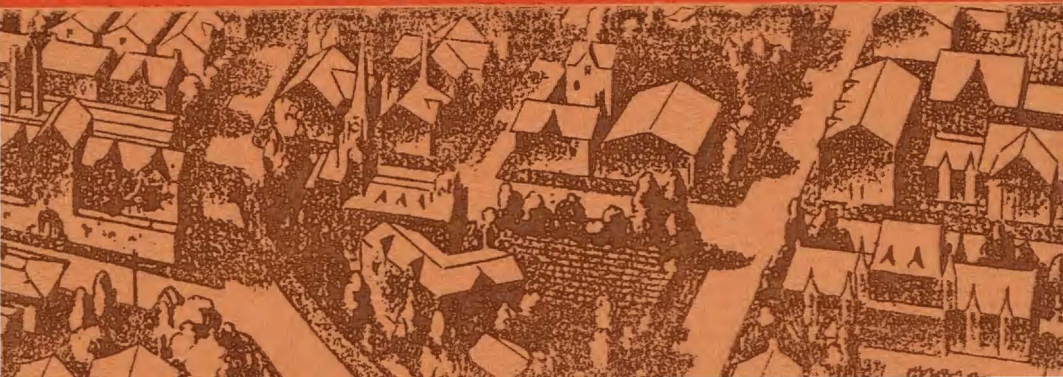


❖ *The January 1935* ❖

AIRPOST JOURNAL



New British Inlands

AIRMAILS OF EXCEPTIONAL INTEREST

HILLMAN AIRWAYS:—Dec. 1, 1934. London - Liverpool - Belfast - Glasgow. Superb covers. 9 Stages for \$4 or 50c each.

London-Liverpool. Belfast-Liverpool. Glasgow-Liverpool Stages bear an official Liverpool Cachet. Will be rarities as less than 100 of each stage exists. \$2 each (subject to being unsold).

RAILWAY AIR SERVICES:—Nov. 30, 1934. Last air mail. London-Glasgow and Glasgow-London. Both stages with official cachets. Superb Covers. Less than 100 of each exist. \$3 each (subject to being unsold).

HIGHLAND AIRWAYS:—Dec. 1, 1934. Wick - Lirkwall - Inverness. Plain covers 50c. Special covers \$1. Plain covers with the Highland Airways special vignette \$1. Highland Airways official covers with vignette, \$2.

SCOTT & BLACK SIGNED SOUVENIR COVERS OF THE AUSTRALIAN AIR RACE. A GREAT RECORD OF A GREAT RECORD. \$37

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Est. 1895

Four & Five Dock Street

NEWPORT MON ENGLAND

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Selling out an enormous accumulation of duplicates with no consideration of original cost. I have bought so many collections recently that I must sell all but the rarities in order to carry on. Am disposing of the following lots at one and one-half times the face value of the stamps used for postage:

CAM's (Group #1) Listed CAM's only, 1926 to 1933 (*Limit \$15.00)

FAM's (Group #2) Listed varieties only (*Limit \$15.00)

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Order by group number. Send as much cash (check or M.O.) as you wish up to the limit in any group. The larger the order the rarer the covers I will have to include, since there will be no duplicates in any order. That's why I have to place a limit* on any individual order.

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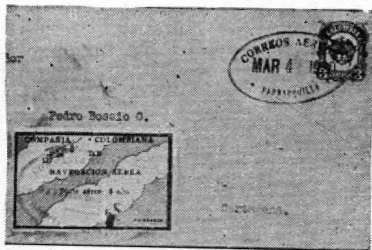
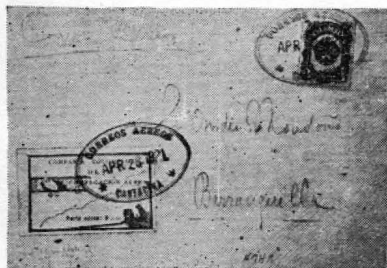
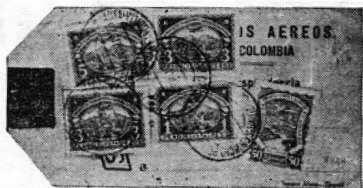
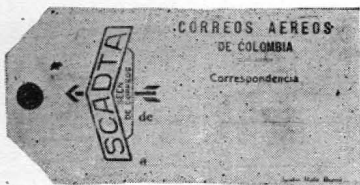
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COLOMBIA COVERS: Above: Tag showing stamps of the third SCADTA issue. Below: Examples of the second and first issues of the Compania Colombiana.

THE AIR MAIL HISTORY OF COLOMBIA

by NORMAN SERPHOS

Larchmont, N. Y.

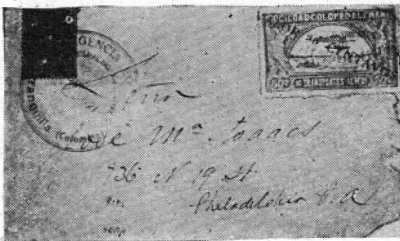
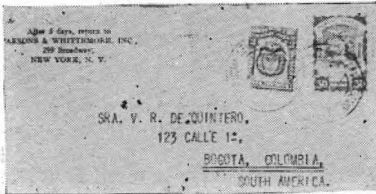
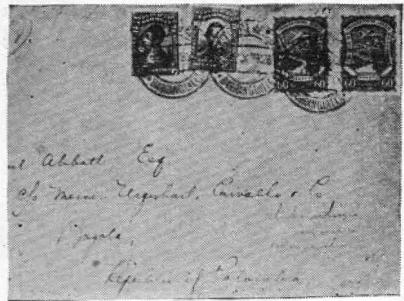
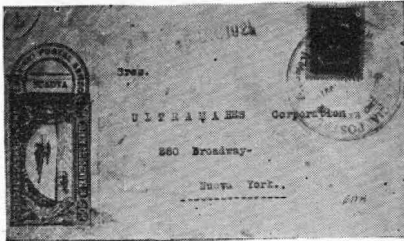
IN THE REPUBLIC of Colombia pioneer air mail flying dates back to 1919. Colombia is a large and extremely mountainous country where extensive automobile roads are practically unknown and the common means of travel is either on donkey back or by small river steamer. The trip from Barranquilla, the seaport, to Bogota, the capital, is only a short distance as the crow flies, but travelling over the donkey paths is slow and arduous, while the river steamers can not operate at all during the dry season. This condition explains why the Colombian Government welcomed the opportunity to experiment with air transportation as a solution to its problem of quick communication between its important cities.

The first air mail flight under official auspices was made from Barranquilla to Cartagena in June, 1919. In February of the following year the government contracted with a French company known as "Companie Colombiana de Navegacion Aerea" for a regular air post service between the two cities. This service lasted only until July, 1920, when the commission was transferred to a German company called "Sociedad Colombo Alemana de Transportes Aeros." The initials of this latter company form the word "SCADTA", which is the usual term used in the philatelic world to describe their issues.

On all air mail letters the Colombian Government collected the regular postage fee for ordinary mail (which was four cents) while the two companies collected the extra fee for air mail (which was ten cents) in addition. Thus it was impossible to send a letter by air mail without using both the government

THE AIRPOST JOURNAL OFFICIAL PUBLICATION OF THE AMERICAN AIR MAIL SOCIETY • • JANUARY, 1935 VOL. VI. NO. 4. ISSUE 57 • 10c per Copy

THE AIRPOST JOURNAL



RARE COLOMBIAN AIRPOSTS—Included in the above representative group are stamps of the Compañia Colombiana, first, second and third issues of the SCADTAS, together with the overprints and the third issue overprinted in honor of SCADTA's famous aviator, Mendez. All covers illustrated are from the collection of Mr. Serphos.

stamp and the company stamp. In our country, where one stamp covers the cost of delivery to and from a plane as well as the air transportation of a letter, the United States Government contracts to pay the air mail company, but the Colombian Government did not do this. They simplified the arrangements by per-

mitting the air mail companies to collect their fees direct from the people who used the service. So the stamps issued by the Compañia Colombiana de Navegacion Aerea and the Sociedad Colombo Alemana de Transportes Aereos were not really private issues and they should be listed in all catalogues as official.

Foreign catalogues show these stamps as "semi-official" air stamps issued under governmental authority" and we believe that all American catalogues will soon recognize these issues and list them in the same manner as they do the Honduran Air Mail Stamps.

The issues of the *Companie Colombiana de Navegacion Aerea* and the official overprinted stamps of the Colombian Government are very rare, particularly on flown covers, and within a few years will be among the rarest air mail items of the world. The early "SCADTA" issues of 1921 and 1923 are also very rare, for when the German company first received its contract to fly the air mail, it had no stamps ready and quickly overprinted some old issues of the French company until its own could come from the German Government Printing Works in Berlin. Only a small quantity of these overprints are known to exist and the low catalogue value is out of all proportion to their scarcity. In 1923 the wording on the stamps was changed from "Servicio Postal Aereo de Colombia SCADTA" to "Servicio Transportes Aeos en Colombia SCADTA" and much larger quantities of this later style were overprinted. After 1923 the air mail service was greatly improved and business increased to such an extent that considerably more stamps had to be issued.

Another interesting division of these Colombian Air Mail Stamps developed from the fact that if you wished to send a letter from any foreign country to inland Colombia you had to go to a "SCADTA" agent or a Colombian consulate to purchase a "SCADTA" stamp of the third issue overprinted with the initials of the country you were in. These stamps had to be affixed to your letter in addition to the stamp of your country. About ten per cent of the third issue received the overprints of the initials of foreign countries. Some of them are extremely rare and much sought after by collectors.

The Postoffice Department is giving serious attention and study to the possibilities of establishing contract air mail service in Alaska. Such service to be operated as regular CAM service and not under star route service.

ANNOUNCEMENT NEW CANADIAN FLIGHTS

By authority of the Postmaster General, regular air mail service between the following points will be inaugurated on or about the 13th of January, 1935:

Norway House, Manitoba, and Cross Lake, Manitoba

To commemorate the inaugural flights between Norway House and Cross Lake, two separate and distinct cachets will be used on letters carried on the initial flights, as follows:

Norway House - Cross Lake
Cross Lake - Norway House.

These cachets will be used only on such covers as are sent to the District Director of Postal Service, Winnipeg, Manitoba, and which reach him not later than the 11th January, 1935, bearing Canadian postage at the six-cent rate.

WINNIPEG, Man., NORWAY HOUSE, Man., and GOD'S LAKE, Man.

By authority of the Postmaster General, regular air mail service between the foregoing points will be inaugurated during the second week in Jan. 1935.

To commemorate the inaugural flights between Winnipeg, Norway House and God's Lake, four separate and distinct cachets will be used on letters carried on the initial flights, as follows:

Winnipeg - Norway House
Norway House - Winnipeg.
Winnipeg - God's Lake.
God's Lake - Winnipeg.

Cachets will be applied to covers sent to the District Superintendent of Postal Service, Winnipeg, Man., not later than January 6th, 1935, bearing Canadian postage at the rate of 6c per first ounce.

NEW ZEALAND NOTES

The new 1/6 stamp for the Imperial air mail service, Australia to England will soon be issued.

The design includes two hemispheres with a figure of Mercury. The colour is Plum.

It is unfortunate that New Zealand Postal authorities could not get a plane to fly over the Tasman Sea to link up with the great new Imperial Air Service, Australia to London, which commenced on the 10th of December. The connection is by mail to Sydney and then flight to London. Postage, 1/6 per ounce. These covers should be scarce.

Last minute news is that New Zealand Government is issuing a special series of stamps to mark the occasion of the Silver Jubilee of His Majesty, King George. Denominations will be 1/2d, 1d and 6d.

—Wilcox, Smith & Co.

.. Flying Anzacs ..

by D. E. HELMUTH
Cleveland, Ohio

IT ISN'T 1935 while you read. It is 1919, a little more than 15 years ago. You are thrilled by the exploits in crossing the Atlantic, of Lieut.-Comm. Read in the NC-4 (via Trespassey Bay, the Azores and on to Lisbon) and the flight of Captain J. Alcock and Lieut. A. W. Brown in a Vickers Vimy (from St. Johns to Ireland).

And, you think, what next?

Australia gives you the answer: "We offer 10,000 pounds (Sterling) for the first flight made by Australians from England to Australia in an airplane constructed of parts made in the British Empire. This flight must be completed within 720 hours after the take-off and before the year ends."

Being air-minded and given to a study of maps, you realize this is an 11,000-mile journey. In 1919, this is something to stir the imagination. Men have flown from London as far as Calcutta in India. There are airports in France and Italy, at Cairo, Damascus, Basra, Karachi, Delhi, and Allahabad. Beyond that to Australia, there is only a decent field at Batavia in Java.

Now after the war, Brigadier General A. E. Borton flew from Cairo to India. By ship he visits Burma, the Federated Malay States, Siam, Borneo, and the Dutch East Indies. His task is to plan an air route to Australia, arrange for landing places, fuel, supplies.

While he is doing this, his airplane is commandeered by the authorities to use against the troublesome Afghans. A storm destroys the plane, and the general's plans for an Australian flight.

With General Borton are Captain Ross Smith and two Anzac mechanics, Sergeants J. M. Bennett and W. H. Shiers. Ross Smith hears of Australia's challenge to her flying sons. He accepts. With him will go the two mechanics, Bennett and Shiers, and his brother, Lieut. Kieth Smith, who is in London.

Gen. Borton is recalled to report his findings. He aids Ross Smith to get for his projected flight a two-engined Vickers-Vimy of the same type used by Alcock and Brown.

The four Anzacs dig into the preliminary work. Maps and information concerning countries over which they will fly. Supplies of gas and landing places to be arranged. The Governor-General of the Dutch East Indies proves helpful.

The G-EAOU biplane with 350 h.p. motors is readied. It will carry Ross Smith, Keith Smith, Bennett and Shiers.

It carries 500 gallons of petrol, 40 gallons of oil, water, tools, repair kit, emergency rations for seven days in case a forced landing need be made where food is not available.

On November 11th, 1919, the airplane is flown from the Weybridge works to Hounslow Field, the official starting point. The next day five parts are marked and sealed; rules governing the contest specify that only one airplane and one set of motors be used. Three of the five parts must be intact at the flight's end.

Mist covers English fields on the morning of November 13th. Yet at eight in the morning the four men pile into the Vimy and take off . . . to attempt an 11,000-mile journey in 30 days or less. The fog thins to show them the choppy surface of the channel. On to France they meet a storm of snow and sleet, hurdle it to reach Lyons. Much of the way they steer by compass.

Although Marseilles is planned for the next stop, fine weather allows the four to bear east, pass over Cannes and Monte Carlo, to reach Pisa of the Leaning Tower. A muddy field makes the take-off troublesome—but not remotely like the dangers they are to face.

The 16th sees Ross Smith and his crew pass Naples and cross the mountains to Taranto, an airport on the London-Cairo route. Blinding rain almost sends the G-EAOU against a steep cliff near Greece as they race on to Suda.

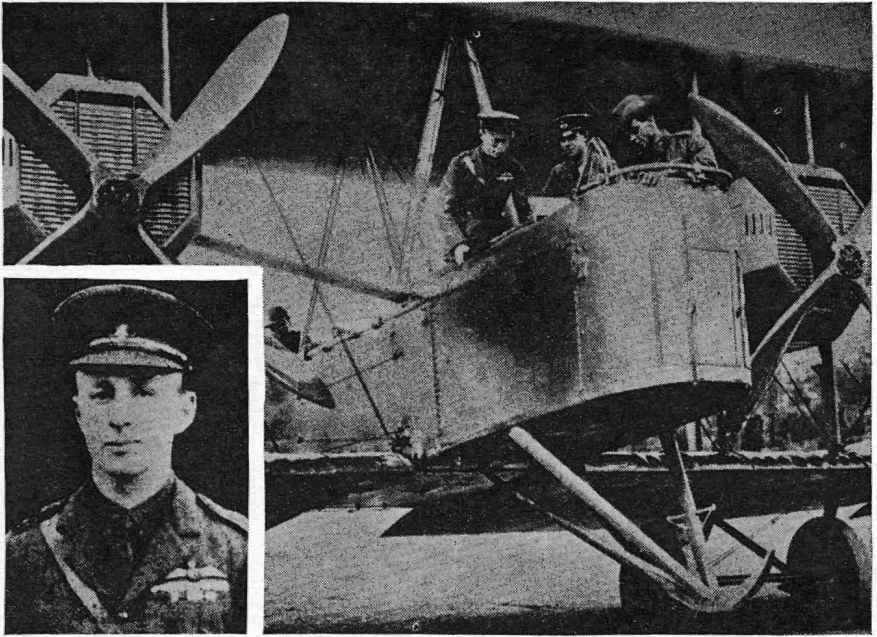
Fearing a field growing muddier, they leave early, crossing Crete below the "ceiling" through a pass in the mountains, fly over water to the African coast near Solum, and follow the coastline to Heliopolis.

Rain, fog, clouds and snow have been the "villains" of the story so far. Now Ross Smith learns that a French flier, M. Poulet, who left Paris in October, intent. (despite the fact he is ineligible for the prize) on being the first to fly to Australia, is now in India.

The four Anzacs want the honor of making the first flight to go to Australians. They decide to push directly on in an attempt to overtake the French pilot. The next hop takes them across the Holy Land to ancient Damascus. Rain still hampers their journey. The crew lands the Vimy at Ramadie, 40 miles short of their Bagdad goal. A stiff gale threatens to overturn the Vimy, but with native soldiers to help they turn the plane into the wind.

Next day, anxious to catch up with Poulet, they jump to Basra on the Persian Gulf. And here they take time out to overhaul the motors.

Ross Smith's plane hops to Bandar



THE G-EAOU BIPLANE—This Vickers Vimy ship was the first to connect England and Australia by air. Insert: Sir Ross Smith, commander of the historic 1919 flight.

Abbas, down the Gulf, and then on to Karachi, India. This is the most dangerous stretch of all: over the Arabian sea, wild Baluchistan and southern Persia.

Poulet is only twenty-four hours ahead!

Heartened, Captain Ross Smith, his brother and the mechanics push on to Delhi. It is the half-way mark of their journey! The men rest from the monotonous grind of long, tense hours in the air, buffeted by storms, chasing an elusive Frenchman. Poulet has flitted on to Allahabad.

In Allahabad they learn Poulet is in Calcutta. And Calcutta receives the Anzacs royally, tells them the Frenchman has set out for Burma.

And at Akyab airport in Burma the man they hope to catch up with, greets them.

The race to Australia is even! The Australians and the Frenchman both make Rangoon on November 30th. But engine trouble forces the gallant Frenchman to stay behind when the Vimy roars away toward Siam. The plane rises 11,000 feet to cross the mountains, the pilots steering by compass in fog and clouds to come down and follow the Mekong river to the Muang airport.

Tropical rains make the fields muddy.

Singora field is full of tree stumps that 200 convicts toil to remove before the G-EAOU can fly down to Malay peninsula to Singapore.

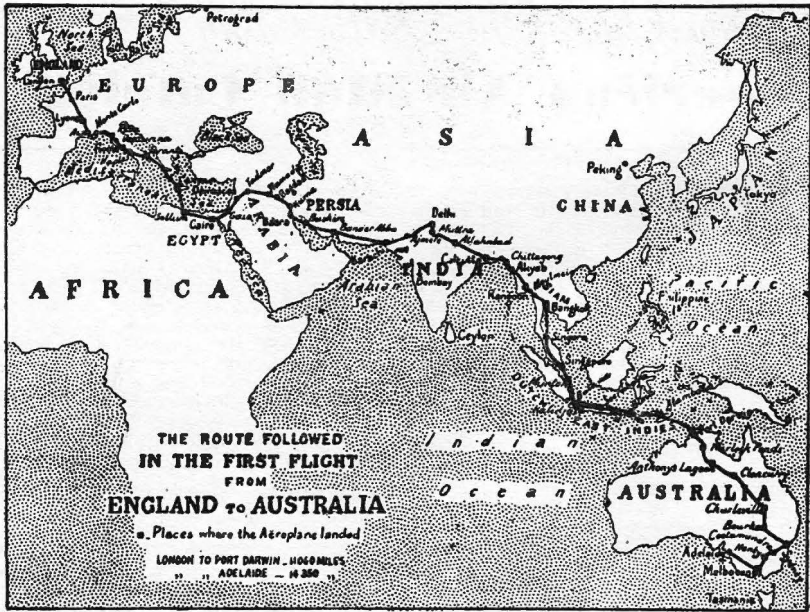
Kalidjati, near Batavia in Java; Surabaya at the other end of Java; Bima, on the Island of Sumbawa; these are succeeding airports at which the Vimy calls. Muddy fields on most of them, one or twice they fear that an accident will end the flight prematurely.

On December 9th, the Anzacs reach Atamboea on the Island of Timor. Only 450 miles away is Australia and the Journey's end.

Keen to be in Australia, Ross and Keith Smith, Bennett and Shiers take off on the last lap. A British warship, the Sydney, is detailed to patrol the waters over which the G-EAOU must cross. Low over the ship roars the record-making Vimy, to be cheered by tars and officers.

And they speed on, alert for sight of land. At two P.M. they sight Bathurst Island's light-house.

At three P.M. the G-EAOU lands. Four Australians are the first men to fly from England to Australia. Dirty weather, muddy fields and the threat of M. Poulet, are behind them. Twenty-seven days and



ROUTE MAP of Sir Ross Smith's famous flight from England to Australia. The illustration was prepared by Francis J. Field and used in his DeLuxe cover mounts.

twenty hours have elapsed since they took to the air from foggy Hounslow Field on November 13th.

Ross Smith and his crew have won through with fifty-two hours to spare.

Port Darwin gives them a royal welcome. Australia's other cities clamor to see them. The G-EAOU flies to Sydney, Melbourne and Adelaide, the home town of Ross and Keith Smith.

In Melbourne the Prime Minister awards the prize. And the Vickers Vimy is turned over to the Commonwealth Government.

Captain Ross Smith and Lieut. Keith Smith are knighted by King George.

First recognition of their efforts is the issuance by Postal authorities of a stamp affixed to some of 130 envelopes carried from London. The special stamp is applied in Melbourne and letters are sent to their destination through ordinary postal channels.

This semi-official stamp is printed on the Crown watermarked paper currently in use for the postage stamps. It is designed by Lieut. Courtenay-Benson, A.I.F. A single die is used to surface print the stamp at the Commonwealth Stamp Printing Office, Melbourne.

The central vignette shows the G-EAOU in flight over maps of the United Kingdom

and Australia. The frame bears the inscription at the top "First Aerial Post" and "England-Australia" at the base. The stamp is deep blue, has no value indicated. It is perforated 12.

The years pass. They draw the gauze of newer thrills over the great feat of Ross Smith, Keith Smith, Bennett, Shiers and the sturdy G-EAOU.

It is 1935. Yet one little semi-official stamp of Australia kindles again all the thrill and fire of this famous flight.

NEW GREEK AIRLABEL

The 15th Greek airmail label has been issued by the Greek Posts on the 29th of October, and was used on airmail which left the same day.

30,000 were issued in 600 sheets of 50 labels. Wording is white on blue in Greek and French in two lines. The labels are perforated excepting the last line of 5 labels, which has the lower part imperforate.

These labels are distributed to the public, free of charge by the Post Office (just as the previous labels were which have been issued by air companies) However, these new ones are doled out in small quantities.—P. J. Drossos.

Section One of the Forthcoming American Air Mail Catalog

BUILT on the combined experience of six foremost Contract Air Mail Cover specialists, Section One of the 1935 American Air Mail Catalog will be released during the month of February. The Catalog, an authorized publication of the American Air Mail Society, will be published under the direction of the AIRPOST JOURNAL, and, without doubt, will be accepted as the recognized authority by all aero-philatelists in the future.

Just as the AIRPOST JOURNAL has proven of paramount interest during the past year, the new C.A.M. Section of the Society's Catalog will be one of 1935's greatest innovations to air mail cover collecting. The publication, aside from being a standard reference catalog, will also fill the need of a comprehensive handbook of these interesting official United States covers. Every type of cachet will be illustrated and route maps, with 1934 revisions clearly shown, have been carefully prepared for this book. The Catalog will be indispensable for all collectors and students of Contract Air Mail Covers.

Heading the editorial board of the Contract Air Mail Cover Section is L. B. Gatchell, prominent authority on these covers and formerly editor of this section of the Standard Airpost Catalog for the past several years. Under his direction, the present section will be the most complete and authoritative ever published. Assisting Mr. Gatchell is Charles G. Riess, former editor of the Dworak C.A.M. Section and editor of the C.A.M. department

of the AIRPOST JOURNAL, which is the only regular monthly feature devoted exclusively to these flights. Other members on the editorial board of the new catalog are Wm. R. Alley, George W. Angers, Perham C. Nahl and Albert N. Brown. Mr. Alley has acted as co-editor of the Standard Airpost Catalog for the past two years, while Mr. Angers has made a specialized study of several of the routes in the Eastern states, adding much information which has never before been published. Mr. Nahl and Mr. Brown are authorities on the Western routes and have been actively associated with the publication of the West Coast Air Mail Society Check List of Contract Air Mail Covers.

Section One of the American Air Mail Catalog, covering C.A.M. covers, is now in the process of preparation and will be published during the month of February. All advance orders, accompanied by remittance, will be accepted at fifty cents per catalog, postpaid. As soon as the catalog is published the price will be raised to seventy-five cents per copy. As this edition will be limited, we would advise collectors to order at an early date, thereby saving on the cost of the publication and at the same time assuring themselves of securing a copy of this most complete handbook, which lists, prices, describes and illustrates all important information on Contract Air Mail Covers from the beginning of the service in 1926 down to the present date.

JUBILEE YEAR

RARE AIR COVERS . . . FIRST FLIGHTS

- | | |
|--|--------|
| 1. FIRST NEW ZEALAND to AUSTRALIA (Ulm) with Special Stamp and Cachet | .75 |
| 2. NEW ZEALAND to AUSTRALIA (Sir Kingsford Smith) with Special Cachet | .75 |
| 3. NEW ZEALAND to AUSTRALIA (Sir Kingsford Smith) with Special Cachet (with two errors in cover) | 1.00 |
| 4. FIRST AUSTRALIA to NEW ZEALAND (Ulm) with Special Cachet | .75 |
| 5. NEW GUINEA—Return. (Ulm) | .75 |
| 6. PAPUA — Return. (Ulm) | .75 |
| 7. PAPUA to NEW ZEALAND. (Ulm) | .60 |
| 8. FIRST IMPERIAL AIRWAYS, Dec. 1934, N. Z. to London | \$1.00 |
| 9. FIRST IMPERIAL AIRWAYS, Dec. 1934, Australia-London | 1.00 |
| 10. FIRST IMPERIAL AIRWAYS, Dec. 1934, London-Australia | \$1.00 |
| 11. FIRST IMPERIAL AIRWAYS, Dec. 1934, Cape Town to N.Z. | 1.00 |

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A VERY Happy New Year to our readers
and cooperators throughout the world and
may 1935 bring you all many more hours
of enjoyment from our favorite pastime
and business of aero-philately.

OLD year 1934 marked many new and
bright spots on the air mail maps of our
modern world. In spite of the effects of
the still persisting drags of depression,
new frontiers have been reached and air
mail service has been extended and aug-
mented in many scattered locations. With
the gradual return to normalcy the new
year promises to be one of the best in
airpost activity we have witnessed.

PLANNING our future publication sched-
ule, we will not announce special issues
for several months, but wish to assure
our readers that the present quality and
content of the magazine will be improved
upon, or at least maintained. In order to
complete plans for forthcoming issues we
are desirous of getting in touch with an
active air mail correspondent in each for-
eign country possible. As a rather sub-
stantial portion of our readers are located
throughout the world we shall appreciate
hearing from any of these friends who
might be good enough to volunteer a few
hours' assistance in the further develop-
ment of the JOURNAL. We shall be glad
to furnish further information on our
plans and suggest assignments if you will
just make known your intention in a
communication addressed to the managing
editor.

"AIRS of the Month" Alton J. Blank, as-
sisted by D. E. Helmath, furnished the
majority of the specialized material for
this issue of the JOURNAL, which fea-
tures semi-official airpost stamps. This
is the second issue on which Alton has
acted as editor-of-the-month, and we are
sure that our readers appreciate the in-
teresting and informative material which
he has prepared.

TRANS-PACIFIC flight interest is run-
ning high as the Pan American Airways
run trials of their new ship built for this
service. Postmaster General Farley dis-
closed the cooperation of the Department
in this nature of service some time ago
and the initial experimental flight is
said to be tentatively scheduled for a date
not too far in the future. The AIRPOST
JOURNAL wishes to join with the sever-
al societies who have requested that of-
ficial mail be carried on this pioneering
flight which will be of outstanding interest
to aero-philatelists. It is also under-
stood that a number of requests for a
special stamp for this service have been
directed to the attention of the depart-
ment. Developments on these possibilities,
together with plans for the new trans-

Atlantic service will be interesting to watch during the next several months. **REPLYING** to several inquiries recently received, we wish to state that the forthcoming American Air Mail Catalog has no connection with the Standard Air Post Catalog, even though many of the section editors of the new Society publication formerly served in a similar capacity on the other book. The Society in sponsoring and authorizing the new American Air Mail Catalog, is making a distinct effort to produce the best, most complete and authoritative handbook ever written and presented to the field of aero-philately.

is glad to add to his prized collection.... Our good friend, Paul F. Robertson informs that the Peoria Collectors Club will hold its first exhibition February 1, 2, and 3, 1935 at the Jefferson Hotel in Peoria. The display will consist of 100 to 150 frames approximately 12"x18" and will be quite an affair for collectors of Peoria and vicinity. A banquet will be held at the hotel Saturday evening and collectors are invited to place their reservations.... Francis J. Field sends season's greetings in the form of an attractive folder, the cover of which shows first British air mail pilot Gustav Hamel, post-in a Coronation Aerial Mail Letter in 1911.... Mr. L. B. Gatchell, editor of the Society's new Catalog, recently spent a week end with Mr. and Mrs. Walter J. Conrath at Albion, Pa.

In the Air . . .

Odd Lots of Airpost Collectors' News and Views, Recorded at Random . . Contributions Welcome

Another happy year with plenty of aero events to look forward to is the wish of this column to all of our readers.... So, whether or not you want your National Parks stamps issued imperforate, we hope it will be both a good and a prosperous year for you.

Many thanks for the bundle of compliments on the last issue. Norm Serphos promises to do us another interesting feature for the early Spring and has plans for further material which will be appreciated by all.... New member J. R. F. Danzinger of Joliet, Ill., writes: "The December 1934 issue of the AIRPOST JOURNAL (my first copy) received. I courteously demand that you consider using the cover of this issue on all future issues, just changing the content title in the lower right corner each month. The cover is fascinating and different from all other stamp magazines." Many thanks, but we hope to be able to eclipse this design sometime during the next several months. The December cover was originally used in April 1932 and we will probably save the plates to be used in different color combinations in the future.

Mr. Stephen H. Smith, Hony. Secy. of the noted Indian Air Mail Society, favors us with covers and a complete record of the first Indian Rocket Posts, which will be found in this issue. Cooperation of this kind is very much appreciated and we thank Mr. Smith for this and many other favors of the past.... Perham C. Nahl, who deals exclusively in C.A.M. covers, finds APJ advertising results satisfactory, writing "Ads have been flooding me with replies, especially the later ones. Certainly can't complain. The November ad cleaned out every duplicate set I had of the Hawaiian air mails." And we add that Mr. Nahl's covers are the kind anyone

Recent announcements indicate that the annual A.P.S. Convention will be held at Washington, D. C. during the middle part of August. President Roosevelt has definitely promised to exhibit a portion of his stamp collections at the National Exhibition which will be held in conjunction with the affair.... A substantial number of members of the A.A.M.S. are strongly in favor of holding their Convention at the nation's capitol, either immediately before or after the A.P.S. gathering, which would give them the opportunity of taking part in the activities of both groups.... One of the outstanding aero events of 1934 was the race from England to Australia. The souvenir covers carried by the Dutch and offered last month by A. Phillips are reported to be all sold out, but the same firm is now advertising a limited supply of covers carried by the winners of the famous race.

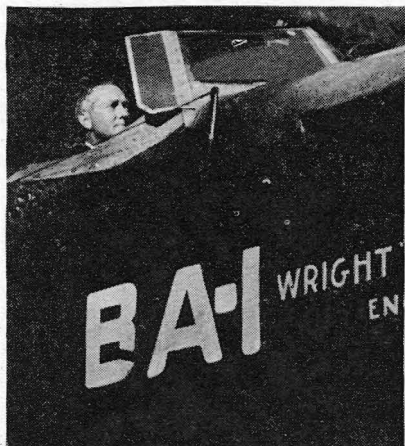
ROBERT M. FLINN IS NEW AAMS SALES DEPARTMENT MANAGER

We wish to again call the attention of our readers to the fact that Mr. Robert M. Flinn of Norwood, Ohio has recently been appointed the new sales department manager of the American Air Mail Society.

All members who have material for sale through this means, or who wish to purchase stamps or covers, are asked to communicate direct with Mr. Flinn.

PRESIDENT LEECH APPOINTS CONVENTION SITE COMMITTEE

Announcement was recently made that President Francis B. Leech of the American Air Mail Society has appointed Messrs George W. Angers and L. B. Gatchell to act together with the President as a committee to decide on a site for the 1935 annual Convention. January 30th has been named as the last day on which the committee will accept invitations from those desiring to entertain the 1935 Convention.



AT THE LEFT—Wolfgang Von Gronau, center, with two American Mail pilots, Collignon and Preston, during his round-the-world trip of 1932. It was during this trip that the famous Philippine set was issued in honor of his visit there. He crashed in the ocean shortly after. Below: Admiral Byrd at the controls of his first South Pole ship, the "Josephine Ford". Byrd's historical flights have been traced on the new Little America Stamp of the U. S.

lector bases his opinion on the most recent price list of one of New York's leading Air Mail Stamp dealers, published in October, 1934, and which quotes retail prices for all major varieties listed in Scott's Catalog of Airpost Stamps, seventeen minor varieties, two covers, and eighty-five so-called Semi-Official unlisted varieties. This price list appears to reflect quite fairly the current prices, and the total of the quotations amount to \$15,207.84 for single stamps. If an unused copy of the U.S. 1302a, 24c carmine rose and blue, inverted center, is desired, one should add about \$3,500 to the total, as it seems to be the average auction price of this stamp, although they have been offered at higher or lower prices from time to time. For the sum of \$18,707.84, therefore, one may obtain the much sought goal of an absolutely complete collection of major varieties, covers, and semi-official stamps noted. Such a collection will contain approximately 2565 different stamps.

The most expensive country to complete is Newfoundland, costing \$4,963.00, due largely to the DePinedo (\$3,000), the Hawker (\$1,400) and the Columbia at (\$350), and a De Pinedo cover. Honduras is second, costing \$3,641.05; United States is third, because of the 24 cent invert, with a cost of \$3,524.65, and Mexico fourth, at \$366.03. The next six countries in order are Philippine Islands, \$760.50; Colombian Republic, \$686.00; Nicaragua, \$556.05; Bolivia, \$410.00; Syria, \$355.13; and Sweden, \$321.00.

By eliminating 49 stamps and the two covers, which items retail \$100 or over, the cost of the collection may be reduced to \$2,877.84. By leaving out 33 more stamps or sets which retail at between \$35 and \$100, your collection will cost approximately \$2,032.84 and will contain 2,462 varieties.

The Graf Zeppelin stamps now total 104 major varieties with a retail value of \$320.70. Nine semi-official stamps in this group will cost approximately \$27.00 in addition, for a complete collection of these interesting stamps. Three sets of Stratosphere Balloon stamps have been issued to date, by European countries, although none of these were to be used on the vari-

FIGURE-ATIVELY SPEAKING

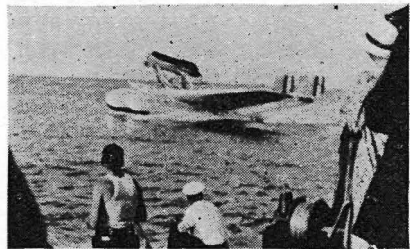
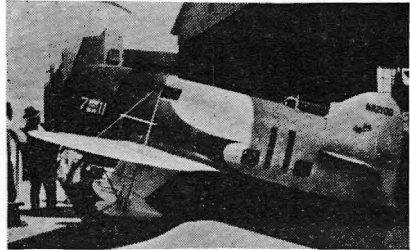
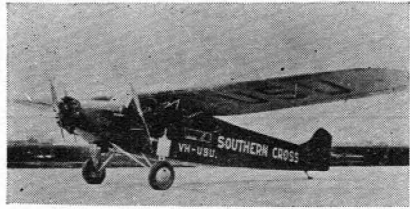
The Value of Your Air Mail Stamp Collection

by DON SMITH

Secretary Detroit Air Mail Society

HOW MUCH DOES it cost today to obtain a complete collection of government issued Air Stamps of the World? Few collectors would care to hazard a guess, altho there should be no need for guessing after reading the following article, figures for which were supplied by Mr. Harold A. Jones. This Detroit col-

AT THE RIGHT—Sir Charles Kingsford Smith's "Southern Cross", the famous Trans-Pacific ship honored by the stamps of Australia. Center: A Gee-Bee Bumble Bee. American-made sporting and racing plane which is pictured on an airpost stamp of Latvia. Below: General Balbo landing at Chicago on the famous squadron flight for which several special airpost stamps were issued.—All photos by Don Smith.



ous flights. These three complete sets will average about one dollar at most dealers. It is interesting to note that although the Russian stratosphere set has the letters U.S.S.R. plainly printed on the Balloon gondola, in English, the actual balloon carried a Russian inscription, as proved by several photos taken before the flight.

The great majority of Airpost Stamps have been commemorative issues, marking the special flights of famous fliers to many points of the compass. Among those which readily come to mind are the above mentioned Hawker, DePinedo and Colombia stamps, and the more recent issues of several countries in honor of Lindbergh visits; the Philippine Island set for Von Gronau's World Flight of 1932; the Balbo and Graf Zeppelin flights to South America, and to the Century of Progress in 1933, etc. Although not strictly an Airpost stamp, the Byrd "Little America" stamp of the United States depicts the important flights of this pilot to Europe, and over the North and South Poles, and the several historic flights of Kingsford Smith have been recognized by an issue of Australia.

A very interesting fact is pointed out regarding the Italian Balbo Air stamps of 1933. While studying a means of identification for the various planes in the squadron, it was decided to use the first four letters of each pilot's name, preceded by the letter "I", denoting Italy, and these letters marked both the individual planes and the special stamps for mail carried on that plane. Thus, Comm. Balbo's plane and stamps are marked with "IBALB", and so on down to the last plane of the group, except one. This pilot's name happened to be Baldini, (which might be confused with Balbo in the abbreviated markings so the LAST four letters of his name were used, making "IDINI". And believe it or not, Mr. Ripley, this LAST plane was the FIRST to come down disabled on the memorable flight.

In spite of the flood of new issues by Italy, Nicaragua still leads the list in number of Air Stamps issued, with a total of 120 major varieties. Spain is second with 104, and Mexico third, with 91. Spain has not issued any new varieties since 1931, having apparently reformed,

and Nicaragua has issued but one listed variety during 1934, although this country had printed 60 varieties in 1932, which is an all-time high for one country, in one year. Italy stands fourth in the total list, with 80 Airpost stamps. However, if the 156 stamps of the Italian Colonies are included, that country would be far in the lead with 236 varieties.

More Than 600

first flight and first day covers are listed on my latest, largest, free

PRICE LIST

It is to the advantage of every active collector to have this list, which contains a wide selection of CAM, FAM, ZEPPELIN, CANADIAN, and MEXICAN covers, many of which are not available elsewhere. However, the list represents only about one-fifth of the covers I have in stock. Therefore, if the covers you're looking for are not listed, let me know your wants. The chances are strong that I can supply many of them.

ROYCE A. WIGHT

Soldiers Field, Boston, Massachusetts

The First Indian ROCKET DISPATCHES

by STEPHEN H. SMITH

Hony. Secy., The Indian
Air Mail Society.

THREE YEARS—this is perhaps a long period to arrive at some definite decision as regards the utility of using the Rocket to convey mails, but the results have justified the period.

When the first Rocket Despatches of Austria were being experimented upon in 1931, the general public, including the writer, viewed these early endeavours as shortlived stunts being of little or no practical value. It was not till the first British Rocket firings in June this year that any serious consideration was given to this new method of transporting mails in India by Rocket. The doubting Thomases, once convinced, did not let the grass grow under their feet. A scheme was soon arrived at and Saugor Island was selected as the venue for conducting the first Rocket Despatches of India.

For the convenience of readers and to show the utility of the Rocket it might be well to state that Saugor Island, although situated about 84 miles away at sea from Calcutta as the crow flies, is a difficult spot to reach, mails and passengers being entirely at the mercy of the weather. A quick and good passage would mean four to five days from Calcutta to the Lighthouse at Saugor Island, while in bad weather, seven to nine days would be considered good going.

Once the venue was selected, the Port Authorities at Calcutta who were approached, offered every facility to ensure success. When the history of the Indian Rocket mails is written in the years to

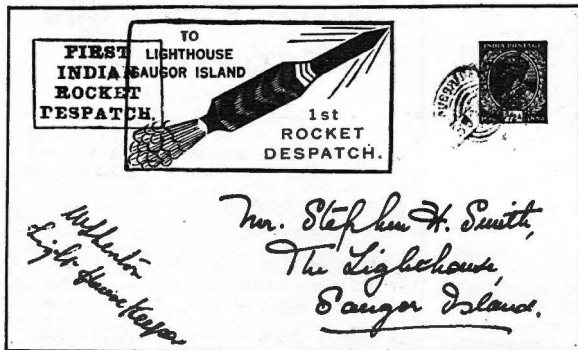
come, let not the historian omit the names of Commander Norcock, R.N. (Rtd.), O.B. E., Commander Gibson, R.N. (Rtd.), O.B. E., Mr. T. M. Oag, Capt. C. H. Potten and Mr. W. Shenton, who helped to reveal the utility of the Rocket as a means of transporting mails in India.

On the 30th of September the Honorary Secretary of the Indian Air Mail Society left Calcutta at about 6:45 A.M. on board the D. V. "Pansy". The shores of Saugor Island were approached at about 3:30 P.M., when the first Ship-to-Shore Rocket conveying 173 despatches was fired by Capt. C. H. Potten.

Unfortunately the rocket, which had been manufactured by the Orient Fireworks Co. of Calcutta, exploded in mid-air, the despatches being scattered all over the sea. All of the despatches, with exception of three, were picked up. The Ship-to-Shore items bear the Saugor Island postmark of the 30th September and a reproduction in green of a rocket in a frame with the following inscription in red:—"Ship-to-Shore 1st Rocket Despatch" also a single line violet cachet reading: "First Firing Ship-to-Shore." The majority of these items were autographed by Capt. Potten.

The above clearly indicates that a rough sea is no impediment to the transport of mails by rocket. Had the Ship-to-Shore items been conveyed by ordinary means of transport, they would have been conveyed by the following different stages: 1st to Diamond Harbour, 2nd to Kakdip, 3rd to Kuchabarua, 4th to Muriganga, thence through swamp and jungle eighteen miles to the Lighthouse.

The same evening at about 5 P.M., the First Indian Rocket Despatches on land were fired by Mr. W. Shenton. On this



ROCKET POST COVER described in this article. The cover is autographed by Mr. W. Shenton, the Lighthouse Keeper.

occasion a rocket manufactured by Messrs. Jas. Pain & Sons was used to convey 220 despatches. Owing to want of experience as regards fixing up this type of rocket, and to the weight of the despatches, the distance covered was only 122 yards, 5 inches across a small creek. Among the 220 despatches there were three Rocket Post items of Holland, viz., covers bearing the printed 5 cent green and one cent brown rocket stamps, the 1 1/2d gld. blue, and the 1 1/2 gld, overprinted on the 5 cent green stamp.

The first land firing items bear in blue, a Rocket in a frame and the inscription "To Lighthouse, Saugor Island, 1st Rocket Despatch" in red. The postmark is Saugor Island, 30th September, while the cachet is in dark red, reads: "First-Indian Rocket-Despatch." Almost all the covers were autographed by Mr. Shenton, the Lighthouse Keeper.

Aerophilatelists will be interested to learn that eight items were fired twice, first from ship-to-shore and second on land. These eight covers bear all the identification marks of both firings and are autographed by Mr. Shenton and Commander Potten.

The first Shore-to-Ship firing took place at about 9:00 A.M. on the 3rd of October from the Semaphore Station at Saugor Island. The rocket which was of British manufacture, was the product of Messrs. James Pain & Sons. Sk. Rashon Ali, the head semaphore attendant, fired the rocket which contained 135 despatches, a distance of 946 yards.

The despatches which were securely packed in a waterproof case, fell into the

sea, having failed to reach the R.S.V. "Guide." They were, however, picked up by a small Indian boat and delivered by previous arrangement to Muriganga.

The Shore-to-Ship items bear a reproduction of a rocket in red enclosed in a frame with the following inscription in green "Shore-to-Ship" 1st Rocket Despatch. The Muriganga postmark is 4th October. The majority of items have been autographed by Sk. Rashon Ali in indelible pencil. All items also bear a violet cachet "3rd October, 1934" and a black cachet "From Saugor Island."

The first successful Ship-to-Shore rocket firing took place on the 4th October, when a rocket manufactured by the Orient Fireworks Co. was fired at Diamond Harbour by the Hony. Secretary of the Indian Air Mail Society. This rocket as its predecessor burst in mid-air, but fortunately just over the beach a distance of 73 yards. Seventy-five items were carried. These may be recognized by the Diamond Harbour postmark of 4th October and a white label bearing the following inscription in black—"Rocket Despatch"—Diamond Harbour—"Ship-to-Shore." A violet cachet reading "Ship-to-Shore" binds the label to the cover.

The above experiments have clearly proved that the rocket, as a means of quickly transporting mails, is of the greatest utility where rough weather is a serious hindrance to all other means of transport. The minimum time saved on the "Ship-to-Shore despatches although the rocket exploded, was four whole days, while the same may be said of the "Shore-to-Ship" despatches. In rough weather the time saved would have been eight days.

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.

MEXICO'S permanent issue, released the first of December is very attractive and does honor to the traditions of the country. The designs are distinctly native in treatment.

Italy continues on her rampage, Chile adds four more to her long series and the U.S.S.R. details the facts of their latest, scheduled for appearance this month.

● **CHILE** ● The newest, just released, are the 20P. olive brown and 30P. dark gray, both showing the outline of a plane,

a compass in the corner and the Southern Cross. The 40P. violet gray and the 50P. plum presents a plane's outline, its shadow, ornamental squares, and lightning rays in the background. All of the centavos values and the 3, 4, 6, and 8 Pesos must yet be issued.

● **CYRENAICA** ● An air set of ten values and one official stamp (11 in all) has been issued for the King's birthday and the Rome-Mogadiseio flight. The 25L plus 2L light green pictures Victor Emmanuel in uniform with a background of palms and a plane.

● **ERITREA** ● The 25L plus 2L of this set of 10 values shows the King in uniform wearing a steel trench helmet. The background is comprised of trees, mountain scenery and the usual distant

THE AIRPOST JOURNAL

plane. It also is light green. There is also an official stamp for this colony.

● **FRENCH OCEANIA** ● A seaplane in flight over a native paddling a dugout canoe before a palm covered beach comprises the design of the 5Fr. bright green stamp just released.

● **GREECE** ● The 20 lepta brown Solonica tax stamp has been found imperforate.

● **ITALIAN SOMALILAND** ● In what is, apparently a steal from the German medallion Hindenburg type of stamp we have a series of ten values all bearing a medallion with the bust of the King facing the left. Around the head is the inscription "Re D'Italia Vitt. Em. III". The stamps are inscribed "R.R. Poste Coloniali", "Somalia" and bears the arms of Savoy.

Colors are: 25c+10c. gray green, 50c+10c light brown, 75c+15c pale red, 80c+15c gray, 1L+20c red brown, 2L+20c light blue, 3L+25c violet, 5L+25c bright orange 10L+30c purple, and 25L+2L green. It is understood that an additional official stamp accompanies this Rome-Mogadiscio set.

● **ITALY** ● The set listed last month under Italian Somaliland is for Italy itself. It consists of six stamps showing the portrait of the King in aviation uniform. Colors of this Rome-Mogadiscio set are: 1L purple, 2L deep blue, 4L orange brown, 5L deep green, 8L rose, 10L olive brown. There is also a 10L dark slate in the some design surcharged in gold "Servizio di Stato" and a crown. Despite its 10L face it was sold at 70L. First reports stated 700 were issued but later word claims that there are 2,000. The entire set was on sale three days.

● **MEXICO** ● Eight stamps comprise the series put on sale last month. Native scenery or art work is incorporated into the design. The 5c black shows an Aztec mask serving as a mailbox; the 10c red brown a portion of the Teotihuacan temple; the 15c dark green mountain scenery; the 20c brown red a snow-capped mountain with a cactus growth in front; the 30c olive green, the Spirit of Flight; the 50c. bright green, a sun temple, a plane and a native calendar; the 1P dark green and brown red, planes in flight and an aviator's head; and the 5P. deep red and

black, a mother and child watching a plane.

One sheet of the 20c was printed in the color of the 30c by mistake and all copies were sold over the counter and used so that none were saved in mint condition.

Six sheets of 50 each (300) of the 10c violet perforated 12 of the old series have been discovered with the echelon "Servicio Oficial" overprint. The regular issue is rouletted.

● **PANAMA** ● The 20c on 25c deep blue stamp has been seen with smaller letters and new type numerals.

● **PARAGUAY** ● The 80c has been issued dull green in color.

● **SAAR** ● Of the Plebiscite issue listed last month there are 250,000 of the 60c and 100,000 each of the other values.

● **TRIPOLITANIA** ● This colony also has ten values for the Rome-Mogadiscio flight. The 25L+2L shows the King facing the town of Tripoli. There is also an official stamp for this colony.

● **UNION OF SOCIALISTIC SOVIET REPUBLICS** ● The Soviet Philatelic Assoc. sends details about the Cheliuskin Expedition commemorative air set mentioned last September. There will be ten stamps from 1 to 50 kopeks and all but one will bear portraits of outstanding heroes of the rescue.

The 1k shows V. Voronin, Captain of the icebreaker and the ship itself; 3k the portrait of Professor O. I. Schmidt, the head of the expedition and the camp on the ice; 5k aviator A. V. Lopidevski, first to reach camp and return with 12 women and children; 10k aviator S. A. Levanevski who flew Ousakov from Nome, Alaska to Wankaren Cape to direct rescue work; 15k aviator M. G. Slepnev who flew Prof. Schmidt to Nome; 20k Aviator I. V. Doronin who flew from Khabarovsk and returned with two people; 25k Aviator M. V. Vodopianov who rescued ten persons; 30k Aviator V. S. Molokov who rescued 39 people; 40k Aviator N. P. Kamanin who saved 34 persons and eight dogs as well as scientific equipment; and 50k the deserted "Schmidt Camp" with two polar bears watching three departing planes.

Fifty thousand sets will be issued this month.

● **UNITED STATES** ● Another 16,000,000 stamps of the 16 cents special delivery air mail have been ordered. It is rumored that the 6 and 16 cents air mail will be issued in booklet form.

Several favorable letters have been received anent the desire for a permanent air set in this country. Let's have a few more, either pro or con, and we'll summarize the group in an article at a future date.

Cooperators for the month are: D. K. Grieve, Terry Rupert, P. J. Drossos, E. M. Walton, M. J. Harris, D. E. Helmuth, and the Soviet Phila. Assoc.



WRITE - RIGHT NOW

For a selection of Airpost Approvals
Want lists solicited.

References please.

DOROTHY A. MILTENBERGER
567 Monroe Avenue Elizabeth, N. J.

The Case of the VIN FIZ Stamp

by A. J. BLANK and
D. E. HELMUTH

Wanted: All available facts to aid in reconstructing the story of "Rodger's Aerial Post" in 1911. Box BH 100, Airpost Journal.

“**D**IN KEVTIUS can find nothing.” I said, looking up from the sheaf of reports.

He shook his head: “Yes, and Rolmes, Lance, Dr. Thornduck and seventeen other detectives with international reputations, report a similar ‘lack of success.’”

I scowled. I said: “Let’s go over that letter we sent out to the detectives.”

We bent over and read, trying for a thousandths time to find some faint clue between lines:

“Gentlemen,

For purposes of completing records, we wish you to investigate from a philatelic angle the episode we outline below:

In 1910, shortly after Glenn Curtiss had won the N.Y. World’s \$10,000 prize with his Albany to New York flight, William Randolph Hearst offered \$50,000 for the first flight, completed in 30 days or less, from coast to coast.

The prize was never won.

It gave Calbraith P. Rodgers, a fine service pilot, the idea of making the trip. Nowadays, reading of Hawks, Turner, or

Rickenbacker splitting the air from coast to coast in nine hours, it is hard to conceive the magnitude of Rodger’s proposed flight.

Armour & Co. of Chicago, backed Rodger’s trip as a means of advertising their Vin Fiz. Rodgers got his special Wright B ready for the trip. It had a 40 H.P. motor.

He started September 17, 1911. Since there were no airports and air lanes to mark the way, he followed roads and railway lines. Being cautious, Rodgers prepared for trouble. An auto followed his flight carrying materials for temporary repairs. Also followed a freight car that was a repair shop on wheels.

Mishaps of various sorts to the plane meant the use of enough canvas, wood and spare parts in repairing and rebuilding to construct four new planes. The lower wing and the rear elevator were practically the only original parts left at the conclusion of Rodger’s flight.

Somewhere along the line, possibly in Indiana, the idea of “Rodger’s Aerial Post” sprang up. A stamp was printed which sold for 25c. It bore the legend “Rodger’s Aerial Post”, the 25c amount, and a cut of the Vin Fiz Flyer.

Mail would be carried from town to town—or carried a mile or so and then dropped. There might well be room for mint and used copies, frown covers, and, one eye on the numerous repairs made. Some Crash Covers.



FIRST TRANSCONTINENTAL—Cal. Rodgers, together with Mrs. Rodgers, seated in the Vin Fiz Flyer. Insert: The now famous Vin Fiz semi-official stamp.

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.

It is on this point we wish light to be shed, gentlemen; that is the reason for this letter. To continue:—Enroute Vin Fiz was bally-hoed in city, town and hamlet. The press, due to this advertising slant, shied away from giving Cal. the credit he deserved.

His route (roughly) was: New York-Chicago - Kansas City - San Antonio - El Paso - Yuma - Pasadena. Here Armour & Co. called it a day: probably on his own he flew to Los Angeles.

Cal. Rodgers was greeted in Los Angeles on November 5th, 1911 by a large, enthusiastic crowd. His cross-country flight took 49 days, and covered 4,231 miles.

The gold medal of the Aero Club of America was awarded Rodgers for his achievement. He was as popular a figure as Lincoln Beachey, who flew for Curtiss and into fame.

A few months after completing his flight, Rodgers crashed to his death at the spot in Los Angeles where he had been first greeted on the conclusion of his journey.

The "Vin Fiz" was kept for some time in the Museum of The Carnegie Institute of Technology at Pittsburgh.

Recently the parts have been removed to the Smithsonian Institute at Washington.

Hopefully yours,

A. J. BLANK,
D. E. HELMUTH.

We shook our heads. If clues were there, I couldn't find it. Suddenly he looked up.

"You know what? We're going at this wrong. We need specialists."

"Detectives are supposed to be that," I said.

He went on, enthusiastically, "We'll go to the air mail collectors. One of them here might know some fact we couldn't find. Another one might know—something else. A third and fourth ought to be able to give us the missing pieces to this jig-saw puzzle!"

I liked the idea and admitted we had been barking up the wrong tree. So:—

The Berkshire Catalog lists only two semi-official U. S. stamps. The Buffalo Balloon stamp story was told in the columnsof the JOURNAL in the February 1934 issue.

In this issue we tell you as much as we can of the stamp issued for the Rodgers Aerial Post. If you have any pertinent information, write to us.

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AIRMAIL STAMPS
New Issue and Approval Service
Details Upon Request
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A. H. OLENA
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BURLINGTON, IOWA was embraced as a stop on A.M. 9 on December 10, 1934. An official circular cachet was furnished Burlington and portrays a river steamboat, a plane and a train with suitable-worded inscription. Cachet was very clearly applied in black.

Unofficial reports at hand indicate that next spring or sometime in the near future air mail service by regular A.M. routes may be established in Alaska.

Hilo, Hawaii, T. H. dispatched 151 pounds westward via the first flight over A.M. 33 on October 8, 1934. Of this poundage a few pounds no doubt were sent into Hilo on the first eastward flight from Honolulu and Wailuku to Hilo and then redispached westward via first flight from Hilo. First flight pilot from Hilo was Charles I. Elliott. Acting postmaster at Hilo on October 8th was Sarah Cunningham. Pilot Elliott was accompanied by a co-pilot, J. Hoag, on the first flight.

Lihue, Kauai, T. H. dispatched 84 pounds eastward via the first flight over A.M. 33 on October 8, 1934. Gilbert L. Tefft was first flight pilot, M. R. Mace, co-pilot and Mrs. Louis K. Agard postmaster.

Corrections to December Journal—On page 15, the 17th line from top of page, the sentence beginning with, "A total of 7,603, etc." should read as follows: "A total of 7,603 covers received the Wailuku first flight cachet." On page 16, the 16th line from top of page, the sentence beginning with, "The first eastward flight, etc." should read as follows: "The first eastward flight was made on October 22nd, 1934, and the first westward flight on October 23, 1934."

Many comments regarding catalogue listings received from time to time from various collectors and others has prompted the following which it is hoped will clarify certain misunderstood things concerning the listings.

1. Covers bearing two cachets on the same cover that differ only in color are without exception created by favor and while official, have not been so listed but may be catalogued as either color listing or as a combined color listing. Example: A Columbus, Ohio northward dispatched first flight cover bearing two Columbus first flight cachets, one in purple and one in magenta. Such an item, while not so listed in the catalogue, can be classified as either 16N3b or as 16N3 or better yet



FIRST FLIGHT official cachets recently used at Burlington, Iowa and Huntington, West Virginia

as combined 16N3-16N3b. While not individually listed by the above method it is possible to classify such a cover by the combined joining of numbers.

2. Covers bearing no first flight cachets but which were actually dispatched by first flights and for which the Post Office Department for some reason or other did not furnish first flight cachets, are just as much listable as such covers which bear official first flight cachets. The CAM section of the catalogue lists first flight covers, not cachets, although in most cases first flight covers bear cachets and covers are so listed. Primarily, the CAM section does not list cachets as it is not a section dealing with cachets unless such cachets are official and concern a first or special flight cover.

3. Unofficial cachets appearing on first flight covers are not listed as the CAM section only recognizes official cachets when applied to first flight or special flight covers. Again, as mentioned above the CAM section primarily lists covers, not cachets. However, a first flight cover bearing an unofficial cachet is a listable item as far as the cover is concerned, but not as concerns the unofficial cachet.

4. Much confusion exists as to what constitutes a new directional item that is listable. On many routes, planes fly from one terminal to another omitting intermediate stops or between certain points on a route omitting intermediate stops between these certain points. Covers carried on such first flights between certain points are not necessarily always new directional flights that are listable. New directional flights are listable only when the same general flying route is not followed and not merely because certain stops are omitted. Example—old route 20. A plane flying from Buffalo to New York City, making the regular intermediate stops as Rochester, Syracuse, Utica, Albany follows the regular route. Later on schedules are changed whereby the stop at Utica is omitted and the plane flies directly from Syracuse to Albany. In this case a new directional flight is not listable as the plane follows the same general flying route merely passing up Utica as a stop. However, another schedule change results in a direct flight from Buffalo to New York and in this case the plane does not fly the regular route via Albany, merely omitting the stops between

Buffalo and New York, but flies an entirely different flying route across southern New York State, northeastern Pennsylvania and the state of New Jersey, instead of the regular route within New York State and as such results in a listable directional flight. Such flights are now listed. Through or express flights which merely pass up certain stops on a route and which flights are made by the regular flying route, do not involve new directional flights and can not be so listed. Flights between certain points on a route not involving a change in the actual flying route can be considered change of schedule flights which does not come within the scope of the CAM section listings.

5. Round-trip first flight covers are covers that have been carried on two separate first flights on the same route. Generally such covers bear the cachet, cancellations of the first inaugural flight on the face of the cover and the cachet, cancellations of the second inaugural flight on the back of the cover. Such covers can not be so separately listed but may be classified as either the first or second inaugural flight cover or as a combination cover of both inaugural flights. Example:—A cover dispatched by the first flight from Dallas to Galveston on old CAM Route 21 and then re-dispatched by the first flight from Galveston to Dallas. Such a cover can be either 21S1 or 21N4 or combined 21S1-21N4 cover.

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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.

A HAPPY NEW YEAR TO EVERY ONE!

COMING: Miami, Fla., Jan. 10, 11, 12, All American Air Races, printed CofC cachet; dead-line Jan. 5th and air mail ONLY, no postage dues. Covers to R. W. Speakman, cachet director, 1873 N.W. Flagler Terrace.... Lakeland, Fla. to dedicate airport January 8th; covers to CofC....CofC at Glasgow, Ky., Americus, Ga., and Cordelle, Ga., will hold covers for indefinite date dedications....Staunton, Va., in the Spring....Not to be any at Skowhegan, Maine, or Pascagoula, Miss., Ontario, Ohio, or Pateros, Wash....M. Ehrlich reports airports under construction in Pennsylvania, at Wilkes-Barre, Mt. Pocono, Allentown, Lancaster and Du-Bois....Since last issue we sent short notice postals of coming dedications at Biloxi, Miss., (courtesy Dr. J. F. Ulman) and Oxford, Ga. Those who got Oxford covers through our notices are indebted to Hervey W. Reese, who sent us a telegram so cards could go out in time. Let's work together to see that no dedication happens without some advance notice in 1935.

WASHINGTON AIR MAIL SOCIETY is having a prosperous season. Newofficers for 1935 are: President, Louis J. Heath; Vice President, Maurice S. Petty; Secretary-Treasurer, Miss Alice B. Cilly; Sales and Auction Manager, Edwin W. Beitzell.

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We are proud of having the new AAMS President elected from our Society.

AIRPORT DEDICATIONS: Harry Sweet reports on the Nov. 1 event that 20 covers were mailed from Furnace Creek, Calif., airport, and 24 from Death Valley Junction, both cancelled at Death Valley. We have been unable to get any confirmatory data as to whether or not any dedications took place....700 covers of which 230 went to out-of-town collectors, from De Queen, Ark., Oct. 28th....Pocahontas, Ia., dedication Sept. 10th verified. PM says no covers but at least one is known.... Typographical error last month: Spencer, Iowa was Oct. 7th, and cover seen has two-line ink inscription. PM says none mailed, but at least six are known.... Newton, Miss., Nov. 11, 257 covers with Legion typed cachet (on different typewriters) a different one typed by Kiwanis Club bearing its name, and still another three-line in small type by PM on about 65, and still others without markings.... Rex Copp shows one of 80 Arkadelphia, Ark. covers of Nov. 11, flown exhibition stop of AA plane, from the dedication to Nashville and there postmarked on the 12th. 274 mailed in all with CofC inscription....Also Lima, Ohio both days without cachet reported....Zanesville, O., of Aug. 11, is reported as two-day dedication by Robert Toll, who handled the covers for the CofC and newspapers bear it out. Covers of 12th have same cachet with added two-line "Air Circus, Aug. 12, 1934"....The Garden City Telegram of Garden City, Kans., writes that they have made intensive investigations through their files and at the CofC, gives history of their airport and all events that have happened there, and cannot find that it was ever dedicated. Says the event of Sept. 23, 1930, was ONLY a stop of the National Air Tour....S. P. Eagle, PM and Pres. Comm. Club at West Yellowstone, Mont. writes that Nov. 3 was date first plane left the airport and all accumulated covers were mailed, 100 or 1000. No dedication but Chairman selected and will dedicate in June 1935....Jackson, Ky dedicated Gillum Field Nov. 9th and ink inscription by City Council was put on 30 to 35 covers....Huntington, W. Va. event of Dec. 2 was first A.M. flight and definitely and positively not an airport dedication, according to local newspapers and CofC who write the airport was dedicated some two years ago....Gossip reports Barr Peat airport at Pittsburgh, Pa. dedicated October 14th. Wake up Pittsburgh collectors. Gus Lancaster reports one cover from Pittsburgh AMF that day

OTHER RECENT COVERS: Bartlesville, Okla., Dec. 7. Altitude record attempt. Cachet by Chicago Cover Club, which forwarded covers intended for flight, originally scheduled for Chicago....Our good friend M. F. McCamley comes in with a nice emergency flight cover from Chicken, Alaska, to Circle, Alaska, Oct. 30, with two-line cachet and a stamped chicken.... Thanks to some good Brooklyn friend who omitted his name and sent in four different Los Angeles covers from Guantanamo Bay of Feb. 1931.

COOPERATORS who have earned our appreciation are C. E. Carlson, R.O. Copp, Frank Costanzo, Albert Elgar, Milton Ehrlich, John J. Fitzgerald, C. H. Haas, C. A. Hunter, C. S. George, J. S. Haldenstein, H. H. Hudson, King Hostiek, R. W. Speakman, C. Lacombe, G. F. Lancaster, J. V. Murray, Hervey Reese, W. A. Siegrist, H. N. Sweet, Dr. J. F. Ulman, F. H. Wilde, W. T. Wynn, and others including many PM's and CofC's....For covers, our thanks to H. H. Hudson, W. T. Wynn, M. F. McCamley, J. V. Murray, Albert Stockmann, Harry Sweet and Raymond Tyrrell (2).

CRASH COVER NEWS

By **FRANK A COSTANZO**

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

WE would like to take this opportunity to express our sincere appreciation to Air Mail Superintendent Charles P. Graddick and Second Assistant Postmaster General, Harilee Branch for their fine cooperation in supplying this department with official data on all air mail plane mishaps. Without their fine assistance, it would be impossible to record these items and we take this opportunity of thanking our official friends on behalf of the publishers of the JOURNAL and all of its readers, especially those interested in Crash Cover collecting.

Official Report of Recent Air Mail Mishaps

November 6th, 1934

New Centerville, Pa., A.M. No. 14, Trip 1, 1:30 a.m., westbound, Washington to Detroit. CAL. Pilot J. A. Brooks slightly injured. Original load of mail, 111 pounds all recovered intact and forwarded from Rockwood, Pa., by train without markings.

Taking off from Washington in a trimotored passenger plane of the Central Air Lines, alone with mail, Pilot Brooks encountered adverse conditions shortly after leaving Washington. Wings coated with ice and some of the instruments

crippled, the giant ship struck a knoll and nosed into the soft, muddy earth, ripping off the motors. Brooks was pinned in the wreckage of the cabin but managed to free himself and escape through a broken window.

Pilot Brooks is a resident of Detroit and is a veteran pilot of the Central Air Lines.

November 15th, 1934

Amazonia, Mo., A.M. No. 26, Trip 7, midnight, Eastbound, Omaha to Kansas City: R.A.T. Pilot B. F. Billings, passenger H. C. Brassfield, killed. Mail 67 pounds, approximately 260 remains of letters salvaged and forwarded from St. Joseph, Mo., by train November 27th, with variously worded cachet and letters.

Cause of the crash is unknown. Plane crashed on a farm near Amazonia and immediately burst into flames.

November 15th, 1934

Neball, Calif., A.M. No. 2, Trip 3, 8:40 P.M. Westbound, Kansas City to Los Angeles. TWA. Pilot George Rice injured. 541 pounds of mail all recovered intact and forwarded from Los Angeles November 16th without markings.

Flying the west-bound mail from Kansas City to Los Angeles, Pilot Rice attempted a forced landing due to heavy rain which caused him to lose altitude. Attempting the landing, the landing gear of his plane was sheared off and the left wing crumpled as he dropped down on the rough terrain in an isolated canyon.

Pilot George Rice, veteran TWA pilot stood vigil alongside his plane all night as he carried a heavy load of valuable registered air mail. Jack Frye, vice president of the TWA found Pilot Rice early November 6th while heading a plane searching party for the missing pilot.

Thanks

My appreciation to the following for clippings and data on the above mishaps. Robert D. Henderson, H. W. Reese, Lee Gilbert and E. D. J. Fletcher.

SPECIAL BARGAINS

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W. R. PATTON

Box 2384

Winnipeg, Canada

THE AIRPOST JOURNAL



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

CANADIAN AIRMAIL—WINTER SERVICE

WINTER Airmail Service on the McKenzie River (Fort McMurray-northbound) was commenced on Nov. 27th when Pilot Walter Gilbert of the Canadian Airways flew mail from Fort McMurray. He arrived at Cameron Bay on the 30th.

Pilot Rudy Heuss, who was stationed at Cameron Bay during the freeze-up period, arrived at Fort McMurray on the 28th. Already having made two trips to Coppermine, although only one trip is scheduled for the Winter, in January.

Due to the enormous increase in mining of late in Canada, the Post Office Department has been requested to open a large number of Post Offices in the mining areas. Also to operate airmail services to these points.

The following new flights have been made:—Winnipeg to Bissett and Wadhope, emergency mail of Nov. 3rd, backstamped Bissett Nov. 4th and Wadhope Nov. 3rd. This emergency flight was made by Pilot H. Hollick-Kenyon of the Canadian Airways.

Atlin-Telegraph Creek. Covers post-marked Atlin 12-Nov. 18 and backstamped 15-Nov. 18 at Telegraph Creek. Telegraph Creek 13-Nov. 19 and b.s. at Atlin 15-Nov. 19.

Winnipeg - Bissett - Wadhope - Beresford Lake-Diana. (The last two points having



CANADIAN CACHETS used on recent first flight airmail covers.

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.

an emergency flight made to and from Winnipeg on Dec. 4th, of which probably no covers exist for collectors). The regular flight, first Official, was made on Dec. 11th and all covers are cancelled or backstamped that date. Flight was made by H. Hollick-Kenyon of the Canadian Airways, and an Official of the Postal Department to see that all covers were properly handled for collectors. There are no intermediate covers of this flight as mail, say from Diana to Beresford Lake, etc., would be flown to Winnipeg and taken to destination by next flight.

Kenora-Red Lake-McKenzie Island. All covers are cancelled or backstamped Dec. 11. On this flight, C. A. Hives, a veteran of the Post Office accompanied the pilot. Mr. Hives is personally known to thousands of collectors as he is a stamp collector of many years' standing.

Sioux Lookout-Casummit Lake. Flight made the 12th and all covers are cancelled or backstamped on that date. Another Official of the Post Office accompanied this flight to see that every cover was properly handled.

The collectors owe a deep debt of gratitude to the P. O. Department, which sent these three men to see that our covers were properly handled.

In the mining area in the Winnipeg District, the following new Post Offices were opened, or will be opened soon. Beresford Lake and Diana, both in Manitoba, opened on Dec. 1st. McKenzie Island and Casummit Lake in Ontario opened Dec. 1st. God's Lake, Manitoba will be opened January 1, 1935. Other new Offices will very likely be opened by the Post Office Department early in the New Year.

Numbers of covers carried and pilots' names, etc., will be published in the next issue of the JOURNAL.

ALASKA. A newspaper clipping from the Anchorage Daily Times, sent by A. E. Koestler, states that the U.S.P.O.D. has in mind the establishing of airmail service between the States and Alaska, and also a service over various routes in Alaska. If regular airmail is established, regular airmail rates would apply, possibly. However, the whole matter is problematical, and a general scheme, some think, will be evolved for presentation to the next session of Congress.

U. S. S. MACON. Three nice covers came to us this month from friend J. W. Hulff,

who needs?—

4W1fa SALT LAKE AIR MAIL FIELD.
5E4 PASCO or BOISE (both available).
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908...15 920...30 930c...25 948...10 704...20	
909...20 921...20 932...10 949...15 705...20	
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THE AIRPOST JOURNAL

one with cachet in silver and gold for 25th departure from Moffett Field, one of a printer's devil, with pided type cachet—(what is it?); and one commemorating the 8th flight over San Diego, with hand colored and printed cachet. Many thanks, J. W.

LOS ANGELES-EUROPE. A newspaper report of November 12th states that TWA Inc., in conjunction with Dr. Hngo Eckener, expect to be able to transport passengers from the Pacific Coast to Europe, next July, in about 60 hours, making connections between plane and LZ-129 at Lakehurst. All arrangements have been completed. Quite an event to look forward to.

OAKLAND. Having been variously reported to the editor during recent days as "just getting his plane at Portsmouth, England", leaving Montreal, leaving Detroit, Bound for Los Angeles, Bound for Vancouver, B.C., and bound for Anstralia, via San Francisco, Capt. C.T.P. Ulm on Nov. 30 was reported as leaving Oakland in the morning for Anstralia, via Hawaii. The plane and pilot, with co-pilot and navigator, had a narrow escape in taking off on a test flight, due to a short runway and heavy load of gasoline, but cleared the fence by a few inches. The report stated that some spare parts for the plane and a "large quantity of mail" and parcels going on the trip were forwarded from Vancouver. At the date of writing, Dec. 10, no trace of the fliers has been found, and the official search around the Hawaiian Islands has been ended. Souvenirs of this trip will be extremely scarce, but a few covers which were sent to the airport manager at Vancouver, B. C. and prepared by him with appropriate inscription for the flight, were returned to senders, due to inability of Capt. Ulm to carry so much mail as was sent there. We sincerely hope that he and his companions have been picked up by some small fishing vessel, which fortunate circumstance is not beyond possibility.

AUSTRALIA-LOS ANGELES. At last we have had the pleasure of looking over the covers Sir Charles Kingsford Smith carried on his momentous trip. There are two types. The first is a large cover, 10x12, of heavy craft paper. Across the top of these, in large black letters is printed "FIRST TRANSPACIFIC FLIGHT AUSTRALIA-AMERICA, via FIJIAN and HAWAIIAN ISLANDS, OCTOBER 1934". Below this is a reproduction of the plane "Lady Southern Cross" in flight and immediately to the right of this is printed "TWELVE IMPRESSIONS ONLY. PLATE DESTROYED." Below the plane are four squares for stamps. In the first is an Australian 1934 Centenary 2d stamp, cancelled at Brisbane, Queensland, Oct. - - 1934. In the second is a Fiji 3d blue, cancelled at Suva, Fiji, in the third square is a U.S. 6c Parks, cancelled at Honolulu, and the fourth place is blank, the Aus-

tralian printer evidently having not realized that Honolulu is U. S. Territory. Dates and time on the cancel of the stamps were indistinct. Below the stamps the envelopes are addressed in script to "Capt. P. G. Taylor, Belle Vue Hotel, George St., Brisbane." To the right of the address, in lower right corner, is a square about 4x4, showing a route map of the course, with pilot and navigator's photos inserted. Covers are backstamped at Los Angeles, Calif., Nov. 5, 5:30 P.M., 1934, which was Monday, the day after arrival of the fliers at Municipal Airport, Los Angeles.

The second type is a smaller cover, 3 1/2 x 5 3/4 in size, blue-gray paper, franked with similar stamps, the Australian being cancelled at Mascot, N.S.W., the Fiji and Honolulu cancellations being the same as on type one, with the same back-stamp.

We understand that at present nothing definite has been done as to disposal or distribution of these covers, of which 51 of the small type are reported as the only items available, but they will undoubtedly find their way on the market in the near future. Unfortunately, Capt. P. G. Taylor departed for Europe immediately after arrival here, and before his autograph was applied to the covers. The editor has been endeavoring to get the above information on these covers since Nov. 8, when he was first consulted as to their disposal, but various things have conspired to keep this item of interest from collectors until Nov. 28, and any further information available may be found in the aero journals, before or after this edition is available. Kingsford Smith is to return to Australia via the S.S. Mariposa in early December, leaving his plane here.

SAINT PETERSBURG, FLA. Due to the courtesy of A. N. Brown, of the W.C.A.M. Society, a very nice cover comes from the East. A small box cachet encloses "Good-year Blimp Reliance-Akron, Ohio to Miami, Fla.-Miami to St. Petersburg, Fla., November, 1934" Rubber stamped "RELIANCE" and autographed by Capt. S. H. Sheppard. Cancelled at St. Petersburg, Dec. 4, 4:30 P.M., Fla., 1934. We have no information as to how many of these were carried, but the W.C.A.M.S. sure comes through with a nice surprise from time to time. Many thanks, A.N.B., and thanks also to other co-operators, including J. F. Ulman, Hervey W. Reese, J. W. Hulff, C. A. Hunter, M. S. Petty, H. E. Richmond, W. T. Wynn and others.

OXNARD. Chamber of Commerce reports their airport will not be ready this year, but will probably dedicate in early 1935.

ALLEN FIELD. This airport is being developed, but a report from Harry Sweet says it is a long way from ready. Scheduled for Dec. 22 completion, he says after a visit there, it looks like a couple of months before it will be ready. H. E. Richmond is also co-operating on this field.



American Air Mail Society

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Published monthly and sent to all members in good standing.

The Treasurer's Report

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1594 Levin, Martin, 39 Ch. di la Croix, Ottignier (Raubaut) Belgium.
1595 Pensard, Martin, 75 Overlook Ter., Bloomfield, N. J.
1596 Betts, Edward J., P.O. Box 153, Elsie, Mich.
1597 Chambers, C. Spencer, 130 W. Genesee St., Syracuse, N. Y.
1598 Parker, W. Amory, Jr., 23 No. Main St., North Easton, Mass.
1599 Danzinger, Johann R. F., 801 E. Jefferson St., Joliet, Ill.
1600 Randall, D. C., Albion, Penna.
1601 Smith, Donald L., 15449 Dexter Blvd., Detroit, Mich.
1602 Roberts, Gardner B., 1090 Beacon St., Brookline, Mass.
1603 McCamley, Myron F., 5526 N. Delaware Ave., Portland, Oregon.

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 January 15th, 1935.

- Rahrs, Emil J., Pease Road, Spencerport, New York. Age 38, Chemist. Air Mail stamps and covers. By Walt Conrath.
Rodvien, Sam. 71 Wadsworth Ter., New York, N. Y. Age 38, Importer. Air Mail stamps. By G. W. Angers.
Stephens, James E., Box 608, Forest, Ontario, Canada. Age 38, Teacher. Air Mail stamps, first flight and FAM covers. By W. J. Conrath.
Conlin, Frank A., Box 585, Saranac Lake, N. Y. Age 35, Credit Manager. Air Mail stamps and covers. By Walt Conrath.
Copp, Rex O., 1933 N. 14th St., Kansas City, Kansas. Age 31, Postoffice employee. First flight and airport dedication covers. By Geo. W. Angers.
Pistorio, Miss Irene M., 2442-20th St., N.W., Washington, D. C. Age, legal. Scientific illustrator. Air mail stamps and covers. By Alice B. Cilley.
Evans, Chas. K., 451 Arlington St., Tamaqua, Pa. Age 30. Air stamps and covers. By W. J. Conrath.

REINSTATED

- 325 Stoutzenberg, J. W., 7371 Maple Ave., Maplewood, Mo.
1241 Wulff, Carl, Sr., 35 Robson Ave., Fort Thomas, Ky.

RESIGNATIONS

- 202 Welch, Stephen A., 253 Washington St., Providence, R. I.
322 Earle, Everett, 2303 Bush Street, San Francisco, Calif.
358 Tucker, David J., 114 Riverway, Apt. 20, Boston, Mass.
1351 Fawkes, George, 567 West 18th Ave., Vancouver, B. C.

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EXCHANGE DEPARTMENT

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

WANTED—FIRST FLIGHT COVERS TO and from Century of Progress and Airport, September 20th. Lester Mathews, Mount Kisco, N. Y. 1t

WILL EXCHANGE 1 BYRD IMPERF. first day cover for every 5 diff. Bicent. or Commem. precans. sent me. Daniel Newman, 1171 Walton Ave., Bronx, N. Y. 1t

WANTED—F.D.C. U.S. POSTAGE ON specially printed covers in exchange for C.A.M. and dedications prior to Sept. 1930. J. C. Sidenius, East Rutherford, N.J. 57-2

1491 Catlin, H. Jr., 858 North Mentor Ave., Pasadena, Calif.
1537 Beazell, R. C., Box 653, Cincinnati, Ohio.

ADDRESS CHANGE — New Address shown below:

118 Lee, Ernest, 4960 Nanagansett St., Ocean Beach, Calif.
123 Markee, Frederick D., 26B Shepard Street, Cambridge, Mass.
347 Grant, F. W., 3558 Brainbridge Ave., Cleveland, Ohio.
503 Sebring, Louis B. Jr., 104 Martense Street, Brooklyn, N. Y.
576 Hudson, Paul R., 387 E. 149th Street, Cleveland, Ohio.
586 Lindenberg, Miss Jenny, 1836 Phelps Place, N.W., Washington, D.C.

WILL YOU DO YOUR BIT?

The New Year finds many of our members on the delinquent list. It is the ambition of your new officers to increase our membership during the coming months by reinstating old members and recruiting new ones. Everyone can help by checking over his membership card and note the date your membership is due. Those who have definitely given up collecting and are no longer interested in our Society are requested to file a formal resignation with the Treasurer which will permit our records to remain clear. Your Treasurer will be pleased to co-operate with any member not able to pay dues and asks that you write him for special arrangements.

We can all help to increase our ranks by talking A.A.M.S. to our collector friends, recommending membership to friends with whom we correspond and always bearing in mind that the next fellow will derive the many fine benefits of the A.A.M.S. the same as yourself.

With all good wishes for the coming year.

Fraternally,

FRANK A. COSTANZO, Treasurer.

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