



Vol. I, No. 6

May 1930



STOCKHOLM—LONDON

Carried by the first "Flying Post Office" (See page 5)



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.

FREE AIR MAIL LIST

Just Off the Press

Our new 20 page Catalogue listing 256 sets of Air Mail stamps including the latest out.

WE OFFER

few complete mint sets

FROM OUR PRICE LIST

Albania 615-21 Brindisi.....	\$6.00
Bolivia 301-07 going up.....	8.50
Canal Zone 201-02.....	.65
Dutch Indies 351-55.....	2.25
Germany 422-28 scarce.....	2.90
Honduras 413-15.....	1.75
Mexico 40c Aviation.....	7.50
Panama 705-07 new.....	.85
Paraguay 416-19 new.....	.25
Spain 701-05 cheap at.....	.90
Syr'a 326-29 good buy.....	.45
Tunis 207-09 special.....	.40
Uruguay 610-13 imperf.....	1.90

Send Cash With Order

We Pay Postage On All Orders

EDWARD FLIEDER

519 Second Ave.

Seattle, Wash.

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.

A LETTER FROM BRITISH HONDURAS

"Dear _____,

I managed to run the Colonial Postmaster to earth today but he wasn't very helpful. He says that the matter of the Air Mail stamp for this Colony has been placed in the hands of the General Post Office in London.

As far as he knows the design is to be that of an airplane flying over a Caye (Sergeant's). The values are to be 15c, 20, and 30. The colors he does not know yet. The plates are to be permanent as the British Government Postal Department sets its face against the practice of making special issues and then destroying the plates. He believes the following quantities will be issued:—15c., 15,000; 20c., 25,000; 30c., 25,000 and that they will arrive in May. The type of stamp he says he will not know until the first proofs are struck.

Sorry I cannot get you more concrete dope but if I can dig out any from some of my friends in the Service I will pass it on. But I am afraid that as it is in the hands of the London G.P.O. we won't learn a thing about them until they are actually ready for issue.

Yours sincerely,

A. H. A.

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.

CERTIFIED COVERS

"We Sell For Less"

Curacao to Miami RARE.....	\$3.50
Curacao to Cristobal.....	1.75
Cristobal to Curacao.....	1.00
Colon to Curacao.....	1.50

Real bargains in Mint airmail stamps and airmail covers. Write for free lists. A penny postal may save you many dollars on your collection.

WHENEVER IT'S AIRMAIL
WHEN IT'S AIRMAIL

SEE HERGET FIRST

553 Suffolk St., Buffalo, N. Y.

Established 1919 but strictly up to date!

THE AIRPOST JOURNAL

VOL. I, No. 6

THE AIRPOST JOURNAL

MAY 1930

Zeppelin Stamps For Collectors

The announcement that the United States was to issue a special set of airmail stamps for use on the forth coming trip of the Graf Zeppelin is just another indication of the growth of our hobby and the recognition it is accorded. For this issue may be truthfully termed a special issue for Aero Philatelists. Perhaps the most significant feature of this issue is the announcement that covers may be posted in this country by collectors, and that these covers will be sent by steamer to Germany for inclusion in the Zeppelin mail taken on the Zeppelin at Friedrichshafen. It is obvious that no one but a collector would mail a cover to himself to go around the Atlantic; and the fact that the Post Office Department has made these unprecedented arrangements, must be considered a tribute to Aero Philately, and a splendid tribute it is.

It would be impossible to estimate the amount of publicity which the hobby will receive from this friendly gesture by our Post Office Department. Coming as it does, on the heels of the announcement of the first International Exposition at Paris next fall, sponsored by the French government, it augurs well for the expectation that the year 1930 will be by far the biggest that Airpost collecting has ever known. It is certainly doubtful if any collecting hobby has been similarly honored by two important governments in the space of a few months.

There is no doubt about it, Airpost collecting has received two magnificent compliments, and this brings up the question, can we live up to it? We have been thus honored on the belief that ours is a great hobby, constructive and fundamentally sound. A hobby which has an appeal to intelligent men and women, who have imagination. It now becomes our business to see that the hobby is maintained on a high basis so that it may be thoroughly qualified to receive these honors.

The Standard Airpost Catalogue

The long-awaited World Edition has just been completed and as this is written, the completed catalogues are being bound in New York. In all probability, copies will be in the mails and on their way to all parts of the world by the time these words appear in print.

The 1930 edition of America's first World Catalogue marks a new era in Aero Philately. The hobby has had catalogues of all types, most of them specializing in more or less limited fields, but until now there has been no universal standard established, by which all Aero Philatelic material could be accurately judged on its real merits. The Standard Airpost Catalogue of 1930

has very clearly defined the basic principles of Aero Philately and has followed these principles without variation.

Just as Philately is concerned with the postal issues of the world, Aero Philately is concerned with the Aero-postal stamps of the world, supplemented by covers officially carried over government air lines, or over similar lines under official authorization. The distinction between an Aero Philatelic piece and an Aeronautic souvenir is clear-cut, and regardless of the merits of either, they are distinctly different, and Aero Philately has to do with the former only.

A great deal of misunderstanding has arisen within the past year, simply because a number of collectors have not clearly understood the underlying principles of Aero Philately. The development of a new airplane motor, a new type of pursuit plane, the perfecting of the new Diesel airplane engine or the establishment of new commercial landing fields or airports are all important aeronautically, but none of these things have any more relation to Aero Philately than the construction of a new Post Office building or railroad station has to do with postage stamp collecting. The fact that collectors enjoy gathering covers mailed from cities where these events take place, or the fact that many of these collectors have assumed that such covers are airpost covers, is no indication that they actually are airpost covers. *An Airport is to Aero Philately what the Railroad Station is to Philately.*

The year 1930 will undoubtedly plot the future of Aero Philately. The hobby has reached a turning point and only the hobby itself can decide whether its future path is to be forward or backward. If it is to go forward and eventually arrive at its true place among the great hobbies of the world, it must first of all be united within itself, the principles of the hobby must be laid on a sound and logical foundation, which will have an appeal to the reason as well as to the imagination, and these principles should be universally understood.

We are confident that the new Standard Airpost Catalogue will ably fill an important need in the hobby. Collectors who are investing their time and money in the hobby, whether the totals be large or small, are entitled to know the exact standards by which their collections will be judged, for these standards are the same whether a collection is being shown to a fellow collector, exhibited in the Paris Exposition, or offered for sale to an airpost dealer. The Standard Airpost Catalogue has just this to say, "*Collect what you please, but this is Aero Philately.*"

H. Y.

First Flight to Haiti, F. A. M. 6., January 1928

George T. Street

The Postal Bulletin, announcing the opening of F. A. M. 6, stated that there would be no mail for Haiti, until a future date, to be announced later. The reason for that was the unfinished condition of the Airport at Port au Prince, at the time of making the announcement. However, the work on the field was rushed, and the first flight in each direction saw stops at Port au Prince, although no mail from either Miami or San Juan was left there. Havana sent no mail east on FAM 6, but Santo Domingo did dispatch mail for Port au Prince on Jan. 9, and it was received and backstamped the same day. These covers, but 315 in number, are of peculiar interest to aerophilatelists, as they are the only ones received on the opening flight of F. A. M. 6, in either direction.

Despite statements from aerophilatelists who pose as authorities, the first mail dispatched from Port au Prince was on Jan. 9, westward, and January 10, eastward. The westbound flight carried mail for Santiago de Cuba, Camaguey, Havana and Miami. The eastbound flight, mail for Santo Domingo and San Juan.

After the commencement of operation of F. A. M. 6, the Postal Bulletin announced that the first mail for Port au Prince from Miami and San Juan would be dispatched on Jan. 21. There were 195 covers so sent from San Juan, and the accumulated mail at Miami totalling 9 lbs. 2 oz., including the weight of the small sack, was postmarked 7 A.M., Jan. 21. The morning train brought additional covers for dispatch, and these, numbering about 45, were postmarked 7:30 A. M., Jan. 21. This additional lot was sent out to the Airport, and thrown on top of the sacks, already loaded

into the plane. The trip sheet was already prepared, and in the rush, the additional lot of 45 covers went without being added to the records. When the mail was transferred in Cuba the pilot of the eastbound plane took the proper number of sacks, but got the small lot for Haiti. As his records showed he had the proper number of pieces, he took off, leaving the main lot, 9 lbs. 2 oz., which did not go through on the first flight of mail to Port au Prince. Those 45 covers were received on the first flight of Mail from Miami, and backstamped at Port au Prince Jan. 22. The main lot, arriving at Port au Prince on the second flight of mail from Miami, are backstamped Jan. 34.

The writer, due to unfortunate circumstances, had none of either lot of covers. He advertised for some for stock, and was surprised to find two different dates on the backstamping. He wrote Mr. Glover, sending the two covers in question, and Mr. Glover replied that the records showed the one lot of 9 lbs. 2 oz., but added that they had found that the official records in the early days of the flight were not always accurate. Steps were then taken in Cuba to ascertain the facts, and the real reason disclosed, although those who told me swore that they would repudiate the statement, if there were ever an investigation. They had thought that the pilot had overlooked the mail for Port au Prince, and so it was hidden until the following trip, to protect a buddy. Imagine their surprise, when the pilot, on his return flight, showed his receipt for the proper number of bags of mail, including one for Port au Prince! They were glad to find the real facts, as the whole matter had been a mystery to them.

The writer believes that the above statement will clear up some conflicting ideas as to Haiti's part in the opening of this route, and so gladly passes on the information for the use of those interested in F.A.M. covers.

Philippine Airposts

Results of the Recent Investigation

Airpost stamps and covers of the P. I. have been the subject of much heated discussion for the past year or more. Rumors of speculation in flown covers have been circulated, and almost every conceivable charge has been leveled against the Bureau of Posts, for alleged speculation in the printing and sale of airpost stamps. In order to clear the air and definitely establish the truth or untruth of these rumors, the writer suggested, about a year ago, to Mr. Walter Bruggmann of Manila, that a thorough investigation be made by a competent committee of collectors in Manila. Mr. Bruggmann immediately took up the matter with the Philippine Philately Association, who in turn requested that a rigid investigation be made by the government. The Governor General issued the necessary orders and a five months investigation began, which eventually covered every activity of the Bureau of Printing, for the past several years.

Unfortunately the results of this investigation have received far less publicity than the many unfounded rumors that were the cause of the investigation. The points established were as follows:

The overprinting of the airmail stamps was done very hastily, and none of the errors were noticed by any

officials until 75% of the entire supply had been sold over the counter.

It was established beyond a doubt that all errors were genuine and bona fide errors of printing, and that they were not made intentionally or with speculative intent.

In the case of flown covers of the P. I. it was brought out that public notice was given in advance, of all flights that took place, and that all airmail flights were made with the authorization of the Bureau of Posts. The mail was open to the public on every flight, and no mail was refused.

The result of these investigations was published in the press, and the result of the findings definitely establishes the authenticity of these items.

We extend our thanks to Mr. Bruggmann for his efforts in behalf of the hobby, and we hope that collectors in other countries whose Aero Philatelic history is shrouded in some mystery, will be able to make similar donations to our fund of knowledge.

Mr. N. Joseph and Charles Jandrué as well as two other unidentified readers, thoughtfully mailed us attractive first day covers of the New Massachusetts Bay Tercentenary Stamp. Specially designed covers were used, which to our way of thinking, were far more attractive than the stamp itself. Thanks.

Another price list has just been received that is indicative of the progress of Aero Philately. This is a specialized price list of Canadian Airposts, published by Mr. Patton. Mr. Patton decided about two years ago, that the hobby was large and strong enough to permit him to specialize in filling collector's wants in Canadian Airposts. His latest list contains a wide range of material.



A SWEDISH "FLYING POST OFFICE"

The first "Flying Post Office" was established by the Swedish Postal Authorities in 1928, on the overnight service between Stockholm and London. The first flight from Stockholm took place on June 18, 1928, and the return trip was made June 20th.

A small mail box was placed on the plane, inside the door of the cabin, where mail could be deposited until the plane left. Mail deposited in this way was cancelled with a special cancellation as shown. Mail received from the Post Office received this special marking in the form of a cachet. Readers with good eyesight may be able to locate the special mail box which is on the door, in the accompanying illustration, just below the window. The three men standing in front of the plane are: (left to right) the mechanic, the first flying Postmaster, Olav Olsen, and the Pilot Liljegren.

Five round trips were made in 1928, the same cachet being applied on each trip with the exception of the two words above the plane. On the 1st trip the cachet reads, "Forsta Turen".

We are indebted to Mr. G. Lindman for the illustrations shown here. (See outside cover).

THE GRAF ZEPPELIN

Probably all of our readers are familiar with the details of the special U. S. Zeppelin stamps and the plans that have been made to handle Philatelic mail.

To summarize the high points for the benefit of those who have missed some of the details, we mention the following

The U. S. Government is issuing three special stamps for use on Zeppelin Mail. Denominations are 65c. \$1.30 and \$2.60.

Special stamps or cachets for all countries.

U. S. Mail for round trip should **not** be mailed at point of origin but should be sent **under cover** to Postmaster at New York, N. Y.

Do not send covers to Zeppelin Company in Germany, Spain or Brazil but to F. W. von Meister, 578 Madison Ave., New York, N. Y.

Her are the dead line dates—USA mail leaving New York, N.Y.—round trip **April 30.**

For Brazil—**April 26.**

For Germany and Spain dispatches—**April 28.**

Do not send private checks or stamps as remittances.

The stamps are the same shape and size as the current air mail stamps, 77/00 by 1 84/100 inches, and are described as follows:

The 65-cent stamp is printed in green and contains as the central design a representation of the Graf Zeppelin in flight across the Atlantic Ocean in an eastward direction.

In the \$1.30 stamp the airship is similarly shown sailing westward with a partial outline of the eastern and western continents on either side of the stamp. This stamp is printed in brown.

The design of the \$2.60 stamp shows the Graf Zeppelin emerging from the clouds, passing a globe representing the earth, and traveling toward the west. This stamp is printed in blue.

The Graf Zeppelin stamps will first be placed on sale at the post office, Washington, D. C., on April. 19, 1930, and the same date the philatelic agency.

This special issue will remain on sale until the departure of the Graf Zeppelin from Lakehurst, N. J., on the return flight. The stamps then remaining unsold will be recalled for destruction.

The rates (postage plus fee for the air dispatch) applicable for dispatch from New York to Friedrichshafen by the ordinary means, thence by the Graf Zeppelin to Lakehurst, N. J. (via Seville—Pernambuco—Rio de Janeiro—Pernambuco), the office of destination in this country are:

\$2.60 for each letter.

\$1.30 for each single post card.

Articles for this dispatch should be marked "Via Friedrichshafen and Graf Zeppelin to Lakehurst" and be sent under cover to the postmaster at New York (so as to reach New York not later than April 30), after being properly prepaid. If the special issue Zeppelin stamps are not available at the office of mailing and are desired a money order, made payable to the postmaster at New York, to cover the rate applicable as above stated should be sent in the same cover.

The rates (postage plus fee for the air dispatch) applicable for dispatch by the Graf Zeppelin from Lakehurst to Seville or Friedrichshafen are:

\$1.30 for each letter.

65 cents for each single post card.

Articles for this dispatch may be addressed for delivery in this country or any European country and should be marked "Via Graf Zeppelin, care Postmaster, Lakehurst, N. J." and be deposited in the mails in regular course in time to reach Lakehurst before the Graf Zeppelin departs for Europe.

As in the case of articles for the dispatch mentioned first above, if the special issue Zeppelin stamps are desired and are not obtainable at the office of mailing, a money order, made payable to the postmaster at New York, to cover the rate applicable should be sent under special cover.

The Graf Zeppelin will also carry mail from Friedrichshafen, Seville, Pernambuco, and Rio de Janeiro, on which the rates as shown below must be prepaid with stamps issued by each country concerned:

Friedrichshafen to Seville, German stamps, reichsmark 2 (\$0.50).

Friedrichshafen to Pernambuco, German stamps, reichsmark 4 (\$1).

Friedrichshafen to Rio de Janeiro, German stamps, reichsmark 4 (\$1.00).

Friedrichshafen to Lakehurst, German stamps, reichsmark 10 (\$2.50).

Seville to Pernambuco, Spanish stamps, peseta 8 (\$1).

Seville to Rio de Janeiro, Spanish stamps, peseta 8 (\$1).

Seville to Lakehurst, Spanish stamps, peseta 20 (\$2.50).

Rio de Janeiro to Pernambuco, Brazilian stamps, milreis 5 (\$0.60).

Rio de Janeiro to Lakehurst, Brazilian stamps, milreis 10 (\$1.20).

Rio de Janeiro to Seville, Brazilian stamps, milreis 20 (\$2.40).

Letters and post cards for prepayments with foreign stamps should be sent under cover to the special representative of the Graf Zeppelin in this country, F. W. Von Meister, 578 Madison Avenue, New York, N. Y. Such letters and post cards should bear the name and address of the addressee and the return address of the sender and be marked in addition "Via Graf Zeppelin from (place of departure) to (place of arrival)."

With such articles sent to Mr. Von Meister should be sent a certified check or money order in United States currency to prepay the articles at the rate applicable.

Articles to be prepaid with German stamps for dispatch from Friedrichshafen, or with Spanish stamps for dispatch from Seville should be mailed in time for delivery to Mr. Von Meister **not later than April 28.** Articles to be prepaid with Brazilian stamps for dispatch from Brazil should be mailed in time to reach Mr. Von Meister **not later than April 26.** Such articles will be sent by Mr. Von Meister to the agents of the Graf Zeppelin at the different foreign offices named for the application of the proper stamps and delivery to the postal authorities.

FLYING HORSE

The beautiful Pegasus set, of Uruguay (Nos. 626-637) complete and centered. **\$23.00**

May we send you our Monthly Bulletin?

C. D. REIMERS CO., Inc.

30 N. La Salle St.

Chicago, Ill.

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.

APPROVALS

AIR MAIL STAMPS

Old and New Issues

References Absolutely Necessary

A. V. PIERCE

115 Broadway, Providence, R. I.

In writing advertisers, please mention the "Airpost Journal"

FIRST INTERNATIONAL AIRPOST EXHIBITION

Paris—November 6-16, 1930.

An International Air Post Exhibition, the first of its kind ever held, is being organised by the Aero Club de France, at the Pavillon de Marsan, 107, rue de Rivoli, Paris, from the 6th to 16th November, 1930. The classes for competition are as follows:—

Class 1.—General Collections mint Air Stamps and flown Covers.

Class 2.—Specialized collections of Air Posts.

(a) Official Stamps, mint and flown.

(b) Semi-Official Stamps, mint and flown.

(c) "Meetings" Mint and on flown Covers.

Class 3.—Flown Covers with Aerial Postmarks and cachets.

(a) General Collections of all the world.

(b) Specialized Collections.

Class 4.—Balloon Posts (Siege of Paris, etc.).

Class 5.—Reserved for Juniors (Official, Semi-Official and Covers).

Class 6.—Aero Philatelic Publications. (Catalogues, Journals, etc.).

The following conditions are laid down by the committee:—

The Exhibition will be open every day from 10 to 16 o'clock, the entrance fee being 5 francs except on the opening day and Fridays, when the charge will be 10 francs. Each entry ticket sold at the door will count as a deposit for francs 1.50 towards the special stamp on sale. Permanent entry cards will be issued to Exhibitors, Jury and the Committee.

All wishing to exhibit must make formal application to the secretary.

Exhibitors must send in a description of their exhibits for the compilation of the catalogue. Descriptions must be in the hands of the secretary by June 30th latest.

The Jury will have the right to award objects of art, gold, silver gilt, silver and bronze medals and also diplomas.

The Jury to consist of 12 members.

The Jury has full authority to make awards at its own discretion.

An exhibitor can obtain an object of art and medals.

Societies and individuals can offer medals and objects of art to the Committee. The Jury will do their best to attend to the wishes of the donors but cannot guarantee that they will be distributed as may be desired.

The Jury will make their awards not on rarity alone, but on the Philatelic Science shown by the exhibitor and also the neatness of the mounting and writing up.

All exhibits must be the property of the exhibitor.

Stamps must be shown mounted on album leaves or cards. The Committee recommend leaves o.m. 33 high and o.m. 25 long. Each frame will then hold 12 leaves.

Frame space will be free. Collections in albums can not be shown.

Exhibitors may rest assured that the committee will take every care of their exhibits, and intending exhibitors are asked to send in the value of their exhibits. A charge of 2 francs per thousand francs will be made.

All charges for sending and returning exhibits and insurances to be borne by the exhibitor.

Exhibits to be at the Exhibition at least 10 days before the opening so as to ensure proper arrangements.

All exhibits to be accompanied by a list (certified by the exhibitor of the items sent).

After the Exhibition the exhibits will be returned to the exhibitor or he may take them down himself with authority.

Nothing in the Exhibition is to have a price on it until after the Exhibition is over.

The Committee will publish a detailed catalogue and advertisements will be taken. A scale of charges will be sent on demand.

The Committee has made arrangements with the Customs Authorities that exhibits need not be opened at the French frontier, but will be subject to customs inspection upon arrival at the Exhibition.

A Post Office will be installed at the Exhibition supplied with special cachets for the obliteration of correspondence.

The distribution of journals or any sort or outside advertising is strictly prohibited in the exhibition.

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912, OF THE AIRPOST JOURNAL

Published monthly at New Haven, Connecticut, for April 1, 1930.

State of Connecticut, County of New Haven, ss.:

Before me, a Notary Public, in and for the state and county aforesaid, personally appeared H. York, who, having duly sworn according to law, deposes and says that he is the Managing Editor of The Airpost Journal and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management, etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 411, Postal Laws and Regulations, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business manager are:

Publisher—H. York, Cummington, Mass.

Editor—H. York, Cummington, Mass.

Managing Editor—H. York, Cummington, Mass.

Business Manager—S. H. Falkoff, 1576 Broadway, New York City.

2. That the owner is: (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding one per cent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a firm, company, or other unincorporated concern, its name and address, as well as those of each individual member, must be given.)

Owner—H. York, Cummington, Mass.

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.)

There are none.

4. That the two paragraphs next above giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation the name of the person or corporation for whom such

"So they took the SLEEPER"

Last month I offered a very attractive cover:

BROWNSVILLE AIR MAIL FIELD FIRST FLIGHT TO SALVADOR

and at the price of only 85 cents it was a give-away. Many alert collectors took advantage of the offer and they got a real bargain. I will now buy back these covers from any who may wish to sell and will pay \$1.50 each for them.

I have only a few to offer at the present and they are still a wonderful buy at \$2.00 which is the current price. There are two varieties of this scarce "FIELD" cover and they are fully described in my new list which also quotes on many other sleepers, scarce, and uncommon covers. It's a list you should have if you collect CAM's and FAM's. May I send you a copy?

EDGAR C. CANTRELL

P. O. Box 1267

San Antonio, Texas

trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock

CHERRY RED FIRST FLIGHT COVERS

Prince Albert to Lac La Ronge	Aug. 1
Lac La Ronge to Prince Albert	Aug. 3
Ile a la Crasse to Prince Albert	Feb. 3
Prince Albert to Ile a la Crasse	Dec. 25
Christopher Lake to Lac La Ronge	Mar. 10
Lac La Ronge to Christopher Lake	Mar. 11
Prince Albert to Christopher Lake	Mar. 11
Christopher Lake to Prince Albert	Mar. 12

\$1 each or any six for \$5.25 registered airmail.

CHAS. B. HILL-TOUT

1115 Collinson St.,

Victoria, B. C.

and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

5. That the average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the six months preceding the date shown above is

(This information is required from daily publications only.)

Holcomb York,
(Signature of Editor.)

Sworn to and subscribed before me this 26th day of March, 1930.

VINCENT FASANO. (My commission expires February 1, 1935.)

F. A. M. ADDITION OF SAN JOSE, C. R.

- AJ 1—First northbound flight Costa Rica-United States, postmarked San Jose, March 11, 1930. Bears special cachet in black and is flanked with a block of 10 of the 8 centimos provisional air stamps which have just been issued. Backstamped Fort Worth, Texas, March 16. This is a beauty for only\$2.95
- AJ 2—Same as above with violet cachet\$4.50
- SAN JOSE-SALVADOR, same flight as above and bears same markings. Backstamped San Salvador, March 12 with large blue cancellation. Only 160 covers carried. We have very few\$6.85
- AJ 3—SAN JOSE-GUATEMALA, same flight as above and bears same markings. Backstamped Guatemala City March 13\$5.00
- AJ 4—GUAYAQUIL - CARTAGENA, first flight, June 16, 1928. Special blue cachet "Primer Correo Aereo Internacional Del Ecuador Junio 16, 1928". Backstamped Cartagena, Colombia, June 19\$6.00
- AJ 5—FLOOD COVER from Pensacola, Fla., dated March 25, 1929. Listed at \$4.00 in Dwerak's Cat. Cheap at\$3.00
- AJ 6—HONDURAS AIRMAIL, cover flown to the United States (not a first flight), franked with 5 airmail stamps, Scott's No. 413, postmarked Tela, November 26, 1929\$1.00
- AJ 7—LATVIA FIRST FLIGHT, Riga to Berlin, Germany, special red first flight cachet, franked with set of three airmails, Scott's Nos. 255-257. Not many first flights for\$0.50
- AJ 8—NEWFOUNDLAND AIR MAIL, first flight Botwood-Halifax, November 1921, franked with 35c airmail stamp, Scott's No. 203 (period after 1921), a scarce cover\$4.00
- AJ 9—Same flight as above but franked with Scott's No. 203A (without period after 1921)\$3.00
- AJ 10—DESSAU-NEW YORK, first flight carried by the "BREMEN" airplane (second trip—first trip was unsuccessful). These covers are postmarked August 14, 1927 and franked with the 1926 German airmail stamps, 1-1 mk, 3-2 mks, and 6-3 mks, Scott's Nos. 433, 434, and 435. These stamps alone represent a face value of 25 mks and catalogue \$10.30.....
- We only have four copies. First come, first served. Price \$12.00
- Send for your copy of THE SOUTHWEST FLYER chuck full of good things in airmail stamps and flown covers. Free.

Southwest Stamp Co.

P. O. Box 774, Ft. Worth, Texas

"World's First Flying P.O.!" Etc., Etc.

- 1st trip Stockholm-London, 2 cachets\$1.25
- 1st trip London-Stockholm, 2 cachets1.25
- 2nd, 3rd, 4th or 5th trip covers, each1.00
- Other nightflight covers:
- 1st trip Stockholm-Adam 1929, spec. cachet35
- 1st trip Malmö-Amsterdam 1929, spec. cachet30
- 1st trip Gothenburg-Adam 1929, spec. cachet50
- 1st trip Oslo-Malmö, special arr. postmark50
- 1st trip Helsinki-Copenhagen, arr. postmark25
- *Sweden, Stockholm 1912 airport stamp, mint2.50
- *Denmark, Skagen 1918 mint airport stamp1.55
- 9 mint airport stamps from the North, compl.1.60
- 11 mint labels from the North, complete50
- All are official items except the two with (*)! Postage 7c extra!

G. LINDMAN
Gräsberg, Sweden

PILOTING THE TRANS- CONTINENTAL AIR MAIL

(Extracts from letters from Stanhope S. Boggs, Pilot Air Mail Service.)

Cheyenne, Wyo.
Sept. 3, 1920.

Arrived by train this morning, assigned to fly on the Cheyenne-Salt Lake route, and under orders to fly the first ship out to Salt Lake tomorrow on a trial trip.

I was cold today for the first time since leaving California six weeks ago. Made a few flights over the city this morning and experienced some new flying conditions. The altitude here is 6000 feet, and it took my DH a run of at least two thousand feet to get off the ground, and then I had to treat it with care. It is necessary to land very fast and with tail high, otherwise the ship will "pancake". Will probably see some interesting country tomorrow as the mountains around Salt Lake are 10,000 feet high.

Rock Springs, Wyo.,
Sept. 4, 1920.

Landed here O.K. at 3:30 P.M., having made the 300 miles in 2 hours 45 minutes. Three of us left Cheyenne together; W. and myself assigned to this route, and S. "Ferrying" a ship to Reno. S. was the first to land, but he overshot the field and "cracked up" the ship beyond repair. He is one of the oldest Air Mail Pilots. W. and I got in O.K. but by the time we got the ships gassed and oiled it was too late to continue on to Salt Lake.

Salt Lake City,
Sept. 5, 1920.

Left Rock Springs at 9:15 A.M. today; arrived here at 11:30, making the 220 miles in 2 hours, 15 minutes.

W. had never flown much mountain country before so it was decided that he should trail me thru. It took me the full length of the field to get off, as the elevation at Rock Springs is 6,500 feet and my motor was turning up only a little over 1500 RPMs.

I picked up the Union Pacific railroad at Green Springs and kept within sight of it all the way to Echo. There the road branches, one line going north and the other south. At Echo I left the railroad and flew southwest, climbing to 12,000 feet. This altitude did not seem to be as high as the mountains ahead, but the clouds would not let me go higher, and besides I was having all I could do to keep my motor warm as there were no shutters on the radiator. W. had been trailing me closely up to this time but here he started off northward and was soon lost to sight in the clouds.

I had to drop down to 11,000 feet and go thru a couple of mountain passes, but held my southwest course and soon came out directly over Salt Lake City. Landed at the field and waited an hour for W., but got no word from him. At four o'clock we received a wire stating that he had landed five miles north of Ogden and "cracked up" his ship, but was not much hurt.

One ship out of three is rather a poor record for the first trip. This is the wildest country I have ever flown over, but I don't find it hard to follow.

Air Mail Sets

ABYSSINIA	
251-60. Mint	\$12.00
ALAOUITES	
205-08. Mint65
ALBANIA	
601-07. Mint	3.50
CURACAO	
201-03. Mint	8.00
DUTCH INDIES	
351-55. Mint	2.50
MOROCCO	
Tangiers 561-70. Mint....	3.00
GERMANY	
429-36. Mint	2.75
Zeps. 437-38. Mint	2.25
HONDURAS	
412-15. 4 rare value. Mint	4.50
LEBANON	
221-24. Mint	1.00
237-47. Mint	6.00
229-32. Very rare set. Guaranteed. Mint	115.00
MEXICO	
901a. The rare reprint. Mint	4.50
952. The Red official. Mint	4.00
40c Aviation Week. Rare mint	8.00
PARAGUAY	
400 to 415—4 complete mint sets	7.50
PHILIPPINES	
328-338. L. O. F. mint....	14.50
NEW ISSUES—AIR MAIL	
ALBANIA	
New set surch. Very rare	35.00
BELGIAN CONGO	
15ts and 30ts. New value	2.00
COSTA RICA	
2d set. 4 new values.....	.75
DOMINICA	
Rep. 4 values. New colors. Minted	1.25
ECUADOR	
3 new high val. and 4 official	12.50
HONDURAS	
5 values. New set with one official	2.50
ITALY	
A very nice and unusual new set 5 val.80
PANAMA	
1 Balboa. Surch. Red Airpostmarked	4.00

We have a very efficient new issue service. We issue monthly circulars and price list.

Get in touch with us, we believe in Fair Dealings.

Lesgor & Reel

81 NASSAU ST., N. Y. CITY

WITH THE INVESTORS

Market Notes by Shylock

Sorry to have missed you all last month, but due to some remarks I made about Mexican airmail stamps, I was suspended by the Editor and fined a months pay. In the meantime Mexico and I have completely reformed, and the Editor has pardoned us both.

Little PAPUA has up and done it, and offers us a pretty little airpost stamp. Some say there are 3000 of them, others say 5000. Someone will have to go without.

We grant the Palm of originality to the new Italian airmail stamp.

The STANDARD CATALOGUE is out at last, or will be in a day or two. Watch foreign covers take a boom. Also keep your eye on "French Balloon Posts" and "Scadta" stamps. All are slated for a boom in the near future.

As far as that goes, if you have a sound airpost collection of any kind you need have no worries about your investment.

The Graf is to be with us again. Watch for all the drop mails and the scarce points. The new Zep stamps will be the biggest advertisement the hobby has ever had, and we have an idea that the mint set won't be such a bad thing to hold on to.

If you want to help Airpost Collecting, be sure that your local newspaper gets a Zep cover to illustrate and give them some propaganda for the hobby along with it.

The many new airmail stamps offer chances for investment not equalled by any group of stamps in Philately. Not all will rise 100 per cent within the next two years but many of them certainly will. Here are just a few good ones which you can buy with a clear conscience at present prices: The 1921 set of Holland (or if you insist, Netherlands). Scott has it at \$1.55 up to \$2. per set, your money is well invested. Ecuador, the latest set, (see new issue Chronicle this issue) is certain to be scarce. There are only 5000 sets and face is about \$7.00. If you can get them at double face, they are as good as gold bonds.

Iceland has a 10 aur official airmail, which seems to be sleeping peacefully. About the only way to get them is by buying the entire official postage set.— Cheap at double Scott.

Here are two old ones, the investment possibilities are not astounding, but they are far from common; Czechoslovakia, Scott Nos. 504-9. You can get them for something over half Cat. and whole-sale prices are inching upwards. Japan, first issue 1919. If you can get a genuine set (which is not easy) they are worth full Scott and then some. We have an idea that a fair proportion of copies in collectors hands are not all they should be. The fakes are just as common as the genuine stamps. Don't buy unless you get a moth-proof guarantee from a reliable dealer.

There are a lot more, but that should be enough for this time.

Speaking of Ahrenberg, the covers he carried from Sweden are about 8 times as common as those he picked up at Iceland. The latter are first flights to Greenland on his Trans-Atlantic attempt last summer and only about 40 were carried. Official mail. It is actually the rarest trans-Atlantic cover.

LETTERS FROM OUR READERS

(Continued from pg. 2)

Dear Sir:—

Mr. E. H. Wilson of The Berkshire Exchange, New York City, has requested us to send you information concerning the Ecuador 5th Edition Stamps and we therefore take pleasure in advising you that these stamps have been issued by the Scadta Airways System of Colombia and Ecuador and are used in Ecuador for mailing purposes.

There are 11 denominations to this set which consists of the following colors:

\$.50	centavos — Maroon
.75	centavos — Dark Green
1.00	sucre — Rose
1.00	sucre Reg. — Rose
1.50	sucre — Gray Blue
2.00	sucre — Purple
3.00	sucre — Brown
5.00	sucre — Sky Blue
10.00	sucre — Orange
15.00	sucre — Violet
25.00	sucre — Yellowish Green

64.75 sucres at \$0.20 per sucre is equal to \$12.95 per set.

We beg to advise you that the following Scadta Stamps may also be obtained from us at face value:

Colombia — 14 denominations —	
5th Edition	\$14.30
Foreign — 13 denominations —	
5th Edition	\$13.35

We also possess:	
Brazilian Airmail Stamps in 7	
denominations	per set \$2.27
Bolivian Airmail Stamps in 3	
denominations	per set .30
which may be obtained at face value.	

In the event that you require any of these stamps, we shall be very pleased to hear from you.

Very truly yours,
Interamerican Aerotravel & Supplies Inc.

"In the December issue of your pamphlet" The Airpost Journal" you slam the souvenir covers. Not only that but you make the untrue contention that souvenir cachets are private. Webster's dictionary defines "private" as "not public in character or nature" also "Not publicly known; not open." What souvenir covers can you name that are private in the above sense?

I agree with you that veterans' conventions and enlarged facilities at airports should not be commemorated with a special cachet but still I contend that an airport dedication cover is as much of a souvenir and historical document as a first flight C. A. M. The contract cover commemorates the first flight over a route carrying mail while the dedication air mail cover commemorates the opening of an Airport. Is not one as important as the other?

Now you will probably declare that dedication covers are not air mail covers. I always believed that any
(Continued on pg. 18)

CATALOGUE PRICING

One of the most important features of any Philatelic Catalogue is the information it provides on the market value of the items listed. In Aero Philately it is generally known that such and such covers exist because they are in our collections. We can tell by looking at them, what their cancellations are as well as other special markings, but the one thing the cover cannot tell us is its market value.

The claim has been made several times recent, that a Catalogue compiled by collectors is more desirable, because the prices established by collectors would be more accurate. On the contrary however, the exact reverse is true, for collectors have only a second-hand impression of what forces are at work in the active market. The collector knows what he paid for his F.A.M. cover when he bought it, and he may have seen an advertisement of some dealer pricing it later, but that is not a great deal to go on. In the first place he does not know whether he paid too much or too little or whether the same cover is priced too high or too low in the subsequent advertisement. Whatever price range he establishes in his section, will be honest enough, but woefully inaccurate. Collectors using a Catalogue wish to know as accurately as possible the value of each item, and if prices are not founded on a wide and active knowledge of the

MEXICAN AIR MAILS
AT AUCTION

If you have not the catalog yet, ask immediately for a copy. It is worth-while. Many rarities in covers and stamps.

Do not forget the date—March 9

VICTOR M. SUAREZ

Apmt. 203 1507 M. St., N. W.
Washington, D. C.

I am always in the market for good Mexican air mails. Let me hear from you. I also exchange. Have some extra FAM's of the better class to give for Mexicans.

Good Cheap Canadian
1st Flights

G. P. O. Flights

Dec. 1928: Prairie Set, per cover....	\$.20
Aug. 1928: Toronto Exhib set, per cover25
Jan. 1929: Maritime flight set, per cover20
June 1929: Kingston Airport set, per cover15
June 1929: Hamilton Airport set, per cover15
July 1929: Maritime pageant set, per cover30
July 1929: Moncton-Charlottown set, per cover15

Cherry Red Rare Covers

Aug. 1929: Montreal Lake to P. Albert (204)	2.50
return flight (179 flown).....	2.50
Dec. 1929: Lac La Ronge-Montreal Lake (141)	2.50
Dec. 1929: Ile a la Crosse-Lac La Ronge (181)	2.00
Get my new list of 250 items of Canadian air mail items. Free.	

O. W. R. SMITH
(APS—AAMS)

P. O. Box 764, Stn. F, Toronto, Ontario

real market, the information he receives will be misleading.

On the other hand a Dealer-priced Catalogue, is the only kind that has ever been successful, for that very reason. Prices accurately reflect the latest market trends and moreover, the fact that the publishers of a Dealer-Catalogue are expected to be able to supply items at the list price, gives these prices a double meaning. In the latter case, it is useless to state that such items are too low in the Catalogue, if the publishers have them for sale at that price.

Price levels are not fixed by one or two individuals, they adjust themselves gradually, after scores of transactions, regulated by the laws of supply and demand, and those who are in closest touch with these price trends are the active dealers who handle thousands of covers every month. The active dealer sees the trend of prices long before they actually change, but the individual collector has no way of knowing that prices are changing until long after the change has taken place. After all, if we wish to know the value of our own stocks and bonds, we go to a broker because he is handling thousands of shares and bonds every day. We may ask another stockholder, but all he will be able to tell us is what he has learned from his broker.

The situation is exactly the same in Aero Philately.

HOW OTHERS SEE US

(The following account appeared in a New York newspaper recently.) Forwarded by P. C. Kullman.

Another new and expensive hobby has swooped out of the skies and made a perfect landing in the ornate libraries of wealthy and prominent men.

Several thousand schoolboys and almost an equal number of grown men, many of the latter rich and prominent residents of this city are following the development of aviation, avidly, not for the purpose of learning how to fly but to keep step with their new hobby, a direct outgrowth of the widespread interest in aviation—the collection of air mail stamps.

SHADES OF MEKEEL!

Meekel's Weekly of April 14th caused a knowing smile to seal across our rather handsome features. While it was not supposed to be a special number, it could well have been called a special Airpost number, for most of the issue had to do with Airposts in one form or another. We only wish that we could have had a copy of this issue to send to the Editors of Meekels about three years ago, when an effort was being made to have them give a column to Airpost. At that time they probably wouldn't have believed they were looking at a future issue of their Weekly!

Well, well, times do change. We used to hear from all sides that Airpost Collecting was simply a passing phase. And how slowly it does seem to pass! We expect to hear at any moment now, that Meekels has installed a special column for Postage Stamp Collectors.

Seriously, though, we congratulate Meekels on their wide-awakeness. If they keep up this pace, we'll have to look to our laurels as the World's leading Airpost Journal.

HOO IN THE HOBBY



MR. ANZORENA

Mr. Anzorena, Mexico's eminent Airpost dealer began his career as a stamp collector back in 1910, thus proving that even a postage stamp collector may hope for better things, once the great light dawns.

In Cuba from 1916 to 1921 he continued to collect stamps but with waning enthusiasm, when along came Airposts! The old collecting instinct was re-born with new enthusiasm, but limited to airposts exclusively. As duplicates piled up Mr. Anzorena lost his amateur standing, and during the past three years a very large percentage of Mexico air-mail covers which now rest in collections throughout the World, were originally mailed by him. At present Mr. Anzorena specializes in airmail stamps and covers of Mexico, and his built up an enviable reputation.

A note just received from him states that Mexico will issue no more official overprints, and that a new airmail stamp for official use has just been designed.

He further states that they are expected early in May and will be in the following denominations 5, 10, 15, 20, and 40 centavos. Enquiring as to the use of the lower values he was told that second class correspondence required them. (However, we have subsequently learned that the three lowest values will be dropped and a 60 centavos stamp added, making a set of 3 stamps.)

Mexican Airposts have been growing in popularity, and we imagine that Mr. Anzorena would like to have back all of the covers of early Mexican flights, that were originally in his possession, for they have shown a marked increase in value.

Siam Airmail's Mint

We have a few sets of these desirable mint stamps 25 to and including 1B, eight-varieties which we offer while they last at per set

\$6.65

Ask for our list—Southwest Flyer.

Southwest Stamp Company
Flatiron Bldg. Fort Worth, Texas

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.)

MONTHLY AIR MAIL

is my regular price list. No. 1 came out May 1st, 1930. Subscription 50c per year (to April 1931—you get all back numbers, of course).

In addition, I run a special FLASH LIST, as the good stuff comes along. This costs another 50c per year (also to April 1931).

Send me a dollar bill with your name and address. You will not be sorry!

JOHN S. DAVIS

71 RODNEY STREET
LIVERPOOL, ENGLAND

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

A seven day air mail service between New York City and Buenos Aires and Montevideo, South America, will be inaugurated on April 26, 1930, it was announced yesterday by Assistant Postmaster General W. Irving Glover, in charge of the Air Mail Service. At present, it takes an Air Mail letter mailed in New York eleven days to reach either of these South American cities. The establishment of night flying from New York to Miami during the past week as well as an entire day saved in service through the Panama Canal have been the means of cutting down the time between New York and the South American cities by four days.

This fast air mail service is to be put into effect by the Pan-American Airways system, which already has the contract for carrying the U. S. mails to Mexico, Central and South American cities, especially those on the Western coast.

Dear Sirs:—

"We are advertising in two airmail journals and can only say that returns from yours are much the better. We feel your magazine is a credit to the hobby."

VICTORIA STAMP CO.

Our Mammoth Free Packet

is still

a

SENSATION

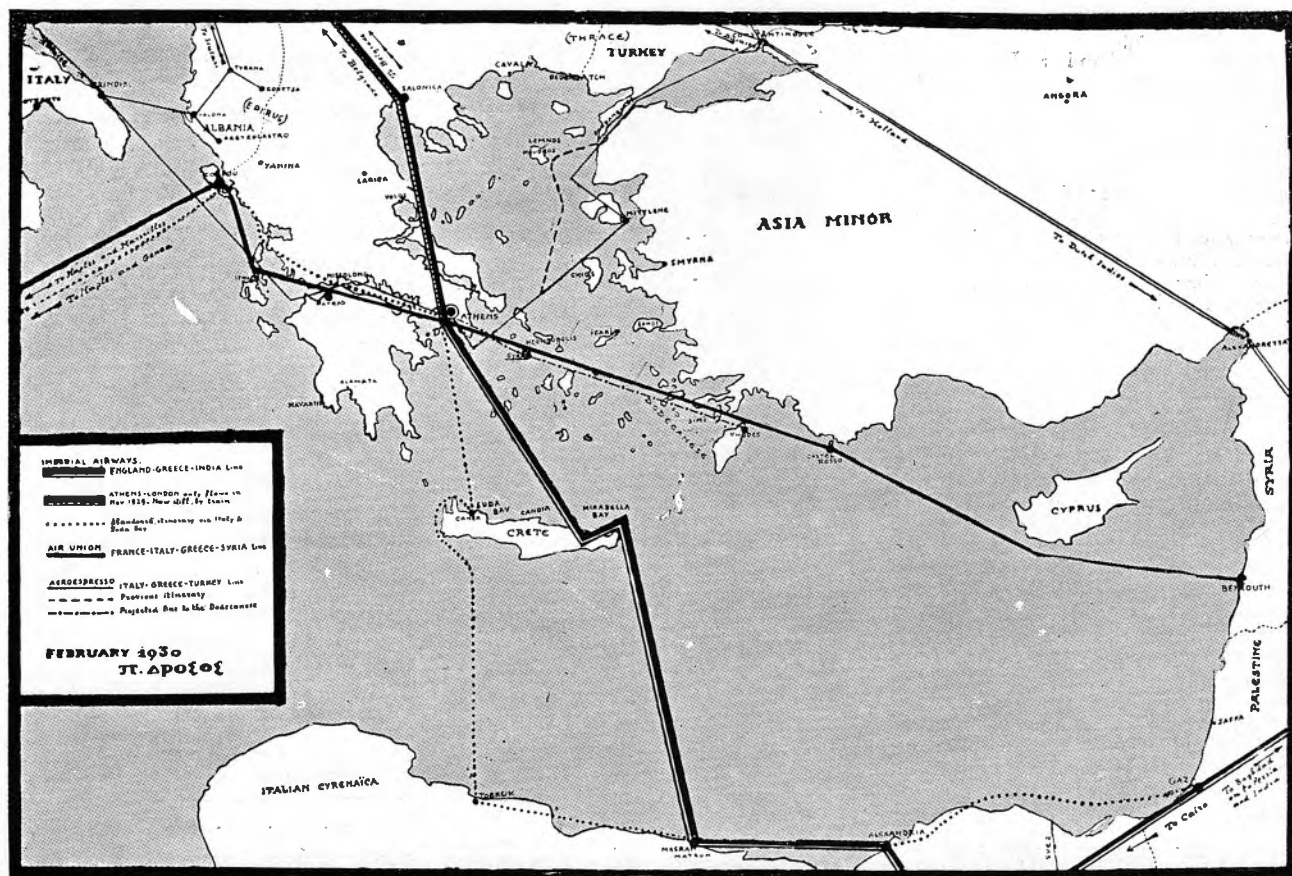
Sent to approval applicants enclosing 2c to cover cost of mailing.

These packets are limited, so send for yours today.

EAGLE STAMP COMPANY

Box 366

SAINT PAUL, MINNESOTA



AIRMAIL ROUTES IN THE EASTERN MEDITERRANIAN

Castellorosso is exactly below the "M" of Asia Minor.

Castellorosso

By P. J. DROSSOS

CASTELROSSO, better known as Castellorizo, is a small barren island, with a circumference of about 13 nautical miles. One of the Southern Sporades, it is situated off the S. W. coast of Asia Minor (ancient Lycia) opposite Patara, (in the valley of the river Xanthos), the birthplace of St. Nicolas and where, as is stated by mythology, Apollo was born. On the N.E. side exists a deep protected bay, in the depths of which is situated the town, the only habited spot of the island, numbering at present about 3000 inhabitants. To this excellent harbor the island owes its stormy history throughout the ages. The soil, which is of a brick red color and is rich in iron ore, bears scarcely any vegetation, and there is no water and no wells, so that all the rain water has to be gathered in cisterns and, in case of a drought, water has to be brought over from the nearest point of the Asiatic mainland.

In ancient days, the island was called *Megisti* which, both in ancient and modern Greek, means "the largest." This name was given to the island in derision, owing to its smallness. Such an example is again found in the Greek name for the Black Sea, it being called "Euxinos Pontos" (the Calm Sailing Ocean) whereas the blackest and stormiest weather is always to be encountered there.

Mention is made of "Megisti" in the history of all epochs. With its three forts (originally built by the Rhodians), safe port and geographical position as a link

to all navigators (along the coasts) between Greece—Asia Minor—Crete—Syria—and Egypt, it played a prominent part in the strifes of ancient Greece, the Persian and Roman Wars and saw these nations pass by in their power and glory and then disappear. The Arabs and Saracens did not fail to occupy this vantage point during the 7th century A. D. and called the island *Magi*, whilst the Turks later on and still to this day, call it *Meis*, both being corruptions of the original Greek name.

The island passed, during the 13th century, with other isles of the Aegean Sea under the power of Venetian and other Italian adventurers, who, however, had occasionally to recognize the lordship of the Byzantine Emperors. After the occupation of Rhodes in 1930 (on the instigation of the Pope and of the Genoese) by the Knights Hospitaliers of St. John of Jerusalem, the Grand Master of Rhodes, De Heredia, had one of the three ruined forts rebuilt, using the red stone and clay of the island. This "Red Fort," *Castello Rosso*, gave the island its name.

Upon the honorable evacuation of Rhodes in 1522 by the Christian Knights and the occupation by the Turks, under Sultan Suleiman I, the island formed part of the Turkish Empire, till 1911, in the group of islands known as the Dodesanese. To this group the Turks gave many governmental and fiscal privileges, by divers "firmans" between 1652 and 1835. The New

Turks in 1910, abolished these privileges, but never enforced any encroachment on the natives' liberties.

During the Greek War of Independence, the Castellorians did their part also, mostly furnishing fire-ships to the Greek Revolutionary fleet. Notwithstanding that the inhabitants have always been entirely a Greek population, they do not use the ancient name "Megisti", but call the island Castellorizo, the franish name slightly altered.

With the exception of the Castellorizian farmers and merchants, who had formed 5 "colonies" on the opposite Asiatic coast, where they had thriven so well, as to even have a commercial hand on the hinterland, their only occupation was, as still is, the sea. After 1912, however, they lost their influence on the continent completely and when, in late years, sponge fishing was prohibited along the Libyan coast, much emigration from the island began. Ninety per cent of the emigrants go to Australia. Castellorizo numbered about 10,000 inhabitants in 1914, while now the population has dwindled to under 3,000.

During the Libyan (Italo-Turkish) War in 1911, Castellorizo and Icaria, owing to their geographical situation, were not occupied by the Italians, as were all the Dodecanese islands. Icaria proclaimed itself as a Republic at the end of July 1912, was occupied at the end of the year by the Greeks and later annexed. Castellorizo revolted on the first of March, 1913, and proclaimed its independence from Turkey, which was not a difficult thing to do as there were only a few Turkish officials on the island, and a small guard which had been sent there, when the War broke out.

Two deputations were sent from the island to Athens, expressing the wish of the Castellorizians to be united to Greece, but it was only on the first of August 1913, although the Greek fleet had visited the island before, that it was occupied by Greece, in conjunction with the island of Samos (which was then no more a Principality, being under a provisional government, pending its union with Greece.) A greek Governor was appointed at Castellorizo, who took over all civil authorities, whilst a Samian "gendarmierie" was posted there, which undertook the organizing of a local militia.

During the first days of the Greek occupation, the small quantity of the then current Turkish stamps, which were found on the island, were, pending the arrival of Greek stamps from Athens, put in use with a surcharge, (by order of the Governor Tzavellas,) with the Greek currency values of 5, 10, 25 and 50 lepta and the initials for "Greek Administration"; (about similar to the surcharge of the stamp for Chios, Scott page 697, No. 800). These stamps were all postally used up at Castellorizo. Mail sent via Rhodes (where it was postmarked also) arrived at destination, whereas mail sent via the Piraeus, was held up there and the stamps as far as possible, were taken off the envelopes by the P. O. authorities and the then current Greek stamps were stuck on instead, or over the Castellorizo stamps; after which the letters were sent on. This happened to the first mail; a subsequent one was returned to Castellorizo, as, in the meantime, the island had been furnished with the necessary Greek stamps. This measure was taken by the Greek Government at the time, as the Greek occupation of Castellorizo was not an internationally sanctioned one. (The stamps listed in Michel Catalogue, 1930, page 220, are a fantastic issue.) The Greek P. O. cancellation read Megisti, as it was under that name that the island was officially known.

During the World War, at the end of 1915, Greece withdrew its garrison from the island, which, if not recalled, would have necessitated the maintenance of naval units, to enforce neutrality in those far off waters, away from any base in Greece.

On the 27th of December, 1915, by order of the French Mediterranean Naval Commandement, which needed a base to blockade those parts of the Asia Minor coast, the island was occupied by French Marines, a Greek battleship arriving too late to prevent this. The French Naval authorities, throughout their occupation, officially called the island "Castellorizo". Until 1920, stamps of France and the French Levant were in use there, and divers naval postmarks used. In 1920 three different sets were issued (Scott 1-28) by the French.

By article 122 of the Treaty of Sèvres in 1920 and article No. 15 of the Second Treaty of Lausanne in 1923, Turkey renounced all her rights on the island, which France ceded to Italy in 1921, who again gave it its Mediaeval name of Castellorosso. At first, stamps of Rhodes or other Aegean islands under Italian occupation (Scotts page 887/9 Nos. 1-611) were used there. After which, the three issues of 1922, 23 and 24 appeared (Scotts page 326, No. 51-74). Later, current Italian stamps began to be used there, when Italy incorporated Castellorosso into the administration of the Dodecanese.

Aviation has also taken advantage of the geographic position of the island and the "Compagnie Air Union"; working the Marseilles - Naples - Corfu - Athens Line to Beyrouth (Syria) lands at Castellorosso, which is about halfway in the 1,100 kilometres stretch, between Athens and Beyrouth, which is flown in one day.

All countries traversed by the route, at once made use of the line for Air mail communications; and from the very first flight, inaugurating the line, or soon after, mail was sent to nearly all directions, by most of the post offices.

The time gained is inestimable; in some cases, for instance, letters to Castellorosso and Beyrouth from Athens take at least 10 days by the round about way, which is followed by the steamships, whereas air mail is delivered in one day. The mail for Athens is brought by plane to a protected bay (15 kilom. from Athens) opposite the island of Salamis, near Eleusis. The aeroplanes of the England - India and the Italy - Turkey lines, however, land at the Athens Air port in Phalerum bay.

Only Greece commemorated the Eastward and Westward first flights, the Athens Post Office applying a Greek-reading official cachet, different for each occasion.

The Table hereunder, gives all data in connection with the first flights from and to the two towns in Greece, touched by the line, and the flights between Castellorosso and Beyrouth and vice versa; also numbers of mail carried.

1. Marseilles (from Paris)	5 June 29 to Corfou	7 June 29
2. Marseilles (from Paris)	5 June 29 to Athens	7 June 29
3. Athens	8 June 29 to Beyrouth	8 June 29
4. Athens (via Beyrouth)	8 June 29 to Castellorosso	10 June 29
Suspended end July 1929, and		
4a renewed (direct)	20 Jan. 30 to Castellorosso	20 Jan. 30
5. Athens	11 June 29 to Marseilles	13 June 29
6. Beyrouth	10 June 29 to Castellorosso	10 June 29
7. Beyrouth	10 June 29 to Athens	10 June 29
8. Castellorosso	10 June 29 to Athens	10 June 29
Suspended Aug. 14, 1929 — Feb. 6, 1930		
9. Castellorosso	15 June 29 to Beyrouth	15 June 29
10. Corfou	17 Jan. 30 to Marseilles	18 Jan. 30

(Continued on page 17)

THE Airpost Journal

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U. S. A. by H. York.

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U. S. A.

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

My dear York:—

I note in the March Airpost Journal
that friend Kunz of Miranda takes ex-
ception to my statement regarding the
value of the so-called San Juan-Santiago
FAM covers. I thank you for stating
what you considered my viewpoint, but
you are wrong in attaching the same
value to those covers as the San Juan-
Havanas, as the latter are backstamped
"Habana", while those which went to
train from here to Santiago lack the
Havana backstamp. I did not knock
the person selling the covers on account
of competition, as my original stock of
those covers to Havana was larger than
that of any other dealer and they were
all sold, according to my records, except
eight covers remaining in stock at the
time I wrote you. I always have disliked
faking or misrepresenting covers, and I
am under the firm conviction that nine
out of every ten collectors who have
bought that cover are under the impres-
sion that they are actually a separate
variety and that those covers are repos-
ing in collections as genuine first flights
from San Juan to Santiago de Cuba.

However, I have recently had it
brought to my attention that these covers
all bear the error in color postage due,
Scott No. 510. Scott is doubly wrong
in his listing that postage due stamp.
In the first place, it is not a new issue,
but an error in color, and there were
but 10,000 of each of the three values
printed in that shade. Scott lists them
at a total of about 10 per cent of their
actual catalogue value, mint. The 1
centavo is listed, used at 5 cts., and is
as scarce as hens' teeth. I have never
seen one postally used. I believe that
I am the only dealer who ever had as
many as 500 of each of the three values,
mint. I had never seen the 5 cts.
postally used until I saw one of the
covers in controversy. The package of
the 5 centavos, 10,000 stamps was dis-
tributed among the Post Offices of the
two eastern provinces of Cuba about
the beginning of 1928, and the same
amount of the 1 centavo about a year
later. When you take into consideration
that the area of those two provinces is
approximately that of New Hampshire,
Massachusetts, Rhode Island and Con-
necticut combined, and that there are
very few philatelists in that entire section
you may be able to gain some idea of
the scarceness of the stamp. Further,
almost all of the correspondence that
arrives in that section with insufficient
postage is for Jamaicans and Haitians
who have been imported for work in
the sugar cane fields, and none of whom
are philatelists, you can see that the
postally used 1 and 5 centavo stamps
are indeed rare birds. It happens that
all of the covers in question carry the
normal color 2 centavo due stamp and
the off-color 5 centavo, neatly tied to
the face of the cover, and carry the
Official FF cachet of the U.S. P.O.D.
I believe that those covers are worth
much more to philatelists than to aéro-
philatelists, and I have recently acquired
the remaining stock from the party in
Santiago de Cuba, and am going to
have printed on the back the statement
that they are actually San Juan-Havana
first flights, although bearing no Habana
backstamp.

I am enclosing one of the covers in
question, with my compliments.

Yours very truly,

G. T. STREET.

OUR BARGAIN COUNTER

FOR APRIL

Contains Two Pages
of
BARGAINS IN AIR MAILS
Send For Free Copy

METROPOLITAN STAMP CO.

1482 Broadway, New York City

Three extensive additions to the air
mail lines were proposed last fall and
approved by the Interdepartmental Com-
mittee on Civil Airways. These are for
routes from Atlanta, through Jackson,
Miss.; Shreveport, La.; Dallas, Fort
Worth and El Paso, Tex., to the Coast,
terminating at either Los Angeles or San
Diego; another from Louisville, Ky., to
Dallas, by way of Memphis and Little
Rock, and a third from New York to
St. Louis by way of Philadelphia, Pitts-
burgh, Columbus, Ohio, and Indianapolis.

The need for these routes has been
felt keenly, and they would fit in with
other lines now operating.

AIR MAIL

	Cat.	Net
Latvia 255-257 used.....	.50	.20
Memel 308-317 and 319 mint.....	1.77	.65
Sweden 501-503 used.....	.85	.50
50 Different.....		.65
100 Different.....		3.25
150 Different.....		6.50
200 Different.....		10.00

JOHN ARNOSTI

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MEXICO No. 906-11, mint.....\$1.75

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Panama, 2 Lindbergh stamps.....	\$1.50
Panama, 2 or 5 ct. Lindbergh stamp	1.00
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Canal Zone Lindbergh Day.....	1.00
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I have all complete First Flights in stock, what do you need, money back if not satisfied.	

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In writing advertisers, please mention the "Airpost Journal"

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.

AUSTRIA

We have been informed that four additional values are expected shortly.



Airmail service between Austria and Yugoslavia was inaugurated on March 31st. Special cachet was applied at Graz and Vienna similar to the above with "WIEN-MARSEILLE" replaced by "WIEN-GRAZ-ZAGREB-BEOGRAD" and the date "31-III-30-hour".

—G. Sobetzky.

BAHAMAS

The provision of a special 6d. stamp for airmail has lately been under consideration by the Colonial Government, but some months must elapse before it can be ready for issue.

—The Air Post Collector.

BOLIVIA

A new airmail set is under preparation for the service operated by Lloyd Aereo Boliviano. The stamps will be issued as follows:

5c violet	50,000	10c red	50,000
20c yellow	50,000	35c green	200,000
50c blue	50,000	1 bol. cafe	50,000
2 bol. carmine	30,000	3 bol. light blue	20,000

—C. D. Beltran.

BRAZIL

A new air stamp, probably of the value of 10,000 reis, is slated for issue upon the arrival of the Graf Zeppelin in Rio de Janeiro. It will be used to prepay postage on letters carried from Brazil to other countries via the Zeppelin.

Three additional values of the new series have made their appearance. They are watermarked multiple "CM" in star and perforated 13. Values: 3,000 reis violet (Seagull with letters); 5,000 reis carmine (portrait of Augusto Severo); 10,000 reis olive-grey (portrait of Santos Dumont). These will be illustrated in our next issue.

Due to an oversight on our part, we have omitted the description of a new commemorative semi-official issued on occasion of the third anniversary of the Condor operation of Barzilian lines. The stamps were printed by the Brazilian government printers. There are 2,000 reis black and bear the portrait of Dr. Victor Konder. Only 2,000 were issued and sale was limited to the month of January.

BRITISH HONDURAS

On the first flight from Belize last year, the following number of pieces were carried: to Havana, 26; Miami, 697; Tela 33; Managua 25; Cristobal 60; Cozumel, Oct. 30, 1929, 6; San Salvador, Jan. 23, 1930, 1; Guatemala City, March 27, 1930, 3.

COSTA RICA

On March 11, a set of four values was placed on sale, consisting of the one colon official stamp of the 1926 with overprint as illustrated by Type 1. They were issued in the following quantities:

0.08c	20,000	0.20c	18,000
0.40c	16,000	1 colon	12,000

A few days later, March 14th another series of over-



printed stamps was placed on sale. These overprints are on the current 10c and the 50c and one colon telegraph stamps. Issued in the following quantities:

Type 2	10c	500,000
	dark carmine	
Type 3	40/50c	300,000
	grey blue	
Type 3	20/50c	300,000
	grey blue	
	1/1 colon	200,000

—E. Quiros A.

On March 11th, the first airmail service between Costa Rica, Miami and Cristobal was inaugurated. Cachet



illustrated was applied to mail in black. Covers are backstamped the 13th at Cristobal.

DOMINICAN REPUBLIC

The quantities of the recent airmail stamps are as follows:

10c	50,000	15c	50,000
20c	25,000	30c	25,000

ECUADOR



The new stamps of this country mentioned in our last issue have just arrived. They consist of four values in

Special U. S. and Foreign Stamps

For the First Europe—Pan-American Flight of the Airship

“GRAF ZEPPELIN”

ITINERARY OF VOYAGE:

On or after May 10th, 1930, the “Graf Zeppelin” will start from Friedrichshafen, Germany, on her first Europe Pan-American Round Flight. The first stop will be Sevilla, Spain, then Pernambuco, Brazil, then Rio de Janeiro, Brazil, and back to Pernambuco, where she will refuel. From Pernambuco the ship will then sail for the Naval Air Station at Lakehurst, N. J., U. S. A., where she will refuel before her return trip to Friedrichshafen, Germany, via Sevilla, Spain.

SPECIAL U. S. STAMPS:

In commemoration of this first Europe Pan-American Round Flight the U. S. Post Office Department has announced the issue of three special stamps, designed and printed for this occasion. Only a limited amount will be printed and the plates will be subsequently destroyed. These stamps will be for the following values: \$2.60, \$1.30 and 65c. Each stamp will carry a reproduction of the airship and will have an inscription of about the following character: Graf Zeppelin—Europe Pan-American Round Trip Flight—May 1930. By special arrangements with the German Post Office Department letters and cards mailed at the New York Post Office in time to be dispatched by the steamer “Albert Ballin”, sailing from New York May 1st, will be taken to Friedrichshafen on arrival at the German seaport of Hamburg-Cuxhaven. They will then also be postmarked by the Friedrichshafen Post Master and dispatched by the airship “Graf Zeppelin” for Lakehurst via Pernambuco. The rates for this round-trip mail from New York to New York will be \$2.60 for each letter and \$1.30 for each postal card. Furthermore United States Mail will be dispatched on the last leg of the round-trip from Lakehurst to Sevilla and from Lakehurst to Friedrichshafen rates for letters \$1.30, each, postal cards 65c. By special arrangement with the German Postal Authorities all mail addressed to a mailing address within the United States and being taken off in Friedrichshafen at the end of the round-trip will be forwarded by next steamer from a German port back to the United States of America. All mail matter for round trip from United States to United States must be marked: “via Friedrichshafen and Graf Zeppelin to Lakehurst,” and after being properly prepaid must be sent under cover to the New York Postmaster. If special issue Zeppelin stamps are desired and not obtainable at office of mailing, money order for proper amount should be sent under same cover to Postmaster in New York and be mailed in time to reach the New York Postmaster by noon, April 30th, 1930.

SPECIAL GERMAN, SPANISH AND BRAZILIAN STAMPS:

The “Graf Zeppelin” will also carry between all stops on this round-trip mail by special arrangement with the German, Spanish and Brazilian Postal Authorities at the following rates:

Friedrichshafen to Friedrichshafen, Round Trip	German Stamps—Reichsmark 12.-	(\$3.00)
Friedrichshafen to Sevilla, Round Trip	German Stamps—Reichsmark 12.-	(\$3.00)
Friedrichshafen to Sevilla, Round Trip	German Stamps—Reichsmark 2.-	(\$.50)
Friedrichshafen to Pernambuco	German Stamps—Reichsmark 4.-	(\$1.00)
Friedrichshafen to Rio de Janeiro	German Stamps—Reichsmark 4.-	(\$1.00)
Friedrichshafen to Lakehurst	German Stamps—Reichsmark 10.-	(\$2.50)
Sevilla to Sevilla, Round Trip	Spanish Stamps—Peseta 24.-	(\$3.00)

Sevilla to Friedrichshafen, Round Trip	Spanish Stamps—Peseta 24.-	(\$3.00)
Sevilla to Pernambuco	Spanish Stamps—Peseta 8.-	(\$1.00)
Sevilla to Rio de Janeiro	Spanish Stamps—Peseta 8.-	(\$1.00)
Sevilla to Lakehurst	Spanish Stamps—Peseta 20.-	(\$2.50)
Sevilla to Friedrichshafen, via return trip from Lakehurst	Spanish Stamps—Peseta 4.-	(\$.50)
Rio de Janeiro to Pernambuco	Brazilian Stamps—Milreis 5.-	(\$.60)
Rio de Janeiro to Lakehurst	Brazilian Stamps—Milreis 10.-	(\$1.20)
Rio de Janeiro to Sevilla via Lakehurst	Brazilian Stamps—Milreis 20.-	(\$2.40)
Rio de Janeiro to Friedrichshafen via Lakehurst	Brazilian Stamps—Milreis 25.-	(\$3.00)
Pernambuco to Lakehurst	Brazilian Stamps—Milreis 10.-	(\$1.20)
Pernambuco to Sevilla via Lakehurst	Brazilian Stamps—Milreis 20.-	(\$2.40)
Pernambuco to Friedrichshafen via Lakehurst	Brazilian Stamps—Milreis 25.-	(\$3.00)
Lakehurst to Sevilla	American Stamps—\$1.30	
Lakehurst to Friedrichshafen	American Stamps—\$1.30	
New York to New York by steamer to Germany and then via Zeppelin from Friedrichshafen to Lakehurst	American Stamps—\$2.60	
New York to Germany by steamer, Round Trip Friedrichshafen to Friedrichshafen via Zeppelin and back by steamer to U. S. A.	American Stamps—\$3.90	

ALL POSTAL CARDS AT HALF RATE:

The German Post Master has agreed to provide either for special stamps or special inscription for the “Graf Zeppelin’s” Europe Pan-American Round Trip. The Spanish Post Master and Postal Authorities have agreed to do likewise.

This office has made arrangements with the consent of the U. S. Postal Authorities to collect, list and number letters and postal cards which are addressed to be forwarded via “Graf Zeppelin” from ports of call outside the United States and to apply foreign stamps prior to dispatch. The flight will start between May 10th and May 15th. All letters and postal cards that are to be dispatched via “Graf Zeppelin” from any of the following ports: Friedrichshafen, Sevilla, Pernambuco or Rio de Janeiro and to carry postal stamps of the countries where these ports are located, should be marked: via “Graf Zeppelin” from.....(place of departure) to.....(place of arrival). They should carry a proper mailing address and also the address of the sender.

All letters and postcards for mailing at foreign postal offices should be sent to the undersigned office under cover enclosing certified check or money order to pay the rates applicable. This office will then assort, list and number letters and cards and dispatch them to their agents at ports of call. The respective agents will apply the proper stamps and deliver the mail to the postal authorities in charge at such places.

This arrangement has been made as a matter of convenience to stamp collectors and the dispatch by the airship, “Graf Zeppelin” is not guaranteed. Mail to be dispatched via “Graf Zeppelin” with German stamps at Friedrichshafen, Germany, or Spanish stamps at Sevilla, Spain, should be mailed to reach this office not later than Monday, April 28th. Mail to be placed aboard the “Graf Zeppelin” at Pernambuco, Brazil, or Rio de Janeiro, Brazil, should reach this office not later than Saturday, April 26th, 1930.

LUFTSCHIFFBAU ZEPPELIN G. m. b. H.

F. W. von MEISTER, Special U. S. Representative

578 MADISON AVENUE

NEW YORK, N. Y.

colors different from the last issue. While all of the values are overprinted "Official", there are but three values without the overprint. Values:

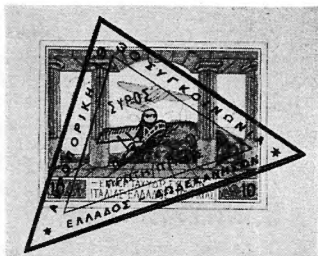
Without overprint	With Overprint (Black)
1 sucre carmine lake	50c grey brown
5 sucre carmine olive grey	1 sucre carmine lake
10 sucre carmine black	5 sucre olive grey
	10 sucre black

GREECE

The following quantities were carried on the first flight between Mytilene and other stops on the Brindisi - Constantinople route on Feb. 18th:

Patras - Mytilene	4 pieces
Mytilene - Constantinople	132 pieces
Mytilene - Patras	9 pieces
Athens - Mytilene	150 pieces
Mytilene - Athens	24 pieces
Mytilene - Brindisi	99 pieces

First airmail service between Athens and Gaza, Palestine was inaugurated on Jan. 15th, covers being backstamped the 21st.



Airmail service between Syra, Greece and Brindisi, Italy was inaugurated on March 21st. Cachet illustrated was applied in red. Covers are backstamped the 22nd at Brindisi.

—P. Drossos.

GUADELOUPE

It is expected that some charity stamps prepared last year but not issued, will be overprinted for use as airmails for use on the Miami - Paramaribo line.

—The Air Post Collector

GUATEMALA

It is reported in The Aero Field that the provisional 15q on 15p (black) exists with green, red and double overprints.

HONDURAS

The three remaining values of the 1930 airmail provisionals have finally arrived. They are the 10/20c brown, 1924 issue; 50/1 peso green, 1915 issue and 50c official, 1927 issue.

A number of varieties have been found in each value as follows:



The original surcharge is the same setting as described in our last issue and needs not be repeated here. The two important errors are the "oio" for "cio" and "o" for "oro".

50c official, orange yellow and light blue. Type 3.

"Internacional", No. 43.

"Internacionai", No. 24.

Large "O" in "1930", Nos. 2, 3, 10, 11, 16, 23, 24, 46, 54, 76, 84.

Large "I" in "1930", Nos. 8, 34, 42.

Small "i" in "1930", Nos. 16, 24.

Accent instead of dot over "i", Nos. 66, 74.

IRAQ

A series of airmail stamps are under preparation in London, the various values portraying characteristic local scenes.

—The Air Post Collector.

ITALY

A new series of five values have been issued and are rather unique in regards to the designs.



Watermarked single crown. Perforated 14.

Values: Type 1, 50c deep chocolate; Type 2, 80c



deep scarlet; Type 3, 1 lire bright violet; Type 4, 2 lire blue; Type 1, 5 lire deep green.

VATICAN CITY

It is rumored that a series of airmail stamps will be issued for use on the Italian airmail service.

JUGOSLAVIA

Airmail service over the Belgrade, Zagreb (Jugoslavia), Graz and Vienna (Austria) was inaugurated on March 31st. The Zageb marking is in the form of a double lined triangle with the inscription in between: "ZAGREB 1" on one side and repeated in Slavic characters on the other with "AVIONOM-PAR AVION" at the bottom. In the center is an airplane and the date: "31.III.30-9". The cachet was applied in blue at Zagreb.

The cachet used at Belgrade is exactly similar except that the Slavic equivalent of Belgrade (Zemun) is used. Cachet applied in black.

About 300 letters were carried from Belgrade and 200 from Zagreb. Covers are backstamped the 31st at all points.—G. Sobetzky.

MEXICO

Owing to the ruling of the Post Office Department, no more stamps are to be overprinted for official use with the result that a permanent set is expected shortly. They will probably be of the design illustrated and of



the following values: 20c, 35c, 40, and 70c. There will be 100,000 of each.

Evidently the rule pertaining to surcharges applies to official stamps only, as we have just received word that 60,000 of the current 10c airmail will be overprinted "Primer Congreso Nacional de Turismo" "Mexico, Abril 20-27, 1930" meaning "First National Tourists' Congress."—M. Anzorena and R. Ruhsamen.

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).

AN UNRECORDED FLIGHT OF 1926

This item appears on page 12 of the March issue, and we are informed that this flight is a fake, and pulled off by the Pilot without the Company's knowledge. Well, news of that sort demands strict investigation, and that is just what we have done. First, we have news from Ottawa that this cover is Official. Secondly, have located a Mr. Etienne who states that on the day of this flight, August 17th, 1926, Stevenson took 15 sheets (120 stamps) extra with him to handle mail. A Dominion geologist is willing to swear that Stevenson informed him that if he wrote any letters that required an immediate reply, he should advise them to that effect as return mail would be brought back by him next week. Mr. Inglis also advises us that this is true. Digging further into the matter we have since found out that Stevenson left Sioux Lookout again for Cryderman Mine on August 25th, eight days later, and before he left was handed three letters from the Company's office at Sioux Lookout addressed to parties at Cryderman Mine, which he was instructed to carry with him. Under the circumstances one must be pardoned for believing that both flights were official, and full knowledge of the Flight of August 17th, 1926, as well as the 25th was available at the Company's Offices.

CHERRY RED AIRLINE LTD.

During March this Company introduced us to another new flight. On the 10th their machine left Prince Albert and flew to Christopher Lake. On the 11th the pilot flew from Christopher Lake to Lac la Ronge and return. Leaving Christopher Lake next morning, the 12th flying through to Prince Albert. This brings another set of four covers to make up our latest Company flight. Total number of covers carried on the four flights was 2,744. It was originally intended to fly from Prince Albert to Christopher Lake and then to Beauval, returning direct to Prince Albert. However at the last minute it was decided that landing on the ice at Beauval would be too dangerous. (Note—all points mentioned above are in Saskatchewan.)

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151ST SALE—MAY 26-27TH
Desirable U. S. and Foreign including
over 200 lots by countries. Cat. free.
M. OHLMAN
116 NASSAU ST., NEW YORK CITY



WESTERN CANADA AIRWAYS JUBILEE STAMPS

In 1927 Canada celebrated the 60th Jubilee of Confederation. The Officials of the Western Canada Airways considered it should also be fitting for their Company to also celebrate this very important event. Captain H. A. Oakes the Manager of the Company, with J. A. Macdougall, Treasurer talked the matter over and they finally adopted the idea of a special air mail stamp to be used on July 1st only. Permission was received from Ottawa to go ahead with this issue.

It was decided that the 1867 side should be taken by Mr. Macdougall, as one who had spent most of his life in Manitoba and born in the Province. His idea was the canoe shown on the left hand side of the stamp with 1867 underneath. Captain Oakes being a well known Canadian flier, was responsible for the aeroplane with 1927 underneath.

An issue of these stamps in sheets of fifty, perforated all around, and comprising 200 sheets in all, was printed and delivered to the Company in June.

As these stamps were valid for postage on July 1st only, the decision was adopted that a special flight would be made that date on the Rolling Portage - Gold Pines - Red Lake route, also Lac du Bonnet - Rice Lake - Long Lake - Slate Lake route.

A very beautiful cachet was applied to all covers bearing this Jubilee stamp, composed of a Maple Leaf, and worded "July 1st 1927. Western Canada Airways, Ltd. Jubilee Air Mail. Flight Central Manitoba Mining District" for Lac du Bonnet route and changed wording for Red Lake route. This was in 8 lines and was applied in red, blue or violet.

On referring to the Standard Airpost Catalogue one will find that the following covers were carried:—Rolling Portage to Red Lake (90), Rolling Portage to Gold Pines (92). Return flight, numbers not known. Lac du Bonnet to Rice Lake, Long Lake, and Slate Lake about 73 each. The total of 218 from Rice Lake to Lac du Bonnet is an error as less than 70 were carried from any one of the three places to Lac du Bonnet. However, investigation proves

FIRST FLIGHT BARGAINS

Egypt to Greece, 157 carried.....	\$3.00
Egypt to Crete, 308 carried.....	2.50
Greece to Iraq.....	2.00
Egypt to England.....	3.00
Greece to India, 180 carried.....	5.00
Greece to Beyrouth, 368 carried.....	2.00
Greece to Marseilles.....	1.50
Crete to England, 173 carried.....	3.00
Prompt refunds will be made on any sold out as stock on hand is very limited and cannot be replaced. Write for lists on Canadian First Flights and stamps.	

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.

VICTORIA STAMP CO.

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

that the number of covers carried on this date also includes covers that were flown with the regular issue, and it is very doubtful if 400 covers with the Jubilee stamp exist to-day.

To those who desire covers flown with pairs and blocks on this date, the result is very disappointing. Very few letters over the ounce were carried and to date the only ones known are as follows:—

Long Lake to Lac du Bonnet. Two covers with 8c. postage and blocks of four Jubilee stamps. Two covers with 4c. postage and pairs of Jubilee. Lac du Bonnet to Long Lake, two covers, 4c. postage and pairs of Jubilees. Gold Pines and Red Lake to Rolling Portage one cover from each place 4c. postage and pairs of Jubilees. It is practically certain that these are the only covers that bear more than one ounce rate.

Despite every precaution of the Western Canada Airways five sheets of these Jubilee stamps were issued imperforate between the eighth and ninth strip, thus making five imperforate between pairs to these five sheets. This error was not found until a prominent Englishman visiting Canada, bought half a sheet in the Winnipeg Post Office, and it was then found that five sheets had been sold with this error. The Company hearing of this, have taken stricter precautions to see that in the future, none of their stamps sold to the public will have any errors. A few of these imperforate between stamps also exist of the regular issue.

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HENRY LACKS

1915 So. Jefferson St. Louis, Mo.

(Continued from page 11)

Most of the usual mail bears the postmark of the day of departure of the plane, the registered that of the day before. The arrival is always shown by the postmark of the same day. None of the transit mail, via Marseilles, was backstamped there.

The Athens-Marseille cachet was also applied on the first mail that arrived from Beyrouth and from Castelrosso. (Nos. 7 and 8)

Cachets that were applied at Beyrouth or elsewhere are of a private nature and were mostly affixed by the airmail Company.

Mail was also sent, up to the middle of August 1929, in addition to the direct way, from Castelrosso to Athens, via Beyrouth (where the mail was always backstamped), which manner was the only way, adopted by the Athens Post Office (No. 4) till after the renewal of the service in 1930 (No. 4 a.). All mail addressed to Corfu from Castelrosso, has up to now, only been flown as far as Athens, from where it was sent on by the usual manner.

With the pending inauguration of a new line, which is to unite Greece with the Dodecanese, mail will be brought from Rhodes to Athens, direct in one day, via Hermoupolis, capital of the Cyclades in the island of Syra, thus adding one more line to the spanning of the Aegean Sea, begun by Icarus and his father in Mythology on his ill fated flight from Crete to Icaria.

MITYLENE

From the first flight on the 19th of February, 1930 mail was carried to and from Mitylene in both directions; the following amount of mail being carried:

1. To Mitylene—

From Patras 4 letters

From Athens 150 letters

The dep.p.m. is that of the 18th of Feb. and the arrival the 19th of Feb.

PANAMA

The permanent set which has been expected for some time is expected to be put on sale in the near future. They will be issued in the following quantities:

5c	150,000	10c	100,000
30c	50,000	50c.	25,000
	1 balboa		10,000

—N. L. Levy.

PARAGUAY

Four values of the provisional set (mentioned in the March issue) have been received. They are overprinted "CORREO" "AEREO" in two lines, in red. Values: 10c olive, 20c pale blue, 1 peso emerald, and 3 peso sepia. (Illustrations next issue.)

LINGEH.

Ouverture Service Aerien,

PERSIA

First airmail service between Lingeh, Persia and Athens, Greece was inaugurated on Feb. 5th. Cachet illustrated was applied in violet and covers are backstamped the 9th at Athens. 108 pieces is the number carried.

—D. DROSSOS.

POLAND

The following new air lines are scheduled for inauguration soon: Warsaw-Posen-Berlin, Warsaw-Lwow-Czerniowice and Bucharest, Roumania, Constantinople, and Warsaw-Wilno.

—T. Gryzewski.

2. From Mitylene—

For Constantinople	132 letters
For Athens	24 letters
For Patras	9 letters
For Brindisi	99 letters

All Constantinople mail is postmarked the 18th also most of that for Brindisi and Patras. Only a small part bears that of the 19th. The mail for Athens, Patras and Brindisi was all included in one bag, and from Athens (where they received the airmail Athens p.m.) sent on by air. At Brindisi all the mail received the special POSTA AEREA cancellation.

The Greek airmail stamps were used, without which no mail can be sent on this line. Mitylene P. O. and also in some cases applied a Greek-French cachet, similar to the one, in use at Suda Bay, for the mail to EGYPT and ENGLAND, when the Imperial Airways line, landed there.

We have received an exceptionally attractive price list of Air stamps from Edward Fliedner of Seattle. Airmail stamps are priced in both complete and short sets, and on the last two pages is printed a table giving the numbers issued of most of the airmail sets in existence. A glance over this table of figures explains why airmail stamps are such a splendid investment. We note 25 sets, of which less than 10,000 were issued.

Mr. Reimers calls our attention to the temporary change of address of the Southwest Stamp Co. until May 25th. Mail should be addressed to, 409 Consolidated Bank Bldg., Tucson, Arizona. After May 25 they will be back in their old quarters in the Flat Iron Building, Fort Worth, Texas.

We are greatly indebted to Mr. Ernesto Quiros of San Jose, Costa Rica for samples of the recent airmail stamps of that country, and for an attractive first flight cover carried by the P. A. A. on March 11. A special cachet was applied, which states that it was the 1st flight from Costa Rica to the U. S. A. A total of 4,287 covers were sent north and south, 2,446 going to the U. S. and Europe, 210 to Canada, 255 to Panama, 386 to Cristobal and smaller amounts to other countries. Many thanks Mr. Quiros.

U. S. R. R.

It has been reported that new airmail stamps will be issued when additional airmail lines are opened in the fall.

VENEZUELA

A permanent set of airmail stamps is expected daily from this country. The design of these stamps is described in the following free translation from the official decree:

"The drawing of these stamps will be done in two sections. In the upper part will appear the words 'E. E. U. U. de Venezuela'. Under that, in a semi-circular line 'Correo Aereo', and in the free space of the semi-circle, the picture of an airplane. In the second section will be the map of Venezuela and neighboring territories, and at the bottom, the value of each denomination."

The following is the quantities and colors of each value:

0.05c dark brown	100,000	0.10c orangeyellow	100,000
0.15c gray	50,000	0.25c light violet	100,000
0.40c olive	50,000	0.75c red	100,000
1 bolivar steel blue	30,000	1.20 b green	20,000
1.70 b dark blue	30,000	1.90 b green	20,000
2.10 b dark blue	10,000	2.30 b red	20,000
2.50 b dark blue	10,000	3.70 b green	10,000

These will probably be reprinted from time to time as the occasion demands.

—N. Sanabria.

letter weighing one ounce or under, franked with five cents in stamps, and endorsed "via air mail", or words to that effect, were supposed to be forwarded by plane from the nearest city having air mail service. It's your turn now to say "But we have no definite proof that they were so carried." No, neither have we proof that supposedly first flight covers of new C. A. M.'s were carried on the initial, if any, flight of the new route. Don't we just trust that the P. O. D. forwards letters with the first flight cachet on the initial trip? Certainly, so why not also trust that they will forward any other mail franked with the correct postage by plane?

Two bits you don't state this argument in your next Journal and answer it."

Sincerely,
Sococo

We are publishing the above letter, even though its author didn't quite dare sign his name to it, because it rather appealed to our sense of humor. The working of the human mind is indeed miraculous.

We wonder what 'Sococo' stands for. Our puzzle editor suggests that it stands for "Silly on covers of crazy origins."

Well, just to earn our two bits, we will try to answer what 'Sococo' naively terms his 'argument.' In the first place, by some odd coincidence he has overlooked the fact that Webster also defines 'private' as 'unofficial.' But why bring that up? As for the importance of the thing, does he mean that the dedication is important or the Airport? And in any case, what of it? The new planet is probably just as important but must we collect it? Is a dedication cover flown? Heavens, how do I know, and anyway, what of it, again? And in the case of a dedication cover, what difference does it make whether it was flown or not? Why does it have to have an airmail stamp on it? Please send the two bits at your earliest convenience, and if you happen to sign your letter, we solemnly promise never to divulge the fact that you collect Dedications.

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Zeppelin Mail—Oct. 23, 1929 Barcelona, Spain \$4.00; Oct. 16, 1929, Bucarest, Rumania \$5; Nov. 2, 1929, Zurich, Switzerland \$2; Nov. 3, 1929, Boeblingen, Wurttemberg \$1; Nov. 10, 1929, Frankfurt flight \$1; May 2, 1929, Vienne, Austria \$4; Sept. 17, 1929, Duesseldorf, \$4; Sept. 12, 1929, Hambourg \$4; July 28, 1929, Badenia, \$6. Otto Edenharter, Muenchen-19, 44 Frundsberg Street, Germany.

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C. E. NICKLES

M. C. NICKLES, Mgr.

207 SEATON PL., N. E.

WASHINGTON, D. C.

The Empire Stamp and Air Mail Club is located at 242 West 76th St., New York City. As far as we know this is the only Club in New York City which caters to Aero Philately.

We started to collect stamps in 1903, but the whole accumulation went overboard, when we started on Airposts. Otherwise we might still be hunting for shifted transfers, stray dots and warts on Washington's nose. We wish the Empire Club the best of good luck, and we suggest that collectors in New York drop a line to the above address for further information.

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

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F. A. M. 8

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Colon to Salvador or Brownsville, our price 1.20

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

BARGAINS

Cris. or Miami to Chile.....\$1.25
Cris. to Curacao or Barran... .50
Mexico, aviation week, set of 7, special stamp and cachet 3.00
Leviathan air mail pick-up.... 3.00
Cris.-Buenos Aires 1.25
Colon-Buenos Aires 1.40
Curacao-Cristobal 2.50
Miami-Nassau70
ANY RECENT CAMs, EACH .10

These covers are just a sample of what our latest price list contains. Write for it NOW!

Royce A. Wight

Home of Air Covers
ANDOVER MASS.

The exhibit of the U. S. Postoffice Department at the Ibero-American Exposition now being held at Seville, Spain, has been awarded a gold medal, according to advices received today from Thomas E. Campbell, head of the American Commission to the Exposition. The presentation of the gold medal will be made at the close of the Exposition on June 21, 1930.

A specially prepared exhibit of the Postoffice Department which was sent to Seville consisted of an air mail map, pictures of Colonel Charles A. Lindbergh and Admiral Richard E. Byrd, both of whom have carried air mail for Uncle Sam, a collection of United States stamps and a photograph of a solid mail train.

Dear Sirs:

In the interest of the readers of your Airpost Journal, I advise you that a new forgery of the Ile de France stamps, recently imported, is now circulating in the American market. The fake surcharges are of the same type as the originals, but being much more accurately printed, they look somewhat thinner. In the set submitted to me, the surcharge 10 Fr. on FR.1.50 (Pasteur), shows the period after R rather larger than in the originals. In the Berthelot type, the two straight lines annullating the old value: 90c. are misplaced, one in relation to the other. This type does not exist in the originals. The fake surcharges differ from the original ones in some other important characters which I wish not to divulge.

Yours truly,

F. Ciampolini.

If You Are Interested in CAM, FAM, or Foreign Airmail Covers, send me your name and address so that I can add you to my mailing list for notice of special bargains from time to time.

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