). The design of the stamp shows the seaport of Basel whence boats navigate along the Rhine river from Basel, Switzerland through Germany and Holland into the North Sea.

A die proof in black also exists of this Semi-Official on white wove paper, without gum and signed by the same designer, Paul Kanmueller (Fig. 4).



Fig. 4. The Die Proof in black of San. 512.

Group 2

A. 1913 Liestal-Rheinfelden Flight, brown & yellow (San. 6, Zum. Airmail II No. 8, Sil. s. o. 6).

This 1913 Pioneer Flight stamp comes on two different kinds of paper as follows:—

- 1). white wove
- 2). grayish wove

Although paper varieties are not generally catalog-listed in America, they are of interest to the keen specialists in Europe. And although we doubt whether both types papers will be listed in Sanabria, specialists in Swiss air mails may wish to know of this paper variety.

B. 1929 Issue. San. design No. 18, Scott AP5.

Many proofs of this issue are listed and priced in the Essay and Proof section of Sanabria (Nos. PD 33, 33a, 34, 34a, 34b, 34c and 34x). A study of the material in my collection shows that not only proofs of the 1929 issue exist, but also essays because they are not like the issued stamps.

San. PD34x, the green or brown design without value, is known to exist with a). a greenish blue and b). gray blue color that are not catalogued.

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The issued stamp with the same design of the 35c and 40c denominations (San. 33-34, Scott C13-14) have the designer's name, Vibert, on the right next to the right value tablet. Illustrated are two proofs. One, on a large sheet (Fig. 5), has the designer's name on the left. The color of this is blue black. So being different from the issued stamp, I considered this an uncatalogued essay. Also shown is a similar proof with the designer's name in the same position as on the issued stamp. (Fig. 5 Top) But the color of this item is deep blue, different from that of the before-mentioned essay.

The same situation exists with the 35c denomination both as to the location of the designer's name and the color variations, showing that there is also both an essay and a proof of this denomination.

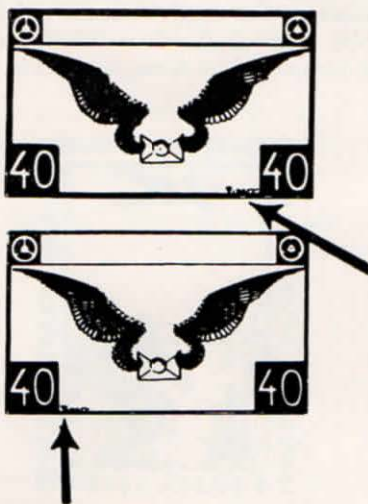


Fig. 5. An uncataloged Essay and Proof.

C. 1926 Semi-Official. (San. No. 511, Zum. Airmail IV No. 16, Sch. No. 23).

Previously when discussing a proof in black of the semi-official San. 511 (Group I, Section D) the story for the reason of the issuance of this vignette was given. This item, however, is listed in much greater detail in the Swiss specialized catalogs, therefore their listings of this stamp is quoted:

ZUMSTEIN. Semi-Official stamps sold for 30 centimes Red/Brown/Black/White.

Two printings for this Issue.

First Printing. 300 stamps printed in sheets of 10 (2 x 5). Position No. 10 carries the initials of the designer, Paul Kanmueller, an artist of Basel. (Fig. 6).

Second Printing. 1200 stamps issued in a more yellowish tone of color. (Fig. 7).

1949 SCHWEIZ KATALOG. Semi-Official.

Red/Brown/Black/White. 300 stamps issued.

Yellow Brown/Black/White. 1181 issued.

Position No. 10 has the initials of the artist, Paul Kanmueller. Sheet has two rows of 5 stamps. (Some essays exist imperforate.)

Referring to both of the Swiss catalogs, one sees that the best key to distinguish between the scarcer First Printing and the more common Second Printing is with the color difference. Also if one has a copy other than Position No. 10 with the artist's initials, how do you tell if any copy from Positions Nos. 1 to 9 is from the first or second

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Fig. 6. The First Printing according to the Swiss catalogs with the artist's initials on Pos. No. 10 as indicated.



Fig. 6A. A handdrawn sketch to show the artist's initials enlarged.



Fig. 7. The Second Printing as described in the Swiss catalogs.



Fig. 8. Two flown covers each franked with a copy of San. 511 from Position No. 10. The lighter shade shown on the top has the initials of the artist. But the darker color at the bottom is without these initials.

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printing? So checking my material, I had to rely upon the color variation. But this test did not stand up. Among the material of this stamp accumulated were two covers each having a copy from Position No. 10. Curiously enough the determinable Position No. 10 on one cover is a lighter color shade than the same position on the other cover. If the catalogs listings were correct, the first with the artist's initials must come in the darker shade of the First Printing, while the other copy without the initials must be the lighter color, the Second Printing. But one can see from the illustration (Fig. 8) that the exact opposite is true.

Now a further mystery arose as I began examining closely the material accumulated. I found copies of this stamp in the darker shade with the artist's initials upon every copy in the sheet of 10. Illustrated is a block of four showing that each stamp has the initials (Fig. 9). A logical conclusion, therefore, would seem to be that there was a THIRD PRINTING unmentioned in either of the specialized Swiss catalogs.



Photos by Boutrelle.

Fig. 9. A block of four of San. 511 each with the artist's initials as indicated.

D. 1926 Semi-Official. (San. 512, Zum. Airmail IV No. 17, Sch. II No. 24).

This vignette was also described when the proof was discussed in Group I, Section D. The Swiss catalogs mention nothing about color or shade differences, copies with or without the artist's initials on San. 512 as is the case with San. 511. However, while studying copies after being able to accumulate much material here and abroad, I found that this stamp also comes with shade variations that are easily spotted. Illustrated (Fig. 10) are two stamps which show the most prominent variations in the color shades.

SWITZERLAND



Fig. 10.

Imperforate copies of this stamp also are known. While examining these, I found copies with the artist's initials (Fig. 11), a fact unmentioned in any catalog. Furthermore, I came across many variations in color on the imperforate copies just as with the perforated ones. But the artist's initials up to now have been found only on the imperforate stamps that come in the lighter shade.



Fig. 11. Two blocks of four of San. 512 imperforate. On the left-hand block all four stamps have the artist's initials as indicated by the arrows. The righthand block has no initials on any stamp. But the variations in the colors are noticeable.

MEXICO

Look For the Watermark Lines and Secretaria de Hacienda Mexico (Scott watermark No. 260, Sanabria BB)

In 1953, philatelic circles in the United States were excited by the announcement of the discovery of the current \$1 current postage stamp printed by error upon paper used only for the U. S. Revenue stamps.¹ Our postage stamps are printed on unwatermarked paper, but Revenue stamps only upon paper watermarked U. S. I. R. This discovery stimulated a great deal of interest, causing every one who had copies of the \$1 Presidential to watermark them to see if they were on the watermarked paper. The popular stamp press kept us well informed of developments, citing those who had found the scarcer variety. Reading all these reports led to the conclusion that many \$1 postage stamps were found watermarked U. S. I. R.

The same situation has occurred with some Mexican stamps, but because Mexico does not command the same popular interest as the stamps of our own country, the publicity about the discovery with stamps from our southern neighbor was far less. In fact many stamp papers have failed to mention it.

Allow us to orient you somewhat about the printing and production of modern Mexican stamps, especially during the period from 1930 to 1940. In those years Mexican stamps generally were printed upon paper watermarked "Correos Mexico" (Scott Wmk. 156, Sanabria A). Occasionally another paper was used watermarked "Secretaria de Hacienda Mexico" (Scott Wmk. 248, Sanabria B). There was a third type of paper watermarked "Lines and Secretaria de Hacienda Mexico" (Scott Wmk. 260, Sanabria BB), which was intended for use on Revenue stamps.



Fig. 1. Look for this watermark on Mexico Scott C76, Sanabria 127.

As nearly as can be determined, sometime in 1935, some stamps were printed by mistake on the paper used only for Revenue stamps. This was not immediately discovered, because it seems that the stamps were sold with the regular stock and not detected until sometime after their use just the same as with the \$1 Prexy of U. S. watermarked U. S. I. R. Not many unused copies have been found, the great majority obviously having been used for mailing.

The first discoveries of Mexican stamps printed upon paper watermarked with Scott 260, Sanabria BB instead of Scott 156 or Sanabria A was on some few denominations of the 1934 definitive postage and air mail issue. The air mail stamp, the 20c "Eagle Man" (Scott design AP18, Sanabria 23), was found on the paper intended for Revenue stamps, the one with "Lines and Secretaria de Hacienda Mexico". In the current editions of the catalogs, this is listed and priced as follows:

Scott C74	1934	.....	—(unused)*	7.50(used)
Sanabria 128	1936	.....	750.00(unused)	10.00(used)

* In the editions previous to 1954, Scott had priced C74 at \$300.00 unused with italics.

MEXICO

Noting the dates found on the cancelled copies, they generally are November and December 1935. Scott dates its C74 as 1934, while Sanabria No. 128 is dated 1936.

A few years after this, another sensational discovery was made. The MADERO commemorative stamp (Scott C76, Sanabria 127), the 20c scarlet issued on November 20, 1935 to mark the 25th Anniversary of the Madero Plan, has remained a rather common stamp, either mint or used, on the regular watermarked paper "Correos Mexico". To show this, here is how the catalogs list and price this:

Scott C76	Wmk 156 design AP24	1935	.....	.15 (unused)	.10 (used)
San. 127	Wmk A (500,000 issued)		.....	.20 (unused)	.05 (used)

A cancelled copy of the Madero Commemorative was found on paper watermarked "Lines and Secretaria de Hacienda Mexico." To make sure that this find was authoritative, in the summer of 1954, this copy was sent to the Expert Committee of the Philatelic Foundation, New York, N. Y. for its opinion. After a thorough examination and testing, a Foundation Certificate was issued stating that this find was bona-fide, as shown on the accompanying illustration (Fig. 2).

A curious co-incidence followed very shortly after this Philatelic Foundation Certificate was issued. This writer happens to be a member of the Expert Committee of the Philatelic Foundation. This Committee does not know the names of those submitting items for opinion, each having a number. Dated August 26, 1954, the following letter was received from Mr. F. S. Howard of San Francisco, Calif.:

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MEXICO

Kindly send me the issue of your ANNALS mentioned on page 4 of "the Western Stamp Collector" dated Aug. 31st.

I assume the article mentioned does not list Mexico C76 on revenue watermarked paper, recently examined by the Expert Committee and given an okay by the issuance of one of their Certificates. This particular stamp is part of my Mexican air mail collection, and from what information I can gather in Mexico, it is one of the world's rarest air mail stamps.

We replied to Mr. Howard and since then have had quite an extensive correspondence with him, trying to find out as much as we could about this find. Up to this writing, he has informed us of two interesting developments:—

1. No further copies of Mexico C76 upon the watermarked Revenue paper have come to light.
2. Mr. Howard has received letters from both U. S. and Mexican dealers inquiring if he cares to sell his copy. Being an enthusiastic collector and in the process of forming a highly specialized collection of Mexico air mails, he obviously has no interest in selling at this time.

Referring again to the U. S. \$1 Prexy watermarked U. S. I. R., we have not seen even an approximate count of the number of copies found. But this is now listed in Scott as U. S. 832b, priced at \$37.50 unused, \$8.50 used (a typographical error reversed these prices). And from all the press reports, one could estimate that there are hundreds of copies of U. S. Scott 832b. Now comparing this to Mexico C74, we know of only three unused copies. As for the new find of Mexico C76 on Revenue watermarked paper, so far only one used copy has been found.

(Concluded on Page 79)



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MEXICO

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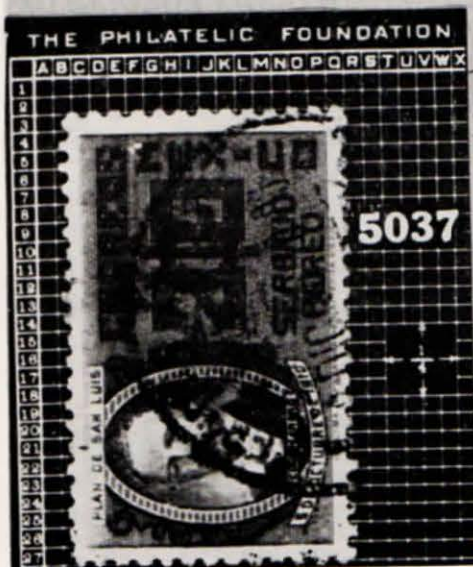
July 12 1954

THE PHILATELIC FOUNDATION
22 EAST 35TH STREET
NEW YORK 16, N. Y.

EXPERT COMMITTEE

We have examined the enclosed Mexico 1938, 20¢,
scarlet, cancelled, watermarked lines and
Secretaria De Hacienda Mexico (Scott Wmk.#260)

submitted by Mr. F. S. Howard
of which a photograph is attached and are of the opinion
that it is genuine in all respects



Loise Boyde
For The Expert Committee
Chairman

Fig. 2. The Certificate as issued by the Expert Committee of the Philatelic Foundation.
Illustration courtesy of the Philatelic Foundation.

REVIEWS

If anyone, who reads this account, has copies of Mexico Scott C76 or Sanabria 127, he should immediately watermark all of them. Look for the lines running diagonally along the watermark. This is the best key to the Revenue paper watermark (Scott wmk. 260, Sanabria BB). If they show on any copy, the fortunate finder may justifiably cheer, especially if the copy is unused. After the excitement of such a discovery has quieted down, it will be appreciated if the finder will communicate with the editor of the *AERO PHILATELIST ANNALS*, so that the many interested may keep track of any further discoveries of this Mexican rarity. Good hunting!!

CATALOG AND BOOK REVIEWS

Scott's Standard Postage Stamp Catalogue. 1955. Vol. 1. Scott Publications Inc., New York, N. Y. Price \$4.00.

The latest edition of the part of Scott for the American and British nations came out towards the end of October, 1954. Again seeking items therein of interest to the air mail stamp collector, we look for two things—new listings and prices changes.

There is one interesting new listing under Mexico. Scott previously had listed only two stamps for the 1929 Official air mails. The 1955 edition adds a third stamp, now numbered as Mexico CO2B. This stamp long has been listed by Sanabria and it exists on covers manifesting proper official use. We are pleased to see that this stamp finally has been accorded a Scott listing, which it has deserved. No other new listings of air mails were found.

However, this reviewer would like to pause at this point to examine the policy of the editor of Scott since Mr. Gordon Harmer and his staff have been in charge. There had been a number of air mail stamps not listed by Scott, some accompanied by bold-faced text notes that "in the opinion of the editors, they were not issued primarily for postal purposes". Practically in every new edition, one or two of these disbarred issues were listed by Scott. Consequently, by the 1955 edition, most all of those air mails, which many thought were unfairly not recognized by Scott, have been listed and priced. So at this time, we tabulate those issues which were listed by Scott in recent years:—

Chile C1-5
Colombia C1A-1N
Cuba C24-29
Mexico CO2B
Nicaragua C221B-221K
Panama C53A-B

This is a fine record, which is to the credit of the present editors of Scott. Also it is a credit to a philatelic organization like ours, because our publications had produced research articles on many of the above-mentioned air mail stamps, which no doubt bore influence upon the editors of Scott. And finally, it is a tribute to philately when one realizes the co-operation between philatelic specialty groups and the editor of America's leading catalog.

There still exists one air mail listing in Vol. I of Scott that should be revised, namely, *Papua C1*. Most all other catalogs correctly break this down into its three printings—a) Harrison, b) Cooke and c) Ash. Scott still persists in ignoring this and having only one listing. Therefore, it is suggested that beginning with the 1956 edition, there be a *Papua C1*, *C1A* and *C1B*. Of course, it is expected that the scarcer and more desirable Harrison Printing will be realistically priced in line with its current market price.

As for prices, there have not been many sensational changes, either up or down. However, in general we noticed many changes, the greatest portion of them being increases, reflecting the strengthening of the market for air mail stamps, specially those

REVIEWS

issues that were printed in comparatively limited quantities. For instance, the U. S. Graf Zeppelins are boosted a few dollars; the Albatross and Pegasus issues of Uruguay all have received price increases as well of some of the better British air mails. One stamp, which this reviewer always considered overlooked by many, Canada C2, has confirmed our belief. It has reached a price of \$4.50 unused and \$3 used. No doubt about it, the most sensational price jump concerns Venezuela's recent "States" series of 1951-53 (C338-553). Many values formerly priced at \$2 or \$3 have gone to \$15 or more. But one wonders why all the used prices for this long series were omitted. The next edition of Scott should have them in because the prices of unused and used on these Venezuelan stamps bear little similarity. Some denominations that are scarce mint come much more plentifully cancelled and vice versa.

There is one note under Peru C1, which research done in the last few years has proven wrong. *There are two printings of the 1927 air mail stamp.* The ink is not the determining key, but the alignment of the settings. This reviewer would advise a revision of this text. (H. M. G.)

The Journal of the Rossica Society of Russian Philately, No. 44, 1954. Editor, Dr. Gregory B. Salisbury, 49th & Locust Sts., Philadelphia, Pa. Mimeographed, 48 pp., paper cover.

The journal of the Rossica Society ceased publication some years back due to wars and political upheavals in Europe. Nevertheless, a hobby like philately lies beyond political bounds. As one looks back over the years since stamp collecting started, he will see that stamps issued by a onetime adversary later gained popularity when this same country became a friend and ally. So be it with Russian philately.

Dr. Salisbury, the editor, has been a longtime member of Aero Philatelists. He had informed this reviewer that "the Journal of the Rossica Society" would be resumed under his supervision. His subsequent letters struck a responsive chord when he related the trials and tribulations of philatelic editing. Finally, after much toil and hard labor, he was able to send out his first number.

Most of the contents relate to non-aero-philatelic matters, obviously not subject to comment in a magazine devoted to air mail stamps. But there is about a page on air mails. This is a tabulation of articles published on aero-philately of Russia and countries now in its control and/or orbit. It is with pride that we read that this bibliography is exclusively from our publications, *the Aero Philatelist News*, Vols. 1 thru 8 and this newer one, *THE AERO PHILATELIST ANNALS*. The complimentary remarks prefacing this listing are not only appreciated, but the sincerity of the recommendation does our organization well.

As for any comment of ours upon the first edition by Dr. Salisbury and his staff, one must be tolerant of typographical errors and uneven format. Too well do we remember our first editorial efforts. The vital matter to consider is the service performed in this journal. It is by a small but enthusiastic group motivated solely by love for philately. Forced to operate on a very limited budget and never in hopes of having a large readership, one cannot help but pay tribute to the work and spirit behind those responsible for this publication. One must never forget that whether it be America, British Commonwealth or Russia, each is a branch on the tree of philately. Therefore, whether one works for a large or small group, recognition must be given to all philatelic services. We, therefore, wish this publication well for the reason that any service to philately deserves all the encouragement and support it can get. So little has been written in English on this specialty that by breaking down a most difficult language barrier, the chances of increased interest are enhanced. (H. M. G.)

CHILE

The "Testart" Air Mail Stamps San. 1-5

By DEREK PALMER *

Almost thirty years have passed since the first Chile air mail stamps were issued. They were made for use on an air line service between Santiago, the capital, and Valparaiso, the principal port. The set of five stamps is catalogued by Sanabria (No. 1-5) and Yvert (No. 1-5), but not Gibbons, although this British catalogue mentioned the set as being omitted on account of its being semi-official. For many years, Scott treated them like Gibbons, but a few years ago listed the set as Chile C1-5.

Early in 1927 the Chilean Government contracted with Señor Luis Testart for the transport in his aircraft of mail between the two cities mentioned. The Chilean "Late Fee" (Última Hora) tariff of double normal postage, was to be charged being payable in current postage stamps and, in addition, an equal amount was to be paid by means of special air mail stamps, the proceeds from these latter accruing to the air line as payment for transporting the mail.

The Chilean Mint were instructed to prepare special air mail stamps. But as they were not able to do so in the time required, they suggested that the stock they held of an unissued commemorative stamp be overprinted and used instead. This idea was approved, so 125,000 stamps were surcharged CORREO AEREO and a new value, as follows:—

* Mr. Derek Palmer of Santiago De Chile, Chile is recognized as one of Chile's leading philatelists, both through his writings and philatelic activities.

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CHILE



Fig. 1. "Pro-Raza" label.

- 50,000 stamps with 40 Centavos
- 20,000 stamps with 80 Centavos
- 20,000 stamps with 1 peso 20 cts.
- 20,000 stamps with 1 peso 60 cts.
- 15,000 stamps with 2 pesos.

The unissued stamp was of large size (26 x 30 mm.), printed in brown and blue, having been prepared to commemorate the 100th anniversary of the Battle of Maipo, one of the decisive engagements of the Chilean War of Independence. The design showed a well engraved portrait of the founder of the Republic of Chile—Bernardo O'Higgins—At the top of the frame appeared the name "CHILE" with the word "CORREOS" below; on either side of the portrait, in two squares, was the value of "10" with the abbreviation "cts." below. (Fig. 2) At the bottom, in two lines, was the inscription "CENTENARIO MAIPO" flanked on either side by the dates 1818 and 1918. It is very important to know this design, as will be shown later on.

The service commenced on May 3, 1927; letters had to be delivered to the Santiago or Valparaiso post office where the airmail stamps were affixed by the postal clerks themselves, none of the stamps being sold to the public. In the first two weeks the postal authorities collected Pesos \$2,470.— (at that time about US \$300.—) in air mail charges which sum was paid over to the air line.

On March 16th of the following year the only aircraft of the line crashed, so the service came to an end. Some months later Señor Testart petitioned the authorities for permission to buy the stamps that remained on hand at their face value. But this request was not granted and the stock was ordered to be incinerated, this being done shortly afterwards.

The total value of the issue was Pesos \$122,000.— of which Pesos \$18,006.60 were used for postage. The face value of the remainder, which were incinerated, amounted to Pesos \$103,987.60, one complete set with face value of Pesos \$6.— being retained in the Post Office archives.



Fig. 2. Genuine stamp, Scott C2.



Fig. 3. Forged overprint on "Pro-Raza" label which has inner frame line; missing from genuine stamp.

These stamps performed a legitimate postal service for best part of a year. They were printed by the Chilean Mint, were available at the two principal Chilean post offices and were never in possession of any private concern or individual. No remainders or stocks exist. Therefore, there is no "axe-grinding" on the part of collectors of Chilean stamps when, in view of these facts, they urge that this set be included in every catalogue.

Fakes

In 1925 a patriotic label was printed by the Chilean Mint; (Fig. 1) this was very similar to the unissued Maipo commemorative, the only difference being in the altered inscriptions and the addition of an inner frame line around the portrait. This label, known as "Pro-Raza" is illustrated in Fig. 1.

The scarcity of the "Testart" issue in the philatelic market attracted the attention of the forger, two basic types of counterfeits being known. The first can be easily distinguished as it consists of a counterfeited overprint on the "Pro-Raza" label and not on the "Maipo" commemorative. The second fake needs more care to distinguish it from the legitimate stamp. Here too the "Pro-Raza" label is used but the inscriptions "21 de Mayo", "Pro-Raza" and the dates "1925" have been very carefully painted out; the inscriptions of the "Maipo" commemorative have been painted over them, and on top of this fake, a counterfeit surcharge has been printed. Examination with a magnifying glass will show the difference between the hand painted inscriptions of the counterfeit and the clear printing of the legitimate stamp. The counterfeiters overlooked one essential difference between the "Pro-Raza" label and the "Maipo" stamp—the former having an inner frame line around the central portrait, as already mentioned, which does not appear in the unissued commemorative on which the legitimate stamps were overprinted. (Fig. 3) This can be clearly seen in the accompanying photographs, the first illustration being the "Pro-Raza" label, the second is the legitimate stamp and the third being the counterfeit described. The arrows on the illustrations point to the key difference.

The original stamps were not sold to the public, but were affixed by postal employees to letters handed in over the counter. For that reason, there was not much chance of

CHILE

forgeries being used except, of course, had a postal employee been a partner to some such underhand business. I think, however that all were made for sale to collectors. I understand that some of the so-called "unused" stamps of this set which are around, are really used copies, with gum added. There is a tale that in order to get "unused" copies, some people sent letters franked with these stamps on which they spread a thin coat of varnish which washed off, with the postal cancellations, and then was gummed to look like a mint stamp. Whether this is just a story, or real fact, I do not know. It sounds a bit far-fetched, but one never knows to what lengths some people will go.

A detailed account of the "Testart" issue appeared in the April 1931 number of "Chile Filatélico," then edited by Sr. Victor Vargas of Viña del Mar, Chile, in which the official decrees and documents are transcribed, and from which much of the information of this article has been extracted.



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1942 BRITISH FORCES AIR MAIL

After The Sinking of The H. M. S. Breconshire

By GORDON WARD, M.D.*

H. M. S. Breconshire was a well found cargo boat which plied between Alexandria and Malta. When war broke out she was taken over by the Admiralty and kept on the same run. Since she was a fast boat, it was hoped that she would be able to avoid the bombers without special aircraft protection. She actually managed to do this for quite a time, but on March 24, 1942 she was damaged by a near miss and made her way with difficulty into Kalafrana Bay. This is on the southern side of Malta, away from Valetta, but here the enemy found her out and dive bombed her on the afternoon of the 25th. I am able to quote an eye witness of what followed who writes that—"she was hit amidships by a bomb dropped by one of the Stukers and a fire developed on the superstructure just behind the funnel. Fire fighting equipment was short and inadequate. However, the flames were brought temporarily under control and in the meantime unloading took place from the holds which were still unharmed, but the blaze continued during the night and by the morning it was beyond control." Finally the Breconshire turned on its side and sank in shallow water with the loss of much of its valuable cargo.

*Dr. Gordon Ward is a well-known philatelist in England. He wrote us: "On looking through a copy of THE AERO PHILATELIST ANNALS in the *Library of the Royal Philatelic Society*, it occurred to me that you might like the enclosed. It deals with an interesting but little known phase of aero-philately."

(Next Page, Please)

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AIR MAIL LETTER CARD

Tracings of two handstamps used for the emergency Air Mail Letter Cards.

Included in this lost cargo was a whole year's supply of Air Mail Letter Cards for the forces in Malta. A few of these were recovered but they were stained with oil and almost unusable. I have one such in my collection certified by the writer as derived from this damaged stock.

The military authorities dealt with the situation by publishing an Order that until further supplies could be obtained (and this meant a very long time) the troops might make their own Air Mail Letter Cards out of any paper they had available. The results of this order were quite remarkable and it is these that give its philatelic importance to the last voyage of the Breconshire. Any sort of paper was scarce enough at the time and the making of letter cards presented considerable difficulty. The surviving specimens, of which there are very few, fall into the following groups—

- (1) Paper folded into shape and sealed with any gummed paper available, and bearing on the front the manuscript words "Emergency Air Mail Letter Card".
- (2) The same sort of contrivance but with handstamped "Air Mail Letter Card". The handstamps were roughly made, probably at Unit Headquarters.
- (3) Cards inscribed by the use of a Roneo machine and having various wordings. I think some of these, of which I have seen 3 varieties, were produced for the use of men in hospital and on the hospital premises.
- (4) Printed imitations of the official card made by Maltese printers, on white or orange paper. This was very thin and unsatisfactory but nothing better was obtainable.

I have seen altogether 34 of these emergency letter cards and have not heard of any others which have survived, nor is it likely that very many have done so. They were certainly authorised officially and are eminently collectable. They should, of course, have carried a 3d. Maltese stamp. Many of them do so. But the citizen turned soldier is very apt to read Orders to his own advantage and some of these cards bear no stamp at all. No one seems to have worried about this and they came safely to hand in the home country.

Somewhat Premature and Otherwise Incorrect

Some of the leading popular stamp papers here and abroad lately have published articles forecasting the end of air mail stamps in the near future, because of the growing trend in North America and Europe to transport all first-class mail by air whether it has been prepaid by air mail stamps or not. First, it is pointed out that one of the world's great users of mail, Great Britain, ever since the inception of air mail never found a need for distinctive stamps that called for use by air post. By this time the United States and Canada are pressing forward their programs to send all first-class mail (3-cents in the U. S., and 5-cents in Canada) by air. In Europe, the Scandinavian countries, Austria, Germany and Switzerland no longer find a need for special air mail stamps despite of the fact that their volume of flown mail has grown considerably since the time that air mail stamps had been discontinued in those countries.

The conclusion drawn by these writers after observing all of these present-day indications is to prophesy that within two or three years the air mail stamp will be as extinct as the dodo. The final conclusion reached by those following this line of reasoning is to foresee a changed status for aero-philately. Similar to dead countries, when there will be no more issuance of air mail stamps, the interest in our specialty will wane. So to the hills, men, the dikes are broken; or now is the time to unload your air stamp collection.

Now let us try to analyze this reasoning in a fair but unemotional manner. Such dire predictions strike us as not only premature but incorrect. First of all there are still today many countries issuing air mail stamps. Not all of them will stop using air stamps for many years to come. We can only agree with those writers as far as their correctly spotting a trend. Certainly each year will see more and more mail flown while only prepaid with the first-class mail rate. But it will be MANY years until all the countries now using air mail stamps discontinue them.

The most difficult role for anyone to undertake in any field, aero-philately included, is that of a prophet. The future is uncertain and no one can foresee what will actually occur. But let us picture the time when the issuance of all air mail stamps in the world has ceased. Then what happens to their collecting? The philatelic example of dead countries is not comparable. Here is why.

Assume that by 1957, the United States announces the end of air mail stamps. But the collecting of all United States stamps remains ever so popular. By that time, there could be a total of more than 50 air mail stamps of the United States listed in the Scott Catalogue, to say nothing of the wide range of U. S. airmail postal stationery. We just cannot see why such issues as the Graf Zeppelins should become less popular. Then again judging by its present rate of production, Venezuela conceivably could have issued 800 air mails and France perhaps 70 before the issuance of air stamps is finally discontinued. Every printed stamp album in the world will have thousands of spaces to be filled with air mail stamps.

Again looking ahead to the time when no more air mails are needed, by this time the total of air mail stamps to be collected according to the listing in the popular general catalogs may be 15,000 or more. Besides, these stamps will begin to take on a historical role. They will represent the pioneer years just as Pony Express covers do now. Does anyone really believe that the Newfoundland "Hawker", the U. S. 24-cent first air mail or the Iceland "Balbo's" will be less popular because air mail stamps are no longer being issued? We don't.

Furthermore, if by the time of the end of air mails, there are about 15,000 different to be collected, the great bulk of them will be inexpensive to secure, being available to the beginner and the mass of collectors with modest means. As long as one can go into

a specialty where he can amass many stamps for relatively small expenditures, such a group will always retain a wide appeal.

This is exactly how we see aero-philately in the future. It will never lose its attraction. In fact, it can gain in appeal. A collector realizing that air mails are contained in a compact field of 15,000 or so varieties will turn to this group for its world-wide range. A dead country loses its philatelic pull because one turning to its reaches a saturation point quickly. No dead country, known to us, has issued even close to 1,000 stamps. Aero-philately at this time is too big and extensive a field not to attract every type of collector from the beginner to the one with great wealth. Therefore, we grant that the time may come when no more air mail are issued. But it will not be in the near future and certainly the only effect this could have on aero-philately would be to make it more rather than less popular.

Air-mail in "Life"

The May, 1954 "Life", the one that featured philately, included a lot of air mail stamps. Now this word "air mail" bothers us. It is spelled in so many different ways. There is—"airmail", "air mail" and "Airmail". But along came the very widely-circulated "Life" magazine with "air-mail". This was the first time we noticed the hyphenated name, a stylistic use that puzzled us.

This magazine has used and will continue to use the word "air mail". This is no personal whim, but sensibly reasoned. The word "air mail" appears like this on United States stamps and stickers used for air mail. So we present the gifted people at Luce Publications with their hyphen, but the AERO PHILATELIST ANNALS with its one-man editorial staff will not follow the lead of L-i-f-e.

THE AIRMAIL BAG

(Under this heading a regular feature will be run with correspondence from Members. Names in full will be used unless a contrary request is specified when a correspondent will be identified by initials only. Nothing unsigned will be used.)

In reading your interesting article on the French 1.50 Fcs., Airmail of 1930-31, in THE AERO PHILATELIST ANNALS for October 1954, I was struck by two points which seem to me to need clarification.

In discussing the second issue you state, "The initials were perforated four different ways on the sheet facing left, right, normal, and reversed. All sources we consulted mentioned this fact but we were unable to locate one that explained the reason for punching the initials in this manner". Again in the caption for Fig. 2, it is stated, "It would seem that from examination that two vertical rows were punched in one operation".

Regarding the first point you did not make it clear whether the four different ways that the initials occur, as you name them, was a direct translation from your sources, or your interpretation of your examination of the sheet. As a matter of fact the positions are normal, inverted, reversed, and inverted reversed. There are no left and right readings.

Regarding the machine used to punch the initials. You will see that the various positions occur in groups of four, 2 x 2. For example, the top two rows of punches read normal, reversed, normal, normal, reversed. The next two rows read inverted, inverted, inverted reversed, inverted reversed, inverted, inverted reversed, and so on.

The obvious explanation for this is that the sheet was folded to form a block of four, as the machine had only four subjects, and by folding it this way the machine could punch the entire sheet in one operation, with the result being as we see.

Hoping these remarks are of interest, I remain with best wishes for the continued success of the Annals.

WINTHROP S. BOGGS

Theodore Champion

This renowned French philatelist passed away in September 1954 at the age of 81. Many deserved tributes are being paid to this famous collector and dealer in the English-language philatelic press. All of them read so far mentioned Mr. Champion's great collections of early classic stamps, his fabulous sales to prominent collectors in his Paris office, his extraordinary stock and his great work as editor of the world-famous French Yvert & Tellier Catalogue. No mention was noticed, however, of his lasting contribution to our specialty, aero-philately.

Mr. Champion was a real pioneer in air mail stamp collecting. He was one of the first to foresee the attraction that air mails would have for so many. Consequently, he brought out one of the very first air mail stamp catalogues early as 1922. This was a thin volume of a little over 100 pages. Regular editions followed every few years, the last being the 1937 edition that had increased to over 600 pages.

In our estimation, the Champion "Catalogue de la Poste Aérienne" represents about the best series of catalogs ever issued on air mail stamps. The 1930 and 1934 editions were outstanding because he had them appear bi-lingually, English and French. Thus the great fund of information therein has been readily available offering us no language barrier.

There is information about air mails recorded in those old Champion catalogues that would have been unknown if it had remained unpublished. Mr. Champion carried on an active correspondence with sources all over the world, securing information not only first-hand but also when it happened. Sometimes later research and new information causes a following student to amend some of Mr. Champion's notes. But had he not taken the time and trouble to record his information originally, the present-day aero-philatelist would be groping in the dark about many matters.

The Champion air mail catalogs long have been out of print. Occasionally a second-hand copy appears on the market. Each year sees their price increase because new collectors want to consult these old sources of information. Every serious air mail stamp collector should see to it that he secures at least one past edition of the Champion "Catalogue de la Poste Aérienne" for his own working library.

In our capacity as editor of your magazine as well as an author of articles about air mail stamps, the Champion air mail catalogs are regularly consulted because they contain source material of the greatest value. We do not know what we would do without them. Equally helpful are Champion's monthly supplements that appeared for years without interruption. These too contain information about air mails that we have not found in any other source.

So in the true sense aero-philately has not suffered a loss with Mr. Champion's passing. He had not been too active in air mails during this last decade. His most prolific years for us range from 1920 to about 1940. But his writings, his catalogs and his monthly bulletins prove that "the written word lives". So Theodore Champion should remain an unforgotten name in aero-philately.

In conclusion may we cite a rather recent incident. A newer collector came to us with a problem. He had bought a specialized collection of early air mail items from an European country. He had sought without success in current air mail catalogs, handbooks in libraries and among New York dealers detailed information about the stamps he had secured. We pulled out from our library the 1934 edition of Theodore Champion's "Catalogue de la Poste Aérienne". Therein on three pages and in English was the data he had sought. He borrowed our copy. Upon returning it a short time later, he remarked that he had stayed up late several nights making notes of Champion's information not only on the stamps of immediate interest, but on other issues in his collection. Some weeks later he came to us almost with a spirit of conquest. He had secured a copy of the 1934 Champion catalog for himself. He had paid a lot of money for it, but as he told us:—"Boy, it is a bargain!"

HAITI

The Boyd-Lyon Flight Stamp

A new handbook on the stamps of Haiti was published late in 1954. It is called "La Timbrologie Haitienne 1881—1954" by Leon Montes. Included with the notes on the 1933 Boyd-Lyon Flight stamp (Scott 324, Sanabria 5) is the following passage:

"out of the 5,000 so overprinted, 4,997 were overprinted in red but *three* in black."

This was called to our attention by Mr. Sam Dalsimer, a well-known specialist in the stamps of Haiti. Up to this time, we cannot recall any word or written statement that there had been prepared three copies of the Haiti Boyd-Lyon Flight stamp with black overprint. Being a Haitian philatelist of long standing, Mr. Montes should have his facts correct, because he has had access to many of the postal archives of his country, Haiti.

Many wonder why after 20 years, none of the three copies with the black overprint have come on the philatelic market, nor why this variety never has been submitted to the editor of any of the leading catalogs for listing. We are not presumptuous enough to doubt an established philatelic authority on the stamps of Haiti like Mr. Leon Montes, but "seeing is believing".

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