

THE AIRPOST JOURNAL



DECEMBER
1929



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JANUARY
1934



CANADIAN NUMBER

April 1934

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The First Air Mail Flight To Coppermine

by MAJOR R. W. HALE

Postal Superintendent, Edmonton, Alta.

HAVE ACCOMPANIED a number of "First Air Mail Flights", but on my return from this, the "First Air Mail Flight to the Arctic Ocean", I could not but help think that collectors had certainly got their money's worth.

In order to get to Cameron Bay, the jumping off place for the flight, it was necessary to fly some 900 miles from Fort McMurray, the trip taking eight days, during which time we experienced the worst flying weather since Air Mail started in the Northwest Territories; high winds, fog and extreme temperatures, down to more than 70 degrees below zero.

At Fort Resolution on January 22nd, after being held up by a storm, the plane had to be dug out of a huge snowbank and it was not until three days later that we arrived at Cameron Bay.

On reaching Coppermine, Pilot Walter Gilbert (who by the way, has just been awarded the McKee trophy) circled his Canada Airways Junkers monoplane round

the settlement a number of times looking for a landing and had to choose the only open spot available, which was on the sea ice in front of the Post. There were a few drifts of snow eight or nine inches deep, which looked harmless, however they proved to be frozen solid and the landing was a series of short flights as we hit the drifts, until we eventually settled down.

The take-off from Coppermine on the return trip reminded one somewhat of the game of hop-skip and a jump, and the last jump which put us in the air must also have broken our undercarriage, as to our surprise at Cameron Bay we landed on one ski and a wing tip, however the soft snow and the metal wing saved any serious damage. The whole population of Cameron Bay turned out and lifted the side of the plane while Engineer Lou Parmenter fitted a new shock absorber in the undercarriage, which he produced from a mysterious compartment at the end of the cabin. I say mysterious, as whatever Lou wanted for running the plane he produced from this cupboard. Each time we landed, first of all out would come a huge engine cover made of heavy fire-proof canvas, funnels,

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oil cans for draining the oil, gasoline filter, tools, etc. If you cut your finger he could produce a medical kit and also gave us to understand that should we have to "sit down" in a hurry in some isolated spot he could feed us for three weeks with the supplies stowed away, with a tent to eat them in, and then when that ran out, rifle and snow-shoes to go and look for more. I can tell you that compartment, next to the running of the engine gave one a very comfortable feeling.

Perhaps some explanation is necessary to orientate Coppermine and Great Bear Lake.

Dating back to 1771, when Samuel Hearne discovered the Coppermine River, rumors of tremendous mineral wealth have come from this district, these later became a certainty, but 1200 miles of swamp and muskeg lay between it and the nearest city of Edmonton, the Capital of Alberta. Costs of transportation were too great and the samples were filed away as curiosities in the offices of the big mining companies.

In 1928 Pilot C. H. "Punch" Dickins with the assistance of the P. O. Department, proved that flying was possible in winter and summer in this country. The samples and their history were then resurrected and the rush started. However, costs of transportation are still high, but the mineral values are so much more than ordinary that permanent camps have been made.

This brought the necessity of the P. O. Dept. following up, and a Post Office was put in at Great Bear Lake in December, 1932; then in December 1933 Camselh River Post Office, some fifty miles south, where another permanent camp started producing, was opened.

The establishment of the P. O. at Cameron Bay brought the Arctic Coast stretching from Pearce Point to King William Island 1000 miles east and west, and north 500 miles to Walker Bay on King William Island, to within 170 miles of a mail route. Formerly the Police Posts and traders stretching over this huge district, depended on the R.C.M. Police boat "St. Roch" for their mail, which would leave its base at Tree River and make one trip to Herschel Island each summer; their mail would reach Herschel Island via Aklavik, and it was found to be an economical measure to inaugurate the Coppermine Post Office at the mouth of the Coppermine River on Coronation Gulf.

Cameron Bay or Great Bear Lake, as first flight cover collectors will better remember it (the name of the P.O. having recently been changed), is the center of the Great Bear Lake mining district. It nestles in Echo Bay among evergreen trees with a natural aircraft water landing protected from the storms on the

lake by high hills. One has to see it to realize the massive grandeur of its location, the beauty of Norwegian Fjords and the Northern Pacific Coast line are combined with a beauty which is of Bear Lake alone.

The distance from Cameron Bay to Coppermine is some 170 miles, but even this short distance gives one a very varied assortment of scenery.

On leaving Echo Bay with the huge ocean-like Great Bear Lake to the west, you the hills get smaller, the trees start to get stunted and disappear entirely until some eight miles out there are not even any shrubs and you have the "Barren Lands." All we could see was a wide expanse of snow-swept hills with no life of any sort. This scene is so desolate that the Coppermine River appearing from the east and winding down north with its banks and a few stunted trees over the southern exposures, forms a very cheerful landmark.

A few families of Eskimos were at the Post when the plane arrived and welcomed us with their usual stolid indifference and their number was added to during our stay by families arriving from the sealing grounds, a few miles away, who came in to smile and shake hands and celebrate the occasion with a native dance.

In order to service the engine we stayed an extra day and a contract was let to an old Eskimo named "Poolik" to build a snow house round the front of the plane, to keep off the wind and heat it up enough to work on. It was too bad that the 6c stamp on the first flight cover did not include a visit to view the Poolik Construction Coy (as we nicknamed the Eskimo and his helpers) cutting snow blocks and morticing them in place with a snow knife.

Some 8200 covers were carried in addition to 600 pounds of ordinary mail. The scheduled trips to Coppermine will be in July and January, but a number of unscheduled trips will be made.

FAMOUS BALLOON POST COLLECTION WILL BE AT 'APEX'

The famous balloon and pigeon post collection of George W. Angers, secretary-treasurer of The American Air Mail Society, will be sent to London for display at the International Airpost Exhibition, "APEX" to be held from May 5th to 12th, 1934. The collection is said to be one of the most complete in existence and has won many first awards.

Mr. Eugene Klein, 200 South 13th Street, Philadelphia, Penna., is the United States representative for the Exhibition and collectors wishing details for entry should communicate with him.

The Semi-Official Air Stamps of Canada

by W. R. PATTON

Canadian Editor of The AIRPOST JOURNAL, Box 2384, Winnipeg, Canada.

WILL these Semi-Official stamps of Canadian Flying Companies ever be catalogued? Are they worthy of being included in Standard stamp catalogues? Possibly they may never be, but, at least they are nearer to being official issues than the many Charity stamps and similar items which are already included in Scotts, Gibbon's and other "official" catalogues.

Before these stamps can be used on mail matter, application must be made to Ottawa, stating where the flights are to be made, what machines the company owns, names of pilots, etc, and engravings or printers' proofs of the semi-official stamps. These must be approved by Ottawa before they can be used, therefore the stamps seem to be about as official as a Canadian postage stamp, except the Government does not print them. The following agreement must be signed by the operating company:

(1) Senders assume all risk of loss, or delay in the carriage of mail in this manner. (2) Service will involve no cost whatever to the Post Office Department. On the other hand, the company selling the stickers pays no portion of the revenue to the Government. NOTE:—This regula-

tion has been only reversed by the Government in June 1926, when the Patricia Airways & Exploration Co. was instructed to carry mail with J. V. Elliot or Elliot-Fairchild stamps, until their own stamps were ready for use. The Government paid them 25c per letter for ten days for all mail carried to and from Sioux Lookout with these stamps.

(3) Operating company agrees that the Government has the right to take over any of these routes at any time. (4) All mail to be deposited and picked up at a Post Office and not to be handed to a pilot, or company's office. NOTE: This regulation has never been enforced as on many routes mail is picked up at points without Post Offices. (5) Department is not responsible for any schedule advertised by operating company. (6) The usual Canadian postage must be placed on the address side of all letters (Letters from U.S.A. would of course carry that country's stamps). (7) "By Aerial Mail" to be plainly written or stamped in upper right hand corner of address side of envelope. Mostly never carried out. (8) Company's stickers (which must be first approved by the Department) to be placed on the back of envelope. Usually overlocked on many flights. (9) No mail to be conveyed outside of Canada by any sticker service. (10) The operating company having the sticker privilege has no right to issue any new stickers without



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permission of the Department at Ottawa.

(11) No figures of value were permitted on these "stickers" which regulation was evidently overlooked by the Aero Club of Canada in 1918-19, again by the Patricia A & E in 1927, also the Yukons, B. C. Airways, Klondike, and Cherry Red Airlines. All these stamps show figures of face value on their stamps. (The regulation regarding figures of value is not a Canadian regulation, but is International.)

As a lengthy article on these stamps is not permissible in this issue of the "Journal", we will only deal with a few items. The first item issued was during 1918 when the Aero Club of Canada printed 3,000 stamps for special flights between Toronto and Ottawa, and again in 1919 when another 3,000 were issued for a special flight between Toronto and New York. The next stamp issued was by the Grand Army of Canada when holding a carnival in Toronto in May 1920. A special flight was made between Toronto and Hamilton, both ways. These covers as well as the stamp are very valuable. In fact, only five copies unused are known today, in the collection of a well known New Yorker who absolutely refuses to sell. The catalogue price of \$250.00 is therefore only a guide to what they should be worth, as the writer has never heard of any being for sale, and is not likely to hear of any. Another stamp was issued at Estevan in 1924 for a flight to Winnipeg, of which 1023 were printed. These four stamps are the pioneer air stamps of Canada, and with their eight varieties making 12 pioneer Semi-Officials are unknown in full in any collection.

The first company to issue Semi-Official stamps was the Laurentide in 1924, followed by the Northern Air Service in 1925. Jack V. Elliot in 1926, Elliot-Fairchild Air Service in 1926, Patricia Airways and Explorations in 1926 (with many surcharges in 1927), Elliot-Fairchild Air Transport and Fairchild Air Transport in 1926, Western Canada Airways in 1927, Yukon Airways the same year, followed in 1928 by the Patricia Airways, British Columbia Airways and Klondike Airways. In 1929-'30 the Commercial Airways and Cherry Red Airline; and at the end of 1932 the Canadian Airways, Ltd.

The last named company has the only current Semi-Official stamp in use at present, all the others being obsolete. It is doubtful if Canada will ever see any new issues of Semi-Official stamps, unless the Department recognizes the Maritime Airways who issued their stamps during 1930 for a flight between Canada-St. Pierre-Newfoundland. As these were printed in the United States, without the Department's authorization, it would appear as if they may never be officially authorized, as four years have almost passed away, and no

authority has been yet granted. Time alone will tell.

Personally, the writer doubts very much if the Standard Stamp Catalogues will ever list these items, but they are none the less a definite Historical connection with the mail services of Canada, and in nearly every case, the forerunner of Government mail service, as nearly all these routes formerly served by the private company services are now operated by the Government. Many collectors are now getting together a nice lot of these items, but are like the writer, wishing they had started on the ground floor, when before 1927, many of these could not be sold at face value. After that year the great rush began and many of these items are selling at 100 times face value. And we understand that no collector has a complete lot of these very interesting stamps, which have been the means of bringing the "hinterland" of Canada before the world.

CANADIAN AIR MAIL ROUTES

In listing these in the February number, the writer missed one of the most important routes in Canada, the MONTREAL-RIMOUSKI run, during the season of navigation. This route, 342 miles long, is served by planes of the R.C.A.F. which meet the incoming Trans-Atlantic steamers and deliver mail in Montreal the day before the steamers arrive. In the case of outgoing ships, the mail leaves Montreal the day after steamers sail.

A statement is noted in the March issue, under the heading of the Air Mail Service in the Dominican Republic, in which Mr. Southard states that country is the only place where he believes this is the only case where mail is carried at domestic rates.

Canada is the country where mail is carried via Air Mail at domestic rates, and has the largest mileage where this is carried out. In Canada the domestic postage is 3c per first ounce, and 2c for each additional ounce, AND our air mileage over the seventeen routes, amounts to 4,436 miles. 4,386 miles carry air mail at the 3c rate, whereas only 50 miles are flown where a higher rate is in effect. Canada therefore claims, and without contradiction, the lowest air mail rates in the world. Not only that we have nearly 2,000 other miles flown by commercial planes, also planes of the R.C.A.F. where mail is also carried by courtesy of the Company or Government on flights, which gives nearly 6,500 miles flown under domestic rates.

Late in the Summer or early Fall, Canada expects to have 24-hour service in operation between Montreal and Vancouver, a distance of 2,385 miles by rail, or about 2,600 air miles, but this will probably be a 6c rate route.

Pilot Walter E. Gilbert Awarded McKee Trophy for 1933

OTTAWA, March 2nd. In recognition of 16 years of War and peace-time flying, Pilot Walter E. Gilbert, stationed at Fort McMurray, Alta., has been awarded the Trans-Canada trophy for 1933. The announcement was made last night by Hon. D. M. Sutherland, Minister of National Defense, and trustee of the trophy, which is the result of a gift from the late J. Dalzell McKee. In September 1926, Mr. McKee accompanied by Wing Commander A. E. Godfrey, M.C.A.F.C., R.C.A.F., made the first Trans-Canada flight in a "Douglas" seaplane. (Comdr. Godfrey will be remembered as the pilot who carried mail from Ottawa to Vancouver in September, 1928.)

To commemorate this flight, and to show his appreciation of the assistance rendered him on the flight by the Royal Canadian Air Force and many Civil Aviation organizations in Canada, this trophy was presented by him to be awarded annually to the person giving most meritorious service during the year, in the advancement of aviation in Canada.

The handsome silver trophy is about three feet high, in the form of a winged creature flying over the World, holding aloft a seaplane. It rests on a marble base, on the front of which is a silver shield bearing the inscription "Trans-Canada Trophy." Another shield on the reverse face has the following "Presented by J. Dalzell McKee, Esq., to commemorate the first Trans-Canada Seaplane Flight, September, 1926, to be awarded annually for meritorious service in the advancement of aviation in Canada."

Smaller shields on which will be engraved the names of all winners are also provided and Mr. McKee also gave a generous donation to provide a replica for each winner.

Unfortunately, Mr. McKee was killed in a plane accident in 1927, but his intentions regarding the awarding of the trophy is being carried out

in the spirit in which he gave it. The Minister of National Defense is trustee of trophy, and appoints annually a Committee to deal with the award. Recommendations are based on the following:—

1. The recipient should be one who is domiciled in Canada, and who is identified with Canadian flying, either Military or civil.
2. Qualifications as a pilot is a prior claim to consideration, but lack of such does not exclude from consideration the claims of others connected with aviation who perform meritorious service.



PILOTS GILBERT

W. F. Gilbert and Mrs. Jeanne Gilbert, from a photo taken at Fort McMurray in 1930... Mrs. Gilbert was the first woman to be granted a full pilot license by Vancouver, Canada authorities.

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3. Continuous performance through the year should receive greater consideration than a single brilliant exploit.

4. Operations tending to advance the cause of aviation should receive consideration over exploits of a difficult or dangerous character, serving no useful end.

5. The extension of the operation of aircraft into new fields should receive special consideration.

All organizations operating aircraft in Canada, and all units of the R.C.A.F. are requested to make recommendations regarding their personnel, and in addition, the Committee always considers the claims of other individuals.

Capt. Gilbert is now one of the Canadian Airways Northland pilots and operates out of Fort McMurray, and belongs to the group of flyers who man the speedy lines of communication to the newly developed mining center of Great Bear Lake.

Born at Cardinal, Ont., Gilbert is 34 years old. He served during the war with the Royal Flying Corps, and the Royal Air Force, and joined the R.C.A.F. in 1921. While with the Force he got his first taste of Northland flying, and was employed on detached operations in the far north during 1927-28.

He has been with the Canadian Airways since 1928, and has a total flying time well over 3,200 hours, of which 523 were flown during 1933. This is the third time the

trophy has been won by Canadian Airways pilots.

Due to his work in aerial photographic surveys he was awarded a Fellowship in the Royal Geographical Society in 1931, and has the present record for a trip between Aklavik and McMurray, making 1465 miles in 14 hours, 20 minutes, with two stops for fuel.

The following have won the McKee Trophy to-date:

- 1927—Capt. H. A. Oakes, D. F. C., Western Canada Airways.
- 1928—Capt. C. H. "Punch" Dickins, D.F.C., Western Canada Airways.
- 1929—Capt. W. R. "Wop" May, D. F. C., Commercial Airways.
- 1930—Squadron Leader J. H. Tudhope, M.C. Royal Canadian Air Force.
- 1931—Mr. George H. R. Phillips, Ontario provincial Air Service.
- 1932—Maurice Burbridge, Pilot Instructor, Edmonton Aero Club.
- 1933—Capt. W. E. Gilbert, Canadian Airways.

As the Western Canada Airways and Commercial Airways now form part of the Canadian Airways, this makes the fourth time the trophy has come into the hands of the pilots of the Canadian Airways, and it is interesting to note that Dickins, May and Gilbert are at present all stationed at the same base.

Note: D.F.C., Distinguished Flying Cross the British Government award during the war, to pilots who performed meritorious service.



Mail for Red Lake being loaded into Canadian Airways Wasp-powered Super Fokker CF-AJF at Sioux Lookout, Ontario.

Plating a Semi-Official Air Stamp

by G. H. FAY
42 Trinity Place,
New York City

IT IS MY humble opinion that the majority of aerophilatelists start their hobby with a multitude of cheap and medium priced mint sets, generally trying to reach a goal of say, a thousand varieties. Unless one has sufficient means to acquire these at once, it will take two or three years to assemble them. During this period one accumulates many aeronautical items—flown covers, used airmails, par avion labels and probably some semi-officials.

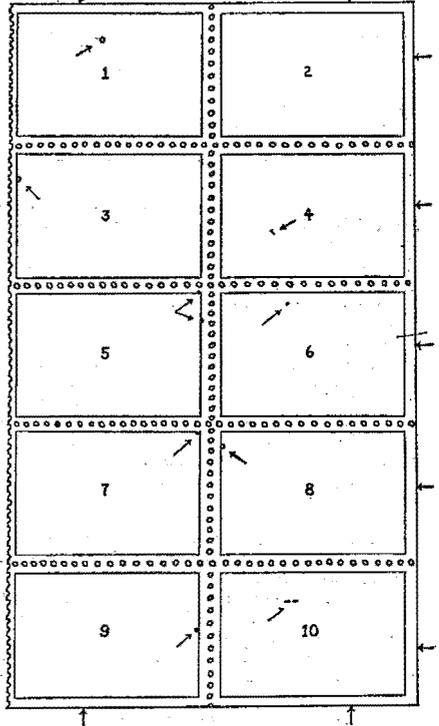
Having assembled a representative collection of airmail stamps, with additional material showing the development of airmail service, and having studied his stamps to pick out varieties, the collector generally has the desire to try plating.

With the official air mail issues, this is almost impossible, as the sheets are too large and have too small a variety of slight constant markings to make plating possible or where a stamp might be plated from the various settings of the surcharge, a complete sheet to check by is generally beyond the resources of the collector. However, some of the semi-official airmail stamps offer an ideal solution, especially those of the Commercial Airways Ltd. of Canada, now obsolete, but still available through certain Canadian dealers and through auctions. The stamps were issued in sheets of ten (2x5) so one can make a plate at a small outlay.

Having secured two complete mint sheets of the Commercial Airways Ltd., black "Air Fee" type stamps, from different sources, as well as covers bearing the stamps and cardboard proofs, I had mater-



PLATING AIR FEE TYPE - COMMERCIAL AIRWAYS LTD.



ial enough to pick out the constant variations for each position in the sheet, which for the benefit of those interested, are as follows:

- No. 1. Straight edge at top; small white circle below AL of Commercial.
- No. 2. Straight edge at top and right side.
- No. 3. White dot on outer frame line upper left side.
- No. 4. Straight edge at right; small black line at upper right of B.C. on map.
- No. 5. Black bumps on outside of outer frame at upper right corner and upper right side.
- No. 6. Straight edge at right; white dot over second C of Commercial.
- No. 7. V break in outer frame line in upper right corner.
- No. 8. Straight edge at right; broken outer frame line, upper left side.
- No. 9. Straight edge at bottom; black dot between frame lines near center of right side.
- No. 10. Straight edge at right and bottom; broken line under second C of Commercial.

The Best Canadian Covers

by W. R. PATTON

Canadian Editor of The AIRPOST JOURNAL, Box 2384, Winnipeg, Canada.

AS MANY COLLECTORS often ask: "What are the best covers of Canadian Flights in recent years?" I feel that this little article may be of slight value to many readers. First, let me state that it is hardly worth while to mention the pioneers, covers from 1912 to 1924, which although fine covers to collect, yet almost impossible today to buy one of each during these years at less than \$1,000, an impossible figure for many readers. We will therefore deal mainly with the Government ones from 1927 onwards, which was the commencement of any regular attempt by the Canadian Post Office Department to carry mail.

The first regular service was commenced on October 4th, 1927, between Las du Bennet-Bissett and Wadhope (Manitoba). Flights were made both ways on this date, and a set of covers (of which there would be six, point to point) is impossible to obtain. Although the writer has heard of these covers, and only lives about fifty miles from Lac du Bonnet, yet has to see his first cover of this flight. Therefore it follows I consider these well worth getting, if you can find any to buy.

In 1928 the best covers are the Moncton-Grindstone and return flight of January 11, especially the return flight to Moncton. Also the Moncton-Charlottetown and return of February 19, as well as those of March 3rd and 11th. All more or less scarce covers. At the end of 1928, Dec. 14th, Capt. H. A. Oakes carried a man from Moonbeam to points of St. James Bay on the border of Quebec and Ontario, which are also a rather good buy.

Januard 23rd and 24th, 1929, saw flights between Moncton, Summerside, thence to Charlottetown, back to Summerside and then to Moncton. These four covers are fairly scarce and command good prices even in these hard times.

In March 1929 a flight was made from Fort McMurray to Wrigley, Fort Norman and Fort Good Hope by C. H. "Punch" Dickens to bring out a load of furs. Mail was carried to and from these points and a set of these will run into a fairly good figure.

During 1930 a trapper on Coronation Gulf had a badly abscessed tooth. He went by dog team to Aklavik, where he wirelessed for a plane, which on arrival took him through the Yukon to Skagway, where he caught a steamer of the C.P.R. to Van-

cover. The pilot carried mail from Aklavik to Whitehorse which although only a few letters, roughly 25 or less, are worth good money. Letters are cancelled before April 27th and also cancelled at Mayo Landing on April 28th, backstamped Whitehorse, April 30th, 1930. This flight is known as the "toothache mail." Although the covers are valuable, yet we consider it cost the trapper more to have his tooth fixed than all the letters will ever be worth, in fact, this tooth was more than worth its weight in gold; you might almost say, in radium.

On February 1st, 1931 the Peace River-Caracjau-Fort Vermilion and Norht Vermilion was made both ways. The intermediate covers of the flight take some getting.

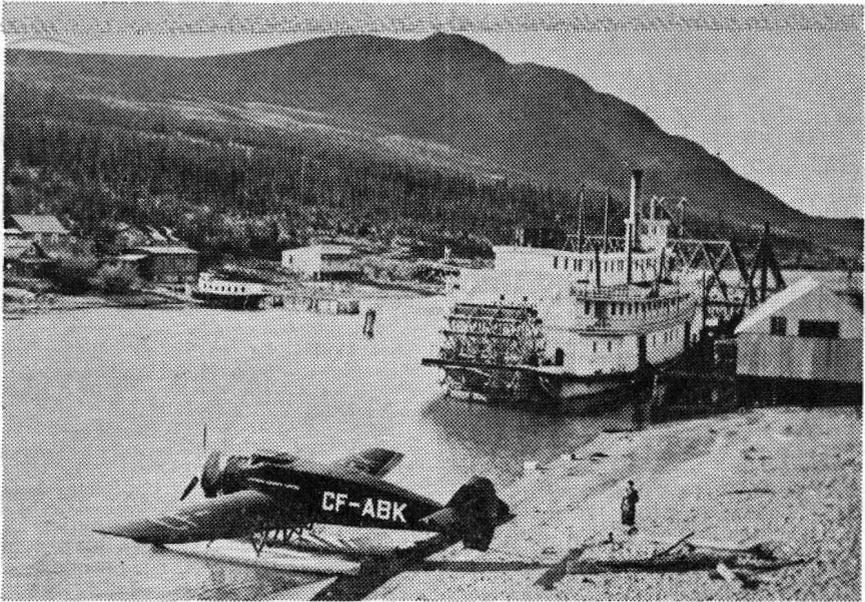
On August 17, 1931, the service between Regina-Saskatoon-North Battleford and Edmonton was dropped, Edmonton being connected direct through Calgary. Covers flown Calgary-Edmonton, or vice versa are another two items which cost real money, as very few exist. The news was released from the Post Office late the day before, and even collectors in these two cities missed out.

August 6th, 1932 saw the delegates to the Imperial Conference at Ottawa go by two special trains to see the opening of the new Welland Canal. Their mail was carried direct from St. Catharines to Montreal to connect with the Montreal-Rimouski plane carrying the overseas mail to the C. P. R. steamer which left Montreal the same day. A small local mail was also flown, and these covers are nice ones to own.

The list does not cover all the good ones by any means, only a few, which will give one an idea of good covers still to be gotten. But please do not write me for any of the above items, as I have none to sell; not even any for myself. And, a little sympathy for the speculator, for if it had not been for these chaps who put some covers in on many of these flights for the money they got out of sales, the collector would find that in many cases \$50.00 and more would not have bought covers carried on many of these flights. The speculator sold his from 25c to \$2.00 each, which has saved many of you large sums of money, so when casting stones at those who go in for the money end of the hobby, just remember they are of as much value as either the dealer or collector in assisting our collections.

■
TORONTO-WINDSOR, JULY 15, 1929

Through the enterprising research of a young New Yorker, we are pointing out an error in this flight, regarding the names



At Carcross, Yukon Territory. Canadian Airways Hornet-powered Junkers CF-ABK, which established a record of 5 hours and 5 minutes for the 750 miles between Edmonton and Winnipeg. The sternwheeler at dock is the S. S. "Tutshi", which plies between Carcross and Atlin.

of pilots who carried mail. Mr. Joseph H. Spiegelberg of the Brooklyn College Philatelic Society has called my attention to the fact that the pilot listing of this flight is entirely wrong.

The proper listing is Toronto-Hamilton-London-Windsor-Detroit, pilot H. Hatton. Windsor-London-Hamilton-Toronto, pilot G. R. Hicks. The other two items, Hamilton-Windsor-Detroit, are listed as being flown by Pilot H. Hatton. This is an impossible listing as if correct, Pilot Hatton would meet himself half-way, flying the other direction, which would be a rather peculiar experience for a pilot. The correct listing is as stated above, and corrections will be made in the 1935 edition, with a proper listing.

The Canadian editors appreciate Mr. Spiegelberg's correction and are hoping that by his careful study of the catalogue he may find other errors. We certainly feel honored by having any person show us an error as that is what collectors are for, to show the editors they know something, and that we do not know it all.

Always be sure to mention The Airpost Journal when answering or buying from advertisements.

RECOGNITION TRADE FLIGHT NEW YORK-MOSCOW IN MAY

The recognition Trade Flight from New York to Russia, brewing since early Winter has been formally announced to take place during the early part of May.

According to present arrangements mail will be carried from both New York and Bermuda for Moscow. Intermediate mail from Bermuda to Russia will also be accepted. Further details and cover information will be found in the advertisement of the Corporation elsewhere in this issue.

The second stage of the flight will mark the initial trans-oceanic hop between Bermuda and the Azores.

It is expected that trade samples, advertising and literature will be the chief cargo of the proposed good will flight to the Soviet. Efforts are being made to have the United States issue a special stamp commemorating, and for use on this flight.

A twin-motored plane with a wing spread of 100 feet will be used. Pontoons will be installed for the water hops. It is designed to carry 16 passengers and crew and has a cruising speed of 110 miles per hour. Stops are planned at Bordeaux, Paris, Vienna and Kiev after leaving the Azores en-route to Moscow.

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The Airpost Journal is published on the first of the month. Advertising copy must be received by the 20th of each month, 10 days before publication date.

THIS MONTH
we look across our northern borders to the air mail activities of our Canadian neighbors. From the standpoint of aerophilatelic interest Canadian air stamps and first flight covers have



W. R. PATTON
Editor-of-the-Month

always been in high esteem. Their conservative policy in the issuing of stamps resembles that of the Mother Nation, Great Britain, although the spirit of flexibility and progress is better revealed in the air post releases of the Dominion. The outstanding first flight covers and cachets of Canada attractively record the history of the present day pioneering of a country which has not yet been entirely claimed by the march of colonization and progressive industry. Today, the airplane is truly streaking achievement across the map of Canada's vast and potentially wealthy Northwest Territories. Other means of transportation and communication have proven too laborious and time-consuming.

OUR CANADIAN NUMBER has been very ably handled by co-editor W. R. Patton of Winnipeg and we join with our readers in expressing our appreciation to him and his associates for the fine presentation. We are specially grateful to Post Office Superintendent R. W. Hale for his interesting article and accompanying map, which is reproduced on our front cover, with several editorial additions.

CANADIAN AIRWAYS LIMITED has been most generous and accommodating in co-operating with us in the preparation of this issue. We have secured practically all photos through their courtesy and we extend our sincere appreciation. The double-page spread, picturing thirty-nine of this company's pilots is a feature of which we are proud, and we believe will be highly appreciated by every Canadian airpost collector. For the convenience of those who wish to mount this picture in their collection, we have prepared a limited number on coated paper and will mail one, in flat package, to each address for ten cents, which we figure as cost. Address the Albion, Pa., publication office. We ask, however, that collectors refrain from entering into sundry correspondence with Canadian Airways Ltd., as they have been good enough to co-operate with us in the above respect and the additional burden and expense of answering a large number of collectors' letters would undoubtedly be asking too much of the company. Queries should first be addressed to our regular section editor, enclosing return postage.

THE AIRPOST JOURNAL

HAVE COMPLETE COVERAGE ON NEW ARMY FLIGHTS

The Washington Air Mail Society on Monday, March 19th was treated to an exhibition of complete point-to-point coverage of first flight Army air mail covers of February 19th and 20th by its Vice President, Louis J. Heath, who with the able assistance of Mr. Ed. Kee, made the entire coverage consisting of 849 covers. Mr. Heath is having this collection housed in special albums and with the large number of official War Department photographs of many of the pilots, planes, crashes, take-offs, etc., this will undoubtedly be the greatest outstanding collection of its kind in existence. Every one of the 849 covers sent out has been received back and this in itself is believed to be a record. This Society is proud of this distinction held by two of its members.—Maurice S. Petty, Publicity Director.

RECEIVE INTERNATIONAL AWARDS AT NEW ZEALAND EXHIBIT

L. B. Gatchell, George W. Angers and Eric Hildesheim were awarded Special First Prize Certificates for airpost collections sent to the International Air Mail Exhibition held at Christchurch, New Zealand, in November of last year.

These three officers of the A.A.M.S. are to be congratulated both for their fine collection and their untiring efforts in the promotion of international good will in aerophilately.

F.A.M. ISSUE WAS WELL LIKED

Editor-of-the-Month, Dick Singley, and the managing editor are in receipt of several score of letters of appreciation and congratulation on the special F.A.M. issue of The JOURNAL, published in March. Although our space limitations prohibit the reprinting of these kind words we are happy to know that the special issues are being so well accepted. With the continued and increased co-operation of our readers and advertisers we hope that the present schedule can not only be maintained, but enlarged upon.

PRESIDENT GATCHELL NAMES COMMITTEE TO CHOOSE SITE FOR AAMS 1934 CONVENTION

President Gatchell recently named Richard L. Singley, chairman, George W. Angers, L. B. Gatchell, Walter J. Conrath to act as a committee for selecting a site for the 1934 Convention. William R. Alley and Francis B. Leech will act as alternates. The 1933 Convention and Exhibition was successfully held in New York City. Other previous conventions have been held at Cleveland and Washington.



Next Month

THE LINDBERGH NUMBER

A treat is in store for Lindbergh collectors and others with the appearance of the Lindbergh Number of The AIRPOST JOURNAL, which will be published for the May issue. The cover page will bear a large portrait of the famous flyer, which is taken from one of the most popular syndicated Lindbergh photographs and worthy of inclusion in any collection. There will also be interesting features on Lindbergh's part in the development of airmail, together with our regular features and news.

LINDBERGH COLLECTORS

Next month, for the benefit of our readers, an attempt will be made to list the names and addresses of as many Lindbergh collectors and specialists as possible. Please send your name and address to Mr. H. H. Griffin, 1200 Babbitt Road, Cleveland, Ohio, to reach him before April 20th, if you are interested in the stamps and covers relating to Col. Lindbergh. A postal card will be sufficient. Mr. Griffin is acting as associate editor of the forthcoming issue and it is thought that the list will prove interesting to all collectors of this field.

OUR ADVERTISERS

The current issue of The JOURNAL shows a substantial increase in advertising. We wish to express our thanks to the dealers who are represented and at the same time remind our readers that it is through the co-operation of these advertisers that The JOURNAL in its present form is made possible.

If you have liked the past four special issues of The JOURNAL, we know you will want us to continue on this more elaborate and interesting plan. The only way we can continue a schedule of this nature is with the assistance of every possible subscriber and advertiser. Patronize the advertisers who use space in The JOURNAL and mention the magazine when you are writing them. They are happy to help sponsor a magazine like The JOURNAL, but they would also appreciate your business.

We have a number of progressive plans for the expansion of The JOURNAL in the future. We expect to inaugurate these features gradually in proportion to the increase of our revenue from subscriptions and advertising. Any material assistance you can offer us in this program will help make an even better AIRPOST JOURNAL a reality.

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, 507 Quackenbos St., N. W., Washington, D. C.

COMING: Airport Dedications: Nevada, Mo., soon; covers to C. of C. . . . Springfield, Mo., probably late April or May no cover data. . . .Cokeville, Tenn., May 6th. Send to Major C. C. Fisher. . . .Lynn, Mass., in spring; send to Roger M. Holdsworth, 138 Bellevue Road. . . .Greenville, Texas, date indefinite; to Rotary Club. . . .Bloomington, Ill., in spring; to Carl Rhoads, 716 West Chestnut St. . . .Polson, Mont., date indefinite; to William D. Biedeman, P. O. Box 693. . . .Morristown, N. J., in spring or summer; to Harold C. Denegar, 210 Walnut Ave., Wanamassa Park, N. J. He will also mail at that time those being held for Spring Lake, which did not happen. . . .Marietta, O., late March or early April; to J. J. Goldish, P. O. box 584. . . .Joplin, Mo., about May 1st; to Mrs. C. A. Colley, 617 No. Byers. . . .Oroville, Calif., reported to be April 29th; no cover data. . . .Ocean City, N. J., will complete airport about May 1st, but no dedication plans public yet.

OTHER COMING EVENTS: Oakland, Calif., C. of C. will cachet on May 1st for 5th anniversary CAM 18; Clyde Welch, Foot 5th Ave., Oakland, Calif., and Francis James, 716 Santa Clara Ave., Alameda, Calif., write they have been appointed cachet directors by their respective Chambers of Commerce and will hold covers for Macon flights or other local events. . . .P.M.

at Nome, Alaska, returns covers and says "no information on dedication. . . .New airports are under construction at Tillamook, Brooklings, Astoria, Vernonia and numerous other Oregon cities according to clipping from McCamley.

PAST DEDICATIONS: 2770 covers mailed from the Shushan Airport dedication at New Orleans on February 9th, the bulk of them with Field cancellation, others with city cancel. . . .It has been reported in various publications that Ulmer Field at Brookhaven, Miss., was dedicated on June 19th, 1933. However, the correct date was the 17th, the detailed account of it being given in the Brookhaven Semi-Weekly Leader, issue of June 21, 1933, a copy of which is before me as I write this. No covers known. Our good friend H. E. Waha shows one with signature of President of C. of C., but it is postmarked at 7:30 P.M., the 19th, precluding any possibility of its having been mailed on any earlier day. . . .Readers will be surprised to learn that the Sunrise Flying Club airport at South Ozone Park, L. I. was dedicated November 10th, 1929, and hence the numerous covers of the 20th (cat. No. 1120) are without standing. The detailed account of the dedication is given in the November 11th issue of the Long Island Daily Press, Jamaica, L. I. The only correct covers known to me are a few postmarked at Ozone Park on the 10th, the Post Office at South Ozone Park not having been established until June, 1930. Innumerable letters have been necessary to learn this and Milton Ehrlich's assistance

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THE AIRPOST JOURNAL

has been invaluable. Early revision of catalogue listing is in prospect... Since last issue, I have received two covers sent out on June 7th, 1929, and one sent out on May 22, 1930, events just now having happened... OTHER PAST: New Orleans, Pan American Air Races, covers mailed as follows: 759 in green on 10th, 520 in purple on 11th; none on 12th or 13th; 436 in green on 14th; 458 in red on 15th; none on 16th, 17th, or 18th. Dates were changed due to weather conditions and Emil Thurman correctly handled them so every collector would get the same kind. Now air covers were used for the Mardi Gras cachet on Feb. 13th, 1116 being mailed. All cachets by Crescent City Stamp Club., Baddeck, N.B., Canada, on February 23rd, had nice printed cachet on 40 covers for the 25th anniversary of first airplane flight in Canada by J.A.D. McCurdy and his plane "Silver Dart". Thanks to Fred Sanders... Daytona Beach, Fla., March 1, red printed cachet by Stamp Club for 5th anniversary CAM 25... Have seen and received numerous unofficial cachets on covers for first flights Army mail on Feb. 19th and 20th, but they are outside the scope of this Department. There was one in Washington by M. & M. Assn. applied to 129 covers on the 20th. Anyone having Washington covers pmkd. Feb. 20th,

may have this cachet put on by sending to me with stamped envelope for their return... We have received back our three-nation covers: Canada-Nfld.-Miquelon, sent out for Dec. 15, 1930 flight, actually held August 1931, with many cachets, stamps, etc., and printed notice about their being refused by P. O. in Canada. However, Fred Sanders shows some pictorial postals showing these planes in flight, signed by pilot as having been flown from St. Pierre, Miquelon, at 3:30 P.M., August 19, 1931, and at Sydney, N.S., 6 P.M. same day, stamped and postmarked at both places, the last on the 21st. Very nice items indeed and these have not previously been recorded in any publication... James W. Green, 203 No. 4th San Jose, Calif. writes that the Sunnyvale C. of C. is still sponsoring cachets for Macon flights and he is their cachet director, but are sending them out only on worth while occasions and not every time the Macon leaves its dock as some have been doing... Galveston, Tex., C. of C. writes they will have cachet for U.S. Coast Guard Air Base, but construction has not yet been started... C. of C. at Cocoa, Fla. now writes (different from their previous two letters) that the covers of Jan. 20, 1931 (No. 1840) though having word "dedication" in cachet were for
(Continued on Page 27)

Bargains in . . .

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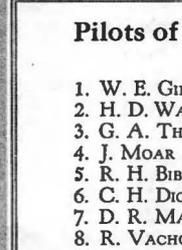
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Pilots of Canadian Airways Limited

November 15, 1933

- | | |
|-----------------------|---------------------|
| 1. W. E. GILBERT | 22. W. H. IRVINE |
| 2. H. D. WARDLE | 23. E. W. STULL |
| 3. G. A. THOMPSON | 24. M. E. ASHTON |
| 4. J. MOAR | 25. F. R. BROWN |
| 5. R. H. BIBBY | 26. N. G. FORESTER |
| 6. C. H. DICKINS | 27. W. FOWLER |
| 7. D. R. MACLAREN | 28. F. B. BARAGAR |
| 8. R. VACHON | 29. A. M. McMULLEN |
| 9. K. F. SAUNDERS | 30. H. A. SCHADE |
| 10. C. M. G. FARRELL | 31. E. P. H. WELLS |
| 11. R. F. GEORGE | 32. S. J. McRORIE |
| 12. W. R. MAY | 33. F. W. BONE |
| 14. A. N. WESTERGAARD | 34. H. M. KENNEDY |
| 15. J. F. BYTHELL | 35. B. J. TERENCE |
| 16. H. HOLLICK-KENYON | 36. H. S. JONES |
| 17. V. J. HATTON | 37. W. R. McCLUSKEY |
| 18. W. H. WOOLLETT | 38. E. MORRIS |
| 19. H. WATT | 39. J. H. LYMBURNER |
| 20. V. H. PATRIARCHE | 40. F. M. McGREGOR |
| 21. O. C. S. WALLACE | |



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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.

AIRMAIL SERVICE by the Army Air Corps was officially suspended on March 11th on account of the large number of Army pilots killed (ten during the first nineteen days of Army operation) and also on account of the extreme weather conditions prevailing at the time that the Army took over the job of transporting the air mail. Many other factors such as equipment and lack of knowledge of the flying conditions over the terrain that many pilots were called upon to fly over added to the Army's troubles. The daily Postal Bulletin of March 14th gives the new schedules and list of routes that will resume operation as soon as reorganization of equipment and personnel by the Army is

completed. The Army, it is understood, will resume operation under the new schedules on March 19th, or as soon after that date as conditions will permit. One thing that must be said in justice to the Army pilots is that in the performance of their duties as air mail pilots, they have attempted to carry on in the face of overwhelming odds and difficulties with unflinching courage and steadfastness.

Through the co-operation of Messrs. Gatchell, Alley, Angers and other interested collectors, some definite conclusions have been arrived at relative to the listing of covers in the CAM section of the Standard Airpost Catalogue, as follows:

1. Covers carried on the first flights under Army operation of the domestic air mail routes will NOT be listed in the CAM section for the reason that such covers were not carried under contract operation, the contracts having been cancelled. Such covers will be listed either in the regular government section or under a separate section by themselves.

2. If and when the various domestic routes revert to contract operation, covers carried on first flights under new contract operation will be listed in the catalogue subject to the following rules.

a. No listings for such routes involving a change of contractors. Example—Route 4 resumes operation under new contract to same points as on last day of old contract operation, but with a new contractor as operator.

b. No listings for such routes involving a change of route number. Example: If old Route 1 resumes operation under new contract to same points as on last day of old contract operation but with a new route number, say such as 10 or 35.

c. No listings for such routes involving consolidations of two or more old routes. Example: If old Route 17 and old Route 18 are combined or consolidated and the new combined or consolidated route known

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AIRPOST COLLECTORS

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as new Route 17 or 18 or even as new Route 36.

d. Listings for such routes which are entirely new and represent no part of an old route. Example: A route from Brownsville to New Orleans with either Houston or Galveston as an intermediate stop.

e. Listings for such new intermediate points as might be added to a route which were not at some time or other stops on that route. Example: If old Route 5 resumes operation under new contract with Ogden and Pocatello as intermediate stops on the new route, then covers in both directions, both into and out of both Ogden and Pocatello carried via the first flights under new contract operation are eligible for listing.

f. Listings for such new extension points as might be added to a route which were not at some time or other stops on that route. Example: If old Route 30 resumes operation under new contract with Macon and Jacksonville as new stops on a southward extension from Atlanta, then covers southward from Atlanta and northward from Jacksonville as well as covers both southward and northward from Macon carried via the first flights under new contract operation are eligible for listing.

g. Listings for such points as involve new directional flights. Example: If old Route 5 resumes operation under new contract with direct flights between Seattle and Pasco, then covers carried on the first flights under new contract operation between these two points are eligible for listing.

h. Listings for such AIR MAIL FIELD points which might be established, not previously existing as such points. Example: If an air mail field postoffice is established say at Nashville on the first day that old Route 20 and old Route 30 resume operation under new contract for the purpose of interchanging of air mail between these two routes at this point, then such covers as might be dispatched via the first flights to both Route 20 and Route 30 on the first day of operation of these two routes are eligible for listing. (In event that an air mail field post office is established at

**TEGUCIGALPA-YUSCARAN,
HONDURAS**

The first Official flight of airmail between the capitol and the farthest eastern city took place February 15th, 1934. Covers with cachet and proper postmark and backstamp will be sent postpaid for 50 cents. (Those who sent 25c previously should remit an additional 25c to cover return airmail postage expense.

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which will come late next fall or early winter.

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Nashville after the first day of operation under new contract of either or both Route 20 and 30; then such covers as might be dispatched from the Nashville Air Mail field are not eligible for listing.)

The above covers in general what constitutes listable covers insofar as the CAM collector is concerned. If and when the various domestic routes go back to contract operation, certain conditions may arise which may make it necessary to list first flight covers not governed by any of the above-mentioned rules but such cases will be few, if any.

Unofficial cachets were applied to air mail covers dispatched on the first flights under Army operation from several different cities. These cachets, although unofficial were for the most part sponsored by the contractors, clubs and civic organizations. Mr. John B. Jackson, cachet director for the Detroit Air Mail Society, advises collectors mail dispatched from Detroit on February 20th via the first Army flight to Detroit were given a four-line cachet worded: "FIRST FLIGHT-GOV. AIR MAIL--DETROIT to TOLEDO, FEB 20th, 1934." He further advises that those collectors who have air mail covers carried on the first Army flight from Detroit to Toledo on February 20, that do not bear the cachet, might have same applied by sending such covers to him provided return postage is enclosed and the covers are correct, cancelled. Mr. Jackson's address is 764 Spencer Ave., Ferndale, Michigan.

On September 10, 1933 the first direct flights were made between Buffalo and New York City and vice versa over A.M. Route 20. There were 12 pounds of air mail dispatched via the first flight from New York City. D. Wonsey was first pilot from New York City and John J. Kiely is postmaster as of 9/10/33. Ralph Dodson was first flight pilot from Buffalo and Robert W. Gallagher is postmaster at Buffalo as of 9/10/33. Poundage from Buffalo now definitely available at this writing and will be reported in a later issue.

The writer of this column has had many comments, both pro and con, regarding the method of CAM listings as well as items listed and unlisted and herewith makes a suggestion that such collectors who are interested in an open discussion in this column of the CAM section listings drop him a postal card to that effect. If a sufficient number of collectors signify their liking for such a discussion in this column that is what will appear in some of the future issues of this journal. Please do not send any comments at present, merely a postal card stating whether or not such a discussion is of timely interest and importance. Your comments will be asked for in a later issue of this journal if sufficient replies are received for such open discussion.

CRASH COVER NEWS

By FRANK A COSTANZO

Crash Cover news should be sent direct to Frank A. Costanzo, Box No. 32, Punxsutawney, Pennsylvania.

STORMS!—During the past few weeks, blizzards, snow, treacherous fog and zero weather lashed virtually the entire nation, bringing death and destruction to more than a score of gallant airmen as they battled with the black sheep of the airways in an effort to complete assignments.

1920 CRASH DATA

Air mail covers salvaged from the air mail interruption at Pemberville, Ohio, September 14th, 1920, catalog number 6.20C received a two line purple cachet reading: "DAMAGED AIR MAIL WRECK--NEAR TOLEDO - 091420."

1923 FAM 2 CRASH March 29th, 1923

Victoria, Canada, F.A.M. No. 2, Seattle-Victoria Airplane Mail, Southbound, Victoria to Seattle, 2:00 p.m., Pilot E. Hubbard uninjured. Eleven pouches of mail recovered in watersoaked condition and forwarded from Victoria on the regular box. Small mimeographs form in ten lines forwarded with the mail which was badly water-soaked. Cachet reads: "United States Post Office, Seattle, Washington, March 31, 1923. This mail in transit via S.S. President Grant from Yokohama, was damaged by water in an accident to the seaplane in service between Seattle and Victoria. B. C. Edgar Battle, Postmaster, Seattle P.O., 3.31.23, 2M."

Taking off from Victoria after taking on the mail from the steamer President Grant, Pilot Hubbard headed for Seattle, flying close to the water in his usual manner when flying in fair weather. With Victoria about a mile behind, a downward gust of air lowered the machine enough to touch the water, tearing away the bottom of the hull of the plane. With no buoyancy left in the hull, the mail plane submerged, causing the mail to be damaged. The pilot was rescued by the President Grant and the plane towed to the dock.

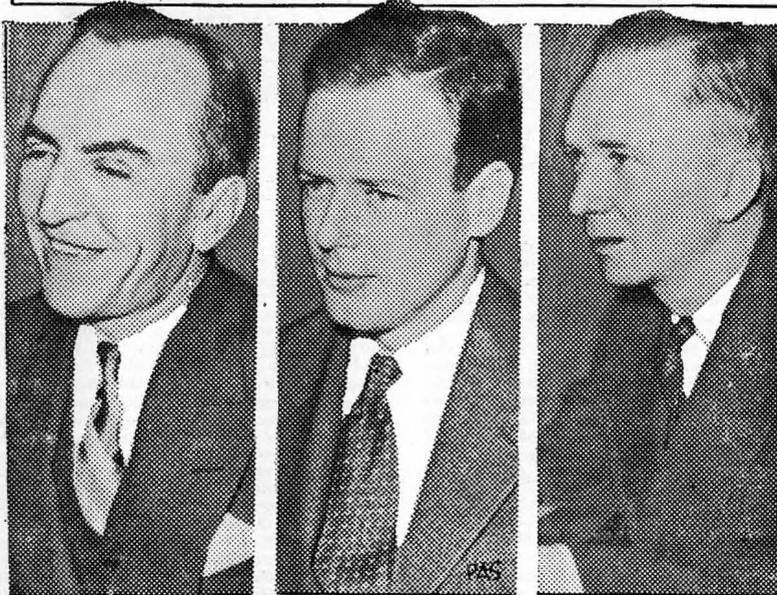
OFFICIAL REPORT OF RECENT AIR MAIL MISHAPS

January 15th, 1934

Near Albuquerque, N. M., A.M. No. 34, Trip 4, TWA, Eastbound, Los Angeles to Amarillo, 3:45 a.m. Pilot H. H. Holloway slightly injured. Original load of mail 206 pounds, recovered intact and forwarded from Albuquerque without markings by reserve plane leaving at 8:20 a.m.

With the lights of the Albuquerque airport in sight, the motor suddenly stopped and Pilot Holloway radioed his motor had stopped and he would attempt a forced landing on a mesa nearby. Keeping the landing gear of his Lockheed monoplane retracted so as to avoid danger of a roll-

Noted Airmen at Washington Hearing.



WASHINGTON . . . The Senate Post Offices and Post Roads Committee asked for information and opinions from three of the United States' most noted airmen and in each case received much valuable information and helpful suggestions. The above photos were taken as each airman appeared before the committee. Left to right they are: Captain Eddie Rickenbacker, Colonel Charles A. Lindbergh and Clarence Chamberlain.

ing landing, Holloway landed in the darkness causing but slight damage to his plane.

January 30th, 1934

Albany, N. Y., F.A.M. No. 1, Trip 2, AA, northbound, Albany to Montreal, 3:35 a.m. Pilot S.T.B. Cripps. Original load of mail 81 pounds, four pouches, approximately 48 pounds salvaged in charred condition. Three line cachet "DAMAGED DUE TO AIR MAIL INTERRUPTION AT ALBANY, N. Y., JAN. 30th" applied by Albany postar officials. Four line bi-lingual cachet reading "DAMAGED AND DELAYED BY FIRE—ENDOMMAGE ET RETARDE PAR FEU", applied by Montreal authorities. Mail cargo consisted of much first class mail as special arrangements permit first class mail to be carried to the full capacity of plane.

As airport attaches serviced the trimotor Stinson mail-passenger plane preparatory to its regular flight to Montreal, a short circuit caused by the radio men repairing the ship's radio set, set the plane afire and completely destroyed the ship. No passengers were aboard the ship.

February 12th, 1934

Danville, Ky., A.M. 20, Trip 1, AA, Southbound, Cincinnati to Louisville. 1 P.M.,

Pilot Joseph Waldron fatally injured, three passengers injured. 58 pounds of mail recover intact and trucked to Louisville.

Taking off from Cincinnati in hazy weather, the pilot lost his bearings and got off his course. Landing in a small field to ascertain his position, the pilot attempted to take off from the small rough field but failed to clear telephone wires on the edge of the clearing. Striking the wires, the plane careened into a tree and hurtled to the ground, the motor tearing away and falling some distance from the ship.

Pilot Waldron had been a pilot for the American Airways for the past three years. He had an excellent flying record and was a regular pilot of the Cincinnati to Washington run. He had not flown the Cincinnati to Louisville route for some time before the mishap.

Army Mishaps

Holding our April report until the last minute in an effort to give the mishap data on the Army accidents and crashes was not fruitful as we have failed to receive the official data and will be unable to include them with this report. We promise to have the entire list ready for the next issue. Sorry!

AIRS OF THE MONTH . . .

By ALTON J. BLANK

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

AFTER TWO YEARS in preparation, the first of the Chile permanent series makes its appearance. And the Aegean Islands finally gets a permanent series to take the place of the numerous provisionals.

Despite the repetition of the design the new Belgian Congo series is an attractive addition to the stamps of that country. The contrast of a modern high-speed monoplane in flight above a group of frightened natives who are scurrying away in their canoes is particularly effective.

Mussolini's printing presses are going again and a set for the tenth anniversary of the Occupation of Fiume is to be issued.

Interesting varieties turn up from Greece and Newfoundland.

AEGEAN ISLANDS. An attractive design taken from an ancient coat of arms comprises the common picture on the four values just issued. The words "Rodi" and "Posta Aerea" appear above a winged device which is above a horizon with small ships on the sea. The issue is water-marked crown and perf. 13½x14. Colors and denominations are: 50c ochre and black, 1L green and black, and 5L lilac and black. Can any reader explain why the series has been sold at a premium of 15 per cent. over face in the post offices on the island?

AUSTRALIA. An attractive aftermath to the report appearing last issue concerns the "O.S." overprint on the 6d. Kingsford-Smith stamp. A correspondent in Dryden, N.Y. sends a clipping from the "Daily News" of Sidney, Australia, which tells of the arrest of a proprietor of a stamp shop. This man had in his possession dyes, rubber stamps, and inks and was making rarities of ordinary stamps. Among the group marked "O.S." were the Kingsford-Smith series. This undoubtedly explains the appearance of the copy mentioned last issue and quickly answers my question as to the antics of some ambitious printer.

BELGIAN CONGO. Colors of the set mentioned last month are: 50c black, 1f car-

mine rose, 1.50f deep green, 3f red brown, 4.50f ultramarine, 5f red brown, 15f red violet, 30f orange red, and 50f blue violet. "Service Postal Aerien" and "Luchtpostdienst" are the bi-lingual inscriptions which make up the border along with the words which give the name of the country.

BRAZIL. I have recently had the pleasure of examining a quantity of used copies of the 10,000 reis Santos Dumont type stamps all with the perforation 9x9½ instead of the normal variety. All had come in on regular business correspondence and I must admit I am at a loss at the present time to explain the variety. Is there a possibility of a new printing, the shade of the stamp was lighter than normal, and a consequent change in perforation?

CHILE. In January of 1932, word reached us of a permanent set of 21 values that was to be issued within a short time. The designs were chosen from a competition. This month the first of the set, a 2 pesos value appeared. It is dark blue and shows a pair of planes in flight over a globe bathed in the rays of shafts of light. The stamp was produced by the Talleres de Especies Valaradas in Santiago, Chile.

CYRENAICA. The 5L stamp of the 1932 series was reissued in new colors and surcharged as the corresponding set of Italy and Tripolitania. Arabic values were also indicated. The stamps are 2L brown, 3L green, 5L yellow and 10L carmine rose. This flight, known as the Rome-Buenos Aires Flight came to a premature end on the coast of Brazil when the plane carrying the mail franked with the special stamps crashed.

GREECE. An imperforate sheet of the 50 Drachmai brown stamp showing a plane in flight over the Acropolis has been found with several copies cut therefrom and used on mail. No other errors have been located in either of the issues released last November.

HONDURAS. Word comes that the various issues of this country have been extensively counterfeited. There is a group of collectors who are issuing the spurious stamps and it is well to be on the lookout for them.

INDIA. There will be no reissue of the current air mail set when supplies run out. Evidently remainders are being used as a basis for the Kuwait set.

IRAQ. A rather interesting air mail envelope, rather than a post-card as previously reported, has been issued by this shiekhdom. The current 15 fils stamp bearing a portrait of the recently deceased King Feisal is embossed on the upper right hand corner and opposite is the label in blue "Airmail." Instructions on the proper method of folding the envelope appear on the edge.

ITALY. Six stamps plus two special delivery stamps comprise the set celebrating the Tenth Anniversary of the Occupation of Fiume. Values are: 25, 50, 75c; 1L plus 50c; 2L plus 1.50L, and 3L plus 2L. The Special Delivery denominations are 2.25L plus 1.25L, and 4.50L plus 2L.

The Rome-Buenos Aires set chronicled

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before, consisted of a special surcharge overprinted on the reissued value of the 1930 set: The 2L stamp showing a flight of arrows, bore the inscription "Primo-Buenos-Ayres Trimotore-Lombardi Mazzotti", the value, the fasces, a small outline of a tri-motored plane, and the date "1934 A. XII". (The "Lombardi-Mazzotti" part refers to the names of the two pilots who carried the mail across the northern part of Africa, the South Atlantic Ocean only to crash at Ceara, Brazil). 2L orange, 3L green, 5L carmine, 10L purple.

JAPAN. In the same design as before, we find a new value 9½ sen rose red issued to take the place of the 8½ sen of the second series.

LITHUANIA. A London firm has been awarded the contract to print the stamps of this country. They will be printed direct from steel plates by the intaglio process. The first set will be in commemoration of Darius and Girenas, airmen who crashed after crossing the ocean.

NEWFOUNDLAND. The 60c. stamp showing the fishing scene on the Grand Banks of Newfoundland has been discovered imperforate at the top. Only ten are known.

NEW ZEALAND. We have another stamp to add to our list of Famous Flight stamps. Early this year the Flight Lt. T. C. Ulm flew his plane, "Faith in Australia" across the Tasman Sea from Australia to New Zealand. (Kingsford-Smith also accomplished this on his famous flight). For the return flight which took place February 14th, 1934, an official mail was carried. A limited number of stamps in the design of the current 7d were printed. The stamp is 7d and pale blue, bearing an overprint in blue: "Trans-Tasman Air Mail 'Faith in Australia.'" There seems to be quite a bit of speculation about the numbers printed and collectors are eagerly seeking the item. In D. E. Dickason's auction at the Garfield-Perry affair, the stamps brought \$2.50 despite the fact that it is being advertised at 60c and \$1.00.

NICARAGUA. The 20c. green Momotombo type stamp has been overprinted in red "Servicio-Centro Americano-Vale 10 Centavos" in three lines. One sheet of 100 was printed in black by mistake. On the red we find the surcharge inverted and double one inverted.

SWITZERLAND. The current 35c and 1f have just been issued on the chalky surface paper and ribbed gum, as are the current postage stamps. The colors are brighter and the paper is very white. Undoubtedly the rest of the set will appear.

TRIPOLITANIA. For the VIII Industrial Fair we have five airmen and two special delivery stamps. They are 50c grey, 75c orange, 5 plus 1L green, 10 plus 2L violet, and 25 plus 3L orange brown. The 50 and 75 and 10L domes and minaret and the Mediterranean with sails of ships and a plane, and the 25L a camel.

Four Bedouins on the desert with a distant plane coming in to land, comprise the common design of the 2.25L grey olive and 4.50 plus 1L dark gray Air special delivery stamps. All are on paper watermarked multiple crown and are inscribed "VIII Fiera Campionaria 1934 Tripoli A VII." Bearing the same surcharge as the Italian and Cyrenaican sets the series for the Rome-Buenos Aires Flight was produced by using the design of the 5L stamp

NEW CANADIAN FIRST FLIGHT FOR MAY 1ST

By authority of the Postmaster General, regular air mail service between the following points will be inaugurated on or about the 1st of May, 1934:—

PRINCE ALBERT, SASK., and
ILE A LA CROSSE, SASK.,
via BEAUVAL, SASK.

To commemorate the inauguration of this Canadian air mail service, the following special cachets (four separate designs) will be used on letters carried on the initial flights:—

Prince Albert-Beauval
Beauval-Prince Albert
Prince Albert-Ile a la Crosse
Ile a la Crosse-Prince Albert

These cachets will be used only on such covers as are sent to the District Superintendent of Postal Service, Saskatoon, Saskatchewan, and which reach him not later than the 29th of April, 1934, bearing Canadian postage. (8c to U. S. A.)

of the 1931 issue. Colors are 2L red brown, 3L green, 5L bistre, and 10L carmine.

URUGUAY. Two values of the Pan American Congress set were surcharged in red in a small circle "Servicio Postal Aereo" with the date "1-1-34" in the center. The stamps are the 17c vermilion, grey and violet, and the 36c red, black, and yellow. One report states 8,500 were issued while another claims 12,500.

UNION OF SOCIALIST SOVIET REPUBLICS. The set of five values commemorating the tenth anniversary of civil aviation was to have been released the month of February. It seems that one set was to be on watermarked paper and the other not. Imperforate copies of the dirigible construction set have been coming on the market. However they are perf. 11½ rather than 12½ and are reputed to be the product of a certain continental dealer.

A brief word of congratulation, somewhat belated to be sure, to Messrs. Gatchell, Costanzo, Hildesheim and Frelinghuysen for their remarkable showing of air mail items at the show in New York. Also many thanks to those who have expressed appreciation of the February issue. Judging by the reports of Mr. Frelinghuysen's collection, also that of Mr. Conard of Sierra Madre, Calif., Mr. Harris better look to his laurels.

This month's cooperators include: Leland C. Metzgar, Unione Filatelica Nazionale, P. J. Drossos, M. J. Harris, Otto Moses, F. P. Conard, T. F. Norris, D. E. Dickason and D. E. Helmuth.

Air Mail Stamps

If you are a collector of these popular stamps our new Air Mail List, No. 3, just published, will interest you. Everything from a simple packet to a complete collection. Send a postcard for a free copy.

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THE AIRPOST JOURNAL

NOTES AND COMMENT

Wooster, Ohio, March 9, 1934

Mr. Walter Conrath,
Albion, Pa.
Dear Walt:

Congratulations on the three fine special issues of The JOURNAL thus far put out. Every one has been a top-notch.

Dick Singley in his article "What is a FAM" in the March issue has opened, or rather re-opened so definitely the subject of listing of the FAM's in the Standard Airport Catalogue that I think I should make as definite a reply.

First, let me say that the present method of listing, generally speaking, was inherited by me when I took over the responsibility for the catalog following publication of 1931 issue and that I was not originally responsible for the change from the simpler listing advocated by Mr. Singley to the highly specialized one now being used. The former publisher of the catalog, Mr. York and his assistants Mr. Wilson and Mr. Falkoff, evidently felt that there was a demand for the change or they would not have gone to the additional trouble and expense of rewriting and enlarging this section. Since I have been publishing the book I have received emphatic and repeated objections to the present highly

specialized listing but these objections have come, so far as any direct expression is concerned, from three individuals. These men are all collectors whose judgment I highly respect but I have felt that their objections, no matter how well put and, strongly expressed, were hardly sufficient evidence of the attitude of the several thousand collectors as a whole who buy and use the catalog each year. I have no personal preference either way but in publishing the catalog I am simply trying to give the great body of collectors what they want. If a reasonably large majority will express definitely and actively to me their wish to return to the old listing, covering flights only to and from the U. S. and its possessions, I will have no objections, but on the contrary a saving in printing costs, if we go back to the old plan. If on the other hand the present, specialized listing is favored by the majority of collectors, then I am prepared to continue as it is. There is no way for me to judge but by definite expressions of opinion and I welcome those at all times, not only concerning this section but any other part of the catalog.

I wish to announce at this time also that Mr. Samuel Ray, well known collector and research enthusiast of Chicago has been selected to carry on the duties of the catalog as Editor-in-Chief in the future. My own heavy schedule of work has made it physically impossible to keep up this work as it should be done and I know that the new arrangement will be of advantage to all concerned.

Yours very truly,

DONALD E. DICKASON

EDITOR'S NOTE—We are glad to have the statement from Mr. Dickason, who is ready to fulfill the wishes of collectors in the cataloguing of these covers. If you are interested in seeing the FAM's listed in a more simplified manner a note should be sent to him or the new editor, Mr. Ray. If you believe the present listing satisfactory, you should also communicate your reaction. In this case The JOURNAL is happy to be of assistance in determining the majority of collector preference—W.J.C.

ENGLISH INLAND AIRMAIL WILL BE
FIRMLY ESTABLISHED THIS YEAR

The English inland airmail, the first service of which was established last April, will be firmly established in the coming Spring and Summer. It is expected that a network will connect all prominent cities throughout the island, according to word received from A. Phillips, leading air mail specialist and dealer of Newport mon, England. Incidentally, Mr. Phillips is offering several attractive aero-philatelic items from the 1933 English inland airmail service in this issue of The JOURNAL.

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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, California, as early as possible.

NAVY and Coast Guard Airport. Will advise on this later, when something definite develops.

Meanwhile ten more inquiries sent out February 17, have brought the following: Nevada City, doubtful when to be completed. Maybe this summer. Santa Cruz, being greatly improved under the CWA, and may be a formal dedication in May. Someone up there tells us if this is the a.p. which was dedicated April 23, 1931, please. OROVILLE, plans to dedicate on April 29. Chamber of Commerce will have charge of the ceremonies. Montague C. of C. sends a very complete statement of the development of their airport, with statement of moneys paid out so far by the city, county and Federal Governments, but say nothing about date of completion, but they do say "we learn that the Govt. may develop this airport later" and so we judge it is not ready, nor near completion yet. Nubieber, heretofore publicised as Beiber, also sends a rather complete statement of condition, and hope to be ready for dedication later in the year. They are filing application for a CWA advance to complete the work started, so nothing very definite from there. Crescent City, in the development stage, and hoping for funds. These seven a.p.'s are all in California. Woodland, Cal., is also developing, and hopes to stage an airshow in the summer to celebrate the expansion. Wonder if this is the a.p. we were expecting to have dedication over a year ago? Incidentally, all these a.p.'s are in the Northern section of the State, and we need some co-operation from the collectors up there on these items.

HONOLULU. The navy plans for a flight hop from here to Midway Island were daily, over a period of several days, post-

(Continued on Page 29)

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*681...06	689...08 .09	696...02 .03	
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COVERS AND PILOTS OF RECENT
CANADIAN FLIGHTS

- Dec. 5, 1933, Rae-Camsell River; Pilot W. E. Gilbert; 4365 covers carried.
- Dec. 5th, 1933, Camsell River-Cameron Bay; Pilot W. E. Gilbert; 4240 covers.
- Dec. 9th, 1933, Cameron Bay-Camsell River; Pilot A. McMullen; 4239 covers.
- Dec. 9th, 1933, Camsell River-Rae; Pilot A. McMullen; 4208 covers.
- Dec. 14th, 1933, Sept Iles-Havre St. Pieere; Pilot W. H. Irvine; 2903 covers.
- Dec. 15th, 1933, Sept Iles-Natashquan; Pilot W. H. Irvine; 2842 covers.
- Dec. 15th, 1933, Havre St. Pierre-Natashquan; Pilot W. H. Irvine; 2842 covers.
- Dec. 15th, 1933, Natashquan-Havre St. Pierre; Pilot W. H. Irvine; 2865 covers.
- Dec. 15th, 1933, Natashquan-Sept Iles; Pilot W. H. Irvine; 2882 covers.
- Dec. 15th, 1933, Havre St. Pierre-Sept Iles; Pilot W. H. Irvine; 2896 covers.
- Dec. 24th, 1933, Havre St. Pierre-Port Menier; Pilot W.W. Woollett; 2942 covers.
- Jan. 16th, 1934, Port Menier-Havre St. Pierre; Pilot W. W. Woollett; 2877 covers.
- Jan. 25th, 1934, Cameron Bay-Coppermine; Pilot W. E. Gilbert; 4189 covers.
- Jan. 27th, 1934, Coppermine-Cameron Bay; Pilot W. E. Gilbert; 3967 covers.

YOU

are appointed to send me crash covers from past or future air mail mishaps. Cash for anything I can use and I guarantee prompt payment.

FRANK A. COSTANZO
PUNXSUTAWNEY, PENNA.

THE AIRPOST JOURNAL

WITH THE CATALOGUE EDITOR
by Samuel Ray

(Note. All communications regarding the Standard Airpost Catalog may be sent direct to the Editor-in-Chief, Samuel Ray, 1539 South Kolin Avenue, Chicago, Ill.)

The 1934 Supplement

It is hoped that the 1934 supplement will be ready for distribution within several weeks. The collectors' patience will be rewarded with a supplement that will be up-to-the-minute; even the Army corps first flights and crashes will be included!

The C.A.M. section has been rewritten entirely, and many revisions and much new data have been included. For the first time Alaskan flights have been segregated and subsumed under a new section, in which all known flights are catalogued in detail. The Zeppelin section has been rewritten entirely, and for the first time is presented as a complete and detailed listing. And last, but not least, another new section and "first time" (we hope to have many more features in the future which can be described as "first times") for a detailed and comprehensive listing, is the Colombian semi-official stamp section.

In addition to the above entirely new sections, the supplement also includes additions, corrections, and revised listing on the follows: U. S. Pioneers, Governmentals, F.A.M.'s, Crashes, Dedications, Souvenir-Historicals, Canada, Philippines, Pan-American flights and Semi-Official stamps. We may with all reservations make the claim that with the 1934 supplement, the (1933) Standard Airpost Catalog will be the most complete and up-to-the-minute airpost catalog.

A Plea for Cooperation

As a new incumbent, our message to the collector is only a repetition of what our predecessors have said: "The Catalog is your Catalog, and is only as good as you make it."

We would like every owner and user of the Standard Airpost Catalog to feel free to address any of the editors at any time. New data and information will be particularly appreciated; we cannot stress too much the importance of the part played by the collecting fraternity all over the world who send in new information on past items, and keep us informed of new events after they occur.

The following is a list of departmental editors to whom communications concerning their particular fields may be sent. Communications concerning departments not listed, or covering several sections should be sent directly to the Editor-in-Chief.

Pioneers—Erik Hildesheim, 143 West 49th Streets, New York City.

C.A.M.'s—L. B. Gatchell, 35 Chatfield Road, Bronxville, N. Y.

F.A.M.'s—Arthur W. Barrus, 147 Mosley Drive, Syracuse, N. Y.

Crashes—Frank A. Costanzo, Box 32, Punxsutawney, Penna.

Dedications—Maurice S. Petty, 507 Quackenbos St., N.W., Washington, D. C.

Air Express—James T. Schweier, 3036 West 51 Street, Cleveland, Ohio.

Souvenir-Historicals—W. A. Steiger, Post Office, Springfield, Illinois.

Canada—W. R. Patton, Box 2384, Winnipeg, Canada.

Paris Balloon—George W. Angers, 293

Bridge Street, Springfield, Mass.
Alaska—Edward M. Vickers, Box 1814, Erie, Pennsylvania.

Cuba—Roy C. Votaw, 127 South 6th Street, Chino, California.

Colombia Semi-Officials—F. W. Kessler, 485 Ocean Avenue, Brooklyn, N. Y.

Semi-Official Stamps—Alton J. Black, 1850 Burnett Ave., East Cleveland, Ohio.

This list will be supplemented from time to time. The courtesy of enclosing return postage when writing to editors will be greatly appreciated.

On par with data and information in importance, are criticisms, comments, and suggestions. Consider it your duty to write and tell us what you like about the catalog, what you don't like, and what you would do about it. Criticism must not necessarily be constructive; we enjoy a pure bawling-out, too, and as Will Rogers said, one can say that he doesn't like a Beethoven sonata without offering to write a better one. We would like to receive letters from each user of the Catalogue telling us just what he thinks of it; communications may be addressed to the Editor-in-Chief.

Special Requests

Under this heading we will every month list topics on which we particularly desire information and data for catalogue use. Any information that you have on these subjects will be deeply appreciated.

Massed Navy flight to Hawaii, Jan. 10-11.

Do-X itinerary and cover varieties, etc.

Army air corps first flights over A. M. routes; wanted especially exact times that army planes left on first flights, pilots, and data on philatelic mail.

Incidentally, are there any volunteers who would like to edit these army flights for the Catalog? We could also have room for specialists who would like to edit individual South and Central American countries. Address enquiries to the Editor-in-Chief, giving qualifications and references.

Cooperators this month: Bill Miller, Oscar L. Mayer, Dr. Snyder, Frank Costanzo, W. A. Steiger, Erik Hildesheim, Theodore Light, Henry Lacks, L. B. Lincoln.

FRANCIS J. FIELD WILL HAVE STAND NO. 7 at 'APEX'

Francis J. Field, airpost stamp and cover specialist and dealer of Sutton Coldfield, England, will occupy stand No. 7, the nearest stand to the Exhibition Post Office, at the London International Airpost Exhibition, "Apex" to be held from May 5th to 12th. All readers of The JOURNAL who plan to attend the International Exhibition are invited to call upon Mr. Field at that time.

AIRMAIL AUCTION

The Detroit Air Mail Society announces that it will hold an auction at its first meeting in May. (5-1-34). Many desirable items are offered and lists will be sent to all requesting them. Write the Secretary, Donald L. Smith, 15449 Dexter Blvd., Detroit, Michigan, or Dr. George W. Brands, 4611 Concord Avenue, Detroit, Michigan.

THE AIRPOST JOURNAL

THE INTERNATIONAL (INAPRESS) AIRPOST CATALOGUE

"Catalogue International de la Poste Aérienne", recently published by the International Airpost and Publishing Express Service (Inapress), of The Hague, Holland, lists and illustrates all official and semi-official airpost stamps of the world.

This well prepared catalogue contains 180 pages and is fully illustrated with about 700 reproductions. It prices stamps, in French, Francs, unused, used and on cover. The quantities of individual issues are quoted in many cases. It is noted that the much disputed issues of Colombia and Canada are recognized in this catalogue as official emissions, which will be welcomed by many ardent followers of these popular airpost stamps.

The fact that the text is in French should not discourage collectors from using this book as a majority of the material is readily understandable, even to one who has had little experience with the language.

According to word from the publishers their forthcoming catalogue of Air Post Labels will be issued in three languages, including English.

The current catalogue may be obtained from a number of leading dealers in this country for 65 cents, including postage. If you are unable to obtain a copy, The AIRPOST JOURNAL publication office will be glad to place your order.

DEDICATIONS AND UNOFFICIALS

(Continued from Page 15)

Air Tour only. Say there is only one airport and it was formally dedicated January 21, 1930 (No 1180)...C. of C. at Durant, Oklahoma says covers received for dedication were sent out on May 24, 1929, for air tour. No explanation given for those of Nov. 8, 1929, but says there is only one airport there and that it was dedicated on November 11, 1930. So eliminate Nos. 581 and 1091 from your catalogue... Winston-Salem, N.C., Municipal Airport was dedicated on Lindbergh Day, October 14, 1927, and on September 1, 1928 had what they call a "more extensive" dedication, according to W. T. Ritter, Secretary of the Chamber of Commerce.

Everyone's thanks to news contributors. E. F. Bauer, Jr., Frank Costanzo; Donald Dickason; Milton Ehrlich. Empire City Bulletin; King Hostick; H. G. Kingdom; C. A. Hunter, Jas. W. Green; Gus Lancaster. C. Lacombe. M. F. McCamley. Philatelic Gossip. R. K. Mack, Sr., Ralph Moffett. David Rosenthal, Fred Sanders, Omer Thompson, Emil Thurman, Ken Tallmadge, Dr. J. F. Ulman, Fred Wilde. H. L. Waha. For covers, we are grateful to Jas. W. Green, A. P. Kester (2), J. J. Mattes, Hervey Reese, Fred Sanders (2), Emil Thurman and Dr. J. F. Ulman.

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.

AN INTERESTING BOOK ON AVIATION AND AIR MAIL

A "Narrative History of Aviation" outlines in non-technical language the story of man's struggle toward the clouds. The story moves rapidly through ancient myth and legend to the history of the pioneers of human flight, and ends with the great feats of Lindbergh and his contemporaries.

Orville Wright, who with his brother, Wilbur, invented the airplane, provided the author with the account given here of the invention and the earliest flights, the very first of which Wright himself made. Documents of lasting historical interest are presented here for the first time between the covers of a book. The author, John Goldstrom, has been an observer of aviation since its beginnings, has traveled by airplane over 14 countries, and has participated in the making of some of the history of which he writes.

Some of the chapter headings include: "Before the Wright Brothers", "Famous Early Flights", "Aviation and the World War", "American Air Mail", "Sagas of the Air Mail", "First Transoceanic Flights." The book was published in 1930 by MacMillan Co., and is being offered at a reduced price by Mr. George Eichert, one of our advertisers in this issue of THE JOURNAL.

We are always glad to list, for the information of our readers, all books of interest which relate to aviation and air mail. Readers having literature of this type will favor other collectors by forwarding a short review of their favorite publications.

AAMS BULLETIN SERVICE PROVIDES SPOT NEWS

The Advance Air Mail Information Bulletin of the American Air Mail Society has filled an important need of members of the Society ever since its inception. The Bulletin, published as occasion demands, carries all of the "flash" news on forthcoming first flight and other airmail events and is placed in the hands of members in sufficient time that they may prepare and mail their own air mail covers. During the past several years many instances have been noted where members who received the Bulletin service were practically the only ones who were able to secure covers on events announced on short notice. Of course, these covers are invariably the more valuable air mail pieces.

The Bulletin Service is available to all members of the AAMS who are in good standing and who provide the Manager with a supply of self-addressed and stamped envelopes. All active members are invited to participate in the benefits offered through the Bulletin. A specimen copy of this news sheet may be obtained by addressing the Bulletin Manager, Mr. Frank A. Costanzo, Punxsutawney, Pa., or the office of The Airpost Journal.



American Air Mail Society

ORGANIZED 1923 AS THE AERO PHILATELIC SOCIETY OF AMERICA

PRESIDENT

L. B. Gatchell, 35 Chatfield Road, Bronxville, New York

VICE PRESIDENTS

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SECRETARY - TREASURER

George W. Angers, 293 Bridge St., Springfield, Mass.

SALES MANAGER

H. C. Carpenter, 600 So. Railway Bldg., Cincinnati, Ohio

ADVANCE BULLETIN SUPERINTENDENT

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.

HISTORIAN & RECORDER

Karl B. Weber, 114 Montana Street, N. S., Pittsburg, Penna.

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EXCHANGE DEPARTMENT

Each member is entitled to two 20-word Exchange Notices per year, in the
Official Publication, without charge.

OFFICIAL PUBLICATION — THE AIRPOST JOURNAL

Secretary's Report

NEW MEMBERS

- 1545 Noerr, Floyd B., 202 Oakland Street, Punxsutawney, Pa.
1546 Turner, Fred, 16 Starr Avenue, Monticello, N. Y.
1547 Burden, William A. M., 10 Gracie Square, New York City.
1548 McBrearty, John J., Box 214, Wayne, Pa.
1549 Green, Rudolph L., 866 High Street, Pottstown, Pa.
1550 Hadley, Carl, P. O. Box 134, Madison Square Sta., New York City.

APPLICATIONS POSTED

- Kearns, Edward E., 306 West 93rd St., New York City, Member No. 1540 is a collector of foreign ROCKET Covers, in place of Rockne Covers, as listed in the February issue.
- Allen, Richard S., 162 Lake Avenue, Saratoga Springs, N. Y. Age 17; student; Airmail stamps, historicals, CAM's, FAM's and foreign airmail covers. By F. A. Costanzo.
- Brower, E. M., P.O. Box 433, Lewiston, Idaho. Age 49; Funeral Director; Airmail stamps, Pioneers, Early Governments, Historicals, CAM's, FAM's and Foreign airmail covers. By Walter Conrath.
- Faeder, M. Stanford Dunford, The Rectory, Lestock, Saskatchewan, Canada. Age 29; teacher; Airmail stamps, pioneers, early Governments, historicals, CAM's, FAM's, unofficals, foreign—general collection. By Walter Conrath.
- Peavey, J. O., Cavalier Hotel, Washington, D. C. Age 40; accountant; CAM's and FAM's. By Francis B. Leech.
- Shea, John W., 45 Milton St., Indian Orchard (Springfield) Mass. Age 34; Airmail stamps and covers in general. By George W. Angers.
- Simpson, James, Box 286, Banff, Alberta, Canada. Age 57; Guide; Airmail stamps, CAM's, FAM's, unofficals and foreign covers. By Walter Conrath.

APPLICATION FOR BRANCH CHAPTER CHARTER

Aerophilatelic Club of New York. Fred Sanders, President; E. VanWormer, Vice President; H. Applebaum, Secretary-treasurer.

RESIGNATION

- 54 Upleger, H. E., 8944 Gibson St., Los Angeles, California.

CHANGE OF ADDRESS—New Addresses Shown Below

- 654 Jost, J. H., 5 Vinal St., Allston, Mass.
1536 Lancaster, G. F., 217 Highland Place, Brooklyn, N. Y.

THE AIRPOST JOURNAL

REINSTATED

- 468 Bramann, George M., 92 Oakdale Ave., Akron, Ohio.
1096 Cotterell, William J., 2616 S. 72nd St., Philadelphia, Pa.
1257 Duncan, Lt. Wilbur H., Mt. Morris, Illinois.
746 Lesser, Gilbert R., 97 Brooklyn Ave., Brooklyn, N. Y.
885 Markovich, Leslie, 3416 A. W. North Ave., Milwaukee, Wis.
329 Strasser, Erwin, 750 Prospect Ave., Cleveland, Ohio.
1062 Wasserman, S. H., Millis, Mass.

OMMITTED IN DIRECTORY

- 1536 Lancaster, G. F., 217 Highland Place, Brooklyn, N. Y.

NAME MISPELLED IN DIRECTORY Should read:

- 1541 McCoy, C. L., Box 262, Coffeyville, Kansas.

We are pleased to receive the application of the Aaerophilatelic Club of New York for Branch Chapter Charter. Great credit is due to the Secretary-Treasurer, Mr. H. Applebaum in bringing to a consummation the long laid plans for an active air mail unit in New York City. Fine work and congratulations!

DUES DUES DUES

SPRING WILL SOON BE HERE

The blue skies and bright sunshine
Will remove the Winter of discontent
Better days will be at hand
Start the month with
A paid-up membership card.

TODAY, MEMBERS, IS THE DAY.

You have until April 15th to pay your 1933-34 dues with airmail stamps or covers cataloging \$6.00 or more in lieu of cash. Our Board has decided to discontinue this practice after that date. We do not recommend that you send us covers but if cash is not available, we will accept them until April 15th. This is your last opportunity and we hope you will take advantage of it.

Sincerely and respectfully submitted,

GEORGE W. ANGERS, Secretary-Treasurer.

PACIFIC COAST NOTES

(Continued from Page 25)

poned on account of weather, and on Feb. 16th, finally abandoned. There comes a report that early in April, another massed flight is planned from San Diego to Honolulu. Fifteen planes this time. The aircraft tender "Wright" will be stationed at the islands again. Upon completion of this night, the planes, carrying about 75 men, will hop back to San Diego. No advice yet as to whether covers will be carried.

GLENDALE. As a last gesture, temporarily at least, T.&W.A. conducted a fifteen minute broadcast on the evening of Feb. 19, explaining the newest thing in airmail transportation. Shortly after, with several officials aboard, including Eddie Rickenbacker, and loaded with mail, this immense plane, "City of Los Angeles" took off from Grand Central Air Terminal, and completed the trip to N. Y. in 13 hours, 4 minutes and 20 seconds, beating all existing records for passenger-mail planes by over six hours. Some covers sent on this trip, have been returned, others have not shown up.

ARMY FLOWN MAIL SERVICE. So much has been read before this regarding these flights, that we will not go into detail. However, one item of special interest to collectors is the fact that mail has been flown out of the Palmdale airport, and no notice having been available for this event, it is quite likely that covers will be quite scarce as of the first flight. Due to very bad weather here, the mail was trained or trucked to Palmdale, picked up there and flown to Salt Lake City. This, we believe, happened for the first time on February 21, and is the first reported use of the emergency field there, the dedication of which we have been awaiting for several months. We have received a few covers on various routes, and wish to thank the

following for them:—Hervey Reese, Jas. W. Green, M. S. Petty, Whitney Davis. James W. Green, the old reliable co-operator, sends the following details of covers mailed by him out of S. F. and Oakland. Cachet "FIRST FLIGHT AIRMAIL, via Contract with U.S." and S. F. 17, from Oakland 35. Cachet "FIRST FLIGHT AIRMAIL VIA U.S. ARMY PLANES", from S. F., 26, from Oakland 41.

A. M. 8 On Feb. 4, Capt. Ira Eaker left for survey of airmail stops on valley route, for direct service to these points by army planes, within ten days.—Bakersfield, Fresno, S. F., Medford, Portland and Seattle. Single motored pursuit ships will be used, and can carry 150 pounds of mail, and sufficient gas to make the short hops between cities on the route. Further report from Fresno states "the airport surface is too hard to safely land the army planes", so business men of Fresno are petitioning for bombers to be used for carrying the mail.

MEXICO CITY-CALIFORNIA. Official Mexico airmail route is being flown by Varney airlines, the inaugural flight having started February 27, northbound. The mail is delivered at Mexicali, as no FAM route has been authorized between there and here yet. Service from the following points:—Mexico City, Guadalajara, Morelia, Mazatlan, Los Mochis, Ciudad Obregon, Nogales, and Mexicali. The 1750 mile route requires about 10 hours of daylight flying time.

DEATH VALLEY-SEQUOIA NAT. PARK. Airmail service between these two points in California, has been reported as having been awarded to Sol Sweet, pilot, and Motor Equipment Supt., S.N.P., four trips per month schedule, to start shortly. We have had no returns on this yet, as of March 10, nor advice as to exact date of inauguration.

(Continued on Page 30)

CLASSIFIED ADVERTISING

RATES

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

PRICE LIST OF WASHINGTON BICENTENNIAL covers issued about once a month. It will pay you to have your name placed on my active list. E. L. Mundy, Box 644, Plainfield, N. J. 45-4t*

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

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

HISTORICAL FLOWN COVERS: GENERAL Balbo's Rome-Brazil flight, with #625 (7.70 L), autographed by all pilots and General Balbo, \$10.00; Boyd-Lyon Haiti flight, autographed, \$4.50; the same, with rare prov. stamp, \$10.00; Post-Gatty—"Winnie Mae" around the world, autographed \$27.50; Boyd-Connor Transatlantic flight, \$20.00; Berkshire #729-Cat. \$15, a rare cover, \$3.00. Used Air Mails: Nicaragua, Leon Sauce RR, \$4.25; Rivas RR, \$4.25; Bandera Raza, \$5.00; 2nd Interior 1049-62 \$6.50; 1201-2 90c; 1203-4, 1207-9, \$2.50; Germany, 627-28, 70c; Greece, 751-4 30c; Zeppelins, \$1.50; Hungarian Zepps 90c; Great Barrier Island #1 \$5.00; 30 diff. Scadtas \$4.00. Mint Airs: Nacaragua, officials, same as used, Bandera Raza \$5.00; Italy #625 (7.70 L) \$6.00; Colombia, Cartagena set complete, (sold out January 6th) \$1.25. Captain William H. Peters, Woodside, L. I., New York City. —47-3t

SPECIAL BARGAIN! 15 DIFFERENT Official Government 1st flight covers for \$1, 80 different for \$5. Many scarce, dating back to 1927. P. W. Riedell, Greensburg, Pennsylvania. 1t*

AIR BAGGAGE LABELS, STICKERS. HAVE many for exchange. Martin's Cat. basis. Send me a lot and wants. Rafael R. Garcia, Apartado 129, Habana, Cuba. 47-3t*

COVERS: CUBA AND F.A.M. ROUTES AT bargain prices. Lindbergh covers. Airmail Stamps from all America. Rafael R. Garcia, Apartado 129, Habana, Cuba. 47-3t½

PACIFIC COAST NOTES (Continued from Page 29)

L. A. COUNTY: The most unusual aerial law enforcement unit in the world, composed of volunteer aviators, is the L. A. Sheriff's aero squadron. This group, on Sunday, March 4, made a tour of 19 airports, stopping at each for a short inspection, and returned at 4:00 p.m. to Grand Central A.T., Glendale. The planes are maintained by their owners, who have volunteered their services for major disasters and other emergencies requiring air transportation of deputies. The Goodyear

"CACHET McCAMLEY" OFFERS TEN different CAM's \$1; 6 FAM's \$1; 8 pilot-signed \$1; 12 dedications \$1; 25 miscellaneous \$1.05. McCamley, 5526 Delaware, Portland, Oregon. 1t*

AIR BAGGAGE LABELS, 10c EACH—12 different \$1; 25 different \$2. Prices on larger lots upon application. Large selection. M. Hertzberg, 736 Hillgirt Circle, Oakland, Calif. 1t*

FREE! FREE! COLOMBIAN REPUBLIC airport No. 486 (used) to applicants for my airport approvals. Dorothy A. Miltenberger, 567 Monroe Avenue, Elizabeth, N.J.*

FAM COVERS EXCHANGED. HAVE very fine lot. What have you? State wants. L. W. Charlat, 180 Broadway, New York. 48-6t

FOR SALE:—COLLECTION OF 650 ALL different airport dedications (many rarities) Total value over \$1,500 (1933 Standard Cat.) Highest cash bid takes it. Sarjeant, Box 727, New Rochelle, N. Y. 1t*

EXCHANGE DEPARTMENT

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

EXCHANGE C.A.M. COVERS FOR MINT set of U.S. Graf Zeppelin stamps, Nos. 1312, 1313, 1314, well centered. John R. Holloway, Jr., P.O. Box 133, Haddonfield, N. J.

EXCHANGE PRINTING AND ENLARGING of negatives, Zeppelin pictures, and European first flights for Zeppelin items sent me. Sherman Corbett, Meriden, Conn.

HAWAIIAN MASS FLIGHT COVERS; COR-rectly cancelled; arrival and departure cachets. To exchange for good covers. Hulff, 1420 Winchester, Glendale, Calif.

WILL BUY OR EXCHANGE DEDICATION covers. Have desirable duplicates. Send want and duplicate lists. H. L. Waha, 33 N. High St., Columbus, Ohio.

SWAP ONE BAGGAGE LABEL FOR 10 singles or 2 blocks Bi-centennial precancels. John Barbieri, 292 Baltic Street, Brooklyn, N. Y.

blimp "Volunteer" accompanied the squadron.

Judging by the number of covers sent by California collectors for dedication events, we know there are many in this State, and we again ask for help from all and sundry on aero events, several of which are far enough ahead to be usefully publicised even in a monthly journal. Co-operation and covers kindly acknowledged this month from M. S. Petty, Harvey Reese, Jas. W. Green, Whitney Davis, A. N. Brown, many Chambers of Commerce and Los Angeles papers.

TRANSATLANTIC

Recognition Trade Flight From NEW YORK TO MOSCOW

VIA BERMUDA AND AZORE ISLANDS

•

In May, one of the largest land planes in the United States, piloted by William H. Alexander, one of the best known American pilots, and a picked crew is scheduled to fly from New York to Moscow, with stops at Bermuda, the Azore Islands and other points in Europe. It is planned to carry a limited amount of mail from New York, and from Bermuda, to Moscow. This will be the first transatlantic airplane flight from Bermuda to the Azores. The rate for letters will be as follows:

Letters to be Carried from
NEW YORK to BERMUDA at \$1.25

Letters to be Carried from
NEW YORK to MOSCOW at \$1.25

Letters to be Carried from
BERMUDA to MOSCOW at \$1.25

Collectors who wish to send letters on this flight, should transmit orders to us immediately. Orders must be accompanied by a bank check, or bank notes (personal checks will not be accepted). We will prepare the covers for you and send them to any address you designate. All covers will receive special commemorative cachets and will get the proper back-stamps in Bermuda or Moscow. It is not known as yet, whether the United States Government will issue a special stamp in commemoration of this flight, but if this privilege is obtained, all the U. S. mail carried by the plane will be franked with the special stamp.

All moneys received by way of orders will be deposited in a special account and will not be applied by us in any way, until and unless the plane takes off upon the flight. If the flight for any reason does not take place, the money will be promptly refunded. However, once the take-off is made no moneys will be refunded if the plane fails to reach its destination, or any port of call, through act of God, force majeure or any other event, factor or circumstance beyond our control.

INTERNATIONAL FLIGHT CORPORATION

F. W. KUMMER

TRANSATLANTIC MAIL DEPARTMENT

111 East 48th Street

NEW YORK, N. Y.

U. S. A.

ANNOUNCEMENTS

AIR POSTS Are my Specialty and I have been collecting and dealing in them since the Pioneer days of 1911.

RARITIES Although I deal in everything appertaining to Air Mails, my real business is in Air Post Rarities—by Rarities I mean genuine Rarities, not Catalogue Rarities. For the Connoisseur I always have something of outstanding merit to offer. Here are a few random offers in Rarities from my stock:—

OFFERS

Newfoundland: "Hawker" superb mint.
MSS Stamp on entire cover. Superb and of the very greatest rarity.
"Halifax" mint horizontal pair with signed Pinedo letter.
"Columbia" superb Atlantic flown cover with autographs of Boyd & Connor.
"Do-X" inverted mint block of 4.

Honduras 1925: Blocks of some values & also three complete sheets of 12 showing setting, etc.

Colombia: 1919. 2c mint also mint strip of 3.
1921. 5 pesos handstamped "G.B." unused.
1923. 1 peso "G.B." double print of stamp used on entire cover (not known mint.)
"G.B." a fine lot, mint and used off cover.

Papua: "Ash" Air Mail 3d double mint.

Brazil: 5000 reis "Graf Zeppelin U.S.A.", double one inverted mint. 8 exist.
Rs 750 on 1300 green inverted, mint block of 4.

Uruguay. 1921 red overprint inverted, mint block of 4.
Etc., etc.

If you are wanting any particular Rarity, or Rarities, either mint or on flown cover, write to me about it. You are under no obligation.

GUARANTEE Everything sold by me is guaranteed genuine. My guarantee has 23 years' experience of air Stamps and covers behind it.

WANTS I am always in the market to buy for cash, first class official air stamp Rarities, mint and on flown cover. Also good collections of air stamps (I do not want common covers). In addition, I have clients wanting:—Colombian handstamped initials, mint or used; Honduras 1925 sheets of the official imitations; any air stamp proofs; essays; color trials, etc.—and also all fakes and forgeries of air stamps. Name your cash price with all offers.

"APEX" During the International Air Post Exhibition in London from May 7th to 12th, my address will be
Grosvenor Hotel
London, S.W.1

I can make appointments to meet clients and friends during the period May 7th to 12th at the Grosvenor Hotel or at the Exhibition itself.

THE "A.P.C." This is short for "The Air Post Collector," an up-to-date, illustrated quarterly journal devoted to Aerophilately. Richly illustrated and full of original articles. If you like "The Airpost Journal" you will like the "A.P.C." Subscription 25c per annum (unused air stamps accepted).

R. E. R. DALWICK

(AIR MAIL SPECIALIST SINCE 1911 MEMBER A.A.M.S., B.P.A., Etc)

20 Elgin Road, BOURNEMOUTH, England