

THE AIRPOST JOURNAL



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JANUARY 1934



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AIR LABEL COLLECTING

"The Economy Hobby"

BY FRANCIS J. FIELD
Sutton Coldfield, England

COLLECTING AIR LABELS or etiquettes has come to the forefront as a specialized hobby since the world depression because it has all the attractions of aero-philately without involving its votaries in heavy expenditures. Although the labels cost an average of from 1c to 25c each, all except current issues are scarce, relative to postage stamps, and some are almost impossible to find because no stocks are held by dealers or postal authorities. Further, many current types are elusive, being guarded very carefully by postal clerks. Especially is this the case in several British Colonies where the label is either attached to the flown cover behind the P.O. counter or handed over after the clerk has seen the mail on which it is to be used.

Labels are issued by post office departments and airway companies so that their use will expediate sorting operations. In this way they are precursors to air stamps and in several conservative countries they

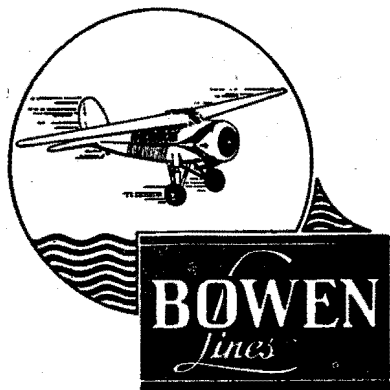
are still produced instead of franking adhesives.

It is interesting to note that the first labels of Czechoslovakia (1920) were sold at 10 hellers each, but later issues are given free on presentation of the mail correspondence. Between 1920 and 1925 there was no uniformity of design, inscription or coloring, each issuing country expressing its own individuality, as regards post office issues, as a result of the successive international Air Mail Conventions. In 1925 many leading countries began to use green paper, later changing to yellow, and then (in about 1930) to blue. Inscriptions, also, are now conforming to the uniform use of two languages, first the language of the issuing country and, beneath, the language of international postage transactions—French.

These facts, however, do not imply an uninteresting uniformity of appearance in the album for there are wide ranges of size, shade, perforation, etc., and the labels prepared by airway companies—which are of equal status aero-philatelically—are rich in variety of shape and color, including arrow and aeroplane cut-out designs.

In addition to adhesives for general use, special labels have appeared for special flights and, since 1931, for use solely on Zeppelin mails, and rocket mails, and (in Iceland) for the Balbo Squadron Flight mail.

Air Mail labels should be collected on the same basis as postage stamps,



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using plain loose-leaf albums and arranging in order of countries, alphabetically. There is plenty of scope for the individualist in hunting up and classifying shades, printing and perf. varieties, sheet numbers, etc. It is possible to "plate" some types, but unfortunately the best example for this purpose—the first Russian label, printed in black, on solferino paper—is so rare that few albums can include a single specimen.

It is still possible, given patience and energetic research, to form a complete collection, but the collector who specializes on a group only, as to period or country, usually branches out into two additional side-lines: unused and used covers which bear imprinted labels, and flown covers, not necessarily "first flights" that bear adhesive labels "tied" by the postmark or cachet to the cover. The latter are interesting as they prove the period and purpose of issue; but no one should be tempted to buy covers bearing labels of one country used in another unless the reason for use was more than a philatelic fancy.

It is safe to say that air label collecting on a sound basis is as attractive an investment as stamp collecting because labels are essential to any really comprehensive philatelic study of a country. This being so, at least two thousand of each are needed for collectors' albums—but of the majority of obsolete series, not more than from a few dozen to a few hundred exist, for until recently no one had thought of preserving them.

THE FIRST CATALOG OF AIR TRANSPORT LABELS

By Carl M. Becken, Publisher

A FEW MONTHS AGO the Standard Air Baggage Label Catalog, known as Martin's Air Transport Label Catalog, was first placed on sale. Many complimentary letters have been received since that time on the completeness of the book. Most collectors had no idea that so many varieties of these beautiful labels exist.

I published the catalog because of my interest in aviation. The story goes back to 1911 when I attended the World's Greatest Aviation Meet in Grant Park, Chicago. Even before and ever since I have been fascinated by flight. Man dreamed for ages to outwit the forces of gravity. Fin-

ally this dream is a reality and today we live in an aerial age. He who has lived to see aviation grow from its beginning is indeed fortunate.

So the years have brought air transport systems, with networks covering the world. These airlines have issued labels in many shapes and sizes for use on the baggage of their passengers.

Symbolic of the modern way to travel, many of the recent labels are dashing works of art. A baggage label, when you travel by air, is your cachet of appreciation of the best in transportation, and a finishing touch to your luggage.

Several years ago, during my collecting activities of aviation items, I started to receive labels from European dealers in approval selections. I was attracted immediately and have ever since gathered these little emblems of the ships of the air. Now thousands of airmail collectors and aviation enthusiasts are thrilled by building collections of these labels. Realizing the need of a catalog as a guide for this hobby, I delegated Mr. S. F. Martin of New York City as editor of the catalog. He has studied the airlines and their labels for years, traveled foreign countries to obtain much of the valuable historical data contained in the catalog.

Mr. Martin, with the kind assistance of several other collectors, compiled all available information and today we have the first catalog ever published in history of air transport labels. The catalog has sold in greater numbers in foreign countries than the U. S. A. to this date. Interesting to note is the fact that I have exhibited my air label collection and stamp collections, and in most instances the looker was more interested in the air labels than the postage stamps.

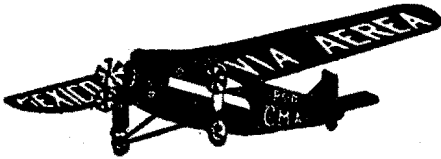
COMPLAINTS RECORDED ON RECENT ZEPPELIN FLIGHT MAIL

Several complaints have been recorded on the manner in which Zeppelin mail for the recent Century of Progress flight was handled. In seventy per cent. of the cases thus far noted, Zeppelin stamps were carelessly applied to collectors' mail at the New York City post office. Aside from the fifty cent stamps being applied in uneven positions, many were either insufficiently moistened or left overhanging the edge of the envelope, causing them to be damaged and of little philatelic worth. We would appreciate further information if this condition was at all general.

A complaint from another collector states that all his covers routed to Pernambuco were backstamped Rio. It is also charged that not one of his covers dispatched from Pernambuco was given a complete cachet, even though they were sufficiently stuffed. Other quite numerous errors and discrepancies have also been noted.

Government and private organizations sponsoring events of this nature are certainly expected to give the collector a fair return for his expenditure. Plans for as widely an advertised flight as this should have been more carefully made and executed. It is not too much to ask that government and company officials concerned carefully investigate these complaints to prevent a recurrence.

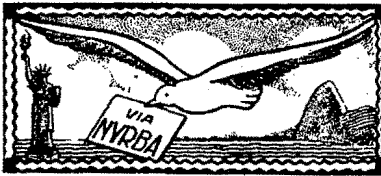
AERO ETIQUETTES



PRIN AVION

برید جوی
AIR MAIL

Correo Aéreo



PER VIA AEREA
PAR AVION
Via Brindisi Aero Espresso Ital.

Par Avion
VIA AIR-ORIENT

PAR AVION
飛行郵便



ВОЗДУШНАЯ
ПОЧТА
Par avion

Labels issued by various Governments and Air
Lines for use on Air Mail

AN 'ABL' CHECK LIST

BY G. H. FAY

541 Highland Ave., Upper Monclair, N.J.

MANY OF THE COMPANIES now carrying our air mail, originally started in business by taking passengers for short sight-seeing flights, and later developed a transportation service. Several companies retained their original identity, while others merged into the dozen or so large lines of today, which offer a combined service for mail, passengers and express. Air transportation today is accepted as being comparatively safe and the public is rapidly becoming more air-minded. During the past few years the cost of transportation has been cut down, and the lines have advertised more, with the result that the passenger traffic has increased considerably..

As one means of advertising, various aeronautical lines have issued AIR BAGGAGE LABELS to be affixed to passengers' luggage carried by air, the labels resembling those used by steamship lines. Some companies used several designs, while others retained the original design, but had several printings made as their supplies diminished, and the different printings are distinguished by the variety of shades. Usually the total issue was rather small, and after mergers, or when lines went out of business, the remaining labels were generally destroyed and lost to collectors, which accounts for the relative scarcity of many of them.

In aerophilately, one endeavors to show pictorially by the use of air mail stamps, flown covers, and other data, the history and development of air mail service throughout the world. If one reads the history of the various lines that have issued labels, it is possible to obtain considerable information concerning the official government air mail routes, and for that reason, the collecting of AIR BAGGAGE LABELS may be considered an affiliate of aerophilately, if only a minor one.

Check lists are subject to corrections and additions. This is especially true when one endeavors to compile data of an affiliate of aerophilately that is rather new. Then again, many aeronautical companies that were active ten years or more ago have ceased business or have merged with other companies and operate

under a new name, so that data is difficult to obtain. Labels are known to have been issued by the following lines, which are listed alphabetically; domestic lines by companies, and foreign lines by countries:

DOMESTIC LINES: Alaska, Washington Airways, American Airways, Boeing System, Bowen Air Lines, Braniff Airways, Century Air Line, Century Pacific Lines, Colonial Airways, Curtiss Flying Service, Curtiss-Wright Flying Service, Dixie Flying Service Inc., Easter Air Transport, Embry-Riddle Co., Ford Motor Co. (apparently freight labels), Gilpin Air Lines, Gorst Air Transport, Hunter Airways, Domestic Airlines, Kohler Aviation Corp., Ludington Line, Maine Air Transport Co., Martz Air Lines, National Air Transport, National Parks Airways, New York Airways, New York, Rio & Buenos Aires Line Inc. (NYRBA), Northwest Airways, Pacific Air Transport, Pan American Airways, Pan American-Grace Airways, Pennsylvania Air Lines, Robertson Aircraft Corp., Southwest Air Fast Express, Stout Air Lines, Thompson Aeronautical Corp., Transamerican Airlines Corp., Transcontinental Air Transport, Transcontinental & Western Air, United Air Lines, United States Airways, Universal Air Lines, Varney Air Lines, Western Air Express, Wilmington-Catalina Air Line, Wyoming Air Service, Inc.

FOREIGN LINES: Australia—Australian Aerial Services Ltd., Guinea Airways Ltd., Queensland & Northern Territory Aerial Services Ltd., Western Australia Airways. Austri—Oesterreichischen Luftverkehrs A. G., Belgium. Societe Anonyme Belge d'Exploitation de la Navigation Aerienn (SABENA); Bolivi, Lloyd Aereo Boliviano; Canada, Canadian Airways Ltd (possibly for letters only), Canadian Colonial Airways China, China National Aviation Corp.; Colombi., S.C.A.D.T.A.; Cuba, Compania Nacional Cubana de Aviacion Curtiss S.A.; Czechoslovakia, Ceskoslovenske Statni Aeroline (CSL), Ceskoslovenska Letecka Spolcnost; Denmark, Det Danske Luftfartsselskab; Finland, Aero O.Y.; France, Compagnie Generale Aeropostale, Compagnie Internationale de Navigation Aerienn (CIDNA), Compagnie Air Union, Compagnie Air Orient, Societe Generale de Transports Aerien (FARMAN LINES), Compagnie Aerienn Francaise; Germanv. Deutsche Luft Hansa, Deutsche Verkehrsflug, Graf Zeppelin; Great Britain, Imperial Airways Ltd., Personal



THERE IS AN APPEALING ATTRACTIVENESS IN "ABLS"

Flying Service Ltd. (possibly for packages only); Hawaiian Islands, Inter-Island Airways Ltd.; Hungary, Magyar Legiforgalmi Reszvenytarsasag; Italy, Societa Anonima Aero Espresso Italiana, Societa Anonima Avio Linee Italiana (ALI), Societa Aerea Mediterranea (SAM), Societa Italiana Servizi Aerei (SISA), Societa Anonima Navigazione Aerea (SANA); Mexico, Compania Mexicana de Aviacion S.A.; Netherlands, Koninklijke Luchtvaart Maatschappij (K.

L.M. or ROYAL DUTCH); Norway, Norske Lufttraer A.S.; Persia, Junkers Luftverkehr Persien; South Africa, Union Airways Ltd.; South West Africa, South West African Airways; Spain, Concessionaria de Lineas Aereas Subvencionadas (CLASSA); Sweden, A.B. Aerotransport (SWEDISH AIR LINE); Switzerland, Societe Anonyme Suisse pour la Navigation Aerienne (SWISS AIR); Yugoslavia, Drustvo Vazdusni Saobracaj (AEROPUT).

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.

HAPPY NEW YEAR TO ALL. May 1934 be the best yet for every reader. May it bring fewer and better (not rarer) covers, and may every collection afford its owner the maximum of pleasure—Orlando, Fla., will have cachet in early January for the Col. Henry Doherty Air Derby. Covers to A. H. Baker, Box 1266—Westchester, N. Y., airport is being planned and may happen on short notice, so Milton Ehrlich, 147 Lefferts Ave., Kew Gardens, L. I., kindly offers to hold covers for it....H. H. Hudson writes no dedications in prospect at Raton, N. M., Santa Fe, N. M., of Provo, Utah....Don't forget to keep some covers for west coast events in the hands of M. F. McCamley, 5526 Delaware Ave., Portland, Ore.; J. D. Long, 3326 Fulton St., San Francisco, Calif.; Jas. W. Green, 203 No. 4th St., San Jose, Calif....I have just recently had the pleasure of a visit from the well known philatelic editor of the New York American, Mr. Eugene Pollock, a long time friend, who was here in the interest of the National Exhibition to be held in February; also the pleasure of an evening visit from the well known collector, Mr. Paul H. Wunder of New Orleans....Coming events are few just now.

RECENT DEDICATIONS: Gueydan, La. airport, owned by Bernard Isaacks and Melchior Campbell was dedicated on Nov. 5th in the presence of 2,000 people. 783 air covers mailed without any markings....My personal thanks to Miss Lavina H. Wing of photos of the Armonk, N.Y. airport and vicinity....What reader can give me name of party that applied the mimeographed cachet for the dedication at Bradford, Pa., July

1929? Can some reader give me Mr. Ernest Smalley's address? Who knows the name and address of the former Secretary of the Ozone Park Sunrise Airport?...Tampa, Fla. dedicated the International Airport on Dec. 3rd and square map cachet by the C. of C. was applied to 825 air mail and 65 ordinary covers. The bottom of the cachet represents cigars, Tampa's principal industry, the cachet being designed by Mr. McConnell's son.... Boulder City, Nev. covers received with C. of C. cachet for airport opening. Cachet not dated; covers postmarked Dec. 10th. Definite data next issue:

OTHER AERO COVERS: The 4th anniversary of Dr. J. D. Brock's daily flying was celebrated by four-state tour, and brought some nice covers. Cachet showing map of the tour was applied in blue and carried on the tour. Rex Copp writes that these were mailed at Topeka (80), Lincoln (67), Des Moines (72) with an over-night stop. 330 mailed at Kansas City, pmkd 16th. Topeka Stamp club had another cachet applied to 98 covers mailed from there of which 14 were flown on remainder of trip and pmkd. at K.C. A.M.F., 16th, A different one by "Aero News" at Lincoln was applied to 57 covers, of which 14 were also carried to and mailed at K.C. A still different one was applied at Des Moines on 31 covers....Jas. W. Green reports on covers with cachets sponsored by Sunnyvale C. of C. Welcome to U.S.S. Macon, cachet in blue on 491 air covers pmkd. Sunnyvale and on 211 in green, pmkd. at Moffett Field. Navy Day, one line from Moffett Field on Oct. 26th on 34 covers from Moffett Field. First flight from Sunnyvale of U.S.S. Macon on Oct. 26 in purple on four pmkd. Moffett Field and on 65 pmkd. Sunnyvale. In Fleet Manuevers of U. S. S. Macon Nov. 13-16, 25 air and one ordinary mailed from Arlight, Calif., nearest P.O. to Point

Arguello, where maneuvers were held; also applied on 32 air and 8 ordinary mailed from ships taking place in the maneuvers, and on 23 air and 8 ordinary mailed from Commanders Ship....John D. Long reports U.S.S. Macon covers with cachet of San Francisco, Jr. C. of C. Arrival at Moffett Field, Oct. 15th, 2452 covers; also Oct. 26th (no cachet) for first flight from new home, and Oct. 28th (no cachet) for return from this first trip. These last two are ones mentioned last month, extent unknown. Not very many mailed....Covers for Macon events may be sent to J. A. Matthews, Postmaster, Moffett Field, Calif., also....David Rosenthal reports Miami Philatelic Society cachet applied in honor of Graf Zeppelin to 1200 air covers at time of arrival; to 1084 air covers about one hour before time of departure; also on 230 covers flown on the Graf in addition to P.O.D. cachet....In this connection Sidney L. Dean of Kensington, Conn. writes that he has a cover mailed at Miami on Oct. 23, franked with only a three cent stamp, bearing a cachet showing a map of entire trip. BUT, it also bears the P.O.D. cachet used for covers flown on the Graf, and is backstamped at Chicago, Oct. 26, 10 A.M., as are the officially flown ones, although addressed to Connecticut....M. F. McCamley makes us very grateful for news articles and portions of plane that crashed near Portland on the night of Nov. 9th.

Fred Sanders sends clippings indicating Governors Island being proposed for an airport, while Milton Ehrlich sends one indicating attempts being made to secure the Holmes Airport on Long Island for a Blue Eagle Park....W. T. Wynn, Jr. submits a previously unrecorded cover, postmarked at San Jacinto, Calif, Sept. 17, 1929, with a square magenta cachet. Accompanying it is a card from the Sec. of C. of C. saying they "did officially dedicate a Municipal Airport" on that date and that it was named Harmon Field, now discontinued by city, but used by planes as landing field....C. of C. at Cohoes, N. Y. writes that the covers with their stamp pmkd. Mar. 13, 1933, were mailed in error, as

(Continued on Page 17)

C. A. M. S.

By CHARLES G. RIESS

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

DICKINSON, North Dakota was embraced as a stop on A.M. 9, on October 21, 1933. First westward dispatch consisted of 27 lbs., 12 ozs., and the first eastward dispatch of 106 lbs., 8 ozs. W. R. Bullock was the first flight westward pilot and W. A. Straith, the first flight eastward pilot. Postmaster at Dickinson is W. H. Lenneville. Dickinson applied an official P.O. Dept. cachet in green to all first flight covers dispatched from that point. The cachet consisted of a solid outline of the state of North Dakota over which is a pair of wings attached to a globe, and in addition is suitably inscribed as to the first flight.

In connection with the addition of Dickinson incomplete data given in the daily postal bulletin regarding this addition also gave information which left the impression on collectors that Mandan dispatched directly westward for the first time over A. M. 9 on October 21, 1933. This is not true as Mandan has dispatched westward to A. M. 9 ever since the route had been extended westward to Billings on March 2, 1933. Mandan and Bismarck still dispatch and receive air mail through the same airport as they did on March 2, 1933 and, therefore, the real first flight westward dispatched covers from Mandan are those of March 2nd. Covers sent from Mandan to Dickinson on October 21, 1933 are Dickinson received covers of addition from the east but are NOT Mandan first flight westward dispatched covers. Mandan dispatched exactly 10 lbs. of airmail westward via the first flight from that point on March 2, 1933. The first flight westward pilot from Mandan was F. E. Kelch and the Postmaster at Mandan is A.

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B. Welch. No official cachet was furnished Mandan for use on March 2nd, 1933, although an unofficial rectangular cachet was applied to first flight westward-dispatched Mandan covers. The editor of this column takes this means of expressing his appreciation for the splendid co-operation given by Postmaster A. B. Welch of Mandan in connection with details concerning first flights over A. M. 9.

On November 11, 1933 Las Vegas, New Mexico, a town with a population of approximately 3,000 people, was embraced as an intermediate stop to A. M. 12. First southward dispatch consisted of 34 lbs., 8 ozs., and the first northward dispatch of 97 pounds. L. R. McGehee was the first flight southward pilot and Lee L. Willey the first flight northward pilot. Acting Postmaster at Las Vegas was Jose Garcia. Las Vegas applied an official P. O. Dept. cachet in green to all first flight covers dispatched from that point. The cachet used is illustrated at the top of page 16 in the December issue of this Journal.

On November 11, 1933, Elk City, Oklahoma was embraced as an intermediate stop on A. M. 34, between Oklahoma City and Amarillo. First westward dispatch consisted of 26 $\frac{3}{4}$ lbs. and the first eastward dispatch of 101 lbs. George C. Brill was the first flight westward pilot and F. D. Wade the first flight eastward pilot. Postmaster at Elk City is E. C. Willison. Elk City applied an official P. O. Department cachet in purple to all first flight covers dispatched as well as to the face of some covers received via the first flights into that point. Cachet used is illustrated at the bottom of page 16 in the December issue of this Journal.

Meridian, Mississippi was embraced as an intermediate stop on A. M. 33 on November 18, 1933. On account of bad weather the first eastward flight scheduled for November 18th was cancelled. November 19th being Sunday, with no flights scheduled from Meridian on Sunday, the first actual eastward flight was not made until November 20th. The first westward dispatch consisted of 76 pounds. The first eastward dispatch consisting of 96 pounds, which included all collectors' mail was trained out of Meridian the morning of November 19th. Such covers, while properly cancelled and bearing the official first flight cachet, are not first flight eastward-dispatched covers. The mail intended for the first eastward flight was not held over to November 20th for the reason that such mail included business mail. Covers dispatched on the first actual eastward flight from Meridian are cancelled November 20th and do not bear the official first flight cachet. It is unofficially reported that upwards of 25 philatelic covers

were dispatched via the first eastward flight on the 20th. There was no flight into Meridian from the east until November 20th. However, covers from Birmingham were held over and actually flown into Meridian. Charles Goldtrap was the first flight westward pilot. Allan McCants is postmaster at Meridian. Meridian applied an official P. O. Dept. cachet in magenta to all air mail covers cancelled at that office on November 18th. The cachet used is illustrated on the cover of the December issue of this Journal. Additional information on first flight of the 20th next month.

Additional information at hand relative to the addition of Moline to A. M. 18, reveals that all collectors' covers intended for the first flight into Moline from the west were not trained in as previously stated in this column. At Omaha air mail field, collectors' covers that could be so identified were removed from the mail pouch when last minute notice was received at that point that the first scheduled flight into Moline was to be cancelled. Covers removed from this pouch were held over for the first actual flight into Moline on the following day, Sept. 16th, while the pouch itself was trained into Moline. This explains why some covers were flown in by the first actual flight and others trained into Moline. All covers were backstamped at Moline. Covers backstamped Moline 9/16/33, 8:30 P.M. or later the same day were actually flown into Moline, while covers backstamped the morning or afternoon of the 16th were trained into Moline. Collectors' covers at Des Moines apparently were held for the first actual flight as such covers have been seen with the proper Moline backstamp. It is reported that Iowa City also held some collectors' covers for the first actual flight but failed to hold special delivery covers which apparently were trained to Moline.

Word received from Hon. S. A. Cislser advises that the P. O. Department is not considering any further extension of A.M. 9 beyond Billings for the present, or in the near future.

Unofficial reports received indicate that an airmail route is being planned from Washington to Cincinnati via Charleston, W. Va., with the possible extension from Cincinnati to St. Louis via Louisville and that this new route is to be a part of A. M. 11.

Another unofficial report states that Pendleton, Oregon is to be embraced as a stop on A. M. 5 in the near future. This addition if made, calls for the possible dropping of Pasco from A. M. 5 and a spur route to operate from Pendleton to Spokane instead of from Pasco to Spokane.

CENTRAL AMERICAN Air Baggage Labels

—Lists Exchanged—

George Wehlau, Jr.
Oakford, Pennsylvania

Order a loose-leaf binder for preserving your copies of the Airpost Journal, now. The price will be raised as soon as the first limited supply is exhausted. Send \$2.00 now and receive a first class binder, with space for two years of the Airpost Journal and two A.A.M.S. Directories. (This is the most reasonable price that a quality binder of this type has ever retailed at.)

Erik Hildesheim Reviews Two Label Catalogues



THE REVIEWER frankly admits that he never could be counted one of those collectors enchanted by airport dedications. The chief objection to their status as airmail proper and the main issue in the controversy aroused by them was the persistency displayed by their exponents in claiming them to be part of the family, where many items obviously had no claim to be termed airmail, never having been flown. The right to collect according to individual inclinations was never challenged.

The enthusiasts for air line baggage labels may have taken the lesson from past controversies to heart, or even if it is only an accident, it is noteworthy that

class of collectors means the emerging from the embryo stage where exchanges are effected on the item for item basis. The fixing of prices as a guide to relative values is always a hard and ungrateful job and foremost so the first time. Added to these troubles of the cataloguer are in this specific the effects of the sudden demand for obsolete labels which is apt to bring large stocks on the market after having remained dormant for a long time with some airline pilot. The result is of course then that the previous valuation, based on the hitherto known available supply, no longer holds good. Such incidents have already happened and are bound to continue to occur for some time to come, yet the extensive work preceding the compilation of the first listing is manifest. It comprises some 300 items and wherever possible the number of copies printed of each variety has been ascertained from the air lines. There is no doubt about the knowledge possessed and displayed by the compiler of the list, Mr. S. F. Martin, better known to the older generation of the airmail fraternity as George Zimmerman. He is a pioneer in this field.

The errors are few, and by the time that a new edition appears, conditions may have stabilized sufficient to warrant a listing by numbers. This should greatly simplify trading among collectors and in ordering from dealers. Meanwhile the Becken-Martin publication as the first in the field, is an indispensable help to all air label collectors and of interest to those going in for C. and F.A.M.'s and first flights as they no doubt will wish to embellish their collections with labels of the respective lines.

(Continued on Page 22)



the sponsors of the new "fad" have benefited from their modesty in claiming recognition as part of the air mail family. Good will has been created by abstaining from flying false colors as the attractiveness of the labels are generally and willingly conceded. Many of the foreign ones are, in fact, very artistic.

Whether the activities of collecting air baggage labels will be established on a permanent basis depends upon what the champions of the new cause make of their own opportunities. There is no denying that the labels enjoy a brisk following at present and most collectors are probably satisfied with the pleasure and knowledge of the history of commercial aviation which they derive from their pastime.

Conceded that the hobby has got off to a good start, the most constructive step is no doubt the appearance of the first specialized catalogue, sponsored by that staunch aviation and airmail enthusiast, Carl M. Becken, of Minneapolis. He is, incidentally, one of the founder members of the American Air Mail Society and still as active as when he joined the ranks as No. 29. A catalogue catering to a certain



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Managing Editor

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THIS MONTH

AIR label collecting is the theme of this issue of The Journal, which is the first of a series of special numbers to be published during 1934. We hope you like this, and forthcoming editions.

Mark C. Emsley, 2192 Brown Road, Lakewood, Ohio, for several years a leading air baggage label collector, assisted in gathering a majority of the feature articles in this issue. We extend our thanks to Mark, and all others who have co-operated in the publication of this special number. Our appreciation to Carl M. Becken, publisher of the Standard Air Baggage Label Catalog, for use of air baggage label cuts appearing on cover page, pages 3, 18 and 19. We also wish to thank Messrs. Holcomb York, F. W. Kessler and Erik Hildeheim for their co-operation.



Mark C. Emsley

NEXT MONTH we will present the second of our special issues for 1934: the Air Mail Stamp Number. Alton J. Blank, our able airpost stamp editor, will assist in gathering and producing the material for this feature issue. If you have appropriate features, illustrations or other data, we shall appreciate you co-operation by getting in touch with either Mr. Blank or the publication office.

NATIONAL STAMP EXHIBITION OF 1934

The National Stamp Exhibition of 1934, which is scheduled to be held in the RCA Building, Rockefeller Center, New York City from February 10 to 18, will be the largest and finest of its kind since the International Exhibition of 1926. All the leading philatelic societies have endorsed the show, which promises to present a display of philatelic items worth many millions of dollars. The exhibition is being sponsored by the New York American.

AAMS President L. B. Gatchell has been honored by being named a member of the board of judges, which is made up of nine of the country's outstanding philatelists.

Section E of the classification of the exhibition is allotted to Airmail and is divided into the following groups: 1. Airmail Stamps, Government issues. 2. Pioneer and Experimental Flight Covers. 3. Trans-Oceanic Flight Covers. 4. U. S. First Flight, C.A.M., F.A.M. Covers. 5. First Flight Foreign Covers. 6. Balloon, Pigeon, War or Emergency Flight Covers. 7. Zeppelin Mail Covers. 8. Historical, Crash, Catapult, Airport Dedication or similar covers. 9. Any issue or group specialized. 10. Any issue or group not otherwise classified.

Collectors residing in the vicinity of New York, or those who contemplate a visit there during the term of the exhibition, will undoubtedly be well repaid in making a visit to this very creditable philatelic display.

TO THE MEMERS OF THE AMERICAN
AIR MAIL SOCIETY AND TO
EVERY READER OF THE
AIRPOST JOURNAL

Bronxville, N. Y., January 1, 1934

Mr. George D. Kingdom, who has been the Editor of The Airpost Journal since the first issue under the auspices of the American Air Mail Society, has found it increasingly difficult to give valuable time from his law practice and many other private enterprises to the exacting task of editing The Journal each month. He has therefore reluctantly and only after much consideration, requested the writer to relieve him from this assignment. I have consented to do so only after a careful analysis of Mr. Kingdom's dilemma as the officers were extremely reluctant to permit the loss of Mr. Kingdom's leadership if it were possible for him to continue.

Just at this time, even greater demands upon Mr. Kingdom's time are about to be made and it seems only proper that the Society's affairs should defer to those private considerations which of necessity must take precedence over anything else.

It is not necessary for me to pay tribute to Mr. Kingdom's unflinching enterprise and ability in the difficult task of piloting The Journal through many troublous times. He has worked tirelessly and loyally for the interests of the hobby and of the Society. Accomplishment is its own reward and while Mr. Kingdom will no longer actively direct the affairs of The Journal, he has assured your officers that he will continue to contribute to its columns as occasion may arise.

My regret in making this announcement is tempered, however, by the distinct pleasure of announcing that Mr. Kingdom's duties will be taken over by and combined with those of the present Business Manager, Mr. Walter J. Conrath, of Albion, Pa., who will hereafter be known as Managing Editor. While Mr. Conrath has, through choice, remained much in the background in connection with Journal affairs, it is well known to many that credit for its present success is due in equal measure to him as well as to Mr. Kingdom and others associated actively with The Journal. Mr. Conrath is splendidly equipped, not only with enthusiasm and energy of the untiring kind, but with a practical training background in journalism and business administration. The Journal is fortunate to secure a man of this character to fill the vacancy made by Mr. Kingdom. May I bespeak the continued co-operation of every member and reader?

Sincerely,

L. B. GATCHELL, President.

Cooperate with The Airpost Journal by mailing us the name of a collector friend who might like to receive a sample copy of the magazine.



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

NOTES OF INTEREST

FIRST, let me wish every reader a very Merry Christmas & Happy New Year even if late. May your collections increase in size and value during the coming year.

Wow, yea, and two wows. The Government has just announced that Coppermine is to have SOME service. The first flight will be made in January, and the second in July. Six months between flights. Can any air service beat that, if so, let's know where it is. Of course the agreement is that when planes are flying there they will carry mail also, but the regular service is once every six months.

And now for some sad news. Due to planes not being able to land at Sioux Lookout on Dec. 4th, mail from Red Lake and Gold Pines was flown to Lac du Bonnet. Also the return mail was flown from the same place to Gold Pines and Red Lake. Your editor is the proud possessor of a cover from Red Lake. As all the mail was commercial, very few will ever see any of these covers.

And another sad item. On Dec. 7th, a new mail service was started from The Pas to God's Lake and Island Lake. Return trip made the same date. All mail was commercial and as there is no Post Offices at these places, except The Pas, no opportunity was given to collectors to get in on this flight. Another blank space in the old album.

Another little bit of news. Did you read carefully the Government notice of the flight between Seven Islands and Natashquan, etc. Notice the omissions. Covers will be flown between Natashquan-Port Menier and return and we bet few will be flown. Another good item missed, even if they have no cachet. Later news will be given of how many were carried, and one can bet few were.

Still another new flight! Early in December the service to Seven Islands was scheduled to be extended to Havre St. Pierre and Natashquan. Also a spur route from Havre St. Pierre to Port Menier. For many readers we are listing the complete first flights on this route, of which it is doubtful if a complete set, or rather sets, exist.

On December 25th, 1927, the first flight was made from La Malbaie to Bersimis-Pointe aux Outardes-Franklin-Godbout-Trinity-Pentecost-Shelter Bay-Clarke City-Seven Islands. Due to landing difficulties, mail was dropped at several points, in fact

at almost all points, as the plane reached Seven Islands about 2:30 P.M., 753 pounds of mail matter was carried, of which nearly all amounted to newspapers and parcels.

On Dec. 27th, 1927 the return trip was made and arrival at La Malbaie was at 3:00 P. M. The contract for this route was awarded to the Canadian Transcontinental Airways, Ltd. on Dec. 15th, distance 345 miles, and two trips per week were to be made for four years. On Feb. 8th, 1928, the first flight was made, La Malbaie-Port Menier. 511 pounds of mail were carried, again being mostly parcel post. The pilot being Ramon Vachon. The return trip was made in the afternoon with 92 pounds of mail, mostly parcel post. Due to the late hour of arrival all mail was backstamped A. M. on the 9th. The distance is 120 miles, the same company received this contract as flew the Seven Islands route, contract being signed same date, and time to run, four years. Two round trips were to be made each month.

During the summer, mail service is by steamers from Montreal and Quebec, sailing about an average of once each week. The need for this plane service was very great as in the winter, dog teams took a long time to cover the above mentioned routes.

The next winter the base was changed from LaMalbie to Quebec with first flight on the Seven Islands route being made Dec. 22nd, 1928. The same pilot Ramon Vachon who flew to Port Menier the previous year, took out the first mail. Port Menier flight was also made from Quebec on Feb. 9th with Pilot Duke Schiller.

During 1927-28 planes carried 23,585 pounds of mail. The winter of 1928-29, 33,678; 1929-30 was 31,135; 1930-31 was 23,205 pounds. My files do not contain last winter's figures.

On looking over the map, one will find that all points mentioned are on the North side of the St. Lawrence River, except Port Menier, which is situated on Anticosti Island. It is difficult to find maps which show the points mentioned in this article. Natashquan will be found spelled Natashkewan on most maps, while Havre St. Pierre will likely not be seen at all. The population of this latter point is around 200, with Natashquan much less. The district served by planes has 7 lumber pulp mills, 2 large fishing companies and four posts of the Hudsons Bay Co. From that we can conclude the industry is mostly lumbering, pulp making, fishing and of course, mining.

Possibly many readers desire information to place with their covers on many Canadian flights. My file is at your disposal at all times, and if you will write, sending 3c postage, either Canadian or United

States, am always ready to send every possible bit of information on any flight. My file on Canadian airmails, Government and Semi-Official, is a huge one, containing hundreds of references from various sources, and over 7,000 letters in connection with the airmail services. Unfortunately cannot promise immediate reply, but will let you have information in my possession as soon as possible.

Here is a little more information on past flights, which will probably be of interest to many. The Canadian Government during 1932 made an experimental trip to Great Bear Lake (now known as Cameron Bay). About 50 covers were carried, postmarked Fort McMurray June 18, 1932. Fort Resolution, June 20; Rae, June 20; backstamped Rae, June 22; Fort Resolution, June 22; Fort McMurray, June 22. As there was, at that time, no Post office at Great Bear Lake, the marking there is a rubber stamp, in five lines, red, as follows: "Murphy Services-Store, Restaurant-Transportation-Postal Facilities-Great Bear Lake, N.W.T.", which was placed thereon by Murphy's Store. The covers are signed by the Postmasters at Rae, Echo Bay, Fort Resolution, Fort McMurray, as well as Major R. W. Hale, the Postal Superintendent at Edmonton and C. H. Dickins, pilot. A well signed cover.

Experimental flight was also made to Coppermine in 1933. Covers amount to 50, and are postmarked Fort McMurray, Aug. 2, 1933. Cameron Bay, Aug. 5, 1933. Backstamped Fort McMurray, August 16th. There being no postmaster at Coppermine, it bears no cancellation of that point. However, it is signed by G. D. Murphy, P.M., Cameron Bay. J. Morris, Coppermine (probably who will be appointed the P.M. when service starts to there in January 1934) and R. W. Hale, Postal Supt.

THE LONDON INTERNATIONAL AIR POST EXHIBITION

The third International Air Post Exhibition will be held in the Royal Horticultural Hall, London, England, May 7th, to May 12, 1934. The exhibition is being held under the sponsorship of the Aero Philatelic Club of London, with the support of the Royal Philatelic Society.

An imposing list of officers, committees and commissioners has been announced, together with other details of this most important annual airport exhibit, in an attractive prospectus recently published by Mr. Fred J. Melville, Organizing Director.

Copies of the prospectus, entry forms and other information may be obtained from either Mr. Eugene Klein, 200 South 13th Street, Philadelphia, Pa., or Mr. Nicholas Sanabria, 17 East 42nd Street, New York City, both of whom have been appointed commissioners of the exhibition in the United States. The closing date for entries has been set at February 24th and interested collectors are advised to communicate with one of the representatives as soon as possible in order to be assured of proper classification.

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AIRS OF THE MONTH . . .

A Complete Chronicle of the Colorful and Interesting Recent Airpost Stamp Issues of all Nations of the World

By ALTON J. BLANK

All data on New Issues of Air Mail Stamps should be sent direct to Editor Alton J. Blank, 1850 Burnett Ave., East Cleveland, Ohio.

TWENTY-SIX STAMPS from New Caledonia in commemoration of the Paris-Noumea flight of April 1932, seems to be but the beginning of the fulfillment of the prophecy made last month of an impending storm of French colonial air mail issues.

The first triangular stamps from Netherlands and the Dutch Indies are in the form of commemoratives for the special flight from Amsterdam to Batavia made by the airmen Ayes and Geysendorfer in October.

And still no further word from the Post Office Department as to whether the United States will issue an air mail series.

DUTCH INDIES

Dark blue is the color of the 30c triangular stamp in the same design as the similar issue of the mother country. The only difference being the wording at the base—"Nederl-Inde" in place of "Nederland."

EGYPT

The annual Congress commemorative series this year is for the International Aero Congress which meets at Cairo. This five value set is NOT an air mail series but has aeronautical subjects, so may well be collected by the aerophilatelist. It will occupy a position similar to the Wright series of the U. S., or the North Pole set of Norway.

The 5 and 10 mms. will show a plane over a land-

scape and the 13 and 15 mms. will show a Dornier hydroplane in flight over the sea. The 20 mms. shows the Zeppelin in flight. The series was scheduled for release on the 20th of the month of December.

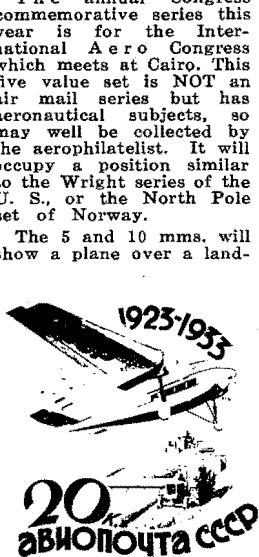
FRENCH GUIANA

An attractively executed set of eight values showing as a common design the capital city of Cayenne, comes from this French possession in the Western Hemisphere. Values are 50c, red brown; 1F, green; 1.50, blue; 2f, orange; 3f, black; 5f, purple; 10f, olive; and 20f, carmine. The frame consists of a plane between the words: "Poste Aeriennne", the value and "R. F. Guyane Francaise", and palms. The name of the city appears below the central vignette.

Hervault-Pt. and Le Guernigou-Sr. were the designers and engravers of the issue and the set was produced in Paris by H. V. (Helio-Vaugard), according to the inscriptions at the base and side of the stamps.

GERMANY

The Rocket Stamps mentioned some time ago consist of a 1 mark green, 1 mark black and a 3M surcharged on 1M black. They were used on mail carried by the rockets of the experimenter Zucker. Details as to the design are still lacking.



—Photo courtesy Soviet Philatelic Ass'n

THE AIRPOST JOURNAL

HAITI

Due to consumption of stock, two air mails are to be issued in the near future to replenish supplies. They are 50c and 1 g. denominations.

ITALY

There has just come to hand a copy of the 25L Balbo Flight issue without the overprint designating the name of the flyer who was to carry the mail with his ship. It is reported that but two sheets exist—20 stamps to the sheet makes 40 the total issue—and one is intact in a New York collector's hands. Evidently Scott's are incorrect in listing the 50L as being without the overprint.

LIECHTENSTEIN

The Austrian artist, Ludwig Herschalmir, is reported to be designing a set for this country. It will be remembered that the WIFA propaganda labels were a product of this Viennese. Such a series ought to be attractive if produced by this man.

MEXICO

The 50c. blue and red stamp of 1927 has appeared with the "Servicio Oficial" overprint in two lines.

NETHERLANDS

"Luchtpostzegel Voor Bijzonderevluchten" is the alphabet-like inscription around the sides of the triangular 30c. Prussian blue stamp just issued. The design shows a propeller and the front end of an airplane. A small posthorn completes the apex of the triangle in the design. This and its companion stamp comprise an innovation in the way of Dutch issues and add to the list of triangular airmails.

NEW CALEDONIA

A hydroplane and the words: "PARIS-NOUMEA Premiere liaison Aerienne 5 Avril 1932" comprises the surcharge on the current postage set of this colony. The stamps so overprinted are numbers 137-59 and 166-68.

Denominations and colors are: 1c blue and green; 2c green and brown; 4c blue-green and orange; 5c olive and blue-green; 10c red-brown and violet; 15c blue and light brown; 20c brown and sepia; and 25c brown and green all in the common design of boat and harbor.

30c deep green and light green; 35c violet and black, 40c olive and carmine; 45c orange and blue; 50c brown and violet; 70c brown and light purple; 75c olive and blue-green; 85c brown and green; and 90c pink and carmine, all showing a village as the main design.

If carmine and olive; 1f.25 green and red-brown; 1f.50 blue; 1f.75 red and blue; 2f brown and orange; 3f brown and violet; 5f brown and blue; 10f purple, brown and violet; and 20f brown and red on yellow, all bearing the design of two heads of early explorers.

The surcharge is in red on the 5c, 10c, 15c, 25c, 30c, 75c, 1f.50, and 5f and in black on the rest.

Twenty thousand sets were placed on sale from the first to the fifteenth of December and sold in complete sets only. It is only natural that of this number very few will see the brilliant tropical sun of the land in which they are supposed to be issued. So far there seems to be no logical reason for the issue. The flight took place in April 1932 and in December 1933 a set is issued. How come?

NICARAGUA

The two questions asked last month have been answered very adequately. The first, pertaining to the imperforate Raza set is in the affirmative. The 2, 6, 8, 15, 20, and 1C are known imperforate. Also the red overprint on the stamps listed last month are sercepticiously issued stamps and are **BOGUS**.

TURKEY

Word comes from the Post Office authorities in Ankara that a permanent series is in preparation. The set will show local scenes of the country with planes in flight. Values and colors have not yet been decided. Meanwhile a provisional set will be issued. The current stamps will be surcharged with an airplane device. The set will consist of 7.50 kurus on 7.50; 12.50 on 15.00; 20 on 25; 25 on 25; and 40 on 40 kurus. Meanwhile another value of the semi-official series has just appeared in the design of the last issue of that country but with the denomination at the base in English letters.

URUGUAY

Denominations of the set promised for the early part of this year are: 22, 37, 43, 47, 52, 57, 61, 62, 67, 87, 1.07, 1.12, 1.27, 1.57, 1.62, 2.12, 2.70, 3.20, 3.70, 4.20, 4.78, 5.28, 7.86, and 10.44 pesos.

UNION OF SOCIALIST SOVIET REPUBLICS

There were issued 100,000 each of the 5k blue and 10k carmine and 300,000 of the 20k violet of the stratosphere set.

Word from Moscow states that the 10th anniversary of the inauguration of civil aviation set will be issued the first of the year of 1934 (illustrated). One wonders if the "1923-1933" dates will be changed.

Cooperators for this month consist of L. Hummel, M. J. Harris, P. J. Drossos, Unione Filatelica Nazionale, A. Huber, E. Hammer, and the Home of the Postage Stamp.

A. A. M. S. MEMBERS

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1934

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THE AIRPOST JOURNAL

ALBION.

Penn'a

DEDICATIONS & UNOFFICIALS

(Continued from Page 9)

there was no dedication then or any other time....Having read in two other publications that Rockland, Maine did not dedicate airport on date generally supposed, an inquiry brings letter from Mr. Lenore W. Benner, who was then and is now, Sec. of C. of C., that the Curtiss Wright Flying Field there was formally opened on Oct. 11, 12, and 13, 1930, and that he mailed the covers now in many collectors' hands on those dates....Walsh, Colo., verified at two sources, dedication being Nov. 11, 1930, and about 30 covers mailed without cachet....When information is specifically asked for in this column, it means that inquiry at the source has failed to elicit same.

Sincere thanks are extended to the following for news items, and for covers where indicated by numbers: C. E. Aberts, Leon Berman, C. E. Carlson, Rex O. Copp, Frank A. Costanzo, Dr. F. W. Davis, Sidney L. Dean, Milton Ehrlich, F. W. Gaines (1), J. J. Goldish, Jas W. Green (2), Chas. H. Haas, H. H. Hudson, C. A. Hunter, Gus Lancaster, John D. Long, M. F. McCamley, Leland Metzgar, Hervey Reese, David Rosenthal, E. Saulsbury (1), Fred Sanders, J. W. Stoutzenberg, Steel City Cachet Club, J. E. Vining, Ken Tallmadge, Emil A. Thurman, Miss Lavina Horton Wing, Paul H. Wunder, W. T. Wynn Jr. (1), and Cromwell Zembower.

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.

AKLAND. Aiglon Stamp Club here used a cachet on airmail covers for the 15th anniversary of the last day of the 94th air squadron activities, Nov. 10. Cachet in red, showing the Rickenbacker squadron insignia "Hat in ring", with planes and "sausages", Rickenbacker's favorite form of destructive amusement during the days of the war.

PROVO, UTAH. Harry Sweet reports no airport here to dedicate, nor any to be built in the near future.

POINT ARGUELLO. During fleet manoeuvres off the coast and with all navy dirigibles participating, covers were mailed to commemorate the event. Cachet on all reads—"In Fleet Manoeuvres—U.S.S. Macon—Point Arguello, Nov. 13-16. 25 airmail and one ordinary mail covers cacheted in purple and green, mailed from Arlight, Calif., nearest P.O. to the location of the manoeuvres. 32 airmail and 8 ordinary mail covers, in green, mailed from commander's ship, of the "Brown Division". 23 airmail and 3 ordinary mail covers, in purple, mailed from commander's ship, "Blue Division." Jas. W. Green, who handled these, reports he had no assurance that covers would be mailed on correct dates, but hoped for the best. He will handle covers relating to the U. S. S. Macon, and sponsored by the Sunnyvale C. of C.

PORTLAND. On Nov. 10, the southbound plane of the United Airlines, A.M. 8, crashed near here and the plane and mail were entirely destroyed by fire. Al Davis, pilot, and three others were killed. Four others were also injured, but not seriously. Since this time, very bad weather in the

(Continued on Page 21)

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OHIO



AIR LABEL COLLECTIONS

Reviews of Several of the Outstanding Air Label Collections Written Especially for This Issue of the Airpost Journal by the Respective Owners

A PIONEER AIR BAGGAGE LABEL COLLECTION BY S. F. MARTIN

360 W. 51st St., New York City

THE HOBBY of collecting air-baggage labels is a comparatively young one. As far as is known, the first collection was started in 1926. This collection now numbers 516 labels, and belongs to the writer; has anyone else a larger one? Some of these are real pioneers—Springfield Aviation, Robertson Aircraft, Curtis-Wright S. A. T., Maddux, Embry-Riddle, and S. A. F. E., among the U. S., the first Imperial Airways, and Handley-Page, among the foreign. I think my favorite is an early type Graf-Zeppelin sticker. This was actually carried on the Graf in the summer of 1930, from South America to Germany, and was soaked off of the suitcase after many other flights. Among other labels that were carried by air and soaked off of the bags are T.A.T. and S.A.F.E.

The first collection ever to be displayed publicly was made up for the Air Passenger Bureau at the Palmer House in Chicago, in the latter part of 1928. This included many pioneer types, both U. S. and foreign; since that time, however, some of the best labels have been removed from the display, and time-tables substituted.

Another interesting collection was on display in 1929 at the Universal hangar at the Chicago Municipal Airport. All the pilots contributed to this display. As new varieties were acquired, they were pasted

on the board which was used for this purpose. Charlie Rausch, mail pilot who was killed carrying the mail for Northwest Airways, had an interesting collection. At this time he was pilot for Universal; he once appeared at the hangar with an early S. A. T. label on his lunchbox. This caused quite a furor, as this label was not in the display; lunchbox and all was immersed in water, and the label carefully soaked off and triumphantly added to the collection. Robert W. Radoll, pilot at this time for N.A.T., also contributed many labels to this collection. Pilot Radoll was killed on November 24th while ferrying a United Air Lines plane from Chicago to Kansas City. Maurice Graham had an interesting collection of early U. S. labels.

Many collectors pasted labels on the backs of their covers; since the advent



of label collecting as a hobby, many a rare type has been soaked off of some otherwise worthless cover. Look over your cover collection, and perhaps you'll make a find.

The writer was the last passenger to be carried on the old Interstate Airlines, and thereby hangs a tale. Shortly after the attractive "I" label was printed, word came from N. Y. that passenger traffic on this line was to be abandoned; fully three-quarters of these labels were destroyed, and this right before the writer's eyes. At that time it didn't occur to us that there might be many collectors in later years who would be seeking that particular label for their collections. This sad slaughter took place at a hotel in Evansville, Indiana. I saved 25 of them for myself.

One picks up labels in strange places. After trying for years to obtain some of the early types of Imperial Airways labels in England, I came upon the earliest type, the one used in 1924 and listed as type 1, in Cologne. Another early type, the Imperial Airways, type 2, was picked up in Italy. This company is doing away with labels, and will soon use tags entirely.

There are many interesting "errors" among baggage labels, as there are in stamps. Among them are Inter-Island (Hawaii) printed upside down on the shield, as well as double prints of the islands, dotting the Pacific with a good many more Hawaiian Islands than actually exist. Another is Pickwick-Latino, printed upside down on the wings; it looks like a tailpin.

Do you know that there are more women collectors of air labels than men? One of the best collections is owned by a Louisville woman.

Advertising stickers are often confused with baggage labels; be sure your label is a baggage sticker before you add it to your collection. Actually, air baggage labels are a better historical air record than covers and stamps, as many air lines, both late ones and pioneers, have never had a contract to carry mail. As far as I am concerned, the most artistic labels are put out by the Italian lines, the most unimpressive by certain lines in Great Britain: the Manchurian Airline has a beauty, and those put out by the Japanese lines are unique. Has anyone ever seen a Scenic Airways (U.S.) label? This writer has never been able to catch up with one, even after several years' search; I understand it is a most unusual one, a rainbow of colors, and I would certainly like to get my fingers on one of them. The same goes for the West Indian Aerial Express. It would be interesting to hear about the various collectors' labels, especially those with 300 or more varieties.

There are about 50 labels that are not

catalogued, the data on these having come too late for the first issue; these will appear in the next edition of the Baggage Label Catalog.

THE ATTRACTIVENESS OF AIR BAGGAGE LABELS

BY GEORGE WEHLAU, JR.
Oakford, Pennsylvania

NOTHING in my estimation has such ~~appealing~~ attractiveness to the collector as well as the non-collector, as a collection of air baggage labels. Hotel labels are also important when one reverts to color and beauty, but they are far too numerous to obtain.

During an anniversary of the Wright Brothers a few years ago, I observed the first air baggage labels. In the window of a Philadelphia department store there was an elaborate display and exhibit of early airplanes used by Wright Brothers, many photographs, and one frame, very large in size, displaying about 20 labels. I felt they could easily find a ranking with my air mail stamps and covers, and decided to collect them. Of the twenty labels displayed, about ten of them mentioned the terminals of the lines, which I used for addresses. I jotted down the names and addresses of the different lines and lost no time in sending for the labels. Not all answered my request, but, with five labels in my collection, I felt that I should have no trouble in securing more. I acquired aeronautical magazines of all descriptions, also scanning library books for new addresses. In a few months my collection contained about fifty labels. There were only a few collectors at the time and building up a collection was a slow process. As time went on, new collectors were found who were interested in this hobby, and this enabled us to exchange among ourselves. Many labels could be secured only through this medium. Many of the air lines merged with one another and many were forced to abandon their



services. This greatly increased the rated value of the labels used.

The first label I ever obtained was that of the Alaska Washington Airways. It has been obsolete for quite some time, and is catalogued in Martin's air baggage label catalogue at \$6.00.

Several of the earlier United States labels are lacking from my collection, but I find it a pleasure to search for them. One label of particular interest in my collection, is a Dornier DO-X. A letter accompanies this label stating that it was the last one in possession of the Dornier Co. I have recently received a label identical in design, but with the name Luft Hansa substituted for the name Dornier. The label is oval in shape, and in the center an actual picture of the famous flying boat.

Another label of interest which I had difficulty in obtaining, is a large round blue label from the German Russian Airline "Dereluft." I received a letter from a member of this company in Riga, Latvia, asking me for some labels of airlines in the United States. I was amply rewarded with this old Dereluft label.

At the present time I have an exhibit of air baggage labels at the Texaco Building, on the boardwalk at Atlantic City, N. J. The largest label in my collection is of the air express type, from The Chilean National Airlines (Linea Aerea Nacional). This one measures 5 1/4 by 15 inches. Two attractive labels from this line will be described in the next edition of the catalogue. My largest label for baggage purposes is that of the Australian Aerial Services Ltd. It measure 6 1/2 by 7 1/2 inches.

The Varney Air Services recently issued a few labels of much interest to collectors. I refer to the Varney Speed Plane label with retractable landing gear. Both labels were identical in all respects except that one read "Varney Speed Lanes" and the other "Varney Speed Lines." I have been unable to determine whether this was an error or done intentionally.

My collection contains approximately 350 labels. There are, of course, many missing, which I shall always endeavor to secure. There are no doubt many labels unknown to we collectors, but as they gradually come to light, the history of the advancing stages of aeronautics can be assembled.

To the Airpost Journal. I extend my sincerest thanks for the interest it has shown to all collectors of aerial stamps, covers, and now Air Baggage Labels.

ARRANGING 'ABLES' IN AN AIRPOST COLLECTION

BY FRED SANDERS

President of Aerophilatelic Club of N. Y.

COLLECT air baggage labels because I think them very interesting and worthwhile as a hobby. To date I have not mounted the ones I have, as I have been doing something different than most collectors. When I mount my covers, I find out what air line carried them, and put the baggage label with the cover. In cases where the air line had two labels, such as was the case with Northwest Air-

ways, light red and dark red, the light one is with one of my early mail flights and the dark one on a later flight. I have four different labels of Transamerican Airlines Corp., and I am now trying to find out when they were issued, and will put them with the covers carried on their lines.

When I started collecting covers, I managed to get hotel envelopes from the point where the event was taking place. Quite a few of the collectors did not like that idea. That was fifteen or twenty years ago, and now when they look at my collection they can't help saying it is wonderful, as some of these hotels have been replaced by new ones, and the old timers remember the old hotels and it brings back some wonderful memories to them. That gives you two things to look at, the old hotel envelope and the postal markings of the event. If the collectors do the same thing with air baggage labels, I am sure it will be just as interesting as the hotel envelopes. I find it more so.

When mounting air baggage labels, why not get a time-table of the air line you have labels of and then as time goes on you can always see the improvements the line makes and how they improve in time from one year to another. The next generation will have a great laugh at us fellows of 1934, when they look at covers, air baggage labels and time tables of the same line, and see that it took us 24 hours from coast to coast.

HISTORY OF COMMERCIAL AVIATION TOLD BY AIR LABELS

BY ALICE B. CILLEY

119 9th St. N.E., Washington, D.C.

WHAT is the connection between air baggage label collecting and air stamp and cover collecting, you ask? Well, none that I know of. It is a thing unto itself and has its own particular place in the "whatnot" of my collections.

Through our air baggage labels we get a history of commercial aviation one cannot read in air stamps or on flown covers. Maybe "comparisons are odious" but let us look for a moment and see why some of us have fallen in a big way for this type of collecting. First of all, it is quite possible to complete a collection of this kind, there is generally conceded to be between three and four hundred labels. Then, too, we have a catalog—a surprise to many who have seen my collection. This catalog is small enough to be conveniently carried about and the prices giving us a basis of exchange. Rarity and price makes the pursuit of some labels as exciting as a chase after the more elusive stamps.

Let us turn the pages of the album. Here is a label from the home town—the Luddington Line which operated between Newark and Washington, D. C., and while comparatively short lived, shows how many companies were formed to meet the needs of a few air-minded people and later become absorbed by a larger company to give bigger and better service. This Luddington Line became a part of Eastern Air Transport and no more of these labels will be printed. Possibly before many moons

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we'll see "obsolete" after this label and the catalog price reflecting this situation.

Let us take Eastern Air Transport labels. While type 3, now in general use, can be acquired easily enough, there are two other types of this same label, one (3a) in which the red is missing and one (3b) in which the blue is missing. So here are errors to intrigue and something I still have to get.

One can have triangles, round, rectangular, octagon, or a variety of shapes as well as a multitude of colors. If you want to dress up your collection with something colorful and modernistic in design, get a Pan American Airways label with its colored porter in his blue and white uniform and orange bags, with the lady passenger in yellow, the gentleman in brown and a large black plane in the background. Possibly my most artistic label comes from Italy—a shield-shaped label of the Avio Linee Italiane. Our foreign neighbors certainly do provide some very artistic labels.

Some weeks ago I opened a letter from the president of the West Coast Air Mail Society who had discovered my ambition for air baggage labels and provided me with one of the earlier labels from the West Coast—one of the surprises and benefits of society membership. And shortly after the Graf Zeppelin flew over Washington on her way home to Germany, I opened another letter to get the "thrill that comes once in a lifetime" as two of the Graf Zeppelin's baggage labels met my eyes—another proof (if proof is necessary) of the generosity and good fellowship among our collecting fraternity.

I'll be seeing you again after I get the remaining 150 labels I need.

HOBBYISTS' NEW DEAL

BY L. V. COBURN

506 W. 138th St., New York City

THE YEAR OF 1933 saw many new deals. Hobbyists turned more and more to things of the air. In all probability the largest number of newcomers among aviation "bugs" were Air Baggage Label collectors. It is to be assumed that S. F. Martin of N. Y. C. is responsible for this advancement in the production of the first Air Baggage Transport Catalog. Years of study, effort and collecting went into this work and collectors of these adhesives surely owe the author a debt of gratitude.

Personally, I have been collecting air labels only about eighteen months. My collection totals 278 including destination labels of which there are many among European Air Lines. Eighty-eight of my total are United States, including express. About 50 per cent of these U. S. are now obsolete. The thrill in collecting air labels, as in stamps, covers, or what have you, is to get an obsolete label, or discover a new one which is quite possible in this comparatively new hobby. I have had several delightful moments, particularly on the occasions of obtaining the attractive Robertson label of 1926-7, cataloging \$10, and in swapping for the Mason-Dixon which is die-cut aeroplane shape and also

catalogs \$10. I was also quite pleased to obtain from a Japanese correspondent the complete set of three round and three diamond-shaped Japan Air Transport labels, which so far as I could learn had not been seen here previously.

Among the United States labels I believe the sticker of the Curtiss Wright Flying Service for their Grand Central Air Terminal in California to be the most attractive. The collector with a futuristic eye should surely obtain the label of the Marine Air Transport Co. The National Air Race stickers, with a new design every year, and generally made up in large and small sizes, make an attractive addition to one's collection although not a real air line label, and not cataloged.

Foreign labels, as a rule, run to more attractive designs and colors than those of Uncle Sams' Airways. Italy in particular has several Air Lines, each of which is apparently trying to outdo the others with picturesque labels. The Societa Italiana Servizi Aerei even have different combinations of four colors each for their destination labels of which there are several. The Luft Hansa in Germany can be depended upon to bring out a new label every few months, each new design usually an improvement in appearance over its predecessor. All of Switzerland's Air Lines issue exceptionally colorful labels. Among my foreign labels I am fondest of a set of five old Junkers, one each for the countries of Germany, Bulgaria, Persia, Spain and Portugal. The total catalog value is \$40.00.

To anyone starting a collection I would first advise the purchase of the catalog and then a packet from a dealer. Loose-leaf binders with plain white paper and reinforced eyelets are ideal as an album and labels mounted thus with stamp hinges look very well. I shall be pleased to answer questions whenever possible and otherwise assist any one starting a collection; who writes, enclosing stamp for return.

PACIFIC COAST NOTES

(Continued from Page 17)

Northwest has interfered with the flying schedules, and much mail has been "trained" instead of flown.

PASADENA. We visited the Pasadena stamp club on November 20, and met some old friends and acquaintances. They have recently decided to recognize "cover collecting members," as being eligible for full participation in their activities, due to the efforts of a few enthusiasts, including Mr. E. C. Carvey, A.A.M.S. Thanks, Pasadena Stamp Club, for the enjoyable evening.

DOWNEY. At an airmect held at the Downey airport, your editor inquired again about a possible dedication of this field, and was informed it is planned, tentatively for early in 1934. No definite date, nor assurance of cachet, but send covers if interested, to the editor, and we will do our best to get a cachet, sponsored by the company, for this probable dedication. Airmail only, and commems. appreciated on enclosing envelopes.

SAN DIEGO. On the visit of the Macon to
(Continued on Page 23)

EDIK HILDESHEIM REVIEWS TWO LABEL CATALOGUES

(Continued from Page 11)

1933 will go down in history as the year of the "New Deal" with its paraphernalia of new organizations, fondly referred to by abbreviations consisting of the initials in their names. To give due credit to the coiner of a new term "Air Baggage Labels for short" is "ABLS" to you, if you care to follow the practice of Holcomb York, one of the well known airmail pioneers, who has succumbed to baggage labels.

FRANK MULLER: "CATALOGUE DES ETIQUETTES AEROPOSTALES"

It needs no explanation that the small labels used on correspondence to distinguish its air-borne status is logically linked with the collection of airmail souvenirs. However, it might not be amiss to ask a famous question: "What's in a name?" and suspect the announcement of this special number to use the term: air labels ambiguously to comprise both air baggage labels of the passenger carrier lines and the "Air Mail Labels issued by the Postal Administrations or the Air Line Companies" to give the translated title of M. Muller's French catalogue devoted to them.

Lack of knowledge of foreign languages should not deter anybody from using this handbook as a most useful reference work, for it is profusely illustrated with full size reproductions of almost every airmail label of the world. They are accompanied by brief descriptions, giving the date of issue and information about colors, perforation, size, how issued and sometimes number. Prices are listed for both mint and used copies.

The catalogue lists a wealth of material in a well arranged manner. Nothing is stated about whether all items are in stock by Frank Muller, who is the oldest French dealer specializing in airmail. He has been active in this field since 1919 and the reviewer has pleasant memories of personal discussions of their mutual interest.

The cost of the catalogue is 30 francs and it is not known that copies are available here in America, hence F. Muller's address: 26, Boulevard de Clichy, Paris 18, France is given here for the benefit of interested parties. This means not simply that those interested in airmail labels will benefit from studying and consulting this catalogue. It is a study of such a high order that it is no exaggeration to say that no specialist can afford to be without it. It is unfortunate that this is not only the highest praise than any specialist can ask for in publishing a philatelic study, but also the maximum he can expect for it remains, alas, a labor of love. Hence all the more power to most creditable performances like M. Muller's.

Order a new Airpost Journal Binder. Capacity 24 issues: attractively bound, stiff black levant grain fabric and gold stamped. Opens absolutely flat. Price \$2.00. The Airpost Journal, Albion, Pennsylvania.

CRASH COVER NEWS

By FRANK A COSTANZO

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

IN ANSWER to several inquiries received concerning an air mail crash of a Western Canada Airways mail plane at Southesk, Alberta, September 25th, 1930, we have been able to obtain the following data. The wreckage of the plane was found near the beacon at Southesk. The pilot, Pat Holden, and two passengers were killed. The crash was due to the sudden fog and storms which arise in the Brooks-Bassano irrigation territory. The plane left Calgary at 1:30 A.M. This was the first fatal crash of the W. M. A. A portion of the mail cargo was destroyed by the flames and the salvaged mail is badly burned and a small amount is badly oil-soaked.

Official Report of Recent Air Mail Mishaps

November 9th, 1933

Portland, Oregon, A. M., No. 8, Southbound, United Air Lines, Pilot A. W. Davis and three passengers killed, six others injured. Original load of mail 90 pounds, entirely destroyed by fire. Taking off from Swan Island airport at 10:45 p.m., 45 minutes behind schedule, the giant Boeing of the U.A.L. had been in the air but five minutes when it crashed into the side of a hill and fell to the ground in flames. The heroic work of the stewardess, Miss Libby Wurgaft, in pulling the passengers from the burning plane is credited with saving the lives of those who escaped.

Pilot Davis was a veteran flier in the service of the U.A.L. For many years he flew the mail east from Portland to Pasco, prior to inauguration of regular passenger service.

November 13th, 1933
Albuquerque, N. M., (forty miles

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east) near Mariarity, N. M., A. M. No. 34, T.W.A., westbound. Pilot Harlan Hull uninjured. 186 pounds of mail, recovered 183 pounds in slightly charred condition. Mail forwarded from Albuquerque, Nov. 13th by plane, taking off at 2:12 a. m. No information as to any markings on salvaged mail available. Taking off from the Kansas City airport at 9:25 p.m., in a single-motored low wing metal monoplane on the night run to Albuquerque, Hull was nearing his destination at 12:40 a.m., when the motor of the plane suddenly caught fire. Flying at 6,000 feet, Hull attempted to take his ship to an emergency landing field at Otto, N. M., but the flames spread so quickly that he was forced to abandon the plane. The plane crashed in flames as Hull dropped safely with his parachute.

Hull has been flying since 1928, first as a member of the Marine Corps, then with Western Air Express and later with TWA after the consolidation of the two air lines.

November 21st, 1933

Near El Paso, Texas, A.M. No. 33, trip 3, westbound, American Airways. Pilot J. G. Ingram injured. Mail 195 pounds, 84 pounds recovered in charred condition. Salvaged mail forwarded from El Paso with cachet reading "Damaged due to air mail interruption at El Paso, Texas, Nov. 21, 1933." Taking off from the airport a few minutes before, Pilot Ingram was cruising aloft at 800 feet when he felt a sudden shock and the plane burst into flames. Throwing several mail pouches from the plane, Ingram bailed out as the plane spun dizzily downward. By the time he cleared the ship his clothes caught fire and he was so near the ground that his parachute opened only partly, but it checked his fall.

The plane, a new type Lockheed-Vega mail plane was carrying 15 cases of film of the picture, "Viva Villa", the entire film was destroyed. The director of the film stated it was valued at \$60,000 and cannot be duplicated.

Other Mishaps

December 3rd, near Watrous, N.

M. Western Air Express.

December 11th, near Portage, Pa. T. W. A.

December 11th, near Roaring Springs, Pa. T. W. A.

Official reports on the above mishaps will be given in the next issue as no data is available at this writing.

Please

Again I must make a request that collectors please send me clippings and any available data on local air mail mishaps. Many collectors have been kindly keeping me posted, but I have received very little assistance from western collectors and I will certainly appreciate the co-operation of every collector.

PACIFIC COAST NOTES

(Continued from Page 21)

San Diego, Nov. 16, the first occasion on which San Diegans had seen the ship, a few covers were mailed bearing a typed inscription—"Surprise visit—Macon in its first Pacific tactical training flight—flies over San Diego—on Nov. 16, 1933." Cancelled on ordinary mail, San Diego, Nov. 16 6:30 P. M., 1933, Calif., and mailed by Julius W. Hulff, secretary, Historical Aeronautics Association.

MOFFETT FIELD. A few covers were cancelled here on the return of the U.S.S. Macon from the above first training flight, and copy received is autographed by the accommodating postmaster, Jay A. Matthews. LOS ANGELES. On Nov. 26, the new T. & W.A. air liner "City of Los Angeles" was christened at Grand Central Air Terminal and speed-flown to San Francisco. A few covers were placed on board, unofficially, and bear a typed inscription: "Christening and speed flight of T. W. A. 'City of Los Angeles', Nov. 26, 1933—Glendale-San Francisco and return. Time to S. F., 1 hour 47 min." Autographed by D. W. Tomlinson, pilot. The return flight was made the following day, and covers were mailed in Los Angeles, pmkd. Nov. 27, 3 P.M. These Douglas air liners are the ships which will be used on A.M. 34, to bring the two coast terminals within fifteen hours of each other, early in 1934. A. M. 5 Pendleton, Ore. is reported as going on this route around the first of January. A spur service is to operate northbound from Pendleton to Spokane, via Pasco. At this time, the Pendleton airport is to be dedicated and C. of C. will hold covers—airmail only.

Arrival of "Macon" covers out of Moffett Field numbered 17,000 to 18,000, and the office, having only one canceller, accounts for your covers arriving several days late. Ours reached us nine days after the event, but the cancellations were applied so clearly as to compensate for any delay in delivery. Collectors owe a vote of thanks to Jay N. Matthews, postmaster at Moffett Field, who is a stamp and cover collector.

(Continued on Page 25)



American Air Mail Society

ORGANIZED 1923 AS THE AERO PHILATELIC SOCIETY OF AMERICA

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Frank A. Costanzo, P. O. Box 32, Punxsutawney, Pa.

The Advance 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.

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OFFICIAL PUBLICATION — THE AIRPOST JOURNAL

Secretary's Report

NEW MEMBER

1536 Lancaster, G. F., 184 Essex St., Brooklyn, N. Y.

APPLICATIONS POSTED

Beazell, Robert C., P. O. Box 653, Cincinnati, Ohio. Age 43; Draftsman; Historicals, 1st Day Covers. By H. C. Carpenter.

Dewey, Jennie G., 23 North St., Geneva, N. Y., Age 60; Airmail stamps and Historicals. By Donald E. Dickason.

McDanel, Louis W., 1113 - 3rd Ave., Beaver Falls, Pa. Age 29; Pressman; Airmail Stamps, CAM's, FAM's, & Zeppelins. By G. D. Kingdom.

DROPPED FROM THE ROLLS — No. 1227.

RESIGNATIONS ACCEPTED—Nos. 164, 250, 266, 377, 821, 878, 1316.

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10 William J. Prinzing, 2124 Lasker Ave., Waco, Texas.

204 Norman Serphos, 5 Locust Ave., Larchmont, N. Y.

264 John Decker, 4554 Park Ave., Bronx, N. Y.

788 F. D. Niemes, 313 Transportation Bldg., Cincinnati, Ohio.

1151 Lloyd H. Flickinger, 3129 Grand Ave., S., Minneapolis, Minn.

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1404 George H. Porter, 4518 Maplecrest Ave., Brooklyn Sta., Cleveland.

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1502 Joseph H. Jenkins, 3700 Massachusetts Ave., Washington, D. C.

1506 Harold G. Eno, 1568 Whitney Ave., Hamden, Conn.

THE AIRPOST JOURNAL

DROPPED FROM THE ROLLS—By action of the Membership Committee:

No. 223—T. F. Donahue

RESULT OF ELECTION

There being no contest of Officers for 1934, the slate selected by the Nominating Committee was duly elected. The names of the newly elected Officers are shown at the top of this report and a certificate of election has been filed with the Secretary by Mr. Walter J. Conrath, Chairman of the Board of Electors.

MEMBERSHIP DIRECTORY

The promised Directory as a supplement to this issue will be presented with the February number. We regret the incident but circumstances beyond our control made it impossible to complete the copy in time to go to press.

H A P P Y N E W Y E A R

Respectfully submitted,

GEORGE W. ANGERS, Secretary-Treasurer.

PACIFIC COAST NOTES

(Continued from Page 23)

He would appreciate a complimentary cover or stamp, from your duplicates.

Above two items from West Coast Air-mail Society bulletin. *

AIRPORTS—airports—2000 of 'em. Phew, and help. Oh, well, let's make a start. Calling Porterville, Calif. for information. Your C. of C. has made application under the C.W.A. . . Send news to us or to Messrs. Copp, Petty or Haas. The editor would like to correspond with a live collector in that section—Portersville, Dinuba, Lindsay, Exeter, Clovis, Sanger, Visalia, Tulare. Come on fellows. We had some good times together from 1919 to 1925. Surely there is one collector among you who will drop me a line.

S.F.-Honolulu. Some time in January, the PT-10 Squadron of navy planes is scheduled to make a non-stop flight from San Francisco to Honolulu. This is the squadron which flew from Norfolk, Va. to Canal Zone and from there to San Diego in 1933. The U. S. S. Wright has been dispatched to Pearl Harbor and the U. S. S. Sandpiper will be stationed 300 miles from San Francisco as radio guide posts on this flight.

Contributions and covers kindly acknowledge this month from: J. W. Hulff, Jas. W. Green, Lee Gilbert, Emil Thurman, A. E. Koestler, H. C. Wittber.

Order a loose-leaf binder for preserving your copies of the Airpost Journal. now. The price will be raised as soon as the first limited supply is exhausted. Send \$2.00 now and receive a first class binder, with space for two years of the Airpost Journal and two A.A.M.S. Directories. (This is the most reasonable price that a quality binder of this type has ever retailed at.)

EXCHANGE DEPARTMENT

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

EXCHANGE DEDICATION COVERS OR will buy your duplicates, also swap other airmail covers. Ken Tallmadge, 902 West Saginaw, Lansing, Mich. 44-2t*

LINDBERGH COVERS WANTED IN EX-change for F.A.M.'s or airmail stamps. L. W. Charlat, 180 Broadway, N.Y.C. 45-2t-ex

EXCHANGE BAGGAGE LABELS, ETI-quettes, official, semi-offic. stamps, aviation posters, air races, medals, giving also flown covers. Hummel, Innsbruck, Allerhelligenhof, Austria. 45-2t-ex

MAJOR DOOLITTLE'S EXPERIMENTAL flights, Berkshire #725 (5 covers, cat. \$18.50) or Army 1928 Pioneer flight to Panama and return. Berkshire #729. (Cat. \$15.00) for equal catalog value used Air-mails or covers of your choice, Colombian S.C.A.D.T.A.'s preferred. Captain William H. Peters, Woodside, Long Island, N.Y.C. ex

WILL EXCHANGE U.S. CAM'S, OFFICIAL P.O.D. first flights, airport dedications for New Standard Portable Underwood typewriter, Model 4-F and U.S. mint stamps. John R. Holloway Jr., P.O. Box 133, Had-donfield, N. J. ex

WANT TO TRADE — EDDIE STINSON autographed cover of National Air Tour of which he was a member. Killed last year. Paul V. Scheetz, 145 So. 10th, St., Quaker-town, Pa. ex

WILL EXCHANGE ZEPPS., F.A.M., C.A.M., autographs, historical and dedication covers for Zepps., DO-X, crashes, F.A.M. and historical covers I need. Send lists. Charles C. Smiley, Box 45, Zullinger, Pa. ex

F.A.M.'s AND DEDICATIONS TO TRADE for C.A.M.'s I need. A. M. Dischner, Box 2, Kensington Station, Buffalo, N. Y. ex

ADDITIONAL CLASSIFIED ADS ON
FOLLOWING PAGE

CLASSIFIED ADVERTISING

RATES

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

WILL PAY CASH FOR AIRPORT DEDI-
cation covers. List or send covers and state
price desired. Sarjeant, Box 727, New
Rochelle, N. Y. 42-4t*

LINDBERGH COVERS WANTED. DES-
cribe or send what you can offer and make
best price. L. W. Charlat, 180 Broad-
way, New York. 45-6t

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Send your name for my mailing list. Good
auction material wanted. Geo. E. Higgins,
Postage Stamp Broker, San, Clemente
California. 45-4t*

SPECIAL BARGAIN! 15 DIFFERENT OF-
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LINPRINT AIR MAIL COVERS ARE
made especially for cover collectors. The
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87 Nassau St., (Subway), N. Y. C. 45-2t*

HISTORICAL AND FIRST FLIGHT COV-
ers. Major Doolittle's Experimental flights
from "Panam" in South America. Fine cov-
ers (all trial routes) Berkshire #725. Cat.
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Brazil flight with #625; autographed by
eighteen pilots and General Balbo, \$10.00.
Army Inspection Flight, Washington to
Canal Zone and return. March 1928. Rare
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Newfoundland to England, \$20.00. New-
foundland to Hungary (Transatlantic), \$20.
Hungary-Zeppelins, card and cover #274-5,
\$1.00. Liechtenstein Zeppelins, card and
cover #407, \$1.00. Nicaragua, #1020/24,
\$6.00; #1045, \$1.50. Panama 57 and 57a
with #708 and 709, 60c. "Postally Used Air
Mails": Argentina, the hard to find values
at 1/3 catalog. Colombia-SCADTAS, 30 dif-
ferent, includes surcharged and peso values,
\$4.00. Germany, #627-628, 70c. Greece,
#751-754, 30c. #755/757 (Zeppelins) com-
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1055, 75c. #1049-1062, \$6.00. #1201-1202,
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zuela, last issue at 1/5 Scott's. Nice mint
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William H. Peters, Woodside, Long Island,
N. Y. 44-3t*

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AIR BAGGAGE LABELS—SEND YOUR
collection list (check duplicates) I'll send
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risburg, Pa., 11c; Alamosa, Colorado, 10c;
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Colusa, California May 30th, 13c, May 31,
16c; Bonham, Texas, 12c. Washington
Stamp Exch., 252 Washington Street,
Newark, New Jersey. 1t

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