

# THE AERO PHILATELIST ANNALS



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# The 50-cent Two-Ocean Air Mail Rate from Hawaii

By Philip Silver

The two-ocean U.S. air mail rate is a relic of the past, though not of the too distant past as will be shown. Its demise took place on October 1, 1946.

Until 1935, United States air mail rates had domestic overtones only. Thus, rates kept being increased, decreased or combined-as in the case of governmental and contract rates — but the effects were felt only in the continental United States. There were several exceptions: the rates between the United States and Puerto (then Porto) Rico, the Canal Zone and the Virgin Islands of the United States. Since the science of flying had not yet accommodated itself to long distances over water, air mail rates between the United States and its distant territories — Hawaii, Guam and the Philippines — and between the United States and Europe, Asia, Africa and Australia had needed no establishment or refinement.

The event that changed this idyllic situation took place on November 22, 1935. On that day, the flying Clippers of Pan American Airways, Inc. blazed the first leg of a trail between San Francisco and Hawaii, Guam and the Philippines. Thereafter, the Clippers operated on a bi-weekly basis, bringing the benefits of air mail service to these far-flung territories. The rates for a half-ounce letter were 25 cents to Hawaii, 50 cents to Guam and 75 cents to the Philippines.

On April 27, 1937, this Pacific Ocean air mail service was extended to Hong Kong and Macao on the Asian mainland. New rates were subsequently established as follows:

|                            | half-ounce |
|----------------------------|------------|
| U.S. to Hawaii             | 20 cents   |
| U.S. to Guam               | 40 cents   |
| U.S. to the Philippines    | 50 cents   |
| U.S. to Hong Kong or Macao | 70 cents   |

Establishment of an air mail route to Europe did not come until May 20, 1939. The inaugural contractor on that date was, again, Pan American Airways, Inc. with flights to Marseilles, France, Horta in the Azores and Lisbon, Portugal. The rate was 30 cents a half-ounce for that trans-ocean service. Mail to England and other European countries was dispatched by existing air services from Marseilles.

In the period under discussion, Hawaii was still a territory of the United States. Statehood was not conferred until August 21, 1959. So, today, a resident of Hawaii is entitled to the same domestic air mail service as residents of the other 49 states. This was not true, of course, during the territorial period. The only comparable treatment was that the 1935 25-cent rate and the 1937 20-cent rate between Hawaii and the United States mainland covered all air mail services on the mainland to point of destination and, in the other direction, to the addressee in the territory as well.

But if a Hawaiian resident, starting after the inauguration of Trans-Atlantic service on May 20, 1939, sent a letter to Europe, for example, he or

she paid the 20-cent Trans-Pacific rate to the mainland plus the 20-cent Trans-Atlantic rate to Europe, or a total of 50 cents. This is what the writer prefers to call the "Two-Ocean Air Mail Rate."

Post Office Department Order No. 26937, dated January 4, 1945, effective January 15, 1945, gives official acknowledgement of this rate. Some of its provisions are:

- (a) "The postage rate on air mail to or from the Continental United States (including Alaska) and Hawaii shall be 15 cents per half ounce. (Ed. This is a reduction from the previous 20-cent rate.)
- (b) "The airmail postage rates from Hawaii to foreign countries, when dispatched via the United States, shall be the rate from Hawaii to the continental United States plus the rate from the Continental United States to the country of destination.
- (c) "The airmail postage rates from Hawaii for foreign countries when not routed via the continental United States remain unchanged."

Provision (c) above could have no practical effect on Hawaiian air mail for Europe in 1945. There was no direct air mail service from Hawaii to Europe then. The planes of that period, advanced though they were over those of 10 years earlier, could not fly non-stop from Hawaii to Europe. So, air mail from Hawaii to Europe had to be dispatched via the United States, necessitating the 50-cent rate even then. The provision was most likely intended to apply to service to Asian, East African or Australian destinations, if service to such points was available.

But provision (b) of the above order merely validates the "Two-Ocean



Figure 1. A "50-cent" cover to France, postmarked Honolulu, Hawaii August 26, 1940. Per backstamp this was returned to New York September 24, 1941, more than one year later.

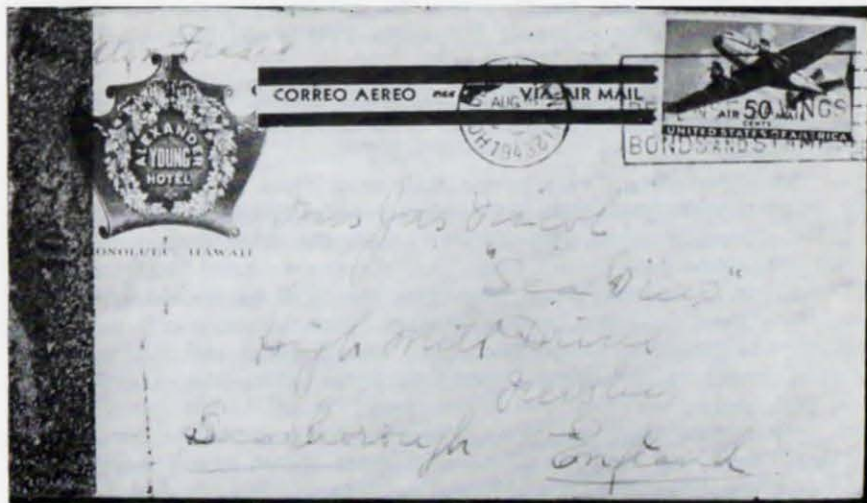


Figure 2. "50-cent" cover to England, postmarked Honolulu, Hawaii August 16, 1943.

Rate" as a fact; it does not establish it. The writer has not been able to pinpoint the date when the order providing that air mail postage should be paid for each ocean crossing took effect. So, its actuality, at the present writing, is established somewhat logically by the presence of covers postmarked prior to January 15, 1945 and so rated. Agreed that this is not proof positive. My reasoning, accordingly, follows this pattern:

- (1) An order must exist which provided that air mail postage had to be paid for each ocean crossing. The date would have to be sometime after May 20, 1939 when the first flight across the Atlantic Ocean took place.
- (2) Covers exist showing the payment of both the Trans-Pacific and Trans-Atlantic rates during 1940 and 1943.
- (3) Order No. 26937 merely acknowledged the fact that some of its provisions were in effect prior to the date of the order.

It is true, as stated previously, that provision (c) which refers to direct air mail service between Hawaii and foreign countries could have no practical application at that time. Later, of course, as the technology of aircraft construction had advanced to the point of today's maturity, the provision would have had validity. That could never come to pass, however. Effective on October 1, 1946, by act of Congress of August 14, 1946 (60 Stat. 1062), the domestic air mail rate was changed to 5 cents an ounce. This was "applicable to all mailable matter being transported as mail by air within the continental United States, within any territory or possession of the United States, within any geographical area which is a protectorate of the United States or between any of the aforesaid." (emphasis added) Since there was no longer any distinction between the territories and the mainland United States insofar as air mail rates were concerned, it follows that

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## 50th Anniversary of the First Air Mail Flight in Western Canada

By Major R. K. Malott (Retired RCAF/CAF)

An excited crowd at the Edmonton Fair Grounds cheered as a pert 105 lb., 27 year old aviatrix, attired in a leather flying coat and goggles, climbed from a Curtiss JN-4 aircraft and handed a mail bag to two distinguished looking gentlemen. Thus ended the first airmail flight flown in Western Canada, the first airmail flight between Calgary and Edmonton, and the first (and only) airmail flight flown by a woman in Canada.

The date was 9 July, 1918, the participants were Miss Katherine Stinson, a famous American Aviatrix; the Postmaster of Edmonton, Mr. George S. Armstrong; and Mr. W. J. Stark, the Edmonton Exhibition Manager.

Extracts from the Calgary Daily Herald for 8, 9 and 10 July, 1918, provide the background data for this event. Miss Stinson, who from 1912 to 1918 had become one of the world's most famous flyers, came to Canada for special exhibition flying in Alberta. While in Calgary for exhibition flying at the Calgary Exhibition, special arrangements were made by the manager of the Calgary Exhibition, Mr. E. L. Richardson; the Postmaster of Calgary, Mr. G. C. King; and the Postmaster of Edmonton, Mr. Armstrong, to have Miss Stinson fly official mail from Calgary to Edmonton. Public announcements brought in approximately 259 letters for carrying on the air-



Fig. 1 Katherine Stinson and her Curtiss JN-4 aircraft, the first pilot to appear over Camp Hughes, Manitoba, 22 July, 1916. (Air Historian photo)



Fig. 2 Miss Stinson receiving the special mail from Postmaster George C. King of Calgary, Alberta on 9 July, 1918. At right, E. L. Richardson, General Manager of the Calgary Exhibition Board. (Air Historian photo)

mail flight. Postmaster King cancelled in purple ink all the submitted envelopes with a special boxed cachet reading "Aeroplane Mail Service, July 9, 1918, Calgary, Alberta".

The Curtiss JN-4 2-seater aircraft lifted gracefully from the Calgary Exhibition Grounds at 1:03 p.m. and hundreds shouted good luck. Miss Stinson, flying the flight alone, used for a navigational map of the area, a page torn from a school book. As often happened, the frail aircraft developed engine malfunctions that forced Miss Stinson to land for emergency repairs at Beddington, on Hugh McDowell's farm on the Edmonton Trail seven miles from Calgary. Mechanics, informed of the emergency landing, rushed to the location, repaired the engine and had Miss Stinson airborne again at 6:00 p.m. At 8:03 p.m., Miss Stinson had successfully landed at the Edmonton Fair Grounds after two hours and five minutes of actual flying time and handed over the official government mail to the Postmaster, Mr. George S. Armstrong.

"So what!" remark contemporary Canadians who are not at all impressed by 1918 historical facts. By observing and learning of the historic past in any activity, Canadians can compare the past with the present and deduce what exceptional technological and administrative improvements have been effected since 1918. Miss Stinson's courageous effort to fly from Calgary to Edmonton was an exceedingly unique undertaking back in 1918 when very few, if any, navigational aids were available, the mechanical reliability of aircraft doubtful, and the aircraft themselves still a major crowd attraction.

The estimated 259 envelopes carried over the 196 mile route at an

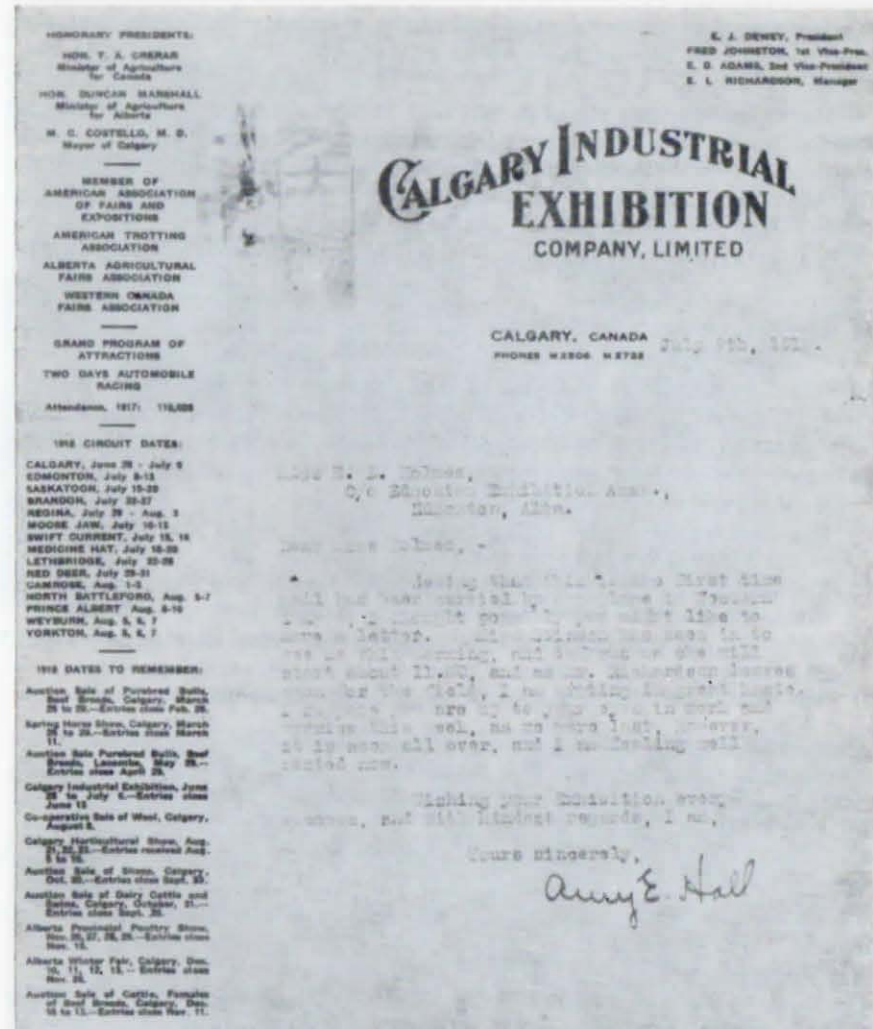


Fig. 3 One of the official letters on letterhead of the Calgary Industrial Exhibition Company, Ltd. sent by Miss Amy E. Hall of Calgary, Alberta to Miss E. L. Holmes, Edmonton, Alberta. (Canadian Public Archives photo)

average speed of 95 mph were messages of greeting from various dignitaries of Calgary to their counterpart in Edmonton, and from private citizens anxious to have a memento of this aviation-philatelic event. The total actual flying time was two hours and five minutes. Despite the high pitch interest in these envelopes on 9 July, 1918, for some strange reason the location of most of the envelopes is not known. There must be many still in existence in Edmonton and Calgary homes. It is hoped that the owners appreciate their historical value. Miss Stinson, later Mrs. M. A. Otero of Santa Fe, New

Mexico, stated in 1959 when she visited the Edmonton Exhibition that she sent several envelopes as souvenirs to friends, but did not send one to herself.

Her sister Marjorie stated in 1961 that Katherine had a most remarkable aviation career in a very short period of time. She received the Aero Club of America Pilot's Certificate No. 148 dated 24 July, 1912. Learning to fly at Chicago, Illinois, under the instruction of Max Little, Katherine soloed for the first time, 19 July, 1912, in a Wright B. Biplane.

A partial list of Miss Stinson's flights include the following accomplishments.

- a) The first woman authorized to carry U.S. Air Mail, from Helena, Montana on 23 to 27 September, 1913. Official Air Mail Route No. 663,002.
- b) The first woman in the world to loop-the-loop in a plane, at Chicago, Illinois, July 18, 1915. She also looped at Grant Park, Chicago, Illinois August 2, 1915; and at Caro, Michigan State Fair, September 13, 1915.
- c) The first woman to do night-sky-writing with fireworks, at Los Angeles, California, December 17, 1915.
- d) The first woman to fly in the Orient when she made a six-month tour of exhibition flying in Japan and China, 1916-1917.
- e) The first person to fly non-stop from San Diego to San Francisco, California, crossing the Tehachapi Mountains at 9,000 feet on 11 December, 1917. This flight established a new endurance record of nine hours and 10 minutes.
- f) She established two new records on 23 May, 1918 when she flew a non-



**Fig. 4** Katherine Stinson in a Curtiss JN-4 taking off with the first Western Canada air mail from Calgary to Edmonton on 9 July, 1918. (Air Historian photo)



**Fig. 5** Miss Stinson delivers the bag of mail to Postmaster George S. Armstrong of Edmonton on 9 July, 1918. In center, W. J. Stark, Edmonton Exhibition Manager. (Air Historian photo)

stop distance of 601.763 miles for a duration of ten hours and ten minutes. A Curtiss plane with a 100 HP Curtiss motor was used for this flight that began at Chicago, Illinois, and ended at Binghamton, New York. For this flight, Miss Stinson received an Aero Club of America Award.

- g) The first civilian (and first and only woman in Canada) to carry airmail in Canada, Calgary to Edmonton, Alberta, 9 July, 1918.
- h) Miss Stinson had many other notable flights on her record, and received many other awards and decorations. On 25 June, 1917, she assisted the Red Cross in raising funds for its tremendous campaign for \$100,000.00. During WWI, she assisted as an American Red Cross Ambulance Driver.

After her Canadian tour, Katherine Stinson applied for a job flying with the U.S. Aerial Mail Service. Brushed-off by the Superintendent of the U.S. Aerial Mail Service, Captain Benjamin B. Lipsner, she went directly to the Postmaster General's Office and not only got herself hired to fly the mail, but also had authority to have a JN-4 rigged with the old two-stick-Wright-type control system in lieu of the standard joy-stick and rudder bar controls. She flew the Washington-New York City route with pilot Maurice Newton as her escort on 26 September, 1918. Shortly after, she resigned from the mail service, having proved her point that women could do that job as well as men. She later went to England with Mrs. Harriman's ambulance corps, did some flying in the London area, and then went to France where she drove ambulances. After the war, in late 1918, the pert Katherine Stinson's health broke down and she waged a six-year battle with tuberculosis.

(Continued on page 16)

# UNITED STATES C2: July 13, 1918 "Pre-First Flight" Covers

By Philip Silver

I have always been intrigued by the label "pre-first flight" applied to July 13, 1918 covers franked with Scott C2. Was this a flight made prior to the C2, July 15, 1918 first flight? No, no more than September 4, 1918 represents a prior flight to the September 5th experimental flight from New York to Chicago. In the latter case, it was simply a matter of cancelling covers one day in advance of the September 5th take-off. In the same fashion, there are covers postmarked on December 17, 1918 intended for the next day's flight of December 18th from New York to Chicago, this time in an attempt to establish regular, daily air mail service between those two cities. This "pre-first flight" nomenclature led at least one philatelic author into a serious error. He mistakenly believed the flight was intended for December 17th. (1)

I don't know who first applied the "pre-first flight" label to July 13, 1918 covers. It may have been prior to October 1957. In any event, the first record I can find of that title is in Goodkind's article, "United States — The Second Air Mail Stamp 16c Green of 1918." (2) Though labeled "pre-first flight," the author states these July 13, 1918 covers were flown, nevertheless, on July 15th:

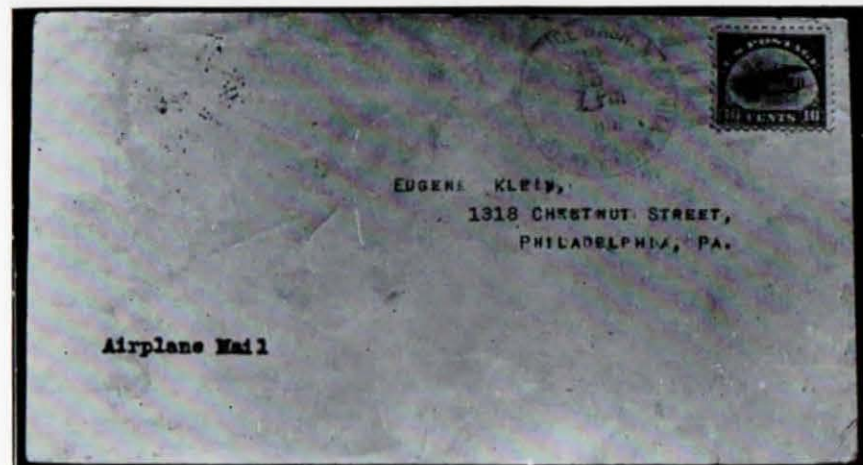
## "Pre-First Flight" Use Covers

As stated the 16c air mail was first sold on July 11, 1918. It was first used on July 15, 1918. But for some unexplained reason, some covers that flew are known with the July 13, 1918 cancellation. Figs. 3 and 4 illustrate two of these. Notice that both are cancelled July 13th, Washington, D.C. The Fig. 4 cover is illustrated with the receipt mark on the back dated July 15th, proving that it went by air mail. **What probably happened was that these covers were prepared and cancelled on July 13th but held for air mail until July 15th, when it (they) could go at the 16c rate.** (my emphasis)

Since Goodkind was aware the covers flew on July 15th, why label them as "pre-first flight?" Another one of my rhetorical questions!

There are special reasons, of course, why these July 13, 1918 covers could not be flown on that date. First, they would have been underfranked for air mail service; the 24-cent rate was still in effect on that date and would not be reduced to 16 cents until July 15th. That would not have been a major problem, however. If flown, they could have been charged with 8 cents postage due to pay the proper 24-cent rate.

Second, and this is even more telling, the hours noted in the postmarks on the illustrated covers are 7PM and 10PM. Since air mail flights on the Washington to New York route took off at 12 NOON from Washington, and there was only one flight a day, these covers could not have been on the flight many hours earlier on July 13th. So, of necessity, they had to be held for the next day, Sunday, July 14th. But there was no flying on Sundays in 1918. Ipso facto, the covers had to be held for the flight on Monday, July



15th. In the process, the proper rate of 16 cents was paid, since July 15, 1918 was the effective date of that new rate.

If July 13, 1918 covers are really first flight C2 covers, why is there such a disparity in their prices as compared with covers postmarked on July 15th? In the October 1957 article cited, Goodkind indicated July 13, 1918 covers averaged \$25.00 when sold at auction. I have a priced catalogue of the Irwin Heiman auction of February 13-15, 1957. Included in that sale was one such cover, lot number 395. It realized exactly \$25.00. In that same auction sale, two first flight, C2, July 15, 1918 covers realized \$18.50 and \$18.00 respectively. Three months later, in another Heiman auction, five July 15th covers averaged \$19.50 each. So, at that time, a July 13th cover was valued at 33% higher than its July 15, 1918 counterpart.

Today, for some unknown reason, the opposite is true. C2, July 15, 1918, first flight covers are catalogued at \$400.00 in the Scott "Specialized Catalogue of United States Stamps," 1979 edition. They realize approximately that amount at auction. But July 13th covers have sold for not more than one-fourth of that figure. Since July 13, 1918 covers are actually July 15th, first flight covers, only postmarked two days earlier, but flown, nevertheless, on the 15th, why is there such a discrepancy in pricing?

There is no quick, easy answer except to state that purchasers of July 13, 1918 covers have been picking up bargain lots due to a lack of knowledge by the sellers and auction lot describers. If anything, in my opinion, a July 13, 1918 cover should sell at a premium. It flew on the same date, July 15th, and it has the advantage of being pre-dated.

If my reasoning is correct — I cannot convince myself to the contrary — the next edition of the "Scott Specialized" should list both rates at the same price. As chairman of the U.S. Governmental Flights section of the **American Air Mail Catalogue**, I intend to correct this situation in the next edition which carries that section.

## Notes:

1. "The Aero Philatelist Annals," Vol. VI, No. 4, April 1959, p. 100. See also correction in Vol. XIX, No. 2, January 1976, p. 29.
2. "The Aero Philatelist Annals," Vol. V, No. 2, October 1957, p. 28.

# PRINTING ODDITIES ON THE U.S. 1918 AIR MAIL ISSUE

By Joe R. Kirker, Jr.

Like anyone who specializes in a particular issue or series of stamps, I have always kept my eye peeled for the odd and unusual. Of course, major printing errors have always occupied center stage in the philatelic world, in most cases because of an item's high catalogue value and the publicity engendered whenever a record "hammer" price is established. This is especially true of inverted vignettes and errors of color.

I have been fortunate in acquiring several printing oddities on stamps of the first issue of United States air mail stamps of 1918 and am pleased to share them.

**Figure 1** shows what I call my "exploding plane" on the 24-cent denomination of the first air mail issue, Scott C3. The blue vignette was heavily overinked and smeared with much of the front of the plane lacking detail.

**Figure 2** is another copy of the 24-cent air mail stamp with a nice pre-printing paper fold running diagonally in the upper left corner through the letters "U.S." and continuing through the upper frame line. The fold is wider at left than at top. It would be interesting to find the copy at left of this stamp to learn if the fold did, in fact, get progressively wider. This copy may, however, come from the left vertical row of stamps. It would then, of course, have no copy at its left.

Another copy of the Scott C3, 24-cent stamp illustrates what occurs when foreign matter, such as dust particles, comes between the inked plate and the paper. In this case (see **Figure 3**) an unprinted spot just after the "S" of "CENTS" results, the foreign matter either remaining on the plate or falling off the stamp later.

**Figure 4** is the 16-cent stamp of the 1918 issue, Scott C2, with splotchy ink over the lower left corner of the stamp. This was probably caused by contact of the newly printed stamp with another surface, or possibly, an accumulation of dust on the printing plate.

The 6-cent stamp, Scott C1, is shown in **Figure 5**. There is an upward



Fig. 1

Fig. 2



Fig. 3



Fig. 4



Fig. 5



Fig. 6

shift of excess ink. Nothing very drastic, here! However, though not completely visible, the shift of that excess ink has somewhat changed the number on the plane to read 88282 instead of 38262.

The final item (**Figure 6**) is a nice 1918 cover with the 16-cent stamp. This is the widest margined copy of any of the stamps of the 1918 issue I have ever seen. It measures a full 3mm. on its left margin.

It is hoped that other 1918 air mail stamps sporting freaks or oddities will be found in members' collections or lying in dealers' stocks and waiting to be discovered.

In the April 1936 issue of "Sanabria's Air Post News," an article "Rarest Air Post Stamps" is worthy of mention. Mr. Sanabria lists 17 air stamps from 10 countries as belonging in that "rarest" category. Of these, only three have today achieved the distinction of a five-figure catalogue value or realized price: (the U.S. Scott C3a realized \$130,000.)

Honduras (Scott C12) the Black Honduras — \$80,000 realization.

Newfoundland (Scott C4) the De Pinedo — \$25,000 Catalogue value.

Honduras (Scott C3) the Red Honduras — \$10,000 Catalogue value.

The Black Honduras leads the list but, in view of the fact that only one copy is believed to exist, it does not seem to approach the desirability of the 24c invert of which 100 are known. In view of its great popularity, one hesitates to guess what a copy of U.S. Scott C3a would cost if only one copy was known also.

# Zeppelin Posts -- South American Flights 1932: a Correction

By Philip Silver

Volume II of the 1947/1950 edition was the first of the **American Air Mail Society** catalogues to contain a detailed listing of the 1932 South American flights of the Graf Zeppelin. In the table on page 913, the inclusive dates of departure and arrival of the Graf Zeppelin are noted at the left. At the right, there is a list of the several countries from which "RETURN FLIGHT DISPATCHES" are known. If a country did not make arrangements for dispatches to be carried, that information is shown in the appropriate column with a double asterisk. At the end of the table, that symbol is explained as follows: ".\* Stars indicate there were no dispatches from these points on the trips indicated."

That 1932 table is reproduced with minor changes in the fourth and fifth editions of the catalogue. It may be noted at this point that the price changes are minimal, as well, and hardly reflect values in the marketplace. For Uruguay dispatches, for example, the prices range from \$5.00 to \$7.00. Realistically, these covers flown on the return trips of the Graf Zeppelin to Friedrichshafen sell for \$50.00 to \$100.00 in the auction sales I have seen.

My readers will forgive me for a short foray into language construction. I would suggest to the chairman of the Zeppelin Posts section and to the assistants on his editorial staff that the explanatory note be changed to:

".\* Asterisks — that's what they actually are, not stars — indicate there were no dispatches from these points for the trips listed."



Backstamped Friedrichshafen September 7, 1932

Using "listed" eliminates the partial redundancy of "indicate" and "indicated" in one sentence.

There is, in my opinion, a factual error in the 1932 table. For Uruguay, the asterisks imply there were no fifth trip dispatches from that country. I refer to catalogue number Z-184f. That is not correct. While preparing a Uruguay air mail exhibit for a recently-concluded exhibition in New York City, I came across the illustrated cover. It is postmarked Montevideo, August 30, 1932 and backstamped in Friedrichshafen on the date of arrival, September 7, 1932.

I cannot tell you if Uruguay actually made arrangements for dispatches on that fifth 1932 South American flight of the Graf Zeppelin. But the evidence, however meager, is there in the photograph. It is possible other covers flown on that return flight exist. The members are asked to submit photos or photocopies showing both the postmark and the receiving backstamp. Such additional evidence will be brought to the attention of the editor of the Zeppelin Posts section so that the next edition of the **American Air Mail Catalogue** will reflect the correction.

Your editor is a member of four expert committees. Recently, he has had occasion to examine a number of United States air mail stamps submitted for expertising. It is surprising how often the question to be resolved referred to gum. Owners of patients didn't ask if a stamp had original gum. Much too simple! Is it MINT UNHINGED?

This column is not the place for a discussion of the relative merits of gummed as against ungummed stamps. An ungummed stamp in this context is understood to be one which was originally issued with gum which was subsequently washed off. Your editor prefers his unused stamps with gum but accepts the other man's viewpoint if his tastes run to stamps without that somewhat precious but unstable commodity.

What I cannot fathom is the fetish for unhinged stamps. Does a light hinge mark forever damn an otherwise acceptable stamp? Apparently for many collectors the answer is in the affirmative. And, because of the demand for such unhinged "beauties" and the relatively small supply, especially in the older issues, a comparatively new industry has grown up to satisfy that demand. Unhinged gum is being manufactured by unscrupulous persons. I am not in a position to analyze the process. That is not important here. Suffice it to say that regumming is only one of the processes used to supply the market. And, judging from the number of stamps examined which, in our opinion, were regummed, there is a sufficiently large supply to satisfy all demands.

It is to the credit of some of our neophyte collectors who are being sold what they demand that many are turning to established expert committees for opinions about their purchases. It is to be hoped that this is not just another example of locking the barn after the horse has been stolen.

I do not intend to dictate or even suggest how each of us should collect. But, in my opinion, it would serve all philately — air mail stamps included — if the words "never hinged" were completely eliminated from the language.

— P. S.

## THE 50-CENT TWO-OCEAN AIR MAIL RATE —

(Continued from page 4)

the rate to Europe or to any foreign country, for that matter, would be the same whether a letter originated in the territory or in the United States proper. So the "Two-Ocean" rate died a natural death on October 1, 1946.

Two relics of that 50-cent "Two-Ocean" rate are shown. The cover shown in Figure 1 is postmarked Honolulu, Hawaii August 26, 1940 and bears two legends:

RETURN TO SENDER  
SERVICE SUSPENDED

RETOUR A L'ENVOYEUR  
RELATIONS POSTALES  
INTERROMPUES

It will be remembered, of course, that in 1940 France was occupied by the German army.

The 50-cent rate for that cover is paid with the 30-cent Trans-Atlantic air mail stamp of 1939, Scott C24, plus 20 cents in ordinary postage.

The Figure 2 cover fared better. It is franked with the 50-cent Twin-Motored Transport air mail stamp of 1941, Scott C31. Postmarked Honolulu, Hawaii on August 16, 1943 and addressed to England, it was presumably delivered to the addressee after examination by the censor.

For both of the illustrated covers, the 50-cent rate is arrived at as follows:

|                                 |                    |
|---------------------------------|--------------------|
| Hawaii to mainland (New York)   | 20 cents - ½ ounce |
| Mainland (New York) to Europe   | 30 cents - ½ ounce |
| <hr/>                           |                    |
| total "Two-Ocean" air mail rate | 50 cents           |

The combination 50-cent "Two-Ocean" air mail rate from Hawaii is, as stated at the beginning of this article, a relic of the past. It is additional evidence, however, of the trials of developing and expanding the air mail service from mid 1939 to late 1945. Covers with this rate are somewhat scarce. Readers are invited to the hunt but should be prepared to expect competition from the writer.

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## 50th ANNIVERSARY AIRMAIL FLIGHTS IN CANADA —

(Continued from page 9)

She regained her health but never flew again. In 1928, she married M. A. (Mike) Otero, a First World War airman and settled down to a quiet community-orientated life in Santa Fe, New Mexico. In 1959, she and her husband revisited Calgary for the fortieth anniversary of her famous air mail flight in Canada. In 1962, she suffered a stroke that left her in a coma for 15 years. On 8 July, 1977, aged 86, Katherine Stinson, an outstanding woman of great accomplishments, died. She will have a significant place in Canadian, as well as American aviation history.

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A shortage of articles required the editor to fill the issue himself. I apologize for that but ask articles for future issues

— P. S.