

# The **AIRPOST JOURNAL**

September

1 9 3 2

10c



# F. A. M. 6

## The New Ones!

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SAN JUAN to KINGSTON, notice was short on this flight and covers should be good property .....	.40
PORT AU PRINCE to KINGSTON, another good one!.....	.85

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### OTHER GOOD RECENT F.A.M. COVERS

MIAMI AIR MAIL FIELD to Cozumel, Mexico, FAM 5 .....	.35
CRISTOBAL to Cozumel, a very scarce cover .....	1.00
MERIDA to Cozumel, scarce item .....	.55
MANAGUA to Merida, Dec. 5, 1931, an attractive cover with the pretty Nicaragua airmails and the Merida cachet on the face .....	.90
CRISTOBAL to Puerto Barrios or Merida, each .....	.60
JAN JUAN to San Pedro de Macoris or Nuevitas, each.....	.25
ST. THOMAS to San Pedro de Macoris or Nuevitas, each .....	.25
PORT AU PRINCE to Nuevitas .....	.90
NUEVITAS to Miami .....	.40

Have many other good F.A.M.'s on hand. What do  
you need to complete your collection?

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### PILOT AUTOGRAPHED COVERS

I have the finest stock of pilot autographed covers in the country and have an especially rich showing of covers signed by pilots who have since made their "last flight." Among others are the signatures of the renowned Carl B. Eielson, who lost his life in the Arctic, Chas. W. Holman, loop record holder, Norman W. Potter, John S. Kytte, Vivian M. Jones, Chas. H. Shield, Jr., J. C. Johnston, Chad. B. Smith, Chas. W. Rousch Francis H. Rust, George W. Hill and many others. All signed covers are the finest picked specimens in most every case, and the addition of such items to a collection provides an element of interest that cannot be duplicated in any other way. There is that personal touch between the cover and the pilot who flew it.

Pilot signed covers are not expensive now and many wise collectors are adding them to their collections. Whether you are already a specialist in these or are just beginning a collection, I can be of much help to you, and will be pleased to submit selections on approval to responsible parties.

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

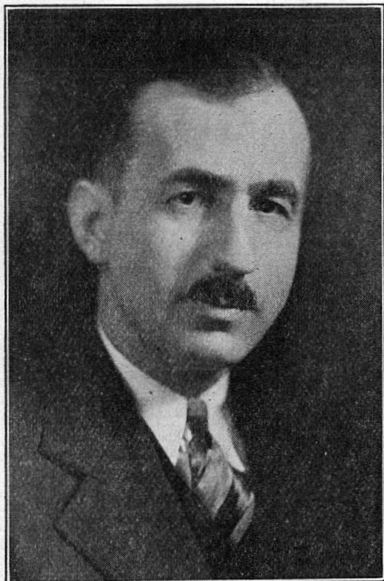
# THE AIRPOST JOURNAL

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AMERICAN AIR MAIL SOCIETY

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ISSUE 29



GEORGE W. ANGERS, President Emeritus of the A.A.M.S., who will exhibit his famous collection of Paris Balloon Posts and Pigeon Posts.



**T**HE AIR MAIL Stamp and Cover Exhibition to be held in connection with the Third Annual Convention of the American Air Mail Society at Cleveland, Ohio on September 1, 2, and 3rd, 1932, at the Hotel Hollenden is going to contain some of the leading collections in the United States.

Elaborate displays will show some of the finest and rarest airmail stamps and covers that are known to aero-philately. Numerous entries have already been received by the Exhibition Committee and the exhibition promises to be the largest ever held in the field of aero-philately. The Exhibition Hall, located

## Noted Collections Will Be Shown at A.A.M.S. Convention Exhibition

near the meeting place for all the Convention activities in the Hotel Hollenden is well lighted and will permit a fine view of all the frames in the exhibition.

Among the prominent collections which will be included in the exhibition are the Paris Balloon Posts of Geo. W. Angers, Springfield, Mass. Mr. Angers will also have his Pigeon Posts on display, which are very interesting and unique. Entered in the Paris Balloon Section of the exhibit is also the collection of Don Dickason, Wooster, Ohio. In the Contract Air Mail Section will be displayed two of the outstanding collections in the country, owned by L. B. Gatchell of Syracuse, N. Y. and Chas. G. Reiss, of Albany, N. Y. In the Crash Cover Section, keen competition will be among the entries of Don Dickason of Wooster, Ohio and Bob Flinn of Norwood, Ohio, Frank Costanzo of Punxsutawney, Pa. and Geo. W. Angers.

Foreign Covers, bearing air stamps and also first flight foreign air covers will be shown by Arthur Loesser of Cleveland and Don Dickason. Pioneers and early Governmental flight covers will be exhibited by Erik Hildesheim and Francis B. Leech of Washington, D. C. Mr. Leech's exhibit will include the famous Columbia Country Club which was fully written up in an article in an earlier issue of The Airpost Journal.

Air Mail stamps will be displayed

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by several collectors including Alton Blank, Wooster, Ohio., H. H. Griffin, Cleveland, O., Don Dickason and John Jackson. Edward Vickers of Findley, O. has entered his specialized collection of DO-X covers. Miss Frances Norton and H. H. Griffin will show the Lindbergh covers. Autographs will be prominently displayed by the eminently famous collection of Heinie Steiger from Springfield, Ill.

Zeppelin covers will be displayed from several complete collections owned by Walter Conrath, Albion, Pa., Miss Anna Shafer, Akron, O., G. Thomas, Cleveland, O., Mrs. Agnes Moritz, Akron O., Harry Aaron, Cleveland, O. and Paul Hudson also of Cleveland. A very fine and complete collection of Canadian Unofficial and Official first flight airmail covers will be displayed by Paul Hudson. J. T. Schweier will show his Express covers. Geo. H. Porter of Cleveland will show his splendid collection of dedications and unofficials. Several other entries have been promised but at this time, we are not able to give you the data on them.

It is assured that the Exhibition



**DONALD E. DICKASON** will show his fine collection of Crash Covers and also collection of Foreign Flights and Air Stamps.



**FRANCIS B. LEECH**, of Washington, D. C., will exhibit a well selected collection of Pioneer Air Mail Covers.



will be of the highest caliber and will contain all of the choice and rare pieces known to aero-philately. We urge that everyone who is able to get to Cleveland during the three days of the Convention to be sure to visit the Hotel Hollenden and view this marvelous collection of air stamps and covers on display.

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### BULLETIN

#### Canadian Official Flight Siscoe and Pascalis

Regular airmail service between Siscoe and Pascalis, Province of Quebec will be inaugurated Sept. 15th, 1932. Two official cachets for airmail from Siscoe to Pascalis and Pascalis to Siscoe. Cover, ready to mail should be sent to District Supt. of Postal Service, Quebec, Province of Quebec, Canada for these flights. Remittances for postage may be made by Money Order only. Address cover to place of final destination and mark outside of your covers, "Via Air Mail, Siscoe-Pascalis", or vice versa. Covers must reach Quebec by



## Plan Montreal - Vancouver Hop In One Day



**W**INNIPEG, June 6th, 1932. Confident that they will be able to fly from Montreal to Vancouver in the taper-wing Waco biplane, CF-ASJ, between break of day and sunset, June 21, with a small cargo of air mail, Lieut. R. H. Storer and B. R. Ronald, both of Vancouver, landed at Stevenson Field, Winnipeg, early Saturday morning, after a nonstop flight from Moose Jaw.

The two aviators are making their flight to try and demonstrate that air mail can be carried across the Dominion in small, fast planes at a lesser cost than has ever been done before. They plan to take off at two o'clock with a full load of gas and to meet a refueling plane in the air a few miles East of Winnipeg, which will give them an additional 60 gallons of gasoline to fly to Edmonton, where the process will be repeated, and the little Waco will hop over the Mountains arriving in Vancouver in time for a dinner which awaits them.

(Later) Although the plane was ready to leave Montreal, yet up to July 1st, the flight has not yet been made. The Postmaster at Montreal under date of June 20th advised that the Department has not authorized any mail to be carried on this flight.

### British Mails Speeded by Record Ocean Crossing and Planes

Mail leaving Southampton at one P. M. on Friday, June 24th, on the Canadian Pacific Steamer "Empress of Britain," and posted in England, also mail from Switzerland, posted at noon June 23rd, arrived in Montreal June 28th, Ottawa that afternoon, and Winnipeg early morning

All information concerning Canadian Air Mail should be sent direct to Editor W. R. Patton, Box 2384, Winnipeg, Man., Canada.



of the 30th. On arrival at Bradore Bay, planes left the steamer with mail and flew to Havre St. Pierre. A transfer was then made to another type of plane which flew to Rimouski, and transferred mails to still another type of plane which flew through to Montreal. At Montreal, mail for the States was transferred to the New York plane. Mail for Ottawa and the West left Montreal at 4:20 P.M. June 28th, arriving there at 5:45 P.M. Western mail was placed aboard the Transcontinental train there arriving at Winnipeg at 9:00 A.M., June 30th.

The mail from Southampton actually took 140 hours and from Switzerland 152 hours. This is a saving of roughly, four days from England in delivery.

A return mail from Ottawa to Bradore Bay will be made in connection with the Imperial Conference at Ottawa, on July 12th and also a special cachet will be supplied by the Post Office Department, as well as a special stamp. The 1930 issue of air mail stamps will be on sale that date in 18 cities in Canada, suitably overprinted and can be used on letters for this special flight.

### Prince Albert Flights

Service on this flight is monthly, North from Prince Albert first Tuesday, and returning South the first Wednesday and to commence June 1932. The contracting company is Brooks Transportation Co. of Prince Albert. The planes used by the company are known locally as "Fish Planes" and this name has a real fish story attached to it. At Montreal Lake, where considerable fish are caught, the nets are hauled

## THE AIRPOST JOURNAL

at midnight, the planes loaded with fish, and when the stores open in Prince Albert, Saskatoon, Regina or Moose Jaw in the morning, real fresh fish, caught that morning anywhere from 200 to 400 miles away are placed on sale. This is one of the few places in the World where you get fresh fish by plane.

On the morning of June 7th, two planes left Emma Lake, the local airport for Prince Albert, with something like 40,000 or more letters. All North-bound mail of the first flight is postmarked June 7th, and backstamped the same day. Southbound mail postmarked June 8th and backstamped the same day.

All cachets at Prince Albert-Montreal Lake and Lac la Ronge have three lines of wording at the bottom "Canada Air Mail—First Official Flight—Prince Albert-Montreal Lake" (The last line of course being changed for each leg of the trip.)

Prince Albert - Montreal Lake shows the local War Memorial at Prince Albert and the Canadian National Railway Bridge over the Saskatchewan River at the left.

Prince Albert-Lac la Ronge shows a trappers cabin with canoe in the foreground and the Saskatchewan River at the side.

Montreal Lake-Lac la Ronge shows the Maple Leaf cachet with a beaver in the center, a truly Canadian cachet.

Montreal Lake - Prince Albert shows a bear crossing over a brook on a very convenient log, which evidently fell over the stream for his convenience.

Lac la Ronge-Montreal shows two deer in the valley near this point.

Lac la Ronge-Prince Albert showing geese in the swale on the banks of the Saskatchewan River.

All the cachets used are very fine and typical of the country flown. At Montreal Lake is the Northern limits of Prince Albert Park where all kinds of game roam in a wild state, such as pictured on the cachets used.

### Air Mail Service is Extended

To meet the need of those in Coronation Gulf, and other in the Arctic, extension of Air Mail Service by private flying facilities has been

announced by Major Hale, Superintendent of the Edmonton Postal District.

The route will extend from Great Bear Lake, instead of the round-about-way through Aklavik. When planes leave Great Bear Lake for the 150-mile flight to Coppermine Post on the Arctic Coast, or other distant points in that region, they will carry mail that has been posted through to the Mining field for delivery.

Points to be served in this way include: Bay 66, Cameron Bay, Lindsley Bay, Glacier Bay, Echo Bay, LaBine Point, Contact Lake, Hunter Bay, Domex Bay, Coppermine, Fort Hearne, Dismal Lake, Bornite Lake, Cambridge Bay, Barthurst, Reid Island, King William Land, Bernard Harbor, Wilmot Island, Walker Bay, Peterson Bay and Tree River. The population of all these points does not amount to 1,000 persons, but until the coming of the aeroplane, these places have received mail once in awhile, and very seldom under two months after letters were written.

There are no Post Offices at any of these places, but it is understood that one may be opened at Coppermine, shortly. At present, for collectors desiring covers to any of these points, these will be difficult to secure as it will be hard to have the necessary identification marks to prove carriage by air. Air mail for these points should be addressed via Fort McMurray, Alta. Postage 3c first ounce, 2c each succeeding ounce.

### The 6c Imperial Conference Stamp

This is the 1930 issue of air mail stamp, overprinted in blue. The figure "5" in each lower corner has been crossed out by four blue lines. The overprint consists of the figure "6" at each side, and underneath, "Ottawa Conference—1932" in two lines. The issue of stamps is limited as although something over 40,000 were used on the flight from Ottawa to Bradore Bay, there were very few sent to each of the 18 different points to be placed on sale July 12th. Winnipeg District received 2,500 stamps of which 500 went on sale at the Winnipeg Post



Office. Orders had been issued that a block of four was the limit to applicants, and this small lot was sold out in less than 25 minutes. Brandon received 500, Fort William and Port Arthur 500, and the balance of one thousand was either used to fill orders or sent in lots of 10 or so to the smaller offices. These were also very quickly bought up. At present Ottawa is filling orders for these stamps until sold out.

## Ottawa-Bradore Bay & Return

The incoming Conference mail was posted at 2:00 P. M. in London, England on the 13th of July and arrived at Ottawa on July 18th at two A.M. Winnipeg at 8:00 P.M. on the 19th. All the mail from England and the Continent was back-stamped at all the principal Post Offices with date of arrival, and the following slogan in 5 lines "By SEAPLANE—from Strait of Belle Isle—1-3 of shortest route from Europe."

A letter posted in Cologne, Germany reached Los Angeles, Calif. in five days and ten hours (130 hrs.), the air mail being used in Europe and America, also the "Empress of Britain" for the Atlantic crossing.

The outgoing mail was cancelled at Ottawa at 1:00 A. M. on July 12, with the same slogan as used on the incoming mail. Backstamped Bradore Baye 12-July 13th. About 42,000 letters were carried.

The cachet was in black and shows Britannia standing with the British Lion. On the left showing the House of Commons at Ottawa. At the right may of Eastern Canada showing Ottawa and Bradore Bay, the last place marked as Belle Isle.

The second incoming mail was also backstamped from England with the same slogan and various dates all over Canada, Winnipeg being b.s. on August 5th.

Covers have also been seen with British stamps cancelled Montreal P. O. (St. Hubert) P.M. August 3rd, backstamped Ottawa, Ont., August 3-5 P.M., and also (on the front) bear a four line rubber stamp "Post- ed on board the British Ship "Empress of Britain" on the High Seas— Date, 4 Aug. 1932." Also a three line rubber stamp "Paquebot-Post- ed-At Sea."

## Overseas Mail Delayed by Fog

Montreal, P. Q., Aug. 8th. Weather conditions prevented a Naval tender from putting Imperial Conference Air Mail aboard the liner "Empress of Britain" at the Straits of Belle Isle last night, Post Office officials were informed by wireless today.

The Royal Canadian Air Force seaplane failed to reach Red Bay, where the sacks of mail from Imperial Conference delegates at St. Catherines, Ont., and Ottawa were to be placed aboard the tender to be put aboard the "Empress" in the Gulf.

The seaplane was delayed by fog, being forced to land along the north shore of the Gulf of St. Lawrence, 50 miles from Red Bay. The liner was also delayed by fog. Post Office authorities here said the consignment of mail would be flown back to Montreal for transfer to a New York train, to be placed aboard the liner "Leviathan" which sails next Tuesday.

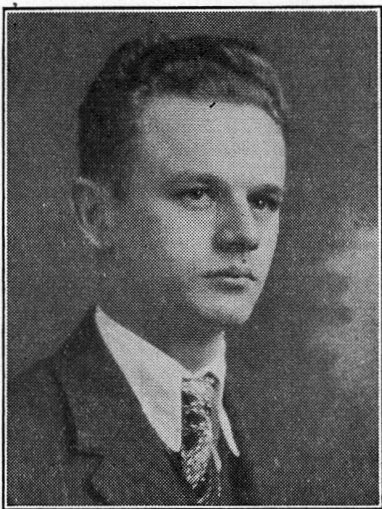
Mail from Imperial Conference  
(Continued on Page 34)

## Russian Air Post STAMPS

1922, 45r .....	(Scott 701)	\$1.40
1923, 1r to 10r, set of 4 (702-705)		3.25
1924, 5k to 20k, set of 4 (706-709)		.60
15k on 1r inverted surcharge (708a) .....		70.00
1927, 10k and 15k ....	(710-711)	.25
1930, Zeppelin 40k and 80k per- forate 10½.....	(712-713)	1.75
Similar set, perforated 12½ (712-713) .....		1.75
Similar set, imperforate hor- zontal pairs (712a-713a)		45.00
1931, "Dirigible Construction" im- perforate 10k to 1r set of 5 (714-718) .....		1.40
Similar set of 5, perforated similar set of 5, perforated (719-723) .....		1.25
"North Pole" imperforate 30k to 2r set of 4 ....	(725-728)	2.50
Similar set of 4 perforated (729-732) .....		2.50

## Eugene Klein

200 SOUTH 13th STREET  
PHILADELPHIA PENNSYLVANIA



ALTON J. BLANK, Editor of *Airs of the Month*, who will exhibit his collection of Airpost Stamps at the A.A.M.S. Convention.



**N**EWFOUNDLAND and New Caledonia are close together in the catalogue but are separated by quite a few miles geographically. Both are shining brightly right now in the eve of the aerophilatelist. For the first time in philatelic history a country has permitted its stamps to be issued by a private concern and has had those stamps placed on sale in the shops and stores of another nation. Newfoundland has contracted with an American concern for the printing of 400,000 \$1.00 air mail stamps for use on mail carried on a Trans-Atlantic flight.

New Caledonia celebrates in a very practical way the arrival of three flyers from Paris by issuing two stamps limited to 3,000 copies. Mexico has had another spasm of surcharging and Paraguay promises to use Count Von Zeppelin and Dr. Eckener's portraits on another Graf Zeppelin set.

#### ARGENTINE REPUBLIC

Three of the current air mail stamps were overprinted with the words, "Graf Zeppelin" and "1932"

# Airs of the Month

## Alton J. Blank



All data on New Issues of Air Mail Stamps should be sent direct to Editor Alton J. Blank, 1452 Beall St. Wooster, Ohio.



in three lines on the 5c light red and 18c lilac grey and two lines on the 90c black-brown. The overprint is in red ink on the 18c and 90c and in blue on the 5c.

Numbers printed are: 5c, 50,006, 18c, 75,000 and 90c, 93,333. The stamps went on sale the 9th of August but the first day of use would be the 17th as these stamps cannot be used on any but Zeppelin mail.

#### BOLIVIA

An adaption of Inca symbols comprises the central design of the national air set chronicled two months ago. The words "Correo Aereo" and the country name appears in the design. The stamps are produced locally by Litografias e Imprentas Unidos.

#### BULGARIA

The Rilo Monastery issue has had a short life having been in use only between the 9th and 30th of May. Remainders were destroyed.

#### COSTA RICA

Mr. Ernesto Quiros favors us with copies of the new 40c, deep green telegraph stamp overprinted with a winged shield containing the letters "C.R." and the words "Correo" on one side, and "Aereo" on the other. The overprint is in black. The stamps went on sale on the 15th of August.

Instead of 10,000 copies as originally reported of the reprints of the December provisionals the numbers are said to be 12,000 each of the 2 and 3 and 11,500 of the 5 Colones.

#### COLOMBIA

Supplies of the 5, 50 and 80c SCADTA stamps with the "Correo



## THE AIRPOST JOURNAL

Aereo" overprint are already exhausted. The new set with new designs has made its appearance. Designs of local scenery are used.

### DOMINICAN REPUBLIC

The 10c. of the current Solar Quadrant issue reappeared on the first of July in a pale blue color instead of the bright carmine it was originally issued.

### HONDURAS

One sheet of the 50 of the 15c. on 2c. rose has been discovered with a distinct double surcharge.

### ITALY

With the face value of 100 lira the latest and, to date, highest valued air stamp has made its appearance in this land of Mussolini. The stamp is bi-colored and consists of a large upright design showing a portrait of Leonardo da Vinci in a circular medallion. Below this in a scroll is the Italian inscription which translated reads: "Man with his large wings, by beating against the air, will be able to dominate it and lift himself above it." In the lower left is the crest of the house of Savoy and at the right is the value "Lire 100". Between is the inscription, "Societa Nazionale Dante Alighieri" and "1932". "AX" signifying tenth year of Mussolinian control is also next to the date. Two columns on either side of the medallion support a horizontal block containing the word "Italia" with "Posta Aerea" on either side. The stamp was designed by C. Mezzana.

First day covers are dated August



6th, 1932, The color of the stamp is blue and sage green.

### LITHUANIA

Four designs comprise the series of eight values of the new air set from this Baltic country. The 5

(Continued on Page 29)

## SPECIAL SUMMER SALE

This sale includes our entire stock of practically every type of U.S. air mail cover, foreign air mail cover, first day cover, and air mail stamp. The prices are the lowest we have ever offered in our five years of air mail activities. If you missed our page advertisement in last month's "Airpost Journal," we shall be glad to send you a reprint of it, listing several hundred covers. Obviously we could not list our entire stock, but this list will prove to be more than a good sample. In case it does not contain just what you desire, we shall be glad to quote prices or send covers on approval. As this "SPECIAL SUMMER SALE" will last but thirty days more, it would be greatly to your advantage to act quickly. Delay will incur the loss of many real bargains. Drop us a card today and the "SPECIAL SUMMER SALE" sample price list will be sent you by return mail.

A few convincing price examples: Dedications, etc., all 5c each; C.A.M.'s 8c each & up; F.A.M.'s 10c & up; Zeppelin covers 12c & up; Canadian covers 5c each & up; First Day covers, 4c & up, 10 percent discount on orders over \$10.

## ROYCE A. WIGHT

Summer Address: Shelter Island Heights, New York

# Dedication and Unofficial Air Mail Covers

Maurice S. Petty



News of future and past events under this section should be sent direct to Mr. Petty, 617 Kennedy St., N. W., Washington, D. C.



**C**OMING: Cleveland Convention, September 1-2-3. I hope to meet every reader of this column there.

SHREVEPORT, LA., about Oct. 1st. Opening Barksdale Field. Cachet on air covers if sent to Conger Poage, % American Airways.

FLORENCE, ALA., possible airport dedication in fall. Might try C. of C. LA GRANDE, ORE. Dedication Legion Airport in fall by Harold Finley, Chairman Dedication Committee with possible cachet.

COFFEYVILLE, KANSAS, September 25. Air meet. Covers to Coffeyville Stamp Club.

MADERA, CAL. C. of C. says dedication is very indefinite and they are holding several hundred covers. NEW YORK, N. Y. Cachets by Fordham Aero Philatelic Society for five events soon. Covers to Harry Gordon, 2023 Belmont Ave., Bronx, N. Y.

DYERSBURG, TENN. and LEWISTOWN, PA., still have airport dedications in prospect, but no dates set, according to C. of C. in each.

COLUMBIA, S. C. C. of C. receiving covers for their cachet (in addition to official one) for start of Charlotte, Columbia and Augusta air mail service. On this date (now unknown) cachet at Newark, N. J. for same event. Air covers to Leo August, 510 South 18th St.

I have just had the pleasure of attending a meeting of the Reading, (Pa.) Aero Philatelic Society, also the Allentown Philatelic Society, and can heartily recommend a visit to any one who may be in those localities....Our A. A. M. S. member, Carter Glass, Jr., was much in evidence at the recent S. P. A. Convention in Washington. Members will be glad to know he has just been elected

President of the Virginia Philatelic Federation.

**AIRPORT DEDICATIONS:** Will much appreciate definite information about Lakemont, N. Y., covers of June 13, and Paoli, Okla., of July 4th, also if any McDonald, Ga., covers in existence. My letter to those cities remain unanswered....LEWISTOWN, PA., July 1st, PANAMA CITY, FLA., July 2nd, DYERSBURG, TENN. July 4; WILLOWS, CALIF., July 1; GROUSE VALLEY, CALIF., July 3-4, are no good as airport dedication covers, as I have definite information that NO airports were dedicated in those cities, although covers were mailed for various reasons. The first two mailed to get rid of them before change of air mail rates, the third was a scheduled one but postponed due to rain; the fourth was dedication of a baseball park; and the fifth was an air picnic....ST. FRANCIS, KANS., dedicated March 2nd and a few covers mailed without cachet....MERCED, CAL., has reported dedication and then contradicted it so many times and for so many different dates, that I do not believe they know what a dedication is. Last letter from C. of C. Sec. says March 31st was NOT dedication and there will not be one for five years....EL DORADO, KANS., report was a mistake; no dedication there....HOLLAND, MICH. did NOT dedicate July 4th....WESTPORT, N. Y. covers of July 4th are OK. Airport was dedicated and only 25-30 covers mailed....CHAGRIN FALLS, O. mailed 378 covers for dedication on July 10. Good story of it by George Porter in August Air Mail Collector....McDONOUGH, GA. dedicated July 10th, but no covers reported .... MARQUETTE, MICH., dedicated July 12 and mailed 5974 air mail covers with cachet, all actually flown in special plane to Green Bay, Wisc., where transferred to regular mail planes. Cancelled at Marquette. Also cacheted 356 ordinary letters which were not flown. It a pity they put the ca-

chet on these....McCALL, IDAHO, dedicated on July 13th, after returning many covers saying none was contemplated. However, my three have not shown up at all; very few mailed....HOUGHTON LAKE, MICH. dedication July 16th and Kenneth Tallmadge was an interested spectator. Cachet on 41 covers postmarked at "The Heights" which is the airport's Post Office, and also on 70 postmarked at Houghton Lake....WARSAW, MO., July 24th, blue printed cachet by P. M. on 583 covers....PARIS, TEX., July 30-31. Have seen a few covers of the 31st. Dedication was both days—does anyone have the 30th?

J. W. Cunningham reports covers on night flight of June 15th from Dallas with American Airways cachet....Hervey W. Reese says cachet applied to first flight air express at Atlanta on August 8th. No doubt, high rates caused few covers to be mailed....Claude Parker has just furnished newspaper reports of Ranger, Tex., airport dedication of November 1928....Henry Ritcher shows me first flown autogiro covers, carried by James Ray from Reading to Wyncote on June 8th, 1931 and signed by him.

OTHER AERO COVERS OF THE MONTH: VANCOUVER, B. C. July 3 Dominion Air Show and Tour....WACONIA, MINN., air meet and celebration....FORT WAYNE, IND., July 8th (104) and 9th (83) for State Air Tour. Nice cachet designed by member Edmond Miller....CRYSTAL FALLS, MICH., 15th, air tour....LANSING, MICH., 16-17, air carnival and Michigan Air Tour (17th not seen)....PEORIA, ILL., 24th, air races, cachet on 931 covers....WASHINGTON, D. C., 25th, Doolittle flight over routes traversed by Washington; originally scheduled for 26, but happened on 25th; magenta cachet by M.&M. Assn., on 3142 air mail letters. He carried some mail and dropped at each point but it was all for officials of the Government and municipalities. Only ones seen for collectors (four I have seen) were carried from starting point and left in Washington when stopped for refueling. Postmarked in Washington and bear Doolittle's autograph and statement....NEWARK, N. J., 26th, cachet for same Doolittle flight, by C. of C....SAN DIEGO,



CAL., July 28th, cachet designed by H. M. Brehm for the Aerial Review and Earhart Welcome. 3500 mailed and are cancelled on U. S. Light (Continued on Page 31)

## Collections Of Air Covers

Buying regular stamps in packets has been popular for years. Why not do the same thing with Flown Covers? Here is your chance—try it out—see how it works. You'll find plenty of cachets, Cancellations and other doodads. Some of the covers go back a few years, so you will get mighty fine value.

**UNITED STATES COVERS**  
Always Popular! Always Wanted!  
Every lot Fine Value! C.A.M.'s, Air Shows, Dedications and what-not.

25 DIFFERENT COVERS	....\$ 1.90
50 DIFFERENT COVERS	.... 4.40
75 DIFFERENT COVERS	.... 7.70
100 DIFFERENT COVERS	.... 14.75
150 DIFFERENT COVERS	.... 28.00

**FOR VALUE, VARIETY & PLEASURE**

**HERE YOU ARE**  
**FOREIGN AIR COVERS**  
(Nothing else but.)

10 DIFFERENT COVERS	.....\$1.40
25 DIFFERENT COVERS	..... 5.90
50 DIFFERENT COVERS	..... 19.00
75 DIFFERENT COVERS	..... 38.00

You may not understand the markings, but you surely will appreciate the great val. of these world-wide lots. We will be glad to arrange special payments on the larger lots with our regular customers, or to those sending a bank or commercial reference.

**Marks Stamp Co. Ltd.**

462F. SPADINA AVE, TORONTO 2 Can.

# THE AIRPOST JOURNAL

T H E

## AIRPOST JOURNAL

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F. A. Costanzo .....Crash Covers  
W. R. Patton .....Canada  
D. E. Dickason.....Auction Review  
Fred H. Wilde....Pacific Coast Notes

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### Air Mail Ethics



**T**HE QUESTION of determina-  
tion of what is ethical and  
what is unethical is probably  
a rather vague and misunderstood  
rule for the airmail collectors to  
follow. However, there are certain  
things which are not only unethical  
but also an attempt to do something  
which will deceive other collectors.  
Mr. W. Irving Glover, Second Assis-

tant Postmaster General has recent-  
ly called to my attention an act  
committed by a dealer in connection  
with the dispatch of the first flight  
airmails covers from Providence, R.  
I., recently added to A.M. 1. This  
dealers sent to the Postmaster sev-  
eral hundred covers bearing the cachet  
which was to be applied as the  
official cachet by the Postmaster.  
This dealer had secured thru some-  
one in the department a replica of  
the official cachet. He had a rubber  
stamp made and applied the fictitious  
cachet to all his covers before send-  
ing them to the Postmaster at Provi-  
dence, R. I.

The Postmaster was compelled  
under orders to apply the official  
cachet to these covers, thus appar-  
ently there appears to be in existence  
first flight air mail covers bearing 2  
cachets. Without knowledge of the  
actual facts, it would appear that the  
Postmaster and the Post Office De-  
partment had been playing favorites  
with certain dealers' covers while in  
truth these covers bear one official  
and one forged cachet. The forged  
cachet is merely a private enterprise,  
the same as any person might pro-  
mulate after his covers have been  
returned and he could have a replica  
of the cachet made and apply it in  
different colors to covers already  
mailed. These forgeries including  
the actually known case, are ab-  
solutely worthless so far as hav-  
ing any value. They are cheapened by  
the individual effort of some dealers  
to capitalize on the service which  
the Post Office Department is giving  
to the airmail hobby.

This interest and faith which the  
Department has manifest in the col-  
lectors should not be ruined by the  
individual selfishness of a few per-  
sons. Unethical is a polite term  
for this act which has recently been  
perpetrated upon the department  
and the attempt of anyone to dis-  
pose of these covers as oddities or  
official errors should be frustrated  
by every collector. The Post Office  
Department has manifested an ac-  
tive interest in air mail cover col-  
lecting by supplying cachets for  
proper air mail events. This act has  
caused and maintained an active in-  
terest in cover collecting and has  
been a stimulant to the hobby.

The Department has maintained  
telegraphic service to the airmail

# THE AIRPOST JOURNAL

magazines to bring the news as early as possible to the collectors. The Department has played favorites to none if they were aware of it. They have definitely given instructions to those persons handling the cachets and even gone so far as to send persons acquainted with the handling of covers to those offices where the postal employees were not likely to be familiar with the procedure.

On the whole, every collector has been treated fairly by the Postal Authorities, he has received services which have cost the Government money and he has secured covers bearing official and attractive cachets which have been applied neatly and with care. Such a service as this, which the Postal Department has offered to the airmail collectors, is deserving of the respect and honesty of the individual collectors.

Any request for special favors should be considered unethical and most assuredly such an act as the Providence incident is beyond even the definition of the term unethical. It is the duty and should be the proud privilege of every collector to maintain the faith which the Department has placed in the collectors and to openly condemn any unethical methods which some unscrupulous person might attempt to put across.



## Post Office Services



Elsewhere in this month's Journal appears an excerpt from a letter from our good friend, W. Irving Glover, Second Assistant Postmaster General concerning the number of inquiries which the Department is constantly receiving from collectors. Undoubtedly, many of them can only be answered by the Department itself but we have authentic information that a great deal of this correspondence could be answered elsewhere. In an effort to relieve Mr. Glover of part of this burden, we ask that any such inquiries which any of our readers desire to make, be sent to the editorial offices of the Journal and if they cannot be answered therefrom, we will take the matter up with the Post Office Dept.

Mr. Glover has always been very favorable to the collectors and wants to continue to give them every

service available to the Department but his capacities are limited and if we can alleviate part of his work, we shall be pleased to do so, and are sure that Mr. Glover will be duly appreciative of your courtesy.

## UNITED STATES AIR MAIL STAMPS

The official figures on the number of the various airmail stamps that the United States Postal Department has issued, are available. They are as follows:

Issue of 1918	
6c .....	3,395,854
16c .....	3,793,887
24c .....	2,134,888
Issue of 1923	
8c .....	6,414,576
16c .....	5,309,275
24c .....	5,285,775
Lindbergh Issue, 1927	
10c .....	21,252,539
Graf Zeppelin Issue	
65c .....	93,536
\$1.30 .....	72,428
\$2.60 .....	61,296

These figures are furnished through the courtesy of Francis B. Leech.

## 8c Air Mail Stamp and 8c Air Mail Envelope

will be issued on Sept. 26, 1932, at Washington, D. C., only. Neither the Philatelic Agency nor the Washington Postmaster will be authorized to handle first day covers.

FOR 30c each we will address direct from Washington on first day a cover with single of the new 8c air mail stamp affixed, or one of the new 8c Air Mail Envelopes.

We will enclose in the first day cover of the adhesive a selected mint single of the new stamp, for 15c in addition to price for cover. Selected mint block of four will be enclosed for 50c in addition to price for cover. Block of four on first day cover 65c. For mint stamps sent not in first day covers, but mailed on first day sold in Washington, add 10c to prices quoted for those to be enclosed in FDC.

Regular cover services supplied  
Particulars on request.

## C. E. Nickles

M. C. Nickles, Mgr.

205 Seaton Pl, N.E., Washington, D.C.

by Chas. G. Riess

Information concerning C.A.M.'s should be sent direct to the editor of section, P.O. Box 11, Albany, N. Y.



★

**P**ROVIDENCE, Rhode Island has the distinction of being the first new stop to be added to the vast domestic air mail system of this country since the new air mail rates of postage became effective on July 6, 1932. Air mail service was inaugurated at this point on August 6, 1932 when Providence was embraced as a stop on (C) A. M. route No. 1. It is interesting to note that service is given Providence by both main line and spur line and this fact alone has caused some confusion among collectors who took it for granted that Providence was to have air mail service as an intermediate stop on Route No. 1 between Boston and Hartford.

For northbound service Providence dispatches air mail directly to New York City (Newark Air Mail Field) by a spur line. Providence does not receive air mail from the north, and therefore there can be no received covers of this addition from the north. Inasmuch as Providence does not receive air mail from the south via the spur line there can be no first flight dispatched covers from New York City or Newark over the spur line. However, Providence receives air mail as an intermediate stop from the south so that it is necessary for collectors to have a received cover of addition of this point from the south as well as the northbound and southbound dispatched covers if complete direction-

al coverage of this stop is desired.

A large official pictorial cachet of the double circle type was applied in purple to both the northbound and southbound dispatched covers from this point, the northbound covers being cancelled 5:00 A.M., August 6, 1932, and the southbound covers being cancelled at 11 A.M., August 6, 1932. The cachet portrays the State House at Providence with an air mail plane flying overhead, while a suitable inscription concerning the first flight is placed between the circular lines of the cachet.

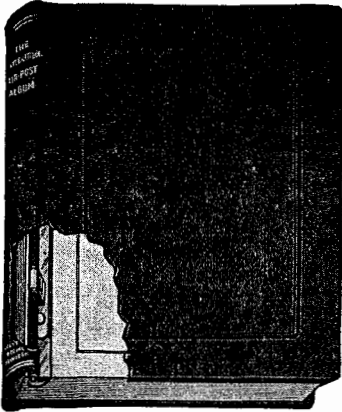
One point in connection with first flight covers of Providence which one could not very well overlook is that the covers are all very neatly and clearly cancelled and cacheted and the postmaster and his assistants at this city should have the whole-hearted thanks of air mail cover collectors in general for their efforts in properly handling first flight air mail covers.

It is unofficially reported that Columbia, South Carolina will be given air mail service on (C) A. M. Route No. 19 sometime in the near future. Service will probably be given this point as well as Augusta, Ga., via a spur line to be operated from Charlotte, N. C., with the possibility that one or two other cities may also be given air mail service via this spur. However, no definite official verification of this service is at hand.

It is also unofficially reported that within a very short time, probably without any advance notice, Calipatria, California will be given air-mail service on (C) A. M. Route 33, via a motor bus feeder route connecting that point with ElCentro, California. Air mail for both eastbound and westbound dispatch from ElCentro is to be taken by motor bus from Calipatria to ElCentro.



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by L. B. Gatchell

All F.A.M. news should be sent direct to the editor of this page, 120 Shotwell Park, Syracuse, N.Y.

★ ★ ★

notice. The American Consulate advises that there is little likelihood of any such service and further, while it returns remittances, it destroys all covers sent. Also advises that in the event of such service the Consulate cannot be used as a mailing address and all such covers received must be treated as Unclaimed mail. Write this down in your notebook and avoid this method in case of service to that point. It seems a good time to remark that the American Consulates at various points have made widely different rulings on the handling of covers for collectors. Some refuse to do so, some co-operate if the privilege is not abused and some make a charge for services. It should be pointed out that the Consulates are not REQUIRED to handle this mail and have a right to handle as they see fit. If a ruling were made at Washington it would probably be to the effect that NO Consulates would be allowed to handle mail, so our advice is to let well enough alone and be governed accordingly.

★  
More on Cozumel Dates

★  
OUR CO-OPERATOR, Roys N. Brown, submits additional data on covers into and out of Cozumel on the April addition to Route F. A. M. 5:  
Cozumel, 4-18; b.s. Miami, Gen. Del. 4-20. Cozumel, 4-18; to Havana, no b.s.. Havana, 4-14 registered; b.s., Cozumel 4-18. Miami, 4-15; b.s. Cozumel 4-18. Merida, 4-18; b. s. Cozumel 4-18. Cristobal, 4-16; b. s. Cozumel 4-18. Costa Rica, 4-16; b.s. Cozumel 4-22.

Thanks, Mr. Brown.

**Martinique**

For several years it has been rumored that this point would go on F.A.M. 6 without any advance

**Changes on Routes 5 and 6**

Recent changes make Caripito, Venezuela a stop on the Lindbergh Circle in place of Maturin, Venezuela. The notice was short and although it is possible that there was a cachet at Cristobal it is very doubtful whether there was any outward Philatelic mail from Caripito. More dope when we get it.

Also, effective with the flight of August 8th from San Juan one round trip per week of the San Juan-Miami tri-weekly F. A. M. 6 service will be by Kingston, Jamaica. Mail to and from Kingston is carried by the planes of FAM5. A cover at hand from George Chapman via first flight shows San Juan postmark, circular grid, but no special markings of any kind.

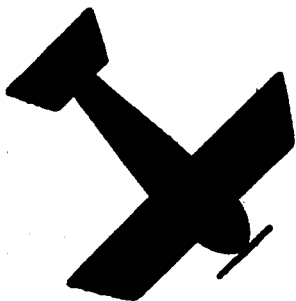
In a revised schedule dated Aug. 5th the Department announces that the planes of F.A.M. 5 now stop at Cienfuegos, Cuba.

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25 Polish off. a. semi-off. air stamps " 8.—  
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	Cat.	Net
oU. S., No. 1306-1311 .....	—	.30
oChile No. 605, 5P .....	2.00	.50
oChile, No. 615a, 10P .....	2.50	.75
*Honduras, No. 412 .....	6.00	1.00
oNewfoundland No. 206 15c unwk'd. ....	1.50	.75
oVenezuela No. 415, 10B....	4.00	1.25
Used Air Mail stamps on Approval against references		
JOHN ARNOSTI, AAMS Box 445 Gr. Cent. Sta. New York, N. Y.		



# CRASH COVER NEWS



By Frank A. Costanzo

Crash Cover news should be sent direct  
to Frank A. Costanzo, Box 32,  
Punxsutawney, Pennsylvania.



**R**EFERRING BACK to the the August issue of The Journal, you will find on page 24, a special paragraph—POST OFFICE OFFICIALS—in which I urged all collectors to please refrain from seeking crash and other air mail cover data from Postmasters and Washington. Soon after the Journal had been put into the mails I received a fine communication from Hon. Irving Glover which reads in part: "It was very kind of you to speak so generously of Mr. Wadsworth and myself, and anything that you can do along the line of having the requests come to you is sincerely appreciated because I just want to say that my philatelic mail from the collectors throughout the country is becoming very heavy and it just keeps my secretary and myself on the jump endeavoring to keep up with it, and I only wish that the collectors would be willing to get their information from the Societies to which they belong and the journals which those Societies publish, as I am afraid that, before a great while, it is going to get too heavy for me to handle.

I do want to help the collectors in every way possible and shall make the effort to give people like yourself all the information I can."

It is the duty of every collector to do his best in trying to relieve Mr. Glover of this extra burden. Mr. Glover is an Honorary Member of the AAMS and has always done very much to help the hobby along and it is only fitting that we all show our appreciation by writing the various aid mail editors for any information desired.

## Official Report of Recent Crashes and Accidents

July 3rd, 1932

Riverview, Mo., A.M. No. 34, Eastbound, 9:00 P.M. Transcontinental Western Air. Pilot Harry E. Campbell uninjured. Entire load of mail salvaged intact and forwarded from St. Louis, Mo., several hours after the mishap. Salvaged mail received no special markings.

Harry Campbell, pilot of the TWA night St. Louis-New York mail plane, saved his life with a parachute leap  
(Continued on Page 32)

## Newfoundland First Flight

Jan. & Feb., 1931

**3 Pilot Autographs** in set of four covers with the unwk'd. airmail.  
**\$3.75**

**F.F. AM 33**, El Centro, E. or W.-bound with 3c and 5c Olympics  
June 15....

**Single cover, 45c; Pair 80c**

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# FOREIGN AIR NEWS



## GREEK AIR NEWS

Airmail Between Greece and Switzerland



**T**HE FIRST AIRMAIL from Athens and Salonica for ZURICH (Switzerland) took place on the 14th of July, 1932. The two Greek airmail bags were flown to Vienna by the French "CIDNA"

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Line to Vienne, from where the airmail bags were carried to destination by the "Swissair" Air Line. Special arrangements were made by all the postal authorities concerned, for these connections.

One hundred and seventy-six pieces of mail were sent from Athens and 141 from Salonica. All mail is postmarked the day of departure and arriving in Zurich in the afternoon of the same day (A RECORD FLIGHT) were backstamped with the Zurich air arrival postmark, on the same day also.

AIRMAIL for Berne, Lausanne and Geneva flew to destination from Zurich, and received the same day air arrival postmarks of the respective towns, so that airmail from Greece, to these towns (1st flight airmail) was also flown in ONE day.

On the same date, Salonica also sent its first airmail to ROME (Italy) via Tirana (Albania) 76 pieces of mail. Athens also sent an airmail bag to ROME via Tirana, but airmail from Athens had already been flown to Rome via this route before. (This occurred on same of the transit airmail of the first flight Athens-Tirana, which was sent to Rome by air, and received the Rome air-backstamp.

The first Greek airmail for M'BEYA in Tanganyika left on the 16th of July with 24 pieces of mail, only. No airmail having ever been flown to M'Beya before.

### Egypt News

The Egyptian air set is to consist of 20 values, not 11 as was expected.

A special commemorative set for the Railway Congress to be held in Cairo towards the end of the year. The set will consist of 5 values: 5, 10, 13, 15 and 20 M/M. There are to be 50,000 stamps each of the four first values and 200,000 stamps of 20 M/M. The design is the first locomotive used in Egypt in 1853.

## THE AIRPOST JOURNAL

There was certain difficulty in finding a design of the locomotive after so many years had elapsed.

There is to be also one single stamp (perhaps the 5 M/M) which is to appear in October to commemorate the capture of Saint Jean d'Acre in Palestine by Ibrahim Pacha. At first it had been suggested to issue a set of four values for this occasion also.

**First Athens Aeronautical Exhibition**—This was opened on the 10th of April. The exhibition P. O. used a special postmark, which is applied on all airmail and usual mail, posted there.

### **New Imperial Airways Itinerary** (England-Greece-India)

The airmail that left London on the 16th of April, took a new route, after Athens. No landing was made at Castelrosso, but Rhodes was touched and Limassol in CYPRUS, after which the itinerary is the same via Tiberias (Palestine) as before.

The Athens P. O. did not send airmail to Rhodes (which is linked already with Athens since 1930 (by the Italy-Greece-Rhodes Line), but is soon to commence sending airmail by the Imperial Airways also.

Airmail was sent to Cyprus from Athens, an airmail bag being made up for Limassol (Greek Leissos or Lemesos). This linking of Greece with Cyprus is of great importance as up to now, mails took at least a week, as there was no direct regular sea service and mails were sent via Egypt. 701 pieces of airmail were sent with the 1st flight.

The Athens P. O. prepared a commemorative cachet for the occasion. **The design is the Greek land ensign.** (blue with a white cross in the middle). In the middle of the flag is an aeroplane and around the wording "Inauguration of Air service Greece-Cyprus, April. 1932."

The cachet was applied on all the airmail on the front of the covers,

**ON OCTOBER 6TH — 2 P.M.**

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but only on a part of the mail was it applied in BLUE, whilst the largest part of the airmail received the cachet in violet so that only a part of the mail shows the Greek flag correctly (which is the object of the cachet.)

None of the mail, either local or transit, registered or not, was backstamped at Limassol or any other town of Cyprus, where the mails were delivered on the same day as which they left Athens.

No airmail was sent from Rhodes by the Imperial Airways nor will any be sent, for the present.

The first arrival from Cyprus arrived in Athens on April 24th (with a day's delay). This mail consisted of 650 letters. It is postmarked the 22nd and some the 23rd of April from Limassol, etc. The mail was all backstamped clearly in Athens on the day of arrival (the regular airmail on the 25th.)

A similar-shaped cachet was applied on nearly all the airmail, either on front or back of the covers. All the registered airmail (181) received the comm. cachet in violet. On the usual airmail the cachet was applied either in black or blue (the color with which all the mail should have been marked.)

Limassol sent airmail to Rhodes

## Air Mail Bargains

### RUSSIA

No. 701 .....	.50	No. 702-705....	1.45
No. 706-709....	.35	No. 710-711.....	.19
No. 712-713...	1.40	No. 714-718 .....	1.15
No. 719-723...	1.15		

### NEW ISSUES

BOLIVIA, 7 values .....	1.25
Costa Rica, 40c .....	.15
Danzig, 5 val. Exhibition Airmails .....	.60
Dominican Rep, 10c light blue .....	.15
Italian Colonies, 6 val. Dante .....	2.30
Latvia, 6 values .....	3.50
Lithuania, 16 values .....	1.30
Mexico, 5 val. Carranza sur. ....	1.25
" 1932 (4,000) .....	.01
" 5c official rouletted .....	.15
" 30c/20c .....	.03
" 10c official rouletted .....	.25
" 50c official .....	.80
" 10c official perf. (1560) .....	.15
Sudan, 2 1/2 pi .....	5.95
Venezuela, 8 values .....	
New Issue Air Mail Service— 1st Free	

A. H. OLENA

66 Beaver St., New York, N.Y.

(a very small airmail) which was backstamped there with the air arrival postmark of the 25th of April (a day later, the 24th being Sunday.)

—P. I. Drossos.

### ATTENTION COVER COLLECTORS

A recent ruling of the Third Assistant Postmaster General reads as follows:

"Stamped self-addressed covers to be returned on first flights, etc., may be mailed at the third class rate of postage when put up in unsealed packages weighing eight ounces or less and are chargeable with postage at the rate of 1½ cents for each two ounces or fraction thereof. Packages of such matter exceeding eight ounces in weight are fourth class mail and chargeable with postage at the parcel post zone rates."

This permits sending of your covers with routing instruction written or stamped thereon at this third or fourth class postage rate provided the inclosing envelope is not sealed. This valuable data collected by Donald H. Wright of Hartford, Conn.

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# THE AIRPOST JOURNAL

## HERE AND THERE WITH THE EDITOR



**W**ALTER BRUGGMAN mails me an airmail cover via the second flight from Madrid to Manila piloted by Fernando Rein, Spanish aviator. The cover bears a circular purple cachet with the proper wording and a plane in the center thereof.

S. Bayer of Rome sends me a card from the International Luftpost-Ausstellung 1932 held in Danzig during July, this year. The card bears the autographs of the Jury of Luftposta as well as being franked with the special overprint stamp and being cancelled with the special Luftposta postmark. A very interesting philatelic item from Europe.

Harry N. Sweet of Glenn Ranch, Calif., has been unusually loyal in recruiting subscribers for The Airpost Journal and members for the American Air Mail Society. Such enthusiasm is deserving of special commendation.

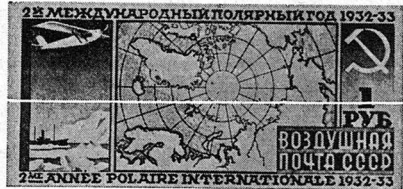
Lee Goodman expresses his satisfaction with the APJ by sending his renewal in early and adding, "I think it must be pretty close to time I was renewing anyway and I don't want to take any chances on missing a copy." Lee is another loyal California booster.

Washington Bicentennial covers continue to appear from many cities commemorating this great American's birthday. The Post Office Department has placed its sanction on several of the cachets. A collection

of these covers will be very interesting and educational. One of the latest official cachets was applied at New York City on August 12th, commemorating the final session of Congress in New York. Someone might add why not an official cachet celebrating the closing of our last Congress in 1932.

P. I. Drossos mails me a cover on the first flight from Athens, Greece to Limmassol, Cyprus via the new Imperial Airways Route. The cover bears a blue and white cachet with a plane in the center. A very attractive cover.

Florence Lamport, Publicity Director for the Philadelphia Air Mail Club writes that at the June 27th meeting of the club, Captain Walter E. Johnson, an Early Bird, was the guest speaker. He flew the mail as early as 1911 and was the instructor who taught Capt. Frank M. Hawks to fly during the war. The Society meets the fourth Monday of every month in Room 400 in The Grand Fraternity Bldg., at Sixteenth and Arch Streets. They will welcome visitors or new members.



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60c per 100: 500—2.50: 1,000—\$4.00

Postage extra—Wt. 7 oz, per 100

Sample sent on receipt of 3c postage.

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MEXICO, 5c Official.....4c  
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Patchogue, N. Y.

# THE BALLOON POSTS OF PARIS

1870 - 71

★  
Written Especially for The Airpost Journal

★  
by L. A. Chaintrier

Translated by John W. Prevost

★

## "LA VILLE D'ORLEANS"

**L**A VILLE D'ORLEANS was the 28th balloon and had a cubic capacity of 2300 meters. It was laden and released by the Department of Posts. The pilot was Mr. Paul Rolier, an engineer and there was one passenger, Mr. Leonard Bezier, a sharp-shooter of the Seine and the bearer of important to be transmitted to the Members of the Delegation at Tours.

It was laden with four sacks of mail weighing 230 kilograms. Also a basket of six pigeons, three belonging to Mr. Deshayes and three to Mr. Vauris.

The departure took place from the Northern Railway Station on Thursday, November 24th, at 11:40 P.M. The night was dark and there was a light wind.

The fantastic adventures of this voyage were related in the report made by Mr. Bezier to his superior officers which report follows:

12:30 A.M. We left with a moderate

**Editor's Note**—This story is a continuation of the article on Paris Balloon Posts in the July issue. Subsequent issues will contain complete stories of the flights of these balloons.

★ ★ ★

breeze from the South-East, which consequently drove us to the North-West. Our altitude was between 1000 and 1200 meters.

12:30 A.M. Have arisen to 1400 meters. The night is very calm.

1:00 A.M. We have risen to 2700 meters.

2:30 A.M. We have entered a thick fog which hides all view of the earth. A persistent noise comparable to that of a railway train holds our attention.

6:15 A.M. Day is about to break. Our altitude is 1400 meters and below us we see the Ocean. The persistent noise was the noise of the waves.

6:30 A.M. We are but a speck in the immensity, deprived of all instruments, which could help us in determining our position. The wind is carrying us to the North.

10:30 A.M. Over the wide ocean. No land in sight. God help us. The fog thickens from minute to minute.

11:30 A.M. Vessels pass in view below us but the great speed at which we are traveling would make it impossible for the sailors to come to our rescue.

11:45 A.M. A large vessel below to the East sees us and fires a gun as a signal of distress.

11:55 A.M. A schooner signals us, she is maneuvering to come to our aid, Mr. Rolier opens the valve, we descend rapidly to only a few meters

---

### CHOICE NEWFOUNDLAND AIRS

No. 202 \$1 on 15c, mint \$5, block \$25  
No. 202a, no comma variety, mint ...\$7  
Nos. 206-7-8, set of 3 (no wmk) mint,

\$4.25, blocks \$17.00; Nos. 209-211, set of 3 (wmk), mint \$2.10, blocks \$8.40; 8 different 1st flight covers .....\$7.00  
12 different 1st flight covers ....\$15.50

REV. BUTLER, St. George, Newfoundland.

---

### FORT RECOVERY, OHIO

CELEBRATED ON AUG. 8th the 20th Anniversary of its pioneer airmail service by putting on the few covers on hand the ORIGINAL 1912 cachet in red, overprinted "20th Anniversary". See story in June Airpost Journal. All covers have 2c Aero Conference stamp showing similar plane.

Cover 50c: Airmail Cover 75c

ROBERT W. RICHARDSON

66 S. Forge St. Akron, Ohio

above the water. It is then that we perceive our prodigious speed, we are already over 8 kilometers from the schooner. We decide to ascend and as we have but three bags of sand which we wish to keep for a last supreme effort, we decide to sacrifice a sack of mail weighing 60 kilograms; the balloon re-ascends to 3700 meters. We learned later that the precious sack of mail was fished from the waves by the Norwegian schooner which followed us from afar in the hope of rescuing us. 12:20 P.M. The thick fog still envelopes us, hardly can we see the envelope of the balloon. We suffer from the cold, hoar frost begins to fall. I protect the pigeons with my quilt.

1:00 P.M. The fog seems to thicken and the cold becomes keener.

2:20 P.M. The balloon descends with great rapidity coming to only 30 meters, still in the fog, we perceive the head of a spruce tree, the basket almost immediately touch the snow. Mr. Rolier jumped first, I followed immediately and we fell in a blanket of recently fallen snow over three feet thick. We were saved but we had lost the balloon and our poor pigeons. It was now Friday, November 25th, 1870 and the time was 2:25 in the afternoon. The place where we made our fortunate escape is on the slopes of Mount Lifjeld, near Kongsberg, (Province of Telemarken) about 100 kilometers south west of Christiana, Norway, and about 1460 kilometers from Paris.

The average speed of the voyage was almost 100 kilometers an hour, which at that period entered into the realms of the fantastic.

After having spent the night of November 25 to 26th in a wood-chopper's hut, the two shipwrecked men were rescued by two Norwegian countrymen who led them to the village of Silgjor here the pastor Biije, assisted by his friends Dr. Thomsen, Lawyer Walloe and mining engineer Nielsen took them to the city of Cromberg where they arrived at half past one in the morning Monday, the 28th.

There, they learned by telegram from the French Consul at Christiana, that the balloon, the three

sacks of mail and the pigeons had been found in the yard of a farm near the village of Krodshered.

On the 29th they arrived in Christiana, followed by the acclamations of the people all the way. Here they were the guests of Mr. and Mrs. Hepp, Consul of France.

On Dec. 1st, they embarked on the steamer North Star, bound for London, arriving on Dec. 5th, and bringing with them, the three sacks of mail and the pigeons. After staying 30 hours in London, they took the boat for St. Malo, arriving on Dec. 8th. On the 10th they arrived at Tours, 16 days after their departure from Paris.

The sack of mail thrown into the North Sea and picked up by the Norwegian sailing vessel, was carried to the consular agent of France at Mandal, Norway. While the sack was a little damaged by its bath in the sea, not a single letter was lost.

The balloon itself, was given to the University of Christiana by the aeronauts, and finally was lodged

(Continued on Page 34)

## Newfoundland Transatlantic Air Mail

This special stamp issued for Transatlantic Air Mail Service now ready. Orders to us at face value plus registry and postage cost filled immediately.

Covers for THE NEWFOUNDLANDER, bearing \$1.00 Newfoundland Stamp, will be carried on the flight leaving Wayzata, Minnesota shortly after September 1st.

Covers may be sent to us or forwarded directly to Postmaster. St. Johns, Nfld.

RUSH ORDERS TO US

## Aerial World Tours Inc.

WAYZATA MINNESOTA

PACIFIC COAST  
NOTES

★  
By Fred H. Wilde

★  
All news of Pacific Coast aerial events should be sent to Fred H. Wilde, 917 N. Burris Ave., Compton, Calif. as early as possible.

★  
**J**IMMIE JAMES, pilot for WAE carried an oxygen tent from Los Angeles to Las Vegas, July 12th in an effort to save the life of a young man seriously sick with bronchial pneumonia.

SANTA BARBARA. Earle Ovington is making a test case against the ordinance of the city which prevents airfields from being operated in the city limits. He caused his own arrest July 19, to bring this matter to the courts of "justice."

WENATCHEE dedicated early in June, without any notice to collectors.

WILLOWS is reported to have had an airport dedication on July 1, and reports since read in various papers are confusing. Wish some collector living near there would make personal investigation and tell us whether there is a regularly conducted airport at Willows.

VANCOUVER & EDMONTON cancellations on covers with the new Canadian surcharged, overprinted airmail stamps come from G. Fawkes and C. H. Douglas. A very neat appearing stamp.

NEW AIRMAIL STAMP is reported as being due in L.A. in October. The article says "airmail may now be most conveniently franked with a 5c airmail and a 3c first class stamp" Has anybody seen a first class 3c

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Cir. Dept. 2 Crockston, Minn., 29-Ct

stamp lately?  
BURBANK. Her plane "Vagabond" was christened by Mildred Morgan preparatory to the first local barnstorming tour ever undertaken by a woman. Adoree Neville showed in advanced acrobatics and Mr. and Mrs. Uli Richter demonstrated their foreign monoplane in which they are making a 20,000 mile tour of the world. An added attraction at this airshow of July 17 was the solo flight of David Putnam, stepson of Amelia Earhart, after 1 hr. and 45 min. instruction by Paul Mantz.

COURTENAY & DUNCAN, B. C., airport dedications are off for this year. These items from Geo. Fawkes who says he has been unable to locate any of the 120 covers reported flown on the Trans-Canadian flight, Montreal-Vancouver.

GROUSE VALLEY airport, on the Bar B C. dude ranch, near Springville was dedicated July 3 & 4. Am afraid there were no covers. We sent, but due to not getting the information till the 2nd, it being the holiday week end and the airport being up in the mountains, covers did not arrive till the 7th. Oh well! And a friend says he thought dedications were all cut and dried, with lots of publicity. Just think of McDonough, Merced, Willows, Fancher Field...Menatchee, Coeur d'Alene, Hailey, Westport, Warsaw, Paris, Texas and others. Better come in, fellows. If you want something which is easy to collect, try and get ninety per cent of the dedications as they occur.

AMELIA EARHART was presented with the D.F.C., July 29, on the occasion of the dedication of the state building in L.A. We were at the Municipal a.p., so did not have the pleasure of seeing the presentation, but did have the misfortune of watching Amelia step into a U. S. Navy plane at the a.p. to fly to San Diego the day previous. Being upstairs in the Administration building and not knowing of her presence at the airport, practically nobody being around at that time, we did not realize the chance which was passing right before our eyes.

INGLEWOOD. The Army Review at Municipal a.p. was very much a review. No aerial display, which was quite disappointing to the large

# THE AIRPOST JOURNAL

crowd. About 27 bombers and possibly forty pursuit ships passed in review, were grounded in inspection formation and a few cars of distinguished visitors drove around rather hurriedly and "took a look." The distinguished visitors stayed in the enclosure where the common folks were not allowed, so no autographs appear on covers.

SAN GABRIEL a.p. reported as at a standstill. There will not be a dedication for some time, very indefinite. It looks like a waste of postage to send covers.

FONTANE a.p. waiting for right of way and road building. Looks as though it might be a long time before dedication.

PARIS, TEXAS dedicated July 30-31. Had covers there since April, 1930. Made inquiries July 23 and received note on the 28th about the dedication. Has anyone seen covers of the 30th? Ours was pmkd. on the 31st, as were all others reported so far.

LONG BEACH. Olympic Day at the Municipal a.p. was celebrated by formation flying by army and navy planes. The activities were directed by Gladys O'Donnell, with Lt. Koger, Comdr. of the Naval Reserve Air Base and Lt. W. R. Sweely, Comdr. of the U. S. Army Corps Base cooperating.

SAN DIEGO, had what might have been a very nice cachet, judging from the general shape thereof, on the occasion of the biggest aerial event of the year on the Pacific Coast. Cannot tell what was on the cachet, as mine are undecipherable. A really deplorable mess, much as I hate to say so, caused either by too much ink or a very poor quality, the design is a big black smear, so much so that names of three world famous pilots are almost unreadable. This same condition was true of F.F. covers of June 15. We sincerely hope the San Diego folks will take notice and use some good ink in the future, for their cachets have been of the best, in point of design, in general. Red cancellations were used by the postal authorities, apparently ship cancels.

SAN PEDRO. An airplane base for use of the Coast Guard will probably be developed here in the next six months. Present plans call for a

three ship fleet, with a ground crew and personnel of 25 officers and men. Planes will be twelve passenger cruisers of the cabin type. Further information on this later.

LOS ANGELES. On Aug. 18 the new 6c envelope and 6c coil is to be issued with special postal cancellation reading "Los Angeles, Cal., Philatelic Station, Aug. 18, 1932." This is a special for the A.P.S. Convention and a little birthday present for ye editor from the P.O.D. at Washington.

RIVERSIDE. Amelia Earhart was accorded the honor of reviewing the 1st Bombardment Wing under command of Major T. McNarney and pursuit ships led by Capt. Frank O. D. Hunter, at March Field, Aug. 6. She was guest of honor of Col. H. H. Arnold at headquarters. with members of his staff and their ladies. Some covers were sent out for the occasion, and a very nice lot of autographs were on the one received by the editor. Thanks a million times, Harry Sweet.

SAN FRANCISCO. Naval authorities have completed a survey of landing field requirements along the California coast, and report the most needed fields should be located between Salinas and San Louis Obispo, San Jose and Hollister, Santa Maria and Santa Barbara, and between Long Beach and Oceanside. Now you A.A.M.S. members watch your local papers and Govt. bulletins for further information on these possibilities, and send it in either to the editor of this column or to the other aero journals.

LOS ANGELES. National Air Races, to be known as the "Cord Cup National Sweepstakes Handicap Air Derby"—why stop there—is to start at Municipal a.p. at one P.M. August 21. Trials for entrants start on the 16th and each entry will be flown by three test pilots to be given

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## THE AIRPOST JOURNAL

en a maximum rating. The route is thru Yuma, Tuscon, El Paso, Roswell, Lubbock, Abilene, Bartlesville, Jefferson City, St. Louis, Indianapolis, Cincinnati, Akron and Cleveland. Bartlesville is expected to be the point of meeting with the Eastern contestants.

**IMPERIAL.** American Airways has leased the county a.p. at Imperial for a period of twenty years. This is the a.p. which was to have been dedicated at time of inauguration of A. M. 33 service thru El Centro to San Diego and lies several miles outside of El Centro. Is, in fact, located at Imperial.

**A. M. 4** Night flying is to be resumed around August 15 on this route according to announcement of Aug. 7, from P.M.G. Brown.

**CUT BANK, MONT.** The Ryan-Mitchell field here has been in service for a year. It lies on a high flat plateau and an application has been made for designation as a port of entry between Canada and U. S. Present port of entry is at Great Falls, necessitating flying over some very rugged country.

**AIRPORTS.** Nothing doing at follow-

ing for long time to come, so do not send covers till further notice: Aberdeen, Wash., Fendale, Wash., Brownswood, Tex., Devils Lake, N. D., Larchmont, N. Y., Lewistown, Pa., Medicine Lodge, Kansas, Panama City, Fla., Shelby, Mont., Visalia, Calif. Regarding the following: La Grande, Ore., may be soon; St. Augustine, Fla., cachet, covers empty to A. W. Chadwick, Jr., P. O. Box 892, Sept. 8, 1932. Airmail only. St. Francis, Kansas, ded'd a year ago, Muncie, Ind., ded's some time in Sept. No cover information.

Above information was mostly obtained by Jimmie Green of San Jose. About four more workers like Jimmie and we'd get all the events.

Covers and help received this month and many thanks to Geo. Fawkes, C. H. Douglas, J. F. Ulman, King Tut, J. W. Green, R. E. Mofett, Frank Howe, W. A. Steiger, Don Musselman, H. B. Richter, Uncle Harry, Rex O. Copp, C. H. Haas, Ed. Schrader. The latter is an almost "shut-in", Veterans Hospital, Aspinwall, Pa., and would appreciate short visits from collectors, although he contemplates returning to Calif. before the fall season.

### Ready In October

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(With which will be incorporated the Dworak Specialized Catalogue of U. S. and Canada.)

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DONALD E. DICKASON

WOOSTER, OHIO



# THE AIRPOST JOURNAL

## THE "NEW" STANDARD AIR- POST CATALOGUE



**T**HE BERKSHIRE EXCHANGE, Inc., announces through Donald Dickason, Wooster, Ohio, that the next edition of the Standard Airpost Catalogue will be published October 1st, this year. The new edition will be entirely revised and rewritten under the editorship of Donald Dickason with a staff of expert philatelists editing the various sections included in the new catalogue.

Some very material changes will be made in the content of this new book. The sections will be classified as follows, a complete listing of all flights of the countries in North, South and Central America and the West Indies, omitting with certain exceptions the rest of the world from this edition. Special listings will include Phillippine Island flights, Paris Balloon Posts and Zeppelins. Another international section will cover historical flights of the world from their aero-philatelic aspect.

Canada is to be rewritten and much enlarged in subject matter. A special section will list and price semi-official airmail stamps but omit the regular issues. The specialized United States section will combine the best points of the former Standard Edition and the Dworak U. S. Specialized Catalogue. It will be divided into detailed and complete listings of Pioneers, Governmental Flights, C. A. M.'s., F. A. M.'s., Accident covers, Airport dedications and Air Express. The balance of the unofficials included in the Dworak book will be omitted. The new catalogue reduces the numbers of U. S. published catalogues on airmail to one book, and it is the purpose of the publishers to give the collectors, one real American catalogue—one of value to every collector.

Among the prominent aero-philatelists who will edit special sections and the sections which they will edit, are L. B. Gatchell, C.A.M.'s, A. W. Barrus, F.A.M.'s, Geo. W. Angers, actively assisted by Willis N. Pott and Frank A. Costanzo, Crash Covers and Accidents; Historical flights

by Ray Bahr; Maurice S. Petty, dedications; W. R. Patton, Canada; S. H. Falkoff, Zeppelins; Alton J. Blank, semi-official Air stamps; Walter Bruggman, Phillippines; Paris Balloons, George W. Angers and each country in the Central and South American group is being written by specialists.

The Airpost Journal will carry the supplements to this new Catalogue. It is called to your attention also, that many of the editors of this catalogue are regular contributors to The Airpost Journal.

### QUARTERLY REPORT OF THE SALES DEPARTMENT April, May, June, 1932

Bal. on hand Mar. 31, 1932.....	\$220.83
Books on hand Mar. 31, 1932	
207, value .....	\$4875.34
Book received, Apr., May,	
June '32, '36, value \$527.42	
Total 243, value.....	\$5402.76
Book retired Apr., May, June	
80, value .....	\$1546.93
Books on hand, June 30, '32	
163, value .....	\$3855.83
Cash sales Quarterly period	
April, May, June, 1932 .....	\$395.22
<b>Total .....</b>	<b>\$616.05</b>
<b>Expenses for Quarterly Period</b>	
<b>(April, May, June 1932)</b>	
To members on account....	\$299.16
Commission paid.....	48.00
Regular insurance .....	16.91
Extra insurance .....	8.00
Postage to members .....	7.38
	<b>\$379.45</b>

Bal. on hand June 30, 1932.....\$236.60

It is gratifying to note that the sales are approximately the same as the previous quarter and indicates that we are holding our own against the depression which appears to be growing more acute from day to day. The next quarter will perhaps reflect a falling off in the sales due to the usual inactivity during the hot months, however those who expect to keep in close touch with the hobby during the summer months will find an abundance of fine material moving in the circuits.

Members are requested to cooperate with the Sales Department by moving the Circuits promptly, the delaying of Circuits works a hardship on the Department by adding correspondence in tracing and it is hoped members will, whenever possible, endeavor to keep them moving.

Many members continue to offer covers at prices entirely out of the range of sales possibilities. If material is expected to sell, the prices must be in line with the present market conditions, otherwise it is a waste of time for both the Department and yourself, with the increase in the postage rate to three cents a burden in postage on members as well.

Fraternally submitted,

H. C. CARPENTER, Sales Mgr.

# SUPPLEMENTS

to the

## Standard Airpost Catalogue

In each issue of the Airpost Journal will appear supplements to the Standard Airpost Catalogue. If the airmails of a country are listed, it will be a complete listing of the air stamps issued since the 1931 edition of the Catalogue.

### GERMANY

	35	Wmkd. Network Perf. 14
1931, May 8 Type (f)		
39 1m carmine		
1931, Zeppelin stamps surcharged (h) in brown		
<b>POLAR-FAHRT 1931</b> (h)		
40 1m		
42 2m bright ultramarine		
42 4m black brown		
Nos. 40-42, complete set	2.35	— — —

### ALBANIA

TIRANE-ROME

(f)

#### 6 KORRIK 1931

1931, July 6, stamps of previous set surcharged in black (f)		
(f)		
36 5q green (29)	(13,000)	
37 10q carmine (30)	(13,000)	
38 20q slate blue (31)	(13,000)	
39 50q dark olive (32)	(13,000)	
40 1f deep blue (33)	( 5,000)	
41 2f chocolate (34)	( 5,000)	
42 3f violet (35)	( 5,000)	
Nos. 36-42, complete set	8.50	— — —
Issued to commemorate the first direct Tirana-Rome flight, July 6th, 1931. The set was exhausted in a few hours after being placed on sale.		

### JAVA

- 40 1931, May 11, Batavia-Melbourne (Australia). Special flight by Capt. Patist of Royal Dutch Artillery. Special lozenge-shaped cachet picturing an airplane and old time sailing vessel with "Abel Tasman-Batavia-Centrum-date."

### MALTA

- 1 1931, June 17, Malta-Tripoli, inauguration of regular service. Violet circular cachet with "Air Mail—Malta" and date in the center, also violet cachet "1st Air Mail."
- 2 1931, June 18, Malta-Genoa, Italy. Markings as above with additional cachet "By Air to Genoa only."

## Airs of the Month

(Continued from Page 9)

and 10c. have a map showing the present political boundaries of the nation and what the boundaries should be in a deeper shading next to them. The 15 and 20c. show a plane flying into the sunset with two figures below waving at the receding ship. The 40 and 60c. show a church with a group of planes flying over it. The 1 and 2L show another church. All stamps are triangular in formation and are inscribed "Lietuva-Oro Pastas". All stamps are on paper watermarked with a design new to the writer. It consists of a "Z" with a bar thru the long diagonal and an open top box-like design with a smaller box within. These appear multiple thru-out. The 40c and 1L are on the paper with a watermark similar to Scott's number 198. There were issued 30,000 imp. and 40,000 perf.

### MEXICO

Immediately upon the heels of the Carranza set appear four provisionals, three for official use and one for regular air post service. The recently released 5c. blue routette appears with the word "OFFICIAL" in Roman capital letters. The 10c. purple rouletted and the 50c. blue and red of 1927 bear the overprint in the same style of letters but smaller type and consisting of "Servicio Oficial." The perforated variety of the 10c. stamp is also known with the overprint and Mr. S. H. Falkoff informs me that this was issued in error. This gentleman has also favored me with the sight of first day covers of the 30c. on 20c. roulette which appeared July 25, 1932. The form of the overprint is identical with the surcharge of the Aeronautic Week stamp which appeared some time ago. This time it consists of a large numeral 30 with "Habilitada Treinta" thru it.

With a grain of salt I record the following having seen it described in Gibbons Stamp Monthly. The 5c. air stamp has appeared in the color YELLOW instead of blue. A sheet in this color was found among the

ordinary postage stamps which are this shade; was the explanation given. With all due recognition of the company which issues the paper quoted, I believe that somewhere along the line something peculiar has occurred.

The question in my mind is this. "How could it be possible for a sheet of stamps each being in dimension approximately an inch and a half by an inch be arranged so that it would appear to have come out with the normal printing of an entirely different type of stamp whose dimensions are about three-quarters of an inch by an inch?" The only obvious answer is to the effect that someone surreptitiously inserted the sheet in question among the regular postage stamps. It is entirely possible that some sleepy printer poured yellow instead of blue ink over the plate containing the engravings of the air stamp but why in common sense name couldn't the stamp have been found mixed up with the blue stamps which are at least the same size? Is it getting so these Mexicans must err in their errors?

### NEW CALEDONIA

Under the authority of the Governor there were issued to celebrate the arrival of three French aviators, 3,000 pairs of the 40c. red and olive green and the 50c. violet and sepia regular postage stamps each bearing a suitable overprint. This overprint consisted of a head-on view of a plane and underneath the words: "Paris-Noumea Verneilh-Deve-Munch 5 Avril 1932" in three lines.

The flyers obtained 1,000 sets as a gift, 500 went to officials and 1,500 were sold to the public. Because of the great demand only one pair was sold to a person. The Council has decided to issue 25,000 more.

### NEWFOUNDLAND

The government of Newfoundland has authorized a special commemorative airmail stamp for a flight to be made to Europe via Greenland, Iceland, Norway, Finland, U.S.S.R., Denmark and England. Chief Pilot on this flight will be Bernt Balchen. Aerial World Tours, Inc., of Wayzata Minnesota is the organization back of this flight. A Sikorsky S-40, a forty passenger capacity ship, will be

## THE AIRPOST JOURNAL

used. Shortly after first announcement was made by the company, stating that the plans included the issuance of a special stamp to be used for franking correspondence quite a number of rumors became current. I have been so fortunate as to have before me a copy of the stamp that has been prepared for the flight as well as an answer in response to a request for information about the stamp.

"These stamps were printed here in Minneapolis", the letter states, "by the Bureau of Engraving, which was given the contract by the Newfoundland Government. They were prepared under the supervision of the Northwestern National Bank of this city and Mr. R. E. Parkes, official representative of Newfoundland who is on the ground. The plate is now in the keeping of the Northwestern National Bank and will be destroyed at a public ceremony before the flight takes place."

In response to the query as to whether the French possession in the Gulf of St. Lawrence would issue a stamp, the answer was: "There will be no issue from St. Pierre de Miquelon at all."

The stamp itself is one inch high and two inches long, engraved in blue ink on white unwatermarked paper. A Sikorski flying boat in flight over the route comprises the central design. In a shaded background above a cloud bank are the words: "FIRST TRANSATLANTIC AIR MAIL AND PASSENGER FLIGHT" in two lines. A dark blue frame surrounds the central design and consists of the numerals "1932" on either side. "NEWFOUNDLAND" above, and between the value indicated at the bottom is "AIR MAIL POSTAGE, ONE DOLLAR". In small letters on the map below the plane are the names of the places indicated. They are: Newfoundland, Greenland, Iceland, Norway, Sweden, U.S.S.R., Poland, Germany, Ireland and England.

Four hundred thousand of the stamps have been printed and are now on the market. It is interesting to note that this is the first time any Newfoundland stamp has been printed outside of Canada or England.

The \$1 air mail stamp on water-marked paper is now exhausted and no more will be printed. Since 8,000 were used to provide the DO-X stamp this leaves but 12,000 remaining out of an original issue of 20,000.

### PARAGUAY

A series of stamps comprising ten types will be issued for use on Zeppelin mail and will show portraits of Count Von Zeppelin and Dr. Hugo Eckener. The last triangular Zeppelin set is reported obsolete.

### RHODES

Contemporary with the surcharging of the Garibaldi series for the islands of the Aegean, the air set alone is to be surcharged for use in the Island of Rhodes.

### SAVADOR

Additions to the current air series are to comprise the following values, colors and quantities: 5c. pale grey (200,000), 10c. orange, (200,000), 1 Col., vermilion (40,000), 5 Cols., ultramarine (20,000) and 10 Cols., black, (10,000). It is presumed that the design will be the same as the present set.

### SUDAN

The numeral "2 1/2" in each upper corner and the Arabic equivalent in the lower, comprises the surcharge on the recent provisional just issued. Twenty thousand copies of the old "camel" design were so overprinted.

### U. S. S. R.

L'Aviette Postal is our authority for the statement that the 1931 North Pole series is to be reissued in modified form. The date "1931" is to be omitted and the "U.S.S.R." in the upper left hand corner is to be placed on the right and the hammer and sickle symbol left as it is. The words "Pole du Nord" are to be enlarged.

In last month's notes the statement was made that the special flight described would be made to the Icebreaker Malyguin. This is in error. The name of the ship that is portrayed on the stamp and to which the mail will be carried is the "Sibir-iakoff." Colors of the stamp are to be 50k red and 1R green.

## Dedications and Unofficials

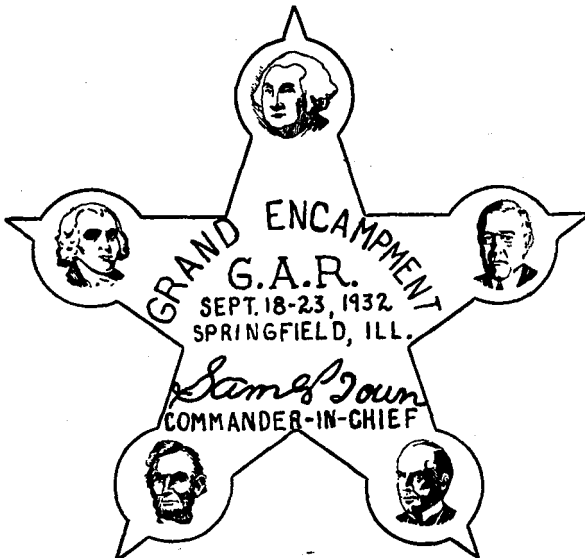
(Continued from Page 11)

Target No. 1-1X35 .... DETROIT, MICH., 30th, cachet by T.A.C. on 290 covers for VonGronau visit.... IRONWOOD, MICH., Aug. 2, air show at Goebic County Airport.... MONTREAL, July 26, cachet for Capt. VonGronau visit....NEW YORK CITY, 5th, cachet by F. A. P. S. for Mattern and Griffin arrival (74 mailed)....(Note, in answer to several: NO covers mailed from Washington for this event, unless by private individuals with no markings)....HO-HO-KUS, N. J., Aug. 3, 20th anniversary first air mail flight there; C. of C. cachet in red....VANCOUVER, Aug. 1. First day of 8c air rate to U.S.A.....NEWARK, N.J., 6th, welcome to Providence on A.M. 1; C. of C. cachet in bi-color....PROVIDENCE, R. I., C. of C. also had unofficial cachet for A.M. 1 first flight, in addition to official ones as per Reiss' column....RIVERSIDE, CAL., 6th, red printed cachet for Earhart visit....FORT RECOVERY, OHIO, 8th, 20 anniversary first air mail flight. Two color cachet using same stamp that was used on the original event. Edmond Miller says that it

had gotten so hard from the 20 years ago that the imprint was not so clear as usual. Believed few.... PORTLAND, ORE., August 10-11. Purple cachet by Jr. C. of C. for 20th anniversary first air mail flight here. (Seen pmkd. 10th, only, so far).... VANCOUVER, WASH., Stamp Society and C. of C. placed a red cachet on back of same covers. The flight was Portland to Vancouver...KANSAS CITY, to St. Louis (pmkd. Air Mail Field there); flown by Dr. J. D. Brock with red cachet by Midwest Philatelic Society for Dr. Brock's 1000th day of continuous flying.

SEE YOU IN CLEVELAND—hope the collectors of unofficial air mail covers will make themselves much in evidence in Cleveland.

INGLEWOOD. A new cargo parachute was given its first public test at Municipal a.p. June 5, during an airshow. It was dropped, attached to a basket with 75 pound load, from an elevation of 800 feet and at 300 feet a pilot chute caused the main chute to open and deposit the basket more or less gently on the ground. H. E. Lafayette is the inventor.



## THE AIRPOST JOURNAL

### CRASH COVER NEWS

(Continued from Page 17)

when his plane dropped its motor a few minutes out of Lambert-St. Louis Field.

Taking off at 9:05 for Columbus in a fast Northrop monoplane, Campbell was but a few minutes out when there was a terrific jerk and the plane nosed down out of control. Unbuckling his safety belt the pilot leaped from the cockpit and opened his parachute, landing uninjured in the Missouri River. The plane crashed on an island a short distance north of the mouth of the river.

The mail, recovered intact, was taken back to St. Louis and flown east by a relief pilot with very little delay.

Campbell studied law at Washington University and following his graduation several years ago, was admitted to the bar, but found the legal profession too tedious. He was appointed a Cadet at Kelly Field and on completing his Army training, entered commercial aviation in 1929.

July 10th, 1932

Sterling, Ill., A. M. No. 18, West-

## BACK NUMBERS OF THE Airpost Journal

A limited quantity of  
Back Numbers  
of The  
AIRPOST JOURNAL  
(Since October, 1931)  
are available for distribution  
at 15c each, postpaid

## The Airpost Journal

Tyler Bldg.  
CONNEAUT, OHIO

bound, 1:30 A. M. National Air Transport. Pilot Edward Eshleman, co-pilot, hostess and eight passengers uninjured. All mail recovered intact and flown onward by relief plane leaving Sterling at 7:15 A.M. No special marking was applied to the mail.

Circling the airport in an attempt to make an emergency landing in a terrific wind and rain storm, Pilot Eshleman, flying a Boeing tri-motor of the NAT was unable to lose altitude because of strong rolling winds. Swinging around, the giant 8-ton plane was caught in a sudden downward gust of wind and crashed into telephone wires. Catching sight of the boundary lights just as the plane struck the wires, Eshleman, knowing of high tension wires slightly to the west, shot the plane up and "pancaked", the plane landed partially on its nose, with the motors buried in the ground. Such a remarkable good job of landing the ship was performed by Eshleman that none of the eight passengers were injured.

Eshleman, a veteran flyer is considered one of the best flyers of the Chicago-Omaha division of the NAT.

### Thanks

to the following for their fine cooperation: Geo. W. Angers, Vic Latto, Don Dickason, F. R. Purdy, Willis M. Pott and H. O. Nouss.

### Contributions

The Airpost Journal is always desirous of securing material for publication. Especially are we looking for airmail information which has heretofore been unprinted or which will be of general interest to all our readers. If you have some airmail news which belongs in the magazine, send to the proper editor of our many regular features, if within his section. If it is not included in any of these sections, send it direct to the Editor in Chief. If you have a complete article on some phase of airmail stamp and cover collecting, we will be glad to have it submitted and if we consider it appropriate, will publish it in The Airpost Journal. What have you to contribute for the benefit and promotion of aero-philately?



# American Air Mail Society

Organized 1923 as the Aero Philatelic Society of America

PRES.—H. H. Griffin  
6801 Lucerne Avenue,  
Cleveland, Ohio

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Wm. H. Conkling  
2nd VICE-PRESIDENT  
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George D. Kingdom, Conneaut, Ohio

## DIRECTORS

George W. Angers, Raymond V. Bahr, Walter Conrath, Henry S. Parsons  
Maurice S. Petty, James T. Schweier, Karl B. Weber.

The Exchange Department—Each member is entitled to two 20-word exchange notices per year, in the official publication, without charge.

The Advance Information Bulletin is sent regularly only to those members who are in good standing and provide a supply of self-addressed stamped envelopes in which to mail it. Address the Manager.

OFFICIAL PUBLICATION — THE AIRPOST JOURNAL

## Secretary's Report

The following have been admitted to membership since last report. Membership is a privilege, not a right, and may be terminated at the will of the Society.

1420—H. H. Harrison, Box 35, Cheskick, Pa.  
1421—Esther M. McCarthy, 128 W. Douglas Ave., Ft. Wayne, Ind.  
1422—Dr. Frank O. Raasch, 2103 1/2 Central Ave., Kearney, Nebr.  
J1423—Robert S. Philliber, 219 E. Union St., Punxsutawney, Pa.  
1424—Edward M. Vickers, Box 307, Findlay, Ohio.

ADDRESS CHANGES—New addresses shown below.

1103—Charles S. Stern, 3304 Bateman Ave., Baltimore, Md.  
4367—J. Parky, 3640-12th St., Detroit, Mich.

## APPLICATIONS POSTED

Following have made application for membership in the Society. If no objection is received and references are found in order, they will be admitted on September 15th. The name immediately following that of the applicant is that of the proposer.

Abdel Mamid el Itriby, Port Said, Egypt. Guest.  
Ralph F. Spiker, 233 W. High St., New Philadelphia, Ohio. Gatchell.  
Harold H. Klug (J), 991 East 78 St., Cleveland, Ohio. Gatchell.  
D. H. Jacobs, 108 N. 24th St., San Jose, Calif. Green.  
William Griffiths, M.V. "Calgarolite", % Imperial Oil Co., Ltd., Toronto, Ont. Kingdom  
Joachim von Ribbeck, Box 7626, Rio de Janeiro Brazil. Marx.  
J. E. Shoop, 22 Levassor Ave., Covington, Ky. Carpenter.  
C. B. Charnatz, 137 Linden St., Rochester, N. Y. Ackerman.  
Thurston C. Davis, Dry Pond, Wilmington, N. C. Emsley.

During the past month you Secretary has sent out many notices of dues, including second and third notices, in some instances. It is not the Society's desire to drop any members for non-payment and your Secretary respectfully requests the attention of those delinquent to this important matter. The Air Post Journal must be discontinued as well as all other privileges. If there are special cases requiring special attention, arrangements can be made with the Secretary. It is asked that those who have definitely given up collecting, or for other reasons cannot continue, file a formal resignation with the Secretary which will permit the record to remain in the clear and will also permit reinstatement without penalty at any time.

Respectfully submitted,

L. B. GATCHELL, Secretary-Treasurer.

# CLASSIFIED ADVERTISING

★  
**RATES**

1c PER WORD — MINIMUM CHARGE 25c  
Copy for this section must be received by the 10th of the month.

**EXCHANGE YOUR SURPLUS LOTS OF First Days and First Flights** for covers you need. Elmer Long, 511 Seneca, Harrisburg, Penna.

**AIRMAIL COVERS EXCHANGED WITH** serious collectors. Send yours with your want list. A. M. Dischner, P.O. Box 2, Kensington; Buffalo, N. Y. 29-30

**WISH TO CORRESPOND WITH COLLECTORS** in all Foreign countries who will exchange Foreign mint sets for United States mint sets. D. C. Randall, Albion, Pa., U.S.A.

**WANTED — FIVE AIR MAIL STAMP** collectors. An airmail stamp specialist desires to offer his services to five collectors wishing to build up specialized collections. Correspondence invited. A-1 references necessary. Alton J. Blank, AAMS 1270, 1452 Beall Ave., Wooster, Ohio.

**AIRMAIL COLLECTION OF APPROXIMATELY** 1500 different varieties for sale. Retail for over \$800. will sacrifice at \$500. T. Wolcott, 4803 Marlborough St., San Diego, Calif. 28-2t

**WANTED—NEWSPAPER OR MAGAZINE** Clippings and Photos of all Graf Zeppelin flights. Also picture postal cards, folders or original photographs of Zeppelins. Send material, stating cash price or covers you would like in exchange, if I am able to supply. Walter J. Conrath, A.A.M.S. 471, Albion, Penn'a. tf

**EXCHANGE DEPARTMENT**  
A. A. M. S. Members are entitled to two 20-word ads per year in this Exchange Section, free of charge.

**EXCHANGE**

**PHOTOS COUNT ZEPPELIN, WALTER** Wellman, Charles H. Rosendahl, 5x3 1/2 in. Each 15c. B. A. Brady, 188 Amherst St., East Orange, N. J.

**WANTED—PICTURES TAKEN AT 1931** AAMS Convention at Washington. Will buy photos or rent prints. F. A. Costanzo, Punxsutawney, Penna.

**EXCHANGE CANADIAN FIRST FLIGHT** Covers, also Semi-Official stamps—for U.S. stamps. What have you to offer. Marcus R. Durlach, 225 Broadway, New York. 2t

**WANTED — MAGAZINE, NEWSPAPER,** Clippings and Photos of all DO-X and Kingsford-Smith flights. Send material and cash price. Ed. M. Vickers, Box 307, Findlay, Ohio. AAMS 1428.

**BALLOON POSTS OF PARIS**

(Continued from Page 23)

in the Museum of that city.

Historical Note—On November 30th, the Delegation at Tours received the dispatch in cipher from the French Consul at Christiania, into whose hands had been deposited by Mr. Zezier, the official dispatch of General Trochu. This dispatch gave information of the military sally which was to have been made by General Ducret in the direction of Gien on November 28th.

**CANADA**

(Continued from Page 7)

delegates attending the opening of the new \$130,000,000 Welland Canal at Thorold was flown to Montreal from St. Catherines on the 6th. With mail from Ottawa added, a plane took off from St. Hubert air-

port here Sunday. At Rimouski the mail was transferred to a flying boat and flown to Havre St. Pierre for the last leg—a seaplane flight along the north shore of Red Bay. The Empress of Britain was reported well out to sea today.

Two special trains left Ottawa on the 5th with Imperial Conference Delegates for Thorold to attend the opening of the new canal which was opened with great ceremony Saturday afternoon. This canal took over ten years to build. The first steamer through, and which officially opened same, was the S. S. Lemoyne—a Canadian lake steamer loaded with 615,000 bushels of wheat, the largest cargo ever carried on the lakes and weighing 3,690,000 pounds or in small figures only 18,450 tons which would fill nearly 500 freight cars.

**PATRONIZE AIRPOST JOURNAL  
ADVERTISERS**



# MONEY TALKS JUST NOW

In my various deals I have taken in several fine lots of interest to first flight cover collectors. Every dollar is worth TWO to me, right now, in Main Crop Mexican Jumping Beans, hence the following special bargains. I wish to sell as much as possible, complete lots and ask no profit. On minor lots will sell even BELOW cost as they are completely out of my line and MUST be cleared PROMPTLY. The large lots will prove a good investment for anyone having the funds to BUY NOW.

Bids considered for entire lots of any. Prefer so clearing, and will sell at cost, these being out of my line, especially the flight covers, etc. Prompt sale for cash desired. First cash buys.

**CHILE 1928 Air 1-2-5-10 Pesos, cat. \$8-60 for \$1.20. Only 5 sets left**

**ABYSSINIA 1929 Air, Inverted surcharge, 10 vars., red or violet, \$7; black, \$12; green or black, surcharge up, at \$8. Current Air, 7 vars, \$2.60. Going UP.**

**ALGERIA Air, Semi-Official. 6 vars., 50c; set blox of 4, \$2; Pair \$1.**

**CANADA Green Laurentide Air. at 75c; imperf. pair \$1.50; book of 8 for \$6.00.**

**DANZIG AIR. No. 472a, (block 4 with one Millional for 75)**

**LITHUANIA No. 417, Yellow Arcs, 30c.**

**PAPUA AIR No. 201, 15c; No. 203 unlisted var at 20c; No. 204, 25c.**

**SOUTH WEST AFRICA AIR No. 503-4, 4d and 1/—for 60c; Blox pro rata.**

**SPAIN AIR No. 1014-18, 5 vars. and 1301-5, 5 vars., cat \$2.85 for \$1.10. No. 731-49, Columbus, 19 vars., cat 6.63 for \$3.20. Largest fine set ever.**

## MAGNIFICENT COLLECTION OF FOREIGN FLIGHT COVERS AT COST, \$205.80. OR SINGLY AT COST

Typed list to buyers. Prices will interest collectors; some rare.

**291 FIRST DAYS, NAVAL CANC. (China, etc.,) Sell to 50c, ALL FOR \$23. Also Large lot of First Flights for exact cost—\$25.**

**ALAOITES, AIR, Double inverted, recto-verso, tete-beche, new issue sets, 3 on covers, etc.; SYRIA, ditto; LEBANON, ditto. A remarkable collection, mint except 3, received direct and priced about cost, \$23.40. Worth probably ten times this (in Yvert catalogue.) List on request.**

**AIR MAIL: 50 vars. 40c; 100 vars. \$1.30; 200 vars \$5. Only a few. RARE, 100 fine varieties, about 1/8 cat. for \$65. List on request.**

## C. B. SIMMS

P.O. Box 54

WILKINSBURG, PA.

# All Gaul is DIVIDED into 3 Parts

[ 63 B. C. « » 1932 A. D. ]

"Gaul", in this instance, being the Berkshire Exchange, in which I have held until now, a  $\frac{1}{2}$  interest. Mssrs. Dickason and Falkoff have already announced their plans for the future, and as I also have some airmail plans, it seems fitting for me to announce mine. here and now—just to complete the picture.

These plans are namely, viz and to-wit; To re-enter the field, dealing in Airmails in my own peculiar way, not bothering about such things as book-keeping, file indexes or records in general, having no 'New Issue' service worth mentioning and answering most inquiries in pencil. Some day I may issue a Price List, but I doubt it, it would be too much like re-printing the catalogue.

In other words, I have the material—it practically fills one whole room. Placed end to end, my covers and stamps would clutter up the State, and while I have turned over a lot of "cream" to friend Dickason, for the A. A. M. S. Auction, in order to help make the occasion noteworthy, I have other things from cream on down to butter-milk. My specialties include:

**Official Air Stamps and Semi-Official Stamps, Errors, Blocks and Rarities, Air Stamps on 1st Day-of-Issue-Covers, F. A. M.'s, C. A. M.'s, Gov'ts, etc., Foreign 1st Flights & Pioneers, Paris Balloon Posts, Pigeon Post, Pilot-Autographed 1st Flights, Zepps, and Some Early Dedications.**  
(The latter being the butter-milk.)

Having been one of the first to deal in Airmails (in fact, the first in America to specialize in them exclusively), I believe I can be of some help to collectors in getting the most pleasure from the hobby, and I will be glad to quote on any want list for anything in Airmails. This applies to the advanced collector, the beginner or the in-between-er.

In short, my so-called plans, boil down to this—

## Airmail Want Lists Solicited

If you have a list of things you need, I will quote on what I can supply and return the list to you, adding any special items I think might interest you. That puts you under no obligation whatever, so why not try the experiment. Anything purchased is returnable, if you are not pleased.

**H. YORK « » Cummington, Mass.**

Founder & Publisher of The Standard Airpost Catalogue. 1927—to date.  
Founder & Publisher of The Airpost Journal. 1929-'31.