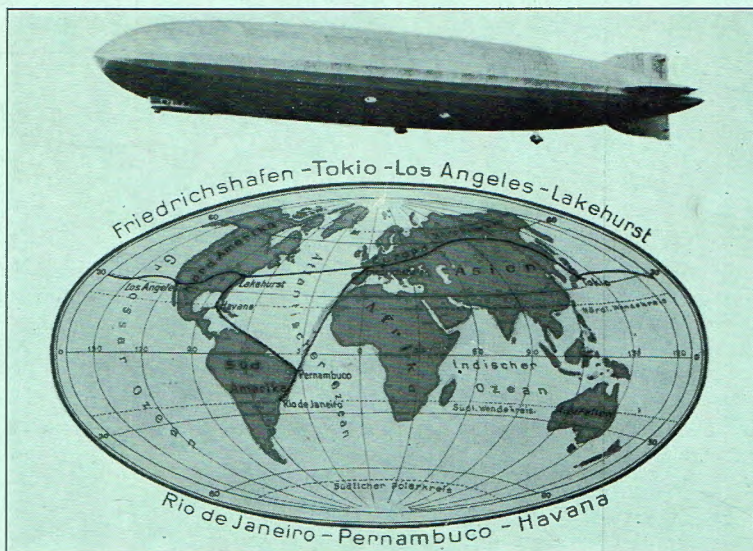




Vol. I, No. 7

June 1930



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ZEPPELIN

1930

FLIGHTS

Swiss flight card. 12.4.30.	\$.75
England - Germany, North Sea Flight, Luftschiff Graf Zeppelin Pnik. 27.4.30	1.25
England - Germany, North Sea Flight, but English and Graf Zeppelin postmarks. Rare.....	5.50

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I have a good lot of all previous Zeppelin flights, from 1911 onwards.

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I sold my Round the World Zepp. covers at \$7.50 each, when others were asking (and getting!) \$14 to \$15 each!

R. E. R. DALWICK

20 Elgin Road

Bournemouth, England

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 Letters must be signed, but your name will not be published if you ask us not to.

The Editor,
"Airpost Journal."
Dear Sir:

Reference Mr. Lindman's article in No. 4 (page 11,) you will be interested to know that I have written the author as follows. (for we have been in communication with each other for a considerable time and I have therefore taken the liberty of writing him direct.)

"I have read your article with great interest. Regarding the Vevey cards, I know that some had come to England a few years ago, and these were in unused condition but with a genuine cachet applied 'par complaisance' and until I read your article I did not realize that an English dealer had been foolish enough to buy them and evidently tamper even further with them. The Mexican cover is a well-known fake, although the stamp itself is genuine. I am writing particularly to advise you that a South African card (1918) of the Red Cross service that you once sent me—at about the time of the other fake transactions and possibly from the same source—was also a forgery as to the postmark, and that is why I have written you several enquiries about it since in an endeavour to see it again and send you proofs of its status, but, as you know, it seems to have disappeared entirely."

As I keep records of doubtful material that, to my knowledge, comes on the market, I shall always be pleased to be of assistance.

Yours faithfully,

Francis J. Field

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extension. - The Lindbergh F. A. M. rarity of which 28 exist.

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Next auction is especially strong on foreign flights—nearly 1000 lots of these alone, and much high grade material. Ready early in July.

DONALD E. DICKASON,
Wooster, Ohio.

THE AIRPOST JOURNAL

VOL. I, No. 7

THE AIRPOST JOURNAL

JUNE 1930

In the Good Old Summer Time

The season of the Doldrums is upon us once more, for it seems to be a tradition in Philately that the Summer months are too warm or too wet, or too dry for collecting activities, and that the only thing to do under the circumstances is to forget the whole thing until next Fall.

Personally, we have never seen any signs of this phenomenon, and until we do we must class it as a bit of antiquated American Folklore. In fact, if the truth must be known, we are inclined to regard the summer months as more active than the winter season. To be sure, every Magazine that caters to collectors, makes it a point to assure their readers (and advertisers) that the summer season really isn't an off season, and we have always regarded their remarks as being a bit of propaganda to keep up their advertising support, for we all realize that it is the active dealer who makes Philatelic Magazines possible. We may be suspected of having the same motives, but we can't help it.

For one thing, we have the Paris Exposition coming along next Fall and those who expect to make a real showing, can hardly afford to miss the good things that are apt to turn up at any moment. Another reason for our firm belief that the summer months are the

most important, at least for an airpost collector, is that most of the new flights and new airpost stamps are brought out by the warm summer days. As things are at present, a collector finds himself at a decided disadvantage if he lays off for a month or two, and then tries to pick up the loose ends.

Last summer the Steinmetz airpost collection was sold at auction, and was the sale a failure? Hardly. The collection did not cost Mr. Steinmetz over \$2000 to form but it realized over \$13,000.00 when it was sold at auction, and about every other price was a record figure. And all this took place in the summer.

Invariably, the great majority of the operators of the important airmail lines prefer to wait until the good weather, before opening new lines or making extensive additions to existing routes. Then too our old friend the Graf Zeppelin always comes out of her cocoon as the warm weather comes around, and starts making History.

This summer we have the Convention of the American Airmail Society, which will certainly stir things up in general, and—Oh well, we might go on like this indefinitely. Suffice it to say that in our opinion, poor old Summer has been sadly maligned in the past, but we're for him.

EXPERT COMMITTEE

A recent issue of, "The Airpost Collector," a most excellent magazine published by, R. E. R. Dalwick of England, contains the suggestion that an Expert Committee is needed in the hobby, which could pass on airmail stamps and covers of doubtful origin. We second this motion with enthusiasm, and are glad to pass this idea along to the Officers and members of the A.A.M.S. in the hope that they will see fit to do something about it.

No one collector or dealer, no matter how wide his experience has been, is an absolute authority on ALL airpost items, but it would certainly be possible to form a committee of experts in various fields, who would be able to judge 90% of the material submitted to them. A definite charge could be made, commensurate with the value of each piece, which would cover the expense of the committee, with a minimum charge for each piece. Few collectors are willing to invest money in rare items whose authenticity is not established, which is quite natural.

We believe that this idea might be carried further, for if this committee would not only O.K. material, but also insure its genuineness, up to a certain proportion of its current value, the collector would feel that he was completely protected.

For this form of insurance, a higher rate would have to be charged, enough so that funds would be available to redeem items which are subsequently proved to be forgeries. Such an arrangement would give 'teeth' to any ordinary

guarantee, for a simple O.K., even by a recognized committee means little, if further investigation proves that the committee was in error. In the meantime the collector has paid for his material, and unless he has secured it from a reliable dealer, he is apt to find himself owning a forgery, for which he has paid a goodly sum, and which is guaranteed, and he is unable to get his money back. In this case, what good is the guarantee?

If the A.A.M.S. could form such a committee, we believe that it would add prestige to the society, be a boon to the hobby, and if the committee were wisely chosen, should prove profitable.

Mr. Dalwick also mentions three new forgeries, which have recently appeared, all of which would be easily spotted by a competent committee. They are as follows;

Chile Figueroa vignette. The fake is on wrong paper, and both the perforations and gum are different from the originals. The autograph on the back is printed.

Columbia 2c 1919. As is well known the variety of this overprint with serifs to the "I's" is extremely rare and forgeries in mint condition are being offered. The first and last lines of the overprint show the main differences from the original.

Sweden 20 ore Crown wmk. In the forgeries the whole surcharge is in slightly heavier type.

Since the above was written, we understand that such a committee has been formed, under the guidance of Mr. Dickason. This is certainly a move in the right direction.

THE SEMI-OFFICIAL STAMPS OF CANADA

By W. R. Patton

Will these air mail stamps of the different Private Companies ever be catalogued? That is, in the postage stamp Catalogues. Possibly they never will be, BUT, these "stickers" or air mail labels are nearer to being an Official issue than many of the Charity stamps, etc. that are now catalogued by Scott's, Gibbon's, etc.

Before a Company can carry mail in any area in Canada, application must be made to Ottawa for this permission. The following conditions apply in granting this privilege:-

(1) Senders to assume all risk of loss, or delay by carriage of mail in this manner.

(2) Service to involve no cost whatever to the Post Office Department. The Government benefits only so far as the ordinary postage of two cents per ounce or fraction thereof is concerned. All this postage is retained by the Post Office Department, but no portion of the "sticker" fee accrues to the Department.

(3) Operating Company to sign undertaking that the authority granted in no way prejudices Department's case in event of a regular postal service along similar lines being established at some future date.

(4) All mail carried to be picked up at a Post Office and deposited at a Post Office by the operating Company (not to be handed in at Company's office or to pilots.) NOTE—This regulation has never been enforced by the Department as mail is regularly handed to pilots for delivery to the P.O. at end of run, and further, authority is frequently given to carry mail to points where no Post Offices exist. Take the case of the Sioux Lookout-Pickle Lake service. Sioux Lookout is the only Post Office on this route. All other places of delivery, nearly twelve in number, the mail is handled through Agents of the Western Canada Airways.

(5) Department is not responsible for maintenance of any schedule advertised.

(6) Usual Canadian postage to be prepaid in postage stamps on address side.

(7) "By Aerial Mail" to be plainly written or stamped by sender on upper right hand corner of address side of the envelopes.

(8) Company's sticker (to be approved by the Department) to be placed on reverse side

(9) No mail to be conveyed outside Canada by any sticker service.

(10) An operating Company enjoying the "Sticker" privilege has not any right to issue any new "Stickers" for use on mail matter without first obtaining the sanction of this Department.

This latter rule has been the cause of a great deal of friction regarding the stickers of the Patricia Airways and Exploration Company. Their total issue ran to nearly 90 varieties, and the Department has the following to say regarding their stamps:-

"In reply I beg to inform you that it appears that two air mail stickers are known by this Department to have been used by the Patricia Airways on mail matter conveyed by air to the Red Lake District.

The first sticker submitted was printed in yellow and bore the design of an aeroplane in flight with the word 'Lark' underneath; there was also placed thereon, in addition to the name of the Company, the words 'Special Delivery, Sioux Lookout to Pine Ridge and Red Lake.'"

The second sample submitted was of similar design and colour, but overprinted with the words "Special Air Service Sioux Lookout and Red Lake District 5c." Any further varieties that may have been issued by the Company were not submitted to the Department for approval, and I am unable to advise you regarding them."

This leaves collectors their choice of what has been approved by the Department, or collecting all their various issues, as one pleases.

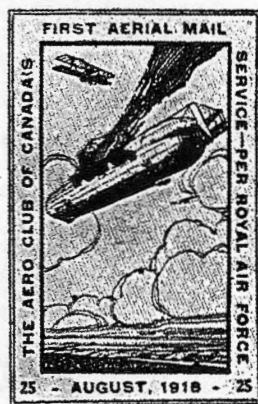
Another matter of mention is a regulation that prohibits the air mails stamps from showing any numerals or indication of value on the stamps. The Laurentides, Estevan-Winnipeg, Northern Air Service, Jack V. Elliot, Elliot-Fairchild, Fairchild Air Transport, Patricia, Western Canada Airways do not show any face value on their stamps, but the Yukon Airways, Klondike Airways, B. C. Airways, and Cherry Red Airline all show the value on them.

—Regarding the fixing of these stamps on the back of mail matter, this is an International as well as a Domestic postal regulation. The regulation reads as follows:-

"The affixing on the face or address side of letters or other mail matter of stamps issued in the interest of charitable institutions, etc. is not permitted; but there is no objection to such stamps being placed on the back of letters or other mail matter as stickers, provided they do not resemble postage stamps in form and design and **DO NOT BEAR NUMERALS OR INDICATION OF VALUE.** Letters or mail matter bearing stamps of charitable institutions, etc. on the face will be returned to the senders as violating the postal regulations."

The first semi-official stamp issued was on Aug. 27th, 1918 when the Aero Club of Canada had 3,000 stamps issued for mail flights between Ottawa and Toronto. This service was either two or three flights from that date to Sept. 4th, 1918. In the lower corners the value 25 was printed on 2,800 stamps, and the other 200 bore no indication of their value.

Again in 1919 the same Club issued 3,000 stamps with a face value of \$1.00 of which the figure of value \$1. was shown on the bottom, or rather near the bottom, and on both sides. This stamp was used for a special flight on Aug. 25th, 1919 between Toronto and New York in connection with the Canadian National Exhibition held annually at Toronto.



The stamp mentioned above is shown herewith. As far as we know this was illustrated for the first time in the recent Standard Catalogue.

In May 1920 a carnival was held by the Grand Army of Canada, a returned soldiers organization, at Toronto. This label was also valued at \$1.00 but unfortunately cannot give any idea of the design, nor the number issued. The flight was made from Toronto to Hamilton and return, mail from Toronto 5 letters, and from Hamilton 24 letters.

In 1924 we then have the First Air Mail Company that ever issued air mail stamps in Canada, the Laurentide Air Service Limited. Their contract was to carry mail between Haileybury, Ont. to Angliers, P.Q. and other points. Their idea was that few letters would be carried as their first issue was only 200 stamps, being 25 books of eight valued at 25c each. This was printed in green four pairs to the book. Stamps are rouletted left side and bottom, or left side and top. This issue was printed in September. In October there was a further issue of 2,000 stamps, same value, but the books were rouletted top or bottom, instead of the sides. The first issue was also issued with covers blank, but the second had printing on both covers.

The third issue the stamp was changed to red instead of green, and wording of "Canada 1924" added. 270 books of eight stamps in pairs comprise this issue.

A fourth issue was also made but these stamps, although same color and value as the third issue were in perforated sheets of 20 stamps. 150 sheets being issued.

From a dealer in England we understand that about 5,000 of these stamps were used on letters, and about 3,500 still exist in various dealers stocks and collections.

The Northern Air Service took over the former contract of the Laurentides in 1925 and issued 4,000 stamps of the face value 25c. These stamps were printed in sheets of 20, being four rows of 5 stamps, of which the second and third rows are tete-bache, in blue.

In 1926, due to rush of prospectors to the new Red Lake Goldfields, the Jack V. Elliot Company commenced carrying mail between Rolling Portage and Red Lake. Their stamps were issued in sheets of eight of which 2,504 were printed. These have a background of wavy lines.

The second issue has a background of Swastika, of which 2,000 were printed. Both issues being red on yellow.

This Company, Jack V. Elliot then was re-formed later on in the year, and called Elliot-Fairchild Company. Their stamp is similar, with the exception of wording, of course, to the Jack V. Elliot, and is 25c red on yellow, background Swastika, and 2,504 were printed.

In April they issued 5,600 stamps, blue on white in sheets of eight. This is the well known plane over motorboat. Face 25c as usual.

In August 1926 the Company also issued a stamp for use between Rouyn and Haileybury inscribed "Elliot Fairchild Air Transport Limited" which are in red, and were issued 5 to the sheet, or strip, face value 25c with an issue of 5,000 stamps in all.

In October the Company appears as the Fairchild Air Transport Limited and issued 5,000 stamps in sheets of ten the color being blue or ultramarine. Evidently the ultramarine was issued after the blue, as to date no covers have been seen bearing other than their blue stamp.



The "Lark" of the Patricia Airways and Exploration Co. reached Rolling Portage on the 12th April 1926, but permission to carry mail with their own stamps was not given until July. Their first flights occur on July 7th, 1926 when they flew to Pine Ridge and Red Lake and return. Their first stamp was 25c green and red on yellow, and later on, the 50c greenish blue. Earlier in this article mention has been made of their nearly 90 varieties which cannot all be enumerated here, but despite the fact that these were used without permission from Ottawa, one must take into consideration the following facts:-

All of these various issues were sold through the Post Office. Although not being officially issued with Government authority, the Department knew Postmasters were selling them to the public and made no effort to stop the sale.

The Company expected to merge with another Company during 1927 and only had a few sheets printed at a time. The demand was heavy and full control of printing stamps

was left to their printer, who seemed to have got out new surcharged stamps as he pleased.

It would therefore appear that it was necessary for the Company to issue many of these stamps, and although a regrettable state of affairs, yet the Government never made any effort to stop their use.



Durnig 1927 about the end of April the Western Canada Airways entered the field with a service between Rolling Portage and Gold Pines also Red Lake and return. They issued a 10c stamp in pink and black. These are in sheets of 50 perforated all round to the number of 36,600. 1928 another 10,000 were printed and another 10,000 during 1929. Although the Company refuse to consider any difference between these three printings and consider them all the same, yet a slight difference exists between each years stamps. During the first printing a slight error occurred in that on certain sheets there are two rows of five stamps each, imperforate between. This being brought to the attention of the Company resulted in steps being taken to see that these errors were avoided in the future.



The only other issue by the Western Canada Airways, was the Jubilee issue which has been fully discussed in the May number of this magazine.

In the far-off Yukon, between British Columbia and Alaska, in November 1927, another Company, the Yukon Airways and Exploration Co. Ltd., commenced flying between Whitehorse, Dawson, Mayo, Keno City and Wernecke, and in 1928 between Whitehorse-Carcross and Atlin. This Company issued 12,000 stamps in blue, face value 25c. They are in strips of ten stamps rouletted between and 10 strips to book of 100 stamps.

At the end of February 1928 another new Company appears at Rolling Portage, this being the Patricia Airways Ltd. It should be noted this is an entirely new Company having taken over the old Patricia. They lasted only a few months being taken over by the Canada Airways Ltd. Their one issue was in sheets of eight stamps, yellow, and face 10c. I am unable to state how many of these were ever issued.

During July 1928 the British Columbia Airways Ltd. were allowed to carry mail between Victoria and Vancouver, both ways, with a passenger service also and including Seattle, but no mail was to be carried to the latter City. The stamp was a 5c ultramarine, rouletted and issued in sheets of 55 stamps, eleven by five, to the number of 100,000 which is the largest number of stamps ever issued so far by any Company in Canada. Their service was short-lived as the machine was lost in the fog on the way to Seattle a few months after, with all on board.



In October 1928 another Company appears in the Yukon, the Klondike Airways Ltd. Their stamp was a 25c blue in strips of four stamps, of which only 1000 were issued. Very

(Continued on page 8)

THE Airpost Journal

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We are in receipt of an official
card of the Philatelic Exposition of
North Africa, which was carried on the
first flight from Algiers to Paris. This
bears a special cachet in blue, and a
supplementary cachet in two lines reading:
"Mauvais Temps-Depart Retarde," (Bad
weather-Departure delayed.) We suspect
this card was sent to us by Mr. Francis
Field, who needs no introduction. Many
thanks.

DON'T MISS THESE—

TAPACHULA, MEXICO, Aug. 5, 1929, (Mexico City-Mariscal Route)
No. 16e in the Standard Airpost Catalogue. We are making a special
offering of this item—

Cat. \$2.25 Net .65

TAMPICO-San Antonio, covered first trips on both FAM 8 and CAM
22, a nice piece of Lindbergh mail..... \$1.75

NEW YORK-Philadelphia, 1926 National Air Race Route, only 17 lbs.
of mail flown so the covers are none too common, Cat. \$5.25 3.75

ATLANTA AIR MAIL FIELD-Evansville, CAM 30, red purple
cachet, Cat. .75..... .25

MEXICO'S first Official stamped Air Mail envelope, No. 1 in the
Standard Airpost Catalogue; "mint" at..... .15

The above quotations are from the current issue of "Aero Philatelic".
May we mail you a copy of this interesting price list?

EDGAR C. CANTRELL

P. O. Box 1267

San Antonio, Texas

COMING EVENTS IN SWEDEN

On April 7 the airmail service
commenced for the year on the old
lines Malmö-Copenhagen-Hamburg-
Amsterdam-Paris & London and there we
may especially note that connection to
ANTWERPEN was received for the
first time—thus first flight MALMO-
ANTWERPEN after the time-table.
The first trip could not however be
accomplished regularly owing to fog and
the first flight covers did not reach
ANTWERPEN until the following day,
when they arrived by airmail and some
of my covers arrived only on April 9th
by rail.

On the first of May the following lines
will open: the new line Malmö-Copen-
hagen-Hamburg-Dortmund-Cologne-
Paris, the old lines Malmö-Copenhagen-
Berlin with connections to various towns
as Vienna, Munich, Danzig etc. and as
it seems for the first time also to
Warszawa; Stockholm-Helsingfors-Reval.

On the 15th of May the old line
Stockholm-Kalmar-Stettin-Berlin will open
and on the 1st of June Stockholm-
Mariehamn-Abo.

The most important fact is however
that since 1928, continued experimental
night airmail service will be taken
up also this year and run from
the 15th of May to the 19th of July
on a main line Malmö-Hannover-Rotter-
dam with connections to Malmö from
Helsingfors-Stockholm-Copenhagen and
Oslo-Gothenburg-Copenhagen. The mail
from Helsingfors, Stockholm, Oslo and
Gothenburg will thus at first be
carried to Copenhagen and then from
there to Malmö together with the Danish
mail. All mail then goes to Hanover
and from there by the night planes to
Berlin and Rotterdam-Amsterdam, Rotter-
dam-London, Rotterdam-Bruxelles-Paris
and then via the regular day airmail

service (see map enclosed).

This arrangement is new for the year.
Also this time the Swedish P. O. will
celebrate these for the four countries
here in the North so important to
experimental first flights—they will no
doubt be regular in a few years—and now
by issuing two special airpost stamps at
10ö and 50ö and further a special post-
mark is said to be used.

The two stamps will be the first in
the world especially issued to celebrate
night airmail service and the design
shows this clearly. We see a 1-engined
Junkers hydroplane flying in the night
over silhouette of Stockholm with various
churches, the royal castle and to right
the city house with three crowns, the
inscriptions "Sverige," "Luftpost" and
the denominations. By this time I
should also want to draw attention to
the fact that it is now 10 years since
the first Swedish Government airpost
stamps were issued.

If the other three countries engaged
in this service will celebrate it in any
way, I do not know but so did not
happen in 1929. The first year, 1928,
for these experiments, Sweden was alone
and then used the well known flying
post office—the first of its kind in the
world. Since 1929 all four countries
here go together.

On the same day, May 15th the
regular day service Oslo-Gothenburg-
Copenhagen-Lubeck-Berlin will be open-
ed for the year by the German Company
Lufthansa.

The above news re: the Swedish
airpost stamps must be handled con-
fidentially by you as it was told me in
confidence some time before it came
before the public. When this reaches
you I think however the news will have
been published here in Sweden and so
you can calmly use it too in the United
States for your paper, but not before
May 10.

—G. Lindman.

CHERRY RED FIRST FLIGHTS IN DECEMBER

Lac la Ronge to Montreal Lake (141).....	2.50
Ile a la Crasse to Lac La Ronge (181).....	2.00
Montreal Lake to Lac La Ronge (273).....	2.00
Ile a la Crasse to Montreal Lake (280).....	2.00
Lac La Ronge to Ile a la Crasse (225).....	2.00
All five for \$9.00	

CHAS. B. HILL-TOUT

1115 Collinson St.,

Victoria, B. C.

BATTLE STAMP AUTHORIZED

Postmaster General Walter F. Brown
has authorized the issuance of a special
two-cent stamp commemorating the cele-
bration if the 175th anniversary of the
Battle of Braddock on July 8 and 9.

In writing advertisers, please mention the "Airpost Journal"

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Many other desirable items in stock of both airmails and covers. Approvals against satisfactory references.

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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!

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65 Walden St., Boston-30, Mass.

NEW!

On May 15th the Swedish P. O. issued two airmail stamps in connection with the opening of exp. night airmail service: 1 offer the two stamps, 10 and 50 o mint at.....\$.22
First day and first flight covers with the 10 o stamp, 25c., with both stamps.....\$.30
Postage 7c. always extra on orders under \$2.

Cash in advance!

REMEMBER MY FIRST FLIGHT
AND ZEPPELIN SERVICE!

G. LINDMAN
Gräsberg, Sweden

Ahrenberg's Transatlantic Flight

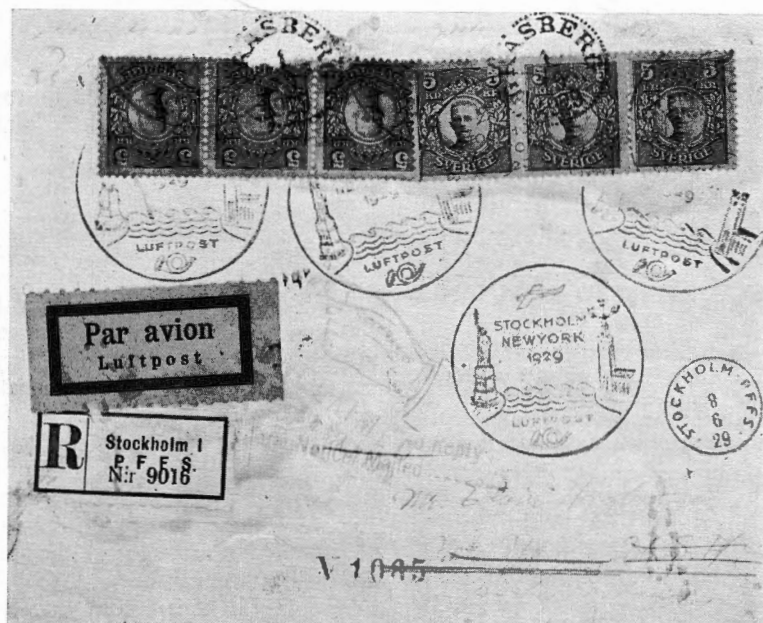
ON June 9th, 1929, Capt. Albin Ahrenberg's plane the 'SVERIGE', took off from Stockholm on an attempted westward crossing of the Atlantic, carrying the first official airmail from Sweden, and subsequently from Iceland, to the United States. Accompanying Ahrenberg were Lieut. Axel Floden, co-pilot and Robert Ljungland mechanic and wireless operator.

The actual start was made at 6 A.M. on a Sunday, and in spite of the early hour they received a rousing send-off from the large crowd that had gathered. When the signal was given that all was ready, the band struck up the Swedish National Anthem. The entire assembly joined in, including Mr. Leland Harrison the American Ambassador, who had gone without his breakfast in order to be there on time.

plane at Bergen.

The plane landed safely at Bergen, the jumping-off place for Iceland, on the same morning, and received even a greater ovation than was given them at Stockholm. As the plane came into the harbor, every available boat that would float, was rented or borrowed for the occasion, and every boat was loaded to its capacity.

After making the final inspection, Ahrenberg took off from Bergen harbor at 3 P.M. and set a direct course for Iceland. After passing the Faroe Islands, about half way to Iceland, they ran into strong head winds, and from there, raced a leaking gasoline line for five hours, battling a heavy gale all the way. The last gallon of gasoline was used when they were still 130 miles east of their destination, and the plane



As the SVERIGE gathered headway, hats were waved frantically in the air and the noise of the cheering entirely drowned out the noise of the motor. Gathering speed rapidly, the plane rose from the water near the harbor entrance and gradually disappeared in the West. Three Army planes formed an escort for a short distance, and a large commercial plane, carrying a special mechanic who was to help in the final overhauling at Bergen, followed it, but became lost over the mountains that divide Norway and Sweden, and eventually came down at Krisiansand. The SVERIGE also carried Tage Levering, backer of the flight, and a special radio announcer for a Swedish broadcasting Co. Both left the

came down off the east coast of Iceland. A patrol boat brought a fresh supply of fuel, which enabled Ahrenberg to bring the plane into Reykjavik under its own power.

On the following day, three separate attempts were made to continue the flight, for Ahrenberg intended to prove that the northern route to America was the most feasible route for airmail, and hoped to complete his flight in the shortest possible time. The three attempts to start were made in spite of warnings of very bad weather ahead, but luck was against them. On the third attempt, the plane had covered over 100 miles when another leak in the fuel line forced them to return to Iceland.

(Continued next page)

WITH THE INVESTORS

Market Notes by Shylock

We note that the recent airmails from Paraguay are limited to 4800 sets. That means that if you buy a set with your next Christmas check they will cost you about \$10.00. If you buy them now the bill will be about half that amount. If you doubt this, consider the case of the Curacao air set, (7500 issued) face about \$1.75 now selling at \$.80 to \$1.00. This is just a suggestion, otherwise known as a "tip".

The case of the first Costa Rica set bears out the above. 12,000 issued, but very few available. Possibly there is some speculation in this.

SIAM. The mint set has brought as high as \$11. at auction. We hear rumors that this is due for a drop.

CHINA. Reminders of the 1921 set have at last been destroyed.

Our puzzle editor wants to know why the recent Honduras 5c with YELLOW surcharge is listed in Scotts as a MAJOR variety, as it is an error in color. A few of each printed by mistake.

There is a great How-de-do in New York about Mexico No. 3, (official). These escaped speculators and were used some months ago, and no one seems to have gotten on to it until recently.

PERU. Many fake overprints are drifting in on the 1st issue. Original overprint is a dull flat black, sailor very clear. Watch your step.

There are some scarce points on the recent NYRBA flight. Covers have been coming in so fast that many are overlooked.

COLLECTORS ASKED TO FINANCE FLIGHT

Two Stinson Junior planes will take off from Roosevelt Field about May 28 in an attempt to smash the existing endurance record of 420 hours for sustained flight. These two ships will be manned by ten of the country's best pilots, changing crews while the ships are in flight.

Arrangements have been made to carry souvenir envelopes on this endurance flight, for which the following charges are made: (someone has to pay for this, so why not the innocent collector?)

Autographed Airmail Envelopes carried during the flight in endurance planes \$1.

All envelopes must be regulation 3 5/8" x 6 1/2" airmail envelopes and must be self-addressed and stamped with airmail stamps when they reach this office.

Autographed Group Photographs of the Pilots participating in the Flight, 75c.

Price for both, \$1.50

Envelopes and photos will carry special cachet, with special seal, and time of landing and take-off. Pilots will autograph envelopes and photos while ships are in flight. If desired, mail can be sent from recrewing ship to endurance ships daily.

Mr. S. Rosenblatt, A.A.M.S. No. 663, A.A.P.S. No. 37, has been selected to supervise cachet at the field. Cash or Money Order must accompany each order. Address communications to: Lieut. M. J. Ahearne, New York & New Jersey Flight, Inc., 511 Lexington Ave., New York City.

(Continued from page 5)

On their return to Reykjavik, it was decided to install a new propeller, hoping this would cut down the vibration, which was causing the leaks. This was done and extensive alterations were made in the motor, but a trial flight made on the 13th was not encouraging. In desperation, it was decided to install a new motor, and a hurried cable was dispatched asking for a skilled mechanic.

It was not until July that the SVERIGE was again able to proceed, and the most difficult part of the entire journey, the long stretch between Iceland and Greenland was flown successfully on July 9th, the plane landing at Ivigtut, which is almost directly north of Newfoundland. With the comparatively easy flight to Labrador between them and the American continent, impossible weather set in, and after several desperate attempts to find clear air above an impenetrable fog-bank Ahrenberg decided to end his flight there. The mail which they had carried was forwarded and the plane and pilots returned to Sweden.

Ahrenberg's attempted northern route to America, may eventually be the most important air-line connecting Europe and America, and for this reason, the pioneer attempt of the SVERIGE has great significance, in spite of the fact that it was only partially successful. The fact too, that the mail he carried was the first official air-mail from Sweden and Iceland to North America gives these covers an enhanced value. The great value of the northern route lies in the fact that the long ocean flight is broken into three easy stages, its disadvantage is found in the unfavorable weather which is usually met in this region. Time alone can tell whether Ahrenberg's route or some other, will eventually become the Air Thoroughfare to and from Europe.

The mail carried from Sweden and from Iceland was officially authorized. Rate from Sweden was 20 crowns, or about \$5.00. 1269 covers were carried, which were given a special cachet, as shown in the accompanying illustration. Of this mail, 14 covers were left at Iceland, and an additional mail from Iceland was taken on. Rates being 24 kroner, in addition to the regular postage rate. A total of 50 covers were carried from Iceland.

When the flight was abandoned, the mail was forwarded to New York by boat and it was backstamped at New York on Sept. 11th.

AHRENBURG TRANSATLANTIC COVER

Mr. George Lindman, the owner of the above cover writes; "This Ahrenberg cover was sent off with 20 crowns postage, and came back with 30 crowns postage used on it." This is explained by the fact that some of the mail became damp, and the stamps fell off. In attempting to get the stamps back on the covers, an extra pair of 5 crown stamps were put on the cover shown, by mistake.

Our new "Blue List" of

AIR

Stamps, Covers & Novelties

is bound to interest you.

Write for free copy.

"How to Identify Genuine Covers" will also interest you. We will send a free leaflet if desired.

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On and after July 1st, next, my new permanent address will be

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MEXICAN FLOWN COVERS ON APPROVAL.

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YOUR OPPORTUNITY SPECIAL OFFERS:

CANADA: No.	17	Cat.	\$20.00	\$11.00
	19		7.00	5.00
	9		1.60	1.25
	12		.75	.50
	20		15.00	11.00
	75		3.50	2.00
	75(c)		3.00	2.00
	71		4.00	1.50
	71(a)		5.00	1.50
	81		6.75	3.00
	82		8.50	6.00
	81(a)		8.50	3.00
	41		18.00	9.00
	70		2.75	2.00
ITALY: No.	4		1.25	.75
	4(a)		1.50	1.00
HAITI: No.	4		4.50	2.75
	5		5.00	3.00

Numbers are from Standard Airpost Catalogue. Send for my price lists free.

O. W. R. SMITH

(APS-AAMS)

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

The Collector's Point of View

by
Marshall H. Williams

THE romance of pioneering is too strongly entrenched in the hearts of all of us to ever wane. As civilization marches on we have found that communication, more dependable and more rapid, is the keynote of progress. The development of flying and the great impetus it has given to speedy communication marks one of the major eras in the adjustment of man to nature.

In a few short years the novelty of flying has become an accepted commonplace. When mail was first carried by means of the airplane, experimentally, relatively few pieces were flown. When the early contract routes in the United States were inaugurated relatively few pieces of mail were flown. Today, when a new route is opened there are thousands of collectors sending cards and covers in order to obtain a document to record the event.

It is apparent that these thousands of collectors recognize something of value beyond the acquisition of souvenirs,—interesting as they may be with cachets, postmarks, and frankings of divers stamps. They are aware that history is being created in the highly important field of communication and that in collecting these covers and cards they are making an enduring record of this history. These collectors (aerophilatelists,) in creating a record of the air mail regime in its beginnings, have so many fascinating elements in their favor that they find it a tremendously absorbing hobby. In the first place, there can never be but one official first flight which may take place. The first time official mail was carried from the United States to France by airplane was via the plane "America", flown by Byrd and his companions. The collector, fortunate enough to own a letter thus carried, has a wealth of material with which to correlate the mounting of his cover. He can display on the same, or a facing, page a picture of the ship, any or all of its crew, and the Associated Press dispatch from a newspaper file which gave an account of the flight. Briefly he not only has a document which was part of the occasion but he is limited only by his own ingenuity in portraying the romance of the event so that he and his friends can visualize it a year or forty years later. He has a record of an occasion which will never recur.

As to the romance of air mail collecting, there is no dearth of detail anent the establishment of our present wonderful Contract Air Mail system in this country. The covers themselves are stamped with the Post Office Department cachets which authenticate the inaugural flights. The quantity of mail carried in each case, times of departure and arrival, and names of the pilots are all included in the recently published catalogue. There is plenty of color in the story of the pilots, themselves, such as Lindbergh or Route No. 2 and Carl Ben Eilson on No. 10. There are magazine articles written by pilots, relating to their experiences in flying the air mail. Unfortunately (but of tremendous interest) there have been crashes, forced landings and unusual experiences on various of the first flights. A well mounted collection of air mail letters and post cards is therefore an absorbing task to put together (Continued on page 10)

HOOS IN THE HOBBY

Under this heading will appear each month, a brief review of some of the more active members and associates of Aero Philately. Perhaps a few skeletons will be yanked unceremoniously from the closet now and then, and we shall probably have a suit for libel on our hands before long, otherwise this column will go on indefinitely. Our demon reporter always gets his man!

We have with us today;



Edward G. Schultz, Pilot of the Pan American Airways.

HE was very reticent about his activities, when interviewed by our reporter in Miami. Under pressure he finally admitted he had done a little flying, his first attempt being in a Wright model B plane back in 1913. At that time the pilot had to dangle his legs over the edge of the wing and had two sticks to handle instead of one. This practically eliminated the possibility of one arm driving.

He flew with the Royal Flying Corps during the war, and hasn't

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
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AIRMAIL STAMPS For Dealers

A. O. LITT

67 West 47th St., New York, N. Y.

written a book about it yet. Barnstorming kept him out of mischief for two years, during which time he ran his own field, which enjoys the unique distinction of never having been dedicated.

After winning several races with various types of planes, and coming in a good third in the transcontinental race of 1927, he joined the P.A.A. and has flown happily ever since.

He once had quite a lot of airmail stamps, but sold them.

Pilot Schultz flew the first airmail from Tela to Miami, Miami to Managua, and the first airmail from Buenos Aires to the United States.

MEXICO

14 diff. Mexican Air Mail stamps mint \$2.00
(see the catalogue and just think what you will receive in 14 different copies!!!)

No. 903 overp. OFFICIAL \$ 3.00
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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

(Continued from page 3)

few of their stamps were ever used on covers as the Company seems to have avoided carrying mail.



Early in May 1929 in Alberta, another Company appeared. This was the Commercial Airways Ltd. who carried mail for a short time between Edmonton and Grande Prairie. They issued a 10c stamp printed in black. The stamps are in sheets 10 stamps 25 sheets to the book. Total issue was 5,000 stamps. Mail was only carried for a few trips.

This Company has the contract to carry mail, both Government and Company, North from Fort McMurray to all points north, to Aklavik on the Arctic Ocean. However, collectors should note that the Company stamps have only been used on regular Government mail days, so that first flights out of Fort McMurray, or any other places (Besides Edmonton and Grande Prairie) represent a waste of postage. The ordinary 2c Canadian stamp would have carried a letter without the Company stamp.

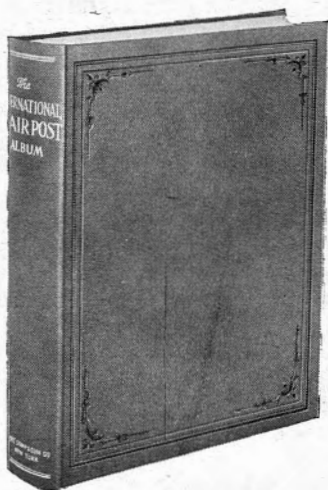
In June 1929 the latest Company appeared in Prince Albert, Saskatchewan. This was the Cherry Red Airline carrying mail to all points North from that City. They

issued a 10c black and red stamp to the number of 110 only. This it is understood is on slightly yellowish paper. These soon being exhausted a further printing of 24,000 was run off in sheets of fifty stamps, perforated all round. These stamps are whiter than the first printing, but is a very difficult matter to tell the difference between the two issues.

One might enquire after reading this article why these stamps were necessary as the Government mail was much cheaper to use. In the case of many of the different Company routes in operation, they were carrying mail daily with their air mail stamps so that mail was delivered each day to the different Post Offices. Or in other cases, twice each week. This was fast delivery and gave a much quicker delivery of mail than was the case in even the larger Cities. On the other hand, the Government was carrying mail over these long distances by horses, dogs, or canoe and motor boat.



Therefore the Government mail was often carried in competition with the private Companies by overland routes, or water routes, and was either weekly, or sometimes only twice a month. This represented a saving by the air mail Companies of from two days up to 17 or 18 days in many places, and during 1929 when the Western Canada Airways carried mail north from Fort McMurray often saved six or seven weeks in mail delivery, and it certainly should be worth 10c to save 40 to 49 days on the delivery of an important letter.



The International Air Post Album

Ready June 20th

No expense has been spared to make this the finest Air Post Album. It is printed in modern type, with clear uniform illustrations.

A perfect companion to the National Postage Stamp Album.

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Maroon cloth handsomely stamped in gold. High grade linen ledger paper pages printed on one side only with artistic border and individual boxes for each stamp. Generously stubbed to prevent bulging of book when stamps are mounted. Numerous extra blank pages. Statistical data, including dates of issue and historical information on outstanding flights. Contains spaces for all Air Post stamps listed in the 1930 edition of the Standard Postage Stamp Catalogue and subsequent issues of Scott's Monthly Journal up to and including May, 1930.

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Spring back type binder bound in maroon colored genuine morocco leather corners and back, maroon cloth sides. Handsomely stamped in gold. High grade linen ledger paper pages linen hinged. Printed on one side only with artistic border and individual boxes for each stamp. Statistical data, dates of issue and contents as in the bound edition.

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Special blank pages have been prepared for the Loose Leaf Edition to provide for semi-official issues and covers. These pages are printed with appropriate headings as "Semi-Official Issues," or "Covers." No name of country appears.

These pages are designed so they may be placed in the Loose Leaf Album as desired. It is suggested that they be arranged directly following each country thus collating all issues of a given country in one group.

When ordering specify "no heading" "covers" or "semi-official."

Price 25 for \$1.50, postage extra. Shipping wt. 2 lbs. Send for descriptive circular.

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SCOTT STAMP & COIN CO., 1 West 47th St., New York

In writing advertisers, please mention the "Airpost Journal"

—P. J. Drossos.

(Continued from page 7)

and an endless pleasure to peruse and exhibit.

Bear in mind the fact that there were not so many people interested in collecting air mails when the early routes were established, that these items are limited because the flights will never take place again, and that more and more people are awakening to the hobby who will have to get one of each in this limited supply of covers in order to complete a collection. It is obvious that although air mail collecting is in its early stages yet many items are becoming scarcer daily. For instance, on the Route 10 Extension the plane only picked up four pounds of mail at Fort Meyers to be carried south bound. There were not many letters carried!! And yet no collection is complete without one of them.

So the collector has still another great advantage besides his acquisition of romantic Americana. He is building up a most fascinating savings account,—fascinating because in five years time his original investment may be worth many times what it represented to him as he made it.

The author has been interested in air mail some little while, and in attempting to acquire a really complete collection of United States Contract Air Mail covers from the beginning, when Routes 6 and 7 were first opened by the Ford Motor Company, has discovered the truth of the foregoing. It is relatively easy still to get all the routes complete up to a certain point. But when you have gone so far you will find it difficult to locate the remaining thirty or forty items. I have communicated with most of the dealers and do not know of any who has a complete stock of U. S. "Contracts". It has been necessary to wait patiently until one of those lacking turned up in the market and then go for it. Occasionally there is an auction where some collection is offered and at such a time an enterprising bidder will fill out his collection in nice shape. Within another year I believe there will be twice as many items, that are really hard to get, as there are today.

OLD WINE IN NEW BOTTLES

My dear Mr. York:

I am in receipt of your favor of the 5th instant and I can sympathize with you and also get hot under the collar every time this subject is broached to me about the illustrating of foreign stamps in U. S. catalogues and magazines and the American Publishers are prohibited from illustrating our own stamps.

I think it is a very foolish law and regulation. When I was Third Assistant Postmaster General, I tried to secure some relief but it was impossible. No one has ever been able to convince me that, if a person desired to forge or imitate a U. S. stamp for profit or gain in any way, he would take the picture of a stamp in a publication for the subject to copy. It is far easier, as you and I know, to go to a stamp window and buy stamps of the present day issue for that purpose without anyone questioning what you are going to do with them.

I know that Congressman Ackerman (who is an ardent philatelist) has made every effort to secure this permission but (to date) without avail.

Am taking the liberty, however, of

transmitting your letter to the Third Assistant Postmaster General who has jurisdiction over the issuance of stamps and the regulations regarding same, and am asking him if he will not take another try at it.

Thanking you for writing me, I am
Very sincerely yours,
W. Irving Glover
Second Assistant Postmaster General.

Gentlemen:

I have been enjoying the Airpost Journal very much, and as my subscription runs out with the next number, am sending my next half years subscription with this letter.

My favorite articles in the magazine are the ones which take up airpost flights in a certain section or country, and illustrated with the flown covers and cards. Such as the article by Mr. Hildersham in the first number. When can you have a good illustrated one on the subject of the Ballon Monties of Paris? It would not be out of the way if the article had to be published in two sections, making a very complete one. And illustrated with flown covers, the markings, etc.

Very truly yours,
A. M. HARD
A.A.M.S. No. 21

We are always glad to have suggestions, and an article on French Balloon Posts will be printed in the very near future.

"Gentlemen:

I have enjoyed reading your publication and also gained information which was new to me, as to the status of the souvenir or dedication covers. Though you say they are not officially recognized, I am inclined to agree with your correspondent "Sococo" in some ways; that the saving up of a few of them, especially by some of us who are too modest in means to go in deeply for official covers, is interesting and no more silly than those who delve in cancellations, sub-varieties, perforations, etc., in Philately. That is just my opinion, every collector has his own tastes. The airmail stamps interest me more than covers.

I hope to keep up connection with your excellent monthly.

H. B. Rood.

Of course, collect as your inclination leads you. There is nothing immoral about collecting private cachets. Our point is simply that such items do not come under the heading of Aero Philately, and those who continually group souvenir covers and dedication covers with Airpost collecting do not understand the definition and scope of Aero Philately.

Do Airpost covers cost more than private cachets? We very much doubt it. If the eventual resale value of your collection is to be considered at all, then we believe it is far cheaper to collect Official Airposts only.

Dear Sirs:

In number five of your paper I note something chronicled under Germany, that I ask you to correct in next issue. You mention there a mail carried by the Dornier Do.X, reported by Mr. Edenharter. This mail was entirely private and thus worthless at least for your paper! The cachets in question were procured by a broadcasting company "Südfunk" and are of course of no interest for the serious airmail collector as these cachets are private and also have nothing to do with airmail!

OUR BARGAIN COUNTER FOR APRIL

Contains Two Pages
of
BARGAINS IN AIR MAILS
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METROPOLITAN STAMP CO.

1482 Broadway, New York City

SUBSCRIPTION CONTEST

The standing is as follows:

W. W. Betts.....	48
Airpost Stamp Co.	17
G. A. Zimmerman.....	11
G. Tucker	10
Marks Stamp Co.	9
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F. Herget	6
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2 Each: C. Reimers, L. Guenzel, H. Barnett, E. Cantrell, H. Griffin, C. Jandruue, W. Treichler.	
1 Each: F. Toth, D. Eiget, H. Kingdom, B. Dubose, Rev. Butler, K. H. Sakaue.	

The first four in the final standing will receive awards as follows:

1. A U.S. Pioneer.
2. Philippine Island L.O.F. set complete, mint.
3. Two sets, Lindy covers of Route No. 2. Nos. 2S1 and 2N4 (4 covers, Cat. \$12.50).
4. 30 per cent discount in advertising in any one issue of the Journal.

The contest has 10 days to go!

AIRMAILS

Free Price List Mint Airmail Stamps
MEXICO No. 906—11, mint.....\$1.75

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L. Z. 127 Lakehurst to Germany Oct. 28, 1928	4.00
Canal Zone to Montevideo Jan. 14, 1930	1.50

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The Airpost Chronicle

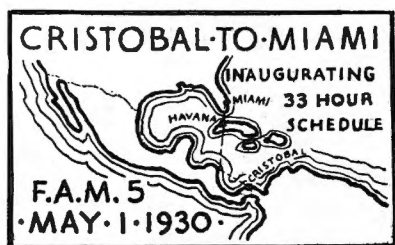
Notices of new flights, new airmail stamps, and any news items of interest to Airpost Collectors are desired for publication in this column.

CANAL ZONE

F. A. M. 5 EXTENSION

The extension of service over this route to include Venezuela took place as scheduled on May 5. Stops on the route are: Cristobal, Cartagena, Barranquilla, Maracaibo, Curacao and Puerto Cabello. Return flight left Puerto Cabello on the 6th, covers being backstamped at Cristobal on the 7th.

See under Venezuela for description of covers from this country.



The Cristobal office applied a special cachet in blue (sometimes mixed with magenta) on the occasion of the first direct airmail to Cuba and the U. S. via Puerto Cabezas, Nicaragua. The start was made on May 1st and the mail was in Miami late the next day. The cachet is illustrated. Covers bear the Cristobal machine cancellation of May 1, 7 a.m.

AUSTRALIA

A new line has been added to the rapidly extending air net of this commonwealth. The first flight between Melbourne and Adelaide occurred on March 14.

AUSTRIA

Vienna despatched 310 pieces of mail to Athens via the new routing of the Imperial Airways, London to India line. The covers bear the ordinary and airpost markings of Vienna of April 13 and the Athens receiving cachet of April 15. On the same day, Vienna despatched to the following stops on the above mentioned route:

Alexandria	50 pieces
Gaza	14 "
Baghdad	82 "
Basra	21 "
Bushire	17 "
Karachi	30 "
Delhi	133 "



BELGIUM

At last the long awaited airmail set has made its

appearance and to our mind, it is a very creditable effort. Four values of a large pictorial type comprise the set. Designed by P. Goblet, printed by Sips-Catoir and perforated at Malines. One of the values is illustrated. Although the plane and frame are similar on each stamp, the scene is different.

50c. blue. Ostend Beach
1f. 50c. dull purple. St. Hubert
2f. green. Namur and the Meuse river
5f. grey brown. Brussels



BELGIAN CONGO

Two high values have come in which should prove popular as they are attractive pictorials. The were issued April 2nd and are perforated 11½. Bradbury, Wilkinson Co. of London are the printers. (Illustrated).

15f. grey brown and black
30f. violet and black

BRAZIL

2000 of the above stamp were issued by the Brazilian government in commemoration of the first commercial airways inaugurated by Dr. Victor Kondor. Full details in the May issue.



From Theorore Champion's "Bulletin Mensuel" we cull the dates of first issue of the present airmail set, together with the first printings of each value.

50r. Nov. 20, 1929	100,000
200r. Nov. 21, 1929	500,000
300r. Oct. 27, "	300,000
500r. Nov. 21, "	500,000
1,000 Nov. 20, "	100,000
2,000r. Mar. 12, 1930	25,000
3,000r. Feb. 19, "	100,000
5,000r. Dec. 27, 1929	100,000
10,000r. Dec. 18, 1929	100,000

In the May issue, the quantity and period of currency of the commemorative Kondor stamp were stated incorrectly. The quantity was 20,000 instead of 2000 and they were good for airmail postage during the months of January and February, the first day of use having been January 9.

A new ship-to-shore service was inaugurated on Mar. 21 when a plane overtook the steamship "Cap Arcona" at sea, landing passengers and mail.

CANADA

The following new flights by Cherry Red Airline, Ltd. have been shown us:

Christopher Lake - Lac la Ronge	Mar. 10
Prince Albert - Christopher Lake	Mar. 10
Lac la Ronge - Christopher Lake	Mar. 11
Christopher Lake - Prince Albert	Mar. 12

These covers all bear the Cherry Red semi-official stamp (No. 24 in the Standard Airpost Catalogue) cancelled in magenta with the company name in one line and dotted line and the postoffice cancellation of the above dates. The backstamp is of the same day except for the first cover which has the Lac la Ronge backstamp of the 11th and the Lac la Ronge cover, which has the Christopher Lake backstamp of the 12th. The Christopher Lake - Prince Albert cover is rather odd inasmuch as there is no cancellation but a dotted line across the top of the envelope which passes over the stamp.

ECUADOR

As the new contract signed between the Ecuadorean government and the Pan American Airways calls for a new schedule of tariffs, there will shortly appear a new set of air stamps of the values of 1, 2.10 and 2.50 sucres. For use until this set is ready for issuance, the postoffice may surcharge some of the old values of the air set for the new rates.

The first day of use of the regular and official set recently chronicled was March 18. The printing was 10,000 of each value.

EGYPT

The Imperial Airways plane flew from Alexandria to Salonica on April 13th but as usual, mail for this point was left at Athens.

GERMANY

We are in receipt of several specimens of the Graf Zeppelin mail carried on recent trips.

- Card with 1 mark air stamp cancelled "Luftschiff - 12.4 1930-Graf Zeppelin" (circular) and the Bern, Switzerland "Luftpost" backstamp of the same day.
- Card with same stamp and similar cachet but dated 15.4.1930 and the receiving airpost cachet of Seville, Spain, April 16. This card bears a three line red cachet within an oval "Mit Luftschiff - Graf Zeppelin - Befördert". These Pieces (addressed to Austria) have the transit backstamp of Paris (Gare du Nord-Avion) of April 19.
- Card with 1 shilling 70 groschen in Austrian airpost stamps having the ordinary Vienna obliteration of April 18, the airpost cachet of the 19th and the Bonn, Germany receiving mark of April 22. This item also bears the red oval cachet described above. Card with Austrian airpost stamps with Vienna cancellation of April 26. Lausanne, Switzerland airpost receiving cachet of May 2 and oval red Zeppelin cachet.
- Card with German airpost stamps cancelled with circular black "Luftschiff" (described under a.) dated May 2nd and bearing the Lausanne airpost receiving cachet of the same date. The oval red cachet was also applied.

GREECE

The first airmail from Athens to Persia left on March 26th. On this occasion two bags of mail were made up, one to Bushire with mail for southern Persia and one for Teheran and northern Persia. The Bushire bag was carried the entire distance via Imperial Airways but the Teheran bag was dropped off at Baghdad and was forwarded via the Teheran-Baghdad route. The quantities carried were 46 pieces to Teheran and 58 to Bushire. It will be noted that the Athens-Teheran is not a first flight as the section Athens-Baghdad had been previously flown and the other, Baghdad-Teheran, is a different route.

During 1929, 44,320 pieces of airmail left Greece and 14,037 were received. The disparity between the amounts lies in the fact that, whereas Greece despatched mail to Egypt and India from the opening flight, April 2nd, these countries only began to send mail in late in the year.

Salonica despatched the first mail eastward over the Imperial Airways London-India route on April 15. On this date the following mails were carried:

Alexandria	64 pieces
Gaza	18 "
Baghdad	43 "
Basra	13 "
Bushire	24 "
Karachi	34 "

These items have only the despatching postal cancellation of Salonica, April 14.

Salonica made up its first westward bound airmail bag (Via Imperial Airways) on April 19. However, this bag was sent by ordinary means to Scopia, Jugoslavia and was then put on the plane. The registered rate seems to have been 8 drachmas. No special cachet was used.

HONDURAS

This irrepressible country has favored us with another issue of airmail stamps, this time, of three values with a supplementary value appearing later. These stamps are perforated 11, 11½ and are unwatermarked. The overprint is in black, four lines, and reads, "Servicio Aereo - Value 20 centa-vos oro-Mar-zo-1930." Surcharge illustrated, to left.



- 5/10c. blue (issue of 1924)
- 15/20c. brown (issue of 1924)
- 20/50c. rosine (issue of 1915)

The quantities of this set are larger than any previous issue and should go around easily. Another value seems to have been overprinted which was originally intended for the first 1930 set. Illustrated above.

- 10/5/20c. brown, (on right)

The first surcharge is in blue and the second in red.

Varieties:

- 5/10c. no period after "oro" No. 5
- 5/10c. "servicio aereo" No. 48
- 15/20c. no period after "oro" Nos. 1, 5 and 20
- 15/20c. no hyphen after "Mar" No. 3

15/20c. "r" of "aereo" missing No. 36
 15/20c. no hyphen after "zo."
 20/50c. no period after "oro" Nos. 5, 25, and 49
 20/50c. no hyphen after "oro." No. 9



ICELAND

The official airmail stamp mentioned in our last issue is illustrated herewith. Only 25,000 were issued and the stamp is quite in demand.

ITALY

The first day of use for the new airmail sets was March 12.

LITHUANIA

News from this prolific stamp producing country indicates that we may expect a new airmail set in the not too distant future. Very likely, this set will be somewhat more extensive than the three values of the current set, and will probably run from the 5 centu to the 1 litas.

MEXICO

We have just received the 10c. Tourist Congress stamp forecast last month. The four line overprint in orange red reads as follows: "Primer Congreso-Nacional de Turismo.-Mexico.-Abril 20-27 de 1930." and is on the 10c violet rouletted airmail stamp. 60,000 copies were issued and were placed on sale, as the dates indicate, on April 20th.

(Continued on page 15)

To Be Sold at Private Sale

New York Times
 March 16th 1930
**BUYS NOTED RELICS
 OF AIR-MAIL FLIGHTS**

R. T. Stevens of Plainfield, N. J.,
 Acquires Knapp Collection
 of Envelopes Here.

VALUE PUT AT \$50,000

Specialist In Airmail Stamps
 Started Fad With Lindbergh's
 Autograph in Paris.

Purchase of the Edward S. Knapp collection of air-mail envelopes, all of which were actually carried on authorized mail routes in the United States and many foreign countries, by Robert T. Stevens of Plainfield, N. J., was announced yesterday at the offices of the Scott Stamp and Coin Company, 157 West 57th Street, New York City. The purchase was made to give any intimate knowledge of the collection, but expert philatelists have had the opportunity of inspecting the Knapp collection has put its value at about \$50,000. It contained 6,000 to 7,000 air-mail envelopes. Mr. Stevens had, in his original collection, about an equal number, and while he has obtained many duplicates, he also has acquired many rarities which it is virtually impossible to find. A well-known philatelist, who is a specialist in air-mail stamps, said yesterday that the enlarged Stevens collection probably is worth from \$50,000 to \$75,000. Stevens is one of the most prominent collectors in the philatelic world.

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Knapp-Stevens

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In combining his recent purchase of air mail covers with his own collection, Mr. Stevens has decided to retain only one of each variety of cover.

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Never before, in the history of aerophilately, has a lot been offered which even approaches this in magnitude.

Correspondence is invited from serious collectors.

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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).

THANK YOU.

The recent article "Flights of 1929" appears to have been enjoyed by a considerable number of readers, and so far, have received 31 letters of appreciation. Thank you all for your very nice letters. This certainly helps a chap to keep up the good work, and the Publishers also feel they are doing some good. It is sincerely hoped that the article in this issue "The Canadian Semi-Official Stamps" will also please readers.

It would be greatly appreciated if you will advise just what items you wish to see in this paper. Address the Editor of the "Journal" or direct to the Canadian Editor, as you prefer. It certainly will please me to write on anything on Canadian flights or air mail stamps that you wish published.

W. R. PATTON

THE LATEST GOVERNMENT FLIGHT

Six covers to the set, and how many have you? On April 14th another new flight was pulled off in Western Canada without collectors having any chance to get their covers in. On the March 3rd flight all mail in any direction was trans-shipped to another plane at Regina. Commencing on the 14th of April however, the plane that left Winnipeg the night before flew right through to Moose Jaw. Also the planes from Calgary and Edmonton.

This makes another new set of covers, Moose Jaw to Saskatoon, North Battleford and Edmonton, Edmonton to Moose Jaw, North Battleford to Moose Jaw and Saskatoon to Moose Jaw. So far we have not seen one cover of this flight and should imagine that they are likely to be scarce.

You are advised to watch out for covers flown between the above points on April 14th 1930.

DAWSON-AKLAVIK AND RETURN TRIP MADE AT LAST.

Several attempts have been made to carry mail between Dawson and Aklavik in the Winter. So far, until recently, the only flyer ever to make the trip between these two points was Lee Brintnell, Operating Manager, of the Western Canada Airways. He made this trip from Aklavik to Dawson on

Sunday, August 24th, 1929 with 83 letters. Now the trip has been made both ways by plane, and all because of a toothache.

Vancouver, B. C. May 12th, F. Jacobson, trapper, arrived here on the 6th from Coronation Gulf, by dog-team, aeroplane, train and Steamer, to have his teeth fixed. Toothache drove him to start for a dentist in Vancouver early in April.

He made the run from his camp to Aklavik, through the darkness of the long Arctic Winter nights, a distance of 790 miles. He wirelessed Mayo, Yukon, for a plane, and was taken from Aklavik to Mayo in four hours and from Mayo to Whitehorse in three and a half hours. There he took train for Skagway, Alaska, boarded the S. S. "Princess Alice" and came to Vancouver.

The total trip of over 2,700 miles was made in 32 days. Not known definitely at this time, but probably mail was carried as several collectors have had covers there for this flight since September 1928.

This article should really be headed "An expensive trip to the Dentist."

44-HOUR AIR MAIL TO EUROPE PLANNED

To carry mail from Europe to the United States in forty-four hours will be possible by the Spring of 1932 if a new transatlantic flying boat for which Dr. Adolf Rohrbach has now completed plans fulfills its promises.

Unlike the Romar type, which was especially designed for the Deutsche Lufthansa for passenger and mail service, the new boat, which is called the Rohrbach Ropost, will carry mail and compact freight only.

Contract Route #30 is now celebrating Air Mail Pilots Week. Beginning on May 11th, a different pilot will be honored each week for eight weeks. Covers sent to the contractors with proper instructions will be autographed by the pilot being honored for that week, and a photo of the pilot, together with a brief account of his career will be inclosed in the cover. Covers should be sent to; Traffic Dept. Interstate Air Lines, Murfreesboro, Tenn., franked with the usual airmail postage, and left unsealed. State on your covers, what week you wish to have each mailed. The following pilots will be honored;

R. D. Harris,	Week of May 11th
Gene Fricks	Week of May 18th
D. Ledbetter	Week of May 25th
W. L. Jamieson	Week of June 1st
W. Rousch	Week of June 8th
J. Hammer	Week of June 15th
Doc Ator	Week of June 22nd
J. Pricer	Week of June 29th

If you wish to have the enclosures, send only covers of standard size.

The only pilot of the above group who flew the first mail on Route No. 30 is Harris, but it should be interesting to have the stories of these pilots. It is certainly worth the investment of 5c

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

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and a few minutes time, even though the covers in themselves will have no special value.

The Pan American Airways has purchased two Amphibions for use on their South American Lines, which will accommodate 41 passengers and a crew of four. The size of these flying ships may be appreciated, when it is realized that each hull will be as large as the Santa Maria, the Flagship of Christopher Columbus.

CHILE FILATELICO

Published by

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All airpost collectors and dealers must read "Chile Filatelico". Information in English is given in each number for the English readers. Last number 4 is from April and the next will be in July. In that number you will know all about airpost stamps from Peru and Uruguay.

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HENRY LACKS

1915 So. Jefferson St. Louis, Mo.

(Continued from page 13)

Now that the post office of this country has decided against any more surcharged official airmails and is backing this up by issuing a permanent official airmail set, it may be of interest to summarize the quantities issued of some while the surcharging program was in use. Nos. from the Standard Airpost Catalogue.

25c. green and sepia No. 19 black surcharge 8000

25c. green and sepia No. 20 red surcharge 3000

20c. black Aviation Week black surcharge 20,000

25c. carmine and sepia, black surcharge 5000

We are told by a Mexican dealer, who ought to know, that the following varieties exist of official stamps: 20c. Aviation Week surcharge inverted (a number of sheets)

20c. Aviation Week red surcharge (one sheet of 60)

25c. green and sepia, black surcharge, imperf. at bottom

20c. black "Habilitado" No. 25, double surcharge (8)

PANAMA

Covers flown by Lindbergh on his return flight from the Canal Zone, May 1, via the first flight of the new direct service, Cristobal-Puerto Cabezas, Nicaragua (stop for refueling only) Havana-Miami. Pieces in the Panama despatch via the first flight have the Colon cancellation of April 30 and the usual type of framed cachet in magenta "(Plane)-Agencia Postal de Colon-Primer Vuelo—Directo—Vuelo Lindbergh—Panama-Cuba—E. E. U. U."

PARAGUAY

The provisional set mentioned in the March issue, has finally reached New York. Only nine values were issued, the two peso being the value that was not released. We understand that this value has been annulled by the Paraguayan government.

Issues of 1927-28.

Perforated 12

Unwatermarked

10c (a) olive green

20c (a) greenish blue

1 peso (b) emerald

3 peso (b) grey brown

With additional value

5c/10c (a) olive green

10c/50c (a) light orange

6p/10p (c) scarlet

10p/20p (d) dull purple

10p/20p (d) scarlet



Only 4,800 sets of the above were issued and a good part of the stamps are badly centered. Out of this total, probably the usual 400 odd sets were sent to Bern. As

all the values were quickly sold out and are now bringing big premiums in Paraguay, this set should be good.

Two additional values of the permanent set have been issued. Perforated 12 and unwatermarked.

6.80 peso grey on bluish paper and same value in green on pinkish paper.

PERSIA

Jask, made its first despatch of mail to Greece on April 8th, 121 letters being sent to Athens. The mail arrived on April 13th.

ROUMANIA

A new airpost set, engraved by Waterlow of London, may be expected in the near future.

SALVADOR

We note from the "Bulletin Mensuel" of Theodore Champion that the 1st value of the Salvador airmail set, the 15/10c., has been found with surcharge inverted. One sheet has thus far been found.

UNITED STATES

C. A. M. No. 4

Effective June 1, 1930, the air mail route between Salt Lake City and Los Angeles will be extended so as to include San Diego, California.

A special cachet will be furnished by this Department to the Postmaster at San Diego. Air mail covers to receive this cachet should be sent to the Postmaster at San Diego, under cover, so as to reach him in advance of the opening day.

VENEZUELA

As announced in our last issue, the first and permanent set of Venezuela has at last reached this country. The smallest quantity of any value is 10,000.

Perforated 11½

Watermarked

0.05c dark brown

0.15c grey

0.40c olive

1 bolivar steel blue

1.70 b dark blue

2.10 b dark blue

2.50 b dark blue

0.10c orange yellow

0.25c light violet

0.75c red

1.20 b green

1.90 b green

2.30 b red

3.70 b green



First flight covers from Puerto Cabello to Cristobal, over FAM 5, have just come in and should be a most interesting addition to any collection. The covers bear the new Venezuelan airmail stamps, making up the rate of 1 bol. 15c. without other postage. A purple rectangular cachet has the wording in 6 lines, "PRIMER VUELO—PAN AMERICAN AIRWAYS, INC.—SERVICIO AEREO INTERNA—CIONAL DE VENEZUELA—Puerto Cabello: 6 de Mayo, 1930—Maracaibo: 7 de Mayo 1930". The obliteration is in the same color, oval, with the wording "CORREOS DE VENEZUELA—May 6 1930 (inverted)—Puerto Cabello". The letters bear the Cristobal backstamp of May 7, 4 p.m.

Very much like the Puerto Cabello cachet is the one from Maracaibo. It is purple, of about the same size but has the P. A. A. signature at the top and a four line inscription "PRIMER VUELO—Servicio internacional de Venezuela—Maracaibo—New York—Mayo 7, 1930". This cover is backstamped the same date as the Puerto Cabello.

Ecuador.—Special cards carried by an unrecorded flight from Riobamba to Quito in 1920, two of which are known, have been discovered. One side bears the picture of the pilot and the machine and the other bears the inscription "Primer raid del biplano Telegrafo I, de Riobamba a Quito piloteado per el aviador italiano Elia Lint." The 3c franking stamp was postmarked at the town of dispatch on November 28th. Another discovery, advised by Mr. Bayer, is that of an obliterating cachet in six lines used for a flight from Guayaquil in 1923. 285 letters were conveyed from Guayaquil to Quito during a military aviation contest on January 1st, 1930. All bear a map cachet in violet and the black air cachet, and a number were signed by the Postmaster.

Australia.—On October 20th, a special delivery of copies of "The Sydney Sun" was flown to North Coast towns as far as Ballina. In December Australian mails were first accepted for flight from Karachi to London. Melbourne mails were postmarked on the 14th and Perth mails on the 16th, delivery of both being effected in England on January 8th and 10th. It appears that at Perth a special red air mail cachet was applied to registered letters. On January 1st the regular Sydney—Brisbane service was inaugurated by Messrs. Kingsford-Smith and Ulm who made the first flight to New Zealand. Incidentally we have seen a letter which formed part of a very small mail carried on this pioneer venture from Australia to New Zealand. The 3d. air stamp exists with the "O.S." Service perforations.

F. FIELD.

ADLETS—Undisplayed

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

After the Zepp Brazil Flight I will give you in exchange all Zeppelin DROP MAIL over Santa Cruz, Bahia, Rio de Janeiro. I have all the Zepp Flights, also Tokio to Friedrichshafen. Write me. Zeppelin Price List Free. Otto Edenharter, 44 Frundsberg Street, Muenchen-19, Germany.

FOR SALE: Philippine Is. card with photo of plane and pilot flown, San Jose-Manila, Apr. 7, 1928, on test flight No. 15 (Standard Cat.) Special cachet and b.s. \$9. U.S. Rock Island, Aug. 14, 1925, scraped but very rare. No. 68, \$120. F.A.M. 4 Miami-Havana No. F4E3, \$4.50. F.A.M. 6 Antigua - Don. Rep., \$2. Also Castries-Dom. Rep., \$2.50. Port of Spain - Castries, \$1.50 (neat covers). U.S. Aeros on first day of issue covers, 8c., 16c., 24c. (1923) at \$1. - \$1.30 - \$1.75: 15c. at 85c. 20c. at 80c. Another Pioneer, Carmi, No. 59 part of stamp torn, on special card., \$48. 1923, First Transcontinental, S.F. - N.Y. No. 143a v.f. \$5. Also 24c. block of four, N.Y. - S.F. (see note in Cat.) The first day these stamps were ever used., \$8.50. CAMs: Route 2, round trip, with both Chicago and St. Louis Cachets on face, No. 2S1 and 2N4, \$4.50. Route 10 Ext. No. 10S5, 90c. No. 10S6, \$1.20. No. 10N7, 3. No. 10S7, \$6.50. No. 10N8, \$3.00. No. 10S8, \$12.00. No. 10N9, \$3.00. No. 10N10, \$1. Route 28 E4N, 90c., W4D, 50c. FRENCH BALLOON POST, by the "Davy" No. 36, scarce \$12. India, Allahabad, 1st airmail flight in history, nice cover, \$12. H. York, Cummington, Mass.

Zeppelin 1930. First Paris Drop, April 26, \$2.00. Friedrichshafen - London, April 26, \$2.50. I have all Zeppelin flights 1930. Please write me. Zeppelin Mail Price List Free. Otto Edenharter, Muenchen-19, Germany. I will send direct to you all Zepps 1930. Also Junkers G 38, S. S. Europa, etc.

I will send directly to your address First Air Mail Covers from all flights of the Air Ship Count Zeppelin in 1930 to Switzerland, Austria, Scandinavia, to the North Pole, to Spain, etc., besides from the Europe-America Flight 1930 by the Transatlantic Flying Machine Dornier DO. X, by the biggest land aeroplane of the world Junkers G 38, by the first Catapult Air Mail from board of the steamer Europa to New York,

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WASHINGTON, D. C.

Mr. J. C. Adams sends word that there will be a special cachet applied on mail in connection with the Rose Carnival at Portland, Ore. on June 13th. We thank Mr. Adams for his cooperation, but this could not be called an airpost cachet, and of course it is entirely private. Presumably the cachet is provided by the Contractors of Route 8, with the purpose of increasing the mail load on that day. It is good business on their part, and the returns always show a profit of several hundred per cent on their investment, and as long as there are enough collectors gullible enough to donate to the cause, we may expect to see Contractors work this game to the limit.

The queer part of all this, at least to us, is that those collectors who are being "taken in" day after day, are the very ones who defend these covers to the limit. We have great faith in the wisdom of Barnum's famous observation, but we strongly suspect that he was too conservative. The game is also kept alive by those who profit indirectly from it, for news of "Coming Events" helps fill up those empty spaces in Philatelic papers, it is eagerly read by novitiates in the hobby, who do not distinguish between airpost covers and privately manufactured imitations, all of which brings in support from dealers who can supply the demand thus stimulated. We do not blame the dealer, who is only meeting a demand, but we feel sorry for the collector who imagines he is 'collecting' economically, because he can buy such stuff cheaply.

We don't blame the Contractors either, for after all, "A cachet a day

etc. Tell me your wishes. Please send money in advance eventually for these good Air Mails so that I can serve you at once. References: All authorities in Munich. Resident in Munich for 32 years. Otto Edenharter, 44 Frundsberg Street, Muenchen-19, Germany.

Zeppelin Tokio to Friedrichshafen, Germany. I have 18 covers of this first flight. Price \$25.00 to \$40.00. Zeppelin Mail Special Catalogue with prices in German marks free. I will send direct to you the Zeppelin first Mail 1930 to South America, etc. Otto Edenharter, 44 Frundsberg Street, Muenchen-19, Munich, Germany.

STOP PRESS:

NICARAGUA.—Two new provisional values have been received. Issued May 15th, to take care of the new airmail rates. They are 15c. and 20c. surcharged on the 25c. value of 1929 (No. 1). The 15c. is surcharged in red and the 20c. in black. All remainders of the 25c. were used up in these surcharges. The permanent values are expected from the American Bank Note Co. shortly. Following quantities were printed: 15c., 185,250; 20c., 61,750. One sheet of the 15c. has been discovered with double overprint and one sheet of the 20c. with inverted overprint.

keeps the Creditor away." Anyway, if this is something that you want, send your covers to Mr. Adams at 536 E. 14th St., Portland, Ore.

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ZEPPELIN FLIGHTS

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References please, if not known to us.

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Several flights are planned for the Graf Zeppelin this summer. After the completion of the forthcoming trip to South and North America, it is planned to make a flight over the Alps. Another flight is planned to the Scandinavian Countries as far as the North Cape, to be followed by a trip to the Azores.

In the Fall a Balkan flight is contemplated and there is a strong possibility that the Zeppelin will continue on to Russia (or to be exact, U.S.S.R.) A visit to Vienna is also a possibility.

It is expected that the remainders of the Zeppelin stamps will be overprinted.
H. GERDESSEN

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

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Our May 1st price list gives a complete listing of the Pan Am. voyage and other voyages of the Zeppelin. Prices are by far the lowest in this country or any other. You will profit by securing a copy of this list. As a few samples, we list below some of the unusual bargains listed therein:

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Two hundred and seventy pounds of mail were carried by Mermoz and an ordinary Latecoere mail-carrying hydroplane was used. The flight established a world record for a hydroplane flight in a straight line.

The South Atlantic crossing long has inspired European airmen and eight successful flights have been made as follows:

1922—Captain Sacadura and Captain Countinho, Portuguese, from Lisbon to Rio de Janeiro by way of the Canary Islands.

1926—Major Ramon Franco, Spanish, from the Cape Verde Islands to Fernando do Noronha, off the Brazilian Coast.

1927—Commander Francesco de Pin-
edo, Italian, and a companion over
Major Franco's route.

1927—Major Sarmiento Beires, Portuguese, from Balama, West Africa, to Fernando do Noronha.

1927—Dieudonné Costes and Joseph Lebriz, French, from Senegal to Port Natal.

1927—Ferrarin and Delprete, Italian, Senegal to Brazil.

1929—Captain Ignacio Jiminez and Captain Francisco Iglesias, Spanish, Capo Blanco, on the African Coast, to Bahia, Brazil.

1929—Major Tadeo Larre Borges, Uruguyan, and Lieutenant Leon Challe, French, from Seville, Spain, to San Antonia, Northeastern Brazil.

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REACTIONS

OF THE

New World Edition

TO THE

STANDARD AIRPOST CATALOGUE



P. C. KULLMAN & CO.—“We are in receipt of a copy of the **Standard Airpost Catalogue 1930 Edition**, and we have examined the same with the greatest care.

Permit us to compliment you upon this presentation of Airpost Philately, and you have certainly named it correctly, by calling it “**The Standard**”.

We appreciate the immense amount of work that your Editors have put into this, and it is to be hoped that this Catalogue will have the widest possible distribution all over the World, among Airpost and Air Mail Stamp Collectors and Dealers as well as Collectors and Dealers of Covers.

We find your presentation of the Semi-Official stamps and the regular Air Mail Stamps, not mentioned in other catalogues, so illuminating, that we believe we are justified in giving it the following attribute among all the various Air Mail Catalogues, (a copy of each of which is in our Library)—namely, to wit:

“Si per se virtus sine fortuna ponderanda
sit dubito an hunc primum omnium ponam”.

H. C. CARPENTER, head of the S.P.A. airmail unit—“Am more than pleased with the **Standard Airpost Catalogue** in its world wide compilation of both covers and stamps under one heading and the specialists who aided in the work are to be congratulated.”

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