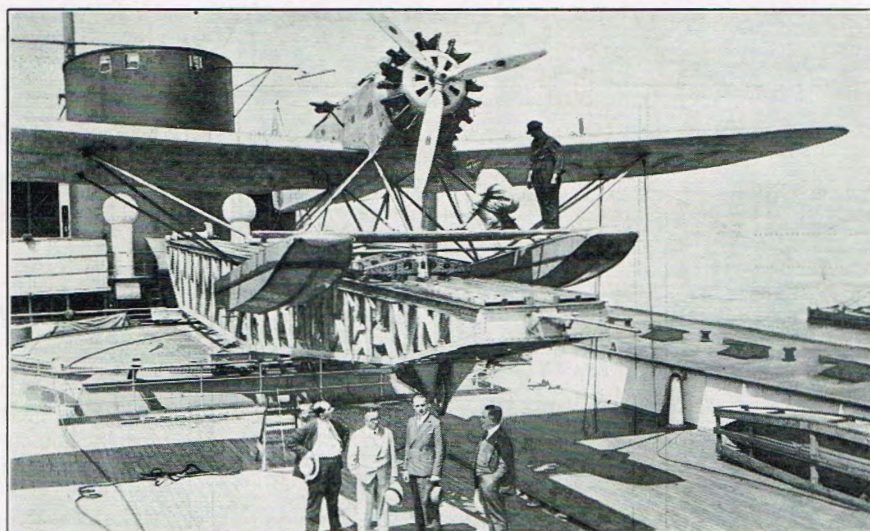




Vol. I, No. 5

April, 1930



CATAPULT AND MAIL PLANE, ON BOARD THE S. S. BREMEN

To the left is Anthony Fokker, designer of the plane and beside him is Dr. Ernest Hienkel, designer of the catapult. (See page 10)



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

AIR MAIL COLLECTION

An Air Mail Collection consisting of 805 stamps mounted in a loose leaf Air Mail Album has been turned over to me for private sale. The Collection consists of regular stamps up to and including 1929 nearly complete. In rarities the following may be mentioned:

AUSTRIA and HUNGARY Inverted Sur-charges

FRANCE Ile de France set

HONDURAS first issue, ten different

NEWFOUNDLAND HAWKER and In-verted Halifax

SPAIN and SWEDEN complete

The stamps are unused and in the finest possible condition. The price is moderate and should prove a splendid investment for the new owner. This collection is easy to add to and bring up to date with new issues.

The sender of the first check for \$5000.00 will get this beautiful collection.

EUGENE KLEIN

200 South 13th Street, Philadelphia, Pa.

CHANGE OF ADDRESS IMPORTANT NOTICE

On and after April 12th next, my new permanent address will be:

R. E. R. DALWICK
20 ELGIN ROAD
BOURNEMOUTH, ENGLAND

(The old address: Cotswold, Dorking until April 12)

This Month's Air Mail Specials

Peru: Scott No. 801 mint \$8.00. Block of 4 mint..... \$ 32.00
Fine used off cover \$7.50

Sweden: Scott 504. Mint and signed Champion. A rarity..... 200.00

France: Scott 353 mint, well centered and guaranteed 21.00
354 on flown cover, special cachet. Rare 100.00

Newfoundland: Scott 203a Mint and superb 175.00

Australia: Fine Ross Smith cover, a rarity 275.00

As these offers cannot be repeated, the first cash orders get the goods.

"THE AIR POST COLLECTOR"

New number just out. Specimen copy post free.

Certified Air Covers!

"WE SELL FOR LESS"

Miami to Montevideo, scarce red cachet \$2.00
Cristobal to Montevideo, few left at 1.25

SCARCE COLON COVERS !!

Colon to Vera Cruz on Fam 8 extension95
Colon to San Salvador..... .95
Colon to Guatemala..... .95
Cristobal to San Salvador..... .85
Cristobal to Guatemala..... .85
Cristobal to Vera Cruz85
Cristobal to Brownsville registered 1.00
Cristobal to San Lorenzo..... 2.50
Brownsville to Salvador or San Lorenzo, each..... .60
Curacao to Miami, very scarce..... 3.25

Scarce Scadta complete !!
See January Airpost Journal page 11
Bogota to Armenia; to Buga; Buga to Bogota, set 7.50

Graf Zeppelin, last flight to Friedrichshafen 4.00

AIRMAIL MINT BARGAINS !!

Panama, new provisional 5c09
Mexico, Aviation week complete.... 7.50
Japan new 1929 complete..... .70
Iceland, 301; 302 and new triangle complete35
Congo 301-30450
Norway 120-12665
Lithuania 408-41435
Russia 706-70950
Costa Rica 30110
Bulgaria 601-60445
Malta 30115

WHEN IT'S AIRMAIL

SEE HERGET FIRST

553 Suffolk St., Buffalo, N. Y.
Established 1919 but strictly up to date!

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.

Paris, France.

The Editor

The Airpost Journal:

I am taking the liberty of sending you a circular relating to the International Airpost Exposition at Paris next Fall, with the hope that you will publish a notice of it in your interesting magazine. I am also enclosing the rules for exhibitors, and other information.

Thanking you for your kind cooperation, I am sincerely,

LE PILEUR,

"Committee of organization for the Airpost Exposition."

We have already published the notices mentioned by Mr. Pileur, (January issue) but we fully intend to refer to this International Exposition again, for we consider it the most important event that has ever appeared on the Aero Philatelic calendar. This INTERNATIONAL EXPOSITION, sponsored by the French Government, will give airpost collecting world-wide publicity, and we hope that owners of interesting collections will see to it that this country is well represented in the various exhibits.

In future issues, we will be glad to publish descriptions of any collection which the owner plans to exhibit in Paris.

R 34 Perfect Cover

Ile de France Provisionals both spacings—complete

Wm. Penn Special Airmail, Nov., 1921—both covers.

Albany, Ga., Garden City Estates, and other Pioneers.

U. S. Govt. Flights, very fine representation.

C.A.M.'s Complete City to City Coverage every route

F.A.M.'s likewise.

Zeppelins—everything.

Canada—almost every cover catalogued.

Foreign flown covers — hundreds of the scarcer ones.

Air Mail Stamps — rarities and errors.

French Balloon Posts.

Wreck covers.

Pilot signed covers.

Signatures of almost all famous aviators, and many other notables on appropriate covers.

These are just a few samples from my 4th Airmail Auction, to be held late in April (if the Berkshire catalog gets out in time).

Three fine collections, 107 smaller consignments in this sale—it's a wonderful lot of material.

A postcard brings a catalog.

DONALD E. DICKASON,
Wooster, Ohio.

THE AIRPOST JOURNAL

VOL. I, No. 5

THE AIRPOST JOURNAL

APRIL 1930

An Aero-

Philatelic Census

We have often wondered why certain localities seem to flourish as centers of collecting activity, while in equally favorable places, collecting is decidedly spasmodic. For instance, why should there be a greater number of airpost collectors in Los Angeles or in Philadelphia than there are in Pittsburgh? For every collector in Worcester, Mass. there are probably ten in Springfield, Mass., in spite of the fact that the population of these cities is roughly the same. There are comparatively few collectors in Salt Lake City, but across the Rockies in Los Angeles and in San Francisco, there are probably more collectors in relation to the population than in any large city in the United States. New York City is generally considered the center of everything Philatelic in this country, and this is undoubtedly true in many ways, but considering the population of New York City, the percentage of those who collect airposts is comparatively small.

The census shows that Providence, R.I. is considerably larger than Hartford, Conn., but there are probably three times as many airpost collectors in Hartford than there are in Providence. One of the cities most active in Aero Philately is Cleveland, Ohio, and if we were compiling a list of the most active collecting centers in this country, we are inclined to believe we should award first place to Cleveland, closely followed by Los Angeles. Third place would be difficult to assign, but at present we will call it a tie between Springfield, Mass. San Francisco, and Chicago. To Cincinnati, St. Paul, Minneapolis, Philadelphia, Detroit and New York we will give an honorable mention. Having one place left to round

out the dozen, we will include Boston.

The only reasons that we can assign to explain the popularity of the hobby in some places and the comparative lack of popularity in others are; first, pure chance and second, exceptional initiative on the part of one or more collectors, who have converted their friends to airpost collecting. There is a virgin field open to collectors who will do missionary work of this kind, for we know of no hobby that has such a universal appeal, and the only reason there are not 100,000 collectors in this country instead of perhaps one-tenth of that number, is simply because the other 90,000, who would be interested, are unaware that the hobby exists. It is characteristic of American collectors to conceal their pursuit of a philatelic hobby, as they would a police record. They will shamfacedly attempt to "laugh it off" and apologize when caught red-handed with their collections, but many of these same collectors will sit around a card table half the night, and never think of apologizing for that.

Unfortunately, American civilization is built around the thought that we must conform to a standard, whether it be a question of dress, occupation, mode of living or of a hobby. The usual instinct is to do the accepted thing. Those who have the courage of their convictions to do something along original lines, are usually frowned upon.

This is to be regretted, but the remedy, as far as airpost collecting is concerned, lies in the hands of collectors themselves. We would like to see collectors show a little more confidence in themselves and in their hobby, and at the same time, do considerably less apologizing, for most certainly, no apologies are needed.

ALL THAT GLITTERS—

What appears to be a pioneer air mail card, seems to have "taken in" a few collectors, and at least one New York dealer who is supposed to know better.

The card in question shows a picture of the pilot sitting in his plane, and although we are describing it from memory, we believe the card has the caption, "Harry Jones, Aviator". A superficial glance at it gives the impression that it was flown from some city in Maine in 1919 or possibly 1920.

Some years ago we ran across several of these cards and thought we had found something good. After a little investigation, however, we found that they were valueless as far as Aero Philately was concerned, being entirely private, and anyone who owns a plane or who takes a flight in one can produce as many similar items as he wishes.

Harry Jones was one of the pioneer pilots and airmail collectors will always remember him as the pilot who flew the first official parcel post in 1913, mentioned in the Catalogue. Settling in Maine some years ago, where he continued his flying, Mr. Jones had a number of these cards printed for advertising purposes, but none of them were ever carried in a plane except privately.

CATALOGUE VALUE

A writer in a contemporary magazine compares catalogue prices with auction prices and comes to the conclusion that the former are not accurate.

To prove his point, he says that a Chamberlin, "Ship-to-Shore" cover brought only \$12. at a well attended sale, and that this cover is listed at \$50. in the 1929 catalogue. His argument would be convincing if all of his statements were true, but the chances are that the cover sold, was the privately printed cover, which has no cancellation to show that it was carried, and which in any event, is not an airpost cover. This cover is certainly not catalogued at \$50.00.

The genuine cover is extremely rare and it is doubtful if more than a dozen are in collectors hands. Far from being over-priced in the catalogue, it seems to be decidedly under-priced. The private cover, on the other hand, has been circulated widely and propaganda has been generously used to sell it, with considerable success. Shortly after the flight, these covers were held for \$30. each, but as demand was not excessive and the supply was very large, prices were gently lowered. Last fall a batch of 15 of these were offered in New York for \$2. each, with no buyers.

If collectors will read the Catalogue more carefully, in connection with items of doubtful value, they would save themselves considerable trouble and expense. There is no reason for a collector to be confused between the official and the private cover, they are both accurately described in the Catalogue and only the genuine official cover is listed at \$50.

A London-Dublin air service, with a saving of more than six and a half hours on the present combined boat and train journey, may be inaugurated soon, it is reported.

Already a trial to determine the possibility of a non-stop flight between the two cities has been made successfully. If present negotiations with the Irish Free State government for a subsidy prove satisfactory, the service should be in regular operation within the next few months.

The promoter of the project is Colonel Russell, formerly chief of the Irish Free State Air Force, who, as head of Irish Airways, a commercial concern, is now devoting his energies to the development of air transport in Ireland. The London-Dublin is only one of several projected air lines.

In April there will be an experimental air mail service between Queenstown and Cherbourg, and this service may be put into regular operation before the end of the year.

Future issues of the AIRPOST JOURNAL

will contain:—

An authentic and complete account of the famous "Ile de France" overprinted airmail stamps.

The story of "SCADTA" in Colombia, one of the most interesting phases of airmail development in history.

Ahreuberg's flight from Sweden to Greenland, westward across the Atlantic, carrying the first trans-Atlantic airmail from Sweden and Iceland.

The story of Castelrosso. What and where it is.

In addition to many other interesting articles, all of which will be attractively illustrated.

THE RAREST ZEPPELIN WORLD FLIGHT COVERS



A great many airpost collectors are under the impression, that the airmail, carried from Tokyo, Japan is the rarest of the world flight, which is not true.

The rarest covers, or cards, as the case may be, originated right here in United States and are the LAKEHURST to LOS ANGELES, via Friedrichshafen-Tokyo, of which only 443 pieces (covers and cards) were carried.

Second in rank is TOKYO to FRIEDRICHSHAFEN, with 1288 pieces, but this part of the route has the most importance to German collectors and does not belong to a complete set of the U. S. around the world flight Lakehurst to Lakehurst. For U. S. A. the world flight started and finished in Lakehurst, but for Germany the start and finish was officially Friedrichshafen.

The third, but for the U. S. around the world flight, still the second rarest is LAKEHURST to TOKYO, with 1318 pieces. Tokyo to Los Angeles with 1813 pieces and Tokyo to Lakehurst with 2184 pieces are following.

All those mentioned before are rare and now very difficult to obtain.

It is surprising, how few collectors today are familiar with the quantities of mail carried from U. S. to the other three stops on route, and all around the world. This may explain the bargain prices occasionally met with. Of course, confusing and misleading statements in the newspapers, at the time of the flight, did much to cause the impression, that enormous quantities of mail were carried. Reports, giving the number of letters to be carried around the world as 50,000, 60,000 and even 100,000 were frequent, also that the Post Office Lakehurst was "swamped with mail". How little true those reports were is best shown from the official figures, given by the U. S. P. O. Department, after the flight started, and which are as follows:

FROM U.S.A.		N. Y. dispatch	Lakeh. dispatch	Total
to Friedrichshafen	covers	16,381	572	25,059
	cards	7565	541	
to Tokyo	covers	738	108	1,318
	cards	374	98	
to Los Angeles and Lakehurst*	covers	8,033	791	13,562
	cards	4,303	435	
				39,939

*The Post Office Department originally did not give separate figures for mail to Los Angeles and Lakehurst, but from the count of the mail arrived in Los Angeles, the quantity of 443 pieces was found as dispatched from New York and Lakehurst together. However, no separate count as to covers and cards was given. After deducting the 443 pieces with Los Angeles as destination, a total of 13,119 covers and cards are left, which went all around the globe from U. S. A.

In other words, only 443 collectors can have the rare distinction to own a complete set, either covers or cards. Only a little over 8,000 collectors can boast to be in possession of a cover from U. S. around the world, or 13,119 with either a cover or card, but not both.

Considering the world-wide publicity and interest for this flight certainly a rather small number.

All covers and cards, bearing the Lakehurst dispatch cancellation, are extremely scarce, not only for the reason, that very small quantities of mail were handled in Lakehurst, as shown by the figures of the P. O. Department, but only a small percentage dispatched from Lakehurst was cancelled "Lakehurst". Evidently New York cancelling machine was used in Lakehurst to help out, as most of the mail under cover to the Postmaster Lakehurst has the New York machine cancellation. There is no doubt, that covers or cards with Lakehurst dispatch cancellation are the most desirable items of the world flight not only for the reason, that very little mail was treated so, also that Lakehurst was the starting and landing point, but the fact, that a special Lakehurst receiving cancellation was applied, for the first time to any Zeppelin mail.

Of course the time has passed to pick up the "sleepers" for about the same price, or, as it was occasionally the case, even cheaper, than covers with New York cancellation.

In conclusion I wish to point out, that the foregoing classification as to rarity of Zeppelin world flight mail, is dealing with main varieties only. There are other special varieties, far superior to a Lakehurst-Los Angeles cover in rarity and value, p.ex. passenger drop mail and mail via Friedrichshafen with the entire postage prepaid in Swiss, Saar or Danzig stamps. However, those are generally out of reach for the average airpost collector, as these specimens disappeared quickly in the specialized collections of Zeppelin Airmails.

—HERMAN WASMER.

LONDON-CAPETOWN SERVICE

More definite plans for the Cape-town-London air service have been announced by the Imperial Airways. The two terminals decided upon in the Union of South Africa are Germiston, a small town about twelve miles southwest of Johannesburg, and Capetown. Actual repair work and general service will be done and stock supplies will be kept at the former. Work on the shops, hangars, etc., at Germiston is to be started soon. Johannesburg, however, will be considered the central depot for the line. Passengers will be able to make all arrangements for air travel via this line at Johannesburg and a bus service is to be run between Johannesburg and Germiston.

The route to be followed from London to Capetown, according to present plans, as revealed by the Department of Commerce, will be as follows:

First stage, by airplane from Croyden to Athens. Second stage, by seaplane from Athens to Egypt. Third stage, by seaplane and land ships. It is hoped eventually to take this trip solely by seaplane up the Nile basin to Khartoum. Fourth stage, by landplane over the highlands of Central and South Africa.

In Africa the air line will pass, at all times, over British territory or over such other lands as are subject to a certain amount of British control. The route to the north will cover South Africa, the Rhodesias, Tanyanika, Kenya, the Sudan and Egypt, thence to Athens and across Europe to Croydon.

At first all flying over this route will be done during the day. The journey from London to Capetown will take about twelve days; from London to Johannesburg, eleven days; to points in Rhodesia, ten days; to Nairobi, eight days, and to Egypt, four days. Johannesburg will be eight days closer to England than at present, while Kenya will be about twenty-one days closer.

The planes to be used will be the tri-motored type, able to fly efficiently with one of the three members cut out. The service is to be operated by relays of aircraft. Relief planes will be held along the route to handle subsidiary traffic and to relieve any machine which may have had to make a forced landing. Passenger space is to be provided for from twelve to twenty passengers, but when a full load of mail is carried,

passenger space will be limited to from eight to ten persons. Not all stopping places have been definitely settled upon. At present it is planned to have four stopping places in the Union: Capetown, Victoria West, Kimberley and Germiston. An emergency fueling point may be established at Touws River. To the north the route will probably be by way of Messina, Bulawayo or Salisbury, Broken Hill and Nairobi.

Night stops are to be made at Germiston, Salisbury or Livingston, Mbeya, Nairobi, Mongalla, Khartoum, Assouan and Alexandria.

SIAM GOOD-WILL FLIGHT TO DELHI

Two planes left the Don Muang Airport on the 24th of December. One of the planes was damaged in a bad landing at Allahabad and could not continue the flight. The other plane reached Rangoon. The commanding officer of the flight was in the damaged plane and was so badly injured that he was unable to continue the flight.

Delhi, the objective, was reached on January 2nd, which was one day behind schedule. Chaptain Chang, who had a narrow escape from death, when his plane crashed near the border of Siam and Burma, was asked to fly to Rangoon to await the arrival of the other plane and to escort it on the return flight to Bangkok. The fliers are due at Bangkok on January 24th, and the public have been invited to welcome the planes at the field.

—C. J. CHAN.

Adams Pick-Up to Go Into Production

Commercial production of the Adams Air Mail Pick-up device will begin in the near future, it has been announced by its inventor, Dr. L. S. Adams. The Truscon Steel Company of Youngstown, Ohio, has been awarded the contracts for construction.

Municipalities which do not offer air mail poundage in sufficient quantities to warrant a plane's stopping will benefit from the invention, said officials. Installation of each device costs about \$3,000, whereas the annual rental will be about \$1,000.

The pick-up has been demonstrated quite exhaustively for the benefit of airline officials and air mail contractors, and is said to meet the approval of all concerned. Nothing official has been said by the Post Office Department regarding its acceptance.

Interesting data has been received from R. E. Dobson, M. Mulford, W. R. Patton, E. Klein, C. de Lagneau, G. Lindman, P. J. Drossos, O. Edenharter, A. H. Davis and R. B. Preston, to all of whom we extend our sincere thanks.

PLANES TO OVERTAKE LINER

SAO PAULO, March 19.—A plane and steamer mail service between Brazil and Germany will be inaugurated April 21, when a German-owned Condor Syndicate plane is scheduled to leave Rio de Janeiro with mail, overtaking the Hamburg South American liner Orcona the next day at Fernando Noronha Island. The steamer will transfer the air mail at Lisbon to a waiting plane which will proceed to Hamburg. Eight days will be required for the entire passage.

There will probably not be any extension of FAM 5 from Parimaribo down the east coast of South America, this year. However FAM 9 will be extended up the East Coast from Buenos Aires to Rio de Janeiro shortly after July 1.

—L. B. GATCHELL.

U. S. S. R.

An announcement has just been made that in 1930 there will be 8 new air-lines opened, their total length will be 7½ thousand kilometers. These lines are:

1. Archangel - Ustysyolsk
2. Sergiopol - Akmolinsk - Kustanay
3. Sinskaja - Aldan
4. Habarovsk - Nikolaevsk - Sakhalin.

Other four have not been announced yet.

In 1931 it is expected that 16 new lines will be opened, altogether 15 thousand kilometers; in 1932, 18 lines, 22 thousand kilometers; and in 1933, 43 lines, 37 kilometers. During the five years there will be in Soviet Union 100 thousand kilometers of air-lines.

On the 2nd of February a new line was opened between Habarovsk and Nikolaevsk-on-Amur. A trial was also made on the line Moscow-Archangel-Syltakvar.

It is very difficult to find out when the first flight is going to take place as nobody is interested in it and very often the general post office does not know itself till after the flight takes place, there are no first flight post marks on the letters.

—V. Tchertkoff.

There is no south dispatch of airmail by "NYRBA" from the U.S.A., only northward dispatches.

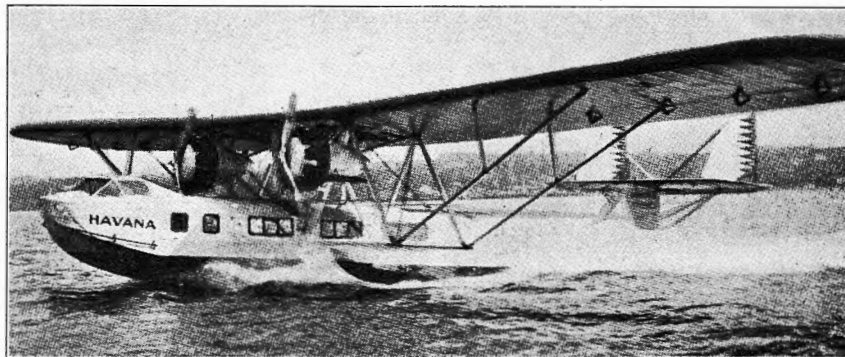
We are in receipt of an interesting airport house organ from Mr. John S. Davis of Liverpool. This is called the "Weekly Air Mail", and will be mailed free of charge to any collector requesting it. In addition to a wide variety of tempting offers, it also contains data of interest to the hobby. His address may be found on page 9 of this Journal.

Two Brazilian aviators, Vazquez and Lu'zaga, have been in Europe for some time preparing for a flight across the south Atlantic, as far as La Paz, Bolivia. They have been held up at Seville, to which city they had flown from Hamburg, because the Bolivian Government refuses to allow them to continue their journey, and insists upon their immediate return to Bolivia. No reason is assigned for this decision. The aviators have now decided to dismantle their plane and ship it to Rio de Janeiro in preparation for a non-stop flight from that city to La Paz. The plane is equipped to carry fuel for a 30 hour flight, which is practically twice the length of the proposed flight across Brazil.

—A. H. DAVIS.

“NYRBA”

The New York-Rio-Buenos Aires Airline



A NYRBA PLANE ARRIVING WITH THE MAIL

WE have come to regard the history of the early American Pony Express as exceptionally romantic and adventuresome, as it undoubtedly was, but few of us realize that a development along the same lines is taking place today, which is far more romantic, and has a far greater significance, than the Pony Express ever had.

Twenty years ago, the breathtaking story of air mail development from this country to the southern tip of South America, would have been considered beyond the realm of possibility, but today we take it as a matter of course, and collectors in search of romance and history forget that history is being made daily and that romance is flying in every plane from here to the Argentine.

In February the Nyrbra line completed the first official test flight from Buenos Aires to Miami. While this route is only one of many successfully operating in South America, the story of the inaugural flight is significant in that it is typical of scores of similar pioneering flights which have been made during the past eight years, and are being made daily at present, connecting every country in South America with North America, Africa and Europe.

Starting from Santiago, Chile, February 18, mail was carried into Buenos Aires on a schedule which has operated since last September. The mail load was increased by 200 pounds at Buenos Aires and Montevideo.

Heavy weather was encountered along the southern coast of Brazil. This was followed by the breaking of an oil line aboard the plane "Rio de Janeiro" which caused a forced landing at Florianapolis, Brazil. The

cargo was transferred to the plane "Tampa" which reached Santos, Brazil, late Wednesday. The landing there was made in a heavy sea, damaging a wingtip.

The mail again was transferred to the "Porto Alegre", which relayed it to Rio de Janeiro Thursday. Friday it was transferred to the "Bahia", which carried it into its home port, Bahia, Brazil. Saturday the Bahia went as far as Pernambuco, Brazil, where on Sunday the mail was transferred to the plane "Pernambuco", which took it into Para, Brazil, that night. Monday it was relayed aboard the "Haiti" to Montenegro, thence through French, Dutch and British Guiana to Georgetown, where the night was spent. The "Port of Spain" picked up the load Tuesday and relayed it through Trinidad and San Juan, Porto Rico, to Port au Prince, Haiti. Stops were made at Santiago and Cienfuegos, Cuba, by the plane "Cuba", in which the mail reached Havana.



The time from Buenos Aires to the United States was six and one-half days as compared to 18 days by the fastest steamers, while the air time from Rio de Janeiro was five days as compared with 14 days by steamer.

"Throughout the seven and one-half days of the 8,019-mile air voy-

age, particularly when difficulties dogged the trail in the race against time, I kept remembering the primary reason behind the establishment of our line. We were out to beat the European nations in rapidity of intercommunication with South American trade centers and we had to come through," an official stated.

"We had coffee samples in our mail load which were being rushed to the New York markets. They were of utmost importance to the Brazilian growers, since we could get them to market nine days quicker than the quickest steamer from Santos. We had communications of importance to American commercial interests in all parts of the Southern continents, for the mail load was forced on us when we would have preferred making the test flights with lighter loads.

Our commerce with South America amounts to billions of dollars a year, but it is far less in proportion now than it was just after the war. And it is of far more importance to the United States than it was at that time, for our foreign trade has been increased during the last decade to a point which makes it imperative that we keep the South American commerce, which is 21 per cent of our total.

To back their commercial campaigns European governments have established air lines over this trade route under heavy governmental subsidies. The French *Aéropostale* are operating 5,000 miles of air ways, tying Santiago, Chile: Buenos Aires, Argentina, and Rio de Janeiro, Brazil, on a direct route to Paris, using fast cruisers to cross the south Atlantic to Brazil from Africa. They plan shortly to operate huge flying boats over this ocean stretch to complete



THE LATEST MAP OF SOUTH AMERICAN AIRWAYS, SHOWING POINTS COVERED BY ALL EXISTING LINES.

an air service direct from continental capitals to the farthest commercial centers of South America. Germany likewise is operating an air line in Brazil and also expects to extend this direct to ports on the North sea by way of transatlantic air line. Until the establishment of our service, Europe had an advantage of weeks over our best transport

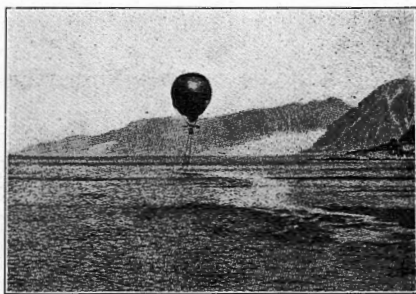
time between these South American centers and the United States.

We left Santiago at dawn the morning of February 18 in a three-motored Ford plane such as we have operated between there and Buenos Aires since September. We climbed up and up through seemingly endless tiers of clouds until the altimeter registered 19,000 feet, and we were

high enough to fly through a pass in the four-mile-high Andes. Behind us lay the city of Santiago and the coast. Ahead of us through the pass stretched the level pampas over which we have to fly a day before reaching Buenos Aires.

We spent Tuesday night there. Buenos Aires is a city of nearly three million population—surpassed in size

THE ANDREE BALLOON EXPEDITION TO THE NORTH POLE, 1897.



ANDREE DEPARTS FOR VALHALLA

The story of the first attempt to reach the North Pole by air, is of special interest as so many flights have been successfully made over it, but of great interest also, because this expedition created the first air mail letter from the Polar regions.

The hero of the first aerial expedition to the North Pole was S. A. Andrée, chief engineer of the Swedish Patent Office, who early in 1895 announced his intention to travel to the North Pole by means of a balloon. By this time he had already considerable experiences as an aeronaut, being the first one to make an aerial journey from Sweden to Finland, etc. and he was also conversant with the Arctic climate, having been one of the meteorologists in the Swedish arctic expedition 1882-83.

He estimated that a sum of about \$40,000. was required to carry out his plans and a national subscription was started, headed by King Oscar II. The King himself contributed a large sum as did Alfred Nobel, Baron Dickson and others and the required amount was raised in two weeks. The next months were spent in visiting various European capitals, consulting with eminent scientists and aeronauts and superintending the construction of the balloon. This was made of silk, had a weight of 4500 kg and a capacity of 5000 cubic meters. The car was made entirely of wood and wicker-work, the use of any metal being prohibited in order not to interfere with the action of the magnetic instruments. All the equipment was branded or painted with the words "Andrée's Polar Expedition 1896". Already the year before, Andrée had chosen his companions, who were, Dr. Nils Ekholm and assistant Nils Strindberg of the Stockholm High School.

On June 7th the expedition with the balloon and material left Sweden on the S. S. "Virgo" and arrived safely at Spitzbergen on the 21st of the same month. Dane's Island was the place from which it was decided to start and there a large shed was erected. All was soon ready for the start but then the expedition met with a great and unexpected reverse. The winds remained so unfavourable that Andrée and his men were obliged to postpone their attempt until the following year and return home.

On the 18th of May 1897 the intrepid explorers started again from Gothenburg for Dane's Island, this time with the gunboat "Svensksund" and the "Virgo". The expedition arrived at its goal on May 30th and anchored in Virgo Bay.

The shed was repaired and the inflation of the balloon and the final preparations required all of the time until the 22nd of June. Then came a patient waiting again for favourable winds—a hard time for the three aeronauts Andrée, Strindberg and Fraenkel. The latter had entered the expedition instead of Dr. Ekholm, who had retired. At last, on July 11th the winds were rather favourable and Sweden's second balloon, the "Ornen" started on its world-famous flight. The last words that were changed between the remaining men and the three in the balloon, were: "Cheer Andrée!" and "Greet old Sweden!"

This was the last ever seen of the "Ornen" and the bold men on board it. But some messages, written during the first two days of their voyage and attached to drifting buoys and a carrier pigeon reached civilization later. Andrée carried with him in the balloon over 20 pigeons but only one of them was found with her message. This well known "Andrée carrier pigeon" was shot on the 21st of July 1897 from the Norwegian yacht "Alken" in the North Sea. The weary bird had flown down to rest and of course no one knew that the pigeon carried a message, and the presence of a pigeon was considered a bad omen. However the skipper happened to think of Andrée and his carrier pigeons, and the dead bird was taken



Från Andrée's Polar-exp.
till Aftonbladet, Stockholm.

d. 13 juli
kl. 12 30 midt
Lat. 82° 2'
Long. 15° 5' W
god fart åt
vart 10° syd.
Allt väl
ombord.
Betta. a.
Fredrik def-
posten. i
Andree

THE ORIGINAL LETTER

Carried by Andrée's pigeon, and the protecting case, in which it was carried.

out of the sea and examined. The pigeon letter was found! The historical letter reads in translation as follows: "July 13th, 12:30 p.m., 82 north lat., 15° east long. Good journey east 10 south. All well on board. This is the third pigeon post.—Andrée." News of the find reached Sweden and Stockholm a month later.

The first aerial journey to the North Pole ended tragically and the three aeronauts in the "Ornen" found their death in the width of ice but their memory will always be alive as long as the temper of Vikings is found among the people.

G. LINDMAN.

An attempted non-stop refueling flight from New Haven to South America, is about to be made as we go to press. To date about 13,281 covers have been sent to the pilots with the request that they be carried. About a dozen unofficial letters will be taken along to various officials en route.

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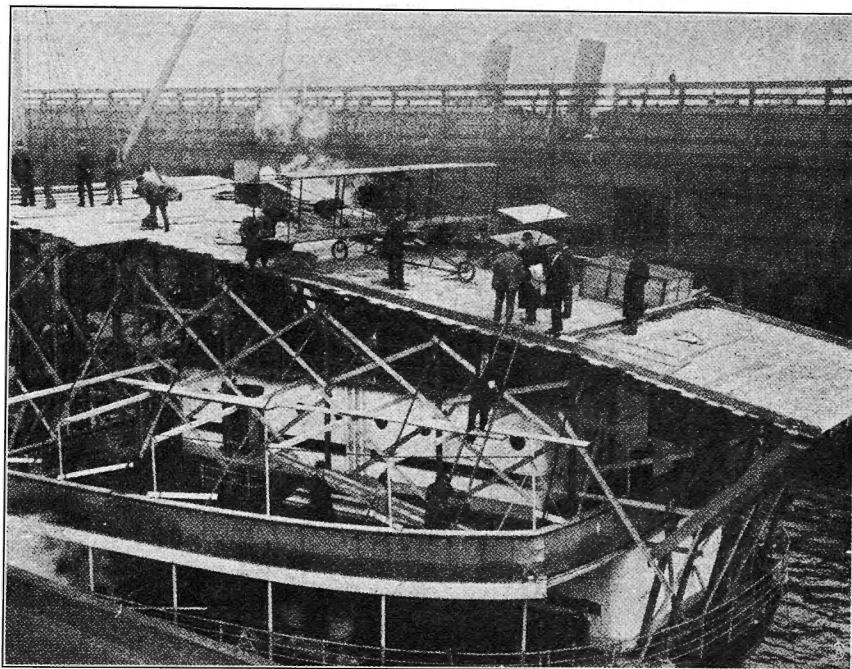
Box 366

St. Paul

Minnesota

We have had several inquiries about reprinting articles and notes from the Airpost Journal, in other hobby publications. Any paper may use material appearing in this magazine, provided proper credit is given the Airpost Journal.

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THE RUNWAY

Built for the first attempted air mail flight from a ship's deck. The S. S. Pennsylvania with McCurdy's Curtiss plane prior to the flight in 1910.

SHIP TO SHORE AIR MAIL

"The time is not far away when mails from incoming trans-Atlantic liners will be transferred by aeroplane, to the New York Postoffice."
—Statement by Postmaster General Hitchcock, September, 1911.

In 1911, few men would have had the temerity to forecast that mails would eventually be taken from incoming steamers, by aeroplanes, while the ship was still hundreds of miles off the American coast.

Postmaster General Frank Hitchcock, who was able to see far into the future of the airmail service, and who had sufficient confidence in his own judgement, to actually make a flight 18 years ago, carrying the mail on his lap, can only be ascribed as the exception that proves the rule. To be sure a few experimental flights of this nature were made in 1910, but no mail carrying flights were successful. On November 12, 1910, McCurdy attempted to carry mail from the steamer "Pennsylvania" and specially printed envelopes were prepared as well as a special cachet, but the flight was never made. Covers may be found cancelled at Rutherford, N. J. on November 14, but they were carried in the usual way.

Eugene Ely actually made a successful flight from the Cruiser Birmingham in 1910, but no mail was carried.

After McCurdy's attempt to carry mail from the Pennsylvania in 1910,

the idea seems to have been dropped for no further attempts were made for several years.

In 1919 the idea seems to have been re-born, this time in reverse, for it was decided to try to take mail to ships which had already left port.

Experiments having been made by the Aeromarine Plane and Motor Company of Keyport, N.J., under instructions given by the U.S.A. Post Office, with a view to delivering urgent correspondence by aeroplane to a ship at sea, the mails having arrived at the port of departure some time after the ship had left on its voyage, it was decided to make an actual trial. The 14th of August, 1919, was decided on, as on this day the White Star Liner "Adriatic" sailed from New York. Considerable apprehensions were felt as to the result with a moving ship, and this was by no means lessened by the

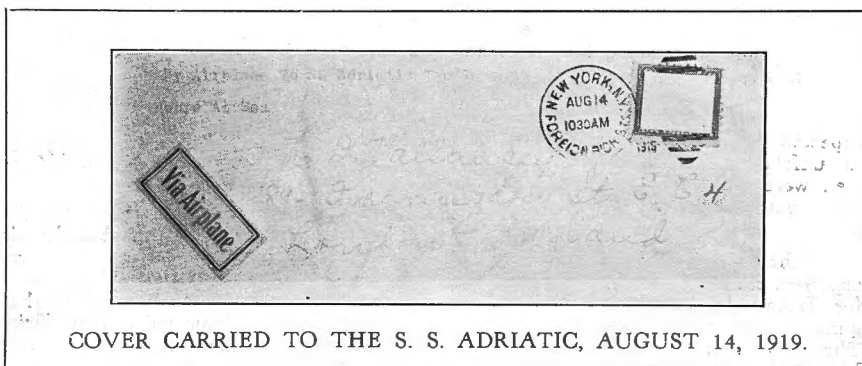
fact that on the morning of August 14th the weather was far from favorable. However, the decision was given for the attempt to be made, and accordingly Pilot Zimmerman brought the flying-boat to New York. After the necessary formalities with the Post Office officials, when the pilot and mechanic were sworn in as temporary Post Office messengers, the mail was placed in the special sack, taken on board the flying-boat and at 1.30 p.m. fully an hour after the sailing of the "Adriatic," the flight was commenced. At 2.10 p.m., one hour and forty-five minutes after the liner had left port, the flying-boat was encircling the ship. A few seconds later the attempt was made, the weighted line catching the forward stay, as planned, and the mail-bag dropping into the sea, to be hauled aboard by the "Adriatic" sailors a few minutes later. The pilot made certain that the mail was delivered and then flew back to port.

Covers of this flight are rare. They have the ordinary cancellation as shown, and usually typewritten instructions that the cover was to go by plane.

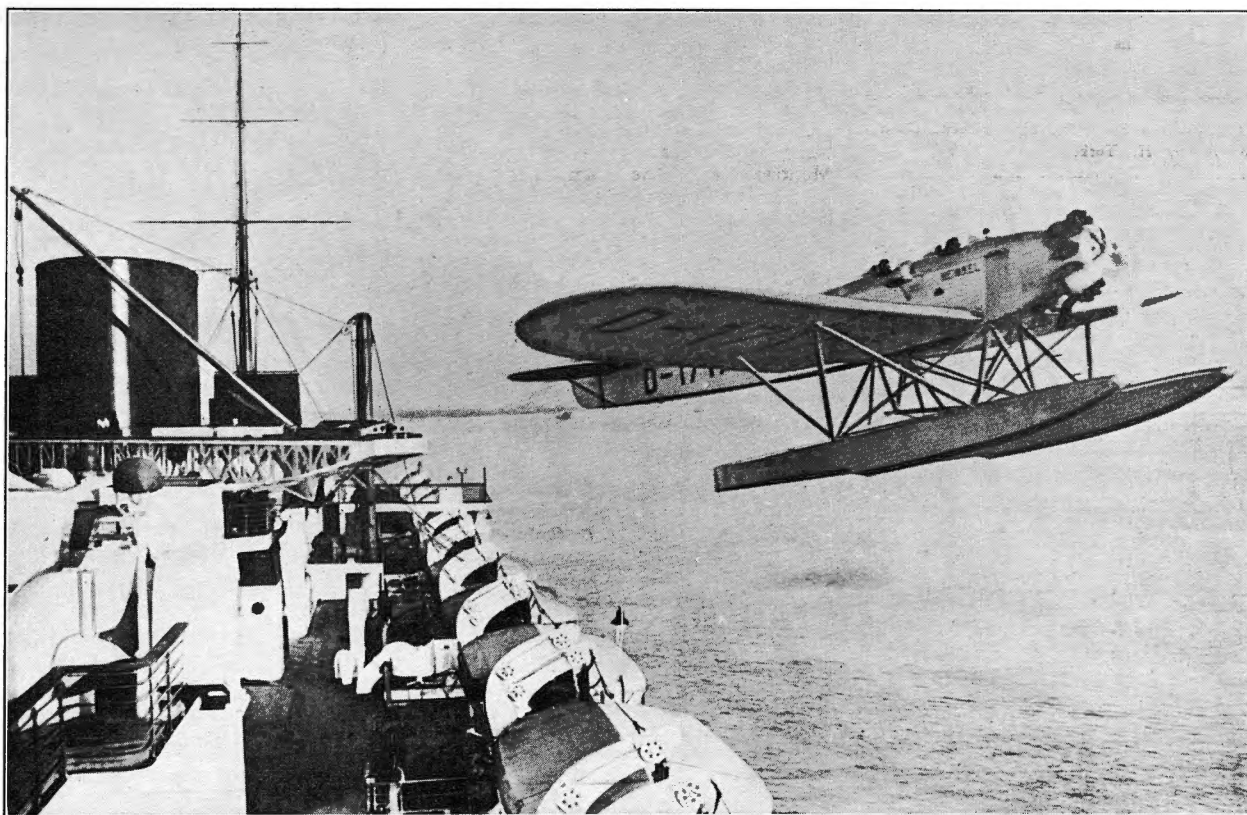
Within the past two years, the use of aeroplanes to expedite the delivery of mail to and from transatlantic steamers, has reached that point of development where it is now taken as a matter of course.

In 1928, Clarence Chamberlin made a successful flight from the "S. S. Leviathan" and carried the first official ship to shore air mail. Samples of these official covers are nearly as rare as those flown to the Adriatic in 1914. Covers have the ship cancellation but no other identifying marks.

The method used to launch planes up to this time, was to build a rather cumbersome platform on the top deck, but in 1928, the French Line perfected a catapult which successfully launched a mail plane from the Ile de France, which was several hours out of New York. Covers of



COVER CARRIED TO THE S. S. ADRIATIC, AUGUST 14, 1919.



THE FIRST CATAPULT FLIGHT FROM THE S. S. BREMEN.

Compare the launching apparatus with that shown on the opposite page.

this flight are to be found with or without a cachet in black, which was not officially applied. These covers have a value of about \$10. whether or not they have a cachet. Mail was also launched on the return trip to Europe and on the second westward trip. On the latter voyage, the plane left the ship off Newfoundland and made a long flight to Boston successfully. A rather limited number of covers were carried.

Further flights were made from the Ile de France, but they could hardly be called "First" flights.

The launching of planes from ships at sea was brought to its present state of perfection by the latest type of catapult, installed on

the "S. S. Bremen". This is simple and effective in operation and may be swung into the wind for a take-off. Covers carried on the first flight are not common, and they come under the scope of the *Airpost Catalogue*, for they are the first catapult mail from Germany to the United States. A special cachet was applied to covers, on this flight, and also on the catapult mail flown from the ship on the return trip to Germany.

Catapult mail is an interesting branch of the hobby, for it is the fore-runner of future transatlantic service, from shore to shore. It is certain that the increased use of air mail, to and from ships at sea will shorten the time for mail between

this country and Europe to two or three days, and that time is not far off.

Portuguese Aviators Plan To Fly Atlantic

With a landing at the Azores and another in Bermuda, four Portuguese aviators have announced their intention of attempting a flight to New York from Lisbon in May of this year.

The aviators are Carlos Bleck, a civilian, and Pais Ramos, Manuel Gouveia and George Castilho. Bleck tried a flight to India last year but did not succeed. Ramos made a flight from Lisbon to Dourenco Marques, the Portuguese African colony and Gouveia flew to Macau from Lisbon. Castilho is a professor of aerial navigation.

The machine will probably be Dornier Wal with 600-horsepower motors.

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Having had the pleasure of inspecting Mr. Knapp's collection several times, we can only say that we know of no other Philatelic collection that we would prefer to own.

Mr. Stevens was the possessor of a very fine collection himself, but words fail us when we try to imagine what his collection will be when Mr. Knapp's collection, or rather, collections are added to his previous holdings.

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**430,636 POUNDS OF MAIL
CARRIED BY AIR IN 1929**

Ottawa, March 4th. A total of 430,636
pounds of mail was carried over Canada's
twenty air mail routes during 1929, at a
cost of \$474,071.34 to the Country,
according to an answer given by Hon.
P. J. I. Veniot, Postmaster-General, in
the House of Commons.

The heaviest route was from Sioux

Lookout to Gold Pines, Red Lake, Jack-
son Manion and Narrow Lake in Ontario
where 83,406 pounds of mail were
carried, while the cost was \$17,540.42.

No new routes have been definitely
planned, but tentative arrangements are
being made for a service connecting
Montreal and the Maritimes (Nova
Scotia, New Brunswick and Prince Edward
Island) and also for an experimental
service from Sudbury to Winnipeg.

Readers might notice that no mention
is made of any service between Winnipeg
and Minneapolis, nor is there any possi-
bility of any being started before May
at the very earliest.

BERLIN - ISTANBUL

The Berlin-Istanbul (Constantinople)-
Angora air mail service is to be operated
by the Lufthansa, which has received a
concession from the Turkish Government
for a period of twenty years. By linking
Angora, Turkey, to Bagdad, Iraq con-
nections will be provided with the
British air route to India.

The Berlin-Angora line will be put
into operation in the Spring as a com-
bination air-rail line for mail and freight,
touching at Belgrade, Yugoslavia and
Sofia, Bulgaria. Shipments will leave
Berlin on the night express train to
Gleiwitz, arriving there at 4 A.M. and
leaving at 5 A.M. on the direct plane
Gleiwitz-Belgrade-Sofia-Istanbul, and will
be due in Istanbul at 6 P.M. This ser-
vice will be opened with daily trips,
including Sundays, on May 1. Within
five months of the inauguration of ser-
vice, the Lufthansa is obliged to extend
the line from Istanbul to Angora, which
will add two hours to the flying time.
The present express trains require four
days to make the journey from Berlin
to Istanbul.

One of the results anticipated from
the granting of the concession will be
the transportation of mail from the
Turkish capital to Buenos Aires in
eleven days, according to a recent report
from Berlin. This cut of ten days in the
mail time between Angora and the cap-
ital of Argentina is expected to be
effected in the following manner: The
mail coming from Angora to Berlin by
plane will be sent to Stuttgart by rail,
where it will be placed on planes bound
for the Canary Islands, via Barcelona.
Then it will be carried by fast steamers
to the nearest air traffic station on the
Brazilian Coast, where it will be taken
over by the German-controlled Condor
Air Syndicate and rushed to its destina-
tion. Passengers will not be carried over
this route until the mail service is
functioning efficiently. Later the Luf-
thansa hopes to use Zeppelins in place
of steamers between the Canary Islands
and Brazil, thus further reducing the
time between Berlin and South America.

"The Stamp House", 38 Torrey St.,
Dorchester, Massachusetts, offers to mail
first day covers of the coming 2c. Mass.
Tercentenary postage stamp, for any
readers of the Airpost Journal who
desire them. Send your cover(s) ready
to go with remittance to cover.

THE NICARAGUA 25c. "OFICIAL"

Some doubt has been expressed in
New York Philatelic circles, in re-
gard to the genuineness of the 25c.

Germany to United States

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"Official" airpost stamp issue, with
the typewritten surcharge. Eugene
Klein, accordingly, sent a copy of
this stamp to the Postmaster of
Nicaragua requesting information as
to its exact status.

Under date of January 25th the
Postmaster replied that the stamp
was an official issue, and that only
500 were issued.

Mr. Klein kindly sent us a photo-
stat of the original letter which he
received, for which we wish to
express our thanks.

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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.



ALAOUITES

Another Airmail has appeared, surcharged on the 1p25 deep green of the 1925 issue. This is a 2p surcharged in red as illustrated above.

ARGENTINE

The "Aeropostale" plans to open its line from Buenos Aires to Bahia Blanca, with the extension from Comodoro Rivadavia to Rio Gallegos. The inaugural flight will be made shortly.

On the 6th of January, the Cia Aeroposta Argentina inaugurated their airmail service between Buenos Aires and Mar del Plata, the journey in either direction being made in less than 2 hours. From Buenos Aires to Mar del Plata, 75 letters and 2 cards were carried. On the return journey, 121 letters were transported of which only 15 were philatelic items. The round trip is being made daily.

It is the intention of the Cia Aeroposta Argentina to extend the Bahia Blanca-Comodoro Rivadavia airway to Puerto Deseado, San Julian, Santa Cruz, Rio Gallegos and Punta Arenas. When the line between Comodoro and Punta Arenas has been organized, it will be extended from Bahia Blanca to Buenos Aires and Mar del Plata will be made one of the intermediate stops.

—A. H. Davis.

NYRBA FLIGHT

The first flight up the east coast of South America to the United States started from Buenos Aires on February 19th instead of March 1st as originally stated. Covers from Buenos Aires were stamped with the special cachet shown on page 6. Covers from Sao Paulo and Rio de Janeiro have been seen with an air cancellation in the form of two concentric circles, the date being within the inner circle and reading between the two circles: "NYRBADO BRASIL. S. A. - SERVICIO AEREO - E. PAULO". Covers are dated the 19th at Rio and the 20th at S. Paulo.

BRAZIL

The Latecoere Company will extend their line from Natal to Parimaribo, via Cayenne, the latter part of March.

—A. H. Davis.

CANAL ZONE

On January 14th, service over F.A.M. 9 was extended beyond Buenos Aires to Montevideo, Uruguay. Postage rate from Canal Zone is 50c. Special cachet illustrated was applied in purple at Cristobal. Covers are back-stamped January 20th at Montevideo.

Service over F.A.M. 8, between Cristobal and Brownsville, was inaugurated on January 21st. The special



cachet illustrated was applied in green. Postage rate, 20c. per half ounce.

DOMINICAN REPUBLIC

Two additional values of the new series have appeared. A 15c bright rose, and 30c red violet, perforated 11½ and unwatermarked. Other values of this set are expected shortly.

—Metropolitan Stamp Co.

ECUADOR

We understand that the American Bank Note Co. is working on four new values. They are, 50c, 1s, 5s and 10s and will be in different colors. It is also said that they will be overprinted for official use.

FRENCH SOMALI

Through the courtesy of Mr. P. C. Philibossian, we have seen a cover that was carried via the first airmail service between Djibouti and Addis Abbeba (Abyssinia). The stamps are cancelled with a one line handstamp reading "I SERVICE AVION". In addition, there is the regular postmark of Djibouti with the word "AVION". Covers are postmarked December 29th and bear receiving mark of Addis Abbeba of December 29th.

GERMANY

A clipping sent in by Mr. Edenharter states that the first airmail carried by the Dornier DO-X took place on the 17th of November. Mail was stamped on board with a cachet reading "Südfunk an Bord Do X" and dropped off at Rorschach, Switzerland; Gaisau, Austria; and Friedrichshafen.

From a newspaper clipping, we understand that the Graf Zeppelin will leave Friedrichshafen on May 1st for a trip to this country by way of Brazil. It is scheduled to reach Lakehurst on May 10th.

The first stop will be Recife, in Pernambuco, Brazil. This trip is expected to require eighty hours and after a stop of forty-eight hours, it will take off for Lakehurst.



GREECE

Inauguration of the Italy-Greece-Turkey line took place on February 18th, mail leaving Mitylene this date and arriving at Brindisi on the 20th.



HAITI

The 75c airmail stamp was issued a few weeks ago, exact date not known at present moment. It is of the same type as the 50c. illustrated above, and is a deep claret. Perforated 12 and unwatermarked.

—A. O. Litt.



HONDURAS

Two values have appeared out of the expected five. The first is a 5c on 10c, blue 1924 issue, perforated 11, 11½ and unwatermarked; surcharged in four lines "Servicio Aereo In-", "ternacional", "Vale 5cts. oro", "1930", which is exactly the same as the 1929 5c. on 10c. The other value is a 25c. on 50c. of the 1915 issue perforated 11½, surcharged as above.

A number of minor varieties have been found in the sheet as follows: No. 5. Wrong font first "n" in "ternacional" and "oic" for "cio" in same line. No. 8, "o" for "oro". No. 9. Wrong font first "n" in "ternacional". No. 23. Missing period after cts". No. 26. Wrong font second "a" in "ternacional".

In addition to the above, the "1930" on the "5c" appears as "1903" and is inverted in relation to the rest of the surcharge.

A sheet of 50 of the 25c. on 50c. has been found with inverted surcharge. A few of this value have been seen with double perforation.

We understand that some mistake occurred during the printing of the other values, with the result that they were destroyed and others will be printed to take their place.



LEBANON

The 1p25 deep green of the 1925 series has been surcharged 2p in red as above.

—K. Lissiuik Philatelic Co.

MEXICO

We have just received a copy of the 25c red and brown (Scotts 903) overprinted "OFICIAL" in black. Type is exactly as on Number 951.



PANAMA

There are quite a few rumors about the new provisional illustrated above. According to one report, 5000 of the above "1920 issue" were overprinted as above in red. Of these, 3000 were sold the first day. We have heard that it may be reprinted and also that there are no more stamps available for overprint. Overprinted on one Balboa, perforated 12, and unwatermarked.

—Elliott M. Walton.

SALVADOR

The provisional set has been reprinted as the permanent set was not received in time. A few differences have been noted such as the bars on the 15c. being 2mm further apart; bars are the same length on the 25c. and the 20c. lacks the impression of the 50c. value (mentioned in our last issue) on the back.

—The Airmail Beacon.

SOMALI COAST— ABYSSINIA AIR MAIL

We have just received a small consignment of covers of the first Air Mail flight dated Dec. 29, 1929. We are informed that there are but 300 of these covers, each bearing a set of stamps of Somali Coast, and having a special "AVION" postmark for the mailing office (Djibouti), backstamped on the same date at the receiving office (Addis Abeba, Abyssinia). The stamps themselves bear a special surcharge which reads "I SERVICE AVION", this being hand-stamped on the stamps after they were affixed on the covers. The flight is undoubtedly official, and the set of stamps appears to be a special set for the flight, and the forerunners of a surcharged set for Air Mail purposes. The surcharge on the stamps signifies "First Air Mail Service", and beyond doubt the stamps will not be known unused, in this respect being not at all dissimilar to the Cilicia Air Mails. The covers also bear a special label "PAR AVION DJIBOUTI—ADDIS ABEBA".

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THE OPPORTUNITY OF A LIFETIME! !

Without a doubt, this offer is the most attractive one made to collectors in many a moon.

The RARE MANAGUA-MIAMI FLIGHT—F. A. M. 5—May 15th, 1929

This flight took place with no notice and a very small mail was carried, mostly commercial. In addition, this is also the first day of use of the first Nicaraguan airmail stamp.

The covers are very attractive and AUTOGRAPHED BY PILOT!

AT THE EXTREMELY LOW PRICE OF \$10.00

This cover has been selling at about \$20.00 and is a good buy at that figure. Only a few in stock, so ORDER AT ONCE TO AVOID DISAPPOINTMENT. These will not last long.

THE BERKSHIRE EXCHANGE

1576 BROADWAY

NEW YORK, N. Y.



PAPUA

The 3p, emerald green and black of the 1916 issue, perforated 14½, watermarked "Crown and Single-lined A", sideways, has been overprinted "AIR MAIL" in black. Information as to quantity issued has not yet been received.

—Lesgor & Reel.



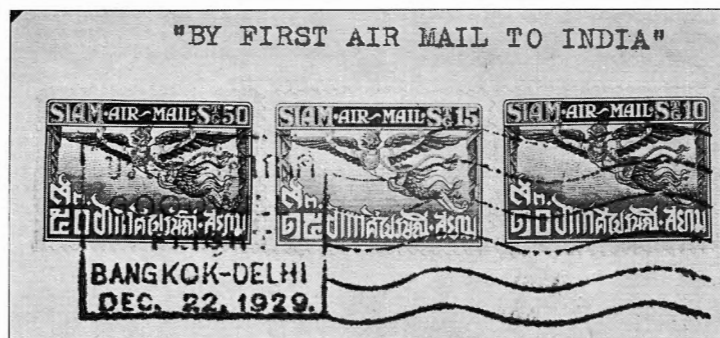
SYRIA

The 1p 25 deep green of the 1925 issue has been surcharged in red as above, for airmail purposes.

—N. Y. Stamp Co.

URUGUAY

It is rumored that the two scarce values of the 1929 Pegasus design, the 24c. and 80c. will be reprinted. We have also heard that some lower values will be issued soon.



SIAM

On December 27th, 1929, the first Siam-India airmail was carried by the Goodwill Flight, reaching Calcutta on January 15th. The lapse of time may be explained by the many mishaps which occurred on the trip, resulting in the loss and death of one of the aviators, Lt.-Col. Luang Neramit.

Covers bear the special cancellation illustrated above and are backstamped at Calcutta the 15th.

UNITED STATES Announcement

Effective April 1, 1930, Charlotte, N. C. will be embraced for supply on CAM-19, New York-Atlanta airmail route. A special cachet will be applied by the Postmaster at Charlotte.



SWISS -- AFRICA FLIGHT

Airmail service between Zurich and Nairobi (Kenya) was inaugurated on December 15th. Stops were made at Catania, Bengasi, Cairo, Assuan, Karthum and Mongalla, reaching Nairobi on January 4th. Cachet illustrated was applied in black.

Mr. O. Edenharter sends us a clipping which gives the amount of mail carried on this flight:

To;	
Catania	753 letters and 680 cards
Bengasi	401 letters and 680 cards
Cairo	329 letters and 565 cards
Karthum	186 letters and 321 cards
Nairobi	235 letters and 405 cards

Canada

Mr. W. R. Patton will be the editor of this column on Canadian airposts, and his activities for the past few years ably fit him for the task. Any inquiries on Canadian airposts, addressed to him, will receive a prompt reply, if return postage is included. If there is anything that puzzles you, or if you can make any additions or corrections to the Canadian section in the catalogue, write Mr. Patton, (Box 2384 Winnipeg, Man. Canada).

Edmonton, Feb. 14th. A monstrous winged creature sent by the Great Spirit swept down upon the small Indian settlement of Snake River in Northern British Columbia a few days ago, striking terror into the hearts of every native in that area.

Century old folklore was brought vividly to the minds of the Indians, young and old, as the huge flying creature roared over the small settlement, circled and came down on the river ice and every inhabitant except the fur post manager went into hiding.

"Old men and young, women and children alike," Punch Dickens, pilot, told the Canadian Press, "had taken to the bush and some had crawled into the dog kennels for protection after seeing and hearing the Fokker circle overhead."

Dickens was on a tour of inspection, accompanied by two Officials of the Hudson Bay Company.

During January 1930, the Western Canada Airways planes made five Hospital trips, itemized in their Field Ambulance Notes as follows: Jan. 9th Pilot Garten flew 72 miles Gold Pines, taking Nurse and Baby to Hospital at Sioux Lookout. Jan. 28th Pilot Garten flew 72 miles from Gold Pines carrying sick Indian to Hospital at Sioux Lookout. Jan. 21st Pilot Stull flew 116 miles from Red Lake carrying man with frozen foot. Jan. 31st Pilot Schade flew from Deloris Lake 112 miles to Sioux Lookout with a returned soldier (trapper) who had frozen feet. Was in very bad shape. Feet black and rotting. Immediate attention and amputation necessary to save him. Jan. 30th Pilot Moar flew 103 miles from Gold Lake to The Pas carrying injured man who was hurt at the Sherritt Gordon Mines to The Pas Hospital.

These five cases handled in the month of January show how the advent of the aeroplane in the North Country is responsible for saving many lives, a fact little known and seldom published.

At the end of December 1929 the Company had 28 machines in operation as follows: Sioux Lookout, 4 machines; Waterways, 2 machines; Cranberry Portage, 2 machines; Vancouver, 4 machines; and at Winnipeg 16 machines. Since that date 5 additional machines have arrived at Winnipeg for the Prairie Service.

The flying hours and miles covered during December 1929 for the Company were as follows:—

	Hours	Miles
Sioux Lookout, Ont.	108.	10,833
Cranberry Portage, Man.	19.	1,755
Winnipeg, Man.	70.70	6,245
Waterways, Alta.	136.35	12,626
Vancouver, B. C.	9.	658
Cranberry Portage, Man.	5.15	532

PRAIRIE AIR MAIL PILOTS

On March 3rd, 1930 the Prairie air mail services between Winnipeg, Calgary and Edmonton were inaugurated. The pilots chosen to fly this important route are ten in number and include many of the best-known pilots in Canada.

The majority are war-time pilots and many won decorations for their work on the French and other fronts. All have had experience in Northern flying and several were engaged in the epic aerial hunt for the MacAlpine party.

Pilots have been assigned to the various runs as follows:

Winnipeg - Regina route, 330 miles, Buchanan-Thompson, 2 pilots.

Regina - Calgary, 440 miles, Brown-Farrington-Jarvis-Hollick-Kenyon.

Regina - Edmonton, 499 miles, Ashton-Cumming-Farrell-MacLaren, 4 pilots.

Captain W. J. Buchanan, D.F.C. (decoration, Distinguished Flying Cross) was born in Scotland. His war record is extensive. Enlisting in 1914, he fought in France, Salonika, Egypt, Arabia, Palestine, Bulgaria, Turkey and Italy. He served also as wireless Officer and flying instructor. Since the War he has flown as a commercial pilot.

Major G. A. Thompson was born in India. He served in France during the War, and from the outbreak of same. Is holder of the 1914-15 Star. Since 1916 he has flown continuously, and in Canada, as a commercial pilot he has flown in every Province from Quebec to British Columbia. He was one of the MacAlpine party, lost for several weeks in Northern Manitoba, and has an air record of nearly 5,000 hours.

Lieutenant F. Roy Brown is a Winnipeg boy. He enlisted immediately on the outbreak of War and was among the First Canadian Contingent to reach France. At the end of the War he attended flying courses at Oxford, and since that time has flown as a Commercial Pilot, chiefly in Northern Canada. He was one of the flyers sent to participate in the search for the MacAlpine party.

Lieutenant H. A. Farrington is a native of Ontario. He was in France and England during three years of the War, and attended flying courses at Reading, Winchester and Yatesbury. Since the War he has piloted commercial planes continuously and is one of the most experienced fliers in the Service of the Western Canada Airways.

Lieutenant A. E. Jarvis was born at Napanee, Ontario. In 1915 he entered the Canadian Infantry and served in

France. Later he joined the Aviation Corps and fought as a flier in France, Egypt, and Salonika. He was awarded the Distinguished Flying Cross and the Croix de Guerre avec Palme. After the war he went into business, but preferring to fly, he entered the Ontario Provincial Air Service and later joined the Western Canada Airways.

Flying-Officer H. Hollick Kenyon was born in London, England. During the War he served with the British Columbia Horse and the Canadian Mounted Rifles. He is the holder of the 1914-15 Star and two medals. He learned to fly in 1918, and since then has been flying continuously. As one of the searchers for the MacAlpine party he became known as an intrepid Northern flier.

Captain W. E. Ashton, late of the Royal Flying Corps, is a citizen of London, Ontario. He fought on the French Battlefields with the Canadian Light Horse. In November 1916, he entered the Royal Flying Corps and has, from that time, been connected with flying. He attended the School of Aeronautics at Oxford, England and in 1921 spent some time at Camp Borden, Ontario. His post-War experience has been chiefly in Eastern Canada, where he has been engaged in commercial, photographic and air mail service flying.

Flight-Lieutenant W. N. Cumming comes from Edinburgh, Scotland. His studies at Glasgow University were interrupted by the War. He served in France and Belgium, and following the War, in the Indian Army. His military decorations include the D.F.G., the G. S. medal, Victory medal, and India G. S. medal with clasp. Since the War he has flown as a Commercial and passenger pilot in Ontario, and as fishery patrol pilot at Vancouver.

Captain C. G. M. Farrell was born at Smith's Falls, Ontario. The War put an end to his Medical career. As a War pilot in France he was awarded the D.F.C. Following the War he went into business, but soon after returned to aviation, and has since flown as a Commercial pilot.

Squadron-Commander D. R. MacLaren is one of the best known fliers in Canada. His Official War records show that he shot down 49 German aeroplanes. He joined the Overseas Squadron in October 1917, and during the 14 months from then until the Armistice he won the following decorations: D.S.O., M.C. with bar, Legion d'Honneur, and Croix de Guerre avec Palme. He was also mentioned in many dispatches. Since the War he has served as Commercial, Photographic, and Fishery Patrol Pilot.

The War record of these ten pilots will compare favorably with any air mail route in the World, every man having seen service in the Great War, and coming back with a total of 43 medals in all, which is a mighty fine tribute to both the Pilots and the Western Canada Airways. As a matter of record there are few men in the whole service of the Western Canada Airways who do not, at least, possess two medals of the Great War.

IN PREPARATION

OUR 150th SALE

End of APRIL or Early MAY

Almost all our sales have Airmails, also fine U. S. and Foreign stamps. Cat. Free.

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CANADIAN AIR MAILS — MINT

Western Canada Airways.....	.20
Yukon Airways.....	.50
Commercial Airways.....	.35
Br. Columbia Airways.....	.15
Cherry Red Airline.....	.20
Klondike Airways.....	.50

Write for our Complete Price List of stamps and covers.

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

Delayed flight of Zeppelin cover and card both for.....	\$3.00
Zepp cover Fried. to Tokio.....	5.50
CAM 25—Dec. 1st three covers.....	.25
CAM 26 set of 6.....	1.00

Returnable If Unsatisfactory

HENRY LACKS

1915 So. Jefferson St. Louis, Mo.

A Page From Our New Air Mail List - Send for Complete List

Country	Date	Denomination	Scott Nos.	Net
Ecuador	1929	2c to 5s inclusive	51-458	\$12.50
	1929	2c to 10s complete, RARE	451-458	30.00
Egypt	1926	27m deep violet	251	.30
	1929	27m orange brown	252	.25
Estonia	1920	5m imperf.	201	.15
	1923	Prov. imperf. 5 var. compl.	202-206	3.50
	1924	10m to 20m complete, RARE	207-208	8.50
	1924	5m to 45m complete	212-216	1.00
France	1925	5m to 45m complete	218-222	.60
	1927	2fr and 5fr complete	351-352	1.75
French Morocco	1922	75c deep blue, scarce	501	6.50
	1922	2fr to 3fr (503a) complete	502-511	3.00
	1922	2fr deep violet, scarce	503	1.00
	1928	2c to 5fr complete	551-560	3.50
	1922	2c to 5fr TANGER, complete	561-570	3.00
	1919	10pf to 200m complete	401-421	.25
	1924	5pf to 300pf complete	422-428	4.00
	1926	5pf to 3m complete	429-438	2.50
Germany	1928	2m and 4m Zeppelin, complete	437-438	2.50
	1926	2d to 10d complete	751-754	.60
Greece	1929	3c to 20c complete	701-704	1.00
Guatemala	1929	3c on \$2.50, scarce	705	1.50
	1929	50c deep violet	new	.15
Hayti	1929	1g blue	new	.35
Honduras	1929	Garay Issue complete	new	10.00
	1929	5, 10 and 15c complete	new	5.00
	1929	25c red, very scarce	new	6.00
	1929	5c and 20c complete	new	1.00
Hungary	1918	1k.50f and 4k.50f complete	651-652	.75
	1920	3k to 12k complete	653-655	.10
	1924	100k to 10,000k complete	656-661	1.00
	1927	12f to 80f complete	662-669	1.50
Iceland	1928	10auk red	301	.08
	1929	50auk gray and claret	302	.22
India	1929	2a to 12a complete	new	1.20
Italy	1917	25c rose and 25c violet	551-552	.25
	1926	60c to 5L complete	553-557	.85
	1927	50c to 80c complete	558-561	.30
Japan	1919	1½ and 3s complete	451-452	9.50
	1929	8½ to 3s complete	new	.75
Latvia	1921	10r and 20r complete	251-252	.50
	1921	10r and 20r complete	253-254	1.50
	1928	10s to 25s complete	255-257	.30
Lebanon	1924	1st Issue complete, RARE	201-204	3.50
	1924	2nd Issue complete, RARE	205-208	2.75
	1925	3rd Issue complete	209-212	1.25
	1926	4th Issue complete	213-216	1.00
	1927	5th Issue complete	217-220	.75
	1928	6th Issue complete	221-224	.90
	1928	7th Issue complete	225-228	.50
	1929	9th Issue complete	233-237	7.50
Libia	1929	50c and 80c complete	151-152	.18
Lithuania	1921	20sk to 5auk complete	401-407	1.00
	1921	20sk to 5auk complete	408-414	.35
	1922	1auk to 5auk complete	415-417	.35
	1922	2auk to 10auk complete	418-421	.25
	1922	10c to 1L complete	422-431	6.00
	1923	20c to 1L complete	432-436	.70
	1926	20c to 60c complete	440-442	.30
	1923	20c to 1L Charity complete	615-618	1.50

New 1930 Lissiuik Historical Air Mail catalog--Price \$2.00 post Free.
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W. W. BETTS

Rooms 208, 209, 210, Moose Building — P. O. Drawer 01,

CLEARFIELD, PA.

The subscription contest seems to have become more of a parade than ever, with Mr. Betts setting a pace which seems to be too fast for the rest of the contestants. We still believe that the number of subscriptions secured in this contest is surprisingly small, especially in comparison with the way subscriptions come in to us, outside of this contest.

The reputation of the Journal is spreading widely and rapidly, which means that there are still a large number of collectors who intend to subscribe and who only need a reminder, such as a subscription blank. In other words we believe it is easier to secure subscriptions now than it was a few months ago.

The contest closes on June 1st, giving you just 2 months in which to make your final sprint. The winner will have his choice of the following special prizes: (The runner-up has second choice, etc.)

U. S. Pioneer air mail card.

Philippine L.O.F. set complete mint.

C.A.M.2 two sets of terminal covers, carried by Lindbergh. (4 covers)

30 per cent discount in advertising, in any single issue of the Journal.

The standing to date:

W. W. Betts.....	45
Airpost Stamp Co.....	15
G. A. Zimmerman.....	11
G. Tucker.....	10
F. Herget.....	6
Marks Stamp Co.....	5
R. Wight.....	4
W. R. Patton.....	4
N. Joseph.....	4
E. Klein.....	4
M. Anzorena.....	4
H. Meisel.....	3
W. Chapin.....	3
2 Each: C. Reimers, L. Guenzel, H. Barnett, E. Cantrell, H. Griffin, C. Jandru, W. Treichler.	
1 Each: F. Toth, D. Eiget, H. Kingdom, B. DuBose.	
(2 points for a year subscription, 1 point for a 6 month subscription).	

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.

Dornier Do. X., Zeppelin, Junkers G 38, S. S. Europa. I will send direct to you Air Mail covers. I have first flights, Zeppelin Drop Mail, etc. Write me. Otto Edenharter, Air Mail Specialist and Address since 1912 Muenchen-19-Munich, 44, Frundsberg Street, Germany. Please send direct to me American first flight covers.

First Air Mail—1870-71 Paris Balloon post. Each letter \$10—check or cash with order. Satisfaction assured. Sending Reg'd. Chaintrier, 37 rue Fieffe, Bordeaux, France.

Attention—Zeppelin Mail. Write for list. I also have Pioneer Air Mail covers and cards before the War. Tokio to Germany Zeppelin cover \$25.00. Rare drop covers of Zeppelin \$1.00 to \$15.00. Otto Edenharter, 44 Frundsberg Street, Muenchen-19, Germany. Air Mail Specialist since 1919. Write me to-day.

Attention—Mittelholzer Africa flight, December 15, 1929, \$2.00. First Dornier Do. X Mail dropped over Lake of Constance, Rorschach and Friedrichshafen City, Nov. 17, \$5.00. Otto Edenharter, 44 Frundsberg Street, Muenchen-19, Germany.

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81 NASSAU STREET

NEW YORK

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C. E. NICKLES

M. C. NICKLES, Mgr.

207 SEATON PL., N. E.

WASHINGTON, D. C.

It is to be hoped that something may come of the plan reported from London as originating with Senator Robinson, a member of the American naval delegation, to restore the Wright brothers' first heavier-than-air machine, flown at Kitty Hawk, to its native shores. If ever there was a distinctly American product, the germ of extraordinary developments, it is this flimsy contraption of wood, fabric and wire which set the seal of man's dominion upon the air.

Wanted: Original Newspaper clippings or contemporary accounts of the following flights; U.S. to Rome attempt by J. D. Hill, World flight by Brock, Byrd Transatlantic, Ross Smith to Australia, Alcock and Hawker, transatlantic, Pinedo's world flight. Also want clippings or photographs of the following airmail pilots: Sid Malloy, Wm. C. Hopson, Roy Thompson, Wayne G. Neville, Franklin Rose, Maurice Graham, Jimmy James, Nimmo Black, Norman Patter, L. S. Flo, Leo McGinn, Capt. Cordner, L. G. Fritz, Dean Burford, E. Musick, Alton Parker, A. Stephenson, Vance Breeze, Ross Kirkpatrick, and many others. Can use any interesting material along this line, will pay for what I can use. Editor, Airpost Journal.

Want: Accident covers, any country. Substantiating clippings, documents or photos if possible. Cash or exchange. H. York, care this Journal.

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Fine selections of air covers of any country willingly sent on approval at lowest prices. Reference or deposit requested. Japan, Holland and B. Colonial a specialty.

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Airmail stamps in sets, unmounted, in glassine envelopes. Lists free.

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502 PIKE

W. COLLINGSWOOD, N. J.

ZEPPELIN FLIGHTS

We are breaking up a very fine specialized collection of these popular flights and are ready to make approvals to interested parties. All flights represented, including rare passenger drop mails of the second flight to U. S., World flight and European flights during Sept., Oct. and Nov., 1929.

References please, if not known to us.

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NYRBA

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Write for our bargain prices on these rare items.

F. A. M. 8

Brownsville to Salvador or Honduras, backstamped, our price\$.45

Cristobal to Salvador, Guatemala, or Brownsville, or Mexico 1.20

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(These covers are comparatively scarce. GET THEM NOW while our supply lasts!)

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Miami-Nassau70

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CARL B. EIELSON

Autographed Cover

We have for sale a beautiful cover autographed by Carl B. Eielson, the pilot who was lost in Siberia a few months ago.

Carried by Eielson on the inaugural flight over the Atlanta-Miami route, C. A. M. 10, on Sept. 15, 1926. Franked with pair of 5c. Walloons and perfect in every shape. Back-stamped at Jacksonville.

THE BERKSHIRE EXCHANGE

1576 Broadway

New York City

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Cards 1.75 each

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Brownsville to San Lorenzo .50

HOWARD M. WEAVER

WAYNESBORO, PA.

BROWNSVILLE, TEXAS AIR MAIL FIELD F.A.M. 8

Extension on Jan. 15, 1930, first flight to Salvador. We are offering some very attractive covers having two impressions of the "FIELD" postmark, plus the cachet in magenta. Only one to a customer, and during the month of April the price is

85 CENTS

On May 1st, if any are left at that time, the price will be advanced to \$1.50.

Remember the Early Bird! MEXICO'S FIRST AIR MAIL STAMPED ENVELOPE

The 10 centavo stamped envelope (the stamp being a fine embossing of the Aztec (calendar) surcharged

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across the corners between green and red stripes. Long obsolete and now well worth picking up. Here is your chance: Fine "Mint"

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Send one dollar for both of the above and I will include a fine CAM cover free of charge.

My Price List will interest every collector of CAM and FAM covers. May I send you a copy?

Edgar C. Cantrell

P. O. Box 1267
San Antonio, Texas

READY SOON

The Standard Airpost Catalogue is nearing completion, but is still on the press. We hope to have it ready for distribution within three weeks, and sooner than that, if it is at all possible.

The delay is to be regretted, but we know that collectors will agree that the extra time spend on it has been well worth while.

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