



VIA AIR MAIL



THE AIRPOST JOURNAL

C.A.M. Cover Number

October 1934

Five Dollar Bargains

20 covers, all with different AIR MAIL FIELD cancellations (first flights CAM, events, etc.) \$5.00
 40 diff. first flight CAM covers \$5.00
 40 different first night flight and change of schedule covers \$5.00
 60 air covers, all with commemorative stamps (Hawaii, Ericsson, Edison, etc.) \$5.00
 80 air mail covers \$5.00
 Or, the above 240 covers \$20.00

Want to exchange:

I collect (C.)A.M.'s only. Need rarities on all flights, CAM items where regular POD cachet was inadvertently not used on covers, unlisted varieties, etc. What have you, and what do you need? Welcome correspondence on catalogue listings, new varieties.

On new routes, I need: Mandan, Bismarck, Newark P.O., Minneapolis, Cincinnati, Davenport, Rock Island, Knoxville (E), Billings (W), and others. Have Tacoma (N), May 9, Roanoke (E) July 19, and other rarities.

PERHAM C. NAHL

6043D Harwood Ave., Oakland, Calif.

A.A.M.S. 218 W.C.A.M.S. 21

P.S.: Did you see my advertisement on the back cover of the September AIRPOST JOURNAL?

Royce A. Wight

announces his return to the United States and the resumption of his air mail activities.

I have just prepared a price list (prices, incidentally are, in general, the lowest I've ever quoted) containing a few hundred of the 1,001 bargains I have to offer. A post-card request will bring you this

PRICE LIST 23

With one of the finest stocks in the country of C.A.M.'s, F.A.M.'s, Zeppelins, Canada, Mexico, etc. I feel eminently qualified to serve you. For instance, do you need any of the following
 CAM—3S7, 6E2, 7W2, 10N6, 12N4c, 15N2, 18E4f, 30N4 (price nine cents)
 FAM—Seattle-Victoria, Tela-Cristobal, St. Kitts-St. Johns, etc., etc.
 ZEPPELIN—Tokio-Lakehurst (World Flight), Lakehurst-Lakehurst (Pan-Am. Fl.)

It will pay you to get in touch with me, not only from a financial viewpoint, but also in order to secure the maximum number of your wants with the minimum time and bother. Your want list will receive prompt attention. Approvals will be sent, on request, to clients known to me, and to others furnishing references.

ROYCE A. WIGHT

Harvard Business School
 Soldiers Field Station, Boston, Mass

New British Inland Airmail

RAILWAY AIR SERVICES FIRST AIR MAIL IN THE UNITED KINGDOM

116 Stages:—Glasgow, Belfast, Douglas, Manchester, Birmingham, London: Liverpool, Cardiff, Teignmouth, Plymouth: Bristol, Southampton & Cowes.
 All on the

SUPERB SPECIAL SOUVENIR COVERS issued by the RAILWAY AIR SERVICES
 If these covers were sent singly by Collectors they would cost \$1 each, but through mailing quantities our price is

SET \$20 or FROM 10c EACH
 2 for \$1 20 for \$3 30 for \$6
 Mint Stamps and Dollar Notes accepted

First Day Cover of the New 1½d British Stamp, flown FIRST FLIGHT

Cardiff-Liverpool, with the New Air Mail Label...25c each

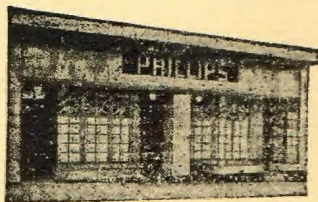
Previous British Inland Airmails from 50c to \$250

Write for priced Check List of these Early British CAM's

POND & SABELLI TRANS-ATLANTIC HISTORIC FIRST AIR MAIL U. S. A.-IRELAND. May 14-15. Superb covers, duly postmarked & signed. \$50

BUMPER PACKETS—a cheap way to obtain good foreign covers.

FIRST FLIGHTS	5 varieties \$1.	10 for \$2.	25 for \$5.
FLOWN COVERS	5 varieties 25c	10 for 50c	25 for \$2.
AIR LABELS	5 varieties 10c	10 for 25c	25 for 50c



A. PHILLIPS

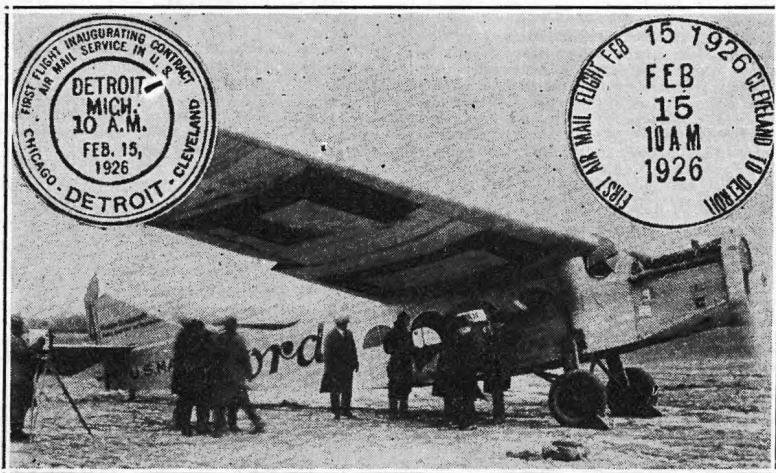
Air Mail Specialist

Established 1895

FOUR & FIVE DOCK ST.

Newport Mon
 ENGLAND

FIRST CONTRACT AIR MAIL FLIGHT by a private concern. C.A.M. 6 inaugural by the Ford Motor Co., Detroit-Chicago-Cleveland, February 15, 1926. Insets: Cachets used on first flight mail.
—Don Smith Photo.



“CAM” What It Is And What It Means

by Editor-of-the-Month
CHARLES G. RIESS

STRICTLY DEFINED, the word, “CAM” as used in the field of aero-philately, is an abbreviation of the first letters of the three words for which it stands, namely: “Contract Air Mail”. However, in general, the word “CAM”, usually refers to anything concerning covers, flights, routes, operators, pilots, etc., pertaining to the contract air mail service or routes within the borders of the United States of American and also designates that branch of aero-philately dealing with the collecting of first flight United States contract air mail route covers.

With the passage of the McNary-Watres Air Mail Bill in 1930, CAM route operators, after serving out their contracts for a given length of time under the terms of this bill, did not receive renewals of their original contracts or new contracts for any given period of time but in place were issued a “Certificate of Operation” whereby they were permitted to transport air mail over an indefinite period of time as long as such service was deemed necessary by

the Post Office Department and the operator (contractor) performed satisfactory service over his route. Such routes operating under a certificate of operation were designated, “AM” or “Air Mail” routes and were no longer known or referred to as “CAM” routes. Under the terms of this bill a route to be designated as an AM route must first have had operated satisfactorily as a CAM route. New routes inaugurated after the passage of this bill were still designated as CAM routes. One by one the CAM routes gradually changed over to AM routes as the CAM route contracts expired or were otherwise satisfactorily terminated. As both CAM and AM routes were in operation at the same time such routes instead of being referred to as either CAM or AM routes gradually became known as “Domestic Routes.”

After the wholesale cancellation of domestic air mail contracts on February 19, 1934 (Star routes serviced by airplanes excepted as they are neither CAM nor AM routes) the McKellar Black Air Mail Bill was passed whereby new contracts were awarded for the temporary operation of the various domestic air mail routes for a period of one year and such routes designated not as CAM, but as AM routes.

While it is true that stamps tell varied

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and interesting stories as well as recording the historical, economic, religious, political and other changes of the various countries. If the collector of stamps has but the imagination, romance and spark of understanding with which to appreciate the meaning and significance of these tiny bits of colored paper, it nevertheless remains for the air mail cover collector to enjoy to an even greater and fuller extent not only the stories of the stamps on his air mail covers, but also the interesting stories of the air mail covers themselves. The CAM cover collector collects not only stamps, interesting as they nevertheless are, but also the proof that the stamps have actually served a legitimate postal use for which they were intended as is evidenced by the various cancellations, backstamps, first flight cachets and other informative postal markings generally found on CAM covers. These various postal markings not infrequently record very unusual and thrilling anecdotes that one's sense of appreciation might consider as being in tune with the infinite long after they have apparently become almost forgotten history but also record and portray step by step, the gradual development and expansion of the CAM service as well as aviation in general.

When CAM routes were first inaugurated in the early months of 1926, not many collectors had the foresight or interest to go after the collecting of air mail covers carried on the first flights of these early CAM routes with the result that there is a real scarcity of early CAM covers. First Flight covers carried on these early routes were something of a novelty and it was not until several years after the first CAM service had been inaugurated that any great number of collectors really began to start CAM cover collections. However, as the service gradually continued to expand by leaps and bounds, the number of CAM cover collectors increased in like or even greater proportion until today the collecting of CAM covers has become one of the major branches of air mail cover collecting. In the early days of CAM routes, CAM cover collectors such as there were, with few exceptions, were content in securing one cover from each point on each route inaugurated. But as time continued on, more and more data became available and even the early CAM cover collectors discovered that they lacked many directional and point-to-point covers. Slowly but surely first flight CAM covers proved more

and more attractive and enticing to stamp collectors until today many stamp collectors have also become CAM cover collectors and not a few stamp collectors have given up stamp collecting entirely and gone over to the collecting of CAM and other types of air mail covers; the writer of this article being one of the latter.

Many collectors interested in CAM cover collecting naturally ask, "What covers should I collect?" and other similar questions. The answer to this question as well as others depends to a great extent, mainly upon the collector himself, who has the right to collect how and what he wants. As each collector's likes and dislikes differ, it is impossible to establish any one set method of collecting CAM covers that will fit each and every individual's taste. However, first flight CAM cover collecting may generally be divided into four major and two minor groups, namely:

1. Directional coverage.
2. Point coverage.
3. Point-to-point coverage.
4. Terminal-to-terminal coverage.
5. Specialized coverage.
6. Absolute coverage.

The greatest percentage of CAM cover collectors today are to be classed under the first group of directional coverage. By directional coverage is meant at least one cover via each first flight in each direction from each point on a route.

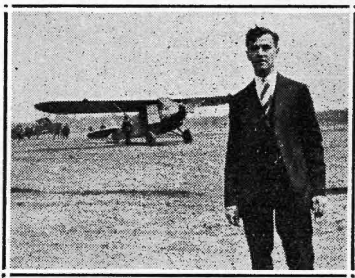
The next greatest number of CAM cover collectors today are to be classed under the second group of point coverage. By point coverage is meant at least one cover from each first flight point irregardless of number of first flights made on first day of service in various directions. In the early days of CAM routes, most CAM cover collectors were classed under this group.

Point-to-point cover collectors, while quite a few in number, comprise but a small percentage of all CAM cover collectors. By point-to-point coverage is meant first flight covers from each point to all other points on the same route. Inasmuch as most point-to-point first flight covers are dispatched in the same general direction via the same first flight and differ only in the backstamp of the receiving office, such covers are merely duplications when actual first flights are considered and for this reason alone not many collectors are to be classed in this group.

Terminal-to-terminal cover collectors are very few in number indeed. This type of collecting is a hang-over from the early days of AM routes when stamp collectors and other collectors with a slight interest in CAM covers collected only one cover from each terminal of a route, disregarding all intermediate point covers entirely. This type of collector is rapidly dwindling and in the next few years will be as scarce as the proverbial needle in a haystack.

The specialized cover collector or CAM cover specialist is generally one who collects under the class of directional coverage and who in addition to the normal variety of such directional covers also collects the minor varieties of such directional covers that differ in colors of the first flight cachets, bear delayed dates, etc. This type of collector is increasing in number, and in addition, generally also col-

(Continued on Page 24)



CAM Editor "Charlie" Riess, at the first flight of CAM 20 from Albany, N. Y., June 1, 1928.

Building the C.A.M. Catalogue

by L. B. GATCHELL

Co-Editor of the C.A.M. Section

ON THE FIRST PAGE of the Contract Air Mail Section of THE STANDARD AIRPOST CATALOGUE can be read the following:

"The Editors in their treatment of material, have tried to adhere faithfully to their conception of this work as a CATALOGUE designed to be of aid to and of interest for the greatest number of AVERAGE collectors. It is possible to treat these interesting covers in great detail and from the specialist's viewpoint . . . to justify at some future date a detailed HANDBOOK, it is felt, however, that the general collector will approve the adherence to the time-tried basic principle that has been followed from the beginning . . . Physical limitations alone preclude the inclusion of items other than those of the GREATEST INTEREST to the GREATEST NUMBER of collectors."

Although the above quoted paragraph is the very keystone upon which the scope of the listings is built, it is doubtful whether one in every five persons who try to use the Catalogue has read it or the other important parts of the Introduction which in detail discuss the eligible listings. The Catalogue Editors are under constant pressure from those who have studied deeply the subject of CAM flights and covers to widen the scope, let down our self-imposed barriers and amplify the listings materially along the lines of additional minor varieties. The Editors have felt, and their position has been sustained by every Catalogue Publisher to date, that to do so would make available an almost complete check list of every known and possible variety which would be of much value to that small group of specialists, but at the same time would practically destroy the usefulness of the book to the vast majority of average collectors, would discourage them already following CAMs and by the very length and variety of listings would drive away and scare off new enthusiasts which after all are the life blood of the hobby.

Because the Editors fail to include certain minor and relatively unimportant varieties in the Catalogue in no way should be construed as indicative that the Editors feel these items should not be collected or have no interest or value. Many of these items WITHOUT QUESTION, belong in a specialized or advanced collection and ADD INTEREST even to the basic and elementary collection and when interest has reached the point where a specialized HANDBOOK can be published for that group, which includes the writer, who take their CAM's seriously, these items certainly MUST be included in such a book. The CAM section of the Catalogue is ONE GROUP in ONE COUNTRY of a very all-embracing catalogue and you can judge

for yourself as to whether or not, even under the present scope of the Catalogue, our particular hobby has had more than its share in page allotment. Of course, DESERVEDLY SO, but some times we do not always get all we deserve! One of the hardest tasks the Editors have to face is to keep within their own scope as we are constantly tempted to include some particularly interesting off-shoot which goes into our own collection.

As my space has been limited, and as I hope to discuss other aspects of Catalogue making in some future issue of the AIRPOST JOURNAL, I should like to close this present article with a few general statements in reference to the CATALOGUE:

1. ASSISTANCE and CRITICISM is earnestly desired. Criticism of the type contained in the article by Mr. Perham C. Nahl in this issue is highly valued by the Editors because of its constructive nature. Many of the suggestions sent in by readers are beyond the scope and in some cases the facts do not check out. WE CANNOT GUARANTEE TO USE YOUR MATERIAL but can and do guarantee to give it every sincere consideration.

2. THE CATALOGUE AIMS TO BE CONSISTENT IN ITS LISTINGS. Please note the word AIMS. Sometimes exceptions to policy seem justified and at other times errors in judgment creep in. When such occur we try to correct same as promptly as possible.

3. PRICING TRIES TO REFLECT MARKET. Market changes—interest lags or spurts in certain items. QUANTITY CARRIED is a factor in pricing, BUT ONLY ONE FACTOR. Please remember this important fact. Interest in an item—the old supply and DEMAND quotient is equally important. AGE of the cover or flight is also a factor. Example—three distinct things enter into the pricing of Route 2 covers, Chicago-St. Louis, 1926. 1. Pounds carried. 2. Carried by LINDBERGH, thus having double interest and double demand as Lindbergh cover collectors as well as CAM collectors must have these covers. 3. The flight took place 8 years ago. We repeat, the price TRIES to reflect market value.

IMPORTANT—Have you reflected on the thought that the catalogue price is for FINE, FRESH covers with all stamps and postmarks? You should—as the Editors have never intended that dirty and dog-eared ones should bring anywhere near the quoted prices! MAY WE AGAIN SUGGEST THE INTRODUCTION AS IMPORTANT READING.

First flight AM 22
cachet used June 1,
1932 at Corpus
Christi, Texas.



Pilot Signed C.A.M. Covers

by RALPH E. MOFFETT

Oakland, California

FOR the last four years I have found much pleasure with my air mail covers, especially securing signatures of the United States Air Mail Pilots. I have also had the honor of meeting a few of these fine fellows.

When our friend, Charles Riess, wrote asking for a contribution to this issue he requested an article on the United States Air Mail Pilot and my experience in securing signed covers. Already published in previous issues the procedure to follow when sending your covers to be signed that on this matter I can only request collectors not to send too many covers and don't forget these pilots make their living carrying the air mail, so be sure and use the air mail in all your correspondence with them, and don't forget the return postage.

I have received many interesting letters from our air mail pilots and have selected a few which I will quote. The first letter is from Pilot Talbot Otis Freeman of C. A. M. No. 1. He certainly gave me a thrill by writing this fine account of the First Flight of C.A.M. No. 1.

"Dear Mr. Moffett: Thank you for your letter of January 11th. Hadley Field was the base of Colonial Air Transport operations on July 1st, 1926. However, for convenience in getting mail out from New York City, we chose Teterboro Airport which is much nearer. You may remember it as the site of the old Fokker plant.

"As I remember it, Thompson and I flew two Fokker Universals from Hadley Field the night before. In fact, I distinctly remember getting what little sleep I got in the back of an automobile in the Fokker hangar. As I remember it, Hughie Wells, who was flying a Curtis Lark, had some trouble with his ship, and did not come over until early the following morning.

"First of all, let me make it very clear to you my relation to this whole flight. Governor Trumbull of Connecticut, Colonel Leonard S. Horner of New Haven, Harris Wittemore, Jr. of Naugatuck, Conn. expanded a small company called Bee Lines, Inc. into Colonial and won the bid on air mail Contract No. 1. We then took in with us Juan Trippe's Eastern Air Transport which lost out in the bidding. While I was in business for myself in Hartford, I was also treasurer, a director, and on the Executive Committee of Colonial. I am simply qualified as an air mail pilot for this one



SOMETIMES THIS HAPPENS. An inaugural C. A. M. Flight, Route #5, Pasco, Washington, forced down April, 1926.

C.A.M. Pilots

flight, just for the fun of being in on the inauguration.

"LeRoy Thompson was really the chief pilot of the company. He was killed a few weeks after the flight. Hugh Wells was Thompson's assistant and was really the man who had been making all the trial runs leading up to the final inauguration day. However, due to the fact that I was Commanding Officer of the 43rd Division of Air Service of the Connecticut National Guard and had been more or less prominent in aviation pioneering, I am afraid I somewhat 'stole the thunder' of the other boys. As to the actual flight, I believe Wells led the formation most of the way to Boston and back via Hartford, although they always gave me the honor of landing first and taking off first.

As to mail, we all carried it. As I remember it, most of it was put on at Hadley Field the night before and stayed in our planes at Teterboro overnight. However, some was unquestionably put on early in the morning at Teterboro. We left at six o'clock. On arrival in Hartford we dropped off Hartford mail and took on mail from there to Boston. There was a small celebration for us even at that early hour in the morning, although the big blow-out for us was in the evening on our way back.

"At Hartford, in addition to the mail that I was carrying, I picked up Governor Trumbull as my passenger and carried him to Boston where we all stayed all day. We left at six o'clock at night. I had trouble turning around in the narrow runway and was the last to take off. However, I landed first at Hartford, again dropping Governor Trumbull and whatever mail was in my plane for Hartford. We were greatly delayed in getting away from Hartford on account of the crowds and the ceremonies. By the time we got over New York City it was practically dark, so we broke up our formation and felt our way in alone. In fact I had practically made up my mind to head for the air mail beacons and flood lights at Hadley Field, as it was so dark I could not locate Teterboro.

However, the boys finally put out kerosene flares and we landed by these flares and automobile headlights. There was absolutely no wind so I landed on a short runway. As I glided down onto this runway, Hughie Wells landed right ahead of me on the long runway at right angles to me. I don't think we missed each other by more than 100 feet. It was so dark by that time it was impossible for one pilot to see another plane in the air. There was a large and noisy crowd to greet us and official ceremonies were carried out. The mail was taken out of the planes and put into Government trucks and driven to the New York Post Office or to Hadley Field for transfer to the Transcontinental Air Mail Planes. Signed, Talbot Otis Freeman."

Needless to say I have secured Mr. Freeman's signature and his letter along with a signed cover is now prominently placed in my album.

It is not at all unusual when receiving a communication from an air mail pilot to have them give you information on the first flight which the section editor did not secure from their source. I shall quote three short letters to substantiate this statement. The first letter is from Pilot R. P. (Dick) Craine of United Air Lines.



OBLIGING—Top, "Joe Taff (U.A.L.) does some autographing. Bottom, R. A. "Dick" Craine" signed souvenir. —Photos courtesy Ralph E. Moffett

"Dear Mr. Moffett: Referring to your letter of the 21st, you wished to send some first flight covers to be signed by me. I will sign them for you at any time you wish to send them. In answer to your other question, I was pilot on the first flight north on January 16th, also on the first flight south on the 17th which was held over on account of weather. Yours truly, (Signed) R. P. Craine." The first flight referred to by Pilot Craine was on C.A.M. No. 18, from Omaha to Watertown.

The second letter is from Pilot H. C. Keller of Northwest Airways.

"Dear Sir: Dan Kaiser flew the mail out of Chicago and was forced down at Portage, Wisconsin on the first trip. I picked up the mail at that point and flew it into Minneapolis. Very truly yours, (Signed) H. C. Keller." Pilot Keller refers

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to the June 7, 1926 first flight over C.A.M. No. 9. I am indebted to Mr. William Ware of Stuttgart, Arkansas for this information.

The third letter from Pilot Joseph W. Taft of United Air Lines.

"Dear Mr. Moffett: Regarding your letter referring to the first eastbound flight air mail from Portland, Oregon. The first day flight (George Buck, pilot) was forced to return to Portland on account of smoke from nearby forest fires. I carried the first night flight and the return day flight combined. Due to overloading, I crashed into the border lights at Pasco, Washington, but was later able to continue on in another ship. I would be pleased to autograph any letters of this flight you care to send me. (Signed) Joseph W. Taft."

The first flight referred to by Pilot Taft was on C.A.M. No. 32 from Portland to Pasco and vice versa, September 15, 1929.

Another interesting letter was received by this writer from Pilot Arthur L. Walters of C.A.M. No. 5. I was over six years in locating this pilot and was indeed pleased to receive his account of the first flight and also some additional information for the catalog editors. From different communications with this pilot I will quote a few interesting paragraphs.

"Dear Mr. Moffett: I am pleased to inform you that I was the pilot who flew the first air mail from Boise to Pasco, April 6th, 1926. Would be glad to autograph the letters you have that were in the mail on that date.

The trip was uneventful as I was familiar with all this territory, having flown all over this part of the country several years previous to that date. I was not a regular air mail pilot, but was operating a flying school at Boise and was asked to take this trip as their regular pilots were all lost or in the hospitals from crack-ups due to inexperience and cross-country flying. I had to test hop the plane I used as it had never been flown before. Had a very large load of mail besides taking airplane parts and a propellor tied on the side of the fuselage. Also a mechanic went along to help repair the ship that was cracked up at Pasco."

Pilot Walters also mentions in another letter that he arrived at Pasco on April 7th, 1926 and that Pilot George Buck on the regular scheduled return flight from Pasco to Boise on April 7, 1926, was forced down at LaGrange, Oregon, due to loose propellor on the shaft.

Occasionally such letters as this next one have been received which was from Pilot F. D. Wade of Transcontinental & Western Air, Inc.

"Dear Mr. Moffett: Yes, I will autograph your letters gladly if you will send them. The other pilot was Mr. George Brill of Amarillo, Texas. All the pilots appreciate you collectors' interest in air mail very much. Yours truly (Signed) F. D. Wade." Pilot Wade carried the first United States air mail from Amarillo to St. Louis, via Elk City, Okla., on November 11th, 1933.

In closing, I would like to make reference to Pilot R. B. (Pat) Patterson of C. A.M. No. 8. Pilot Patterson carried the first United States air mail from Medford, Oregon to San Francisco, California on

September 15th, 1926. The catalog does not list his untimely death which occurred December 16th, 1923, while carrying the United States air mail from Medford to San Francisco. Thru the kindness of Mr. William Ware and Pacific Air Transport, Inc., I am able to give this fine illustration of the spirit of our air mail pilots.

"Dear Mr. Ware: Mr. R. B. Patterson was injured on December 16th, 1926, ten miles south of Ashland, Oregon, just as he was about to take up over the Siskiyou Mountains, and just to show you the wonderful spirit of these air mail pilots, I am quoting you below a statement made by Mr. Patterson when he rallied long enough to tell his story of the wreck: 'Had there been a passenger, I never would have gone up. But I took a chance as long as there was only mail to carry. I knew I was flying low, but a tail wind blew me off my course. I thought I was over the Valley, not flying in the foothills. Due to mist and clouds I could not see exactly where I was. I had just started to rise to clear the Siskiyou when the crash came'."

To my knowledge a signed cover by Pilot Patterson does not exist. I would appreciate hearing from any collector having his signature. From the San Francisco Examiner of September 16th, 1926, I have had made a photostat copy of a picture showing Pilot Patterson, his plane, the mail sacks, and officials of P.A.T., which I will gladly send information on how to secure this picture to interested parties.



?? C.A.M. PUZZLER ??

WHO HAS IT ON COVER?

by CHAS. G. RIESS

THE ABOVE CANCELLATION was officially used at the Boston Air Mail Field on August 1, 1931 and was applied to a number of first flight covers dispatched via the first northward flight from Boston Air Mail Field to Portland and Bangor, Maine via old CAM route No. 1. However, to date no cover bearing this cancellation is definitely known to exist nor has anyone reported to any of the catalogue or journal editors as having a cover so cancelled. A cover bearing the above cancellation is a first flight Boston air mail field cover of old CAM 1 and will be so recorded and listed if any collector is able to produce it. It is possible that a number of collectors might possibly have such covers in their collections not knowing that they are air mail field covers instead of the regular city covers. Why not check your Boston first flight covers? The above cancellation was in use for three days only, August 1, 2, 3, 1931.



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

GRIERSON ENDS SURVEY FLIGHT TO CANADA

OTTAWA, ONT.—Aug. 31. (By Canadian Press). Greatly fatigued, but gratified at reaching his goal, John Grierson, the intrepid airman, who set out from Rochester, England, July 20th to conduct a survey flight to Canada via the Northern Route, reached Ottawa yesterday. The last stage from James Bay to Ottawa was accomplished in five and three-quarters hours.

Mr. Grierson declared his flight had been undertaken entirely on his own. Its purpose, he said, was to make a survey of a possible airmail route from England to Canada.

All along the route Grierson acted somewhat in the capacity of a mail-collector. From the isolated settlements he touched, he gathered up quantities of letters. Many were from Greenland, but most of them from Hudson Bay Company and Royal Canadian Mounted Police posts in the Eastern Arctic. The majority of them were stamped, others were without postage.

AND, how some of us would like to have a cover carried on this flight, no matter where from, nor whether it had postage or not. It would make a nice souvenir and worth something besides. This is not the only flight from James Bay District that covers will never turn up in any collection.

ANNOUNCEMENT OF NEW SERVICE ROUYN-KEWAGAMA

By authority of the Postmaster General regular air mail service between the following points will be inaugurated on or about the 2nd of October, 1934:

ROUYN, Quebec, and KEWAGAMA, Quebec

To commemorate the inaugural flights between Rouyn and Kewagama, two separate and distinct cachets will be used on letters carried on the initial flights, as follows:

Rouyn - Kewagama
Kewagama - Rouyn

These cachets will be used only on such covers as are sent to the District Superintendent of Postal Service, North Bay, Ontario, and which reach him not later than the 29th September, 1934, bearing Canadian postage at the rate of 6c per ounce.

ATLIN-TELEGRAPH CREEK

By authority of the Postmaster General, regular Winter air mail service between

the following points will be inaugurated about the first week in November, 1934:

ATLIN, B.C. & TELEGRAPH CREEK, B.C. To commemorate the inaugural flights between Atlin and Telegraph Creek, two separate and distinct cachets will be used on letters carried on the initial flights, as follows:

Atlin - Telegraph Creek
Telegraph Creek - Atlin

These cachets will be used only on such covers as are sent to the District Superintendent of Postal Service, Vancouver, B.C. and which reach him not later than the 22nd October, 1934, bearing Canadian postage at the rate of 6c per ounce.

HAWAIIAN ISLAND AIR MAIL CONTRACT AWARDED

The Post Office Department announced September 19th that with the approval of Postmaster General James A. Farley, a contract for carrying air mail on the Hawaiian Islands has been awarded to the Inter-Island Airways, Ltd., of Honolulu. The rate of mail pay for this service, which is to link the four large islands of the group, Oahu, Maui, Hawaii and Kauai, a distance of approximately 333 miles, will be 19½ cents per airplane mile.

Under the terms of the contract the successful bidder is given thirty days in which to start operations. In this connection it was also announced that the Post Office Department has authorized a special first-flight cachet for the cities of Honolulu, Lihuo, Hilo and Walluku.

A NEW MAIL RECORD BETWEEN LIVERPOOL, ENGLAND AND WASHINGTON, D. C.

A new speed record for mail delivery was made during the first half of September when a bag of air mail was landed in Washington, D. C. four and one-half days after leaving Liverpool, England on the liner Empress of Britain. One Canadian and two American Air Lines co-operated to make this achievement possible.

The mail was taken off the liner Wednesday night at Belle Isle, situated in the Gulf of St. Lawrence and hurried aboard a Canadian Airways plane, arriving at St. Hubert Airport, Montreal, Canada at 8:15 the morning of September 13th. At this point an American Airline plane took over the mail pouch and flew direct to Newark Airport, New Jersey where it landed at 11:40 A.M. on a non-stop flight. At Newark an Eastern Air Lines plane was waiting and the mail was again placed on board and delivered in Washington, in record time. While this is considered fast time at present, I have information that a regular mail service will be in operation in the Spring of 1935, when it is hoped to make the crossing of the Atlantic in thirty hours, or less.—Charles E. Kearns.

It is understood that A.M. 24 has been restated as being from Charleston, S. C. to Fort Worth, Texas in stead of to Dallas, Texas, although such restating has not been officially made in the daily Postal Bulletins to date of this writing.

THE AIRPOST JOURNAL



The AIRPOST JOURNAL

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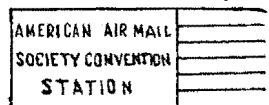
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The 1934 Chicago AAMS Convention

FOUR THOUSAND persons purchased
approximately 150,000 of the new
sixteen-cent Air Mail-Special Delivery
stamps on first day sale at Chicago, Thurs-
day, August 30 in honor of the opening of
the Convention and Exhibition of the
American Air Mail Society being held at
the Congress Hotel. First day cancella-
tions were conservatively estimated at
45,000.

Chicago's Postmaster, Ernest J. Kreut-
gen, after an informal reception of officers
and members of the Society, entered the
specially prepared and artistically decorated
philatelic booth in the central rotunda of
the Federal postoffice building shortly after
10 o'clock and sold A.A.M.S. President L.
B. Gatchell the first sheet of the attractive
new stamps amid the clicking of news
cameras and the acclaim of a large group
of collectors who had gathered to witness
and participate in the sale. The historical
sheet was properly inscribed, autographed
and decorated with the special cancellation
on the marginal paper. Appropriate cere-
monies were also conducted at the special
AAMS Convention station at the Congress
Hotel, where over one thousand collectors
called during the day to purchase the new
stamp.

A Philatelic Division was established at
the general postoffice where over twenty-
five special clerks were employed in pre-
paring and cancelling the large number of
covers. The first day machine cancellation
and killer was used exclusively at the
general postoffice. The special hand stamp
cancellation, used mostly at the Convention
Station, was made up in lengths of killer
bars, long for blocks and short for singles.
This hand stamp appears with the three
days of the operation of the station:
August 30 and 31 and September 1. The
majority of the covers with singles mailed
at the Convention station were cancelled
at the general postoffice by the machine
as this gave a clear and neat-appearing
impression. An air mail plane departing
for the east from Chicago on August 30,
was held over approximately two hours to



CANCELLATIONS used at Chicago in com-
pliment to the A.A.M.S. Convention

take care of the large amount of additional mail. Hon. Robert E. Fellers, Superintendent of Stamps of the Postoffice Department directed the first day sale which was handled in a most commendable manner.

The 1934 Exhibition presented an outline of the history and progress of air mail from its early beginnings up to the current rocket flights. One hundred frames were attractively displayed in the beautiful Gold Room of the hotel. The value of the material at the show was estimated to be \$100,000. Trophies and award ribbons went to the outstanding exhibits. A bourse of approximately ten dealers adjoined the exhibition room.

As guests during the Convention and speakers at the annual banquet, the Society was honored by the attendance of Hon. Robert E. Fellers, Superintendent of Stamps and Hon. Charles P. Graddick, Superintendent of Air Mail. We were certainly fortunate in having these two fine gentlemen with us and we are sure that these representative department heads have done and are doing everything possible to satisfy the desires and requirements of collectors. Their interest and understanding of our hobby is sincere and we urgently hope that our readers and members will closely cooperate with and respect the regulations of the Department in their collecting activities. It is only through this spirit of mutual understanding that we are able to advance. We are appreciative in acknowledging the attendance of Mr. Graddick and Mr. Fellers at our Society Convention, especially at a time when work in their respective departments has reached an all-time peak. We hope they will be with us for many more meetings in the future.

The annual banquet was enjoyed by about 55 members. Postmaster Krueger of Chicago outlined the philatelic services rendered by his office and made an appeal to collectors to be more careful in their preparation of covers and more considerate in their special requests. The Chicago office is rendering a wonderful service to philatelists and is deserving of special commendation. Mr. Fellers spoke on the attitude of the Department in catering to collectors and related several interesting anecdotes on the first day sales of recent commemoratives. Superintendent of Air Mail, Chas. P. Graddick gave a most interesting talk on the recent revisions of the airmail and the policy of the department in establishing new routes for the greater service of the public. He cited the many improvements made in aviation and indicated that the service is always receptive in experimenting with new devices which may expedite the transportation and delivery of mail. National officers of the Society and members of the local committee also addressed the banquet.

Presentation of the awards of the Exhibition was made at the farewell dinner Saturday evening, September 1st. At this gathering Secretary Angers presented retiring President L. B. Gatchell with a beautiful gold medal, engraved with appropriate inscriptions, as a token of appreciation for his years of faithful and meritorious service from his friends in the American Air Mail Society. Director Oscar Mayer of the local committee made the presentation of the Chicago Air Mail Society Trophy to Frank Costanzo. The



POSTMASTER OF CHICAGO, Hon. Ernest J. Krueger, addressed the annual A.A.M.S. banquet, carefully supervised the handling of first day 16c air mail-special delivery covers.

Cleveland Air Mail Society Trophy was awarded to Mr. Mayer for his fine displays of Zeppelin material. Chairman Samuel Ray of the local committee announced and presented the other awards.

Although the number of members registered for the Convention was less than 75, this might be considered encouraging in view of the attendance records of meetings of other national philatelic societies with enrollments of several thousand. Everyone had a most enjoyable time and all those who attended are looking forward to meeting again next August.

Forthcoming SPECIAL NUMBERS

•
NOVEMBER:
The Pioneer Number
Edited by
GEO. W. ANGERS
DECEMBER:
The Foreign Air-
post Number.
Edited by
NORMAN SERPHOS
JANUARY 1935
Semi-Official Airpost
Stamp Number

CAM's and the Catalogue

by PERHAM C. NAHL

WHAT ARE C.A.M. COVERS?—"covers sent over Contract Air Mail routes". What is Contract Air Mail?—"air mail carried by private individuals or corporations under contract with the government." These are some of the questions asked by the neophyte. Where can the answers be found?—in the Standard Airpost Catalogue, the "Bible" of CAM collectors.

Who makes this catalogue? Collectors. Say what you wish about the matter, in the end collectors have the full power to include or exclude, to price and to list. Why isn't such-and-such an item listed, or priced higher or lower? The only possible answer to this is that collectors have not shown their preferences. The catalogue is set up each year by students of CAM data. They are influenced in listing by the demand for a certain type of cover; in pricing by the records of sales (secondarily, by the known amount of mail carried on any particular flight). The price collectors will pay for any item, (in other words the "effectual demand"), is in the final analysis the determinant of its value. Cost price (postage, etc.) means little—the supply is fixed, and demand for the cover is the best criterion for setting a catalogue value.

How well does the Standard Airpost Catalogue treat the subject of CAM's? How consistent are the listings? Is it an effective guide to the new collector? Do catalogue prices reflect the true value of covers? These, and other questions, need to be answered before we have a complete prospective of the accuracy and detail of the catalogue.

(1) Are the Listings Consistent?

Yes—decidedly so, up to a certain point. The Postal Bulletin has published, at intervals, announcements of each flight. These announcements contain information as to effective dates, cities on each route, and time of dispatch. Practically the entire CAM listing follows this record, except where flights have taken place later than the Postal Bulletin indicated (cf. cat. Nos. 200W1, 18E24, 18W25, etc.). True,

there are spots in the listings which are not consistent. A "first flight cover" should be one which is carried on the first actual dispatch of mail by plane in a certain direction from a particular city. This is a matter of opinion, and some collectors do not adhere strictly to this. Take for examples 18E, 9W42, 25N13 or 33E34. The major variety should be the flown item—the "philatelic mail" dispatched by train (or by plane in the wrong direction) might readily be catalogued as a minor variety, depending on how many collectors desire that type of cover.

Again, we find covers listed such as 3S12, 3N12, 20E21 and 20W22. These are direct services. However, they are not the only direct services. What about Moline to Kansas City and return February 1st, 1928 on route 3? Or Kansas City to Tulsa to Fort Worth first direct flights on July 1st, 1929? These discrepancies will doubtless be rectified in subsequent catalogues, as soon as collectors express their desires as to what they wish to collect. Then there is the matter of spurs and extensions of routes. 3E11 (Ponca City), 27E15 (Detroit), and 27E30 (South Bend) are listed. Why not list Hartford to Providence (Rt. No. 1, Boise to Salt Lake City (Rt. No. 5), Mishawaka to Ft. Wayne (Rt. No. 27) and Dearborn to Pontiac (Rt. No. 27). They are dispatching points as well. Also, what about changes of air fields, such as those in the New York and Los Angeles metropolitan areas. Are these listable as "directional flights"? If so, what about San Francisco, Detroit and others? These are only a few of the problems to be settled by the collective opinion of CAM collectors as a whole.

But consider the task of compiling a catalogue like the Standard Airpost Catalogue. Occasional slips are inevitable—misinterpretations and differences of opinion are bound to occur. And there is one sure way of making the catalogue better each year—for each collector to express his opinion on the subject.

(2) Is the Catalogue an Effective Guide to the Novice?

Yes. The advantage of being a collector of air covers is that you can collect exactly what you wish. No one can dictate to you as to what is collectable and



CAM CACHETS—"There is only one first flight from one city to another over a particular route." The Postoffice Department supplies these unique markings.

what is not. You may collect Macon covers, historical souvenirs, street-car tokens, match-box labels, crash covers, or milk-bottle tops. Not that each of these categories would interest each of us, but the same motive and the same enjoyment may come from any of these. So it is with CAM's.

The supply is limited—there is only one "first flight" from one city to another over a particular route. There are new routes opening at intervals, and your collection may start at any point in the development of contract air mail. And the catalogue records these, accurately and simply, so that any among us may be able to see just what has taken place and what hasn't. Definitions, illustrations, logical listing, all contrive to make this section of the catalogue a ready guide to the new collector.

(3) Do Catalogue Prices Reflect the "True Value" of Covers?

This is entirely a matter of opinion. To the writer, the word "intrinsic," as applied to value, is meaningless. Value is subjective—one person may consider a cover worth ten dollars cash—another may see no worth whatsoever in the stamped envelope. However, when a great many people are willing to exchange a certain amount of hard-earned cash for some cover, the valuation at once has a meaning. The item has an exchangeable value, and this is what the catalogue attempts to reflect. Naturally, with the thousands of prices listed in the catalogue, there will be discrepancies, large and small. Why should 2N10 catalogue fifty cents when 34N17 catalogues only a dollar, when 2032 pounds of mail were carried from St. Louis and only 19 pounds from Los Angeles? Put yourself in the place of the CAM editor. Can he arbitrarily say that since one hundred times as much mail was carried from St. Louis the cover from Los Angeles is one hundred times as valuable? Hardly! It will take a period of adjustment, of collectors expressing their "effectual demand" for covers, to bring all prices into line. Happily, changes are made year by year, and the "true value" (an unfortunate term,) should evolve. As a basis for exchange, the catalogue is invaluable.

After all this, you may well say: "So what?" So—you have the facts. You have the catalogue. You have unlisted varieties, differences of opinion or questions. The only way to have these expressed in the catalogue is to make it your own catalogue—be a part of the collecting fraternity which has enough interest to enter into discussion of controversial matters, bring unlisted varieties to light, and improve the listings. This can be done in local societies or in correspondence with other collectors. Express your views to the editors. Crystallize your opinions and change them when you see fit. No one is without error, so how can any history or catalogue escape it. But make yourself and your opinions a part of the catalogue—it's worth the effort.

Postal bulletins of recent date show that Knoxville, Tenn., is not receiving or dispatching air mail via eastbound trips on A.M. Route 23, although that office is serviced by westbound trips.



Selecting First Flight CAM Cachets

by FRANCIS B. LEECH

IN SELECTING official cachets for first flights the Post Office endeavors to depict a scene having either an historical tie-up with the city in which the cachet is applied, or to illustrate some outstanding natural landmark, local building or monument. If the Department knows of no such subject, they call upon the Postmaster, and sometimes the Chamber of Commerce of the city, to submit picture postcards or photographs of what they believe to be suitable subjects. The Post Office Department artist goes over the pictures and draws up sketches of one or more of the most likely which he submits to the Superintendent of Airmail, who selects the design which appeals to him. After being redrawn and placed in a suitable frame with appropriate wording, the cachet is cast as a rubber handstamp and sent to the local postmaster to be applied to collectors' covers.

C.A.M.'s IN AUCTION

by DONALD E. DICKASON

I believe it a fair statement that C.A.M. covers form the "bread and butter" of the air mail material in the average auction. Certain groups and types of material have their ups and their downs, as popularity and demand vary. C.A.M.'s however, while never showing any very spectacular results, are in steady and constant demand month in and month out. Even the comparatively common material is reasonably sure of sale as often as offered.

There is a very decided shortage of the scarcer pieces in current offerings and when listed these usually attract a number of bids. This applies generally to the whole field from 1926 on, but is especially noted in respect to the short notice and scarcer items of the last year or so.

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.

THE "I's" have it. Iceland, and Italy (as well as two of her colonies) have just issued another group of fine appearing stamps to adorn the album page. Those from Iceland are fine engravings, while the Italian are up to their usual artistic quality as well as high denomination. Sets for Cyrenaica and Tripolitania promise to be of low value, large size, and bi-colored! Bahamas promised something interesting and Mexico is doing it again.

● **BAHAMAS** ● A New York Times dispatch states that Governor Sir Bede Clifford has evidenced keen interest in a natural color undersea photo made by the explorer J. E. Williamson. It states the Governor contemplates using the design for an air mail stamp. Mail bearing such stamps is to emanate from a bathysphere on the ocean bottom off the Bahamas and continue to its destination by air! (Did I hear someone remark "From the Bathysphere to the Stratosphere!"?)

● **CURACAO** ● The writer has seen a first flight cover from this country bearing numerous commemoratives and a few air mail stamps. Of interest was the appearance of the 20c red surcharged "10 ct." in large black type. Can anyone inform us if this is a provisional air stamp or if the remainders of the air set are being surcharged for regular postal use as has occurred in other Dutch possessions?

● **CYRENAICA** ● For the Second International Exhibition of Colonial Arts at Naples this October a six value set of small denomination will be issued. Unione Filatelica Nazionale states that the series will be large square stamps and bi-colored. Denominations will be 20, 50, 75, and 80 centesimi, and 1 and 2 Lire. Part of the design will show the armless and headless statue of the Venus of Cirene and the rest will present an aviator discharging post

from a plane. The border common to both is the silhouette of an inverted shield and tufts of wheat.

● **DOMINICAN REPUBLIC** ● The new 10 cents stamp mentioned last month will be the same design as No. 519, but in a violet-blue color.

● **FRANCE** ● Commemorative of the 25th anniversary of Bleriot's flight across the Channel comes a 2.25 violet stamp showing his large monoplane poised in flight over the coasts of England and France. "Louis Bleriot—25 Juillet 1909" appears as well as the words "Poste Aérienne" in the border.

● **ICELAND** ● A quick glance at the new set from this small island in the far north Atlantic and one thinks of the Wagner Opera set of Germany. The engraving and coloring is such that the similarity is more than noticeable.

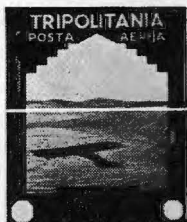
The 10 and 25 aur show a biplane hovering over a local scene. The 20 and 50 aur show a monoplane suspended in the aurora borealis above snow-capped mountains. A conventionalized plane appears over a map of the island of Iceland on the 1 and 2 Kr.

Colors are: 10 blue, 20 violet, 25 green, 50 red violet, 1 Kr. brown, and 2 Kr. orange. Propellers and wings make up the borders.

● **ITALY** ● The First Centenary of the establishment of the Military Medal of Valor calls for a long set of regular postage as well as air mails. In keeping with the subject which they are honoring the series is distinctly militaristic in treatment and provides some innovations in subject matter.

The 25c deep green and the 80c steel blue show a pioneer airship in flight amid bursting bombs. The 50c grey and 75c brown present one of the armed launches, or Mystery boats as they were more often called, hurrying thru the water with a battleship and an airplane for background.

The 1L plus 0.50 red brown depicts a plane above deploying infantry. The 2L plus 1 light blue shows a bi-plane shooting at fleeing soldiers. The 2L plus 1.25 brown and 4.50L plus 2L deep red presents a Roman arch at the end of a tree-lined road. The only vertical stamp in the series is the 3L plus 2L grey black which shows a statue of victory.



NEW DESIGNS from the Italian Colonies for the airport art gallery
—Photos courtesy Unione Filatelica Nazionale.



• **MEXICO** • Colors of the set described last month are: 20c orange, 30c violet and red, 50c olive and brown, 75c black and green, 1P light green and ultramarine, 5P brown and blue, 10P blue and red brown, and 20P brown and red brown.

There are several rumors about this issue and we present them for what they are worth. One states that the use of the stamps is voluntary in addition to regular postage. Another that a syndicate has bought up all the values, has them on sale at only four of the cities of its choice in Mexico, and has "fixed" the price of the 20 pesos—of which there are only 1,500 at \$8.50 for a temporary time. New issue offerings both from Mexico and the United States seem to support this latter rumor because prices are almost identical.

• **POLAND** • "Challenge 1934" is the red overprint which appears on the 20gr olive (AP1) and the 30gr olive green (AP2) stamps of Poland. Last year the aviators Zwirko and Wigura won the International Aviation Challenge Cup and got their pictures on a postage stamp. This year Poland commemorates the event with a set of two stamps.

• **TRIPOLITANIA** • Issued for the same purpose as the set described above for Cyrenaica, we have a series of similar denominations from this colony. Part of the set will show a group of Meharist soldiers watching an aeroplane in flight and the rest will show the shadow of an aeroplane on the desert. Fasces frame the central vignette.

• **TURKEY** • Instead of using the current private labels this country surcharged four of its regular postage set to make a provisional air mail series. The surcharge consists of a large monoplane with a star and crescent on the fuselage, the new value and the date "1934." The plane is pointed up on all but the 12½ kuras.

The colors of the stamps and the surcharges are: 7.50 kuras on 7.50 red brown (692) lake sur., 12.50 on 15 deep orange (695) red brown sur., 20 on 25 olive brown (698) same, 25 on 25 olive brown (698) dark blue sur., and 40 on 40 red violet (700) red brown sur.

Cooperators for the month are: John S. Whittlesey, J. D. Hoyt, T. H. Rupert, Unione Filatelica Nazionale, Santiago Porcella, Mariano Anzorena, and H. Spilka.

ZEPPELIN BOOKLET HAS INTERESTING PHOTOS

The attractive and colorful zeppelin booklet, which is included with this issue of the **AIRPOST JOURNAL**, has been furnished through the courtesy and co-operation of the Hamburg-American Line, General Agents of the German Zeppelin Company.

This booklet, with its many interesting photographs, will undoubtedly be of interest to our readers, especially those specializing in Zeppelin covers. A number of the photos are most suitable for mounting with a collection, and we hope that readers will welcome this opportunity to brighten up their album pages.

BRITISH INLAND AIRMAIL

As forecast in these pages, the British Inland Airmail is advancing by leaps and bounds and most of the great cities are now connected by excellent services. It is noteworthy that the British Post Office is carrying airmail under the 1½d stamp, thus making no charge at all for the additional service. A letter posted in the morning in Scotland is delivered in London early afternoon. Collectors are advised to obtain specimens of these early British CAM's whilst they are available so cheaply. The first service (GWR, April 1933) has advanced from 50 cents to \$25.00.—A Phillips of Newport Mon England.

CONTRACT AIR MAIL CHECK LISTS WEST COAST AIR MAIL SOCIETY BULLETIN

Beginning with the October series, there will be issued a complete check list of the Original CAM Routes. It will be of interest to any CAMer and no specialist should be without the information that will be offered.

It will appear in mimeographed form and on paper prepared for ring binding. It will not be sold separately and may be obtained through membership in the West Coast Air Mail Society.

If you want to obtain this check list, do so by promptly sending in your application and fee, subject to the WCAMS By-Laws, as there will be no back numbers available. When applying, send names of two collectors.

Fees are \$1 per year or 50c for last half of fiscal year (September 1st to March 1st). Send to Mr. Everett Erle, 2303 Bush St., San Francisco, Calif.

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WORLD COVER SERVICE

1621 Race St.

Cincinnati, Ohio

Official Report of Proceedings 5th Annual AAMS Convention

by **GEORGE W. ANGERS**

Secretary

First Session—Thursday, Aug. 30, 1934

Meeting was called to order at 3:00 P.M. by President L. B. Gatchell of Bronxville, N. Y. President Gatchell briefly reviewed the activities of the Society in the past year and expressed his belief that the hobby and the Society had made definite progress. President Gatchell was appreciative of the work done by his associate officers and committees, emphasizing particularly his gratitude to the publisher of the *AIRPOST JOURNAL*, Mr. Walter J. Conrath, for the tireless efforts he has put forth in the improved publication of the monthly *APJ*.

Mr. Gatchell also announced the entire program for the three days. He then informed the assembly that we would be honored with distinguished guests as principal speakers at the banquet in the persons of Hon. Ernest J. Krueger, Postmaster of Chicago; Hon. R. E. Fellers, Supt. of Stamps, and Hon. C. P. Graddick, Supt. of Air Mail.

The afternoon session adjourned at five o'clock.

Second Session—Friday, Aug. 31, 1934

The second session convened at 11:00 A. M. It was opened with the report of Secretary-Treasurer, together with financial report of the year 1933 and for the first eight months of the fiscal year 1934. Report of the Secretary was ordered adopted.

Mr. Oscar L. Mayer, chairman of the Elections Committee then gave his report on the results of the ballots received in the election of the new officers. The following were duly appointed to serve the fiscal year from Sept. 2, 1934 to Sept. 1, 1935:—

President, Francis B. Leech, Washington, D. C.

Vice-Presidents (4)—Walter J. Conrath, Albion, Pa.; Erik Hildesheim, New York City; Charles G. Riess, Albany, N. Y.; Richard L. Singley, Lancaster, Pa.

Secretary, George W. Angers, Springfield, Massachusetts.

Treasurer, Frank A. Costanzo, Punxsutawney, Penna.

Directors (7), L. B. Gatchell, Bronxville, New York; P. C. Nahl, Oakland, Calif.; Samuel Ray, Chicago, Ill.; Anna M. Schafer, Akron, O.; J. T. Schweier, Cleveland, O.; L. G. Tedesch, Cincinnati, O.; William R. Ware, Stuttgart, Ark.

The secretary was then instructed to read the communications and telegrams at hand. Greetings were received from several of our interested members who were unable to attend the annual meeting this year. The Convention went on record as offering a vote of thanks to these members.

Mr. Frank A. Costanzo, Advance Air Mail Bulletin Manager, submitted his report

and stated that he had issued 12 numbers and that each bulletin was mailed to over 200 members. A vote of thanks was extended to him or his unselfish devotion to the Society.

Resolutions upon the death of two members were read by Reverend D. A. Kearns-Preston. The members known to have passed on during the year were as follows: Member No. 711, Major C. M. Lopez, of Bryan, Texas. Member No. 1290, Edmond L. Miller of Ft. Wayne, Ind. The report of the Obituary Committee was adopted.

It was voted that the President be instructed to send special letters to President Franklin D. Roosevelt, Honorable James A. Farley, Postmaster General and to Honorable Clinton B. Eilenberger, 3rd Assistant Postmaster General, conveying the hearty greetings of the Society and our gratitude for having made possible the establishment of a special postal station at our convention headquarters at the Congress Hotel in Chicago, and in placing on first sale the new sixteen cent Special Delivery-Air Mail Stamp. These letters were duly dispatched during the period of the Convention.

President Gatchell read with much regret, the resignation of Mr. H. C. Carpenter, Sales Manager for the past several years, to take effect immediately. The Secretary was instructed to write to Mr. Carpenter expressing our appreciation for his excellent work in building this department up to its present state of efficiency. The appointment of a new Sales Manager is to be made by the incoming President.

It was voted that Mr. Robert E. Fellers, Superintendent of Stamps and Mr. Charles Graddick, Superintendent of Air Mail, be invited to accept Honorary Membership in the American Air Mail Society. (Note—Both accepted with thanks and were presented with the insignia of the Society.)

Plans for incorporating the Society were deferred until necessary funds are available.

The Secretary was instructed to communicate with the Federation de La Poste Aeriennne of France that while the Convention endorses its policies, it was not feasible at this time to accept membership.

By unanimous vote, the Society went on record to affiliate with the National Federation of Stamp Clubs and heartily subscribed to its aims and purposes.

President Gatchell appointed the following committee to formulate a list of classifications for an international airport exhibition or other National displays involving airmails: P. F. Robertson, chairman, H. H. Griffin, Maurice Petty, Charles Riess, Oscar L. Mayer, Francis B. Leech.

Meeting adjourned at 12:30 P. M.

Third Session—Saturday, Sept. 1st.

The third session convened at 11:00 A.M. The chairman of the Air Mail Classification Committee, Mr. Paul F. Robertson, submitted a very fine list of classifications covering every phase of aero-philately

which was favorably accepted with recommendations that the report be presented to the Secretary of the Association for Stamp Exhibitions.

After some discussion on the Convention site for next year, it was voted to defer the decision until January. At that time, all formal invitations will be considered.

A resolution was passed that the Society formally recognize its indebtedness to Dr. Leon G. Tedesche of Cincinnati in the sum of \$75.00, which payment was made in the behalf of the Society to settle in full a claim for a stolen circuit of the Sales Department. A vote of thanks was offered to Dr. Tedesche for his splendid assistance in the adjustment of this financial responsibility.

A rising vote of thanks was extended to Messrs. Oscar L. Mayer, Samuel Ray and other members of the Chicago Air Mail Society for the splendid arrangements which were made for the entertainment of the Society.

President Gatchell introduced the new Officers for the ensuing year and graciously turned over the "Charter Oak" gavel to Mr. Francis B. Leech. Mr. Leech expressed his deep appreciation of the honor conferred upon him, and with the hope he might continue the good work which had been carried on by his predecessors. There being no further business the Convention adjourned—sine die.

At the informal dinner which was held on Saturday evening and over which Mr. Francis B. Leech presided, a motion was made by Mr. H. H. Griffin, naming Mr. L. B. Gatchell, President Emeritus, in appreciation of his successful administration. The motion was seconded and unanimously adopted.

Respectfully submitted,

GEORGE W. ANGERS, Secretary.

Awards of 1934 A.A.M.S. Exhibition

Awards presented:

CHICAGO AIRMAIL SOCIETY TROPHY, permanently awarded to exhibit receiving greatest number of popular votes.

CLEVELAND AIR MAIL TROPHY, annually awarded to exhibit judged outstanding.

PURPLE RIBBON, awarded to non-competitive exhibits of an outstanding nature.

GOLD RIBBON, awarded to the outstanding first-prize winner of each class.

BLUE RIBBON, awarded to the first prize winner of each section.

RED RIBBON, awarded to the second prize winners.

List of Awards:

CHICAGO AIR MAIL SOCIETY TROPHY to Frank A. Costanzo, Punxsutawney, Pa. Crash Covers.

CLEVELAND AIR MAIL SOC. TROPHY to Oscar L. Mayer, Chicago, Ill. Zeppelin Posts.

PURPLE RIBBONS

to L. W. Charlat, New York, N. Y. Nashville Balloon Posts.

to J. J. Klemann, Jr., New York, N. Y. U. S. Pioneers.

to J. J. Klemann, Jr., New York, N. Y. U. S. Experimentals.

to L. B. Gatchell, Bronxville, N. Y. Development of the Airmail Service.

to Charles G. Riess, Albany, N. Y. C.A.M.'s to Richard Singley, Lancaster, Pa. F.A.M.'s to Frank A. Costanzo, Punxsutawney, Pa. Crash Covers.

to L. B. Gatchell, Bronxville, N. Y. Philippine Airports.

(Continued on Page 17)



EXHIBITION—The 1934 A.A.M.S. show held at Chicago, Ill. Insert: Hon. Robert E. Fellers, Hon. Alvin W. Hall and A.A.M.S. President Francis B. Leech, inspect sheets of the new 16c Airmail-Special Delivery Stamps during the ceremonies of the first press run at the Bureau of Printing and Engraving.

—Washington Star photo.

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.

EFFECTIVE Sept. 1, 1934, Idaho Falls, Idaho was embraced as a stop on A. M. Route #19 between Pocatello, Idaho and Butte, Montana. First flights from this point were made on schedule with northbound dispatch consisting of 25 pounds and southbound dispatch consisting of 25 pounds. A. W. Stephenson was inaugural northbound pilot and F. S. Nelson inaugural southbound pilot. Postmaster at Idaho Falls is Jos. Morley. Official first flight cachet applied in blue, is illustrated herewith.

Effective Sept. 1, 1934, Tyler, Texas was embraced as a stop on A. M. Route #24 between Dallas, Texas and Shreveport, La. First flights from this point were made on schedule with westbound dispatch consisting of 30 pounds and eastward dispatch consisting of 49 pounds. Tip Schier was inaugural eastbound pilot and Dice inaugural westbound pilot. Postmaster at Tyler is John B. Miller. Official first flight cachet applied in blue.

Effective Sept. 1, 1934, Greenwood, Miss. was embraced as a stop on A. M. Route #8 between Jackson, Miss and Memphis, Tenn. First flights from this point were made on Sept. 1st as scheduled with southbound plane twenty minutes late. Billy Fry was inaugural northbound pilot. Name of inaugural southbound pilot not at hand at this writing. Postmaster at Greenwood is Joe W. George. Official first flight cachet applied in green.

On Sept. 20, 1934 were inaugurated the first direct air mail flights between the Chicago Air Mail Field and the Century of Progress Fair Grounds and vice versa. Service for these two flights were given by the contractor of A. M. Route #9, Braniff Airways, Inc. operators of the Chicago-Dallas air mail route and this service which will continue daily until November 1, 1934, is in reality an extension of A. M. #9. This is an officially authorized service operating on regular schedule. Mail is picked up at the Exposition Lagoon at the Century of Progress by use of the Adams Pick-up device. The distance between the Chicago Air Mail Field and the Century of Progress Fair Grounds is approxi-

mately twelve miles. No official cachet was applied to first flight covers although it was unofficially stated the Post Office Department would furnish official cachets for these flights. First flight covers at hand are cancelled as follows: "AIR MAIL FIELD, CHICAGO, ILL. - SEP. 20, 1934-1:30 P.M.--TOUR 2" and these same covers backstamped, "CHICAGO - SEP. 20-4 P.M.--1934--ILL--A CENTURY-OF-PROGRESS-STATION". On the return flight covers are cancelled "CHICAGO-SEP. 20 2 P.M.--1934--ILL--A CENTURY-OF-PROGRESS-STATION" and backstamped, "AIR MAIL FIELD, CHICAGO, ILL.--SEP. 20--6 P.M.--1934." While covers bore no cachets, specially printed air mail envelopes bearing an unofficial printed cachet in black were sold at the Century of Progress by the inventor of the pick-up device used, Dr. Lytle S. Adams, at ten cents each. These envelopes were also on sale at the American Air Mail Society Convention in Chicago. Inasmuch as these first flights were officially authorized and a regular service placed in operation on a definite daily schedule, these covers are true CAM covers and will be so listed in the next catalogue.

The Postmaster at Pontiac is returning covers sent to his office that were to be held for possible eastward first flight dispatch via A.M. #2, with a notice that his office has been informed by the Post Office Department that no stop will be made at Pontiac for eastward dispatch via trip #2. Apparently, but not necessarily, Pontiac is not scheduled for any eastward service via A.M. #32.

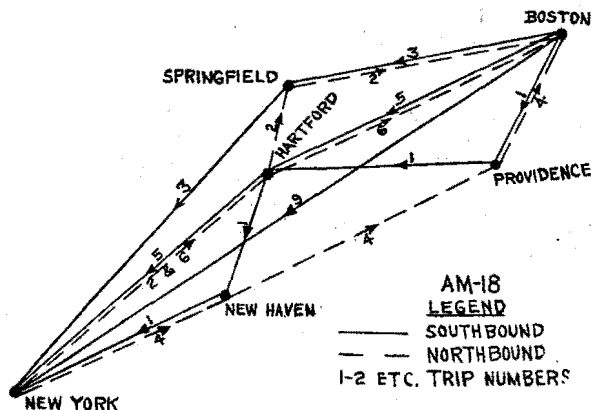
Additional data regarding contract air mail routes now in operation not previously mentioned in this column:

A.M. 3--Fargo, N. D. to Seattle, Wash. Rate of pay 33¢ per mile. Contractor, Northwest Airlines, Inc.

A.M. 8--Chicago, Ill. to New Orleans, La. Rate of pay 17½¢ per mile.

A.M. 10--Chicago, Ill. to Jacksonville, Fla. Rate of pay 19¢ per mile.

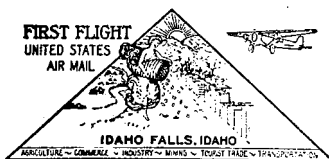
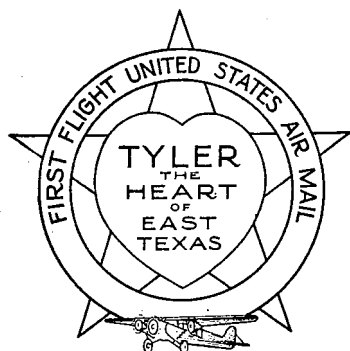
AM 18 Design for Directionals



CHECK your covers with this map to determine if they are the correct directional flights of October 1st, 1934.

OCTOBER 1934

NEW CACHET ART—First flight A.M. markings used on the inauguration of three new air mail stops September 1, 1934
—Photos courtesy P.O.D., Division of Airmail



A.M. 15—Amarillo, Tex. to Brownsville, Tex. Rate of pay 19½c per mile.

A.M. 16—Chicago, Ill. to Pembina, N.D. Rate of pay 19.6c per mile.

A.M. 20—New Orleans, La. to Houston, Tex. Rate of pay 16.7c per mile.

A.M. 21—Boston, Mass. to Cleveland, O. Rate of pay 24.5c per mile. Contractor, American Airlines, Inc.

A.M. 22—Cleveland, Ohio to Nashville, Tenn. Rate of pay 14½c per mile. Contractor, American Airlines, Inc.

A.M. 23—Newark, N. J. to Fort Worth, Tex. Rate of pay 13c per mile. Contractor, American Airlines, Inc.

A.M. 24—Charleston, S. C. to Dallas, Tex. Rate of pay 24.8c per mile.

A.M. 25—Washington, D. C. to Chicago, Ill. Rate of pay 29c per mile. Contractor, American Airlines, Inc.

A.M. 26—St. Paul, Minn. to Kansas City, Mo. Rate of pay 18.9c per mile.

A.M. 27—Boston, Mass. to Bangor, Me. and Burlington, Vt. Rate of pay 29.5c per mile.

A.M. 28—Cheyenne, Wyo. to Billings, Mont. Rate of pay 28.5c per mile.

A.M. 29—Pueblo, Colo. to El Paso, Tex. Rate of pay 24c per mile. Service on this route inaugurated July 15, 1934, instead of July 12, 1934 as originally scheduled.

A.M. 30—Chicago, Ill. to Fort Worth, Tex. Rate of pay 8c per mile. Contractor, American Airlines, Inc.

A.M. 31—Daytona Beach, Fla. to St. Petersburg, Fla. Rate of pay 17c per mile. Contractor, D. K. Franklin and G. T. Baker. Approximately 158 miles. Service on this route not inaugurated at time of this writing. This is the only new CAM route on which service has not been inaugurated.

A.M. 32—Detroit, Mich. to Milwaukee, Wis. Rate of pay 38.9c per mile.

Effective October 1, 1934, Elmira, N. Y. and Scranton, Pa. are embraced as stops on A.M. Route #7, New York-Chicago route via Buffalo. Elmira and Scranton are intermediate points between Buffalo

and New York City. The following covers will constitute listable first flight items in the next catalogue:

Elmira, westbound Scranton, westbound
Elmira, eastbound Scranton, eastbound
To Elmira by westbound plane
To Elmira by eastbound plane
To Scranton by westbound plane
To Scranton by eastbound plane

Official first flight cachets were furnished by the Post Office Dept. for use at Elmira and Scranton.

Effective October 1, 1934, Springfield, Mass. and New Haven, Conn. are embraced as stops on A.M. route 18, New York-Boston route. While not officially scheduled for embracing on this route on October 1st it is possible that Providence, R. I. might be added as a stop on this date, although that is not very likely as improvements being made at the Providence airport will require several weeks before being completed. However, Providence is officially scheduled to be a stop on this route as soon as its airport is in satisfactory condition. Inasmuch as the schedule of trips on this route calls for four southbound mail-carrying trips and three northbound mail-carrying trips, collectors will do well to check their covers as all trips do not handle air mail to and from all stops. The graphical outline herewith illustrated will clearly show by what trips from each point first flight covers must have been dispatched as well as to what points dispatched and also will show from what points received covers of addition must have been dispatched. Until Providence is actually embraced, Trip 4 operates direct from New Haven to Boston instead of as shown on outline. The points to which covers are addressed will play an important part in determining whether or not they are first flight dispatched or received covers. The following constitute first flights for which covers will be listed in the next catalogue:

Springfield, southbound. Dispatched by trip 3 to New York. Covers addressed to Hartford or New Haven are questionable.

Springfield, northbound. Dispatched by (Continued on Page 22)

CAM Collecting In General

by ALBERT N. BROWN

I FIRST BEGAN my career as an air cover fan about twelve years ago. To me the lure of assembling my collection through personal efforts was most fascinating. At that time I did not dream of the eventual scope that this hobby would attain. That it would involve the many classes as indicated by the present catalogs. That it would develop into a study, into almost a business for the serious collector.

To collect intelligently through a proper knowledge of the mechanics of the hobby, to know your fellow collector and to observe a clean code of ethics. These were the foundations upon which I early learned to base my hobby, and once the system began to percolate there was never a time that I regretted my choice.

During 1924, with the inauguration of the Trans-Continental Air Route, the first important series of the modern covers appeared. Followed a few years later by the well known "CAM" series, the latter combined with this group gave to air cover collecting the real impetus. It was with the development and growth of the CAM routes that the field widened into the dedication, crash, etc. groups. Under the heading of the CAM series during the early stages, one of the popular methods of collecting was by complete coverage, or "point-to-point coverage", but with the ever increasing number of covers to house as the number of routes increased, this style of covering finally boiled down to the present day system of "directional flights."

With directional services definitely determined upon as the basic method of collecting and cataloguing, it was but a step towards the consideration of the minor varieties. Embraced in this group are the cachet color varieties, cachet errors and air mail field dispatches.

It was no effort to secure the normal dispatches as compared to the time and trouble necessary to discover and secure minor varieties. Though collectors sent in to the various aero and philatelic journals, data on such, many collectors were lax and indifferent and responded to personal contact and inquiry, only. It was by this latter grapevine method that the bulk of my earlier varieties came to me. Immediately after the inauguration of a route there was a grand session of letter writing, a quest for new color varieties, errors and general information.

Often a common item was exchanged for one that later proved to be scarce. Due to the fact that data on dispatches was hard to secure, many exchanges were based on whatever the future catalogue might set. I recently balanced up an account of this character, one that had run a period of over five years. Due to the fact that we just had never gotten together, it had run on. Imagine our embarrassment when we discovered that we had been worrying about nothing, for the accounts were nearly balanced. Each thought the other was getting the worst of the trade.

Until the catalogues first made their appearances there was no concerted effort

to secure the important data. Today, every effort is turned in that direction and usually within thirty days it is at the disposal of the interested collector. We know now that the best and surest time to secure this information is at as early a time as possible, for if any considerable delay is given, the information is apt to be taken from memory.

When it became recognized that color varieties were of extra value, several central offices, whereat new routes emanated, were prevailed upon to make color varieties by special favor for exclusive persons. While many points had undertaken a number of colors, it was usually applied indiscriminately, but with the continued abuse, the Post Office Department finally ruled that but one color impression was to prevail. This is true to this date, when it is apparent that with but few exceptions that only one color is available.

The air mail field dispatches, representing actual dispatches from the field post offices, are such covers bearing the specially provided killers bearing the name of the fields, are among the most popular of the minor varieties. By ratio they are rare to the city cancellations, and some of them rate among the real rarities. There have been a small number of instances when the regular killers not being on hand and the clerks not wishing to disappoint collectors have provided a two- or three-line canceller of the emergency type. And do I get a thrill when some such unexpected oddity appears. The most recent was the emergency cancel at the Nashville Air Mail Field when this point was established on the Newark-Fort Worth (Route AM 31) this year. Several years ago the Boston Air Mail Field used such a cancel, but unfortunately collectors missed out and to date no covers are known. Some such incident is happening from time to time and if the collector be on the alert, he always has the chance of securing some good covers.

The day of securing scarce covers at first hand is not past. It is true that the possibilities were greater when the routes were being conceived and placed in operation, just as it is true that during the period when the recent Emergency Contract Routes were inaugurated this year that many of us failed to cover for light

(Continued on Page 23)



EXHIBITION AWARDS

(Continued from Page 17)

- to L. B. Gatchell, Bronxville, N. Y. Do-X's.
- to Wm. Griffis, Montreal, Ont. Historical Display.
- to L. B. Gatchell, Bronxville, N. Y. Ship-Shore Covers.
- to Walter J. Conrath, Albion, Penn'a. The *Airpost Journal*.
- to Carl M. Becken, Minneapolis, Minn. Standard Air Transport Label Cat.
- to Ian C. Morgan, Montreal, Ont. Specialized Catalog of Canadian Airmails.
- to Iam C. Morgan, Montreal, Ont. Specialized Catalog of Canadian Airmail Stamps.

GOLD RIBBONS

- Class I, Antiquarian. To Samuel Ray, Chicago, Ill. N.Z. Pigeon Posts.
- Class II, Pioneers. To Francis B. Leech, Washington, D. C. U. S. Pioneers.
- Class III, Experimentals. To J. J. Klemann, New York, N. Y. Souvenir Historicals.
- Class IV, Contemporary. To Oscar L. Mayer, Chicago, Ill. Zeppelin Posts.

BLUE RIBBONS

- to Samuel Ray, Chicago, Ill. N.Z. Pigeon Posts.
- to Francis B. Leech, Washington, D. C. U. S. Pioneers.
- to Samuel Ray, Chicago, Ill. Foreign Pioneers.
- to Oscar L. Mayer, Chicago, Ill. Pioneer Zeppelin Posts.
- to Oscar L. Mayer, Chicago, Ill. Pioneer S.O. Airmail Stamps.
- to Sydney Karl Steinfeld, New Orleans, La. C. A. M's.

- to L. B. Lincoln, Chicago, Ill. U. S. Miscellany.
- to Michael Kalinchak, Bethlehem, Penna. Ship-Shore.
- to H. H. Griffin, Cleveland, Ohio. Lindberghiana.
- to H. E. Radasch, Gladwyn, Penn'a. Pilot Autographs.
- to Oscar L. Mayer, Chicago, Ill. Zeppelin Posts.
- to Jay Wilson, Chicago, Ill. Macon Covers.
- to Oscar L. Mayer, Chicago, Ill. Aviation Labels.
- to H. A. Schoenfeld, Jr., Seattle, Wash. Baggage Stickers.
- to Richard Canman, Chicago, Ill. Chinese Airposts.
- to Paul F. Robertson, Peoria, Ill. Australian Airposts.
- to Ian C. Morgan, Montreal, Ont. Canadian Airposts.
- to Rudolph Hinrichs, Philadelphia, Pa. Colombian Airposts—Scadta.
- to E. L. Meisenbach, Berea, Ohio. U. S. Airmail Stamps.

RED RIBBONS

- to Paul R. Hudson, Cleveland, O. Ship-Shore.
- to Carter Glass, Jr., Lynchburg, Virginia. Lindberghiana.
- to Charles Rudny, Chicago, Ill. Macon Covers.
- to Eugene Miller, Chicago, Ill. Macon Covers.
- to Alice B. Cilley, Washington, D. C. Baggage Stickers.
- to Elmer Stobart, Chicago, Ill. Canadian Airposts.
- to Michael Kalinchak, Bethlehem, Penn'a. Canadian Airposts.

To Collectors Everywhere . . .

*...I want the personal privilege of enrolling
you in the*

American Air Mail Society

. . . . The World's Oldest and
First aggregation of Serious Minded Aero-Philatelists.

WRITE FOR PARTICULARS

GEORGE W. ANGERS

293 Bridge Street

Springfield, Mass.

RMS Air Mail Field Boston Mass August 4 1931

BOSTON PROVISIONAL AIR MAIL
FIELD CANCELLATION

by CHAS. G. RIESS

THE ABOVE CANCELLATION was placed in use August 4, 1931 at Boston air mail field and took the place of the emergency field cancellation used on August 1, 2, 3, 1931. This cancellation was discontinued shortly afterward when the Boston-Bangor branch of old CAM No. 1 was discontinued. Covers bearing this cancellation are NOT first flight CAM covers. Many collectors are under the impression that Boston first flight covers exist as of August 1, 1931 with this cancellation. They can not exist inasmuch as the above cancellation was not placed into use until August 4, 1931, three days after the first flight was inaugurated.

C. A. M.'s
(Continued from Page 19)

trip 2 to Boston. Covers addressed to Providence are questionable.

To Springfield by southbound plane. Dispatched by trip 3 from Boston. To Springfield by northbound plane. Dispatched by trip 2 from Hartford or New York. Covers dispatched from New Haven are questionable.

New Haven, southbound. Dispatched by trip 1 to New York. Covers addressed to any point on A.M. 18 except New York are questionable.

New Haven, northbound. Dispatched by trip 4. Covers addressed to any point on A.M. 18, except Boston are questionable. Exception to this is Providence, which is okeh if that point is embraced on October

1st, otherwise not okeh.

To New Haven by southbound plane. Dispatched by trip 1 from Hartford or Boston. Covers dispatched from Springfield are questionable as well as from Providence unless latter point was embraced as a stop on October 1st.

To New Haven by northbound plane. Dispatched by trip 4 from New York. Covers from any other point on A.M. 18 are questionable.

Providence, southbound. Dispatched by trip 1 to Hartford, New Haven or New York.

To Providence by southbound plane. Dispatched by trip 1 from Boston. Covers from any other point on A.M. 18 questionable.

To Providence by northbound plane. Dispatched by trip 4 from New York or New Haven. Covers from any other point on A.M. 18 questionable.

First flight covers of the above will prove of considerable interest to CAM cover collectors, as much must be watched and understood or otherwise one is apt not to know what he has or has not in his collection. Under old CAM route #1, Providence dispatched directly to New York City southbound and directly to Boston northbound. Providence has never received mail from the north from Boston, nor has Providence dispatched directly to Hartford. Also Providence under old CAM route 1, received from the south via Hartford and not via New Haven. Hence the three listings for Providence given above as these involve new directional first flights.

Numerous changes in schedules have become effective during the past month, as well as service to several points being suspended account of poor airport conditions. As no new first flights are involved, collectors interested in these details will do well to review the daily Postal Bulletins of the past month.

Lack of time and space forbid convention details being mentioned in this month's column. Such details will no doubt be found elsewhere in this journal.

CAM JOKE—Wanted, instructor in schedule reading to conduct night school class for a charter KLT and several other CAM cover collectors interested in learning how to read air mail schedules. Apply M. T. Dome, Nutville, State of Oblivion.

Co-operators this month: L. B. Gatchell, Francis B. Leech, Albert N. Brown, Walter Conrath, Donald E. Dickason, Ralph E. Moffett, Perham C. Nahl, William R. Alley, Frank Costanzo, Edward S. Betts, J. M. Donaldson (acting 2nd Asst. P.M. Gen.), and various other postal officials.

**"STAMPS" MAGAZINE PUBLISHES
SPECIAL A.A.M.S. ISSUE**

In honor of the fifth annual convention and exhibition, "Stamps" published a special A.A.M.S. issue of their fine weekly magazine, September 1st. A number of interesting articles on air mail and the functions of the society, written by several of the officers and members appeared in the number. We wish to extend our thanks to Editor and Publisher, Harry L. Lindquist, for this appreciated cooperation.

MINT AIRMAIL STAMPS

New Issue and Approval Service
Details Upon Request

Airmail Price List Sent Free

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Let me quote your want lists on the scarcer covers and rarities. Ask for my price list which quotes on all routes, including many of the real hard to get covers.

Who needs 10S7a, 10S8, 10S9 ?

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Texas



LONDON TO
BIRMINGHAM



A Phillips
Railway Air Services
Snow Hill Station
BIRMINGHAM

British C.A.M.'s 1934

by FRANCIS J. FIELD

EIGHT YEARS after the inception of contract mail flying in the U. S. A., Britain has inaugurated a series of services of almost similar status—with two important exceptions: No extra fee is charged for light-weight mail matter (a three-halfpenny stamp will take a letter from London to Glasgow by rail or by air); and no cachets were applied to First Day flown covers.

On Monday, August 20th, "Internal" mail flying was officially begun over three different airways, with Birmingham as the central pivot. The routes are London and Glasgow, Liverpool and Plymouth, and Birmingham and Cowes, with a linking service (between Cardiff and Bristol) midway in the two latter lines, and a "shuttle" service on the first line by which the Isle of Man also benefits.

Although cachets were not used, excepting on the "Railex" service, covers which are very scarce, the operating company sold specially designed covers for use on the first day, attractively printed in two colors. But it is unfortunate that weather conditions were so abnormal as to compel the abandonment of several time-tables on August 20th, with the result that a considerable proportion of these souvenirs were either dropped half-way and sent by rail or sent wholly by rail. In such instances the rarest covers will be the sober ordinary business envelopes posted on Aug. 21st, which were actually "flown", and which were carried in accordance with the airway schedule.

Compared with American numbers, the quantities of first flight covers mailed on August 20th and 21st are very modest. The largest mailing, 200 pounds, was from London, but averages from other points, in the provinces, appear to have ranged between ten and twenty pounds.

—Photo courtesy A. PHILLIPS

CAM COLLECTING IN GENERAL (Continued from Page 20)

dispatches. However, there is always the possibility of a short notice event appearing on the scene. By keeping up on local events and aero matters and if possible through friendly contacts with those in the know, one always has the chance to get in on something good.

Much of the pleasure of collecting is based upon exchange of ideas and contact with fellow collectors. Display of covers for personal satisfaction lends its greatest strength to the collector. The proper housing of a collection is, as always, a problem. The so-called "shoe-box collection" is but a make-shift. It is awkward, and constant handling of covers does them no good. I have found the ordinary three-ring binder with blank pages the most satisfactory. Two to a sheet with two art corners to hold each cover, usually does the trick. Thirty sheets to the binder. Easy to carry, display or revise. Such binders may be purchased at an average of 25c each. Through proper housing the maximum of pleasure may be secured. I have found this the case and can recommend this system.

AUSTRALIAN SPECIAL

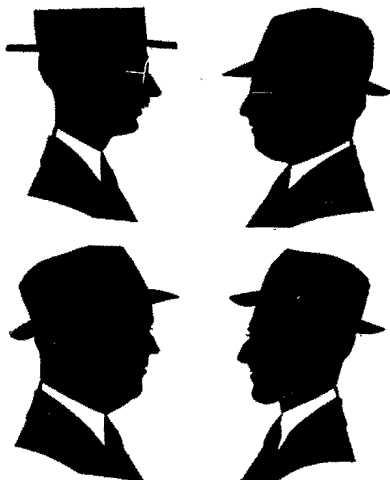
Cover carried by plane from Sydney, Australia to London, England. First Flight of Nov. 1931. Postage on each 17d or in our money about 34c. All covers are registered. Has special cachet, "Special Air Mail Flight—Nov. 1931, Australia-England." and are on Special envelopes of the A.N.A. Ltd. AND, better still, each one is signed by that great Pilot, C. Kingsford Smith. A dandy cover at \$4.25 each. Only six in stock.

W. R. PATTON

Box 2384

Winnipeg, Man.

THE AIRPOST JOURNAL



MUGGED—For the humor column of the API. From left to right (up to down) Angers, Gatchell, Leech, Conrath, in a night view at the Black Forest, A Century of Progress.

- C. G. Riess—"I consider a three-page single spaced letter merely a postal card."
- R. L. Singley—"Underwear or Tuxedo, Underwear or Tuxedo—blamed if I know what to do either."
- L. D. Ackerman—"I'm through playing Santa Claus."
- Sherm Corbett—"Zepps up in the attic; Zepps under the bed; guess Zepps, by golly, have gone to my head."
- A. N. Brown—"There is no comparison between the climates of California and Florida."
- P. C. Nahl—"Why do you not list this and that and that and this, ad-infinitum."
- Sam Ray—"Think I will write a book entitled 'Conventions'."
- Oscar Mayer—"Who originated the idea of a popularity contest, anyway?"
- M. S. Petty—"There is nothing like Washington air for PEP."
- F. A. Costanzo—"For invincibility to shock, try crash collecting."
- H. B. Imhoff—"I burned up several Glendives before I knew their value."
- W. R. Ware—"Springfield Alky is an also ran to Arkansas Cawn Likker."
- Erik Hildesheim—"A pioneer is something that happened while you were asleep."
- J. T. Schweier—"Hope the Cleveland trophy doesn't turn into a Zepp."
- T.H.E. Moral—"Stop, Look and Listen, before you prate."
- The All-listening Ear.

FAMOUS SAYINGS BY FAMOUS A.A.M.S.-ICANS?

- L. B. Gatchell—"X•-I-X? Zowie! I'm an Eagle."
- F. B. Leech—"I am only a Patent attorney, but Oh you Blondy."
- G. W. Angers—"As an apertizer, give me Springfield Alky."
- W. R. Alley (Alley Oop)—"Odd-lot collecting is not a stigma. It is a one-man international exhibition."
- H. H. Griffin—"Who is Lindbergh, anyway?"
- W. J. Conrath (Modest Walt)—"I am not very good at tennis; I did not drop a game against six opponents this afternoon."

"CAM" WHAT IT IS AND WHAT IT MEANS

(Continued from Page 4)

lects such data as relates to first CAM flights as well as such special CAM flight covers as the Kitty Hawk and special Lindbergh flight commemoratives.

The absolute cover collector, better known as an extremist, is the collector who may or may not be a specialist, but who insists that such covers as anniversary covers of first flights, first flight change of schedule covers, first day change of rate covers, first army flight covers and other special event covers are also first flight CAM covers when such covers may or may not be legitimate air mail covers and are classed under some other branch of air mail cover collecting.

It has been the privilege of the writer of this article to have seen some of the best CAM cover collections extant as well as to have been collecting CAM covers since the first route was inaugurated, and it can truthfully be stated that no one collection of CAM covers is complete even if minor varieties are disregarded. For the beginner or collector who has but a small-sized collection, it may be said that any fair-sized collection of average CAM covers was not formed in a day, month or year, but rather over a period of several years. It is the slow but constant adding to one's collection that eventually makes for a good collection as well as satisfying that indefinable entity within each one of us that gives us added enjoyment and pleasure each time that we add one or more covers to our collections. In conclusion it may be said that what or what not one's collections might or might not be and what amount of enjoyment and pleasure might be derived from it depends entirely upon the collector himself.

AIRPOSTS

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

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

"THE AIR POST COLLECTOR" an up-to-date, illustrated quarterly journal, devoted to Aero-philately. Subscription 25c per annum (unused air stamps accepted.)

R. E. R. DALWICK

20 Elgin Rd. BOURNEMOUTH, England

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.

CONVENTION Non-Attendants missed a great time. Collectors of unofficial covers were much in evidence, and we were privileged to meet many new and old friends. On Sunday following Convention, I was privileged to attend a small "Convention" at the home of W. T. Wynn, Jr., and his charming wife, in Dearborn, Mich. Present were Orian Green, and H. H. Hudson of Detroit, C. E. Carlson of Cleveland and H. L. Waha of Columbus.

COMING EVENTS: Troy, N. Y. will dedicate about Oct. 1 or 15. Cachet by Jr. CoFC and covers to C. E. Goulding, Box 63, Williamsburg, Ky., this fall. Send to CoFC or E. W. Hackney, Findlay, Ohio, in a month or so. Send to William Elliott, Elkins, W. Va., Oct. 6. Send to C. F. Harper, Cachet Director, 1516 Lavallette Ave., Mssrs. Wynn, Hudson, and Haldenstein, submit letters showing no dedications in prospect at Wallace, Idaho, Ashland, Ore., Oakes, N. D., Broken Bow, Neb., Big Springs, Neb., St. Paul, Neb., Valentine, Neb., Hastings, Neb., Norfolk, Neb., Lincoln, Neb., Hollister, Calif., Allegan, Mich., Vanderbilt, Mich., Sidnaw, Mich., Napa, Calif., Indian River, Mich., Gladwin, Mich., Allen Field in Los Angeles Harbor to dedicate probably Nov. Covers to Fred Wilde, 917 No. Burris Ave., Compton, Cal., Any A.A.M.S. member or AIRPOST JOURNAL subscriber is eligible to send in post cards for quick notice of airport dedications when definite date is known. This month we are indebted to Frank Costanzo, Milton Ehrlich, F. W. Gaines, Omer Thompson, Hanson, C. Miller, and Lester C. Manning, for news sent out on these cards. Afterward, Oil City, Pa., Princeton, W. Va., and Lake Placid, N. Y. were postponed, but Fairplay, Colo., Lima, Ohio, Ithaca, N. Y. came through OK, and doubtless, Elkins, W. Va. will do so. Notices were sent on all these.

AIRPORT DEDICATIONS: Zanesville, Ohio covers out since April, 1931, arrived with cachet of August 11. 750 covers mailed 11th and 270 on 12th. Not yet sure if 12th was dedication also. Waynesboro, Pa. Municipal, July 28, between 65 and 100 covers mailed with Jr. CoFC cachet. This is NOT same field as dedicated in 1929. Cleveland, O., dedicated new downtown lakefront airport, Aug. 8, with no advance notice even to newspapers. George Porter shows one with Air Mail Field cancel and Sanford Folkman shows one with Downtown city cancel. Few over 25 mailed. H. L. Waha shows cover of Chillicothe, O., with typed cachet for dedication McCallister Flying Field on July 15th, and newspaper to substantiate. Covers mailed late 15th, Sunday, and pmkd. 16th. Only 6 known. Camp Perry, O., July 20. Mr. Waha shows one with Hdq. N.G. stamp while C. E. Carlson shows one with typed inscription..

In connection with Black Hills airport of July 22, Gus Lancaster shows covers mailed at St. Onge, S. D. and Whitewood, S.D., each with PM signature; from Lead, S.D., with typed cachet by PM, who says 17 mailed; and Deadwood, S. D. with typed cachet by CoFC. Oil City, Pa. had big air meet August 18-19 and some covers mailed; Pres. Aero Club saying no dedication. Harry Sweet reports Marstons Mills, Mass., Aug. 4 with no markings. Mobridge, S. D., Municipal Airport, August 16, typed cachet by Comm. Chairman on about 75 covers. Princeview, Ore., Aug. 23 with one line inscription received. C. J. Frear says 49 mailed by PM. Three Forks, Mont. reported August 25th and Mr. Frear says 30 mailed with inscription. Gus Lancaster reports one from Connersville, Ind., with typed inscription for Municipal Airport, Sept. 15th. Fred Sanders shows one with printed cachet for airport at Baddeck, N.S. Canada, Aug. 16th, 22 mailed. Casper, Wyo. CoFC had nice cachet Aug. 26 and mailed 1581 covers. Lewistown, Mont., on Aug. 26, bi-color sticker by CoFC plus CoFC rubber stamp on some and others with town name stamped on and few words in ink. C. E. Carlson shows one with uncolored embossed seal of CoFC also; 426 mailed. Gallipolis, O. covers received pmkd. Aug. 26 and 27, no markings, apparently dedication, not verified. New York City, Municipal Seaplane Base, at Wall St. and East River dedicated on Sept. 5th. Cachet by John McKenzie, Comdr. of Docks, on 99 covers in blue, and one by W. F. Zeller, Deputy Comdr. on 212 covers (air); others were mailed, 75 with no markings, 100 with private typed inscription, and doubtless others. Tyler, Tex., first flight of Sept. 1, is reported to be also re-dedication, not yet verified. Mr. W. G. Broyles, Jr. says 1776 westbound and 2855 eastbound covers mailed. Idaho Falls, Idaho, Sept. 1, first flight apparently dedication, not yet verified. Greenwood, Miss. first flight of

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THE AIRPOST JOURNAL

Sept. 1 was NOT dedication according to CoFC letter to Mr. J. S. Haldenstein. Fair-play, Colo. Sept. 3, covers with one line stamp of Retail Merchants Assn., others with ink inscription and still others with no markings. Kalkaska, Mich. CoFC writes that dedication was July 27. Covers of 28th apparently just mailed too late. Who has one pmkd. 27th? Mr. John N. Lowe of Marquette writes that Nahma, Mich, did not dedicate, but had only air tour stop. Lake Placid, N. Y. reported to dedicate on Sept. 1, 2 and 3, had only air meet, but CoFC will hold covers for future dedication. Lima, O. Municipal, Sept. 8 and 9. Round cachet by CoFC. Ithaca, N. Y. dedicated Municipal Sept. 15 and 16 (postponed from 8th and 9th) and V.F.W. had round cachet. Also a six line printed envelope by Tompkins County Rural News bears same cachet, 13 and 12 mailed respectively, on the envelope. Thanks to Leland Metzgar. Through cooperation of Norman Ferguson, we received one from Siloam Springs, Ark., with three line ink inscription of Sept. 15. Godsey Evans Flying Service advises Princeton, W. Va. dedication postponed and covers being held. Karl C. Doerr shows a New Orleans Air Mail Field of 2/19/34 without the cachet but with typed inscription by Acting PM. Fred Wilde shows a Stillwater, Okla. cover of 10/13/30 but postmarked Oklahoma City, Okla. Who has information as to status?

OTHER RECENT COVERS: Sunnyvale, Aug. 13, purple by CoFC for Macon flight. Also another from Moffett Field on Sept. 11 for training flight. Fred Sanders shows one of 12 air mail covers mailed from Brooklyn for launching of pontoon for Wall St. Seaplane Base, cancelled at the Navy Yard, also on the USS Chester, also on the USS Salt Lake City. Portland, Ore., Aug. 22, for visit of USS Macon. Chicago, Ill. Aug. 24, Wiley Post presented with Harmon Aviation trophy, etc.; also Aug. 28 for 5th anniversary round the world flight of Graf Zeppelin. Vancouver, B.C., Aug. 25, printed cachet for visit US Naval planes. Cleveland Air Mail Field cachet for National Air Races, green on Aug. 31, red on Sept. 1, black on 2nd, and purple on 3rd. New Orleans, Sept. 1, Air Mail Field cancel. Cachet by Stamp Club for first flight into Greenwood, Miss. Bedford, N. Y., Aug. 13, airshow. New York City, Aug. 11, first seaplane meet at new base 155th St. and Hudson River.

Sincere thanks for news items received from John H. Allen, Karl C. Doerr, W. G. Broyles, Jr., C. E. Carlson, Frank Costanzo, Miss Alice Gilley, Rex Copp, Wm. Elliott, Milton Ehrlich, C. J. Frear, Sanford Folkman, C. E. Goulding, James Godsey, C. H. Haas, J. J. Fitzgerald, C. A. Hunter, H. H. Hudson, J. S. Haldenstein, C. Lacombe, Gus Lancaster, F. W. Gaines, Dudley Meredith, Jr., Lester Manning, John N. Lowe, Hanson Miller, George Porter, Harry Sweet, Fred Sanders, Robert Toll, Omer Thompson, Dr. J. F. Ulman, H. L. Waha, Howard Weaver, Charles Smiley, Fred Wilde, W. T. Wynn, Jr., and several others. Covers gratefully acknowledged from Leo August, Wm. Forbes (6), George Fawkes, James W. Green, A. P. Kester, Gus Lancaster, M. F. McCamley, J. J. Mattes, E. Saulsbury, Fred Sanders (3), Omer Thompson (2), George Porter, Dick Singley (2), Harry Sweet, and one each from Johnstown, Pa. and Lewistown, Mont. with no names affixed.

UNCLAIMED COVERS AT MIAMI

The Airpost Journal,
293 Bridge Street,
Springfield, Mass.

Gentlemen:

There have accumulated in this office a number of air mail and special event covers addressed for delivery to persons here, which covers do not bear the return addresses of the senders, and from whom we have not received instructions and postage covering their return.

The usual procedure in disposing of these covers would be to destroy them in the Dead Letter Branch, but realizing that to destroy them would be a disappointment to the persons who mailed them and we would prefer not to take such action in disposing of them. The addresses of the persons to whom these covers are addressed are unknown to us.

It is thought that possibly you would be interested in making some mention of this condition in your publication for the information of your members, or subscribers, and in this way you might enable us to return the covers to the rightful owners.

In making mention of these covers in your publication, if you elect to serve your subscribers in this manner, we request that the persons to whom the covers belong describe the covers fully in the event they write to us regarding them, and in giving the description it will be necessary for them to state whether or not the covers were long or short envelopes, whether they are plain or air mail envelopes, from what office and on what date they were mailed and the particular occasion for which they were mailed, and just what address appeared of the covers.

If more than one cover was sent it should be stated how many covers were sent that have not been accounted for. The covers must be positively identified, otherwise we will not surrender them.

For your information and for reproduction in your magazine, if you so desire, we are listing below the names of the persons to whom these covers are addressed.

Irving E. Gusman, L. A. Harpole, V. M. Hansen, John C. Ptaszick, Mrs. Albert Radsay, Mr. Castle M. Smith, Frank J. Stock, James Timberlake (Willard E. Buell, % Jas. Timberlake), Bill Wendling, M. Wanters.

Respectfully,

O. W. PITTMAN, Postmaster.

EDITOR'S NOTE: We wish to thank Postmaster Pittman for this fine courtesy and consideration. Readers are asked to be more careful in sending for their covers addressed to General Delivery sections and thus avoid additional work on the part of Postmasters and loss to themselves.

It is reported that Casper, Wyo. established a post office station at their airport on the occasion of the inauguration of air mail service over A.M. Route 28. It is understood that covers mailed at the field station were hand-cancelled and also received impressions of the first flight cachet. However, it is not definitely determined as yet whether covers mailed at the field station can be distinguished from those mailed at the regular postoffice.

CRASH COVER NEWS

By FRANK A COSTANZO

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

CHECKING BACK over the record of air mail flights, C.A.M. and crash cover collectors will learn that the first mishap on the Contract Air Mail Routes occurred May 18th, 1926, on Route 7, Detroit to Chicago, near Argo, Ill. The pilot, Ross Kirkpatrick was killed when he attempted a forced landing after encountering a severe electrical storm.

Dozens of inaugural flights have taken place on the thirty-four Contract Air Mail Routes, and inaugural pilots are proud of their unique record of but three misfortunes encountered in the inaugurating of new air service in eight years of C.A.M. operation.

The first mishap occurred on Route 9, St. Paul to Chicago, near Mendota, Minn., June 7, 1926. Pilot Elmer Partridge had been in the air less than five minutes when he was hit by a terrific down current of wind and, not having sufficient altitude, the plane crashed to the ground. Nearly two years later, the second accident took place, May 1, 1928, on C.A.M. 19, New York to Philadelphia, at Philadelphia. Pilot Verne E. Treat was uninjured when the second section of the first flight plane struck a muddy spot and damaged propeller and wings. C.A.M. 25, Daytona Beach to Tampa, March 1, 1929, Daytona Beach, Fla., was the scene of the third and last mishap to occur on an inaugural flight. Pilot C. J. Faulkner dropped into the Halifax River in taking off for Tampa. The pilot was not injured and the mail was recovered with very little damage.

Of the three mishaps, one pilot was killed, Pilot Partridge of C.A.M. 9. The air mail from all three accidents was salvaged intact and forwarded with but very little delay.

OFFICIAL REPORT OF RECENT AIR MAIL MISHAPS

August 7th, 1934

Milwaukee, Wisc., Northwest Airways. Taking off on maiden flight, Twin Cities to Chicago, crashed just after the take-off. Nine injured. (No further report as the plane was not carrying official U. S. air mail. Newspapers report plane was carrying President Roosevelt's mail from his recent visit in that section).

September 1, 1934

Oregon, Mo., Rapid Air Transport. Detailed report with official mail data will be given in next issue.

Collectors sending out first flight covers for new flights, should address them in care of general delivery, if they wish to secure backstamps without using additional postage for special delivery or registration and should forward a self-addressed stamped return envelope to points where covers are addressed for their return.

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.

SAN DIEGO. The fastest cross-country flight ever made anywhere in the world by a fully equipped military or naval plane, ended here at 6:55 p.m., July 10, when Lt. Cmdr. (Tommy) Tomlinson arrived at North Island Field in a new model Vought Corsair scout plane, in which he left Anacostia, D. C., at 5:30 a.m., E.S.T., which made his elapsed time for the 2800 mile flight 14 hours, 25 min. Four stops were made enroute, for refueling, bringing actual flying time to less than 14 hours.

ALLEN FIELD, Wilmington, is to be enlarged and improved during the 64 day period following August 20th. Project to cost \$98,000.00 under the SERA, and when completed will be available for Army, Navy and commercial planes. Work is to be speeded so the field will be ready for use when the fleet returns to the Pacific Coast in the Fall. Collectors' covers sent for the Downey Airport dedication (airport now closed) will be placed on this event if there is a dedication ceremony upon completion. Editor of this column will receive and hold covers for this event, airmail rate only. Above items from the Long Beach Press-Telegram.

SUNNYVALE. The U.S.S. Macon docked here August 22nd, after a two day cruise up the Pacific Coast to Seattle. In its first night landing since being transferred here the airship made a perfect contact with the mooring mast on the first attempt. Whether any covers were carried, we have no report yet.

BENDIX RACE. Only three pilots took off from Union Air Terminal, August 31st, in the we sma' hours for this event. Douglas Davis, Atlanta, John Worthen. Pine Bluff, Ark., and Lee Gehlbach. Col. Roscoe Turner with a broken gas line which could not be repaired in time for the start. Lt. Murray Dille, and Jim Granger were other entrants who were unable to start. Entrants finished in the order above stated, with Davis' time being 9 hrs., 26 min., 41 seconds; Worthen 10 hrs. 3 min.; and Gehlbach 10 hours, 55 minutes.

ALASKA. A complete line up of the first emergency flights in the Far North is given in W.S.C. for Aug. 29, by A. E. Koestler, which however, should have been (Continued on Page 29)

Germany	Used Airs	Haiti
602. .02	624. .08	633. .20
611. .03	627. .50	634. .40
612. .02	628. L.50	635. .60
613. .03	629. .02	636. .02
617. .03	630. .02	637. .75
622. .05	631. .02	638. 1.50
623. .05	632. .08	640. 1.65

JOHN ARNOSTI, S.P.A. 5669
Box L445 Gr. Cen. Sta., New York, N. Y.



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The Treasurer's Report

NEW MEMBERS

- 1577 Derrick, W. B., 17 Koster Row, Eggertsville, N. Y.
1578 Schmaus, Emil A., 6944 So. Artesian Ave., Chicago, Ill.
J1579 Klucke, Sylvester, 2231 Iowa, Chicago, Illinois.
1580 Cain, John W., 2903 Charlotte, Kansas City, Mo.

REINSTATED

- 1260 Sweet, L. W., 1177 N. 3rd St., Springfield, Ill.

APPLICATIONS POSTED

- Following have made application for membership in the Society. If no objection
is received and references are found in order, they will be admitted on October 15th
- Phelan, Mames M., 39 Broadway, New York, N. Y.; age legal; General air mail collector.
By L. W. Charlat.
- Eisendrath, Jas. L., Jr., 1755 E. 55th St., Chicago, Ill. Age 26; Adv. Specialties. Air-
mail stamps and covers. By C. G. Riess.
- Ercole, Gloria, P. O. Box 328, Torino, Italy. Age 33; Stamp Dealer. Air mail stamps
and covers. By Geo. W. Angers.
- Bicher, Leo. B., 264 Moore St., Hackensack, N. J. Age 42; Banker. Airmail stamps
and covers. By Walt. Conrath.
- Steiger, Carl E., 108 Elmwood Ave., Oshkosh, Wis. Age 38; Mfgr. Airmail stamps.
By Walt. Conrath.
- Fuller, Charles A., 187 Moraine Street, Brockton, Mass. Age legal; Airmail stamps
and covers. By Geo. W. Angers.

RESIGNATIONS

- 1420 Harrison, H. H., 1400 Dallas Ave., Tarentum, Pa.
1523 Cherney, Johnnie, 3032 Caroline Ave., Lorain, Ohio.

DROPPED FROM THE ROLLS—Members No. 4, 305, 1254, 1332, 1419.

NAME CHANGE—New name shown below:

- 1366 Flinn, Hilda, Northernor, Main & Ashland, Norwood, Ohio.

ADDRESS CHANGE—New addresses shown below:

- 1528 Rosen, Emanuel, 2685 University Way, New York City.
1557 Evans, John, Box 585, Fortuna, Calif.

As your newly elected Treasurer, I wish to take this opportunity to heartily congratulate my predecessor and fine friend, George W. Angers, for his very successful administration of the Society's affairs as Secretary-Treasurer. Mr. Angers courageously conducted the financial business of the Society in a most satisfactory manner, although the entire world has been in the throes of an economic depression. I want to thank Mr. Angers, and I am confident the entire membership of the AAMS join me in thanking him for his fine, cheerful loyalty, and capable work as an officer of the Society for the past eleven years.

At this time I would also like to express my appreciation to the members of the AAMS for electing me your Treasurer, and with the help of Mr. Angers, your Secretary, I feel that I will be capable of performing my duties as an officer of your Society.

Sincerely submitted,

FRANK A. COSTANZO, Treasurer.

PACIFIC COAST NOTES

(Continued from Page 27)

covered by the first week in October. Here's a puzzle for the Alaskan fans, and if anyone can figure it out, your editor would like to know the answer. A cover sent from Nenana, addressed to Tolovana, is regularly pmkd. Tolovana, May 11, bkst. Portland June 5, and cancelled at Nenana, Aug. 9, on face. Bears the return card to Compton in upper left, and has certainly traveled around up there. Was delivered in Compton about Aug. 22. Other Alaska covers received here include one, Wrangel to Ketchikan, Aug. 6, bkst. Aug. 11, and one Diamond, April 14, regular cancel, no bkst., but with Nenana, Aug. 9, on face. This cover was addressed from Diamond to Flat, and is another puzzle. The latest to be received is from Ruby, via Emergency Route 78182, by NAT plane, pilot Vic Ross and also happens to be a piece of personal mail from the Postmaster at Ruby. Even better, in our estimation, than a made-to-order cover.

VANCOUVER, B.C. A nice cover comes from Vancouver with cachet as follows:—"United States Navy Alaska Survey Flight accompanied by U.S.S. Wright, visits Vancouver, B.C., Aug. 25-29, 1934", printed in black, and cancelled aboard the "Wright" Aug. 27, with Vancouver-Br. Columbia between the bars. Many thanks to George Fawkes.

FAIRBANKS. A cover to Washington, D. C., has been received, pmkd. here Aug. 7. Whether it was carried, the recipient, John Evans does not know, but here's hoping, John, and thanks for the news.

OREGON, MO. A Rapid Airlines Transport plane on its way to Omaha, crashed here on the night of Aug. 31, with the death of pilot Don Bontrager and four passengers. No report on covers, but believe that is where our first day covers of 16c special delivery-air mail stamp went.

CASPER, WYO. Approximately 30,000 in attendance at airport dedication on August 26. Every county in the State was represented, with U. S. Senator J. C. O'Mahoney and Governor in attendance. Mail handled at airport until five minutes before departure of plane. Approximately 1580 pieces of mail. V. A. Mokler, Postmaster.

BADDECK, N.S. A nicely printed cachet indicating official opening and dedication of airport, and unveiling of memorial plaque to commemorate the 25th anniversary of first flight of an aeroplane in the British Empire, Feb. 23, 1909, comes from a good friend, J. J. McHale. We realize that Nova Scotia is far from the Pacific Coast, but when a cover comes unexpectedly from up there, it is news which will not stay under cover, nor will our thanks. J. J.

WAWONA. Of Sept. 4, Supt. Thomson of Yosemite Nat. Park reports "no work has been done on Wawona Meadows, for airport purposes. May be able to supply more information some time next year."

ALASKA. A very interesting column in WSC by A. E. Koestler, of Sept. 5, gives a list of towns to start the emergency flight season in Alaska. Livengood, Wiseman, Bettles to Fairbanks, Barrow, Shishmareff, Teller, Wales, Tigara, Solomon, Golovin, St. Michael to Nome. A new city is springing up at the junction of Hayes River and Skwentia, and manager L. McGee is building a roadhouse and new weather state for service on the Anchor. Sorry we have not room for all of it, but a part of it is repetition of former articles, to remind those interested to get covers to these distant points in time.

U. S. S. MACON. As we write the big ship is passing overhead, and as far as reports are concerned this must be a surprise trip, evidently on her way to San Diego again.

NOME. On Sept. 3, Harlee Branch, 2nd Asst. P.M.G. was on his way to Anadry, Siberia, to look into the feasibility of an airmail route from the U.S. to Asia, via Alaska. Joe Crosson, veteran Alaskan pilot, is flying the plane. Have you any covers on it? Neither have we.

LONDON-MELBOURNE RACE. The seats have been removed from the powerful Boeing plane to be used by Col. Roscoe Turner in the long race, and replaced by series of gas tanks, making it into a veritable flying gas-tank. He tested out this plane at Seattle, Sept. 8 and flew it to Los Angeles on the 10th, enroute to New York.

At a meeting of the Montebello Stamp Club, we had the pleasure of seeing the wonderful collection of Zeppelin covers belonging to Mr. Oertel, and confess we have not words to describe them. From almost every flight the Zeppelin has made, east and West, North and South, the covers are franked with some of the most beautiful airmail stamps it has been our pleasure to see, and makes us despair of ever getting anything like a representative collection of airmail stamps. Collectors in Southern California should not miss an opportunity to see this collection at any time it is being exhibited.

Thanks for new items and covers received—S. E. Hutnick, Geo. Fawkes, John Evans, Henry Wittther, A. E. Koestler, Harry Sweet, J. J. McHale, J. V. Murray, M. Ehrlich, Leland Metzgar, W. T. Wynn, Chas. H. Haas, Mildred M. Fisher.

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titude Record. Katonah Stamp Co., Katonah,
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SPECULATORS, HERE IS A REAL BUY—
Flood Emergency Flight, Pensacola to
Mobile, March 25th, 1929, backstamped;
Berkshire #174b, value \$20.00, at our give-
away-price only \$1.03 postpaid with im-
perfs. Superior Stamp Company, 750-A,
Prospect, Cleveland, Ohio. 1t*

WHAT AM I BID?—FEB. 1, 1933—LOS
Angeles to San Francisco via Bakersfield
and Fresno—6 rare directional covers. Also
Feb. 1, 1933—Columbus to Chicago via
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