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1958

PAGE 97
"New Look" For Paraguay's Postal Services

By GULLIVER
(Courtesy of Unesco)

The Republic of Paraguay in central South America is a small country by Western Hemisphere standards. With a land surface about equal to that of the United Kingdom, it is only a quarter of the size of Venezuela and less than one-thirtieth of that of Brazil. But by its unique geographical position in the heart of the continent, squeezed in between Argentina, Bolivia and Brazil, Paraguay is destined to play a key part in the Latin American airline system and, consequently, in its postal services as well.

The Paraguayan authorities realized this back in 1953 when they decided to reorganize the country's postal services. At that time more than 5,000 bags of old parcel post were stacked in the mail warehouses, and the Paraguayan Treasury was losing huge sums of money because the tariffs had been established without sufficient planning. The airmail services were another source of wastage of Government money, complaints were numerous and delays had become a routine. The rules for despatches, certified correspondence and control of parcel posts were still those of the Argentine Postal Code of 1890, though that country had long since ceased to apply them.

These were the reasons which caused the Paraguayan Government to set up a reorganizing committee and request aid from the UN Technical Assistance Administration in giving a "New Look" to the country's postal services. And that was how Dr. Roberto Arciniegas, a Colombian specialist, arrived in Asuncion, capital of Paraguay.

Dr. Arciniegas is a man of endless patience with long years of experience behind him in directing his country's postal and telecommunication services. He was not discouraged by the Herculean tasks facing him, and quickly started tackling the 5,000 bags of backlog.

One of the first problems he tried to solve was the rationalization of the postal tariffs in relation to the routes and prevailing obligations within the Universal Postal Union conventions. A thorough study of each recommended route for correspondence was the next item on his agenda.

Only a few airlines touching down in Asuncion carried correspondence at that time. Now all of them do, for the Government is particularly concerned with the significance of Paraguay in the future development of air routes in South America. Paraguayan airports are bound to play an increasingly important part with the development of the rich inland area of Brazil and the construction of Brasilia, the new capital of that country whose inauguration has been announced for 1958.

Another important item on Dr. Arciniegas' agenda was the training of personnel. "In service" training was started almost from the first day of his arrival; but there has also been training abroad. The Postal School, set up in 1956, is directed by Senor D. Bareto, who has studied postal administration in Colombia on a U. N. Technical Assistance fellowship.

Today Dr. Arciniegas has almost completed his task. The reorganization of the postal service, now on its last lap, is confined to internal questions. The draft Postal Code is expected to be completed any day now, and a postal map of Paraguay with indications of all the country's post-offices and recommended routes is being prepared with the assistance of a Unesco expert, Dr. F. Sevillano. Plans have been drawn up for the use of national airlines for mail delivery within the country. And a new salary scale has been prepared, which provides for more efficiency,
better working conditions, and faster promotion prospects within the postal services.

Today, an airmail letter arriving in Asuncion is delivered in its Post Office box in the Central Postal Building two hours after the plane has landed. There is no longer any backlog in parcel posts, and for more than a year now there have been no complaints about air shipments sent abroad. Accounting books are kept up-to-date, and courteous attention is given to the public from 7 a.m. through to 8 p.m. on working days, and up to 11 a.m. on holidays. There is satisfaction on both sides of the counter and, in many ways, the postal services of Paraguay are now rated among the best in South America.

A Note for Canadian Aero Philately

by Narcisse A. Pelletier

Canadian cover #83 — Cryderman to Sioux Lookout. Information for this cover was found in an article of 1931 by W. R. Paton, co-author in the Canadian section of the American Airmail Catalogue.

From his notes we find that the Cryderman mine manager had requested Patricia Airways and Exploration Limited to fly mail to their property. This was necessary because the 20 mile over-water trips by motor boat were irregular. Authorization was made by the airline and permission was granted by the Government to carry mail to this mine. On August 17th, 1926, Capt. F. J. Stevenson and two passengers flew to the mine with a supply of the Company’s air stamps. The mine manager, a stamp collector, realized that this outgoing mail would be a first flight, collected the mail from his mine personnel and added 12 letters to his wife, a total of 36 covers. A request was then made to Stevenson, always co-operative with stamp collectors, to autograph the letters, proving that they had been carried by him from Cryderman. “Steve” took this mail into the mine office and using red ink, wrote the following on the upper left hand corner of each envelope: “First Air Mail from Cryderman Mine to Sioux Lookout, F. J. Stevenson, Pilot.” On the same afternoon at Sioux Lookout the letters were rubber stamped on both face and back by the Company agent preceding delivery to the post office.

Stevenson was well known as an air mail and bush pilot. He died from a flying accident at Le Pas on the following year, and became the first Canadian recipient of the Harmon Trophy awarded posthumously in 1927. A native of Winnipeg, the Stevenson Air Field has been named in his honor.
This business of editing the Airpost Journal is no picnic. And by no stretch of the imagination can the editor reach into a pile of articles and come up with a varied assortment, and still have enough left over for the next couple of issues. It’s always just about touch-and-go to have enough interesting material to fill the printer’s dummy. After all we do use discretion and do not always print everything submitted to us, for one reason or another.

Before we “demanded” this editor-ship, we talked to many people and asked their cooperation in various ways, primarily requesting them to contribute articles about their special interests, which we knew would be newsworthy if put into the Journal. Almost everyone assured us that they would cooperate. Some few people have responded nobly, but most of them are too doggoned lazy to keep their promises. And it is to you slackers that we point this message: Your editor isn’t supposed to write the Journal — and if you want to stimulate interest in your special field, you’ve got to get with it, as the saying goes. Recall those promises you made to us — and now keep them! ’Nuf said here.

We have been fortunate to have attracted several new writers, whose efforts are appreciated by our readers. Look at the mail Julius Weiss gets since his sage utterings first appeared only a few short months ago. Enjoy the breezy style of Frank Blumenthal’s F.A.M. column, and the worthwhile notes of John Watson and Jim Langabeer from Down Under. Pelletier’s Canadian Notes are most interesting. Ed Richardson began a series on Canadian semi-officials; we hope he comes through with more. Propaganda leaflets got a shot in the arm through the writeup of our friend, Auckland, in England. Harry Gordon feeds us jet flight articles of uncommon interest. And now Sanabria gives us a monthly new issue column.

These are all new names. Look at the masthead for some of the faithful old timers — still writing after years and years. It’s in their blood. Once you author something that gets into print, the bug gets you and you keep on turning it out.

And that’s why we wrote this column. Let the epidemic of aerophilatelis bite some of you “promise-breakers” — we need you — and badly. Please!

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WHEN ONLY THE BEST WILL DO

THE AIRPOST JOURNAL
TRIP THROUGH A COMET
By Harry A. Gordon

In the gold-tooled register of the 216 Squadron, Royal Air Force, among the many famous people who have flown on board XK 670, from Her Majesty, the Queen, and Prince Philip, down to such "lesser" lights as the Chief Air Marshal of the RAF, and the Chiefs of the Air Forces of many lands, now appears the writer's name and that of The American Air Mail Society; as of Oct. 13, 1957.

XK 670 flew to Moscow, to Yugoslavia and was the Royal Flight to Scotland. This new name to the register was added as a result of its flight to New York city and stay at Floyd Bennett Field or N.A.S. New York for 28 hours. A phone call invitation to visit this Comet 2 came late the night of the plane's arrival on the 12th. We stayed up until midnight to make up special covers for the flight back home; up at 6 A.M. to make the long trek to the field. Arriving about 90 minutes in advance of the E.T.A. there was a search by the Navy and then by the Air Police and by the Security until the RAF chaps were found. At long last up into and through the beautiful sleek white Comet with coloring only in the insignia markings. Many USAF pilots examined the ship outside and inside and it's due only to the Air Police that this ship left with all its parts intact! You know how we love souvenirs.

While Cougar jets were flying 'all about us and C-119 Packets were taking off in teams, we went through this ship to find its accommodations superb. Such comfort in seats is a far cry from the bucket seats of World War II transport planes. Its speed is over 500 miles per hour at over 40,000 feet in pressurized cabins.

Dr. Max Kronstein joined the party with his family and we again went through the Comet with the doctor taking many pictures. It was a rare treat and great pleasure not only to go through such a splended jet air liner but to finally meet our friend and his equally cordial fellow officers. This was a never-to-be-forgotten occasion.

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All the popular specialties such as first day covers, plate blocks, and mint sheets are completely covered. One of the valuable extra features is the complete U. S. Stamp Identifier section, showing how to distinguish between rare and common look-alike stamps. It is indeed well worth the 25c charge. Order directly from the publisher as noted above.

JANUARY, 1958
Airs of the Month
Described and Illustrated through courtesy of Nicolas Sanabria Co., Inc.
521 Fifth Avenue, New York 17, N. Y.

ARGENTINE
1 Peso blue, issued Nov. 6 to publicize "Letter Week" shows three stylized birds. (No. 82).

BRAZIL

COLOMBIA
Centenary of St. Vincent de Paul Society is remembered by 5c red brown, showing St. Paul surrounded by children. Issued Nov. 18. (No. 349)

CUBA
Set of two (12c & 30c) commemorates centenary of Normal School. Released Nov. 19. (No. 196-197)

CZECHOSLOVAKIA
75h publicizes special flights to Paris & Moscow; 2.35K, to Near East. Stamps are large in format and show transport planes. (Nos. 48-49)

DOMINICAN REPUBLIC
Second basic Sport stamps and sheets were released with appropriate surcharge honoring Lord Baden-Powell, founder of Boy Scouts. (Nos. 128-130 & 131-134)

ECUADOR
Colorful set of three show coats of arms of cantons in the province of Carchi. Released Nov. 16. (No. 396-398)

GUATEMALA
Four stamps were issued on October 29, each with surtax of 1Q (equals US $1) in aid of highway to Esquipulas. The famous Sanctuary of this town is shown on first two values; the second also has a crucifix.
Third value portrays “Ecce Hommo” and last the Archbishop of Guatemala. (Nos. 248-251)

iran
Two stamps of same design were released on Oct. 24 in honor of U.N. DAY Values 10R & 20R. (No. 83-84)

ireland
Father Luke Wadding is portrayed on 1/3 air rate adhesive issued Nov. 25. (No. 9)

laos

liberia
Antoinette Tubman Child Welfare Foundation is publicized by 15c and 35c adhesives, also souvenir sheet with one subject of 70c. Issued Nov. 25. (Nos. 166-7 & 168)

mexico
50th anniversary of Jesus Garcia, hero of Nacoza, a railway engineer who died saving the town by riding away with a convoy full of explosives that might have blown it to pieces. Released Oct. 7. (No. 298)

panama
An odd set of eight 10c values and a 1B portrays buildings. Locally lithographed and rather dull looking. (Nos. 210-218)

syria

(Continued on Page 120)

JANUARY, 1958

THE "OLD BUS" GETS A NEW HOME
By John Watson

The money required to build a permanent “Home” for Sir Charles Kingsford Smith’s “Old Bus” has been fully subscribed, yes, over-subscribed. The fund opened on Sept. 16 last and closed on Nov. 1. Atlantic Union Oil Co. and Fokker gave 5,000 pounds each, and a tremendous amount came from school children. The “Old Bus” was brought from Sydney to Brisbane by R.A.A.F. semi-trailers, over the New England Highway; official stops were made at 37 cities and towns, but there also were many unofficial stops on the road to allow school children to see the aircraft. The kids really lapped it up as they were seeing for the first time the aircraft that really made history long before they were born.

This morning we went along to Centenary Park, in the heart of Brisbane, to see the “Old Bus”, on display there for the past fortnight. Two pretty hostesses from T.A.A. and Q. A.L. were selling entrance tickets, and we strolled in to see an aircraft that we had not been in since 1934. Yes, it brought back many memories of other days: Smitty in the port side seat, Charlie Ulm or P. G. Taylor or Harry Davis in the starboard seat, looking at the old Wright Whirlwind J5 “donks”. One visualized first “Doc” Maidment and later Affleck, Tommy Pethybridge and others working on them. The original props are gone, the compass is a substitute; we think that Ernie Crome has the original. Smithy gave it to him. According to the papers, she will be set up in her permanent home at Eagle Farm next June 9.
NEWS —

Although we have no route changes or extensions to report, progress is being made in several cases before the CAB. In the Dallas to West Coast Case, NATIONAL AIRLINES, INC., is receiving strong support for an extension of service from Dallas and Fort Worth to Los Angeles, Calif., via Lubbock, Texas, Albuquerque, El Paso and Phoenix. Progress is also being made in the Southeastern Area Local Service Case with TRANSTEXAS being a strong contender. This involves proposed service to numerous cities in Louisiana, Mississippi, Tennessee, Alabama and Georgia, which due to the scope of the area involved will probably result in two or more carriers participating. The Great Lakes Service Case is also being processed with the St. Louis to Florida Case. It is hoped that we will have some decisions shortly.

CHRONICLE —

AM ROUTE #81 — ADDITION OF GUymON, OKLA.: On this route flown by Central Airlines, Inc., Guymon was given its first Air Mail Service on June 17, 1957; being served by both Segments #8 and #9.

Segment #8: The inaugural Eastbound flight was made via Trip #61 flown by Capt. Billy Kopp, Jr., and handled 3572 pcs of philatelic mail postmarked 7 AM. When addressed to some point on this route this mail was backstamped at Little Rock, Arkansas at 4 PM, same date. The inaugural Westbound flight was made via Trip #68 flown by Capt. Delbert E. Booth and handled only 262 pcs of philatelic mail postmarked at 9 PM and backstamped at Amarillo, Texas at 12:30 AM, June 18th.

Segment #9: The inaugural Northbound flight was Trip #90 flown by Capt. J. W. Wright with 102 pcs of philatelic mail postmarked at 10 AM, backstamped at Denver, Colorado at 12:30 PM, same date; while the inaugural Southbound flight was Trip #95 flown by K. C. Vradenburg who handled 121 pcs of philatelic mail postmarked at 9 PM, backstamped at Oklahoma City at 7:30 AM on June 18th. Although properly flown on the First Flight from Guymon, this trip was forced to cancel at Wichita, Kansas because of unfavorable weather, resulting in mail being sent forward via train from Wichita, accounting for late backstamp at Oklahoma City.

First Flight mail from Guymon bore an official black cachet showing a caricature of an early Westerner attired in typical attire.

AM ROUTE #91 — ADDITION OF HARRISON, ARK.: On completion of suitable landing facilities, Harrison was added to Central Airlines’ St. Louis Segment on June 29, 1957.

A heavy mailing of 4880 pcs of mail of which 4240 pcs were philatelic mail was dispatched on the inaugural Southbound flight, Trip #71 on June 29th, in charge of E. C. Spinks. Mail was backstamped at AMF Ft. Worth at 5 PM. Capt. C. Smith made the inaugural Northbound flight from Harrison via Trip #74 handling 422 pcs of mail of

THE AIRPOST JOURNAL
which 240 pcs were philatelic mail; backstamped at St. Louis, Missouri at 10:30 PM.

An official magenta cachet used at Harrison shows a plane flying over mountains with Harrison indicated on a map of a portion of Arkansas and bordering states.

AM ROUTE #88 — ADDITION OF PORTSMOUTH, OHIO: Served on flights operating between Cincinnati and Columbus, Ohio, this city was added to AM Route #88 flown by Lake Central Airlines, Inc., on July 1, 1957.

The inaugural Westbound flight to Cincinnati was Trip #632 flown by John W. Horn with 3158 pcs of philatelic mail cancelled at 7 AM. Eugene M. Leazenby was in charge of the inaugural Northbound flight #263 to Columbus; 287 pcs of philatelic mail were cancelled at 10 AM. Official blue cachet showing a river steamboat with appropriate wording was applied.

AM ROUTE #94 — ADDITION OF OGDENSBURG, N. Y.: Through an extension of this route from UTICA-Rome, N. Y., flown by Mohawk Airlines on July 2, 1957, Ogdensburg was added. Being served by flights terminating at Ogdensburg, service at present is in one direction only.

The inaugural flight from Ogdensburg was made via Trip #74 flown by Capt. R. W. Dennis. There were 2007 pcs of philatelic mail backstamped at Elmira, N. Y., at 4 PM, July 2nd. This carried an official magenta cachet with Ogdensburg on a map of New York and adjacent water scene showing a lighthouse and sailing ship.

The service to Ogdensburg, being an extension from Utica-Rome, was made via Trip #73, also flown by Capt. Dennis. It involved a very small dispatch from these two cities. Mail from both points was cancelled at 10 AM and backstamped at Ogdensburg at 12:30 PM, July 2nd, at which point the Ogdensburg cachet was applied.

JANUARY, 1958

AM ROUTE #105 — ADDITION OF APPLE VALLEY, CALIF.: Extending service to Apple Valley by flights operating between Los Angeles and Las Vegas, Nevada via a new segment designated as #4, Bonanza Airlines, Inc., inaugurated service July 2, 1957.

Capt. Andrew R. Peterson was in charge of inaugural Westbound flight Trip #57, handling 5108 pcs of mail postmarked 7 AM and backstamped Los Angeles AMF at 9 AM. He also made the inaugural Eastbound flight via Trip #52, handling 2235 pcs of mail postmarked 10 AM and backstamped 1:30 PM at Las Vegas. The official cachet for the First Flight mail was in green in the form of a rectangle showing a mountain range with inscription identifying AM Route #105.

JOHN WATSON REPORTS FROM AUSTRALIA

CANBERRA, A.C.T.. Thursday. (Nov. 7.—Issue of the new 2/ 'Round the World' commemorative postage stamp has been postponed. The stamp was to have been issued on November 20, but the inaugural flight by Qantas Empire Airways is now to take place early in 1958.

The Postmaster-General, Mr. C. W. Davidson, said that the date of issue would be announced as soon as the exact date of the flight was known. The stamp would be issued about 10 days before the flight in ample time for philatelic mail to be despatched."

A South African Airways DC7B airliner arrived in Sydney on Nov. 8th on a goodwill flight, and the first regular S.A.A. Service between Johannesburg and Perth departed South Africa on November 25th, and return from Perth on November 27th. S.A.A. will operate a fortnightly service with DC7B Airliners. These, with the regular Qantas flights already operating, have increased the air services between Australia and South Africa to four every month. The route will be South Africa, Mauritius, Cocos Island, and Perth.
Admiral Jesse G. Johnson, past president of the A.A.M.S. has told us the following story related to him by Roy North, postmaster of Washington, D. C.

"In 1933 the Post Office Department had agreed with the German Postal Administration to issue a stamp commemorating the visit of the Zeppelin from the hangar at Friedrichshafen, Germany to the Century of Progress in Chicago.

"As I recall, three models were prepared by the Bureau of Engraving and Printing for an opinion as to the most appropriate design by President Franklin D. Roosevelt. I had the task of carrying them to the White House. After a few minutes, I was ushered into the President's office by Secretary Marvin McIntyre.

"The President looked over the models and after a very few moments asked me who wanted this stamp issued. I replied that Second Assistant Postmaster General W. W. Howes was responsible for the proposed issuance. The President then asked me if we hadn't issued three Zeppelin stamps in 1930 and 1931, and I replied in the affirmative, of course. He looked around the room as if in deep thought and said, "This Zeppelin is just toddling back and forth across the ocean, I don't see why a stamp should be issued again for it."

"At about that time, Dean Atchison then Assistant Secretary of the Treasury, had come into the office for a conference. The President looked up and said, "I don't think we should issue this stamp, do you, Dean?" Mr. Atchison seemed to nod his head in agreement. McIntyre had come into the office also about that time and the President turned to him and said, "Get Bill Howes on the telephone." I explained that Mr. Howes was then on a short visit to his home in South Dakota. The President then said, "Well, I will take the authority to turn this down."

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How Rare Is the U.S. No. C-16 First Day Cover?

By L. B. Gatchell

There is a story going around about there being but 47 covers extant on the first day of the 5¢ rotary press air mail stamp of 1931 (Scott's C16), but this does not represent the true facts.

The late C. E. Nickles sent these covers to many, if not all, the people on his list. Nickles had both a first day cover list and an "air mail" list, and this item would have to go to both lists. As the interest in air mail stamps and covers was at fever heat at this time, a large number of collectors were interested in all items of this kind; Nickles was reputed to have had at least 2,000 names on his list.

Upon reading the several articles that have appeared about this first day cover, we went to our collection and found a cover in the handwriting of the late Maurice S. Petty of Washington, D. C., which he had sent us at the time. As Maurice had a host of friends in the American Air Mail Society, we feel certain that many others received covers from him at that time.

The late Albert E. Gorham was also running a first day service and we feel sure that "Uncle Billy" — William M. Stuart, the veteran newspaper writer of Washington and a daily visitor to the Post Office Department, must have known of this release and provided covers for many of his friends. We feel certain that if we can ever get time to search out duplicates we can find several of these same covers; hence, the quantities available must be in the thousands rather than less than a hundred as stated in some articles.

Incidentally, the Supplement to the American Air Mail Catalogue soon to be published will list this cover at $20 rather than the $40 being quoted by some other publications.

It is really too bad that all of those who could give us a definite answer about their activities in connection with this particular cover seem to have gone to their eternal reward.

Our Sales Manager Says:

By Herman Kleinert
213 Virginia Ave.
FULLERTON, PENNA.

Your sales department is receiving daily new shipments of air mail stamps and if you are not on our circuit lists, you are probably missing out on some nice items.

It has become apparent that at least two types of circuits are required to fill the needs of our members.

The first type, in use for some time, consists of large selections of stamps valued at about $200.00 sent to six or seven members to make a circuit and finally returned to the sales manager by the last person on the circuit list. This type of circuit is required for the collector whose collection is more than 50% complete. If you are in this category and are not on our lists, send in your sales department application. You will be pleased with what you receive on approval.

Now, we would like to address those collectors who are just beginning or whose collections are not large. If your collection is small, we have a service directly from the sales manager, consisting of a small selection of air mail stamps usually consisting of one or two sales department books. These books contain medium priced stamps designed especially for your type of collecting. An invitation is issued to all new members of the society to send in their application now; just tell us how complete your collection is and we'll do the rest. If you want a selection periodically, just tell us so. Write to Herman Kleinert, 213 Virginia Ave., Fullerton, Pa.
The 18th Pro Juventute Balloon Flight took place on Nov. 9. We have seen these nice multi-colored cards which show three children gazing down from a balloon. The cards were mailed from all countries and then to Austria. The balloon took off from Villach, Austria.

On Oct. 27 a special commemorative flight took place to commemorate "45 Years of Airmail in Germany". The flight went from Dresden to Leipzig. This flight originally was to take place on Sept. 22.

Oct 7 West German Lufthansa First Flight to Copenhagen was made; no special cachet was used. The return flight had a special red cachet reading "Forsteflyving Luftansa Kobenhaven-Tyskland" plus the Lufthansa trade mark. This flight from Copenhagen caught collectors by surprise as no advance notice was given. These will be quite scarce.

Our South American first flight covers via Lufthansa to South America on Aug. 15, 1956 were just returned on Oct. 9 and Oct. 10 (about 15 months after mailing). These are mostly from Sao Paolo and have a green cachet.

Finnair (Finnish Airlines) had a first Helsinki - Copenhagen - Koln - Frankfurt/Main on Oct. 6. German mail from Frankfurt and Koln to Helsinki did not get special cancel. Covers dispatched at Helsinki are cacheted "I Turen / Helsinki - Koeln - Bonn - Frankfurt/Helsinki/Helsingfors 6/10/57 and some bear "Frankfurt (Main)/Flughafen 6/10/57-23," The Frankfurt dispatch has the Finnair B/S on 6/10/57.

Sabena: Oct. 6; FF Salzburg - Munich - Luxembourg - Bruxelles.

Oct. 6, FF Koln - Budapest/Bucharest. Oct. 14, FF Prague-Athens-Cairo. Sabena gave news of these flights too late for most collectors; therefore these items may be small in quantity.

We have received many letters from AAMS members concerning the Swedish airletter sheets from which stamps are torn or cut out to be used by members of the soldiers' family to contact the UNEF in Egypt. See illustration of one of these items.

Our crusade for the use of UN stamps throughout the globe that is, to be used by UN groups throughout the globe, is gaining momentum with favorable replies from Germany, New Zealand, Australia, Britain, with
magazines in England, USA, Mid-East, and Australia, etc., picking up our idea and publishing it. We hope to tell the story of the Mid-East souvenir sheets (Air-mail) which now flood the market at fantastic prices in USA. More about this next time.

Mail from the Swedish - Finish - Swiss Expedition to North-East Land comes through with a purple cancel showing North-East Land and cancelled Longyearbyen (Svalbard). This cachet shows a man plus the words "International Geophysical Year". We understand much of it is flown.

East Germany will soon issue a set of airmails showing modern plane and containing 7 values. The first two values were issued in December; the other values will come early in 1958.

Oct. 7 (West) Germany Lufthansa flew a first to Munchen - Hanover - Hamburg - Copenhagen; the Lufthansa people did not handle this mail as well as previously. In fact, the only cachet is a small 2-line one in red reading "Mit Lufthansa-Erstflug-LH 22 am 7.10, 1957." We hope that in the future they will do a little better for the collector and perhaps keep up with some of the fancy East Germany (LUFTHANSA) items.

We now begin to hear about a new trio on the philatelic scene: Viet-Nam, Laos, and Cambodia. We have not seen many flights from this part of the globe but they certainly will be nice to "fish" for. Their airs are moving up almost daily. In fact, try to obtain all the airs from these countries via the new issue services. The latest in airs from this trio is the second Buddha set which costs about $1.30. We find that this material cannot be obtained via contacts in Cambodia and Laos; however, there are a few collectors in Viet-Nam. Also, Viet-Nam has a philatelic agency which we have contacted but until such time as we get detailed instructions for obtaining this material we will try through Thailand; when we get further data we will publish it here.

France is to issue a high value 1,-000 franc airmail on Jan. 11, which will show the "Lark"-Alouette Helicopter. Price of the FDC will run about $3.25 but will be a nice item. We can now mention that we can obtain FDC from France and French colonies along with the important jet flights and first flights from France. To readers interested in obtaining this material, merely send us a stamped self-addressed envelope.

American Antarctic covers are now coming back. The various stations have various dates. The latest is from Pole Station, Antarctica dated March 1, 1957. Most of our Antarctic covers are sent via airmail (6c rate) to fit into our airpost collection.

One of the hard spots to obtain on cover is Northern Rhodesia. We have just seen some covers posted at Kitwe, marked with a purple plane cachet. These are not first flights. Covers flown from some African countries are indeed hard to obtain.

Many readers write us about obtaining airmail issues from various philatelic agencies direct. One agency that serves us well is the Liberian Philatelic Agency at 220 Broadway, New York. We have bought new issues and souvenir sheets from this agency; they are prompt to reply. The agency sends out listings if requested with Liberian values in dollars and cents face, about the same as USA. This makes ordering simple. When writing an agency, whether philatelic or an airplane, enclose return postage for a reply. Should the agency be in a remote portion of the globe, always enclose an international reply coupon.

We spent an interesting day at the Rubber City Stamp Show, Akron, O. on Nov. 24. Collectors may be interested in hearing what the Rubber City club is doing for a "special project". They want to obtain a stamp for the 100th anniversary of the death of Charles Goodyear, (died July 1, 1860), the developer of the process known as "vulcanization". Of course, this project is interesting to
airmail collectors for Akron was the home of the "Akron" dirigible. To those interested in topicals pertaining to lighter-than-air craft, and labels which the club has promised our readers, merely drop a note to Goodyear Stamp Chairman, Mr. John Stratton, 698 Wall St., Akron 10, O. Please enclose stamped self-addressed envelope for this material.

There has finally been a drop in Israeli and UN prices. The Tabia airs plus other airs are down a bit. However, most of the downward trends in Israel is the tabbed material. UN material now has more sellers in the USA than buyers.

Several collectors have asked about the publication we write for in Britain. If interested in airmail news from Britain and Colonies, send an international reply coupon to Mr. Tom Morgan, Editor, The Philatelic Magazine, 27 Maiden Lane, London WC2, London. Tell him that Julius of Cleveland mentioned his magazine in The Airpost Journal and request a copy.

Some of the Orient Airlines are off with some news soon — more about that next time.

WHO WAS PROFESSOR LOWE?

This name always is mentioned in discussions of early aeronautics in the United States. Thaddeus S. C. Lowe was a real pioneer in ballooning in this country. For the student interested in his activities during the Civil War, we refer you to the "Official Records of the War of the Rebellion of the Union and Confederate Armies", available at many libraries. The data given here were gathered from his biography in "Who's Who In America", 1911 edition.

He was born at Jefferson, N. H. on Aug. 20, 1832. Educated in the common schools, he specialized in chemistry. He married a French woman in New York in 1855. He built balloons as an aid to studying atmospheric phenomena at that period, with governmental aid. He invented various instruments to measure upper air currents, including an altimeter. In 1859 he built the largest aeronaut ever constructed to that time, and flew it 900 miles from Cincinnati to South Carolina in 9 hours on April 20, 1861. During the civil war he became chief of the aeronautical corps, using his balloons for observation with the Army of the Potomac from Bull Run to Gettysburg. He sent the first telegraph message from a balloon to President Lincoln at that time. This is now in the Robert T. Lincoln collection in the Library of Congress. He also invented systems of signalling to commanders of field batteries from high altitudes. The Brazilian government purchased this idea from him after the Civil War. Other inventions by Lowe were a compressed ice machine (1865), regenerative metallurgical furnaces (1869), meter-gas apparatus (1873). In 1897 he invented a coke oven system to produce "Lowe Anthracite". In 1891 he built the Mt. Lowe Ry. and established the Lowe observatory in the Sierra Madre Mts., in California. He died in January, 1913, aged 80. Who can produce a cover carried on one of his balloons?
The Department Store Of Philately

YOUR CHANCE to obtain the stamps, covers, seals, albums, supplements, catalogs or supplies you need to enjoy your hobby is offered in Harrisburg, Penna. Regardless of where you live, we can ship your needs. We pay all postage on orders of $2.00 or more in U.S.A. (Foreign mailings extra). Prompt service and complete satisfaction is the daily practiced motto! Let us know if we may help you!

COVER ALBUMS

We carry the complete line of Cover Albums and welcome your order for any of those which you may find suited best to your needs. One thing about philately: every taste is different and one man's meat is another man's poison. A great many collectors like the type of albums which Elbe offers and we always carry a full Elbe stock on hand for prompt shipment.

Another style of cover album which has proven very popular is the flip-style which permits instant display of up to 100 covers in crystal-like pockets. No mounting, no pasting, no slotting, no handling: just insert your cover in the pocket! Known as the Allsyte Cover Album (by White Ace) we think you will like this album for your standard size first days or first flights. Price only $8.25 each with a dust case available, to match, at $1.75 extra.

ON APPROVAL?

The stamps, seals and covers in this varied stock of ours can be obtained on approval, by sending your AAMS number. We do not wish to convey the impression that any item you may want may be found here any day you want it! Far from it: the world is too large for anyone to tackle such an order. But, over the years, you are very likely to encounter your needs if you keep your contacts with Long!

Your Complete Satisfaction Always Assured When you Deal with Long!

ELMER R. LONG  112 MARKET ST.  HARRISBURG, PA.

300 AUCTIONS!

Maybe 300 mail auction sales do not sound like much, but for a quarter of a century we have held a mail sale at least once each month. During that time the number of 5c 1847s alone would have made a magnificent collection if all sold to one person and mounted in one collection (which they were not!).

The point is this: a tremendously large variety of fine philatelic material is offered every month and is sold to mail buyers, scattered all over the world.

Whether you are interested in buying or in selling, we will gladly handle your inquiry.

CATALOGUES

Yes, your 1958 Scott Catalogues are all on hand. Whether you want the new U. S. Specialized ($4.00) or the Combined (Whole world $10.00), separate Volumes I (US, BC, SA, CA $5.) or Vol II (Europe, Asia, etc $6.) we can send your order promptly.

We also carry a large line of other books and catalogs including the Minkus line complete (US $3.00 and the Vols. I, II, III combined into 2 volumes $15.90). Send your orders and inquiries today and let Long help you with your collection.
Airport Dedication Covers
By William T. Wynn
13537 Rockdale, Detroit 23, Mich.

Airport dedications have been very active for the past few months and this is the story as we have it as of now. - - - TOLEDO, ORE. held dedication on Sept. 15, but so far no covers are known. - - - A dedication was held at ADDISON, TEXAS on Oct. 18; covers are marked with stamp and inscription by the manager; we expect just a few on this one. - - - Heliport at Pier #4 was dedicated on Oct. 9 at Baltimore, Md. and 52 covers were mailed with a printed cachet. Some of the covers were flown. Again thanks to Paul Bugg for his help. - - - Big Sand Lake airport at PHILPS, WIS. was dedicated on Sept. 22; cachet on 322 covers. - - - Some covers were mailed from Lebanon, Mo. on Aug. 28, but no dedication was held at that time, but will be held later. - - - Covers were mailed from Sandusky, Ohio on Aug. 25, but it was the dedication of a terminal building ONLY. - - - Oct. 12, covers mailed from Pinelas Park, Florida: this may be a dedication. - - - Spencer, Iowa held dedication of municipal airport on Oct. 13 with no data on covers mailed but, it's believed that this event is OK. - - - Pease AFB was dedicated on Sept. 7, and 289 covers were mailed but so far your editor has not seen one. Who can help? - - - It's reported that Sioux City, Ia. held dedication of the National Guard Base on Sept. 22, but so far no cover has been seen nor has it been verified. - - - Barnesville, Minn. did hold the dedication of its municipal airport on Sept. 13. No cachet was used and we expect that VERY few covers were mailed. - - - Blanding, Utah held dedication on Oct. 5 and Oct. 6. The cachet says the 6th (applied by C. of C.) but the only known covers were postmarked the 5th. - - - Lowe Field, Camp Rucker, located near Hartford, Ala. was dedicated on Sept. 6, BUT so far no covers are known. - - - OZONA, TEXAS held dedication of its airport during the Texas Air Tour; the date is not known and so far no covers have appeared.

FIRST LETTER BY VERTIJET

Past president Admiral Jesse G. Johnson sends us a cover from what is believed to be the first air mail carried by a vertijet. The flight took place on July 30, 1957 from a roadway near the Pentagon Building in Washington. The flight was made to Fort Myer to Alexandria, both in Virginia, and then back to the Pentagon. 1,500 covers were carried, mostly for the delegates to the Air Force Association convention.

These covers were cancelled the next day with the first day of issue of the Air Force anniversary postage stamp and it was unfortunate that these could not have been used for this special flight.

This plane, it is interesting to note, was manufactured by the same company that produced the "Spirit of St. Louis" monoplane for Lindbergh.
The American Blimp Celebrates
Its 40th Anniversary

BY MAX KRONSTEIN

In the last few years the American Dirigible, primarily the Blimp, has made great progress again and its long endurance flights in 1957 are well remembered. But little attention has been pointed to the fact that that year is the 40th anniversary of the American Blimp.

In the “Scientific American” of October 6, 1917, it was reported that the U.S. Navy Department had accepted the first of two “huge” Blimp type non-rigid dirigibles built for coast and harbor patrol by an American constructor.

According to Hugh Allen, “The Story of the Non Rigid Airship” (Akron, 1943) the U.S. Navy made its first contracts for a total of 16 blimps in February 1917, nine of them to be built by Goodyear — as the “Scientific American” reported, by “a well-known concern of Akron, Ohio”.

This contemporary magazine gives interesting details to the history of the first blimps. The Allen book had reported that the first ships had to be erected in Chicago, since the airship dock at Wingfoot Lake was not ready. Afterwards they had to be delivered to Akron. Allen names the constructors of the first blimps the engineers and balloonists, R. H. Upson and R. A. D. Preston.

Early magazine reports indicate that they had the expert cooperation of a French aeronaut, Henri Julliot, who had designed many British and French lighter than air aircraft for coast and harbor patrols in this period of development. Julliot arrived in the United States with his own staff as a nucleus, including six girls with a special training in balloon manufacture; within four months the first Blimp was completed and passed its acceptance test, an eight hour flight over one of the largest cities in the U.S.A.

In an article in the same magazine, Julliot pointed out that these first American Navy Blimp type airships were built during the same period of the war. He said the German Zeppelins had not proven a great success, because they were primarily a weapon of attack and too vulnerable. The new blimps were primarily scout cruisers over harbor and coast lines and had distinct advantages over airplanes or seaplanes. “Its pilot is the complete master of its speed and direction. He can remain stationary for hours at a time in still air and he can attain a speed of 45 miles an hour under the same conditions. When the wind blows the big bag becomes part of it, and moves at the same speed. If the pilot wishes to change his course from that of the wind, he opens the gas cocks and seeks a lower stratum of air or throws out sand or water ballast until he rises to a higher stratum, where he can again pursue his course at will with his powerful eight cylinder power plant. You cannot do this with an aeroplane; you are either rising or falling, and at the same time maintaining a high speed.

“The dirigible is no car for a student. For instance, you might be flying serenely along in the sun and suddenly the sun slips behind a cloud. You find yourself falling rapidly. The cooler air has caused the gas in the envelope to contract. Then again, in experiments I have found that in the sun-lighted air you can cause the dirigible to drop suddenly by simply placing a leaf on the top of it. Then still, at night, when the air is cool, the ascent or descent of the balloon can be controlled by the direction of a powerful searchlight upon the bag”.

These descriptions which the “designer of the United States Navy’s first Blimp type dirigible” — that is
how it was introduced to his readers — gave, make it no surprise when 26 years later Allen calls these first ships small, slow, lacking range and having many shortcomings.

But they started to rapidly develop training personnel and collect experience. It was a year later when the new C type ships were built; these could make 60 miles an hour and were faster than all airships except the Zeppelin. After the first world war came a period of rigid airship construction in the USA, during which the development of the blimp continued. Men like Captain C. E. Rosendahl and the constructor, Karl Arnstein, continued to keep the progress alive. The second world war saw the blimp as one of America’s most successful weapons over the ocean.

And now — 40 years after the first American blimp — this blimp has survived all other dirigibles over the world.

It is more than a coincidence that just this year an American blimp has become Germany’s first Post War civilian airship, the “Underberg Luftschiff D-LAVO”. It is stationed at Stuttgart-Echterdingen, the same town that figured in the history of the earliest Zeppelins earlier in the century.

A few months ago blimp participated in an Austrian sport event and made flights between Vienna and Krems (June 29, 1957), Vienna and Linz (June 30, 1957), Vienna and Feldkirchen-Graz (July 4, 1957) and was on “Steiermark-Circuit” (July 5, 1957), carrying collectors mail (640 pieces, 528 pieces, 981 pieces, 1532 pieces respectively). Special cachets were used for each flight.

So the American blimp is very much alive at this 40th Anniversary and is still an important part of American Aeronautics.

CORRECTION, S’IL VOUS PLAIT!

In the October, 1957 issue of the APJ, mention was made that the correct first day of issue for Lithuanian air mails, Scott #1-4, Sanabria #1-4, might well be September 20, 1921 instead of the recorded October 5, 1921 date.

When the Airpost Journal was opened in the shadow of the Eiffel Tower by AAMS member Frank Muller of Paris, France he was quick to set the record straight by referring to his own excellent catalog, “Catalog of the Air Letters of the Entire World”, Paris, 1950 which lists these air mail stamps, #1-4, as being flown on August 2, 1921 from Kaunas to Memel, Riga, and Tallinn.

Mr. Muller’s catalog of flown covers of the world is the most complete and interesting listing of special and first flight covers of the ENTIRE WORLD that we have ever seen and we are happy to correct our original findings on this first issue of Lithuanian airs. The Muller catalog can be obtained from AAMS member Earl Wellman of Brookfield, Ill.
"ADAM" DID IT 23 YEARS AGO

Under this heading the Texas newspaper "Valley Evening Monitor" on Nov. 13, 1957 brings up the fact that the dog in Sputnik is an old idea for rocket historians. Our own A.A.M.S. honorary member, Stephen H. Smith, carried in his postal rocket No. 65 besides 189 rocketgrams, a live cock and a live hen, on June 29, 1935. He was very much aware that this was the "World's First Rocket Livestock Despatch", as he called it in a letter to the writer at that time. He reported also in the catalogue that Adam, the cock, and Eve, the hen, were uninjured, but rather restive perhaps due to the confined space and any shock they may have experienced either in leaving the rack or alighting on the sand. 18 months later the experimenter had an opportunity to see the birds again and they were still in good health.

The historian in Texas — evidently Mr. O. K. Rumbel, historian of the American Legion Post of McAllen, Texas — pointed out also that our member S. H. Smith carried a snake in a mail rocket, too, on Sept. 22, 1936. At that time the newspaper "Star of India" mentioned it as a stepping stone to future interplanetary travel. The Calcutta paper reported that the snake leapt out of her compartment and sought her freedom right after the end of the trip. The crowd, on seeing the snake leap out, scattered right and left, tumbling all over themselves!

— Max Kronstein

TWA HANDLES AN AWKWARD MATTER IN A FINE MANNER

By Samuel S. Goldsticker, Jr.

On October 2nd, Trans-World Airlines inaugurated non-stop service between New York City (Idlewild Airport) and Rome on FAM-27. As this was merely the first nonstop flight between these two points, and the Post Office had issued an official cachet for the actual first flight 10 years ago, no official cachet was provided. However, TWA did sponsor an unofficial cachet and volunteered to service covers for collectors. Over 8,000 covers were sent to TWA for this flight. Unfortunately after applying the cachet and preparing the covers several hundred covers got misplaced and were not delivered to the Post Office at Idlewild Airport. These covers were discovered by TWA on October 3rd, after the plane had left Idlewild too late to be carried. TWA officials were then in a dilemma... what to do with the covers? After a quick telephone conference with one of the officers of the A.A.M.S. it was decided to return the unmailed covers to the senders and to reimburse the sender for the 15c postage he had paid out. A letter explaining this situation was included, signed by William H. Pluchel, Director of Airmail and Express for TWA, an A.A.M.S. member. This incident cost TWA well over $1,000.00.

We wish to compliment TWA on the fine manner in which they handled this unfortunate situation. TWA has always been very cooperative with cover collectors, and a word of appreciation goes to the company (and particularly Bill Pluchel).

Incidently, the New York-Rome cover mentioned here will NOT be listed in the American Airmail Catalogue as it is merely a nonstop flight and beyond the scope of the Catalogue.

GREECE OPENS AGENCY FOR AEROPHILATELISTS

The General Post Office of Greece has recently established a special philatelic section to provide information on all Greek aerophilatelic activities. All first flights and special flights, new air mail stamps and envelopes, and general collecting information may be had by addressing Direction Generale des Postes, Direction d l'Exploitation Postale, Athens, Greece. Andrias Herghiopeoulo is the Director.
Notes on a Newfoundland Air Mail Envelope

By NARCISSE PELLETIER

AAMS 16A. October 9th, 1930. Second "Columbia" Trans-Atlantic Flight

A total of 332 letters was carried on this flight. 100 were franked with the "Columbia", — a 36 cent caribou stamp of Newfoundland with a 50 cent overprint. A second group used regular postage to the value of 50 cents. The cover illustrated is from a third group showing one of about 20 covers postmarked from Harbour Grace, franked with 4 or 5 cents stamps. Dalwick and Harmer's "Newfoundland Airmails" has this to say: "What appears to be a supplementary mail of covers is franked with either 4 or 5 cents. Why this group, which obviously does not comply with special regulations, was excepted is not clear but the fact remains that these covers were delivered on arrival without any surtax." This cover may give a part answer. It had been addressed by the navigator to a friend in England. The Post Office might not have wished to refuse such a request by the navigator. The pilot's signature in blue ink is also shown.

According to Dr. James J. Matejka, Jr. the diamond shaped marking on the cover designates that this cover was counted. As only a certain number of covers was to be carried from Harbour Grace and the bulk from St. John's, these were counted in order to hold down the weight for the plane. This marking has been seen only on supplementary mail from Harbour Grace.

When the Bellanca monoplane "Columbia", renamed "The Maple Leaf", left Harbour Grace on October 9th, 1930, its pilot, J. Errol Boyd, became the first Canadian pilot to successfully fly the Atlantic to England. His navigator was Lieut. Harry P. Connor, U.S.N. After a flight of 2650 miles and about 24 hours later the aircraft was forced down on a beach some miles from Land's End in Cornwall, at the south west tip of England. After refueling they took off and reached Croydon "Airdrome" at 3:15 p.m. on the following day. (See also A.P.J., September, 1957 issue, page 383 in regard to stamps on this mail.)

THE AIRPOST JOURNAL
Interesting items seen at the recent A.S.D.A. Show in New York: in one of the dealer's frames a reversed die cut of U. S. #LS-1. In another booth we were shown an illustration of the United Nations #LS 2 reversed cut. This variety was unknown until now. Mr. A. Terins mentioned a U. N. sheet that only had the overlay without any additional printing, with stamp, border, etc. missing.

A few dealers had the new Ghana sheet overprinted on Gold Coast #LS 5. (Blue overlay on white paper). This will be listed as #LS 2. This may be the London printing ordered from the Crown Agents earlier this summer. Referred to this item in the November column.

NEW ISSUES

ANGOLA
Two new sheets, the permanent values of 1$00 and 1$50 have recently arrived. The 1800 value is printed in black on yellow and shows the post office building in Mocamedes. The border is made up of overlapping red and green squares. The back has Angola Sisal plants printed in dark brown with space for sender's name and address.

The 1$50 value, printed in black on blue illustrates the C.T.T. Building in Carmona. This sheet also contains a fancy border in red and green. The back has tobacco plants printed entirely in blue with space for return name and address.

AUSTRALIA
John Watson reports that the Postmaster General, Mr. Davidson, has announced a new aerogramme with two sealing flaps. No issue date has been given but it is believed it will be issued early this year.

CAYMAN ISLANDS
In our July column mention was made of a planned issue of aerograms. Now the Crown Agents, in their November Bulletin confirms this report, mentioning that three aerograms have been ordered.

The values are to be — 2½d, 6d, and 9d. bearing reproductions of their current stamps.

ECUADOR
Thanks to Cesar Fuetues of Quito, we have been informed that three aerograms were issued early in November. The values are 60 centavos for inland service, 1.40 Sucre for American countries, and the third sheet, value unknown, for other foreign countries. The printing was done by Harrison and Sons of London, on blue paper watermarked "Imperial Air Mail." A total of 100,000 sheets was printed but we do not know how many of each value.

The printing on the 60 centavos sheet is in dark blue. At the upper left are the words "Correo Aero" on a blue ribbon and underneath "Par Avion / Aerograma" in two lines. The modified Coronation style form has two sealing flaps at the top and right side of the sheet. The mailing instructions are in Spanish on the back.

ETHIOPIA
On October 1st, two new sheets of 30c and 55c denominations were issued. The 30c in violet, illustrates Tessissat - Abai Falls. The sheet is blue and watermarked "Imperial Air Mail" with castle. When folded it...
measures 4 3/4 x 4 inches, with two sealing flaps on the top and right sides. This was printed by Bradbury Wilkinson & Co. of London.

The 55c sheet depicts a plane over Gondar Castle. The stamp is printed in green and yellow with a green overlay on blue paper watermarked "Imperial Air Mail". This sheet measures 5 1/4 x 4 1/4 when folded and has only one sealing flap on top of sheet. Thomas De La Rue did the printing. Both sheets have red, green and yellow parallelograms.

GREAT BRITAIN

The new Parliamentary sheet without the overprint was issued on October 14th. A letter from our friend, R. G. Auckland informs us that deliveries of sheets to the post offices have been delayed due to production difficulties at the printers.

Official information mentions that under no circumstances must post offices sell the "46th Parliamentary Conference" Aerogrammes, but we have seen one postmarked at Birmingham December 10th, officially authorized. This is an unusual precedent!

KOREA

We have been shown by "Lava" an Indian Military Sheet used in Korea. The gray form has all printing in blue. At the upper left in two lines is the following, "FREE ON ACTIVE SERVICE / Postage Free D.G.P.T. Circulars". Underneath in an oblong box are the words "Forces Letter". On the bottom is the usual code found on most Indian Military forms, (IAFF 1083). On the back is the following information, "For a reply use only the authorized address given inside". The cancel was dated 11/25/53.

NIGERIA

The current 1 1/2d sheet has been re-issued with three lines of instructions on the back. The stamp and all printing are done in green ink on gray paper. Minor differences in wording of instructions are noted.

PORTUGUESE COLONIES

Thanks to Carl Goldman of Montreal, information on additional new real for information on additional new surcharge sheets.

MACAO

Sheet #LS 4, approximately 130,000 of the 40 Avos forms have been surcharged down to 26 Avos in black.

ST. THOMAS

Sheet #LS 4 has been surcharged down to 1800 in red. Three lines block out the 2500 value.

There are at least five different surcharged sheets of ANGOLA now known. These were mentioned in the September column.

SOMALILAND

"Lava" has shown us a Somaliland air letter without the impressed stamp.

Sincere thanks to these friends who have helped make this column possible: R. G. Auckland, Cesar Fuentes, Carl Goldman, Lava, P. H. Robbs, R. Singley, A. Tarins, and John Watson.

AIRS OF THE MONTH

(Continued from Page 103)

SYRIA

17 1/2P red and 40P black publicizes Third Congress of Arab Lawyers. (Nos. 385-386). "Letter Week" is honored by a 5P green (No. 387). Children's Day is commemorated by 171/2P blue & 20P brown, and all of same design. (No. 388-389).
QANTAS WORLD FLIGHT

First Flight Covers - Sydney to Sydney, Australia and then on to your address for only $1.00 Each

Owing to the postponement of the First “Around the World” Service until early in 1958, we are now able to supply and service to and for Cover Collectors our well-known high-grade embossed covers for this historic flight. Orders should not be delayed as the flight is likely to be made early in 1958 without allowing us sufficient time to make any further advertising announcement.

ALSO AVAILABLE

In addition to the above you can also receive all future issues of Australia and her Territories and:

Australian Antarctic Territory (Mawson, Davis and Macquarie Island). These covers have the new 2/- stamp on them and are cancelled at the base where mailed with the “official” Penguin pictorial postmark. All these covers are expected back in Australia in February 1958. For $2.00 we will send you a cover from each base plus the Australian FDC of the same stamp. (FOUR covers for $2.00).

40th Anniversary Flight of the First Airmail Within South Australia. (Adelaide to Gawler - 23rd November 1957). Covers are postmarked with special “official” cachet in Adelaide and back-stamped at Gawler, are available at 75 cents each. Covers autographed by the 1917 pilot (Mr. Graham Carey, now 82 years old) who took over the controls on this historic flight) are obtainable at $1.00 each. Miniature sheets of the official vignettes autographed by Mr. Carey and the designer, $1.00 each, or without the signatures at 50 cents each miniature sheet of four triangular vignettes.

Mount Kosciusko, “Roof of Australia” Pictorial postmark. Covers mailed direct to your address - surface mail, 25 cents, or by airmail for 40 cents.

Norfolk Island, “Souvenir Covers”. Mailed direct to your address for 25 cents by surface mail or for 40 cents by airmail

Australian War Memorial, Canberra. Two 5½d. stamps will be issued on 10th February 1958. We have prepared a very attractive embossed cover for these two stamps. FDC will be mailed to members of our cover service for 25 cents.

COVER COLLECTORS

YOU CAN SECURE these and all future issues of Australia and her Territories mailed to you direct by becoming a member of our “Cover Service”. There is no entry or joining fee, all we require is your deposit of not less than TWO DOLLARS to enable us as your “Source of Supply” to service and supply these covers for you. As these funds are used up you are advised on the card stiffener enclosed — the amount of credit funds we hold for you which may be added to or withdrawn at any time. In 1958 many new issues and philatelic events will take place in Australia, so send your deposit now with full particulars of your requirements to:

WESLEY COVER SERVICE

562 - 564 Military Road LARGS NORTH South Australia
A Group of Young-Looking Old-Timers

When the U. S. government cancelled its air mail contracts in August, 1927, many veterans joined the commercial airlines. This photo, from United Air Lines, portrays five members of the Air Mail Pioneers Association.

In the center is Capt. George I. Myers, who retired last year, who had joined the Post Office Air Mail Service in June of 1923. While based as a reserve pilot at North Platte, Nebraska, he flew the Omaha-Cheyenne route in single engine DeHavillands. Later he was transferred to Chicago as a regular pilot on the Chicago-Cleveland route, and was on the first night flight schedule on July 1, 1925.

He joined United as a captain in 1928, and at his retirement, had logged 14,000 hours in the air.

On the extreme left is William B. Meisner, who joined the Post Office Department Air Mail Service in May, 1924, as a mechanic in Omaha. He serves now as a staff superintendent of line maintenance.

The second and fourth men are Raymond W. Gohr, and Fred L. Gau. They both joined the Air Mail Service in 1925 as operations clerks at Maywood, Illinois. Their jobs included sorting and loading mail, gassing and washing planes, and painting and sweeping out hangars. Gohr joined United Air Lines in 1927, and Gau followed a year later; both are presently employed as flight dispatch managers.

The man on the right is Clifford T. Smith, who was a mechanical draftsman at Maywood, Illinois, in 1925. His first duties were to paint air mail insignias on the sides of everything that was paintable. He helps coordinate United's suggestion program.
Those Were the Good Old Days of Aviation

From 1929 to 1932 if you were an avid collector of airmail covers your collection had to include some of the souvenir mail carried on the famous endurance flights of the era. The Souvenir - Historical section of the American Air Mail Catalog lists many such covers carried on flights that made aviation history — the history of reliable aircraft engines and daring pilots. Our picture shows a close-up of the famous Hunter Brothers' flight over Chicago in June of 1930 when they stayed aloft 24 days and nights in a Stinson-Detroiter plane with a 300 hp Wright-Whirlwind engine. The flight started on June 11, 1930 and ended on July 4, 1930. (Catalog listing, SH#628.)

Not to be outdone, two St. Louis aviators, Dale Jackson and Forest O'Brine, flying a Curtiss Robin plane, hovered over St. Louis for 28 days for a new record. Mail carried a cachet depicting the refuelling of the plane in mid-air, (catalog listing SH#631. At the time of the flight in 1930 this cover was catalogued at a cool $100.00. Present day catalog listing is $5.00!

—Robert W. Murch
NEW MEMBERS

4440 Wenk, Dan J., 784 Holly Place, West Covina, Calif.
4441 Clark, W. Brant, 1151 Roycott Way, San Jose 25, Calif.
4442 Slezak, Steve M., Sr., 2423 Blott St., SE., Warren, Ohio
4443 McVinnie, Thomas P., 63 Allen St., Johnson City, N. Y.
4444 Steig, Michael, 51 Hamilton Place, New York 31, N. Y.
4445 Trowles, V. A., 11 St. David St., Toronto 2, Ontario, Canada

NEW LIFE MEMBER

#86 Beadles, Elmer. (Dr.), Ashland, Illinois

REINSTATEMENTS

2298 Clark, Joseph C., 1203 Union Ave., Natrona, Pa.

NEW APPLICATIONS

Millington, John W., Oneco, Florida, Age 34, Lineman
Mittman, Earl, 2128 Whistler Ave., Baltimore 30, Md., Age 31, Cutter
Robbins, Arnold, 71-60 232nd St., Bellerose 26, N. Y., Age 26, Salesman
Grissmann, Carl, 2817 61st St., Des Moines 10, Iowa, Age 53, Manager
Borkstrom, Eric I., 153 Priscilla St., Bridgeport 10, Conn., Age 41, Engineer
McAdams, John C., PO Box 178, West Memphis, Arkansas, Age 34, Insurance
Young, Henry K., Box 1587, Grand Central Sta., New York 17, N. Y., Age 39, Advertising
Ragler, Carl W., 2015 Grove Ave., Quincy, Illinois, Age 45, Physician
Turman, George, 405 W. Blackhawk, Chicago 10, Ill., Age 30, Physician
Webb, Reginald M., 829 Main St., Greenport, L.I., New York, Age 53, Title Exam.
Boffin, E. J., 3501 Anderson Ave. SE., Albuquerque, N. M., Age 60, Jobber

NEW ADDRESSES

Gellion, F. J., % Messrs. Frazier & Hansen, Ltd., 301 Clay St., San Fran., Calif.
Ferguson, Norman E., 909 N. 35th St., Fort Smith, Arkansas
Gordon, Edward, 6129 Medford Ct., Orlando, Florida
Austed, George D., 220 Orizaba Ave. San Fran., 12, Calif.
Bach, Andrew, 459 Fairview Ave., Brooklyn 37, N. Y.
Dold, Roy F., 2 Oak Lane SW., Glen Burnie, Maryland
Ellison, W. R., % Cleveland Motor Co., Longmont, Colo.
Epps, William P., Sr., 68-65B - 136th St., Flushing 67, N. Y.
Futterman, Melvin M., 4940 Brester Drive, Tarzana, Calif
Hendriks, Hubert, 55 Rue General Ruquoy, Brussels, Belgium
Spiegelberg, Joseph H., 3501 Minnesota Ave., SE., Washington 19, D. C.
Stone, Howard J., 601 W. 190th St., New York 40, N. Y.
Tyler, Dorothy D., (Mrs.), Warwick Hotel, Main Blvd., & Hermann Ave., Houston Tex.
Valier, Robert, Box 6217, West Palm Beach, Florida
Weiner, Martin, 446 E. 51st St., Brooklyn 3, N. Y.
Gutierrez, Pauline (Mrs.), N #266, Vedado, Havana, Cuba
A. A. M. S. GIVES LUNCHEON FOR FELLERS

When Robert E. Fellers retired from his job as Director of the Division of Philately of the Post Office Department back in November, many of his fellow members of the A.A.M.S. entertained him at a luncheon in New York. In appreciation of his many years of service to his hobby, he was presented with a beautiful wrist watch. This picture of the presentation shows Bob in the center receiving his gift from George W. Angers, one of the founders of the A.A.M.S. and a former president, as President John Smith gives beaming approval.

Available - from AAMS CONVENTIONS

U. S. 4c Airmail Stamp — (set of 3 cards - different cachets) cancelled 3 days of Convention at Philadelphia, showing regular F.D.-machine cancel 9/3/54 and hand cancel 9/4 and 9/5 Conv. Stat. .................................................. 50c

U.S. 4c Airmail Stamp — (cacheted card) scarce cancellation of American Airmail Society Station on First Day - 9/3/54 .......... 25c

U. N. Brochure (7x9½) containing information relative to U.N. Airmail stamps and including MINT IMPRINT BLOCK of 6 of 4c Air Mail stamp and 4c Airmail Postal Card with F.D. cancel - Issued during AAMS Convention May 27, 1957 1.00

U.N. 4c Airmail stamp - F.D. cancel 5/27/57 - with special AAMS cachet, and
4c Airmail Postal Card. F.D. cancel 5/27/57 - with special AAMS cachet .......................................................... 50c set of 2

U.N. Program for First Day Ceremonies of United Nations 4c Airmail Stamp and Postal card - with First Day Cancel of 4c stamp (SCARCE) ......................................................... 1.00

Write to: Mrs. Ruth T. Smith, Sec'y, SWc Ferndale & Emerson Sts., Philadelphia 11, Pa.
Bermuda's First Airmail Fell from Dirigible

Under this title, the special "Aviation Week Edition of the Bermuda Royal Gazette reminds of the airmail flights of the US Airship Los Angeles to Bermuda in 1925.

The American Airmail Catalogue, Vol. I, 1950 lists these airmails on page 930 as No. Z-504, 505 and 506, and it is interesting to add a few facts found in this recent Bermuda report.

The 600 foot helium dirigible left Lakehurst on Friday, February 21, 1925 at 3:20 pm. for the flight to Bermuda, scheduled to arrive there the next morning for mooring on the U. S.S. Patoka. The airship was under the command of Captain George W. Steele, Jr. and carried 17 officers, 17 chief petty officers and seven ratings of the US Navy. Making good time at an average speed of about 60 m.p.h., it picked up Gibbs Hill light at 2:12:3 am. and loomed over the islands at 4:30 am., long before the preparations for its landing had been completed.

At 6:30 am. the USS Patoka with a host of guests on board, got under way and reached the meeting place at Murray's Anchorage an hour later while the airship was still circling the islands. By radio communications and by smoke signals the airship was kept informed of the wind strength and direction.

When finally the landing preparations had been completed, rain began to fall, which soon turned to such a downpour that at 11 am. the captain of the Los Angeles was afraid that a landing under these conditions might deprive the ship of much of her landing power and cause a large amount of its helium gas to be valved.

The captain therefore decided to fly towards the Bermuda Government House, to throw the three mail bags over the side and to return to the United States. (This is the Airmail Z-504 in the Catalogue.)

The planned second flight to Bermuda had to be delayed because of structural defects and poor flying conditions and did not take place until April 21, 1925.

On that day the airship left Lakehurst at 3:17 pm. with 50 men on board, all US Navy and Army officers undergoing dirigible training, as well as Mr. P. E. D. Nagle of the U.S. Department of Commerce as the only civilian passenger. Throughout the entire 660 aeronautical miles from Lakehurst to Bermuda the airship encountered strong head winds up to 45 mph., but it arrived safely over Daniel's Head, Bermuda, at 2:30 am. on April 21, 1925.

Again the Patoka was not yet ready to receive the airship and the Los Angeles cruised for 5 hours before it could land at Shelly Bay. Because of the heavy sea the small reception boats were tossing around like corks, as the airship dropped, the end of her mooring wire into the sea at 6:30 am. where it was picked up by an auxiliary launch and finally the ship's nose nudged the mooring mast and the automatic clamping device snapped into position.

Again Captain George W. Steele, Jr., was in charge of the airship, which this time brought five bags of mail. (This airmail is No. Z-505 in the Catalogue.)

Because of the high seas neither the Governor, nor the American Consul came out to the Patoka to greet the airship crew. But the ship Corona brought a large party of other guests to the ship.

On the return flight, the "Los Angeles" took 4 bags of mail on board. (This is No. Z-506 in the Catalogue.)

— Dr. Max Kronstein

THE AIRPOST JOURNAL
NEWS OF THE AIRLINES

By S. S. GOLDSTICKER, JR.

When Delta Airlines was asked recently to send a stewardess with a "deep Florida tan" as its representative to a Florida sales executive meeting in New York City, Miami-based Miss Ann Alexander drew the assignment. She also drew the winning ticket for a door prize. The prize — a seven-day all-expense paid trip to Miami Beach.

The specially fitted British Overseas Airlines' DC-7, which recently carried Queen Elizabeth and the Duke of Edinburgh to Ottawa, made a routine scheduled round-trip between New York City and San Francisco on BOAC service while the Royal Party was touring Canada and the Eastern United States.

Sabena Airlines has added Montreal to its Transatlantic service, as well as Belgrade and Istanbul to its Europe-Far East service.

France threatens to ban Polar flights of Pan American Airways and Trans-World Airlines from landing at points in France on trips from the West Coast of the U.S.A. unless Air France is given reciprocal rights to originate flights at Los Angeles and San Francisco.

Scandinavian Airlines System (SAS) seeks to include San Francisco on its Los Angeles-Stockholm flight route.

KLM-Royal Dutch Airlines inaugurated service between New York City and Curacao on October 14th. However, no mail was carried on the inaugural flights in either direction; it is believed that no mail has been carried since.

The property originally used by Pan-American Airways for its initial Trans-atlantic base for Clipper ser-

Qantas expects to be the first carrier to use Jets on the North Atlantic route, as they are scheduled to receive Boeing 707s by May, 1959, ahead of other carriers.

Effective January 1st, Northwest Orient Airlines and Trans-World Airlines inaugurated "Around-the-World" flights. This is made possible by the extension of TWA's Trans-atlantic route from Colombo (India); via Bangkok (Siam); to Manilla (Philippines).

1958 USED FOREIGN AIRMAIL PRICE LIST

Now available, listing approx. 8,500 used airs in sufficient quantity to supply for a reasonable time. We also have an additional 1,900 in insufficient quantity to list, but will send on approval to those we know. Price 25c NO FREE LISTS. Printed in limited quantity, so order at once.

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68 Nassau St. N. Y. C. 38, N.Y.
Davis and Kehr Honored with Important Assignments

Bernard Davis, Vice President of the A.A.M.S. and Ernest A. Kehr, Director, were signally honored last month by appointments of great importance in the philatelic world.

Postmaster General Arthur E. Summerfield announced the appointment of Davis to membership on the Post Office Department's seven member Citizens' Stamp Advisory Committee, while Carlos A. Cesares Basavilbaso, president of Eficon, International Centennial Philatelic Exhibition, Argentina, announced that Kehr has been selected as Commissioner for the United States and member of the international jury.

Airmail Collection Realizes $26,507 in Harmer Rooke Sale

A collection of airmails of the world, with a few added items, sold for $26,507 in a sale held Nov. 26, 27 and 29 by Harmer, Rooke & Co., Inc., 560 Fifth Avenue, New York.

A record price of $570 was paid for the four "Servizio di Stato" surcharges of Cyrenaica, Eritrea, Italian Somaliland and Tripolitania. Other noteworthy prices were:

U. S. Zeppelins in o.g. blocks of four (#C13-15), $400. Colombia #C1 unused, $270. France, the two Ile de France surcharges, $50 and $250. Guatemala, an imperf. horizontal pair of the 1930 6c rose red (#C7b), $170. Honduras #C5, the 10c dark blue with black overprint, $630. Iceland 1933 Hopflug set, #C12-14, $65.

Italy's Balbo flight 5.25 + 19.75-lire without overprint (#C48a), full catalogue of $400. The return flight overprint on the Balbo 5.25 + 44.75-lire (Sanabria #54), $400. Italy #CO1 full catalogue of $100. Mexico, Amelia Earhart 20c, $250. The 9-stamp Tejeria-Tapachula set (San. 7-15), $915. The University 20-peso of 1934, $155.


THE AIRPOST JOURNAL

SOURCES OF SUPPLY for Air Mail Collectors! Directory listing 125 Philatelic Agencies throughout World, $1.00. BEDARD PUBLICATIONS, Box 637-K, Detroit 31, Mich. Ex 326-12*.


FIRST FLIGHT Covers: Start someone collecting them. 50 different $5. George Chapman, 663 Euclid, El Centro, Calif. Ex 332-21*.

AAMS EXCHANGE ADS


EXCHANGE transoceanic mail from flown, attempted or intended flights. Kinskly, 230 E. 96th St., Brooklyn, N.Y. Ex 330-4t.

WANTED — Transoceanic Record and Zeppelin covers. Please write before forwarding material. Also need copies of Airpost Journals for November, 1934 thru July, 1936. N. M. Hoffmann, 1482 Antoinette Ave., Cincinnati 30, Ohio. Ex 330-4t.

I WILL GIVE 8 different first day covers or 1000 mixed foreign stamps for 200 large U. S. commemoratives. S Tauber, 703 E Tremont Ave., Bronx, N.Y. 331-21*.


EUROPEAN First Flights, Zepps and Catapults, various stamp collections. Will sell or trade for Zepp Mail or stamp and Bush, 61 W. 74th St., New York 23, N.Y. Ex 322-21.

FEBRUARY 1, 1958

WANT Catapult or Zeppelin Covers or mint air new issues of the world. Will buy from Hendricks, 55, rue General Ruquoy - Bruxelles (Belgium).


SEND 50-100 your used foreign airmails in exchange for equal value mint or used airmails. Arnold Larson, Twisp, Wash.

CACHETS from Hartland, Wis. New post office dedication last part of Jan. Air covers will receive a heart shaped cachet and will be signed by P. M. Send prepared covers to C. F. Sponholz, R. 2, Hartland, Wis. to assure complete service. No charge. AAMS 4244.

ORGANIZED Exchange — Airm exclusively. Tenth year. 10 percent no cash involved. Sukuoenig, 192-08 35 Ave., flushing, 58, N.Y. 333-2tx.

HEHELICOPTER air mail catalogue & history of Italy. St. Marin and Trieste offered for 2 helicopter covers of USA. Schonecon, Zamenhof 2, Milano (733), Italy.

UNITED NATIONS overprinted aid Hungary on Dominican Republic souvenir sheets traded for other sheets needed. Write enclosing duplicate list. Warren Treicher, New Tripoli, Pa.

WANTED — Antarctic flown covers. Offers in first place to: Wotherspoon, 14 East Main St., Broxburn, West Lothian, Scotland.


WANTED — Air Stationery Aerogrammes Mexico, Brazil, Argentina, Canal Zone, Panama. Will buy for study, what have you? Harold S. Riley, 1600 Emory St., Asbury Park, N.J.


WANTED — To buy or swap First Flight Atlanta, Ga. - Macon, Ga., May 1919 AAM Cat 115. Paul T. Eaton, 1451 Citadel Dr. NE., Atlanta 5, Ga.


SERIOUS Collector wanted to exchange used airmails. Also have Danzig C22-23 on reg. cover for best exchange offer. Walter R. Anderson, 453 Snyder Ave., San Jose 23, Calif.
The Caroline Prentice Cromwell Collection
CANADA and NEWFOUNDLAND
To Be Sold February 27, 1958

One of the most outstanding auctions of XXth Century Canada and Newfoundland to be held in recent years. Included are many Essays, some of which are unique, Die Proofs, Plate Proofs, complete sets of blocks of four, imperforate and part perforate blocks of four, etc.

CANADA includes: --
Large Die Essays of the unissued MacDonald Cartier Commemoratives.
1927 Canadian Confederation commemoratives issue, large Die Proofs, imperf. and imperf. between blocks of four.
1928-29 Pictorial issue, large Die Proofs, imperf. and imperf. between blocks of four.
1932 5c imperf. vertically in block of four - Scott $250.
1935 Silver Jubilee set of 6 Die Proofs, imperf. set.
Many later Proofs, imperf., part proofs, etc.

NEWFOUNDLAND includes: --
1910 Guy litho set in o. g. imperf. blocks of four.
1920 Essays and Provisionals including double and inverted surcharges. 1928 Progressive Die Proofs.
Sir Humphrey Gilbert set of Die Proofs.
1937 15c Progressive Die Proofs, probably unique.

Wonderful Air Post includes: --
3 copies of the "Howker" 3c (one on cover), "Pinedo" single and a very fine block of four, "Columbia" block of four, "DO-X" inverted surcharge single and block of four, and many other rare items.
Fully illustrated de luxe catalogues cost 25c. (free to clients on our regular mailing list)

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