

THE AERO PHILATELIST ANNALS



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**Edited by
Philip Silver**

★ **Contents**

The Editor Says	2
United States (Philip Silver)	3
The Six-Cent Orange Air Mail Stamp of 1918	
Z.R. 3 Mail — An Unusual Cover (Philip Silver)	8
San Marino (Sebastiao Amaral)	9
Imperforates — Errors or Proofs?	
Uruguay (Philip Silver)	10
Counterfeits of the 1926 Air Mail Issue	
Philatelic Lament	12
Other-than-Zeppelin Usage of U.S. Zeppelin Stamps (Philip Silver)	13

The Editor Says . . .

With this issue of the **Aero Philatelist Annals**, your editor fulfills a promise made more than two years ago when the merger between **Aero Philatelists, Inc.** and the **American Air Mail Society** was finally consummated. The agreement for the merger contemplated that two issues of the **Annals** would be published annually. So, this is the first issue and it is our fond hope that the stated schedule will be kept in the future.

What will be needed, however, will be the cooperation of all members of the **American Air Mail Society**. We will need articles on all phases of aerophilately, United States as well as foreign. So, this is an appeal to all those writers who responded so well in the past to the urgings of the late Henry M. Goodkind who edited the **Aero Philatelist, Inc.** publications for more than twenty-five years. For our part, we pledge to keep the standards he set and maintained during that period, an effort the writer was proud to be associated with since October 1959 as Assistant Editor of the **Aero Philatelist Annals**. In this search for articles, we promise not to invade the territory of Frank Blumenthal, the capable editor of **The Airpost Journal** for the past several years.

Every air mail collector has the inherent potential to be an author. In his or her specialized area, there have probably been accumulated much data which belong in the realm of the written word. Too often, knowledgeable philatelists have gone to their ultimate reward without recording for posterity the information garnered in a life-time of collecting. This is regrettable; the loss to philately is inestimable. Many of us have had to grope for understanding when even a short article might have cleared up a basic point of reference.

Nor does every article have to be about a spectacular cover or philatelic item. Some everyday items need permanent recording lest they be lost for future generations of collectors. In the United States area, for example, articles are needed on the short period of use of a pair of the Beacon air mail stamps for the ten-cent rate; twenty-one-cent rate covers during the period from July 6, 1932 to June 30, 1934; first day of issue covers of the Gailard Cut air mail stamps of the Canal Zone, especially Scott Nos. C7, C9-11, C13 and C14; etc.

In the present issue, there are a number of articles which we hope will revive the interest of the former members of **Aero Philatelists, Inc.** and will stimulate the members of the **American Air Mail Society** as well. At long last, there is the promised revision of Mr. Goodkind's United States C1 article. Hopefully, together with his original article in the April 1959 issue of the **Aero Philatelist Annals**, we will now have a definitive story about that stamp. New May 15, 1918 handstamp discoveries are included in an unending search for this material. Zeppelin covers are not neglected but more of this type of material cries out for recording.

Now, the issue is in your hands. Your comments will be appreciated.

— P. S.

UNITED STATES: The Six-Cent Orange Air Mail Stamp of 1918



When Volume 1, Number 1 of *The Aero Philatelist Annals* made its appearance on the philatelic scene in July 1953, an editorial entitled "This New Publication" written by the late Henry M. Goodkind stated, in part, as follows: "In addition, mistakes will be made. We shall not ignore them nor tend to sluff over them. A mistake must be corrected in a magazine of record and the rectification must be published just as prominently and with equal length as the writings at error."

Over a span of several years, Mr. Goodkind himself authored a series of definitive articles on the first issue of United States air mail stamps, Scott C1-3. These articles included a study of the stamps themselves, first day and first flight covers, special usages, etc. His study on the six-cent, orange, air mail stamp, Scott C1, issued on December 10, 1918, appeared in Volume VI, Number 4 of *The Aero Philatelist Annals* (pp. 89-111, incl.).

It is to this latter study that the present remarks are directed. Shortly after Mr. Goodkind's article appeared, a number of inconsistencies were noted by several serious United States air mail students. Suggestions for corrections were made by colleagues in this country and abroad. This writer, among others, submitted the results of his own studies as a basis for revision. It is unfortunate that, because of the press of other philatelic duties, Mr. Goodkind was unable to find the necessary time to prepare a revised article in subsequent issues of *The Aero Philatelist Annals*. It will be remembered that, in addition to being editor of that magazine, he was the editor of the *Collectors Club Philatelist*, a member of the Expert Committee of the Philatelic Foundation and a governor and trustee of The Collectors Club. So, it was the firm belief of the present editor that the first issue of *The Aero Philatelist Annals* published under his aegis should contain an article summarizing the results of additional study on this stamp.

For easy correlation with Mr. Goodkind's study, all comments herein will be referenced according to the page number of the article which appeared in the April 1959 issue of *The Aero Philatelist Annals*, Volume VI, Number 4.

Page 89. The new air mail rate is referred to as a "bargain rate." It might be preferable to call it a "desperation rate." Although Postmaster General Albert Burleson's report for 1919 could call the air mail route between Washington and New York "the only practical commercial aeroplane service in the world," its 96.54 percent performance belies the fact that, from a practical standpoint, its success may be seriously questioned. (1) For example, the northbound mail that left Washington at 11.30 a.m. arrived in New York at approximately 3.30 p.m. on the same day. When the time for transferring mail from the airport to the trains which carried it into the city, the routing to the several sub-stations, the sorting and final delivery by special delivery carriers are taken into consideration, it was found that, in many instances, delivery could not be effected because such delivery time was later than the normal closing hours for most business concerns. Consequently, the mail was

usually carried back to the sub-station office for delivery the next morning. By that time, the mail which had left Washington by train the day before was also ready for delivery. (2) Compared to the twenty-four-cent air mail rate, ordinary postage was only three cents an ounce. Reduction to a sixteen-cent rate as of July 15, 1918 did little to improve the service. When, finally on December 10, 1918, the special delivery charge of ten cents was eliminated and the air mail rate was set at six cents an ounce, it was hoped that more business customers would avail themselves of air mail service. Alas, it was not to be! So little use was made of the air mail service between Washington and New York, that the intermediate stop at Philadelphia was discontinued effective as of July 21, 1919 (3) and the service itself ceased to be on July 17, 1919. Effective on July 18, 1919, a two-cent rate for air mail service was established. (4) This was not a pure air mail rate; it was merely the then current first-class rate. Notice was given by the Post Office Department that the planes would continue to fly, no schedules would be kept, but first-class mail would be given air service if indeed there were planes to carry it. The scarcest commercial air mail covers of the 1918-1919 period are those with the six-cent, C1 stamp affixed. Even without the added special delivery charge, most persons found they could get faster or as-fast service by using the ordinary mails between Washington and New York.

Page 90. It is true that the six-cent, C1 air mail stamps were printed from only one plate (No. 9155). It should be stated for the record, however, that another plate was prepared by the Bureau of Engraving and Printing but was never used. A photograph of that plate, No. 9164, is shown as **Figure 1**.

Mention should also be made at this point about die proofs. The only

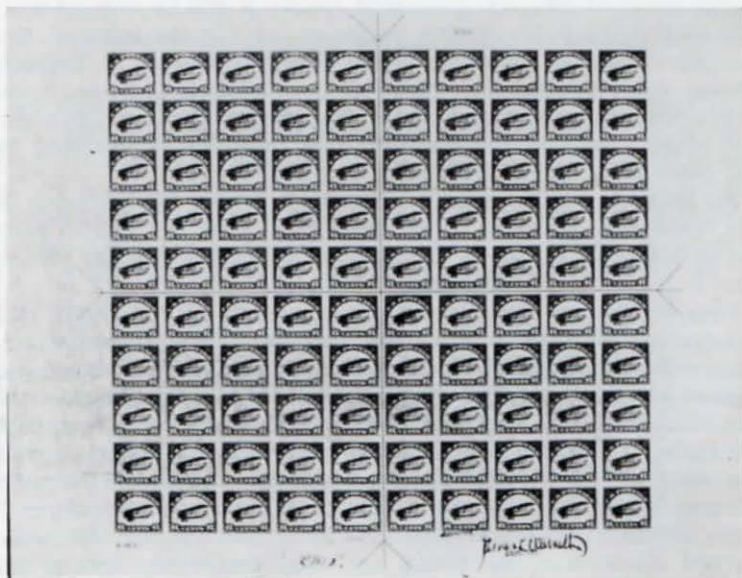


Fig. 1. Plate proof No. 9164. No stamps were printed from this plate (Photos by Boutelle)

known die proof of this stamp was in the President Franklin Delano Roosevelt collection when part one of that collection was sold by H. R. Harmer, Inc. on February 4, 1946. The description for lot number 68 reads, in part, as follows: "Only one known." This large die proof was subsequently in the Caroline Prentice Cromwell collection. It appeared as lot number 598 in the Irwin Heiman auction sale of that collection on November 8, 1957. The next appearance of this die proof was in the Thomas A. Matthews collection sold at auction by H. R. Harmer, Inc. on November 14, 1964, lot number 14. This writer is proud to be the present owner.

Serious students of the Essay Proof Society, the late Solomon Altmann among others, have informed the writer that diligent search of all available records and auction sales has failed to uncover another die proof of this stamp. Thus, until another copy should be located, this die proof will have to be considered unique.

Page 92. While not of great moment, it is only fair to state that Henry C. Dupont, the noted U.S. air mail specialist of Aix-en-Provence, France, refers to browning of the stamp's orange color as sulphuration, a mixing of the sulphur in the atmosphere with the chemical in the dye used for printing. Others in the chemical field, with whom the writer has spoken, have indicated that sulphuration is a more precise description than oxidation.

Also on this same page, reference is made to the fact that the stamp remained valid for all postal purposes except postage due. In the interest of complete accuracy, it should be stated that this stamp, like all other air mail stamps, could not be used for other than air mail purposes after June of 1928.

Page 96. When Mr. Goodkind wrote his article, he catalogued six known December 10, 1918 first day covers. Cover number six on page 96 is referred to as both flown and commercial. Since backstamping was not required for air mail letters — backstamps on 1918 air mail covers are found only on those covers which received special delivery service, the backstamp being required by the regulations relative to such service — it is impossible to state categorically that this cover was indeed flown. Also, the fact that a cover bears the printed address of a business firm is no guarantee that it is commercial as stated by Mr. Goodkind.

But, unfortunately, what really mitigates against this cover is that it is not FIRST DAY. This is a startling statement to make but true nevertheless. On May 6, 1971, the late Mr. Goodkind's collection was sold at public auction by the firm of H. R. Harmer, Inc. In the catalogue of the sale on page 12 the cover is described as FIRST FLIGHT. When the writer indignantly called this "error" to the attention of the auction firm, he was invited to make a personal inspection of the cover. Alas, the catalogue description was correct. A lengthy examination disclosed that what was taken for a "10" was simply a poorly hit and smudged "16." A first day, December 10, 1918 cover was then listed at \$2,500.00 in the Scott's Specialized U.S. Stamp Catalogue. As a first flight cover of December 16, 1918, lot number 1061 realized only \$260.00.

So, the number of first day covers would have to be reduced to five as of Mr. Goodkind's writing. In subsequent years, this writer, as a member of the Expert Committee of the Philatelic Foundation, passed on the genuineness of two additional first day covers; thus, the total number of C1 first day covers presently stands at seven.

Page 97. On this page, under the caption "December 15, 1918 First
JULY, 1975

Flight Covers, Only Four Known," a number of statements are made which bear examination. These are quoted in their entirety as follows:

Notice that the writer's records disclose that there are six First Day Covers known (perhaps seven), but only four flown on the First Flight of December 15, 1918. The previous Postal Notices stated that "the new 6c air mail rate was to become effective December 15, 1918." In September of that year, there had been experimental flights between New York and Chicago. On December 15th, a regular scheduled air mail service between New York, Cleveland, Ohio and Chicago was to commence. However, bad weather caused this new regular air mail route's opening to be postponed until December 17, 1918. It does not seem out-of-place to comment here that with all that has been written about U.S. stamps, not one article, handbook or catalog has been read, correctly describing the events that took place with the First Flight of the 6c orange air mail stamp when it came into use on December 15, 1918.

Fig. 6 illustrates one of the four known December 15, 1918 covers. These are the only way one finds them, flown not to Chicago but north or south. Since inclement weather conditions caused the New York-Chicago flight to be postponed for two days, air mail could only fly north or south to or from the east coast cities. The cover (Fig. 6) went from New York to Pittsburgh, Pa. via Philadelphia. Notice that the black New York air mail cancel has the time included — 7 PM, probably indicating that mail could not fly until late in the day because of the weather. This tallies with the two December 15, 1918 cancellations on the cover shown by Fig. 4, which also are timed "7 PM."

The reason why December 15, 1918 First Flight covers are so rare is explained by most of the mail being addressed to Chicago, when this air mail did not start until two days later. Later on it will be shown where an active organization like the Aero Club of America, that prepared so many 1918 First Flight covers, had all its mail prepared for the New York-Chicago route.

Now, there are several statements expressed in the preceding quotation that require revision. First, let us consider whether December 15, 1918 was actually the scheduled date of the new air mail service between New York and Chicago. Reference to official Post Office Department releases indicates that originally the intended date was indeed December 15th. A release dated December 2, 1918 states, **"With the inauguration of daily aeroplane mail between New York and Chicago on December 15th,** a change has been made in the rate of postage, fixing the rate at 6 cents an ounce or fraction thereof instead of 16 cents for the first ounce and 6 cents for each succeeding ounce." (5) (emphasis added) It is quite possible that other official orders and releases were issued prior to December 2. If they exist, this writer has not seen them. It is sufficient for our purposes, however, that the originally scheduled date of December 15 has been established.

Subsequently, the date was changed to December 18. A release dated December 11 states, **"Postmaster General Burleson has issued an official order directing the inauguration of the air mail service between New York, Cleveland and Chicago on Wednesday, December 18.** The planes to fly the

AIRPLANE MAIL SERVICE		
To Mr. Milton B. Bauman - <i>John</i>		
INITIAL FLIGHT		
NEW YORK	■ CLEVELAND ■	CHICAGO
<i>Henry Woodhouse</i> BELMONT PARK		
WEDNESDAY, DECEMBER 18, 1918, 6.00 A. M.		
		POSTMASTER
ADMISSION CARD—TO BE PRESENTED AT GATE—NOT TRANSFERABLE		

Fig. 2. Admission card for first flight, December 18, 1918.

route will be distributed to the various stations the end of this week and trial trips will be made over the entire route to acquaint the aviators with the landmarks of their new territory. The planes will leave the landing field at Elizabeth, N.J. at 6 o'clock in the morning, the mail being dispatched from New York City Post Office at 4 o'clock. The start from Chicago will also be made at 6 o'clock in the morning." (6) (emphasis added)

Thus, Mr. Goodkind's statement that the December 15th flight was postponed to December 17 because of bad weather seems to be without foundation. What is important to note is that December 17th was not the inauguration date of the flight even though covers cancelled on that date intended for the route between New York and Chicago are available.

Shown in **Figure 2** is an admission card to the air mail field. As can be seen, the date is December 18, 1918. The hour of departure — 6 a.m. — coincides with the release dated December 11. But, strangely enough, the air field is Belmont Park, New York, not Elizabeth, New Jersey. The confusion on this point may be cleared up by referring to Lipsner's book, "The Air-mail Jennies to Jets," which refers to the crash death of pilot Carl B. Smith on December 16, 1918 at the Standard Flying Field at Elizabeth, New Jersey. (7) Smith, obviously, was flying his DeHavilland airplane on one of the "trial trips" mentioned in the December 11th release.

(To Be Concluded)

REFERENCES

- (1) "Annual Report of the Postmaster General for the Fiscal Year Ending June 30, 1918." Government Printing Office, Washington, D.C., 1919.
- (2) "The Airmail Jennies to Jets," by Captain Benjamin B. Lipsner. Wilcox and Follett Company, Chicago. 1951. pp. 73, 74.
- (3) Order July 21, 1919, effective July 21, 1919, Otto Praeger, Second Assistant Postmaster General.
- (4) Order No. 3336, July 18, 1919, effective July 18, 1919, A. S. Burleson, Postmaster General. See also "The Postal Bulletin," Washington, D. C., July 21, 1919.
- (5) Release by Office of Information, Post Office Department, December 2, 1918|
- (6) Release by Office of Information, Post Office Department, December 11, 1918.
- (7) Op. Cit., p. 187 See reference (2) above.

Z.R. 3 MAIL - AN UNUSUAL COVER

By Philip Silver (Photo by Boutrelle)

Several months ago, there was a fiftieth anniversary celebration of the flight of the Z. R. 3. The dates of that flight are October 12, 1924 when the Zeppelin left from Friedrichshafen, Germany and October 15, 1924 when it arrived over New York City.

The romantic story of the events leading up to the flight, the flight itself and the aftermath have been adequately recorded in two recent articles. (1)

Reference to the **American Air Mail Catalogue** indicates that about 18,000 pieces of mail were carried at the rate of 1M for letters and 50pf for post cards. Thus, covers or cards are by no means rare. What makes the illustrated cover so unusual and attractive is that it is franked with the 8c



U.S. air mail stamp of 1923 (Scott C4) in addition to the 100pf German air mail stamp. (100pf = 1M)

Both the 100pf German air mail stamp and the U.S. 8c air mail stamp are handstamped August 22, 1924, Berlin. The **American Air Mail Catalogue** indicates that mail had been accepted for the flight from all parts of Germany between August and October of 1924. This would account for the August 22, 1924 cancellation at Berlin.

Since the addressee lived in Milwaukee, Wisconsin, the sender reasoned correctly that, if air mail service was expected between New York City and Chicago, Illinois, an additional eight cents in U.S. franking would be required. So, the 8c, C4 U.S. air mail stamp was affixed.

The cover bears a Milwaukee, Wisconsin backstamp of October 1, 1924 at 1 a.m. In all probability, it was flown from New York to Chicago on the transcontinental line which had been inaugurated on July 1, 1924. From Chicago, it was dispatched by train to Milwaukee.

- (1) "Zeppelin Mails" by George W. Hoffmann, in *The Airpost Journal*, October 1974;
"The Story of a Historic Zeppelin Flight" by George W. Hoffmann, in the "S.P.A. Journal," October 1974.

San Marino: Imperforates - Errors or Proofs?

By Sebastiao Amaral

Some of the imperforate stamps of San Marino appear to have been inadequately studied, in my opinion. Although a number of them have received catalogue recognition, no distinction is made between those which should be listed as errors and others which I believe to be proofs. Logic would demand that imperforate watermarked stamps should be designated as errors. The imperforates on unwatermarked paper should appear as proofs. This reasoning, of course, applies only to those issues which were originally printed on watermarked paper.

The Scott Catalogue numbers of the first airmail issue are C1-10. A footnote states, "Nos. C1 to C10 exist imperforate." The Sanabria Catalogue numbers are San. 1-10 with a listing of San. 1a-10a for the imperforates. Both catalogues indicate the issue is watermarked.

In my collection I have all ten denominations in imperforate pairs. These errors are all on watermarked paper. In addition, I have six proofs on unwatermarked paper. These are singles of the 2.60L, 3L, 5L, 7.70L, 9L and 10L values. It will be noted, then, that six of the stamps exist both as errors and as proofs, but the distinction is important. I do not have proofs of the 50c, 80c,

(Continued on Page 11)



Top row — Left, unwatermarked proofs of 2.60L and 7.70L of first airmail set; center, watermarked error pair of 10L of same set; right, similar pair of 5L of Roosevelt issue.

Bottom row — Left, similar pair of Roosevelt 1L stamp; center and right, unwatermarked proofs.

URUGUAY: Counterfeits of the 1926 Air Mail Issue

By Philip Silver (Photo by Boutrelle)

The last time I saw the two small sheets containing the four denominations of the counterfeits of Uruguay's 1926 air mail issue was as illustrations for an article in the "American Philatelist" 8 years ago. (1) They were described as being fairly common. If so, most copies probably repose in collections whose owners may not be aware of their status. These small counterfeit sheets of that issue are not so common that they are readily available in dealers' stocks.

Lee's book on "The Postage Stamps of Uruguay" does not mention them. (2) Since that book was published in 1931, the counterfeits probably appeared after that date. Llull's book published in 1936 does not mention them either. (3) The first mention is made by Hoffmann (4) and in the 1948 catalogue of the Philatelic Club of Uruguay. (5) Thus, it is quite probable that the counterfeits first appeared sometime between 1936 and 1948.

There are a number of characteristics that distinguish them from the genuine stamps. The most prominent is a notch in the left wing of the albatross under the "A" of Aereo. Other small differences are described by Hoffmann. I find that for most collectors, however, the notched wing will suffice. In addition, of course, the counterfeits were printed on unwatermarked paper. The genuine stamps are watermarked. The colors of the 6c, 10c and 20c denominations are somewhat brighter on the counterfeits when compared to the originals. On the other hand, the 25c counterfeit is printed in dull violet, perhaps more aptly described as brown-violet. The originals are in a bright violet shade. If any of the above characteristics are not sufficiently determinative, the counterfeits also lack a tiny point of color above and left of the third "S" of "SCASSO."

The genuine stamps were issued in sheets of 25, 5 x 5. Thus, the counterfeit sheets are easily recognized, since they are in groups of four. They simply cannot be genuine in that format. Single copies, mint or used, can be dangerous and need closer scrutiny. But surprisingly enough, neither the 1948 Catalogue of the Philatelic Club or Hoffmann mention the sheet format.

A footnote should be added here. The 2 sheets shown appeared recent-



One of the counterfeit sheets

ly in an auction sale held by the well-known stamp firm of J. & H. Stolow, Inc. (6) With my bid sheet, I enclosed a note indicating that the items were counterfeits. I explained that I was bidding, nevertheless, to obtain them for my reference collection. Shortly after the auction sale, I received the following letter from Mr. Julius Stolow:

Dear Philip:

On receipt of your bid sheet for our January 13th to 18th auction we withdrew the two Uruguay items from sale, and are sending them to you herewith, with our compliments. I hope they will give you pleasure, as I am happy to send them to you.

With best wishes.

Sincerely yours,

J. & H. STOLOW, INC.

(signed) Julius Stolow

President

I must say that Mr. Stolow's action pleased me. It is an indication that stamp professionals are just as anxious as collectors to keep our hobby clean. Too often, brickbats are tossed at dealers without any effort to show the other side of the coin where deserved. My hat is off to Mr. Stolow for the action he took.

REFERENCES

- (1) Watchorn, Hugh: "Uruguay's 1926 Airmail issue." *American Philatelist*, vol. 80 (April 1967), pp. 528, 529.
- (2) Lee, Emanuel J., "The Postage Stamps Of Uruguay." London: M. Harver, 1931.
- (3) Llull, Francisco Ferrer, "Catalogo De Los Sellos Y Del Correo Aereo Del Uruguay." Montevideo, Club Filatelico Del Uruguay, 1936.
- (4) Hoffmann, Robert, "Estudio De Las Falsificaciones De Los Sellos Del Uruguay." Montevideo: Club Filatelico Del Uruguay, 1948.
- (5) "Catalogo De Los Sellos Aereos Del Uruguay." Montevideo: Club Filatelico Del Uruguay, 1948.
- (6) Stolow, J. and H., Inc., New York, N.Y. Public Auction Sale, January 13-18, 1975, lot numbers 1519, 1520, p. 67.

SAN MARINO IMPERFORATES —

(Continued from Page 9)

1L and 2L stamps but they may exist.

The Roosevelt issue is listed by Scott as 257A to 257F for the postage stamps and C51A to C51H for the airmails. Sanabria, of course, lists only the airmails (San. 64-71). Of these latter, all have imperforate listings except San. 59, the 50L stamp.

Six of the imperforate errors are in my collection; the 100L, San. 70, is missing. I have never seen this error on watermarked paper. In my opinion, it may not even exist.

There also exist unwatermarked paper proofs of six of the airmail stamps, San. 64, 67, 68, 69, 70 and 71. Again, it will be seen that some stamps are found on both watermarked and unwatermarked paper. For emphasis, I repeat that the unwatermarked items are proofs. I believe that the 100L is the one listed in Sanabria as an imperforate error.

If any readers have additional information about these San Marino stamps, please write to me at Caixa 367, Belo Horizonte, Brazil.

PHILATELIC LAMENT

Oh, world, oh, life! oh time!
On whose last steps I climb
Trembling at that where I stood before;
When will return the glory of your prime?
No more-O, never more! *

Alas, the day of the great world-wide air mail collection seems to have gone the way of the dodo. Time was, however, when air mail collections were not limited to one-country specialized. Unfortunately, today's costs and creeping inflation have done their bit to make the forming of world-wide collections all but impossible. Although it would be nice to see the re-birth of such classic air mail collections as those formed by N. C. Rothschild, the Marquess of Bute, Dr. R. H. Shradly, Oscar Lichtenstein, Sam Rodvien, Louise S. Hoffman, Thomas A. Matthews, D. Tziracopoulos, Rafael Oriol, Stanley R. Rice and Henry M. Goodkind, such massing of material is gone forever. The last of these great collections, the Goodkind U.S. air mails, was sold at auction by H. R. Harmer, Inc. on May 6, 1971. His world-wide air mail cover collection had been disposed of previously by private treaty. It was the end of an era.

And, where are the writers of yesteryear? Alas, also gone the way of the dodo. Dip into vintage copies of such general philatelic magazines as "Mekeels," "Weekly Philatelic Gossip," "Western Stamp Collector," "Stamps," "Linn's," etc. Their pages are crammed with the output of a host of authors who wrote of many things, sometimes even cabbages and kings. One will find in their material evidence of painstaking research and attention to objective analysis. This was not only true of those who wrote on specialized subjects, but in the general articles there is also evidence of careful prep-

(Continued on Page 16)



Auction room at H. R. Harmer, Inc., as Goodkind collection of U.S. air mails was sold May 6, 1971.

Other-than-Zeppelin Usage of U.S. Zeppelin Stamps

By Philip Silver

The 1930 U.S. Zeppelin Issue

The U.S. Post Office official notice announcing the issue of the three special Zeppelin stamps (65-cents, \$1.30 and \$2.60, Scott C13-15) is dated April 3, 1930. It was issued under the direction of F. A. Tilton, Third Assistant Postmaster General. The language used in the notice indicates that these stamps were "for use on mail carried on the Graf Zeppelin first Europe-Pan America round-trip flight, to be made early in May."

An additional notice, also dated April 3, 1930, was issued by W. Irving Glover, Second Assistant Postmaster General. It gives the details of the proposed flight and the rates for the various legs. This second notice states that **"Registered mail will not be accepted for this flight."** (emphasis added)

Apart from this latter statement and the previous one that the issued stamps were for use on the Graf Zeppelin flight, there appears to be no prohibition for other-than-Zeppelin usage of these stamps. The stamps could be saved by collectors, of course. Tilton's notice states, "When these stamps are desired **for collection purposes** the remittance must include return postage and registry fee." (emphasis added) The stamps could also be used to frank first day covers not intended for the Zeppelin flight. Such covers have been noted occasionally, although they are somewhat scarcer than similar first day covers carried additionally on the several legs of the Zeppelin flight. When saved by collectors or used on non-flown first day covers, there was, of course, no payment to the Zeppelin company. For the stamps used on covers carried by the Graf Zeppelin, the U.S. Post Office Department remitted the greater part of the cost of these Zeppelin stamps to that company.

We know of one cover franked with the 65-cent Zeppelin stamp, Scott C13, and cancelled Miami, Florida, May 3, 1930 for use on the first flight between Miami and Maracaibo, Venezuela. This flight is listed in the Foreign Contract Air Mail (F.A.M.) Section of the **American Air Mail Catalogue** as F5-53. On the face of the cover, the cachet is Type 5m. It bears the transit marking of May 4, 1920 at Cristobal, Canal Zone on the reverse, in addition to a Maracaibo receiving mark of May 5th. Additionally, there appears a Type F5p Maracaibo-New York cachet on the reverse with date of May 7, 1930. (The cachet types listed are from the same **Catalogue**.)

The air mail rate from the United States to Venezuela was thirty cents a half-ounce. Thus, the cover appears to be overpaid thirty-five cents. Possibly, this overpayment covered the return flight noted in the Maracaibo-New York cachet but this is doubtful since such a flight would have needed Venezuelan stamps. FAM specialists may have the answer for this.

In more than twenty-five years of U.S. air mail collecting, this is the only such use of the 65-cent Graf Zeppelin stamp I have seen. Others probably exist but such use is uncommon. What is especially unusual about the cover is that it shows contemporary use of the 65-cent Graf Zeppelin stamp

several weeks earlier than its later use on the Graf Zeppelin flight from Friedrichshafen to Lakehurst.

The 1933 U.S. Zeppelin Issue

The 50-cent special Zeppelin stamp (Scott C18) was issued **specifically** for use on the 1933 Century of Progress flight of the Graf Zeppelin. The official notice of the U.S. Post Office Department which is dated September 21, 1933 under the direction of C. B. Eilenberger, Third Assistant Postmaster General states, in part, "As the special Zeppelin stamp is being issued **solely for use on mail matter carried on the flight of the Graf Zeppelin to the Century of Progress Exhibition**, supplies thereof will not be issued to post offices except as provided above." (emphasis added)

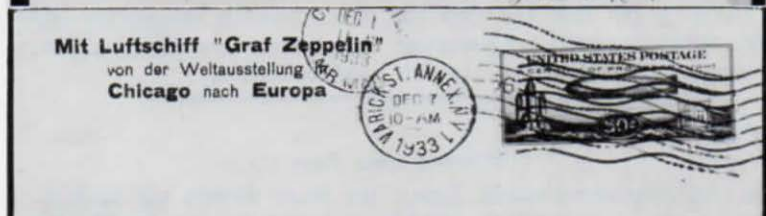
As with the 1930 Zeppelin issue, there was an additional official notice. This is also dated September 21, 1933 under the direction of W. W. Howes, Second Assistant Postmaster General. This latter notice which gives the dates of the flight and the rates for several legs also has a comment about registered mail. It states, in part: "Arrangements have been made for sending **unregistered letters and post cards** addressed for delivery in this country and abroad and prepaid with United States stamps by the flight from Friedrichshafen to this country as well as within this country and on the return flight." (emphasis added)

But, unlike the 1930 special Zeppelin issue, the use of the 50-cent Zeppelin stamp for other-than-Zeppelin usage seems to have been proscribed. The language quoted above is "solely for use on mail matter carried on the flight of the Graf Zeppelin." Collectors, of course, could purchase these stamps from the Philatelic Agency; Eilenberger's order stated they would be available beginning October 5, 1933.

It is surprising, in view of such apparent exclusivity, that covers with the 50-cent Graf Zeppelin stamp not flown on the Century of Progress flight exist at all. But they do and they are much more plentiful than their 1930 counterparts.

In this writer's collection are three such covers. One item, actually a post card, bears a private, corner card cachet indicating it was prepared for the return flight of the Graf Zeppelin from Chicago to Friedrichshafen. That flight left Chicago in October 1933. During 1933, the Graf Zeppelin made nine trips across the Atlantic Ocean. Most of these trips were to South America. The ninth and last trip was the Century of Progress flight. Thus, since the Graf Zeppelin made no further 1933 flights, this post card was obviously sent by boat to Europe with a final destination in Austria. The card is postmarked December 1, 1933, Chicago, Illinois at the air mail field. It probably flew at the eight-cent air mail rate to New York. In New York, it is cancelled December 7, 1933 at the Varick Street Annex. Why it took so long to get the New York cancellation is problematical. Perhaps, a debate took place about whether the stamp was actually valid for use. The boat rate to Europe was five cents. Thus, at a total rate of thirteen cents, the card appears to be overpaid thirty-seven cents.

Another Zeppelin item is a cover cancelled March 30, 1934 at New York and addressed to Sumatra in the Dutch East Indies. The legend in the upper left corner indicates it went by the S. S. Bremen to Germany and probably by train to the Netherlands. That would account for five cents of the rate. Then, it flew from the Netherlands — probably Amsterdam — via K.L.M. to



Items bearing U.S. Graf Zeppelin stamps but not flown by Zeppelin. From top to bottom: First flight cover, Miami to Maracaibo, Venezuela; post card sent from Chicago via New York to Vienna, Austria; cover flown from Washington to Brazil in April 1934; and cover mailed in New York for airmail carriage from Netherlands to Dutch East Indies.

Sumatra. Unfortunately, that rate is not known to this writer. On July 1, 1938 the air mail rate from Amsterdam to the Netherlands Indies was reduced to twenty-nine cents for a half-ounce. So, it was probably more in 1934. In any event, is must have been less than forty-five cents. Otherwise, the cover would bear a postage due marking. The rates mentioned above are for mail which originated in the United States. This cover is backstamped Serbalawan (Sumatra) April 22, 1934.

The third cover is postmarked Washington, D.C., April 9, 1934 and is addressed to Para, Brazil. It is backstamped April 16, 1934, Belem. This cover was flown by Pan American Airways, Inc. as indicated in the same backstamp. The fifty-cent rate is correct. It had been set at that rate for a half-ounce in September 1930 when the contract was awarded to Pan American Airways, Inc. The rate continued to July 1, 1938 when it was reduced to forty cents a half-ounce.

Usage of the 1930 and 1933 U.S. Graf Zeppelin stamps on other-than-Zeppelin flight covers is not common. Such covers are worth searching for. They lend a little spice to a U.S. air mail collection.

PHILATELIC LAMENT —

(Continued from Page 12)

aration and deep commitment. Today, too many writers are content to describe the problems and ask the reader to supply the answer. The sweat engendered by digging out the facts is not for them. Take the easy way out; that is the password. The fault, to a great extent, is that of the editors. They are merely content to fill space. And, when some weekly publications run to seventy or more pages, the temptation to take the easy way out is too strong to resist.

And what of philatelic judging? Too often the answer is politics. Judges tend to favor collections formed in their native lands. Recently, I was privileged to serve on an international jury. To say that the actions of some of the Latin American judges on that jury were disgraceful is an understatement. In their zeal to give their countrymen a boost, collections that deserved bronze medals were given vermeilles, and so up the line. Such dereliction of duty is, of course, true not only of our Latin American cousins. Judges of all countries tend to lean over backwards in favor of collectors from their native lands, allowing objectivity to fall by the wayside. Too, many judges lack the knowledge to perform a capable and sincere job. Frequently, their scope is limited to one or two philatelic areas at the most.

"Unaddressed cover" is another of our pet peeves. The demand is so great for these abominations, that many covers come with peelable labels to preserve their "pristine beauty." What has happened to the desire to collect covers **that actually went through the mails?** Covers with stamps that actually performed the duty intended for them? Delf Norona in his, "Cyclopedia of U.S. Postmarks and Postal History," stated that, "Little attention is paid to air mail postage rates by most air mail collectors, and there is little demand for commercial covers." How true! What more natural beauty than a commercial cover showing double rates, last day of use or subsidiary postmarks and backstamps? Are our preferences showing? — P. S.

* This writer's mournful thoughts were inspired by the first stanza of "A Lament" by Percy Bysshe Shelley.