

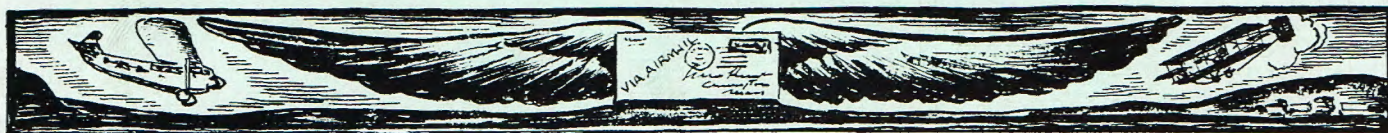


Vol. I, No. 2

December, 1929



EIGHTEEN YEARS AGO  
(See Page 5)



One Year, \$1.00. Foreign, \$1.25. Single Copy 15c.



## IF You Like "THE AIRPOST JOURNAL" You WILL Like "The Air Post Collector"

THE DECEMBER NUMBER CONTAINS:

PAN-AMERICAN AIRWAYS: An article, with map, of this great service,

by D. B. Armstrong.

BRIG. GEN. R. RIDGWAY, C. B., on Airmails in 1950.

PARIS AIR EXHIBITION 1930: Full details.

NEW ISSUES, Illustrated, News and Views and Offers Worth Perusing, many great rarities priced.

*Subscription 25c. per annum*

**R. E. R. DALWICK, COTSWOLD, DORKING, ENGLAND**

THE FOLLOWING LETTER has just been received. It makes such a splendid introduction to our article on Rodgers' famous flight that we are re-printing it in full. The letter speaks for itself.

Dear Mr. York:

"Congratulations on your first issue of The Airpost Journal. I read it with much interest.

If these airmail collectors don't leave me alone I'll get the fever and start in earnest.

"As a matter of fact, I do not seem to possess the true collecting instinct as the "bug" has never hit me very hard. I have, of course, quite a collection of airmail stamps and covers but only be-

cause my good friends from all over the country have sent them to me.

"Several collectors send me a lot of covers of various first airmail flights with the understanding that I sign them, as first U. S. air mail pilot, and retain 20 per cent of the covers for my trouble. In this way I am getting quite a collection. Some day, when I get more time, I will arrange them and fill out the line.

"Time! That's what I seem to lack.

But I guess every man, who is trying to accomplish anything, is in the same fix.

"Sorry I haven't anything of Rodgers.

I have one or two small photos of him but you no doubt have much better. I knew him very well. I used to be president of the Federation of American Motorcyclists. Rodgers represented in

this country the English "Rex" motorcycle. We were in many insurance runs of the F. A. M. together. Rodgers was an exponent of fast riding, while I went slower and thus put less of a strain on my engine and mount. Many a time I'd see Rodgers with his Rex up against a fence (the motorcycles carried no stands then) busily changing a tire, or a spark plug, in an effort to get to the next control on time. And shortly I'd hear the roar of his big twin engine as he swept past me with a wave of his hand.

"He was always the life of the party and had a good sense of humor. Furthermore, he was ever ready to help another fellow who needed assistance, even if by

(Continued on page 22)

### GOLD BONDS

#### C. A. M. No. 17

CLEVELAND AIR MAIL FIELD to Chicago, Sept. 1, 1927, Day Flight; a superb small cover with cachet in BLACK and cancel in Ma-  
enta .....\$3.00

#### C. A. M. No. 28

OMAHA AIR MAIL FIELD to Nassau, Bahamas, May 1, 1929, a fine long trip cover, autographed by Pilot Rousch; a RARITY .....\$4.50

#### F. A. M. No. 6

SAN JUAN to Havana, Jan. 9, 1929, a very attractive cover which is nicely autographed by Pilot Rowe; a special value at .....\$3.00

#### YOU NEED THESE!

HOUSTON AIR MAIL FIELD, a fine cover dated March 24, 1929, which was the first day of use of the distinctive "FIELD" cancel. .15

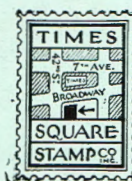
BROWNSVILLE AIR MAIL FIELD, a fine cover dated August 12, 1929, the first day of use of the distinctive "FIELD" cancel .....15

A new Price List will be ready for you early in January—better let me have your name now.

**Edgar C. Cantrell**

P. O. Box 1267  
San Antonio, Texas

### Special AIRMAIL Offerings



Country	No.	Net	Country	No.	Net
ALBANIA	601-607	\$ 2.50	NETHERLANDS	701-703 used	.30
AUSTRIA	675-677	.65		704-705	.70
	678-685	1.30	NICARAGUA	701-703	1.40
	686-693 used	.40		721-722	1.30
CANAL ZONE	202	.45	NORWAY	120-126 net	.80
CHILE	603 used	.18	PANAMA	256-257	.50
	604 used	.32		702-704	.75
	605 used	.30	PARAGUAY	400-402	1.50
	609 used	.12		404-406	3.00
CONGO	301-304	.65		407-409	1.10
	same used	.50		410-412	1.25
COSTA RICA	301	.14		413-415	.50
DANZIG	428-432	1.50	PERSIA	1122-1128	1.00
DENMARK	701-705	.90		1129-1137	14.00
DOMINICA REP	501	.20	PERU	802 used	.30
DUTCH INDIES	351-355	2.25	PHILIPPINES	328-338	15.00
EGYPT	251	.35		401-409	.40
	252	.25	POLAND	266-281	4.00
ESTONIA	201-203	.60	PORTUGAL	501-503	.50
	204-206	3.25	ROUMANIA	504-506	.20
	212-216	1.00	RUSSIA	701	1.75
	218-222	.65		702-705	6.00
FR. OFF-MORROCCO	501-511	10.00		706-709	.60
	561-570	3.00		710-711	.25
GERMANY	403-421	.25	SAAR	501-502	.12
	422-428	3.25	SIAM	401-408 used	1.00
	437-438	2.25	SPAIN	701-705	1.15
GREECE	751-754	.60		706-710	.45
HAITI	2 val. just out	.50		706-711	1.75
HONDURAS	412	2.75		1047-1051	2.00
	413-415	1.50		1053-1057	1.00
HUNGARY	653-655	.10	SWEDEN	501-503	.55
	656-61	.80		277-282	.75
	same used	.70	SWITZERLAND	283-285	.75
	662-669	1.10		286-287	.25
LATVIA	255-257	.25		238-244	.75
LIBIA	151-152	.15	SYRIA	201-202	.50
LITHUANIA	401-407	1.00	TUNIS	203-204	.75
	408-414	.40		205-206	1.50
	415-417	.40		207-209	.50
	418-420	.30			
	421-431	6.00			
	432-435	.75			
MALTA	301	.20			
MEXICO	902	1.00			
	903	.30			
	906-911	1.75			

**TIMES SQUARE STAMP COMPANY, Inc.**  
147 WEST 42nd STREET  
NEW YORK, N. Y.



# THE AIRPOST JOURNAL

VOL. I. No. 2

THE AIRPOST JOURNAL

DECEMBER, 1929

## News and Comment

**Official and Semi-official** We understand that the 1930 edition of the Yvert Catalogue, will classify as official, the Colombian airmail stamps, which have always been listed as semi-official, in airpost Catalogues. This decision reflects the confidence generally felt in these issues, and in one way might be taken as a moral victory for Aero Philately. However we can hardly agree with this point of view, for irregardless of how nearly official these stamps are, the fact remains that they are *not* official.

Personally we believe they are just as collectable and much more sound than many official issues. We have complete faith in them as an aero-philatelic investment, but we do not understand how they can be catalogued as official, when they are not. To our way of thinking, a better way of distinguishing the sound semi-official stamps, from those that really have no claim to such distinction, is to check up carefully on these issues, and then refrain from calling a stamp "semi-official" unless it actually is.

Up to the present, almost anything that looked like an airpost stamp, and which was not official, was promptly called "semi-official", and no questions have been asked. In fact it is doubtful if many collectors or dealers could give a working definition of "semi-official". It seems to be one of those elastic terms which can be stretched to cover a multitude of sins, when the occasion demands. In general, collectors have felt that certain stamps, as the Colombian semi-officials, were sound, and that some of the recent Europeans were not, but they were all called semi-official. Others have never given the matter much thought, assuming, perhaps that as long as they were listed as semi-official in the Catalogues, that it must be so.

This is a large subject and may not be settled in a day, but at least a good beginning will be made in the 1930 edition of the Standard Airpost Catalogue. An effort has been made in this edition to determine exactly what official standing these issues have. The result of these investigations, which have covered several months, is that the real semi-official airpost stamps may be collected, with every assurance of their being just that, *semi-official*.

**A Working Definition** The obvious question which arises at this point is, what is the determining factor in making these classifications. In a nutshell it is simply this: If a stamp, not issued through the usual official channels, has the explicit authorization of the Postal authorities, and its use is *obligatory on airmail*, such a stamp is "semi-official".

On the other hand, a civic body interested in promoting an aeronautical event, may decide to issue one or more stamps, in order to defray expenses. This can be done without even discussing the matter with the Postal authorities. Such a stamp may be placed on an envelope and sent through the mail, but it has no franking power. It would have gone just as well without the stamp. Under these conditions the stamp has no official standing, as an airpost stamp. It is simply a private label.

It is time that these things were cleared up. Collectors are entitled to know what they are collecting and Dealers should know what they are buying and selling.

**A Subscriber Writes:** "I wish to congratulate your publication on its fine appearance, which I think will appeal to those limiting their hobby to airmail stamps and covers."

Somehow we were under the impression that airmail stamps and covers were what made up the airpost hobby. Apparently the writer of this letter still believes that all these "Special Event Covers", as they are called, have something to do with Aero Philately.

A great deal of ungrammatical and meaningless dialogue has been printed on this subject recently, and in the minds of most collectors, the matter is pretty well settled. No one cares if some one else wants to collect Special Event Covers, or First Editions, or Cigar Bands, but is it necessary to call such activity, "Airmail Collecting"? We can't say off-hand what it should be called, for we can't make out what it is they collect, or rather what they *don't* collect.

Almost any kind of an event seems to justify a cachet; A meeting of Veterans of the World War, or the Spanish War, the Mexican War, or any War; An Anniversary of a City, airport, or a flight; an exhibition by Aeroplane manufacturers; a flying meet; the dedication of a commercial landing field, followed later by the dedication of an enlarged field; the dedication of a Hangar, and then the dedication of an enlarged hangar or of the addition to the hangar; a cover mailed from a city on the day that some well known pilot or any prominent person arrives, or leaves, or both, and so on indefinitely. The event in question may take place at 10 A.M., but the envelope may be mailed up to midnight, as the date is the important feature.

Such covers have just as much to do with Aero Philately as a cover mailed on the date of the opening of a new railroad station, or a new auto bus garage, has to do with Philately.

In our opinion, a rather careless statement made by the Air Mail Society, has helped to confuse the average collector. In this statement, covers of this kind, which

had some reference to commercial aviation were termed "Kindred and Related" to Aero Philately. This reminds us of the remark that, "The man who called Near Beer, 'NEAR', was a darn poor judge of distance." The statement then becomes confusing when it is stated that all "Private Cachets" are taboo, thus throwing out all of the kin and relatives that they had just invited to the feast.

The whole affair seems to be rather childish, and it is difficult for normally developed individuals to get very excited about it. Whatever discussion there has been on the subject, seems to have been promoted by one or two individuals who had all of their fingers in the "Special Events Pie". Whenever there seemed to

be any danger of this argument dropping out of the spotlight, the rank and file could always be whipped into action again with the taunt that a Great Big Ogre was dictating to them.

As we stated in our November number, "We take up a hobby because it interests us", and if some one gets pleasure from collecting these envelopes, there is no reason under the sun why it shouldn't be done. They certainly have a perfect right to do so, and no one has any special desire to say them, yea or nay, but is it absolutely necessary to refer to this form of collecting as something related to Aero Philately? A very misleading statement that does neither hobby any good.

## Garden City Again (1911)

By consulting many old newspaper files, we have obtained a great deal more data on the Garden City Airmail flights of 1911. We have also received a number of letters on this subject from our readers, who were inspired by our brief remarks in the November number.

The following data is accurate beyond question, and we trust that it will be of interest to our readers:

"Saturday, September 23rd—The P. O. Department had set up a large tent on the grounds which was fully equipped for business. Inspector M. H. Boyle was in charge and for his assistant, he had Peter Schmalz, a Brooklyn letter carrier who collected the mail from all parts of the field.

The first mail to leave, and also the first mail ever actually carried by aeroplane in America, left Nassau Boulevard at twenty-five minutes past five o'clock, and was dropped six minutes later into the hands of the Postmaster. The distance was five and a half miles.

A special cancelling stamp "Aeroplane, Station No. 1—Date—Garden City Estates, N. Y." was used and 640 letters, 1280 post cards were collected and sent off in the first mail. Thousands more would have been sent but for the fact that the supply of stamps ran out.

When Earle L. Ovington took the mail sack, Inspector Boyle telephoned to Postmaster William McCarthy at Mineola who at once ran out into an open field near by. Ovington, flying at the height of five hundred feet, caught the signal and sent the bag hurtling downward.

"I tried to drop it on the Postmaster, but I missed him by a foot", said Ovington when he got back.

To take care of future mail, twenty mail boxes were placed at

various points on the field and also additional stations were added to supply the stamps.

In this connection, Mr. Everett Erle writes:

"Seeing your notation that Earle Ovington was the first airmail carrier in the United States (in your Airpost Journal) I thought I would look up some further information in the newspapers of the day. And I find that the newspapers of 1911 substantiate Ovington's claim.

"Perhaps confusion had resulted, because Captain Beck had been scheduled to make the first mail carrying trip, for in the New York Daily Tribune for Saturday, September 23, 1911 appears the following: 'Capt. Paul Beck is the aviator who will carry the first special delivery mail sack through the air in this country. He will receive the mail from a temporary Postmaster in charge of what will be known as 'Aeroplane Station No. 1' and carry it to another temporary station on the outskirts of Brooklyn.'

"Evidently these plans were changed for here is the account of the first trip as given in the New York paper for September 24th: (Giving an account of the opening day of the meet) 'Earle Ovington got a sack of mail from Post Office inspector M. H. Boyle at Aeroplane Station No. 1, in the center of the field, jammed it between his knees and flew with it in his Bleriot monoplane over to Mineola. The Postmaster of Mineola had been waiting since 3:30. When he flew overhead at 5:30 the Postmaster shouted a welcome. Ovington knew what was wanted. He dropped to within 16 ft. of the ground and cast the sack of mail at the Postmaster's head, but missed'."

Sunday, September 24th—There was so much mail this day that it had to be placed in two bags and carried away by two planes. Ovington started up at twenty-five minutes after five with a mail sack weighing 14 pounds. The other bag, weighing 20 pounds, was given to Capt. Paul W. Beck, who started but had trouble with his motor. The mail was given to Thomas Sopwith who

started up ten minutes after Ovington.

A total of 6165 post cards, 781 letters and 85 pieces of printed matter were carried. The mail was received by Postmaster Voorhies of Brooklyn and Chief P. O. Inspector Dickson, who tossed the sacks into an automobile and rushed them off to the Brooklyn P. O.

Monday, Sept. 25th—Postmaster General Hitchcock together with Postmaster Morgan of New York, Postmaster Voorhies of Brooklyn and Warren W. W. Dickson, Post Office Inspector in charge of this district, attended the aviation meet to witness the mail carrying experiment.

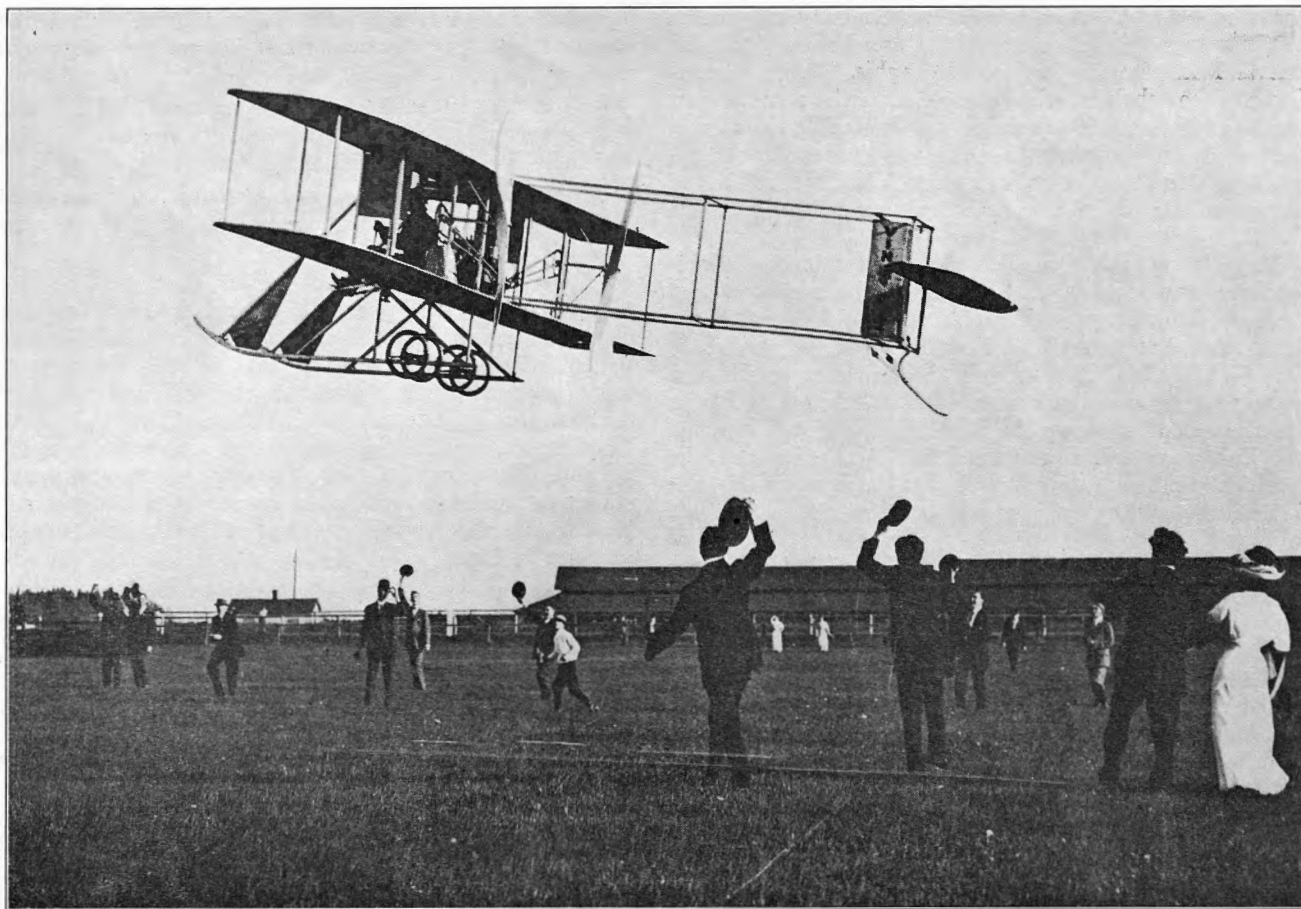
George W. Beatty, who was selected to take P. M. G. Hitchcock with the mail from the grounds to Mineola announced he would not fly because he had not made enough money at the Meet to pay \$100 a day royalty to the Wright Company. In his place, Ovington took the mail, which was delivered to him by Hitchcock, and carried it to Mineola.

Tuesday, September 26th—This meet was distinguished by the actual carrying of a sack of mail by the P. M. G. through the air in an aeroplane.

Hitchcock went up with Capt. Beck in a Curtiss plane at fifteen minutes after five. The P. M. G. carried a sack of mail weighing 10 pounds and dropped in into a white-washed circle on the ground at Mineola, returning in a few minutes to the field. In the sack were 162 letters, and 1400 cards.

Another sack of mail containing 300 letters, 2200 cards and 78 pieces of printed matter was carried by

(Continued on page 13)



CAL RODGERS AND THE "VIN FIZ" OFF FOR THE "GOLDEN WEST", SEPT. 17, 1911

P. and A.

## Rodgers' Transcontinental Flight—1911

Early in July, 1911, Calbraith P. Rodgers, a great-grand-son of Commodore Perry and a cousin of the late Commander John Rodgers, famous Navy pilot, made up his mind that he would learn to fly. How well he succeeded is shown by the fact that in August he won first place in the endurance contest at the Chicago aviation meet.

A month later, during the night of September 16th, Rodgers and a mechanic were putting the finishing touches to a new Wright machine, and just before dawn it was pronounced ready. Rodgers had announced that on September 17th he would start on a transcontinental flight from Sheepshead Bay, New York, to the Pacific coast.

Certainly no ordinary man could have achieved his goal in so short a time, and in fact, Rodgers was no ordinary man. Six feet four inches in height, a football star at Columbia and the University of Virginia, he was well equipped for the task he had set himself. He was also a member of the New York Yacht Club, and had once driven a motorcycle from Buffalo to New York in one day. He was daring but never reckless; one of the few pilots of the serious school, who saw in Aviation something far more important than simply a box-office attraction.

The idea of a transcontinental flight was not entirely Rodgers' own, for on October 10, 1910, Hearst had offered a prize of \$50,000 for a transcontinental flight, to be made in 30 days, provided it was completed within one year from that date. Rodgers was the third pilot to enter the contest, but the only one who finished, although he did not win the prize.

Earle Ovington had announced that he would attempt this flight, and had planned to start during the first week in October, but eventually abandoned the project.

The other entrants were Robert G. Fowler and James Ward. Fowler left San Francisco on September 11th and met Rodgers at Tucson, Arizona on November 1st, but later was forced to abandon his flight due to lack of funds. Ward started from Governors Island on September 14th, but gave up the attempt when he crashed at Elmira September 23rd.

After working most of the night of September 16th, on his plane, Rodgers returned to his Hotel for a few hours rest and did not reappear at Sheepshead Bay until 3:30 that afternoon.

In the meantime 2,000 persons had assembled on the field. The throng pressed curiously about the new aeroplane which the Wright factory had built specially

for Rodgers. A dozen special policemen were unable to hold the crowd in check. Just before Rodgers' arrival Miss Amelia Swift of Memphis, Tenn., stepped forward to christen the aeroplane with a new soft drink which the firm helping to finance Rodgers was putting on the market. The throng made a concerted rush forward, and for a moment it looked as if the aeroplane would be wrecked, and there would be no flight.

Rodgers spent half an hour in an examination of his machine, and after he had posed for photographers and motion picture men, and had accepted a fourleaf clover from Mrs. J. B. Harris of Terrell, Texas, he was ready for his flight. Then trouble began anew with the throng which would not move back. Rodgers' mechanics ran the aeroplane down the field, but the crowd pursued it. For almost half an hour the mechanics ran the machine up and down the field manoeuvring unsuccessfully with the crowd for position. At last Rodgers, tired and disgusted, climbed into the seat of his craft and started his motor. The whirring of the blades had a good effect, and the crowd fell back. Rodgers ran the machine more than 300 feet down the field and then took to the air. He circled the field once, and then taking a westerly course he flew rapidly in the direction of Brooklyn. He successfully navigated over its housetops and the lower part of Manhattan, and then swinging across the river from about Cortlandt Street he headed for the Erie Railroad tracks in Jersey City, where at Pavonia Avenue a special train carrying his mechanics and friends started after him.

Just before leaving Rodgers had said that he expected to reach Middletown, N. Y., his first stop, at 6:30. As a matter of fact he arrived 12 minutes sooner than that.

Rodgers passed over Paterson at 5:10, flying at an altitude of about 2,000 feet. He flew over Ridgewood at 5:15, and thence on a course along the Erie tracks. The aviator's mother, Mrs. Calbraith Perry Rodgers; his sister, Mrs. Albert Pease of Hempstead, L. I., and Miss Jane Hone Lewis, a relative, witnessed the start of the flight from an automobile. Mrs. Pease followed her brother's flight with field glasses until he became lost to view. His wife remained at the Hotel Martinique.

Rodgers planned to follow the tracks of the Erie Railroad to Chicago. Along part of the route for a

distance of twenty-five miles beyond Jersey City, the railroad ties were whitewashed at intervals to show him the way.

Rodgers landed at Middletown at 6:18 P.M., after having been in the air 1 hour and 53 minutes, during which he had only covered 80 miles.

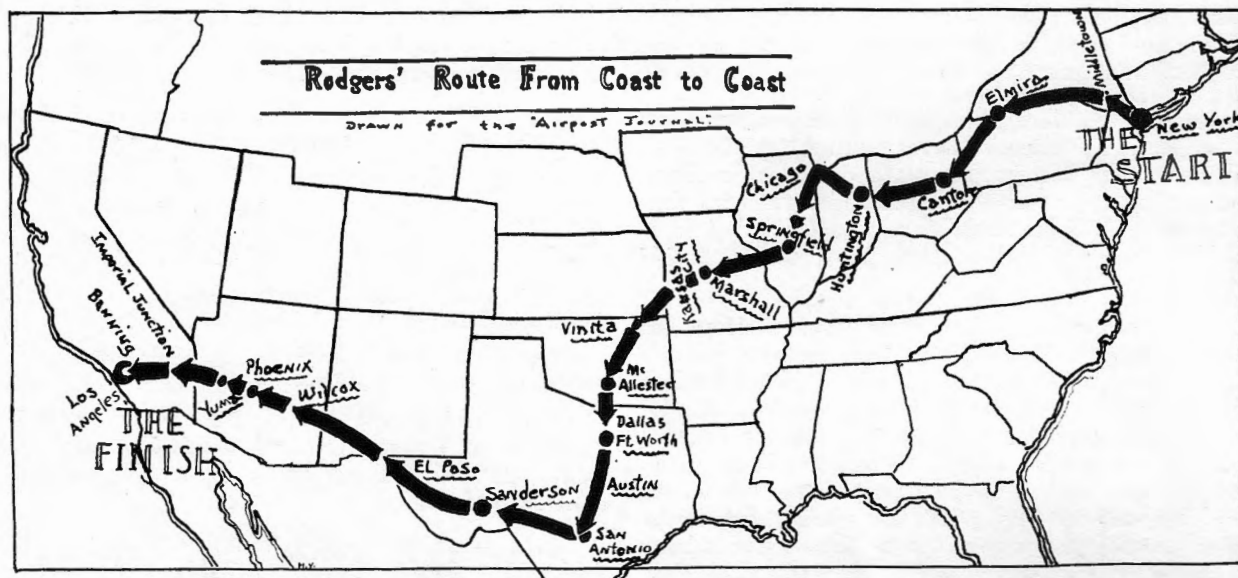
Ten thousand persons had gathered in an open field on the outskirts of the city and gave the aviator a tumultuous welcome.

Rodgers might have made better time had he not mistaken the Erie & Jersey Line at Greycourt for that of the Erie and followed the tracks for some distance. When he discovered that he was off his mapped-out route he turned his biplane to the left and followed the Ontario & Western tracks from Crystal Run to Middletown, which he recognized from its church steeples. He entered the city from the north and swept around several times in wide circles at a considerable altitude, so that every one had a good view of his machine in flight.

Despite his detour Rodgers beat into the city by two minutes his special train which had followed him from the time he began crossing Jersey City.

He was up early the following morning, intent on making the longest one-day flight ever made, but met with his first accident, when, at a height of 20 feet, one of his wings struck a tree which threw him out of his course, and he crashed full speed into another tree. The branches of the tree partly broke the force of his fall, but his machine was almost completely wrecked. The next three days were spent in making repairs and he was able to resume his flight on Sept. 21.

With a favorable wind, he left Middletown, and after covering a distance of 96 miles in 69 minutes, he had to descend at Hancock, because of engine trouble. An approaching storm forced him to abandon his trip for the day. He had better luck on the 22d, reaching Elmira after covering 172 miles during the day. On the 23rd, he was compelled to land at Canisteo, fifty miles further, because of engine trouble. In making his descent toward what he thought was farm land, he landed in a swamp so heavily that the lower part of his biplane was smashed.



ROUTE TAKEN BY RODGERS ACROSS THE CONTINENT



He was able to continue his flight on the 24th, however, but again met with an accident at Red House, near Salamanca, after a 99-mile flight. He alighted near Red House to repair a spark plug which bothered him, and after tuning up he took his seat for a fresh start. The uneven surface of the ground and the peculiar slant of the wind bore down on the wings of his machine and he crashed into a double line of barbed wire fence. Both propeller blades were shattered and one wing was torn to ribbons, but Rodgers escaped without a scratch.

Repairs and a storm prevented a flight for the next three days, but on the 28th he reached Kent, Ohio, with a flight of 24 miles. Another storm on the 29th kept the machine on the ground and on the 30th he flew 95 miles, landing at Rivarre, Ind., near Decatur. He battled with three violent rainstorms on Oct. 1, in which his life was endangered several times, but managed to reach Huntington, Ind., 36 miles away. He was flying 1,500 feet up when he ran into the storms and was lost to sight for several hours.

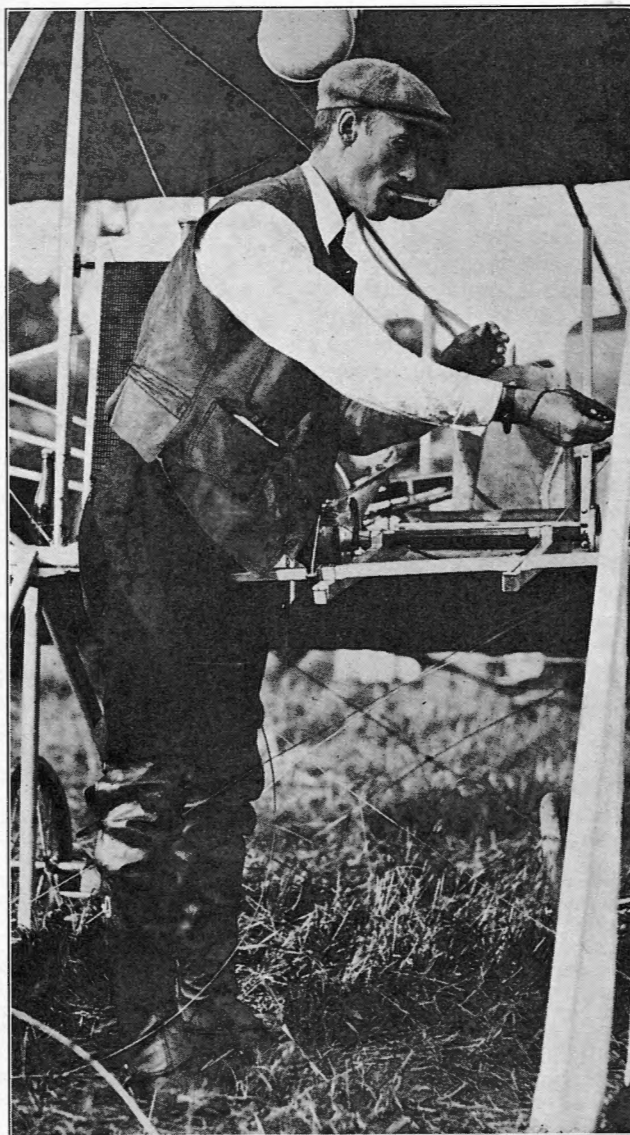
Rogers came to grief on Oct. 2, while attempting to make a test flight at Huntington, before resuming his coast-to-coast trip. His biplane crashed into a sharp rise in the ground when he tried to dodge some telephone wires, a swift wind preventing him from gaining any altitude and forcing him to pass under the wires. The accident delayed him the next two days, and on Oct. 5, he was again on his way, reaching Hammond, Ind., and bring him 123 miles nearer Chicago.

Rodgers had planned to cross the State line from Hammond to Grant Park, Ill., but weather conditions forced him to postpone the attempt. It was not until Oct. 8 that he was able to make the flight which carried him into Chicago, and 1,199 miles from his starting point in New York. Up to that time he had covered the 1,199 miles in a total flying time of 21 hours and 53 minutes. Later in the day he flew to Bellwood Park, 35 miles from Chicago, increasing his total distance from New York to 1,234 miles. On his way to Springfield, Rodgers made a flight over the Joliet prison for the benefit of the prisoners who were assembled in the yard.

He was able to reach Springfield on Oct. 9, after covering the distance from Joliet in 8 hours, including stops at Streator, Peoria, and Middletown. Oct. 10 saw Rodgers at Marshall, Mo., after a flight of 214 miles. In this flight he broke the world's record for a cross-country aeroplane flight by 133 miles. The previous world's record of 1,265 miles was made by Harry N. Atwood in his St. Louis-to-New York air journey, which ended on Aug. 25. Up to this time Rodgers had flown 1,398 miles.

A flight of 84 miles landed him in Swope Park, Kansas City, Mo., the following day, and brought him half way in his flight to the coast. A heavy fog prevented a flight until Oct. 14, when he reached Vanita, Okla., 230 miles from Kansas City, leaving him 1,300 miles still to go to reach Los Angeles. Bad weather held him back on Oct. 15 and on the 16th he was forced to descend at McAlester, Okla., owing to engine trouble, after covering 127 miles, and he had to postpone his attempt to reach Fort Worth, Texas, on the same day. With a flight of 191 miles on Oct. 17, he reached Fort Worth, and a 30-mile flight brought him to Dallas, where he gave an exhibition at the Texas State Fair.

In his 100-mile flight to Waco, on Oct. 19, which he covered in 95 minutes, Rodgers had a race with a big



P. and A.

#### A STOP FOR REPAIRS

"Oct. 23rd was spent in having the aeroplane overhauled and rewired, some of the parts having been worn through."

eagle, which followed him for twenty miles at express speed and nearly a thousand feet below him. After its long flight it rose and made directly for the machine, but suddenly swooped down, when within a few feet of him.

The timely discovery of damage to the rudder wires of his machine probably saved his life and delayed his departure from Waco a few hours. He descended at Austin on Oct. 20. A severe storm held him back on the 21st and he reached San Antonio on Oct. 22, after a flight of 88 miles, in which he had a race with two express trains, overtaking both of them. His arrival in San Antonio made his total distance covered since leaving New York, 1,789 miles.

Oct. 23 was spent in having the aeroplane overhauled and rewired, some of the parts having been worn through. A flight of 132 miles brought him to Spofford on Oct. 24, and he reached Sanderson on Oct. 26, with a flight of 168 miles. High winds prevented Rodgers from leaving Sanderson on the 27th, but he got up early

on the following morning, with the intention of making El Paso, 312 miles. At the very start he crashed into a fence when a current of air struck his rudder, throwing him around and causing him to lose control of the machine. The accident delayed him almost three hours. He remounted his machine, but after five hours flying, he found that he could not reach El Paso, and descended at Sierra Blanca, a 222-mile flight from Sanderson.

His flight to El Paso on the 29th was delayed by more engine trouble, forcing him to descend near Fort Hancock to make repairs. He resumed his flight and reached El Paso on the same day, 90 miles from Sierra Blanca. Rodgers laid up in El Paso on the 30th, and the following day, reached Willcox, Ariz., a flight of 222 miles, with stops at Deming and Lordsburg. His entrance into the latter town broke up a circus performance, the people and performers gathering around him. On Nov. 1 he stopped at Tucson, Ariz., where he exchanged greetings with Robert G. Fowler, the other transcontinental aviator, and continued his journey to Maricopa, having covered 177 miles during the day.

In many of the Western towns Rodgers had been greatly disturbed by having the people gathered in the landing places picked out for him, making it difficult for him to land. The lack of police protection at Phoenix, and with the people scattered all over the landing place, prevented him from making his landing, and he was compelled to fly to another part of the town. He took on a supply of gasoline and oil, and started off once more, landing at Stovall, 198 miles from Phoenix. Stovall, a tank station, proved to be the best landing place he had encountered since leaving New York, and it was the first time he made a landing where people did not spring up and crowd around the machine. The villages in that part of the country are about 100 miles apart, and as he landed in a desert, alongside the railroad tracks, not a person appeared to greet him.

Rodgers decided to make Colton on Nov. 3, and from there fly to Los Angeles and end his transcontinental flight, as it is on the coast. He left Stovall on Nov. 3, but had to make a landing at Imperial Junction, Cal., because of motor trouble. The distance between Stovall and Imperial Junction is 133 miles, and he covered the distance in 125 minutes. It was also the longest single flight he had made without having to make a landing for gasoline. His arrival at Imperial Junction left him 167 miles to go to reach Los Angeles.

On November 4th Rodgers covered 100 miles to Banning, California.

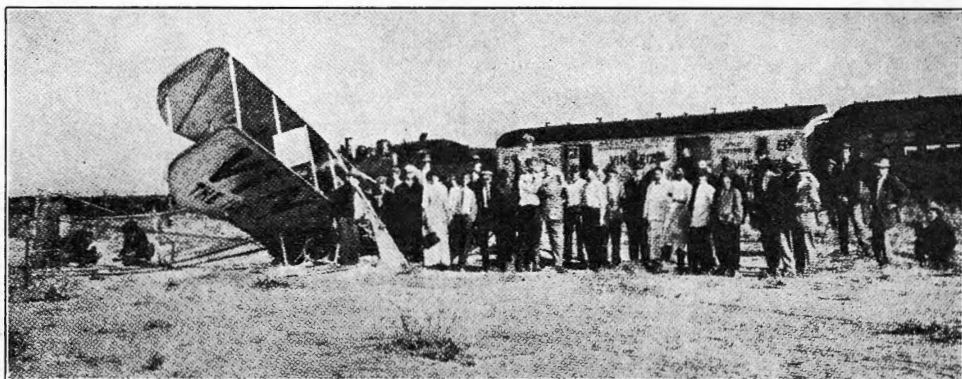
*The flight from this point to Pasadena is graphically described by Rodgers himself in a dispatch to the N. Y. Times of Nov. 6, 1911. He states:*

"This morning we had still quite a lot of work to do to get my machine in shape and ready for me, but I finally took the air at 12:03 o'clock at Banning only to land five minutes later at Baumont. I was quite hopeful that my motor would carry me to Pasadena, but it was worn out, all the bearings were worn out, and I had no bearings to replace them with, so I had to get on as well as I could and make the best of it.

I was forced to come down because a nipple on my gasoline connection broke. I had to glide down as my engine stopped when I was up about 1,500 feet. I would have been up much higher, but had just started climbing for altitude and had been in the air but a few minutes. My train came along and my mechanics arrived and we replaced it in about fifteen minutes. It was about 12:25 o'clock when I took the air again.

It was delightful flying weather in one respect, and that was more than it had been a short while back. I had to start in a narrow roadway. After getting away the second time, I flew about 4,000 feet high as I had a narrow pass, called the "divide," and as I was getting nearer Los Angeles I had to keep on the lookout for my own railroad train tracks in order not to get confused with others and thus lose my way.

I had a head wind all the way, about a twenty-five mile breeze as I got to the pass. It was very narrow and I could



#### ONE OF FIVE CRASHES

see on either side of two mountain ranges, but not very far as it was hazy. When I got through this pass the country began to take on a more fertile appearance. It really was very beautiful and I noticed immediately that I was getting into civilization again. The orange groves were showing up all around and making a very beautiful view.

I finally reached Pomona, as I had planned, so as to be able to time myself in order to get into Pasadena according to my schedule time. I was a little ahead of my schedule at Pomona. I found 2,500 or 3,000 people waiting to receive me there, and I made a nice landing there in a field. I arrived at about 2:23 P. M., and did not have to wait more than twenty minutes for my special train. I fooled around a little, as I did not want to leave there until 3:30, so I could land in Pasadena as near 4 o'clock as possible.

Got started again and had a very hard time getting away, as we could not make the people get far enough back, and they persisted in giving me only a narrow lane to take the air. It was rough ground, and there is danger of losing control of the machine and the possibility of killing someone where it is rough like that.

I headed for Pasadena. I was still having a head wind at times. I soon saw Pasadena in the distance, but went to the wrong end of the town before discovering my proper landing place. Soon spotted it, however, and made for it.

It seemed as though the crowd must have been surprised at first to see me, because I know they must have watched me going toward Los Angeles when I went over the wrong end of the city, and I guess they imagined I was going there. When I turned and made for them they seemed to take it as a joke that I had played on them.

I did a few spiral glides for them, etc., and then made a nice landing at about 4:04 o'clock. They gave me a royal welcome, congratulating me on all sides. I was escorted to a waiting motor car and driven around the track a few times, and they made me stand up so every one could see me. They had enveloped me in the American flag and they made a great hula-balloo. There were at least 20,000 persons there. They are certainly the most hospitable people that I have met, and I hope that I will be able to stay at Pasadena for quite a while, at least long enough to get really acquainted with some of the kind friends that welcomed me.

I shall fly to the coast to-morrow or a day or so later, in order to technically complete my coast-to-coast flight.

As usual, my train was late in arriving, so that my wife and mother were not able to greet me when I landed. They arrived later, however, and joined me at my hotel.

I feel that I am the richer for my experience and in my number of friends and, even though I hadn't received a cent I would consider that this trip had been wholly and entirely worth while."

(Continued on page 17)



## LOCK HAVEN

### Experimental Flights, 1918

An eye-witness, has kindly sent us the following interesting account of the above flight. He also mentions the fact that these are quite scarce, to which we can agree, with the exception of those flown from Chicago east, on the 9th, which are quite common, comparatively speaking.

"The two planes to make the 1918 Experimental flights from New York to Chicago, were piloted by two army aviation instructors, Max Miller, stationed at San Diego, and Edward W. Gardner, stationed at Dallas, Texas. The planes, scheduled to leave New York City at 6 A.M. September 5th, 1918, were delayed at the start by fog, Miller, flying a Standard Airplane with Hispana Suissa motor, a biplane with number 129 painted on its wings and a mail-bag painted on its sides, got under way from Belmont Field at 7:08 A.M., the fog forcing a landing at Danville, Pa., then landing at Lock Haven at 10:45 A.M., where a stop of one hour was made to change the spark plugs while Pilot Miller ate luncheon at the Club House as the guest of Mr. C. R. Armstrong. Leaving Lock Haven for Cleveland at 11:45, Miller's plane was driven out of its course by the wind, and was forced down at Logansport, Pa., and again at Cambridge, Ohio, not reaching Cleveland until 7:30 in the evening of the 5th., where he spent the night. Due to weather conditions a late start was made for Chicago on the 6th, and Miller did not reach Chicago until 7:05 P.M. on that day, thus taking 36 hours and 50 minutes to complete the flight from New York to Chicago.

"The second plane, a Curtis two man plane with 12 cylinder Liberty motor, piloted by Gardner, left New York at 8:50 A.M. on the 5th, and did not reach Lock Haven until 2:20 P.M., being forced down at Wilkes-barre and again at Jersey Shore, Pa. Gardner remained in Lock Haven over night, leaving for Cleveland at 10:40 A.M. on the 6th. Gardner was forced down at Westville, Indiana, at 7:20 P.M. on the 6th, remaining there all night, and not completing his flight to Chicago until the 7th. In the expectancy of his arriving the night before, flares had been burned at the Chicago field until 10 P.M.

"On the return flight, Miller left Chicago at 6 A.M. on the 9th, and his radiator springing a leak he did not stop at Bryan, Ohio, but flying low dropped a small sack of mail from a height of about 500 feet, and

noting that the bag was picked up by onlookers he flew on to Cleveland, which city he reached in spite of his overheated motor and bad radiator. In attempting to land at Cleveland the leaking radiator was further damaged, and a stop of six hours was necessary in order to complete the necessary repairs. Miller reached Lock Haven at 6:20 P.M. the evening of the 9th, and remained overnight, leaving for New York on the morning of the 10th at 8:58 o'clock, and arriving at New York at 11:22 A.M., Sept. 10th.

"The second plane: Pilot Gardner, left Chicago at 6:25 on the 10th, stopped at Bryan at 8:52, stopped at Cleveland at 11:40, arrived at Lock Haven late in the afternoon, leaving for New York at 5:51 P.M., after wiring for flares to be lighted at Belmont Field for a night landing. On reaching Hicksville, Long Island, Gardner's plane crashed in the darkness, and Gardner and his mechanic were taken to a hospital, the mail being rescued later.

"Now as to mail carried and cancellations, in so far as Lock Haven is concerned. The first plane west-bound had only a very few letters on board for Lock Haven, but the second plane carried many more for Lock Haven, number not available. The mail placed on Miller's plane for western points consisted of about thirty-five letters, mostly for Chicago, and were placed in a No. 3 pouch. These letters were postmarked Lock Haven, Pa., Sept. 5, 8 A.M., with the exception of a couple which were postmarked with the stamp of the night before Sept. 4th at 9 P.M. (closing time) Without exception all the letters originating in Lock Haven and addressed to Chicago which I have seen, and I have examined ten of them, are backstamped Chicago Sept. 6th, 8 P.M. received, proving conclusively that they traveled on the first plane, as Gardner's plane arrived in Chicago on the 7th. All Chicago letters were given a special delivery number and service except those addressed 'General Delivery'. Arriving too late for delivery on the night of the 6th, all the special delivery items were marked on the back with the 'mail delayed, train late stamp', no plane late stamp being available, and special delivery was completed on the 7th.

"The one general delivery letter I have examined was placed in the same mail bag with the special delivery letters by a local Post Office employee, who deposited the letter himself. It has the same Lock Haven 8 A.M. stamp and Chicago 8 P.M. backstamp, but no special delivery number or train delay stamp. This is as would be expected.

"Any letter which is backstamped at Chicago on the 5th of Sept. is obviously not an airmail letter unless an error was made in the stamping. I have examined one letter postmarked New York Sept. 4th, 1 P.M. which is backstamped Chicago Sept. 5th 9 P.M., but as it is also backstamped with the Chicago stamp of Sept 6th, 8 P.M., I take it that the first named back stamp was an error corrected by the second stamp.

"I have seen no covers which originated at Lock Haven which went either East or West by the second or Gardner's plane, and all evidence points to all of the Lock Haven Covers being flown by Miller. I have however examined a cover sent by the Nassau Stamp Company mailed East from Bryan Sept. 9th, stamped at 7 A.M. and B. S. Lock Haven 6. P.M. 10th.

"Others I have examined are two covers addressed to H. A. Newbold, New York City, stamped Lock Haven Sept 9th 2 P.M. and B. S. New York 10th at 3:30 P.M. Another mailed from Cleveland by John F. Rust to Mr. C. E. Severn, Chicago is stamped Cleveland Sept. 5th 9 A.M. and B. S. Chicago Sept. 6th 8 P.M. and has the special delivery serial number and the 'train delay' stamp.

"The number of letters mailed East on the first flight were approximately 100 in number. Diligent inquiry among the Post Office employees brought no indication whatever that any letters were mailed out from Lock Haven in either direction by ordinary mail with the sixteen cent airmail stamps attached, but such letters as were received too late for mailing were returned in bulk to the senders. The Post Master, Mr. P. O. Brosius, the Assistant Postmaster, Mr. James Crowley, the head clerk, Mr. George Hall, all of whom were intensely interested in the air mail in 1918 and all of whom I have interviewed, state that every piece of mail stamped at Lock Haven at 8 A.M. on Sept. 5th, and which had the sixteen cent stamp thereon and the special 'Via Aeroplane' stamp positively was forwarded on Miller's plane, and all are willing to make affidavit to that effect."

—R. H. THOMPSON

## Contract Routes

### Amounts of Airmail Carried

It was necessary to postpone the concluding installment of this tabulation until our January Issue.

Routes 1 to 15 were covered in the November Issue and data on Routes 16 to date will appear in the next issue. (January).

Due to the Christmas Rush in the New Haven Post Office, we have been informed that no 2nd or 3rd class mail will go out until after Christmas. Every effort will be made to get the "Journal" through, and it will not be late if we can prevent it.

# THE Airpost Journal

Published at 108 State St., New Haven, Conn.,  
U. S. A. by H. York.

H. YORK, Editor  
S. H. FALKOFF, Business Manager

## Associate Editors

H. E. HUBER,	United States
E. S. KNAPP,	United States
E. CANTRELL,	United States
W. R. PATTON,	Canada
C. CROUCH,	Canada
R. E. DALWICK,	Great Britain
P. C. WILLIAMS,	Great Britain
FRANCIS FIELD,	Great Britain
M. GAUVIN,	France
DR. L. MOREL,	France
DR. PAGANINI,	Switzerland
L. ROCHAT,	Switzerland
A. DEWITZ,	Germany
G. SOBETSKY,	Austria
S. BAYER,	Italy
P. J. DROSSOS,	Greece
T. GRYZEWSKI,	Poland
K. A. HANSEN,	Iceland
P. J. KEIJER,	Holland
G. LINDMAN,	Sweden
H. A. GRANFELT,	Finland
S. HUCL,	Czecho-Slovakia
G. MICHELEAU,	Morocco
E. TERAMOTO,	Japan
W. BRUGGMANN,	Philippine Islands
C. CHAN,	Siam
A. B. ELAHI,	Persia
V. TCHERTKOFF,	Russia
M. ANZOREANA,	Mexico
R. B. PRESTON,	Columbia
J. SALZMANN,	Chile
A. H. DAVIS,	Argentina
R. W. BOYD,	Brazil
G. T. STREET,	Cuba
E. QUIROS,	Costa Rica
E. MIZRAHI,	Panama
N. L. LEVY,	Canal Zone

## SUBSCRIPTIONS

United States, \$1.00 per year.  
Canada and Foreign, \$1.25 per year.

## ADVERTISING RATES

**Transient**, minimum 1 inch: \$1.25 per inch.  
**Contract**: Rates are based upon the total amount of space used in six months. Minimum space, 1 inch and at least 10% of the total space contracted for must be used in each issue.

6 inches, at least 1 in. each issue, \$1.00 per in.  
30 inches, at least 3 in. each issue, .95 per in.  
60 inches, at least 6 in. each issue, .90 per in.  
90 inches, at least 9 in. each issue, .85 per in.  
120 inches, at least 12 in. each issue, .80 per in.

The AIRPOST JOURNAL is published on the 20th of each month. Advertising copy must be received before the 15th of each month, 5 days before publication.

## ADLETS—Undisplayed

Rate: 10c. per line, 50 lines for \$4.  
Undisplayed advertising must be paid for in advance.

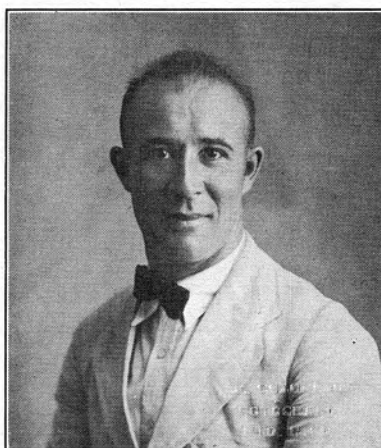
The publishers reserves the right to decline any advertisement submitted, at their own discretion.

Address all communications to: The AIRPOST JOURNAL, 108 State St., New Haven, Conn., U. S. A.

Our correspondent in Hawaii advises us that no airmail service can be expected in Hawaii until next spring or summer, as the authorities will not consider letting out an airmail contract until some company has proven its ability to operate lines on regular schedules, over a six month's period.

The first regular passenger line was opened with appropriate ceremonies on November 11th.

Lieut. Com. George Noville, who was second in command on Com. Byrd's transatlantic flight, arrived unexpectedly in Hawaii and has taken over the general managership of the "Hawaiian Airways".



PILOT BASIL L. ROWE

## With The Air Mail Pilots

Pilot Basil L. Rowe, of the Pan American Airways, and formerly pilot for the West Indian Aerial Express, has carried a great deal of mail that now rests in collector's albums.

Pilot Rowe began flying during the war, while connected with the 871st Repair Squadron. After being discharged in 1919, he organized the "Rowe Flyers" and with them he barnstormed through the West Indies and the United States until July of 1927.

During this time he was also busy winning prizes at local and International air meets. Among his first places scored, are the following: Aviation Town and Country Club Trophy race at Dayton, Ohio, October 1924, Allen Hinkle Trophy race at Wichita, Kansas, October 1924, Glen Curtiss Trophy at Mitchell Field, October 1925, "On to McKeesport" and Free for All races at the McKeesport National Air Congress, Oct. 1925, B. B. T. Trophy, Benjamin Trophy, and the First Elimination races at the National Air Races, at the Sesqui-Centennial Exposition at Philadelphia, Sept. 1926. Which leads us to assume that October is his lucky month.

In July 1927, while they were operating in the Republic of Santo Domingo, the Rowe Flyers were absorbed by the "West Indian Aerial Express," a newly formed organization, of which Rowe became Chief Pilot. This was the first airmail and transportation line to operate through the West Indies, and it in turn was absorbed in September, 1928, by the Pan American Airways.

While he was with the West Indian Aerial Express, Rowe carried all of the first airmail between Santo Domingo, Haiti, and Santiago de Cuba. Mr. Rowe also sends us the following information which will be of interest to everyone. We quote his letter.

"Our route operated between Porto Rico and Cuba but we did not carry U. S. Mails at this time as it was prior to any Foreign Air Mail Contracts. As the First Mails were very light and received no advance publicity these covers are in big demand today but I doubt if there is a collector with a full set of covers carried by this First Air Line through these Islands. Nearly all these mails had a Special Cancellation. Some of the letters out of Santo Domingo are stamped with the old Entrega Especial 10 cents stamp of 1920 depicting a very crude biplane in flight. Scott No. 301. There are about 7 in existence with the *E. Expreso* error, Scott No. 303. These covers mark a great epoch in the start of air transportation through the West Indies.

"After the West Indian Aerial Express was absorbed by the Pan American Airways, as Chief Pilot of this Division I again carried all the first mails under the new contracts between Porto Rico, Santo Domingo, Haiti and Cuba in the Fokker F-7 Trimotor, No. NC5192.

"I also carried the First Air Mails between Merida, Mexico and Cozumel, Island, Havana and Miami. These mails were very light and it is not generally known that a first mail had ever been carried direct from Mexico to Miami. Likewise I carried the First Mail between Vera Cruz and Guatemala City.

"In barnstorming through the West Indies and the U.S., I landed in many places where an airplane had never been seen before. As late as August 1929 when I made the survey trip for the extension of F.A.M. No. 6 which was just recently opened by Colonel Lindbergh from Porto Rico to Paramaribo, Dutch Guiana I was the first to land an airplane at such places as St. Croix, St. Johns, and Dominica. Up to this time an airplane had never been seen at any of these places.

"Am at present Chief Pilot of the Marine Division of the Pan American Airways flying between Miami and Managua, Nicaragua. Have flown 6300 hours during which time I have covered a distance of more than 434,000 miles."

First Flight, Canal Zone to Costa Rica Dated Jan. 2nd 1925, Only 552 covers carried \$5.00. Return flight Dated Jan. 4th 1925 \$5.00. The pair \$8.00. Price list of Panama and Canal Zone, listing 1000 stamps and covers, sent post free.

CANAL ZONE STAMP CO.

Gatun, Canal Zone.



## WITH THE INVESTORS

## Market Notes by Shylock

Saw the Curacao prov. set offered by a Dealer at \$2.50 a few days after the November Journal was out. Hope some of you took my advice, and bought a supply. It pays to keep your eyes open in the case of new issues of this kind, and this applies to new covers as well. Most dealers send in their advertisements weeks before they actually receive their supplies. By the time the advertisement is printed, they expect to be able to supply. BUT they don't know in advance how large an issue, or how many covers there will be. They can only quote a percentage over face and if it turns out that the number in existence is very small, the dealer is faced with the pleasant thought that at the price he quoted, he is playing Santa Claus to the hobby.

There is a lot of fun to be had in speculating in the airmail hobby, and it is far safer than doing it in Wall Street.

The recent Mexican overprints have the center of the stage this month. The set of official air stamps, illustrated in the November Journal, seem to be getting most of the applause. Only 78 copies of the 1p were printed, for some reason or other. Possibly because there were just that number of Mexican Officials who needed such a stamp, or because one Official needed just 78 stamps, take your choice. The 40c. was more popular and 600 of these were made up. There are six other values to the set, but we haven't had the heart to ask how many of these were printed. (We hear there were 600 of these also)

For those who like comparisons, our statistical department advises me that there are only 2 more of these 1p stamps, than there are mint Hawkers. Taking the used Hawkers as well, we find they are as common as dirt, compared to this Mexican 1 peso.

Well, anyway it's rare. The only trouble is that more may be printed later on.

Again Mexico rings the bell. The red overprint, (instead of black) on the 25c. green and brown, is another aero stamp that has a lovely future. New York dealers who missed out on this one are in a sulk about it. 2000 is the total number of these, which will bring it into the \$20 class before long. This stamp was also illustrated in last month's Journal.

While we are on the subject of Mexico, (and we can't seem to get off it) the above stamp overprinted normally in black is not to be sneezed at. 5000

of these were born, and they say there are nearly that many stamp collectors alone, to say nothing of the airpost collectors, who will want it. A dealer who advertised this stamp as outlined in my first paragraph, had this listed for about 30 c. a few weeks ago. That's only \$1500 for the entire issue, and what fun it would be to own the entire issue of this stamp if you could get them all for such a figure. We can't see why this isn't a \$5 stamp, (if more aren't printed) and you probably can get it for \$1 more or less just now.

There is one never-failing clue to future values: The very rare official items are always in great demand. Even if you pay a record price for items in this class, you can consider your investment perfectly safe. The next time one is sold a new record will be created.

If someone asked me what I considered the most under-priced cover today, the Alcock transatlantic would be nominated instantly. If you can't buy Alcocks, but you still want to enjoy that 'comfy' feeling that comes from making a good 'buy', you can't go wrong in buying new airmail stamps as they come out. I say so.

The old airmail stamps aren't getting any more common, by the way. Last winter a copy of Mexico No. 711, (Scott) could be bought for \$1.50 and it remained at that figure, peacefully sleeping, until it was suddenly quoted at \$7.50 in the "Air-mail Beacon" for July. Within a week \$7.50 was the asking price everywhere. Which goes to prove that you can teach an old stamp new tricks.

Mexico insists upon getting into the picture. Now it's the new National Aviation Week set of airmail stamps. We have seen this advertised already for around 50c a set, but it seems very doubtful if many can be bought at present at these prices. News is at hand that only 3,000 of the 40c were printed. If no more are produced, this will be a \$5 stamp in short order. Talk about investments and the Stock Market, you can't beat airmail stamps just now. As I see it, it doesn't make any difference what you buy in these new issues, it is an impossibility to lose. They all are going up to some extent, but when every fifth stamp is a provisional issue, limited in numbers, it hardly seems sportsmanlike to buy them at a percentage over face, it's too easy.

## First Flight

Cristobal—Buenos Aires \$1.05

## Second Flight

Through a delay my covers did not reach Buenos Aires in time for the first flight on the 12th, so they were dispatched on the 16th.

## SPECIAL OFFER

Buenos Aires to Santiago 30c  
Buenos Aires to Cristobal \$1.00

**HOWARD M. WEAVER**  
WAYNESBORO, PA.

Mexico has a disconcerting way of reprinting stamps, and while some of the recent overprints may be reprinted, it seems unlikely that the Aviation Week set will be, as it is only supposed to be sold for a week anyway. On the other hand we can't see how supplies of the 40c can last over twenty minutes, unless sales are very strictly limited, and even that means nothing at all.

Ran across the following item in Mekeel's Weekly, of Nov. 11th, under the heading of "Air Mail News".

"Bethany, Conn. R.F.D. route of New Haven, dedicated Oct. 12. No cachet, covers postmarked New Haven."

We wish these blooming fields would stay dedicated, but they just won't. This is the first Bethany dedication we have missed in fifteen years, and it spoils our record. To our mind the best dedication Bethany ever got off was the one three years ago, or was it four? Bert Acosta was the leading performer and the party lasted two days without a casualty, not even an inkpad was harmed. Acosta used to consider Bethany his home port, years ago, and his penchant for low flying used to keep the natives stimulated during the dull season. It is not too much to say that no Bethany dedication was ever considered a success unless Acosta took part.

It seems that we overlooked something, during this last dedication, for we notice that covers are postmarked New Haven. We never realized it but we must have had at least twenty of these dedication covers in our mail that day. What threw us off the scent was that we never thought to connect New Haven with Bethany.

We hate to miss out on things, so we went through all of our waste baskets, and sure enough we actually found one. It was the first break of luck we had had since prohibition became a law, and naturally we were elated. All the marks were correct. It was cancelled New Haven, Oct. 12. 4 P.M., bore an ordinary 2c. stamp and further investigation proved it to be a bill from our Laundry. (There was no backstamp on the cover.)

Frankly, one thing puzzles us, we can't figure out why a dedication cover from Bethany should be postmarked "New Haven". There are half a dozen Towns nearer to Bethany than New Haven, possibly more. We don't know any of the rules for collecting "Dedication" covers, but if it was really necessary to dedicate this field again, why didn't the rules committee choose one of the nearby towns, such as Seymour, Ansonia, Naugatuck, Derby, Hamden, Westville, Shelton, etc. Or even the town of Bethany itself?

At any rate, we are glad they didn't, because we don't have our laundry done in any of these places.

**STOP PRESS!** Our remarks on the latest MEXICAN 40c Stamp were too conservative. They are already quoted at \$5.00 each, wholesale.

## Auction Review

Two auctions this month, in which some important items changed hands at record prices. That conducted by the Anderson Galleries, brought out some figures that are quite sensational. Scott's 1929 prices were used to catalogue the latter sale, and we have repeated them here. We know of no other group of stamps that could show firmer auction prices than did these airpost stamps at the Williams Sale.

In many cases, stamps were sold for more than dealers are asking for identical pieces. For example, the Madrid-Manila set of the Philippine Islands brought \$214.00, and it was not perfectly centered. An equally fine set could have been bought this Fall in New York for \$165.00. This frequently happens at auctions, apparently bidders are susceptible to the general excitement that goes with an auction, for they frequently bid for a stamp, an amount they would flatly refuse to pay a dealer, under other conditions.

Prices realized at the Toasperm sale were not as sensational, but were firm, never the less.

### TOASPERN SALE—November 26, 1929

- \*Albania, 1928, 5q to 3fr, superb mint. Cat. \$8.55; Realized .....\$5.60
- Columbian Republic, 1919, 2c carmine rose, a superb used genuine copy on a piece of cover, showing the three pmks and the circular killer. Recently a copy changed hands in used condition at \$275, and this on the piece is far more desirable. Fully warranted (481). Cat. \$300.00 Realized .....\$165.00
- Costa Rica, Semi-official, 1 colon yellow and green, signed by the pilot, Luis Knauth. Champion No. 1. Realized \$3.60
- , 1 colon violet and buff, as above. Ch. No. 2 Realized .....\$3.60

### HONDURAS

It seems quite unnecessary to again warn collectors against forgeries of these interesting and rare stamps. These have been carefully checked and are fully warranted.

Honduras, 1925, 20c red brown, black surcharge, superb mint tete beche. There were but 500 of this stamp printed. The sheets were of fifty each, and there are but two tete beche to a sheet, hence, only twenty can exist. This is the only pair I know of with o. g. (405b) Realized .....\$137.50

—, 20c red brown, fine block of four, one stamp tete beche, signed by the Scott Stamp & Coin Co. An excessively rare item, reserved at \$250, which seems quite low (block 405 and 405b).....\$250.00

—, 25c on 1c chocolate, black surcharge, mint superb, with guarantee of S. S. & C. C. as above (409) Realized .....\$21.50

—, 25c on 20c brown, surcharge in blue inverted. A mint copy, of which but twelve can possibly exist. The last copy sold in New York at private sale was at \$225 (411a) Realized .....\$202.50

\*Memel, 1921, 60pf on 40c red and pale blue, superb mint vertical pair, Nos. 12 and 17 in setting showing one with period in "T" of Flugpost and one without. In the pane of 25 all have dot except No. 17. Champion 8b, 1,500 fr. or about \$62.50. (306 and var.) Realized.....\$26.00

\*Newfoundland, 1919, \$1 on 15c scarlet, superb block of four, one stamp has tiny spot in the gum, showing all varieties in a single block. One stamp without comma after Post, another without period after 1919, and two normal. Only four hundred sheets printed. Very rare and desirable thus. (Block 202,202,a,b) Cat. \$72.00. Realized \$44.00

\*Peru 1927, 50c violet, mint superb. We refrain from quoting Scott's price. A rare stamp, especially with this centering. Last auction price \$12.50 (800) Realized \$11.80

\*Siam 1925, 2s to 1b, complete. Here is the set that Scott prices at \$4.90, and which has been selling at double catalogue and more. (401-408).....\$9.60

\*Sweden 1920, Inverted surcharge, 10o on 3o brown, perfectly centered mint, superb. (501a) Cat. \$50.00.

\* —, 20o, 2o orange, exactly as above (502a) \$35.00

\* —, 50o on 4o violet, very fine, mint (503a) \$40.00

\* —, The above three stamps will be sold as one lot to any bidder exceeding the gross realized as single lots. A set last Spring in Steinmetz sale fetched \$92.50 Realized .....\$87.50

\*Wmked a crown 50o on 4o violet, a mint superb copy of this tough baby, that has had the Specialists gnashing their teeth to find. Scott's price a "bear" quotation on a "bull" market. First offered at auction that I know of (504) Cat. (10.00) Realized.....\$11.75

—, the same, but superb, lightly pmkd. Unpriced (504) Realized .....\$4.10

### THE WILLIAMS SALE—December 2, 1929

\*United States—Center Inverted, 24c Carmine and blue, Specimen never hinged, full gum, centering not absolutely true, but design is intact all around. Cat. \$1000.

Realized .....\$2300.00

\*Bolivia, 1924, 10c to 5bol (301-307), o. g., fine Cat. \$13.20

Realized .....\$10.00

\*Brazil, 1927, 50r on 10r to 5000r on 100,000r (801-814, 14 varieties, o. g., fine, rare. Cat. \$23.00 Realized.....\$9.00

\* — the same, 11 varieties (801-804, 806, 808, 809, 812-814), fine Cat. \$21.00 Realized.....\$6.50

\* — 10,000r on 500,000r on 10,000r, on 1,000,000r (815, 816), o. g., fine, rare Cat. 20.00 Realized.....\$8.50

\* — 10,000r on 500,000r (815), o. g., fine rare Cat. \$10.00 Realized .....\$3.75

\* — 10,000r on 1,000,000r (816), o. g., trifle out of center, rare Cat. \$10.00 Realized.....\$3.50

\*Chile, 1928, 20c to 5 pesos, 8 varieties, not listed, o. g., very fine Realized .....\$6.00

\* — 10 pesos orange yellow and black, not listed, o. g., very fine Realized.....\$6.00

\* — the same, 20c to 1 peso, 3 pesos on 5c, 6 pesos on 10c, 8 varieties, o. g., fine Realized.....\$32.00

\*China, 1921, 15c to 90c (451-455), o. g., fine Cat. \$8.00

Realized .....\$8.00

\*Colombian Republic, 1919, 2c Carmine Rose (481), o. g., very fine, one of the great rarities Cat. \$100.00

Realized .....\$475.00

\*France, Offices in Morocco, 1922-27, 5c-3fr (501-511), o. g., fine Cat. \$11.25 Realized .....\$6.00

### HONDURAS

\*1925, 5c, light blue (401), fine, very rare Cat. \$20.00

Realized .....\$18.00

\*1925, 5c light blue, blue surcharge (402), fine rare Cat. \$35

Realized .....\$36.00

\* — 10c dark blue, red surcharge (403), fine, rare Cat. \$20

Realized .....\$24.00

\* — the same, not quite centered, rare Cat. \$20.00

Realized .....\$21.00

\* — 20c brown (405), fine, rare Cat. \$20. Realized \$27.00

\* — the same, very lightly cancelled Cat. \$20 Realized \$22.00

\* — 20c brown, blue surcharge (406), fine, very rare

Cat. \$35.00 Realized.....\$57.00

\* — 50c red (407), o. g., fine, very rare Cat. \$60.00

Realized .....\$60.00

\* — the same, equally fine and rare Cat. \$60, Realized \$60.00

\* — 1 peso green (408), o. g., very fine, very rare

Cat. \$100.00 Realized.....\$150.00

\* — 25c on 1c chocolate (409), very fine, very rare

Cat. \$25.00 Realized .....\$24.00

\* — 25c on 5c light blue (410), fine and very rare Cat. \$30

Realized .....\$27.00

\* — the same, another copy but has full o. g., rare

Cat. \$30.00 Realized.....\$28.00

\* — 25c on 20c brown (411), very fine, very rare Cat. \$30.

Realized .....\$38.00

\*Japan, 1929, 1½s blue, 3s rose (451, 452), o. g., blocks of

four very fine with sheet margins, rare Cat. \$20.00

Realized .....\$40.00

\*Newfoundland, 1919, 3c red brown (201), o. g., evenly

centered, with the initials of the postmaster on back. A

superb copy of the famous Hawker. The few copies

known are eagerly sought for and are selling at increasing

prices in every sale Cat. \$500.00 Realized.....\$800.00

\* — \$1 on 15c scarlet (202), vertical pair, both varieties,

with and without comma, o. g., very fine scarce

Cat. \$16.00 Realized .....\$21.00

\* — 1921, 35c red (203), block of four, o. g. Cat. \$12.00

Realized .....\$11.00

\*Persia, 1927, 10k gold, orange and bistre brown (1114), o. g.,

very fine, scarce Cat. \$15.00 Realized.....\$13.00

\* — 20k gold, olive green & bistre brown (1115), o. g.,

very fine, scarce Cat. \$15.00 Realized.....\$14.00

\* — 30k gold, carmine & bistre brown (1116), o. g., very

fine, scarce Cat. \$15.00 Realized.....\$16.00

\* — 1928, 3k to 3t (1117-1121), o. g., fine Realized \$13.00

\*Peru, 1927, 50c violet (801), o. g., very fine Realized \$13.00

\* — 50c violet (801), o. g., very fine Realized \$10.00

\*Russia, 1922, 45r green and black (701), block of four;

1923, 1r-10r (702-705), in pairs; 1924, 5k to 20k (706-

709), o. g., fine, scarce Cat. 38.05 Realized.....\$38.05

\*Sweden, 1920, 20 ore on 2 ore orange (504), o. g., very

fine, very rare Cat. \$60.00 Realized.....\$230.00

\* — 50 ore on 4 ore violet (505), o. g., fine Cat. \$6.00

Realized .....\$12.00



- \***Syria, 1920, 1pi, 5pi, 10pi (301-303), o. g., very fine and rare** Cat. \$22.00 Realized.....**\$33.00**  
 \* — a duplicate set, equally fine Cat. \$22 Realized **\$27.00**  
 — 1pi, two copies; 5pi, 10pi (301-303), used on one cover, rare Realized.....**\$15.00**  
 \* — 1921, 1pi, 5pi, 10pi (304-306), o. g., fine Cat. \$30.00 Realized.....**\$46.00**  
 \***Uruguay, 1921-22, 25c bistre brown (601-603), o. g., very fine, scarce** Cat. \$12.75 Realized.....**\$9.00**  
 \* — 1928, 10c to 3p80c (614-621), 12 varieties, o. g., very fine Realized.....**\$16.00**  
 \* — another set, equally fine Realized.....**\$18.00**

# W. T. POLLITZ SALE, Boston, December 10, 1929

Reported by William C. Albrecht

Several choice lots of air mail stamps were offered in this sale, and despite the fact that prices on most of the sale were on the whole low, the air mails proved an exception and brought unusually strong prices.

A cover cancelled in magenta "Air Mail Service, Wash. N. Y. Phila. Washington, May 16, 1918, franked with a 24c air mail on 3c entire, badly soiled went for \$3.25.

A shore to ship cover, with cachet "U. S. Navy Plane to U. S. S. Leviathan at Sea", dated Sept 10th. 1927 brought \$2.65.

A Superbly centered mint copy of French Morocco, 75c No. 501, cataloguing \$7.00 went for full catalogue.

The Swedish inverts brought nearly full catalogue, No. 501a going for \$45.00, No. 502a at \$30.00, and No. 503a \$30.00. A copy of No. 505, cataloguing \$10.00 realized \$10.25.

An unusually fine O. G. copy of Uruguay No. 607, cataloguing \$6.00 was knocked down to the writer for \$10.25.

Other items went as follows: (Cat. Values in parenthesis)

Albania, 1925, 601-607	( \$5.56 )	\$2.65
Costa Rica, 1928, Lindbergh.	( 5.00 )	3.30
Curaçao, 1929 Provisionals, 50c-2 Gld.		4.00
Czechoslovakia, 1920 No. 504-506	( 5.50 )	3.50
Czechoslovakia, 1920, No. 507-509	( 5.50 )	4.30
Germany, 1922, No. 422-428	( 5.71 )	4.00
Japan, 1919, No. 454-452.	( 5.00 )	3.00
Latvia, 1921, No. 253-254.	( 3.00 )	1.50
Lithuania, 1922, No. 421-430.	( 8.80 )	3.65
Lithuania, 1922, No. 431.	( 3.50 )	1.90
Newfoundland, 1921, horizontal pair, with and without period after 1921. No. 203-203a	( 7.50 )	4.25
Paraguay, 1929, No. 404-406.	( 6.00 )	1.85
Persia, 1927, No. 1101-1113	(14.16)	7.75
Russia, 1923, No. 702-705.	(12.50)	5.00

All of the above items, of course were mint, O. G. and generally in well centered condition.

(Continued from page 4)

Ovington in his Bleriot monoplane, bearing the ominous number thirteen. Ovington took off first and led the way as a guide. The two machines were in constant view of the spectators throughout the whole trip and were watched with intense interest by the groups in the grand stand and in the fields, their return being greeted by loud roars of cheers.

Wednesday, September 27th—This date is somewhat in doubt as the press reports are very vague on the subject of mail. Because of the rain and high winds, only two of the events on the program were run off. The crowd of 1000 that patiently waited for the aviators to go aloft, started for home shortly after five o'clock.

"Only four aviators went aloft yesterday, Lieut. Arnold, Lieut. Milling, Sopwith and Capt. Beck. Sopwith won the weight carrying contest and also the passenger carrying race, beating Milling and Arnold." And from another paper, "For the first time in the history of aviation, a special delivery letter was yesterday borne through the air by aeroplane

and carried direct from sender to recipient without the use of any other adjunct of the U. S. Mail Service. The recipient was Bishop Frederick Burgess, and the letter was in answer to the protest made by him regarding Sunday flying... The letter referred to support given to the meet on Sundays as well as on other days by the United States Government which continued its mail service from the aerodrome last Sunday without interruption."

From the last two words, we may infer that mail was actually carried. Another fact which seems to strengthen this belief is that no mention was made as to what Beck did when he went up. If he had entered any of the contests, there is reason to believe that his name would be given in connection with the event, whether he won or not. Since he had carried mail in the past, this assumption is not too strong in view of the remark made that mail was carried "without interruption". Further evidence in support of this theory is given below.

Thursday, September 28th—Very little space given to the mail carrying on this date, but mail was evidently carried as all of the events on the program took place.

Friday, September 29th—There was no mail carried, the meet being postponed on account of rain and high winds.

(Continued on page 14)

## MEXICO

**MARIANO ANZORENA**  
6a de Chiapas 136  
MEXICO CITY—MEXICO

The real home of Mexican airmail stamps and covers. Offers to readers of the Airpost Journal at the following special prices:

(Nos. by Scott 1930)	
Nos. 902-903-904, mint	\$0.80
Blocks of 4 with Plate No.	3.50
Nos. 906 to 911, mint	1.75
New airmail: 10, 15, 20, 30, 35, 50 centavos and 1, 5 and 10 pesos all mint	10.00
3 first flight covers all with special cachets	1.80
1000 mixed Mexican postage	2.75

## U. S. AND CANADIAN STYLE AIR MAIL ENVELOPES

Specially designed for the First Flights 25 envelopes either style, 25c; or 125 envelopes for a dollar bill. Samples for stamp.

We have in stock a full line of S.-W.-J. Co. booklets. What do you need? List free!

**N. JOSEPH**

65 Walden St., Boston-30, Mass.

## FAILED FLIGHT

Entire U. S. envelope inscribed, "Aeroplane Mail, Hamburg-American Line at Sea via Air Route to the United States." (Am. Air Cat. No. 1, \$25.00) Net \$15.00.

## PERSIA COVER

1k to 10k inclusive (Scott 1109 to 1114) used on entire cover, first flight, Teheran—Pehlevi, Airpost cachet etc. Cat. \$81.25. Net \$15.50.

United States and British Colonies on Approval. Why not give them a trial? Reference required. Price Lists Free.

Open 9 A. M. to 5:30 P. M.

## CARL YOUNG

1208 Chestnut St. Phila., Pa.

## AIRMAIL STAMPS

### First Day of Issue Covers

These are becoming more popular every day and go well with the mint set. As supplies are limited, we advise placing your order early. Haiti, 1 gourde, Nov. 30th, 1.00

Iceland, 50 aur, June 29, flown 1.00

Japan, new complete set, Aug. 7, flown 4.25

Mexico, 20c Aviation Week, Dec. 10, flown .75

Mexico, above cancelled each day of week 6 varieties, Dec. 10-16 3.75

The AIRMAIL BEACON is a lively up-to-date news bulletin—house organ. Send for your free sample copy. Postage will be appreciated.

## The Berkshire Exchange

1576 Broadway N. Y. C.

**Public Stamp Auction Monthly**  
Most sales have Air Mail Stamps and Covers. Catalog free.  
Next Sale, Jan. 3-4.  
De Luxe Sale, Feb. 6-7.

## M. OHLMAN

116 Nassau St. New York City

### FROM THE EDITORS SCRAPBOOK



Here is another mystery piece which offers the amateur detective a splendid opportunity to do some sleuthing.

The stamp illustrated is in imperforate condition, and a dull greenish-blue color. What it is or was, no one seems to know.

Does the 'Buffalo' refer to the well known City on Route No. 20, or is it the name of a particular balloon?

The general impression of the stamp is that it is very similar in workmanship to several Confederate stamps issued during the Civil War. The color and imperforate condition help this illusion. Perhaps the South instituted a balloon service during the war, similar to that employed by Paris during the Franco-Prussian war. The writer is enjoying the illusion that he has another "Brattleboro and anyone destroying this halucination will make himself very unpopular.

Does anyone know anything about this stamp? Whatever the verdict may be, we are anxious to know, and are prepared for the worst.

There is some talk of an issue of airmail stamps for Newfoundland. We have also heard that for a design, one of more of the essays which were made in 1919 might be employed. These essays were originally designed for the transatlantic flights of that year, but were never used. We must have these essays somewhere and if anyone would like to see them we will illustrate them in the next Journal. We believe there were three different essays made.

### AIRPOST and OTHERS

My specialty: Airpost, Commemorative, Charity and General Pictorial Issues in complete sets. 20th Century Mint. New issues as well as obsolete sets carried in stock in wide variety. New things to hand continually.

My list is Free to Dealers.

**ELLIOTT M. WALTON**

81 NASSAU STREET

NEW YORK

We note that the U. S. 24c inverted center, (airmail) just sold for \$2300.00 at auction early this month. That is just 9,583 times face value. At that rate the entire sheet of 100 stamps which were bought over the counter for \$24 would have a cash value today of \$230,000.00.

We sincerely hope that the original owner of this sheet doesn't read this, it might spoil his luncheon. We don't recall just what he got for his find, but it must have been at least a fifth of a million dollars less than this figure.

The moral of that is: "Buy all the airpost stamps you see with inverted centers, but don't ever sell any."

(Continued from page 13)

"Even the United States mail, which has been collected daily from the boxes on the field and shipped daily by plane to Mineola, was neglected."

Again Mr. Erle gives us some interesting details. He states:

"On Friday, September 29th and Sunday the 1st of October there were no flights due to rain. Bishop Burgess and Cannon Chase had attempted to stop the Sunday flights of September 24th, but were unsuccessful. They had made preparations to arrest the flyers on the following Sunday (Oct. 1) if they tried to fly, but due to the rain no flights were made—altho it had been their intention to fly despite the wishes of the Bishop. But, as the papers said "What Bishop Burgess and the Sheriff could not do, Nature did". Rain checks were issued on that Sunday and Woodruff promised to have the flights and events the following Saturday and Sunday.

Saturday, September 30th—On this, the next to last day of the meet, a mail carrying race took place, in which Thomas Sopwith was the

### HAITI AIR MAILS

50c deep violet  
1g deep blue

40 cents postpaid

**METROPOLITAN  
STAMP CO.**

1482 Broadway, New York City

winner. Other contestants were: Eugene Ely, Paul Beck, Lieut. Milling, and Lieut. Ellyson.

Sunday, October 1st—"Pouring, pelting rain that turned the Nassau Boulevard aerodrome into a quagmire and sent the thousands who had gathered there scurrying towards the railroad stations, made it impossible to carry out any part of yesterday's programme. As it was the last day for which the meet was sanctioned, it was the official end of the meet. The announcement that no meet was to be held was made at three thirty o'clock." Which speaks for itself.

### SUMMARY

- Sept. 23—Pilot Ovington; 640 letters, 1280 cards.  
24—Pilots: Ovington and Beck; 781 letters, 6165 cards, and 85 pieces of printed matter, 34 pounds in all.  
25—Pilot: Ovington; no figures.  
26—Pilot: Ovington and Beck; 462 letters, 3600 cards and 78 pieces of printed matter.  
27—Pilot: evidently Beck, no figures.  
28—No details, but mail was carried.  
29—No mail carried.  
30—No details, but mail was carried.  
Oct. 1—No mail carried.

### Air Mail Stamps For Dealers

New Importations. Ecuador, Haiti, Mexico, Etc. SPECIALTY, South and Central America.

**A. O. LITT**

67 West 44th St. New York City

### SCARCE FIRST FLIGHTS

Athens to Beyrouth, 368 carried.....\$2.00  
Athens to India, 180 carried..... 5.00  
Crete to London, 173 carried..... 3.00  
Order these today as they will cost you more tomorrow.  
Send for our Price List of Canadian Air-mails and First Flight covers. Just issued and free.

**VICTORIA STAMP CO.**

241 Queens Ave., London, 16, Ont. Canada.

Block of Four Unused 2c Panama  
Lindy

Catalogue \$1.20—Net .50

Returnable If Unsatisfactory

**HENRY LACKS**

1915 So. Jefferson St. Louis, Mo.



## The Airpost Chronicle

Notices of new flights, new airmail stamps, and any news items of interest to Airpost Collectors are desired for publication in this column.

### ARGENTINE

The Nyrba line inaugurated their airmail service to Chile on Oct. 20. The route is: Rosario-Cordoba-Mendoza-Santiago. Very short notice of this flight had been given so the mail will be very small. The return flight is advertised for the 22nd.

It is rumored that the Argentine series of airmail stamps will soon be suppressed and that ordinary postage stamps will be available for all airmail correspondence.

On Nov. 15th, the Nyrba Line will inaugurate a daily passenger and postal service between Buenos Aires and Mar del Plata. The same company is surveying a route for the establishment of a combined service between Buenos Aires and La Paz (Bolivia). This line will be an extension of the weekly service to Chile via Rosario and Cordoba. On arrival at the last named town, the line will branch off to the north as far as Jujuy which will be a provisional terminal. It is hoped to open this route at the end of November. Negotiations are being made with the Lloyd Aero Boliviano for the junction of this new route with their system in Bolivia.

The Pan American Grace Airways are actively engaged in organizing an airmail service between Buenos Aires and Montevideo and they hope soon to extend the service as far as Rio de Janeiro. This route will be in competition with the Nyrba lines.

### BOLIVIA

The following is a list of the inaugural dates of the various routes operated by Lloyd Aero Boliviano:

Cochabamba-Santa Cruz.....	Sept. 1, 1925	Return on Sept. 3
Santa Cruz-Yacuiba .....	Oct. 20, 1926	Return on Sept. 20
Cochabamba-Trinidad .....	Oct. 30, 1926	Return on Nov. 2
Santa Cruz-Puerto Suarez.....	Feb. 24, 1928	Return on Mar. 1
Trinidad-Riberalta.....	June 2, 1928	Return on June 10
Cochabamba-Sucre.....	Apr. 9, 1929	Return on Apr. 9
Cochabamba-Oruro.....	Sept. 4, 1929	Return on Sept. 4

The route: Oruro-La Paz-Arica is expected to be inaugurated at an early date.



### BRAZIL

Three more values of the new series have been issued and are illustrated above, with central designs of various subjects. The 50 Reis is greenish blue, the 300 Reis a bright blue and the 1 Milreis a chestnut. They are watermarked multiple stars, enclosing a circle and "CM". Perforated  $12\frac{1}{2}$  by  $13\frac{1}{2}$ .

While no exact data is to hand, we understand that the set will probably be of nine values: 50, 200, 300, 500 and 700 Reis; 1, 2, 5 and 10 Milreis. There is a possibility of other values such as a 100 and 400 Reis.

### BRITISH HONDURAS

According to information recently received, a single airmail stamp will be issued by this country. The value is not definite, but will probably be a 15c or 25c.

### CANAL ZONE

It is understood here in the Canal Zone that the rate (Air Mail) to the U. S. will be reduced to 20c on the first of the year and that a new 20c stamp will be made by surcharging the 2c current into a 20c Air Mail. The Surcharge will be different from the 25c now in use.

Nathan L. Levy.



### COLOMBIA

Last fall, in November, Captain Benjamin Mendez, of the Colombian Army, accompanied by Mr. Todhunter, of the Wright Co., started from New York for Bogota. The plane they flew was donated by popular subscription, the affair being promoted by the Bogota paper *Mundo-al-Dia*. The trip was uneventful as far as the Canal Zone. There Mendez struck a wave in landing and broke a wing, necessitating a lay-over until parts could be brought from the States. He then flew to Cartagena, Barranquilla and up to Girardot. The plane was wrecked at Girardot and they did not reach Bogota until after New Years. A few covers were carried, between twenty-five and thirty, all addressed to different people in Bogota. Almost all were destroyed by the recipients. To celebrate the arrival of Mendez, SCADTA overprinted their 20c. and 30c. stamps, and these were used the day of arrival. They were used on the flight from Cartagena and Bogota. They may also have been used from Barranquilla but no information is at hand.

—R. B. Preston

### DOMINICAN REPUBLIC

Preparations are being made for a new airpost stamp as the first is already exhausted.

### ECUADOR

Many reports have been received about new airmail stamps. According to one, the present series will be overprinted in four lines "P. A. G. A. C.—SERVICIO—AEREO—ECUADOR" similar to the cancellation used on mail.

### FRENCH SENEGAL

This country will soon issue an airmail set of about 20 values. The request has already been sent to the French Colonial Commission and as this is the terminal

(Continued on page 16)

of one of the busiest lines from France, it is very likely that we shall soon see them. The values are said to run from 25c. to 20 francs.



HAITI

The one gourde value was placed on sale the 30th of November and is very much like the 50c. except that the figures and letters in the panel are much thicker and against a dark background. It is a very attractive stamp with its rich color, a deep blue with a touch of violet.

50,000 of these stamps were printed on unwatermarked paper and perforated 12. 100,000 of the 50c. is the figure given, which was issued November 4th.

A. O. Litt



HONDURAS

This country has issued a single and a set of three provisional airpost stamps. The single stamp is surcharged horizontally in three lines "Servicio aéreo—Vale 25 centa—vos oro—1929", as illustrated, 25c on 50c rosine (blue). According to our information, only 4,500 were issued.

The other three stamps (illustrated on the right) are overprinted vertically in three lines "Servicio aéreo—Vale 10 cts. oro—1918", as follows: 5 cents. on 20c yellow brown (green); 10c on 50c rosine (black); and 15c on 1 peso emerald (red). Perforated 11 and unwatermarked.

Another airpost issue, this time of two values, a 5c and 20c has been placed on sale and is due in this country soon.

## INDIA

Although airmail service has been in effect throughout India and to the Continent for some time; the first airmail issue of five values has just been made.

We have received a cover bearing one of the stamps, an 8 anna. It is of horizontal format, 38 by 22 mm and the color is claret. The central design is that of an aeroplane flying over a river with hills in the background. At the top and bottom respectively are the words "Air Mail" and India Postage. To the upper and lower right are a profile of King George set in an oval and the value, 8 annas.

It is reported in *Linn's Weekly* that the other values are: 3 anna, ultramarine; 4 anna, olive green; 6 anna, bistre; and 12 anna, brown red.

A daily mail service was inaugurated recently between Calcutta and Siliguri. Plans are for other services between Calcutta and Rangoon, Calcutta and Shillong, Bombay to Karachi via Port Bander, Rajkot and other places.



JAPAN

The new set of four, which has created quite a bit of comment about town, is illustrated herewith. The values are: 8½ sen, orange brown; 16½ sen, emerald; 18 sen, bright ultramarine and 33 sen, grey. Watermarked wavy lines and perforated 13½ by 13.

There is a rumor to the effect that the recent issue is exhausted. According to our information, only a limited quantity was printed but it is expected that they will be reprinted. Our correspondent stated that they were to be permanent.



THE ESSAY



THE STAMP

## MEXICO

The set of two stamps for the National Aviation Week was issued on schedule, December 10th. Many conflicting reports have been received as to the quantities printed. The original quota called for 100,000 of the 20c and but 3,000 of the 40c. Appeals were made to the Postmaster General to increase the number of the 40c to at least 15,000. Latest information indicates that the first stated figure is correct. Watermarked "Correos Mexico", perforated 12. Colors: 20c, slate black, 40c, green slate.

E. R. Alfonso.

The 25c value of the present series finally appeared on December 7th, but is rouletted. This makes three values, the 20c, 25c and 50c which are rouletted. As yet, the 20c is the only one of the three that is also perforated.

The black Postal Congress set, overprinted for official use, are remainders of the lot distributed to members,—not proofs as surmised in our last issue. This information is kindly supplied by Mr. John N. Luff.

A sheet of 60 of the 35c exists in imperforate condition.

## NICARAGUA

25,000 each is the quantity given of the official airmails.

A number of stamps have appeared with the "P.A.A." overprint and there is evidently no discrimination, as many types and values have been reported.



## PANAMA

A permanent set to replace the PRESENT PROVISIONALS WILL BE placed on sale as soon as the balance is exhausted. No details have been given about the new set but the values will probably be the same with the possibility of a new 5c or 50c.

## PARAGUAY

The designs of the new permanent set are said to be: 95c, Paraguayan Arms and Lion; \$1.90, Cathedral; \$6.80, aeroplane in flight over globe. Subjects of the other values are not yet known.

—*Philatelic Magazine.*

## PERU

Regular airmail service between Iquitos and Motobamba was inaugurated on the 30th of October.

—A. H. DAVIS

## SALVADOR

We have been told that two airmail series are on the way. The first will be a provisional set of five values, 15, 20, 25, 40, and 50 centavos. A permanent set is under preparation by Waterlow of London.



SOUTH AFRICA

A set of two values has been issued for use on the Capetown-Durban route. The two values are: 4d blue green and 1/- orange. The set is on unwatermarked paper and perforated 14 by 13½.

## URUGUAY

A new value has been shown to us, namely, a 4c chocolate of the above type perforated 11. Watermarked "REPUBLICA O. DEL URUGUAY".

—A. O. Litt.

## UNITED STATES—C. A. M. 25

On December 14th, St. Petersburg was added to this route, on the spur from Daytona Beach via Orlando and Tampa, Fla. The cachet used is similar to the one used on Dec. 1, (Type 15 in the American Catalogue) with the "arc and chord", between the name, and the date, removed.

It is pretty certain that our new 5c. airmail will be issued shortly. One date given is January 1st.

(Continued from page 8)

## RODGERS RECEIVED AN OVATION WHEN HE LANDED AT PASADENA

An instant after his landing, and almost before his machine came to rest, the enormous throng broke through the police guards and swept over the field, almost mobbing the aviator.

So hearty and tumultuous was his greeting that Rodgers appeared overcome with emotion.

When the police were finally able to clear a space about the aviator D. M. Linard, Chairman of the Reception Committee, ran out into the middle of the field with a telephone in his hand. This instrument had been connected with the central station, and Rodgers at once telephoned his arrival to Los Angeles.

In the meantime, the people, pressed back and helpless, were cheering and yelling wildly. Hundreds threw hats and caps into the air, and trampled them into the dirt when they fell. In all the hubbub, Mrs. R. D. Davis, wife of the President of the Pasadena Board of Trade, made her way to Rodgers and presented him with a huge bunch of California chrysanthemums, and Miss Irene Grosse, Queen of the Carnival of Roses, welcomed him in the name of the city.

That little ceremony over, Rodgers was wrapped about in the folds of a large American flag and placed in an open automobile. In this car were Mayor Thum of Pasadena and other city officials. The car then proceeded slowly to make the circuit of the park, threading its way through the yelling people. Rodgers tried to stand up once or twice, but the flag held his legs and he was forced to take his seat.

Although the steam whistles and bells of the city of Pasadena were hushed because of the Sabbath, the crowd more than made up for the silence. The noise could have been heard for miles.

Rodgers went directly from the field to the room reserved for him at the Hotel Maryland. There he asked for a drink of milk and then, smiling a little, talked to the newspaper men—who swarmed into the room.

"I don't feel much tired," he said "The trip was not a hard one, all things considered. Indeed, I believe that in a short time we will see it done in thirty days and perhaps less. I was never worried any at any stage of the game, not even when it looked as if it was all off. I knew I'd get through if only to break even with the fellows who laughed at me."

Instead of retiring Rodgers waited in his room until the automobile bearing his wife and mother reached the hotel. He heard them coming and came down stairs just as his wife left the desk and turned toward the elevator. There was a glad cry, and his wife, who has followed the aviator across the country, flew straight into his arms.

"I'm so glad," was all she said.

The difficulties attending this great flight were far greater than those faced by a transatlantic flyer today, and Rodgers' achievement justifiably ranks with the greatest flights of modern times. The special freight car which followed him across the continent was an important factor in his success, for parts of his plane had to be replaced constantly. Probably enough spare parts were used to have built half a dozen new planes.

Rodgers flew the Vin Fiz to Los Angeles, a short distance away, technically completing the flight, and was again nearly mobbed when he landed. His reward was the Gold Medal of the Aero Club of America. He had earned it.

A few months after his triumphal entry into Los Angeles, Rodgers crashed and was killed on the very spot where thousands had acclaimed him a short time before.

Of special interest to airpost collectors, is the mail carried by Rodgers during this flight. Up to the present it has been almost impossible to learn anything definite about it. Rodgers did carry three letters from Sheepshead Bay, but they probably do not have any special markings or the famous 'Vin Fiz' stamp. They were addressed to the General commanding the Western Division, Mayor Alexander of Los Angeles, and Admiral Thomas of the Pacific Squadron.

The time limit on the Hearst prize was up on Oct. 10th, when Rodgers was at Marshall, Mo. In spite of this he determined to complete the trip, and in order to partially defray expenses, he inaugurated a private airmail service and issued a private airmail stamp, which is now famous as the "Vin Fiz" stamp. Mrs. Rodgers

(Continued on page 18)

assisted in the role of Postmistress, thus relieving her husband who was generally occupied in repairing his motor or rebuilding his plane. The special 'Vin Fiz' stamp was sold for 25c. and was affixed to envelopes or cards, which also bore the regular U. S. postage stamps. This mail was then placed aboard the plane and carried to the next point, where it was delivered to the nearest postoffice.

This mail was, of course, unofficial, but was an entirely legitimate means of raising funds to meet the heavy expenses of his flight. It is impossible to say how many covers and cards were carried by Rodgers, for this service was seldom mentioned in contemporary newspaper accounts. Neither is it known whether Rodgers carried mail under these conditions from every point. It seems probable that the 'Vin Fiz' stamp only came into existence after all hope of winning the Hearst prize had vanished. In fact, we only know that such a stamp was used and that some mail was carried bearing this stamp. To date but one of these covers is known. This is in a European collection, and a few if any collectors in this country have ever had the pleasure of seeing it.

Probably thousands of these covers and cards existed at one time and it seems strange that more of them have not come to light. It also seems probable that there are still a number of specimens tucked away in attics among forgotten correspondence, and as the knowledge of airpost collecting spreads, we may expect to see more of these historical items appear. One thing is certain, no matter how many are eventually found, the demand for them will always exceed the supply.

—H. YORK.

#### NOTES ON RODGERS' FLIGHT

On the back page of a pamphlet written and distributed by Rodgers was the following regarding his mail carrying.

#### RODGERS' AERIAL POST

By C. P. Rodgers, Postmistress

Postcards delivered to me at the special train will be carried by my husband's airplane to his next stopping place for 25 cents. There they will be stamped by me 'Carried by Rodgers' Airplane 'Vin Fiz' from . . . . . to . . . . . on October . . . . . 1911 and delivered to the local postmaster who will send them to the person addressed. A card addressed and stamped sent to me care of the Plaza Hotel, Chicago, with 25 cents will be forwarded to me, given a ride in the airplane and posted as described. In this way it will be possible for anyone to send a postcard to himself or his friend part of its route at least in an airplane."

#### Letters From Our Readers

Under this heading readers may air their opinions about the hobby, this magazine, the Standard Catalogue, or about anything else that is of interest to the hobby. Letters must be signed, but your name will not be published if you ask us not to.

#### ACCEPTED WITH PLEASURE, THANKS

"Permit me to congratulate you on the splendid impression the first copy of the Airpost Journal has made. With such a splendid beginning your paper cannot be but a success, and certainly deserves the support of all air mail collectors.

"Last night I attended the Auction Sale held in Boston by W. T. Pollitz, and it occurred to me that a section in your paper devoted to auction prices might be of interest to many of your readers. Because I am interested in air mail stamps, and because I think your

(Continued on page 19)

#### SUMMARY OF RODGERS' COAST TO COAST FLIGHT.

Started from Sheepshead Bay, New York, at 3:25 P. M., Sept. 17.

REACHED	MILES	DATES
MIDDLETOWN, N. Y.....	84	Sept. 17
CALLICOON, N. Y.....	179	Sept. 21
ELMIRA, N. Y.....	289	Sept. 22
CANISTEO, N. Y.....	315	Sept. 23
SALAMANCA, N. Y.....	442	Sept. 24
CANTON, OHIO .....	646	Sept. 28
RIVARRE, IND. ....	851	Sept. 30
HUNTINGTON, IND. ....	887	Oct. 1
HAMMOND, IND. ....	1,000	Oct. 5
CHICAGO ILL. ....	1,199	Oct. 8
KANSAS CITY MO.....	1,482	Oct. 11
SAN ANTONIO, TEXAS.....	1,789	Oct. 12
SANDERSON, TEXAS .....	2,069	Oct. 26
SIERRA BLANCA .....	2,291	Oct. 28
EL PASO .....	2,381	Oct. 29
WILLCOX, ARIZ .....	2,603	Oct. 31
MARICOPA, ARIZ. ....	2,780	Nov. 1
STOVALL, ARIZ. ....	2,920	Nov. 2
IMPERIAL JUNCTION, CAL. ....	3,053	Nov. 4
BANNING, CAL. ....	3,153	Nov. 4
LOS ANGELES, CAL. ....	3,220	Nov. 5

Best previous cross-country record: Harry N. Atwood, St. Louis to New York flight, 1,265 miles.

Best day's flight, 230 miles, from Kansas City, Mo., to Vinita, Okla.



The  
Famous  
"Vin Fiz"  
Stamp  
Itself

## Central & South America

CANADA-CHILE MIAMI-CHILE CHILE-PERU CHILE-U. S. A.  
CRISTOBAL-CHILE PORTO RICO-DUTCH GUIANA 1ST FLIGHTS  
— All Points in Stock —

NEW:

CANADA-ARGENTINE MIAMI-ARGENTINE CRISTOBAL-ARGENTINE  
ARGENTINE-U. S. A.  
— ASK FOR APPROVALS —

#### SPECIALS:

MEXICO-GUATEMALA, 1st flight .....\$ .80  
ARGENTINE-CHILE, 1st flight special cachet on registered letters, only 350  
letters flown ..... 2.25  
S. S. KARLSRUHE, Galway-London ..... .60  
S. S. ILE DE FRANCE, Ship-to-Shore, U. S. A.-France ..... 1.25  
First Flights, ordinary flown covers and stamps from all South American Countries.  
Ask for approval selections. References.

IT WILL PAY YOU TO GET IN TOUCH WITH ME.

**I. GOMEZ - SANCHEZ**

1854/56—7th AVENUE,

NEW YORK, N. Y.

In writing advertisers, please mention the "Airpost Journal"



(Continued from page 18)

paper is the most up-to-date one, devoted to air mail, I am willing to offer you my services so far as keeping you informed on the Boston auctions in this respect. Whenever there is a sale in which there may be any exceptional air mail items, or a section of air mails, I will be glad to attend the auction and send you data on same. I don't doubt but what you will be able to get other assistance of this type in the other cities.

"I trust you will accept this service on my part in the spirit in which it is offered. I don't expect to be recompensed for the service, as it takes but a few minutes to do it, and I attend most of the sales anyway.

Very truly yours,  
William C. Albrecht."

#### THANK YOU, SENATOR BINGHAM

"As President of the National Aeronautic Association, I have just received a complimentary copy of the first issue of The Airpost Journal, and I am writing to compliment you on this very attractive and interesting publication.

"With very best wishes for the success of the publication, I am

Sincerely yours,  
Hiram Bingham"

"It would almost seem that the first copy of your paper caused a resurrection of my A. M. interest! It has "died on me", as the boys say, several times—but here goes for a last try.

"I enclose \$1.00 for a year's subscription to the Journal. And may I compliment you on the exceedingly interesting contents? Also, I like the type and paper—can you continue to offer all three for the price?

Sincerely yours,  
(Mrs.) Louise W. Kellogg."

#### "ALL QUIET ON THE WESTERN FRONT"

"In the clean up which we are having, the Director of Posts, a Filipino, has been found short in property some \$300,000, in losses another large sum. The Chief of STAMPS is in jail for appropriating \$213,700 of stamps, selling the \$2. stamps for \$1 to embroidery firms and substituting them with 2 centavos stamps. They sent cast iron telegraph poles by registered mail to make up deficits, stole the street car companies tokens in transshipment, took \$20,000 cash of the Leprosy fund, and looted the Government stamp collection of its SPECIMEN stamps sent from Geneva, and a few other fancy stunts due to our Gov. General's failing to put their powers of inspection into effect. The Director of Posts acknowledged on the stand he took a FEW HUNDRED LOF sets to London on his own, but as far as we know it was about 1500 sets. His wife ran the Post and Telegraph Review, a government organ for her personal profit, and so it goes. So far some 18 of the Chiefs have been dis-

### "WASHINGTON STAMP NEWS"

#### CONSISTS OF:

1. A special bulletin mailed to you whenever a new U. S. postage stamp or a new U. S. air mail route is officially announced.
2. A monthly booklet giving the latest list of stamps for sale at face value by the Post Office Department and other information and late offers of unused U. S. stamps and first day covers.

Send for particulars and free sample copy of booklet.

UNUSED U. S. STAMPS AT FACE VALUE. If you want to know about the Government Philatelic Agency which is operated for philatelists, send 10c for my pamphlet, "The Philatelic Stamp Agency."

## C. E. NICKLES

207 SEATON PL., N. E.

WASHINGTON, D. C.

missed with their loot, a few under bond others in jail. Opium to immense amounts was smuggled in over a long period of years which brings in both the Posts and Customs into the investigation. The Bureau of Printing is also undergoing one, to find out how many commemorative stamps were really printed, etc. But all the government is in no better shape as regards honesty or efficiency, so we remain unterrified at it all.

We are hoping that after the smoke has died down we will get a new set of postal officials, but it is too much to hope for in the Philippines that they will stay efficient or honest. Hoping the above may be of interest to you, I remain,

Yours truly,  
Percy A. Hill."

#### HE SUBSCRIBES TO 13

"No. 1. Vol. 1. of the Airpost Journal, is one of the most marvellous philatelic publications I have ever subscribed to."

—Montgomery Mulford

#### CONGRATULATIONS

"Let me congratulate you on the very splendid first issue of the Air Post Journal.

Respectfully yours,  
Scott Stamp & Coin Company,  
P. H. Thorp."

"I just received No. 1 of the Airpost Journal. I hasten to congratulate you on this fine product in which it seems to me you did not spare time, work or expense to make it really first class.

With best wishes,  
Eugene Klein."

#### WE THINK IT WILL

"It isn't often that I give flowers but I certainly want to congratulate you on the first issue of the Airpost Journal. If the world catalog equals the Journal it will come up to all expectations.

Most sincerely,  
W. R. Ware."

Several dealers have started to circulate our subscription blanks, and the first of these are just beginning to come in. It is a simple matter to include one of these blanks in your regular mail, and it will pay you to do it. Prizes of real value await those obtaining the greatest number by June 1st, a fine U. S. pioneer, and a complete mint Philippine Island airmail set are two of these prizes. Blanks will be furnished free of charge upon request. How many can you use? Here is the standing as the contest starts: (By the way, this contest is open to collectors also.)

G. Zimmerman.....	7
W. W. Betts.....	6
F. Herget.....	3
Airpost St. Co.....	2
Geo. Street.....	2
E. Cantrell.....	2
Eugene Klein.....	2
R. Wight.....	1
W. Chapin.....	1
F. Toth.....	1
D. Eigel.....	1

Few philatelic publications are sold on public news stands, due to limited public appeal, unattractive make-up, etc. Due to the policy of the Airpost Journal, of including interesting illustrations and an attractive cover design, we have already made progress in news stand sales in New York. To our minds, this is the type of missionary work that will do the most good for the hobby.

It does seem a pity that after centuries of development, the human race still has to produce occasionally, a specimen who will slander and libel his competitors, simply for whatever profit it will bring him. We believe that the scientific name for such a species is a "Throw-back". It's a strong argument for Eugenics, in any case.

#### Air Mail Stamps Wholesale

Send for recent bulletin.

LOUIS WEISSMAN

81 Nassau St. New York City

**AIRPOST STAMPS  
AND COVERS  
WHOLESALE**

**WE IMPORT DIRECT and can supply New Airmail  
Stamps or Covers of any country.**

Anything in Airposts WHOLESALE for Dealers, including early 'classics'  
in Airpost Stamps and Covers.

**BERKSHIRE EXCHANGE, 1576 Broadway, New York, N. Y.**

In writing advertisers, please mention the "Airpost Journal"

### First Cross-Channel Airmail

The Newspaper *Le Boulonnais* of August 29, 1911, has the following account of the first airmail carried over the English Channel by Aeroplane from France to England:

"Marc Pourpe, who has won all Boulogne's sympathy and who astounded all of its citizens and visitors by his audacity and coolness at the Aviation Fete, has just added gloriously to his name as an air Pilot. This young aviator has been waiting for a favorable opportunity to make his flight to Folkstone. Bleriot, Latham, De Lesseps, Cecil Grace and Vedrines have conclusively shown that the crossing of the channel by air was not an impossible feat, but they have all done it by the shortest route, either from Gris Nez or from the environs of Calais. Moreover they were all followed by Torpedo Boats or other craft. Nothing like that about Pourpe!

"I shall go from Boulogne to Folkstone and return without any convoy", he remarked as he calmly awaited the hour.

"Yesterday evening, the wind having dropped, the Bleriot machine was taken from its hangar and brought to the beach.

"The young pilot minutely inspected the mechanism, and at 6:25 P.M. the motor was started. After having taxied several meters the monoplane took off, and the modern postman, Pourpe, headed for Folkstone, with a letter, addressed to the mayor, from the mayor of Boulogne, and another from M. Jacques Altazin, a correspondent of 'L'Auto', to the French Vice-Consul at Folkstone.

"The weather was clear enough to follow the great bird for some time. Unfortunately the pilot's compass was defective and he was forced to steer by the sun. This explains why the aviator found himself over Dover at 6:55, where he recognized the castle. Pourpe then made a long detour over the town, and

seeing a suitable field, he made a magnificent glide and landed.

"But behold! What Pourpe had not noticed was that he had come down in the middle of the fortress. On account of the diplomatic tension existing at this time with Germany, England was on the alert. In no time, Pourpe found himself surrounded by five or six hundred soldiers, rather hostile in demeanor. Fortunately the language of Shakespeare has no secrets for the French aviator, who revealed his identity to an officer who eventually appeared on the scene.

"The hostility which the soldiers showed at first, rapidly changed to assiduous attention, and they helped the airman to garage his machine. Six of them kept guard over it during the night.

"On Aug. 29th, Pourpe left Dover at 6:30 A.M. and six minutes later landed at Folkstone. At 9:25 the motors were started once more. An altitude of 1500 feet was attained, at which altitude he completed his return flight to Boulogne in 25 minutes."

The above account was sent us by Mr. Chaintrier of Bordeaux, who adds that he has just acquired the letter carried on this flight by Pourpe, addressed to the French Vice-Consul, truly this is a real find.

### Investigators Charge Heavy Losses in Insular Postal Service

MANILA, P. I.—Jose Topacio, Director of the Insular Posts, has been formally charged on eight counts of irregularities in his bureau by the committee which has been investigating for the last six months.

The charges were of an administrative nature. They accuse Topacio of inefficient administration, resulting in heavy financial losses, and with abuse of power. Apparently criminal charges will not be brought. Topacio denied the charges.

### ST. LOUIS 1911

"In regard to your No. 3a in the Catalogue I found the following in the New York Daily Tribune of Monday, October 9, 1911:

"St. Louis, Oct. 8:—Hugh Robinson in a hydro aeroplane made a spectacular flight on the Mississippi River today starting from the water 5 times and landing 6 times. He carried United States Mail from Missouri to Illinois. Robinson went under 3 bridges coming down and over them going up."

"From this it would appear that the flight occurred on the 8th. Perhaps it had been scheduled for the 7th—The letters being stamped with this date—although I suppose it is difficult to say. I note that you say that you have seen but one of these covers. Perhaps there were two flights one on the 7th and one on the 8th...."

—Everett Erle

A stamp collector, showing his collection to a non-collector, can only arouse interest, as a rule, by explaining what the individual stamps are worth. An airpost collection, on the other hand, is extremely interesting to anyone, due to the sheer romance and historical interest attached to almost every piece.

### SIAMESE AIR MAIL NOTES

by C. J. Chan

With regard to international air traffic for Siam, it will, I think, be two seasons at least before international air lines with this country as a link in the chain between European and Far Eastern terminals are a reality.

The reason is that the entire working of the long route depends on the state of landing grounds in India. During our Minister of Communication, H.R.H. Prince Purachatra's visit to the English Capital, Lord Thomas, the British Air Minister told him that the flying service would need two seasons in which to fill in the present landing grounds, get them in good shape and have them working properly throughout the year.

Any service based on the present conditions of landing grounds in that country would certainly disturb the smooth working of the service or services. So it is necessary to postpone inauguration of any definite service until the grounds are ready. This is expected to be about the end of 1930 or beginning of 1931.

Air line plans have been made. Siam is a link in the system between Europe and Indo China. It will be a government proposition in which this country will furnish both planes and pilots for its share of the Occident-Orient route.

Bangkok, the Capital, does not figure in the proposed service, although that may doubtless come later on. At present, the mail planes will land at Pitsanulok, where preparations are now under way for a well-equipped and up-to-date landing field. However, when the service is in operation it may very well be that subsidiary lines branching out from Pitsanulok will be laid, in which case Bangkok, of course, will be included.

There will be co-operation between Siam and all the big air companies. Siam will have a part in these, but it is not planned that she will engage in long-distance runs. When the proposed British air line from Calcutta to Australia is opened presumably in the very near future, I am of the opinion, that it will touch at Bangkok.

In regard to internal air mail lines, no definite plans have as yet been formulated. At present there is not a single air mail route in operation. The regular air mail service between Bangkok and such outlying districts as Roi Etch, Uttar and Ubol has been cancelled, now that railway communication has been linked up. Previous to the institution of the air mail service, it took 10 to 12 days to send a letter to these parts.

Bangkok, 17th October 1929.

### NEWFOUNDLAND CATALOGUE. 1930 EDITION.

Full of information for collectors. It has an Air Mail section. IT IS FREE.

REV. BUTLER,  
ST. GEORGE'S, NEWFOUNDLAND  
(Nfld. means Rev. Butler.)

### CERTIFIED AIR COVERS!! We sell for less!!

Headquarters for all airmail covers. We handle CAM's; FAM's; dedications; foreign flights as well as many special events at bargain prices.

### Special Offer!!

Miami to Argentine; Cristobal to Argentine and the scarce Colon to Argentine; reg. \$9 value for \$4.50.

### SCARCE NORGE POLAR COVER

Beautiful covers of the Amundsen-Ellsworth-Nobile flight flown from Ciampino to Kings Bay, photographed by the mechanic on board the Norge. Price to interested parties.

### SEE HERGET FIRST

"Airmail Specialist"

553 Suffolk St., Buffalo, N. Y.

Established 1919 but strictly up to date!

### ARE YOU INTERESTED?

In Air Stamps of all Countries?  
United States flown Covers?  
Canada or Foreign flown Covers?

### WOULD YOU LIKE?

To See Any of Them On Approval?

### ONE MAN SAYS:—

"I wish other people would take as much interest in a Customer as you do."

### WILL YOU SEND?

YOUR REQUEST TO US?  
It Costs Little, But Benefits You a Lot.

Marks Stamp Co., Ltd.

462F Spadina Avenue  
Toronto 2, Canada



Prices subject to change without notice. Air Mail Stamps are constantly increasing in value.

# Air Mail Stamps

All in Superb, Mint Condition

Country	Date	Denominations	Scotts Nos.	In Set	Scott Cat.	NET
UNITED STATES	1918	6c, 16c, & 24c complete	1300-02	3	\$ 1.85	\$ 1.50
	1923	8c, 16c, & 24c complete	1303-05	3	.96	.75
	1926-27	10c, 15c, & 20c complete	1306-08	3	.85	.60
	1927	10c Lindbergh	1309	1	.20	.12
	1928	5c Carmine & Blue	1310	1	.10	.06
	1928	2c & 5c Aero Conference	649-650	2	.14	.10
	1928	5c Official Envelope	2900	1	.10	.07
	1929	½th m to 3t complete	251-261	10	.....	12.50
	1925	1st Issue complete	201-204	4	3.25	1.75
	1925	2nd Issue complete	205-208	4	1.23	.65
ABYSSINIA ALAOUITES	1926	3rd Issue complete	209-212	4	.62	.40
	1929	4th Issue complete	213-216	4	1.67	.65
	1925	5q to 50q inclusive	601-604	4	.54	.45
	1925	5q to 3fr complete	601-607	7	3.84	2.50
ALBANIA	1927	5q to 3 fr complete	608-614	7	5.75	3.50
	1928	5q to 3 fr complete	615-621	7	8.55	7.00
	1928	1c to 50c inclusive	501-511	11	4.85	3.25
ARGENTINE REP.	1928	1c to 1p inclusive	501-515	15	6.25	5.00
	1928	1c to 3.60p complete	501-519	19	20.00	15.00
	1929	3d deep green	301	1	.12	.10
AUSTRALIA	1918	Provisionals complete	675-677	3	.95	.50



BOLIVIA	1922-24	300k to 4800k complete	678-685	8	1.65	1.25
	1925	2g to 2s complete	686-695	10	1.63	1.40
	1926	10g to 10s complete	696-702	7	5.71	4.50
	1924	10c to 5b complete	301-307	7	13.30	8.75
	1928	15c to 35c complete	308-310	3	.80	.55
BRAZIL	1927	50r to 10,000r complete	801-816	16	43.00	18.00
	1929	200r & 500r new values		2	.....	.15
BULGARIA	1927	1L to 10L complete	601-604	4	.77	.40
CANADA	1928	5c brown olive	501	1	.10	.08
CANAL ZONE	1929	15c and 25c complete	201-202	2	1.05	.60
CHILE	1928	20c to 1p	601-3, 7-9	6	1.10	.75
	1928	2 Peso and 5 Peso	604-605	2	2.15	2.25
	1928	3 Peso on 5c, RARE	610	1	.....	8.50
	1928	6 Peso on 10c, RARE	611	1	.....	25.00
	1929	10 Peso Orange and Black	612	1	.....	2.50
	1929	20c Orange red and black	613	1	.04	.08
	1921	1st Issue complete	451-455	5	4.55	3.50
	1929	2nd Issue complete	456-460	5	2.00	1.75
	1920	50c to 5fr complete	301-304	4	1.03	.50
	1926	20c ultramarine	301	1	.20	.12
CUBA	1928	10c on 12c Lindbergh	147	1	5.00	3.00
	1927	5c dark blue	701	1	.15	.10
	1927	5c carmine rose Lindbergh	702	1	.20	.12
	1929	50c to 2gld complete RARE	201-203	3	.....	7.50
	1920	14kc to 28kc Imperf	504-506	3	5.50	3.50
CURACAO CZECHO SLOVAKIA	1920	14kc to 28kc Perforated	507-509	3	5.50	3.50
	1922	50h to 200h complete	510-512	3	.40	.25
	1920	40pf to 1m complete	401-403	3	.60	.30
	1921-22	40pf to 10m complete	404-409	6	.36	.15
	1922-23	40pf to 500m complete	410-422	12	.45	.20
DANZIG	1923	250, 000m to 5mil m comp.	423-427	4	.12	.06
	1924	10pf to 2½g complete	428-432	5	2.36	1.50
	1925-26	10c to 25c complete	701-703	3	.40	.25
	1929	50c to 1kr complete	704-705	2	.....	.60
	1928	10c deep ultramarine	501	1	.25	.18
DENMARK	1928	10c to 1½gld. complete	351-355	5	3.10	2.50
DOMINICAN REP.	1928	10c to 1g 50c complete	356-360	5	2.75	2.00
DUTCH INDIES	1929	2c to 50c inclusive	401-405	5	1.20	.75
ECUADOR	1929	2c to 1s inclusive	401-406	6	2.40	1.50
	1929	2c to 10s complete	401-408	8	27.40	15.00

The above is just the first part of our NEW AIR MAIL LIST—just off the press—send for your copy—  
it's FREE!

SPECIAL XMAS OFFER—A Superb Mint Set of Portugal, Nos. 266-281 Catalog by Scott 1930 at \$6.80—a good set.  
One to a customer at \$2.25

Send all Orders to:

## W. W. BETTS

P. O. DRAWER 01

CLEARFIELD, PA.

We take this means of thanking all of our readers who were kind enough to write us words of encouragement on our first number. We simply cannot answer each letter personally, but each one was appreciated never-the-less.

We knew, of course, that the Journal would be superior to any similar magazine hitherto published, but we were not certain that the great majority of collectors would really appreciate a magazine of this caliber, at least sufficiently to support it. Of all the responses received to date, there has been no dissenting voice. It seems to have pleased.

Whether or not the Airpost Journal will expand as we have the power to make it, will, of course, depend entirely on the support which we receive from collectors. We have sufficient material to double the size of each issue, but a magazine can only grow as its subscription list grows.

The Airpost Journal is published for Airpost collectors, and if you can suggest anything that we can do to improve it, we would be glad to hear it, for our only aim is to produce the finest possible magazine.

We are well equipped to do this. We have connections in

every country in the world, and what is most important of all, the Airpost Journal is edited by a group of men who have had years of experience in the hobby and who are recognized as authorities on the subject, wherever collectors gather.

Our purpose is to organize and unite Airpost Collectors and Dealers, to the end that the collecting of Airpost Stamps and Covers may more speedily attain the consideration and prominence which it deserves. With the backing of collectors and dealers, we believe we can accomplish a great deal toward this end.

Through a misunderstanding, credit for the article on early flights in Denmark and Sweden, was not given, as it should have been, to the writer, ERIK HILDESHEIM. The illustrations shown were of specimens from the author's collection. Mr. Hildesheim is a pilot as well as a collector, and is well known as an authority on Scandinavian airposts.



## Merry Christmas

May the Airpost Journal bring you keener enjoyment of your hobby, more pleasurable connections, and the opportunity to acquire many choice items for your collections during the coming year.



(Continued from page 2)

doing so he endangered his own chances for success in the contest.

"Yes, I was going on the trans-continental flight. The Queen Airplane Company, of New York, made two copies of my French Bleriot monoplane, and the Hendee Mfg. Co., of Springfield, the motorcycle manufacturers, made two copies of my Gnome rotary motor of fifty horse-power.

"But knowing nothing about airplane design, the Queen engineers 'improved' the Bleriot by adding weight and throwing it out of balance, until the ships hardly got off the ground.

"I even had a special train, with steam up, at Grand Central station, waiting until I started for Los Angeles from my hangar at Garden City (Nassau Boulevard), Long Island.

"I got up, to be sure, but the engine got hotter and hotter until I made a forced landing in a cow pasture and ended the attempt.

"I don't know what happened to the airmail I carried, or started to carry, on this flight. Was so disgusted I didn't care then.

"Will be interested in seeing your account of Rodger's flight. He deserves more credit than he'll ever get for his plucky work.

"Ye Gods! When I look back on those days I wonder we are alive. It simply proves the old saying that 'the good die young!'"

Sincerely yours,

Earle Ovington

"I'll gladly cooperate with any airmail collector as outlined in this letter. Simply address me at Santa Barbara."

### ABYSSINIA

Stamps of the first airmail issue have been seen with following errors:

- 1/4M, Double Surcharge (Violet)
- 1M, Double Surcharge (Violet)
- 2M, Inverted Surcharge (Red)
- 4M, Double Surcharge (Violet)
- 8M, Inverted Surcharge (Red)

### ALBANIA

The 1925 set has been shown to us in imperforate condition. No details are to be had as yet, although it is believed that it is printer's waste.

### ALAOUTES

We have also seen a few varieties of the 1929 issue of this country:

- Op50, Double Surcharge
- Op 50, Aeroplane Inverted
- 15 on 25, Aeroplane Inverted

### DOMINICAN REPUBLIC

To take the place of the now obsolete stamp, a new set is under preparation and will probably consist of four values, 10, 15, 20 and 30c. We understand that the 10c will appear first.

### PANAMA

A few errors of the second issue of 1929 have appeared.

- 10c Inverted Surcharge
- 10c Double Surcharge
- 25 on 20c Double Surcharge

### SPAIN

The 1 peseta of the 1926 series has been seen with inverted surcharge.

### SYRIA

Various varieties of the 1929 issue have been noted.

- Op50, Inverted Surcharge
- Op50, Double Surcharge
- 1pi, Inverted Surcharge
- 25pi, Inverted Surcharge

### ADLETS—Undisplayed

RATES—10c. per line for each insertion. Fifty (50) lines for \$4.00. Advertising under this heading is payable in advance, without exception.

Photographs and historical airpost data wanted, for use in this Journal. Also early information pertaining to new flights and new aero stamps. Airpost Journal, 108 State St., New Haven, Conn.

Must dispose of two sets of Zeppelin Covers, World Tour, exceptional fine condition consisting of the following: Lakehurst—Lakehurst, Lakehurst—Friedrichshafen, Lakehurst—Tokio, Lakehurst—Los Angeles, Tokio—Los Angeles, Tokio—Lakehurst, Los Angeles—Lakehurst, Friedrichshafen—Tokio, Friedrichshafen—Los Angeles, Friedrichshafen—Lakehurst. Set with lakehurst cancellation \$100.00. With New York \$70.00. Will send on approval. Victor Fellner, 5629 Greenway avenue., Detroit, Mich. A. P. S.,—328

I sell foreign air-mail covers, Off., non-off. stamps. Send your want list. I exchange air-mail covers and non-off. stamps for first flight covers and air-mail stamps from Central and South America. Tad. Gryzewski; Krolewska 35; Warsaw, Poland A.A.M.S. 198

Air Mail Stamps On Approval. G. W. Borden, Middletown, Va.

## Headquarters

Mint AIR MAIL STAMPS, SOUTH and CENTRAL AMERICA STAMPS.

Recently issued sets of the WIDE WORLD. Priced RIGHT.

All sent on APPROVAL, but references are absolutely essential.

Get my price list.

## B. J. DATNER

502 PIKE

W. COLLINGSWOOD, N. J.



## Airmail Stamps

Our new PRICE LIST, listing over 200 sets of AIR-MAIL STAMPS, also Singles, Packets, Collections, Albums and Catalogues, is ready. Write for a free copy.

### AIRPOST STAMP CO.

30 North Dearborn St.  
CHICAGO, ILL.

We deal in Airmail Stamps and Covers exclusive.

## DEALERS

It will pay you to circulate subscription blanks for the *Airpost Journal*, which will be sent to those requesting them, free of charge.

In addition to the dealer's commission, we are offering \$75.00 in prizes to dealers securing the most subscriptions during next six months, address—

### THE AIRPOST JOURNAL

108 STATE STREET,

NEW HAVEN, CONN., U.S.A.

## AIRMAILS

I handle Airmail covers of the entire world, especially Germany. First trips and special flights, etc. I also make up Airmail collections (letters or cards) from \$100—\$1,000.

Price list of Zeppelin flights (from 1909 to date) printed in German.

WRITE TODAY

A. DEWITZ

KONSTANZ,

GERMANY

## GUAYAQUIL TO MIAMI, \$3.90

First flight, May 18, F. A. M. 9, backstamped Cristobal May 20th and Chicago May 25th. A very rare cover with special cachet and most attractive airmail stamps of Ecuador, and special cachet. At this figure of course they'll all be gone inside of 15 days, so please don't write for one in a month or two as we doubt if we shall be able to secure more.

Our latest price list gives some of the best bargains that have ever been offered. Here are a few items picked at random from the list: Cristobal—Curacao, 50c; Colon—Buenos Ayres, \$1.25; Cris.—Buenos Ayres, \$1.10; Buenos Ayres to Santiago, FAM 9, \$1.75 now; Santiago—Cris., July 21st, \$1.90; Cris.—Miami, "The Lindbergh Route", our price, 65c. Bremen, 1st West, \$2.50 (Ship cancel.); first East, \$1.00; First East with ship cancel and German stamps, \$2.00; The three covers for \$5.00.

!! 10c TEN CENTS EACH 10c !!

Yes, we have CAMs, such as CAM 25, Dec. 1, 1928, first day covers such as Clark (Set of two), Airports such as Davenport, Air Shows such as Chicago or Boston, ALL Canadian flights within a year's time, and hundreds of other fine covers of the highest quality which we offer at 10c EACH. These bargains are incomparable and speak for themselves. Just ask for a selection on approval, furnish references and 10c postage.

## ROYCE A. WIGHT

Home of Air Covers

ANDOVER

MASSACHUSETTS

## F. A. M.

Am balancing and reducing stock of FAM covers.

**Send for January bargain list if interested.** Bargain sale ends January 31, 1930.

Below are some of the reduced prices. Compare them with others.

FAM 4. Oct. 19, 1927

Key West-Havana .20

Oct. 28, 1927

Havana-Key West .30

Feb. 8, 1928

First day cover Cuban  
Lindbergh .30

FAM 7. Jan. 2, 1929

Miami-Nassau .30

Nassau-Miami .75

FAM 6. Jan. 9, 1929

Miami-Havana 1.00

Jan. 10, 1929

Havana-Miami 1.00

Jan. 9, 1929

Miami-San Juan .50

San Juan-Miami .50

Miami-Santo Domingo .75

and scores of others FAM 4, 5, 6, 7, 8, and 9.

These will probably never be offered again at these low prices, and the surplus in the sale runs from 1 cover up. If cover wanted is sold out, cash refund made. First orders get the pickings of this surplus.

What do you lack on FAM 6-5 Extension?

Geo. T. Street

Apartado 1702

HAVANA

CUBA



# The Standard Airpost Catalogue

---

The first World Airpost Catalogue ever published in America, will appear shortly after this magazine reaches you. It is an honest, and I believe, a successful effort to produce the finest possible edition. After all, the Catalogue is the foundation of almost any hobby, and no skyscrapers can be erected upon shaky foundations.

All collectors will not agree with the work of the catalogue editors, but we believe that all far-seeing collectors and dealers will appreciate a carefully compiled catalogue, which is the culmination of the knowledge and experience of a dozen years, contributed by specialists of recognized integrity and ability.

The airpost hobby is on the threshold of a brilliant future. The one thing that has retarded its progress has been a lack of confidence. True, the hobby has flourished and grown, but it has done so because the very nature of the subject it covers appeals to every person who is blessed with any imagination. It is a truly great hobby, and is founded upon sound principles. If this had not been so, it could not have grown to its present proportions in the face of opposition, ridicule, and lack of confidence. Today opposition and ridicule have vanished, and it is the purpose of the *Standard Airpost Catalogue* to dispel whatever lack of confidence remains.

We believe that all collectors at heart are in sympathy with the aims of the *Standard Catalogue* editors. We believe that all collectors want their hobby to grow as other great hobbies have grown. We believe that all collectors must realize that it cannot grow as they would want it to, until the hobby can prove itself sound, from top to bottom. When complete confidence is fully gained, the airpost hobby will flourish on a foundation that is secure and permanent.

The *Standard Airpost Catalogue* is a catalogue of the world's airposts. In it is included all items coming within the definition of "Aero Philately". A catalogue can have no place for sentiment, it must be logical and accurate. To include items which are not airposts, in an airpost catalogue, would automatically brand it as inaccurate, the one thing a catalogue must not be, if it is to be worth the paper it is printed on. The dropping of certain items may have wrought some hardships on some collectors. This was not done out of malice, and we believe that fair-minded collectors will consider their sacrifices as a contribution toward the better health and increased prosperity of our hobby, for in regard to such donations, the writer himself has made the largest contribution of all.

We have no quarrel with collectors of unofficial flights or private cachets, as mementos of various aeronautic events many are of interest, but as they are not airposts, according to the accepted definition of the term, we cannot include them in an airpost catalogue.

To the best of available knowledge, all items, included in the 1930 edition of the *Standard Airpost Catalogue*, are accurately priced and described, and are either official or semi-official, according to the various classifications under which they are listed.—H. YORK.

## AVAILABLE AT ALL DEALERS

---

The 1930 edition was originally planned to appear last month, but circumstances seemed to warrant a postponement.

It is now on the press and will be distributed at the earliest possible moment.

We wish to thank everyone who assisted in this monumental task, which has taken 14 months to complete.

Every official and semi-official airpost stamp is illustrated in **FULL SIZE, HALF-TONE ENGRAVINGS.**

Airpost covers and cancellations are fully recorded, illustrated and accurately priced.