

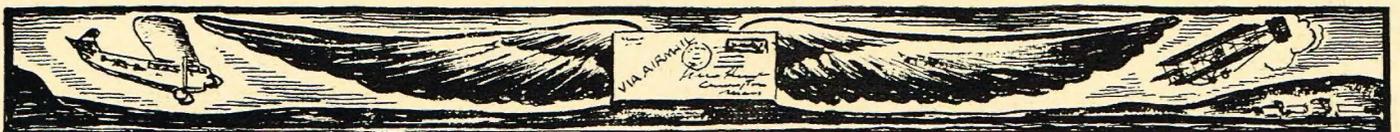
Vol. I, No. 10

September 1930

Special A. A. M. S. Number



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20 ELGIN ROAD
BOURNEMOUTH, ENGLAND

REGARDING THIS ISSUE

Supplements to the 1930 Catalogue

Owing to the large amount of work involved in preparing this issue as well as limited amount of space, it was found necessary to omit the supplements this issue. They will be included, however, in the next number and will appear continuously from now on.

It was our intention to publish this issue with the photographs and short histories of the A. A. M. S. officers on time, but owing to various delays in receiving material as well as the absence of our staff at the Boston Show and the trip to Cleveland, this issue had to be postponed.

While we regret the delay, we feel that our readers will agree with us that the Convention was of enough importance to warrant it, and we believe that the news in this issue is of enough interest to offset the late publication.

In the future, the Journal will appear promptly on scheduled time and we ask our readers to pardon us for tardiness in the past.—S. H.F.

THE AIRPOST JOURNAL

VOL. I, No. 10

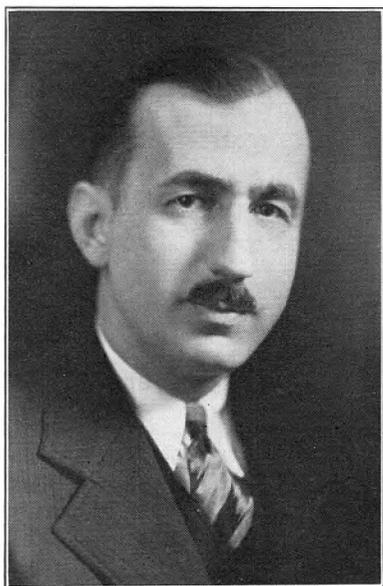
THE AIRPOST JOURNAL

SEPTEMBER 1930

The A. A. M. S. Conventions offer society members the opportunity to meet personally, many of those with whom they have corresponded in the past, and combined with the pleasures of a general swapfest, of stamps, covers, and opinions, an annual convention seems decidedly worth the effort involved.

The First National Convention of the American Air Mail Society, which will be held in Cleveland in a few days, marks another mile-stone in the growth of this important society. The A.A.M.S. was the first society of airmail collectors formed in this country, and due largely to the extra-ordinary efforts of two or three individuals, it has maintained its position as the most important airmail society in America. Its growth during the past two years has been rapid, possibly too rapid for its own good, but the fact remains that most of the important airmail collectors in America are members of the A.A.M.S.

From the beginning, this society has been fortunate in having men of the highest caliber representing the society in official position, and the present position of the A.A.M.S. is due largely to their personal efforts.

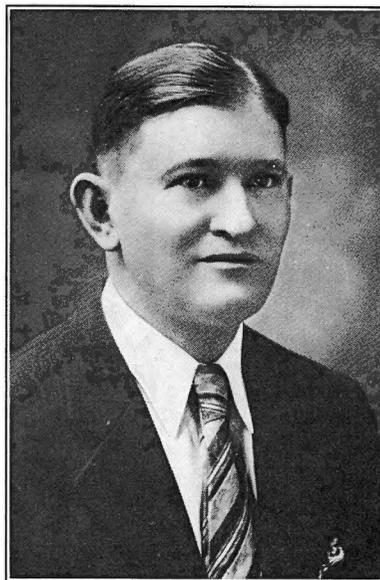


GEORGE W. ANGERS
President

Collectors who have followed the hobby for half a dozen or more years realize what George Angers has done for the Society, and for air mails in general. In 1923 he founded the Aero Philatelic Society of America, whose name was later changed to the American Air Mail Society. During the lean years that followed, when aerophilately was struggling for recognition and rarely got it, Mr. Angers almost single handed carried the banner and championed the cause of aerophilately.

As secretary of the society he assumed the thankless task of publishing the official organ, at first on his own mimeographing machine, and later launched the *Aero News*, a regular monthly magazine which deserved a far larger circulation than it ever had. Unfortunately it was born too soon, for the society at that time was too small to support a magazine of this caliber. However, the *Aero News* was not published in vain, for it attracted the first serious attention to Aerophilately, and this attention was universally favorable.

We believe that Mr. Angers will not run for reelection this Fall, in which case the Society will suffer a distinct loss. If Mr. Angers does retire, we believe the Society should tender him a sincere vote of thanks for what he has done for airmail collecting and for the Society.



HARRY A. TRUBY
Director and Ex-President

No review of aerophilately in this country can be written without including Mr. Harry Truby, who seems to have been the original airmail collector and whom Mr. Angers succeeded as President of the A.A.M.S. It is impossible to collect pioneers for long without becoming fairly familiar with his handwriting at least, for he was present when many of the pioneer flights were made and mailed cards whenever the opportunity offered. Today Mr. Truby regrets that he did not send a great many more, but he has never received a great deal of sympathy on that account, from wide-eyed listeners, who never had a chance to send even one.

Probably one of the most competent officers any society ever had, is Mr. L. B. Gatchell, the present secretary of the A.A.M.S., who has devoted more time and energy in this capacity than most of the members will ever realize. The office of secretary is becoming



L. B. GATCHELL
Secretary-Treasurer

increasingly difficult to fill, and for the past two years it has been necessary to burn the midnight oil in order to keep the machinery running. It is more than probable that the duties of the secretary will increase rather than decrease and it would seem that the time is rapidly approaching when some remuneration must be given the holder of this office. We also understand that Mr. Gatchell will not run for office another year, which means that the society must find another capable member this Fall, who is competent to fill Mr. Gatchell's shoes, and who, in addition, has the necessary time to devote

to it each day. Choosing a President of the United States seems a much simpler problem by comparison.

Undoubtably there are many society members who are fully capable of running this office, but not all of them can, or would be willing to devote hours every day to the task confronting the Secretary of the A.A.M.S.

Personally, we believe that the A.A.M.S. as the oldest and largest of the air mail societies in this country, should publish its own official organ. By doing so the prestige of the society and of aerophilately in America would be enormously increased. Furthermore we believe that under proper management such a publication would prove profitable. However, this could not be done on a hit-or-miss basis, but if the society would add to the duties of the secretary the editorship of its journal and attach a reasonable salary to the combined office, many problems now confronting the society would be solved.

In view of the fact that we announced in our last number that the *Airpost Journal* was a candidate for official organ of the A.A.M.S. this Fall, the above statement may seem contradictory, but it is not. If the society should prefer to have someone else publish its magazine, the *Airpost Journal* is available, and the society will find us ready to cooperate with them to the utmost; and if the society should decide to publish their own magazine, the *Airpost Journal* is prepared to cooperate with the society to an even greater degree.

All in all, there are a number of important questions of policy which must be decided this Fall and the Cleveland Convention should help considerably to make the solution of these problems much less difficult. We trust that wise decisions may be reached harmoniously, and that the society will find itself more firmly established than ever, when the curtain falls on the first convention of the A.A.M.S.

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.

LOS ANGELES, 1920

Mr. Everett Erle writes that the Postmaster at Los Angeles has verified the fact that experimental flights were made in 1920, between Los Angeles and San Francisco. The cachet applied was private, but the flight seems to have been official.

Mr. Erle has forwarded the Postmaster's letter, which states that these flights were authorized by the 2nd Ass't Postmaster General. The service was inaugurated on May 27, 1920 between Los Angeles and San Francisco, with stops at Bakersfield and Fresno, and

thirty round trips were made before the route was abandoned.

Mr. Erle also says he has seen covers carried on May 27, and June 15, and that each has a different cachet. Probably one of these cachets is the one formerly listed in the Catalogue and which was dropped when it was found to have been private.

Just as we thought, the matter was settled, another letter arrived from Mr. Erle as follows:

Dear Mr. York:

"Wrote you this morning, via regular mail, re the 1930 L.A.—S.F. flights. In this evening's mail I received a letter from Mr. Willoughby the Ass't Supt.

of Air Mail Service on the Coast, and he informs me that his files disclose no information on flights at that time. So that's that. However no information does not necessarily mean "no flights".

Salvador No. 1 exists with ovpt. inverted—"Servicio Aéreo" and new value inverted and bars blotting out old values in normal position. I just received a copy from Salvador.

Another item—the 6c. value of the new Guatemala exists in what appears to be a very distinct double-printing. Sheet probably slipped during printing process.

Sincerely,

Everett Erle.

THE CLEVELAND CONVENTION

Space does not permit a complete description of what went on during August 28-30 but the writer does wish to say that the boys at Cleveland certainly made a rip-snorting success out of the affair.

Visitors were greeted in a cordial manner and made to feel at home from the very beginning.

About 85 members of the A.A.M.S. registered and in comparison to the 250 out of 4000 of the A.P.S., who can doubt that our hobby is out of the infants class?

The exhibits were tastefully arranged and inspecting them consumed quite a bit of time as well as envious sighs.

Harry Truby's eight frames were by far the outstanding exhibits with his collections of Pioneers and Foreign covers. One could spend hours looking at his treasures such as a Vevey, Pigeon Letter, Denmark semi-official on cover, Daily Mail, Ruth Law, Colombia No. 1 on cover, Chile semi-official No. 1, Fairbanks-McGrath autographed by the late Carl B. Eielson, Byrd Trans-Atlantic, two Hawkers, one on cover, De Pinedo on cover as well as a host of others.

One of the outstanding exhibits was the display of three letters of introduction carried by Lindbergh on his trip to Paris. This is the first time they have ever been on public display and needless to say, they attracted much attention.

Geo. Angers was represented by his display of Paris Balloons and Pigeon Films. We understand that he has the only complete file of the films sent into Paris during the Siege.

W. A. Steiger showed a neat frame of Lindbergh autographs including a signed bill of lading.

Karl B. Weber has a nice piece in a Byrd Trans-Atlantic autographed by all the members of the crew.

Gearhart Thomas had an interesting display of neatly decorated Zeppelin covers.

L. B. Gatchell exhibited a practically complete collection of C.A.M. and F.A.M. covers with only a few of the major and minor varieties missing.

D. E. Dickason was represented in every class except publications and took a number of well deserved prizes.

Alex A. Cohen had on exhibition two very interesting frames of Salvador airmail stamps and covers; a complete representation of the first and second printings with all varieties.

Carlton W. Smith undoubtedly has one of the best air mail stamp collections with choice specimens such as Colombia No. 1, Mexico Postal Congress complete, Madrid-Manila with the varieties, DePinedo, Sweden 1920 and inverts, Honduras 1925 complete except for one item, the new Bolivia purpurine set and set of inverts, Ile de France pair, various Spanish errors and the first two sets of Syria. In addition, the collection is neatly mounted and very well written-up.

Guilio Lodigiani displayed a number of interesting frames of Pioneers, Governments and Foreign.

Miss Virginia Fisher had one of the most unique displays of unusual cancellations.

The awards are as follows:

Class 1. General collection of airmail stamps.	Section C, Historical Covers
1. Carlton W. Smith	1. Karl B. Weber
2. D. E. Dickason	2. G. Lodigiani
3. F. W. Grant	Section D, C.A.M. Covers
Class 2, Section A, Pioneers	1. L. B. Gatchell
1. Harry Truby	2. H. H. Griffin
2. G. Lodigiani	3. W. A. Steiger
Section B, Governments	Section E, F.A.M. Covers
1. Karl B. Weber	1. D. E. Dickason
2. E. O. Howle	2. L. B. Gatchell

Class 3, Section A, Autograph Covers	2. Miss Anna Schafer
1. W. A. Steiger	3. Miss Frances Norton
2. H. M. Lyon	Class 5, General Foreign
3. Geo. D. Kingdom	1. D. E. Dickason
Section B, Dedication Covers	2. George Kingdom
1. D. E. Dickason	3. Paul R. Hudson
2. Garrett Heckbert	Class 6, Paris Balloons
Section C, Accident Covers	1. John W. Prevost
1. Jay Mullins	2. D. E. Dickason
Section D, Lindbergh Covers	G. W. Angers, exhibition
1. H. H. Griffin	Class 7, Section A, Catalogues
2. Miss Frances Norton	1. Berkshire
3. W. A. Steiger	2. Dworak
Section E, Miscellaneous	3. Lissiuk
1. J. T. Schweier	Section B, Publications
2. Mrs. John Schafer	1. Airpost Journal
3. Miss Virginia Fischer	2. Air Mail Collector
Class 4, Zeppelin Covers	3. Air Stamp Review
1. Tie between Gearhart Thomas and Paul R. Hudson	Section C, Albums
	1. Scott
	2. Lissiuk

The Grand Prize for the outstanding display was awarded to Harry Truby. This was voted on by all visitors. The prize is a beautiful silver loving cup, standing about fifteen inches high with a miniature of the Spirit of St. Louis on the top. The inscription reads as follows:

PRESIDENT ANGERS TROPHY
MOST OUTSTANDING
DISPLAY
FIRST AIR POST EXHIBITION
AMERICAN AIR MAIL SOCIETY
CLEVELAND, OHIO
AUGUST 28-30, 1930
AWARDED TO
HARRY A. TRUBY

The Convention opened with the first meeting on August 29th. Various subjects were brought up and discussed but without a complete report of the proceedings, it is impossible to tell accurately what was decided on. The report was not received in time to be included in this issue and will have to be held over for the next issue.

At the banquet on the evening of the 29th, Mr. Griffin welcomed the members to Cleveland, the Mayor of Cleveland also welcomed us to the city, Mr. Angers gave a very interesting talk on the Paris Pigeon mail. Following this, there were a number of impromptu speeches with Mr. Gatchell as Toastmaster. Autographing was in order with many members running around the hall with programs in one hand and a pen in the other. In connection with this, we may state that Mr. William Conkling "Uncle Bill" as he is affectionally called by his friends received what is probably the most unique specimen of the autographers' art. We doubt that we are at liberty to divulge details but if possible, we shall try to secure a photograph of it for the edification of our readers.

Following the adjournment of the meeting on August 30th, members were taken for a ride to the Goodyear-Zeppelin hangar at Akron where we had a view of the Zeppelin ZRS 3 being built for the U. S. Government. The ship is about one-third finished and is expected to be completed next June. Figures are very seldom interesting so we will pass by the specifications of the hangar. One can get some idea of its size by the photograph on the cover.

Upon return to the hotel, those interested attended the auction by Mr. Dickason and then the Convention was over with everyone agreeing that a good time was had by all.

The "Ile de France" Provisionals

By
E. H. WILSON

Probably the greatest surprise ever felt by the philatelic world was occasioned by the entirely unexpected issue of two airmail stamps aboard the French Line flagship, the S. S. Ile de France. Certainly, very few, if any, people thought, on August 13, 1928, when the first ship to shore mail was inaugurated from the Ile de France to New York City, that the popular use of the new experiment by the passengers would result in the famous "Ile de France" issue.

Briefly, the antecedent circumstances are as follows. The French Line officials had decided to experiment with an airmail service starting from the deck of the Ile de France while nearing port. Beginning at a distance of 400 - 800 miles from either New York City or Le Havre, the plane, it was believed, could save a day in expediting specially prepaid mails. This plan required a special catapult arrangement which would allow the seaplane to be launched from a short runway.

On August 8, 1928, the Ile de France sailed from Le Havre for New York, with arrangements completed for the first experiment. On August 13, when off Nantucket, the seaplane, Lieut. Demougeot in command was catapulted into the air and successfully arrived at Quarantine, New York, having completed the 400 miles of flight in four hours. Thus the first flight of the experiment was a pronounced success, but—the service had proven so popular with the passengers that some two thousand letters had been sent. As the special fee for the catapult service was ten francs, a stock of French stamps of this value had been put aboard on sailing from Le Havre. The unanticipated demand for this service, however, had practically exhausted the stock of these stamps aboard the liner. There was a bit of confusion regarding this development, as a catapult flight had been planned for the return trip to Le Havre. Moreover, the only other values in stock at the ship's post office, the ninety centimes Berthelot and the one franc fifty centimes Pasteur, were not practicable as large blocks would have to be used. Not only this,—judging by



the receipts from the flight into New York, when over 40,000 francs was received in airmail fees, the French Post Office would probably lose a similar revenue if the flight on the return trip was not made.

Mr. Jules Cohen, the chief postal agent on board the ship, came to the conclusion that the only solution of this difficulty, was to surcharge 4000 of the existing stock of 90 centimes and 1.50 franc stamps with the raised value of 10 francs. Accordingly, Cohen went to Maxime Mangendre, the French Counsel General at New York and laid his plight before him. Mr. Mangendre, readily appreciating the necessity of action in this emergency, issued an authorization for the requisite 4000 stamps, the issue to be composed of 3000 of the 90 centimes red Berthelot and 1000 of the 1.50 franc blue Pasteur stamps, each surcharged with the higher value.

The work was immediately given to an East Side printer, one Emile Cabella, who made proper haste, and on August 16, the day before sailing, the stamps, with the ink still wet, were on sale at the ship's post office.

A number of varieties occur in the surcharge, which was supplied in black on panes of fifty stamps. The most prominent of these is the inverted surcharge on the 90 centimes, of which one pane of fifty was found. These errors were sold aboard the ship at sea and from available information, it appears that about 35 were sold to officers of the ship. Regarding the whereabouts of the remaining 15 stamps, the writer has been unable to obtain information. The variety of next import is the so-called "wide spacing". This spacing occurs on all five stamps of the ninth horizontal row, and differs from the normal in that the distance between the "10" and the obliterating bars is 8 mm. instead of 6 mm. Furthermore, eleven stamps in each pane have the "R" in "FR." than the normal and are frequently referred to as the "small serif" variety. An odd variety occurs once to the sheet, the "R" having a broken or short right foot. This is the tenth stamp. It is odd that the period is raised to the level of the short foot.



At least seven different counterfeits of this issue, some of them very good, exist. The greatest activity of the forger has been in Marseilles although some examples have come from Germany and Holland.

An almost complete pane of the Pasteur surcharge is illustrated.

AIRPOST NEWS AND COMMENTS
(Filched from the contemporary Press)

"MERGER WILL OUT"

From the N. Y. Times

Negotiations are in progress, looking toward the Transcontinental Air Transport-Maddox Air Lines and the Western Air Express to create a second transcontinental air mail and passenger system.

Officials of both systems have been in New York and Washington several weeks, and it is expected that final details in the discussions will be worked out this week in meetings to be held here. Whether or not a merger results, it is practically certain, it was learned last night, that the two companies, both pioneer passenger lines, will reach an

operating agreement acceptable to the Postmaster General and to the directors of the companies for the transport of mail as well as passengers across country.

The joining of these two companies would bring together two of the best known young men in aviation. Colonel Charles A. Lindbergh, chairman of the technical committee of T. A. T. Maddox, and Herbert Hoover Jr., chief radio engineer for Western Air Express.

Another Alliance Discussed

While aviation men were much interested in the outcome of the conference between these two companies, another long rumored merger took on a more tangible form last week with quiet meetings between executives of Pan American Airways and the New York, Rio and Buenos Aires Company. It was denied several months ago that Juan T.

On the arrival Ile de France at Le Havre, a government investigator was sent from Marseilles to the former city as there had been persistent charges, not to mention rumors of irregularity in the preparation and sale of the stamps. Eventually this inquiry resulted in the white-washing of all concerned but at the moment, disciplinary action was taken against Mr. Cohen by the Minister of Posts and Telegraphs, Andre Cheron.

In spite of the great interest taken in this issue, as reflected in the rapid sale of the stamps, by all on board ship, 364 Berthelot stamps remained unsold when the vessel docked at Le Havre. These were taken in charge by a government inspector and were later destroyed. The following are the figures (some exact, some approximate) indicating the disposal of the four thousand stamps.

90 centimes Berthelot	1.50 franc Pasteur
1501 mint	750 mint
1135 used	250 used
364 destroyed	—
—	1000
3000	

RECAPITULATION

90 centimes Berthelot	
59 sheets of 50 stamps (normal)	= 2950
1 sheet of 50 stamps (inverted)	= 50
	3000

Normal: 35 to the sheet.....	2065
Small serif: nos. 2, 4, 6, 8, 23, 32, 35, 36, 50.....	531
Wide spacing: nos. 41, 42, 43, 44.....	236
Wide spacing, small serif: no. 45.....	59
Broken foot of "R": no. 10.....	59
	2950

Inverted Normal: 35 to the sheet.....	35
Inverted Small Serif: Nos. 2, 4, 6, 8, 23, 32, 35, 36, 50.....	9
Inverted wide spacing: Nos. 41, 42, 43, 44.....	4
Inverted wide spacing: small serif: No. 45.....	1
Inverted broken foot of "R": No. 10.....	1
	50

Normal	2950
--------------	------

Grand total	3000
-------------------	------

1.50 franc Pasteur

20 sheets of 50 stamps = 1000

Normal: 35 to the sheet.....	700
Small serif: Nos. 2, 4, 6, 8, 23, 32, 35, 36, 50.....	180
Wide spacing: Nos. 41, 42, 43, 44.....	80
Wide spacing, small serif: No. 45.....	20
Broken foot of "R": No. 10.....	20
	1000

The "Ile de France" issue is remarkable for several reasons. They were the first stamps issued and sold in the United States by a foreign power. They were the first French stamps surcharged for a higher value and the first ever issued by any government especially for a ship to shore service.

Tripple, president of Pan American, and William P. MacCracken, Jr., chairman of the board of NYRBA, had met to talk of the possible joining of the two companies. Similar meetings in which other representatives of the two companies took part went on last week.

Agreements were reached at these meetings on a number of general conditions, it was learned, but no final decision was made either for a merger or for the acquisition of one company by the other. Pan American at present holds United States air mail contracts covering the West Indies, Mexico, Central America and much of South America, as well as several contracts with South American countries. NYRBA, more recently formed, has agreements with several Latin American countries for carrying mail, both internationally and locally.

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7½ (¼ pg.)	7.00	8.75
10 (1 col.)	9.25	11.50
15 (½ pg.)	13.50	16.50
20 (2 col.)	17.50	21.00
30 (page)	24.75	28.50

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

An endless variety of fancy airmail
envelopes are now being printed and
offered collectors who send their own.
Personally we have yet to see one that
can beat a plain envelope, which has
no fancy combinations of the National
colors running around it. The flight is
the thing after all, and no amount of
trimmings will make it more valuable, or
to our way of thinking, any more
attractive. If a spot of color is desired,
why not show some originality and
apply it to yourself. No we just don't
like fancy printing jobs on our covers.

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:

"Just returned from a trip to Alabama
and found the "Airpost Journal" waiting
for me. The August number is one of
the best issues yet and if it keeps on
improving like it has it cannot be sur-
passed for information and history. Keep
the good work up."

Very truly yours,
William Elliott.

Mr. R. A. Klinge, 301 Columbia St.,
Pasco, Wash., writes us that he would
like to hear from those who have lost
covers carried on the recent South
American flight of the Graf Zeppelin.
If any of yours are missing, send Mr.
Klinge a list of them.

FLYER'S ASHES STREWN ALONG AIR MAIL TRAIL

Los Angeles, July 18—A quiet fare-
well was spoken today over the body of
Maurice Graham, veteran air mail pilot,
while around the flower banked casket
stood those who flew with him in war
and peace, his family and his friends.

As darkness settled Pilot Fred Kelly
roared into the sky carrying the night
mail to Salt Lake City and Graham's
ashes back to the wilderness where he
died.

The widow requested the pilot's ashes
be scattered on the winds which buffet
the night mail.

(Submitted by Everett Erie, who ably
terms it "The final chapter.")

There are 24 CAM routes in opera-
tion in the United States at present.
The longest is the Chicago—San Fran-
cisco route and the shortest is the
Cleveland—Pittsburgh route, 1932 miles
and 124 miles, respectively. The former
carries the heaviest monthly totals of air
mail, while the lightest loads are flown
on the Dallas—Galveston route.

ANOTHER PILOT HERO

But for the heroism of Mal B. Free-
burg, night air mail pilot for the North-
west Airways, Incorporated, "Bobby"
Jones, idol of all golfers, might now be
among the missing.

Recently, Assistant Postmaster General
Glover received a report from B. F.
Myers, Assistant Superintendent of the
Air Mail Service stationed at Chicago
recounting the deed performed by pilot
Freeburg which, undoubtedly, saved from
serious injury if not possible death, the
hero of all golf fans.

According to Myers' report, Free-
burg was flying the night mail from the
Twin Cities to Chicago on July 12.
Near Trevino, Wisconsin he noticed an
unusual glow below him. In dropping
down to look it over he discovered a
Chicago, Burlington and Quincy rail-
road bridge afire. Having passed a
passenger train headed that way a few
miles back, Freeburg turned back until
he met the train. Circling the train
and flying low, the air mail pilot
flashed his landing lights, dropped a
flare and by so doing caused the en-
gineer to bring his train to a stop a
quarter of a mile from the burning
bridge.

The train was heavily loaded with
passengers, including "Bobby" Jones,
returning from the Open Golf Tourn-
ament held at Minneapolis.

Freeburg then flew ahead and circled
the bridge several times, all the while
flashing his lights, attracting the train
crew's attention to what was wrong.
Then the mail pilot picked up his
course and headed for Chicago, arriving
there with his mail on time.

Freeburg made no comment of his
heroic deed other than to request new
flares. It remained for the train crew
to spread the news of what Freeburg
had done.

"We all recall instances in years gone
by where the pretty eighteen year old
daughter of a farmer discovered a rail-
road bridge on fire and by running
down the track toward the Limited and
waving her petticoat, she succeeded in
stopping the train and averting dis-
aster," wrote Myers. "Of course, that's
out and could not happen nowadays,
and besides, they don't wear petticoats
any more."

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.

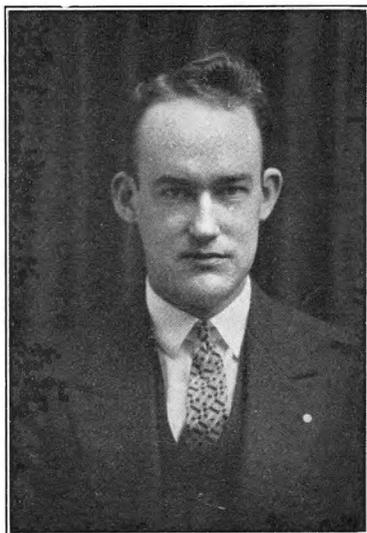
C. D. REIMERS CO., Inc.

30 No. La Salle St.,

--

Chicago, Ills.

Officers of the American Air Mail Society



DONALD E. DICKASON
Vice-President

Born at Wooster, Ohio July 3rd, 1900, with the pre-4th firecrackers helping in the celebration. Grew up in Wooster, where his father was connected with the college for many years. Educated at Wooster Academy and the College of Wooster. A very brief military experience closed with the ending of the war. Married for seven years, and has two daughters, aged 2 and 6. Presbyterian, Rotarian, and sells books to college students when he is not putting in time on air mail activities.

"I bought my first air mail cover from H. G. Kingdom at the S.P.A. Convention at Niagara Falls in 1918, but became really interested when C. E. Nickles started his first flight cover service. Sent out my first covers on C.A.M. 19, so you may see that I am a comparative newcomer, though I've collected stamps since 1907.

"I'm an incurable general collector, having something of just about everything. The groups best represented would include air mail stamps, Paris balloons, C.A.M.'s F.A.M.'s, Canada, Lindberghs, Airposts, and Zeppelins, with a pretty fair showing of U. S. Governments, pioneers, and general foreign flights. The biggest thrill in my collecting experience was the discovery of the famous Vin Fiz card, which was originally found in a trash barrel, and which has since changed hands for plenty of money."

Mr. Dickason is generally regarded as the "Atlas" who supports the "Dedication" world, but to his ever-

lasting credit it can be said that he is universally respected by the entire hobby.



GEORGE A. ZIMMERMAN
Director

Mr. George A. Zimmerman, was born in Illinois, took up the hobby of collecting stamps in 1892, and up to 1927 had a general collection of about 36,000 different stamps, which he sold in that year to strengthen his air mail cover collection.

His collection of air mail covers now consists of about 4500 different covers, first flights of 1918 to the present time. Most of his C.A.M. routes are nearly complete from point to point.

Mr. Zimmerman's chief hobby is collecting pilot autographed covers, but his main regret is not having as yet a Lindbergh autograph.

His keen interest in aviation has been rewarded with a title given him by his fellow collectors, namely, "The Flying Cover Collector" and "Silver Wings", as Mr. Zimmerman has flown over 60,000 miles within the past eight months in nearly every section of the United States, and has been a passenger on some of the largest planes that fly, such as F-32, etc.

Mr. Zimmerman has helped organized air mail societies and clubs in many cities, holds Honorary membership in the Cincinnati Air Mail Society which he helped organize, also holds a membership card in the Chicago Air Mail Society, number one, which he also helped organize.



HERBERT H. GRIFFIN
Director

Herbert H. Griffin started his collecting activities in 1925 when he joined the "Aero Philatelic Society of America". He picked up a few pioneer covers but really started when the Contract routes were inaugurated in 1926. Lindbergh's epochal flight gave him another impetus as he was the fortunate possessor of one of his first autographed letters carried on his first trip as a pilot.

He has been accumulating Lindbergh covers of all kinds since that time and in addition has a fairly representative collection of Zeppelin covers of recent date. Outside of his airmail interests, he collects autographs of famous people. All the Presidents of the U. S. are in this collection from Abraham Lincoln to the present time.

Mr. Griffin started the Cleveland Air Mail Society about a year ago and it has now grown to a membership of 100 and it is one of the most active societies in the country.

Dr. William Evans (Director) writes: "I haven't had a photo taken in 20 years."

He has been an active collector for over 30 years and as early as 1900, he was president of the Empire State Philatelic Society. He became interested in airmails some years ago and collects F.A.M. and C.A.M. covers. The major portion of his collections is philatelic and some 4000 three cent greens are harbored

under his roof.

He has written extensively for Philatelic magazines, usually on the subject of United States postage stamps.

Karl B. Weber (Director) also lacks a photograph of himself.

As a boy he joined the Norwegian Merchant Marine as a cabin boy at \$2.50 per month, and spent four riotous years before the mast, which included a mutiny, ship wreck and a cyclone. Beside adding to his store of knowledge, his years at sea gave him a working philosophy, which would greatly improve things if it were more generally followed. "Women are women and men are men. Don't say anything against any of them."

Incidentally, Mr. Weber is the leading authority on Government air mail flights from 1918 to 1926.



GEORGE K. CLOUGH
Exchange Manager

George Kenneth Clough, Exchange Manager of the A.A.M.S., hails from Springfield, Mass. as do many other well known collectors. He began as a stamp collector in 1923 under the title of "Uncle Billy" Stone. An exhibition of air mail stamps at the Library put him on the right track and at present he collects almost everything in air mails, with a special leaning toward United States and South American flights. He has travelled extensively in Uruguay, Argentina, Brazil and Mexico, is 27 years old, and unmarried.

Odd cancellations have a fascination for him, and about the only things he doesn't collect are foreign revenues. Ship, R. P. O., Paquebot, and Seapost cancellations are among

his favorites. He is also a member of the Springfield Stamp Club.



WILLIAM E. BEAM
Sales Manager

William E. Beam, No. 6 and sales manager of the American Air Mail Society, caught the collecting fever in 1902 and became a collector of U. S. Postage and Revenue Stamps. Precancelled stamps made their appearance about this time and a side collection was made of them which in a few years took up considerable time and space, so it was disposed of in order that a collection of Precancelled Parcel Post Stamps might be brought up to date, when the Post Office Department discontinued these stamps, interest waned and this collection also passed into another's hands.

U. S. Paper Money next attracted his attention and the result was a complete collection of one and two dollar U. S. Treasury Notes and Fractional Currency which became the property of the First National Bank of Bedford and is on display in there.

In the meantime Air Mail had made its appearance.—Mr. Beam had his first look at a specimen in the spring of 1912—here was a chance to start something at the beginning again but unlike stamps—the going was slow for there were but few collectors interested in aers, had there been more, many souvenirs of those early flights which went into the waste basket would now repose in someone's collection.

The following year the "Aero Mail Club" was organized by Messrs Harry A. Truby and Karl Koslowski and he became No. 9.

The going was now a little better and by 1917 he had a collection of which he felt very proud. The late Perry McGraw Maun liked it too, and made him an offer which was accepted. A second collection built from duplicates of the first and what he was able to buy went to Mr. Eugene Kline of Philadelphia two years later.

This last sale was regretted but after a years inactivity he set to work on his third collection—vowing that he would not be talked out of it—and today we venture to say that in Pioneers and Government Routes it will be found among the first ten collections in the country. To the above he has added a nice showing in contract and Foreign Routes, Philippine, South American and early European covers.

We regret that we were unable to secure photographs or histories from Wm. Conkling and M. Ganser. Mr. Conkling explains that his duties do not allow him any time and Mr. Ganser has been ill for some time.

STARTING
NEXT ISSUE
A serial article on
**PARIS
BALLOONS**
By L. A. CHAINTRIER

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.

AIRMAILS

- ★ China 456-60\$1.75
- ★ Dutch Indies 356-60..... 1.95
- ★ Fr. Morocco 551-60 2.40
- ★ Fr. Morocco 561-70 2.40
- ★ Paraguay 410-15 1.75
- ★ Persia 1101-1648.50
- ★ Portugal 266-81 3.00

Approvals Price Lists
IRWIN C. BATSON
3125 Normount Avenue
Baltimore, Md.

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.

UNITED STATES

On August 20th, Greenville, S. C. was added to C.A. M. 19. The special cachet applied is similar to that shown in the Standard Airpost Catalogue and is in black.

C.A.M. 9 — CHICAGO — ST. PAUL ROUTE

Effective September 1, 1930, Beloit, Wisconsin, will be embraced for supply on C.A.M. 9, Chicago — St. Paul Air Mail Route.

A special cachet will be furnished by this Department to the Postmaster at Beloit for use on such air mail as may be dispatched to C.A.M. 9 from his office on September 1. Air mail covers to receive this cachet should be sent to the Postmaster at Beloit, under cover, so as to reach him in advance of the opening day.

The landing field to be used will be the same as the one now serving Jamesville, Wisconsin. The westbound plane will be due to leave this field at 8:30 a.m., and the eastbound plane will be due to leave this field at 5:10 p.m., daily.

In carrying out its policy of establishing air mail routes to the countries of South America, it was announced at the Postoffice Department today by Assistant Postmaster General W. Irving Glover, that bids will be opened in his office at twelve o'clock on September 11, 1930, for carrying the mails by air from Paramaribo, Dutch Guiana, to Santos, Brazil, approximately 3,275 miles each way. This route will tap the Eastern coast of South America and, when put into operation, will mean that South America will be practically surrounded by air mail routes. The new route will provide air mail facilities in addition to Paramaribo and Santos, for the cities of Cayenne, French Guiana; Para, State of Para; Maranhao, State of Maranhao; Fortaleza, State of Ceara; Natal, State of Rio Grande do Norte; Pernambuco, State of Pernambuco; Bahai, State of Bahai; Victoria, State of Espirito Santo, and Rio de Janeiro, all cities along the eastern coast of South America.

The frequency of the service each way will be once a week, but the Postmaster General reserves the right to increase this to twice a week. The flights will leave Paramaribo and arrive at that place in close connection with flights on the existing U. S. air mail route between Miami and Paramaribo.

ARGENTINE

Total net weight of mail carried by the Graf Zeppelin from Buenos Aires was 45,952 grs. This mail was divided into two lots, first 34901 grs. and second 11052 grs.

Details of the first lot are: Buenos Aires to Bahia, 05 grs; to Pernambuco 67; to Habana 75; to New York 5370; to Cadiz 3107; bale to Frankfort 26287.

—A. H. Davis.

BOLIVIA

The new permanent set of eight values has been received but too late for illustration. There are two types, the first consisting of a low-winged monoplane flying over a two-wheeled ox cart with low hills and palm trees in the background. In a panel at the top appears "REPUBLICA DE BOLIVIA" and at the two lower corners the value. In the center bottom is

"CORREO AEREO" in a small panel and immediately above this and in the central design are the words "SOBRE TASA." The second type consists of a low-winged monoplane with pontoons flying over a river upon which sails a small steamer, mountains in the background and native village in the foreground with palm trees on either side. The values are in both upper corners with "REPUBLICA DE" "BOLIVIA" in two lines. In the bottom center appears "CORREO AEREO" with "SOBRE TASA" divided on each side.

Perforated 14 and unwatermarked.

Values:

Type 1, 5c purple.

Type 2, 15c vermillion.

Type 2, 20c orange yellow.

Type 1, 35c bright green.

Type 2, 50c deep blue.

Type 1, 1 Bol. yellow brown.

Type 2, Bol. lake.

Type 1, 3 Bol. slate.

K, Lissiuik Phil. Co.

CHINA

The postal tariff on airmails has just been fixed at a uniform rate. The new rate will be 5 cents for 20 grams or fraction, for every 600 miles covered, regardless of contents. For distances exceeding 2,400 miles the postage will not exceed 60 cents (\$1.20 cents U.S.) for the unit of 20 grams.

—F. A. News.

COLOMBIA

Scadta will commemorate the 100th anniversary of the death of Simon Bolivar by issuing two surcharged stamps. These will be on the current one and three pesos with the values changed to 20 and 30c. They will be placed on sale December 17th and remain on sale for five days. 10,000 of each will be issued.

—Arthur K. Clark.

GREECE — SOUTH AMERICA

The Greek P. O. have concluded an arrangement with the French P. O. by which the airmail from Greece for South America is to be carried to Marseilles by the Air Union Orient Co. (working the France-Italy-Greece-Syrai Line) and from there by the Co. Aeropostale to destination.

The extra air fee is drachmas 25.—per 5 gr. for Brazil and drs. 30.—for the Argentine and the other South American Countries.

A heavy charge, per letter at first sight, but nothing much when one considers the 15 to 20 days gained.

The Athens & Corfeu P. O. are to weekly form direct airmail bags for Rio de Janeiro and Buenos Aires. The airmail for the other countries of South America, is to be included into the airmail bag for Marseilles (where the French P. O. will dot the needful to have the mail included in the respective from France and handed the Co. Aeropostale.) Should little mail on any occasion accumulate either for the Argentine or Brazil, then this mail will also go into the bag for Marseilles from Athens or Corfeu.

The first airmail left Athens on the 31st of July and Corfeu on the 31st. The Athens P. O. applied a Greek-French commemorative cachet (in violet) on all the mail, reading "Premier Courrier Aerien Grèce — Amerique du Sud" and the same in Greek wording. An Aeroplane is depicted in the middle of the cachet.

Athens sent 55 letters to Buenos Aires and 19 to Rio de Janeiro. 18 letters accumulated for the rest of South America.

Corfeu (where all the mail was postmarked the 30th July) sent 13 to Buenos Aires and 12 to Rio de Janeiro.

First airmail to Naples (Italy)

In addition to the Athens-Brindisi Line (Italy-Greece—

Turkey Line) the Athens P. O. has now also begun sending mail to Naples for Italy and onwards (by the Air Union France-Syria Line) so that when this line increases its service to twice a week) the Athens to Italy connection will nearly be an every day one.

1st fl. Anthens-Naples (30;7;30) 74 carried.
1st fl. Corou-Naples (31;7;30) 351 carried (postmarked the 30th at Corfu. Corfu has no other line, for its communications with Italy. At Corfu the local agent, through the P. O., applied a cachet to the 1st mail, in French and in red. Castelrosso sent its 1st mail to Corfu on the 23rd of July. Up to now all mail for Corfu had only been flown up to Athens.

ENGLAND—INDIA LINE. (Imperial Airways)

On the 2nd of August 1930 the Athens P. O. commenced sending airmail by the England-India line to Hungary, Austria and Germany (which occurrence had been somewhat delayed up to now.)

First flight Athens—Vienna 204 carried.
First flight Athens—Budapest 33 carried.
First flight Athens—Nüremberg 19 carried.
First flight Athens—Cologne 16 carried.

SALONICA

On the 26th of July 30 sent its first mail to Vienna with 4 letters.

The first flights for the other above mentioned towns are to occur soon, also.

AUSTRIA—YOGOSLAVIA—NORTHERN GREECE LINE (Salonica-Scoplje-Belgrade-Zagreb-Graz-Vienna)

The Salonica P. O. sent its first mail to Jugoslavia by this important daily service, on the 28th of July 1930 (all the mail is postmarked the day before.)

To Scoplje 12 carried. To Belgrade 45 carried. To Zagreb, 15 carried.

The postmark of the arrival is the same day in all three cases. Zagreb applied its triangular slavio-french airmail postmark (in black).

On the same date the first airmail was sent to Vienna by the Aeropout Co. (with 33) which is as stated above, therefore the 2nd mail from Salonica to Vienna.

The Aérospresse Company which carries on the airmail service between Italy-Greece and Turkey, now also makes a stop at the island of MITYLENE (landing in the gulf of Geras—the Allied Naval base in the Aegean during the World War) which is about half way between Athens and Constantinople, thus opening an air mail service between these two towns and also Brindisi and Patras.

During the period that air mail was not sent to Athens from Castelrosso itself, Rhodes started sending a closed air mail bag for Constantinople, via Castelrosso, by this route; which from Athens was sent on either by air or by ordinary mail.

On April 2nd, Athens made its first dispatch via the Imperial Airways to Basrah, Ira. The mail bag contained 53 letters. Previous to this, all mail was routed through Baghdad.

Following the first flight between Athens and Bushire on Dec. 29th, Djask (Persia) was added to the route on Feb. 5th, first dispatch from this city arriving in Athens on Feb. 9th, a total of 108 covers being carried.

In 1929, Greece despatched 44,320 pieces of airmail but only received, during the same period, 14,037 pieces. The discrepancy between the amount sent and received is due largely to the fact that Greece despatched mail to some countries long before these countries sent mail to Greece (for instance, India).

10 on 20c brown. Type 1.

—P. Drossos.



LIECHTENSTEIN

The first airmail issue of this country forecast some time ago has appeared in this country. Perforated 10½ and unwatermarked. Values:

Type 1, 15 rp sepia.
Type , 20 rp green slate.
Type 2, 25 rp deep brown.
Type 2, 35 rp deep blue.
Type 3, 45 rp deep grey green.
Type 3, 1 fr deep lake.

—P. C. Philibossian.

NORWAY

The Graf Zeppelin recently made two flights over Norway. The first was on July 10th, when mail was dropped over Hammerfest, the most modern town in the world. This mail was marked with a special official cachet in green ink and backstamped "Hammerfest 10.7.30". The second trip took place on July 16th 18th and mail was dropped over the town of Bergen. Cachet of the same type but in blue ink.

An airmail route from Nidaros (the late Trondhjen) via Namsos, Rorvik, Bronnoysund, Sandnessjoen, Bodo, Svolveaer, and Harstad to Tromso was announced to begin on July 15th, operated by the Nordenfeldske Luftruter A/S. All sorts of mail would be carried with the following charges: 10ö per 20 gram for letters, 10ö for cards, and 1.00 Kr. per kg. for packets. This route, however, is not yet in operation and nothing is known as to when it will be inaugurated.

—G. Lindman.



PANAMA

The long awaited permanent set of airmails was finally issued on Aug. 4th. Printed by Waterlow and Sons, Ltd. Perforated 12½ and unwatermarked. Values

5c ultramarine.
10c orange yellow
30c bright violet.
50c deep red.
1 balboa black.

—N. L. Levy.

PAPUA

The following are the latest and most reliable statistics regarding the 3d air stamp:

Harrison printing, October 1929. Issue 3,000.
Cooke printing, January 1930. Issue about 20,000.
Ash printing, May 1930. Issue about 20,000.

—F. J. Field.

PERSIA

Avery attractive set of permanent airmail stamps have been recently issued bearing the bust of Reza Shah Pahlavi. They were printed by Enschede & Sons. Per-



forated $12\frac{1}{2} \times 11\frac{1}{2}$ and unwatermarked. Values:

- 1 ch. yellow olive and bright blue.
- 2 ch. light blue and green slate.
- 3 ch. olive and violet.
- 4 ch. violet and deep blue green.
- 5 ch. bright green and carmine.
- 6 ch. deep lake and deep blue green.
- 8 ch. grey and violet.
- 10 ch. ultramarine and orange red.
- 12 ch. grey blue and orange.
- 15 ch. red brown and olive green.
- 1 kr. light blue and rosine.
- 2 kr. deep grey and ultramarine.
- 3 kr. deep brown and deep green.
- 5 kr. orange red and black.
- 1 t orange and violet.
- 2 t deep blue green and red brown.
- 3 t lilac and blue green.

—Nicolas Sanabria, R. Y. Mottahedeh, A. B. Elahi.

PARAGUAY

Airmail service between Asuncion and the United States via Argentine, Chile and Peru was inaugurated on June 13th. A provisional tariff of 3.40 pesos (about \$.075 U.S.) per gram has been fixed. Covers bear a cachet consisting of two concentric ovals with "PRIMER VUELO OFICIAL" within the top space, "PARAGUAY A N. AMERICA" in the bottom space and "VIA 'PANAGRA'" in the center. It is applied in purple.

SUMMARY OF RECENT SIAMESE FLIGHTS

BANGKOK-AMSTERDAM (5.12.1929). A black cachet depicting 2 miniature aeroplanes with 3 wavy lines was used. This obliterated the stamps, the ordinary postmark being stamped on the face. In addition, a rectangular cachet with the inscription "AIR MAIL" in English and Siamese characters was also applied. Some covers have and some have not the latter cachet.

BANGKOK-AMSTERDAM (19.12.1929). Similar cachets as above but the cachet obliterating the stamps is in magenta and the rectangular cachet in black. All covers have both cachets.

BANGKOK-AMSTERDAM (16.1.1930). Cachets used being the same as above.

Note:—The Air Mail fee for Letters 1 Baht not exceeding 20 grams and 60 satangs for Postcards.

BANGKOK-DELHI GOODWILL FLIGHT (22.12.1929). A special cachet was used in connection with the First Siam to India Goodwill Flight, five lines within a box: "(SIAMESE INSC) — GOODWILL — FLIGHT — BANGKOK-DELHI — 22nd Dec. 1929".

The Siamese inscription reads "Praisnee Akas" in English it means "By Air Mail". The Commander's plane which carried the 3 air mail bags intended for Rangoon, Calcutta and Delhi crashed near the Burmese frontier and were subsequently despatched by the ordinary route. Under 250 pieces were mailed; the majority being claimed by senders. Pilot Chang autographed 9 letters and 6 cards. Air Mail Fee Letter 60 satangs & card 30 satangs.

KARACHI--LONDON VIA IMPERIAL AIRWAYS (17.12.1929) Similar cachet was used as for the Bangkok-Amsterdam Flights but without the rectangular cachet. Letters were cancelled in Magenta and cards in black; the latter being quite scarce as more letters than cards were carried. Air Mail fee Letter 60 sat, & card 30s.

BANGKOK-NAGOR PANOM (11.1.1930). No special cachet was used in connection with this First Flight. Owing to the inauguration of this new air mail line being unheralded

very few covers were carried as far as can be ascertained. It was not until after the First Flight that the Post Office announced this service.

NAGOR PANOM-BANGKOK (14.1.1930). No special cachet used. Covers carried on the return journey were back-stamped with the Bangkok arrival AIR postmark similar to No. 3 in the Catalogue. The date 17.10.72 is Buddhist Year or A.D. 17.1.1930. The opening of this new air line effects a saving of 13 to 15 days owing to the absence of either railroad or highway communication for a letter to or from Nagor Panom which is an isolated spot on the Camodan frontier.

—C. J. CHAN.

SWEDEN

In connection with the Jubilee-Regatta in Sandham, a little coast village near Stockholm, when the Royal Swedish Yacht Club (the Swedish initials are "KSSS") celebrated its 100th anniversary, a temporary airline to Stockholm was placed in operation. The first flight with mail took place on Sunday July 6th without previous notice in the Postal Bulletin and also without any special markings. Later, on July 15th, a daily service began to connect with the experimental night airline from Stockholm to the Continent and this air-mail continued until July 19th, when the Regatta and also the experimental service were ended. Letters sent from Sandham to Stockholm bear the special Jubilee postmark, used during the Regatta, and are backstamped with the Stockholm aerial postmark.

On August 12th-14th, the Graf Zeppelin will make a journey around the Baltic Sea and mail with a special official cachet will be carried to Riga, Reval, Helsingfors and Stockholm. A landing may be made in Stockholm and Swedish mail may be carried. Copenhagen will be visited by the Zeppelin on Aug. 24th and a landing may be made for delivery and taking on of mail.

—G. Lindman

SWITZERLAND

In order to establish a rapid connection between Basle and Cherbourg, a new airmail line was inaugurated on the 5th of July. 1894 pieces were carried on the first flight. A special postal marking was used consisting of "Iere POSTE AERIENNE BALE-CHERBOURG" within a circle with the date "5.VII.30-6". Covers have the receiving mark of Cherbourg of the same date.

—L. Rochat.

TRINIDAD

First airmail service between Trinidad and Grenada was inaugurated on July 19th, with return service from Grenada on July 20th. Covers either way are back-stamped same day of flight. Only 224 covers were carried from Trinidad and it is quite likely that a similar number was flown from Grenada. Covers from Trinidad has the regular postal cancellation of Port of Spain with blue air mail label. Same applies for the Grenada covers.

C. R. Stollmeyer.

URUGUAY

Four new values of the current type, 1c, 2c, 4c and 6c were issued on July 28th.

A. H. Davis.

We have received an attractive mourning cover from Hatton, North Dakota, dated March 26th. In the lower left hand corner is a photo of Eielson's plane with a portrait of Eielson, below the plane are the words, "IN MEMORIAM". A black border goes around the entire cover. We don't know who sent us this cover, but we have a very nice Eielson collection and this cover just completes it.

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).

COMMERCIAL AIRWAYS LTD.

Another new Air Mail stamp from Canada. The following particulars are given from an Official of the Post Office Department:—

"As regards the new stamps of the Commercial Airways I beg to say that in March of last Year (1929) when the Commercial Airways obtained permission to operate a sticker mail service, they submitted designs of two stamps very similar in appearance for the approval of the Department. The Department approved of both designs. The Company had their first printing done from one of the dies. I believe they got 5,000 stamps at the time. (5,000 is correct number.)

Recently they ran out of these stamps and it would appear that the die from which they were printed has been mislaid, either by the printer or themselves. They were consequently compelled to use the other die. I understand that they had 1,000 stamps printed from the second die. The new stamps sell at the same price as the old ones, namely 10c each. The use to which these stamps will be put will be same as that to which their old issue was put, namely the carrying of mail in the Northland under the sticker privilege. The Commercial Airways have the mail contract from Fort McMurray to Aklavik, but as they operate a fleet of aeroplanes they have authority to carry sticker mail on planes OTHER THAN THE MAIL PLANES."

Readers should note the capitals especially. This means that many of the letters carried with these air mail stamps represent a waste of postage if carried on the regular mail planes.

Since the above letter was received authority has been given to operate a service between Edmonton and Fort McMurray using the Company 10c. air mail stamps besides the regular 2c. Canadian postage. Mail trains operate between these two places only once a week.

WINDSOR-MONCTON FLIGHT

Referring to this flight which was so suddenly pulled off on June 5th, the following letter from the Chief Superintendent, Air Mail Service, Ottawa, Ont., tends to show that there is nothing Official in this. Letter reads as follows:—

"Dear Sir:—

In reply to your letter of the 11th instant. I beg to say that so far as this Department is concerned, the flights between Moncton and Windsor, and return on June 5th were not regarded as Special Flights.

"The operating Company experimented with fast planes on the date in question and succeeded in making the

through flights in record time, but no special postal arrangements were made, e.g., the mail was backstamped on receipt, no cachet was used, etc."

Yours truly,
G. Herring,

Chief Superintendent.
Rumors have it that only 10 letters etc, were carried, but we understand that one dealer was able to get through 50 letters each way, and it is understood that about 70 to 80 letters, at least were carried on this flight, that is, each way. No doubt the flight not being Official, and backstamping only done BY FAVOR, Air Mail Catalogues will probably not catalogue this flight.

EMERGENCY AIR MAIL SERVICE

On June 17th due to flood North of Edmonton, Alta. a bridge was partially washed away so that trains were held up at Smith and McLennan, Alta. Government authority was given to use planes to carry mail North to Smith and on this day a plane left Edmonton carrying all mail for the Peace River District to Smith. Few collectors had any chance to get in on this, but one person was able to get through 50 letters and another with 60. Probably not more than 400 letters were carried of which about half would be available for collectors. Mail was carried at the regular rates of 2c. as this was only an emergency measure. Another flight was made on the 18th with likely a smaller amount of mail, of which many letters were carried for Edmonton collectors and bearing the Commercial Airways stamps. At this time of writing we are unable to state definitely whether these letters had any right to bear Commercial Airways stamps, or whether they only represent a waste of postage. In any event they would represent the second emergency flight. This was the last flight made, as next day the bridge was again open for traffic and the service discontinued.

Those of our readers who are not familiar with the French Air Mail Society and their Official Organ, 'L' Aviette Postale' have indeed missed something. The latter is a monthly publication and for real news and important information, we know of no society publication that can equal it.

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If you missed getting cover carried by Colonel Lindbergh postmarked at Miami April 26, 1930, and backstamped at Cristobal April 27, 1930, we have some available at the very low price of 60c. each. *tf

C. E. NICKLES

A.S.D.A. No. 425

M. C. Nickles, Mgr.

207 Seaton Pl. N.E.

Washington, D. C.

Important Announcement

OWING to the amount of work involved in preparing the Standard Airpost Catalogue and issuing the Airpost Journal as well as conducting our business as usual, it has been decided that all these enterprises should be grouped together and conducted from one office. Accordingly, The Berkshire Exchange will be located in New Haven after the 1st of October.

Our clients and correspondents are advised that this change of address will of course delay all matters until we are settled in our new quarters. We will therefore appreciate the courtesy on their part of allowing ample time in answering mail until everything is ready in our new quarters.

New Address After October 1

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WHAT DO YOU COLLECT?

IN order to learn what interests readers of the *Airpost Journal*, and also to gain a true perspective of Air Mail Collecting at present, we trust that *every collector* who reads these lines will take a moment of his spare time, and fill out the questionnaire below. The results of this questionnaire will be of interest to the entire hobby, and if sufficient response is forthcoming, the results will be published in a future issue of this magazine. If more convenient simply write answers on a postcard.

Send replies to: H. York, Cummington, Mass.

I COLLECT:

- | | |
|---|---|
| <input type="checkbox"/> OFFICIAL AIR MAIL STAMPS | <input type="checkbox"/> SEMI-OFFICIAL STAMPS |
| OFFICIAL FIRST FLIGHTS | |
| <input type="checkbox"/> U. S. PIONEERS | <input type="checkbox"/> U. S. GOVERNMENT FLIGHTS |
| <input type="checkbox"/> C. A. M. COVERS | <input type="checkbox"/> F. A. M. COVERS |
| <input type="checkbox"/> FOREIGN (What Countries?)..... | |
| | |
| <input type="checkbox"/> "CRASH" COVERS | <input type="checkbox"/> ZEPPELIN COVERS |
| <input type="checkbox"/> PILOT AUTOGRAPHED | <input type="checkbox"/> PARIS BALLOON POSTS |

I (do not — do) collect private covers (Dedications, Souvenirs, Anniversaries, etc.)

Remarks:

.....

Name

.....

(All information will be
treated confidentially)