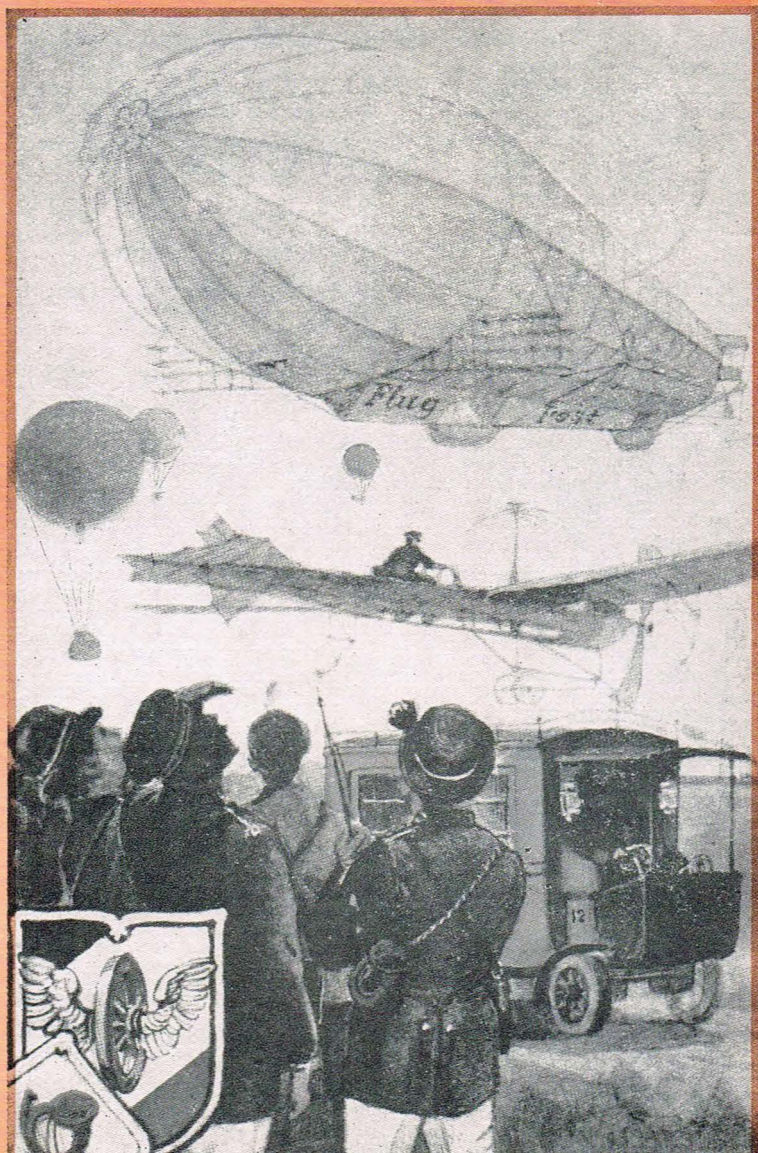


the Airpost **Journal**

Volume 36, Number 4

January, 1965



The American Air Mail Society

A Non-Profit Corporation
under the Laws of Ohio
Organized 1923
Incorporated 1944

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Joseph L. Eisendrath
350 No. Deere Park Drive
Highland Park, Illinois

SECRETARY

Ruth T. Smith
102 Arbor Road
Cinnaminson, N. J. 08077

TREASURER

John J. Smith
102 Arbor Road
Cinnaminson, N. J. 08077

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Zurich 10/37, Switzerland

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Correspondence concerning subscriptions, back numbers and bound volumes, address changes and other matters and all remittances should be sent to the Treasurer. All general communications and advertising should be sent to the Editor.



the Airpost Journal

Official Publication of the
AMERICAN AIR MAIL SOCIETY

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EDITOR

Robert E. Haring
242 Hardenburgh Avenue, Demarest, New Jersey

ASSISTANT EDITORS

Joseph L. Eisendrath
Ernest A. Kehr

Dr. Max Kronstein
L. B. Gatchell

DEPARTMENT AND ASSOCIATE EDITORS

R. Lee Black, N. Pelletier, Florence L. Kleinert, Robert W. Murch, Richard L. Singley, William R. Ware, James Wotherspoon, John Watson, William T. Wynn, Jr., Frank Blumenthal, Samuel S. Goldsticker, Jr., J. S. Langabeer, M. P. Codd.

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How About You?

YOU MAY COLLECT airmail stamps, flight covers or Zeppelin plate blocks but you cannot deny that airpost stationery **DOES** improve your collection. It is an integral part of airpost history, of development of the airmails. The early pioneer cards, many of them postal stationery, tell of men's achievements and frustrations. The wartime airletters served the dire need for communications between frontline soldiers and the homeland.

AEROGRAMMES, AIRMAIL ENVELOPES, AIRMAIL POSTAL CARDS fit into your collection, in fact, into anybody's collection. They are less expensive than stamps, the reason why more collectors than ever add airpost stationery of their favorite countries.

THE LAVA NEW ISSUE SERVICE in the past has supplied 95% of all new issues. It has furnished numerous specials at spectacular savings to subscribers, savings that almost paid for one year's new issues. To top it off, subscribers receive an additional discount on bargain-priced material.

THIS MONTH'S BOMBSHELL

UNITED STATES: Reverse Cut aerogramme, Kessler la \$85.00, Thorp 5500a \$125.00 — only \$25.00 (subscribers pay \$20.00)

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L A V A

BOX 1

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Convention Set For Chicago, August 6-8

President Joe Eisendrath has just announced that the 1965 AAMS Convention will be held at the Sheraton-Chicago Hotel, Chicago, Illinois, from Friday, August 6, through Sunday, August 8.

This year's Convention will feature a 200-frame exhibit of airmail material of all categories, the usual Convention Auction, Banquet and as an "extra, added attraction" an evening at Ravinia in Highland Park for "Music under the Stars." Full details of the program will be announced by the Convention Committee which is being headed by Past President Dr. Jim Matejka.

Special hotel rates of \$10.00 single and \$14.00 double (including free parking and swimming pool privileges) have been arranged. Detailed information on how to make reservations will be issued by the Hotel and announced in the *Journal* at a later date.

Here's your chance to plan early for the Convention! It's eight months until August but not too early to circle the dates on your calendar and plan both to exhibit and to be there in person. See YOU there. —

When: AUGUST 6-8 — Where: SHERATON-CHICAGO HOTEL
What: AAMS CONVENTION, of course!

Airmails at INTERPEX -

New York — March 19-21, 1965

At our 1964 Convention the Society voted to participate in the 6th Annual INTERPEX which will be held in the Hotel Americana, New York, March 19-21, 1965. Your Editor and Vice President Sam Goldsticker were appointed by President Eisendrath as Co-Chairmen to arrange our participation. Over 20 groups will gather at this show which will be the first major philatelic event in New York in 1965.

The American Air Mail Society will again have a special "Hospitality Lounge" on the exhibit floor where members will be welcome to stop, rest a bit, meet other members, and where newcomers to aerophilately will be greeted and introduced to our Society, its publications and other activities. This booth will be staffed by AAMS members and if you are in the New York area and are willing to help us out by spending an hour or so of your time at the booth drop Sam Goldsticker a note and advise him of the best time and day. He'll then get in touch with you.

Since there are three other airmail organizations participating in INTERPEX this year the show management proposed that a joint airmail exhibition be arranged to avoid duplication and make for a more interesting and varied presentation of all phases of aerophilately. The American Air Mail Society, together with the Jack Knight Air Mail Society, (our Chicago Chapter) Rocket Mail Society, (an AAMS Unit) and the Metropolitan Air-Mail Cover Club of New York (independent), will be a part of this exhibit and we urge all our members who are interested in exhibiting aerophilatelic material to do so. A Gold Medal will be given by INTERPEX to the best overall airmail exhibit, with additional Silver and Bronze Medals to the

best exhibits in the following five major categories:

- I. Air Stamps and Air Postal Stationery of the World
- II. Classic Airmail Covers
 - a. Pioneer Flights
 - b. Lighter than Air Flights, Zeppelins, etc.
 - c. U.S. Governmental Flights prior to 1930
 - d. Crash Covers
 - e. Souvenir Historical and Transoceanic Flights prior to 1940
- III. Modern Airmail Covers
 - a. U.S. Contract Air Mail Flights (C. A. M.'s)
 - b. U.S. Foreign Air Mail Flights (F. A. M.'s)
 - c. Foreign Flights
 - d. Jet Flights and Helicopters
 - e. Airport Dedications
 - f. Transoceanic, Souvenir Historical, and Governmental Flights not included under Class II
- IV. Rocket Mail
 - a. Flown Covers
 - b. Souvenir Cancellations
- V. Miscellaneous — Any material not suitable for classification in the above four groups

In addition to the medals provided by INTERPEX, each participating airmail group will provide an award for the best airmail exhibit by one of its members. The AAMS will provide a suitable award, details of which will be announced in our February issue.

Members who wish to exhibit should write *immediately* to Sam Goldsticker, 70-D Fremont Street, Bloomfield, New Jersey 07003, providing the following information:

1. Number of frames required (Frame size is 36" x 48" - each frame holds 16 standard 8½" x 11" pages)
2. Description of exhibit and category in which it is to be entered.
3. Full name and address of the exhibitor.
4. Remittance in the amount of \$5.00 per frame, payable to the American Air Mail Society.

The deadline for entries is *February 15*. Upon receipt of the above data entries will be classified by the Committee and formal entry blank and data regarding where to send exhibits, insurance requirements, etc. will be sent to each prospective exhibitor. The Committee reserves the right to reclassify exhibits, if required, or to reject any entry, and, in the event that the available frames are oversubscribed, to allocate space to exhibitors, as it sees fit, to obtain the best general coverage, (fees will be refunded if required). Let's put aerophilately in the philatelic "public eye" in New York by filling twenty or more frames in March. Write Sam Goldsticker NOW!

Rounding out the three-day show will be a special airmail program on Sunday afternoon, March 21, to be participated in by all four airmail groups. This program, to be held from 3-5 P.M., will consist of talks, slide or film programs, etc. on different phases of aerophilately and should be of interest to airmail collectors and others. Full details will appear in the February *Airpost Journal*.

Make your plans now to exhibit your collection, visit the AAMS Lounge, and attend the airmail program at INTERPEX in New York in March. See you there! A hint — exhibiting at INTERPEX will be a good preliminary for our Convention Exhibition to be held next August in Chicago. Plan to show your airmails there, too!

Foreign Pioneer Airpost Flights, 1909-1914

C. SPECIAL POSTAL CANCELLATIONS OF THE PIONEER PERIOD

XVI. THE PIONEER FLIGHTS IN EGYPT, JANUARY - FEBRUARY, 1914

By Dr. Max Kronstein

In the first article of Series C in our review of Foreign Pioneer Flights the postal cancellation and vignette of the aviation meeting at Heliopolis, Egypt, February, 1910, were discussed (June, 1962 *APJ*). This was the first such international aviation event on the African continent. In January and February, 1914, this same area and the entire Nile valley up to Khartoum were very active as a scene of international aviation events, most of which are not well known to aerophilatelic catalogues and reviews.

When the year 1914 began, the Egyptian-born French aviator Marc Pourpe was already flying in Heliopolis, having shipped his plane from Marseilles to Port Said by boat in order to undertake a flight to Khartoum under the sponsorship of the Ligue National Aeronautique. The French aviator Vedrines had flown to Egypt, leaving Nancy, France on November 20, 1913, passing through Prague and Vienna (November 21), Belgrade (December 1), Sofia (December 3), Constantinople (December 5), Konya (December 19), Tartus (December 20), Beyrouth (December 25), and Jaffa, Palestine (December 27), and finally arriving at Cairo on December 29, after a flight of 2,800 miles. The Aerial League hoped to get him to proceed from there on a flight up the Nile and onward to Uganda, Mombasa, Zanzibar, Mozambique, Quelimane, Beria, Belagoa Bay and finally to Capetown. But Vedrines did not cooperate in this project.

The British aviator McLean had just arrived with his Short hydro-biplane on board the S.S. Corsican Prince and had four British mechanics at work repairing transportation damage. He hoped to fly along the Nile River up to Aswan. Gasoline supply depots had been set up every 150 kilometers along the route in such towns as Asyut and Minya.

Another Frenchman, the aviator Olivier, made daily flights at Heliopolis. Still another, Bonnier, was enroute by air from Paris to Egypt. He travelled via Nancy; Wurzburg and Nurnberg (Germany); Palling, Linz, and Vienna (Austria); Sopron and Budapest (Hungary); Arad, Craiova, and Bucharest (Romania); Varna (Bulgaria); Constantinople, Nicee, Eskisehir, Konya, and Adana (Turkey); Alexandretta (Syria); Beyrouth; Jerusalem; and Port Said to Cairo. Even though he was actually in the air only 52 hours, he spent 52 days making the trip. He crossed the Taurus Mountain at an altitude of 3,500 meters. When he reached Cairo after a two hour flight from Port Said on January 1, 1914, Marc Pourpe flew out to meet him and to pilot him in. Bonnier arrived safely, but in landing Pourpe smashed and damaged his plane slightly. So the stage was set for the aeronautical events of these months.

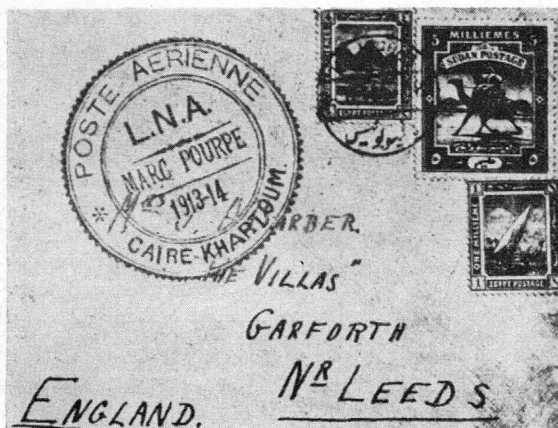
The Egyptian Postal Authorities did not make any arrangements for airmail transportation during these events, which were sponsored by the Ligue Aerienne. Nevertheless, limited amounts of mail were carried on several occasions. One of the local newspapers referred to one of these airmail transportations as "another infringement of the Post Office monopoly." Regardless, these items are interesting documents in the development of airmail transportation on the African continent.

A. The Letter Deliveries by Marc Pourpe.

The covers flown by Marc Pourpe are the best known of these Egyptian covers of January/February, 1914, because he was aware of the importance of

marking his covers with a special cachet. He did this on two different occasions. The first was during a long distance round trip flight from Heliopolis to Khartoum, Sudan, and the second during his visit to his native town of Suez.

On the flight to the Sudan he left Heliopolis on January 4, 1914, flying up the Nile to Asyut and Mencha (a 475-mile flight in 4 hours flying time). He left from Mencha January 7, flying via Luxor, passing over Aswan, and reaching Wadi Halfa (a 360-mile flight). On January 9 he continued on to Abu Hamed (231 miles); he completed the tour from there on January 12, reaching Khartoum that same day at 2 P.M., where he was officially received on the local race course by Governor-General Sir R. Wingate Pasha and his wife. Here the first reference is made in local reports to letters which he carried on this flight. The report reads "He handed a letter to Lady Wingate and received the congratulations of all present."



This photo shows one of these covers with the large circular cachet reading "POSTE AERIEENNE - L.N.A. (Ligue Nationale Aerienne) - MARC POURPE - 1913-14 - CAIRE-KHARTOUM" which was applied in violet. There are considerable differences in the various reports of the number of flown covers. The First Edition of D. Field's Airpost Catalogue, 1932, claimed that there were just three copies known. But the 1937 issue of the Th.

Champion Catalogue reported that there were some 40 covers flown from Heliopolis and that some cards were also deposited at the interim stop at Wadi Halfa.

The reference in the cachet to the L.N.A. gives the impression that there were close relations between the pilot and that organization. But from the contemporary reports it is evident that Mr. Pourpe's flights ended with considerable differences in opinion between him and the sponsoring group which even continued for some weeks after his return to France.

Marc Pourpe started his return trip on January 19, reaching Abu Hamed that day. He reached Wadi Halfa on the 22nd and Aswan on the 24th, where he met the British aviator McLean, who had been delayed there by an accident. On January 26 he reached Luxor, on the 31st Asyut and on February 3 he finally returned to Heliopolis. His flight to Khartoum had taken 8½ days, the return trip 15 days. But he received a triumphant reception on his return.

According to the Champion Catalogue of 1937 about 30 of the covers which the aviator had flown up the Nile to Khartoum had been addressed to Europe. Instead of redispersing them from Khartoum by ordinary means they were returned to the aviator for dispatch on the return trip. These covers, therefore, made the round trip flight and usually show two cachet imprints. Since there are covers bearing Sudan stamps with only one cachet, addressed to Europe (such as the one on the photo which is cancelled on January 14 during Pourpe's stay at Khartoum)

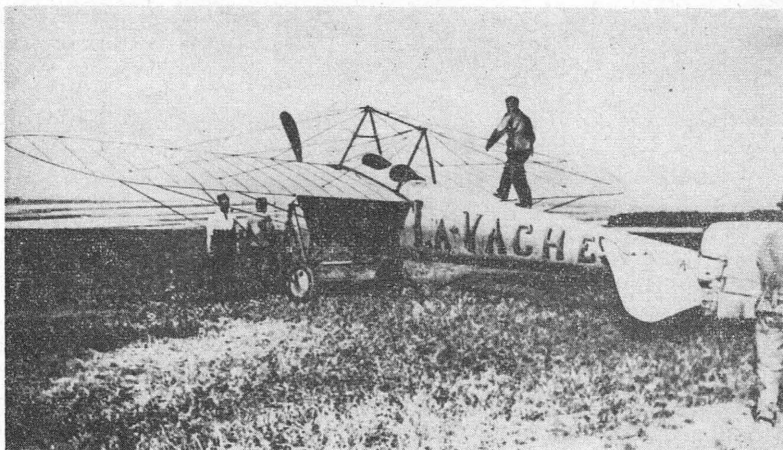
there might be additional return flight covers from Khartoum in addition to the round trip covers.

Before concluding his flight in Egypt, Marc Pourpe visited Suez, the town where he was born, coming by air from Heliopolis on February 14. The whole town was decorated for the reception of the native-born aviator. Another French airman, Olivier, made a flight to Suez at the same time. Pourpe stayed in Suez in his aunt's house and made more flights there, but left on February 16 for Port Said where his machine was to be shipped back to Marseilles, France. This indicates that he did not participate in the great Aviation Meet which began in Heliopolis on February 19.

On the last flight from Suez to Port Said he again carried a number of covers. These were marked with a cachet prepared in a primitive manner on a composing stick and reading "Poste Aerienne - Suez-Port Said - Marc Pourpe." A cachet by the French Consul in Suez was added, but the covers did not receive a postal backstamp on arrival in Port Said.

II. The Letter Dispatch by Vedrines.

The French pilot Vedrines was not willing to undertake the flight to Mozambique and Capetown, which the Aerial League requested of him. But he visited various cities and lectured. Finally he announced on January 19, 1914, that he would undertake a flight from Cairo to Zaqaziq, Sharkieh Province. This flight took place on January 11 with Mr. Hassan Bey Anis, Secretary to the Advisor to the Ministry of the Interior, as a passenger. On arrival at Zaqaziq about 5,000 people were waiting at the landing field. After the landing the passenger delivered an official air letter, written in both French and Arabic, and sent by Mr. Ahmed Bey Zaki, Secretary to the Council of Ministers, to Hassan Pasha Hasseeb



The French Aviator Vedrines who Flew from France to Egypt in 1914 and who Carried Some Covers from Cairo to Zaqaziq.

Mudir of Sharkieh Province. This was the letter referred to in the press as an infringement of the Post Office monopoly. Its text is interesting because it refers to a very early postal pigeon service of that area. It was read aloud by the Commander of the Police and recalled "that 400 years ago pigeon posts were established in Egypt with stations at Bilbeis and at Saltis, towns in the same Sharkieh Province,

so that the present letters could not be called the first letters carried through the air, although they would be the first letters carried by aeroplane from Cairo to Zaqaqiz."

The early pigeon mail service, to which this air letter referred, is evidently the same one which John H. E. Gilbert mentioned in a talk which was reported in *The Aero Field* some time ago. This Pigeon Post was organized in the days of the Mamluks (A.D. 1250-1517). It was based on a system of watch towers, about 10 miles apart, each tower housing its homing pigeons which were transported by mules or donkeys to the next tower from which the pigeons flew back carrying messages to their home tower. The messages - each sent by two pigeons, to avoid losses - were written on silk attached under the tail of the bird - not on the leg, as usual later on. Gilbert mentioned that similar tower systems were also organized between Cairo and Damascus and in other directions to Arabia, but not that it was also operated to Zaqaqiz.

It is not known how many letters were carried by Vedrines, if they were marked in any specific manner, or if he took other letters back on his return flight. But it is evident that he returned to Cairo, since he made a flight over the Pyramids from there on January 12, perhaps on his return to Heliopolis. On January 23 he made exhibition flights over Helouan.

Vedrines was indeed interested in the idea of airmail in Egypt. On January 28 in another public speech he suggested the establishment of an aerial fleet for Egypt as a "commercial pacific enterprise" to carry aerial mail to the Sudan and later eventually to the Cape. He also pointed out that weather conditions were ideal in Egypt, especially in winter, when flying in France was hindered by extensive rains.

III. The Flying Boat Trip by the British Aviator McLean.

Although it was possible to find airmail attempts connected with the flights of the first two aviators in this report, none have been found from McLean's flight. It should be noted here, nevertheless, in case mail records might be detected later.

This flying boat expedition had been organized as a result of considerable effort and with the personal participation of Mr. Short, England's well known airplane constructor and the developer of McLean's plane. He also participated as a passenger when McLean started from Alexandria, flying via Rosetta, Kafre-el-Zayat and the Semiramis Hotel, to Cairo on January 2, 1914. McLean continued his flight on January 6 to Minya and Asyut, one of his gasoline depots, and also hoped to reach Khartoum. On January 13 he reached Luxor and continued on the 16th to Aswan, where he had an accident when flying over the dam and was held until February 17. Then he flew to Wadi Halfa, but he was no longer a serious "competitor" in the first efforts to reach Khartoum by air, as Pourpe had already reached the Sudan.

IV. The Heliopolis Aviation Meeting of 1914.

Besides individual efforts by a number of aviators during the winter months of 1914, Cairo also had two balloon ascensions on January 6 and February 2 - both with the aeronauts Bienaime and Schneider. The first one also had Abdul Messieh as a passenger.

But the highlight of the international events was a great Aviation Week at Heliopolis, using the same airfield where the 1910 Aviation Week had been held.

It began with Egypt's first "upside-down" flight demonstration by M. Guillaux on February 6 even though the official dates of the meetings were from February 19-22.

This Monsieur Guillaux is the same aviator, who at that time was enroute to Australia and was to carry Australia's first airpost from Melbourne to Sydney on July 16, 1914. (This flight and airmail are described in detail in *The Airpost Journal* on May, 1961, and in recent *APJ* reports of the 50th Anniversary of Australia's Air Mail).

Among other participants at the Heliopolis Meeting was Olivier, the Frenchman who, on January 4, had won the Boghos Nubar Prize for a flight from Heliopolis around the Pyramids and back (a competition in which Pourpe had been unsuccessful). He had also made successful flights between Heliopolis and Mena and demonstration flights at various places, once before 6,000 school children. On January 30 he had crashed at Abbassia, but returned to activities at the Meetings. Two other participants were E. Watt and Chevillard. But the main attraction remained the upside-down starts by Guillaux. On one day (February 21) he made 18 consecutive loops at Heliopolis.

What promised to become one of the great events of the Meetings turned into a tragedy. Since the Frenchman Bonnier had successfully flown from Constantinople to Cairo enroute from Paris, two planes of the Turkish Air Force attempted to fly from Constantinople to Cairo and to participate there in the International Meeting. Captain Fethi Bey flew the Bleriot monoplane "National Defense" and Lt. Noury Bey the Deperdussin monoplane "Prince Dieladdine." They left Constantinople for Beyrouth, on February 15, reached that town the next day and planned to continue for Jerusalem, El Arish and Port Said. But by the 24th they only had reached Damascus. When Fethi Bey left Damascus for Jerusalem on February 27 he crashed with his passenger over Lake Tiberias and was killed. He was buried beside the famous Sultan Saladin, who lived in the Twelfth Century. On March 9 the second aviator crashed at Jaffa, Palestine, over the harbor. A third Turkish flyer started from Constantinople on March 6, but evidently he too did not reach Egypt, certainly not in time for the Heliopolis events.

In the meantime the meeting had come to an end when Bonnier returned to Paris on March 3 without taking up the Aerial League's projected flight to Capetown. Guillaux left Egypt on March 6 for Australia, shipping his plane there by boat.

It is surprising that there are no indications that the airfield postoffice operated for the 1910 aviation events was not in service again in 1914. At least no new applications of the postal cancellation of the 1910 "HELIOPOLIS AERODROME" type are known from the 1914 events. But special poster stamps of the 1914 Aviation Week have been reported, even though this author has not yet seen these vignettes.

Reviewing the considerable progress of air transport between the 1910 and the 1914 Egyptian events, it can well be assumed that further airpost developments would have followed there quite soon, if the First World War had not started a few months later. This war period is represented by the postal cancellation of the Heliopolis airfield, reading "MILITARY CAMP - 8 MA. 15 (time) - AERODROME HELIOPOLIS," which was used in 1915 and has already been reported in the Heliopolis 1910 article of this series.

8c AIRMAIL ENVELOPE STARTS NEW YEAR

In late November the U.S. Post Office Department announced that a new triangular-design 8c embossed airmail stamped envelope would be issued in Chicago on January 7, 1965. This new envelope will be the first airmail stationery item to be produced under the Department's new manufacturing contract with the United States Envelope Company of Williamsburg, Pennsylvania, and is one of a series of new U.S. stamped envelopes.

The new contract had been announced previously, but the notice of the new designs was a surprise to us, as it had been thought that the new manufacturer would use the same designs as at present, at least at the outset of his contract period. The new envelope, printed in red, bears a jet aircraft design by Robert L. Jones of the Bureau of Engraving and Printing, and is being issued in connection with a regional meeting of the United Postal Stationery Society. We hope to be able to illustrate the design in our next issue.

The official first day issue ceremony, sponsored by the UPSS, was to be held at 10:30 A.M. followed by a luncheon at 12:30 P.M. President Eisdraath (who incidentally is a Vice President of UPSS) was in charge of luncheon reservations.

The United Postal Stationery Society will also sponsor an "official" cachet for the new airmail envelope, priced at 25c each or five for \$1, unaddressed. Orders should be sent to Bradley B. Horton, 681 Oak Street, Glen Ellyn, Illinois.

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Airport Dedications

By William T. Wynn, Jr.

13537 Rockdale, Detroit, Mich. 48223

A word of appreciation is due the AAMS Publications Committee and Bart Gatchell in particular from all airport dedication collectors for the new *Catalogue Supplement*. This brings our section up-to-date through 1963. Truly a fine way to start off the New Year!

If you're one of those people who have been putting off investing in a set of AAM *Catalogues*, let me say that time may be running out on you. Get yours while they are still available. You should have Vols. I and III, and Supplements Nos. 4 and 7 for a complete listing of all Dedications. For more details and prices see the classified ad on the inside back cover.

This is the time of year when it's customary to make predictions. I'm willing to go out on a limb and say that in 1965 we will see more airport dedications than in any recent year, judging by the number of cities and towns with plans underway. Again I say, as always, send me your news clippings with airport and heliport information.

At this moment there are just three new events to report. Brewster, Washington dedicated Anderson Field October 4; Auburn, Indiana, November 14; and Whittier, Calif., December 1.

Closing out the old year, I should also mention that the following have been carefully investigated and do not qualify for *Catalogue* listing: McCall and Bonner's Ferry, Idaho, and Eugene, Oregon. No covers have been reported for Richard, Virginia; Carmen, Manitoba; and Dixon Lee County, Illinois. We missed two more in October — Richey, Montana and Grayslake, Illinois. That's five misses too many!

Now is the time to prepare another batch of hold covers and postal cards. The contents of my holding bin is getting rather low! Happy New Year to all!

More On BEA Covers & Labels

In our September, 1964, issue in "The Philatelic Report" of the British European Airways helicopter service from Land's End to Isles of Scilly, we referred readers to Mr. G. Pett, Airmail Manager of BEA, for a list of first flight covers which are available for sale to collectors. Mr. Pett has advised us that his office has relocated to the London Airport since our article appeared and that readers may now reach him at Airmail Branch, British European Airways, 7th Floor, Cromwell Road, London S. W. 7, England.



We illustrate here the new BEA air letter labels, which we reported in our October issue, affixed to one of the helicopter covers.

About Our Cover —

The multicolored card used for our first 1965 cover shows various media of postal transport including the postillon, postal truck, and of special interest to aerophilatelists, a pioneer airplane, balloons, and early Zeppelin.

It was issued on December 12, 1912, and according to its owner, Assistant Editor Dr. Max Kronstein, is possibly unique. The cancellation on the reverse side reads Berlin SW/ 12.12.12. 12-1N * 12 C *. (12-1 A. M., Berlin Postal Office No. 12.

Contrast the pioneer aircraft with the modern jets shown on recent APJ covers you'll see that airmail has come a long way in 50 years. Truly we owe much to the pioneer aviators, one of whom is shown at the controls of his fragile craft on this month's cover.

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EARLY AERONAUTICA FROM 1800 & UP

(Official Balloon ascension leaflets, prints, letters, etc.)

1870-71 PARIS SIEGE BALLOONS

PIGEONGRAMS, PELLICULES

U.S. & FOREIGN PIONEERS

PIONEER VIGNETTES, SEMI-OFFICIALS ON COVER

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Compiled and Edited by

B. J. Dattner

8024 Frankford Avenue
Philadelphia, Pa. 19136

AFGHANISTAN

A set of six airmail stamps has been issued to honor the Boy & Girl Scout Movement. There were two souvenir sheets issued, each with two values.

BULGARIA

The 1963 Cosmonaut set has been overprinted for an "International Cosmic Stamp Exhibition" at Riccione.

CAMEROONS

An airmail stamp was issued for the Tokyo Olympics, 50 francs face.

COMORO ISLANDS

A 100 Fr. airmail has been issued for the Tokyo Olympics.

COSTA RICA

The 30c airpost stamp and the two "Native Arts" stamps have been surcharged with new values. (See report in November APJ).

ECUADOR

Two stamps have been issued, values 4.20 and 10.00, in connection with the Ecuadorean Banana Conference. This set ties in with "Freedom from Hunger" topicals.

FRANCE

To commemorate the 25th Anniversary of the First Airmail Service, a .25 Fr. has been issued.

GUINEA REPUBLIC

New York World's Fair airmail values have been issued in two souvenir sheets.

MALI REPUBLIC

A 100 Fr. John F. Kennedy stamp has been issued, as well as a miniature sheet containing four stamps.

NICARAGUA

Eight multicolored airpost stamps honor the late Pres. Kennedy and also the Alliance for Progress.

NIGER REPUBLIC

A set of airmail stamps and a souvenir sheet have been issued for the Tokyo Olympics.

PERU

A set of two values has appeared

honoring the Alliance for Progress.

REUNION

A new definitive has been issued.

ST. PIERRE & MIQUELON

In honor of the First Direct Air Service to New York, this territory has issued a new 100 fr. stamp (See The ? ? Box, December APJ).

SENEGAL REPUBLIC

A 150 Fr. airmail stamp has been issued showing the Syncom Satellite.

SOMALI COAST

A 90 Fr. stamp honors the Tokyo Olympics.

TONGA

A set of four airmail stamps on gold foil has been issued to honor the Pan-Pacific Women's Conference, in an unusual shape. A detailed description of this set appeared in our December issue.

UPPER VOLTA

An oriental woodpecker is shown on a new 250 Fr. stamp issued by this country.

URUGUAY

Two airpost stamps, 1.50 and 2.40, have been issued to honor the visit of President de Gaulle. Also two airmail stamps and a souvenir sheet in support of the Nubia Monument movement were released.

WALLIS & FUTUNA

A 31 Fr. stamp has been issued to commemorate the Tokyo Olympics.

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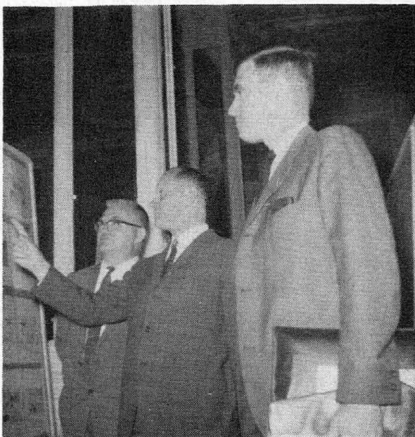
A. S. D. A.

"Uncle Sam" Sez . . .

Samuel S. Goldsticker, Jr. 70-D Fremont Street Bloomfield, N. J. 07003

Within the past few weeks I learned the names of the *SEPAD* and *SOJEX* winners, and was rather surprised to discover that only one AAMS member took a major award in each show, which is not too good a showing for our organization. In the *SEPAD* Show (held at Pennsylvania Station, Philadelphia, October 19-25) Joseph Kocheisen of Staten Island, New York, won both the Airmail Trophy and the Germany Philatelic Society's Silver Medal for his exhibit of Zeppelin posts. At *SOJEX* (held in Atlantic City, N.J.) AAMS Director Dr. Max Kronstein won a gold plaque for German Airmails. Perhaps the simultaneous staging of these two fine shows prevented some members from exhibiting. However, a definite schedule has been set up and beginning in 1965, *SEPAD*, *SOJEX*, and *NOJEX* will no longer conflict with each other.

Speaking of *NOJEX*, Joe Kocheisen won a trophy for his Zeppelin Posts there also. In addition, Richard H. Thompson of Baltimore, won a gold medal; and Alfred A. Glatz of Bloomfield, N.J. won both a gold medal and the Germany Philatelic Society award. In the photo below Joe Kocheisen is in the center showing an exhibit to *APJ* Editor Haring and member Alfred A. Glatz.



Another winner with Zeppelin material was Doris M. King, who won the "Best in Show" with an exhibit of U.S. Airmails and Zeppelins at the annual show of the Texaco Stamp Club in New York City.

AAMS members did much better at the recent exhibit of the Chicago Philatelic Society. Sydney Lazarus of Glen Ridge, New Jersey, and Herman Kerst of Des Plaines, Illinois, both won gold medals (Lazarus exhibited U.S. Airmails, Kerst early Uruguay issues). Herbert C. Anderson of Chicago won both a bronze medal and the United Postal Stationery Society Award for his display of U.S. Nesbitt Envelopes. Bronze medals were also won by Fred Hollman of Chicago (exhibiting Zeppelin Posts) and Edward Benson of Willmette, Ill., for Mexican Postal Stationery.

A special AAMS Gold Medal was awarded to Mrs. C. M. Gray, Secretary of the British Air Mail Society, for her outstanding work in making the Fourth FISA Congress a complete success. AAMS Past President Dr. James J. Matejka, Jr., made the presentation while in London in September. AAMS members who serve on the Presidium of FISA include Dr. Matejka, Earl Wellman, and Henry M. Goodkind.

Following the FISA Convention, Dr. Matejka toured Luxembourg before returning to Chicago, while Earl Wellman toured Germany, Austria, and Russia. From my conversations with Earl while I was in Chicago, he must have had a very interesting trip.

Czechoslovakian Airlines will probably be the next European national airline to inaugurate transatlantic service, having applied for a route between Prague and New York City.

A very interesting article on Aeroflot, the Russian National Airline, appeared
(Continued on Page 120)

New Flights

Jet, CAM, FAM

Just in time for our deadline we have learned that *American Airlines* has scheduled the first *jet airmail* service to *Syracuse* and *Rochester*, New York, to be effective January 24. The Boeing 727 tri-jet flights will operate westward from New York's Kennedy Airport, to Syracuse, Rochester, and on to Chicago's O'Hare Field, with the eastbound flight reversing the pattern. Thus, there will be both eastbound and westbound dispatches from the two new jet cities and covers from both (Syracuse and Rochester) should be eligible for listing in the Jet Section of the *American Air Mail Catalogue*. This issue of the *Journal* may reach some readers in time for them to send out their covers; we hope it does. Further details, including cachet information if one is announced later, will be sent out through the AAMS Advance Bulletin Service notices.

Too late to be announced in advance in these pages was news of the inaugural FAM-5 service by Pan American World Airways to Rock Sound, Eleuthera, Bahamas, which took place on December 23. Full details of this service were released in one of our card notices to which all members are urged to subscribe. Just send a supply of stamped, addressed postal cards to Manager Paul Bugg at the address in the title page of this issue. He'll do the rest.

Unfortunately, a recent C.A.M. inaugural service occurred with not even enough notice to permit announcement by card and, in fact, barely enough time for us to get covers out ourselves. We are referring to the first air service to Fort Polk, Louisiana, by Trans Texas Airways (Route No. AM-82), which occurred on December 15 and which was reported to us by both Mike Codd and Steve Reinhard.

Full reports of these three new services will appear in the appropriate columns in the *APJ* in the next few months. We hope that 1965 starts off with more notice of new events than we got on the last new services of 1964!



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UNITED 727 Cachet Available for Boise Covers

Through the cooperation of United Air Lines the attractive unofficial cachet provided by that carrier for its jet inaugural service at Reno, Nevada, last summer has been obtained by member Ken Sanford and will be applied to United's 727 jet covers from Boise, October 25. No cachet was applied to the latter covers at the time. The cachet shows the 727 superimposed on a map of the United States, surrounded by the familiar United shield.

Readers who have Boise covers (or those from Reno, for that matter) without cachet should send them to Ken at 1203 Tugwell Drive, Baltimore, Maryland 21228, if the cachet is desired on them. Be sure to enclose a self-addressed, stamped envelope and 5c for each cover sent. All proceeds will be divided between the AAMS, FFF, and JKAMS.



OFFICIAL SECTION

AMERICAN AIR MAIL SOCIETY

MONTHLY REPORT From the Secretary

Ruth T. Smith, 102 Arbor Road, Cinnaminson, New Jersey 08077

January 1, 1965

NEW MEMBERS

- 5163 Miller, Irwin, 1446 Devereaux St., Philadelphia, Pa. 19149
 5164 Goodell, Richard A., (Lt. Col.), 640 Aspen, Vandenberg AFB, Calif. 93437
 5165 Joffe, Boris B., 367 Starin Ave., Buffalo, N. Y. 14218
 5166 Merman, Joe, 801 West End Ave., New York, N. Y. 10025
 5167 Siegel, Sol, 100 West 42nd St., New York, N. Y. 10036
 5168 Nichols, William F., P. O. Drawer N, Sylacauga, Alabama
 5169 Millar, Wendell, 220 Loomis Ave., Syracuse, N. Y. 13207

NEW APPLICATIONS

- Hartman, Ernest, 13 Ellwood Rd., East Brunswick, N. J. 08816. Age: 40, Prod. Mgr.
 AU CAM X By: R. T. Smith
 Van Nus, Albert H., 309 - 2nd St., NE, Fort Lauderdale, Fla. Age: 71, Retired. AU
 X - Matched Plate Blocks By: D. E. Dickason
 Graf, Chester W., 4390 W. 229th St., Cleveland, Ohio 44126. Age: 52, Investigator
 AM AU AS PC HC PA EL GF CAM FAM Z 1D APS PIX X By: R. T. Smith
 Gonzalez-del-Valle, Luis, 221 No. 25th St., Wilmington, N. C. Age: 18, Student
 By: R. T. Smith
 Caris, Sam, 160 W. Montcalm, Detroit, Mich. 48201. Age: 40, Coin Dealer. AM SC
 Z X By: R. T. Smith
 Swain, Cecil D., 315 Stacy St., Burlington, N. J. 08016. Age: 28, Burner. AM AU
 HC GF CAM FAM CC 1D By: R. T. Smith
 Bly, Frederick W., 1920 Manchester Rd., Sacramento, Calif. 95815. Age: 42, Pilot
 AM AU AS PC HC PA GF RP CC OF Z 1D - Proofs, etc. U.S. Air only
 By: G. D. Kingdom
 Wolf, Gerhard S., 3901 Spruell Ct., Kensington, Md. 20795. Age: 35, C.P.A. Z
 By: Roy Dodd
 Storch, Clarence L., Tamaqua Nat'l Bank Bldg., Tamaqua, Pa. 18252. Age: 47, Dealer
 AM AU FF Z 1D By: D. Dickason
 Straus, Oscar III, Box 6236, Tucson, Arizona. Age: 23, Student. By: R. T. Smith
 Roth, Edward F., 225-124 W. Brokaw Rd., San Jose, Calif. 95110. Age: 60, Retired
 AM AU GF CAM DC CF 1D JF By: Reinhard/Westbrooks/Wynn
 Del Campo, Ricardo, 135 S.E. First Ave., Miami, Fla. 33131. Age: 46, Dealer. All
 Categories By: R. T. Smith
 Henderson, Helen E., (Mrs.), 1712 - 23rd St., Bedford, Indiana. Age: 51, Adm. Ass't
 AM By: R. T. Smith

REINSTATEMENT

- 4339 Perkins, Walter H., Jr., 26 N. Hawthorne Lane, Indianapolis, Ind. 46219. Age: 39
 AM AU AS SC EL X Int. Rev. Agt. By: D. Dickason

NEW LIFE MEMBER

- #137 Hein, Richard F., Salinas, Calif.

DECEASED

- 2164 Maier, Alfred, Great Neck, N. Y.
 1191 Howe, Frank, Los Angeles, Calif.
 1375 Boone, Leslie, Ft. Worth, Texas
 4647 Waddell, John, Arenzville, Ill.

NEW ADDRESSES

- LM81 Hard, A. M., 624 N. Carmella St., Escondido, Calif.
 5070 Bachard, Peter, Woodcote House, Littleworth Common Rd., Esher, Surrey, Eng-
 land
 3868 Robison, V. James (Cdr.), American Embassy, APO 667, N. Y., N. Y. 09667
 4321 Duke, Helen W., (Mrs.), Apt. 21G, The Dorchester, 665 S. Skinker Rd., St. Louis,
 Mo. 63105
 4299 Morey, David C., 207 Delaware St., Walton, N. Y. 13806

"UNCLE SAM" SEZ —

Continued from Page 118)

in a recent issue of *The Saturday Evening Post*.

A reminder to members — this is your column. I want to put as much informal

information about our members into this column as I can, but I cannot unless I get the information to put in. If you know of anything interesting about any of our members won't you please advise me, so others can share in the news.

APJ ADS

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WANTED and EXCHANGE

FLIGHT COVER exchange wanted. Especially early CAM, FAM, and Govt's. What do you have? What do you need? Pesin, 2 Ellington Pl., Englewood Cliffs, N.J. *417.

EXCHANGE - 50th Anniv. First Commercial Airline covers, clippings, photos. Covers flown by Capt. Dick Merrill on reenactment of Tony Jannus flight, St. Petersburg-Tampa, Jan. 11, 1964. Charles A. Koch, 252 Palm Grove, Englewood, Fla. *417.

SEND ANY AMOUNT large U.S. commems and large U.S. airmails. I'll send same amount foreign airmails. S. Tauber, 708 East Tremont Ave., Bronx, N.Y. 10457. *417.

NEED A FEW Mercury Head dimes. Will give stamps in exchange. Write for details, please. Hans H. Castle, 34-27 Crescent Street, Astoria 6, N.Y.

WILL EXCHANGE used U.S. comm. or air mail any quantity, Harold Faatz, 840 Benton St., Anoka, Minn.

LINDBERGH covers, stamps, books, articles wanted. Advise what you have and prices. Leo M. Chill, AAMS #5065, 245 Lenox Road, Brooklyn 23, N.Y.

A FREE cacheted airmail cover if I can't furnish at least one CAM, FAM or dedication cover. Orian E Green, 555 W. Drayton Ave., Ferndale, Michigan 48220.

EXCHANGE: Have airm and non-airms to exchange for used world airm - cat. basis. Need low and high values. William Brady, 1160 Nyala, Reno, Nevada.

TRADE for airmail stamps. Scott's 1964 Vol. 1 & 2 plus Scott's Journals. Make offer. Allen Freeman, 802 Hurrle Ave., Oildale, California 93308.

WANTED - 1st flight or inaugural flight covers into or out of U.S. Virgin Islands or St. Thomas and St. Croix. R. B. Preston, P.O. Box 2917, Rio Piedras, Puerto Rico.

WILL EXCHANGE one No. 38 mint for 28 No. 85 mint U.N. souvenir sheets. Smulian, 2401 W. Rogers Ave., Baltimore, Md. 21239.

SWAP mint sport sets, UNEF field posts, Stephen Smith rocket mint blocks for early German and Austrian rocket mail. Seymour B. Feldman, 2708 McEarl Drive, S.E., Albuquerque, New Mexico.

WANTED. Canadian first flight covers and Newfoundland first flight covers in exchange for CAM or FAM covers. Roland Dumont, 6814 Le Conte Ave., Cincinnati, Ohio 45230. *417.

WANTED — Back issues Air Mail Collector — Sept. 1931 - February 1932 - March 1932 - Sept. 1932. Smith, 102 Arbor Road, Cinnaminson, N.J. *417

APJ's WANTED: 1934 March/May; 1935 May; 1936 May; 1937 May/December; 1939 March. State cost. Leo Chill, 245 Lenox Rd., Brooklyn 26, N.Y.

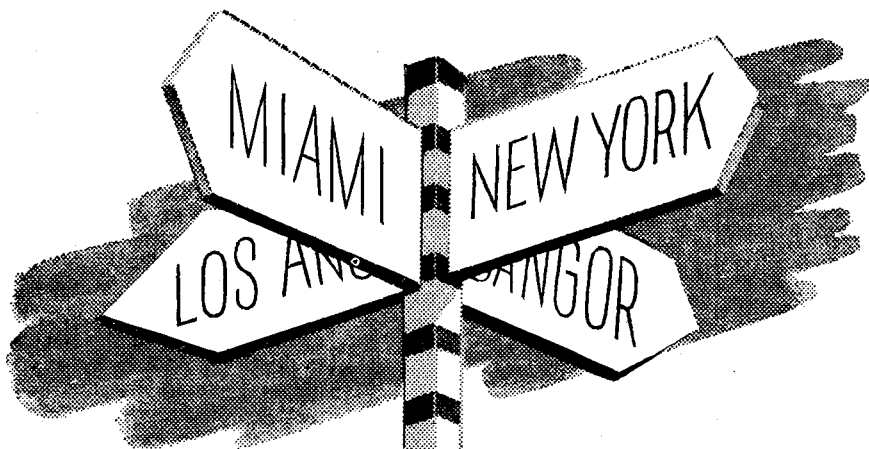
AMELIA EARHART - An interested in any material connected with Amelia Earhart. Covers and photos especially. Bill Schneider, Metuchen, N.J.

WANTED: Covers flown in the 1964 Australian Ansett Air Race. Also Bendix and Thompson Trophy Races. J. Wotherspoon, 14 East Main St., Broxburn, West Lothian, Scotland.

ANTARCTIC - Anxious to exchange or purchase covers - ship for ship, base for base, flown cover for flown cover. Bill Schneider, Metuchen, New Jersey.

SELL YOUR COVER collection or good duplicates? Write giving quantity and general description to Auction Manager, First Flight Federation, 2014 Lincoln St., Evanston, Illinois 60201.

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