

THE AERO
PHILATELIST ANNALS

★ ★ A QUARTERLY MAGAZINE ON AERO-PHILATELY ★ ★

This Issue Features:

- PORTUGAL
1923 FLIGHT STAMPS
- CANAL ZONE
UNCATALOGUED OFFICIALS
- FRANCE
1930-31 1.50 FR.
- CHILE
2 PS. VERMILION OF 1931
- UNITED STATES
BUFFALO BALLOON LETTER

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New York 36, N. Y.

APRIL 1955

THE AERO
PHILATELIST ANNALS



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All communications regarding publication, editorial matters, all literature for review should be sent to the Editor.

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PORTUGAL

The 1923 Trans-Atlantic Flight Commemorative Stamps

Catalog Treatment

This long set of sixteen stamps issued in 1923 definitely is not an air mail issue. Portugal issued and used her first air mail stamps much later in January, 1937. But an aero-philatelist is justified in including these stamps in his collection. Nor is a specialized air post stamp catalog to be criticized for listing this set, if it will note that the issue is not an air mail but one with an aeronautic theme. In fact, some of the earliest air post stamp catalogs already listed this set back in 1925.

When *Scott* used to issue a special air post stamp catalog from 1930 to 1946, the first listing therein under Portugal was this:—

"1923 Commemorative Issue Nos. 299 to 314.

"Issued May 30th, 1923 to commemorate the flight of Pilots Sacadura (sic.) and Contiuho made March, 1922, from Portugal to Brazil.

"This issue was manipulated by a syndicate of employees of the Post Office who had the privilege of buying all remainders at a large discount from face values. The time of sale was so arranged that the public had only half a day in which to purchase the stamps. They were sent to only a few cities and complete sets were not obtainable anywhere."

The other important American air mail stamp catalog, *Sanabria*, which started in 1936, both in its first edition and for many succeeding annual ones ran the same text notes



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PORTUGAL

as Scott with one exception. The name of one of the aviators was Sacadura Cabral, which Scott incorrectly gave with only the first name, Sacadura, instead of the proper one of Cabral as found in Sanabria. But later on an inconsistency appeared in the Sanabria catalogue after Mr. Nicolas Sanabria's death. The new editor placed the following amended note in the 1950 edition:

"Issued May 30, 1923 . . . sold and used only from March 30th to April 1, 1923".

This is foolish because how can stamps be used two months before they were issued? After repeating this wrong May 30th date for several editions, the 1954 edition of Sanabria corrected it to read March 30, 1923.

Looking up this commemorative set in the foreign air mail catalogs, the following is disclosed. The *Champion Catalogue de la Poste Aerienne* never listed this set. Obviously Mr. Champion did not consider that these stamps had a place in an air mail collection. The well-known 1930-34 British air post catalog, *D. Field*, listed the set and included this correct statement that "they do not exist on flown covers." But both the British Field and the newer French air mail stamp catalog, *Silombra*, give the date of issue as May 30th. This shows how often if one catalog originally makes a mistake, others copy it, tending to perpetuate the misinformation.

Source Literature

Very little seems to have been written about these stamps since they were issued. At least we were able to find very little in English. It is possible that articles in Portuguese exist but having no knowledge of this language, we tried to find articles only in English. Our hunt was rewarded because after looking through the shelves and files of about the best philatelic library in the world, The Collectors Club, we finally came across some very detailed accounts in the British weekly, "Stamp Collecting". These were written at the time of issue and are such on-the-spot reports with vital information that we hope all will agree with us that finding these accounts make a search for Portuguese articles unnecessary. Here are these reports:—(*)

"March 24th, 1923. An interesting commemorative set, due to make its appearance next week, and to be on sale at the post office for three days only (such is fame!), will honour the Portuguese aviators who, on March 30th, 1922, completed their trans-Atlantic flight from Portugal to Brazil. These stamps, which will be available for both inland and foreign postage, comprise the following denominations:—

1c brown
2c orange
3c blue
4c deep green
5c sepia
10c red-brown
15c black
20c green
25c dark rose
30c terra-cotta
40c chocolate
75c magenta
1 escudo blue
2 escudos dark olive-green"

(*) *Stamp Collecting*, Vol. 19 pp. 625 and 643; Vol. 20 pp. 31, 149, 169 and 307.

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Fig. 1. A very scarce item; a cover franked with 8 values cancelled at Lisbon, April 1, 1923 and sent via registered mail to Genoa, Italy. On the back of this cover is the proper Italian receiving mark. From the S. Rodvien collection.

The number of the next week of "Stamp Collecting", dated March 31, 1923 published the following report:—

"THE PORTUGUESE TRANS-ATLANTIC FLIGHT COMMEMORATIVES

A WARNING FROM MR. J. N. MARSDEN

Mr. J. N. Marsden, the well known philatelist and resident of Lisbon, sends a warning against the Portuguese aeroplane commemoratives detailed in last week's STAMP COLLECTING, and which were threatened for local sale on three days only, i.e. yesterday, to-day, and to-morrow (April 1st!). The Portuguese newspapers are protesting against their issue as a public scandal. They are being engineered by a small syndicate.

The values are the 1c., 2c., 3c., 4c., 5c., 10c., 20c., 30c., 40c., 75c., 1e., 1e.50c., and 2e. The total issue is 2,849,300 stamps, but how divided is not yet known. Only 839,540 are for public sale, and 6,560 for Berne. The remainder are to be bought by the syndicate at face value, less 25 per cent.

The days of issue—Good Friday, Saturday, and Easter Sunday—were chosen because the Post Offices are not open, or, at any rate, only on Saturday, when most people are away and there is very little correspondence. At first it was intended that they should be sold only in Lisbon, but there have been so many protests that it is now intended only to supply those offices which ask for them—that is, only the 839,540 will be divided up. Further, they will not be allowed to be sold in quantities.

Most of this information has been taken from "O Seculo," a Portuguese paper of wide circulation. The design, of oblong shape, represents the heads of the Presidents of Brazil and Portugal, the two aviators, a galleon, and an aeroplane, and are

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lithographed by Messrs. Waterlow & Sons, Ltd."

"Stamp Collecting" of April 14, 1923 had this:—

"The following letter from our Oporto Special Correspondent, Mr. J. E. Graham, should keep our readers on their guard:—

"The new commemorative issue of stamps was supposed to make its appearance yesterday, March 31st. A few copies of a few of the values were, I am told, on sale at the post office in this city, but as the day was a holiday, and, as the post offices themselves closed at one o'clock, any mails franked with these stamps must have been scanty. To-day they are not to be had at the Oporto General Post Office and letters will either have to go unstamped or with ordinary stamps on them. Certain of the values have, I verily believe, never been issued to the post office at all. *The whole thing is on a par with certain of the emissions of Liechtenstein, and every collector should boycott the issue.*

"A protest has to-day appeared in all newspapers, signed by the dealers of Lisbon and Oporto, and members of the Junior Philatelic Society, the A. P.'s and the Société Internationale des Négociants en Timbre-Postes against what they describe as this 'scandalous issue'.

"I enclose a copy of the 2 centimes value to show you the design (the remainder being all the same design). It was sent to me by one of the post offices up the Dauro. As I mentioned before, most post offices have not got the stamps. I hope an effective boycott will be made of the issue, and thereby either force the authorities to leave it in currency for a reasonable period of time (they are valid until to-morrow only), or lose heavily by their brazen attempts to make money out of collectors."

This account concludes with this statement—"The Portuguese Stamp Exchange shows us four values of these already notorious labels."

Nothing further reported for the next few issues. But in "Stamp Collecting" of May 12th, 1923 this long article was published:—

THE TRUE STORY OF THE PORTUGUESE TRANS-ATLANTIC FLIGHT COMMEMORATIVES

By R. P. MARSHALL

(Exclusive to STAMP COLLECTING)

A little over a year ago, the newspapers were full of the exploits of two intrepid Portuguese aviators who, after many difficulties and disappointments, succeeded in flying the Atlantic, from their native land to Brazil, where they were accorded a tumultuous reception.

They started on the trans-Atlantic flight on March 30th, 1922, and it was not long before the proposal was put forward that the event should be commemorated by the issue of a special series of postage stamps. The Portuguese postal authorities did not take kindly to the idea, however, still repenting, possibly, their exploits of 1895 and 1898.

The project therefore remained in abeyance until some months ago, when instructions were given for the preparation of suitable designs for the purpose, such designs to be submitted to the Ministry of Posts and Telegraphs for approval or otherwise.

The accepted design, transverse oblong in format, has in the upper centre portraits of the two successful airmen, flanked by an ancient caravel of the time of Pedro Cabral (the discoverer of Brazil) on the left, with the date, "1500", above it, and a hydroplane in flight on the right, with the date "1922". The portraits of the Presidents of the Portuguese and Brazilian Republics are in the upper corners, with inscriptions as illustrated above.

Readers of "Stamp Collecting" have doubtless been puzzled by the outcome, and it is hoped that this short account of the true state of affairs will serve a useful purpose.

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Fig. 2. A scarce item; a philatelic cover franked with 8 values (the other half of the set are on a similar cover) cancelled Lisbon, May 30, 1923. This cancel is the regular postage one, while that shown in Fig. 1 is the Registry cancel. From the author's collection.

A GUARANTEE

In the first place, as indicated above, the Government did not intend to issue the suggested special stamps and, had it not been for the enterprise and energy of two Portuguese patriots, Senhor Antonio Carneiro de Vasconcelos and Dr. Leandro de Menezes Camacho, these stamps would never have appeared. It occurred to these gentlemen that the issue of special postage stamps would be a convenient way of commemorating a feat of which Portugal was justly proud, and it was made a condition that they should hold themselves responsible for the sale of the stamps, and that they should guarantee the Post Office—and thus the Government—a profit on the transaction.

As soon as agreement had been come to on this score, the Lisbon representative of Messrs. Waterlow & Sons, Ltd., the well known London firm of engravers and printers, was asked to say if Messrs. Waterlow would undertake the printing of these postage stamps on behalf of the Post Office. The invitation was accepted and a contract finally concluded in an official and correct manner between the postal authorities and Messrs. Waterlow, by whom the stamps were lithographed and delivered to the Lisbon Government, and it was decreed that the use of the stamps should be made obligatory on all correspondence posted in Portugal on the three days, March 30th and 31st and April 1st.

Thereupon the two Portuguese concessionaires—as they virtually were in consideration of their guarantee—duly deposited the required sterling payment for the stamps, and also opened a further credit of approximately £5,000, this being the minimum profit they guaranteed the Government. Their contract entitled them, however, to lift the surplus quantity from the Mint (Casa da Moeda) after the stamps had been in circulation for three days, paying the face value less 25 per cent., which would mean a gross profit of £6,900 to the Post Office instead of the minimum £5,000 which had already been guaranteed.

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Meantime the stamps were duly issued and circulated during three days only, namely March 30th and 31st and April 1st, 1923, their use being obligatory, as stated above, on all correspondence posted during that period. Unfortunately for all concerned, the first day—the anniversary of that on which the trans-Atlantic flight was commenced—was Good Friday, when the post offices closed at 1 p. m., and the third day was Easter Sunday, when few people would bother to buy postage stamps, even if they could.

In a recent communication to "Stamp Collecting", Mr. J. N. Marsden wrote:—

"Two days before the stamps were to be issued, the two aviators themselves complained to the Minister of Commerce that they had never given permission for their effigies to appear on the stamp, and that the Marine Aviation Fund, in which they were naturally interested, was deriving no benefit whatever from the issue, but that all the profits from the sale of the stamps were going to the two speculators who were responsible for the issue. However, an agreement was come to by which the Marine Aviation Fund was to receive 3,000,000 escudos. How is this large sum, nearly £30,000, going to be obtained?"

The huge sum quoted is quite correct, so that in all, with the cost of the stamps and the amount they have agreed to pay towards Portuguese Aviation, the concessionaires are faced with a bill of approximately £38,400.

The fact of the matter was that, owing to the restriction imposed by the post office of selling these stamps only to those who had letters and parcels actually with them which required stamps, the local dealers, and agents for others, were not able to obtain supplies, which fact, of course, provoked jealousy and bitterness. But the Lisbon authorities saw that, without such restriction, there would have been a raid on the post offices by the local speculators with the view of cornering the whole issue.

It cannot be said, therefore, that the Portuguese Government sanctioned a scandal. In fact, it would seem that their integrity is intact, and it will be seen that, at the end of six months, a sum of not less than 500,000 escudos will have accrued to them—and more than that if all the stamps are sold.

The latter are now stored in the Mint, and unless the concessionaires can realize the huge sum demanded, viz., £30,000, plus expenses to date, plus a reasonable profit, it seems likely they will remain there for the present.

According to a letter from Senhor Roberto dos Santos, Chief of the Government Department concerned in these stamps, published in a Lisbon paper, the "Seculo" of March 15th, the result of the sale of these stamps was to be divided between the Feira (?) of Lisbon, the Rio de Janeiro Exhibition (!), and the Portuguese Aviation Fund.

The following is a list of the various values and colours. The quantity now on hand at the Mint comprises 125,000 of each value, and the totals quoted below are those actually sold at the various Portuguese post offices during the three days of issue:—

Lithographed on thin wove paper by Waterlow & Sons, Ltd., London.

Perf. 14 x 13½

	<i>Number issued.</i>
1c. brown	20,000.
2c. yellow	48,000.
3c. blue	164,300.
4c. deep green	20,000.
5c. sepia	10,000.
10c. chocolate	90,800.
15c. black	44,650.
20c. green	25,000.
25c. rose-red	350,000.
30c. terra cotta	3,000.
40c. chocolate	11,000.

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Fig. 3. One side of an unaddressed post card where the stamps have been cancelled on Jan. 29, 1931, showing that favor cancels like this were permitted.

50c. orange		30,750
75c. magenta		4,800
1 esc. blue		5,700
1.50 esc. slate		3,000
2 esc. olive		2,000

"The total face value of the set, at the normal rate of exchange, amounts to approximately £1,78.5d.

"(It will be seen that the above totals of quantities issued to the various post offices differ slightly from those quoted by Mr. J. W. Marsden's communication, published last week.—Ed)."

The final accounts found in "Stamp Collecting" about this issue was the following that appeared in the number dated June 16th, 1923:—

CORRESPONDENCE THE PORTUGUESE TRANS-ATLANTIC FLIGHT COMMEMORATIVES

[To the Editor of STAMP COLLECTING.]

Dear Sir,—I have read Mr. Marshall's article in your issue of May 12th with interest. In the main it is true, but much has been omitted. There was no jealousy or bitterness among the dealers; they simply wanted a fair share, which, in all probability, would not have amounted to more than 5,000 sets, at face value.

Does Mr. Marshall really think that *all* the collectors and dealers in Portugal, including what they required for their foreign correspondents, would or could have absorbed *the whole issue*—nearly 130,000 collections? Why did they not go to the Post Office and obtain all they could? Not one was there, and no one knew before the day of issue that most of the values had already been bought up by the officials themselves.

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The statement that the value of the set at normal rate of exchange is £1. 7s. 5d. is grossly misleading. As well take the German 20 mark stamp and say it is worth £1. The value of the whole collection at the exchange ruling at the time was, and still is, 1s. 4½d. The concessionnaires buy with a discount of 25 per cent., that is at 1s. 0½d. the collection. They have been advertised in a Lisbon paper at 13s. 2d. (Esc. 70.00) the collection, and the 30c., 1.50, and 2.00 at 11¼d. (Esc. 5.00) each.

Mr. Marshall speaks of patriots, but patriotism and profit are not congenial companions.

If the dealers of the world refuse to catalogue these stamps, it may be a good object lesson to many countries, and perhaps to some of our own colonies, and may act as a deterrent.—Yours faithfully,

Lisbon.

J. N. MARSDEN.

[To the Editor of STAMP COLLECTING.]

Dear Sir,—The article on the subject of the recent issue of the Portuguese Trans-Atlantic Flight Commemoratives, contributed by Mr. R. P. Marshall to STAMP COLLECTING for May 12th, is very interesting and probably correct in its main points, but when he refers to the concessionnaires as "patriots" is he not writing sarcastically?

The suspicion that there was really "patriotism of the pocket" is aroused by the fact that the stamps were offered for sale on three days, two of which were Good Friday and Easter Sunday, when the Post Offices are closed for half the day. Further, the stamps were only to be sold to those who brought letters or packets, on which they were to be affixed. It is also stated that only 200 complete sets were issued to the Post Office at Oporto, which is the second largest city in the country, and that many other offices received no complete sets.

I think that it is pretty obvious that the intention was to place as many obstacles as possible in the way of sales, so that a large stock should remain on hand for subsequent disposal at high prices. The face value of the set is 7 escudos and 30 centavos, and immediately after the stamps were withdrawn they could be bought from local dealers at prices varying from 150 to 500 escudos. At the present time they are at 150 escudos, which at the current rate of exchange is equal to 30s., which does not show a large profit on the 27s. 5d. mentioned by Mr. Marshall; but he made his calculation at the normal exchange (which disappeared thirty years ago), and the real value was about 1s. 6d., which is quite a different matter.

Although I am a keen collector of the stamps of Portugal I am ignoring this issue, and am glad to see that M. Champion, the Paris dealer, has declined to even catalogue it. It was to be hoped that others will do the same.—Yours faithfully,

Oporto.

C. C. TAIT.

Conclusion

It is now more than 30 years since all this has happened. This set has had no spectacular record from a philatelist's point of view. If those who originally had a hand in the issue had hoped to profit greatly, following events seem to evidence a failure in this respect. Perhaps all the unfavorable publicity and protests back in 1923 was the cause. It is suspected that complete sets were quietly placed upon the market on May 30th, 1923. This could explain why so many catalogs erroneously gave the date of issue as this date. We illustrate two covers to substantiate this theory. Fig. 1 shows a registered cover dated April 1st, 1923, the last of the three days on which the stamps were said to have validity. It is important to note that there is nowhere the complete set on this cover, but only 8 denominations. Fig. 2 shows one of two covers in the author's collection. Both are the same, being cancelled May 30th, 1923. They are philatelic covers, not even posted, just franked with the complete set of 16, cancelled at the Lisbon post office and then sold

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Fig. 4. The other side of the 1931 post card showing the famous German DO-X seaplane and autographed by one of the pilots. From the S. L. Bayer collection.

All photos by Boutrelle

to collectors. Nevertheless, both types of covers are very scarce. When the New York Chapter of Aero Philatelists held a meeting in 1954 studying the stamps of Portugal and Colonies, *these three were the only covers shown.* Many in attendance never had seen this 1923 commemorative set on cover.

The set unused has remained available in good supply so anyone seeking mint stamps never experienced great difficulty in securing a set. This is borne out by the current American catalog listings and prices.

Scott Nos. 299-314	unused and used \$2.67
Sanabria Nos. 1-16	unused \$3.50 Used \$4.80

As for used copies, those that are postally used must be as scarce as covers. If the collector of cancelled copies is no dilettante and is satisfied to take his stamps used anyway, it seems probable that a number of sets for his purposes were cancelled-by-favor. The student of cancellation is able to distinguish in most instances between the postally used and those cancelled-by-favor.

The later history of this 1923 issue up to the present time is not too noteworthy from a philatelic point of view. Good supplies of unused copies in complete sets continue to be available. It is alleged by reports received from several quarters, which could not be confirmed, that a sizable unsold stock still exists in Portugal. It is known that the stamps have been used on philatelic mail (Fig. 3) upon one or more occasions after 1923. But one seldom, if ever, saw them used on commercial mail or upon proper air mail from 1923 to the present. No records have been found that these commemorative stamps have been demonetized. (H. M. G.)

CANAL ZONE

Uncatalogued Officials

By L. W. CHARLAT



Canal Zone issued air mail official stamps long before the overprints of 1941 (Scott CO1-8 and Sanabria 21-39 inclusive). Articles appearing in *"the Aero Philatelists News"* 5-15-47, 4-15-49 and 6-15-52; *AERO PHILATELIST ANNALS*, Oct. 1953 and *"Stamps"*, 1-1-49, 10-8-49, 7-12-52 and 1-2-54 contain a study of the stamps overprinted "OFFICIAL/PANAMA CANAL." Now the writer will tell what he has learned about the pre-overprint issues produced by having the letter "P" perforated through them.

The perforated "P" stamps were issued exclusively for official use and never sold in mint or cancelled-to-order condition to the general public.

Usage

The air mail officials were intended for use by the various departments and divisions of the Canal Zone Administration and the Panama Railroad. The following corner cards have been noted on official covers:—

The Panama Canal
Executive Office
Balboa Heights, Canal Zone

*

The Panama Canal
Special Engineering Division
Diablo Heights, Canal Zone

*

Canal Zone
Official Business

CANAL ZONE

The Panama Canal
Executive Department
Division of Civil Affairs
Post Office, Cristobal, Canal Zone

*

Canal Zone Postal Service
P. M. Balboa Heights, Canal Zone

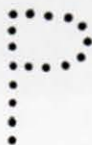
*

Department of Commerce
Civil Aeronautics Administration
Fourth Region, Official Business
Balboa Heights, Canal Zone

The above are all that I have seen, but doubtless there are many more to be recorded.

Perf. "P" Air Mail Officials

Although the perforated "P" air mail issues commenced with the first provisional of 1929 and continued for more than twelve years until the issuance of the overprinted stamps, nothing appears to have been written about them. To this day we can find no listing of the known varieties of these stamps.



The following is a complete list of the varieties in my reference collection or reliably reported to be reposing in contemporary collections:—

1931 Issue

5c yellow green
10c orange
15c blue
20c red violet
40c yellow
\$1 black

1939 Commemoratives

5c greenish black
10c deep violet
15c brown
30c carmine rose
\$1 green

The air mail surcharges of 1929 must also have been issued with the perforated "P", but they are not included in my listing because none as yet have come to light.

Positions of the "P"

Naturally, one would not attempt to designate the normal position of the perforated

CANAL ZONE

"P". It is found upright or sideways, and double, inverted or reversed. But considering the general elusiveness of this issue, any position will be welcome either on or off cover.

Scarcity

For years, I personally never encountered more than one specimen. But lately, a fortunate opportunity located for me all the varieties except three. The most important air mail professionals had never seen any. Such noted philatelists as Messrs. James B. Blum and George R. M. Ewing had no perforated "P" air mails in their collections. Indeed they had not seen any! This also seems to apply to well-known collectors who are members of Aero Philatelists. Of course, some members of the Canal Zone Study Group were lucky enough to accumulate a good showing of these interesting stamps, but only after years of patient search for them.

Catalogue Status

This legitimate, duly authorized issue of Canal Zone air mail officials should invite the special attention of U. S. Possessions collectors, Canal Zone specialists, air mail enthusiasts and advanced collectors generally. Therefore, it is to be hoped that Scott will give due consideration to the listing of this issue. (*)

In "Scott's U. S. Catalogue Specialized", there is this note:—"Stamps for official mail were identified by a large 'P' perforated through such stamps. These were replaced by overprinted issues in 1941."

Since the character of the perforated "P" and the overprints are identical, both types are equally entitled to catalogue recognition.

"The Sanabria Air Post Catalogue" has always included officially issued perforated varieties such as Australia, France and Venezuela. Also the French, Yvert & Tellier (Champion), and Silombra as well as other foreign catalogues include this kind of variety. In keeping with their well-known policy of making theirs a thorough and complete book, it may be duly expected to see the perforated "P" Canal Zone issues included in "the Sanabria Air Post Catalogue."

Acknowledgements

My thanks to E. F. Unruh, Director of Posts of the Canal Zone Postal Service, also James B. Blum, George W. Brett, F. R. Brooks, Edward S. Conger, George R. M. Ewing and W. Vernon Osgood for their friendly assistance with reference to assembling the information for recording and publishing for the first time the facts of the perforated "P" issues of Canal Zone.

(*)Should Scott heed this suggestion, then because of the very similar conditions of issuance and use, this catalog will have to consider listing other stamps perforated with initials for official use, such as Australia, Canada and Venezuela, except France's "EIPA30" which is listed as C6a. (Editor).

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PANAMA

The Story of An Error (San. 95a)

Few will deny that most of us look with suspicion upon the number of errors showing up on overprints applied to air mail stamps or surcharges to make air mail stamps, especially from the Latin American countries. In fact, one country, Nicaragua, in its campaign to win philatelic stature, has ordered the complete cessation of overprinting stamps. It has been alleged that the greater part of these overprint errors come on the philatelic market at prices way above their face value. So they must be deliberately channeled into philatelic sources. There is no question but that this is often true. Our close to 10 years service as Editor of *AERO PHILATELISTS* has seen the receipt of many unsolicited letters from sources in Latin America. Their contents disclose a scheme whereby one person, usually a local dealer influential with someone in the postal administration, has been able to handle such material on an exclusive basis. Those frozen out become jealous, and so are ever so eager to tell tales.

But, for what it is worth, it is our opinion that this practice is far less widespread than most believe. For instance, the copy of this Panama error as illustrated came from commercial mail. This is its story.

Mr. Malcolm G. O'Reilly, a well-known collector as President of the Eire Stamp Group and a member of the Expert Committee of the Philatelic Foundation, New York, is by occupation a research chemist with one of our largest corporations. He has only a very slight interest in the stamps of Latin America. But as an ardent philatelist he keeps an eagle eye for all stamps used on foreign mail to his office. He took this Panama stamp off his office mail. Later on while sorting this in an accumulation, he happened to notice



the heavy lettering and numerals on this copy. Checking further, it seemed that this copy was not a normal one but with a double surcharge (Sanabria No. 95a, Scott unlisted).

This shows that not all overprint errors go directly into philatelic hands. Many of them are sold unnoticed in the regular course over post office counters, then being used on commercial mail, as this copy was. The alert eyes of collectors often spot such varieties later on. This is what happened with this Panama variety. Oh, the luck of the Irish! We did not make an offer to Mr. O'Reilly to buy his copy. But we feel that if anyone interested would offer him full Sanabria, he would consider such an offer seriously. (No advertising intended).

Specialty Specializing

No, this is not double talk. It describes a reality. Let's go back a bit to explain it.

Around the time of World War I, stamp collecting's scope started to increase so greatly that not even the wealthiest could keep up the pace. The annual flood of new stamps figuratively broke our backs and literally broke our pocketbooks. The obvious solution was a forced limitation in collecting. Most of the wealthier along with some of the "pure" philatelists decided to stay within the field of the earliest classic period of stamps. The rank and file turned to the 20th century. By about 1920, philately was really splintered. Usually collectors specialized by countries or sections thereof like 20th century British Colonials or U. S. commemoratives.

Just when specializing commenced, air mails were born and soon became a philatelic specialty. It has had a dynamic history just about 35 years old. At the outset, it slowly gathered a following. As more air stamps were issued, it skyrocketed into great popularity; then stumbled, recovered and began a sounder rebirth after World War II until it has arrived at its present stage.

The writer is a veteran aero-philatelist marking his fortieth year, a record that few can match. The first years are recalled. There were only a few hundred air stamps to collect. Ours were housed in the blue "Lissiuk" album, and the dealer who served us is still active in the air mail business. Then around 1929, the old Scott Stamp & Coin Co. brought out an air mail catalog and then an album. The first Scott Catalogue was a paper-covered pamphlet of twenty-odd pages, while a *one* volume printed-page album supplied spaces for every air mail stamp listed by Scott. This is some contrast to the current over 500 pages Sanabria catalog, and the three-volume Scott air mail albums complete only up to June, 1953 selling for \$44.00.

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EDITORIAL

It is difficult to pinpoint exactly when the deluge in air mail stamps started. Our guess is around 1932 or 1933. The "Graf Zeppelin" issues had a strong influence on air mails. The European dictators, foreseeing the importance of air power, caused lots of air mail stamps to be issued for their own nefarious but practical reasons. Then came our southern neighbors. Changes in air mail rates as this service expanded caused many denominations to be issued. For instance, take Venezuela. Her first air mails were issued in 1930 and re-issued in 1932. From 1930 until 1937, Venezuela got along with one basic air mail issue consisting of 40 stamps. But from 1937 to date, a look at the 1955 Scott Catalogue will show that Venezuela air mails are near No. C600.

Consequently, the specialty of aero-philately had to follow the course of philately. Very few can start an air mail stamp collection today with the hope to complete it. We know that we now could not begin again and afford to duplicate our collection. So more and more now are being forced to confine their field in air mails.

This will evidence itself in future Philatelic Exhibitions. Years ago, there were many general postage stamp collections shown. Since 1930, the General Collection section had very few exhibits. As for air mails, a similar case will be noted. In past "Big Shows", the air mail section was dominated by world-wide collections of air stamps. Most all of these have been dispersed and not replaced. You will see that from now on the bulk of the entries in the air mail section will be in the group of specialized collections, while the minority will be in the world-wide class.

We have no idea of how much it would cost to assemble now a complete world collection of air mail stamps even without Semi-Officials or Sanabria-listed items like its Colombia section. First of all, it is questionable whether it could be done even if one had the means. But the matter of money is what bars most collectors from forming a complete air mail collection today. Therefore, the specialty of aerophilately has had to become divided just like general philately did. (H. M. G.)

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FRANCE

Sequel to the 1930-31 1.50 Frs. Air Mails

On pp. 35 to 41 in Vol. II, No. 2 of this Journal, the first definitive air mail stamps of France were discussed. As you may recall, most of the discussion was devoted to the 1.50 Frs. BLUE stamp and its confusing treatment by the American catalogs. Judging by the amount of correspondence received, this article aroused a lot of interest. Of greater importance is the fact that the published article "smoked out" much material that we did not know existed. Furthermore, we had not found any published articles in English on these stamps. But Mr. S. G. Rich called our attention to an article on this issue in a periodical called "the France & Colonies Specialist" Vol. I, No. 1 by Mr. R. Lesgor. Then Mr. Jean Silombra gave us a leaflet called "French Philatelic Society of America Bulletin" dated October 1949, No. 3. Both of these writings were unknown to us when ours was published in October 1954.

As we began to study the stamps sent to us for inspection along with material in our own collection and more borrowed from collections in the New York metropolitan area, much was learned that had not been previously known. To make sure that any opinions drawn from these examinations were as nearly correct as possible, we consulted such well-known philatelic authorities as Winthrop S. Boggs, Director of the Philatelic Foundation; Herbert Bloch of H. R. Harmer Inc., Member of the Friedl Expert Committee; R. J. Lyon, editor of the Sanabria catalog and Jean Silombra, editor of the French air mail catalogue with his name. Also we should mention that Professor Thomas G. Thompson of the University of Washington first by his inquiries, and then by submitting his stamps actually sparked this work.

The results of these further studies lead to certain opinions. They are those of this writer, and, liable as not, others may disagree with some or all of them. Nevertheless, it is not right to leave our previous article as published because of certain mistakes or omissions therein. Only these three stamps need be re-examined:

I. The 1.50 Frs. with the Initials E. I. P. A. 30

Method of Punching the Initials. A letter from Mr. Boggs in regard to this was published in Vol. II, No. 3, page 88. It is our belief that two factors must be considered:

- a.) the stamp was government-issued
- b.) the initials were punched privately with the government's permission under the orders of the Exposition Committee.

In view of the latter circumstance, the initials' punching for the stamp's sale at the Exposition with a ticket of admission was done in a haphazard manner. *Many stamps were not perforated with initials.* In fact, there are many Special Flight Cards such as one illustrated as Fig. 6 (page 40 in Vol. II, No. 2) of our original article franked with the 1.50 frs. blue stamp that is unpunched. Some competent students believe that there are just as many unpunched as punched stamps. Prof. Thompson owns a pair with the initials punched only on the sheet margins, but not on the stamps (see Fig. A). This shows the lack of care exercised. So perhaps all the sheets of 25 stamps were not punched in the same manner. In typical Gallic fashion, this seems to have been a "hit or miss" operation.

II. 1.50 Frs. Carmine with Initials E. I. P. A. 30

Mr. J. Le Pileur, one of the heads of the 1930 International Air Post Exposition, has the following to say in "the French Philatelic Society of America Bulletin":—

FRANCE

"Under conditions that we are unable to clearly explain, and in spite of a very strict supervision, during the Paris International Air-Post Exhibition, our confidence was abused, and sheets of this carmine stamp received a clandestine perforation 'E. I. P. A. 30'. These stamps are *Fraudulent, without any interest and without any special philatelic value*, which, moreover, have been discontinued from being listed in the few rare catalogues which had mentioned them as 'non-issued'."

Despite of what Mr. Le Pileur wrote, letters came from members in Europe, particularly the firm of Luder in Zurich, Switzerland, that they value the carmine stamp with the punched initials very highly, mentioning that flown on an Exhibition card this item sells abroad for about \$100.00.

III. Colors and Impressions of the Blue Stamp

At the outset, it is best to refer to "the 1954-5 Sanabria Air Post Catalogue" with the following listings and prices:—

No. 6	1.50F deep ultramarine (1930 EIPA 30 initials)	\$15.00	15.00
		25.00 (cover)	
	a. unpunched	3.00	.75
No. 7	1.50F deep blue (July 1931)	1.00	.10
	a. Dull blue	1.00	.10
	b. Bright ultramarine	20.00	10.00

Both to the naked eye in a good northern light and under scientific ray lamps, there are only two different color shades. We would call these a bright blue and a dull blue. In our judgment, there is no ultramarine. For instance, let us use some well-known United States stamps for comparison purposes. The 4c 1893 Columbian Exposition stamp's normal color is called ultramarine (Scott U. S. 233). There is an error of color, blue, (Scott U. S. 233a). Most competent United States specialists can distinguish the common normal stamp (233) from the scarce error of color (233a). But this cannot be done with any of the France 1.50 Frs. 1930-31 air mails so that one can select by color description Sanabria 6, 6a, 7, 7a or 7b. Once when we had all this French material assembled on a table before us, we asked Mr. Ezra Cole, an experienced U. S. dealer who knows Scott 233 and 233a, to pick out any copy that had a color that he would consider ultramarine. He could not, but considered every stamp on the table variations of blue color. Then he suggested placing all the material under the quartz lamp rays. Overlooking a slight variation, all the stamps under the light turned either black blue or a light gray with the color almost fading out entirely. When these stamps were returned to normal daylight, we were amazed. The only stamps that had not turned gray under the quartz lamp were those with the initials or the unpunched ones on the Flight cards.

Mr. Le Pileur and other French authorities using corner blocks with dates (different from U. S. stamps where each printed sheet has a plate number, France places the date of printing in the lower sheet margin) list many color differences and shade varieties suggesting that the main ones be catalog-listed and priced according to scarcity. Furthermore, Mr. Le Pileur details minutely the differences discernible under various scientific lamps. We disagree with such suggestions for the following reason.

Collectors cannot be asked to buy stamps that only can be classified by scientific means. The rank and file of collectors and, for that matter, dealers cannot afford and are not expected to add to their philatelic accessories such things as quartz lamps. *A color difference must be obvious, not something that only a small minority can distinguish.* If a normal color of a stamp can be bought for a few cents, there is justification for pricing a color variation at a high price, *only if the eye can see it. Shade variations are common to philately.* All the regular postage series of United States or France for that matter come in a multitude of shades. But a catalog listing is warranted only by a com-

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Fig. A. A pair of the 1930 issue where the initials E. I. P. A. 30 were punched only on the sheet margins and not on the stamps. Prof. T. Thompson Collection. Photo by Boutrelle.

plete color change. It is our belief that the 1.50 Frs. air mails of France do not have color differences, only shade varieties, and that past writers have used the term "ultramarine" for the various shades in a strictly subjective manner.

For instance, if the sheet margin of the pair illustrated (Fig. A) were severed from the stamps, how could you pick these unpunched stamps from a lot of other stamps into which they had been intermingled? The only key to the 1930 issue is the initials E. I. P. A. 30!

When Scott published their special Air Post Stamp Catalogues, they always had this text note at the end:—

"In 1931 impressions were made from worn plates . . . These impressions have the lines of the clouds and background faint and broken."

Examining all the material before us (and this included the stamps in the Luff Reference Collection, now the property of the Philatelic Foundation, but at the time the foregoing note was printed, this belonged to the Scott Publications Inc.), this statement about worn impressions for 1931 issue *does not hold*. In regard to this Mr. Le Pileur agrees, writing as follows:—

"We do not know of any re-issue on worn plates; there was sometimes a lack of ink or there were papers used of different textures either which may have caused the disappearance of certain details on the stamp".

We have a feeling that this philatelic myth about worn plates will re-appear in some future article in the popular stamp press or some catalog. Should you happen to read it, pay no attention, because the 1930 stamps sometimes show poorer printing register than the later issue. In fact, several copies cancelled "1933" manifested the clearest impression of all.

Conclusion

After all of our study, investigation and consultation, there are only THREE varieties

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of the 1.50 Frs. blue stamp that we would collect,—1). with the initials; 2). unpunched only if identifiable as on 1930 Flight or as Fig. A; and 3). the 1931 blue stamp. Of course, a fascinating collection could be made showing all the shade variations. We could be tempted to form such a collection. Obviously, after accumulating many copies, we could tell you that some color shades were far scarcer than others. But as far as a catalog listing for the rank and file of air mail or general collectors, if we were editor of the Sanabria or Scott catalogs, we would list and price only the following:—

France	No. 6	1930	1.50frs blue with initials EIPA 30	_____	\$15.00	15.00
			a. unpunched	_____	3.50	3.50
	No. 7	1931	1.50frs blue	_____	1.00	.10

The reason for pricing No. 6a so much lower than No. 6 is because of the difficulty of distinguishing the 1930 unpunched stamp from the 1931 issue. The prices above were set after noting those in the 1954-5 Sanabria Air Post and the 1955 Scott Postage Stamp Catalogues.

Addenda

It seems that our original article really started something, because letters and comments are still coming in, months after publication. "France & Colonies Philatelist" of January-February 1955 features an article by Raoul Lesgor on the very same "1930 Air Mail Issue" about which we wrote. The article is very informative offering detailed data about the designers, quantities printed and production methods which our article did not include. Several opinions of the author seem to agree with ours, namely—1) that poor impressions were due to inefficient workmanship in printing rather than the wearing down of printing plates. 2) that the punching of the initials was done not by the government authorities but only with their approval. Mr. Lesgor seems to agree with Mr. Boggs that the punching was done in blocks of four (not consistently) by folding the sheet of 25 and that the punched initials can be found in every sort of position. The author, although not directly referring to us by name, takes issue with the point suggested in our original article that the 1930 stamp with punched initials can be regarded as semi-postals. Mr. Lesgor argues that this "definitely is not a semi postal". His reasons are logical and we agree that our suggestion was wrong. But Mr. Lesgor repeatedly refers to an ultramarine color, upon which we commented before. Then he also starts his description of the blue stamp by saying that "Printings of the ultramarine stamp started in September 1930 . . . The three dated corners which I have, were printed between Sept. 15 and Sept. 19, 1930." One paragraph after this he commences with this statement: "The first printing of the blue stamps took place on Nov. 4, 1930, two days before the opening of the Exposition." This is not clear, because does the author imply by the aforementioned that a printing two days before the Exposition opened meant that those latter-printed stamps could not be punched and ready for sale at the Exposition?

Shortly after receipt of the "France & Colonies Philatelist", we were pleased to receive from Mr. Winthrop S. Boggs his hand-written transcript of the data about this issue which he copied from records in his possession. ("L'Impression des Timbres Français par les Rotatives", par le Baron de Vinck de Winnezelle. 1946. 3rd Edition. Mise à jour et continuée par Marcel Charnet. Editions: Yvert & Tellier, Amiens, France.) The information is quite interesting, and, incidentally it does not tally in many respects by those set forth in "the France & Colonies Philatelist". Here it is:—

1.50 frs. carmine—sheets of 25—one printing in three parts:—

- a) Dec. 2, 1929 to Dec. 3, 1929
- b) Dec. 24, 1929
- c) Feb. 22, 1930 to April 25, 1930

(Concluded on Page 116)

CHILE

The 1931 Provisional 2 Pesos Vermilion

(Sanabria No. 13)

The cover shown here (Fig. 1) is highly interesting for two reasons. First of all, it carries a very scarce air mail stamp. And also it is on a letter addressed to a famous person, Mr. Herbert Brownell Jr., Attorney General in the Cabinet of President Eisenhower. Most of us read about Mr. Brownell daily in our newspapers. But even aero-philatelists know little about the 2 Pesos vermillion air mail of 1931.

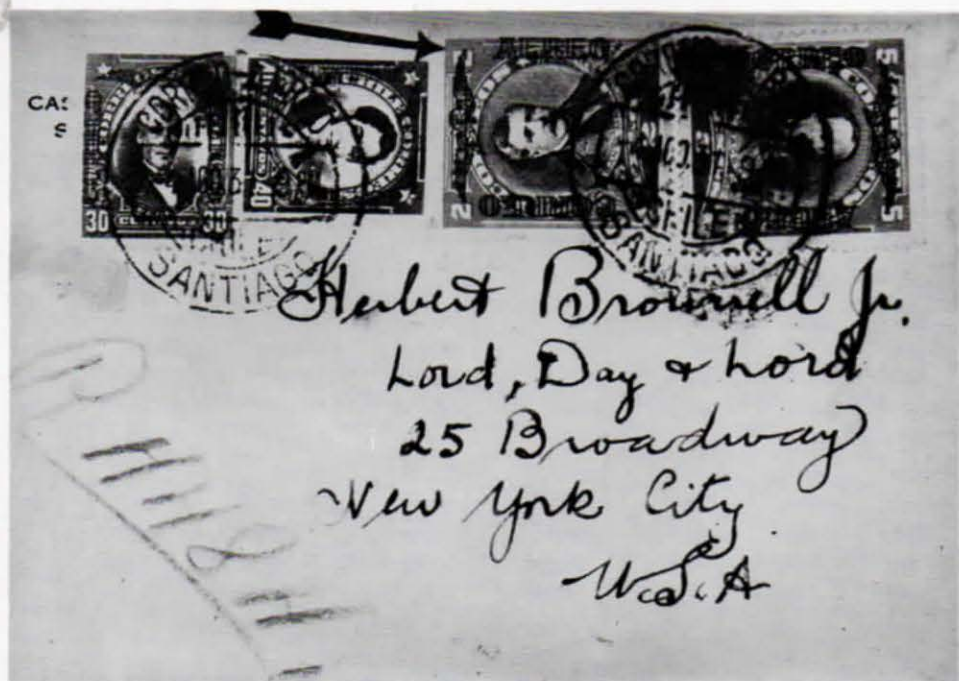


Fig. 1. The front of a cover sent to Mr. Herbert Brownell Jr., the Attorney General of the United States, back in 1931 when he was a practicing lawyer in New York City. The arrow points to the scarce 2 pesos vermillion air mail, of which very few copies are presently known on cover. (Sam Rodvien Collection.)

Highly interesting stamps for the Chilean specialist are the postage stamps used from 1911 through 1931. They are numbered in Scott between 98 to 180. But if one consults a more thorough Chile catalog, he will find the breakdown far greater. There were different methods of printings, different watermarked papers, perforations and color shades used over the years. The 2 pesos postage stamp over these years was prolifically used on mail. There is one scarcer printing, when around 1916 the color of the background was a decided vermillion instead of the more usual dull red color.

When in 1928, Chile began a fairly regular air mail service both internally and foreign, there were no definitive air stamps available. So the older postage stamps from

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the 1911-1930 period were pressed into use by overprinting them. The 2 pesos red air mail is a fairly common item, both mint and used, as well as on covers. But the air mail overprint was applied to some of the basic vermilion stamp. Nothing official was ever recorded about it to the best of our knowledge. It is surmised by competent Chilean authorities that about 300 sheets of the vermilion color were included with the supply of 2 Pesos stamps to be overprinted. The stamp with the vermilion color has become so scarce by now that no one knows exactly how many were overprinted. It seems logical that only a small quantity of sheets could have been overprinted. But this variety was not immediately discovered. There is a strong possibility that copies had been used on mail undetected and then thrown away.

This 2 Pesos vermilion is listed in "the Sanabria Air Post Catalogue" as Chile No. 13. (It is one of the Sanabria editor's favorite stamps.) It is priced in the 1954-55 edition at \$75.00 unused, 40.00 used and 75.00 on cover. The 2 Pesos red of the same issue is priced for only 50c unused and 15c used. This vermilion air mail is not listed or mentioned in the Scott Catalogue. This is odd because when the editor of Sanabria, Mr. R. J. Lyon, and the editor of the *AERO PHILATELIST ANNALS* were curious about the background of this scarce vermilion color stamp, an unused block of four was found in the famous Luff Reference Collection, formerly the property of Scott Publications now belonging to the Philatelic Foundation of New York, N. Y. Mr. Lyon felt sure a copy was in the Luff Collection because he remembered it from the time when he was associated with the old Scott Stamp & Coin Co. So although Scott had owned a block of four, the stamp was never listed.

The owner of this illustrated "Brownell" cover, *Mr. Sam Rodvien*, supplies us with the following data:

"This comes from the Sanabria records.

"It is said that probably only 1500 of the basic stamp were overprinted.

"The paper is slightly thinner than on the other UNWATERMARKED issues. The nearest shade to this vermilion is of the September 1931 issue, but this one is on water-marked paper.

"The vermilion stamp is believed to have been used only between June and August 1931, and only at Santiago."

With this information, we illustrate the backstamps on the "Brownell" cover to show the August 1931 usage. The stamps are cancelled Santiago, August 4, 1931.



Fig. 2. A portion of the back of the "Brownell" cover showing an August 8, 1931 Cristobal, Canal Zone and two August 12, 1931 New York, N. Y. backstamps.

Photos by Boutrelle

UNITED STATES

Aerophilately's History in Postal Slogans

By MOE LUFF

Aerophilately's History in U. S. Postal Slogans began in 1921 when Omaha, Nebr. advertised *Come to the International Aero Congress, Omaha, Nebr., Nov. 3 to 5, 1921.*

This was followed in 1922 when Detroit, Mich. commemorated the *International Aero Congress, Oct. 7 - 12 - 13 - 14 - 1922*, and Hartford, Conn. sloganized the *Hartford Aviation Meet, Nov. 10 - 11 - 12.*

During 1923, St. Louis, Mo. honored the *Third National Aero Congress St. Louis, Mo., Oct. 1 - 2 - 3* and in 1924, Boston, Mass. advertised, *Boston First Landing in U. S. of World Fliers.*

From 1924 to 1936, various cities throughout the country made use of the slogan *Air Mail Saves Time* with an illustration drawing of a biplane and from 1937 to 1952 *Air-Mail Saves Time* with a drawing of a monoplane.

Washington, D. C. in 1928 commemorated the *International Civil Aeronautics Conference Dec. 12 - 14, 1928.* This slogan also contained an illustration of a biplane and was affixed in green ink, and when appearing on a cover franked with the corresponding stamps (Sanabria 12-13) issued in honor of this event, makes an interesting collector's item.

From 1929 to 1935, San Juan, Puerto Rico used the slogan *Air Mail Correo Aereo Saves Time Ahorra Tiempo* with a Biplane illustration.

For a very short period during May of 1938, four cities commemorated National Air Mail Week: *National Air Mail Week May 15 to 21* (Plover, Wisc.); *National Air Mail Week May 15-21, 1938 Add Wings to Your Letters* (Omaha, Neb.); *National Air Mail Week May 15 - 21 make the Skyway Your Mailway* (St. Paul, Minn.); *National Air Mail Week May 15 - 21, 1938 Minnesota Towns Special Flights - Cachets* (Minneapolis, Minn.); *National Air Mail Week May 15 - 21, 1938 20 Years of Air Mail Progress* (Minneapolis, Minn.) These slogans were not authorized by the United States Post Office Department and were withdrawn from use.

On July 28, 1941, Oklahoma City, Okla. sloganized *For National Defense U. S. Army Dedicates Will Rogers Field* and in November, 1946, Natrona, Pa. honored *National Air Mail Week* and Cleveland, Ohio called attention to the *National Aircraft Shows Cleveland Nov. 15 - 24, 1946* with an illustration of a spearhead through a circle.

From May 15 to June 24, 1950, Annapolis, Baltimore and Frederick, Maryland commemorated the *Friendship International Airport Maryland Dedication June 24, 1950* and it was also used on June 24, 1950 at Friendship International Airport, Maryland.

During the month of February, 1952, Watertown, N. Y. advertised the *Snow Fall Army-Air Force Exercise Camp Drum, N. Y.*

In May and June of 1953, Massena, N. Y. commemorated the *50th Anniversary of Powered Flight June 18, 19, & 20* and from October to December, Raleigh, No. Car. sloganized *North Carolina Birth State of Aviation Fiftieth Anniversary of Powered*

U. S.—FRANCE—OFFICERS & DIRECTORS

Flight 1903 - 1953 and San Diego, Calif. advised that *San Diego Observes 50th Anniversary of Powered Flight*.

This concludes the history of aerophilately in U. S. Postal Slogans as of the conclusion of 1953. The foregoing material was compiled from "the Catalog of United States Postal Slogan Cancels" published by the writer and from recent press releases.

Any information pertaining to the use and collecting of Postal Slogan Cancels can be obtained from the writer at 1557 Hoe Avenue, New York 60, N. Y.

FRANCE

(Continued from Page 112)

1.50 frs. blue(*)—sheets of 25—1st Printing: two parts:—

- a) Sept. 12, 1930 to Oct. 7, 1930
- b) Oct. 24, 1930 to Nov. 26, 1930

2nd Printing: three parts:—

- a) Sept. 9, 1931 to Oct. 23, 1931
 - b) Nov. 11, 1931 to Mar. 31, 1932
 - c) Apr. 6, 1932 to May 27, 1932
- From Press No. 1. One Plate.

(*)These records refer only to a *blue* color, no ultramarine.

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COLOMBIA

The Oldest Airline in the Western Hemisphere

At the end of 1954, many newspaper and magazine articles were written about the Colombian Airline which celebrated its 35th anniversary. The following taken from "the New York Times" of Sunday, December 5, 1954 represents a good example of the kind of story published:—

AVIATION: AVIANCA

COLOMBIAN LINE HAS REMARKABLE RECORD OF GROWTH IN ITS THIRTY-FIVE YEARS

The growth of an airline's flight equipment from one small seaplane to a fleet of sixty-one modern aircraft that makes daily flights across rugged mountain country and from continent to continent marks the development of Avianca, Colombian National Airways, which next Sunday will celebrate the thirty-fifth anniversary of its founding.

Avianca, the oldest airline in the western hemisphere, was formed on Dec. 5, 1919, and during the following year, when its actual flight operations were started, carried a total of twelve paying passengers. Last year the passengers transported along the company's domestic and international routes numbered more than 1,000,000.

Avianca's history is a record of continual growth. Because Colombia is such a mountainous country, aerial transportation is considered a necessity rather than a luxury in the northwest region of South America, and soon after the fledgling airline began carrying travelers and cargo its place in domestic and world-wide traffic was assured.

SMALL BEGINNINGS

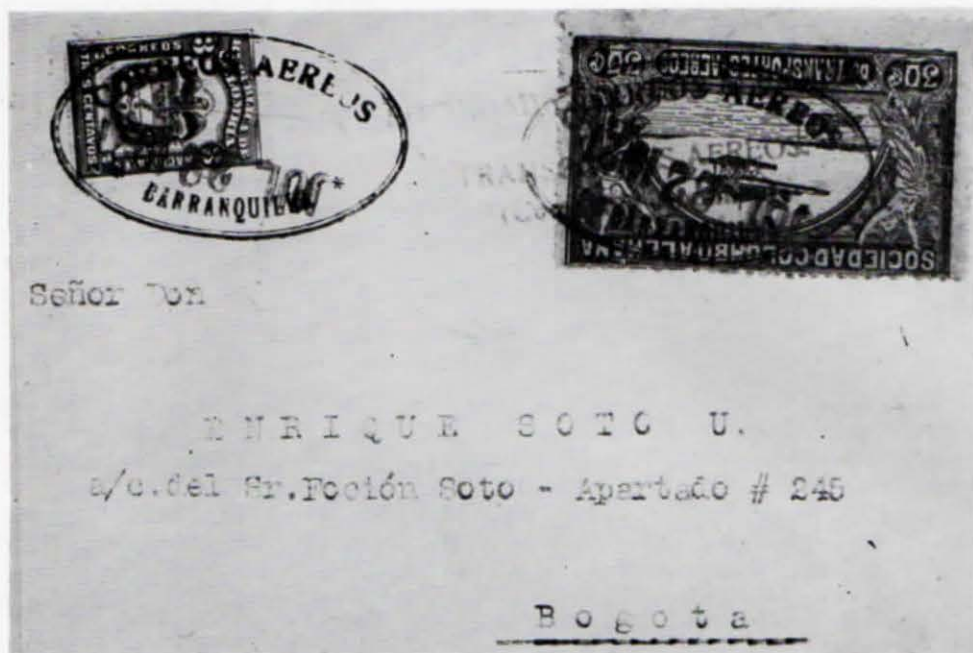
Known originally as the Sociedad Colombo-Aleman de Transportes Aereos, the Colombia airline began service in 1920 with a single Fokker airplane that was flown between Bogota, Barranquilla and Medellin. The company's initial flights outside these three cities were made from primitive airports developed within the inland mountain chains, and Avianca's first regular passengers became accustomed to being greeted by Indians whose apparel consisted of "bits of bark and shimmering sunlight." The airline maintained healthy growth during the Twenties and Thirties and by 1940 was conducting operations over 5,927 miles of air routes. It carried 53,357 passengers in 1940 and ten years later was carrying more than 500,000 a year.

Avianca's development as a passenger carrier has been more than paralleled by its expansion in the field of air cargo, and its executives are proud of its position as one of the world's leading airlifters. They maintain that on the basis of volume of cargo transported the Colombian airline has been unsurpassed since the last month in 1949. In 1952 Avianca airlifted 90,000 tons of goods.

At present Avianca's domestic operations connect more than sixty cities within Colombia, and its international schedules include eight flights a week between New York and Colombia and a single weekly flight between the South American country and Europe. Three Lockheed Super Constellations comprise part of the airline's fleet and when a fourth is delivered next year two more flights will be added to the New York-Colombia run and the service between Europe and Colombia will be increased to two weekly flights. The triple-finned airliners carry fifty-nine passengers and their four turbo-compound engines allow them to cruise at speeds ranging between 320 and 350 miles an hour on long intercontinental flights.

On two of the standard-fare New York-Colombia trips Avianca's Super Connies make non-stop daylight flights to Jamaica, with one of them stopping at the resort area of

COLOMBIA



Montego Bay on the north shore and the other putting down at Kingston, capital of the island. The other two first-class flights to Colombia make stops at Miami and so do the airline's north-south tourist flights. Most of Avianca's southbound flights terminate at Bogotá, the Colombian capital, after a stop at Barranquilla.

Many aero-philatelists have found Colombia air mails a most fascinating field. Many years ago Fred Kessler published an authoritative handbook on this subject.* There are many other fine articles on Colombia air mail, including a series in *"the Aero Philatelist News"* in Vols. 1 to 8. Consequently, some wonderful Colombia air mail collections have been formed. For instance, the 1920 Pioneer multi-colored items of the first attempts by air mail of the French Aviation Co., Sanabria Nos. 2-10, presently rank among the most desirable aero-philatelic issues. They invariably realize almost full Sanabria catalog list prices when sold at auction.

In the foregoing article, one will notice that the Scadta Airline (now Avianca) was formed on December 5, 1919, and started operations in the following year. But the date in 1920 is not given. The Sanabria catalog gives *the first day of the First Scadta issue as October 4, 1920.*

An attempt was made to seek the earliest known use of the First Scadta stamps. We were amazed to learn how little material is available. One of the best Colombia collections in the metropolitan New York area is that of *Jacob S. Glaser*. The earliest use found on the many covers in his collections is July 22, 1921 (*see illustration*). Other collectors were contacted, but none had a cover with use before that of Mr. Glaser's. We own a copy of the same 30c stamp (San. No. 16) as on the illustrated cover can-

*"The Air Posts of Colombia". By F. W. Kessler. (1936). This book gives "October 4, 1920" as the date of issue of the First Scadta Issue, and although 4 covers are illustrated on pp. 24 and 25, no mention is made of when the first Scadta stamps were used, nor is anything illustrated with a 1920 or even a 1921 cancellation between January to September.

(Concluded on Page 120)

THE AIRMAIL BAG

(Under this heading a regular feature will be run with correspondence from Members. Names in full will be used unless a contrary request is specified when a correspondent will be identified by initials only. Nothing unsigned will be used.)

I was present in Farley's office when Boyd-Lyon delivered the Haitian Postmaster-General's letter—was assured that 5000 had been printed—three in black which had been destroyed, the type knocked down and imprints burned.

Three months later I was offered a pair in black for \$900.00. Not interested. Then a few years ago a New York dealer offered them to me. Still no sale. And about two years ago they were re-offered to me from Haiti. At best I rank the blacks as essays or trial proofs—maybe even fakes.

Clarence Hennen, M.D.
Chicago, Ill.

We were elated to hear from "Doc" Hennen, who has been inactive in philately for too long a spell due to illness. We know that all his friends join us in hoping that this word from "Doc" signifies a return to good health. They tell us that "Doc" knows a little about Haitian philately so that this information on the mysterious black overprints on the Boyd-Lyon Flight stamp can be taken as coming from good authority.

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AERO PHILATELIC SHOWCASE

UNITED STATES The Buffalo Balloon Stamp

A detailed article about the discovery of a second cover with the famous old United States Buffalo Balloon Semi-Official stamp (Sanabria No. 501) was in Vol. 1 No. 1 of THE AERO PHILATELIST ANNALS. A most illuminating letter about this stamp exists. Through the courtesy of Messrs. Morris Moore, Erik Hildes-Heim and Sam Rodvien, it is now recorded in print as per the accompanying illustration. (See Page 121)

The letter reads:—

"I enclose you the sheet of Balloon stamps. They were issued by myself in June 1877 and used in the trip made in the Balloon Buffalo with Prof. King. Only 300 were issued and 23 used."

New York, N. Y.

February 9, 1894

(Signed) J. F. B. LILLARD.

COLOMBIA

(Continued from Page 118)

celled April 5, 1921. Surely earlier dates must be in philatelic hands. Many of the cancelled copies examined are undated, just with a purple circular town mark or the three-line Scadta Co. cancel.

It would be interesting to record the earliest known use of stamps by the first commercial airline in America. We hope that one of our readers has a cover or cancelled copy dated 1920. A stamp or cover with the date October 4, 1920 should be recorded because it is a real FIRST DAY along with great aviation significance. (H. M. G.)

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J. S. B. Lillard.





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