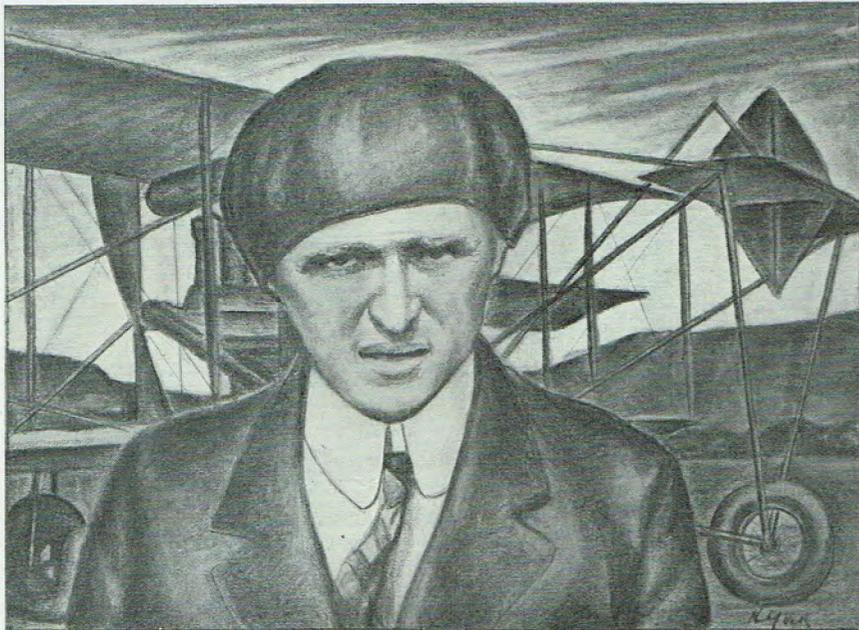


Vol. I, No. 12

November 1930



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\* \* \*

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*"The Air Post Collector"*

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# THE AIRPOST JOURNAL

Vol. I, No. 12

THE AIRPOST JOURNAL

NOVEMBER 1930

## "The Rules of the Game"

WE have had considerable correspondence with various members and officers of the American Air Mail Society in regard to our candidacy for Official Organ of this society. We have also read over carefully the verbatim report of the speeches made at the Cleveland Convention. The general feeling expressed coincides with our own point of view, as far as the merits of private or unofficial covers are concerned.

On the other hand, the point has been brought out that while we stood for pure aerophilately, the AAMS also recognizes unofficial cachets connected with the more important aeronautic events, and as long as we were a candidate for the official organship of the society, we should conform to the society's point of view in this regard. Many members of the AAMS collect these covers to some degree, and in view of the fact that we are asking for the society's endorsement as official organ, we have been strenuously urged to give this hobby-within-a-hobby a place in our magazine. There seems to be some sound logic in this reasoning.

Our point of view has always been that while collectors were perfectly free to collect what they chose, the two fields, Aerophilately and Commercial Aeronautics, should not be confused. Too many new collectors have assumed that dedication and similar covers were really airmail covers, and when the inevitable disillusion came, they blamed it on aerophilately. Some harm has also been done by writers for philatelic magazines, who have classed these aeronautic covers under the general heading of "Airmails", even though terming them, unofficial. The result has been that many serious collectors who might otherwise have taken up aerophilately, decided the whole hobby was childish, and other collectors who had already started on what they thought was airmails, quit the hobby in disgust.

This condition has existed, not because some collectors have taken up unofficial covers, but because all manner of Anniversaries, Meets, Shows and Derbies, have been constantly classed as Aerophilately.

What has been printed in this magazine on this subject was not slander against unofficial aeronautic covers, it was simply an attempt to point out clearly the difference between them and genuine airmail covers. That our efforts were well directed is witnessed by the set of resolutions recently adopted by the AAMS at Cleveland. We believe that we have accomplished something for the good of both hobbies, even though our remarks may have seemed somewhat strenuous at times.

Another very important point was brought out by various speakers at the Convention, which gave the private cover a useful purpose to fulfill in the hobby.

It seemed to be the concensus of opinion that many younger collectors are first attracted to airmails, via the unofficial cover, and as their understanding of the hobby becomes more mature, the tendency is for them to branch out into aerophilately. This is by far the best argument for these covers that we have heard, and as long as a clear distinction is made between these covers and genuine airmail covers, (the one point that we have stressed) little harm and much good would undoubtedly result. The fact that such a distinction has just been made by the American Air Mail Society, removes the only objection we have had to these covers, and as far as we can see, there is nothing more to be said about this subject.

The differences between the two classes of covers has been clearly and definitely defined, and as the Airpost Journal is a candidate to represent the society at its official organ, we feel that it is up to us to conform to the doctrines expressed by the society. Accordingly, if the Airpost Journal is selected as the next official organ of the American Air Mail Society, a separate department devoted to "AERONAUTIC EVENTS" including unofficial covers of general interest to new collectors, will appear regularly in this magazine. Under this heading will appear notices of Municipal Airport Dedications and similar covers, according to the policy outlined by the AAMS.

To us it seems to be the best possible solution, and the sooner the hobby can work together in harmony, the better it will be for all concerned. Concessions have to be made by both sides if any argument is to be ever settled, and accordingly the Airpost Journal makes this concession in recognition of the sincere efforts of the AAMS members at Cleveland, who tackled a difficult problem, and arrived at the only solution possible. Undoubtedly a great deal was accomplished at Cleveland, but most important of all has been the increased understanding of the other fellow's point of view.

The resolution adopted by the American Air Mail Society at Cleveland has established the rules of the game for the coming year, and it seems to be up to those who profess interest in the welfare of aerophilately in this country, to back the society in their decision, regardless of personal opinions or any other consideration. There has been enough of border warfare and petty strife. It is high time we settled down to something more constructive.

\* \* \* \* \*

The approaching vote of the AAMS, which will determine the official organ for the coming year, will be awaited with interest by us. We realize that old habits are hard to change all at once, but we have one

real consolation no matter how the voting results. Not once in our little campaign, if it can be so called, have we resorted to uncomplimentary or personal remarks directed towards our opponent. That seems to be a unique record as far as philately is concerned, but we feel that *any other course would have proved us un-*

*worthy of the office for which we are a candidate.* It has been our belief that the leading airmail society in America must have an official organ which will uphold and lend prestige to the society it represents.

At any rate our conscience is clear, and we are content to let the Airpost Journal speak for itself.

### WHAT DO YOU COLLECT?

Unfortunately we cannot report a great deal of progress with our ballot. To date not much more than a Volstead percentage of our readers have sent in their ballots (about half of one per cent.) We would like to get a real cross section of the hobby, but we can't do it without your cooperation.

We have received some interesting replies, which more or less atone for the deficiency in numbers. Our exhilarative friend A.C.K. printed "S.C.A.D.T.A." in red ink three inches high across his ballot, and just to make sure we would not misunderstand him, he added under Remarks—"and not another—thing will I look at."

\*\*\*\*

A ballot from F.S. was thoughtfully enclosed in a first day cover of the Von Steuben stamp, franked with a block of 4. This was appreciated by a hard working editor who is much more accustomed to receiving bricks, than gifts in his mail.

\*\*\*\*

C. H. W. remarks, "The only thing the 'Airpost Journal' lacks is more news of unofficial events." (See our editorial in this issue)

\*\*\*\*

Another specialist turns up in the person of I.C.M. of Montreal, who reports a 14 volumn collection of Canadian airposts.

\*\*\*\*

At the last moment the mail brought us a ballot from a well known American author who has shown great partiality to the past century in his writings. We did not realize that he was a collector, let alone a "Journal" subscriber.

\*\*\*\*

It is hardly worth while to publish detailed results of the ballots, until more are received. Briefly, Foreign covers are in the lead by the slim margin of one vote, over CAM covers and Official stamps, which are tied for second place. Many have not filled in their answer to the question on unofficial covers, but of those that have, ten state they do not collect them in any form, six collect them in a very limited way and three go in for them hook, line and sinker.

\*\*\*\*

How about a little action from the rest of our readers? Surely the results will be of interest to everyone, why not do your share to make the results really significant. Incidentally, address your ballots in the future direct to this magazine, as the editor will be in New Haven for the rest of the winter.

### A MINATURE AERO EXPOSITION

The enterprising Mr. Dalwick and Mr. H. R. Harmer, held a small but select aerophilatelic exposition in London last June. The show lasted for three days and while a limited amount of material was shown, it represented some of the finest items in air mails. Mr. G. G. Duffy displayed his Paris balloon

letters, Mr. Lichtenstein had three mint Hawkers on view. This certainly seems to be plenty, and for some reason reminds us of the old limerick which runs something like this: "There once was an old man from Lime, Who married three wives at one time. When asked, 'Why the third?', He replied, 'One's absurd, and Bigamy, sir, is a crime.'"

A collection of Great Barrier Islands Pigeon Post was shown by Mr. Harmer, and that is a collection we would like to see. A mint pair of Pinedo stamps was shown by Mr. Dalwick, and a number of outstanding rarities were displayed by other prominent collectors. 'L'Aviette' estimates the total value of the pieces shown at \$50,000, and that figure does not seem exaggerated.

Airmails in Europe are certainly developed to a high degree, due largely to the initiative of a large group of collectors who understand their subject, and Great Britain is especially fortunate in having an extremely high grade class of dealers, who have expert knowledge combined with executive ability. With Messrs. Dalwick, Field and Harmer at the helm, it is no wonder that aerophilately in England is on a high plane.

### AIRPOST STAMPS—THE GEMS OF PHILATELY

From that excellent little magazine published in England, The Airpost Collector, we note an interesting article entitled, 'Air Stamps that are Rare Stamps,' in which the writer shows that most of the stamps that have become the most valuable during the past decade, are air mail stamps. He states:

"In a little more than a decade, Aerophilately has produced a higher percentage of rarities than, perhaps, any other branch of the hobby. The rarest 20th century Colonials, (British) are air post stamps. The reason is not far to seek. The majority of the early aero stamps were printed in exceedingly limited numbers, for the purpose of experimental flights and mails, so that from the very start the supply has been insufficient to fill the demand by collectors."

The article goes on to mention the rapid increase in value of such stamps, as the Hawker, the manuscript 'overprint' of Newfoundland, and the official Martinsyde-Raynham-Morgan. The writer also mentions a point in connection with the Alcock cover that has occurred to many of us several times, namely that at the present market quotation for this cover is very low in comparison to the Hawker cover. A very few more were flown, but the Alcock was the first successful flight, while the Hawker cover merely represents a more or less ill-fated attempt.

In point of numbers, the point is well made that the Pinedo stamp is about twice as rare in mint condition as the Hawker. Of the former there are about 40 copies, extant as compared with 87 of the latter. The real value of the Pinedo Stamps is placed at \$1000 in

mint condition, by the writer, who also considers the Ross Smith stamp as having been overpriced during the past few years. The latter stamp he values at \$300 in used condition, as some 300 copies were officially used on mail.

Columbia No. 1 is another official air mail stamp that philatelic catalogues have been slow to appraise accurately. It has been priced in the majority of catalogues at \$100 or less for some time, whereas the most recent auction price was \$40.00.

There has been a big jump in quotations in the 1930 catalogues, over last years! I believe there will be more jumps in some of the quotations before the 1931 catalogues are published.

I would recommend that present collectors make haste to fill out their missing items as far as possible while they may. The Air Mail Exposition in Paris this autumn will have the finest collections on display. I am wondering how many complete U. S. "Contract" collections will be exhibited!

### NEW AIR MAIL ROUTE IN SOUTH AMERICA

A new air mail route in South America will be inaugurated soon by the Compagnie Generale Aeropostale, according to an announcement published July 15 in the "Liario de Sao Paulo". The line will begin at Sao Paulo and extend through Asuncion (Paraguay), Santiago (Chile), Lima (Peru) to Manaus and Belem (Para) and possibly other cities of northern Brazil, terminating at Natal.

Four mail receiving agencies have been established in the State of Sao Paulo at Piracicaba, Campinas and Araraquara to the north and Sorocaba to the south of the capital. Two more stations are to be established at Bauru and Ribeirao Preto. Mail received at these stations is to be forwarded to Sao Paulo by rail the same day the mail is closed at Sao Paulo. European mail from Paulo will be transported by the line already in operation between Buenos Aires and Natal as the new service is intended only for South American correspondence.

By a strange sort of inferiority complex it is a commonplace for Americans who have been abroad to praise the airline systems of Europe at the expense of those of their homeland. Statistics continue to disprove that there is more flying across the Atlantic. One interesting sidelight on this situation was shed by the Chamber of Commerce of Boston the other day. A study of comparative figures revealed that in the month of February 7,373 planes flew in and out of the airport at Tulsa, Okla., while 1,358 made use of the great Croydon Field which serves London. In the same period 3,136 used the Chicago airport, while 1,850 used Le Bourget and the Boston airport saw 770 take-offs and landings, while Tempelhof, Berlin, had but 658.

## Members of the American Air Mail Society

**I**N a few short weeks, you will receive the ballots for the 1930 election. On this ballot will appear the name of the AIRPOST JOURNAL which is running for official organ of the society. Most of our member-readers have been reading the Journal since it first appeared. You now have a full year of the Journal from which to judge whether you want it for your official organ. You have also been receiving the present official organ. Compare the two, then vote for your choice.

Last year, but a small fraction of the society cast their ballots. Choice of official organ is an important question this year. Only a large ballot will prove what the majority of members want. We urge every one of you to be sure to cast your ballot, as it is the only way this matter can be settled to the satisfaction of all.

If you like the Journal,

**VOTE**

**THE AIRPOST JOURNAL**

### FIREPROOF MAIL BAG

The Postoffice Department will shortly inaugurate the use of a fireproof mail bag in the air mail service which, it is believed, will practically eliminate any loss through fire of mail matter of every description conveyed by this most modern, safe and speediest method of transportation.

Following years of experiments and after the most grueling tests conducted by the Bureau of Standards under the supervision of officials of the Department, it was announced today by Assistant Postmaster General Glover that fireproof mail bags will be used on the night air mail service between New York and Chicago beginning not later than September 1. They will be used on other night air mail routes just as soon as practicable.

The new fireproof mail bag is slightly larger than the pouch at present in use in the air mail service, which is 24 inches wide by 41 inches high. The pouch is made of 100 per cent pure asbestos, with lining, inside and out, of high grade canvas, is steel riveted on sides and bottom, has a triple closing device, which prevents flames penetrating the bag through its neck. The staple used in the bag are made of steel and the rivets are of steel with copper coating. The pouch is quilted with steel rivets to prevent disintegration of the asbestos in case of fire. It weighs fifteen pounds.

The particular asbestos used in the construction of the new bag was subjected to an actual fire test and withstood the heat perfectly.

The exhaustive studies and experiments made by the Department into the subject of fireproof mail bags developed that the greatest difficulty encountered was in preventing the hot air caused by the fire from reaching the interior of the bag. In the new bag the intense heat is prevented by air pockets from reaching the contents of the pouch. This is taken care of by a quilting arrangement used in the construction of the bag.

Loss of air mail through fire since the inauguration of the service has amounted to practically nothing.

For the fiscal year ended June 30, 1930, the total number of pounds of mail carried in the air was 7,715,741, while the number of pounds of mail lost through fire was but 4,863 or a percentage of but .00063. The Department has no figures showing the actual money value of the letters and parcels lost through fire during this period.

"The activities of the Department in this direction, said Mr. Glover today, "have not been actuated through the loss by fire of air mail but rather to afford every safeguard against any destruction whatever of mail in this manner which is entrusted to the air mail pilots. The placing of radio equipment on the transcontinental planes has increased to a slight degree the danger of loss by fire of mail in case the plane might crash. But the government, in adopting the fireproof mail bag, intends to afford every protection to the mail which is carried in the air in order that the extremely slight loss through fire will be entirely eliminated."

### MOSCOW PLANS LINK WITH ALASKA BY AIR

#### Soviet Proposes to Establish Longest Aviation Route in the World Next Year

Great developments in aviation are announced for the third year of the five-year plan, among them being plans for the opening of the longest air route in the world from Moscow to Welland, Alaska—8,000 miles, or nearly double the British service to India—via Omsk, Irkutsk and Khabarovsk.

The town of Nikolaievsk on the Amur River is being made an airport centre connecting Eastern Siberia with Sakhalin, Kamchatka and the Arctic Ocean. Part of these services will begin, it is said, in December with tri-motored metal monoplanes of the Junker type, powered by German motors all made in Russia. The planes are to be fitted with skis for Winter work.

Tashkent in Central Asia will be the centre of new lines to Alma-Ata, Chardjui, Jarkent, sergiopol and other towns. The recent visit of the Graf Zeppelin

has stimulated interest in lighter-than-air craft, and Prayda, the Red Army Gazette and other newspapers are collecting subscriptions for the construction of craft of the Zeppelin type.

The Aero-Artic Commission announced yesterday at Leningrad that the Graf Zeppelin would make a flight during 1931 from Wardze, Norway, to Fairbanks, Alaska, across Greenland and Grant Land, returning along the Siberian Coast to Wrangel Island, Fridtjof Nansen Land (formerly Franz Josef Land) and Wardze. Several Soviet scientists will take part in the flight, which is expected to yield valuable geographical and meteorological information and contribute to the development of the Siberian north, which the Soviet is actively pushing.

### PARIS ADDING TO AIR POSTS

Combining diplomacy and business in the international development of aeronautics, France will shortly appoint six air attaches to be sent to Washington, London, Rome, Madrid, Lisbon and Peking, according to a report received by the Aeronautics Trade Division, Department of Commerce, today from Trade Commissioner W. L. Ginger at Paris.

The officers will have the same status and authority as military and naval attaches and will be under the direction of the French Ambassador at the respective posts.

The Germans are evidently letting no grass grow in pushing forward the plans for a combined plane and airship service to South America by way of Spain, which is the outgrowth of the Graf Zeppelin's latest successful Atlantic crossing. According to the report which the Department of Commerce has received from Frank H. Henry, Consul at Barcelona, negotiations have been concluded between the Lufthansa and the Compania de Navigacion Area Espanola Colon, which contemplates the carriage of passengers from Berlin to Seville by airplane and on to Permambuco by dirigible.

Say you saw it in the "Airpost Journal"

## THE BALLOON POST OF PARIS, 1870-1871

By L. A. CHAINTRIER

Part II

Note:—This is the second of a series of articles on the French balloon service of the Franco-Prussian war of 1870. Mr. Chaintrier, who has compiled these records from official sources, is one of the leading collectors and authorities on this subject, and by painstakingly examining the contemporary press and the official records of the Post Office Department, he has at last compiled a complete record of the entire service, the first regular air mail service in history.

This important history of Paris balloon mail will be continued in subsequent issues of the "Airpost Journal" throughout the winter.—Editor.

THE third balloon chartered by the Administration of Posts was "Les Etats Unis". Three balloons were skillfully joined together by Louis Godard, who had already made several ascensions at public festivals. One of these balloons was a very small one of only 40 cubic meters capacity, and this was placed between two others, "Le Napoleon" of 800 cu. meters and the "Hirondelle", or 500 cu. meters capacity. These presented a bizarre appearance but the important fact remains that they performed their duties together in perfect style. It was the uniting of three balloons that suggested its name, the "United States."

Mr. Godard himself acted as pilot and official mail carrier, and was accompanied by Mr. J. G. Courtin, a merchant who supplied meat to the Army. He left Paris under the pretext of securing food for the capitol. What a grand illusion the Minister had, who gave permission for such a wild goose chase!

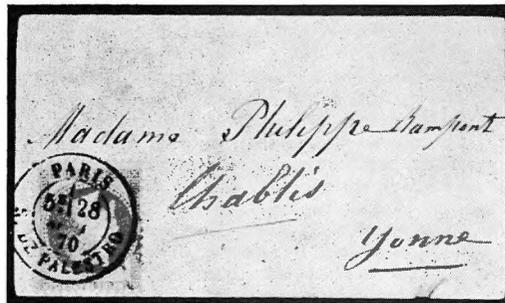
The official mail consisted of two sacks of letters weighing 83 kilograms, several thousand copies of the letter which Victor Hugo addressed to soldiers of the Prussian Army, (in which he prayed that they might no longer allow themselves to be dominated by Prussian ambition, and proposed an alliance with them) also some journals, of which one was dropped in the court of a religious convent at St. Germain. (The Germans saw this fall and attempted to locate it, without succeeding, in spite of the reward of 10,000 francs, offered by the Commanding Officer.)

A basket containing 6 pigeons was carried, and on the same evening one of these pigeons returned to

Paris, bringing a message of the balloon's safe arrival. None of the other five pigeons ever reached their goal.

The ascension was made from the gas works at La Villette at 10:30 A.M., September 29, 1870. The sun was bright and a moderate breeze was blowing from the northeast. The balloon drifted over Mt. Velerien at an altitude of 2500 feet and drew considerable rifle fire from the Germans, but without being hit. Some ballast was dumped and the balloon rose to 4500 feet as it passed over the forest of St. Germain, at times hanging stationary as the wind failed.

The balloon passed over Mantes at 2500 feet and was brought to earth at Magnanville, 3 kilometers beyond, after a flight of 2½ hours. The landing was made after some difficulty due to the complicated



ONE OF THE CARDS CARRIED ON THE UNMANNED BALLOON CAPTURED BY THE GERMANS

structure of the balloon. The 'Moniteur Official', the newspaper of Tours, in the issue of October 1st, reported that the aeronauts saw a troop of cavalry upon landing, who assumed that they were Germans, and proceeded to take them prisoners. The mistake was realized immediately, and the company under command of the French General Estancelin, helped the balloonist and formed a guard of honor for them as far as Mantes. An alarm was raised as they neared that city, for the Prussians were in the immediate vicinity. A horse and carriage was provided which took the travelers rapidly to Evreux, where the dispatches were placed in the hands of the Postal authorities.

### "Le Celeste"

The fourth balloon to make the journey from Paris was the "Celeste", originally offered to the Military forces, it was eventually turned over

to the Post Office Department by its owner Mr. Henry Giffard. More or less decrepid from age and hard use, it was never the less inflated and prepared for its last trip. It had a cubic capacity of 700 meters. The preparations were made under the supervision of Mr. Albert Tissandier, brother of the pilot and Mr. Herve Mangon, an engineer who had been placed in charge of all balloon departures during the war.

Gaston Tissandier, the pilot, was a chemist who had specialized in the field of aeronautics and had already made many ascensions. He had volunteered his services as a balloon pilot at the outbreak of the war. No passenger accompanied him.

Eighty kilograms of mail in three sacks comprised the mail, and in addition 6000 bi-lingual proclamations which the pilot dropped during the flight, most of them over Versailles. A basket containing three pigeons was taken, and two of these pigeons returned to Paris at 8 P.M. on the same day, announcing the safe landing of the balloon.

Just before the pilot cast off, Mr. Ernest Picard, a Government official, handed the pilot a sealed package of confidential letters for the delegation at Tours.

The Celeste left Paris on a bright sunny day at 9:30 A.M., from the gas works at Vaugirard. The wind was from the east, and the sky was cloudless.

Because of a very small launching crew, the balloon rose slowly, and it took 20 minutes for it to reach a height of 3000 feet. Nearly an hour later it passed over St. Cloud at a height of 5500 feet, travelling slowly. It drifted over Versailles at 5000 feet and was greeted by almost continual rifle fire as long as it was in sight.

At 10:45 the Celeste reached the forest of Houdan, where currents of cooler air brought it down to a height of 1500 feet. At this point a company of Prussian calvary took up the pursuit, but a freshening wind gradually permitted it to distance its pursuers.

A safe landing was eventually made at noon near Dreux, 81 kilometers from Paris, in spite of the

incompetent help offered by a group of peasants, who had rushed up with the intention of laying heavy hands upon what they thought was a Prussian balloon.

The mail was placed in the Post Office at Dreux, and on the following day the pilot delivered his secret dispatches to Admiral Fourichon at Tours.

#### The Balloon Without A Name

The Celeste was the last remaining balloon in Paris and the Government immediately started to manufacture them. The fifth balloon was the first of the Government balloons to make the flight over the German lines. For some reason or other, it was never given a name.

This balloon was an experiment to ascertain whether balloons could be sent up without a pilot, and by special decree of September 26, the "Carte Poste" had been authorized, to be operated by these small balloons, launched without a pilot, and carrying postal cards only at the rate of 10 centimes per card. Special cards were prepared for this service but were little used and they are rarely found. The majority of patrons seem to have preferred to cut out their own post cards from a convenient piece of cardboard.

1125 postcards were attached to this balloon, which was launched by Mr. Eugene Godard on the 30th of September from the Blvd. d'Italie, about midday. A gentle northeast breeze was blowing.

The launching was fairly successful and the balloon seemed to be making the trip, when after an hour in the air, during which time it had passed over Sevres, it was suddenly seen to collapse and plunge to earth. The balloon had received several volleys of musket fire from a detachment from the 2nd regiment of infantry of Lower Cilicia, who were posted between Saint Cloud and the Seine. Just prior to the final plunge, 12 kilometers from its starting point but only 2 kilometers from the fortifications of Paris, a packet of postcards was seen to fall from the balloon, and were salvaged by the French Infantry, and returned to the Postal authorities in Paris. These cards were forwarded by a later manned balloon.

The rest of the mail, the great majority, was captured by the Prussians and specimens were sent as souvenirs to friends and relatives at home. These cards bear no arrival markings, only the departure cachet of Paris, dated the 27, 28 or 29th of September. If you are fortunate enough to locate a card of any of

these dates, with no arrival cancellations, you may be certain that it was carried by the unnamed balloon, which is No. 5 in the Standard Catalogue. Long after the war some of these cards were located in Germany, and found their way into airmail collections, but they are very scarce.

Discouraged by this failure the Administration of Posts decreed that in the future all mail would be sent by manned balloons, that is to say, with larger balloons, guided by an aeronaut.

#### The "Armand Barbes"

The sixth balloon was chartered by the "Administration, des Telegraphes" and had a capacity of 1200 cubic meters. The envelope was made of cotton covered by a coat of yellow varnish.

Trichet was selected as the pilot, and the illustrious Leon Gambetta, Minister of the Interior, with his Secretary were carried as passengers. 100 kilograms of mail were carried in 4 sacks, and two baskets containing 16 pigeons comprised the balance of the load. The pigeons were the property of four individuals, Messrs. Cassiers, Derouard, Tralet and Janody. One of these pigeons was to gain immortal fame through its efforts during the siege. It was a large gray bird, bred in Anvers, and before the Siege of Paris came to an end it had four times made the flight out of Paris by balloon and four times it returned bringing anxiously awaited messages. Upon the safe arrival of the Armand Barbes, this pigeon was the first to bring back the glad tidings to Paris, and in view of the fact that Gambetta himself had been a passenger on this balloon, this pigeon was named Gambetta in his honor. The portrait of Gambetta the pigeon, was given as much space in the daily press as that of Gambetta the statesman, before the final curtain rolled down on the Siege of Paris.

"Le Moniteur Universel", official newspaper of Tours, contained the following account of the voyage of the Armand Barbes:

"On the 7th of October, at 11 o'clock in the morning, two balloons, the Armand Barbes and the Georges Sand, left Paris from the Place Saint Pierre in Montmartre.

"The former carried Mr. Leon Gambetta and his Secretary, Mr. Spuller. In the second, beside the pilot Revilliod, were two Americans, May and Reynolds, and the lawyer Mr. Etienne Cuzon, who was returning to his post via balloon. (The

George Sand was a private balloon, and did not carry mail)

"Carried along by a very light south east wind, the balloon passed Saint Denis and as it reached the line of forts, it was greeted by several volleys from the advanced positions of the Prussian army. Being unable to reach the balloon with rifle fire, cannon were brought into action, and several shots were fired, but without success. The two balloons were flying at an altitude of 1900 feet and the passengers could hear the shots whistling by them. Alarmed at their danger ballast was dumped with the intention of rising out of range. Unfortunately, something went wrong on the Armand Barbes, and it was seen to be falling rapidly to earth, apparently headed for a field near Villiers Le Sec, a spot infested with German troops. More ballast was quickly thrown over, however, and the balloon managed to keep in the air. As it passed over Creil the balloon had an altitude of only 600 feet, where it was the object of another baptism of fire, by a division of troops from Wurtemberg. The balloon was in grave danger at this time. Fortunately the rifles of the German troops had been stacked when the balloon was first discovered, and in spite of the large number of troops who were in an ideal position to bring it down, by the time most of them could get their arms in readiness, the balloon had risen to 2400 feet, and was nearly out of range, although a large number of bullets whistled uncomfortably close to the helpless occupants, in fact Mr. Gambetta's hand had been struck by one shot.

The Armand Barbes was at the end of its adventures. Lacking ballast it could not be maintained at a sufficient elevation; it was again subjected to a volley of rifle fire from a Prussian outpost encamped on the edge of some woods. Again it floated safely through, or over this danger, but was unable to go over the forest of Epineuse, and the flight finally ended in the topmost branches of a tree, where the balloon remained suspended. This adventuresome flight had lasted for three hours and forty-five minutes, and the balloon had covered 98 kilometers after leaving Paris.

"A group of peasants ran up and with their aid, the passengers managed to get out of the tree. Mr. Gambetta and his companions were picked up by a passing carriage and taken to Montdidier. They reached

(Continued on page 14)

# THE Airpost Journal

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## Vol. I, No. 12

With this issue, the first year  
and Volume I of the Journal have  
been completed. We believe we have  
given our readers a year of interest-  
ing reading. Up to the present, we  
have received very little comment as  
to what our readers would like to  
have in the Journal. This seems to  
be a very common failing amongst  
collectors—they are content to sit  
back and take what comes along.

We want the Journal to contain  
what is of interest to our readers,  
but we will not know what this is  
unless we are told. It will take but  
a few minutes of your time to dash  
off a note as to what you would  
like to see in future issues. Get  
busy!

It is understood that many of our  
readers will want to have their  
copies of the Journal bound. With  
this in mind, we are looking around  
for a binder that will be suitable for  
this purpose. So far, we have been  
unsuccessful but hope to have some-  
thing definite to report next issue.  
In the meantime, if any of our  
readers can help us out on this  
question, we will appreciate any in-  
formation that they may be able to  
furnish.

If you need any back numbers to  
complete your file, we still have a few  
left. We will also have a few bound  
volumes to furnish if anyone cares  
to have them. Further details will  
follow in the December issue.

## Every Collector Needs

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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.

## "FOREVER SILENCED"

"I have refrained from writing you  
before this but could not resist the  
temptation to address a few words on  
my own behalf, with reference to your  
continued slander of unofficial covers.  
You have a splendid magazine and a  
wonderful catalogue, and your stand  
that official covers are the best is  
**absolutely true.** But why not give the  
poor dedications and others a chance.  
If you would take a generous stand,  
recognize these covers and otherwise  
give them a break, (you don't have to  
catalogue them) all of that radical crowd  
would be forever silenced.

"... Give the unofficial, or privates,  
as you call them, a place in your maga-  
zine, to the pleasure of all. To be sure,  
they do not constitute true aerophilately,  
yet of all the branches of philately they  
belong more nearly to us of the airmail  
world than to anyone else. As for  
myself, I am primarily a collector of  
airmail stamps and CAM covers, but  
find the dedications, Air Shows and Air  
Tours most interesting.

"I do not think you could possibly  
hurt your magazine by an occasional  
boost in the unofficial line, in fact I  
think it would help 100 per cent. At  
any rate I hope you will take my letter  
in the spirit of a boost and not a  
knock—Here is hoping that the coming  
year will prove a successful one for your  
catalogue and magazine."

GEORGE W. KESSLER,  
Pasadena, Calif.

(We thank Mr. Kessler for his friend-  
ly suggestions and refer him to our  
editorial in this issue. Mr. Kessler might  
also be interested in knowing that his  
letter arrived at a most propitious  
moment, and possibly because of the  
spirit in which it was written, it im-  
pressed us more than any letter we have  
received on this subject.)

Gentlemen:

It is a pleasure for me to renew my  
subscription to your Airpost Journal—a  
work of art and an invaluable well of  
information for the student of aero-  
philately.

Yours very truly,  
WM. R. ALLEN.

## AIRMAILS

LIECHTENSTEIN First flight cover, Vaduz—  
St. Gallen (Switzerland). With complete  
set of 6 air stamps, special red airmail  
postmark, backstamped .....\$1.25

SWITZERLAND First flight cover, St.  
Gallen—Vaduz, (Liechtenstein). Special red  
airmail postmark, backstamped..... .35

AUSTRIA First flight card, St. Gallen—  
Vaduz. Special red Swiss airmail post-  
mark. Backstamped. Only 60 Austrian  
cards flown ..... 1.25

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JOHN S. DAVIS (Dept. J)  
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LIVERPOOL, ENGLAND

**BOLIVIA**

1930

- 25 5c purple (g)  
 26 15c vermillion (h)  
 27 20c orange yellow (h)  
 28 35c bright green (g)  
 29 50c deep blue (h)  
 30 1b yellow brown (g)  
 31 2b lake (h)  
 32 3b slate (g)

Unwmkd.  
 Perf. 14  
 3  
 9  
 12  
 20  
 30  
 60  
 1.10  
 1.60

**FRANCE**

1930, June 8

- 5 1.50fr carmine

Unwmkd.  
 Perf. 13  
 10 6

**GUATEMALA**

1930

- 6 6c light-red

Unwmkd.  
 Perf. 12½

**ICELAND**

1930, June 1

Wmkd. Multiple  
 Lotus Flowers  
 Perf. 14

- 5 15a brown orange and ultramarine (40,000)  
 6 20a yellow brown and slate blue (40,000)  
 7 35a olive and brown (25,000)  
 8 50a green and slate blue (25,000)  
 9 1k deep olive and red (25,000)

**ITALY**

1930, July 10

- 17 50c deep violet  
 18 1L orange brown  
 19 5L+2L purple

Wmkd. Crown  
 Perf. 14

**LIECHTENSTEIN**

1930

- 1 15rp sepia (a)  
 2 20rp green slate (a)  
 3 25rp deep brown (b)  
 4 35rp deep blue (b)  
 5 45rp deep grey green (c)  
 6 1fr deep lake (c)

Unwmkd.  
 Perf. 10½

SUPPLEMENTS TO THE  
 1930  
 STANDARD AIRPOST CATALOGUE

## 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).

### A CORRECTION

In the September issue, under the heading of "Emergency Air Mail Service" an item was sent in from Edmonton which we rushed right off to New Haven. However, this has since been found to be an error and the correct information is now given to readers of this paper.

### Latest Government Flights — July

Due to a bridge being washed out on the Northern Alberta Railway, Ottawa wired permission for mail to be carried between Mirror Landing and McLennan, Alta. on June 17th and 18th. A Commercial Airways plane was used piloted by Cy Becker. Letters were carried with the 2 cents rate, no extra postage being required. About 100 letters were carried each way on the 17th, and it is understood that a larger quantity was carried on the second and last flight of the 18th.

Another 2 cent rate flight occurred on July 26th when a plane left Fort McMurray for Edmonton. This is a new weekly service. About 900 covers were carried without any cachet or special marking.

### Commercial Airways

The first issue of this Company being exhausted, another printing was ordered during June 1930. Color was in black as before. Issued in sheets of ten stamps and total printing of 3,000 stamps. The large wording at sides "Via Air" in the first issue was changed to "Air Fee" for this issue as stone of first printing had been lost. Die has since been discovered.

Third issue July 23rd 1930. Same as first issue except color is purple. 2400 issued and all stamps left on hand at end of month were destroyed. Practically the whole issue however was sold out, and only a very few destroyed. Nine sheets (90 stamps) were issued imperforate of which 8 sheets (80 stamps) have been noted in collectors hands.

Fourth issue. Same as first issue except color will be orange. These likely to be issued during September or October.

First flight, Edmonton to McMurray, July 23rd 1930. 722 covers carried with 720 receiving the cachet in purple, and two in blue. The reason for blue being used is account of rubber stamp maker trying an impression on blue pad. First two covers therefore had the impression in that color. Eight covers have been noted on this flight with imperforate stamp on each. However, unfortunately the user only used one stamp instead of a pair. These covers are apt to be looked on with suspicion as it is a very simple matter to soak off a stamp, trim the perforations, and place on envelope again, thus making an imperforate stamp.

## VANCOUVER — VICTORIA — NANAIMO FLIGHT

Victoria, B.C., Sept. 11.—Permission to operate a trial airmail service between these three points, to mark the opening of the Vancouver Municipal Airport next Saturday, the 13th has been secured by the Alaska-Washington Airways of British Columbia, Ltd., it was announced by H. B. Olsen, President, today.

A special plane will be operated by the Company to provide the service, Mr. Olsen stated. One round trip between Victoria and Vancouver and one round trip between Vancouver and Nanaimo will be made.

In a telegram received from P. T. Coolican, Assistant Deputy Postmaster-General, permission was granted to operate the following schedule for the day:

Leave Vancouver 9:30 A.M.  
Arrive Victoria 10:15 A.M.  
Leave Victoria 10:30 A.M.  
Arrive Vancouver 11:15 A.M.  
Leave Vancouver at 3:00 P.M.  
Arrive Nanaimo at 3:30 P.M.  
Leave Nanaimo at 3:45 P.M.  
Arrive Vancouver at 4:15 P.M.

Authority to make the trial run was given as a special concession to mark the occasion, and to impress on the public the advantages of speedy mail communication between the three Cities, Mr. Olsen stated.

The Company has been advised that three Officials of the Post Office Department will fly with the special plane, surveying the possibilities of the service.

Today Mr. G. H. Gardiner, the Postmaster at Victoria, B.C. stated all mail for the test flight must be posted at the Post Office before 9:30 A.M. on Saturday morning. The regular postage rate of 5 cents will apply and each letter must have the wording on the envelope "Special Airmail Test Flight".

We have been informed that the following mail was carried: Victoria-Vancouver 620. Vancouver-Victoria 554. Vancouver-Nanaimo 324. Nanaimo-Vancouver 386.

### SEAPLANES CLIP DAY FROM MAIL TIME, CANADA — ENGLAND

Ottawa, Sept. 25.—A new Canadian air mail service, by which European-bound mails would be flown approximately one-third of their total journey was successfully tested today, when two seaplanes settled on the choppy waters of the Straits of Belle Isle near Forteau Bay, and transferred mail to the outgoing "Empress of Australia".

The mails were taken from the seaplanes by tender, signaling a saving of roughly 48 hours (24 additional) in delivery of the mails from Montreal to the Old Country.

Until today air mail flying along the St. Lawrence route has been confined to flights, to and from Father Point (Rimouski) with in-bound and out-bound mail from and to Montreal. In this new service 24 hours was saved in delivery. The latest forward step tested today with the flight from Quebec City to Forteau Bay will mean the sharing of an additional day from the time ordinarily consumed in delivery.

Their planes, each carrying some 500 pounds of first class mail, Pilots Schneider and Saunders, of Canadian Airways, Montreal, soared way from Quebec City

Wednesday (24th) morning and landed in the Straits of Belle Isle at sundown. The half-ton of mail was transferred to the "Empress of Australia" and the steamer continued on her way, passing Point Amour at 6:55 this morning. (the 25th)

Among the mails transferred was a message of greeting from Postmaster-General Hon. Arthur Sauve, to Premier R. B. Bennett, who along with other Members of the Dominion's party to the London Imperial Conference, is aboard the "Empress". Another message of felicitation was sent by the Postmaster to Rt. Hon. H. B. Less-Smith, Postmaster-General of Great Britain.

Should the service, so successfully tested, be placed on a permanent basis, Canada's mails for the old Country, going over the air route, would be carried by planes for approximately 900 miles—one-third of the 2,700—odd miles that lie between Montreal and Liverpool.

### FIRST CRASH ON PRAIRIE AIR MAIL ROUTE

Regina, Sask. Sept. 25th.—Three persons crashed to death in a Western Canada Airways mail plane at Southesk, Alberta, it was discovered today. It is believed that the machine, found crumpled in wreckage near the beacon at Southesk, met disaster when it struck the storm of rain and snow which swept over the Prairies yesterday.

The dead are: Pilot Pat Holden, C. McDonald, J. G. Gibson, all of Calgary.

The discovery was made by H. Hollick-Kenyon, Western Canada Airways pilot, who flew along the route to investigate the report that Holden's plane had been missing since early Tuesday after he hopped off from Calgary for Moose Jaw.

Telegraphic communication had been wrecked by the storm, and no report had been received of the machine. Hollick-Kenyon spotted the wreckage from the air. He had been delayed at Moose Jaw on the west-bound mail trick, and stated that it appeared the machine had driven into a fog and nosed into the ground through lack of bearings.

As soon as he noted the wreckage, Kenyon landed and found that all aboard had been killed. He immediately flew to Calgary with the report.

It is pointed out the Southesk is in the midst of the Brooks-Bassano irrigation territory and sudden fogs arise from the large area of water when quick changes in weather occur.

The plane had left Calgary at 1:30 A.M. yesterday morning, which would have brought it to the scene of the crash within an hour. Pilot Holden, veteran or air fighting in the World War, joined the Western Canada Airways in April 1930. Previous to that time, he had been instructor at the Moose Jaw Flying Club, and was considered one of the best pilots in the West.

Inquiring into the accident, which stands as the first fatal crash in the records of Western Mail Service, will be conducted by Inspector H. C. Ingram, of the Department of Civil Aviation. He hopped off from Regina Airport at noon today, bound for the scene of the accident. Southesk is located about midway between Calgary and Medicine Hat, Alta.

So far over 5,000 passengers have  
(Continued on page 12)

## 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

Effective on October 25th, airmail service will be inaugurated over CAM 34 from New York to Los Angeles with a spur from St. Louis to Amarillo, Texas. A special cachet will be applied at all offices, a different one being used at each point. Points are as follows:

New York; Philadelphia, Harrisburg, Pittsburgh, Pa.; Columbus, O.; Indianapolis, Ind.; St. Louis, Kansas City, Mo.; Wichita, Kans.; Amarillo, Tex.; Albuquerque, N. Mex.; Winslow, Ariz.; Los Angeles.

Spur line from St. Louis to Amarillo, Tex. via Springfield, Mo.; Tulsa, Oklahoma City, Okla.

The above was postponed from Oct. 15th.

The same applies to FAM 10 from Paramaribo, Dutch Guiana to Santos, Brazil. Due to the unsettled conditions down there, this service will be deferred until further notice. Which means that you now have plenty of time to get your covers down there. Our sympathies to those who used up a good deal of airmail postage to get them down there in time for the original date of October 23rd.

### ALASKA

Upon the arrival of the last steamer from Seattle, Wash. in October, emergency airmail service will be carried out by the Northern Air Transport, Inc. from Nome to Kotzebue via Candle and Deering. The scheduled time for the departure of the steamer from Seattle was 10 A.M. October 8th.

### CANADA

On or about October 27th, airmail service will be inaugurated between Amos, P.Q. and Siscoe, P.Q. A special cachet will be applied by each office. Covers should be sent under cover to the District Superintendent of Postal Service at Quebec, P. Q. to reach him not later than October 25th. Covers should be marked to indicate which direction they are to be flown and should bear the actual place of destination, not in care of the postmaster.



### DOMINICAN REPUBLIC

Another change of colors from this country. We understand that the previous stock was destroyed by the hurricane.

Perforated 11½ and unwatermarked. Values:

- 10c pale blue
- 15c light green
- 20c orange brown
- 30c chocolate

*Nicolas Sanabria*



### FINLAND

The current 10 marka stamp was overprinted "ZEPPELIN" "1930" in two lines, in red for use on mails picked up by the Zeppelin at Helsingford on Sept. 24th. A special cachet as illustrated was applied in black.

This Finnish mail was carried to Friedrichshafen only and then to their destinations by ordinary means. A new arrival cachet was applied in red at the Tempelhofer field post-office, this is a round cachet showing an airplane and the inscription "MIT LUFTPOST BEFORDERT, ZWEIGLUFTPOSTAMT BERLIN - ZENTRALFLUGHAFEN" meaning "Carried by airmail, Branch P. O., Berlin Central Airport".

*G. Lindman and F. J. Field*



### GERMANY

The Graf Zeppelin flight around the Baltic Sea via Friedrichshafen, Berlin, Riga, Reval, Helsingford, Stockholm, Berlin and back to Friedrichshafen took place between September 23rd and 25th. Mail was carried and received the triangular cachet as illustrated, in green. Landing was made at Berlin with mail delivered and received. The proposed landing at Helsingford, Finland could not be accomplished owing to stormy weather. However, mail was dropped and also taken on board by means of a line, which is the first time mail has been taken aboard the Zeppelin without its landing. 13 kilograms of mail were dropped at Stockholm, Sweden and were backstamped the same evening.

*G. Lindman*

### NEWFOUNDLAND

Mr. Nicolas Sanabria informs us that the 36c Caribou issue was surcharged for use on mail carried by the plane "Columbia" on its recent flight. 300 copies were issued, of which more than half was used on the mail carried.

Surcharge is in three lines as follows:

Trans-Atlantic Air Mail  
by B. C. "Columbia"  
Sept. 1930

**GOVERNMENT OF LATAKIA**

Now that the name of the State of Alaouites has been changed to the above, we may expect a new set of airmails. We will probably have an overprinted set to start with.



**MEXICO**

The 15c value of the current airmail series has been issued rouletted.

M. Anzorena

**URUGUAY**

A one peso, carmine, of the Pegasus series was issued last month.



**VENEZUELA**

The 75c and 1.20 values of the current air stamps have been seen imperforated.

F. J. Field

**CANADA**

(Continued from page 10)

been carried over the Prairie Mail route. Mail in this crash has arrived with the edges burned all around the cover, and others badly oil-soaked..

**CHERRY RED AIRLINE  
LAST AND FINAL FLIGHT**

On Aug. 29th 1930, the Cherry Red Airline flew from Prince Albert to Waskesiu Lake, Sask. carrying the first mail by plane between these two points. Letters are postmarked at Prince Albert on that date at 8:00 A.M. and backstamped Waskesiu Lake same day. Return flight was made in the afternoon and backstamped at Prince Albert at 5 P.M. Due to the very short notice, one day, very few collectors are believed to have been able to cover this flight. Anyway, the number of covers carried are Prince Albert-Waskesiu Lake, 296 letters and the return flight 297. The number carried would tend to show that they might be rather scarce. All covers bear Canadian postage and the Cherry Red Airline air mail stamp. We are informed by Mr. Cherry that this is likely to be the last flight of the Company from Prince Albert, Sask.

**NEW GOVERNMENT  
AIR MAIL SERVICE**

The opening of Air Mail Service from Peace River to Carcajou, Fort Vermilion and North Vermilion (all in Alberta) will likely occur in late November or early December. It is expected the commencement of the service will require two aeroplanes, one of which is to carry first flight letters for collectors.

Mr. F. J. X. Leger, the Superintendent of the Edmonton Postal Division, has already received authority from Ottawa to engage a second machine, or carry out a special flight if the volume of philatelic mail makes that course necessary.

Six cachets for the inauguration of this service have also been approved by Ottawa. These are Peace River-Carcajou, Peace River-Fort Vermilion, Peace River-North Vermilion. Also the return flight to Peace River from the three points. Postal officials advise that all envelopes sent must be sealed.

The contract for this service has been awarded to the Commercial Airways, Ltd. of Edmonton. During the open season mail is always carried by steamer, and from now on it is expected to handle Winter mail by aeroplane.

**Scarce U. S. Gov't Flights**

(These are rarely offered, simply because there are very few of them available. Many of these flights are harder to find than some of the Pioneers. Anything returnable if not satisfactory, or sent on approval to responsible parties.)

- 1st Govt. flight, May 15, 1918. Beautifully canc. cover Wash. to Canada, 24c. stamp, small cover which has been folded. No. 101a \$9.75
- Same, but long env. not in best of condition, cheap..... 7.50
- June 3, 1918. N. Y. - Boston, No. 104 long env. good..... 8.90
- (With original letter from Pres. of the Aero Club of the Philippines to Pres. of Aero Club of America)
- 1919, July 19. 1st flight of 2c. rate, also last flight from Phila. Aero canc. v. f. neat cover, No. 117..... 3.60

**FIRST AUGUSTA - PORTLAND, Oct. 23, 1929.**  
A perfect small cover, with 6c. aero. Only 4 copies exist. Gem. No. 119a..... 117.00

- No. 123. Chicago - St. Louis, Aug. 16, 1920. long env. aero stamp creased ..... 3.85
- No. 124 St. Louis - Chicago. neat cover, spec. canc..... 2.70
- No. 130 Chicago - Madison. neat cover..... 3.60
- No. 140 Springfield - Chicago. Spec. cachet, v.f. .... 4.75
- New York - San Francisco, transcontinental, Aug. 21, '23..... 4.10
- San Francisco - New York, transcontinental, Aug. 21, '23..... 4.75
- 1st use of 24c. aero, above flight, N.Y. - S.F., Aug. 22nd. scarce cover and fine. .... 4.85
- Cover as above, but with perfect block of 4..... 5.85
- 1st Night Flying over transcontinental N.Y. - Calif. Cat. No. 147a fine cover ..... 3.75
- As above from S.F. - N.Y., No. 1470..... 4.60
- 1st Overnight, N.Y. - Chicago, Cat. No. 157..... 1.10
- “ “ Chicago - N.Y. .... 1.60
- “ “ Bryan, AIRFIELD - Chicago ..... 3.90
- “ “ Cleveland, AIRFIELD - Chicago ..... 4.10
- No. 153 New Orleans - Chicago. We have one set of these scarce covers. The set of 4 - \$65. or any city ..... 17.50
- SHENANDOAH cover Lakehurst - Maine No. 160. RARE and fine 33.00
- “ The real Poland Springs - Lakehurst, with the official P.O. canc. over the stamp ..... 18.00
- Charlevoix - Beaver Is. Flood cover, No. 162..... 4.75

**No. 163 Wiseman, Alaska - Fairbanks. No. one has it. .... 17.50**

June 11, Wash. - N.Y. Lindbergh Flight. No. 165..... 1.10

**Byrd Transatlantic cover. Who wants it? Price on request**

Bremen Catapult, N.Y. - Germany, No. 173, July 26, 1929..... .75

**THE BERKSHIRE EXCHANGE**

732 CHAPEL ST., NEW HAVEN, CONN.

Look these over carefully for all of them are bargains

# STOP PRESS!!

We are greatly indebted to Mr. York Briddell of St. Petersburg, Florida, for the following telegram:

AIRPOST JOURNAL

CUBAN AIR MAIL WILL BE INAUGURATED OCTOBER TWENTY SEVENTH OPERATING HAVANA TO SANTIAGO AMERICAN POSTAGE CANNOT BE USED BUT COVERS SENT WITH FIFTEEN CENTS ATTACHED AND MAIL CONTRACTORS WILL PLACE CUBAN AIR MAIL STAMPS ON THEM FOR DISPATCH AND RETURN COVERS CAN WEIGH TO ONE OUNCE ONLY LIMITED SUPPLY OF STAMPS MAKES THESE COVERS VALUABLE SEND COVERS TO COMPANIA NACIONAL CUBANA DE AVIACION CURTISS AT NUMBER 2 NEPTUNO HAVANA CUBA RUSH

YORK BRIDDELL

45  
75  
1.50

14 30c bright violet  
15 50c deep red  
16 1b black

## PERSIA



Unwmkd.  
Perf. 12 1/2 x 1 1/2

1930

- 34 1ch yellow olive and bright blue
- 35 2ch light blue and green slate
- 36 3ch olive and violet
- 37 4ch violet and deep blue green
- 38 5ch bright green and carmine
- 39 6ch deep lake and blue green
- 40 8ch grey and violet
- 41 10ch ultramarine and orange red
- 42 12ch grey blue and orange
- 43 15ch red brown and olive green
- 44 1kr light blue and rosine
- 45 2kr deep grey and ultramarine
- 46 3kr deep brown and deep green
- 47 5kr orange red and black
- 48 1t orange and violet
- 49 2t deep blue green and red brown
- 50 3t lilac and blue green

## GRENADA

1. 1930, July 20, Grenada-Port of Spain (Trinidad) via NYRBA line. Ordinary postal cancellation with blue and white airmail label. Backstamped the 20th. 5.00

## ST. KITTS-NEVIS

1. 1929, Sept. 22, St. Kitts-St. Johns (Antigua) via F.A.M. 6. These covers were carried by Col. C. A. Lindbergh at the request of the Colonial Government although the stop had not been originally scheduled. A two line cachet "Air Mail—First Flight" was applied in black. Covers are 30.00 stamped the 23rd. 28 covers carried.

## LITHUANIA



Wmkd. Webbing  
Perf. 14

(500,000)  
(500,000)  
(500,000)  
(200,000)  
(200,000)  
(200,000)  
(100,000)  
(100,000)



k

1930, June 7

- 45 5c black, yellow and brown (k)
- 46 10c blue, grey and black (k)
- 47 15c deep lake, grey and blue (k)
- 48 20c chocolate, orange and carmine (l)
- 49 40c blue, light blue and lilac (l)
- 50 60c green, lilac and black (m)
- 51 1L carmine, mauve and black (m)

## MEXICO



Wmkd. Correos Mexico  
Perf. 11 1/2

(100,000) 15  
(100,000) 30  
(100,000) 35  
(100,000) 55

1930

- 37 20c grey
- 38 35c violet
- 39 40c grey brown and blue
- 40 70c violet and sepia

## PANAMA



1930, Aug. 4

- 12 5c ultramarine
- 13 10c orange yellow

**DEALERS**  
**FIRST FLIGHT PERSIA**  
Teheran - Baghdad  
Only 5,000 carried on this flight  
**R. Y. MOTTAHEDEH**  
225 Fifth Avenue, New York, N. Y.

157th SALE IN DECEMBER  
The Major Henry Adams U.S. 19th and 20th Century nearly complete, incl. 15, 24c. 1869 inverts, all State Dept. high values, \$5 Proper, etc., also Specialized Confederate States, Cat. Free.  
**M. OHLMAN**  
116 Nassau St., New York City

**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.**  
241 Queens Ave., London, 16, Ont. Canada.

## PARIS BALLOONS

(Continued from Page 7)

Amiens the same evening and spent the night there.

The second balloon managed to reach its goal without passing through the almost steady gun-fire, to which the Armand Barbes had been subjected. It was able to keep at a sufficient altitude the entire distance, and eventually came down at four o'clock in the afternoon, at Cremery, where they were royally welcomed by the inhabitants. Mr. Bertin, a sugar manufacturer and Mayor of the town, took the pilot and Mr. Cuzon to his own house for the night, while the Americans were put up at the adjoining house.

"On the following day, the two balloons were reunited at Amiens, from whence they left together at noon for Rouen. When Mr. Gambetta arrived at Rouen, the National Guard was drawn up to welcome him, and he gave a brief address which was enthusiastically received. Gambetta eventually reached Tours on a special train.

In 1889, a statue was erected in memory of Gambetta, the funds for which had been raised by a popular subscription. The statue stands in the public square at Epineuse, in commemoration of the landing of the Armand Barbes. The basket of the Armand Barbes is in the "Colonne de Juillet", Place de Bastille, Paris.

(The story of the Balloon Post of Paris will be continued in the next issue.)

## LETTERS FROM OUR READERS

(Continued from page 8)

## A TIP TO ADVERTISERS

"At various times I have bought First Flight Covers through advertisements that appeared in the "Journal". At the time of purchase I have requested that when they have new lists out to send me a copy as I am always open to something new.

Do they do it—NOT ONE OF THEM.

In my own business, when I get a new customer I follow up the lead and find it pays, perhaps that might be a tip to your advertisers.

Am renewing my subscription and hope that the "Journal" will have a very successful second year."

Very truly yours,  
ROYNS N. BROWN.

Mr. Brown's point is well taken, and undoubtedly more business-like methods could be used to advantage by those distributing airpost stamps and covers. On the other hand, not many dealers put out lists, at least with any frequency, and we would suggest to collectors who have had the same experience, that in-

stead of asking for new price lists, that they request that new items, along the lines that interest them, be sent to them on approval as soon as received. This amounts to about the same thing, but such a request would undoubtedly bring the desired results.

"I want to congratulate you and the "Airpost Journal" on your first article in the last number (October), 'Echos From Cleveland' I believe it was headed. It covers the situation as it has never been covered before, and should be in the hands of every member of the AAMS. It would be a good thing for every collector to read.

"With best wishes for you and your magazine, I am

Sincerely,  
W. E. BEAN

## OCTOPUS—TRUST

"This Octopus in our midst, which is trying to reach out with its tentacles and throttle our unofficials is founded on selfish motives alone. There isn't so much money in selling unofficials you know as in selling official and every collector who can be weaned away from unofficials is so much more money for the trust.

The hand of the octopus was seen for a fleeting instant at the convention just closed, but there were so many fair minded members present that he was effectually for the day."

From the 'Air Mail Collector'

What a nice friendly little hobby we have, and here we have thought all along that the Cleveland Convention went along very nicely from start to finish.

## THE SOUTHESK CRASH

Our notes concerning the first air mail plane crash on the Prairie route does not give particulars of mail saved. Cannot yet state how many covers were saved, but have seen four that came from this crash. These were badly burnt all around, or oil-soaked. The Post Office rubber stamped the following wording on each cover "Damaged in Air Plane Wreck." This is in two lines, the first four words on one line with wreck underneath.

Iceland  
Airmail Covers

JUNE 26, 1930

2C1 Reykjavik - Thingvellir, bkstpd.  
June 26th. About 200 carried.  
Only .....\$-.60

2C2 Thingvellir - Reykjavik, return  
flight, bkstpd. June 27th. About  
300 carried. Only ..... .50

The Two for \$1.00

At these prices, they are a wonderful  
buy. Order by number.

The Berkshire Exchange  
732 Chapel St., New Haven, Conn.

DAILY AIR MAIL SERVICE  
BETWEEN LAREDO AND  
TAMPICO, MEXICO

Daily air mail, passenger and express service between Laredo and Tampico, Mexico was to be inaugurated October 1 by the Corporacion Aeronautica de Transportes, S. A. This route passes through Monterrey where connection may be made with the Matamoros-Mazatlan line, also operated by this company. At Torreon connection may be made with the Mexico City-El Paso service. Operating time between El Paso and Tampico will be about ten hours. Monoplanes will be used on the new service.

## ADLETS—Undisplayed

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

500 Gummed Stickers, four lines or less 25c.  
Other sizes. Armstrong Box 1231-J, Chicago. (14)

Poland price-list free. I have a large stock of Polish and other 1st flight covers, semi-official stamps. I send selections against references. I give in exchange Polish 1st flight covers, stamps, for mint airmail stamps. Basis Stand. A.M. Cat. T. Gryzewski, Krolewska 35, Warsaw (Poland); A.A.M.S. No. 198.

First Air Mail in the World; 1870-1871, Paris balloon-post, each genuine letter \$6.00. Check or note with order, satisfaction assured. Sending reg'd. CHAINTRIER, 37 rue Fieffe, Bordeaux, France.

Free—Samples, lists,, circulars and offers interesting to dealers and collectors sent upon request. N. JOSEPH, 65 Walden St., Boston, 30. Mass.

## EUROPEAN AIRMAILS

1. Mint airpost—stamps, envelops and cards.
  2. D:o flown on Day-of-Issue.
  3. First Flight covers with special commemorative cachets.
  4. Zeppelin—Airship, and other Special Flight covers with commemorative cachets.
- Official items only! Sent out in monthly sending! Write for free information!

## SPECIAL OFFERS:

Aug. 12th Interesting, special cards, flown this day in commemoration of the opening of the first Swedish airmail service on Aug. 12th, 1920—ten years ago.....\$ .40  
The above have airpost stamps and cachets!  
"Graf Zeppelin" Baltic Flight cards to Stockholm ..... .90

This flight will take place this month!  
I will take care of any mail, you wish to send to me via airship or in other way and I promise to return promptly against a charge of 0.10 Swedish cr. per cover and registered postage 0.50 crowns, sent me per Int. Money Order.

G. LINDMAN, GRASBERG, SWEDEN  
Airpost Specialist since 1920  
Member AAMS, AAA, APCD, etc.

## CHILE

Chile Filatelico is the "Airpost Journal" of South America. For \$1.00, you will receive 4 numbers and your name will be published in the Membership Directory.

AIRPOSTS FROM CHILE, PERU, BOLIVIA, ARGENTINE, PARAGUAY AND ECUADOR.

I have a large stock of the above to offer to collectors or dealers.

tf (21)

VICTOR VARGAS V.

Casilla 1375

Concepcion

Chile



# THE INTERNATIONAL AIR POST ALBUM

*The Finest Air Post Album Possible*

It contains spaces for all Air Post Stamps listed in the 1930 edition of the Standard Postage Stamp Catalogue and all others listed in subsequent Chronicles of New Issues published in Scott's Monthly Journal up to and including the June 1930 number.

### SUPPLEMENTARY PAGES

This is an air Post Album and supplementary pages depend entirely on the number of Air Post Stamps issued. Whether that means one year, six months or less, supplementary pages will be issued when needed.

### SPECIFICATIONS

#### Bound Edition

Maroon cloth handsomely stamped in gold. High grade linen ledger paper pages printed on one side only with artistic border and individual boxes for each stamp. Generously stubbed to prevent bulging of book when stamps are mounted. Numerous extra blank pages. Statistical data, including dates of issue and historical information on outstanding flights. Contains spaces for all air post stamps listed in the 1930 edition of the Standard Postage Stamp Catalogue and subsequent issues of Scott's Monthly Journal up to and including May, 1930. Forwarding Charges Extra — Shipping weight 6 lbs. PRICE \$3.00

#### Loose Leaf Edition

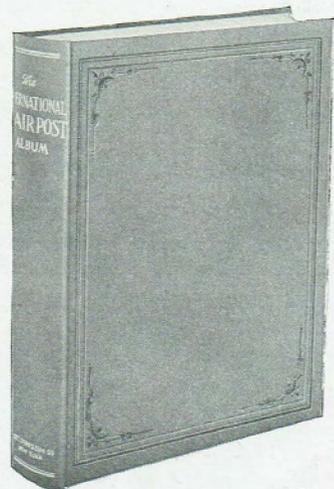
Spring back type binder bound in maroon colored genuine morocco leather corners and back, maroon cloth sides. Handsomely stamped in gold. High grade linen ledger paper pages linen hinged. Printed on one side only with artistic border and individual boxes for each stamp. Statistical data, dates of issue and contents as in the bound edition. Forwarding Charges Extra — Shipping weight 10 lbs. PRICE \$10.00

Order from your nearest dealer or write for complete specifications to

## SCOTT STAMP & COIN COMPANY

1 West 47th Street

New York, N. Y.



## Scott's 1931 Standard Catalogue of Air Post Stamps

Ready in December SECOND EDITION Revised and Enlarged

A complete compilation of all government issued stamps pertaining to AIR POST including Regular, Commemorative and Semi-Postal issues. Numbers and descriptions of original listings in the Standard Postage Stamp Catalogue are retained.

NEW FEATURES include pricing of blocks of four (unused), stamps on cover and all statistical information available at the time of going to press.

Pocket Size, bound in cloth, 50 cents. Postage extra. Shipping weight 1 lb.

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### APPROVALS

New and old issues Airmails.  
References Required.

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211 Florimond St.

Chicago, Ill.

### Airmail Want Lists My Specialty

Monthly Airmail Lists  
sent on request

Approvals to Responsible Parties

## IRWIN C. BATSON

3125 Normount Avenue  
Baltimore, Maryland

### TAMPA, FLORIDA

C.A.M. 10, Apr. 1, 1926, (north)  
autographed by the Pilot, Leonard  
Flo .....\$3.50

C.A.M. 10, Sept. 15, 1926, (north)  
autographed by the Pilot, Leonard  
Flo ..... 4.50

C.A.M. 25, Mar. 1, 1929 (east) auto-  
graphed by the Pilot, A. P. Kerr  
..... 1.20

Fine covers and signatures (guar-  
anteed); items that will high-light any  
collection.

C.A.M. 29, New Orleans Air Mail  
Field—Beaumont, Jan. 23, 1929;  
just try to find one of these scarce  
Field covers! A few more at 1.50

F.A.M. 5, Miami to Salvador, July 3,  
1930; first stop at San Salvador on  
FAM 5; A Sleeper ..... 1.50

An interesting price list on request.

EDGAR C. CANTRELL  
P.O. Box 1267, San Antonio, Texas

### BEAUTIFUL STAMPS AND COVERS

I specialize in Airmail, Commemorative and  
Semi-Postal Stamps, and First Flight Covers.  
My Special Dollar Packet is an Eye-opener,  
sold only to collectors requesting approvals.  
Send reference. if (17)

SAMUEL A. HUSKISSON

The Mailing Agency

San Fernando

Trinidad, B.W.I.

### WE DEFY YOU! TO BEAT OUR PRICES

Let us quote similar low figures on your  
want list, or send for our special fall sale  
sheet, free!

Austria—20 to 80g, flyers.....	.30
Iseland—new, 5 values.....	1.00
Liechtenstein—new, beautiful set.....	.70
Mexico—Carranza set, too low.....	1.75
Mexico—new official.....	1.25
Nicaragua—707-08, planes over volcano	.50
Panama—5c to 1B, new.....	3.00
Persia—4 vals.....	.20
Uruguay—4 Pergeseus.....	.25

### Puget Sound Stamp Co.,

1612 29th Ave.,

Seattle, Wash.

# The Airmail Beacon

is the name of our house organ. It was first issued in May, 1929 and appeared every month until June, 1930, when it was discontinued due to the fact that there was no time available to get it together.

We have been intending to start issuing it again but have not decided when this will be. We mention this subject as a number of "Journal" subscribers have sent in their subscription for the "Beacon" when renewing their "Journal" subscription, owing to our using an old notice of expiration.

If we do issue the Beacon, it may be mimeographed, or it may be printed. It will probably be issued once a month, or it may be skipped now and then. It will contain newsy items that have arrived since publication of the Journal and attractive offers.

What we would like to know is how many collectors would care to receive it. Subscription is 25 cents for 12 months, regardless of number issued or when your subscription arrives. You get as many numbers as are issued in one year, providing enough back numbers remain.

Those who have already subscribed, and those who had a subscription when it was stopped will receive it without any further trouble on their part. We would like to have it understood that it is primarily a house organ, but if you are willing to take a chance, send in your subscription with your "Journal" renewal.

## FOREIGN FIRST FLIGHTS

1C1	1930, May 15, Stockholm - Hanover with 10ö air stamp .....	\$ .50
1C2	, May 15, Stockholm - Copenhagen, as above .....	.50
Above were carried on the first flight between Stockholm-Copenhagen-Hannover and Rotterdam		
1C3	1930, June 2, Basel, Switzerland - Prague, Czechoslovakia .....	.60
1C4	, June 2, Prague - Basel, with Czech. air stamps .....	.70
1C5	1930, May 1, Baden / Baden - Wiesbaden.....	.30
1C6	1930, July 1, Prague - Zagreb, Jugo-Slovakia.....	.75
1C7	1930, June 2, Freiberg - Konstanz .....	.25
1C8	1930, March 31, Vienna/Aspern - Belgrade, Jugo-Slovakia .....	.60
1C9	, March 31, Vienna - Belgrade .....	.60
1C10	, March 31, Vienna/Aspern - Zagreb, Jugo-Slovakia, card .....	.50
1C11	, March 31, Vienna-Zagreb .....	.60

## ZEPPELIN FLIGHTS

1C12	1929, Oct. 1, South German flight. Card dropped at Munich, Germany. Stand. Cat. No. 210a. Cat. \$2.50 .....	1.50
1C13	1929, Sept. 28, Third Swiss flight. Card dropped at Freiburg Switzerland. Cat. No. 209b. Cat. \$3.50 .....	2.00
1C14	1929, Sept. 26, First Swiss flight. Card dropped at Solothurn, Germany. Cat. No. 207g. Cat. 5.00 .....	3.00
1C15	1929, Apr. 19, Trial flights. Card dropped at Mannheim, Germany .....	3.00
1C16	Pan American flight. Card from Sao Paulo to New York with 5,000 reis overprinted Zeppelin stamp, scarce .....	5.00
1C17	Pan American flight. Card from Sevilla to Friedrichshafen on return leg. Spanish stamps .....	.75
1C18	Pan American flight. Cover to Rio de Janeiro with Graf Zeppelin cancellation and special cachet .....	3.00
1C19	Pan American flight, Cover to Sevilla on start of trip with Graf Zeppelin cancellation and special cachet .....	1.50
1C20	1930, April 26, Card dropped at Mannheim with Zeppelin ship cancellation, on trip to England....	1.00
1C21	1930, Apr. 26, Cover dropped at Orly, France on trip to England. Ship cancellation .....	3.50
1C22	1930, Apr. 22, Card dropped at Bonn. Ship cancellation .....	1.00
1C23	1930, Apr. 17, Cover carried on return from Spain, ship cancellation, to Friedrichshafen .....	1.75
1C24	1930, Apr. 12, Card dropped at Basel, Switzerland, ship cancellation .....	1.00
1C25	1929, March 26. Orient flight. Card dropped at Er Ramle, Palestine. With Graf Zeppelin cancellation and special cachet. Cat. No. 186d with Er Ramle backstamp .....	6.00

All items guaranteed. Money refunded if unsatisfactory. When ordering, please use stock number. Postage extra on all orders under one dollar.

If you are looking for any special stamp or cover, try us with a want list.

## THE BERKSHIRE EXCHANGE

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NEW HAVEN, CONN.