



Vol. I, No. 4

March, 1930



FLYING THE AIR MAIL IN NORTHERN CANADA

(See Page 6)



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 |
| 1912 March 17, Galveston, Tex., fine envelope to England | 25.00 |
| 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

200 South 13th Street, Philadelphia, Pa.

AIRMAIL

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I am always a CASH buyer of anything RARE in mint air stamps and flown covers. I bought the "Van Arx" and "Phillpotts" collections intact.

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I also buy proofs, essays, colour-trials, forgeries, etc. of all official Air Post Stamps.

RARITIES FOR SALE

I always have several of the standard rarities in stock; why not let me know your "wants"?

"THE AIR POST COLLECTOR"

Subscription 25c. per annum.

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R. E. R. DALWICK

(The Man for Rarities—
In Airmails since 1911)

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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 Letters must be signed, but your name will not be published if you ask us not to.

Dear Sir:—

"As I am a suscriber to your magazine I am wondering if you could give me some information on first flight air-mail covers.

I have been interested in first flight mail for some time but am not acquainted as to how to go about getting first flight mail in the different foreign countries South America, Mexico, etc.

Your magazine is a wonder and I can't wait till the next issue is here.

Thanking you for any information you may give me.

—E. J. H.

Unfortunately there is no very satisfactory answer to this letter. On new flights in or near the United States it is a fairly simple matter to send your own covers, but the further away from the United States the scene of the flight is, the more difficult it becomes.

The most serious obstacle facing collectors who want to send their own mail on foreign flights, is the lack of time. It almost invariably happens, that by the time you get word of a new foreign flight, it has already taken place, or will take place long before you could possibly get your covers on the spot. Dealers are, of course, faced by the same obstacles, but supplies are usually acquired from foreign dealers after the flight. A

(Cont. on page 12)

The Third Known Copy

of the

Cal Rodgers-Vin Fiz Card

is in my hands for sale.

At the time I write this ad, negotiations are in progress which may result in its sale.

If you're interested in this very fine specimen of this classic card, however, it may not yet be too late for you to get in touch with me.

The card is almost an exact duplicate of that in the Hildesheim collection, illustrated in the last Lissiuk catalog. Postmarks are similar, and the handwriting is that of the same sender.

Don't expect to buy this for nothing—but I'm quoting a very reasonable price for this great rarity.

Just one extra R 34 on hands right now, if somebody needs it.

DONALD E. DICKASON,
Wooster, Ohio.

THE AIRPOST JOURNAL

Vol. I. No. 4

THE AIRPOST JOURNAL

MARCH 1930

News and Comment

"I Remember When . . ." As our little hobby goes careening along on its non-stop flight to world-wide popularity and fame, Old Timers like to recall the early boyhood days of the hobby, and at such times, usually begin each remark with the words, "I remember when . . ."

Those who do remember the earlier days of the hobby, will probably recognize the four following "AGES" of Aero Philately:

The Embryonic Age—before 1920—(50c. Pioneers).

The Swaddling Age—Before 1925 B.C. (Before Catalogues).

The "Wild Oats" Age—Before 1930—(Cachets uber alles).

The Age of Discretion—After 1930—(The Renaissance).

Sometime before 1920, the seeds of Aero Philately were sown, and the year which marks the end of the Embryonic Age, marked the last sale of a U. S. Pioneer for 50c.

During the Swaddling Age, B.C., Pioneers began to rise into the dollar class, the first fake covers appeared, organized Philately began to warn its children to beware of this new menace and pilots began carrying "souvenir airmail covers" in their pockets at \$15. per, (paid in advance).

The Wild Oats Age came in like a lamb and went out like a lion. This period began peacefully under the stimulus of the late Rev. Kimball's attempt to corner airport classics, Pioneers established new altitude records, someone began to collect airport stamps, and then friend Dickason, inspired by Mr. Kiely suddenly discovered that although airports had been operating for years, none had been properly dedicated, whereupon, an era of frantic dedication set in, which eventually took in everything in sight. An opportunist seized the moment to declare a publicity war upon Dictators and Ogres, which petered out, and everyone was out of the trenches by Christmas. During this time, CAMs and FAMs were invented, Lindbergh started on a self-conducted tour of the World, and the Airpost Hobby, having survived infantile paralysis, grew into manhood.

Throughout these periods of growing pains, the basic principles of Aero Philately remained unchanged, in fact, the struggles through which the hobby has passed, have only tended to strengthen and further develop these principles. Today Aero Philately is recognized and acclaimed around the world for what it is, namely a historical hobby concerning Postal development through Aviation, and although old age may mellow the hobby superficially, it will never alter its basic principles.

"Autographed by Pilot"

Carl Eielson, who was lost off the coast of Siberia this winter, carried the first airmail over Route 10. Those who go in for Contract Route covers autographed by pilots, and who have a Route 10 cover signed by Eielson have a cover which they may show with pride. There are not many of them.

Collecting pilot-autographed C.A.M. covers is an interesting side-line, and such autographs certainly add interest to these historical covers. Many well known pilots, no longer living, autographed a few covers at one time, and these covers are in great demand. Off hand we recall the following pilots who have passed on, whose autographs can be found on C.A.M. covers:

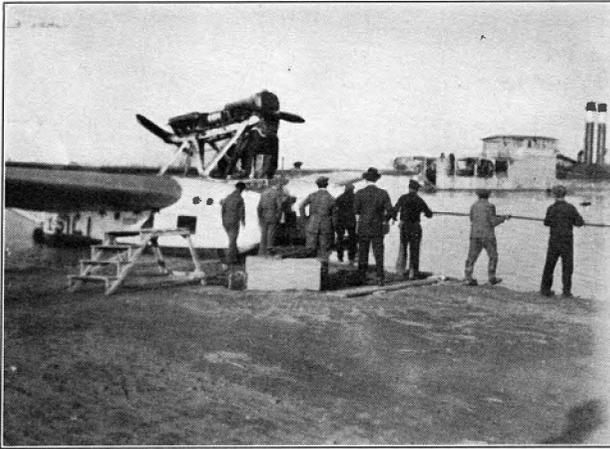
| | |
|-------------------|--------------|
| Stephenson | Route No. 26 |
| Kirkpatrick | Route No. 6 |
| Neville | Route No. 3 |
| Thomson | Route No. 1 |
| McGinn | Route No. 17 |
| Hill (J. D.)..... | Route Sesqui |
| Eielson | Route No. 10 |
| Malloy | Route No. 19 |
| Hopson | Route No. 17 |
| Arnold | Route No. 16 |

Pilots Graham and Nelson were reported missing early this month, but to date we have heard no further news.

The value of these autographed covers is difficult to establish. There are probably not more than six covers extant, of some of them. Ross Kirkpatrick was killed a few days after he made his inaugural flight from Detroit, and it is doubtful if he signed more than two or three covers. Covers autographed by J. D. Hill (who was lost in an attempted flight from this Country to Rome) who signed not more than six, and covers autographed by Thomson, McGinn, Hopson and Malloy are about as rare.

As everyone knows, Lindbergh autographed about 25 covers which he carried on Route No. 2, and a much smaller number which he carried on his F.A.M. flights. These covers command the highest prices, among autographed C.A.M. and F.A.M. covers, but it is difficult to establish a value even for these. The more recent contract covers with pilots autograph change hands for about \$2., more or less. Foreign covers with pilot's autograph have not enjoyed the popularity among collectors, which is shared by domestic covers.

Collecting these signatures is extremely interesting, and there is no doubt that they add historical value to a cover collection. They add to the interest in a cover, but it must be remembered that the cover is the important thing, for without it, the autograph would have no value, as a general rule.



THE AIRMAIL ARRIVES

First Flight Palermo (Sicily) to Tunis was inaugurated January 6th, 1930. A bag of only 32 covers was carried by Hydroplane Savoia-Marchetti "S 55". They are cancelled "Palermo Porto 6.1.30 Posta Aerea" and bear the arrival (mechanical) postmark of Tunis of same day, 20 hours. Some covers are autographed by first Pilot, Mr. Arcidiacono.

The First Flight on the aerial line **Rome-Tunis** via Gagliari (Sardinia) was made December 10th, 1929 at 8:45 a.m. from the hydroplane station of Ostia. Pilots of the hydroplane Savoia "S 55", famous since the Nobile Search Expedition by their record flight from Lago Maggiore to the Red Tend, were Sigg. Salminci and Paccomio. After a regular two hours flight, the plane went down at Gagliari, where a small dispatch of mail was charged.

From Rome correspondence was forwarded on this occasion and the following airport marks exist: The mail posted before 23 in the Rome Central P.O. was postmarked "ROMA CENTRO POSTA AEREA 9.12.29.23" some covers posted after this hour bear the cachet "ROMA CENTRO POSTA AEREA 10.12.29.29.6" These with the cachet of 9.12.29.23 bear also the transit air postmark of Rome Railway P.O. (ROMA FERROVIA) of 10.12.29.6, as the later P. O. forwarded the mail-bag of Rome to Ostia. The mail posted at the Rome Railway P.O. is postmarked "ROMA FERROVIA 10.12.29". The Sardinian mail for Tunis bears the postmark "CAGLIARI STAZIONE 10.12.29.12" and the additional linear cachet "POSTA AEREA". All mail arrival-backstamp of same day: 10.12.29.20. Reg. covers and a few ordinary bear a hand-postmark "LA GOULETTE 11.12.29 REGENCE DE TUNIS".

On 11th December, 1929 was inaugurated at Ostia at 9 a.m., the very important aerial line **ROME-TUNIS** directly. The two-motor "S 55" was piloted by the well known pilots, C. Tonini and Max Gallotti. They were kind enough to sign some covers. After a regular flight of four hours the Hydroplane arrived at Tunis. That's the tenth part of the time ordinarily needed to join Rome to Tunis, by steamer and railway.

The mail forwarded on the occasion of this important flight consisted of:

1. Mail posted at Rome Central P.O., which bear the air postmark "ROMA CENTRO POSTA AEREA 11.12.29.6".
2. Mail posted at Rome Railway P.O., cancelled "ROMA FERROVIA POSTA AEREA 11.12.29."
3. Mail posted at Ostia; this P.O. opened, accepted for first time mail, and the 10 cards and 13 letters, of which the bag consisted, are postmarked "OSTIA IDROSCALO CIVILE 11.12.29" and all pilot-signed.
4. Mail posted at Vatican State: This consist of reg. and ordinary mail postmarked (on Vatican State stamps) "POSTE VATICANE 10.12.29" or "POSTE VATICANE 10.12.29.18" while the airmail fee was prepaid by Italian air stamps, which were cancelled during their transit through the Rome Railway P.O. with the special airpost mark "ROMA FERROVIA 11.12.29." A few covers are known with an additional 2-line cachet in blue "POSTE VATICANE".

THE HISTORY OF THE AIRPOSTS OF POLAND 1928 -- 1929

By TADEUSZ GRYZEWSKI

Up to July 10th, 1928, all air mail from Danzig (Gdansk) to Poland could only be sent from the post offices of the Danzig Post, although a branch of Polish Post had for long been functioning in Danzig.

The Polish Ministry of Posts had for a long time negotiated with the Government of the City of Danzig, to obtain permission for the Polish Post Office Authorities to handle air mail addressed to Poland. The Danzig authorities had finally consented to the proposition and as a consequence, the Polish Post Office on January 10th, 1928 was receiving air mail for Poland.

Regarding the Aerograms of first flights to Zurich, Venice, Rome, Barcelona, Madrid, Rotterdam, Amsterdam, London, it must be explained that these aerograms were not sent on the occasion of establishing new air lines, but The Polish Ministry of Posts communicated with Foreign Societies of aerial communication, and by this way letters addressed to these cities are sent via air lines from Warsaw to Vienna or Paris, same fee collected, they go via air mail to the above mentioned cities.

The official organ of The Ministry of Posts, issued a special circular in which it allowed the post offices to accept air mail addressed to the above mentioned cities from September 19th, 1928 (to London from 19th) and make separate trips with this mail.

Similar understanding took place with the Aerial Society "Latecoere"—which held communication between Toulouse, Morocco and Senegal. The only difference being a higher fee on air mail to these countries.

(Continued on next page)



THE "SAVOIA-MARCHETTI" PLANE

The Contract Company edited also for this flight a commemorative cover with a special red-print in the left upper corner.

For the return flight also a special cover was prepared by Contractors S.A.M., "SOCIETA AEREA MEDITERRANEA". These are known only in "unused" condition, as the first return flight of the 12th of December, 1929 was executed without air mail, with exception of 3 examples of the Italian newspaper "L'Unione" which appears in Tunis. These newspapers bear the cachet of the Company and are pilot-signed. Until to-day no mail had been carried from Tunis to Rome.

—S. BAYER.

(Continued from page 4)

From October 24th, 1928 the Ministerial circular allowed the postal authorities to accept aerograms which went by air lines to Paris, thence via Toulouse to Morocco and Senegal. On the first flight Warsaw sent out 75 covers to Rabat, (Morocco) and 50 to St. Louis Senegal. These covers besides bearing the postal cancels and date Oct. 24, 1928, have a special commemorative cachet of the aerial Communication Society "CIDNA": "I-er Vol Offic.

Pologne-Maroc-Senegal". violet color to Morocco—red, to Senegal. Covers bear arrival dates: 28th Oct. 1928 Morocco, 4th Nov. 1928—Senegal.

The aerial communication of Poland was reorganized from the 1st of Jan. 1929. On this day the concessions of both aerial Communication Societies expired, and from that date became the property of the Government. The new air lines with the Capital of governmental-selfgovernment became known as: Linje Lotnicze Lot. (Air lines Lot). This new society opened on Jan. 7th the following new lines: Warsaw-Katowice-Bрно-Vienna and Cracov-Katowice. Besides these there exist the old lines Lwow-Warshaw-Gdansk, and Warsaw-Poznan.

On the occasion of the establishment of new lines covers were sent on 1st flight from Katowice the 1st flights took place on the 7th of January—to Brno on the 8th. All covers received a special commemorative cachet prepared by the new Society. Cachets appear in one type, red color, in three or four lines: "Lot I Vol"—Katowice, in the third row the name of the city addressed to, and eventually in the fourth row—"Via Warsaw". 200 covers were sent to Warsaw, 150 to Cracov (these bear the arrival cancel only, ("Nadeszlo Poczta Lotnicza"),—141 covers were sent to Vienna. The airplane carrying this mail sustained a forced landing caused by a defect in the motor. It came down at Pohrlitz, Checho-Slovakia. Being unable to resume its flight immediately, the pilot consigned the mail to the postal authorities where a large cancel was applied:—

"ATTERISSAGE FORCE A POHRLITZ (C.S.R.)
NOTLANDUNG IN 7.1.1929."

These letters were then sent by train to Vienna but received no arrival cancelation. That day there was also mail carried on the 1st flight via Warsaw to the following points: To Posnan (25 covers), Lwow (55). These bear the arrival cancel and date of Jan. 8, 1929. First flight to Brno, Jan. 8th: 75 covers sent, and arrival cancel of Brno has date Jan. 8th, 1928. Some covers bear backstamp of Brno Feb. 8th 1929, caused by a faulty shift of ciphers. When the error was found out the cancel with the wrong date was crossed out with a blue pencil and a correct one applied.

The 1st flight from Warsaw to Katowice took place also Jan. 8th. 230 covers were sent with a special commemorative cachet applied by the Society "Lot". This cachet in red or violet color is round and adorned with ornaments. The upper semicircle contains: "Warsaw", the lower one "Katowice". A narrow strip divides the circle in which appears: "Lot I Vol". There were 55 of them sent out on the 7th of Jan. 1929 from Lwow via Warsaw to Katowice. Covers bear a two line cachet applied by the Society "Lot,—I Lot, Lwow-Katowice". The arrival cancel bears date of 8.I. 1929.

On January 8th also, 65 covers were sent from Gdansk to Katowice via Warsaw and these arrived the same day bearing a special commemorative cachet of

(Continued on page 9)

THE TRUTH ABOUT THE 1929 MEXICAN AIR MAIL ISSUES

For some time past and in a systematic manner the American Philatelic press has been sharply criticising the Mexican Postal Department in connection with the various Air-mail issues that appeared during 1929.

"The Air Post Journal" in its January issue published an article written by Mr. William C. Albrecht entitled "Speculative Air Mail Issues". Much to our regret we noticed that this article was written in a passionate strain and the author condemns unjustly the commemorative "Aviation Week" issue branding such stamps as "speculatives" from the fact that only 3,000 of the 0.40 cents denomination were issued when there are over 25,000 Air-mail specialists that would like to have that stamp in their collections at a low cost.

Mr. Albrecht does not realize that the Government based the quantity of the issue on the necessities of the Mexican Air mail service without stopping to consider the philatelic side of the issue. Since those stamps were intended for use during one week, only 100,000 of the 20 cents (regular rate for Air mail letters) were printed, while 3,000 of the 40 cents (Registration rate) were figured as an established proportion.

We, the Mexican philatelists residing in the City, looking at the case from the philatelic point of view asked the Post Master General to make an over-issue of 10,000 which we would buy to supply the necessities of the foreign collectors, but unfortunately our request was denied as the ruling authorizing the issue could not be amended. As a further explanation we would like to state that out of the 3,000 40 cents stamps, 423 were sent to the Universal Postal Union at Bern, so that only 2,577 stamps were sold to the public. The result was that collectors, dealers and dealer's agents fought very hard to secure all they could, raising prices in a sharp competition, bringing up the price of that stamp the first and second day as high as five dollars. Now Mr. Albrecht claims that if those stamps were so scarce why were they offered wholesale in New York at three dollars apiece. We are not surprised at that since some important dealers as Mr. Henry of Los Angeles, for instance, made a special trip to Mexico for the purpose of procuring a large quantity of those stamps at face value during the two days they were on sale and for this reason it is not surprising that they were offered at the price quoted in New York.

Following Mr. Albrecht's article we see that he blames the Mexican Government for the air-mail official overprint on the remainders of the Postal Congress stamps and emphasizes the fact that only 600 small sets and 78 \$1.00 stamps were overprinted, but he ignores the causes that compelled such an action. The U. S. Government sent a communication to the Postal Department of Mexico suggesting the advisability that all official letters sent through the Air mail service into U. S. territory should be mailed with "Official air-mail" stamps. To meet such a request and while regular stamps could be printed the Postal Department ordered to overprint the "remainders" of the Postal Congress issue on hand which was hurriedly done without considering the philatelic side of the case as usual.

Now the reason for the overprinting "Official" on the 20 cents Aviation Week stamp was due to the fact that the rate of the Air mail postage was reduced from 35 to 20 cents according to the agreement made at the Postal Congress in London recently, and having on hand 20,000 of the obsolete 20 cents denomination it was decided to use them up for Official use.

If Mr. Albrecht wishes to do some "spring cleaning" we would suggest that he should not begin deleting Air mail stamps from the catalogs that are still available, but he should fight, and fight hard, against the large number of varieties in all countries, as inverted centers, typographical errors, omissions, broken overprints, etc., which command exorbitant prices. But against these he makes no protest. Fortunately in the Mexican Airmail stamps these discrepancies are not found as the Postal authorities take special care that those rarities will not appear as they will be the cause of real speculation.

—ERUARDO AGUIRRE.

(We cannot help but wonder why the Mexican Postal authorities took such care to avoid any errors in their overprinting, in order to reduce philatelic speculation, if, as Mr. Aguirre states, the Postal authorities issue their stamps, without "stopping to consider the philatelic side of the issue".—Ed.)

FLYING THE AIR MAIL



IN NORTHERN CANADA

By W. R. PATTON

Illustrations by courtesy of "Air Travel News"

Considerable amount of space has been used in mentioning the North West Territories, and possibly the reader may not be familiar with the size of that very vast territory. The area is 1,922,735 square miles and the population 7,988. Fort Smith is the Headquarters of the Territorial Government. In the whole Territory there are nineteen Post Offices, and none of the Forts (as they are called, although they are no longer actually Forts, in a military sense) have a population of 200 people. The Government is practically in the hands of the Royal Canadian Mounted Police (formerly the Royal North West Mounted Police) and their work in that Country is considered the finest in the World. No traveller can go beyond Fort Smith into the vast North Country without reporting to the Police. And once in that Country, the Police can always locate any person, as a complete record is kept of each and every person everywhere. Every policeman is a trained man, and usually has

cold, that 30 degrees below is considered mild Winter weather.

On April 3rd, 1929, Pilot Dickins flew on an Experimental flight for his Company, Western Canada Airways, carrying a small mail of 24 letters with the Company's air mail stamps, from Waterways to Fort Simpson and return. To assist the Government he also carried all mail on hand, both going North, and on his return trip South without extra charge. Stops were made both ways at Fort Chipewyan, Fort Smith, and Fort Resolution. The return trip was made on the 9th. Part of the mail carried was evidently handed to the Pilot instead of the Postmaster, as covers have been seen that are post-marked at Waterways, but bearing the return address of inhabitants at the above places. However, on arrival the Company instructed him to take his plane into The Pas, Man. in order to be prepared for Summer flying. Part of the mail was carried through to The Pas, and a few covers about 10 or 12, are known cancelled at The Pas, Man.

The Spring was very late that year, however, in Northern Canada, and mail was piling up at many Post Offices for Northern points. For this reason, the Government suddenly decided to use planes of the Royal Canadian Air Force to carry mails between Wabowden, Norway House and Cross Lake, Man. The first mail carried from these two points into Wabowden was flown on May 4th, and as only a few covers were carried it would have no value as air mail, as no mail was backstamped at Wabowden. The regulations of this flight are greatly different from that of any other Government service. Mail was carried bearing 2c stamps only. No registered mail carried under any circumstances. No parcel post was allowed to be forwarded. The public took their own

risk that this mail would reach its destination. Only very light letters would be carried.

May 6th the first plane left Wabowden flying through to Norway House, and mail carried there was backstamped that date. Next morning the pilot flew through to Cross Lake where mail was backstamped May 7th. Covers carried were to Norway House 311, Cross Lake 327. No cachet was used.

It should be here noted that early in June, the Government also arranged to have letters carried from Norway House to God's Lake, Island Lake, but no mail was taken from Norway House to these places, except to actual residents. Therefore mail that was directed to these points for this first flight, was not carried and cannot be considered genuinely flown, unless bearing a bone fide address, otherwise they were not flown. However, it should be noted here that covers exist addressed to God's Lake and backstamped Norway House, May 6th also June 5th. These covers are actual first flight covers from Wabowden to Norway House, and can be accepted without



served, at the very least, four Years before being sent North. A Sergeant, often a Corporal, will be found to be the Magistrate, Coroner, Postmaster, in fact, everything under the sun. And not only that, they are usually called on to make trips of anywhere from 200 or 300 miles each Winter, and often possibly over 1,000 miles. And in weather so



any shadow of doubt as mail of this first flight. But they were not flown to God's Lake.

May 21st, another new Air Mail Company appears on the scene, the Commercial Airways of Edmonton, Alta. The Company issued an air mail stamp, value 10c showing a map

of Alberta, with the route shown, over which they flew. This was from Edmonton to Grande Prairie. These were printed in sheets of 10 stamps, with 25 sheets to the book. In all 20 books were issued making an issue of 5,000 stamps. 1500 stamps are perforated all round, the balance having either one or two straight edges.

May 21st Capt. (Wop) May flew from Edmonton to Grande Prairie



Unloading
the
Mail-plane
at a
Northern
Outpost

with the "Flying Inspector" Hale of the Edmonton Post Office, and carried 734 letters. The return flight was made that afternoon and 682 letters were carried. A special eight-sided cachet in blue was used, bearing the wording "First flight Air Mail Edmonton to Grande Prairie (Reversed on return flight) May 21, 1929." The Company's stamps are cancelled in blue also with a rubber cancellor with five wavy lines, and to the side "Use Air Mail."

May 28th Pilot "Punch" Dickens, having flown over 1,000 miles from Winnipeg (where he attended an Air Meet) in less than two days, started the Western Canada Airways new service which was to be flown from Waterways to Aklavik, the longest service ever operated by a private company in Canada, being over 1,600 miles in length. He flew from Fort Smith to Fort Chipewyan and Waterways. It is known that Dickens carried nearly 100 letters from each place, and all bear the Western Canada Airways air mail stamp. Covers are backstamped either May 30th or June 3rd. A peculiar feature of this flight is the blue eight sided cachet used by the company. The wording is "Western Canada Airways Limited Air Mail First Flight", with outline of plane, and underneath this "Ft. McMurray to Aklavik June 29th 1929." The date was evidently intended to be the first flight right through to Aklavik, which however was not made on that

date. On page 586 of the "Canadian Philatelist" the following will be noted:

"I have recently seen several varieties of Western Canada Airways, McMurray to Aklavik, etc. and can most unhesitatingly state that these covers never had a cachet applied by the company. Further that no cachets were officially applied."

The writer however is able to state that this is an example of publishing

flight, to and from Toronto. Toronto used an official cachet in black, while Hamilton used one in either black or blue. Covers Hamilton to Toronto 14,916. Toronto to Hamilton 6,290.

On June 12th another part of the route was opened by Pilot C. H. Dickens of the Western Canada Airways. He left Waterways flying to Fort Simpson and points between. Covers North are all backstamped various dates between the 12th and 17th, and South covers between 17th and 21st. The same cachet in blue showing date they expected to fly through to Aklavik was again used with date of June 27th.

Another new company now appears on the Canadian scene. The Cherry Red Airline Ltd. of Prince Albert, Sask. May 30th the company received authority from Ottawa to carry mail North to Lac la Ronge, Montreal Lake, Waskesiu Lake, Ile a la Crosse. Evidently no idea was entertained of carrying much mail as the first issue was 110 stamps. However a few days later they issued 24,000 more in sheets of fifty. The stamp is of the 10c denomination and shows a red Fairchild Cabin plane flying over a field with the hangar in the distance.

On June 15th, Cherry Red Airline made their first flight carrying mail between Prince Albert and Lac la Ronge, and return flight. In all slightly over 30 covers were carried. These will, therefore probably be rather difficult to secure. No cachet was used for this flight.

On June 21st the Western Canada



CANADIAN WATERWAYS MAKE IDEAL LANDING FIELDS

On June 4th occurred the opening of the Kingston Airport with flights from there to Montreal and Toronto, and return. This was the first occasion in which the Canadian Government authorized an official cachet at the opening of an Airport. Four different cachets were used for the event, and it is understood that black was the color used in all cases.

On June 6th, Hamilton, Ont. opened their Airport with a special

Airways also started flying in the same District as the Cherry Red. They carried mail that date from Prince Albert to Lac la Ronge Waskesiu Lake and Montreal Lake. Return flight also made that day. No covers are known from Waskesiu Lake or return, although it is very likely that three or four exist. There is no possibility of more than that number as far as I am able to learn. To Montreal Lake no mail is known

to have been carried, and but one cover from Montreal Lake to Prince Albert is known. Prince Albert to Lac la Ronge 313 covers. Lac la Ronge to Prince Albert 301 covers. The cachet used by the company was in blue and is worded as follows "Western Canada Airways Ltd. Air Mail. First Flight. Prince Albert to Lac la Ronge. June 21st 1929." Nine covers are known to Lac la Ronge without cachet as all other covers flown bear the cachet in blue.

On June 23 Yukon Airways Ltd. Pilot John M. Patterson flew from White horse to Champagne Landing and return, same day. All covers bear the 25c blue stamp of the company. Am unable to state how many covers were carried.

July 1st Pilot C. H. Dickins finished the opening of the Waterways-

or Southbound have the blue cachet showing date of June 27th 1929, no matter what date the mail was flown. Five covers are in the possession of an Ohio collector which were stamped in purple ink through the company's error. In all there are over 80 point to point covers known, and some places had 30 to 40 covers, others had larger numbers. Arctic Red River seems to be the favorite with 502 covers from all points to there.

July 1-2. Moncton celebrated the First Maritime Air Pageant with flights on both days to Sydney, Nova Scotia, Saint John, New Brunswick and Charlottetown, Prince Edward Island. Six very beautiful cachets were used on both dates under authority from Ottawa. The following is the estimate of covers carried July 1st.



Aklavik flight by flying right through to Aklavik, for the Western Canada Airways. The blue cachet of June 27th mentioned before was also used in this case. The whole distance was made in about a day and a half. One wonders when reading this why Dickins was able to cover so much ground, while in January 1930 the pilots with the Government mail could not cover half the distance. The reasons being that in Summer daylight is around two or three o'clock in the morning, and in the Arctic Circle night comes about midnight. In January flying is impossible before nine in the morning, and pilots must land before four in the afternoon, so that the Winters day is not half the length of the Summer day.

July 2nd Dickins left Aklavik and flew South stopping at all points which are also on the Government flight of this January. Arrived at Edmonton on the 3rd almost 1,900 miles away. Mail of this flight has all different dates in backstamping as all P.M.s seem to have done this work when they had a little spare time. All cachets either Northbound

Moncto-Syney 4,000. Sydney-Moncton 8,000. Saint John both ways about 7,000 each. Charlottetown both ways about 7,000 each.

July 15. Another new Government air mail service started on this day from Toronto to Buffalo, N.Y. The flight was only made one way and no mail carried from Buffalo to Toronto. The official cachet was applied in black.

July 15. The Toronto-Montreal route was extended on this date to



link these points with the U. S. air mail service at Detroit. Stops were made at Hamilton, London and Windsor and as usual, the Canadian Government applied official cachets to all mail carried in black with a fine set of cachets.

On Aug. 11th, Pilot Cruickshanks of the Western Canada Airways flew from Prince George, B.C. to Barkerville, B. C. As far as known no mail was carried, but if any reader has seen any covers of this flight, please advise me particulars for publication.

(NOTE—I have gone to considerable expense, and spent a tremendous amount of time in trying to obtain



accurate information on this article. Possibly readers can inform me of errors, and if so, will be very pleased to have you write me, so that I can publish my errors at earliest possible issue.)

On Aug. 13 Cherry Red Airline flew with mail from Prince Albert to Montreal Lake, stopping at Lac la Ronge on the trip. Covers are backstamped Montreal Lake that day, although most covers were post-marked at Prince Albert on the 12th. There was no cachet used on this flight, and covers carried number 204 with the special 10c stamp of the company.

On Aug. 15th Cherry Red Airline flight took place from Montreal Lake to Prince Albert. All covers are backstamped at Prince Albert that date. No cachet as usual, and 179 covers were carried.

LOOK THESE OVER

| | |
|-------------------------------|--------|
| 1st Wash.-Philadelphia | \$.60 |
| Aug. 15/27 Springfield | .45 |
| Aug. 27/26 Springfield Fair.. | .45 |
| 1926 Charlevoix-St. James.... | 8.00 |

CANADA

| | |
|---|--------|
| 1926 1st Hudson-Red Lake.. | \$5.00 |
| 1929 1st P. Albert-Lacla Ronge, or return.... | 1.00 |
| 1929—June/July—Fr. Mur- ray—Aklavik—Set of 60 covers. Many extreme- ly rare, per cover | 1.25 |
| (Special price per set) | |

Send for those Free Lists NOW

O. W. R. SMITH
(APS—AAMS)

P. O. Box 764, Stn. F,
Toronto, Ontario

(Continued from page 5)

the "Lot" Society reading: "I Lot, Gdansk-Katowice". (violet color).

As it was impossible to notify, on time, all the post offices about this new line to Katowice, air mail from Cracov was sent on the 10th to Katowice, and from Posen to Katowice on the 11th of January via Warsaw. Kracov sent out 150 covers on the 1st flight dated 10-I-1929, special com. cachet by Society "Lot". This cachet shows a swallow in flight holding a cover in its beak on which appears: "I Lot Pocztowy Krakow-Katowice, 10.I. 1929." From Poznan to Katowice via Warsaw—55 covers were sent with a special com. cachet by Soc. "Lot": "Vol I Lot, Poznan-Katowice, via Warsaw, 11.I. 1929." Date of arrival 12.I. 1929.

On the 3rd of May 1929 a new aerial line was established viz. Zurich-Geneve-Clermont-Ferrand. The Polish Ministry of Post on the 3rd of May authorized post offices to receive air mail to Clermont-Ferrand (France) via Vienna and Zurich. Warsaw sent out 40 covers on the 1st flight (May 3 1929) and these bear backstamping "Clermont-Ferrand, Aviation, 3 Mai, 1929."

During the Polish National Exposition at Poznan, the Society "Lot" organized on the 17th of May 1929, a twice daily aerial communication between Warsaw and Poznan. On this 1st additional flight 100 covers were sent from Warsaw to Poznan with a 3 line com. cachet of the Soc. "Lot": "I-er Vol Supplemantaire, I-y Lot dodatkowy, Warszawa-Poznan (Exposition G. Pol.)" These covers bear an interesting arrival backstamp, namely, an extra label "Lotnicza"—"Par Avion" and a hand written addition in red pencil "Nadeszlo". In the post office located at the Exposition Ground in Poznan air mail is canceled: "Poznan, date, Wystawa K." also an air cancel is applied: "Poste Aeriene, Exposition Generale Polonaise, P.W.K. Poznan."

The "Lot" Society undertook to establish a new aerial line Katowice-Poznan-Bydgoszcz-Gdansk. A trial flight took place on the 27th of May 1929 attended by the

Representatives of aerial authorities. On the occasion of this trial flight the post office of Katowice sent 50 aerograms addressed to Poznan. These bear a three line commemorative cachet in red color prepared by Soc. Lot. "Lot próbny, I-er essai 27.V.29, Katowice-Poznan." A few days later, June 1st, 1929 the new line Katowice-Poznan-Bydgoszcz-Gdansk was opened officially. To commemorate this event the post office authorized all the Polish cities that have aerial communications a special cachets of one design: a large framed cachet with an aeroplane in flight to the right, a dotted line course along the seashore from Gdansk to Bydgoszcz and Poznan; on the right at top: "Otwarcie Linji Lotniczej Katowice-Poznan-Bydgoszcz-Gdansk"—below, I VI 1929. At the very bottom "I LOT" and designation of cities between which the flight took place.

The following first flights took place:—

| | |
|--|-------------|
| From Katowice to Poznan..... | 80 covers |
| From Katowice to Bydgoszcz..... | 150 covers |
| From Katowice to Gdansk..... | 150 covers |
| From Poznan to Bydgoszcz..... | 150 covers |
| From Poznan to Gdansk..... | 150 covers* |
| From Bydgoszcz to Poznan..... | 150 covers |
| From Bydgoszcz to Katowice..... | 150 covers |
| From Bydgoszcz to Gdansk..... | 150 covers |
| From Bydgoszcz to Warsaw via Poznan..... | 80 covers |
| From Bydgoszcz to Lwow via Poznan-Warsaw | 80 covers |

These arrived in Lwow on the 2nd of June and have the backstamping of the 2nd.

| | |
|-------------------------------|------------|
| From Warsaw to Bydgoszcz..... | 80 covers |
| From Gdansk to Bydgoszcz..... | 150 covers |
| From Gdansk to Poznan..... | 150 covers |
| From Gdansk to Katowice..... | 150 covers |

We note that most of the air mail that arrived at Bydgoszcz has a two line stamping: "Nadeszlo poczta lotnicza". Only few of them bear the date of arrival.

AUCTION REVIEW

THE DICKASON SALE

THE TOASPERN SALE

| | Realized |
|--|---------------|
| Lindbergh autographed cover C.A.M. 2., end of cover containing the initials "C.A." was cut off in opening. PEORIA-CHICAGO. Won by Ye Editor for..... | 35.50 |
| Graf Zeppelin card, LOS ANGELES-LAKEHURST, signed by Dr. Eckener | 25.30 |
| Carmi, Ill.—pmkd. "Sept. 11—4:30 P.M.—1913", red cachet. "Mailed via Airship" on Special Souvenir card (stamp is torn) | 28.50 |
| Shenandoah-Lakehurst Northbound has Lakehurst pmk. and both cachets | 24.00 (35.00) |
| 1st China-Japan Airmail 9-12-25—carried by Major F. de pinedo | 9.30 |
| Curacao—1st day provisional air stamps 50c, 1G, 2G, on cover, flown to C.Z. | 12.10 |
| Canada—Semi-official stamps—Northern Air Service, Ltd.—blue stamp—tete-beche pair very fine—o.g..... | 2.90 |
| —Jack V. Elliott Air Service—wavy background—2 pairs, 4 stamps, showing all 4 varieties of dash and dot design—very fine, o.g. | 4.60 |
| —First Aerial Mail—burning Zepp design (Berkshire No. 3—4.00) | 1.50 |
| —Patricia Airways Limited (PAL) 1928—(5c face) No overprint—complete sheet of 8 with full margin..... | 2.50 |
| India—Allahabad Flight 2-18-11—1st airplane mail in History—reserve 5.00 | 7.50 |
| Colombia—1st Scadta issue 1920-21—10c yellow, 30c rose, 30c rose and black—3 very fine stamps..... | 5.10 |
| —The just obsolete Scadta set—5-10-15-20-30 and 50c—six values | 2.35 |
| Costa Rica—Ch. No. 1—1921—1 colon green and yellow—for 1st service Costa Rica-Managua—very fine used copy of this very scarce stamp | 5.45 |

| | Realized |
|---|----------|
| 1 New York to Clifton, (Ireland). First crossing eastward of the Atlantic from the United States, by the British dirigible, R 34. 1918, 24c carmine and blue tied to cover with "killer" "1", New York, Foreign Branch and Hempstead, N. Y. pmks, as well as the arrival pmk, "LONDON R 34 13 JY 19—213". One of the finest known covers of this history making flight. The cover is addressed to the distinguished British philatelic writer, Mr. Fred J. Melville. A cover with an ordinary 2c stamp fetched \$130. in the Steinmetz Sale, last year (1302) | 133.00 |
| 2 S. S. Ile de France. 1928, Aug. 23, very fine cover used to Le Havre, franked with a superb copy of the 10fr carmine, together with three 50c vermilion (214). Registry label to lower left, tied. Splendid cachet and gorgeous cover, which was signed by the pilot. One not signed fetched \$52.50, in the Lissiuik Sale of Oct. 29-30 (353) | 60.00 |
| 3 S. S. Ide de France, exactly as above, but with the much rarer 10fr blue. Signed as above | 151.00 |
| 4 Graf Zeppelin-Radolfzell. 1928, Oct. 31. On her maiden trip east. Very fine and rare postcard, mailed on board the Zepp and dropped over Radolfzeel, Germany. | 28.00 |

THE Airpost Journal

Published at 108 State St., New Haven, Conn.,
U. S. A. by H. York.

H. YORK, Editor
S. H. FALKOFF, Business Manager

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SUBSCRIPTIONS

United States, \$1.00 per year.
Canada and Foreign, \$1.25 per year.
Single copies or back numbers—
15 cents each.

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30, 1930, at the post office at New
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3, 1879.

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Rate: 10c. per line, 50 lines for \$4.
Undisplayed advertising must be paid for in
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The publisher reserves the right to decline any
advertisement submitted, at his own discretion.

Address all communications to: The AIRPOST
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U. S. A.

Mr. Betts whose advertisement ap-
pears regularly in this magazine, has
had the courtesy and foresight to
mail out copies of his new price list
of Air Mail Stamps, in First Day
Covers of the new U. S. 5c. Air
Mail Stamp. This friendly gesture
will certainly be appreciated by those
on his mailing list, for these covers
will have a real value.

SIAMESE GOODWILL PLANES VISIT INDIA

(The following is translated from the
official account issued by the Aeronauti-
cal Department:—dated 24/12/29)

On Sunday the 22nd instant, three
Paribratr planes left Don Muang aero-
drome at 7. a.m. and after circling over
Bangkok, headed straight for the North
by way of Changvads, Subarnburi and
Jainad at a height of 1,500 meters. At
that time they were in very thick fog,
and being unable to see their way, were
therefore forced to come down lower.
They succeeded in leaving the fog at
8:40 when they reached Pa Mae Wong,
to the west of Khao Palad, Khao Lam
Bayagga and Khao Lam Boyonta, in
Changvad Udhya Dhani. The machine
of the Leader of the expedition, Lt.-Col.
Luang Neramitr Baijajyonta, having Cap-
tain Chang Nitinanda as pilot, then
failed owing to engine trouble, and it
was seen that the propeller had ceased
revolving. It was necessary for the
plane to make a forced descent and the
pilot searched for a suitable landing
place, but before he could find one the
machine crashed into some trees, about
10 kilometers from Khao Palad. The
machine suffered damage but the pilot
was uninjured. Lt.-Col. Neramitr was
injured severely in the spine and abdo-
men and became unconscious. The pilot
did his best to render assistance to
him for two hours but was unable to do
anything, and the commander of the
flight succumbed to injuries. The pilot
then walked from the jungle to Ban
Nong Kee, which was on the fringe of
the forest, and arrived there in an
exhausted condition, so that he had to
spend the night there. The exhaustion
told on him the next day and he had to
remain there until nearly mid-day, when
the Governor of Changvad Udhaya ar-
rived with a party.

The other two planes, when the acci-
dent occurred, flew over the scene of
the disaster at an altitude of 500 meters,
but could discern nothing because of the
thick jungle, and therefore retraced their
steps and returned to Don Muang
aerodrome to submit a report.

The Goodwill Flight was resumed to
Rangoon today with two planes at 7:30
a.m. the expedition being now under the
command of Colonel Phya Vehasyan
Silpasiddhi.

The three mail bags destined for
Rangonn, Calcutta and Delhi unfortun-
ately were stored in the wrecked plane and
could not be recovered in time to be
despatched by the two planes which
left early this morning.

Apparently a number of naive collec-
tors have sent covers to Mr. Glover,
Second Assistant Postmaster General, with
requests that he send them 1st day covers
of the recent 5 cents airmail stamp.
This is carrying matters a bit too far and
Mr. Glover has written the Secretary
of the A.A.M.S. about it. We hope
that collectors will strive to smother
future instincts of this nature.

Mr. Gatchell, in a bulletin to Society
members states:

"We do feel that Mr. Glover has not
been nearly strong enough in the very
courteous letter he has just sent your
Secretary. It seems that a large number
of well-intentioned but thoughtless collec-

tors have imposed upon the time and
good nature of Mr. Glover by sending
to him covers to be mailed with the first
day use of the new 5c. Air Mail or via
first trip air mail flights with the request
that he handle furnishing autographs and
many other special requests. A little
thought would convince any one that this
accommodation is a physical impossibili-
ty and one which Mr. Glover cannot
grant. Mr. Glover and his associates in
the Post Office Department are running
the largest business in the world with
over 56,000 bureaus and branches to
supervise. Not one of the collectors
who have imposed upon his good nature
in this way would think of asking a
similar service from John D. Rockefeller
or Henry Ford. Mr. Glover tells us
kindly and courteously, but nevertheless
emphatically, that if collectors continue
to impose upon the Department and his
office all special courtesies and recogni-
tion to Philatelists will have to be cut
out. After all, the Department exists
to carry on the postal business and not
for the benefit of Philatelists. Make use
of their courtesies and kindnesses—NOT
ABUSE of them.

WEEKLY AIR MAIL SERVICE ARRANGED BETWEEN SIAMESE P. O. AND IMPERIAL AIRWAYS

A weekly connection with the Im-
perial Airways service from Karachi to
London has now been arranged, com-
mencing with the mails forwarded from
Bangkok on December 18th and weekly
thereafter, letters and postcards will be
accepted for transmission to Europe and
via London to North America, according
to announcement made by the Post and
Telegraph Department today.

Postal articles will be prepaid at the
following rates:

LETTERS: 60 Satangs per 20 grammes
or part thereof.

POSTCARDS (Single or Reply paid):
30 Satangs.

In order to facilitate the selection of
Air Mail articles for special treatment in
the post, they should be conspicuously
superscribed in the top-left hand corner
"BY AIR MAIL KARACHI-LONDON".

From the above mentioned date the
Air Mail route, MARSEILLES-LONDON
will be discontinued.

Bangkok, 12th December 1929.

MEXICAN AIR MAELS AT AUCTION

If you have not the catalog yet,
ask immediately for a copy. It is
worth-while. Many rarities in
covers and stamps.

Do not forget the date—March 9

VICTOR M. SUAREZ

Apmt. 203 1507 M. St., N. W.
Washington, D. C.

I am always in the market for good
Mexican air mails. Let me hear from
you. I also exchange. Have some extra
FAM's of the better class to give for
Mexicans.

WITH THE INVESTORS

Market Notes by Shylock

It seems that there are some "sleepers" among the F. A. M. covers. In some cases less than 30 were flown, and these have now reached the \$20. mark. We know of one important New York dealer who had sold 4 of them for \$2. each. He knows better now.

A great peace and quiet seems to have settled down, over our C. A. M. development. Apparently, there will be few new contract covers to add to your collections, for the next few years.

In the meantime the old ones are not getting any commoner.

Speaking of C. A. M. covers, their day of popularity has yet to come. To be sure they are generally collected, but they have been taken rather lightly. However, the day is not far off when they will be taken very seriously. By the way, how many dealers have them complete? You guessed it—**NOT ONE!**

Since the above was written, I have had a chance to see the new C. A. M. section which will appear in the Standard Catalogue, in a very few weeks. For a minute I thought I was looking at the Pioneer Section, for one or two of those early C. A. M.'s. are priced in the Pioneer class, and rightly so. In every case the official Government figures are printed, showing the exact amount of mail carried, in case anyone is skeptical.

The C. A. M. and F. A. M. section was compiled by L. B. Gatchell, who knows this subject better than any man alive, and the entire section will appear as he compiled it. Here are a few of the surprises: (Prices were established by Mr. Gatchell in conjunction with a group of specialists, using the Government figures and dealers wholesale and retail price-lists. The Berkshire Exchange, publishers of the Catalogue, made no suggestions or changes in this section.)

| | | |
|-------------|---------------------------|---------|
| Route No. 2 | Peoria, south..... | \$ 9.00 |
| " " 4 | Las Vegas..... | 7.00 |
| " " 8 | Bakersfield, south..... | 8.50 |
| " " 8 | Medford, north..... | 2.75 |
| " " 9 | Fond du Lac, west..... | 1.25 |
| " " 9 | Oshkosh, west..... | 1.75 |
| " " 9 | Appleton, west..... | 2.50 |
| " " 10 | Ft. Myers, south..... | 10.50 |
| " " 10 | Ex. Ft. Myers, south..... | 15.00 |

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.)

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.

| | | |
|--|--------------------------|-------------------|
| " " 10 | Tampa, south..... | 12.75 |
| " " 10 | Jacksonville, south..... | 8.00 |
| " " 10 | Macon, north..... | 4.00 |
| " " 10 | Youngstown, south..... | 1.75 |
| " " 10 | Youngstown, north..... | 1.25 |
| " " 10 | McKeesport..... | 1.00 |
| National Air Races (N.Y.--Phila.) | | |
| | | from 5.25 to 7.50 |

The above covers are the "sleepers", or most of them certainly are. We foresee much scurrying about, on the part of C. A. M. collectors, when the Catalogue comes out.

We also note a new type of cover in the advance sheets, for covers into an addition to a route are listed. Such covers are just as mush 1st flights as those out, but this is the 1st time they have ever been catalogued.

Yes, I told you so. In the November Issue I said that the Graf Zeppelin covers were too high and would come down in price when the first excitement was over. At that time \$25. was asked for a round-the-world cover. \$15. will buy one today.

As it turned out, Tokio is the "sleeper". The postmaster there apparently couldn't read the mass of cables and money orders that he got, and is just now beginning to realize what he was supposed to do.

We note that Mears is planning an attempt to regain the record for the fastest trip around the world. Personally we rank this sort of thing with flag-pole sitting and marathon dancing. The purpose behind all three are the same,—**PUBLICITY.**

We trust that we may be spared the usual souvenir card, but we fear for the worst.

From Mr. S. Bayer, the prominent Italian airpost specialist, comes a copy of "L'Aviazione", which is an Italian aeronautical newspaper (something we have overlooked in this country). Of special interest is a department devoted to Aero Philately. Interesting covers and cards are illustrated and well written up.

This is an idea for some enterprising publisher of an Aeronautical magazine in this country. To find an editor for such a section would be a simple matter, any number of capable collectors would gladly take charge of such a department without pay, and there are thousands of readers of these magazines who would quickly "catch on", and as we all know, once afflicted with the Airpost Fever, the patient is incurable.

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.

NEW FORGERIES DISCOVERED

I am sure that collectors will be interested of the following! I have recently found out that 3 airmail covers, I bought from a large English dealer in 1926-27 were fakes. The first piece to be discovered as a forgery was one of the rare Swiss Vevey-Villeneuve cards of 1913, which had both the red airpost cachet and the Villeneuve p.m. forged. The address of the card was printed in violet ink and reads: "Rittmeister Wolf, Luzern." Seems to be a well done forgery.

Another card, I bought from the Englishman was the German Gotha-Goldweek card of 1918 with the green arrow-cachet. This cachet and the card itself are undoubtedly genuine but the postmark on the card was forged. The card further had only a 5-Pfennig postage stamp whilst the tax was in 1918 7½ Pfennig and knowing this, we can easily understand there must have been something wrong with that card. This card had the address "Frau Lina Krausse, Marktstr, 2, Gotha", written in blue ink.

The third cover was a Mexican cover from 1923, franked with the 50c. airpost stamp of 1922, struck by a forged magenta cachet in 3 lines with the inscription: "CORREOS AEREOS—15 Avril 1923—Guadalajara, Mexico. When we know that April is ABRIL in Spanish and not the French Avril and that the right name of the town in question is GUADALAJARA and not Guadalajara as in the above cachet, we believe that this must be a fake. The cover had the printed address of "A. C. Roessler, 140 South Parkway, East Orange, N. J." Is there anyone, who has another such cover?

The above shows how important it is to have at least all rare covers and stamps examined by experts before buying, even if the seller should be a large and well known dealer. Do the air-mail societies have any prominent experts at the disposal of their members?

The dealer in question wanted to have some proof that the forged covers had come from him. He did not remember them after so many years, he said, and what could I answer? I could only give him my word that the items emanated from him, and this leads me to suggest that every cover should be plainly marked on the back by the one, putting the piece on the market. In such way it would be possible to follow the story of a cover better than if it bore no indication of origin. Many covers with such indications have got these carefully scraped off or crossed over by dealers or others, selling them later, but I hope these articles will help to put a stop to the abuse. Every mark of origin is needed in plain, undamaged condition.

And if a dealer should not be willing to pay back the money for a forged cover, sold by him, or also, if a collector does not settle the affairs with a dealer and vice versa, can the injured party, who is a member of a large Air Mail Society, reckon upon assistance in the matter from his Society? Especially important for foreign members.

G. Lindman.

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).

MORE FAKES

This article is written as a warning to those who have bought any Cherry Red Airline covers carried on August 1st 1929, to or from Prince Albert, Sask. Two readers have written me stating that they purchased these covers from some dealer as first flight covers. For your information, it may be stated that the first flight, to and from Lac la Ronge, was made on June 15th, 1929 and about 30 covers were carried both ways. My advice to those who bought as first flights is to return them advising the dealer who sold you to be certain that what he sells ARE FIRST flights before sending items like this out to his customers. Certainly the dealer who sold them is not doing much to assist the Hobby by selling what should really be called fake covers.

AN UNRECORDED FLIGHT OF 1926

Just recently I ran across a Mining man who happened to run into Winni-

WORLD'S FIRST

Airmail stamps were issued in Italy a year before the U. S. A. got on the job.

By overprinting an Express stamp with "Esperimento Posta Aerea—Maggio 1917—Torino-Roma—Roma-Torino" they created the pioneer of all airstamps.

Another stamp was overprinted "Idrovolante Napoli-Palermo-Napoli 25 cent. 25", producing the world's second airstamp.

By a big piece of luck, I got hold of part of the original stock of these on flown covers, so can offer five varieties, at prices that no one else can quote.

First Flight Turin-Rome, May 1917.

The world's first airmail stamp, on the special green pictorial card issued by Italian Philatelic Society for this flight, with special postmarks. Price \$1.

First Return Flight, Rome-Turin, May 1917. Same stamp, used on a cover, with special postmark for this flight. Price 75c.

A second type of postmark was also used, differing slightly from the common one (Champion catalogues this at \$4, as against \$1.60 for the other). I found a few covers with this. Price \$1.

First Flight Naples-Palermo, June 1917.

This is the flight for which the second airstamp was issued. I can offer a cover with special postmark, airstamp, and Palermo backstamp for 75c.

A few letters were sent from Rome to Naples to go by this flight. They are the same as the Naples covers, but have a Rome postmark as well. Champion does not price these, but you will not go astray at my price \$1.

You can have the Set of Five Covers for \$4, and I will send you a four-page pamphlet (illustrated) giving details of these flights, free.

JOHN S. DAVIS
71 RODNEY STREET
LIVERPOOL, ENGLAND

peg. Now this Gentleman had travelled all over the Mines out of Lac du Bonnet, and naturally he had many interesting stories to tell of the Country, especially the flights made up in that Country. The traveller in question, Mr. V. W. Inglis, during the conversation also informed me of a hitherto unrecorded flight. In 1926, Capt. F. J. Stevenson, pilot of the Patricia Airways & Exploration Ltd., of Sioux Lookout, flew from there with mail on his regular route, but this morning, Aug. 17th, 1926, he was detailed to fly into the Cryderman Mine. Capt. Stevenson stated to Mr. Inglis that he carried no mail for the Mine, only some equipment, but that he was authorized to carry out any mail to Sioux Lookout. Naturally the boys got busy right away as here was a chance to send out mail without going to the nearest Post Office, which was a 9 mile walk and the weather was very, very hot that time of year. When Capt. Stevenson was ready to depart on his return trip 36 letters were handed to him to various destinations. (Mr. Inglis is no doubt correct in stating 36 covers, although my investigations can only account for 34 letters.) Every letter bears, either front or back, the 25c. yellow Patricia air mail stamp, also a 2c. Canadian and bears in Captain Stevenson's writing, written in red ink, the following notation "First air mail from Cryderman Mine to Sioux Lookout, F. J. Stevenson, Pilot." The 2c. stamp is cancelled with the box-like rubber stamp of the Company, Patricia Airways & Exploration Limited. Aug. 17-1926, Sioux Lookout, Ont. This also appears on the back cancelling their air mail stamp. Capt. Stevenson then posted these letters four days later, as the Post Office stamped them all "Sioux Lookout, Ont. Aug. 21st 1926." with their date stamp. Evidently the reason why these covers never came on the market was the fact that nobody had a chance to get a corner on them, the only ones mailed being legitimate correspondence.

Cryderman Mine is located nearly six miles West of the Ontario Boundary in Manitoba, and is nine miles North and East of Wadhope where the Western Canada Airways operate their service to Lac du Bonnet. This flight must be considered the first mail flight for Manitoba by aeroplane.

The Captain Stevenson referred to as the pilot on this trip, is the same one after whom the air port at Winnipeg, Man. was named. When the Western Canada Airways starting in business in 1927, Capt. Stevenson left the Patricias for the newer Company, and was their first pilot to fly the trip on May 10th, 1927 from Rolling Portage (Hudson) Ont. to Red Lake and Gold Pines. Later on Captain Stevenson was the first pilot to open the air mail services in the North Country from The Pas to Cold Lake and Flin Flon. In August 1927 Captain Stevenson left Winnipeg for the last time, flying through to Cormorant Lake and Cold Lake, with mail from Winnipeg, Man. and was killed in an accident the early part of 1928, just as he was preparing to leave The Pas for these two points. This was the first Pilot killed with the Western Canada Airways, and due to his popularity when the Flying Field was dedicated at Winnipeg, it was named Stevenson Field.

If You Are Interested in
CAM, FAM, or Foreign
Airmail Covers, send me
your name and address so
that I can add you to my
mailing list for notice of
special bargains from time
to time.

Geo. T. Street
Apartado 1702
HAVANA CUBA

LETTERS FROM OUR READERS

(Cont. from page 2)

few of the larger dealers have agents in as many foreign countries as possible, who automatically send covers for them. The number of covers to be sent, and the agents commission having been determined in advance. Unfortunately, it is not a simple matter to acquire a list of reliable correspondents. In the first place, it takes about as much time to prepare a single cover for a collector, as it does fifty for a dealer, and it is natural that the latter receive the first consideration.

Another possibility open to collectors is to locate a collector in a foreign country who is willing to include a cover for you whenever he sends mail himself, with the understanding that you reciprocate. This means some bookkeeping, and one or the other usually loses interest in the agreement before long.

From the standpoint of cost alone, there is no doubt that it is really cheaper to let the organization of some dealer handle this for you. If you were to attempt to send covers from 12 points in South Africa, you would be faced by the following expenditures in time or money; a letter to each postmaster with full instructions, a money order to each postmaster for postage (for U. S. stamps are of no value in Africa), and last but by no means least, the miscarriage or damage to some of your covers. To write the necessary letters and prepare your covers might take an hour, a trip to your postoffice to secure 12 money orders might take from fifteen minutes

(Cont. on page 19)

| AIR MAIL STAMPS—MINT | |
|---|---------------|
| Albania 601-07. Cat. \$5.56 | \$ 3.00 |
| Austria 696-99. Cat. 31c | .15 |
| Bulgaria 601-604. Cat. 64 | .45 |
| Ecuador 401-08. Cat. \$12.40 | 6.50 |
| Estonia 218-22. Cat. \$1.03 | .60 |
| Germany 429-435. Cat. \$3.43 | 3.00 |
| Netherland 701-03. Cat. 47 (used) | .25 |
| Netherland 704-05. Cat. 90c | .70 |
| Peru 801. Cat. \$8.00 (rare) | 11.00 |
| Special | 11.00 |
| Peru 802. Cat. 60c | .30 |
| Russia 702-05. Cat. \$12.50 | 5.00 |
| Russia 706-09. Cat. \$1.05 | .55 |
| Saar 501-02. Cat. 18c | .12 |
| Spain 701-05. Cat. \$1.46 | 1.10 |
| Spain 1301-1305. Cat. \$1.01 | .55 |
| Tunis 202. Cat. 40c | .25 |
| Tunis 203-206. Cat. \$3.53 | 1.75 |
| Have the complete set of Lindbergh South American Flight in stock and also all other First Flights. | |
| CASH WITH ORDER APPROVAL AGAINST REFERENCE FRED STOCKMAR | |
| 849 - 2nd Ave., | New York City |

(Cont. from page 8)

On Aug. 22nd Pilot Cruickshanks of the Western Canada Airways left Prince George flying to Ingenika Mine. Mail was carried on this flight with their 10c air mail stamp, and all covers are signed by the Pilot.

Aug. 25th—Return flight from Ingenika Mine to Prince George. Mail carried bears the W. C. A. stamp, and all covers signed by the pilot. About 130 covers were carried on the North and South flight. There was no cachet used by the company. Only one flight made on this route as plane was called in to aid in the search for the MacAlpine party.

On Aug. 26th, Pilot Lee Brintnell, operating superintendent of the Western Canada Airways flew from Aklavik, N.W.T. to Dawson, Yukon. He carried a mail of 83 letters bearing the Company's air mail stamps. No cachet was used and all covers are backstamped at Dawson this date.

On Dec. 9th another experimental flight was made, on this date, in Eastern Canada. Readers will remember in January of 1929 a service was started between Ottawa-Montreal-Saint John and Halifax. This time the route was Montreal to Quebec, Moncton and Saint John. We might state here that Halifax will be added later, but not until they have a better landing field than the present one. Twelve very fine cachets were used by the Government, all in black, and actual scenes on the route flown. Many readers consider these the finest cachets ever gotten out by the Canadian Government, and it will, in my own opinion, take something pretty good to beat them. However, the Prairie set will likely have equally attractive cachets, if this flight is ever made. (This is written on Feb. 7th and I have had no news of when the landing field at Winnipeg will have lights, if they ever will.)

The Government decided to carry mail by aeroplane in the North Country this year, instead of using dog teams. Planes can make the trip in three days easily, whereas 47 days is a record by dogs. This ser-

vice will be from Waterways, or Fort McMurray to Aklavik, N.W.T. Further particulars of this flight will appear in a separate article, in a future issue of the Airpost Journal.

On Dec. 24th another new Government flight was made, when planes flew from Oskelaneo P.Q. to Chibougamau, P.Q. Cachet was applied in black, and like so many others, of this Province, it was applied both in French and English. I might say here, that when Canada came under the British flag, it was stipulated in the Treaty, made after Quebec was taken, that for all time, the Province of Quebec would have two official Languages, French and English. That is the reason of the two language cachets on these covers. Today, over 150 years after the war between the English and French, Quebec still uses the two languages. It is a common sight in every city or town in this Province to see signs in both French and English.

On Dec. 31st the return flight from Chibougamau to Oskelaneo was made. Cachet is in black, and as usual, in both languages.

The vast territory covered in this flight has been mentioned, but possibly many readers cannot visualize exactly how large the North West Territories is. The area is roughly 1,922,735 square miles. Now in the United States, Texas is the largest state and seven states the size of Texas would be nearly 100,000 square miles smaller than the North West Territories. The population of this vast district is estimated at 7,988 people. Not even enough people to make a city, if all were in one town. One can thus imagine the great amount of space in this country which is not inhabited.

In making this flight from Edmonton, or rather from Fort McMurray the mail was postmarked Edmonton on the North flight, 26 bags of mail with about 120,000 pieces were shipped from Edmonton on Nov. 25th, 1929 arriving at Fort McMurray next day. There only being a few people at Fort McMurray, and one Postmaster, it would be impossible to have cancelled the North-bound mail there. Inspector Hale of the Edmonton office accompanied the mail plane on its North and South trips, and it is estimated that during this long flight the Inspector travelled nearly 5,000 miles, perhaps exceeded that distance.

Everything was ready on Dec. 5th to leave Edmonton with three planes of parcel post, joining the plane with mail at Fort McMurray, 300 miles North, with the prospects of starting a shuttle system of delivery, that is, getting mail
(Cont. on page 14)

to the first Post Office and as many more that day, then return South, starting again with points further North, and continuing until all mail had been delivered right through to Aklavik. However, just as the machines were ready to leave, word came in of a snowstorm in the North, and the idea of leaving that day had to be abandoned.

A word regarding the Pilots flying these machines. The flag-ship was handled by C. H. Becker, General Manager of the Commercial Airways who was in charge of the squadron and had a fine record with the Royal Air Force in the Great War. Another machine was handled by Idris Glyn Roberts who had just left the R.C.A.F. to become a pilot for the Company. The machine with the mail, and not carrying parcel post was handled by another well-known pilot in the Great War, of the R.A.F. no other than Captain "Wop" May who also handled the first flight of the Commercial line between Edmonton and Grande Prairie in May 1929, senior Pilot of the Company, and hero of several mercy
(Cont. on page 14)

Air Mail Covers

I have about 60 covers, mainly U. S. priced from 50c to \$15.00 each, that I will send on approval to collectors. Business reference required. **BRITISH & FRENCH COLONIES**

I have a good stock of the regular issues. Why not try a selection on approval?

When in Phila. drop in and look over my stock. Open 9 a.m. to 5:30 p.m.

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We have in stock a full line of S.-W.-J. Co. booklets. What do you need? List free!

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61st CONGRESS,
2d Session.**H. R. 26833.**

IN THE HOUSE OF REPRESENTATIVES.

JUNE 14, 1910.

Mr. SHEPPARD introduced the following bill; which was referred to the Committee on the Post-Office and Post-Roads and ordered to be printed.

A BILL

For an investigation to determine the practicability and cost of an aeroplane or airship mail route.

- 1 *Be it enacted by the Senate and House of Representa-*
- 2 *tives of the United States of America in Congress assembled,*
- 3 That the Postmaster-General is hereby authorized and
- 4 directed to investigate the practicability and cost of an aero-
- 5 plane or airship mail route between the city of Washington
- 6 and some other point or points suitable for the experiment
- 7 and report the results of said investigation to Congress at the
- 8 opening of the short session in December next, in order that
- 9 it may be definitely determined whether aerial navigation
- 10 may be utilized for the safe and more rapid transmission of
- 11 the mails.

THE FIRST AIR MAIL BILL

Introduced by Mr. Sheppard in 1910.

flights into the North Country during the last Winter. The fourth machine was flown by Pilot Burbidge who had also just recently left the R.C.A.F. The other members of the flight besides the four Pilots and Inspector Hale were three engineers and mechanics of the Company and a reporter. None of the Pilots however, had ever flown in this Country before.

On Dec. 10th, a start was made and mail delivered to Fort Chipewyan, also a return flight to Fort McMurray. However, the mail did not reach Edmonton on the return flight until the 13th on which date it was backstamped. Before we leave Fort Chipewyan it might be stated that over 100 years ago, Factor MacKenzie of the Hudson Bay Company,

left this Post to discover the MacKenzie River which bears his name, and on which many of the Forts covered on this trip are situated. He also set out from there on the trip which took him through to the Pacific Ocean, he being the first white man to ever make the overland journey to the Pacific Coast.

Fort Fitzgerald was reached on the 12th, also Fort Smith, Fort Resolution on the 15th, Hay River on the 17th, also Fort Providence, and Fort Simpson on the 18th. The mail from these places was returned by train to Edmonton where it was backstamped on the 20th, with the exception of Fort Simpson which is backstamped on Jan. 10th. Flying further North with two machines which now sufficed to look after the

Germany to United States

ZR3 FLIGHT

A Card and Cover for

\$5.00

(Only 10 pairs on hand)

**METROPOLITAN
STAMP CO.**

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DEALERS

FIRST FLIGHT PERSIA

Tehoran-Moshed & Moshed-Tehoran

Two flights in one, with beautiful red and blue cachets showing the Mosque of Imam Roza over which a plane flies—Association of the most modern product of civilization with one of the most ancient works of civilization. Worth while for every collector—

Easily saleable.

R. Y. MOTTAHEDEH

225 Fifth Ave. New York, N. Y.

mail, Wrigley was reached on the 22nd, also Fort Norman. Fort Good Hope on the 25th, Christmas Day, Arctic Red River on the 26th, and on the 27th the objective was reached Fort McPherson and Aklavik. The return flight was made from Aklavik on Dec. 30th and Fort Simpson reached Jan. 1st. Fort McMurray being reached on the 2nd. Mail being forwarded from there by train to Edmonton where it was backstamped on the 10th. The long delay is explained by the fact that only a weekly train runs from Fort McMurray (from Waterways actually, as Fort McMurray is seven miles North of the Railway) to Edmonton.

The November issue of the "Journal" contained a brief description of the occupations of the various Postmasters, in this Northern section. So rarely is mail sent out or received, that the office of Postmaster is purely incidental, and is invariably in the hands of some representative man in the community, who drops his other affairs long enough to take charge, as the occasion demands. The occupations of these Postmasters are as follows:

Fort Fitzgerald—Fuel Merchant.**Fort Smith**—District Agent of the Territories, corresponding to a Lieut. Gov. of a Province.**Fort Resolution and Fort Wrigley**—Manager of the Northern Trading Co.**Hay River**—Anglican Missionary

(Cont. on page 19)

F. A. M. 6

Superb, complete point-to-point, Jan. 9-10, 1929. 21 covers including the rare Jan. 21 covers from Miami and San Juan. One set only **\$45.00**

ALLAN M. THATCHER
556 High St. Fall River, Mass.**CANADIAN AIR MAILS—MINT**

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|-----------------------------|-----|
| Western Canada Airways..... | .20 |
| Yukon Airways..... | .50 |
| Commercial Airways..... | .35 |
| Br. Columbia Airways..... | .15 |
| Cherry Red Airline..... | .20 |
| Klondike Airways..... | .50 |

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SEPT. 26-27-28, 1912

Horace Kearny at McLeansboro

Aviation and Street Circus,

Very good—\$20.00

Returnable if Unsatisfactory

HENRY LACKS

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.

ALAOUITES

Quantities issued of the 1929 set are as follows:

| | | |
|---------|---------|-----------------|
| 0.50pi | 100,000 | (two printings) |
| 1pi | 50,000 | |
| 15/25pi | 20,000 | and 5,000 |
| 25pi | 20,000 | and 5,000 |

Bulletin Mensuel.

| | | |
|------------|--------------|-------------|
| 50c on \$1 | (1915 issue) |10,000 |
| 50c on 50c | (1927 issue) |10,500 |

(Official habilitado)

Mr. H. F. Christensen.



ALBANIA

As mentioned in our last issue, 1000 sets of the 1925 issue were surcharged as illustrated above.



CANAL ZONE

The surcharge on regular stamps noted in our last issue is also illustrated.



DOMINICAN REPUBLIC

Two values of the new airmail series have appeared, and are of the same type as the previous issue (illustrated above). The two values which have been seen are the 10c orange yellow, and 20c deep green. Perforated 11½ and unwatermarked.

HONDURAS

By the time this appears in print, another airmail series of five values will have been issued. According to information given us, the following is the number issued.

| | | |
|------------|--------------|-------------|
| 5c on 10c | (1923 issue) |20,500 |
| 10c on 20c | (1923 issue) |20,500 |
| 25c on 50c | (1925 issue) |20,500 |



We were unable to illustrate the recent issue of two values and have just noticed that they were not mentioned in our last issue.

The two values are: 5c on 10c blue (red) and 20c on 50c rosine (black). Perforated 11 and unwatermarked.

Reports as to numbers issued vary from 4,500 to 15,000 sets.

A number of typographical errors have occurred, such as missing periods, wrong font letters, missing "r" in "Aereo" and missing hyphen between "oro" and "1929".

According to Scott's Monthly Journal, these varieties are distributed as follows:

- "Internacional" on both values.
- Wrong font "n": Nos. 1, 12.
- Wrong font "r": No. 44
- Wrong font second "a": No. 46
- 5c on 10c
- Italic "5": No. 3.
- No period after "cts.": Nos. 2, 16, 25.
- Large "1" in "1929": Nos. 10, 26, 27, 30, 34, 39, 47, 50.
- Many varieties of spacing are found in the third row of the surcharge.
- 20s on 50c
- Missing "r" in "Aereo": No. 14
- No period after "cts.": Nos. 2, 16, 25, 26, 40.
- No hyphen after "oro": No. 43.

Two errors were noticed and apparently corrected after the first three sheets were printed. They are:

- "cts. cts." for "cts. oro": No. 20.
- "1999" for "1929": No. 45.

Twenty horizontal pairs have been found imperforate between.

GREECE

On December 6, 1929 air mail was carried from Alexandria to Crete, Greece and London. Mail arrived at the following hours:

- Crete, Friday at 4:15 P.M.
- Athens, Saturday at 11:45 A.M.
- London, Tuesday at 3:00 P.M.

The airmail surtax was fixed as follows:

- For Crete, 6 mills, for 20 grms or fraction.
- For Athens, 10 mills, for 20 grms or fraction.

For London, 13 mills, for 20 grms or fraction.
 For Iraq, 12 mills, for 20 grms or fraction.
 For Persia, 20 mills, for 20 grms or fraction.
 For India, 25 mills, for 20 grams or fraction.

—P. J. DROSSOS.



ICELAND

A rather attractive airmail was issued on Jan. 1st, and is triangular in shape. Only one value, but we believe that this has also been overprinted for official use. There were 325,000 issued. Value: 10 aur, deep ultramarine, perforated 12 and unwatermarked.



INDIA

In our December issue, we reported five values of the new India set. We have just received a set of six values, the additional one being a 2 anna, grey green.

JAPAN

The Tokio-Osaka airmail line will probably be extended to Shanghai, China in April.

The present airmail service is between the following points: Niiagata, Tokio, Osaka, Fukuoka, (Japan); Urusan, Keijo, Heijo, (Korea); and Dairen (Manchuria). A branch line exists from Osaka to Matsutama via Takamatsu.

MEXICO

The 20c Aviation Week has appeared surcharged "OFICIAL" in same type as previous official stamps. We understand that 20,000 were surcharged and about 15,000 sold the first day. Another source places the figure at 8,000. We wonder how many will be left for the officials to use.

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.



Although a bit late, the 1 peso of the Postal Congress set Surcharged "Oficial" is illustrated.



PANAMA

The new permanent set was placed on sale the 20th of January. Three values were issued, 15c myrtle, 20c carmine, and 25c blue. Perforated 11½ and unwatermarked.

The new 5c provisional (illustrated on the right above) airmail has just been received. They were issued to take care of the new reduction in rates. We understand that 25,000 were issued. Rumor has it that there will be a \$1 value, also provisional.



PARAGUAY

Two of the values illustrated in our last issue have arrived. They are the 0.95 ultramarine on bluish paper, 0.95 bright rose on pinkish paper, 1.90 lilac on bluish paper and 1.90 vermillion on pinkish paper. Perforated 11½ and unwatermarked.

Although no definite reason is given for the two colors of each value, we presume that this system is being used instead of surcharging to distinguish those sold by Postal Agents in the country districts.

According to Gibbon's Stamp monthly, a new provisional set is being prepared of the following values and quantities.

| Overprinted "Correo Aereo" | Quantity | Surcharged additional value | Quantity |
|----------------------------|----------|-----------------------------|----------|
| 10c | 50,000 | 5c/10c | 100,000 |
| 20c | 30,000 | 40c/50c orange | 20,000 |
| \$1 vermillion | 10,000 | \$6/\$10 | 10,000 |
| \$2 | 10,000 | \$10/\$20 | 5,000 |
| \$3 | 10,000 | \$10/\$20 | 5,000 |



SALVADOR

Again we illustrate stamps that were described in our last issue.

In connection with this set, Mr. G. W. Linke has written us a very interesting letter:

"Examining the new set of Salvador, I find a rather odd method of surcharging appears to have been used. Four of the stamps have changed their value, the 20c having only the "Servicio Aereo" overprint. However, looking closely at this 20c value reveals, in albino, the entire overprint which appears on the 35c red and green. I think the printers made up a plate for over printing the 35c stamp and decided to use the same plate for the 20c value to save time making a separate plate. In printing the 20c stamp, they probably used a "mask", a sheet of paper with slits cut in it, so that when a sheet of stamps was placed in the press with the mask on it, the "Servicio Aereo" would print in black on the

stamp, the rest of the overprint falling on the mask and showing up only in albino on the stamp. This albino surcharge is, of course, difficult to discern on the face of the stamp, but is easily seen by turning the stamp face down."

We note the following in Scott's Monthly Journal:
Quantities issued:

| | |
|-----|--------|
| 15c | 25,000 |
| 20c | 9,990 |
| 25c | 10,000 |
| 40c | 50,000 |
| 50c | 10,000 |

Larger quantities were not surcharged because permanent airmails are expected very shortly from Waterlow.

The only error found in the surcharges is stamp No. 91 of the 20c, which has the "e" in Aereo" inverted.

SENEGAL

We wish to correct our remarks anent the new issue of this country. We should have stated that essays have been called for and not that they were issued.

SIAM

According to "Bulletin Mensuel" the following airmail stamps have been reprinted:

| | |
|-----|-----------|
| 5s | 2,000,000 |
| 10s | 2,000,000 |
| 15s | 500,000 |

SPAIN

Owing to the inauguration of an internal airmail service, a new set of airmail stamps is in preparation. They will be used on the Madrid-Seville and Madrid-Barcelona lines, which were inaugurated on Oct. 21st. The airmail postage will be double the ordinary postage.

L'Aviette Postale

SYRIA

The following are the number issued of the 1929 airmail series:

| | |
|---------|-------------------------|
| 0.50p | 100,000 (two printings) |
| 1pi | 100,000 (two printings) |
| 15/25pi | 25,000 and 10,000 |
| 25pi | 25,000 and 10,000 |

Bulletin Mensuel

UNITED STATES

The new 5c airmail was issued, as scheduled, on Feb. 10th. We borrow the description from the "Postal Bulletin".

"The stamp is the same shape and size as the current 10c. stamp and is printed in purple. The central design is a reproduction of the insignia of an airmail pilot, a globe with extended wings on either side with a background of rays of light. Upon the globe are the words 'U. S. Air Mail'. In a horizontal panel across the top of the stamp are the words 'United States Postage' in

white Roman letters and at the bottom in an ornate panel is the word 'Cents'. The white numeral '5' appears within circles in both lower corners.

ANNOUNCEMENT

Effective with March 5, 1930, Mishawaka, Indiana, will be embraced for supply on Air Mail Route CAM-27, Bay City-Chicago Route.

Air mail to and from the Mishawaka Post Office will be exchanged with Route CAM-27 via the South Bend Airport direct to and from the plane. The schedule of Route CAM-27 is therefore, changed so as to also include Mishawaka for supply by the plane reaching this airport at 8:05 a.m. and leaving at 8:10 a.m., eastbound, and reaching this airport at 6:20 p.m. and leaving at 6:25 p.m., westbound.

NICARAGUA

The 25c. and 50c. official stamps, overprinted "Correo Aereo" have been found with *double overprint*. We do not know how many were thus printed.

We are extremely sorry to learn of the death of one of the most respected men in airposts, C. E. Nickles of Washington, D. C. We have had no details, and the news comes quite unexpectedly, for although we had never met Mr. Nickles personally, we were under the impression that he was a comparatively young man, at the beginning, and not the end, of his career.

We consider Mr. Nickles' death a distinct loss to Aero Philately.

| | | | | | |
|----------------------------|---|-------|----|--|-------|
| 6 | Philippines-Ruth Law cover. 1919, April 5, No. 1 in the American Air Mail catalogue (285) 150.00 | 74.00 | 38 | * HONDURAS 1929, 5c, 10c, 15c and 20c surcharged on the GARAY stamps. This set has not been listed by Scott. Why? | 6.70 |
| AIR MAIL ADHESIVES. | | | | | |
| 7 | * ALAQUITES, 1926-27. The three sets, complete, mint (201-212) 5.00 | 2.30 | 39 | * JAPAN 1919, 1's and 3s, genuine and signed, (451-452) (5.00) | 7.60 |
| 8 | * ALBANIA, 1925, set complete, mint (601-607) 5.56 | 3.20 | 49 | * MEMEL 1921, 60pf on 40c, mint superb, and scarce (301) 9.00 | 4.10 |
| 9 | * —, 1927, "Rep. Sqiptare" overprint, mint superb set (608-614) 5.74 | 3.10 | 50 | * MEXICO 1922, 50c dark blue and red brown, mint superb centered copy of this scarce stamp. Signed (901) (10.00) | 8.50 |
| 10 | * —, 1928, "Vlone-Brindisi", mint superb set. Scarce (615-621) 8.55 | 7.00 | 51 | * NETHERLANDS 1921, complete mint set, grossly underpriced by Scott. Used they are relatively common, but they have always been scarce mint (701-703) | 3.50 |
| 11 | * ARGENTINE, 1928, complete, superb mint set (501-519) 30.75 | 12.50 | 54 | * PANAMA 1929, 25c on 10c orange, surcharge inverted, mint superb centered? These stamps are rare centered and not smudged (701a) | 15.00 |
| 12 | * AUSTRIA, 1918. 2.50kr on 3kr ochre, surcharge inverted, mint (676a) 50.00 | 34.50 | 55 | * 1/2 —, 10c orange, double surcharge, very fine, mint centered copy of this unlisted rarity (702a) | 12.75 |
| 13 | * —, 1918-1926, complete, Nos. 675-700, very fine, mint | 2.75 | 56 | * —, 10c orange, superb mint copy of the rare and unlisted inverted surcharge (702b) | 10.50 |
| 14 | * —, 1926, 5s and 10s, superb mint (701-02) 4.50 | 3.10 | 57 | * —, 25c on 20c dark brown, double surcharge, mint superb (704a) | 13.00 |
| 15 | * BOLIVIA, 1924. Set complete, fine mint (301-307) 13.20 | 8.75 | 58 | * PARAGUAY 1929, the three sets complete, mint (400-409) | 10.25 |
| 16 | * BRAZIL, 1927. Set complete, fine mint (801-816) 43.00 | 18.50 | 59 | * PERU 1927, 50c violet, mint superb centered. | 11.25 |
| 18 | * CHILE, 1928. Nos. 601-609, very fine, mint 6.55 | 6.30 | 60 | * PERSIA 1927, set to the 5kr, very fine mint (1101-1113) 14.16 | 6.75 |
| 19 | * —, 3p on 5c deep blue, red surcharge, mint superb. (610) 8.00 | 7.10 | 61 | * —, 10kr, mint superb (1114) 20.00 | 12.50 |
| 20 | * —, 6p on 10s deep blue and black. Mint superb copy, never hinged of this stamp which is selling well over Scott's cat. price. (IF in stock, and in good condition). (611) 20.00 | 25.00 | 62 | * —, 20kr, mint superb (1115) 25.00 | 16.90 |
| 21 | * — 1929, 10p, black surcharge, face value \$1.20. Mint superb (612) 2.60 | 2.60 | 63 | * —, 30kr, mint superb (1116) 35.00 | 23.75 |
| 22 | * CHINA 1921, set complete, very fine, mint (451-455) 4.55 | 2.80 | 65 | * PHILIPPINES, 1926, Madrid-Manila. 2c, 4c, 5c and 8c, fine o. g. (305-308) 12.00 | 7.40 |
| 23 | * COSTA RICA 1928, "Lindbergh", 10c on 12c rose, perfectly centered, mint (147) 5.00 | 2.75 | 66 | * —, 10c and 12c, fine, average copies, mint (309-310) 9.00 | 5.50 |
| 28 | * DUTCH INDIES, 1928. Both sets, mint superb (351-360) 5.95 | 4.00 | 67 | * —, 16c and 20c, fine, average copies, mint (311, 312) 10.00 | 6.30 |
| 29 | * ECUADOR 1929, set complete, very fine, mint (401-407) 17.40 | 12.25 | 68 | * —, 26, and 30c, as above (313, 314) 10.00 | 6.80 |
| 30 | * ESTHONIA 1920-23, set complete, very fine, o. g. (201-208) 11.65 | 4.40 | 69 | * 1928, L.O.F. complete set, very fine, mint (328-337) 23.70 | 12.00 |
| 31 | * — 1923, 15m on 5m, postally used, very fine and rare thus (206) 3.50 | 2.40 | 70 | * PORTUGAL, 1923 AVIATORS, superb, mint complete set. (266-281) 6.80 | 3.90 |
| 32 | * — 1924-24, both sets complete, mint superb (212-222) 3.23 | 1.50 | 73 | * SIAM 1925-27, set complete, with two very rare values, mint and very fine (401-408) | 10.50 |
| 33 | * FRANCE, Offices in Morocco, 1922, 75c deep blue, mint superb (501) 7.00 | 5.00 | 74 | O SYRIA 1920, 1pi on 5c green, tied to small piece of cover. 5pi on 15c and 10pi on 40c both tied to tiny piece dated May 11, 1921. These stamps are very fine and rare, in genuine used condition (301-303) (10.00) | 16.20 |
| 34 | * — 1922-27, except above, mint superb complete sets (502-511) 4.25 | 2.40 | 17 | O CHILE, 1927. Listed as regular stamps, not private, by Champion. The five stamps overprinted on the prepared but not issued Maipu Centenary stamps. 40c, 80c, 1.20, 1.60 and 2 pesos, lightly cancelled....None issued unused. Priced by Champion at Fr. fr. 475 (Ch. 1-5) 19.00 | 15.00 |
| 35 | * — Semi-Postal Air Post. 1928, set, complete, mint (551-560) 3.07 | 2.50 | | | |
| 36 | * — 1929, overprinted Tanger, set, complete, mint (561-570) 3.07 | 2.25 | | | |
| 37 | * GERMANY, 1926-28, three issues, complete, very fine mint (429-438) 6.51 | 3.10 | | | |

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81 NASSAU STREET

NEW YORK, N. Y.

THE OPPORTUNITY OF A LIFETIME! !

Without a doubt, this offer is the most attractive one made to collectors in many a moon.

The RARE MANAGUA-MIAMI FLIGHT—F. A. M. 5—May 15th, 1929

This flight took place with no notice and a very small mail was carried, mostly commercial. In addition, this is also the first day of use of the first Nicaraguan airmail stamp.

The covers are very attractive and AUTOGRAPHED BY PILOT!

AT THE EXTREMELY LOW PRICE OF \$10.00

This cover has been selling at about \$20.00 and is a good buy at that figure. Only a few in stock, so ORDER AT ONCE TO AVOID DISAPPOINTMENT. These will not last long.

THE BERKSHIRE EXCHANGE

1576 BROADWAY

NEW YORK, N. Y.

(Cont. from page 14)

Fort Providence—Catholic Priest

Fort Norman—Catholic Priest

Fort Good Hope—Catholic Priest

Fort Simpson—Storekeeper

Arctic Red River and Fort McPherson—

Post Manager, Hudson Bay Co.

Aklavik—Rev. Bishop, W. A. Geddes.

AIR MAIL NEWS FROM GREECE

Since the beginning of the year, the air mail postage tariff, has been considerably lowered in Greece, for all directions from Athens, on the Imperial Airways (London to Karachi) and Aur Union (Marseilles to Syria.) Lines, via Greece.

London-Karachi

The first air mail from Athens for Bagdad (with air mail for the whole of Iraq) left on the 16th of January, 1930 with 109 letters.

The first air mail from Athens to Gaza (with air mail for Palestine and Transjordan) left on the same date, with 105 letters. The plane carrying this mail, was held up on its flight to Egypt, at Mirabella Bay (Crete) owing to very bad weather.

The first air mail from Bushire (Persia) arrived on the 25th of December, 1929 at Athens, with 5 letters; which was the first air mail ever received in Greece from Persia. Up to now Greece has never sent mail by air to Persia.

Marseilles-Beyrouth

The first air mail from Corfou to Marseilles left Corfou on the 17th of January, 1930 with 87 letters, and arrived at Marseilles on the 19th, where only the mail for Marseilles itself, was backstamped, the transit one receiving no postmark.

Brindisi-Athens-Constantinople

There is to be a stop between Athens and Constantinople at the island of Mitilene, (known to all by the special stamps, issued there in 1912-13 during the First Balkan War) by a slight deviation of the route. Should mail be carried, readers will be kept posted.

(Cont. from page 12)

up to two hours. The only other expense is your postage. When your covers came back, you would probably find that two of them were torn, and perhaps two others did not come back at all. This leaves you with eight covers, which have cost you from \$5. to \$10. according to how you value your time, and in the next paper you see, some dealer will probably offer them for 50 cents apiece, and they will probably be just as attractive as those you so laboriously sent.

Our experience has shown that the longer a collector collects covers, the less he sends himself, primarily because he also finds by experience that the above remarks apply in his case. A new collector instinctively feels that it is cheaper to send his own covers, to our mind it is frequently the most expensive way, and this applies whether the flight is to be made in Africa or from a neighboring city. The function of an airpost dealer is exactly the same as that of a broker or merchant. He makes it easier for you to get the material you want, and he offers it to you at a price which is less, as a rule, than you would have to pay, if you sent the same covers yourself.

"May I take this opportunity to tell you that I believe the Airpost Journal is really the most wonderful magazine of its kind that is published. I subscribe to all the larger stamp and airmail papers but there is none that can com-

pare with the Airpost Journal because it is entirely different. I have often heard the expression "read from cover to cover" but the Airpost Journal is the only magazine that I could ever do this with.

With best of wishes for continued success, I remain,

Very truly yours,

(Signed) J. S. Boyer

Dear Sir:

"I should be very grateful to you if you could kindly answer to the following questions:

When the C. A. M. route No. 31 was inaugurated? Which stops are included in this route?

In which day of December 1929 the stop at St. Petersburg, Fla. was effective? (Route No. 25).

—F. C. (New York)

Answer

C. A. M. 31, Temporary service opened June 15, 1929, between Lake Front and Cicero Field, Chicago. Service connected with incoming mail only. Covers cannot be identified.

St. Petersburg added to C. A. M. 25, on December 14, 1929.

"On page 5 of your No. I, you mention 'ill will caused by the methods of American Airmail Companies in South America.' Highly colored schemes are frequently announced in the local papers, many of which have absolutely no foundation in fact, and in most cases

(Cont. on page 20)

AIRPOST and OTHERS

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81 NASSAU STREET

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DEALERS

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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.

are very premature. Shortly before the inauguration of the Pan American extension from Chile to Argentine, the P. M. G. here, received a cable from U. S. A. informing him that on such and such a date, the first plane with mail from the U. S. A., would arrive in Buenos Aires. This occasioned a protest from our P.M.G. who wrote to the Minister of the Interior suggesting that before foreign governments made these arrangements, the local authorities should at least be consulted.

"Something of a similar nature happened in Chile because the Panagra avions were not allowed to bring any mail from Chile to Argentine, because the concession belongs to the Cia Aeroposta Argentina, and as the Chilean airmail service is a government monopoly, the mails brought from Argentine to Chile by the same company's avion on October 12th, for towns in the latter country, occasioned a protest on the part of the authorities there, but were subsequently allowed to pass in accordance with the terms—of the London Aeronautic Convention.

"Similarly the Nybra line announced months ago that their airmail service to the U. S. A. would be opened in January, but so far the route is only open as far as Montivideo, and as for the service from the north, I understand that there is no immediate prospect of its being opened."

—A. H. DAVIS.

THE RAREST AIR STAMPS

Soon after the end of the Great War, the Italian postal officials prepared a special stamp, by overprinting as described below, for use on temporary air mail services in the Levant. It is said that 4,000 copies were produced. Specialists have known of the existence of this issue although actual examples had not come to light and it does not appear in any catalogues, specialized or otherwise, but it now appears that the printing was destroyed, with the exceptions noted below, as the Turkish Post Office objected to its use in Constantinople.

We had been informed that three copies only were retained, one for state archives and one each for two highly placed officials, but in spite of extensive inquiries only two have been traced: one is government property and the other was offered to a philatelist some years ago.

Description:—

Italian Levant, 15pi. on 25c. The overprint was made on the 25c. rose "Espresso" stamp of 1903, in black, and consists of a biplane silhouette, 36mm. wide, above which is "SERVIZIO" and below "Piastre 15".

Francis Field.

"I have been reading with interest your "Airpost Journal" from the first copy.

However, in your January copy I see an article by Capt. Street which I believe is a mistake for you to publish. I mean the last paragraph of his letter, where he says, "... 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."

"The covers he refers to are covers flown from Miami to Habana, and San Juan to Habana and from there to interior points on the island by train. These covers as long as they are genuine covers are just as good as any Capt. Street sells which go to Habana only.

"I believe it is very poor policy for any dealer to knock another man's goods like that in order to sell his own covers, and also poor policy of an editor to publish it, therefore acting as a tool for the dealer.

"I purchased some covers from a man in Santiago who is probably the one referred to and am sure that they are flown from San Juan and Miami to Cuba, and certainly do not like to have anyone run them down as long as they are really flown.

His article "Camaguey and Stgo. de Cuba on FAM 6" is entirely correct, I believe."

—John C. Kunz.

Mr. Kunz is right in one sense. While a Miami-San. de Cuba cover is not flown beyond Havana, it was flown that far, and has the same value as a Miami-Havana cover. This also applies to covers from San Juan. On the other hand it is incorrect and bad business ethics, to describe them as "Miami-Santiago de Cubas" covers, for this implies that they are a distinct variety, flown between these points and worth a premium, none of which is true.

The first dispatch of air mail from Alexandria to Hungary arrived at Budapest on December 10th, 1929 at 7:30 a.m., as the Karachi-London line had been suspended, due to unfavorable weather, and airmail had been sent between Athens and Budapest as ordinary mail.

The above airmail dispatch contained twenty-one registered and twenty ordinary letters. (From the Director General of Posts, of Hungary, forwarded to the "Airpost Journal" by P. J. Drossos.)

Dr. Holland A. Davis kindly sends us a copy of his publication, "The Davis Rocky Mountain Coin Encyclopaedia". If you have a few old coins and wish to satisfy your curiosity about their value, by all means send for a copy. It is very concise and well arranged, and is published by the Stamp and Coin Shop, 406-15th St., Denver, Colo.

Mr. Jost of the Boston Air Mail Society sends us a clipping from the Boston Post, on airmails, which shows that the world is getting "Airpost-Minded", but we rejoice that the author of it does not edit the Airpost Catalogue, for his facts are a bit sketchy.

The article contains the following statements: Half a million letters were carried from Paris during the Siege of 1870-1; They bore the 1st airmail stamps in history. The 1st Balloon that left Paris landed in Norway, but most of the 28 Balloons which were released landed in France. Letters and envelopes were extremely small and were made of flimsy paper in order to reduce weight.

The last statement is partially true but all of the others contain errors, four in all. Can you spot them?

NYBRA

On January 8, 1930 the Nybra Line inaugurated their Buenos Aires-Rio de Janeiro Line by carrying 19 passengers over the route. (No mail). The opening of airmail service took place on January 15th, carrying mail to intermediate points. There was no mail from Uruguay, as no air mail agreement has been made between the company and the Brazilian Government. Consequently there will be no return mail from Brazil. Service is weekly. Tariff is 5c. for every two grams.

The Panagra is expected to extend their route to Rio de Janeiro shortly.

—A. H. DAVIS.

We have just received a copy of J. Rosenberg's Wholesale Price List, it is thoroughly illustrated and contains a number of desirable airmail stamps. Dealers who want a reliable service in Europe, should write for a copy. The advertisement of this important firm will be found elsewhere in this issue.

THE GRAF ZEPPELIN

It now seems more than likely, that the next trip made by the Graf Zeppelin will be to Rio de Janeiro, via Lakehurst. One of the factors affecting this decision was probably the fact that it has proved highly profitable to transport wealthy Americans across the Atlantic, while a polar flight obviously is not as enticing to passengers. At any rate, the odds are now in favor of the above mentioned flight as the next one to be made by the Graf Zeppelin.

With the institution of a new international air mail connection between Winnipeg and Minneapolis and St. Paul, via Fargo, N. D., which is expected within a month, it will be possible to send a letter from Aklavik, Alaska, within the Arctic Circle, to Santiago, Chile, nearly 12,000 miles away, in two weeks.

First Day and First Flight Covers

1st Day of NEW 5c Air Mail—20c
5 diff. U. S. (beautiful covers) or
6 Canadian 1st Flights at—\$1.00
F. A. M. 8 Brownsville-San Lorenzo at
60c ea.

JOSEPH GOLDBERG

5002 S. Ashland Chicago, Illinois
(A. A. M. S. 456, C. A. P. S. 97)

A Page From Our New Air Mail List - Send for Complete List

| Country | Date | Denomination | Scott Nos. | Net |
|----------------|------|------------------------------------|------------|---------|
| Ecuador | 1929 | 2c to 5s inclusive | 51-458 | \$12.50 |
| | 1929 | 2c to 10s complete, RARE | 451-458 | 30.00 |
| Egypt | 1926 | 27m deep violet | 251 | .30 |
| | 1929 | 27m orange brown | 252 | .25 |
| Estonia | 1920 | 5m imperf. | 201 | .15 |
| | 1923 | Prov. imperf. 5 var. compl. | 202-206 | 3.50 |
| | 1924 | 10m to 20m complete, RARE | 207-208 | 8.50 |
| | 1924 | 5m to 45m complete | 212-216 | 1.00 |
| France | 1925 | 5m to 45m complete | 218-222 | .60 |
| | 1927 | 2fr and 5fr complete | 351-352 | 1.75 |
| French Morocco | 1922 | 75c deep blue, scarce | 501 | 6.50 |
| | 1922 | 2fr to 3fr (503a) complete | 502-511 | 3.00 |
| | 1922 | 2fr deep violet, scarce | 503 | 1.00 |
| | 1928 | 2c to 5fr complete | 551-560 | 3.50 |
| Germany | 1922 | 2c to 5fr TANGER, complete | 561-570 | 3.00 |
| | 1919 | 10pf to 200m complete | 401-421 | .25 |
| | 1924 | 5pf to 300pf complete | 422-428 | 4.00 |
| | 1926 | 5pf to 3m complete | 429-438 | 2.50 |
| Greece | 1928 | 2m and 4m Zeppelin, complete | 437-438 | 2.50 |
| | 1928 | 2d to 10d complete | 751-754 | .60 |
| Guatemala | 1929 | 3c to 20c complete | 701-704 | 1.00 |
| | 1929 | 3c on \$2.50, scarce | 705 | 1.50 |
| Hayti | 1929 | 50c deep violet | new | .15 |
| | 1929 | 1g blue | new | .35 |
| Honduras | 1929 | Garay Issue complete | new | 10.00 |
| | 1929 | 5, 10 and 15c complete | new | 5.00 |
| | 1929 | 25c red, very scarce | new | 6.00 |
| | 1929 | 5c and 20c complete | new | 1.00 |
| Hungary | 1918 | 1k.50f and 4k.50f complete | 651-652 | .75 |
| | 1920 | 3k to 12k complete | 653-655 | .10 |
| | 1924 | 100k to 10,000k complete | 656-661 | 1.00 |
| Iceland | 1927 | 12f to 80f complete | 662-669 | 1.50 |
| | 1928 | 10auk red | 301 | .08 |
| India | 1929 | 50auk gray and claret | 302 | .22 |
| | 1929 | 2a to 12a complete | new | 1.20 |
| Italy | 1917 | 25c rose and 25c violet | 551-552 | .25 |
| | 1926 | 60c to 5L complete | 553-557 | .85 |
| | 1927 | 50c to 80c complete | 558-561 | .30 |
| Japan | 1919 | 1½ and 3s complete | 451-452 | 9.50 |
| | 1929 | 8½ to 3s complete | new | .75 |
| Latvia | 1921 | 10r and 20r complete | 251-252 | .50 |
| | 1921 | 10r and 20r complete | 253-254 | 1.50 |
| | 1928 | 10s to 25s complete | 255-257 | .30 |
| Lebanon | 1924 | 1st Issue complete, RARE | 201-204 | 3.50 |
| | 1924 | 2nd Issue complete, RARE | 205-208 | 2.75 |
| | 1925 | 3rd Issue complete | 209-212 | 1.25 |
| | 1926 | 4th Issue complete | 213-216 | 1.00 |
| | 1927 | 5th Issue complete | 217-220 | .75 |
| | 1928 | 6th Issue complete | 221-224 | .90 |
| | 1928 | 7th Issue complete | 225-228 | .50 |
| | 1929 | 9th Issue complete | 233-237 | 7.50 |
| Libia | 1929 | 50c and 80c complete | 151-152 | .18 |
| Lithuania | 1921 | 20sk to 5auk complete | 401-407 | 1.00 |
| | 1921 | 20sk to 5auk complete | 408-414 | .35 |
| | 1922 | 1auk to 5auk complete | 415-417 | .35 |
| | 1922 | 2auk to 10auk complete | 418-421 | .25 |
| | 1922 | 10c to 1L complete | 422-431 | 6.00 |
| | 1923 | 20c to 1L complete | 432-436 | .70 |
| | 1926 | 20c to 60c complete | 440-442 | .30 |
| | 1923 | 20c to 1L Charity complete | 615-618 | 1.50 |

New 1930 Lissiuik 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.

The subscription contest seems to be developing into a parade. Mr. Betts, who sends them in, in bunches is in a fair way of walking off with a valuable prize in June. One of two things must be true, either Mr. Betts has the largest correspondence with collectors, or others in the contest lack initiative. On June 1st approximately \$100.00 in commissions (25%) and prizes will be distributed. First place winner has first choice of four prizes. The prizes are: a U. S. Pioneer card, a mint complete L.O.F. set of the Philippine Islands, four covers carried on the opening of C. A. M. 2, by Col. Lindbergh, and 30 per cent discount on advertising space, to be used in any one issue of the "Journal". In the meantime we will furnish the necessary blanks and also pay a 25 per cent commission on all subscription blanks received bearing your name. Simply inclose a blank in each letter, bill, approval selection, or price list that you send out. The Airpost Journal is unlike any other airpost magazine published, and its reputation is spreading, all of which makes it fairly easy to secure subscriptions. We do everything else, but we can't mail the blanks for you.

Here is the standing as we go to press:

| | |
|-----------------------|----|
| W. W. Betts..... | 36 |
| G. A. Zimmerman..... | 11 |
| Airpost Stamp Co..... | 9 |
| Geo. Tucker..... | 6 |
| F. Herget..... | 6 |
| R. Wight..... | 4 |
| G. Street..... | 4 |
| N. Joseph..... | 4 |
| W. Chapin..... | 3 |

The following have 2 each: C. D. Reimers, L. Guenzel, H. Barnett, E. Cantrell, E. Klein, W. Treichler, M. Anzoreana. 1 each: F. Toth, D. Eigel, H. Meisel, H. Kingdom, B. DuBose.

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IMPORTANT!

While this is the "March" number of the *Airpost Journal*, it is published on the usual date. As we explained in our last issue, we are dating it one month ahead, in order to avoid confusion on newsstands, etc.

The next number will be the April number, and it will appear on March 20th. We mention this again lest we be overwhelmed with requests for the "February" number.

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We have for sale a beautiful cover autographed by Carl B. Eielson, the pilot who was lost in Siberia a few months ago.

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