



Vol. I, No. 3

January, 1930



SAMUEL PIERPONT LANGLEY

Who wrote the introduction to "the opening verse of the opening page of the Chapter of Endless Possibilities."

(See Page 7)



One Year, \$1.00. Foreign, \$1.25. Single Copy 15c.

U. S. PIONEER FLIGHTS

Classics of the Air Mail

1911 Sept. 30, Garden City Estates, N.Y., fine envelope	\$25.00
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May 18, Altoona, Pa., fine postcard with picture of postoffice in colors.....	20.00
June 6-8, Evansville, Indiana, fine postcard "Beachey Making A Getaway".....	40.00
Ditto, large special "Evansville Courier" postcard	35.00
August 22, Rockport, Indiana, postcard "Kearney Ready for Flight".....	30.00
August 29, Boonville, Indiana, fine postcard "A Message From The Air".....	50.00
Sept. 26-28, McLeansboro, Ill., on special postcard "Horace Kearny at McLeansboro, Ill. Aviation and Street Circus".....	40.00
1913 Sept. 4-6, McLeansboro, Ill., special postcard "Irving Jumping From Francis' Biplane	40.00
Oct. 4, Natrona, Pa., fine postcard.....	40.00
1915 Sept. 15, Milwaukee, Wis. fine postcard.....	20.00
1916 Oct. 5, West Branch, Mich., fine postcard....	30.00

In addition to the above I carry a large stock of other rare U. S. and foreign air mail covers and a pretty nearly complete collection of mint airpost stamps including most of the rarities.

Want lists of air mail stamps are given special attention.

EUGENE KLEIN

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10 fr. on 90c red Berthelot mint and Guaranteed.

"ILE DE FRANCE"

Mint copy with full guarantee	£ 4 : 5 : 0
Mint block of 4 (one available)	18 : 0 : 0
Mint pair, one stamp short R in FR, rare.....	10 : 10 : 0
Mint strip of 3, centre stamp the rare wide spacing. A very rare and desirable piece	25 : 0 : 0

Order at once or you will be disappointed

"THE AIR POST COLLECTOR"

Contains a very interesting and instructive competition for a cash prize. Have you entered yet?

Specimen Free

R. E. R. DALWICK

(The Man for Rarities—
In Airmails since 1911)

COTSWOLD, DORKING, ENGLAND

Cables: Dalwick Dorking.

GOLD BONDS

C. A. M. No. 17

CLEVELAND AIR MAIL FIELD to Chicago, Sept. 1, 1927, Day Flight; a superb small cover with cachet in BLACK and cancel in Ma-enta

\$3.00

C. A. M. No. 28

OMAHA AIR MAIL FIELD to Nassau, Bahamas, May 1, 1929, a fine long trip cover, autographed by Pilot Rousch; a RARITY

\$4.50

F. A. M. No. 6

SAN JUAN to Havana, Jan. 9, 1929, a very attractive cover which is nicely autographed by Pilot Rowe; a special value at

\$3.00

YOU NEED THESE!

HOUSTON AIR MAIL FIELD, a fine cover dated March 24, 1929, which was the first day of use of the distinctive "FIELD" cancel. .15

BROWNSVILLE AIR MAIL FIELD, a fine cover dated August 12, 1929, the first day of use of the distinctive "FIELD" cancel

.15

A new Price List will be ready for you early in January—better let me have your name now.

Edgar C. Cantrell

P. O. Box 1267
San Antonio, Texas

CHEYENNE-S. F. and SACRAMENTO AIRMAIL, SEPTEMBER 8, 1920

"As a herald of the new transcontinental airmail service, Pilot S. Boggs of Oakland, hopped off from Cheyenne, September 8, with 40 lbs. of mail, destined for San Francisco and coast points. The plane had been relayed from New York in easy stages, and it was to be used as a relief plane out of S. F.

On Thursday, September 9 he hopped off from Salt Lake City at 5:00 a.m. and heading west soon reached Elko, where a three hour stop was made for repairs to the ship's radiator. He arrived at Reno at 12:50 where a welcoming committee composed of Mayor Stewart, Postmaster White and Representative business men met him and escorted him to lunch. A few of the sacks of mail were left here and one sack taken on for the western journey.

After a second stop at Sacramento for water, the flight was resumed, and was completed in due time and six sacks of mail were delivered to S. F. Post Office Officials."

The above was gathered from local newspapers of the day—and seems to tend to the fact that there should be CHEYENNE-S.F. and SACRAMENTO-S.F. first flight covers of Sept. 8 and Sept. 9 respectively. All of the mail carried on the above plane arrived ahead of the regular airmail which had started from Curtis Feld on September 8th.

—EVERETT ERLE.

The Original Air Mail Auction Service

A year ago I felt the real need for a reliable and effective auction service for air post collectors which would compare in some measure to the many such outlets available to the regular stamp collector.

The result has been a series of three sales, each better than the last. I have built up a mailing list of over 2000 live names, have issued well compiled and attractive catalogs, and the sales have increased as confidence has come to both buyer and seller.

My fourth sale will be held in April. For this sale I can still use a few lots of better than average material—either covers or air mail stamps—if sent at once. The usual auction commission of 20% is in effect, as are the other regular auction terms and conditions.

I shall plan to use this space regularly hereafter—advertising both the auction service, and my quite complete stock of covers. It will pay you to keep an eye on it from month to month.

If you're not already on the mailing list for my auction catalogs, it will pay you to be there. A post card does it.

DONALD E. DICKASON,
Wooster, Ohio.

THE AIRPOST JOURNAL

Vol. I. No. 3

THE AIRPOST JOURNAL

JANUARY 1930

News and Comment

“Quo Vadis?” To those of us who have taken part in the early struggles of the airpost hobby to assert itself, and have watched it grow from a hollow-chested youth to a strapping giant, its present status as one of the outstanding contenders for the World's Philatelic Championship, is rather breath taking, but no less pleasant. However, the question before the house at present is, “Quo vadis”, or in native dialect, “Where do we go from here?”

At present, collectors of airmail stamps seem to out-number slightly, the collectors of flown covers. This is partly due to the avalanche of new airmail stamps that have appeared lately, which has done much to attract new collectors. The real explanation of this situation, however, is that most of the postage stamp collectors who turn to airmails, naturally begin on a subject with which they have had some experience. A stamp is a stamp, and to the former stamp collector, collecting airposts is merely a specialized form of stamp collecting.

Airpost stamps are a natural form of specialization to postage stamp collectors, they are easily understood, more easily obtained than covers, and in general are not as difficult to collect intelligently.

The fact then, that we have a tremendous increase in airpost stamp collecting, seems to signify that a large number of former stamp collectors are entering the airpost field, through the most obvious means of approach, airpost stamps.

However, the airpost hobby ante-dates the airpost stamp, and the hobby was built around the flown cover and card. It is a general opinion among postage stamp collectors that airpost collecting is simply a phase of stamp collecting. To our mind they seem to be clearly two hobbies, with a common meeting ground in airpost stamps. While they overlap, they are not related. Airpost stamps are an important part of Aero Philately, but they are by no means the whole of it, or even most of it.

The airpost stamp is an adjunct to the airmail flight. Frequently a great airmail route is inaugurated months before there is any airmail stamp available. Thus while a collection of airmail stamps is a record of the postal issues, caused by airmail development, the history of this development is actually embodied in a first flight cover collection. A complete historical airpost collection can only be formed when both stamps and covers are included together.

If we were to assume that official airpost stamps were the sole aim of the Aero Philatelist, consider what would be lost to the hobby, in comparison to what

remained. In the first place, everything prior to 1917 would be lost, one of the most vital periods and one of the most interesting, in the history of aviation and airmail. We would lose the Balloon Posts of Paris, the Pigeon Posts of New Zealand, and all of the great pioneer flights, to say nothing of the many sound semi-official airpost stamps. We would lose all of the important inaugural flight covers since 1917, for they would only be worth the value of whatever stamps happened to be on the cover. A Byrd transatlantic, for instance, would be worth the value of a cancelled 5 cent stamp of the current issue. Most decidedly there is something more to Aero Philately than airpost stamps.

The intelligent collecting of flown covers and related historical documents is too new a hobby and it covers too wide a field, to be fully appreciated and immediately understood by every new collector, but as experience is gained, few collectors will be content to confine their collections to either stamps or flown covers *alone*. Like the bowstring and the bow, they supplement and complete each other.

THE FIRST INTERNATIONAL AIRPOST EXPOSITION Paris, (France) 1930.

What is undoubtedly the most important event in the history of the airpost hobby, will take place in Paris, next Fall. This World exhibition of Aero Philately has been organized by the Aero Club of France, under the patronage of the “Union Centrale des Arts Decoratifs,” and of the “Federation Aeronautique Internationale”.

The Exposition will be held at the ‘Musée des Arts Decoratifs, Pavillon de Marsan, 107 Rue de Rivoli, and will run from the 6th to the 16th of November, 1930. Needless to say all of the great collections of the World will be on display, and these collections will be viewed by thousands, who have never heard of Aero Philately before. The fact that an International exhibition of this scope, is devoted to Aero Philately exclusively, belies the statement often heard, that Airposts are simply a passing phase. It would be impossible to forecast the far-reaching results that such an Exposition will have, in spreading the doctrine of Aero Philately. It would be very conservative to state that, with the announcement of these plans, we can look forward to the greatest year of our hobby, in 1930.

Collectors who have exhibited previously, will no doubt be represented in force at this Exposition, those who have yet to show their treasures in public, are apt to be somewhat bashful about it. We hope to see

American collectors well represented, not necessarily for the personal triumph involved, but for the welfare of our hobby. This is the greatest opportunity we have had to prove that what we collect is worth collecting, and some hundred thousand visitors will judge our hobby by what they do or do not see at this International Exposition. Ye Editor of this Journal will have at least three entries, who can go him one better?

At a later date we will publish a list of those who are entering collections from this Country and Canada, and we will appreciate hearing from you, if you are one of this number. A brief description of your collection would also be appreciated.

The following classes will be admitted:

- CLASS 1 General Collections (Mint stamps and flown entires).
- CLASS 2 Specialized Collections of Airpost stamps
- a. Officials (New and on flown entires)
 - b. Semi-Officials (New and on flown entires)
 - c. Meetings (New and on flown entires)
- CLASS 3 Collections of airpost stamps with airpost cachets and cancellations.
- a. As above, general collection, all countries.
 - b. As above, specialized collection, all countries.
- CLASS 4 Balloon Posts.
- CLASS 5 Reserved for new issues, (Officials, semi-officials, new and on flown entires).
- CLASS 6 Aerophilatelic Publications.

REGULATIONS

The Exposition will be opened from 10 A.M. until 6 P.M. daily. Admission of 5 frs. during the week, and 10 frs. on Varnishing Day.

During the Exposition and for each entry paid, the purchaser will receive a ticket, for which he will receive a special stamp, at the Post Office situated inside the Exposition. The face value of this stamp will be at least 1 fr 50.

Those desiring to exhibit, should fill out the special form, which must be forwarded to the Secretary of the Exposition.

Special awards will be made in all classes, consisting of Objects of Art, Medals, and Diplomas.

In awarding the prizes, special consideration will be given to arrangement, documentation, good taste, and condition of the pieces shown.

The committee will issue special labels which can be placed on collections shipped for exhibit, and parcels bearing these labels will not be opened at the French border for customs inspection.

A special Branch Post Office will be installed in the Exposition building and mail posted from the Exposition will receive a special cachet.

An official Catalogue of the Exposition will be published.

In order to assure the success of the first International Exposition, the Committee has decided to create a fund of 100,000 francs, and subscriptions are invited, of from 100 francs to 1000 francs. Each subscriber will have the privilege of purchasing additional copies of the special stamp, which is to be issued and sold only at the Post Office at the Exposition.

A subscription of 100 frs. permits the purchase of 5 stamps.
A subscription of 500 frs. permits the purchase of 30 stamps
A subscription of 1000 frs. permits the purchase of 60 stamps

The issue of this stamp will be limited to 40,000.

At the end of the Exposition, those who have advanced subscriptions will be reimbursed, according to the funds on hand after expenses are paid.

Send subscriptions or other inquiries to:

M. Andre PUIPIER, Tresorier general.
35 rue Francois-Ier
Paris—8e
France.

SPECULATIVE AIR MAIL ISSUES

By WILLIAM C. ALBRECHT

The early part of December Mexico celebrated National Aviation Week. The philatelic contribution to this event was the issue of two commemorative air mail stamps. This was perfectly proper. What can be considered very improper, however, was the fact that while 100,000 copies of one value were issued, but 3,000 copies of the other made their appearance. Naturally we look for a logical reason for the limited number of copies of the 40 cent stamps issued. It may be that Mexican officials can supply such a reason, but for my part I can see but one advantage to an affair of this sort, and that is that a privileged few are taking advantage of their position to profit personally at the expense of the many.

Let us analyze the distribution of so limited a number of stamps. Mexico has an extensive air mail service. It seems as though 3000 stamps of a denomination could easily be used up in a few days time in the course of ordinary post office business. From a philatelic standpoint let us see how many collectors would desire this stamp. There are at least four classes of philatelists, each of whom would want to add this stamp to their collections. First, the Air Mail specialist. Second, the collector who specializes in Mexico. Thirdly, the twentieth century collector, and lastly, the collector of new issues.

The growth of interest in air mail collecting during the past year has been tremendous. While it is difficult to get any accurate idea of how many collectors have turned to air mail, it surely must be conservative to say that throughout the world there must be more than twenty-five thousand air mail specialists. And yet, only 3000 issued. It would seem as though the 100,000 of the 20 cent value will hardly be enough to care for the postal service and supply the bulk of collectors who want these stamps.

Mexico is also responsible for the issue of an official air mail set of which 600 copies of each of seven values, and but 78 of one value were issued. Naturally this issue was a little too much for philatelists to stomach, and the fortunate result will be that most cataloguers will refuse to list it.

How does this all affect the air mail collector? The first dangerous reaction will be a recession of interest in air mail stamps. With so many countries taking advantage of the boom in air mails the ordinary collector with limited means will be forced to pass these issues, and as the blank spaces increase in his collection he will rightfully become disgusted and stop collecting altogether. This 40 cent Mexican stamp came into New York wholesaling for \$3.00, in other words at fifteen times its face value during the period when it is supposed to be current. During the past year there have appeared many such issues, brought out evidently not to meet a real postal demand, but merely to bleed stamp collectors.

It may be that there is not much of anything we can do to put an end to this practice. But it seems to me that if we served notice on the offending governments that unless they stopped it we would simply ignore such issues and leave them on their hands they would soon become discouraged and be satisfied with the revenue they receive from the sale of legitimate issues. Singly

we cannot do this. But I do believe that the national stamp societies, through their officers, could make a protest that would have sufficient strength to receive consideration. This matter could properly be brought to the attention of the Universal Postal Union Congress when it next convenes, and if it had the approval of the majority of philatelists behind it, I think it would go a long way towards cleaning up an unsavory and unfortunate condition.

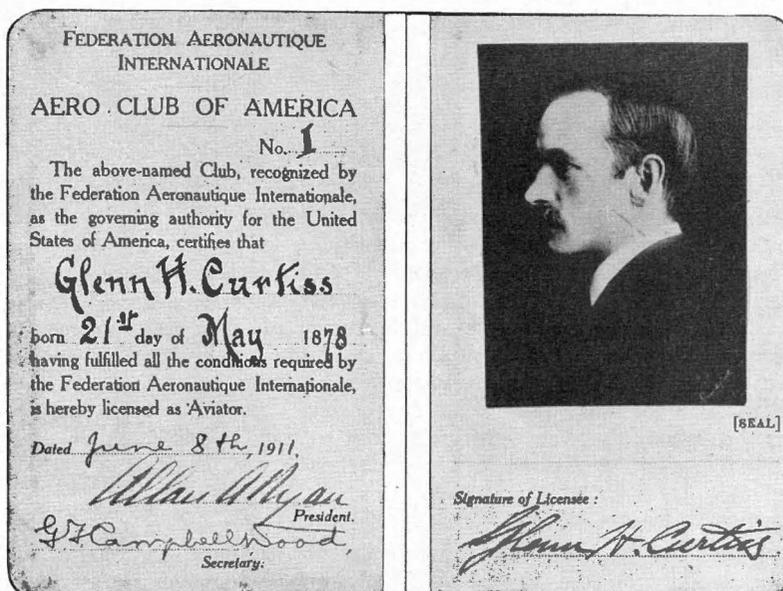
Air Mail service is being daily extended throughout the world, and there is enough occasion for the issuance

of legitimate air mail stamps to make these issues unnecessary. The object of commemorative stamps has been to acquaint the general public with historical events and celebrations through the common usage of the postage stamp. An issue of 3000 stamps in a country with a population of several million people surely falls short of attaining this result.

Collectors and dealers alike can soon stop this practice if they get together and merely ignore the future limited issues. Let's work in harmony to keep our hobby clean and interesting.

PILOTS LICENSE NUMBER ONE, ISSUED TO GLENN CURTISS

In our November issue, we reproduced the Post Office oath, sworn to by the first airmail pilot in America. Above, we are pleased to be able to show a companion piece, the first Pilots license issued in America. The original of this reproduction would fit admirably in any airpost collection, but to those who do not expect to obtain the original, we recommend cutting out the reproduction shown. We are indebted to Mr. Lyman Seeley, author of "Flying Pioneers", for the use of this and the other historical photographs shown elsewhere in this issue.



Courtesy of Lyman Seeley

Graf Zeppelin's Trip To America—1863

With apologies to Ripley, this might have been headed, BELIEVE IT OR NOT, for it is a fact that the Graf Zeppelin made a trip across the Atlantic to the United States, and made a flight at St. Paul, Minn.

To go further, it is also a fact that the Graf Zeppelin was stationed with the Union Army during the Civil War and did military scouting, under General Pleasanton, of the Northern Forces.

Lest we be overwhelmed with inquires on this subject we wish to make it clear that we are referring to the man and not to his handiwork.

When the Civil War broke out, Count Zeppelin was 23 years old, having had 8 years of military training. He yearned to put his training to practicable use and our Civil War offered the only opportunity.

"I thought it part of my education to take advantage of every opportunity to learn by way of experience all that I could for the future benefit of my country," he wrote afterwards.

He had no trouble getting the consent of the King of Wurtemberg, his sovereign and commander. But his father was reluctant to let him go, arguing that the young man was not likely to find anything of military value over here.

But eventually parental consent was given and on the 30th of April, 1863, young Graf Zeppelin sailed on the Cunard steamer Asia from Liverpool.

The Asia landed the young man at New York City. Transportation facilities on land were given over to the troops and military equipment and Graf Zeppelin found it impossible to arrange for his own journey to Washington. So he decided to try another means. He learned the French corvette Tisiphone was in the port of New York and that it was leaving for Baltimore shortly.

On the afternoon it was said to sail a young man appeared on board and asked to be taken to the captain. To him he presented his credentials—told of his anxiety to reach Washington and asked the captain to take him along as far south as he was going. Also, he added, he had so anticipated the consent of the captain that he had brought along his trunk. It was on the deck below.

Probably amused by his self-assurance, the captain of the Tisiphone invited the young man to be his guest. After dining with him Zeppelin joined the officers for a celebration.

An account of this evening was given by one of the party. Graf Zeppelin turned out to be a jolly companion, eager to contribute to the evening's entertainment. He asked his hosts if he might send for some refreshments he had in his trunk. The formality settled, 12 bottles of good Rhine wine were produced and the officers toasted their guest hilariously.

The first day in Washington he presented his credentials to the Hanseatic envoy, Herr von Schleiden. The

latter took him in charge and several days later told him he had been granted an interview with President Lincoln.

In most formal attire, frock coat, high hat and the nicest insignia of all Europe (these are his words) he appeared at the White House at the appointed time and was led to the President's study.

"Back of the desk sat a very tall, haggard figure with a large head, with long unbrushed hair and beard, and with striking cheekbones and wise and kindly eyes," he wrote. "On the desk during our short conversation sat his private secretary, Reed, who let his feet, shod in moccasin-like shoes which protruded from his trousers, dangle to and fro. The president spoke of his happy gratification at my visit and ambition and wished me success in my studies."

Graf Zeppelin was very proud of his opportunity to meet the President and sincerely appreciated the difficulties that led up to the meeting.

"Before I was granted an audience the President had had inquiries made about me. Through the good will of Herr von Schleiden I got possession of a precious autograph, that of Lincoln, signed to the short notes he wrote to the Secretary of State and Secretary of War Stanton asking whether their inquiries about me would permit them to give me a pass to move freely within the northern army. This pass I later received. Similar passes throughout the war were given only to the Duke de Joinville, the Duke de Chartres and the Comte de Paris."

Graf Zeppelin was somewhat of a dandy. He was rather disturbed by the uniform worn by the soldiers he saw strolling on the streets of Washington. Their very soft straw hats (so he wrote) didn't seem to him to have the proper military smack.

Since no one gave him any advice as to what he should wear at the front he decided to plan a costume, appropriate for the occasion and in harmony with the temperature.

"I ordered a uniform fit for the climatic conditions but not quite like my old uniform. The Russian epaulettes which we wore I had taken off and instead of the gold embroidered black velvet collar, I chose a soft low down collar on which I placed my star denoting my rank of first lieutenant."

His horse the Graf bought from a former Prussian cavalry guard, who now in the United States Army was the head contractor for horses and later retired from military life with a large fortune. He chose an American wooden saddle, the stirrups of wide wood with a leather band and toe-piece over the forefoot. Later he gave this saddle to the Prussian minister of war who found it very satisfactory.

His uniform finished, his horse bought and saddled, the Graf next engaged a negro lad for body servant, and with him took passage on a small steamboat headed for army headquarters.

"On board," he writes, "I found a very cheerful company going to visit over Sunday their relatives and friends in the army, to my mind a rather extraordinary excursion. I had found much jollity in Washington and little of the depression usually brought about by war, which may be explained by the fact that the army was not a drafted army but was composed of mercenaries.

"The dancing and happiness on board the steamer was interrupted only when we met a ship covered with crepe bringing back the dead from the battlefield.

"The boat ride ended at Aqui Creek from where a narrow gauged military railway took us on to headquarters. We rode on the edge of open lorries with our legs dangling over."

Headquarters was a gigantic camp of tents placed in long rows in the woods. Graf Zeppelin could not present his letter of introduction to General Hooker, the commander, as the latter was spending his day of leave in Washington.

"The next day when General Hooker returned from his excursion to Washington," writes the Graf, "I presented myself with my pass. He received me graciously and allotted me a tent all to myself. His friendly regard for me showed itself from then on for at every opportunity he offered me a drink of whisky. He was upon the whole more of a happy reveler than the head of an army who takes his responsibility seriously, though he belonged among the most prominent officers educated at West Point. When after a long time, he got no results, he fell out of favor with the government. His recall was deplored nowhere."

His own popularity was established, thought Zeppelin, by the number of times he was invited by other officers to share their "drinks." He carefully explained to his German readers that only those who contributed to the jollity of the occasion were hailed when they passed the tents of their friends.

"I," noted the Graf, "seldom passed by without being invited."

Later Graf Zeppelin offered his services as a scout, deciding that his neutrality did not exclude scouting. His work so pleased General Pleasanton that he tried to persuade the Graf to join the United States army and become his adjutant. But possibly those long curls that flowed over the general's shoulders were too much for his military sensibilities, for Graf Zeppelin did not accept this invitation.

His military studies ended shortly after this period. In those days hunting the source of the Mississippi River was the sporting thing to do, comparable to the exodus to South Africa to track down lions and tigers today. Graf Zeppelin, accompanied by two Russians and two Indian guides, started on this errand.

But the source of the Mississippi was much harder to find than the animals. Nothing much is known of their experiences except that the party suffered much from hunger and thirst. However, the party survived with sufficient strength to pose for photographs showing them in their exploring regalia, their hats protected by mosquito netting, and backed with a collection of field flasks, Indian pipes and cooking vessels.

Then came a brief stop at Niagara Falls and another at St. Paul, where Graf Zeppelin went up for the first time in a balloon. It was there and then, he said, he foresaw the value of the balloon for military purposes.

There is but little more in the American odyssey of Graf Zeppelin. He notes his appreciation of all he has learned in the army and is certain that his military data will satisfy his sceptical parent.

—M. Mulford.

FOR THE PARIS EXPOSITION!

We offer the World's finest collection of Swiss Pioneer Airposts for sale intact. Beautifully mounted and annotated, it has already won four successive medals at the following International Expositions, Paris, Strasbourg, Monaco, and New York. It may be seen at our office.

THE BERKSHIRE EXCHANGE

1576 BROADWAY

NEW YORK, N. Y.

Contract Routes

Amounts of mail carried. (Continued from the November number.)

Note: In giving the figures for Route No. 9, in the November issue, we erroneously quoted APPLETON-north. The correct figures for this flight are 21 pounds, instead of 121 pounds.

All totals are given in poundage. (These figures were supplied by Mr. Sanford Schamus, through the courtesy of the "Standard Airpost Catalogue".)

ROUTE 16

Cleveland (south).....	161 lbs.
Akron (south).....	56 lbs.
Akron (north).....	49 lbs.
Dayton (south).....	37 lbs.
Dayton (north).....	69 lbs.
Columbus (south).....	35 lbs.
Columbus (north).....	70 lbs.
Cincinnati (south).....	14 lbs.
Cincinnati (north).....	160 lbs.
Louisville (north).....	230 lbs.
Springfield (south).....	89 lbs.
Springfield (north).....	405 lbs.

ROUTE 17

Day Flight

New York	178 lbs.
Cleveland (east).....	16 lbs.
Cleveland (west).....	226 lbs.
Chicago	552 lbs.

Night Flight

New York	272 lbs.
Cleveland (east).....	382 lbs.
Cleveland (west).....	365 lbs.
Chicago	420 lbs.

Detroit & Toledo Additions

(Data not yet available)

ROUTE 18

(Data not yet available)

ROUTE 19

New York	296 lbs.
Philadelphia (north).....	20 lbs.
Philadelphia (south).....	95 lbs.
Washington (north).....	42 lbs.
Washington (south).....	108 lbs.
Richmond (north).....	57 lbs.
Richmond (south).....	120 lbs.
Winston Salem (north).....	57 lbs.
Winston Salem (south).....	78 lbs.
Greensboro (north).....	134 lbs.
Greensboro (south).....	192 lbs.
High point (figures not available.)	
Spartanburg (north).....	92 lbs.
Spartanburg (south).....	120 lbs.
Atlanta	448 lbs.
Baltimore (north).....	121 lbs.
Baltimore (south).....	42 lbs.

ROUTE 20

(Data not yet available)

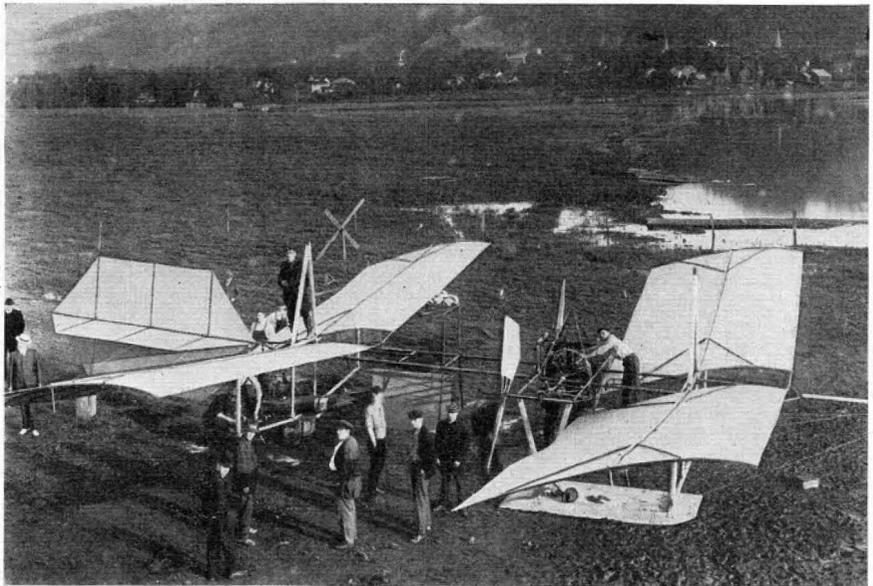
ROUTE 21

Dallas	91 lbs. 4 ozs.
Ft. Worth	84 lbs.
Houston (north).....	111 lbs.
Houston (south).....	9 lbs.
Galveston	73 lbs.
Waco (north) (poundage not available)	
Waco (south)	34 lbs.

ROUTE 22

Dallas	55 lbs.
Ft. Worth	46 lbs.
Waco (north).....	41 lbs.
Waco (south).....	20 lbs.
Austin (north).....	50 lbs.
Austin (south).....	12 lbs.
San Antonio	118 lbs.
San Antonio	98 lbs.
Laredo	135 lbs.
San Antonio	3 lbs.
Brownsville	294 lbs.
(No information received as yet)	
Chicago	163 lbs. 14 oz.
Indianapolis (north).....	67 lbs. 14 oz.
Indianapolis (south).....	22 lbs. 1 oz.
Cincinnati	50 lbs.

(Continued on page 8)



THE ORIGINAL LANGLEY MACHINE

Among the most tragic figures in the history of aviation is that of Dr. Langley, whose portrait appears on the cover of this issue.

He began his research into aerodynamics in 1887. In 1891 he constructed a miniature plane, powered with a steam engine of one horsepower, which flew without a pilot, 3000 feet over the Patomac river. He was then urged to construct a larger machine, capable of carrying a man, and Congress appropriated \$50,000 for this purpose, which was approved by President McKinley. Dr. Langley felt that he was too old to complete the work which he had so successively started, but eventually agreed to undertake it.

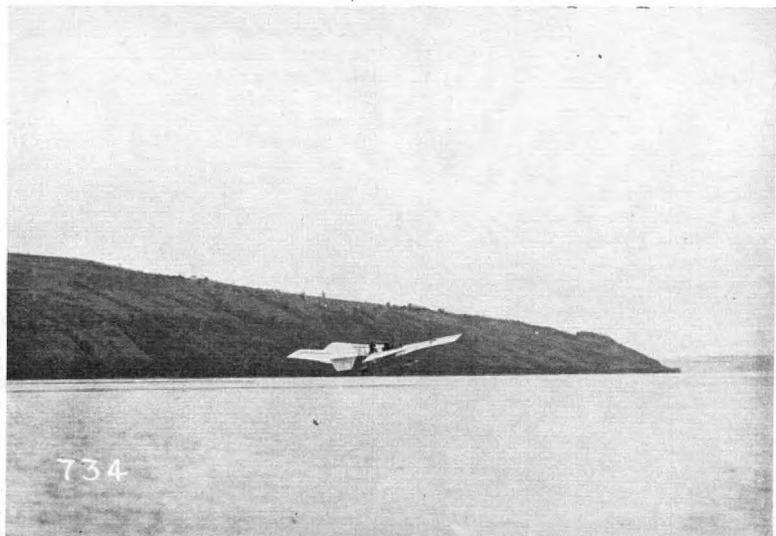
He worked for three years, and was ready to launch his first plane on October 7, 1903. Crowds assembled along the Patomac to witness the first flight, but a faulty launching apparatus spoiled the attempt. Another trial was made on December 8th, and again the launching apparatus refused to function. Then on December 17th the Wright brothers flew at Kitty Hawk, and Dr. Langley retired, broken-hearted at the ridicule to which he was subjected.

In 1914 the Smithsonian Institute, believing that Langley had really discovered the correct principals of flight, urged Glenn Curtiss to repair the machine and test it.

Curtiss used the same motor that Langley had installed, and the original machine was kept intact as Langley had designed and built it. The only addition made, was a pair of pontoons, in order to launch it from the water, which, instead of improving the design, added some 350 pounds to it.

Despite this added weight, and despite the fact that the engine was not developing more than three fourths of its original power, the machine left the water and flew.

The photograph shown below was taken during one of several flights made in May of 1914. Ridicule and derision changed to songs and praise,—but Langley was dead.



Photos by courtesy of Lyman Seeley

The First Commercial Air-Line

From "Aero Digest", New York

The Aero Digest for December has an interesting account of the first commercial airline in the world, which operated between St. Petersburg and Tampa, Florida, in 1914. The story is told by Mr. Fansler, who was the organizer of the route. He states:

"I have been led into these reminiscences through several forces. Several years ago a series of articles in the 'Saturday Evening Post' exhaustively covered the history of commercial aviation and the then status of passenger carrying. In its opening paragraphs credit for the first commercial aviation line was given to great Britain—to Aircraft Transport and Travel, Ltd. I am not anti-British, but I see no reason for giving credit to a foreign line that started three years after ours. The same kind of inaccuracies have persisted; for instance, in the new edition of the Encyclopedia Britannica, the earliest commercial airline mentioned is one organized in Europe after the war, the line having begun operations in September, 1919, between Paris and London."

The route had been widely advertised to start on January 1st, 1914, and the plane was to arrive about Christmas time, by freight from St. Louis. Actually, it did not arrive until December 31st, but it was assembled and left on the opening flight on time. Mr. Fansler's description of the initial flight is worth repeating.

"At 9:30, with nearly 3,000 people on the mole and pier, Mr. Whitney opened the ceremonies by telling what we proposed to do. Tom modestly told of his development of the boat. I formally declared the St. Petersburg-Tampa Airboat Line opened, and Tony was introduced as the chief pilot. Then the auctioneer got busy. In ten minutes he had sold the first ride for \$400 to Mayor Pheil, after spirited bidding by leading business men. Mr. Pheil explained that he had

to buy some machinery in Tampa and had to hurry. I don't remember the names of those who bid in the second ride, or the others for that day. Mr. Pheil in a raincoat stepped gingerly into the boat, which had been pulled down until it was just awash. Smitty pulled down on the starting bar, and the little Roberts motor that was to prove so reliable began to roar. Tony settled down into his seat and tested his controls. The crowd looked on with interest. Many had never seen an airplane of any kind, and had little conception of what the boat could do. Tony yelled to me for the time, and I told him that he had a minute before ten o'clock. He speeded up the engine and the blast from the propeller upset a small urchin who had been trying to stand against it. Then with a wave of his hand, Tony gave her the gun and the boat taxied out over the lagoon to the inshore side. Turning, Tony drove her straight for the harbor entrance, and, before reaching it pulled her off the water.

The first commercial airline in the world had been started.

Rapidly old 43 dwindled in size, winging her way towards Tampa. The crowd settled down to wait for something. I heard many interesting comments during the next few minutes. Some of the "crackers" opined that "She'd fall into the bay afore she got

half across," and I doubt if many actually believed that the trip would be carried out on schedule.

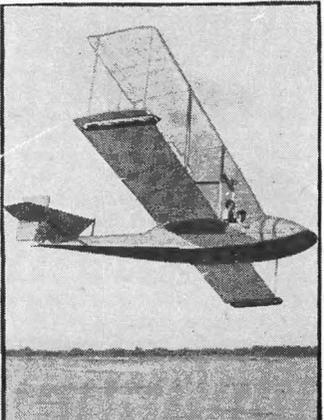
At 10:26 the telephone bell rang and my elation could not be concealed as I heard the attendant at the Tampa terminal—a crude runway built down the bank of the Hillsboro River—say: "Tony's coming up the river, and there's a big crowd here yellin' its head off."

An old time-table of the St. Petersburg-Tampa line, has the following notation, which opens up a subject of interest to airmail collectors: "Express rates for packages, mail matter, etc. \$5. per hundred pounds, minimum charge 25c."

SCHEDULE:

Lv. St. Petersburg 10:00 A. M.
 Arrive Tampa 10:30 A. M.
 Leave Tampa 11:00 A. M.
 Ar. St. Petersburg 11:30 A. M.

Lv. St. Petersburg 3:00 P. M.
 Arrive Tampa 3:30 P. M.
 Leave Tampa 4:00 P. M.
 Ar. St. Petersburg 4:30 P. M.



Special Flight Trips

Can be arranged through any of our agents or by communicating directly with the St. Petersburg Hanger. Trips covering any distance over all-water routes and from the waters' surface to several thousand feet high AT PASSENGERS' REQUEST. A minimum charge of \$15.00 per Special Flight.

Rates: \$5.00 Per Trip. Round Trip \$10. Booking for Passage in Advance.

NOTE—Passengers are allowed a weight of 200 pounds GROSS including hand baggage, excess charged at \$5.00 per 100 pounds, minimum charge 25 cents. EXPRESS RATES, for packages, suit cases, mail matter, etc. \$5.00 per hundred pounds, minimum charge 25 cents. Express carried from hanger to hanger only, delivery and receipt by shipper.

(Continued from pg. 7)

ROUTE 25

Atlanta (south).....	101 lbs.
Jacksonville (south).....	28 lbs.
Jacksonville (north).....	113 lbs.
Miami (north).....	290 lbs.
Macon (north).....	53 lbs.
Macon (south).....	65 lbs.
Daytona Beach (north).....	160 lbs. 14 oz.
Daytona Beach (south).....	16 lbs. 10 oz.
Daytona Beach (west).....	31 lbs.
Orlando (north).....	184 lbs. 6 oz.
Orlando (south).....	17 lbs. 4 oz.
Tampa (north).....	243 lbs.

ROUTE 26

Salt Lake City.....	471 lbs.
Ogden (north).....	105 lbs.
Ogden (south).....	132 lbs.
Pocatello (north).....	44 lbs.
Pocatello (south).....	75 lbs.
Butte (north).....	27 lbs.
Butte (south).....	90 lbs.
Helena (north).....	14 lbs.
Helena (south).....	100 lbs.
Great Falls.....	168 lbs.

ROUTE 27

Chicago (north).....	80 lbs. 8 oz.
La Porte (north).....	52 lbs.
La Porte (south).....	47 lbs. 8 oz.
South Bend (north).....	49 lbs. 8 oz.
South Bend (south).....	75 lbs.
Kalamazoo total to Detroit, Bay City and Muskegon.....	94 lbs. 8 oz.
(south).....	59 lbs. 2 oz.
(No separate figures available)	
Grand Rapids (north).....	7 lbs. 6 oz.
Grand Rapids (south).....	92 lbs. 11 oz.
Muskegon (south).....	140 lbs.
Ann Arbor (north).....	20 lbs. 1 oz.
Ann Arbor (south).....	44 lbs.
Battle Creek (north).....	30 lbs. 10 oz.
Battle Creek (south).....	46 lbs. 3 oz.
Jackson (north).....	25 lbs. 7 oz.
Jackson (south).....	42 lbs. 6 oz.
Detroit (south).....	137 lbs. 14 oz.
Lansing (north).....	14 lbs.
Lansing (south).....	93 lbs. 12 oz.
Saginaw (north).....	8 lbs. 8 oz.
Saginaw (south).....	139 lbs. 8 oz.
Bay City (south).....	120 lbs.
Flint (north).....	13 lbs. 1 oz.

Flint (south).....	211 lbs.
Pontiac (south).....	215 lbs.
Cleveland (north).....	149 lbs. 4 oz.
Toledo (north).....	69 lbs. 10 oz.
Toledo (south).....	66 lbs. 5 oz.

ROUTE 28

St. Louis.....	272 lbs. 14 oz.
Kansas City (west).....	149 lbs. 6 oz.
Kansas City (east).....	39 lbs. 4 oz.
Omaha.....	159 lbs. 12 oz.

ROUTE 29

(No information received as yet)

ROUTE 30

(No information received as yet)

SPECIAL NOTES

Addition of Madison, Wis. to C.A.M. 9

On October 22, 1927 the weather was bad and pilot Bullock could not land at Madison. He returned to La Crosse and trained the eastbound mail at that point. October 23, 1927, pilot Radoll picked up the eastbound mail at Madison which consisted of 133 lbs. made up for the

(Continued on page 9)

CAMAGUEY AND SANTIAGO DE CUBA ON F. A. M. 6

There has been so much misunderstanding regarding these two cities on F.A.M. 6, that it might be well to have an explanation published.

Late in the fall of 1928, when the first word of the coming flights went out, the Pan American Airways was arranging for a stop at Camaguey for refuelling, and a stop for the night at Santiago de Cuba, where the mail was to be transferred to the plane flying the section between Cuba and Porto Rico. It was taken for granted that both Camaguey and Santiago de Cuba would be mail stops, and this was so announced. However, the Cuban Government notified the United States that all handling on F.A.M. 6 would be done at Havana, and the Postal Bulletin of Dec. 21, 1928 stated,—"... exchange of mails will not be made at Santa Clara, Camaguey and Santiago de Cuba, all exchanges of Cuban mails to be made at Habana."

On account of the preliminary information, many had forwarded covers for dispatch to Camaguey and Santiago de Cuba, but on account of the instructions from the Post Office Department, there was no mail prepared for either point in Cuba, and all mail that was to be dispatched to that Country was placed in the Havana bag, and forwarded by train to destination. This applied to both Miami and San Juan, but the Post Offices of Santo Domingo and Port au Prince, not coming under the jurisdiction of the U.S. Postal Authorities, were not so notified, and covers awaiting dispatch to Camaguey and Santiago were forwarded as though those two points were regular mail stops. In the rush of getting the service started, the pilots had no information about the matter, so received the mail from both Santo Domingo and Port au Prince, for the destination of Camaguey and Santiago de Cuba. The plane from San Juan reached Santiago de Cuba in the afternoon of Jan. 9, and the two lots of mail, one from Santo Domingo and the other from Port au Prince were sent up to the Santiago Post Office. In some way, the small mail from Port au Prince for Camaguey also was sent to the Santiago Post Office, was backstamped there, and forwarded by train to Camaguey the following day, being backstamped there at 5 P.M. on the 10th. The mail for Camaguey from Santo Domingo was left at Camaguey when the plane refueled there the morning of the 10th, and the covers are backstamped at 9:30 A.M., Jan. 10. No mail was dispatched to either Camaguey or Santiago from Port au Prince or Santo Domingo after the first flight, so the covers from Santo Domingo to Camaguey are the only ones that ever got through on FAM 6 to that point.

The following quantities were carried: Santo Domingo to Santiago de Cuba, 1.5 kilos, (approximately 230 covers), and to Camaguey exactly 120 covers. Port au Prince to Santiago de Cuba, exactly 550 covers; and to Camaguey 331 covers, the latter flown only as far as Santiago de Cuba, and sent up on the train.

At this writing, late in December, there has been no contract signed between the Government of Cuba and the Pan American Airways for transporta-

tion of mail on FAM 6, and Havana has never dispatched mail east to any of the Islands on that route, but has always received mail for Cuba that came from the east on it. When the Extension to Paramaribo was opened no mail was dispatched from any point in Cuba, and the only point which received mail from any point from Paramaribo north, was Havana. Covers, aside from the ones specified above, of the first flight of Jan. 9, addressed to Camaguey or Santiago de Cuba have all been forwarded by train from Havana, and are therefore flown from point of dispatch to Havana, although they may not have been backstamped in Havana prior to forwarding to destination. Nevertheless, knowledge of the schedule of the plane, and the time of the backstamp at destination will always substantiate the above statements.

—GEO. T. STREET.

In a letter which accompanied the above article, Mr. Street states:

"One sees so many advertisements about covers from Miami or San Juan to those two points, and I am continually getting inquiries for quotations on covers to and from those cities and from Havana on the FAM 6-5 extension, that it would seem that people who should know something about them are in ignorance. I presume that one reason is the lack of catalogue containing information regarding the flight, and that the new edition will straighten it out, but am of the opinion that word of it in the Journal will be appreciated.

Recently had an offer of several hundred San Juan—Santiago de Cubas and a couple of hundred of Miami—Santiago de Cubas first flight, Jan. 9, 1929, from —of Santiago de Cuba, who is probably the one who is selling the next to worthless covers to dealers who know no better than to buy them at a dollar apiece.

Mr. W. C. Lilley writes an interesting letter anent airmail stamps, and it seems to be good enough to insert here.

"Nicaragua has issued to date the 25c sepia, overprinted "Correo Aereo 1929—P.A.A." Also the 25c. orange and the 25c. violet. Several stamps in each sheet appear with the "A" of "Aereo" and "P.A.A." very much larger. One stamp in each sheet has the "1" in "1929" much larger (except in the violet stamp) and one stamp with the "P.A.A." widely spaced.

Then come the official stamps, 25c. orange, 50c. blue overprinted "Correo Aereo", (both come inverted) also the 25c. comes with a double surcharge.

The 10c., 15c., 25c., and 50c. officials were overprinted,

Correo Aereo

1929

P. A. A.

The word Official was blocked out, and this set was used as regular airmail postage stamps,—also the 25c. and 50c. of 1921 surcharged the

same, but vertically, six stamps in all. The entire set exists with small 9 in 1929, and lastly; 7 or 8 copies of the 25c. orange, first surcharge, and two copies of the 25c. sepia have been found with double surcharge, one of which is inverted. Surely keeps one busy, but some may be very good.

I have also seen several blocks of the first issue of Japan, sent out by reputable houses, that are forged. Also inspected 3 sets of Syria, put out and advertised by N. Y. people at \$35 to \$45. All forgeries and not even good ones at that.

The Syrians are great rarities genuine and mint. The Japs also are very much better than the price indicates, if genuine. Peru 801 is another mighty good stamp, in fact in another year we will find many of them going up."

There is no question about it, airmail stamps hold the center of the stage just now, and there is no class of postage stamps which offers the opportunity for investment, which the airmail issues do. Incidentally, no group is as interesting either.

(Continued from Pg. 8)

22nd, and seven pounds, 4 ozs. for the 23rd. The pilot who was unable to get through on the 22nd as mentioned above came west with mail from Madison on the 23rd with 41 lbs. 4 ozs.

Cleveland-Bay City Flight

The route was scheduled to open on the morning of April 1 from Cleveland to Bay City but the first flight in this direction was not made until the morning of April 2, due to extremely adverse weather conditions. Also, the first scheduled trip from Bay City to Cleveland on this route was partially cancelled due to adverse weather conditions and was made only from Detroit, through Toledo, to Cleveland on the night of April 1.

N.B. This last shows that mail from Bay City, Flint and Pontiac was not carried on the first flight and therefore should not be catalogued.

—SANFORD SCHAMUS.

AIR MAIL COLLECTORS TAKE NOTICE!

Albania 601-07.....	\$2.45
Bolivia 308-10.....	.35
Canal Zone 201, 202.....	.60
Danzig 401-403.....	.30
Dutch Indies 351-55.....	2.50
Denmark 701-03.....	.25
Lithuania 408-14.....	.45
Lithuania 415-17.....	.40
Lithuania 432-35.....	.70
Mexico 902.....	.75
Mexico 903.....	.30
Mexico 904.....	.20
Carranza Issue.....	1.75
Malta 301.....	.20
Morocco 504-06.....	.40
Roumania 501-03.....	.40
Roumania 504-06.....	.20

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F. STOCKMAN

849 - 2nd Ave., New York City

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The publisher reserves the right to decline any advertisement submitted, at his own discretion.

Address all communications to: The AIRPOST JOURNAL, 108 State St., New Haven, Conn., U. S. A.

P. O. OFFICIALS IN PHILIPPINES ARE GIVEN A CLEAN BILL OF HEALTH

The board which has been investigating charges against officials of the Bureau of Printing and Engraving, has decided that they are innocent of all charges. A few minor indiscretions have been noted, which call for nothing more serious than a reprimand. In fact the board now states that the Government and the public may well be proud of the personnel of the Post Office Department in the Philippines.
So that's that.

THE FIRST FLIGHTS IN ICELAND DURING 1929

Again this year the flights were undertaken by Flugfjelag Islands, Icelandic Air Co., by planes hired from Deutsche Lufthansa and piloted by last company's pilots. It was for some time uncertain whether the service, established 1928, would be continued this year as the German company desired governmental assistance from Germany to continue their entire services. The Icelandic government had then already promised to spend some, rather small, sum in order to keep things going. This year the service was run by two planes, monoplanes which could carry four or five passengers or mail to that weight. Late in June the P. O. advertised that a service would be established from Reykjavik to Isafjordur, Saudarkrokur, Siglufjordur, Akureyri, Husavik, Thorshöfn, Seydisfjordur, Nordfjordur, Reydarfjordur and back again but calling only at Akureyri. This would mean a route that started from the SW point of the island and travelling north would call at places around all the northern and eastern coast with the terminal Reydarfjordur on the SE point of the country. The south coast not being travelled because of its barrenness and few landing places. This would furthermore mean an extension of the service begun 1928, which had stops at Isafjordur, Siglufjordur and Akureyri only; while Seydisfjordur had been reached experimentally via the south coast, which route, however, never was run that year as it was thought too dangerous. The flights during 1929 were all made without a single accident of any kind.

By July 3rd, 1929, after some days delay, the machine started from Reykjavik about 2 p.m. carrying mail and some three passengers. Owing to reduction on the fees on postal parcels, the machine carried quite a lot of these in proportion to former flights in 1928. The route to Reydarfjordur is nearly 1000 kilometres and as it was intended to reach that place the same day, the machine stopped very little on the points called at. After having called at Thorshöfn the aviators decided to call at Reydarfjordur next, thereby passing Seydisfjordur and Nordfjordur and calling there when returning to Reykjavik instead. The plane arrived shortly after midnight in Reydarfjordur and soon proceeded to Nordfjordur and Seydisfjordur, where a somewhat longer stop was made. After a very short rest the journey was continued to Akureyri and Reykjavik, where the plane arrived about 4 p.m. the 4th after about 24 hours travel.

The numbers of letters dispatched is not easy to state as no official figures exist. However, one is safe in considering 125 letters to each place except to Akureyri, whereto a larger number, ca. 300, was carried.

This flight was the first one where the newly issued 50 aur airmail stamps could be used. Day of issue June 29th.

The next flight was undertaken by the 6th of July and extended to Bildudalur, a place situated between Reykjavik and Isafjordur. About 10 letters were carried from Reykjavik to Bildudalur and 55 from Bildudalur to Isafjordur.

Owing to the short time between the adv. of the first flight and the actual start, very few collectors had any chance to obtain first flight covers. It was practically impossible except by wiring persons living in places called at. I, for my part, saw no other way out than to ask the pilot to hand in the covers on arrival at each place, which was a success except for the fact that some of the postmasters had to hurry that much that the covers were not very nicely cancelled. No official cachets were used and covers generally not backstamped except on special request and at some places not even then without considerable argument. In Reykjavik, however, covers were for some time usually backstamped on arrival but I rather believe that this practice was discontinued after some time.

The flights were continued through summer till late in September when weather conditions became unfavorable. Fog was at times a bad obstacle and some flights had to be abandoned when it was too bad.

The routes to Vestmannaeyjar, Stykkisholmur and Isafjordur etc. which were established 1928 were run this year also.

In the near future several new airmail lines will be opened between this country and Canada. The first of these will probably be a line between Minneapolis, St. Paul, Fargo, Grand Forks, and Winnipeg.

Another line will run from Regina to Great Falls, and connection is planned between two additional points, which would link this Country with the Canadian Prairie Route, which is to be opened in February.

The next issue of the Airpost Journal (No. 4) will appear as usual on the 20th of next month (February). However it will be dated "March" instead of "February". This is done for two reasons. The Journal reaches a large proportion of its readers on or near the first of the month, and as it is sold on public newstands, it is not always clear to newstand buyers whether the copy before them is the current issue, or whether it is a month old.

In short, the next issue will be the March number, but it will appear on February 20th.

A Dirigible Line is planned for 1932, to connect California and the Orient. This is announced by the Goodyear-Zeppelin Co. of Akron, Ohio.

We Will Buy Collections and Retail Stocks of Air Mail Covers.

Send complete list, with price asked, in your first letter. Spot Cash.
We can sell you anything you want in air mail stamps and covers.

Want lists requested.

Southwest Stamp Company,
Flatiron—Fort Worth, Texas.

WITH THE INVESTORS

Market Notes by Shylock

We hear that the Postmaster of Mexico has been elected to the Mexican Stamp Dealers Association.

Mexican Dealers seem to be trying out the public, to see how high a price they will stand for, on the Postal Congress set. We haven't seen the famous Ip quoted as yet, possibly the owner of the 78 stamps, or the 78 owners of the stamp, is, or are, debating on this mooted question. We shall probably hear the worst presently.

Recent events have shown that in Mexico, it is better to be Postmaster than President.

We were offered the short set, without the Ip for \$150 in blocks of four.

Anyway, we expect to hear shortly that someone has sold his supplies of these various issues, and has had new supplies printed.

Just as we wrote the above words, a clipping arrived in the mail that explains the whole thing. The Mexican Officials had to raise 60,000 pesos in a few weeks, apparently. This being the case, who could have thought of an easier way of doing it? Here's the clipping:

"Approximately 10,000 pesos have been contributed by state governments and high officials in Mexico toward the expenses of a trans-Atlantic flight by Colonel Roberto Fierro, Mexican army ace, in the coming spring. Thirty thousand dollars, or 60,000 pesos, will be raised, it is hoped, within a few weeks.

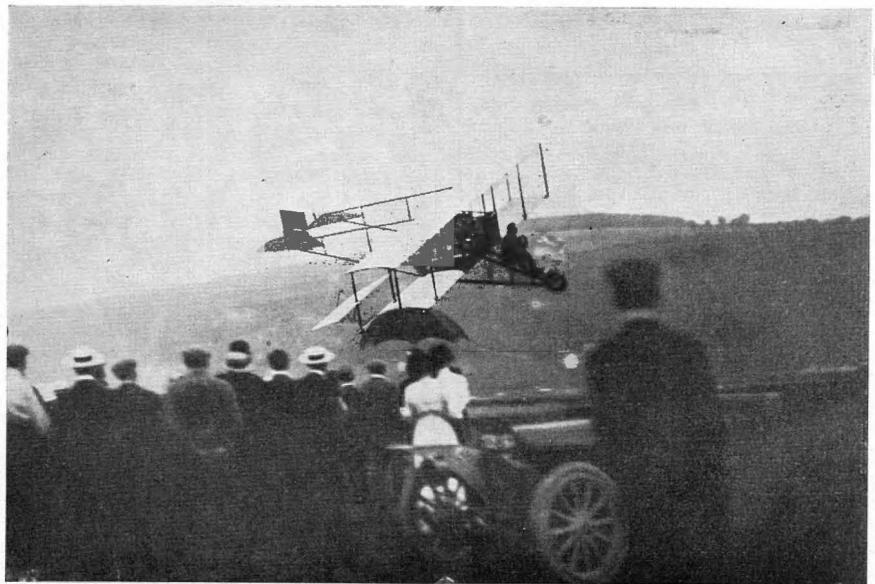
Colonel Fierro plans to fly from Mexico City to New York and from there take off for Europe, probably to a point in France or Spain. While in Europe Colonel Fierro would visit the principal capitals.

Fierro more than a year ago undertook a successful flight from Mexico to Cuba and Central America, making some of the flights in record time and without a single mishap. He was the first aviator to fly from Mexico City to Havana, non-stop.

Another projected flight by a Mexican army ace is that of Colonel Gustave G. Leon, from Mexico to Japan. No date has been fixed, but Leon hopes to go across western Canada to Alaska and from there across the Pacific to Japan."

(One more restricted stamp issue, and these boys can have their trip.)

AIR MAIL			
	Cat.	Net	
Latvia 255-257 used.....	.50	.20	
Memel 308-317 and 319 mint.....	1.77	.65	
Sweden 501-503 used.....	.85	.50	
50 Different.....		.65	
100 Different.....		3.25	
150 Different.....		6.50	
200 Different.....		10.00	
JOHN ARNOSTI			
Box 445 Gr. Cent. Sta., New York, N. Y.			



Courtesy of Lyman Seely

LINCOLN BEACHEY, "AT HOME"

In 1911 it was "Beachey", today it is "Lindbergh", or perhaps "Doolittle" would be a more accurate comparison, for we doubt if even these illustrious pilots would object to being linked with the immortal Beachey. Reckless he certainly was, foolhardy perhaps, but always complete master of the air, even to the end, for at the end it was his machine that faltered. Its pilot never did.

LEBANON

The Op50 on Op75 (1929 issue) has been seen with the aeroplane inverted. Also, the 1pi magenta is noted with inverted surcharge.

Scott's Monthly Journal states that the 25c orange airpost stamp has been found with inverted surcharge. Varieties of the Official air stamps are also reported,—the 25c orange with double and inverted surcharges and the 50c blue with inverted surcharge.

GREECE

The first flight of the new route between London and Athens took place on Nov. 2nd. The old Route was: London-Basle-Genoa-Rome-Naples-Corfu-Athens. The new route goes by way of the Balkans with stops at Vienna-Belgrade-Scopia-Salonica-Athens. The first mail arrived in Athens on Nov. 6th, being somewhat delayed. Mail carried was 32 letters.

Return flight left on Nov. 9th carrying 103 letters of which 73 were registered. All are postmarked the 8th.

—P. J. DROSSOS.

FIRST FLIGHT COVERS

Cristobal to Esmeraldes, round trip, \$2.00	
" " Guayaquil	1.50
signed by P. M.	2.00
signed by P.M. & Pilot 3.00	
" " Talara, or Trujilla, Peru 2.00	
" " Lima, or Mollendo, Peru 1.50	
" " Lima signed by P. M. and Pilot.....	3.00
F. A. M. 4	
Key West and Havana (set).....	.50
Aug. 1 covers, comp. set 97 covers 20.00	

HOWARD M. WEAVER
WAYNESBORO, PA.

MEXICAN AIR SHOW

We have a few sets of flown covers of the Seven Day Mexican Air Show, Dec. 10-16. Covers franked with the special 20c Aviation Show stamp. We offer the seven different dates, all fine copies for..... 4.50
First day cover of the show, 20c stamp75

The Salvador extension north bound to Brownsville came by surprise on January 1. Five values of the 1924-5 issue (including the famous Flapper) had been overprinted with face value of 1 colon 50 centavos. We have a few fine copies of the first flight covers with cachet with aero surcharged stamp of 40 cent value and the new commemorative issue of 5 cents, which we offer at: each.... 2.00

The five new surcharged Salvador airmails are not going to be very common as there were only 10,000 copies of the 20, 25 and 50c values. Not enough to go around the world. We offer this set while the few that we have last; at..... 1.70

Some Recent Airpost Stamps

*Abyssinia Nos. 251-52, 254-57, (6 var.).....	2.25
*Ecuador Nos. 401-406, (6 var.)	1.75
*Egypt No. 252, 27m, chestnut....	.25
*Honduras Nos. 416-417, (2 var.).....	1.00
*Honduras Nos. 413-414, (2 var.).....	.80
*Mexico Aviation Show, 20 cent	.18
*Nicaragua, New Pictorial airmail, (3 var. cpl.).....	2.95
*Salvador Prov's. Issued for New F.A.M., No. 8 extension, (5 var. cpl.).....	1.40

Southwest Stamp Co.

Flatiron Building,
Fort Worth, Texas.

Canada

Mr. W. R. Patton will be the editor of this column on Canadian airposts, and his activities for the past few years ably fit him for the task. Any inquiries on Canadian airposts, addressed to him, will receive a prompt reply, if return postage is included. If there is anything that puzzles you, or if you can make any additions or corrections to the Canadian section in the catalogue, write Mr. Patton, (Box 2384 Winnipeg, Man. Canada).

In addition to keeping us informed of new developments in this popular country, Mr. Patton promises us some interesting accounts of flying the mail in the far north.

PRINCE GEORGE--INGENIKA FLIGHT

The matter of this flight has been very carefully gone into, and it is now found definitely that the statements I made in November "Journal" were wrong. Covers of this flight are absolutely O. K.

ITEMS OF INTEREST

A great many dealers, in fact, far too many, are in the habit of stating "First Flight" with many of their covers being offered. We would ask those who notice this item, and some of you will, to first be certain that your cover is a First Flight cover. This is caused by ignorance, I believe, rather than any other cause. Unfortunately one cannot designate the dealers in an article of this kind. A very glaring example of covers that are not first flights are the Patricia Airways Ltd. of Mar. 9th, 1928. This Company issued a new stamp similar to the old Patricia. Covers flown with this stamp are, of course, the real first flight covers. Those carrying the old Patricias of the surcharges, etc. are NOT Firsts in any way. As a matter of fact they were carried on the first flight as a matter of courtesy only, and against the regulations.

Another item is the use of the word cachet. Many covers of the Western Canada Airways, Cherry Red and Commercial (Not firsts) are being offered as having cachets whereas this so-called cachet is only the regular cancellation of the Company.

Next month I hope to start an article of the flight between Edmonton North to Aklavik, Canada's longest air mail

FIRST FLIGHT C.A.M. 25
St. Petersburg, Fla. Dec. 14, 1929.
Two cachets—Official Post Office cachet and beautiful Chamber of Commerce cachet showing Aeroplane, Yacht, Pelican, Sunrise and Slogan "The Sunshine City". Both cachets very clear.
Stamped with two Edison and one Wright Commemorative stamps. Price 25c. Money order or Commemorative stamps.

E. RICE
7 Third St. North, St. Petersburg, Fla.

route. Covers of this flight are coming back very slowly. It is now definitely settled that all covers will be cancelled or backstamped at Edmonton as Fort Mc Murray is not suitable, due to train connections. There is only one train per week to Edmonton, leaving Thursdays at 10:30 A.M. As mail was liable to arrive any time during the week, the Post Office decided better service would be given by delivering to Edmonton by plane as being only four hours flight away.

The Prairie flight is still being held up on account of lighting at Winnipeg. It is possible that by February 1st a start will be made to place lighting equipment, and one hopes flying will be started by the 15th. The Department at present states that the first flight will come off just as early in February as possible.

A new rate comes into effect in Canada with the Yukon Airways & Exploration Co. Ltd. They are about to re-commence operations for 1930 with a cut in rate from 25c. per ounce, now revising same to 12½c. per ounce.

THE FLIGHTS OF 1929

During 1929 Canada introduced more new flights and covered far more mileage than in the three years before that. The first flight of 1929 was commenced on Jan. 23rd with the Government flights for Fort Chipewyan, Fort Fitzgerald, Fort Smith, Fort Resolution, Hay River, Fort Providence, Fort Simpson. A 900 mile trip flown by the Western Canada Airways pilot, "Punch" Dickins. Due to storms and very bad weather the commencement of this flight was delayed over two weeks. Leaving Edmonton on January 23rd Dickins pushed on to Fort McMurray, where a mail had just been brought in by train from Edmonton, and as he was in a hurry, quite a few dealers who had mail there for this first flight, missed out. Dickins refusing to wait for any more mail. A peculiar feature of this mail service is that it was understood that only parcel post would be carried, and no letters. It seems that this is a flight where letters were carried alright but without authority from Ottawa.

This day, the 23rd, Dickins got as far as Fort Smith, leaving there on the 25th and picking mail up at all points for the South (Edmonton) he arrived at Fort Providence that evening, leaving there next day and arriving at Fort Simpson. On the 27th Dickins left for the South, and after storms, accidents, etc. arrived at McMurray on Feb. 5th. Part of the mail was back-stamped on the 5th, the balance on the morning of the 6th. About 700 to 800 letters were carried either North or South, but as the mail was nearly all business or private mail, very few of these covers will ever be in the hands of collectors. About 250 to 275 should be the number of covers available.

Also on Jan. 23rd the Government pulled off another Maritime one with their usual speed, very few being able to get in. These covers required the regular 2c. postage only. Plane left Moncton for Summerside, also Charlottetown to Summerside. On the 24th the first flight occurred between Summerside to Charlottetown.

This was followed on the 28th by an experimental flight between Ottawa-Montreal Saint John and Halifax. At the landing field in Saint John the plane was slightly damaged and trip to Halifax was not made until Jan. 31st. The return flight to Montreal and Ottawa was also made the same date. Very fine cachets were used on these trips and those whose covers arrived at Saint John after the 28th received a very fine one for Halifax, covers showing a Moose and placed on envelopes in blue, instead of the regular purple.

On Feb. 28th Pilot John M. Patterson left Whitehorse, Yukon with one of the Yukon Airways machines for Telegraph Creek arriving there that afternoon. The mail consisted of about 316 letters and it is understood that Patterson signed every cover carried. Pilot Patterson was killed on Nov. 2nd when leaving Mayo for Whitehorse on his regular trip. As he was about to swing around to the South the plane nose dived and was a complete wreck, Patterson being instantly killed.

On March 5th Pilot Dickins left Fort McMurray for Wrigley, Fort Norman and Fort Good Hope, not stopping at Fort Norman on the way South as conditions of the ice were such that he could not land. This trip with mail was made on account of some fur traders desiring to bring in a cargo of furs to Edmonton. As it meant a trip of six weeks by dog team, possibly more, one can understand that with a rich cargo of furs it would be well worth travelling by plane, which would make the trip in two days. This time to make the trip is caused by the fact that travelling is impossible before 9 or 9:30 in the morning, as there is not enough daylight to see well enough, and engines take something like an hour to get warmed up for starting. Then around 4 or 4:30 machines must land once more on account of the rapidly growing darkness. Dickins left Fort McMurray on the 5th and arrived at Fort Good Hope on the 7th, leaving there at daylight on the 8th. I, personally, had the pleasure of talking to a gentleman from Fort Smith. one of the passengers from there that took the trip to Fort McMurray. He stated that the \$165.00 passenger fare was cheap, as what he would usually do by dog team in a month had been done in a day, and not so much discomfort.

(Continued next Month.)

DEALERS

It will pay you to circulate subscription blanks for the *Airpost Journal*, which will be sent to those requesting them, free of charge.

In addition to the dealer's commission, we are offering \$75.00 in prizes to dealers securing the most subscriptions during next six months, address—

THE AIRPOST JOURNAL
108 STATE STREET, NEW HAVEN, CONN., U.S.A.

Mr. Jost sends us the following letter, concerning which he says: "The enclosed letter may or may not be of interest to you. It is in reply to a letter I wrote the P. O. Department at Ottawa, regarding the far north flights. I received two covers routed, Fort Chipewyan to Fort

McMurray. These covers were cancelled Edmonton and backstamped Fort Chipewyan, the Fort McMurray backstamp not appearing at all. I asked what Edmonton had to do with it and why the Fort Chipewyan cachet was missing etc. The enclosed letter is supposed to be explanatory." Dear Sir:

I beg to acknowledge the receipt of your letter of the 19th instant regarding the enclosed cover, and would express regret that the routing indicated was not followed, and that the cachet for the reverse movement was applied. You understand, of course, that the letters conveyed by air between Chipewyan and Fort McMurray (Southbound) had first to be conveyed by air from McMurray to Chipewyan (Northbound) as there is no other method of conveying mail now in use between those points. The cachets will be returned to this Department as soon as the Southbound flight is completed, and if you wish the Chipewyan-McMurray cachet stamped on this cover I will have this done, as the cover is fully entitled to it.

The presence of the Edmonton date-stamp on this cover represents an unprecedented but perfectly genuine postal problem, and when this is understood I do not think any philatelist of standing will object to it.

Please endeavor to visualize the situation. Fort McMurray is an out-post of civilization on the frontier of the great North country. The Post Office there is small and the facilities very limited. Remember always that the primary object (and if matters came to an impasse, the only real consideration) is to get the regular mail to the inhabitants along the seventeen-hundred mile route to Aklavik. This Department was faced with two alternatives:—to make the initial flights without public announcement and thus keep the great majority of philatelists out of them, or to send out announcements and run the risk of clogging the regular mail with philatelic material. Of two evils (from our point of view) we chose what we believed to be the lesser; but the enormous quantity of philatelic material which poured into Edmonton made it utterly impossible to datestamp the covers at Fort McMurray as had been intended. To have insisted upon this would probably have been to break down the machinery at that point and jeopardize the success of the whole enterprise, which would have been a real tragedy to the people of the North, towards whom, as intimated above, our primary responsibility lay. Consequently, in response to last-minute representations from the District Superintendent of Postal Service at Edmonton, telegraphic authority was given to date-stamp the Northbound covers at Edmonton, where a

larger staff and a cancelling machine were available. Needless to say this did not alter the fact that all the mail, including the philatelic matter, had to pass through Fort McMurray, and is being actually flown between the different points on the route.

I welcome the opportunity to answer your letter, in order that any misunderstanding may be dispelled, but I am at a loss to understand the apparent imputation of bad faith on the part of those sceptics who were evidently willing to wager that the philatelic mail would not be carried by air between points in the Far North.

Recognizing the imperative necessity for eliminating all possibility of any miscarriage in the procedure laid down, this Department has detailed an Inspector of Postal Service, who is well acquainted with the Mackenzie River country, to accompany the mail all along the way and see that it is actually conveyed by plane between the different points of call and handled postally at the various Post Offices en route. This man is risking his life on an arduous undertaking, almost entirely for the benefit of philatelists. I am afraid your friends have lost their bets. Though the date-stamping and cachet impressions may not be all that the collector might desire (this being a serious postal undertaking and not simply a philatelic enterprise) the postal genuineness of the covers need never be in doubt.

I have always understood that the essence of philatelic value and interest lies in the postal significance of the postage stamps, cachets and postmarks used. If the Mackenzie River covers vary from the normal it is solely because of adequate postal reasons, hence such variations, far from reducing their value and interest, should tend to increase these factors as the years go by.

Yours truly,
G. HERRING,
Chief Superintendent,
Air Mail Service.

A LITTLE PEEP INTO THE FUTURE

Sometimes, it is not a bad idea to tell readers what new features are going to appear. In future numbers, and very shortly, the following items will appear in the Journal.

Post Office Inspector Hales story of the first flight from Edmonton to Aklavik, which is now being written up for an early issue.

The biggest amount of mail carried on a Canadian route in one day, and in comparison with the population of the Country served, probably the biggest mail that was ever carried by airplanes.

Canada's first 2c. mail route opening. The peculiar cargoes carried, one of which was a special trip carrying all potatoes in 15 pound parcels. Wow, what a cargo.

Other items will also appear which have never been used in any air mail paper, as far as known.

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Specially designed for the First Flights 25 envelopes either style, 25c; or 125 envelopes for a dollar bill. Samples for stamp.

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- No. 904 overp. Official in red..... 2.50
- 75 diff. Mex. postage stamps..... .75
- 100 diff. Mex. postage stamps..... 1.90
- 10 diff. Official stamps..... .20
- 1 cover pioneer flight Guatemala-Mexico
City 28 April 1929, same date in
both cities..... 6.00

FROM THE EDITORS SCRAPBOOK

In the November issue of the Airpost Journal, I mentioned a special airmail stamp which was used in 1906 in San Francisco, Cal. A few weeks later I had the pleasure of receiving a copy of this stamp, used on cover, accompanied by the following letter:

"While reading it, (the first number of the Journal) I came across the article, "The First Airmail Stamp", and really could not help smiling when I read it, as I had this stamp among my curios since it had been issued, addressed to myself, and never thought that mention of it would ever be made.

I enclose the envelope so that you can see and believe that the stamp was really used, but what its purpose was, I do not know myself."

—Louis A. Goetz.



The stamp is illustrated above, showing the cancellation which tied it to the cover. There was no other stamp used, and no other marks appear on the cover, which might throw any light on the subject.

Can any of our readers give us any further information?

We wish to thank Mr. Goetz for allowing us to illustrate this mysterious piece.

Also in the November issue, and in this same column, we mentioned a receipt for an airmail letter, issued in 1912 by the Christmas Aeroplane

Co. to "one C. R. Morris." The receipt stated that this company agreed to carry airmail between Washington and New York for 25c a cover. We had never heard this company mentioned and assumed it had long since been forgotten. It never really occurred to us that any of our readers might know something about it, but we felt the same way about the San Francisco stamp, mentioned above. At any rate, we hit the bullseye both times, and we begin to suspect that somebody reads this column. (If our advertisers get results like this, we will soon be forced to increase the size of the Journal.)

Here is the letter that proves our second bullseye. See also November Journal.

Gentlemen:—

A short time ago Mr. A. N. Caudell of the National Museum, Washington sent me a clipping from your Journal in which you stated that you held a receipt for a letter posted in New York to be carried by air mail from New York to Washington by the Christmas Air Mail Company, for delivery to one Chas. R. Morris.

I am undoubtedly the person to whom the letter was addressed as I was an active stamp collector at that time in Washington. I also venture the guess that your receipt will show that it was mailed to me by A. E. Owen who sent me a cover by the first air mail carried on Long Island in September 1911 and which I still own.

A rather strange co-incidence in connection with this matter is that my son who is an aeronautical engineer is working at the present time for Dr. Christmas who was the head of the company which intended to carry the mail from New York to Washington in 1912. Upon receipt of your article and your inquiry as to whether anyone could give you information regarding this flight I had my son ask Dr. Christmas about it. I find that at about the time the flight was to be made the Treasurer of the Company absconded with all money of the Company and was not caught so that needed repairs to the plane could not be made nor could he refund for the letters deposited with him for delivery. Therefore no flight was made at that time.

I find amongst my papers a clipping from a Washington paper which mentions that the proposed flight was to be delayed from May 12th to 18th for the installation of a stronger motor. It was this work which was not completed.

Cordially yours,

CHAS. R. MORRIS.

URUGUAY

1924 Air Mail

Scotts Nos. 604-5-6

Special Price

\$1.50

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1482 Broadway, New York City

DOINGS AT THE BOSTON AIR MAIL SOCIETY

Regular meetings of the Boston Air Mail Society were held at the Hotel Lenox on December 4th and January 8th. At the December meeting an informal exhibition was held, members being asked to bring in items or collections of interest. Members of the Suburban Club were invited guests that night. The exhibits were varied and proved of interest to all who attended. Most interesting, perhaps, was a fine collection of crash and accident covers displayed by Mr. Markee.

At the January meeting plans were formulated for the coming season. As the Societies' contribution to the Tercentenary Celebration it was voted to invite the members of the American Air Mail Society to get together in Boston. It was decided that the most suitable time would be during the week of the American Philatelic Society Convention so that the members would have the opportunity of meeting when the greatest number of philatelists will be in town and also be able to attend the exhibition.

The Boston Air Mail Society invites the membership of all air mail enthusiasts around Greater Boston. Meetings are held at the Hotel Lenox on the second and fourth Wednesday evenings of each month. Plans are being made to make the meetings as attractive as possible and everyone interested is cordially invited to attend a meeting and become acquainted with the members. The dues are nominal and include membership in the American Air Mail Society.

—WILLIAM C. ALBRECHT.

CZECHOSLOVAKIA

A few varieties of the 1920, imperforated issue have just turned up and we list them here since they are not mentioned in Scott's although it seems impossible that they have not been chronicled elsewhere. They are errors in color of surcharge and values they are printed on.

14 K on 1000 violet in Red
28 K on 500 red brown in Blue
28 K on 500 red brown in Black

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Delayed flight of Zeppelin cover and card both for.....	\$3.00
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CAM 25—Dec. 1st three covers.....	.25
CAM 26 set of 6.....	1.00

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1915 So. Jefferson St. Louis, Mo.

The Airpost Chronicle

Notices of new flights, new airmail stamps, and any news items of interest to Airpost Collectors are desired for publication in this column.

ABYSSINIA

Two outstanding varieties have been found in the air stamps noted in our Chronicle. A block of ten copies of the 1th. value has been seen with diagonal overprint, and in sheets of the 1/2m., 1m., 2m., and 3th. values, the handstamp has appeared once on the centre margins that divide the panes of twenty-five stamps. Other rare varieties include the 1/2meh. with overprint in carmine instead of violet; and the 1/4 and 1/2meh. denominations with inverted overprint.

—F. Field.

ALBANIA

The first airmail series has been surcharged, the term which means, "Kingdom of Albania". We understand that only 1000 sets were issued. Surcharged on the seven values, 5q green; 10q rose red; 25q deep blue; 50q dark green; 1fr dark violet and black; 2fr olive green and violet; and 3fr brown orange and dark green. Watermarked lozenges and perforated 14.

We note in Scott's Monthly that the 5q green and 10q rose of the 1927 issue have been seen with double surcharge, one inverted. Also, the 10q of 1927 and 5q of 1928 with inverted surcharges.

ARGENTINA

By decree dated 7th inst. and published on the 9th, the Aeroposta Argentina are authorized to run an experimental airmail service between Buenos Aires and Mar del Plata, from 15th inst. to 3rd March 1930. The last named town is a popular bathing resort and the season is now opening. The usual tariff of 15c. for each 5 grs. plus ordinary postage will be applied. Air Mail stamps are not available for this service but as a rule they are allowed to pass on the 1st flights.

—A. H. Davis.

The NYRBA Route to New York along the east coast of South America will be inaugurated March 1, 1930. Stops are: Buenos Aires, Argentine; Montevideo, Uruguay; Pelotas, Porto Alegre, Florianapolis, Itajahy, Paranaqua, Santos, Rio de Janeiro, Campos-Barra, Victoria, Carabello, Bahia, Aracaju, Maceio, Pernambuco, Parahiba, Natal, Fortaleza, Sao Luis, Para, Brazil; Cayene, French Guiana; Paramaribo, Dutch Guiana; Georgetown, British Guiana; Port of Spain, Trinidad with branch line from here to Caracas, Venezuela; Martinique, Martinique; Guadeloupe, Guadeloupe; San Juan, P. R.; Santo Domingo, D. R.; Port au Prince, Hayti; Santiago, Camaguey, Cienfuegos, Havana, Cuba; Miami or Tampa, Jacksonville, Savannah, Charlestown, Wilmington (N.C.), Norfolk, Washington, Baltimore, and New York. Rates, Per Ounce—from Argentine—80c., from Brazil, Uruguay, Guianas, Venezuela—70c.—in each case to New York. Intermediate rates not fixed. It is not known at this time whether the same rates apply from other countries on list such as Cuba, Hayti, etc.

The Aeroposta Argentina made another successful experimental flight on the 18th, from Comodora Rivadavi to Buenos Aires.

The Aeroposta Airway for passengers and mails from Comodoro Rivadavia to Bahia Blanca was opened on Oct. 31st. Route: Comodoro-Trelew-San Antonio Oeste-Bahia Blanca. The service in the opposite direction was inaugurated on Nov. 1st. Mails for Buenos Aires and beyond are transferred at Bahia Blanca to the railway. About 16-17 hours are required for the journey.

BOLIVIA

The route Oruro-La Paz-Arica was inaugurated on November 16th. Covers bear an oval cachet reading "Correo Aereo—16 Nov. 1929—Oruro" in three lines. Samples of other covers have not been received as yet.

BRAZIL

The new series will consist of eight values, 50, 200, 300, 500, 1000, 2000, 5000 and 10,000 reis. There is some rumor that a 100 reis value will be issued but so far there is no official confirmation.

—F. W. Boyd.

CANAL ZONE

The new 10c. and 20c. stamps were placed on sale Dec. 31st to take care of the new rate that went into effect the first of the year. Surcharged: 10c. on 50c. rose lilac (Blackburn); 20c. on 2c. carmine (Goethals). Perforated 11 and unwatermarked.

The extension of F.A.M. 9 from Buenos Aires to Montevideo, Uruguay took place on January 20th. Postage rate from Cristobal is 55 cents per 1/2 oz.

CHINA

Formosa and Hokaido will probably be given airmail service in the near future. Other points will also be added, although nothing definite has been announced as yet.

COLOMBIA

Survey Flights from Bogota to Armenia and Buga were made, starting on December 21, 1929 by Sociedad Colombo-Alemana de Transportes Aereos, "SCADTA". The plane left the SCADTA field at Fontibon, near Bogota, at 1 p.m. and flew direct to Armenia. A short stop was made to drop mail from Bogota, the flight was then continued to Buga. The plane then returned direct to Bogota.

All mail from Bogota addressed to Armenia and Buga was given a special cachet. About three hundred covers were carried. Mail from Buga to Bogota consisted of about two hundred covers.

As this was a survey flight, over the proposed extension to later connect with Buenaventura, notice was not made that mail would be carried which accounts for the few covers.

Due to the SCADTA's conservative policy in regard to the use of a special cachet, which certainly is laudable after the abuse of them that has been made in other countries, mail going over this route at a future date will not be cacheted. If survey flights bear a cachet the opening flight of a new route does not have one.

—R. S. Preston.

DOMINICAN REPUBLIC

It is rumored that a set of four or five values is under preparation.

GERMANY

A plane of the German Lufthansa left the Central Airport in Berlin on the 25th of October on a special flight to Stamboul. It covered the 1900 kms. in 10¼ hours. By error the mail did not receive a backstamp until the following day. Covers bear the departure cancellation of Central Airpost Postoffice dated, "25.10.29". The return journey from Stamboul was made on the 29th, and completed on the same day. Some Turkish mail was carried, and covers bear an early morning cachet of Stamboul plus the receiving mark of the Central Airmail Postoffice in Berlin, and the circular cancellation with date "29-10-29, 13-14."

—H. Gerdessen.

GUATEMALA

More dirty work at the cross-roads. According to Scott's Monthly, the recent Guatemala provisional 3c. airmail stamps were distributed as follows:

Cashier of General Post Office.....	300 sheets
Bookkeeper of General Post Office.....	50 sheets
Secretary of General Post Office.....	50 sheets
Chief stamp clerk of General Post Office.....	30 sheets
Secretary of Guatemala City P. O.....	50 sheets
Sold to public.....	20 sheets

HAITI

We are informed that an additional value of the present airmail set will be placed on sale shortly. It is believed that it will be a 75c.

MEXICO

As the present supply of official airmail stamps is exhausted, it is believed that the present 20c. stamp will be surcharged for this purpose. There is also a possibility of other 20c. values, such as the Carranza and Aviation Week being overprinted.

—M. Anzorena.



NICARAGUA

The new permanent set has made its appearance and is illustrated. It would seem that Nicaragua would avoid advertising her volcanoes since she lost the Canal for this very reason.

Values: 25c. deep bronze green; 50c. deep sepia; and 1 cordoba vermilion. Perforated 12 by 11½ and unwatermarked.

We can supply a few back numbers of the AIRPOST JOURNAL at the regular price for single copies, which is 15 cents. On the other hand, if you wish to have your subscription begin with one of these earlier numbers you may do so.



PARAGUAY

We have been shown a number of essays of the new permanent set which are illustrated above. One wonders whether these will be adopted since it seems only logical that they should decide on one shape.

—A. O. Litt.

PANAMA

Another set is reported from this country. It has not yet been issued but is slated for the near future.
—*Airmail Beacon*

SALVADOR

The first airmail set of this country has been issued, being overprinted on the regular issue of 1924-25. According to previous information, the set was to have been of six values, but to date only five have appeared. Values: 15c. on 10c., orange; 20c. surcharged "Servicio Aereo" only, no new value; deep green; 25c. on 35c. scarlet and green; 40c. on 50c. orange brown; and 50c. on 1 col. green and violet. All surcharges are in black except for the 50c. on 1 col. which is red. Perforated 13, 14½ and unwatermarked.
—A. O. Litt, Metropolitan Stamp Co.

The Lloyd Aero Bolivians propose to extend their lines along the following routes: Rio de Janeiro. Pto. Suarez, Santa Cruz, Cochabamba, Oruro, La Paz, Arica. The route from Santa Cruz to Cochabamba now has 11 landing places and 15 meteorologic stations.
—A. H. Davis.

SENEGAL

Airmail Stamps. The government of Senegal has just put into circulation a series of Air Mail stamps. Three types have been seen: the first for the stamps of 1, 2 and 3.50 francs, the second for the 5, 6.50 and 7 francs, the last for the 10, 15 and 20 francs.
—*L'Avietle Postale.*

SOUTH AFRICA

Air Mail stamp. An 8d. stamp, the same type as those catalogued in our preceding number, is on the point of appearing, we learn from the "L'Echangiste Universel".

UNITED STATES

Effective January 15th F.A.M. 8 was extended beyond Guatemala City, Guatemala, to San Lorenzo, Honduras, via San Salvador, El Salvador. Postage rate is 15 cents per ½ oz.
On the same day the plane on F.A.M. 8 connected at San Lorenzo with F.A.M. 5.

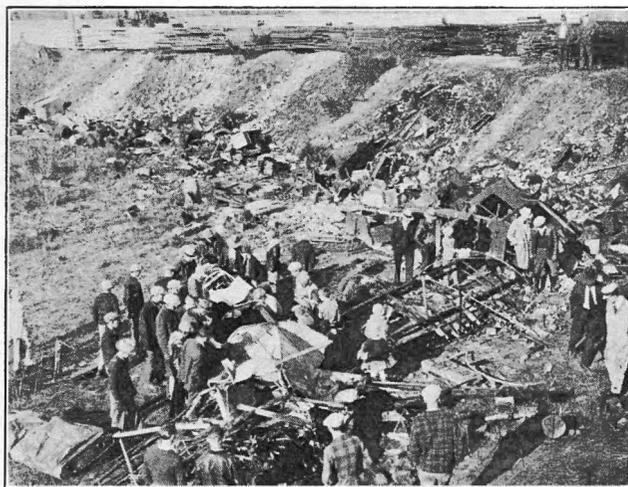
The Airmail plane leaving Toulouse for Casablanca the 30th of November met with an accident at Malaza (Spain). The mail was partially destroyed.
—*G. Micheleau.*

INDIA

The first arimail from Karachi to Athens left on Nov. 2nd and arrived in Athens on the 8th with only 24 letters. Although the London-India line was inaugurated in April, this is the first mail from India to Greece, Athens had sent mail to India on the first trip from London. Persia and Egypt are now the only countries that have not dispatched mail to Greece.
—P. J. DROSSOS

ARGENTINE

The French aeronautic mission which has been visiting the countries on the west coast of South America, under the auspices of the French Ministry for Foreign Affairs, arrived here by aeroplane from Santiago de Chile. They report that they have obtained for the Latecoere Co., from the Venezuelan government, an exclusive airmail concession for the exploitation of the national and international services.



On Nov. 30th a Varney airmail plane, flying on CAM 32 west bound from Pasco, Wash. to Portland, Ore. struck a tall tower and crashed near the Columbia river bridge which spans the river at the Oregon-Washington state line, between Portland and Vancouver. The crash took place at 3:15 P.M. in a dense fog, and it is not known whether the pilot actually struck the tower or whether he crashed in trying to avoid it, as it suddenly loomed out of the fog.

The plane struck about 600 feet from the bridge, and landed in a junk heap, which eliminated the necessity of removing the wreckage. The plane burst into flames and the pilot succumbed to injuries and burns.

About 7,000 pieces of mail were in the plane at the time, most of them being badly scorched. These were forwarded to the addressees with the following explanation:

UNITED STATES POST OFFICE
Portland, Oregon.

November 30, 1929.

This piece of mail was damaged in wrecked air plane at Vancouver, Wash., 3:15 P.M., November 30, 1929.

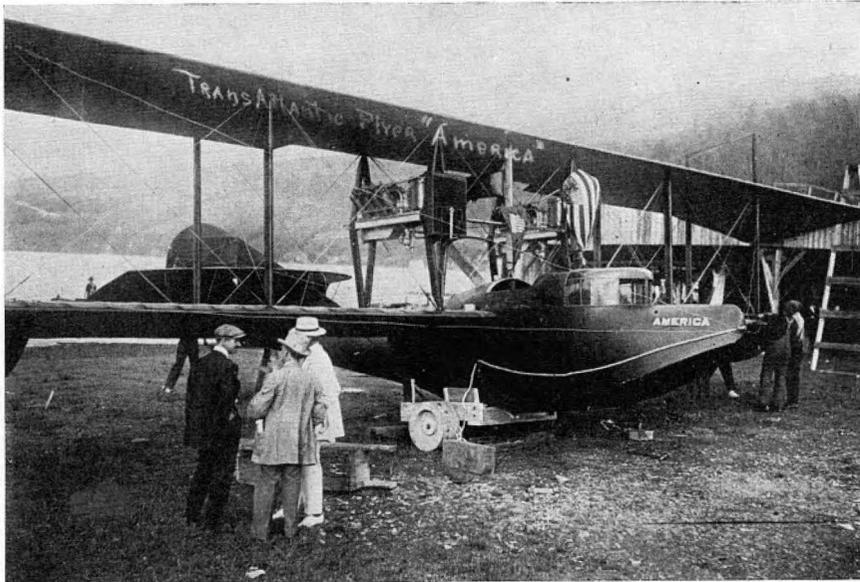
J. M. JONES
Postmaster.

We wish to thank Mr. Eugene Clifford, of Portland, Oregon for sending us the above photograph and information. Mr. Clifford did not give us the name of the pilot.

The following number of pieces were carried on the first flight between Comodoro Rivadavia and Bahia Blanca on October 31st.

Comodoro-Trelew	115
" -San Antonio	38
" -Bahia Blanca	163
" -Buenos Aires	421
Trelew-San Antonio	19
" -Bahia Blanca	55
" -Buenos Aires	75
Buenos Aires-San Antonio	40
" -Trelew	60
" -Comodoro	200
San Antonio-Trelew	30
" -Comodoro	50

—A. H. DAVIS.



IT MIGHT HAVE BEEN THE FIRST ACROSS

The Rodman Wanamaker Transatlantic Flying Boat, "America", built by Curtiss in 1914 for a transatlantic flight by Lieut. John Porte, of the British Navy. The flight was to have been made from Newfoundland to Europe, via the Azores and Spain, and trials were completed late in June 1914. As the machine was being packed for shipment to Newfoundland, Lieut. Porte suffered a severe hemorrhage and was sent to the Adirondacks to recuperate. Before he recovered, war broke out in Europe. Lieut. Porte was recalled to England and the "America's" opportunity, for fame and a permanent home in some museum, passed forever.

THE SUBSCRIPTION CONTEST

We are inclined to think that most of the Dealers are inclined to be a bit lazy, at least as regards sending out subscription blanks. We know from our own experience that it is not difficult to obtain subscriptions to the Journal. To our minds, any active dealer should be able to get 200 subscribers before June 1st. This contest is open to collectors also, and the four highest on June 1st will share in some worth while premiums. In addition, we pay a commission on all subscriptions you secure, and supply you with the necessary blanks. Here is the standing to date, 1 point for a six months subscription and 2 points for a years subscription:

- W. W. Betts.....16
- G. A. Zimmerman.....11
- Airpost St. Co..... 9
- Geo. Tucker..... 6
- G. Street..... 4
- F. Herget..... 4
- R. Wight..... 3
- W. Chapin..... 3
- N. Joseph..... 3
- E. Cantrell..... 2
- E. Klein..... 2
- W. Treichler..... 2
- M. Auzoreau..... 2

1 each: F. Toth, D. Eigel, H. Barnett, H. Meisel.

Mr. O. W. R. Smith writes that he will give a good first flight cover of 1926 to anyone advising him of the whereabouts of one "S. Samalonis" late of Delair, N. J. An approval selection seems to have disappeared along with Mr. Samalonis.

Mr. Hildesheim has kindly sent us a copy of an interesting pamphlet called, "Postal Pioneer Flights of the United States". It contains a brief description of a majority of the U. S. pioneer flights, giving the names of the pilots who carried the mail, and illustrates several of the flown cards.

While all of these early American flights have been rather thoroughly written up already by Mr. Truby and others, Mr. Hildesheim has contributed copies of several letters, either requesting permission to carry mail, or from the Post Office Dept., granting this permission. However, what is the author's biggest scoop, is probably the reproduction of an original Vin Fiz stamp on a flown card.

Our main regret, is that a better grade of paper was not used, for the reproductions have lost much of their charm, and there are several very interesting photographs shown.

Letters From Our Readers

Under this heading readers may air their opinions about the hobby, this magazine, the Standard Catalogue, or about anything else that is of interest to the hobby. Letters must be signed, but your name will not be published if you ask us not to.

THE JOURNAL IS HERE TO STAY, DOCTOR

"As a collector of airmail stamps I want to congratulate you upon your most excellent Journal. I take all of the better known stamp magazines, but none appeal to me as the two issues of the Journal do. I trust you will be able to continue this publication as the months go by.

You seem to get all the news that I am interested in—especially the chronicle.

Very truly,
(Dr.) Howard H. Warner"

Dear Sirs,

"I like the No. 1. It is the nearest thing to a real Airpost Journal I have yet seen and I hope you will be able to keep it up."

Yours truly,
W. E. HUGHES,
Middlesex, England.

Your second number of the Air Post Journal was just splendid, especially the article on the Vin Fiz in which you gave a detailed resume of the flight is a very historical record. There is nothing being published either in this Country or in Europe that compares with yours. If you keep up this good work, the Air Post Journal will become the leader within a short period.

My sincere congratulations and very best wishes.

Yours sincerely,
GEO. W. ANGERS.

Dear Sir:

I am sending you \$1.00 for a years subscription to your highly interesting magazine, The Airpost Journal. Really, I cannot praise the sample copy you sent me, too much. I can truly state that I derived more genuine pleasure from reading those pages than I ever got from any other magazine,—and I've been reading most of those published. Keep up the good work.

—A. EDELBLUT.

"WASHINGTON STAMP NEWS"

CONSISTS OF:

1. A special bulletin mailed to you whenever a new U. S. postage stamp or a new U. S. air mail route is officially announced.
2. A monthly booklet giving the latest list of stamps for sale at face value by the Post Office Department and other information and late offers of unused U. S. stamps and first day covers.

Send for particulars and free sample copy of booklet.

UNUSED U. S. STAMPS AT FACE VALUE. If you want to know about the Government Philatelic Agency which is operated for philatelists, send 10c for my pamphlet, "The Philatelic Stamp Agency."

C. E. NICKLES
207 SEATON PL., N. E. WASHINGTON, D. C.

South Africa

The new South African Airmail started on August 26, 1929. On the arrival at Cape Town of the English mail boat, mail specially marked, and prepaid with 4 pence extra postage, was transferred to the plane and (with local mail, mostly stamped with the new 4 pence air stamp) was flown to Port Elizabeth. Here two planes were waiting, one for the East London & Durban mail, the other for the Bloemfontein & Pretoria mail. This latter plane only reached Bloemfontein by nightfall, so transferred its mail to the railroad, to save time.

No special postmarks were used, and it appears that the only letters to get backstamps were some addressed to a "Post Restanto" or "% Postmaster". Johannesburg did not even do this, so far as I know!

The first return flight was made on August 29, to connect with the outward-bound English mailboat.

FIRST FLIGHT NORTH,

Covers or Cards with 4 pence airstamp.

Cape Town....Durban (976 flown) Backstamp.....	\$1.50
Port Elizabeth—Durban (437 flown) Backstamp.....	\$2.00
East London—Durban (511 flown) Backstamp.....	\$2.00
Cape Town—Johannesburg. No Backstamp.....	.75
Port Elizabeth—Johannesburg. No Backstamp.....	.75
East London—Johannesburg. No backstamp.....	.75
Bloemfonkin—Johannesburg, unflown50

The set of 7 covers for \$7.50

Can supply covers with both airstamps (4 pence & 1/-) on one cover. With bs. \$2.00 without bs. \$1.25

FIRST FLIGHT SOUTH

Covers or Cards with 4 pence airstamp.

Pretoria (flown from Johannesburg)—Cape Town Backstamp	\$1.25
Johannesburg—Cape Town. Backstamp.....	1.25
Bloemfontein—Cape Town. Backstamp.....	1.25
Durban—Cape Town. Backstamp (1081 flown in the local mailbag and 1039 for overseas).....	1.25
East London—Cape Town. Backstamp.....	1.25
Port Elizabeth—Cape Town. Backstamp.....	1.25
Mossel Bay—Cape Town. Backstamp. Although not a stop on the airmail route, Mossel Bay makes use of it. This town was the "sleeper" of the 1925 service, and is going to be the best of the 1929 covers!.....	1.50

The set of 7 covers for \$8.

Can supply covers with both air stamps (4 pence and 1/-) on one cover with backstamp for \$2.00

I also have a few covers Durban—Johannesburg, (flown to Port Elizabeth on first flight South). 665 letters sent on this stage. No backstamp..... .75

GREAT BRITAIN

Mail carried on first flight north.

Set of 7 covers, sent to Mossel Bay (bs). Johannesburg (No bs) and Pretoria (No bs). The set of 7 for \$5.00 (Odd covers with bs. \$1 each, without bs. 50c. each)

IRISH FREE STATE

Only 201 letters were posted from Ireland, to connect with this first flight. Set of 7 covers (same details as for British set) for.....\$10.00 (Odd covers with bs. \$2 each. Without bs. \$1 each)

These prices will hold good for *two months* from date of publication, provided that my stock lasts that long! Anyway, they will *not* be reduced. I will not advertise a bargain sale later—all my covers go UP, not DOWN. Never have enough left for bargain sales!

JOHN S. DAVIS

(A.A.M.S. No. 155)

71 RODNEY STREET
LIVERPOOL, ENGLAND

HOW IT'S DONE

At a recent hearing on the proposed Southwestern transcontinental airmail line, 5 Senators and 25 Congressmen were present. All of them were unanimously in favor of the idea, but differed somewhat as to the most ideal route to be followed.

Senator Heflin, of Alabama, said that the cities of Birmingham and Montgomery were vitally interested in the proposed Southwestern transcontinental line.

Senator Thomas, of Oklahoma declared that Tulsa and Oklahoma City were clamoring to be put on a transcontinental route.

L. E. Thomas, Mayor of Shreveport, Louisiana, spoke in behalf of his city.

Walter B. Weisenberger, of St. Louis, armed with charts containing financial and trade statistics declared that St. Louis should be located on the proposed route.

Senator Hayden, of Arizona advocated the establish-

ment of the most southerly line proposed, claiming that climatic conditions were better in every respect. He also promised that Congress would make the necessary appropriation for the route, when established.

Senator Bratton, of New Mexico spoke of the air port facilities in his state and said that Albuquerque should be included in any Southwest transcontinental line.

E. J. Huxtable, postmaster at Douglas, Arizona, said that there are 364 days of clear weather in his city and that it contains the only international airport in the country. He said Douglas should be included in any proposed Southwestern transcontinental route.

Frank H. Hitchcock, former Postmaster General, filed briefs with the committee in favor of *all towns in Arizona* with the exception of Yuma, which was taken care of by former speakers.

In writing advertisers, please mention the "Airpost Journal"

Dear Sirs:

I have at hand your December issue of this splendid little magazine. I read your article on the "Vin Fiz" flight and decided I had received my dollars worth already. However, find enclosed the dollar. Kindly place my name on your list for the next twelve issues, beginning with the January Number.

Sincerely yours,
DAVE P. CARLSON.

\$3.75 **\$3.75**
Port of Spain--Paramaribo !
179 Carried !

If this cover is missing in your collection (which is very likely) now is the time to get it. With such a small quantity flown, it is bound to be one of the "GOOD ONES". Get yours now!

Also:

Port of Spain--St. Lucia (266).....	\$3.00
-Antigua (233).....	3.25
-Georgetown	2.00
-San Juan.....	1.50
Georgetown--Paramaribo	3.00
St. Lucia--Antigua	2.00
-San Juan	2.00
Antigua--San Juan.....	1.75
-Port au Prince (24).....	20.00
Paramaribo--Georgetown	4.00

Figures on other covers are due soon, so rush your order at once as prices will go up when definite amount carried is known. And the above covers will not last at these prices.

Many others in stock of this LINDY flight as well as other FAM routes. Let us know what you want and we will quote prices or send on approval to those known to us. Anything in CAM, FAM, and Foreign covers sent on approval. Usual references, society number or two dealers.

The Berkshire Exchange

1576 BROADWAY
(Between 47th and 48th)
NEW YORK CITY

NEWFOUNDLAND CATALOGUE.
1930 EDITION.

Full of information for collectors.
It has an Air Mail section.
IT IS FREE.

REV. BUTLER,
ST. GEORGE'S, NEWFOUNDLAND
(Nfld. means Rev. Butler.)

BIG ANNIVERSARY SALE !!!
CERTIFIED AIR COVERS !!!

FAM'S 10c. And UP!!

Do not fail to get our list of wonder bargains.
Also sale on Cam's, dedications and others.
EXTRA SPECIAL!!

Montevideo Extension !!

Miami to Montevideo, registered.....	\$1.10
Cristobal to Montevideo.....	.90
El Salvador and San Lorenzo FAM 8!!	
Brownsville to San Salvador.....	.60
Brownsville to San Lorenzo.....	.60
We expect to have many of the hard to get points and it will pay you to see me first. Our advance cover service customers get everything at a slight bit above face and everything else at only 9c. per cover. Why not join today. A dollar bill does it.	

If It's Airmail

SEE HERGET FIRST

"Airmail Specialist"

553 Suffolk St., Buffalo, N. Y.

Established 1919 but strictly up to date!

GRAF ZEPPLIN--RECENT FLIGHTS

On the Balkan Flight which the Graf Zeppelin made on Oct. 15 mail which had been previously gathered for the flight to Silesia, was also forwarded. The Airship was ready to start on the latter flight, when news came of the death of a Foreign Minister, and the flight was abandoned. Mail which had already been prepared bore the cancellation of Oct. 10th, and was not cancelled again prior to the start of the Balkan trip. For this reason, unfortunately, it is impossible to tell from the cancellation, on which day the trip of the Graf Zeppelin actually began.

Mail posted later, especially for the Balkan flight, bears the cancellation of the 15th. Mail was dropped over Bucharest and Breslau. In Bucharest the mail received the airmail cancellation—"Bucaresti 16, Oct. 29. Par Avion", and in Breslau, the usual receiving cancellation with the date "17.10.29.10-11, or 11-12". The Graf Zeppelin landed at Friedrichshafen on the following evening, Oct. 17th.

On the 23rd of Oct. the Zeppelin left on a trip to Spain, from which it returned on the 24th at noon. Mail was dropped over Barcelona, and on the return trip again over Basle. Mail dropped over Barcelona was forwarded to the addressees from there. Mail addressed to Germany was forwarded by train to Paris, without being cancelled. From Paris the mail was carried by air on regular mail planes to Germany. This mail has the forwarding mark of the Paris Postoffice and the receiving marks of various German Air Postoffices, according to destination.

The cancellation of mail addressed to Barcelona has the date, "23.10.29." in the center of a circular machine cancellation. After it reached the Central Postoffice, an additional cancellation was applied, "Correo Aereo 24.10.29, Barcelona." Mail dropped over Basle received the airship cancellation.

On Nov. 2nd the Graf Zeppelin left on a trip to Switzerland, making an intermediary stop at Zurich. Mail from Germany was dropped over Winterthur and cancelled with the Zurich-Dubendorf airport cancellation. Registered mail received an additional cachet in red, "Zeppelinpost-Schweizerflug 2. Nov. 1929". The Graf Zeppelin did not carry the mail back to Germany, for it was dropped over Frauenfeld before leaving Swiss territory, and from there forwarded by airpost from St. Gallen.

Additional flights were made on the 3rd of Oct., to Boblingen, and on the 10th of Nov. to Frankfurt am Main. On both flights mail was carried, also on the return journeys. In Boblingen mail was given the receiving cancellation, "Flughafen 3.11.29 13-14, and in Friedrichshafen mail was given the airport cancellation with the date. At Frankfurt am Main no arrival cancellation was used.

On the 15th of Nov. a test flight was made, on which mail was carried. This was dropped in Switzerland, over St. Gallen. The return journey was made over Ulm, and the Zeppelin landed on the evening of the same day. This was the 50th journey of the Graf Zeppelin, and upon its completion it was taken out of commission for a thorough overhauling. No further flights will be made in the near future.

—HEINRICH GERDESSEN.

My dear Mr. York:—

I am very sorry that I could not find time to write to you sooner and commend you on your wonderful magazine, The Airpost Journal. I enjoy reading every bit of it and I am sure that all the other collectors feel the same about it. The cuts are very fine and the articles are very well edited and presented.

You no doubt know that I am now preparing a book on the History and Development of the United States Air Mail Service, covering the period of the Government operated air mail service. You also know from experience that this requires an awful amount of work. Getting all the correct information on all these flights means naturally a lot of corresponding and generally I have succeeded in getting the desired information. Sometimes the "Boys" are very obliging and I find a number of items which are very interesting. Among my correspondence I received a clipping telling me that the enclosed was a very historic flight and should find a place in my book. I do not want to mention the name of the party who sent it to me and I do not know where it was taken from. But one thing is certain, there were very few of these flights made which required such courage. As I feel that this article which I believe is true, will be interesting to almost everyone of the male airmail collectors, I am sending it to you thinking that you may use it in your new magazine if you believe it is of value. I am trying to assist you in giving you articles from time to time and this is the first one.

Do not forget to send me your new catalogue as my order has been in your hands for some time.

Wishing you the best of success, I am,

Sincerely yours,

KARL B. WEBER.

"Air Mail Pilot Earl F. Ward has been awarded the Distinguished Fortitude Medal with palms for exemplary devotion to duty in the face of the most dangerous manifestation of nature ever encountered by a pilot. His heroic fortitude in bringing his ship in on time despite conditions that would have delayed or halted 9 out of 10 experienced pilots has been the subject of unstinted praise in Cleveland, and I have been requested by the President of the Safety First League to give Mr. Ward's thrilling experience nation-wide publicity, which it certainly deserves, for no man of less stern caliber than Mr. Ward could have battled Nature successfully in one of her most dangerous phases.

"Flying the Air Mail from New York last Sunday, Ward was hitting along quite low to keep under the clouds that hung over Ringtown Mountain when he chanced to glance down at the reservoir that nestles on the mountain, surrounded in all directions by several miles of virgin forest, unpenetrated by roads, a primeval wilderness. Imagine Ward's feelings when his glance discovered four beautiful girls standing on the marge of the reservoir absolutely au naturel! Just imagine that while I explain for the benefit of those who do not understand French that the four maidens were standing there just like Eve before she got a hankering for fruit.

(Continued on pg. 22)

**LITTLE HOPE OF AIR MAIL
FOR PRESENT**

Air mail for Hawaii fails to receive the approval of the postal authorities in Washington at present, it is announced in a letter from W. Irving Glover, second assistant postmaster general, to John A. Hamilton, secretary of the Associated Chambers of Commerce of Hawaii. The letter declares that there would not be a sufficient volume of air mail, at the special rate charged for it, to justify this service at present. Possibility of carrying ordinary two-cent mail on air routes is held out as the best hope of a change in the policy of the department with regard to Hawaii.

ALL
SUPERB
MINT

Special Offering

OF MINT

AIR MAIL
SETS
MINT

AIR MAIL SETS, all in superb condition

A few of the hard to get sets which will prove a good investment!

ABYSSINIA

1929, Nos. 251 to 260
complete \$12.50

ALAOUITES

1925, Nos. 201 to 204
complete \$2.00

BRAZIL

1927, Nos. 801 to 810
complete \$18.00

COSTA RICA

1928, 10c Lindbergh
\$3.00

CURACAO

1929, Nos. 201 to 203
complete \$8.50

ECUADOR

1929, Nos. 451 to 457
Official \$12.50

FRENCH MOROCCO

1922, No. 501 \$6.50
No. 503 \$1.00

JAPAN

1929, New pictorial
complete \$.75

LEBANON

1929, Nos. 233 to 237
complete \$7.50

MEMEL

1921, No. 301 \$5.50
1922, No. 318 \$4.50

MEXICO

1929, 20c Aviation Week \$.50
40c same, RARE \$8.50

NICARAGUA

1929, New Pictorial
complete \$2.75

New 1930 Lissiuk Historical Air Mail catalog--Price \$2.00 post Free.
All orders filled on day of receipt -- entire satisfaction guaranteed.

W. W. BETTS

Rooms 208, 209, 210, Moose Building — P. O. Drawer 01,

CLEARFIELD, PA.

(Continued from pg. 20)

"Ward changed his glance into a good long look, and circled around the reservoir, while the young nymphs disported themselves and waved up to him to come down. That sounds tame as I write it—but just imagine it!

"But did Ward stay there circling around until his gas was all gone? Did he land on the tree-tops bordering the reservoir? Did he drop his plane into the lake and swim ashore? He did not! With pride in humanity I record this triumph of man over Nature. He did not! He may have faltered, mind you. He may have wanted to throw that DH and the mail and himself into the water. He may have even started to take off his shoes. I don't know—every man has a right to reserve his own thoughts. But I do know, and I write it with revived faith in the fundamental goodness of Man, he turned that DH westward, took one long lingering look, gritted his teeth until he wore through a new amalgam filling, and shot toward Bellefonte where he landed on schedule, mark that!

"Later on the trip, at Greenville, Ward saw lightning strike a tree, but after

WITH OUR ADVERTISERS

Dickason's Auction Sale which takes place on January 25th, contains a wide range of material, from U. S. Pioneers down to the rather speculative private cachets. The sale is a very large one, over 3000 lots being offered, and there is certainly something there for every type of collector. An autographed Lindbergh cover should cause some spirited bidding, even tho it is not in perfect condition.

Mr. Dickason has become a factor in the auction field, for each succeeding sale has proved better than the one before it. Another sale will be held shortly, and those who enjoy auction buying, (and who doesn't), should send for one of these sale catalogues.

To date, 24 dealers have signed for regular advertising space in the Journal, and more are coming in each month. We have refused space to one dealer, whose business ethics were not up to par.

ADLETS—Undisplayed

RATES—10c. per line for each insertion. Fifty (50) lines for \$4.00. Advertising under this heading is payable in advance, without exception.

ZEPPELIN MAIL. I have covers dropped by all the flights of the Airship Graf Zeppelin in Europe. I have also all the Stops of the Zeppelin World flight. Covers Tokio to Germany \$25.00. Otto Edenharter, Air Mail Specialist since 1919, Muenchen—19, Germany.

Wanted: Original Newspaper clippings or contemporary accounts of the following flights; U.S. to Rome attempt by J. D. Hill, World flight by Brock, Byrd Transatlantic, Ross Smith to Australia, Alcock and Hawker, transatlantic, Pinedo's world flight. Also want clippings or photographs of the following airmail pilots; Sid Malloy, Wm. C. Hopson, Roy Thompson, Wayne G. Neville, Franklin Rose, Maurice Graham, Jimmy James, Nimmo Black, Norman Patter, L. S. Flo, Leo McGinn, Capt. Corder, L. G. Fritz, Dean Burford, E. Musick, Alton Parker, A. Stephenson, Vance Breeze, Ross Kirkpatrick, and many others. Can use any interesting material along this line, will pay for what I can use. Editor, Airpost Journal.

ZEPPELIN Drop card Amsterdam Netherland
October 13.....\$ 4.00
Otto Edenharter, Muenchen—19, Germany.

ZEPPELIN Drop Card Spain, October 23 \$ 4.00.
Otto Edenharter, Muenchen—19, Germany.

Central & South America

CANADA-CHILE MIAMI-CHILE CRISTOBAL-CHILE PORTO RICO-DUTCH GUIANA CHILE-PERU CHILE-U. S. A. 1ST FLIGHTS
— All Points in Stock —

NEW: CANADA-ARGENTINE MIAMI-ARGENTINE CRISTOBAL-ARGENTINE ARGENTINE-U. S. A.
— ASK FOR APPROVALS —

SPECIALS:

MEXICO-GUATEMALA, 1st flight\$.80
ARGENTINE-CHILE, 1st flight special cachet on registered letters, only 350 letters flown 2.25
S. S. KARLSRUHE, Galway-London60
S. S. ILE DE FRANCE, Ship-to-Shore, U. S. A.-France 1.25
First Flights, ordinary flown covers and stamps from all South American Countries. Ask for approval selections. References.

IT WILL PAY YOU TO GET IN TOUCH WITH ME.

I. GOMEZ - SANCHEZ

1854/56—7th AVENUE,

NEW YORK, N. Y.

what he had seen at Ringtown he didn't give the lightning a second glance.

"Yesterday I went to the station to buy a ticket for Ringtown, Pa. I have

heard that it is a beautiful place. But there wasn't a ticket to be had. All had been sold. It must be a wonderful place."

Our subscription list has grown steadily, in fact, since we first announced the Journal last summer, not a day has passed without adding to it. Proving that quality IS appreciated.

We are glad to welcome Mr. John Davis of Liverpool, to the Journal family. We have known Mr. Davis for several years, and we consider it a distinct compliment to us, that he has selected the Journal, as his medium in this country.

England is fittingly represented in these pages, for Mr. Dalwick has been one of the most important figures in Aero Philately, since the hobby began. Probably more important collections and single rarities have passed through his hands, than those of any other dealer. Airmail classics have a way of gravitating toward Mr. Dalwick.

While we are acting as a welcoming committee, we hasten to mention Eugene Klein. To those who ever collected stamps, there is nothing that we can add about Mr. Klein, that is not already well known. We do wish to add this, however, that of all the distinguished

Philatelists, he was one of the first to recognize that Aero Philately was destined to be of world-wide importance. It seems hardly necessary for us to recommend his offerings on the inside cover of this issue, there is no safer investment in Wall st. than the pioneers which he offers.

Mr. Betts not only is leading the contest for the most subscriptions to this magazine, but he also has the distinction of having taken out the largest contract for advertising space, (120 inches) during the next 6 months. Incidentally, two other subscriptions have just come in from him, which adds to his total as printed elsewhere in this issue. After all, a hobby is as strong as its publications, and its publications depend entirely upon the support of dealers and collectors alike.

Approvals!

Fine selections of air covers of any country willingly sent on approval at lowest prices. Reference or deposit requested. Japan, Holland and B. Colonial a specialty.

VIVIAN W. GROVES
RAMPISHAM, DORCHESTER,
ENGLAND

Air Mail Stamps Wholesale

Send for recent bulletin.

LOUIS WEISSMAN

81 Nassau St. New York City

All Classes of Airmail Collectors

are finding our approvals are necessary to the enlargement of their collections.

OLD and NEW ISSUES of AIRMAIL STAMPS

OLD and NEW ISSUES of LATIN AMERICA POSTAGE

Airmail stamps in sets, unmounted, in glassine envelopes. Lists free.

B. J. DATTNER

502 PIKE

W. COLLINGSWOOD, N. J.

Airmail Stamps

Our new PRICE LIST, listing over 200 sets of AIR-MAIL STAMPS, also Singles, Packets, Collections, Albums and Catalogues, is ready. Write for a free copy.

AIRPOST STAMP CO.

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The long awaited World Edition of the Standard Airpost Catalogue, will be on the press, by the time this issue reaches most of its readers.

We would have preferred to have had the Catalogue ready sooner, but our primary considerations were "Quality", "Accuracy", and "Completeness". Some data has been difficult to obtain, and a few sections have been delayed. However, work is now well along, and the Catalogue will be forwarded to all advance orders, as fast as they are printed and bound.

The Standard Airpost Catalogue for 1930 will contain:

A complete listing and description of all airpost stamps and covers of the entire world to date.

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The 1930 edition of the Standard Airpost Catalogue has been compiled under the assumption that collectors would prefer to know the exact value of their stamps, rather than to have to estimate this, by deducting a certain percentage from Catalogue quotations. This has been done quite accurately in the case of airpost stamps, whose market value, is firmly established, and in cases where values are not established as definitely, our aim has been to approximate the proper value as closely as possible. Example: A stamp which six dealers sell for \$5. one dealer for \$4.50, and another for \$5.50, has been catalogued at \$5.

We believe this method of pricing is the only one which is of any great value to collectors.

Copies of the Standard Airpost Catalogue may be ordered from your regular dealer, from this Journal, or from the Berkshire Exchange, (Publishers) 1576 Broadway, New York City