

*The May 1935*

# AIRPOST JOURNAL



## ● RARITIES ●

Most of the great Aerophilatelic Rarities have passed through our hands—in superb condition and at competitive prices. It is seldom that they have remained with us more than a few days as the demand is eager and the supply naturally limited. **WHY NOT LET US HAVE YOUR WANTS LIST?** We may be able to enrich your collection with a superb rarity at the right price.

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1st Calcutta-Athens, Imperial Airways souvenir cover. One of 181 only..... 8.00

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Est. 1895

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NEWPORT MON ENGLAND

## OLD FRIENDS

You know how hard it is to part with your companions — your old friends. That's the way I feel about better-than-average covers (color, field and directional varieties), hoarded and treasured during my nine years of CAM collecting. But many of them must go, because of too many imperforates in recent months, and for various other reasons.

The American Air Mail Catalogue (CAM Section) is on the market. Now's the time to fill in the missing varieties. Want-lists are in order. What do you need?

I will quote prices or send on approval, whichever you prefer. You'll find many quoted low—not that I value these old friends lightly, but that they must go as quietly and with as few tears as possible. Send me your want-list now—someone else may beat you to the ones you want.

**PERHAM C. NAHL**

6043J Harwood Ave., Oakland, Calif.

A.A.M.S. 218 W.C.A.M.S. 21

P.S. I still have a few odd lots of CAM covers for sale at the ridiculous prices previously advertised.

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# The Coronation Aerial Post

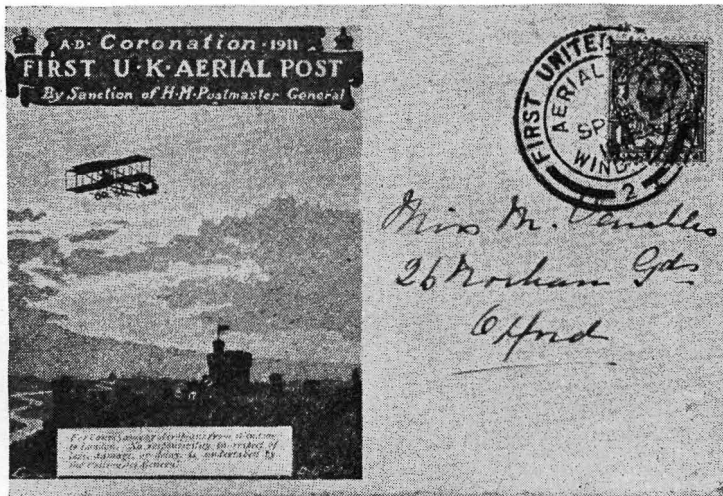
by FRANCIS J. FIELD  
Sutton Coldfield, England

**A**LL THE WORLD knows, and philatelists in particular, that on May 6th. H. M. King George the 5th of England celebrates the Silver Jubilee of his accession to the throne. But while the eyes of stamp collectors will be centred on the Empire's Jubilee issues, aero-philatelists will turn afresh to the study of the air post organised in 1911, to celebrate the Coronation that succeeded some months later, the King's accession.

This air post service presents some really striking features, many of which remained quite unique for many years; features which in both their philatelic and aeronautical as-

pects, enable collectors to study the souvenirs from unusually varied angles of approach, with implications that have only recently—even in Britain—been appreciated by aero-philatelists. It is the purpose of this article to summarise broadly the leading group divisions, each of which is self-contained but capable of extension into other groups.

As a preliminary, however, a brief out-line history is advisable. Captain (now Commander Sir Walter) Wyndham, who had organised the world's first official aeroplane post in India a few months previously, opened negotiations with the British postal authorities for an air-mail service to commemorate the Coronation. The Postmaster-General co-operated freely and it was arranged that only specially



CORONATION AIRPOST COVER showing the special Windsor postmark used for the first United Kingdom air mail. Illustration courtesy of the author.

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## THE AIRPOST JOURNAL

produced stationery should be carried. This consisted of envelopes (containing letter sheets) and postcards on which, in varying colours, was printed an attractive half-tone illustration of a biplane in flight over Windsor Castle. This stationery was sold, ready franked with adhesive postage stamps, at central offices and at the principal London stores. Altogether over a hundred thousand pieces were sold and flown.

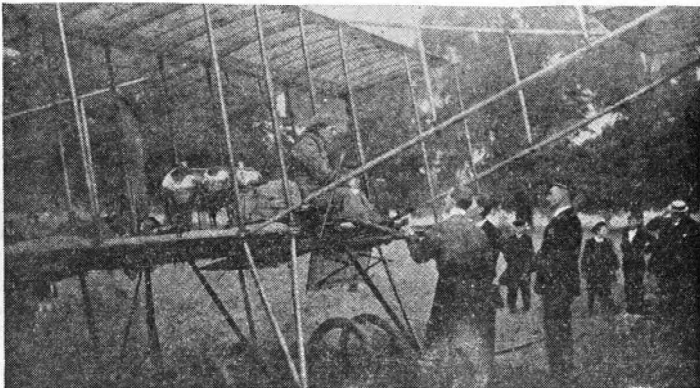
Four pilots, (Gustav Hamel, an Englishman, a Frenchman and a South African) were engaged to operate the service, and although the ordinary aerogrammes bear post-marked dates ranging from Sept. 9th to Sept. 16th. 1911, so great was the quantity of mails that the flights between Hendon aerodrome (London) and Windsor were not actually concluded until Sept. 26th. One event of singular interest, was responsible for a slight delay; the Frenchman crashed with a heavy load, and the remaining pilots went

on strike for two days until their injured confrere had been suitably recompensed.

At the London depots mails were accepted for flight to Windsor from Sept. 9th. to Sept. 15th. but at Windsor only one day's accumulations, Sept. 16th, was accepted and flown to London. All pieces received a special postmark, of which there are six different "London," and two different "Windsor," varieties. The stationery printed for the London flights was produced in a range of colours; postcards exist in shades of red-brown, in brown in Olive green, and in violet; envelopes, in scarlet purple brown & green. In addition special emergency printings in new colours appeared during the week. At Windsor, green envelopes and cards were sold with a modified inscription, but "London" stationery was also accepted and flown. Bright violet envelopes and cards were flown in both directions. These were not sold to the public but



TWO PILOTS of the group who flew the first British air mail. Left, Charles L. A. Hubert; right, Gustav W. Hamel.



CELEBRATING the first air mail in Britain. Above: The Mayor of Windsor receives the first flown letter on September 9. Center: Windsor Aerial Post Office and Headquarters. Below: Pilot Driver arrives from Hendon with four bags of mail.—All photos courtesy of the author, from the book "The Coronation Aerial Post" (Copyright).

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reserved for Royalty and privileged persons.

The values of flown pieces vary according to colour of printing and date and "die number" of the post-mark; envelopes are worth, roughly, from two to three times the post-card value. The commonest post-cards are those printed in olive-green and shades of brown and dated Sept. 9th, while the covers most frequently seen bear the same date but are in scarlet, purple-brown (often wrongly confused with the much rarer violet.) and bright green. A complete collection, covering every historical and philatelic phase does not exist but in England there are several specialists owning from 50 to over 250 different items, worth from about \$600 to over \$2,000, yet it is possible to compile a really interesting and comprehensive album at a cost of around \$50. The following are suggestions of use to both beginners and advanced collectors. Each "Method" is quite independent but can be interlocked, without repetition, with one or more of the others.

**Method A—** One card and one cover, all postmarked Sept. 9th. of the colours available to the public on that date (Red-brown, Dark brown and Olive-green cards; Scarlet, Purple-brown and Bright Green Covers.) Six pieces in all, at a total cost of from \$38 to \$45.

**Method B:—** As "A", but each piece bearing the Sept. 9th. postmark with a different "die number." There are six different "Dies," numbered consecutively from "1" to "6" at the bottom of and within, the outer circle. As the nos. "5" and "6" were used only at Hendon aerodrome and the majority of pieces were posted in London (Nos "1" to "4") the former are much scarcer and the cost of this method would therefore run to about \$50.

**Method C:—** One item of each postmarked date (Sept. 9th., 11th., - 12th., - 13th., - 14th., and 15th., all of London; and the Windsor date — Sept. 16th. only) irrespective of die numbers. As cards are more easily

found and more economical, they could be selected to the exclusion of envelopes for this group. The Windsor mail is much scarcer, but the total cost need not exceed about \$45.

If preference is given to the aeronautical, rather than the foregoing philatelic, aspects the enthusiast must first study closely all the published data regarding the service, as there is a call for more exact knowledge and research. He would then be in a position to form, at no extra cost, a collection, for instance, of pieces carried by the different pilots, or from each day of the flights from Sept. 9th to Sept. 29th. Collectors are familiar with Paris Balloon post letters (1870-71) or who will read up that section in the "Standard Air Post Catalogue," will be enlightened as to the problems and difficulties before them; for the analogy is a close one; the pieces are to be identified, as to actual date of flight, by a comparison of obliterations, backstamps and tables of flights.

## APPOINTMENT OF NOMINATING COMMITTEE

To the Members of the  
American Air Mail Society.

Please take notice that in accordance with Section 8. Article 2, as amended, of the Constitution and By-Laws of this Society. I have this day appointed the following to serve as a Nominating Committee:

Maurice S. Petty, 507 Quakenbos  
St., N. W., Washington, D. C.

James T. Schweier, 3036 W. 51st St.  
Cleveland, Ohio.

William R. Alley, Dobbs Ferry,  
N. Y.

The Chairman of this Committee will receive suggestions from the membership as to candidates for the various offices up to and including midnight of Saturday, June 15th and after that date will select at least one name for each elective office ordering some to be placed upon the official ballot. The Nominating Committee is not required to act favorably upon all names suggested but any member in good standing may be placed upon the official ballot, regardless of the action of the Committee, by petition signed by at least five percent of the membership.

FRANCIS B. LEECH, President.

Attest:  
GEORGE W. ANGERS, Secretary.

# My Friend

# Colonel Lindbergh

by WILLIAM H. CONKLING

Former Postmaster at  
Springfield, Illinois

**W**ELL DO I REMEMBER in the early months of 1926, when Lindy as we all knew Colonel Charles A. Lindbergh, interested us in the establishment of the Air Mail and the selection of a landing field for Springfield.

During this period he accomplished much of the pioneer work in laying out what was known as C. A. M. 2—St. Louis to Springfield and Chicago.

Through his efforts in this work and association with us, he fired our enthusiasm, won our confidence and formed deep-rooted friendships and acquaintances which have constantly increased and multiplied.

"Lindy" always displayed intense interest in promoting aviation and the successful carrying of Air Mail.

He was an exceptionally good pilot, a fine fellow, but modest, and desired to avoid publicity. This unaffected youth held our affection and admiration which increased constantly from his first visit.

In our association with him we found that he enjoyed wholesome humor and good jokes. He was always ready to spring one and possessed that friendly smile and kindly manner that captured his friends and acquaintances.

He frequently had the opportunity to remain in Springfield and during these periods, he, with other pilots, employees of the Post Office and friends, spent many happy hours in my den discussing the carrying of the mail, its advantages, pleasures and adversities.

Luncheons at my home were always greatly enjoyed, nor were they in any sense elaborate, as plainness and simplicity were more to his liking.

Many tributes have been paid to Lindy by his Springfield friends and admirers.

A beautiful electric clock of the banjo type, the product of the Sangamo Electric Company, bearing the painted likeness of his plane, "The Spirit of St. Louis," and the Eiffel Tower, was sent by Air Mail to Colonel and Mrs. Lindbergh, a wedding remembrance from his friends here, nor was he forgotten by our newsboys who donated their pennies and sent him a handsome fountain pen.

His likeness has been painted by an amateur Springfield artist in several designs. One of the most attractive drawings of him was done by one of our High School students.

These, a number of poems and songs dedicated to him, several statues, many other trophies and souvenirs, and two models of his plane, motor driven, are only a few of the tributes to Lindy which are shown in my den.

As former postmaster I enjoy the honor of possessing a letter carried by Lindy on his person in his flight—New York to Paris—which was returned by him in the registered mail from Ambassador Herrick's headquarters in Paris. This letter will always be held by me as long as I live as a friendly and treasured token from Lindy.

I also deeply appreciate a large photo of Colonel and Mrs. Lindbergh, autographed by both just before their departure for the Orient.

One day when surveying the route a call to my office told me that Lindy had landed in the Odiorne field just south of the city. Fearing that something had happened, I immediately hastened to the field with George Bengel, only to be invited by Lindy to take a ride, which I was glad to do. Mr. Bengel followed me upon my return.

At a dinner at my home with Lindy and other pilots I asked "The Lone Eagle" why he did not get married and he replies: "Mr. Conkling, I have my Mother."

Colonel Lindbergh was a close observer of legislation concerning aviation. In 1927 a bill was introduced in the State Senate, known as Senate Bill 352, and he, realizing that the bill was a serious detriment to Commercial Aviation and interfered with the "Air Commerce Act of 1926," wired me that the bill should not pass and should be defeated.

Copies of his wire were delivered to Representative T. J. Sullivan who delivered one to each member of the House and the bill was killed on second reading.

Lindy selected our landing field, from the air, which proved to be a wise selection, as bad weather conditions did not prevent flying the mail from the field. Later, when much larger planes were

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placed in the service, a larger field was necessary.

When it was certain that Lindy would pilot our first air mail, elaborate and varied activities were carried out and Springfield at that time furnished the largest amount of first flight air mail carried over any route.

Special air mail envelopes, with the likeness of Lincoln at the top and center, and an enclosure in the form of air mail greetings containing Lincoln's address at the battlefield of Gettysburg, were provided free to the sender and over 40,000 were printed and used.

Joint luncheons by business men, associations, clubs and other gatherings were provided with speakers to encourage air mail service. Lindy appeared several times. Lithographs and posters were placed everywhere and an illuminated electric sign placed at the Post Office corner, containing air mail information.

Special letters, bulletins, cards with a map, time schedule and postage rates, and other literature was sent out by our Chamber of Commerce and business enterprises. The Post Office, all public officials, and our public and parochial schools played a prominent part in sending out first flight mail, a contest being waged among the schools for the prize—a picture of Lindbergh, framed and autographed by him, which was won by the Harvard Park School.

Six different types of air mail stickers were provided and the press devoted a large amount of space to Lindy flying the first air mail.

On April 11, 1926, Colonel Lindbergh made a preliminary air mail test flight from St. Louis to Springfield and Chicago, the return trip being made April 12. Flying with him in two of the old style, open cockpit type of planes, were Pilot Phillip R. Love and G. J. Brandeweide, then superintendent of the St. Louis branch of the Robertson Aircraft Corporation. V. Y. Dallman, editor-in-chief of the Illinois State Register of Springfield, and an extensive flyer, accompanied Pilots Lindbergh and Love on that test flight from Springfield to Chicago and return. The return trip was made from Maywood Field, Chicago, to Springfield, in one hour and 28 minutes.

Before the first air mail was placed in the planes at the landing field for the first official flight, a short ceremony was held, and addressing Lindy, I, as postmaster, said: "You and your fellow pilots are now a part of the largest industrial enterprise in the whole world, through whose veins the life blood of our business activities circulates. We are proud to be associated with you and with the utmost confidence in your loyalty and ability to serve the Postal Administration and his patrons, I am honored to deliver

to you these precious souvenirs from the home of Abraham Lincoln, knowing full well that they will be safely delivered."

Colonel Lindbergh gracefully accepted the souvenirs, waved a farewell and with the two other planes departed for Chicago.

Our memory is fresh with the two accidents which required Lindy to resort to the use of his parachute.

It was only a short time after leaving our air port at 5:10 P.M. on September 18, 1926, with the air mail for Chicago, that word was received that he had encountered a fog about 25 miles north of Peoria, and after flying for some time until only a moment of gasoline remained, he jumped into the open and his parachute landed him safely in a corn field.

On September 30, 1926, while carrying the air mail from Springfield to Chicago, Lindy left Springfield landing field, and after he had attained an altitude of only 150 feet, the throttle of his plane broke, which compelled him to make a forced landing. He spied an open clover field, and by skill and good fortune, landed safely.

Again on November 3, 1926, while carrying the air mail from Springfield to Chicago, rain and snow were encountered and his motor told him to leap, which he did, landing safely in a field near Bloomington.

Lindy's visit here on his Good Will Tour August 15, 1927, was an occasion eclipsing any honor conferred to a Springfield guest.

Not only did our whole population turn out, but visitors from all over the State came to honor Lindy for his successful flight and his untiring efforts in providing Springfield with air mail service.

Lindy arrived at the air port at 11:50 A.M. He was accompanied by a great parade to Lincoln's tomb where he placed a wreath, returning to our Armory Hall for the exercises.

Greetings were extended by Governor Len Small, Secretary of State Louis L. Emmerson, who presented Lindy with copies of resolutions passed by the General Assembly in recognition of his trans-Atlantic flight; S. A. Barker, president of our Chamber of Commerce, and Mayor Smith, who presented Lindy with a handsome Abraham Lincoln watch, made by the Illinois Watch Company.

As chairman on that occasion, I presented Colonel Lindbergh, saying: "An American youth, in an American plane, has flown into the hearts of not only the citizens of the United States, but the whole world—Colonel Charles A. Lindbergh."

Colonel Lindbergh responded expressing his appreciation of the honor conferred and emphasized the necessity and





importance of encouraging aviation, predicting that aviation, then in its infancy, had a future which would play an important part in our defense, and commercial activities.

At the close of the exercises the reception committee escorted Colonel Lindbergh to the air field. Bidding all a fond farewell, he said to Postmaster Conkling: "I love Springfield."

With a wave of his hand he climbed into his plane, shot skyward, made a graceful dip over the Capitol building, darted into the clouds and was gone.

In the early days of aviation in Springfield, a young man by the name of Vernon Cheatele who was deeply interested in aviation and who happened to live on the path flown by the ships from St. Louis to Springfield, conceived the idea of doing his bit for the pilots, whom he idolized, and who flew over his home each evening.

He placed a large electric light on the roof of his home as a guide, to these flyers of the dark. Strange to say, he afterwards became associated with those pilots as the representative in Springfield for the Universal Aviation Corporation.

When Lindy was on his "Good Will Tour," flying in from the north, and on

his takeoff for St. Louis, he flew over the home of the young man, circled and then dipped in salute to his friend who had guided him on many of his flights in the dark, showing that although he had become the hero of the world, he still had not forgotten to remember those who had befriended him.

This incident happened August 15, 1927, and will always live with me as one of the fine things in Lindy's life.

I am reminded of the first verse of a timely poem entitled, "It Can Be Done,"—it applies so well to Lindy:

Somebody said that it couldn't be done,  
But he, with a chuckle, replied  
That: "Maybe it couldn't," but he would  
be one

Who wouldn't say so till he tried.

So he buckled right in with a trace of  
a grin

On his face. If he worried he hid it;  
He started to sing as he tackled the thing  
That couldn't be done—and he did it!

I cannot forget the patriotic expression he uttered and which is so characteristic of him: "I am proud to have done it for America. My reward will be your continued use of air mail."



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WALTER J. CONRATH  
Managing Editor

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Interested advertisers may apply for contract rate for space used every issue first of the month. Advertising copy must be received by the 20th of each month, 10 days before publication date.

OF PRIMARY INTEREST this month to American aero-philatelists is the appearance of Section One of the American Air Mail Catalogue, covering the most interesting and popular field of domestic cover collecting, Contract Air Mail Routes.

FOR THE FIRST TIME in the history of this sub-division of our hobby, which now approaches its ten year mark, all of the outstanding authorities on Contract Air Mail covers have banded together and under the leadership of Mr. L. B. Gatchell have produced a catalogue which is without doubt the most complete and comprehensive work of its kind ever published. A more detailed review of the Catalogue will be found elsewhere in this issue.

WHILE numerous messages of commendation and approval of this new 130-page book reach this office, it is fitting that we should offer a word of congratulation and appreciation to those responsible for its appearance in the present form. The editorial staff has worked tirelessly in searching for and compiling of new data, together with the correction and revision of previously reported material. Contributing subscribers to this edition have helped to give Contract Air Mail collectors a Catalogue which secures the future of this important branch of our hobby.

WORD reaches us from England that our overseas friends are meeting with considerable success in the formation of The Air Mail Society, a new group "to band together in Mutual Fellowship all those interested in the collecting, study, sale and exchange of air mail material." The new society, which includes the names of Britain's most prominent aero-philatelists, was formed shortly after the successful organization of "APEX", International Air Post Exhibition in London last Spring, and already numbers almost two hundred active members.

AS its President the new society has selected the Dowager Viscountess Downe, an ardent student of air posts and a most capable and interesting leader. The Vice-Presidents include Col. Guy R. Crouch, Miss W. Penn Gaskell, Com. Sir Walter Windham, Sir Alan J. Cobham. Other prominent English collectors serving in an official capacity include R. E. R. Dalwick, J. S. Davis, Francis J. Field, A. Phillips, J. D. Field, Brigadier-General R. Ridgway and Roy D. E. Harker. American collectors may secure a prospectus of the new Society by addressing the Hon. Secretary, Mr. Harker, who resides at "Stonea", Bullsmoor Lane, Waltham Cross, Herts, England.

THIS month of May marks two anniversaries of international note. The Silver

Anniversary of His Majesty King George is being celebrated throughout the world. We are indebted to Mr. Francis J. Field for the most interesting and appropriate feature on the Coronation Aerial Post. Mr. Field is co-author of a very comprehensive handbook on this well organized pioneer flight, the first regular service in England.

**THE EIGHTH** anniversary of the landing of Lindbergh in France will be celebrated on the 21st of May. This epochal flight will undoubtedly always remain as the highest spot in aviation history. Probably no one is better equipped to tell of Colonel Lindbergh than his personal friend, William H. (Uncle Bill) Conkling, former postmaster at Springfield, Illinois and the only Honorary Life Member of the American Air Mail Society.

bill which would grant the company two million dollars for a share of their cost in the development of this extensive trans-Pacific route. The loss of the appropriation would probably seriously delay inauguration of the service, or even cause abandonment.

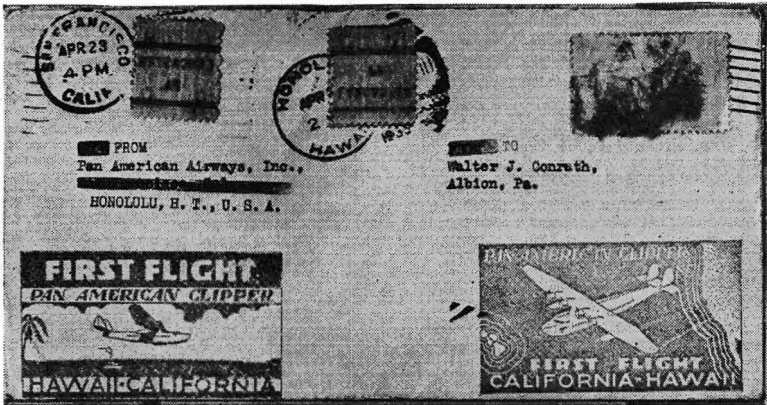
Austria's new air set, which will be issued next month, will have a face value of almost five dollars and will be made up of fifteen values depicting aerial views of the country....Byrd mail handlers again on the spot by Australian and New Zealand collectors because covers addressed to their countries were carried through all the way to the United States, only to be returned over the same half of the world....Wilcox Smith and company report a forthcoming issue of New Zealand air stamps because of local changing conditions.

## In the Air . . .

**Odd Lots of Airpost Collectors' News and Views. Recorded at Random . . Contributions Welcome**

**PAN AMERICAN AIRWAYS** is to be congratulated on its successful round flight to Hawaii, which turned in a few new records for the famous Clipper ship. Mail came through in good order, the round trip covers a few days before the one way mail. While P.M.G. Farley sent congratulations to the crew of the Clipper and the president of the P.A.A., current political rumbings have it that the P.O.D. is discouraging the passage of a

With the new C.A.M. Catalogue out, collectors will have an opportunity to prepare their check lists and fill in some of the elusive items. This type of collecting has gained rapidly during the past several years and many of the better covers are eagerly snapped up when they reach the market....Bill Alley recently addressed the Juniors of the Westchester County Philatelic Society, but the newspaper reporters got crossed and wrote him up as L. B. Gatchell, the famous air mail specialist. Bill's face is still red, while his good friend, Gatchell, plans to have him make a return engagement soon....Eugene Klein of Philadelphia, international secretary of the A.A.M.S. has been nominated for the presidency of the A.P.S. He is now touring Europe and attending all the important Spring exhibitions.



ROUND TRIP cover of the P.A.A. Clipper Ship, U.S.A. to Hawaii and return, showing the two special cachets applied by the company. A new record was established on the westward crossing.

# AIRS OF THE MONTH . . .

By ALTON J. BLANK

All data on New Issues of Air Mail Stamps should be sent direct to Editor Alton J. Blank, 1850 Burnett Avenue, East Cleveland, Ohio.

**D**AEDALUS, mythological aerial hero, will be portrayed on the 6 cents stamp of Canada released June first. The color of the new adhesive is officially described as "brown lake." This marks the first permanent six cents denomination stamp from our northern neighbor. All collectors are familiar with the provisionals in use at present.

The Sudan provisionals seem to give promise of becoming fairly good property. A forgery is found on one of the Dominican Republic provisionals.

For those with an insatiable taste for the spectacular, Mexico and Cuba add to the menu.

• **AUSTRIA** • Because so many values of the current issue are out of print, this country will issue a new air set. Face value will approximate \$22.55.

• **CANADA** • Official communication from Ottawa states that along with the new series to be released the first of June will be a six cents air mail stamp. The design will show Daedalus in flight with mountains and sea below.

• **CHILE** • The 30c. first of the lower values has made its appearance. It is colored brown and shows a plane over a windy plain. The border treatise is similar to the pesos values but the format is smaller.

• **CUBA** • The current 10c. stamp has been reissued in carmine rose color, both

perforate and imperforate and with a surcharge which reads: "Primer Trece. Aereo Internacional 1935". This is at the top of the stamp. At the base are the words: "O'Meara y duPont + 10cts."

Evidently the "sky train" idea has reached the Caribbean. Further details are lacking but judging by the new issue price, they must be closely held. More later.

• **DOMINICAN REPUBLIC** • There were to have been issued 1,000,000 stamps of a 10c value to supplement the Ramfis Bridge pictorial series. While one report says that the Bridge will appear on this new air mail, Mr. Santiago Porcella, in Linn's, declares that the design is comprised of two globes and a dove.

A counterfeit item in the inverted surcharge of the 2c internal provisional has been brought to light. The original issue was lithographed in sheets of 100 but the "error" has been produced by printing from type in a block of four.

• **GUATEMALA** • One sheet has been found with the "Aereo Exterior—1931" inverted on the 6c. rose red stamp.

• **HONDURAS** • A few additional notes to our listing in the April and February numbers. Designs on items not heretofore described are: 8c. P. O. and National Palace; 20c Mayol Bridge; 40c., another view of Tegucigalpa as compared to that on the 10c; 50c owl—the significance of which is lacking; and 1L, the coat of arms of the country. The stamps are unwatermarked and perf. 12.

• **LIECHTENSTEIN** • Under an April date line the Philatelic Agency of this principality announces the issue of four new low values to be added to the recently-issued 50 rappen, bright green. The new releases are similar to the other 1935 stamps in that they all show an eagle in different natural arrangements. The new values are 10, 15, 20 and 30 rappens. Each of the first three show an eagle in different flying positions, while the 30 rappens value depicts an eagle in a nest, protecting two of her young.

## AUSTRIA

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#804, .30 #805 .75

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Box 445, Gr. Cent. St. New York, N. Y.

● **MADAGASCAR** ● The set will appear shortly.

● **MEXICO** ● Fallen off the straight and narrow again! After seemingly reforming and starting along in great style, witness the recent permanent air set, our southern neighbor has been unable to "rezickt" temptation and has reverted to her former self. First she resorted to her old trick of issuing an "error" and then resorted to surcharging in limited quantity.

We have no criticism of the event and believe that such a stamp is OK, but when the issue is limited so that a favored few benefit then we advocate Boycott.

For Amelia Earnart's Goodwill Flight, 780 of the current 20c stamp were surcharged "Amelia Earhart Vuelo Bueno Volundad 1935". Ninety were used on special covers and 300 were available to the public. Evidently the remaining 390 were "taken care of" in the proper Mexican manner. The "error" consists of the issuance of 1200 of the 30c. black, perf. 10, on revenue watermarked paper.

Four stamps will be issued for the Mexican Philatelic Exposition in June. Two of them will be air mails of 20 and 40 centavos denomination. They, along with the entire set, will be sold at double face to finance the Exposition.

● **MOZAMBIQUE** ● A 40c stamp will be added to the current issue.

A set of 10 values was issue March 31, 1935 for this company. The series are horizontal oblongs and show an airplane over Beira. They are engraved by Waterlow and Sons of London.

● **NEW ZEALAND** ● Colors of the new set are to be 1d red, 3d claret, and 6d purple. The die is being engraved in Melbourne but the stamps will actually be printed in Wellington.

● **PANAMA** ● The 20c brown Special Delivery stamp has been surcharged in red "10 centesimos".

● **PARAGUAY** ● Types AP 14 and 15 have again been reissued in new colors. They are 10c light blue and 20c yellow brown. The 10 Pesos of the Battleship series of 1930 has been released in an emerald green color instead of its original orange.

● **SALVADOR** ● A runner breaking the tape with a plane in flight above him,

appears on the Olympic Games air set. All are alike and are inscribed "III Juegos Deportivos Centroamericanos 1935"

● **SUDAN** ● Both of the provisionals chronicled last month are on the 4½p brown and gray stamp. The overprint was applied locally at Khartoum and but 10,000 were issued. The overprint is in black in two lines in English and Arabic.

● **SYRIA** ● The commemorative series issued last summer was also sold in complete sets in imperforate condition and were available for postal use.

● **TRIPOLITANIA** ● Six values comprise the set released for the IX Tripoli Fair. They are 25+10 gray green—Old Tower; 50+10 gray—Camel Caravan; 1L+25 blue—Native Beauty; 2L+30 carmine—Camel Caravan; 3L+1.50L brown—Old Tower; and 10L+5L purple—Native Beauty. This is reputed to be the last of the surtax stamps. It was released because they had been prepared before the new ruling went into effect.

● **URUGUAY** ● Four of the locally produced stamps have appeared. They are engraved and printed by Casa Barriero & Ramos and are smaller than the set engraved by the London firm. The design is the same but not as clear. The stamps are 50c. dull slate blue, 52c. deep ultramarine, 57c. dark greenish blue and 62c. olive green.

It may interest readers to know that Italy intends rearranging some of its political divisions in Africa. Tripolitania and Cyrenaica will be known as Libia—a name they had some years ago; and Eritrea and Italian Somaliland will be known as Somaliland.

After culling out the numerous dime letters that promise me untold prosperity—by the way that name and address at the top of this column is for correspondents who wish to send stamp news and not for those who want to make up the list of five names for the prosperity special—I find the following cooperators. M. Chlumecky, T. Rupert, M. J. Harris, D. K. Grieve, Frank Herget, Home of the Postage Stamp, and P. J. Drossos.

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# C. A. M. S.

By CHARLES G. RIESS

Information concerning C.A.M.'s should be sent direct to the editor of section, P. O. Box 11, Albany, N. Y.

**P**ONTIAC, MICHIGAN was scheduled to be embraced for eastward dispatch and receipt of air mail via east-bound plane over revised A.M. route #32 effective April 1, 1935. However, the eastbound plane departing from Milwaukee, Wis., on April 1, 1935, which was scheduled to give the first east-bound service to Pontiac flew only as far east as Muskegon, Mich. at which point the balance of the trip was cancelled account of snow storms in progress at that time. By the time that Pontiac received word of the flight cancellation such air mail covers as were on hand had already been cancelled and prepared for dispatch and Postmaster Greenhalgh instead of dispatching collectors' covers by ordinary means had them held over until next day, April 2nd, when the first actual eastbound flight was inaugurated.

In addition, those covers already cancelled April 1st had the numeral, "1" in the date overprinted, "2". Covers arriving at Pontiac on April 2nd in time for first eastward dispatch are cancelled April 2nd and were dispatched along with covers cancelled April 1st.

Inbound covers from the west were not received at Pontiac until April 2nd. Covers from Lansing are properly cancelled April 2nd as that postoffice received word of flight cancellation just prior to time that covers were to be cancelled and prepared for dispatch. Covers from Milwaukee are cancelled April 1st and apparently were held over at Muskegon till the next day April 2nd and then flown eastward. Covers cancelled and dispatched April 2nd from Milwaukee are first flight covers although the writer has seen no such covers to date of this writing. Such covers as would exist would have to be those mailed locally or such covers as were not received at Milwaukee for dispatch before April 2nd as such collectors' mail on hand at Milwaukee on April 1st was dispatched on that date by trip which was cancelled at Muskegon.

Pontiac dispatched a total of six pounds of air mail via the first actual eastward flight. Inaugural pilot was Charles W. Weiblen and co-pilot Sam Carson. Postmaster at Pontiac is Joseph W. Greenhalgh. On account of the short notice of this flight the postage is very light as collectors did not have sufficient time to send in covers. Those collectors who managed to get their covers in on this flight will have some nice sleepers that should prove to be desirable items in any cam cover collection.

Catalogue comments continued from March issue:—10—From time to time the writer of this column receives letters from collectors requesting that air mail field covers should be listed for such points as set up temporary postal stations at air mail fields on the occasion of first flights. Such postal stations referred to

## AUTOGRAPHS

CALVIN COOLIDGE and CHARLES G. DAWES, signatures of the former president and vice-president, on CAM 19 first flight cover, N.Y., 5/1/28, \$6.50.

HERBERT HOOVER, on cover mailed March 4, 1929, with cachet, "commemorating presidential inauguration" \$2.75

CHARLES CURTIS, ex-vice-president, on f.f. from Lincoln. CAM 18, \$1.25.

ALFRED E. SMITH, on air cover from Houston, Tex., 6/26/28, and Dem. donkey cachet captioned "He's in Houston", (Dem. Convention) \$2.50

ORVILLE WRIGHT, on first day cover, block of 4, 5c aeronautics conference stamp, Washington, 12/10/28.....\$2.50

AMELIA EARHART, on cover mailed from Boston, with cachet commemorating her famous transatlantic flight \$2.75.

FRANK M. HAWKS, on cover mailed from N.Y. Aviation Show (of which he was director), Feb. 8, 1929, \$2.25.

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are generally established only for the inaugural flight and usually in connection with ceremonies relative to such inaugural service. First covers mailed from such stations are generally cancelled with a handstamp and with very few exceptions bear no distinguishing difference from handstamps used in the regular postoffice for the point concerned and accordingly it is impossible to definitely classify a cover as having been dispatched from the field station from one dispatched from the regular post office. Secondly, the Postal Laws & Regulations require that any letter bearing more than two postage stamps are not to be cancelled by machine but are to be cancelled by handstamp which would make it impossible for a postoffice to legitimately confine the cancellation of first flight air mail covers to machine cancellation alone inasmuch as many collectors often use more than two stamps either in strips or blocks on first flight covers. Such covers would of necessity have to be cancelled with a handstamp. Hence, the mere use of a handstamp at a field postal station would be insufficient to definitely determine that a cover was posted at such a field station. Thirdly, such points from which covers have been reported to have been posted at a field station have for the most been intermediate points which would have no use or need of a field station as would be the case at a junction point or a terminus of a route.

There have been numerous cases reported that are in this category one being Casper, Wyo. on revised route 28 and another Schenectady, N. Y. on old route 20. The latter office had an authorized station established at the Schenectady airport the first three days of service via old route 20. Schenectady in addition to inaugurating air mail service on June 1, 1928 also dedicated its airport over a period of three days June 1-3, 1928. Covers mailed at the field station were handstamped but can not be definitely classified as such as the same handstamp was also used at the main post-office.

The only possible definite way of distinguishing such covers mailed at air field postal stations would be by regular air mail field handstamps, by provisional cancellers, or by regular handstamps, where some definite letter or numeral has been added to same or some definite time later than closing time at the regular postoffice is used. At the best with but rare exceptions regular handstamp cancellations can not be accepted as definitely classifying a field cover and hence such covers have not been listed and can not honestly be listed as field items. Only regular air mail field or airport handstamps cancellations are to be accepted as definite. Also such specially set-up provisional cancellers are to be

accepted as such are entirely different from the regular handstamps used in regular city postoffices. Examples of the latter are the New Orleans provisional field canceller on old route 29 and the Nashville provisional canceller of Revised route 23. Neither of these two could possibly be confused or classed as a regular handstamp and in addition they are suitably marked air mail field and AMF respectively.

## REVIEW

**THE AMERICAN AIR MAIL CATALOGUE—Section 1—CONTRACT AIR MAIL ROUTES**—by L. B. Gatchell, George W. Angers, William R. Alley, Albert N. Brown, Perham C. Nahl and Charles G. Riess. Art Editor and Business Mgr., Walter J. Conrath. An Official Publication of the AMERICAN AIR MAIL SOCIETY. Published and printed by THE AIRPOST JOURNAL, Albion, Pa.; 6x9. 132 pp., profusely illustrated. Regular Edition—Heavy paper binding. 75c; bound in red fabricoid, \$2.00. Subscription edition, limited to 25 autographed and numbered copies, silver fabricoid, blue stamped, \$10.00.

The present book is more comprehensive than any yet published in connection with the study and collection of these modern official government Air Mail Covers of the period 1926 to date. Produced under the auspices of the AMERICAN AIR MAIL SOCIETY, as part of its program to promote and foster interest in all phases of Air Mail cover collecting, the work has been jointly edited by five well known specialists and has been made available by private underwriting by prominent collectors and members of the Society, at a cost considerably less than the expenses incurred in production.

The work is essential to those who regard their CAM collecting as more than a casual sideline or to those whose ac-

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**R. E. R. DALWICK**

20 Elgin Rd. BOURNEMOUTH, England

# THE AIRPOST JOURNAL

accumulation of these interesting covers has progressed beyond the acquisition of a few stray pieces. The scope follows a middle of the road course in that it does not cater to either extreme in the possible range of collecting. In no sense is the work a specialist's catalogue, although in its text treatment it fills all the qualifications of a specialist's handbook. The listing and pricing of the various items, however, does not go into the details felt desirable by the advanced specialist. On the other hand the book goes much beyond the limitations set by a skeletonized listing and has been arranged to fit the collecting habits of the large majority of collectors, as interpreted by the Editors. Listings are on a directional basis, including treatment of errors and color varieties where confined to a single cachet.

Much material heretofore unknown has been included through original research and by the co-operation of the Post Office Department. Every cachet has been illustrated and the pricing of all items has been carefully checked against known demand and quantity available.

A series of route maps, executed by Walter Conrath is included, each map appearing at the head of its respective route and showing both old and new Route designations. A splendid introduction by W. R. Alley not only explains the scope and usage of the catalogue but gives an easily understood treatise on the genesis and growth of the hobby. One of the most valuable features, never heretofore included in any similar catalogue, is a complete cross index by dates and cities so that the page on which any cover is listed can be instantly determined by any collector, whether or not the route number is known to him.

This work should be well received and bids fair to have a large sale. The Edition is small and as it is believed the catalogue will have a currency of at least several years, it should be rapidly absorbed. At most air mail cover dealers, many stamp stores throughout the world or direct from the publisher.

The printing and typography follows the usual high standard of that of THE AIRPOST JOURNAL.

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All information concerning Canadian Air Mail should be sent direct to Editor W. R. Patton, Box 2384, Winnipeg, Manitoba, Canada.

## NEW CANADIAN AIR MAIL STAMP

**D**UE TO CHANGE of printing contracts, Canada will issue a new air-mail stamp on June 1st. This will be a 6c stamp, brown lake, and showing Daedalus in flight with mountains and sea below him.

Although not airmail, yet many readers will be interested in the new Canadian issue. Single-size, Kings Head stamps will be:—1c green. 2c brown. 3c red. 4c yellow. 5c blue. 8c orange. Double size pictorial stamps besides the new 6c airmail are 10c red, showing a Royal Canadian Mounted Police constable on horseback. 13c purple showing a group of Delegates attending the Confederation Convention at Charlottetown, P. E. I. Sept. 1st, 1864. 20c olive green showing Niagara Falls. 50c blue view of the Legislative Buildings at Victoria, B. C. \$1.00 olive green view of the Champlain Monument at Quebec, P. Q. and the River St. Lawrence in the background. 20c Special Delivery, red, showing an allegory of progress. All these stamps to go on sale at the larger centers on June 1st 1935.

## March Mail Figures, Via Air, From Winnipeg

March 1935 figures Winnipeg-Beres River-Norway House-Cross Lake-God's Lake amounted to 6,864 pounds. Winnipeg - Bissett - Wadhope - Beresford Lake-Diana slightly over 13,000 pounds. Sioux Lookout and Kenora to the Red Lake Mining Area was almost 7,500 pounds.

## Notes of Interest

Award of the McKee Trophy for the eighth Year, and for meritorious service

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**W. R. PATTON**

Box 2384 Winnipeg, Man.



to Canadian Aviation in 1934, to Flight Lieut. E. G. Fullerton of the Royal Canadian Force, is a tribute to the work of Flying Instructors, of whom Fullerton is said to be one of the finest. Of the seven previous awards of the trophy, five were made to Pilots closely identified with flying in Northern Canada in connection with Exploration and Development.

The Canadian Airways report for Jan. and Feb. 1935 show that 1,049,013 pounds of mail and Express were flown during these two months. This brings the total carried from Jan. 1st 1927 to Feb. 28th 1935 to 19,454,279 pounds, most of which has been carried the last three years. During this time 101,340 passengers were carried. Miles flown 11,006,409.

Pilot Walter Gilbert with Lou Parmenter as Air Engineer, left Fort McMurray on Jan. 10th returning to Edmonton and arriving Jan. 17th. He made the 1,574 miles Northbound to Aklavik in 9 hours 15 minutes averaging 170.16 miles per hour. The return trip of 1,748 miles was made in 11 hours 25 minutes or roughly 153 miles per hour. This is a record trip and beats the same Pilots

record made in August 1932 by 2 hours and 35 minutes. Temperature was 20 to 50 below zero, which is a remarkable record considering weather conditions.

During the period from Jan. 1st to Mar. 31st 1935 the Canadian Airways made 31 mercy flights, carrying 34 patients to Hospital, of which if it had not been for this service, nearly all would have died due to not being able to get a Doctor. Total mileage of these flights amounted to 4,881 miles. Pilot Catton carried 5 of these cases, Hollick-Kenyon four cases, others pilots handling the balance and ranging all over Canada from the Far Eastern part West to the N. W. Terr.

Canadian Airways Pilot report Dec. 17th 1934. "Unique assignment. Locating a point on a lake in unmapped territory, which the passenger himself failed to recognise on arrival. Finally located place. Temperature 25 below."

Pilot Lymburner flew an ox recently, weight 1,000, from Osekelaneo to Chibougamau a distance of 125 miles. Another ox was taken in to the same place next day. This is a case of literally taking the bull by the horns.

## Dedication and Unofficial Air Mail Covers

Maurice S. Petty

News of future and past events under this section should be sent direct to Mr. Petty, 507 Quackenbos St., N. W., Washington, D. C.

**COMING EVENTS:** San Antonio, Tex. May 12. Nice cachet for air show. Covers to Wm. Forbes, Box 293, Fort Sam Houston, Tex. St. Cloud, Minn. will dedicate Whitney Memorial Airport June 28-29. Covers to Ed. Weber, Sec. Jr. CofC for cachet. B. F. Carter, Sec. CofC writes that this is a new port located some miles from the one dedicated in 1929, though will bear same name. Mr. G. E. McCadden, whose Hobbies Dept. is an interesting feature of St. Cloud Sentinel, has written several items on it. In the March 28th issue is related how a California collector has written in and asked that varieties as follows be used on his covers: 1.—The standard cachet. 2.—A hand written inscription signed by Sec. CofC on one cover each day. 3.—Same as 2 except type written. 4.—Only seal of CofC on gold seals supplied by the collector, plus autograph.

5.—Flown from field by some participating pilot to his home town, and signed on a cachet applied to the covers by the collector. Collectors when sending in their covers to St. Cloud are urged to request that only one variety of marking be used on all covers for everyone,—or as an alternative to give every fellow a copy of every variety to the extent that the number of covers sent in by him will allow. The April 11th issue of the Sentinel states any collector may have a copy of the dedication special issue after the event on request, and it only right that five or ten cents should be sent to cover cost. Alexandria, Minn. is to dedicate in June 2nd, or 9th, or 15-16, (not certain which.) A collector has requested the Alexandria CofC to issue a printed cachet, a stamped cachet, and a sticker cachet, plus flown ones as above, and collectors are urged to use same methods as advised above. Sonora, Calif. to dedicate Ralph Field on June 16th. Covers to Sec. CofC. Bishop Airport at Flint, Mich., reported to be dedicated in May. Covers to Jr. CofC. Northport, Mich. to dedicate July

# THE AIRPOST JOURNAL

14th as per report of Paul Smith, Sec. to H. H. Hudson.....Covers sent to Times Junior Stamp Club of Fairmont, W. Va. as per last issue, will be handled by our old friend, J. P. Penning, formerly of Pittsburgh.....West Yellowstone, Mont. to dedicate one day in June. Covers to P. M. who is also Pres. of Commercial Club.....Our good friend Norman Ferguson, 1615 W. 10th St., Little Rock, Ark., who has done such good work for us in the past, will hold a few covers for possible dedications in that vicinity..... Poplar Bluff, Mo. reported to dedicate May 26th. CofC.....Auburn-Lewiston, Maine, probably dedication and first flight in June. Covers to A. P. McClure, 114 Park St. Lewiston, Maine.....Hawarden, Iowa, P. M. will hold covers for dedication as will the CofC at Whitefish, Mont.....Since last writing, we have sent out quick notice postals on dedications at Winston-Salem, N. C., Chico, Calif., and Newton and Sussex, N. J. (the last two not having arrived at this writing, April 20th). For first information, we are indebted to Gus Lancaster, Rex Copp, and Henry Crawford, respectively, others having informed us subsequently. Especial thanks to each of these. Remember you can be notified of airport dedications we hear of too late for publication here, by keeping a supply of addressed post cards (not envelopes) with the editor of this column, if you are an AAMS members or APJ subscriber.....

No dedications in prospect soon at Farmersville, Tex., Kellogg, Idaho, Chicago, Ill., Alhambra, Calif., Coeur d'Alene, Idaho, Boise, Idaho, Covington, La., Marlin, Tex., Ely, Minn., Minot, N. D., Davneport, Iowa, Longview, Tex., Norwalk, O., Marinette, Wisc., Hillman, Mich., Onaway, Mich.....It was a delight to have an evening's visit from the well known dedication collector, C. E. Varlson, of Cleveland, O. recently while in Washington. Also the Washington Air Mail Society was glad to have as a visitor Robert Richardson of Akron and Cleveland Clubs at the April meeting.....

Don't forget you are coming to the Convention in Washington, August 15-16-17, and we are planning a great time. Information gladly furnished by the writer, who is Chairman of the Program Committee.....Every letter received this month concerning dedications has deplored the variety of markings now showing up on many events. Doubtless, we will have to come to recognize only correctly dated postmark and ignore markings altogether, if we ever get any order out of present chaos. In every case, some collector is responsible, however.

**PAST AIRPORT DEDICATIONS:** Macon, Miss., covers of May 18, 19, 20, 1934, seen with typed inscription signed by P. M.; also 18th with written inscription by P.

M. and last two days with autograph only.....In Don Dickason' auction of April 6th, I secured a Pittsburgh, Pa. cover of Sept. 11, 1931 (#2085) with air field cancel, same not previously reported.....Contrary to reports published elsewhere, Mr. Selvy Davis, who applied the sticker cachet to all covers for the Air Tour at Fitchburg, Mass. on May 30, 1930, has written me direct that there was NOT any airport dedication on that day.....It has been reported that Palmdale, Calif. did not dedicate in March but mailed covers to get rid of them. It is further reported that they did dedicate on March 12th. Letters to CofC with return postage has failed to secure a reply.....Aiken, S. C. dedicated airport on April 4th, and CofC applied a seven line stamped cachet and the Augusta, Ga. CofC applied a printed cachet. Most covers bear both cachets on opposites sides of envelope, but some reported with Augusta cachet only, and some seen with none at all.....Winston-Salem, N. C. re-dedicated the Miller Municipal Airport on April 13th and a red box cachet was applied by the CofC and Philatelic Society. On April 2nd, the CofC at Winston-Salem applied a round cachet to air mail for the first flight from this airport, which was really the first flight CAM from Winston-Salem, all their airmail previously having been combined with Greensboro and High Point, and actually flown from Greensboro. These covers should be good.....H. H. Hudson reports covers without markings from Russellville, Ark., Feb. 3; La Crosse, Wisc., Feb. 28; Success, Ark., March 25th; and Rex Copp reports Arcadia, Nebr., of March 25th, while C. E. Carlson reports Seminole, Okla. of Oct. 29, 1934. Who knows if they mean anything?.....Chico, Calif. dedicated Municipal Airport on April 13th and numerous collectors have reported it as a "mess". A printed bi-color envelope was put out by some dealers at 15c each; a plane and three line rubber stamped cachet was applied to collectors' covers at 1c each (some without the fee); a typed inscription signed by the P.M. on some; others without any cachet at all. Practically all the four varieties above bear either the CofC stamp or the P.M. autograph or both. A fifth is postmarked at Oakland, Cal. April 14th, and bears a sticker cachet "flown from airport dedication" applied by a collector outside of Chico, and signed by R. U. St. John. Pilot. Harry Sweet reports 20 so flown.

**OTHER COVERS RECEIVED:** Alameda, Calif., March 31, with a mimeographed cachet by CofC for arrival of Pan American Clipper Ship.....New Orleans, La., April 17th with nice cachet by Crescent City Stamp Club. Emil Thurman, Cachet Director, in honor of the 10th anniversary.

sary of the Chicago to New Orleans first air mail flight.

**COOPERATORS** who have earned our thanks with news since last writing are B. F. Carter, Rex O. Copp, Henry Crawford, Wm. Forbes, Ben Guzo, King Hostick, J. S. Haldenstien, C. A. Hunter, G. E. McCadden, J. P. Penning, John F. Pendergast, Hervey W. Reese, Harry Sweet, Dr. J. F. Ulman, F. H. Wilde, W. T. Wynn, Jr., and many CofC's and P.M.'s and our thanks also for covers received from John N. Lowe and Fred Wilde.

## CRASH COVER NEWS

By **FRANK A COSTANZO**  
Crash Cover news should be sent direct to Frank A. Costanzo, Box No. 32, Punxsutawney, Pennsylvania.

**OUR CONGRATULATIONS** to Western Air Express who have just completed nine years of active service without a single passenger fatality or injury. It is our sincere hope that WAE as well as all other air transport companies, will meet with similar success in the future.

### OFFICIAL REPORT OF RECENT AIR MAIL MISHAPS

Buffalo, N. Y. December 19th, 1934. American Airlines. 55% of the shipment of 410 pounds of air mail was recovered from this mishap which was reported in an earlier issue of the Journal.

Detroit, Mich., April 16th, 1935. Chicago to Buffalo air liner crashed soon after taking off from Detroit airport. Pilot Usher Rousch and 5 passengers uninjured. More details next issue.

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## PACIFIC COAST NOTES

By **FRED H. WILDE**

All news of Pacific Coast aerial events should be sent to Fred H. Wilde, 917 N. Burriss Ave., Compton, California, as early as possible.

**AKLAND.** The robot mystery plane, having undergone many test flights far out to sea, has been returned to Los Angeles from Oakland, where pilots and crew were preparing for the Pacific flight. As of March 22, the plane chief, Major Chester Snow, announced his resignation from the Dept. of Commerce, and we understand that further flights of this plane have been cancelled.

**LOS ANGELES-CLEVELAND.** Wiley Post's second attempt at a stratosphere flight to New York ended at Cleveland, due to insufficient oxygen. And have you seen his oxygen dress suit? And can you imagine you or I getting into one of those doo-dads, along with ten or a dozen other passengers, just to get to New York a few hours sooner? Of course, coming from N. Y. to California would be quite different, but then.....! We read that three sacks of mail were deposited at Cleveland, but none have been reported delivered. An on April 6, the Winnie Mae reached 30000 ft. in altitude, in a test hop with a new controllable pitch propellor, and mechanics began installing the detachable landing gear and preparing the plane for a third attempt, which should be in the next few days, says Post.

**SANTA MONICA.** The first of fourteen huge Douglas air liners contracted for by the Koninklyke Luchvart Maatschappy of the Royal Dutch airlines, took off from Clover field on Mar. 22, bound for New York, where it will be cradled aboard a liner for shipment to Holland.

**ST. CLOUD, MINN.** Jr. C. of C. is handing covers for airport dedication on June 29 and 30. Thanks to Harry Sweet, who is still digging in for "youse guys". He says that Penn. State Aeronautics Commission plans to promote a state-wide tour in Sept. or Oct. Oh well, we'll be seein' ya before that time.

**SUNNYVALE.** The dirigible base here has been converted into an airplane training center pending decision on the future of airships, all lighter-than-air activities being concentrated at Lakehurst, N. J.

**PALMDALE.** Covers sent some years ago for dedication of airport were mailed, to the number of 800, some on Mar. 8, others on Mar. 12. Enquiry of the C. of C. reveals that the event for which these were mailed was "just to get rid of the

# THE AIRPOST JOURNAL

covers", as no dedication was possible. A truly fine event, we think, and just to show how co-operative they are, they offer to hold covers if the collectors wish to send more. Don't all speak, or send at once. And this, after many enquiries, and a trip into the scorching desert town in the middle of summer. About eighty more collectors "bones" lost in the desert.

**HONOLULU.** Construction of an \$1,800,-000.00 air base at Fort Kamehameha, near Honolulu, is predicted to begin before the end of this year. We would appreciate being kept informed on this development, Mr. R. C. Hendricks.

**CHUNG - HING.** China Nat. Aviation Corp'n. inaugurated mail service on Mar. 28 between Chung-Hing and Yunnanfu, the plane being piloted by Floyd Nelson, of Salt Lake City, with Hyland Lyn, of Hollywood, Calif., as mechanic. L. A. Times.

**ROY MINOR,** famous pilot of small racing planes, was laid to final rest Mar. 25th. He succumbed to a heart attack following pneumonia. In 1934 he was second in the Thompson Trophy race, and in '33 won in both the International and National air race.

**COMPTON.** The Sikorsky P.A.A. Clipper, after an uneventful flight from Miami to San Diego, paid us a visit on Mar. 30, passing overhead on its tour of inspection to and from Los Angeles. A beautiful thing to see in the air. Returning to San Diego southward, she flew northward the following day to San Francisco, and is being prepared for her first flight to the Hawaiian Islands, and return. Unofficial mail will be carried on these trips, at \$1.00 per, plus regular airmail postage. Today's paper states the flight has been postponed for at least a week, to give the collectors another chance to get the dollars—excuse us—the covers in.

**HONOLULU.** A second airline may be established between U. S. and Hawaii, backed by the Matson Navigation Company. Inter Island Airways, of Hawaii, are much interested in this venture, and are conferring with P.A.A. officials regarding joint operation.

**MARIPOSA, CALIF.** At last we were able to get definite word that a formal dedication ceremony will be held at the opening of the Mariposa airport, late in April. If this has not happened, send covers immediately to John L. Dexter, Mariposa Gazette. Collectors have C. E. Morris, of the Albany C. of C. to thank for this event.

Lots of information from Harry Sweet. Jackmen, Me., will dedicate late in June. Covers to H. L. Holden, P. M. Brunswick, Me., no date set. Covers to C. of C. secretary. Airport between Sanitorium and Magee, Miss., not yet dedicated. No

dedication in prospect at Oakes, S. D. Big Springs, Neb.. P. M. says no a.p. there at all. Alexandria, Minn., C. of C. holding covers for ded'n in May. Fairburn, S. D. return covers. Biloxi, Miss., building municipal airport. Bemidji, Minn., C. of C. says no date set for ded'n. Marshall, Minn., P. M. will handle covers. Ded'n likely this summer. Tulare, Calif. hopes to get a.p. started this summer. Garretton, S. D., covers to Dr. Devall. No date set. Fredericksburg, Tex. reports a.p. discontinued. Rapid City, S. D. report their a.p. dedicated in 1926. Brookings, S. D., no date set for ded'n. Redfield, S. D. same. Scotts Bluff, Neb., same, but C.C. will handle covers. From W. J. Kirby, 2713 Lee Ave., Monroe, La., says Portland, Ark. a.p. will be dedicated this summer, and there is talk of a new a.p. at Monroe, La., and that night airmail service will begin there on May 10. Now you dedication collectors, go to it, and may you get a few live ones from this list. And—how about a little co-operation from YOU? Get that information from your general locality, and send it in to M. S. Petty, L. W. Dedell, Utica, N. Y., or even to the Wildeman in California. It will be appreciated, and a group of a dozen or so ardent collectors who are gathering this information for you may be induced to continue to do so. Also send information to Frank Costanzo, Punxsutawney, A. N. Brown, San Francisco, Chas. Haas, N. Y., or other publications with aero columns. Take your choice, but send it in.

**NEW ORLEANS.** A nice naval cover comes from Emil Thurman, cancelled aboard the U. S. S. New Orleans, Mar. 30, 1935, at New Orleans.

**LITTLE AMERICA.** Covers from this farthest south P.O. were received and backstamped in San Francisco, Mar. 25. Box cancel, with "LITTLE AMERICA MAIL RECEIVED" enclosed. Face of covers cancelled "Little America Jan. 31 8:30 PM 1934 Antarctica". by machine Hand cancel caring for lower pair of block of four similar, without the hour time. Rubber stamp applied in black "This letter has been delayed for one year because of difficulties in transportation at Little America, Antarctica".

**SAN RAFAEL.** A cover cancelled April 1. 5:30 P. M. 1935. comes from here, and bears a printed cachet in green "Carried by courtesy — thirty first bombing squadron—routine flight from Pattersin Field, Fairfield, Ohio to Miami, Canal Zone and return", with signature of pilot. Plane #2. But sad to relate, above this cachet, hand written, we note "Flight postponed". Sad story, but what could we expect on such a date. However, W.C.A.M.S. did its best in placing these covers, and does not often miss an event of this kind.

(Continued on Page 22)



# American Air Mail Society

ORGANIZED 1923 AS THE AERO PHILATELIC SOCIETY OF AMERICA

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**Official Publication**  
THE AIRPOST JOURNAL  
Published monthly and sent to all members in good standing.

## The Treasurer's Report

### NEW MEMBERS

- 1634 Duncan, J. C., 1118 W. 93rd St., Los Angeles, Calif.  
1635 Kantor, Benjamin, 270 W. 148th St., New York City.  
J1636 Knapp, Miss Elizabeth J., S. Sandisfield, Mass.  
1637 Weed, Louis E. Jr., 29 Mayhew Ave. Larchmont, N. Y.  
1638 Glessner, Capt. H. Hall T., Quarry Heights, Canal Zone, Panama.  
1639 Dunbrack, Paschall C., 110 E. Riverside Ave., Covington, Va.  
1640 Quail, William Dickey, 292 E. 17th Street, Brooklyn, N. Y.

### APPLICATIONS POSTED

Following have made application for membership in the Society. If no objection is received and references are found in order, they will be admitted on May 15, 1935.

Bowers, Glenn A., Cosmos Club, Washington, D. C. Age 45. Economist. Air mail stamps. By Francis B. Leech.

Sabrino, Ricardo de, Cadiz, Spain. Age 40. Captain of Coast Artillery. Air mail stamps and covers. By Geo. W. Angers.

Ross, Harlow, 529½ W. Superior St., Duluth, Minn. Age 32. Book Dealer. Air mail stamps and covers. By Geo. W. Angers.

Stobart, Elmer, 6217 Melrose Street, Chicago, Ill. Age 21. Office Boy. Air mail covers. By W. R. Patton.

Myers, Wilfried, 276 Poland Ave., Struthers, Ohio. Age 25. Teacher. Everything Aero. By Walt Conrath.

Jungk, Walter A., 6628 N. Maplewood Ave., Chicago, Ill. Age 43. Sales Correspondent. Air mail stamps, Foreign and Historical air mail covers. By Walt Conrath.

Murphy, James F., North Pelham, N. Y. Age 42. Policeman. Air mail stamps and flown covers. By Geo. W. Angers.

### ADDRESS CHANGE—New addresses shown below

- 1194 Heckbert, Garrett, 714 N. Beuer St., Wooster, Ohio.  
1468 Peck, Frank W., 4811 Circle Drive, San Diego, Calif.

### CHECK FOR ERRORS

Members of the AAMS should check the 1935 Directory mailed with the April Airpost Journal for any errors in spelling of names, addresses and other matters of importance. Corrections or omissions should be reported at once. Proper corrections will be noted in this monthly report.

Fraternally submitted,  
FRANK A. COSTANZO.

# CLASSIFIED ADVERTISING

## RATES

1c PER WORD — MINIMUM CHARGE 25c  
Copy for this section must be received by  
the 10th of the month.

WILL TRADE TWENTY VARIETIES  
mint Ohio Tax stamps for covers, air  
labels, face for value. W. V. Miller, 1309  
Murrell Ave., Columbus, Ohio.

AIR MAIL ERROR — SPAIN #755A,  
violet brown (error of color)—mint single  
\$1.00, block \$4.00. Allan Thatcher, 300  
West 12th St., New York City. 8-1t\*

I HAVE SEVERAL HUNDRED EXCEL-  
lent aeronautical photographs, dating  
from 1902. Reasonably priced. Write for  
list. Bart A. Brady, 158 Amherst St., East  
Orange, N. J. 1t\*

FIRST FLIGHT PILOTS' PHOTOGRAPHS  
wanted—also mail plane photos. Bill  
Schneider Jr., Rahway, New Jersey. 8-2t\*

AIRMAIL FIRST FLIGHTS AND DEDI-  
cations bought and sold. Write for free  
lists. Approvals sent on receipt of proper  
references. Herget, 553 Suffolk, Buffalo,  
New York. 58-4t

### BACK NUMBERS

of the AIRPOST JOURNAL

Most of last year's special issues are  
still available at 15c each.

## PACIFIC COAST NOTES

(Continued from Page 20)

With a green cachet "First Night Flight,  
Chi. & Southern Air Lines, Chicago-New  
Orleans", and pmkd. T. C. Airmail Field,  
St. Louis, Mo., Apr. 1, 1935, 11 PM,  
comes a nice pilot auographed cover,  
handled by C. R. Leach, Jr. Backstamped  
New Orleans Apr. 2, 11 AM.

Another green cachet is applied to a  
cover from Winston-Salem, N. C., Apr.  
2, 1935. Circular in form, and enclosing  
"First airmail flight from Winston-Salem,  
N. C., a flying plane and the autog. of  
the Pres. Chamber of Commerce. This  
one from Hervey Reese.

Co-operators this month include Harry  
Sweet, Emil Thurman, WCAMS., C. E.  
Morris, Hervey Reese, Rex Copp, Gus  
Lancaster, John L. Dexter, of the Mari-  
posa Gazette and newspapers.

## EXCHANGE DEPARTMENT

A. A. M. S. Members are entitled to two  
20-word ads per year in this Exchange  
Section, free of charge.

WANTED—AIRMAIL STAMPS, OFFER  
generous exchange basis. Have U.S. and  
foreign to offer also. Alan C. Eckert,  
Box 53, Pelham, N. Y. A.A.M.S. 1576. 1t

FEB. 12TH CACHETED MACON CRASH  
covers to exchange for one Doolittle auto-  
graphed carried cover. Must be 6½ en-  
velope, and clear cancellation. J. Hulff,  
1420 Winchester, Glendale, Calif. 1t

WILL EXCHANGE COVERS OF AIR  
Races, anniversaries, expositions, Air Mail  
Day, American Legions, radios, aviation  
shows, first night flights, for Penna.  
dedication covers. John C. Morgan, 621  
Fifth Ave., New Kensington, Pa. 1t

BAGGAGE LABELS, AVIATION POST-  
ers (races) etiquettes, flown airmail,  
rocket stamps, semi-official stamps ex-  
change. Hummel, Allerheiligenhof, Inns-  
bruck, Austria. 61-2t

I WILL GIVE ROCKET POSTS AGAINST  
U. S. A. Zeppelin mail, first flights, etc.  
Gerard Thoolen, s'Gravenhage, Holland.

OFFER \$1500 CAM AND FAM COVERS  
for precancels 1917 on, covers I need.  
George S. Chapman, Fort Covington,  
N. Y. 8-2t

WILL EXCHANGE ZEPPELIN MAIL,  
for U. S. Zeppelin, and U. S. commemora-  
tive stamps. Sherman Corbett, Meriden,  
Conn. 1t

## NEW GREEK AIRMAIL LABEL: THE 16TH LABEL

A new airmail has been issued by the  
Greek Posts. It resembles the 15th label,  
only that the design is slightly different  
as well as the color, which is a darker  
blue.

The issue amounts to 140,000 and this  
label is also printed in sheets of 50.

It is not possible to identify the 1st  
day of use of this label, as it appeared  
during the troubled period, at the begin-  
ning of March, when an insurrection and  
military rising occurred in Crete and  
elsewhere. The airlines, flying through  
Greece, stopped passing through the  
country for some days and a lot of mail  
posted to be sent by airmail was for-  
warded on by usual route. Any further  
information will be duly sent on.

—P. J. Drossos.

## ROCKET POSTS---The Best Investment Today

I am the only ROCKET MAIL SPECIALIST OF EUROPE, and all ROCKET MAIL AND ALL ROCKET STAMPS of the inventors SCHMIEDL, ROBERTI and the pioneers ZUCKER, SMITH, etc. I can supply at very bargain prices.

HERE YOU SEE SOME PRICES. I have all other flights in stock.

### System Schmiedl

AUSTRIA flight V15.....	\$2.50
AUSTRIA flight S1.....	1.40
AUSTRIA flight K1.....	1.00
AUSTRIA flight N1.....	1.00

### System Roberti

HOLLAND flight Meteor.....	\$4.00
HOLLAND flight Komeet.....	4.00
HOLLAND flight Poolster.....	1.00
HOLLAND flight Mercurius....	.80
HOLLAND flight Mars.....	1.50
HOLLAND flight Venus.....	3.00

### System Zucker

GERMANY, flight 28, Jan. 1934	\$1.50
ITALY flight.....	1.00
HOLLAND trial flight.....	1.50
ISLE OF WIGHT flight.....	1.00

HARRIS-SCARP set of 4..... 3.00  
**DOVER CALAIS FLIGHT.** This summer we will have the large Dover Calais trial flights. I am now already accepting orders.

**ROCKET AEROPLANE MAIL.** In the first days of May there will be an important trial. A light aeroplane will make a flight by means of rocket explosives carrying 500 covers, numbered 1 to 500. I am now already accepting orders for these rare souvenirs at the price of only \$1.00. Next month the price will be \$2.00 and higher. **ORDER NOW.**

**ROCKET STAMPS** of Italy, England, Holland, Austria, British Indies, Germany, Suisse etc. can be supplied at low prices. Ask for approval sending. **FOR ALL CONCERNING ROCKET MAIL, write to**

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### MINT AIR STAMPS

- Lot No.
- 1 Argentina, 535-37
  - 2 Costa Rica, 314
  - 3 Costa Rica, 315-27
  - 4 Dominican Rep. 506-09
  - 5 Dominican Rep. 519
  - 7 Fr. Morocco, 514-19
  - 8 Egypt, 253-54
  - 8 Germany, 645-47
  - 9 Greece, 765-71
  - 10 Hungary, 976-84
  - 11 Iceland, 315-20
  - 12 Indo-China, 701-12
  - 13 Italian Col., 329-34
  - 14 Italian Col., 335
  - 15 Italian Col., 400-01
  - 16 Italy, 652-55
  - 17 Italy, 662-65
  - 18 Jugo-Slavia, 1000-04
  - 19 Lithuania, 466-71
  - 20 Luxemburg, 505-06
  - 21 Mexico, 953
  - 22 Mexico, 954, 957
  - 23 Mexico, 972-79
  - 24 Mexico, 1175, 76, 78
  - 25 Mexico, 1180, 81
  - 26 Nicaragua, 1046-47
  - 27 Nicaragua, 1057 - 58 plus  
"1931"
  - 28 Nicaragua, 1211-15
  - 29 Panama, 717
  - 30 Peru, 806-12
  - 31 Philippines, 361-67
  - 32 Philippines, 370-79
  - 33 Russia, 733-34
  - 34 Russia, 736-45
  - 35 Russia, 746-50
  - 36 Saare, 503-04
  - 37 Salvador, 674-77
  - 38 Salvador, 678-82
  - 39 Syria, 357-66
  - 40 Tripolitania, 806-11
  - 41 Turkey, 1500-04
  - 42 Uruguay, 657-80

### MINT COMMEMORATIVES (C) AND REGULAR POSTAGE

- Lot No.
- 42C Bulgaria, 252-57
  - 43C Bulgaria, 258-63
  - 44C Czechoslovakia, 195-98
  - 45C Dominican Rep. 266-76
  - 46C Hungary, 486
  - 47C Italy, 322-23
  - 48C Liechtenstein, 119
  - 49 Middle Congo, 65-88, less 82, 83
  - 50 Middle Congo, 65-87, less 82, 83
  - 51C Paraguay, 352-59
  - 52C Peru, 324-31
  - 53 Poland, 283-85, 690
  - 54 Roumania, 618-23
  - 55 Russia, 470
  - 56C Russia, 479
  - 57C Russia, 489-510
  - 58C Russia, 517
  - 59C Russia, 524-28

- 60C Russia, 529-30
- 61 Saare, 447-53
- 62C Switzerland, 222-25, sheet
- 63 Syria, 232-50
- 64 Tannou Touva, 35-37
- 65C Uruguay, 418-28
- 66C Uruguay, 440-45
- 67C Uruguay, 447-54

### AIR MAIL STAMPS ON FIRST DAY COVERS. (F) signifies ordi- nary flown cover.

- 68 United States, 8c single
- 69 United States, 8c block
- 70 Dominican Rep., 517
- 71 Dominican Rep., 518
- 72 Dominican Rep., 519
- 73 Hungary, 976-84
- 74 Italy 642-47 (Zep)
- 75 Mexico, 954
- 76 Mexico, 972-78
- 77 Mexico, 979
- 78 Mexico, 916 (F)
- 79 Mexico, 956 (F)
- 80 Newfoundland, 513-17
- 81 Nicaragua, 1027-23
- 82 Nicaragua, 1030-44
- 83 Nicaragua, 1029
- 84 Nicaragua, 1045
- 85 Nicaragua, 1008 (F)
- 86 Nicaragua, 1017 (F)
- 87 Nicaragua, 1018 (F)
- 88 Nicaragua, 1025 (F)
- 89 Nicaragua, 1026 (F)
- 90 Nicaragua,
- 91 Nicaragua,
- 92 Nicaragua, 1080 (F)
- 93 Peru, 324, 26, 28, 29-31
- 94 Peru, 324, 25, 26, 28, 31
- 95 Paraguay, 352-59
- 96 Uruguay, 418-29
- 97 Uruguay, 429-33
- 98 Uruguay, 440-45
- 99 Uruguay, 447-54
- 100 Panama, 718
- 101 Peru, 808-11
- 102 Peru, 807-08
- 103 Peru, 809
- 104 Peru, 810
- 105 Peru, 811
- 106 Russia, 733-34
- 107 Salvador, 674-77 (F)
- 108 Syria, 357-66
- 109 Venezuela, 427 (F)
- 110 Venezuela, 420, 34, 36 (F)

### COMMEMORATIVES AND REG- ULAR POSTAGE ON FIRST DAY COVERS

- 111 Argentina, 414-15
- 112 Dominican Rep. 278
- 113 Dominican Rep. 235-88
- 114 Dominican Rep. 289-80
- 115 Netherlands, 510-13
- 116 Netherlands, 514-17
- 117 Netherlands, 213-16
- 118 Panama, 263-73

Other sales to follow, CAM, FAM, Foreign Covers, Etc. If interested, a card will put you on the mailing list.

S. H. FALKOFF

Wooster, Ohio