

THE AERO
PHILATELIST ANNALS

★ ★ A QUARTERLY MAGAZINE ON AERO-PHILATELY ★ ★

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THE AERO PHILATELIST ANNALS

Henry M. Goodkind, Editor

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UNITED STATES

The Third Air Mail Stamp. 6c Orange of 1918 (San. No. 3, Scott C1)

By HENRY M. GOODKIND

Introduction

In December 1918, the United States Post Office Department could have conducted a national advertising campaign with the slogan—"Big Slash in the Price of Air Mail Letters for the Holiday Season". The rate for transporting mail by air had started on May 15, 1918 at 24 cents, had been cut to 16 cents starting July 15th and by December again had been reduced to 6 cents, just 25% of its original price.

The "bargain" rate for air mail can be attributed to the unexpected success of this brand new means of carrying mail. For substantiation of this, one has only to read the "Postmaster General's Annual Reports (1918 and 1919)". In the latter report, which covered the period from July 1, 1918 through June 30, 1919, Postmaster General Albert Burleson wrote¹:

"THE WORLD'S ONLY SUCCESSFUL AERIAL SERVICE"

"The Air Mail Service of the United States is the only practical commercial aeroplane service in the world. No service in foreign countries compares with it in magnitude, in continuous dependability and its benefits to commerce. Its record of performance during the fiscal year 1919* was 96.54 per cent, and this record was obtained with more than 30% of the trips made in rain, fog, mist or other conditions of poor visibility."

What actually happened with the air mail rates in 1918 is explained as follows. The original 24c rate and then the 16c rate were a combination of the new rate for air post plus a 10 cents special delivery fee. After operating air mail for a few months, it was

*From July 1, 1918 to June 30, 1919

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found that little time was being saved with the added special delivery fee. So by the beginning of December 1918, it was decided to eliminate this special delivery service, thus making the air mail rate a straight 6 cents.



Fig. 1. Layout of the complete sheet of 100 of the 6c orange air mail stamp of 1918.

The Stamp

This writer has made a practice, before proceeding to write an article, to visit the great philatelic library of the Collectors Club, 22 East 35th Street, New York, N. Y. to seek out what may have been recorded in the past. Since the third air mail stamp of the United States had been issued on December 10, 1918, periodicals that reported New Issues at that time were first consulted. Then other periodicals that are devoted to U. S. stamps were read to see if anything had been written about this 6c orange air mail stamp. Next books like Johl² were studied. Finally, specialized air mail catalogs, that might have helpful information in their notes, were consulted.^{8,9,10}

After completing this library work, it was obvious that compared to the first air mail stamp of 1918, the 24c red and blue, that preceded the 6c by only seven months, one finds very little written about U. S. Scott C1 (Sanabria No. 3). This, however, is not too surprising, because there was little about the production and printing of the 6c cent air mail that attracted philatelic study. For instance, in a lengthy book like Johl less than two pages are devoted to Scott C1. This is below average, and only a small percentage of the space given to the 24c of 1918 or even the 1923 series that followed.

One finds that the 6c orange air mail of 1918 was printed from only one plate (No. 9155) in sheets of 100 (10x10) with the right and bottom sheet margins cut off to allow

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JOHN BURNHAM & CO.,
31 Nassau Street,
NEW YORK, N. Y.



Fig. 2. A first day cover canceled December 10, 1918, New York, N.Y. It was not flown, having only 7c postage while the air mail rate on this date was still 16 cents. (Collection of Edward Bender).

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the sheets to fit the post office folders for convenient handling in selling the stamps to the public. (See Fig. 1). This same cutting of these two sheet margins had been done previously with the 16c green air mail of 1918. The cuttings of the margins on the first air mail stamp was done differently three times, as previously explained.^{3,4}

This 6c stamp offers practically no shade variations, except a brown color on many copies due to oxidation. These brown (oxidized) copies are a natural phenomenon and were not caused by any chemical treatment to create some philatelic variety. This color change probably can be attributed to a poorer grade of ink being used in wartime, although other 20th century orange stamps also have oxidized. The writer has never seen a browned copy of the 6c orange air mail of 1918 restored to its original orange color by treatment.

Those concentrating upon collecting the stamp rather than covers and cancellations tend to overlook an interesting variety. Because the printing plates back in 1918 were not hardened as efficiently as later ones, a *double transfer* can be found on copies of this 6c orange air mail stamp. According to the "Scott U.S. Stamp Catalogue Specialized"⁵ in its introduction, a *double transfer* is "A term used to describe the condition of a 'transfer' on a plate that shows evidences of a duplication of all, or a portion of the design. It is usually the result of the changing of the registration between the 'relief' and the 'plate', during the rolling in of the original entry. It is sometimes necessary to remove the original 'transfer' from a plate and enter the 'relief' a second time. When the finished re-transfer shows indications of the original 'transfer', due to incomplete erasure, the result is also a 'double transfer.' This *double transfer* is listed and priced in both the "Sanabria Air Post Catalogue" and the "Scott U.S. Stamp Catalogue Specialized".

The position of the *double transfer* is designated in Johl's book² as Position #14. Johl calls Position #15 a "plate scratch". The writer, along with other U.S. stamp students disagrees, believing that Position #15 also shows a "double transfer", not a plate scratch.

The 6c orange air mail was placed on sale *December 10, 1918* to be ready for the first regular scheduled flights between New York and Chicago at the new reduced air mail rate to go into effect on December 15, 1918. This stamp remained on sale until 1927. Although there was no actual postal need for a 6c air mail stamp after 1923, it remained valid for all postal uses except Postage Due.

A total of 3,395,854 copies were sold according to official records. Compared to more recent printings of U.S. stamps in quantities of one hundred million or more, the number of 6c orange air mail stamps is relatively small.

Catalog Listing

The Scott Catalogue remains traditional in many respects. One of these traditions is the listing of sets by having the lowest denomination come first and the balance of a set following in order of denomination. Thus Scott designates its number C1 to the third stamp of the 1918 air mail set because 6c is the lowest denomination. C2 is assigned to the 16c and C3 to the first air mail stamp, the 24c. As an advisor to the "Sanabria Air Post Catalogue", the writer a few years ago suggested to the editor of this specialized air mail catalog that the set be numbered in chronological order as the three stamps were issued. This suggestion was adopted, because there is a sound reason for this. Many like to collect "Number One" stamps, using a catalog for guidance. Consequently, with Scott having the 6c orange as C1, those not familiar with the issuance of the 1918 air mails, incorrectly may assume that the 6c orange, not the 24c red and blue, is the first air mail stamp of the United States.

The New Reduced Air Mail Rate

The first mention of this new 6c air mail stamp was made by the following order:

"POSTMASTER GENERAL ORDER #2415

Washington, November 30th, 1918.

"Effective December 15th, 1918, the Postal Laws and Regulations are so amended that paragraph 2 of section 399½ shall read as follows:

"Mail carried by aeroplane shall be charged with postage at the rate of 6c per

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Fig. 3. A flown First Day, December 10, 1918, cover from Philadelphia, Pa. to Chicago, Ill. (Philip Silver collection).

Vatican City Air Mail FDC

SPECIAL OFFER

#C1-8	Flown to France regist. RR	\$22.00
C9-15	2nd air mail set	5.75
C16-17	Tobias (30,000 sets issued)	65.00
C18-19	U. P. U. (40,000 sets issued)	32.00
C20-21	Gratianus on cacheted FDC	40.00
C22-23	Dome 1st issue, regist.	18.50
C24-32	Now Obsolete on 3 cach FDC	7.00
C33-34	Dome 11nd issue on cach. FDC	5.25

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Est. 1912

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ounce or fraction thereof. Such mail shall consist of matter of the first class, including sealed parcels not exceeding 30 inches in length and girth combined.

"The postage on aeroplane mail shall be fully prepaid with special aeroplane stamps or with ordinary postage stamps. When the latter are used, the mail should be endorsed 'By Aeroplane.'"

"Aeroplane mail bearing, in addition to the regular postage, a special delivery stamps or its equivalent in ordinary postage stamps, shall be given special delivery service. When the latter are used mail should be endorsed 'Special Delivery.'"

A. S. BURLESON,
Postmaster General.

The stamp was placed on sale December 10th and the following day this was sent out:

SPECIAL 6-CENT STAMP FOR AEROPLANE SERVICE: CONTINUED USE OF 16-CENT
AND 24-CENT AEROPLANE STAMPS.

Washington Dec. 11, 1918.

"1. Postmasters and other officers and employees of the Postal Service are notified that the Department is issuing a new postage stamp of 6-cents denomination. It is intended primarily for the aeroplane mail service, under the new rate effective December 15, 1918. (Postmaster General's Order No. 2415, of November 30, 1918), but will be valid for all purposes for which postage stamps of the regular issue are used.

"2. A description follows:

"The stamp is rectangular in shape, about 7/8 inch long and 3/4 inch high; color orange. The central design is a mail aeroplane in flight. Above, in a curved line of Roman capital letters, are the words "U. S. Postage." Triangular ornaments appear in the two upper corners. Below the aeroplane, in a straight line of Roman capital letters, is the word "Cents," with the numeral "6" within circles in the two lower corners.

"3. To obtain the new stamps, central-accounting and direct-accounting postmasters will draw requisition upon the Department on Form 3201, writing the word 'Aeroplane', on the line opposite the 6-cent denomination and complying carefully with sections 50 to 52, and 60, pages 37 and 38, 1918 Postal Guide. Requisitions which disregard these instructions will be returned to postmasters for completion. Requisitions will not be made special, but will be filled in the order of receipt at the Department.

"4. The 16-cent aeroplane stamp will be available for special delivery fee, and a single rate of letter postage (6c) on aeroplane mail. The 24-cent stamp will be available for aeroplane letters weighing in excess of three and not more than four ounces.

A. M. DOCKERY,
Third Ass't P. M. Gen.

Issuing New Stamps in 1918

Many contemporary collectors, now so accustomed to wide advance publicity for all new United States stamps, have a vague conception of how new issues were handled before our country established a Philatelic Agency in Washington, D.C. Before 1928, there was no Philatelic Agency nor a public information service such as the U. S. Post Office Department now has. Let's see how conditions were back in 1918.

All that was made known are the two orders, previously quoted, and these were sent only to the post offices, not to the press. Also bear in mind that the second order was dated December 11th, the day after the 6c air mail stamp had been placed on sale.

As far as notice to philatelists, "Mekeel's Weekly Stamp News" seems to have been the most active at that time. Its December 14, 1918 number ran the following in its column called "Chronicle of New Issues and Varieties" by Philip H. Ward Jr.:

"When recently in Washington, nothing was said about a special stamp and it is doubtful if such a variety is contemplated. The Bureau of Engraving and Printing, how-

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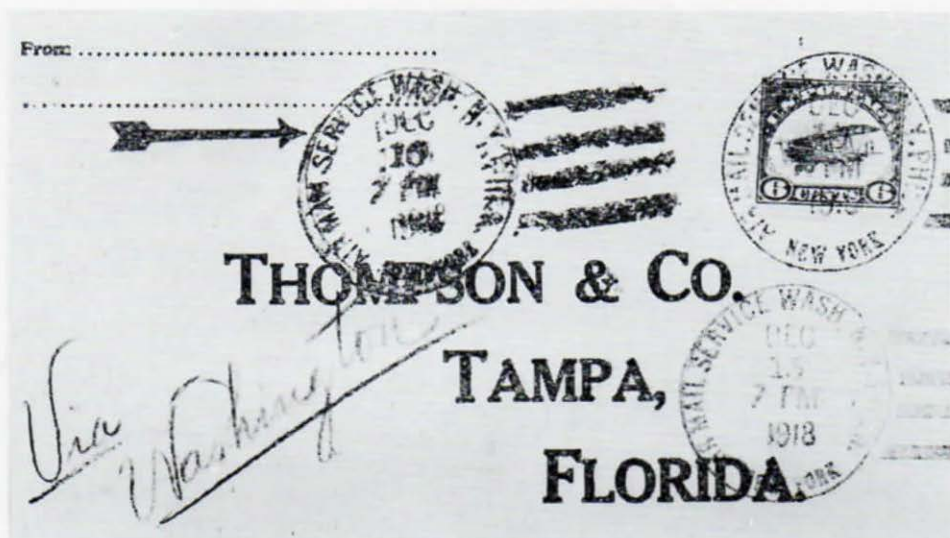


Fig. 4. A combination First Day and First Flight cover. The arrow points to the black December 10, 1918 air mail cancellation. The two First Flight red cancellations are to the right hit on the stamp and the other below it. Author's collection. (Photo by Boutrelle).

ever, sprung the other aeroplane stamps upon the philatelic public with little previous notice and it may be possible that something new in the way of a 6c aeroplane stamp will shortly make its appearance."

Consulting the numbers of "Mekeel's" after this was published on December 14, 1918, the next one appears in the December 28, 1918 number under the same column heading and again written by P. H. Ward Jr.:

"We had time in our last chronicle for just a few hasty notes in regard to the new 6c aeroplane stamp, for it must be remembered that these paragraphs are written fully 10 days before the information appears in print.

We wish to thank Mr. H. F. Colman and others for sending us aeroplane covers on the 16th, the date of the first flight after the new six cents rate went into effect."

Why First Day, December 10, 1918, Covers Are So Rare

The abovementioned "Mekeel's" writings explain so clearly why First Day covers dated December 10, 1918 are so very rare. It must be stressed that a most active philatelist in this period was Mr. P. H. Ward Jr. He was carefully following events in Washington and he admits that he was told nothing about a new stamp. Notice in fact that in referring to the two previous air mail stamps of 1918, he wrote that "these were sprung upon the philatelic public with little previous notice." As he explains, his notes published in "Mekeel's" of December 14, 1918 were written fully ten days before its appears in print. This signifies that even as late as December 3, 1918, only one week before the new stamp was to be placed on sale, no one in the Bureau of Engraving and Printing in Washington, D. C. told him about it. Thus anyone who had prepared covers for the first day of sale on December 10th must have been exceedingly fortunate by receiving his information from someone on the inside.

Furthermore, the writer previously showed why First Day covers of the 16c green air mail are so scarce.⁶ Besides this fact of no advanced publicity, very few had any interest in covers with the second or third air mail stamps because the supply of May 15, 1918 covers with the 24c stamp had outstripped the demand. With the experience of the 24c covers, obviously few, if any, cared to prepare First Day covers with either the 16c or the 6c orange.

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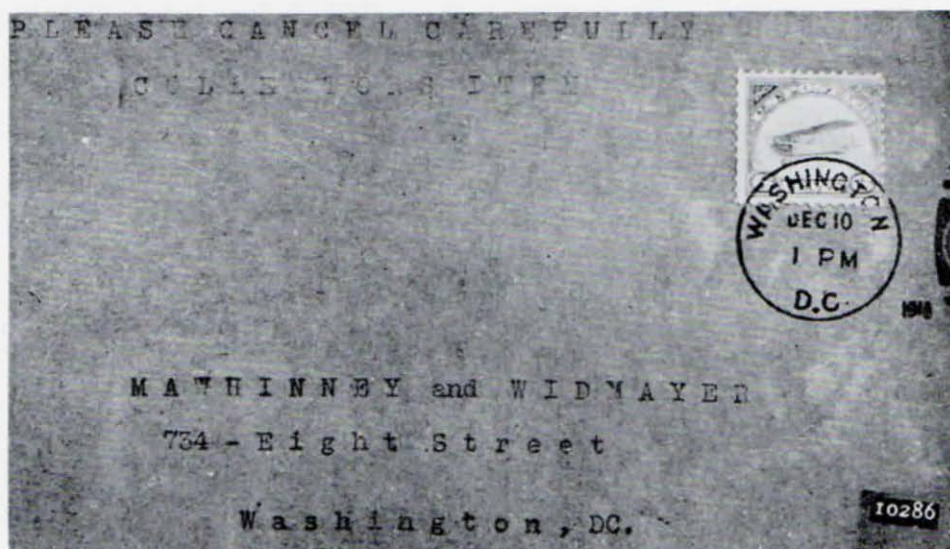


Fig. 5. A mystery First Day cover. (Photograph by L. W. Giles shown by courtesy of the Philatelic Foundation, New York, N. Y.).

First Day Covers. Only Six Known

The writer was collecting back in 1918, and almost since that year he has been interested in the first air mail series of the United States. Therefore, he has followed this issue over the years. During this period, he has a record of only six First Day covers dated December 10, 1918, one of which has not been included as will be shortly discussed. Now follows a tabulation and description of the December 10, 1918 covers.

1. Cancelled New York, N. Y. December 10, 1918. (See Fig. 2). It was mailed to L. W. Charlat (misspelled Charat on the cover), the well-known New York air mail dealer, whose obituary appeared in Vol. VI, No. 3 of this magazine.
2. A First Day cover cancelled New York, N. Y. similar to the one shown in Fig. 2.
3. A December 10, 1918 cover cancelled Washington, D. C. Also franked only with the 6c orange air mail stamp; this was not flown.
- 4-5 One is cancelled Philadelphia, Pa. December 10, 1918 with the special air mail cancellation hit in violet ink. Besides the new 6c orange air mail stamp, there is 10 cents additional postage to prepay the 16 cents air mail fee still in effect until December 15, 1918. In the lower left corner is the Special Delivery postmark. This cover is backstamped Chicago, Ill. "December 12, 1918/12 M" in black. Shown by Fig. 3. There also is a Philadelphia, Pa. cover not flown.
6. This happens to be one of the writer's favorite U. S. air mail covers because it has so much. It is now his proud possession, having waited many years to acquire a First Day cover with the 6c orange air mail stamp. First of all, this cover (see Fig. 4) has a New York, N. Y. December 10, 1918 air mail cancellation in black. It must be remarked that *out of the six First Day covers, only two were flown*. In the second place, this seems to be a commercial cover. Most of the 1918 air mail covers were philatelic, having been serviced by either stamp collectors or dealers. Thompson & Co., Tampa, Florida are cigar manufacturers. Finally, this cover bears *two* December 15, 1918 First Flight cancellations, both hit in red with one tying the 6c orange air mail stamp to the cover. The December 15th cancel also is very scarce. (See below). Therefore, it does not seem to be an exaggeration to state that this cover has "everything", which explains the writer's enthusiasm for this particular cover.

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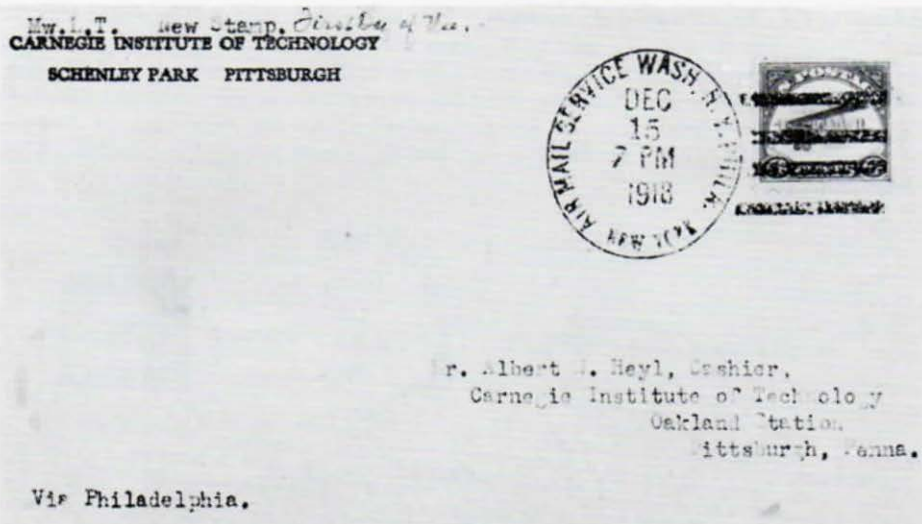


Fig. 6. One of the rare December 15, 1918 First Flight covers. (Author's collection).

7. This December 10, 1918 cover is not included in the writer's census, because some have questioned whether the Washington, D.C. cancellation is genuine. (See Fig. 5). In order to try and determine the true status of this cancellation, this cover was submitted to the Expert Committee of the Philatelic Foundation, New York, N.Y. in January 1959. Being a member of this Committee, the writer had the opportunity to carefully examine the cancellation on this cover, compare with other similar ones and study it with some of the leading U.S. cover authorities. No firm conclusion could be reached as to whether this cancellation was genuine or counterfeit, so that the only recourse open was to decline an opinion. Incidentally, this cover was in the same oldtime collection that had all the other First Day covers that Irwin Heiman sold at his auctions of October 18, 1956, February 13, and May 16, 1957. If any reader owns a December 10, 1918 Washington, D.C. cover like the one illustrated in Fig. 5, please contact the writer.

December 15, 1918 First Flight Covers. Only Four Known

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 previously mentioned 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.⁶ 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 that 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 Pittsburg, 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

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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.



Fig. 7. December 16, 1918 cancellation on a cover flown from Philadelphia to New York. (Author's collection). (Photo by Boutrelle).

December 16, 1918 First Flight Covers. Nine Known

Let's turn back about ten years. The writer, as previously noted, had been collecting U. S. air mail covers for many years. The earliest dated cover with the 6c orange air mail stamp of 1918 in his collection was the one cancelled December 17, 1918 (Fig. 8) from New York to Chicago. About a decade ago, an auction catalog came in the mail where one lot with this stamp on a cover dated December 16, 1918 caught the writer's eye. Of course, this lot was wanted, so the amount to bid had to be determined. Using the "Scott U. S. Stamp Catalogue Specialized 1949" as a guide, the following was found under "Air Post First Day Covers":

C1	6c	Dec. 10, 1918	\$15.00
----	----	---------------	---------

Never having seen or heard of a December 10, 1918 cover at that time, it was thought that the above listing probably was an old typographical error having the date December 10th instead of 16th. But seeing that the list price was \$15, it seems reasonable to hope that an auction bid in this amount would be more than sufficient. It was not! This December 16, 1918 cover sold for \$30, double catalog and only after strong competitive bidding.

That experience plus the failure to buy a First Flight cover at full catalog brought home the realization that First Day or First Flight covers with Scott C1 must be extremely scarce. Consequently the writer was alerted, and he watched for these like a hawk. But they did not appear. It was some years after this before any 6c orange covers were seen cancelled December 10, 15 or even the 16th. The interesting thing about these is that most all were in one collection that was sold at a New York auction about two years ago. Before that, only one or two December 16, 1918 had been seen. (See Fig. 7)

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How many December 16, 1918 have been seen by the writer? Exactly *eight!* There are probably at least *nine* because in December 28, 1918 "Mekeel's Weekly Stamp News", it may be remembered that P. H. Ward Jr. mentioned "... for sending us covers on the 16th, the date of the first flight after the new six cents rate went into effect." Mr. Ward did

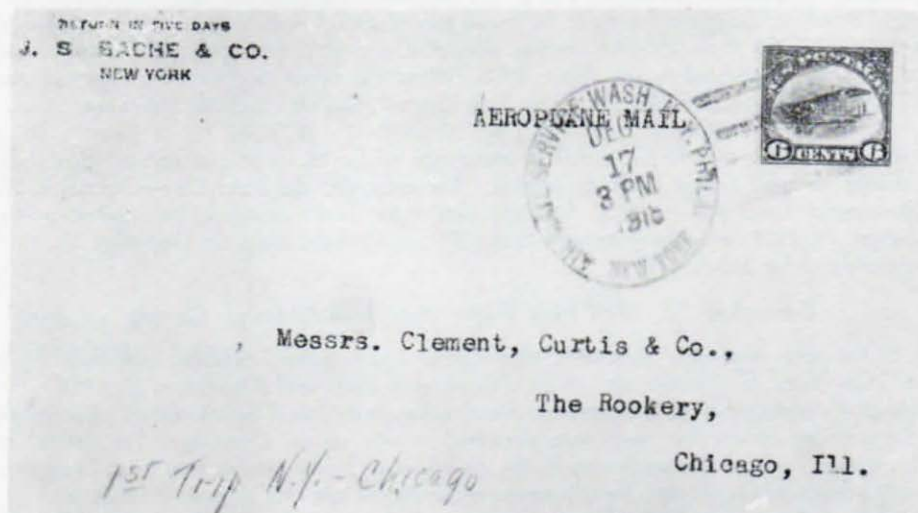


Fig. 8. First Flight New York, N. Y. to Chicago, Ill. on December 17, 1918. The air mail cancellation is red. (Author's Collection).

The highest price



ever paid for a single airmail stamp, \$11,500, was paid in a 1957 Harmer Rooke auction for the 25c on 10c "Black Honduras" (Scott #C12, cataloguing \$17,500). The previous record price of \$5,300 was paid in 1939 for this very stamp.

Let us sell your finest airmails for top prices, too! Consult us now.

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UNITED STATES

not specify how many covers and since he is still an active Philadelphia stamp dealer, one wonders whether some may yet be in his stock or if these are included in the writer's census. Two of those recorded were addressed to Ward. But even if there are twice as many December 16, 1918 covers as the writer's record shows, they must be scarce. Before proceeding further, it should be mentioned that it was not until 1956 that the date "Dec. 10, 1918" in the "Scott" catalog was found to be not a typographical error but correct. In fact, it was as a result of these 1956-57 auction sales that a new revised price for Scott C1 on First Day cover appeared in the "Scott U.S. Stamp Catalogue Specialized". Now if you look in this catalog under "Air Post First Day Covers", you will find the following:

C1	6c	Dec. 10, 1918	\$150.00
----	----	---------------	----------

For those, who may be interested in prices, the writer has kept a record of what these 6c orange air mail covers bring at auction. For example, the First Day—December 10, 1918—ranged from \$60 to \$90, the ones that have flown bringing the higher prices. December 15, 1918 covers have brought from \$35 to \$45 each, while the December 16, 1918 covers realized for \$25 to \$35.

December 17, 1918 First Flight New York-Chicago Covers

It has been previously mentioned that due to bad weather conditions, the first flight from New York to Chicago had to be delayed two days until December 17, 1918. No record of the amount of mail carried on this date has been found by the writer. Compared to the previous covers that have been described in this article, December 17th covers are in far greater supply. As conditions in the American philatelic market now exist, December 17, 1918 covers are not scarce, but the newer collector will not find them easy to secure.

One of these New York-Chicago flight covers is shown by Fig. 8. Incidentally this cover was mailed for the writer's father (see AERO PHILATELIST ANNALS Vol. V, No. 2, page 41) and has been in his air mail collection since 1918.

Chicago-New York First Flight December 18, 1918

Again no records could be found stating the amount of mail carried on the return flight from Chicago, Ill. to New York, N. Y. on the first trip of December 18, 1918. But it must have been considerable in relation to covers cancelled December 10th, 15th or 16th.

One reason for this belief is found with those large legal covers prepared by the Aero League of America that collectors familiar with the 1918 covers know well. Just as with the 24c for the May 15, 1918 flights and the July 13th and 15th first flights with the 16c, the Aerial League of America again sent first trip covers to its members, prospects and officials. In each First Flight cover a letter was enclosed and these are illustrated. (Figs. 10 and 11). Collectors, anxious to know more of the events connected with these 1918 flights, should learn about the work of this organization and the contribution it made to aero-philately. In the illustrations one should notice on the letterhead the prominent names such as Rear Admiral Robert E. Peary, Alberto Santos Dumont of Brazil, Orville Wright and Senator Morris Sheppard, called "The Father of U.S. Air Mail", because he was instrumental for getting the bill through Congress that inaugurated air mail.

Now is quoted is the first portion of the letter shown in Fig. 10 because these statements are so interesting for the philatelist:

December 18, 1918.

"My dear Sir:-

"We take advantage of the opportunity afforded by the first trip of the New York-Cleveland-Chicago Aerial Mail line to send you our greetings at the approach of the Holiday Season.

"The envelope, is, as you will see, stamped with the new special aerial mail stamp, and being carried on this first trip will be a valuable souvenir for collection purposes.

"Recently at Oyster Bay, New York, three envelopes sent by aerial mail on the first experimental trip, by the AERIAL LEAGUE OF AMERICA, were sold at auction for Ten Thousand Dollars.

UNITED STATES

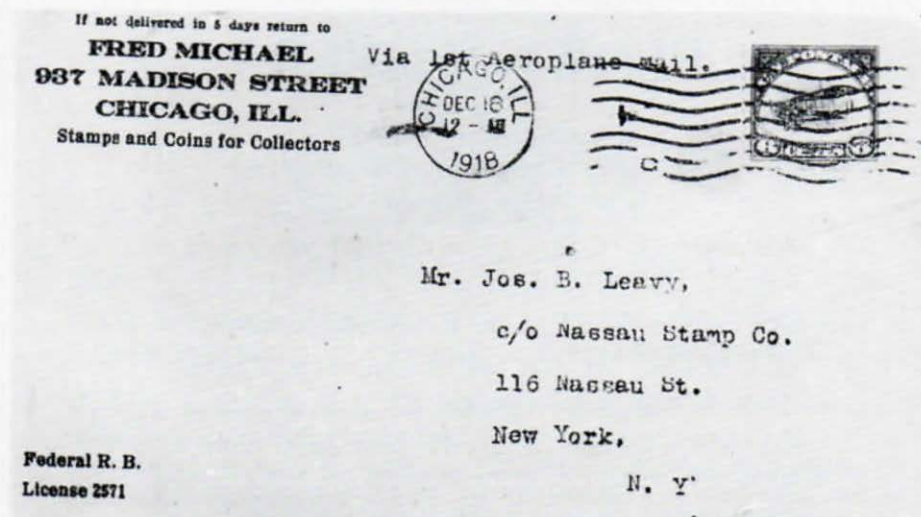


Fig. 9. First Flight Chicago-New York December 18, 1918 cover. The cancel is black. (Philip Silver collection).

"With the ending of the war begins the marvelous work that the LEAGUE is fostering, the using of aircraft for scientific purposes, exploration, transportation of mail and express, air travel, and sports, the crossing of the Atlantic, the crossing of the North and South Poles by air, the establishing of air lines throughout the Western Hemisphere, etc., etc."

Were the covers cancelled December 17 and 18, 1918 on the first New York-Chicago Flights flown? In "Mekeel's Weekly Stamp News" of January 18, 1919, Philip H. Ward's column states the following:

"The Nassau Stamp Co. has sent us First Trip covers of the recent *unsuccessful* (Itals. are ours) aeroplane flight between New York and Chicago . . . the one from New York is postmarked with the regular 'air mail' cancellation and is dated December 17. The one from Chicago is dated December 18 12M . . ."

The descriptions tally with the covers illustrated in Figs. 8 and 9; neither has a back-stamp.

In the autobiography of the first superintendent of United States Air Mail Service,¹¹ the author recalls what happened in December 1918, so the following passage from his book is quoted:

"On December 18*, 1918 a Curtiss R-L plane, with Leon D. Smith at the controls, was scheduled to leave Belmont Park, N. Y. At the same time, a DeHaveland was scheduled to leave Chicago on the eastbound flight. Smith, after making one bad start, got into the air only to be forced down short of Bellefonte, Pennsylvania, while pilot Michael Ebersole, who was supposed to have flown the first leg out of Chicago, got only a few miles from Chicago before coming down.

"On December 19 another flight was attempted, but the result was almost exactly the same as that of the previous day. A third attempt was made on the 20th, but this time the planes didn't even get off the ground before bad luck caught up with them. After the third attempt, it was announced that the New York-Chicago service would be suspended for ten days . . .

* The existence of many covers like the one shown in Fig. 8 shows that this date was probably December 17th, not the 18th. This latter is the right date of the Chicago to New York attempted service.

FLOWN COVERS

- | | |
|---|---------|
| 1. Nov. 20-21, 1943 TACA F. F. Caribbean route,
10 different, all cacheted | \$ 5.00 |
| 2. AUSTRIA, C18, 21, 27 on Zepp flown card,
July 12, 1931 | 4.00 |
| 3. BULGARIA C5/11, May 26, '37 registered | 4.00 |
| 4. ECUADOR, 1st Air Mail Ecuador to Costa
Rica, Apr. 2, 1930, registered | 2.00 |
| 5. GERMANY, C28, 29, 31, 44 Graf Zepp flight,
Oct. 14, 1933 | 3.50 |
| 6. GERMANY, Hindenburg flight to North Amer-
ica, May 6, 1936, registered | 1.00 |
| 7. GUATEMALA, FF G. C. to Mazatenango,
8/23/30 | 2.00 |
| 8. GUATEMALA, FF Barrios to Miami, C17/19,
registered, Dec. 5, 1931 | 10.00 |
| 9. HONDURAS, C54 on regd cover | 2.50 |
| 10. HUNGARY C22, Zepp card, Iceland flight
1931 | 2.50 |
| 11. NICARAGUA, CO3, Panama FF to Guate-
mala, 1929 | 2.00 |
| 12. EL SALVADOR, 1931 FF to Jamaica, regis-
tered | 1.25 |
| 13. ditto, C19 on regd FF to Colombia, 1931 | 2.25 |
| 14. SPAIN, CB7 on regd card to Holland | 1.00 |
| 15. U. S. A. C14 on Zepp cover to Seville, 1930 | 25.00 |
| 16. URUGUAY, 305, C9, only day use 1925 | 2.00 |
| 17. URUGUAY, C61/62 registered FDC | 10.00 |
| 18. VATICAN, C11, 12, 15, 17 registered 4/4/49 | 25.00 |
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Fig. 10. December 18, 1918 letter of the Aerial League of America that was enclosed in their first flight covers.

"Yet another attempt to break the jinx was made on December 27, and this, too, resulted in failure. After that the Post Office Department gave up . . . It was May 15, 1919 before actual operation began over this route."

The date December 18, 1918 on the Aerial League of America letter is puzzling. Why did they think December 18th and not December 15, 1918 would be the date of the first flight? Did they have advance notice that bad weather would force the flight to be postponed for two days? Their letters and covers were ready and flew on the first flights with the 24c in May, 1918 and the 16c green in July of the same year. However, regardless of this puzzlement, it seems that a clear indication can be found for the reason why the 6c orange air mail covers dated *before* December 17th are so scarce. Most of the mail must have been on the New York-Chicago flights of December 17th and 18th, 1918. Very few had covers flown on December 15th or 16, 1918.

New York-Chicago Air Mail After December 17, 1918

The first flight from New York to Chicago took place on December 17, 1918. After this, a regularly scheduled air mail for the public was to go into effect. Fig. 12 shows an air mail cover from New York to Chicago posted on December 18, 1918 at 1 AM, no doubt about as early a cover after the first flight as one can secure. Notice that the cancellation is different than the one on the first flight cover of December 17th (see Fig. 8). The new cancellation has had the words "Wash./N.Y./Phila." removed, (Fig. 13) a very practical step since the service extended westward to Cleveland and Chicago.

Besides showing the new cancellation, Fig. 12 is a very interesting cover because it is franked with both the 16c green and 6c orange air mail stamps. This was done because the contents of this letter probably required a double rate for air mail, which, after December 15, 1918, was twice 6 cents or 12 cents. Then Special Delivery was prepaid, calling for another 10 cents postage. You see the "Fee Claimed At Chicago" postmark on the cover (Fig. 12) and there is a circular black backstamp reading; "Chicago, Ill./Dec. 19/11 AM/Special Delivery Sec./1918". Both prove that this cover was handled by Special Delivery

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Mr. Augustus Post,
298 Madison Ave.,
N. Y. City.

December 18, 1918.

My dear Mr. Post:-

The first trip of the permanent Aerial Mail Line between New York - Cleveland - Chicago affords a splendid opportunity to:

(1) Celebrate once more the stupendous Allied Victory and commemorate the Fifteenth Anniversary of the first flight, which was made by the Wright brothers on December 17th, 1903;

(2) Extend to you our hearty Christmas and New Year's Greetings. This is a little ahead of schedule but you must be accustomed by now to seeing things done ahead of schedule where the Aerial Mail Service is concerned;

(3) To celebrate the decision of the Postmaster-General to establish Aerial Mail Lines across the continent and in all points of the compass; of the Chief Forester to use aeroplanes for detecting fires; of the Police of New York to have an Aviation Section - an example which will be followed by hundreds of other cities; of the Aero Club of America to offer intercollegiate aviation trophies, and to foster the development of aeronautics for sport, pleasure, civic and scientific purposes and commercial transportation, as energetically as the Club fostered the building of our Air Forces before and during the war. These things make the immediate future of American aeronautics very bright indeed;

(4) To thank you for the substantial contributions which you have made to the development of aeronautics.

Am sending you two letters by this first trip. Will you kindly autograph one and return it to me for our collection!

With best regards and wishes, I remain,

Yours very cordially,

Henry Woodhouse

Managing Editor.

PRESIDENT WILSON SAYS THE IMPORTANT THING IS TO TEACH THE NATION ITS TASK. AS THE WAR IS TO BE DECIDED IN THE AIR, WE MUST CONCENTRATE OUR EFFORTS IN EDUCATING THE NATION TO ITS AERONAUTICAL TASK

Fig. 11. December 18, 1918 letter enclosed by the publication "Flying" in Chicago-New York First Flight covers. (Philip E. Baker collection).

when it reached Chicago. The total required postage was 22 cents paid by a combination of the 16c and 6c air mail stamps of 1918.

Covers and Usages After January 1, 1919

The actual postal need for the 6c orange air mail stamp of 1918 ceased in 1923, when a new series of three was issued for the new domestic air mail rates, that were established on a zonal basis between the east and the west coasts of the United States. However, the three stamps of 1918 remained valid for all postal needs except Postage Due until August 1, 1928, when the U.S. Post Office Department ruled that after this date the use of air post stamps on other than air mail was prohibited. Very few contemporary collectors understand what later transpired with the 1918 and 1923 air mail series (C1-3 and C4-6).

UNITED STATES

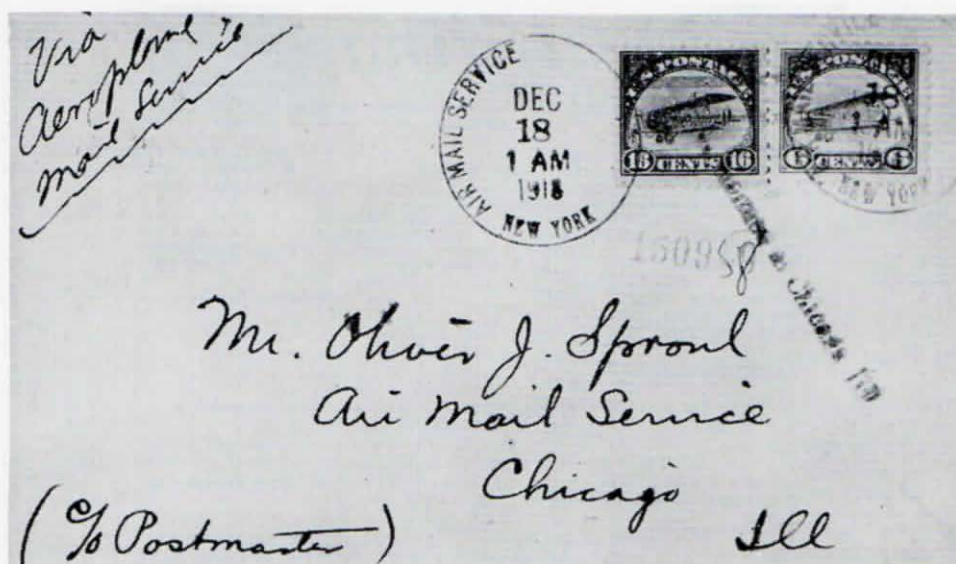


Fig. 12. New York-Chicago cover flown on December 18, 1918 showing the new style cancellation used. Photo by L. W. Giles. (Philip E. Baker collection).

After their real postal need had passed, a large quantity remained on hand. So the U. S. Post Office Department decided to sell this stock by using many of these stamps on parcel post. Also one finds large quantities of the 24c and 16c and 6c air mails of 1918 precancelled.

Therefore in a technical sense, the aero-philatelist must limit his interest in the 1918 air mail stamps, when he seeks to collect covers and cancellations, to their actual air post use. Following this interpretation, the writer has confined the story of covers with the 6c orange air mail stamp up to 1923, when its true postal need expired. Thus covers from the period from January 1, 1918 to August 1, 1923 are interesting showing multiple pieces like pairs, strips or blocks of the 6c orange. Also combinations like the one shown in Fig. 12 are fun to seek. A collector will not find them easy to secure. For this period, the writer will describe and illustrate a few examples simply chosen to give the reader an idea of the scope of the field and what he should try to find.

Fig. 13 showed the altered cancellation that appeared on December 18, 1918. This was gradually replaced by a completely new style of cancellation in about the middle of 1919. A good example of the circular "Air Mail Service" plus four bars cancel is shown in Fig. 14.



Fig. 13. Cancellation used after December 17, 1918 when the air mail service was being attempted between New York and Chicago. The words "NY/Phila/Wash" have been removed from upper right.

UNITED STATES

This one, incidentally, is from the opening of the Newark, N. J. airport. One finds this new cancel most common in violet ink, less so in black while it is not often found in red.



Fig. 14. The new style of cancellation introduced in 1919. Photo by Boutrelle. (Author's collection).

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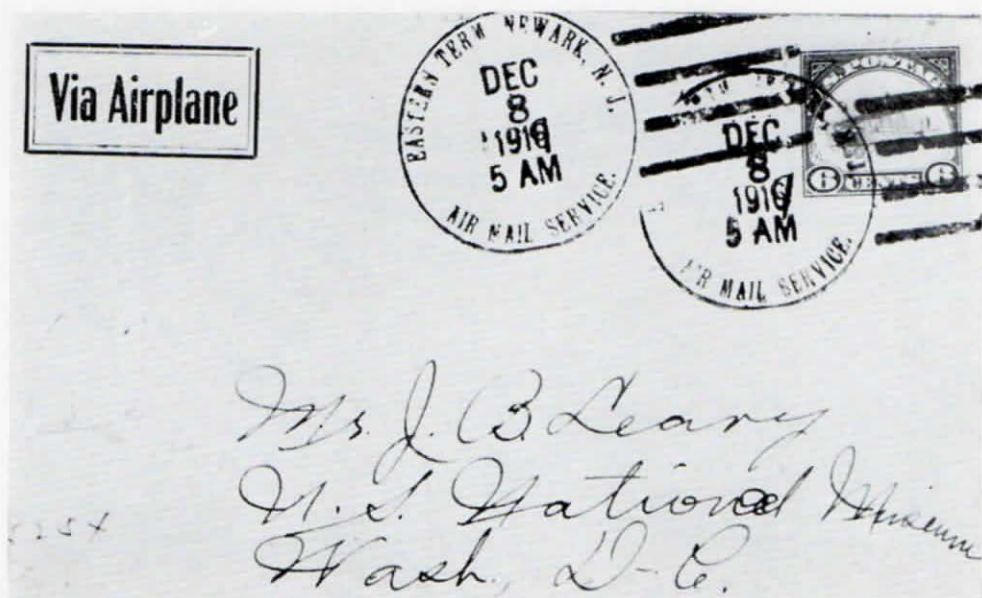


Fig. 15. The corrected "1916" air mail cancel. Note the "6" has been altered to a "9" by pen. (Philip Silver collection).

A fascinating use of the 6c orange air mail on cover is shown in Fig. 15. The year date was hit "1916" instead of "1919" and then the "6" was corrected to a "9" by pen. Oddly enough this is not mentioned in any American air post catalog, but is only described in a French one.⁷ As a matter of fact, this French air post catalog lists and prices about fifty special flights from December 1918 through 1922, where the use of the 6c orange stamp would most likely be found. This French catalog was published in both French and English, the latter being a great help to American aero-philatelists. One's patriotic feelings cause a regret that, during such an interesting period of United States air mail, a foreign catalog's coverage is superior to any in this country in the writer's opinion.

A new special type of cancellation seems to have been introduced in 1921. Here again the writer's information came from this same French air post catalog; his search in the American catalogs showed nothing recorded about this one. In 1921, air mail was being extended on a Trans-Continental basis from coast-to-coast. This new large oval cancellation seems to have been first tried in San Francisco, Calif. According to the Champion Catalogue, it was first used on May 3, 1921. The illustration (Fig. 16) has been copied from page 363 of this French catalog.⁷ However, reading the text accompanying this cancellation, one is led to believe that it was used only on one flight on May 3, 1921. This



Fig. 16. The special oval air mail cancellation first used on May 3, 1921 for Trans-Continental air mail at San Francisco, Calif.

UNITED STATES

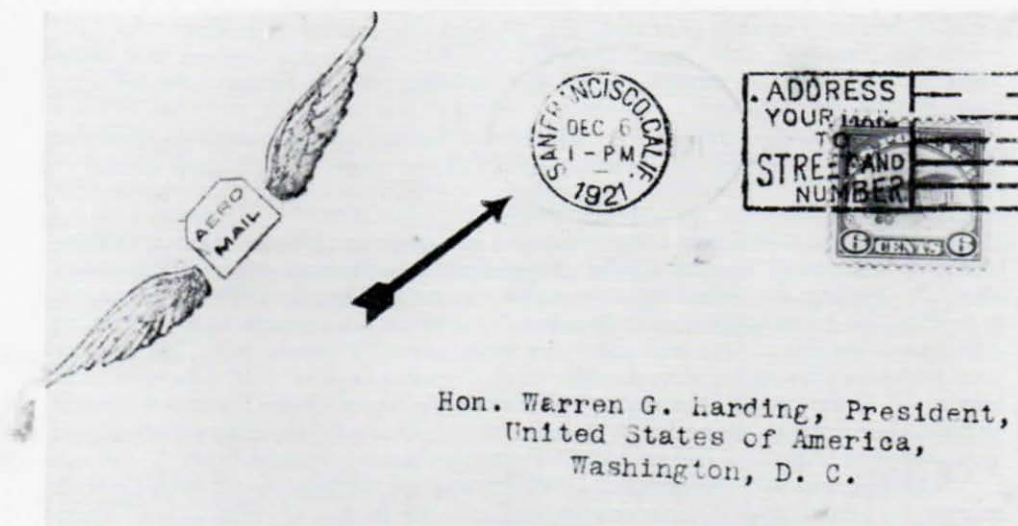


Fig. 17. An air mail cover flown December 6, 1921 with the special oval "Air Mail Service/San Francisco, Calif." cancellation, which has been faintly hit (the arrow points to it). Because the regular circular machine town cancel was hit on top of the oval air mail marking, this makes it very difficult to see in this illustration. Adding to the interest of this cover is the addressee, the President of the United States, Warren G. Harding. (Philip Silver collection).

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is not so, because a cover is illustrated (Fig 17) with this oval cancel reading: "Air Mail Service/San Francisco, Calif." dated December 6, 1921. The writer has not seen other covers with this type of cancellation, so that he cannot say if its use extended after December 1921.

These three examples (Figs. 14, 15 and 17) indicate the type of material in mind that one can collect in connection with air mail usages of the 6c orange air mail stamp of 1918.

Conclusion

Too often one collects only a single copy in a set stamps or each one on cover, thinking little more about it. Then such a collector goes about proudly proclaiming that he is complete. But reading about the 1918 air mail stamps, one sees how completeness is a myth. A collector can go on and on, expanding his albums to include multiple pieces, interesting cancellations and covers. Air mail and flying long distances is routine now. But its early years are a most fascinating story to read. The air post stamps of 1918 help to tell this history. Thus one need only to read this portion of the Report of the Postmaster General of the United States on air mail in 1918 and 1919 to gain a good impression of the impact these stamps had upon our lives of today. Postmaster General Burleson wrote:¹

"The development of the aeroplane in warfare inspired the belief that it could be made to serve the uses of peaceful transportation, and with this in view the Post Office Department was successful in securing an appropriation by Congress of \$100,000 for the fiscal year ending June 30, 1918, for an experimental air mail route. On May 15, 1918, the present successful New York-Washington route on a regular schedule was inaugurated. The service operates in about one-half the time required by train between the two cities and is performed with a regularity and a certainty which up to this time has not been equaled anywhere in the world.

"During the fiscal year ending June 30, 1919, the appropriation of \$100,000 was repeated. So successful was the service that for the fiscal year ending June 30, 1920, Congress appropriated \$850,500, which has enabled the extension of the Air Mail Service to Cleveland and Chicago, with a saving in time of 11 hours in transit over the fastest passenger-train service between New York and Chicago and an expedition by 16 hours in the actual delivery of the letters.

"The success obtained in the operation of the Air Mail Service during the fiscal year ending June 30, 1918, led to an important extension of the service from New York to Chicago. This route is operated in two sections, (a) New York to Cleveland, and (b) Cleveland to Chicago, and results in the expedition of the delivery of letters from New York by 16 hours to the Middle West and 24 hours to the principal Pacific Coast cities.

"The air distance on the New York-Washington route is 218 miles and the time of transit $2\frac{1}{2}$ to 3 hours. The rail distances is 226 miles and the time of transit 5 hours to 6 hours and 20 minutes. On this route mail originating in New York City late at night and in the New England States up to 10 o'clock at night is delivered by planes in the city of Washington in ample time for all carrier deliveries that afternoon. The immediate result of this service has been the elimination of the constant complaints that it took two days for the night mail from Boston to be delivered in the city of Washington. These delays were beyond the control of the Post Office Department, having been due to uncertain train connections and to the transfer of the mail across New York City from one railroad station to another. Northbound the mail is taken from Southern train connections at Washington and delivered in New York in time for the afternoon carriers. If this mail had remained on the trains it would have reached New York City too late for carrier delivery on that day.

MAGNITUDE OF DAILY OPERATIONS.

"On the three routes as now established, shown by chart which follows, there are in the air daily eight aeroplanes each with a capacity of from 14,000 to 16,000 letters. These eight planes fly an aggregate of 1,906 miles each day carrying at the rate of more than 30,000,000 letters per year. On each of the three routes the mail is advanced 16 hours in each direction and in the case of mail destined for the Pacific coast the advance in delivery is 24 hours."

UNITED STATES

Acknowledgments

The helpful spirit shown by many philatelists, especially in making their material available for study and illustration is greatly appreciated. Obviously, some were far more helpful than others. So first thanks to *Philip Silver*. Then *Irwin Heiman*, the New York auctioneer, who had been commissioned to dispose of the collections that contained most of the scarce First Day and First Flight covers, permitted the writer to have access to all collateral material. *Winthrop S. Boggs*, Curator of the Philatelic Foundation, made helpful suggestions about the philatelic literature to consult, while *Mrs. Eldridge*, Librarian of the Collectors Club, was most cooperative during use of the library. Thanks also to *Adrien Boutrelle* for his fine photographic service, and to *Edward Bender* and *Philip E. Baker* for the loan of their material used for illustration, and to *Joseph Eisendrath Jr.* for the use of his reference books.

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Book And Catalog Reviews

Scott's Standard Postage Stamp Catalogue. 1959 Edition. Vols. I and II. Published by Scott Publications, Inc., 461 8th Avenue, New York 1, N. Y. Price Vol. I \$5; Vol. II \$7 or available in Combined Edition.

The latest edition of America's catalog for stamp collectors evidences a continued effort on the part of the editors to liberalize the listings and improve the prices. Therefore, there are many new listings, a few delistings and thousands of price changes.

However, one BIG change in the 1959 Scott catalogue has greatly excited and pleased this reviewer. These are under United States, the *RF Overprint* listings and prices. As a result of our research articles, first published in a three-part series in this magazine and then combined into one handbook published by the Collectors Club, New York, N. Y., Scott has followed our information completely. These have been dropped from the general catalog, and therefore are no longer in Vol. I. There is a note that these are now listed and priced in the "Scott United States Specialized Catalogue". In this reviewer's memory, it is seldom that Scott adopts the research findings of a philatelic student completely and does it so quickly. Usually it takes years before a standard catalog incorporates new findings. Therefore, there is a great personal satisfaction in the realization that the publication of philatelic research done without one cent of financial remuneration has caused orderly and correct classification to replace previous inaccuracies. This will cause stamp collecting to be more pleasant by removing confusion.

Bolaffi—Italian Stamps Standard Catalogue—4th edition, 1959—S. C. O. T. Publications Via Roma 101, Torino (Italy)—458 pp.—Price U. S. \$3.00 post free.

The air mail collector can whistle with glee when he picks up a copy of this latest Italian catalog. The one, who will be the most pleased, is the collector of air mail stamps on cover, because he owns really valuable properties. Funny thing about these Italian air mails! When they were issued, the Lire was worth about 7½ cents. So a complete set of Graf Zeppelins for Italy and the Italian Colonies had a total face value of about \$19.50 when they were issued back in 1933. Now one can understand why so few could afford to service first flight covers. Then later, with the Fascist government pouring our mint copies followed by the enormous decline in Italian currency after the last War, these Italian air mails sold over here far below their original face value.

When Italy's economy recovered a few years ago, the prices of stamps rose and now, because the material is scarce, the prices are "in orbit". A few examples of the new Bolaffi prices are interesting in this regard.

Take the popular, colorful Balbo Flight stamps on covers. The two for Italy are priced at \$285 and \$140 respectively. The Italian Balbo Official is priced at \$575 and \$670 with the aviator's signature. Cyrenaica and Tripolitania Balbos are priced at \$250 each or \$500 for the set of two. Aegean Islands list for \$375 each. According to S. L. Bayer, who was a most active dealer in Italy when these were issued, Cyrenaica covers are the scarcest, although Bolaffi shows Aegean Islands in that category.

The Graf Zeppelin issues of 1933 are priced on one cover and then as six individual stamps. The set on cover prices are Italy \$125, Aegean Islands \$185, Cyrenaica \$165 and also San Marino, while Tripolitania is \$155.

The Roma-Mogadiscio Flight covers with the Official stamps average \$350.

There certainly has been a boom in Italy for these historical air mail issues and this catalog demonstrates it. Besides these prices, one will find much information in the text notes and tabulations. Here is another good specialized catalog that can do so much more than the general ones in expanding pricings and listings for the specialist. (Stanley R. Rice).

BOOK REVIEWS — PARAGUAY

Catalogo de Sellos Postales de Costa Rica by Dr. Carlos Saenz Mata. Published by the Club Filatelico de San Jose de Costa Rica. 174 pp. Paper cover. Illustrated. Price not given.

This catalog carries the publication date 1953, but it only reached us at the end of 1958. The air mail stamps start on Page 87 and conclude on Page 130 with the 1952 issue of the color changes printed by the American Bank Note Company. Each issue is briefly listed along with the date of the decree and the quantity printed. No prices are given. The text is entirely in Spanish.

Frankly this catalog, as far as the air mail stamp portion is concerned, offers the aero-philatelist less information than a specialized air post catalog like Sanabria. At the very beginning, we were disappointed to see how briefly and inaccurately the 1921 Semi-Official air mails (Sanabria 501-2) were listed. This certainly runs contrary to the research disclosed by the Stanley R. Rice article published in Vol. III, No. 1 of the *AERO PHILATELIST ANNALS*. Also the brief notes on the 1931 Provisional Issue (Sanabria 11-13, 16-18 or Scott C11-13) are far less than one expects from a specialized one country catalog of almost 175 pages.

PARAGUAY

1935 Graf Zeppelin Counterfeits

From South America come photographs of counterfeits of Paraguay's 1935 Graf Zeppelin issue (Sanabria 79-83, Scott C93-97). It is reported that these counterfeited stamps are being circulated in South America, coming originally from Cuba. The photos show cancelled copies, demonstrating that once again fakers did not know philately. Had they read the *Aero Philatelist's News* of April 15, 1950, the counterfeiters would have taken notice that Paraguay's Graf Zeppelin stamps must bear a special Zeppelin cancellation. But these imitations clearly reveal just a part of some unidentifiable circular cancellation with not one clear letter or numeral from a date mark.

The photographs of the counterfeits disclose them to be rather poor imitations of the genuine. Only one totally unfamiliar with the genuine stamps would be deceived by the counterfeits. To prevent their purchase, in case some of the counterfeits are sneaked into the United States, some descriptions of the more obvious differences between the genuine and counterfeits have been received. Thus these are as follows:

	GENUINE	COUNTERFEIT
<i>Paper</i>	smooth, white	rough, grayish
<i>Perforation Gauge</i>	11½ (smooth)	12 (ragged)
<i>Colors</i>	rose red	brick red
4.50 P	light green	apple green
9 P	brown	dark brown
13.50 P	violet	dull lilac
22.50 P	blue	gray blue
45 P		
<i>Size (measured horizontally from perforations' edges)</i>		
4.50, 9, 13.50 P	37½mm.	39mm.
22.50 P	48mm.	49mm.
45 P	48mm.	50½mm.

There are other differences, but if one observes the colors, paper and the obviously larger size of the counterfeits, he will not be deceived.

LIBERIA

New Information Comes to Light On Pioneer Aerogrammes

By EMMETT PETER, Jr.

What has been cataloged as Liberia's first air letter sheet is generally supposed to have been issued in 1948. That is the date assigned by the three major aerogramme catalogs—Sanabria, Godinas and the American Air Mail Society Catalog of Air Letter Sheets.

The writer believes, however, and proposes to show that this rare aerogramme is not actually "number one" and should exchange places with the sheet presently cataloged as No. 2 in the three catalogs. It is also now apparent that both of these sheets were of earlier vintage than is credited to them.

To avoid confusion, let us examine each sheet in the order in which it appears in the catalogs at the present time.

SANABRIA No. 1; AAMS No. 1 LS; GODINAS No. A4.

The impressed stamp is a crude handstamp in dark purple. It depicts a DC-4 Sky-master plane and obviously is copied from the design of the United States first aerogramme issued April 29, 1947. The value is 10 cents and the inscription "R. L. POSTAGE" appears at the bottom of the handstamped impression. The basic form is the British military formula aerogramme that was available in the British colonies at that time. Printing of the basic form is in blue, and it bears the military censor's symbol, a triangle, in the lower left corner. In the right corner is the inscription "Army Form W. 3077.A". The reverse carries the customary "honor certificate" reading: "I certify on my honour that the contents of this envelope refer to nothing but private and family matters." The form measures 121x99mm. after it is properly folded according to instructions and guide lines. This is one of the rarities of aero postal stationery, only two examples being known.

SANABRIA No. 2, AAM No. 2 LS; Godinas No. A5.

The handstamp is identical, but is applied to a white civilian-type form measuring 146x92mm. after being properly folded. The form is on high-quality laid paper. For a



Fig. 1.

LIBERIA

long while we were unable to determine the watermark, but by putting his two sheets together, F. A. Senecal, the Montreal aero stationery specialist, has found that it reads as follows:

Permanized
Artesian Bond
Rag Content

Mr. Senecal also is able to correct an apparent error in the Godinas catalog, wherein the sheet is described as "Local white paper of poor quality." This Montreal collector heads a large envelope manufacturing concern and so has been closely identified with paper. He writes: "The Godinas catalog is wrong when it states that this Liberia No. 2 is printed on cheap paper. It is the highest quality of American Bond, which sells at 40 cents a pound wholesale." While it is not as rare as the military form, the presently-cataloged No. 2 is not plentiful. Walter Guthrie, an air letter sheet dealer, writes that he has handled about twenty five examples.

* * *

Now that we have examined the characteristics of the first two Liberian aerogrammes, let us look at the new information promised in our opening words.

The author has acquired an example of the civilian-type form (now No. 2) clearly postmarked October 3, 1947. (Fig. 1). The aerogramme was mailed by a member of the U. S. Navy contract team in Monrovia, Liberia to some friends in Florida. The message inside is dated October 2, 1947—a day earlier than the postmark. It is entirely non-philatelic.

This pre-dates the example of the presently-cataloged No. 1 in our collection. This form was used from Monrovia and postmarked October 17, 1947. It is a part of the same correspondence. (Fig. 2).

Mr. Guthrie has raised the interesting possibility that the civilian-type form (No. 2) actually is the first aerogramme and that the military form may be a rare provisional, used when stocks of the civilian form ran out.

At any rate, on the basis of presently-known facts, we suggest that the present Number 1 and Number 2 be transposed in the aerogramme catalog listings.



Fig. 2.

MEMBERSHIP APPLICATION



....., 19.....

AERO PHILATELISTS, Inc.

22 EAST 35th STREET, NEW YORK 16, N. Y.

I hereby apply for admission to membership in AERO PHILATELISTS. Annual dues of \$5.00 are remitted herewith and are to be returned to me if my application is not accepted.

NAME

ADDRESS
Street

.....
City, Town or Village Zone State

OCCUPATION

SPECIALIZING IN

APPLICANTS SIGNATURE

REFERENCES

Each applicant is requested to furnish two references preferably philatelic.

References:

1. NAME

ADDRESS

2. NAME

ADDRESS

EXTRACTS FROM BY-LAWS, ARTICLE III—MEMBERSHIP

Any person of good character interested in aero-philately, over the age of twenty-one, and who will be an asset to the Society, may become a member. Application for membership shall be in writing, and shall be accompanied by annual dues of \$5.00



December 29, 1958

Mr. Bernard D. Harmer, Director
H. R. Harmer, Inc.
6 West 48th Street
New York 36, New York

Dear Mr. Harmer:

When I assumed responsibility as the Executor of Mr. Caspary's Estate, I sought the help of Mr. Thomas F. McCarthy, an eminent business man and friend of Mr. Caspary, respecting the disposition of Mr. Caspary's stamp collection. His help to me has been invaluable and in no respect more effective than in his recommendation to me that the task of disposing the collection be placed in the hands of H. R. Harmer, Inc.

The amount of \$2,895,146 realized in the auctions you planned and conducted in itself justified the selection of your firm. Your advice and judgment throughout have been excellent. Disposal of the 13,500 individual items, so well displayed in the catalogs you prepared, being accomplished without any dispute between us best testifies to the integrity with which your work was done.

That Mr. Caspary's collection was unique is acknowledged everywhere, but the amount realized was greater in consequence of the exhibitions and publicity you planned, and the expertness with which you conducted the sixteen auctions necessary to dispose of the collection favorably.

As Executor of the Estate, I am grateful to you for carrying out a large task so splendidly and in a manner that would have pleased Mr. Caspary.

Cordially yours,

George Murnane, Executor of
the Last Will and Testament
of Alfred H. Caspary

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