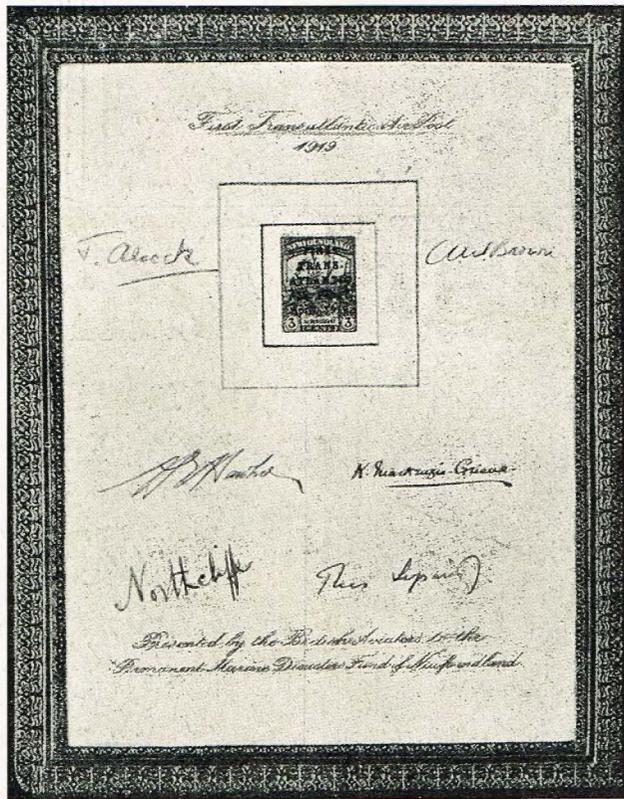


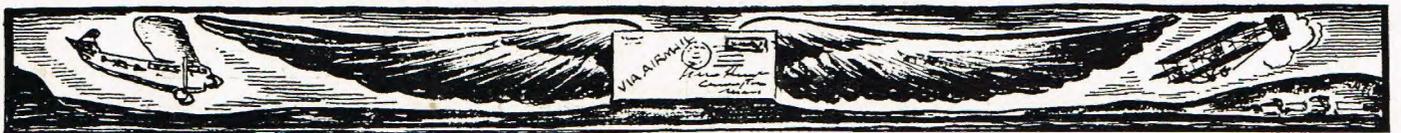
*The*  
**Airpost**  
**Journal**

Vol. I, No. 9

August 1930



The famous Hawker air mail stamp, mounted on an album page with the autographs of all of the transatlantic flyers of 1919 and of Lord Northcliffe.



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Fun  
I've had in a  
Long time ---*

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\* \* \*

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\* \* \*

All groups, including air stamps are represented by the best and most wanted pieces, and, all in all, this little sale is by far the most interesting of any I've offered thus far.

\* \* \*

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For July — Just Out

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# THE AIRPOST JOURNAL

Vol. I, No. 9

THE AIRPOST JOURNAL

AUGUST 1930

**Land Mail** What is this thing called "Air Mails"?  
**Sea Mail** Certainly every Philatelist who takes a  
**Air Mail** stamp paper has seen enough printed  
about air mails to have gained some sort  
of an impression of it. Whether that impression is  
accurate or not, is another question, for so much has  
been written about it and the hobby is so new, that if  
one were to judge air mails simply by the material  
printed under its name, any stamp collector might be  
pardoned for thinking that Aerophilately was a hobby  
for little boys and girls and those of undeveloped  
mentality.

Such is probably the impression that many Philatelists  
have gained of this modern hobby, and we will admit  
that if air mail collecting really did include all of the  
phases that are daily linked with it, by its over-  
enthusiastic adherents, we would be forced to agree,  
more or less, with this opinion.

However, the real hobby of Aerophilately is something  
else again. Its foundation and principles spring from  
the same source that gave us postage stamp collecting,  
and the basis of Aerophilatelic values is exactly the  
same as the standards by which Philatelic values are  
judged.

Consider the two hobbies side by side. Philately is  
the hobby of collecting material which illustrates and  
records postal history. Aerophilately is exactly the same,  
but it begins with the **ONLY REVOLUTIONARY  
DEVELOPMENT THAT HAS EVER OCCURED  
IN POSTAL HISTORY**, namely the delivery of mail  
through the air. Philately deals with Land and Sea Mail,  
Aerophilately with Air Mail. Is one any more important  
than the other? A question that is easily answered.  
For 80 years, Land and Sea Mail has been of far  
greater importance, and even at present, the great  
proportion of first class mail is still carried on land and  
sea, but 25 years hence, and perhaps in less time than  
that, **ALL MAIL WILL BE CARRIED THROUGH  
THE AIR**, with the exception of local correspondence.  
When that time comes, and it is certainly coming, the  
relative position of Philately and Aerophilately in the  
past 80 years, *will be exactly reversed!*

For 80 years we have hauled mail laboriously on land  
and sea, on horseback, afoot, by stagecoach, steamboat  
and railroad train, but the day when all of these means  
of transportation will be obsolete, and abandoned, is  
not far distant. Nor is it as far distant as many of  
us suppose.

Just what is the significance of this? Just what  
position will Aerophilately attain among collectors when  
all inter-city, inter-state, and inter-national mail is **AIR  
MAIL**, and when 90 per cent or more, of all stamps  
issued throughout the world, are **AIR MAIL STAMPS**?  
Such is not merely a possibility, it is a certainty. It  
might even be logical to assume that when all mail is  
carried by air, postage stamps, as we know them today,

will no longer be issued, for all stamps will be air mail  
stamps, as a matter of course. Whatever postage stamps  
are still issued, a few decades hence, will be for use on  
purely local mail, and as such mail will be in the great  
minority, it is very probable that postal fees on this  
class of mail will be collected by some other means,  
under the supervision of local officials in each city.

The aeroplane has revolutionized postal operations,  
but there is nothing revolutionary about air mail collect-  
ing. It is the natural expression of an age that knows  
Progress. As far as air mail stamps are concerned,  
**PHILATELY WILL BECOME AEROPHILATELY**,  
and the First Flight air mail covers and air mail stamps  
that are comparatively easy to find today, will become  
the classics of tomorrow, for they represent the pioneer  
steps in a new era of Postal development.

In short, Ladies and Gentlemen, Aerophilately is most  
certainly here to stay and grow, as no other hobby has  
ever grown before. The strides that Aerophilately has  
made in the past few years, will be nothing to what  
will be made within the next five.

A year ago, the demand for a mint Hawker stamp  
greatly exceeded the demand for a flown cover, simply  
because the former was desired by stamp collectors,  
while the demand for the latter came largely from air  
mail collectors, who were of course, decidedly in the  
minority. The result was that the mint stamp brought  
at least twice as much as the flown cover. But now  
times are changing, and within the past few weeks a  
flown Hawker cover was sold for \$1400.00, which is at  
least as high as the record figure for a mint stamp,  
if not somewhat higher.

Aerophilately is not a passing phase, nor is it simply  
a branch of Philately. It is the Philately of a coming  
generation. It will be the only form of stamp collecting  
that the "youngsters" of 1970 will know. Collectors in  
1970, who subscribe to a new issue service will enjoy the  
same pleasure of examining the latest issues, but the  
stamps they receive will be air mail stamps. In 1970,  
collectors who lean toward the classics will attempt to  
reconstruct the romantic early history of air mail del-  
ivery, and junior collectors will experience the same  
old thrill in finding a new stamp on a letter from  
Samoa, but the stamp will be an air mail stamp and the  
letter will have been "flown" across the Pacific Ocean.

\* \* \* \*

To return to where we started, just what is Aero-  
philately, and what constitutes an airpost item?

Aerophilately recognizes two types of air mail stamps,  
Official and Semi-Official. The first term needs no  
elaboration. By the second is meant, an air mail stamp,  
issued by a private company which has been authorized  
to carry official Government air mail. The latter stamps  
must be authorized and recognized by the postal authori-  
ties, and their use must be obligatory on the air mail  
carried. There are not many of these stamps. The

semi-official stamps of Columbia have been termed official by several European Cataloguers, but that is an error. They are the semi-official air mail stamps of Aerophilately. Similar stamps, worthy of equal rank with the Colombian issues, are the half dozen issues of French Guiana of 1921, Canada and a few others of recent times, and the pioneer air mail stamps of Switzerland, Germany, and a few other countries of Europe, issued from 1911 to 1913. The United States Government does not operate any air mail routes. They are flown by private companies who are under contract with the Government and they are reimbursed according to the poundage carried. The system in operation in Colombia and Canada is exactly the same, except that the contractors are permitted by the postal authorities to issue their own stamps, and their fees are collected by this means. The semi-official air mail stamps of Canada are far more legitimate than many stamps now catalogued and collected by philatelists, for they perform a real postal need, they are authorized by the Government, and they are sold over the counter at Government Post Offices. The time is near at hand when the real significance of these semi-official air mail stamps will be universally recognized, and as supplies are very limited, the result is not difficult to anticipate.

Airpost covers come under just one classification, Official first flight covers. Aerophilately has nothing to do with privately engineered covers and cachets, any more than Philately would recognize a privately printed

postage stamp, which performed no postal duty, even though it was sanctioned by the National Chamber of Commerce. True, there are a number of collectors who gather these private covers, under the assumption that as they have cachets on them, they must be air mail covers. But as the hobby develops their numbers are dwindling, and eventually the private made-to-order covers that are common today, will disappear like the Dodo bird. While the privately made airpost cover has been epidemic in the United States for the past two years, it has never gained a foothold in Europe, and in consequence, air mail collecting in Europe is on a far higher scale than in this Country, at least that is true just now.

However, this need not bother the collector, possessed of Philatelic knowledge and average discretion. The opportunities which sound Aerophilately offers for intelligent research and collecting from a historical standpoint, cannot be exaggerated. There are literally hundreds of virgin fields open to collectors who have imagination, and who may be just a bit "fed up" with doing the same thing that thousands of collectors before them have done, over and over again. Aerophilately has prospered from the beginning because it attracted only those who were better able to grasp its significance in relation to future postal history. Those who are endowed with this ability to see further than their fellow collectors, will find themselves in an enviable position a few years hence, and what is probably more important, they will enjoy themselves thoroughly in the meantime.

## Members of The American Air Mail Society!

IN the near future members of the A. A. M. S. will have an opportunity to select the official organ of the society for the coming year.

The editors of the AIRPOST JOURNAL take pleasure in offering this magazine for your consideration in this capacity. We intend to conduct no so-called 'campaign' to gain your favorable consideration, except to assure members that the best interests of the hobby and the society will always be served to the best of our ability, and full cooperation may be expected from us in any cause, which will raise the standard of Aerophilately in America.

We trust that we may have the pleasure of working with you, and for you, during the coming year.

H. Y.—A.A.M.S. #126.

### REVIEWS AVIATION ATLAS

A very interesting booklet of 16 large size pages on the progress of aviation has just been published. Containing maps, statistical charts, photos, it should prove of interest to all collectors and students of aviation.

Looking at the photographs of the early ships, both lighter-than-air and heavier-than-air, we wonder that men risked their necks in them. The evolution of each type is portrayed by pictures, as well as photos of the men who designed and flew them.

In addition, there is a complete chronological review of aviation history and maps showing the routes of the world as well as one giving the routes of the historical flights.

This booklet may be secured from Mr. John Arnosti whose advertisement appears elsewhere.

THE search for pilot Maurice Graham which has lasted since January, has ended at last. Late in June a sheepherder discovered the wreck of the Western Air Express airmail plane, in which Graham had flown from Las Vegas on the night of January 10th. The mail was intact but the pilot had disappeared.

On July 16, a searching party found the body of pilot Graham, six miles from his wrecked plane and 22 miles southeast of Cedar City, Utah. Identification was made through personal cards, his revolver and foodstuffs taken from the plane. Pilot Graham apparently died of exposure as he sat down to eat.

Graham had been a war flyer and then flew 180,000 miles over the Los Angeles-Salt Lake City route. As a war pilot he dropped provisions for the "Lost Battalion," flying through a storm of

enemy fire, which took the life of his observer. He brought down one balloon and received two citations.

Journal readers will recall that Graham's photograph was published in the July number, along with one of the few 1st flight covers that Graham ever autographed.

### UNCLE SAM TO COLLECT AIR MAILS

Linn's Weekly reports that the Government will form a collection showing the growth and development of the air mail service, by sending some 3000 pieces of data, to be added to the collection already housed in the Smithsonian Institute.

## The New Zealand Pigeon Post 1897

By H. York

IN 1897, a unique service was inaugurated between New Zealand and the Great Barrier Islands. It was a private enterprise, but sanctioned by the Postal Department of New Zealand.

The Great Barrier Islands lie 85 miles off Auckland, New Zealand, and as the Postal facilities available at that time were haphazard and uncertain, a company was formed to transmit mail by pigeons, from the mainland to the Island. No flights were attempted in the other direction. The service proved to be sufficiently successful to justify the issuance of a special stamp, with a face value of 1 shilling, which appeared in November, 1898. Two printings were made of this stamp,



the first on thick paper in sheets of 4 stamps, the second on slightly thinner paper, in sheets of 18. A total of 1800 stamps comprised the two printings, of which number 300 were used on pigeongrams.

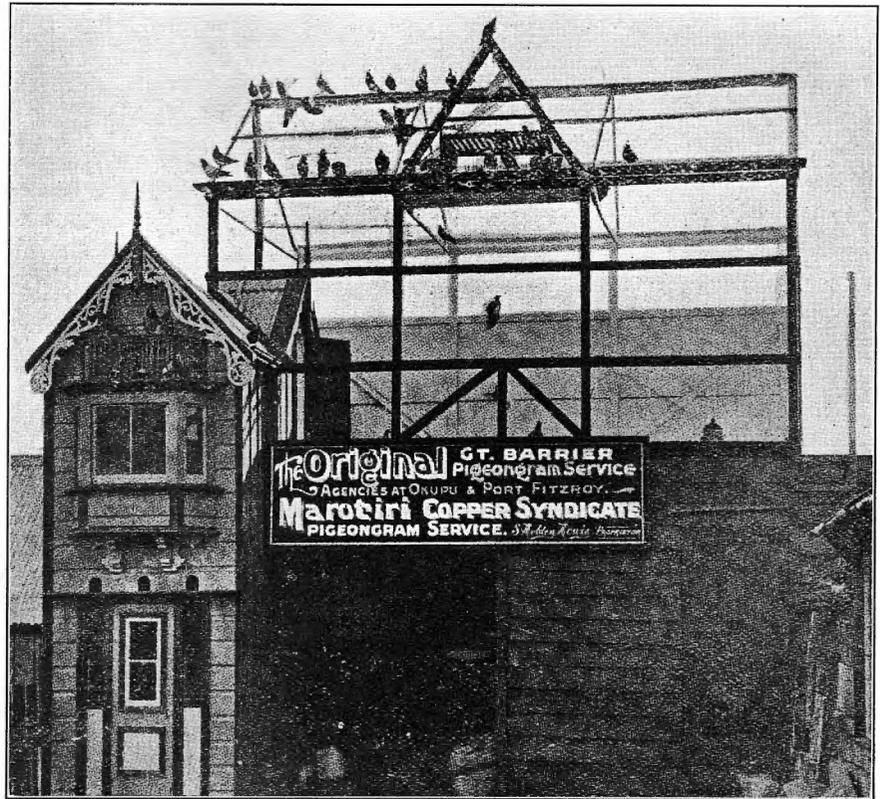
From the above figures it may be surmised readily that genuine used copies are more difficult to find than unused copies of these stamps. Unused, the stamp is quoted at \$7. but in used condition is worth considerably more. Very few are known on the original letter or pigeongram.

The paper used for the pigeon letters was an extremely fragile paper, in fact so delicate that unless great care was used in writing upon it, the point of the pen or pencil was very likely to tear it to pieces. A special form of cancellation was used on all of the mail carried, which may be found in violet, blue, or black, in two lines or circular in form.

Apparently the first stamp was not entirely satisfactory, for in January a second stamp appeared, which



was similar in its central design, but had a very ornate border. The second stamp was a greenish blue in color, printed in sheets of 24, and has



PIGEON LOFT AT AUCKLAND, NEW ZEALAND, IN 1899

about the same value as the first issue.

The second stamp had been in use but a few weeks when the New Zealand Postal authorities made objection to the words "Special Post" which appeared just below the center of the stamp. Accordingly, in May all remaining supplies were overprinted "Pigeongram" directly over these words. The actual number thus overprinted was 960, but specimens are rarely found and they are valued at \$35. unused, and possibly double that used.

In August the new overprint was incorporated in a new stamp of the same design, of which 12,000 copies were printed. This was exactly like the previous one except that the inscription "Pigeongram" was substituted in the original plate for the objectionable "Pigeon Post", and the stamp was printed in blue-green on a yellow-brown paper, instead of the blue paper formerly used.

All of the stamps mentioned were issued by the "Original Great Barrier Pigeongram Service", but in 1899 a rival company under the name of, "The Great Barrier Pigeongram Agency" entered the field.

After carrying messages for some months, they also printed their own stamps. At first only one message was carried by a pigeon, and the charge was 2 shillings per letter, but it was soon found possible to give 4 messages to each pigeon, and the

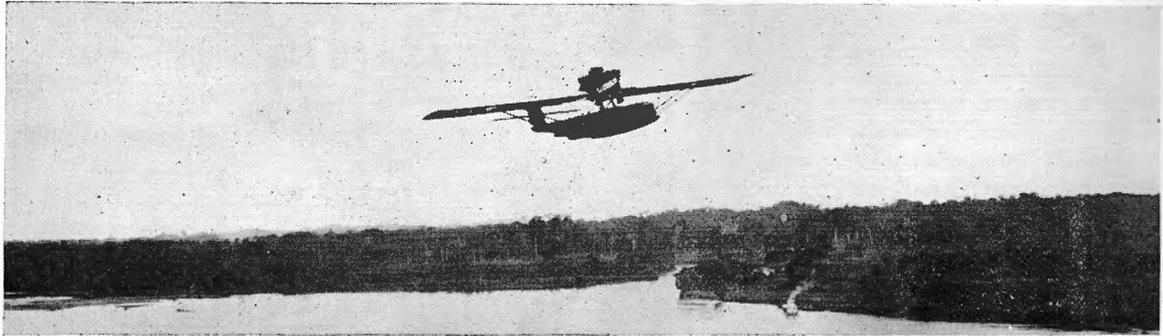
rates were therefore reduced to 6 pence for messages carried from the mainland to the Island. Later the service was extended to include return flights from the Island, for which a charge of 1 shilling was made.

The stamps issued by the second company were triangular in form,



following the suggestion made by the Postal authorities, who felt that a triangular stamp would be readily distinguished from the official Government stamps. A Mr. Wiggs who was employed in the Department of Public Works, designed the stamps, and gave instructions to the Lithographing Co. to reduce them to 2/3 of their original size. For some reason this was not done, and the pigeons were forced to carry stamps which weighed as much as the letters themselves. This company also issued a special letter form, bearing the Royal Coat of Arms, in recognition of the patronage given the service by the Governor of New Zealand, Lord

(Continued on pg. 12)



## AIRMAIL IN COLOMBIA

By R. B. PRESTON

COLOMBIA, still the land of the dugout canoe, the pack mule, and even pack ox, is also the possessor of one of the most highly developed air services in the world. With the coming of the airplane came a thirst for progress.

As early as 1918 steps were taken to operate airmail lines in Colombia. The first trial flight to go down in philatelic history was from Barranquilla to Savanilla, or as it is now commonly called Puerto Colombia. This is recorded, never to be forgotten as long as stamp collecting continues; in Colombia's one and only airmail stamp. As only 200 of these stamps were overprinted, this is one of the worlds rarest airmail stamps.

This service was doomed to failure from the start. The two towns are but 17½ miles apart and served by train twice daily. The interior cried for air service. Where the towering Andes lay across the country like a mighty talon; or the steaming jungles of the coast prevented travel; air service only could give quick transportation. The vital need of connecting the cities of the interior with one another, and with the coast, and thus with the world could not long be ignored. So in 1920 we find a company formed to carry passengers and mail from the coast to the interior.

This, The Compania Colombiana de Navegacion Aera, was of short life. Organized by French interests, its first endeavors were along the coast, between Barranquilla and Cartagena, points connected by railroad and served by steamer service. Small capital, poor management, scanty equipment, and meager attention from the public who were interested in getting to Bogota quickly spelled ruin. A few trial flights from the coastal terminus to Puerto Berrio and Medellin were made and mail was carried. It is pretty well agreed that no mark distinguishes these covers as first flight; if any covers even exist.



ONE OF THE SERIES

A series of stamps were issued by this organization, now commonly referred to as "the French Company". These were used on the few letters carried between Cartagena and Barranquilla, and on the few runs made

up the river to Puerto Berrio. They are almost unobtainable now on authentic flown covers.

The latter part of 1920 saw the passing of the "French Company" and the concession passed into the hands of the present operators. The new company, backed by sufficient Colombian capital and operated by skilled German airmen was a success from the start. These men have made the name Sociedad Colombo Alemana de Transportes Aereos, or SCADTA for short, a household word through Columbia. Their planes soon soared over the jungle bordered Magdalena, for 700 miles with clocklike regularity.



THE FIRST SCADTA

Today Colombia maintains one of the best organized and most efficient air services in the world. The seaplanes used by the Scadta Airways System incorporate the latest design and finest workmanship made in seaplane manufacture. They are all-metal planes specifically built to withstand any influences of the tropical climate, and therefore, offer comfort, rapidity and dependability of service. The aviators are skilled pilots who have had many years' experience in commercial flying in the tropics, preceded by a thorough training in recognized flying schools. Before commencing any flight, all planes are subjected to rigid inspections. Speed and speed alone has never had a great appeal to the Scadta Airways System, and from the outset the Company has regarded safety, comfort and reliability of the utmost importance. In fact the air service in Colombia is looked upon in exactly the manner in which we regard any large railroad in the United States.

The air traveler enjoys the cool and refreshing breezes, a luxury indeed in tropical countries, which are denied when traveling by means of terrestrial carriers. If he is enchanted by the beauty of nature, he will view indescribable and picturesque scenes with towering mountains looming on both sides as he flies along the Magdalena Valley at an altitude of approximately 4000 feet. Below, the winding, browish waters assume the

appearance of a small river, which in reality is absolutely safe for landings at any point.

As soon as Barranquilla is left behind, abundant tropical scenery emerges. Along the banks of the river, the thatched huts of natives appear like toy houses on each side of a tiny street, which soon dwindles into a mule path and disappears in the jungles. The villages are surrounded by clusters of coconut palms, banana trees and neat looking pineapple plantations.

The Scadta Company has spared no efforts in building up a model air mail organization which is operating in close contact with the schedule of incoming and outgoing planes. The Colombian Government has granted this company the privilege of cancelling the air mail and ordinary postage and a staff of trained employees assort, distribute and re-despatch the incoming mail.

Unfortunately I cannot give the actual dates that all the various lines were opened, but the principal ones were started in late 1920 or early 1921. The early lines were between the following points:  
**BARRANQUILLA to CARTAGENA**  
**BARRANQUILLA to PUERTO BERRIO (to Medellin)**  
**BUCARAMANGA to PUERTO WILCHES**  
**PUERTO BERRIO to GIRARDOT (to Bogota)**  
**GIRARDOT to NEIVA**

The service prospered from the start. Mail from the coast to Bogota was now delivered in two days where before by the ordinary means it had taken from three to six weeks. Passengers clamored for tickets so that it was necessary to book reservations weeks ahead. The wonderful growth is shown by the following figures:

	Passengers carried	Miles flown	Pounds mail carried
1920	12	2,750	3,400*
1928	6056	56,000	110,000

\*This figure is for 1921 as almost no mail was carried during the short time operating in 1920.

The figures for 1929 are not as yet given out but the number of passengers carried and pounds of mail was considerably greater for last year.

From 1920 until 1928 no extensions or new lines seem to have been made by SCADTA. In 1924 an attempt was made to operate an air line from MEDELLIN over the Andes to CALLI, in the Cauca valley; by a company under the name of "Society Lineas Aereas del Cauca". The venture was subsidised by the Colombian Government, and with the money so obtained one plane was purchased.



After a number of attempts the first flight was made on May 23, 1924 with a mail consisting of 42 letters bearing the above pictured cancellation. The plane crashed and the line was never put into operation.

In 1925 survey flights were made out of Colombia by SCADTA planes; as the present day use of aircraft for mail, passenger, and freight transport was forseen. On June 27, 1925 a flight from BARRANQUILLA to MARACAIBO, Venezuela was made. Mail was carried and cacheted, probably the first cachet used by SCADTA.

It might be of interest to note that a SCADTA plane is recorded as being in Curacao on April 8th

of this same year, and having flown mail on that date to La Guayra, Venezuela. The possibility of connecting Colombia, Venezuela, and Curacao has evidently always been of interest to SCADTA as later on we again find planes in this vicinity.



SCADTA AIRWAYS

On August 10th two SCADTA planes left Barranquilla for survey flights to the Canal Zone and Central America. The flight was supposed to go as far as Havana, but I am not sure that they actually got beyond Belize. This trip lasted from August 10th until September 19th. The planes arrived in the following ports: CRISTOBAL on August 12th, PUERTO LIMON on August 15th, MANAGUA on August 17th, AMPALA on August 20th, GUATEMALA on August 22nd, and BELIZE probably the 24th.

Both of these flights carried cacheted mail, covers are now very hard to find and practically impossible to purchase. They have been, in the past listed at very low prices in European catalogues; but it has been impossible to purchase them at any figure.

It would be interesting to know why these lines were never opened by SCADTA. Possibly they felt that the returns could not be guaranteed sufficient to warrant the necessary investment in equipment. It must be remembered that the present operating companies over this line have the advantage of a mail contract from Uncle Sam, which SCADTA probably would not have gotten.

In 1928, when it became known that airlines would be extended from the states to South America, SCADTA proceeded to extend her own lines to cope with the coming competition. Extensions were opened from CARTAGENA to BUENAVENTURA on the Pacific with stops at SAUTATA and QUIBDO. These openings were not advertised, and no cachet was applied to the mail carried on the opening flight.

This route covers one of the most inaccessible portions of Colombia. A vast jungle, infested with all kinds of tropical reptiles and over-run by Indians of every degree of so called civilization. Along the coast the people are nearly all blacks and mulattoes; most of Jamaican descent, while some are supposed to be descended from pirates and their negro women.

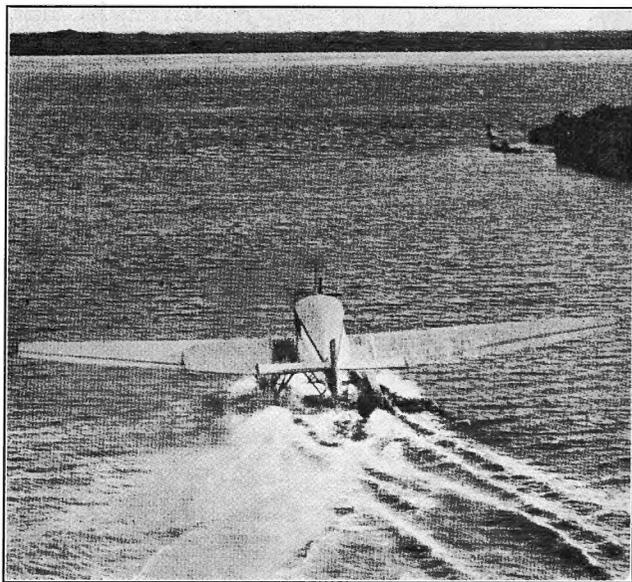
From Buenaventura, the line was soon extended down the coast to Guayaquil, Ecuador. On June 10, 1928 mail was carried over this route from BARRANQUILLA to GUAYAQUIL, and cacheted.

**PRIMER CORREO AEREO  
INTERNACIONAL  
COLOMBIA - ECUADOR**

This line skirts the coast which is as wild a part of South America as can be found, except perhaps near the head waters of the Amazon. It is entirely unsettled, and unexplored; inhabited along the coast by negroes and mulattoes, who if not near the tiny settlements have degenerated into African barbarism, leading a life as near to that of savages as can be imagined. The interior contains Indians reputed to be cannibals.

The line was further extended on October 20th and cacheted mail was carried as far as Peru. Mail is now exchanged with the services in Peru, and unlike the service from the States a Peruvian airmail stamp franks a letter over the SCADTA lines.

To speed up the mail to and from the States, SCADTA, on April 3, 1929 opened a bi-weekly service from BARRANQUILLA, and CARTAGENA to PANAMA. Mail on the first flight was cacheted. This service allowed letters to catch the faster boats passing through the Canal for New York and Europe.



SCADTA MAIL PLANE ABOUT TO TAKE OFF

Since the opening of the airmail service the end of the run from the coast had always been Girardot on the Magdalena River, because hydroplanes were used for landing on the river. This required an extra day to take the mail by rail the 180 kilometers to Bogota. On July 22, 1929 a new service was opened with airplanes

from GIRARDOT to BOGOTA. This is considered a rather difficult flight due to the air pockets and the fact that Bogota is situated on a plateau 8600 feet above the sea. The planes must make a steady climb for altitude from the time they leave Girardot until they get over the peaks at Facatativa about 12,000 feet high.

This service was opened without notice being given out of its proposed opening. One small sack of mail from the Cartagena office, and from New York was taken out of the regular mail and transported to Bogota by air. Covers were cacheted. But eight covers could

**PRIMER CORREO AEREO  
BOGOTA - IBAGUE**

TYPE OF CACHET USED

be found in Bogota that were being saved for collectors from this first mail. Some of these were pretty badly damaged in opening. This cover will probably become one of the rare first flight covers of 1929!

For the return flight, on the 23rd, a notice was put up in the airmail office about two hours before the mail closed. A small number of covers were carried but none for dealers so few will reach the albums of collectors. The cachet was the same as the "up" flight of the day before with the position of the town names changed.

On the 31st of July a survey flight was made from BOGOTA to CALI and it was announced in the morning papers. Three small sacks of mail were carried but most of it was newspapers sent to Cali by the Tiempo a Bogota paper. Few covers will come down to collectors. The same form of cachet as Girardot - Bogota was used. There was no return flight.

1st Flight Bogota - Ibague, October 23, 1929

Same form of Cachet as before applied in blue black from Bogota and light blue from Ibague. Flight announced by poster in the SCADTA office day the plane left. Only 150 covers carried each way, of which about 100 were saved for collectors. Return flight made same day as out flight.

1st Flight Bogota - Buga, December 23, 1929

Survey flight made with no notice to the public. As the authority to make the survey was only given three hours before the plane left there was not sufficient time to make up a regular cachet. A cachet was made up of movable rubber type in the SCADTA office. This was broken up as soon as the mail closed.

Mail postmarked Bogota "21 XII 1929" and back-stamped Buga same day. Return flight postmarked Buga "22 XII 1929" in blue. About 150 covers carried, all saved for collectors.

1st Flight BOBOTA - ARMENIA, December 23, 1929

The plane for Buga also carried a sack of mail dropped off at Armenia. 150 covers carried, all of which bear the Armenia receiving cachet "23 XI 1929". The mail was evidently not backstamped until the following Monday (the 23rd) and in dating the stamp the error of the month was made. There are no return covers. Same form of cachet as for Buga but the "A" of Aereo is an inverted "V".

A short feeder line has been mentioned, which is of interest. This is from Puerto Wilches on the Magdalena river to Bucaramanga, with connections to Cucuta. Bucaramanga is in the department of Santander where special tax stamps must be used on all airmail in addition

(Continued on page 14)



Address and stamp card after which deliver of balloon post to the Honorary Secretary, (Manchester & Salford Lifeboat Saturday Fund), 28, John Dalton Street, Manchester, on or before Friday, 28th August.

**Balloon Card of 1903**

The special card shown above was carried from Manchester, England by balloon, on August 29th, 1903. This pioneer balloon post was organized by the National Lifeboat Institution, and is no. 1 in the Standard Airpost Catalogue.

Specimen cards are very rare and as far as we know the card illustrated is the only specimen that has found it's way to America. This specimen is from the 'Hatch' collection, which will be sold at auction this Fall in New York, by the Berkshire Exchange.

**AIRPOSTS AT AUCTION**

Times Square — June 6, 1930		Cat.	Brit.
*ALAOUITES, 1929, Op 50 yellow green double surcharge			3.00
" 1929, Op50 horix. mint pair, one with airplane inverted.....			12.00
" 1929, 15-25p. ultramarine, airplane invert			5.00
*CHILE, 1928, 3-5p. deep blue.....(15)	12.50		10.25
" 1928, 6-10p deep blue.....(16)	28.00		22.00
*COLOMBIA REP., 1919, 2c carmine rose.....(1)	350.00		540.00
*CURACAO, 1929, set of 3.....(1)	11.00		5.35
*ECUADOR, 1929, 2c-10c cpl.....(1-8)	20.71		12.00
*FR. MOROCCO, 1922.....(1-3)	5.62		5.85
*HONDURAS, 20c-50c vermilion, imperforate pair in horiz. strip of four.....			75.00
" 1930, 5c-10c blue, "1903" instead of "1930" in block of four.....			7.60
" 1930, 5c-10c blue, block of four with "1930" inverted.....			7.60
*LITHUANIA, 1926, 60c blue and black, center inverted block of four.....(44a)	54.00		30.00
*MEXICO, 1927 50c blue and red brown.....(1)	10.00		8.10
" 1929, 40c Aviation Week.....(34)	120.00		6.30
" 1929, Postal Congress Set, 2c-40c.....(21-27)			37.00
*NICARAGUA, 1929, 25c orange with sur. inverted			4.60
" 1929, 25c with double surch.....			4.60
" 1929, 50c blue, invert.....			6.00
*PANAMA, 1929, 25c - 10c orange, invert.....(3)	20.00		25.00
*PHILIPPINES, 1926, 4c carmine, invert.....(2a)	120.00		85.00
" 1926, 10p deep green, str. edge.....(14)	85.00		51.00
" 1928, L. O. F. set.....(17-27)	17.93		10.00
*SIAM, 1925, 2s to 1b cpl.....(1-8)	10.43		8.50
*SYRIA, 1929, Op50 yel. green, double surcharge			2.60
" 1929, 1pi magenta, invert.....			5.00
" 1929, 25pi ultramarine.....			7.60
*URUGUAY, 1921, three values complete.....(1-3)	9.05		7.00
" 1925, 14c blue, both stamps.....(7-8)	20.00		9.80



MISS RUTH LAW AND HER PLANE

**The First Air Mail Flight In The Philippines**

From the Manila Times, Friday, April 4, 1919

The bureau of posts under the direction of director Jose Topacio this morning erected a postal station in front of the Manila hotel. There will be four girls posted there to sell postal cards, about 5,000 of which have been especially prepared by the Aero Club for the occasion, and regular two-centavo postage stamps.

When Miss Law goes up, either for the first time at five or on her second flight at six, she will carry a mail bag with all of these special post cards which have been purchased at thirty centavos each and mailed at the temporary office. She will then demonstrate the feasibility of utilizing aeroplanes in the Philippine mail service by dropping the pouch on the roof of the Manila hotel as if at some small town which it would be impractical for an aerial mail-carrier to alight in.

The letters will be taken in the post office, cancelled with a special stamp, reading "Aerial Mail Service, Bureau of Posts, Philippine Islands. Miss Ruth Law." They will then be distributed to the persons addressed through the regular channels.

Manila Times - Saturday, April 5, 1919

This afternoon Miss Law will carry a mail bag again in her second aeroplane flight at six o'clock and drop it on the Manila hotel roof garden as yesterday afternoon. Because the great interest aroused among the public, Director Topacio expects to sell post cards to the values of an even P1,000 today, as the cards have been placed on sale at the post office and on the Escolta whereas yesterday the sale was made only at the Luneta. Although Miss Law can carry only one bag at a time, her machine being only for exhibition, it is understood that she will have to carry a pretty heavy bag.

According to director of posts, Jose Topacio, 1,200 post cards were carried in the mail bag which Miss Law dropped on the Manila hotel roof garden yesterday afternoon when she lowered her machine to within but twenty feet of the building. When the contents were opened by the postal authorities, none of them were injured; and according to Director Topacio, there is no danger of any other piece of mail matter getting broken, torn or in any other way injured because of the mail bag being dropped from a height, seeing that now practically all bags are much thrown about.

# THE Airpost Journal

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

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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.

Entered as second-class matter January  
30, 1930, at the post office at New  
Haven, Conn., under the Act of March  
3, 1879.

ADVERTISING RATES

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The AIRPOST JOURNAL is published on  
the 20th of each month. Advertising copy  
must be received before the 15th of each month,  
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Rate: 10c. per line, 50 lines for \$4.  
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The publisher reserves the right to decline any  
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Address all communications to: The AIRPOST  
JOURNAL, 108 State St., New Haven, Conn.,  
U. S. A.

The SCADTA agent at Cartagena has  
announced that the fourth issue of  
SCADTA stamps is no longer valid for  
postage, but that these may be exchanged  
for the latest issue.

While it has not been announced,  
we also believe that collectors wishing  
to exchange any of the first or second  
issue of SCADTA stamps for the  
present issue, may do so. If the company  
will not accept them, send them to the  
editor of this Magazine.

MR. GLOVER STATES:

"Advertisements will shortly be issued  
by Postmaster General Brown, for a line  
to give service from Paramaribo to Sao  
Paulo and Rio de Janeiro, Brazil. When  
this service is awarded, it is hoped that  
it will be in operation by early fall,  
the United States Postoffice Department  
will have air mail lines practically sur-  
rounding South America from a point  
East from Santiago, Chile, to Buenos  
Aires, Argentina. Service will also be  
in operation in all the Central American  
countries, Mexico, Cuba, Jamaica, Puerto  
Rico and the islands in the Carribean  
Sea.

"The growth of the service to South  
America has been most rapid, and the  
calls that are made upon it are most  
unusual. It is readily seen how this  
fast service is being used to a large  
extent by business concerns of the  
United States. Just recently, a point in  
case was called to my attention. A  
smallpox epidemic hit Costa Rica. Pres-  
ident Ernesto Quiros Aguilar, having in  
mind the protection of the health of  
his people, used this most modern  
means of transportation to bring small-  
pox vaccine points to his country. An  
order reached a medical house in  
Indianapolis on a Saturday afternoon.  
A shipment was made by air mail that  
same afternoon. It flew 183 miles to  
Chicago, thence to Atlanta, to Miami,  
to Puntarenas, Costa Rica. The postage  
amounted to \$851.20 on this shipment  
and was received at Puntarenas in five  
days.

"Emergency shipments of mining  
machinery parts are becoming quite  
frequent. From an Ohio city a short  
time ago an important piece of mining  
machinery was sent to Chile, with post-  
age thereon amounting to \$580. This  
seems like a large amount for a piece  
of machinery, but it was nothing in  
comparison to the cost of having the  
entire plant at this particular mine shut  
down for days, meaning a loss running  
into the thousands of dollars.

"The United States is in the fore-  
front of air mail development in Central  
and South America. From now on  
this service will be improved. Increased  
frequency will be given the West coast  
route to Santiago, Ohio, and to Buenos  
Aires, Argentina. With the inauguration

of the flight from Havana to Puerto  
Cabazas, Nicaragua, which leg of the  
route was flown by Colonel Lindbergh,  
time to the Canal Zone has been greatly  
shortened."

**FIRST COMPLETE  
CANADIAN AIR MAIL CATALOG  
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Everything is included, Stamps and  
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**MEXICO AIR MAIL STAMPS**

Nos.	SCOTT'S NUMBERS	
*902-903-904	.....	\$ .80
*906 to 911	.....	1.50
*914, 916, 917, 920, 923, 925, 926, 928	.....	1.75
*913 and 915 (scarce)	.....	.30
*921 and 922	.....	8.50
*930 and 931 (Aviation Week)	.....	6.00
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o 903a used on cover (first flight)	.....	100.00
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**MARLANO ANZORENA**  
6a. Chiapas 136 MEXICO CITY, Mexico

## CHICAGO AUCTION

September 25, 1930

A fine Airmail Collection including many varieties in  
singles and blocks of four.

Over fifty F. A. M. point to point covers including  
some unique pieces.

Costa Rica cover with autograph of Col. Charles A.  
Lindbergh.

All airmail lots will be on exhibition at the American  
Air Mail Society Convention in Cleveland, Ohio, on  
August 27, 28, 29th.

Write for catalogue.

**C. D. REIMERS CO., Inc.**

30 No. La Salle St., Chicago, Ills.

**"WOP MAY" WINS MCKEE  
TROPHY IN AIR SERVICE**

W. R. "Wop" May, intrepid flier of Edmonton, Alta. is 1929 winner of the McKee trophy, awarded annually to the pilot who renders the most meritorious service to the advancement of Aviation in Canada. Last years winner, for 1928, was C. H. "Punch" Dickins the well-known pilot of the Western Canada Airways.

In addition to performing pioneering work over Western Canada air mail routes during 1929, "Wop" May made several sensational flights on errands of mercy.

On January 1st of that Year he flew an open aircraft from Edmonton to Fort Vermilion, in stormy weather, to carry diphtheria anti-toxin for the Alberta Department of Health, which was engaged in fighting an epidemic there. A month later he made a flight for a similar purpose to Westlock, Alberta, other means of transport being absolutely at a standstill, and in March another flight was made under difficult conditions for the same purpose.

Further flights on similar errands were made by him to Alberta Beach from Edmonton, carrying a tank of oxygen for a patient desperately ill with pneumonia; to Carcajou to bring out to Edmonton for medical attention a mentally-deranged woman, her new-born baby and a Doctor; to Keg River for a similar purpose, and to Vegreville to bring out a patient suffering from a broken back.

During the month of December, May flew almost 5,000 miles over the Mackenzie River air mail route between McMurray and Aklavik. He was responsible for the organization and supervision of the first air mail service under contract with the Post Office Department, for the conveyance of mail from McMurray north to the scattered settlements, reaching as far as the Arctic Ocean.

No aircraft had ever been previously flown to the Arctic Coast during the Winter.

Mr. Hatch, whose collection will be sold at auction this Fall by the Berkshire Exchange, has not collected Airposts for a dozen years or more. The last cover which he added to his collection was acquired along in 1918, and the first cover was obtained in 1912. When Harry Jones flew the first Parcel Post from New London to New Haven in 1913, Mr. Hatch saw the advance notice of the flight in the New Haven Post Office and decided to mail a few covers to friends. He mailed 8 covers, each of which was addressed to correspondents in different Countries, and these 8 covers are the only survivors of the mail which Pilot Jones subsequently carried with him. In other words, if it had not been for Mr. Hatch's foresight no covers of this flight would have been available today.

The plane landed on Yale Field in a sea of mud, the first plane ever to land in New Haven, and the Pilot drove to the City, delivering a letter to Mayor Rice.

Of the 8 covers of this flight which have survived, not over three collectors in this Country own one; one cover was sold in the Steinmetz sale last year (to ye Ed.) I believe Mr. Truby has one and the location of the third is uncertain, but it could probably be found in the present Stevens collection. All of the covers were autographed by the pilot.

**NEW CANADIAN AIR MAIL  
STAMPS PERHAPS?**

Although Canada is shortly to have a new issue of postage stamps, the air mail collectors appear to be obliged to await the issue of another air mail stamp. The following letter received on April 30th from an Official in the Department reads in part:

"In reply I have to say that it is improbable that there will be a new air mail stamp in the near future as the Department has on hand a very large stock of the old stamps which were not called for as rapidly as expected when the issue was put out."

With the amount most of the boys had to spend on "Zeppelin" stamps it will be a welcome respite if Canada holds the new stamp off for a few more months.

**CANADIAN AIR MAILS — MINT**

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

Write for our Complete Price List of stamps and covers.

**VICTORIA STAMP CO.**

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**OUR S. P. A.  
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Worcester, Mass., Aug. 8th  
AIRMAIL COVERS**

Airmal—over 200 lots fine U. S. Over 400 lots British and French Colonies, incl., other choice Foreign in Finest Condition.

Will be shown in New York, New Haven, Hartford, Springfield and Worcester. Catalogue Free.

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*Approvals*

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**AIRMAILS  
at reduced prices**

- ★Argentine No. 501-19 comp. 9.25
- ★Costa Rica, 4 var. 1st set..... 3.45
- ★Costa Rica, 4 var. 2nd set.... .65
- ★Guatemala 701-5, 5 var..... 1.00
- ★Honduras, 412, 1929 1st prov. 2.25
- ★Paraguay, new prov. 9 var. 3.25
- ★Uruguay 607-8, cat. \$18.00, 10.50

**O. H. KEEHN,**

589 Marshall St., Milwaukee, Wis.

**MONTHLY AIR MAIL**

is my regular price list. No. 1 came out May 1st, 1930. Subscription 50c per year (to April 1931—you get all back numbers, of course).

In addition, I run a special **FLASH LIST**, as the good stuff comes along. This costs another 50c per year (also to April 1931).

Send me a dollar bill with your name and address. You will not be sorry!

**JOHN S. DAVIS**

71 RODNEY STREET  
LIVERPOOL, -- ENGLAND

**BROWNSVILLE AIR MAIL FIELD  
TO  
PUERTO CABELLO, VENEZUELA**

Most collectors failed to cover the Brownsville dispatch (FAM 8) for the first flight to Venezuela—Postmaster says between 150 and 200 covers only. This is a rare item and we have 13 to offer—limiting one to each collector—

at only \$3.00

- |   |  |
|---|--|
| CAM 8, Sept. 15, 1926—<br>SAN FRANCISCO—Seattle.... .80 | CAM 19, May 2, 1928—<br>GREENSBORO—south..... .80    |
| CAM 18, July 1, 1927—<br>ROCK SPRINGS—east.....1.35     | CAM 22, Feb. 6, 1928—<br>SAN ANTONIO—Dallas..... .25 |

Ask for your free copy of that timely price list of covers, AERO PHILATELIC—it's yours for the asking.

**EDGAR C. CANTRELL**

**P. O. Box 1267**

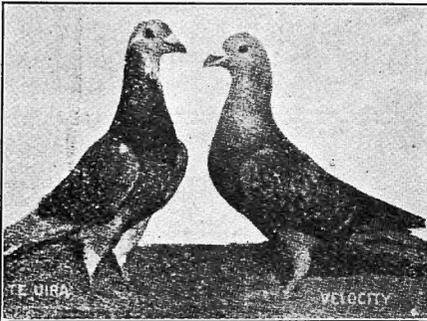
**San Antonio, Texas**

## PIGEON POST

(Continued from pg. 5)

Ranfurly, who not only was extremely interested in it, but made frequent use of it himself.

Both companies experienced considerable difficulty in carrying messages in more than one direction, which could only be done by having two teams of pigeons, one with quarters on the mainland and the other on the Islands. However, it is very difficult to obtain information about this service, and it is only from fragments, gathered from different sources, that the story can be pieced together.



"TE UIRA" and "VELOCITY"  
Two Famous Airmail Pilots of 30  
Years Ago

A contemporary advertisement in a local newspaper shows a sketch of two pigeons, one of which is named "Te Virs", the other "Velocity". Below the pigeons is the following notice:

**The Original Great Barrier, Márotiri  
Copper Syndicate  
and  
Port Charles Pigeongram Service.**

**Agencies at Great Barrier:**

Whangapara, Mr. A. S. Howe  
Port Fitzroy, Mr. P. Warren  
Okupu, Mr. C. Werner  
Marotiri, Mr. C. Nairu

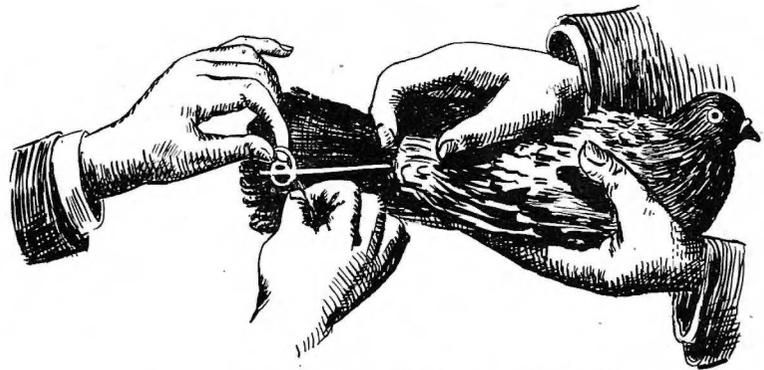
All messages carried by the above services, 1/ per message.

Birds in above services accepted by Auckland Infantry Battalion No. 1.

S. Holden Howie,  
Proprietor.

Loft: Newton Road, Auckland.

The service to Marotiri Island (also called "Hens and Chickens Islands") was operated by the Copper Mines Co., who were working the mines in the Marotiri Archipelago. From the advertisement reproduced above it is obvious that they were affiliated with the Original Great Barrier Co. and this is borne out by the fact that their first stamp was produced by overprinting the remainders of the May issue of that company, with the word "Marotiri". Only 200 were issued, and copies bring as high as \$40. and upwards.



GETTING READY FOR THE TAKE-OFF

This stamp was replaced shortly afterwards by the last of the special pigeon post stamps, a one shilling stamp in red, which is also scarce,



for the Marotiri Pigeon-Mail came to an end shortly afterwards.

While pigeons have been used to carry mail in war, the Great Barrier service is the only known instance of a regular air mail service being operated successfully over a period of years, as it apparently was. It is especially remarkable in view of the fact that very few modern postal systems, doing a tremendous annual business, are able to meet expenses. The fact that the Original Great Barrier Pigeongram service attracted competition, seems to be good evidence that this postal system, at least, managed to pay its own way and have something left in reserve.

Although the New Zealand Government sanctioned this pigeongram service, it became so popular that it was competing successively with the regular postal service which was operated by the Post Office Department, and in 1901 it was stopped by the Government, who contended that it violated the Official Postal monopoly. It was about this time that the first cable was laid between the islands and the mainland, which in all probability, would have terminated the pigeon service just as effectively as the Government decree.

Thus another pioneer institution gives way to the march of progress, but to the collector of Airposts this remarkable pigeongram service still exists in the pages of his album.

The various pigeon stamps used on this service may still be found today, and as they were the first air mail stamps ever issued by any Country, their historical interest is obvious.

Used on the original pigeon letter forms, they are extremely rare, and from a collector's standpoint, exceedingly desirable.

See me at the APS CONVENTION

For Pioneer Cards

**HENRY LACKS**

1915 So. Jefferson St. Louis, Mo.

**Announcement**

As I shall be in Europe from September, 1930, until September, 1931, I will greatly appreciate a prompt request for any covers you have contemplated ordering. If you have not yet received a copy of our SPECIAL SUMMER SALE price list, you would greatly profit by doing so at once as many unusual BARGAINS are contained therein. I shall be glad to mail approval selections to regular clients until late in August. Below are a few items from our SUMMER SALE list which, I am sure, will convince you of the exceptional offers now available.

- FAM 5, Cristobal to Managua, Tela, ea. 1.75  
5, Managua to Miami, \$8.00 Tela-Miami, 9.75.  
5, Costa Rica, Miami, 3.00; to C. Z., 2.25.  
5, Colon to Costa Rica, only.....75  
6, Port of Spain to Miami,..... 1.00  
6, Georgetown to Miami,..... 1.50  
6, St. Kitts to Antigua to Miami, 50.00  
8, Matamoros to Mexico City, 2.75  
8, C. Z. to Mexico, Salvador, U. S., ea..... 1.25  
9, Buenos Aires to Miami, Only 1.75  
9, C. Z. or Miami to Montevideo, 1.10  
CAM 1, Hartford NORTH, cat. \$3.00. .90  
3, Tulsa, 25c., Ponca City, 40c.  
10, Atlanta, 50c.; Miami, 80c.; Macon, 90.  
15, Complete coverage, cat. 32.75 8.50  
18, Cedar Rapids, 30.; Lincoln, 30c.  
ZEPPELIN: Pan American Trip, N. Y. to N. Y., 2.25; Fried. to Fried. 3.00  
Permam. to Rio, 75c.; Rio to Seville to Lakehurst, 2.00; Rio to Seville, 2.25; Fried. to Seville, 75; N. Y., 1.20.  
"Los Angeles" to Bermuda, only..... 25c.  
"Leviathan," first pick up, June 12, 1929, 2.50.  
Pensacola Flood (Dworak 117-7, \$45) 9.50

Send For The COMPLETE LIST At Once which gives all these types of covers and many others in detail. Of course we have all the recent first day covers at 5c each and the recent CAM's and many other items at only 10c and 15c. each.

I shall probably be located in Paris during most of my stay in Europe and, if circumstances permit, I shall carry on business there and my ads will appear in this magazine. I wish to take this opportunity to thank all my clients for their patronage and hope to hear from you on my return.

**ROYCE A. WIGHT**

Summer Address: North Bridgton, Maine.

## 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).

### CANADIAN AIR MAIL ROUTES IN OPERATION

Taking the 2c. routes into account first we find that there are 3,308 miles of these routes in operation in Canada. The 5c routes operate over 2,684½ miles, thus giving Canada 5,992½ miles total under Government operation.

The 2c. routes are as follows:—

Lac du Bonnet to Wadhope and Bissett is a yearly service. Distance 50 miles. Commenced operations on Oct. 4th, 1927.

Montreal to Rimouski is run during the Summer Season only. Distance 350 miles. Commenced operations on Sept. 21st, 1927. The Domestic mail was started through on May 29th, 1928, as the older service only carried mail going to Europe by the mail steamers. Leamington to Pelee Island is a Winter Service only. Distance 22 miles. The first flight on this route was made December 14th 1927.

Quebec to Betsiamites, Chute aux Outardes, Franquelin, Baie St. Nicholas, Godbout, Baie de la Trinite, Pentecost River, Shelter Bay, Clarke City, Comeay Bay and Seven Islands is also a Winter Service. Distance 350 miles. The first flight was made on Dec. 25th, 1927 from La Malbaie. In the Winter of 1928 it was decided the base would be changed to Quebec from where it is expected to carry the Winter mail in the future.

Moncton to Magdalen Islands. Grindstone Island is where all mail is delivered irrespective of which Post Office mail is addressed in the Islands. From Grindstone it is delivered in the ordinary manner, usually by team. This is a Winter service only. Distance 360 miles. The first flight was made Jan. 11, 1928.

Sioux Lookout to Gold Pines, Red Lake, Jackson Manion and Narrow Lake. All Year Service. Distance 320 miles. The first flight was made from Hudson, or Rolling Portage as the Post Office is called, on Jan. 25th, 1928. That Winter the base was changed to Sioux Lookout from where the mail has been dispatched ever since.

Quebec to Port Menier. Winter service. Distance 120 miles. First flight was on Feb. 8th, 1928 from the base at La Malbaie. Next Winter the base was changed to Quebec.

Oskelaneo to Chibougamau. All Year Service. Distance 60 miles. First flight was made Dec. 24th, 1929.

Fort McMurray to Fort Chipewyan, Fort Fitzgerald, Fort Smith, Fort Resolution, Hay River, Fort Providence, Fort Simpson, Wrigley, Fort Norman, Fort Good Hope, Arctic Red River, Fort McPherson and Aklavik. All Year round service. Distance 1,676 miles. The first flight was made on Dec. 10th, 1929

arriving at Aklavik on Dec. 27th and return mail reaching Edmonton on Jan. 10th, 1930. Various dates would therefore be shown on covers to and from each place. It should be noted that mail was also carried during Winter of 1928 also.

Besides carrying mail at 2c. per ounce for letters, parcels, newspapers and other matter are also handled. That is, on all routes mentioned above.

The 5c. routes are as follows:—

Montreal-Saint John-Monckton. All Year service. 467 miles. The first experimental flight was made on Jan. 28th, 1929 followed by a regular service on Dec. 9th, 1929. This route has been changed three times since Jan. 1929.

Montreal-Quebec. All Year service. 134 miles. The first flight was made on this route as the Saint John route above.

Montreal-Albany. All Year Service. 200 miles. First flight made Oct. 1st, 1928.

Montreal-Toronto-Hamilton-London-Windsor-Detroit. All Year Service. 557½ miles. Montreal to Toronto opened May 5th 1928, balance of route opened July 15th, 1929.

Toronto-Buffalo. All Year Service. Distance 100 miles. Commenced operations on July 15th, 1929.

Winnipeg-Regina-Moose Jaw-Medicine Hat-Calgary. All Year Service. This route is 770 miles in length and is noted as being, with the line to Edmonton, the only daily air mail service in Canada. Experimental service started Dec. 10th, 1928, regular service on March 3rd, 1930.

Regina-Saskatoon-North Battleford-Edmonton. All Year Service. 456 miles. Same remarks as route immediately above.

Only items at air mail rates and passengers carried on the 5c. routes.

Besides the Government routes mentioned there are a few private Companies which are carrying air mail with 2c. postage, and their own air mail stamps. At present only three Companies are in operation, all in Western Canada. These are the Western Canada Airways, Yukon Airways & Exploration and Cherry Red Airline.

Western Canada Airways, Ltd. 10c. extra postage besides the 2c. Canadian stamp.

Rolling Portage to Red Lake-Gold Pines. Service commenced May 10th, 1927. The Company also operates to Jackson Manion and Narrow Lake, but as far as known there are no first flight covers either way. This service is operated other than on Government mail days, that is daily except Tuesday and Friday. In December 1928 the base was changed to Sioux Lookout from where their mail has been carried ever since.

Gold Pines to Favourable Lake. First flight was made on June 4th, 1928.

Lac du Bonnet to Bissett, Wadhope, and other points. The first flight was made on June 1st, 1927. These points were then know as Rice Lake, Long Lake and Slate Lake. This service is operated on other days than Sunday and Wednesday, on which days the Company carries Government mail.

Sioux Lookout to Pickle Lake, Cat Lake, Crow Lake and other points. This service was commenced on Dec. 31st, 1928. The base was then changed to Allanwater, and shortly after again removed to Sioux Lookout.

Yukon Airways & Exploration Co., Ltd. Besides the 2c. Canadian postage, the Company 25c. was needed. Changed to 12½c. extra postage early in 1930.

Whitehorse-Dawson-Mayo-Keno City-Wernecke. This service was started on Oct. 24th, 1927, with the return flight to Whitehorse on Nov. 7th, 1927.

Cherry Red Airline. Besides the 2c. Canadian postage the Company 10c. stamp also required for mail purposes.

Prince Albert to Lac la Ronge service started June 15th, 1929.

Prince Albert to Montreal Lake service August 13th, 1929.

Prince Albert to Ile a la Crosse started Dec. 26th, 1929.

Price Albert to Christopher Lake started March 10th, 1930.

The above are practically the only private routes now in existence, all the others in the Catalogues having been discontinued.

### FREE AIR MAIL LIST

Our new 20 page Catalogue listing  
256 sets of unused Air Mail Stamps.

The most complete list put out by  
any dealer, and moderately priced.

**WE OFFER**

few complete mint sets

**ALBANIA**

1925 601-07 5q to 3fr..... 2.75  
1927 608-14 5q to 3fr..... 3.10  
1928 615-21 5q to 3fr Brindsi..... 6.00

**BELGIUM**

1930 50c. 1½fr, 2fr, and 5fr, beautiful set, Aeroplane flying over four different Belgium Cities..... .40

**CZECHO-SLOVAKA**

1920 504-06 14k to 28k imperf, rare 3.25  
1920 507-09 14k to 28k, perforated 3.25  
1922 510-12 50h to 250h..... .25

**DOMINICAN REPUBLIC**

1928 501 10c ultramarine..... .18  
1930 502-05 10c orange, 15c red, 20c green and 30c violet..... 1.10

**FRANCE—Offices in Morocco**

1922 501-03 2fr to 5fr. rare set..... 7.00  
1922 504-06 25c to 75c, cheap..... .25  
1927 507-11 5c to 3fr..... .60  
1928 551-60 5c to 5fr, very scarce 2.65  
1929 561-70 5c to 5fr, TANGIER 2.75

**HAITI**

1929-30 401-04 25c, 50c, 75c, and 1g beautiful set, tri-motored plane flying over Haiti..... .80

**HUNGARY**

1918 651-52 1k 50f and 4k 50f..... .60  
1918 653-55 5k to 12k, cheap..... .05  
1924 656-61 100k to 10,000k..... .75  
1927 662-69 12f to 80f..... 1.00

**ICELAND**

1928-09 10 aur red and 50 aur grey .28  
1930 303 10 aur Triangle..... .05  
1930 331 same Triangle Airpost surcharged in red for OFFICIAL .30  
1930 New pictorial issue, 15, 20, 35, 50 aur and 1k, 5 different designs 930-1930 only 25,000 sets..... .80

**INDIA**

1930 501-06 2a to 12 annas, very pretty set, Aeroplane flying over the Indian River, priced very low..... 1.25

**MEXICO**

1929 906-11 Carranza, now scarce ..1.65  
1929 930 20c Aviation week..... .20  
1929 951 25c Surch, OFFICIAL in black, very scarce..... .50  
1929 952 25c Same OFFICIAL in red supply almost exhausted..... 3.00  
1930 New Official lissue, in bi-colors 20c, 35c, 40c, and 70c Aeroplane flying over City of Mexico..... 1.20

**PAPUA**

1930 3d AIRMAIL in large letters, Cook printing, only 8,000 issued..... .30  
Same, Harrison printing, only 3,000 issued..... 3.00

**PARAGUAY**

1930 New Commorative Airpost, celebrating the National Independence, 2.85p blue, 3.40 green and 4.75p dark red, only 30,000 sets..... .45

All of the Airmails here listed are unused, full gum never hinged, and we guarantee satisfaction.

Blocks of four at 4 times the price of single set.

**EDWARD FLIEDER**

519 Second Ave. Seattle, Wash.

### AIRMAIL IN COLOMBIA

(Continued from Page 8)

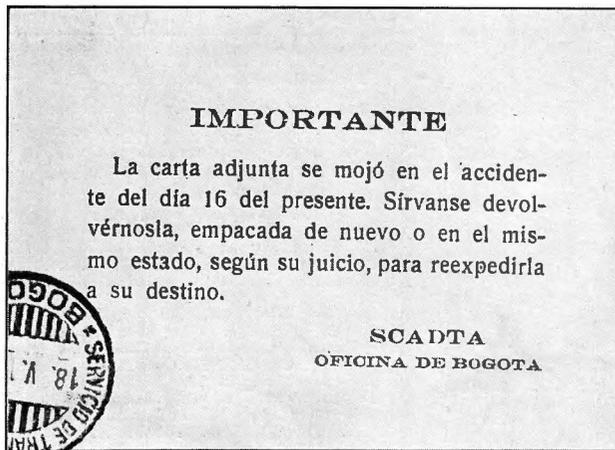
to the Colombian Government stamps and SCADTA airmail stamps.

Cucuta is in the department of Santander del Norte which also has its own airtax stamps. These two issues will be covered in a later article.

#### ACCIDENT COVER

During the ten years that the SCADTA company have been operating there has been but one accident that affected the mail. A truly wonderful record.

On the 16th of May 1929 the hydroplane was crowded into the bank when taking off at Girardot, by a river steamer and the craft turned over in the water. The mail was of course water soaked. It was returned to Bogota the next day and a sticker affixed to each envelope which was returned to the sender.



This sticker could be used on a new envelope in place of stamps, which in most cases had been washed off. Covers can therefore be found with the Bogota postmark of May 15th and the above pictured sticker, or covers might have only the sticker with no stamps in which case they should have the Bogota postmark of May 18th. Needless to say these covers are rare.

#### FUTURE

Further new lines in Colombia will not be many. There is a possibility of a SCADTA line from Barran-

quilla to Curacao; a line from Bogota to Tunja to Bucaramanga. The Pan-American-Grace-Airways may operate a line from Buenaventura to Bogota via Cali but since the opening of the SCADTA line over this route this is unlikely in the near future.

#### SCADTA AIRWAYS SYSTEM SUMMARY OF RECENT FIRST FLIGHTS

1925

August 10th

From BARRANQUILLA to CRISTOBAL, COSTA RICA, NICARAGUA, HONDURAS, GUATEMALA and CUBA. Cat. No. 5. Only a few special envelopes flown.

1928

June 10th

COLOMBIA to ECUADOR  
Special envelopes Barranquilla - Guayaquil  
Special envelopes Buenaventura - Guayaquil  
Catalog No. 6.

June 16th

ECUADOR to COLOMBIA  
Special envelopes Guayaquil - Barranquilla  
Catalog No. 2 (Ecuador)

October 20th

COLOMBIA - ECUADOR - PERU. Cat. No. 7

October 22nd

PERU - ECUADOR - COLOMBIA  
Special envelopes cancelled Oct. 22, 1928. Scadta Stamps cancelled by rubber stamps.

October 22nd

Trial flight GUAYAQUIL - PAITA  
Special envelopes with cancellation stamp of Paita Post Office. Cat. No. 3 (Peru).

1929

April 3rd

First Flight BARRANQUILLA - CRISTOBAL  
Special envelopes with rubber stamp.  
Barranquilla - Cristobal  
Barranquilla - Colon Cat. No. 8.

July 23rd

FIRST FLIGHT BOGOTA - GIRARDOT  
All correspondence with special cachet, "Primer Correo Aereo-Girardot." Cat. No. 10

August 1st

First Air Mail BOGOTA - CALI  
Some special envelopes. Cat. No. 11.

October 23rd

BOGOTA-IBAQUE cachet in blue-black (about 100 covers)  
Cat. No. 12.

December 23rd

BOGOTA - BUGA. Cachet similar to Nos. 11 and 12. Cat. No. 13. (about 150 covers).

December 23rd

BOGOTA - ARMENIA. Above cachet. Cat. No. 13.

### BASRAH

It is doubtful if there is any other place in the world, which goes by so many different names; even officially, by the Iraq Government, it is written with or without an "h".

In addition to the above, Basrah is also known as Balsora, Bussora or Bassora (spelt with or without an "h" also). All this has been causing much confusion of late, to airmail collectors, who have been looking up Basrah in prewar maps or French editions.

Basrah, which is situated on the Shatt-elArab, as the Tigris and Euphrates are called after they unite into one, (before falling into the Persian Gulf), was founded by the Caliph Omar in 636 A.D.

The England-Indian (Imperial Airways) airmail line stops, after Baghdad, at Bassora (this is how Basrah is called in Greek and French) and, from a most out of the way place that it was, it now receives mail, in 4 days from London, 2 from Athen and 1 from Alexandria.

Index of some Geographical dictionaries and encyclopaedias have confused it with the locality of Busera (h) or Bosra (h) and state that Basrah is also so called, which is not correct. No doubt this error has occurred because both these localities are, generally marked on the same page of the atlases. The Bosra (h), also called Busseirah, is the "Bozrah" mentioned in the Bible, and which played an important part in the days of the Crusades, is now situated in the French Mandated territory of Syria, on the transjordanian frontier, near the Sea of Gallilee, (Palestine).

—DROSSOS.

### MAIL CARRIED ON THE PRAIRIE FLIGHT

The Department at Ottawa gives the following figures as to mail carried on flight of March 3rd 1930.

From Winnipeg, 43,200.  
From Regina, 29,540.  
From Saskatoon, 18,960.  
From North Battleford, 13,035.  
From Edmonton, 18,000.  
From Moose Jaw, 20,969.  
From Medicine Hat, 17,002.  
From Calgary, 18,565.

Taking the lowest number carried between any two points, it will be found that North Battleford to Regina has only 3,050. Therefore complete sets will number less than 3,000 in all. Although the total amount of mail was about 179,271 letters, yet over 60,000 of these were business mail. Winnipeg to Calgary had over 6,000 business letters on the flight as the Saturday before over 4,000 letters were mailed at the special wicket for the flight, and at least 3,000 on the Monday.

—W. R. PATTON.

## Next Month

An Article on the  
"ILE DE FRANCE"  
Stamps with Illustration  
of Complete Pane.

### !! RARITIES !!

"We Sell For Less"

Miami to Camaguey,..... \$1.00  
St. Thomas to Camaguey,..... \$5.00

These are the first flights that came into effect with the July 1st change in FAM 6. Many other rarities on FAM 6 for sale at very reasonable prices.

You cannot beat our prices for mint airmail stamps. Try us first.

Whenever It's Airmail

SEE HERGET FIRST  
553 Suffolk St., Buffalo, N. Y.

Established 1919 but strictly up to date!

In writing advertisers, please mention the "Airpost Journal"

## 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.

### U. S. A.

On July 1st, San Diego, Calif. was added to C.A.M. 8, the service being extended from Los Angeles. The special cachet used was similar to that for the extension of C. A. M. 4 on June 1st. We notice that the new system of designating contract routes is "A.M. 8" and this was used in the cachet.



ALGERIA

We illustrate the semi-official stamps which were chronicled last issue.

### BELGIUM

Airmail service from Belgium and France to the Belgian Congo will be put into operation, probably in the fall of 1930, as the result of an agreement between the Belgian and French Governments. The Belgian company taking part in the enterprise is the "Sabena" and the French is the "Societe Transaharienne" subsidiary of the "Aeropostale." It is expected to extend this service to Madagascar.

In the beginning one trip weekly, carrying mail, will be made. Later the service will include express and passengers. The route to be followed will be Antwerp, Brussels, Paris, Perpignan or Marseilles, Algiers or Oran, Gao, Lake Rohad, Fort Lamy and Elizabethville.

—Foreign Aeronautical News.



BOLIVIA

The new airmail set, details of which were given last month, is illustrated above. Values: Type 1, 5c on 10c green; Type 2, 10c blue; 15c violet; 25c red; 50c sepia; and 1 Bol. gold.

—Nicolas Sanabria.

### BRAZIL

In addition to the six values of the Zeppelin stamps chronicled last month, there were two other values, surcharged 5 and 10 milreis.

**Rs. 5 \$ 000**

on the 20,000 reis blue.

The quantities issued are as follows:

Regular	Surch.	U.S.A.	Surc. new val.
5,000r	12,000	8,000	4,000
10,000r	12,000	8,000	5,000
20,000r	7,000	4,000	5,000

—L'Aviette Postale.



ECUADOR

Illustrating the Mendez commemoratives mentioned last month, surcharged on the officials with change of colors.  
—Nicolas Sanabria.



FRANCE

The new airmail stamp chronicled last month is illustrated herewith.

Airmail service to Trans-Atlantic steamers will be facilitated in the near future by the inauguration of a service between Cherbourg, France and Basle, Switzerland and by another service, to be begun some time during the summer, between Cherbourg and Cologne. The latter service, it is expected, will effect a saving of from 24 to 48 hours in the delivery of mail sent from Germany to the United States. Bids have been asked for an airmail service to be established between Paris and Cherbourg.



ICELAND

Illustrating the new Iceland set of five values chronicled last month.



ITALY

A series of three airmail stamps was issued on July 10th in commemoration of Fr. Ferrucci. Values: 50c, 1 lire deep orange brown and 7 lire purple. Perforated 14 and watermarked Crown.

(Continued on page 17)

**BRAZIL**



22	5,000r	carmine			
23	10,000r	olive grey			
			Perf. 11		
			Wmkd. Stars and CASA da MOEDA		
			27.12.29 (100,000)	1.00	
			18.12.29 (100,000)	2.00	



24	3,000r	violet			
			Perf. 11		
			Wmkd. Mult. Stars enclosing C. M.		
			19.2.30 (100,000)	60	

**CHILE**

(insert above no. 19 instead of 'Similar to no. 3')

Perf. 14  
Wmkd. Small Star in Shield, Mult.

(insert above no. 17)  
(insert above no. 18)

Perf. 11  
Perf. 13 1/2 x 14 1/2

**COSTA RICA**



1930, Feb. 11, surcharged in red on official stamp of 1926				
3	8c	on 1col lilac and black	(20,000)	75
4	20c	on 1col lilac and black	(18,000)	1.00
5	40c	on 1col lilac and black	(16,000)	1.00
6	1col	on 1col lilac and black	(12,000)	2.00

Issued for the first flight to Central America, the U. S. and South America.



**UNITED STATES**

Change no. 14 to no. 1.

1930, Feb. 10				
14	5c	red violet		
1930, April 19				
15	65c	deep green (Zeppelin over ocean)		
16	1.30	brown (Zeppelin between New and Old World)		
17	2.60	deep blue (Zeppelin before globe)		

Issued to prepay mail carried by the Graf Zeppelin on its South American flight. 1,000,000 sets printed.

8 2  
Perf. 11  
1.00  
2.00  
4.00

**ALAOUITES**



1930				
17	2p	on 1p25 deep green	(30,000)	15 15

**BELGIUM**



1930				
1	50c	blue		Perf. 4
2	1f50	dull purple		8
3	2f	green		10
4	5f	grey brown		25

Designed by P. Goblet. Printed by Sips-Catoir.

**BELGIAN CONGO**



1930, Apr. 2.				
5	15f	grey brown and black		Perf. 11 1/2
6	80f	violet and black		75

Printed by Bradbury, Wilkinson Co. of London. 1.50

SUPPLEMENTS TO THE  
 STANDARD AIRPOST CATALOGUE  
 1930

**AIRPOST CHRONICLE**  
(Continued from page 15)

**LATVIA**

Quite a furore has been created in philatelic circles over the new airmail stamps of this country. According to reports from Germany and other European sources, it seems that this emission was entirely unnecessary and rankly speculative as the stock of airmail stamps on hand was large enough to take care of the demand for some time.

It appears that a dealer contracted with some official for the entire issue and, from one report, the stamps would not have appeared if he had not ordered them, about six months in advance. From this, it would seem that these stamps have no standing whatsoever and we advise our readers to avoid this set for the time being.



**LEBANON**

The first value of the new set which was mentioned last month, is illustrated herewith. We understand that the series will consist of 10 values, 1/2, 1, 2, 2, 5, 10, 15, 25, 50, and 100p.



**LITHUANIA**

A new set of seven values was issued on June 7th. Perforated 14 and watermarked Honeycomb.

- |        |                                   |           |
|--------|-----------------------------------|-----------|
| Type 1 | 5c black, yellow and brown,       | (500,000) |
| 1      | 10c blue, grey and black          | (500,000) |
| 1,     | 15c deep lake, grey and blue      | (500,000) |
| 2,     | 20c chocolate, orange and carmine | (200,000) |
| 2      | 40c blue, light blue and lilac    | (200,000) |
| 3      | 60c green, lilac and black        | (200,000) |
| 3      | 1L carmine, mauve and black       | (100,000) |

**PARAGUAY**

The first direct flight from Paraguay to U.S.A. via Buenos Aires was made on June 12th. The mails were brought from Asuncion by the Aeroposta Argentina and transferred at Buenos Aires to the Panagra route via the Pacific. The first plane with these mails left Buenos Aires on June 14th with a total net weight of 4 pounds of mail.

—A. H. Davis.

**SPAIN**

An exceptionally attractive set of airmails has been issued by this country, in connection with the centenary of the famous artist, Goya. The designs of these stamps



are reproductions of the paintings: "Disparate volante", "Buen Viage", "Manera de Volar" and "Volaverunt."

Perforated 12 1/2 and unwatermarked.

- |        |                                     |           |
|--------|-------------------------------------|-----------|
| Type 1 | 5c rose and orange yellow           | (104,000) |
| 2      | 5c olive green and blue green       | (104,000) |
| 2      | 10c greenish blue and bright green  | (54,000)  |
| 1      | 15c black and orange                | (54,000)  |
| 2      | 20c ultramarine and rose            | (53,000)  |
| 3      | 20c slate and brown, spec. delivery | (51,800)  |
| 1      | 25c lake and bright rose            | (53,000)  |
| 4      | 30c brown and violet                | (34,000)  |
| 2      | 40c ultramarine and pale blue       | (33,000)  |
| 4      | 50c vermillion and green            | (33,500)  |
| 5      | 1p slate purple and lilac           | (33,000)  |
| 4      | 4p deep lake and black              | (17,000)  |
| 5      | 4p slate and grey green             | (16,700)  |
| 5      | 10p sepia and yellow brown          | (16,800)  |



Another series of six airmail stamps was issued in connection with the International Railway Congress. Perforated 14 and unwatermarked.

- 5c yellow brown
- 10c carmine

(Continued on page 22)

Surcharged on official stamp of 1924 (R)

19h	5c on 10c blue	(R)		
	i. '1903' for '1930'			
	j. '1930' inverted			
20	10c on 20c yellow brown	(a)	(25,000)	30
	a. '0' for '10'		(410)	6.00
	b. Double surcharge			
	c. Horizontal pair, imperf. between			
21	25c on 50c deep carmine	(b)	(20,500)	60
	a. 'Internaoicnal'		(410)	7.50
	b. 'o' for 'ovo'		(410)	7.50
	c. Inverted surcharge			18.00
22	50c on 25c on 1p green	(b)	(10,500)	1.50
	a. 'Internaoicnal'		(210)	12.00
	b. 'o' for 'ovo'		(210)	12.00
	c. 25c surcharge inverted			
	d. 50c surcharge inverted			
	Nos. 19 and 20 surcharged in colors other than the ones mentioned are probably color trials.			
	Official stamp of 1929		Wmkd. Mult. Ovals	
	surcharged		Perf. 11½	
23	50c yellow, green and blue		(10,500)	70
	a. 'Internacional'	(ca. 88)		10.00
	b. 'Internacionai'	(ca. 88)		10.00



1930, stamps of 1915-24 surcharged

24	5c on 10c blue	(d)		15
	a. 'Servicio aereo'			3.00
25	15c on 20c brown	(d)		40
	a. 'r' of 'aereo' missing			4.00
26	20c on 50c rosine	(e)		50
	Surcharged in blue and red			
27	10c (R) on 5c (Bl) on 20c yellow brown	(f)	(20,500)	40

**ICELAND**



Above stamp surcharged in red for official use  
4 10a dark blue

1930, Feb. 14, surcharged in black nos. 8-9

7	10c carmine rose	(500,000)	6
8	20c on 50c ultramarine	(300,000)	10
9	40c on 50c ultramarine	(300,000)	20
10	10c orange	(200,000)	40

**DOMINICAN REPUBLIC**

1930, Feb. 15, like previous type Change no. 3 to no. 4

3	15c red	(50,000)	25
5	30c purple	(25,000)	50

**ECUADOR**

1930, Mar. 18 type of 1929

17	1s carmine lake	40
18	5s olive green	2.00
19	10s black	4.00
	surcharged OFICIAL	
20	50c olive brown	25
21	1s carmine lake	40
22	5s olive green	2.00
23	10s black	4.00

10,000 each of nos. 17-23 were issued.

**GERMANY**



1930, Apr. 26

37	2m bright ultramarine	80
38	4m black brown	1.50

Issued for the South American flight of the Graf Zeppelin.

**HAITI**

1929-30

1	25c green		10
3	75c red brown	3.3.30	30

Change nos. 1 and 2 in the catalogue to nos. 2 and 4.

**HONDURAS**



Perf. 11, 11½

1930, surcharged in red or black on issues of 1915-24

19	5c on 10c blue	(R)	(a)	(25,000)	15
	a. '1910' inverted			(410)	8.00
	b. '1903' for '1930'			(410)	8.00
	c. Surcharge inverted			(1,000)	3.50
	d. Surcharge inverted, '1930' inverted			(20)	30.00
	e. Surcharge inverted, '1903' for '1930'			(20)	30.00
	f. Double surcharge				
	g. Double surcharge, one inverted				



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**PANAMA**



Perf. 12½

1930, Jan. 25,  
Special delivery stamp of  
1929 surcharged in blue  
10 5c on 10c orange  
Regular issue of 1920  
surcharged in red

12  
Perf. 12

1930, Feb. 28  
11 1b dark violet and black

(5,000) 4.75

**PAPUA**



Perf. 14½

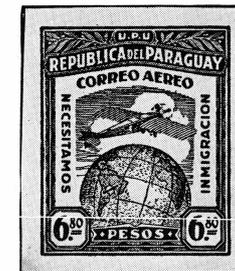
1929, Regular issue of 1916  
surcharged in black

Wmkd. Crown and  
Single lined A

1 3d blue green and black

*There were two printings of this stamp differing mostly in the color of the center.*

**PARAGUAY**



10.430 30  
10.430 30

6.80p grey on bluish			10.430	30
6.80p green on pink			10.430	30
1930, regular issue of 1927-28				
surcharged in red or black				
5c on 10c olive green	(a)	(R)	7.4.30	(99,600) 5
10c olive green	(a)	(R)	24.1.30	(50,000) 15
20c blue	(a)	(R)	24.1.30	(30,000) 30
40c on 50c orange	(a)	(R)	7.4.30	(19,800) 50
a. 'Aereo' missing	(100)			15.00
1p emerald green	(b)	(R)	24.1.30	(10,000)
3p grey brown	(b)	(R)	24.1.30	(10,000)
6p scarlet	(c)		7.4.30	(9,800) 80
10p on 20p dull purple	(d)		7.4.30	(4,900) 2.00
10p on 20p scarlet	(d)		7.4.30	(4,800) 2.00

**ITALY**



a



b



c



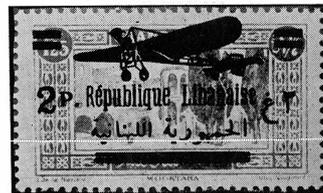
d

1930, Mar. 12  
12 50c olive brown  
13 80c orange red  
14 1L purple  
15 2L deep blue  
16 5L dark green

(a)  
(b)  
(c)  
(d)  
(a)

5  
8  
10  
18  
45

**LEBANON**



1930, stamp of 1928 surcharged in red  
in red  
42 2p on 1p25 deep green (80,000) 5  
a. 'Republique'  
No. 42a. occurs on the second stamp of the lower pane of 25.

**MEXICO**

No. 33 surcharged similarly to no. 19 in black  
35 20c black violet 40  
a. Missing period  
No. 35a is the 59th stamp of the sheet.



1930, Apr. 20, stamp of 1929  
surcharged in red  
36 10c violet (60,000) 15  
Issued to commemorate the First National Tourist Congress Apr. 20, 27.

**NICARAGUA**

(add after no. 4)  
a. Double surcharge  
b. Inverted surcharge  
(add after no. 5)  
a. Double surcharge

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## VENEZUELA

		Perf. 11½
1930		
1	5c dark brown	(100,000)
2	10c orange yellow	(100,000)
3	15c grey	(50,000)
4	25c light violet	(100,000)
5	40c olive	(50,000)
6	75c red	(100,000)
7	1b steel blue	(30,000)
8	1.20b green	(20,000)
9	1.70b dark blue	(30,000)
10	1.90b green	(20,000)
11	2.10b dark blue	(10,000)
12	2.30b red	(20,000)
13	2.50b dark blue	(10,000)
14	3.70b green	(10,000)
		1.20

## PRICE CHANGES

Nos. are understood to refer to the stamp section unless S. O. (Semi-Official stamps) or F. S. (First and Special flights, is the immediate heading.

U. S.			
F2W1	30.00		
F5N5	2.00		
F5S6	2.00		
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F5S19	1.50		
F5S22	1.50		
F6E6	3.25		
F6E6a	4.00		
F6W4	3.50		
F6W20	2.25		
F7W2	1.25		
F8N1	1.50		
F8N1a	1.50		
Albania			
22	1.00		
23	1.00		
24	1.00		
25	2.50		
26	12.00		
27	12.00		
28	12.00		
F. S.			
Argentina			
4	250		
Austria			
16	25		
S. O.			
Brazil			
10	30		
F. S.			
Br. Honduras			
1	6.00		
1a	20.00		
F. S.			
Canal Zone			
11	12.00		
Chile			
6	10		
8	35		
Colombia			
1	600.00	325.00	
67	17.00		
68	17.00		
16	23.00	20.00	
S. O.			
Ecuador			
32	8.00		
33	8.00		
34	5.00		
35	4.00		
36	6.50		
Change number after no. 36 to no. 37			
Ecuador			
37	25.00		
France			
3a	450.00		
French Morocco			
1	6.00		2.50
2a	2.00		40
3	50		25
3a	15		10
3b	40.00		
4b	40.00		
5a	30		10
5b	30.00		
6a	70		25
6b imperf.	40.00		
Germany			
19a	9.00		9.00
S. O.			
2a	25.00		
3	47.50		75.00
4	40.00		70.00
5	12.00		35.00
Germany			
6	10		10
12a	delete		
13	10.00		40.00
16	25.00		38.00
17	25.00		38.00
F. S.			
1			12.00
1b			20.00
10a			45.00
14			25.00
15			50.00
Honduras			
12	35.00		35.00
13	4.25		
14	40		
15	1.50		
16	3.00		
Lebanon			
33	25.00		
34	25.00		
35	25.00		
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2	20.00		
3	20.00		
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6	35.00		
7	1.50		
8	3.00		
9	4.00		



The stamps surcharged with new values have the addition of the word numeral as may be noted in types c and d.

## PERSIA

1929, with surcharge similar to nos. 17-21 but with 'Poste Aerienne'			
29	3k yellow brown	15.7.29	60
30	5k dark brown	20.8.29	1.00
31	10k violet	20.8.29	2.00
32	20k olive green	20.8.29	3.50
33	30k deep green	20.8.29	5.00

## SYRIA



1930, surcharged on stamp of 1928			
49	1p25 deep green	(80,000)	5



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I am disposing of my entire stock of Airmail Covers at prices much lower than their actual value.

FAM 4, Oct. 19, 1927, no. F4E1, Key West—Havana.....	.20
Oct. 28, 1927, no. F4W2, Havana—Key West.....	.25
Sept. 15, 1928, no. F4E3, Miami—Havana .....	4.25
Dec. 5, 1928, no. F4W4, Havana—Miami .....	3.00
FAM 6, Jan. 9, 1929, no. F6E1, Miami—Havana .....	1.40
F6E5, Miami—Santo Domingo.....	.75
F6W6, Santo Domingo—Miami .....	1.25
F6E4, Port au Prince—San Juan.....	4.00
F6W7, San Juan—Santo Domingo.....	2.00
F6W8, Miami—San Juan.....	.65
F6E9, San Juan—Miami.....	.65
— Port au Prince—Santiago.....	3.50
— Port au Prince—Santo Domingo.....	3.50
— Santo Domingo—Port au Prince.....	3.50
Jan. 10, 1929, no. F6W2, Havana—Miami .....	.90
F6E6, Santo Domingo—San Juan.....	2.50
Jan. 21, 1929, no. F6W11, San Juan—Port au Prince.....	7.50
Sept. 26, '29, no. F6W13, St. Thomas—Port au Prince.....	5.00
F6E21, St. Johns—St. Thomas.....	1.25
— Port of Spain—Castries.....	1.25
— Port of Spain—Havana (169 carried).....	1.25
FAM 6/5 (Trin. 1) Port of Spain—Georgetown .....	2.50
FAM 7, Jan. 1, '29 F7E1 Miami—Nassau .....	1.00
F7W1, Nassau—Miami .....	1.50

The above are at half catalogue. Special discount to dealers for five or more of a kind.

FAM 5. May 5, 1930,	Cristobal—Maracaibo .....	.75
FAM 5. Apr. 26, 1930.	Lindy carried Miami—Havana, first flight	3.00
	Lindy carried Miami—Cristobal, direct.....	.75
	Lindy carried Cristobal—Havana, direct	2.00
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FAM 6. July 1, 1930.	Miami—Camaguey, first flight, (rare).....	4.00
	Miami—Port au Prince first one day flight	5.00
	Miami—Santo Domingo, ditto, (28phl. cov)	7.50
	Miami—San Juan " "	4.00
FAM 7, Jan. 1, 1930	Miami—Nassau, resumed flights.....	.50
Jan. 2, 1930,	Nassau—Miami, ditto	.60
FAM 9, July 16, 1929,	Cristobal—Santiago de Chile.....	1.15

One each of the following:

FAM 6, Jan. 21, 1929,	F6E10, Miami—Port au Prince, one of 45 that got through .....	25.00
Sept. 25, 1929,	Georgetown—Port au Prince, rarest FAM, (4 flown) .....	50.00
Sept. 21, 1929,	Rare St. Kitts, carried by Lindy and back to San Juan on return first flight,.....	50.00

Scores of others, in fact FAM 4, 6, 6/5 extension and 7 practically full coverage. Let me quote on your want list before they are gone. Sale ends September 15, 1930.

**GEO. T. STREET**  
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**AIRPOST CHRONICLE**

(Continued from page 17)

- 25c ultramarine
- 50c light violet
- 1p green
- 4p slate black

**SOUTHWEST AFRICA**

Mr. Nicolas Sanabria informs us that two provisional airmail stamps are about to be issued. They will probably be a 4 pence and one shilling.



**SWITZERLAND**

On July 1st, a new airmail stamp was issued, a 2 franc, dark brown on pale brown tinted paper; designed by Vibert. Perforated 11½ and watermarked Greek Cross.  
—L. Rochat.

**UNION OF SOUTH AFRICA**

Union Airways will extend its service providing support is received from the government. The schedules it plans to inaugurate cover four routes. (1) Cape Town to Port Elizabeth via George or Oudtshoorn, (2) Port Elizabeth—Bloemfontein—Germiston, (3) Port Elizabeth—East London—Durban, via Grahamstown and Umtala and (4) Germiston to Durban via New Castle, Ladysmith and Pietermaritzburg.

—F. A. News

**RESULTS OF SUBSCRIPTION CONTEST**

Due to the rush and confusion incidental to the making up of the last issue, we omitted to announce the results of our subscription contest. The winners are as follows:

- First Prize: W. W. Betts.
- Second Prize: Airpost Stamp Co.
- Third Prize: G. A. Zimmerman.
- Fourth Prize: G. Tucker.

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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.

The Editor,  
"The Airpost Journal".  
Dear Sir,

Reference your remarks on page eight of the May number, it would be more true to say that there are many more forgeries of Japan 1919 than genuine stamps on the market, as very large quantities have been in the hands of Japanese and European dealers while the majority of even leading dealers in this country cannot or do not take the trouble to identify the forgeries. Unfortunately for the collector such stamps can only be accepted as genuine if the collector is himself a specialist or the stamps bear the guarantee of another specialist who really knows the issue.

While on this subject we would advise you that some doubtful Peru no. 1, Morocco 1922/3 imperf and other varieties have come on the market and offers should be examined with great care.

Yours faithfully,  
FRANCIS J. FIELD.

American collectors, of course, are already familiar with the "American Air Mail Society" but we might add that the Advance Information Bulletin, under the guidance of Secretary Gatchell has developed to a high degree, and this source of prompt information is alone worth many times the annual dues. Formerly under the guidance of a dealer who had a rather dull axe to grind, this little Bulletin has become one of the most timely publications that the hobby has produced, and all credit for this splendid improvement must go to Secretary Gatchell, who has proved what could be done with it, once it got into capable hands.

FAM 6—Second Assistant Postmaster General Glover advises us by telegraph that Kingston, Jamaica, will be added to FAM 6 about August 1. Definite date will be published later. Cachet at Miami. This gives everyone plenty of time to get covers to Jamaica for return trip. Thanks, Mr. Glover.

—A. A. M. Bulletin.

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618 sheet 50, .....	4.00	656 sheet 100, .....	2.50
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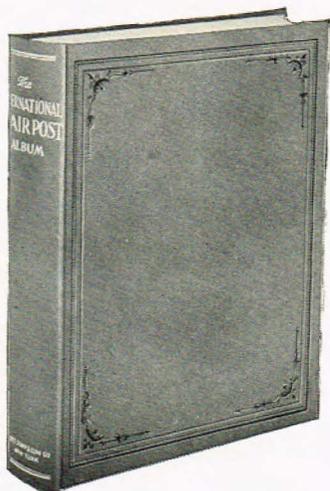
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