

THE AERO PHILATELIST ANNALS



Vol. XIV, No. 4

April 1967

*** Contents**

Indo-China (J. Gravelat)	85
The First Air Mail Flights In 1921	
Germany (R. H. Shrady, M.D.)	89
1912 Gotha-Erfurt Flight Semi-Official Stamp	
AERO PHILATELISTS	90
1967 Officers and 1967-1969 Directors	
Ecuador (Dr. Roberto Levi-Castillo)	91
The First Scadta Co. Issue of 1928	
United States (Philip Silver)	95
Air Mail Service During 1918	
Colombia (Kendall C. Sanford)	99
Scadta Air Mail Etiquettes	
Obituary. Sam Rodvien	102
Book Review (H. M. Goodkind)	105
United States (Henry C. Dupont)	107
The First Air Mail Field Handstamps 1924-25	
New Zealand (H. M. Goodkind)	111
Great Barrier Island 1899 Pigeon Post Imperforates	

DIRECTORY OF DEALER MEMBERS

FRITZ BILLIG
168-39 Highland Ave.
Jamaica, N. Y. 11432

W. KOLAKOWSKI Co.
P. O. Box 394
Great Neck, N. Y.

CROSS STAMP CO.
551 Fifth Ave.
New York, N. Y. 10017

JOHN W. NICKLIN
110 West 42nd St.
New York, N. Y. 10036

P. J. DROSSOS
1 St. Denys Place
Athens, Greece

ORBIT COVERS
132 Nassau Street
New York, N. Y. 10038

FATOULLAH & LAZAR, Inc.
116 Nassau St.
New York, N. Y. 10038

PENNY BLACK STAMP CO.
P. O. Box 57
Dumont, N. J.

FRANCIS J. FIELD, Ltd.
Richmond Road
Sutton Coldfield, England

NICOLAS SANABRIA CO.,
Inc.
Ridgefield, Conn. 06877

GIMBELS STAMP DEPT.
B'way & 33rd St.
New York, N. Y. 10001

S. SERBRAKIAN, Inc.
P. O. Box 448
Monroe, N. Y. 10950

H. R. HARMER, Inc.
6 West 48th St.
New York, N. Y. 10036

J. STEPHEN
26 Coed Pella Rd.
Colwyn Bay, Gt. Britain

H. E. HARRIS & CO.
108 Mass. Ave.
Boston, Mass. 02117

HENRI TRACHTENBERG
115, rue Hoche
Ivry, Seine, France

IRWIN HEIMAN
One Linden Place
Great Neck, N. Y. 11021

THE AERO PHILATELISTS ANNALS published quarterly each year by Aero Philatelists, 22 East 35th St., New York, N. Y. 10016, a non-profit corporation, chartered in New York State. Distributed free of charge to all members of Aero Philatelists, Inc. Back numbers, when available, for sale at \$1.00 each.

Copyright © 1967, by Aero Philatelists, Inc.

THE AERO PHILATELIST ANNALS



Vol. XIV, No. 4
April 1967

Henry M. Goodkind, Editor

Philip Silver, Assistant Editor

INDO-CHINA The First Air Mail Flights In 1921

By J. GRAVELAT

(*Editor's Note.* Mr. Jean Gravelat of France possesses one of the finest air mail collections in the world. His specialty is the pioneers. His collections, when exhibited, always have gained high awards, among them the *AEROPEX Grand Award* in New York City in June, 1966.

This article by Mr. Gravelat was written in French, of which I made the English translation. *H. M. G.*)

First Flight In 1910

In Indo-China, the former French Colony in Southeast Asia, the first trip in an airplane took place over a racetrack in Saigon on December 10, 1910.

It was made by a Farman biplane, piloted by Charles Van den Borg. The plane had been shipped on a freighter from France, and then reassembled in Saigon with the assistance of military and colonial personnel.

Pilot Van den Borg led an interesting life. He was born in Liege, Belgium on July 11, 1874 of a French mother. Later, he became a naturalized French citizen. At first, a champion bicycle and automobile racer, he turned to flying in 1909, being taught by the famous Henri Farman.

On March 8, 1910, Charles Van den Borg received Pilot License No. 37 from the Aero Club of France. In the same year, he distinguished himself by making flights at Aviation Meetings in Nice, Lyon, Bordeaux, Cannes and Nantes in France, and in Florence, Italy before he departed for Indo-China.

When World War I broke out in 1914, Mr. Van den Borg was recalled to France, where he served with the Air Force of the French Army. After the war ended in 1918, he returned to Saigon. There he established a school for fliers. For the next 37 years, he lived on a large estate in Cochinchina.

When the Viet Minh war for independence began, his home was ransacked and his personal belongings were ruined. Miraculously, he escaped being subjected to atrocities by the Viet Minh. He returned again to France in 1956. A short time later, he was honored with the Legion of Honor of St. German-en-Laye. He died on January 24, 1958, far distant from the skies over Southeast Asia, where he had loved flying for so many years.

During his 37 years in Asia, Mr. Van den Borg made some pioneer demonstration flights over Bangkok, Siam, (now Thailand) and Hong Kong. He was the first one ever to fly an airplane in China. This was followed by successive first flights in Canton, China; Macao, the Portuguese Colony; Shanghai and Moukden.

The First Air Mail

By 1921, it became apparent that air mail could prove very beneficial in Indo-China; plans were made to achieve this. Studies were made to fly with hydroplanes along a route following the Mekong River, with a landing field at Luang-Prabang, starting off at Saigon to Laos. Such a flight could be made in five days by stages, instead of the 30 days needed for such a trip during the rainy season and 52 in the dry one. Mail was then being carried by Indo-Chinese riverboats. Three Breguet 14A2 biplanes, supplied with pontoons for landing on water, flew on April 8th to 14th in the year 1921.

On a return flight, a Breguet biplane, piloted by Lieutenant Payeroux carried a small amount of mail. It was postmarked with a straightline "Par Avion" cachet, and on the mail destined for Vientiane a rectangular 3-line cachet with a double-line border reading: "Par Avion/ Vientiane-Saigon/ 27 Avril 1921."

The complete flight to and from Saigon was made in the following stages:

April 21		Luang-Prabang — Vientiane
April 27		Vientiane — Savannakhet
April 29		Savannakhet — Pakse
May 1		Pakse — Pnom-Penh
May 2		Pnom-Penh — Bien Hoa (near Saigon)

The entire trial flight, covering a total distance of 3,170 kilometers (1,982½ miles) was carried out without any trouble. Well planned in advance and using only the route following the Mekong River, the complete flight to and from Saigon and Laos took twelve days with five stops.

Covers Are Rare. Only 2 Known

About the amount of mail carried, one knows that the surviving covers



The three circular cancellations read: "Luang-Prabang-Laos/ April 20, 1921." On the back of this cover, there are three postmarks as follows: "Vientiane-Laos/ April 21, 1921," "Saigon-Cochinchine/ May 2, 1921," and "Nanterre-Seine (France)/ June 7, 1921."

from these 1921 trial flights in Indo-China not only are cherished historical souvenirs, but they are very rare. In the "Theodore Champion, Catalogue De La Poste Aerienne. 1930 and 1937 editions," a cover addressed to Mr. Theodore Champion, 13 rue Drouot, Paris, France is illustrated, with the following text:

"1921 (April 29-May 2).—Flight SAIGON-LAOS and back.

"This aerogram is a rarity. There was only one flight (there and back) effected by military aviation, a flight on which the correspondence carried was negligible."

Outside of this one cover sent to the late Mr. Theodore Champion, the famous stamp dealer in Paris, which I presume still remains in his personal collection and the one that I possess (see illustration), I have never seen nor heard of another (even in poor condition). Not one more cover has appeared in the French stamp market for many years.

Consequently, as far as I can now determine, only two covers are known from this 1921 Indo-China flight, certainly justifying to rank them as rarities.

In case of change of address, please notify Secretary, Aero Philatelists
22 East 35 Street, New York, N. Y. 10016.

5 HANDBOOKS AVAILABLE

Because of requests from many members, it has been a longtime practice to bind some parts of our publications soon after they have been distributed. 50 copies of each number are bound together into an attractive handbook. Usually, three volumes of the magazine are bound and sold as a unit with an INDEX.

As new members join our organization, many want the back numbers that they missed, so that our stock has been gradually becoming less and less.

Listed below are the books that are available.

AERO PHILATELIST ANNALS

Bound Volumes

Blue Book Vols. 1-2	\$10
Red Book Vols. 3-4-5	\$15
Brown Book Vols. 6-7-8	\$15
Green Book Vols. 9-10-11	\$15

AERO PHILATELISTS' NEWS

(Only 10 Copies Unsold)

Complete 1946-1953 Vols. 1-8 (Black Book) \$35

Send order and remittance to:

AERO PHILATELISTS

22 East 35 Street

New York, N. Y. 10016

TO JOIN AERO PHILATELISTS

Simply fill in the membership Application on Page 110 and mail:

GERMANY

1912 Gotha-Erfurt Flight

Semi-Official Air Mail Stamp

By R. H. SHRADY, M.D.

1912, as most aerophilatelists know, is a very early year for aviation and the carriage of air mail. Flights in Germany between Gotha and Erfurt took place over a period of several months. The first one was on July 25, 1912, the last at the end of September, 1912.

Mr. Hermann Sieger, the well-known German stamp dealer and aerophilatelic authority, informed me in a recent letter that on the first flight of July 25, 1912, only about 100 post cards were flown, considerably fewer than had been expected. Furthermore, he wrote that the flight was financially a big failure; there was little public interest.

No special post cards were printed for these flights, as had been in connection with other 1912 German pioneer flights. Most of the post cards used bore a picture of Mr. E. Schlegel, the pilot, standing by his airplane.

A Special Stamp And Cancellation

A special semi-official air mail stamp (Sanabria No. S8) was issued for the Gotha-Erfurt first flight in the amount of 5,000. It is believed, however, that only about 1,000 stamps were actually flown during the two months when the special flights took place.



A copy of Germany Sanabria No. S8 with the pilot's signature in red, which is rare. (Photo by Ernest A. Kehr. Courtesy of the Philatelic Foundation).

Those copies actually flown were cancelled with a special marking (see illustration). This was a rubberstamped one bearing a facsimile of the pilot's signature — "E. Schlegel." These are known on the stamps in black, black-violet, violet and red. The latter is very scarce. Also the red cancellation is not catalogued in "Sanabria." It is not known exactly how many exist, nor how and where they originated.

How did Schlegel's signatures happen to come in so many different colors, and why were only a few signed in red? To try to find out the answers, I inquired of Mr. Hermann Sieger. He believes that it is merely a matter of

chance. The pilot was not a philatelist nor interested in any philatelic aspect, according to Mr. Sieger. When one has to supply a number of autographs, it often has happened that different inks and pens were used. A few have been signed with red ink. The result may not have been satisfactory, so that a change was quickly made to a more suitable color of ink. This all must remain conjecture, as nothing has been found recorded in 1912, when this took place.

A consultation of the older specialized air post catalogues was made to see if anything had been recorded about the cancellations. Mr. Henry M. Goodkind, our editor, did find the following reference in "Theodore Champion — Catalogue Historique & Descriptif des Timbres de la Poste Aerienne; Sixieme Edition, 1930.":

"The same stamp was used early in October 1912 for a flight made to Gotha; we have seen one card, bearing the obliteration of this town: 2-10-12, upon which the cachet of the aviator is in red."

The Schlegel signatures cancelling the stamp are known reading up or reading down. Most of the copies seen by me are reading down.

In many cases, the cancellation runs off of the stamp on to the post card, leading one to believe that the cancellation was applied after the stamp was affixed to the card.

Acknowledgments

My sincere thanks to Mr. Hermann Sieger of Lorch, Württemberg for much of my information, and to our editor, Mr. Henry M. Goodkind, for procuring the photograph for illustration and helping me with this article.



1967 OFFICERS

<i>President</i>	WILLIAM N. MEAD
<i>Vice President</i>	R. H. SHRADY, M.D.
<i>Secretary</i>	HARRY A. HOLMAN
<i>Treasurer</i>	BERNARD FINK

DIRECTORS

<i>Class of 1967</i>	<i>Class of 1968</i>	<i>Class of 1969</i>
JACOB S. GLASER	JOHN J. BRITT	BERNARD FINK
HENRY KRAEMER	WILLIAM H. MILLER, JR.	H. M. GOODKIND
GEORGES A. MEDAWAR	STANLEY R. RICE	HARRY A. HOLMAN
WILLIAM N. MEAD	IRA SEEBACHER	JACK KLEIN
R. H. SHRADY, M.D.	LOUIS N. STAUB	HERBERT ROSEN
PHILIP SILVER		

ECUADOR

The First SCADTA Issue Of 1928

By DR. ROBERTO LEVI-CASTILLO

The first issue of stamps of the *Sociedad Colombo-Alemana de Transportes Aereos* (S.C.A.D.T.A.) in Ecuador is unknown to most air mail collectors. Recently, it was described by Mr. Eugenio Gebauer in his book "The Airpost of Colombia" as "a special issue." They should be listed in all specialized air mail stamp catalogues such as Sanabria.

On June 28th, 1928, a contract was made between Mr. Herman Kuehl, as representative of S.C.A.D.T.A. and Dr. Daniel Cordova-Toral, Ecuador's Minister of Public Instruction and Mails, and Colonel Carlos A. Guerrero, Minister of War, Navy and Aviation, as representatives of President Isidro Ayora, on behalf of the Government of Ecuador. The contract was drawn up by Notary Public, Luis Paredes-Rubianes, in the city of Quito, Ecuador on July 2, 1928.

The terms of the Contract were duly published in the *Official Register*, (the government of Ecuador's official newspaper) in Number 61 of July 1928. Thus, it became the official law of the Republic of Ecuador upon publication, in accordance with the Constitution of Ecuador.

Officially Published

Paragraph Eight of the Contract states:

"SCADTA has the right to charge for air mail transportation by the sale of special postage stamps that will be printed or reprinted under control of the

VATICAN CITY COVERS

Bolaffi's Prices in ()

#14	Provisional on First flt. cover		50.00
47-54	Catholic Press	(120.00)	95.00
55-60	on reg. letter Arch. Cong.	(65.00)	60.00
61-67	fl. to France Interregnum	(20.00)	14.00
72-76	Medallions	(12.00)	10.00
122-131	E11-12 Basilicas-Exp.	(270.00)	P. O. R.
132-139	Holy Year	(90.00)	50.00
140-42	— Palatine Guard	(80.00)	45.00
143-44	— Dogma of Assumption	(75.00)	40.00
145-48	— Pope Pius X	(175.00)	90.00
149-53	Calchedon	(160.00)	90.00
155	— Roman States	(27.00)	20.00
155A	— Roman States souvenir sheet	(90.00)	60.00
156-57	Maria Goretti	(27.00)	17.50
158-68	E13-14 Popes & Basilicas - Exp.	(30.00)	25.00
239-42	— Brussels Fair	(25.00)	18.00
242A	— Brussels Fair souvenir sheet	(20.00)	22.50
C9-15	2nd Airmail	(40.00)	35.00
C16-17	— Tobias	(1000.00)	P. O. R.
C18-19	UPU	(400.00)	P. O. R.
C20-21	registered with cachet	(400.00)	P. O. R.
C22-23	— Dome I	(160.00)	80.00
C24-32	— Angels	(32.00)	30.00
C33-34	Dome II (high values)	(50.00)	35.00
C45-46	Archangel (high values)		25.00
C45-46	Archangel with designer autograph		45.00

PENNY BLACK STAMP CO.

P. O. Box 57

Dumont, N. J.

S. L. Bayer, Prop. Member Aero Philatelists, Collectors Club, ASDA.

Ecuadorian Government. Thus, SCADTA may establish offices and branches, agencies and sub-agencies in any part of the country for the sale of postage stamps, the collection and handling of air mail and for other business carried on by the Company."

"Subparagraph A.—SCADTA must keep an exact accounting of all its business transactions and of the sale of postage stamps."

"Subparagraph B.—SCADTA is under the obligation to print its own stamps. EACH ISSUE SHOULD BE MADE IN ACCORDANCE WITH ITS NEEDS, AND RECORDED, STATING IN DETAIL THE TYPE OF STAMP AND THE QUANTITY PRINTED OF EACH, THE CONTROL NUMBERS ON EACH STAMP SHEET, AND THE PARTICULARS OF EACH ISSUE; SALES ARE TO BE RECORDED IN DETAIL, STATING THE AMOUNT OF EACH STAMP SOLD, AND A DAILY REPORT OF STAMP SALES WILL BE MADE TO THE MINISTER OF FINANCE."

The contract was approved by the Ecuadorian Government's Minister of State and Privy Councilors on June 30th, 1928.

By Official Decree

By decree No. 299 of July 2, 1928, the Provisional President of Ecuador, Dr. Isidro Ayora, gave his authorization to both the Ministers of Public Instruction and Mails, and of War, Navy and Aviation, on behalf of and in the name of the Government of Ecuador, that they may contract before a Notary Public with Mr. Herman Kuehl, representative of "Sociedad Colombo-Alemana de Transportes Aereos," better known as SCADTA, to establish air transportation along the coast of the Republic of Ecuador, in accordance with the approved draft of the contract made at the last meeting the Cabinet of Ministers of June 30, 1928.

The decree No. 299 was published in the *Official Register* No. 686, page 7145 of July 1928.

On August 13, 1928, Mr. Leo von Kuenigl, Postal Agent of SCADTA, arrived in Guayaquil from Barranquilla, Colombia. He was the very well-known German manager of air mails and postal administration, brought over to Ecuador to organize the whole postal structure of SCADTA.

In accordance with Paragraph Eight, Subparagraph B, of the contract of June 28, 1928, drafted in Quito between SCADTA and the Government of Ecuador, stamps for the air mail postage had to be printed and paid for by SCADTA.

On August 5, 1928, conversations were started between Mr. Herman Kuehl, and Gustav L. Chanange on behalf of SCADTA, and Mr. Wilfrido Moreno, manager of "Artes Graficas Senefelder S.A.," an Ecuadorian printer, who had gone to school in Germany. There he learned printing by lithography on a scholarship from the German Government. Mr. Moreno spoke German very fluently, so that he could very well understand SCADTA representatives.

A contract was drafted between Mr. Herman Kuehl and Mr. Wilfrido Moreno before Notary Public, Dr. Pablo F. Corral, on August 5, 1928 for the printing of air mail stamps to be used by SCADTA in accordance with the contract signed with the government of Ecuador on June 28, 1928.

The Stamps

The stamps were to be printed by lithography. Also, the design was duly approved by Messrs. Herman Kuehl and Gustav L. Chanange of SCADTA.

The stamps were printed by lithography in sheets of 20 and 40, on white paper with watermark, with a perforation 11½. The design carried the in-



Fig. 1. (Photo by Boutrelle)

scription in capital letters: "SERVICIO DE TRANSPORTES AEREOS/ ECUADOR" on the upper part and "S.C.A.D.T.A./LINEA/DEL PACIFICO" in smaller white capital letters in the lower part.

The central design showed the Monument to the Heroes of the Ninth of October of 1820, erected in Plaza del Centenario in Guayaquil, Ecuador, a famous statue in Guayaquil city, and a Junkers F-13W hydroplane flying around the monument. (See illustrations).

Five denominations were as follows:

Face Value	Color	Quantity
50 Centavos	— light blue —	3,140
75 Centavos	— light violet —	3,040
1 Sucre	— lemon green —	10,200
150 Centavos	— light red —	10,200
3 Suces	— light yellow —	5,000

The stamps were to be used *provisionally* until the definitive air post stamps, to be printed for Ecuador, were delivered from the State Printing Press in Berlin, Germany, to SCADTA, early in 1929. Therefore, Mr. Kuehl decided to have the stamps overprinted with the word, PROVISIONAL, in capital letters on the 50 centavos stamps in red and in black on the other four denominations.

Not Officially Approved For Use

The stamps were sent to the Minister of Finance of Ecuador for approval. But Mr. Sixto Duran Ballen, a keen philatelist who, at the time, was assigned to the Ministry of Finance, objected to both the design and the unwatermarked paper. The latter might permit a possible postal forgery of the set of stamps, thus depriving the Government of Ecuador of the proceeds from the surtax that SCADTA had to pay, according to the contract of June 28, 1928, to the Government of Ecuador for the sale of the air mail stamps within the territory of Ecuador.

In the meantime, the overprinted stamps were delivered on August 13, 1928 to SCADTA's Mr. Herman Kuehl by the printer, Mr. Wilfrido Moreno of



Fig. 2. A sheet margin block of four of the 1 Sucre.

"Artes Graficas Senefelder S.A." SCADTA was preparing to use stamps upon written receipt of the approval that had to come from Quito from the Minister of Finance.

The letter with the disapproval from the Minister of Finance arrived on August 14, 1928.

On the same day Mr. Herman Kuehl ordered Mr. Leo von Kuenigl to fly to Barranquilla, Colombia to bring back with him some of the stamps of SCADTA in actual use in Colombia since 1923, to be duly overprinted in Guayaquil.

In the airplane in which Mr. von Kuenigl flew to Colombia were some sample copies of the stamps printed in Ecuador.

The destruction of the stamps produced and overprinted in Ecuador, and the plates, from which they were printed, was done according to an official agreement. This was executed by a representative of the Minister of Finance in Ecuador and Mr. Herman Kuehl, SCADTA's agent in Ecuador.

In Ecuador, the status of the issue is considered official, as properly authorized and duly executed by official decree, and published in the "Official Gazette." These stamps, however, were not placed on sale to the public, for the aforementioned reasons. *Their philatelic standing is that they are official issues of the Government of Ecuador but never used.*

Obviously, only a few mint sets are known. Their source probably is from the small stock carried by airplane on August 14, 1928 to Barranquilla, Colombia, while the entire stock remaining in Ecuador was destroyed.

UNITED STATES

Air Mail Service During 1918

By PHILIP SILVER

Many comments have been made by informed writers about the time lost in air mail delivery during the period in 1918 after the first flights of May 15th had been accomplished. Indeed, this slow delivery of such mail has been cited as the reason why regularly scheduled air mail service between New York and Washington had been abandoned in 1919. It should be noted that, effective as of July 18, 1919, no air mail rate existed. Air mail service was furnished, however, at the first-class rate of two cents an ounce whenever space was available on the planes, which continued to fly to justify the eventual extension of air mail service on a trans-continental basis.

Only One Flight Per Day In 1918

There were two main reasons why the air mail service was gradually abandoned by most commercial users. First, there was only one flight a day in each direction. Starting time for both the northward flight from Washington to New York and the southward flight from New York to Washington was 11:30 a.m. If the mail missed this morning flight, it was supposed to be sent by the most expeditious means to its destination. This usually meant service on the next train.

This rule was honored more in the breach than in the observance. Frequently, mail was kept for the next flight. This meant a full day's delay.

WE WILL PAY FULL CATALOG FOR YOUR "SPAIN"

Naturally, not for every single stamp, but—believe it or not, there are quite a few!

**We are especially interested in: U. S. Constitution (585c, d)
Defense of Madrid (CB6b, c, d, B106a, c)
and will pay FULL SCOTT, 1966 for a very fine copy.**

Please offer or mail us other Spanish sheets, better singles or sets, covers, collections, wholesale lots, etc. (also unlisted proofs, errors, etc.)

Immediate cash—Your stamps will be held intact pending acceptance. No appraisal charge. Returned insured at our expense.

Yes, we are also interested in other countries, at top prices.

S. SEREBRAKIAN, Inc.

P. O. Box 448

Monroe, N. Y. 10950

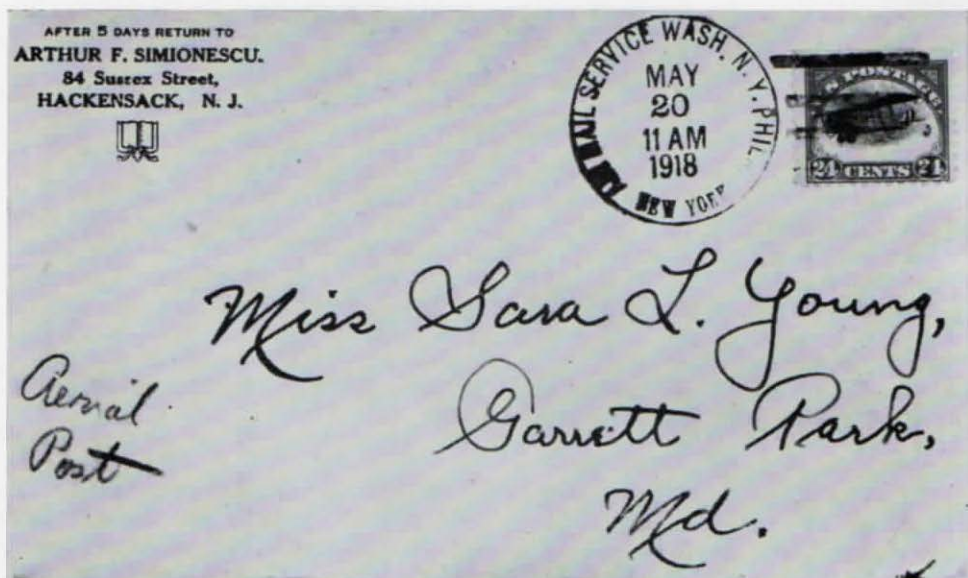


Fig. 1. (All photos by Boutrelle)

Furthermore, on flights from Washington, the arrival time in New York was approximately 4 p.m. at Penn. Term. Station, to which the mail was trained from the airfield. From the time the mail was taken from the train, sorted for delivery to the various sub-stations in different parts of the city and delivered by the postmen, most business houses had closed for the day. The writer has a number of covers in his collection which indicate "office closed" as the cause of non-delivery.

Fast Air Mail Delivery In 1918

Given the circumstances outlined above, it is gratifying to be able to pinpoint a specific instance when the mail was expeditiously handled. In the writer's collection are two covers obviously part of the same correspondence.

The first, (see Fig. 1), is postmarked May 20, 1918 at 11 a.m. from New York. It is addressed to Miss Sara L. Young at Garrett Park, Maryland, some 5-10 miles from Washington, D.C. Most of the air mail sent to Washington was not backstamped. In this case, however, the office of first address being Garrett Park, Maryland, it should have been backstamped there, if the rules regarding special delivery service had been followed. Fortunately, the cover



Fig. 2.

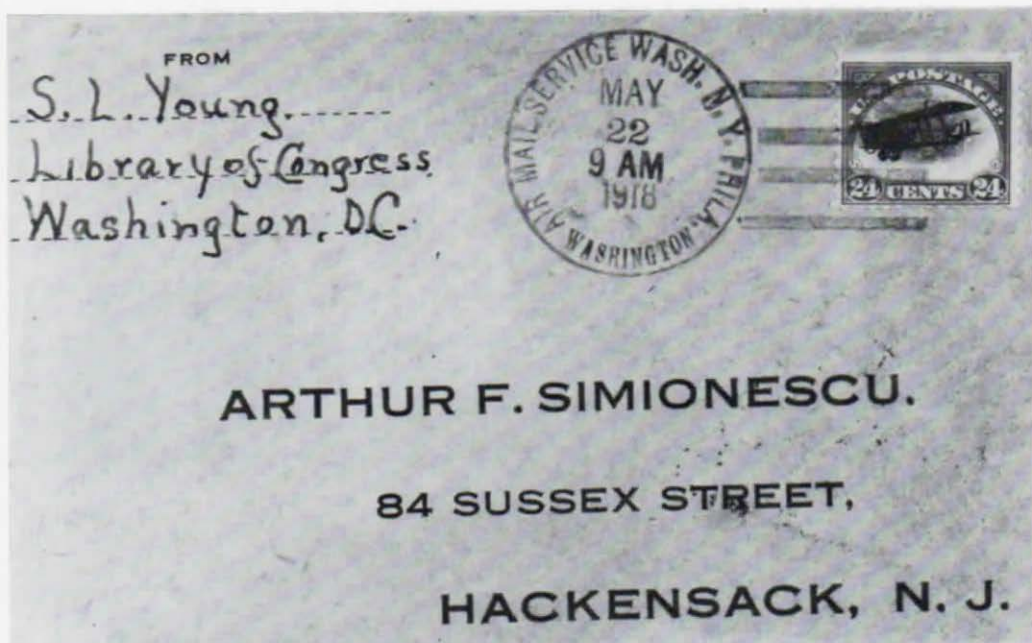


Fig. 3.

bears a Washington handstamp of May 20, 1918, 10 p.m. on the reverse side. (See Fig. 2). This is not a receiving mark. Rather it is believed to be the regular handstamp of the air mail field used as a forwarding mark. The usual form of postal marking used for forwarding was the duplex handstamp with circle and killer. But, this handstamp bears evidence that the mail was received in Washington on the same day that it had been flown out of New York. Likely, the letter was delivered in Garrett Park, Md. the morning of May 21st.

The cover shown in Fig. 3 is from Miss Young, who apparently was an employee of the Library of Congress. It bears a printed name and address of Arthur F. Simionescu in Hackensack, New Jersey, as most all know across the Hudson River from New York City. Note that the corner card of the Fig. 1 cover addressed to Miss Young is from the same person. Judging by the smaller size of the Fig. 3 cover, it was an insertion to be used for an answer by return mail.

Also, note that both covers are franked with a straight-edge on top copy of the twenty-four cent air mail stamp of 1918. Both stamps show a marked shift to the top and a slight one to the left. Likelihood is that the stamp for the return envelope was affixed by Mr. Simionescu.

The cover shown in Fig. 3 is postmarked at Washington, May 22, 1918 at 9 a.m. To get to the air mail field in Washington at 9 a.m. of May 22nd, it must have been put in the mails on May 21st, or very early in the day on the 22nd. Therefore, this is as fast as a correspondence could be handled.

As stated previously, the northward flight from Washington was scheduled for 11:30 a.m. Thus, this cover could have made that flight. Given a fair chance, Mr. Simionescu could have had received his reply on May 22nd, a matter of approximately three days from start to finish.

Where now are the critics of this superb United States air mail service?

(Continued on Page 104)

IF YOU HAVE STAMPS TO SELL...

You should know what people have to say
about H. E. HARRIS & CO.

A retired dealer-collector from Miami, Florida says:
"No dealer could have given me more, nor paid me so promptly."

FREDERICK A. NEWMAN
Box 802
Miami, Florida 33133



Frederick A. Newman

Mr. H. E. Harris
H. E. Harris & Co.
Boston, Mass. 02117

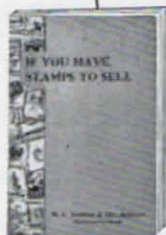
Dear Mr. Harris,

As you know, I have been liquidating my philatelic holdings over the past several years, and I now want to acknowledge your payment of \$26,980.00 covering the last and final portion of my large collection and accumulation of stamps.

I want you to know that I have been more than pleased with every transaction I have ever had with you. Having been a collector for more than 50 years, and a dealer for part of that time, perhaps it may have special meaning when I say that NO dealer could have given me more nor paid me so promptly as you have always done.

In appreciation, I cannot say more than to thank you from the bottom of my heart. Should you ever wish to use my name as a reference, please feel free to do so.

Most sincerely,



FOR YOUR OWN PROTECTION

To replenish our extensive retail stocks we are constantly buying — at generous prices — collections and accumulations made by stamp collectors provided they are worth \$100 or more . . . Our free appraisals, good prices, and prompt payments — with no haggling or delays — have made us innumerable friends among collectors with stamps to sell . . . Send only 25c for this booklet of valuable information, "If You Have Stamps to Sell," and read it for your own protection before disposing of your collection.

H. E. HARRIS & CO. BOSTON, MASS. 02117

COLOMBIA

Scadta Air Mail Etiquettes

By KENDALL C. SANFORD

Henry M. Goodkind's article on SCADTA on pages 57-62 in the January 1967 number (Vol. XIV, No. 3), in which, two SCADTA air mail etiquettes were illustrated, was of considerable interest to me.



Figs. 1 to 7. (Photos by Boutrelle)

About two years ago, I purchased, in an auction sale, a collection of approximately 800 air mail etiquettes and airline baggage labels from all over the world, with the majority of them from the 1920 to 1935 period. The collection includes many scarce air mail etiquettes as well as a few that are quite rare. There is a page with Colombia, on which there are eleven different etiquettes. We are illustrating them here, because they may be of interest to aero philatelists.

9 SCADTA Etiquettes

The etiquettes are shown in their actual size. The information on them comes from the "Catalogue des Etiquettes Aeropostales. 2nd Edition (1947)" by Frank Muller of Paris, France. *Figures Nos. 1 through 9*, according to this French catalogue, are known to have been issued by the SCADTA Aviation Company. They are described in the book as follows:

Fig. 1. Issued October 1932 — white on green — perf. $11\frac{1}{2}$ x 12. Printed in sheets of 25 (5 x 5). Muller Cat. Type 12.

Fig. 2. Issued 1928 — white on green on white* — Perf. 13. Printed in sheets of 20 (4 x 5). Muller Cat. Type 16.

Fig. 3. Issued 1928 — black on green — Perf. $11\frac{1}{2}$. Printed in Berlin, Germany in sheets of 20 (4x5). Muller Cat. Type 18.

Fig. 4. Issued 1928 — white on dark green — Perf. $11\frac{1}{2}$. Printed in sheets of 20 (4 x 5). Muller Cat. Type 20.

Fig. 5. Issued 1930 — white on dark green — Perf. $11\frac{1}{2}$. Printed in sheets of 20 (4 x 5). Muller Cat. Type 24.

Fig. 6. Issued 1931 — white on blue gray — Perf. $11\frac{1}{4}$. Printed in sheets of 20 (4 x 5). Muller Cat. Type 24.

Fig. 7. Issued 1931 — white on blue on white — Rouletted (the copy illustrated is straight-edge on top and at right, showing the four edges of the sheet were not rouletted). Printed in sheets of 10 (2 x 5). Muller Cat. Type 27.

Fig. 8. Issued 1932 — white on pale green on white* — Perf. $11\frac{1}{4}$. Printed in sheets of 25 (5 x 5). Muller Cat. Type 29.

Fig. 9. Issued 1932 — white on blue on white* — Perf. $11\frac{1}{4}$. Printed in sheets of 25 (5 x 5). Muller Cat. Type 31.

The etiquette, Fig. 9, is a joint one of Pan American Airways and the SCADTA Company. It is known that in 1932, Pan American Airways held 84% of the non-voting stock in SCADTA.

2 Government Labels

The etiquettes *Figures Nos. 10 and 11* are listed in the "Muller Catalogue" in a separate section preceeding the SCADTA ones under the heading, "Colombia." Obviously, this means that these are Government, not the etiquettes of SCADTA.

Only one is illustrated and described in the French catalogue, as follows:

"Type 1. Issued 1932 — white on blue — Perf. 12. Printed in sheets of . . ."

Fig. 11 has rougher perforations than those on the Fig. 10 etiquette; this gauges $11\frac{1}{4}$, not 12. Also, one should notice that the "Muller Catalogue" does not have any information on the size of the sheets, nor where they were printed. Outside of the perforations, the etiquettes are the same.

The curious thing about Figs. 7, 10 & 11 is the word "MANCOMUN." The word means "concurrence of two or more persons in the execution of a thing; jointly, by common consent." I fail, however, to see the reason for using the word on the etiquettes. I would welcome any explanation from our readers.**

The "Muller Catalogue" gives the following data on the two etiquettes illustrated as Fig. 2 on page 59 in Mr. Goodkind's article:



Figs. 8 to 11.

(Left) Fig. 2. August 1923 — Black on green — Sheets of 20 (4 x 5) — Issued in Berlin, Germany. Muller Cat. Type 11.

(Right) Fig. 2. 1926 — White on green on white — Perf. 12 — Sheets of 20 (4 x 5) — Issued in New York. Muller Cat. Type 14.

Perhaps this article will, as Mr. Goodkind puts it, "smoke out" some additional information. I certainly hope so.

Any information that is received regarding these etiquettes, will be published in future issues of this magazine. Also, should any of our readers wish to have us illustrate etiquettes of countries other than Colombia from the collection, we would like to hear from them. I may be reached at the following address: Military Bureau, Air Transport Association, 100 Connecticut Avenue, N. W., Washington, D. C. 20036.

*Etiquettes Figs. 2, 8, and 9 have white borders which do not show the perforations in the illustrations.

**The word "MANCOMUN" could have been substituted for SCADTA after Pan American Airways bought 84% of the non-voting stock in SCADTA to indicate the new co-ownership. (H. M. G.)

Membership Lapel Pins Available

Those who would like this, should remit one dollar (\$1.00) to:

Aero Philatelists
22 East 35th Street,
New York 16, N. Y.

Sam Rodvien 1902-1967



AERO PHILATELISTS' Vice President, Sam Rodvien, died on February 6, 1967 in the Montefiore Hospital, New York, N. Y. He had not been in good health for some years, having suffered a number of strokes, from very mild to severe ones that hospitalized him for several weeks at a time.

In going through the back numbers of this magazine, one finds that Sam Rodvien had been elected to the vice presidency in 1950 and had held this office until the date of his death. Consequently, a record may have been established in aerophilately by one person holding the same office for sixteen years. Sam Rodvien never was elected to AERO PHILATELISTS' presidency, because it was his own

wish. Often it was suggested, but he refused every time because of his health.

Sam had led a very active life, enjoying it to the full until his first illness around 1950. He was advised to moderate his way of living, but those who knew him well, also realized how difficult it was for him to carry out the doctors' orders.

He was born in New York City on March 8, 1902. He attended public schools in New York, lived and worked in "Bigtown U.S.A." during his entire life. His business was mica, for which there are many essential industrial uses. Sam was the manager of the Mica Department of one of New York's largest importing houses on Wall Street.

50 Years A Stamp Collector

Sam Rodvien told me that he began collecting stamps as a young boy. His love for philately grew as he aged; it never diminished. Philately, especially aerophilately, became an important factor in his life. Some of his closest friends had been made through aerophilately. He was a longtime member of the Collectors Club and the Philatelic Foundation.

His business career greatly helped his philatelic interests, because Sam had to travel — far, wide and often until illness prevented this. His business trips took him to South America, to the Orient, to Africa, and, of course, Europe and England. In every place, he sought out air mail stamps and covers. Some great air mail pieces were purchased by him in foreign countries.

Sam was one of the first collectors to be attracted by used air mail stamps on and off cover. This goes back to more than 35 years. For many years, he was a bachelor, so that a good part of his surplus funds went into air mails. It can be truly said of Sam Rodvien that he searched for air post stamps and covers all over the world. I recall one trip he made a few years after World War II to the Philippines, Indonesia, Thailand and India. It was revealing to inspect the material he had picked up on that trip.

In the course of seeking air mail material, he visited hundreds of stamp

dealers and got to know some of them very well; a few became very close friends of his. Sam was an excellent listener, and, fortunately, had a very retentive memory. These two talents enabled him to become one of the top aerophilatelists in the world.

That the latter statement is no hyperbole, one need only mention FIPEX in 1956. At that great international philatelic exhibition that opened New York's Coliseum, the Sam Rodvien exhibit won the Air Mail Section Trophy. This later turned out to be the peak of his many years as a philatelist. The Air Mail Section of FIPEX was both a large one and highly competitive with top entries from here and overseas. To win one of the highest international awards was a great achievement.

In Sam Rodvien's case, it was all the more unusual, because he never was in the very rich class. He was a business executive earning a good annual salary. He loved his air mail stamps; he knew them and thus was able to amass one of the finest air post stamp collections ever seen.

His FIPEX award clearly demonstrates the utter fallacy on the part of those poor sports who always gripe that "to win a big prize in a big show you have to be a millionaire." No, hard work and dedication is much more important. Sam was wise in aerophilately. He knew to whom to listen, from whom to learn, and those to dismiss as not knowing what they are talking about. Also, he studied and read, learning about the counterfeit material. When he found a dealer peddling the fraudulent imitations, he thereafter avoided him like the plague.

Collected Outstanding Air Mail Covers

Some of the finest pieces at one time were in the Rodvien collection. Probably the one most outstanding was his Buffalo Balloon cover, the only one with

How much would your collection bring at auction?

YOU CAN have an appraisal without charge if you decide to turn your collection over to us for sale.

Learn **now** what your stamps can be sold for at auction. You may want to take advantage of today's high prices.

Our unsurpassed experience in the selling of rare stamps at auction ensures you the highest possible realization. We grant interest-free advances.

We will be glad to advise you, without charge, on any aspect of your selling problem. Call us today — 212 MU 8-5252.

HARMER, ROOKE & CO., Inc.

589 Fifth Ave. (at 48th), New York, N. Y. 10017

International Auctioneers of Fine Stamps

the stamp tied to the cover. (Illustrated in the AERO PHILATELIST ANNALS, Vol. VI, No. 2 of October 1958.) Mexico's Amelia Earhart stamp in a block of four on a cover she flew from Mexico to the United States was another of his great pieces, as was his Reunion Roland Garros cover with the inverted overprint.

Sam Rodvien's first issues of the air mails of Honduras, Nicaragua, Panama and Salvador made magnificent displays. He was very attracted to the overprints found on the early air mail stamps of the Central American Republics. Having visited Brazil several times on business, he had some wonderful air mail material from this South American country. Some of his covers from the Orient, from countries like Thailand, were exceptional, many never previously seen in the United States until Sam brought them here.

Sam was a great help and most encouraging to me in my work since 1946 as AERO PHILATELIST' editor as well as an author. He never considered himself as a competent writer. He did, however, want to share his fund of aerophilatelic knowledge with his fellow collectors. Therefore, he loaned me much material for articles that have been in this magazine and its predecessor, "The Aero Philatelists' News."

A "Real" Aerophilatelist

Because of his illness, in recent years, his concentration and enjoyment of his collections were impaired. His memory was not as sharp as it previously had been. Consequently, he became apprehensive over having the enormous amount of material he had amassed over a period of many years. Fearing that he no longer could keep track of everything, he began liquidating.

A few years ago, Sam's illness forced his retirement from business. Hoping now to have more time for stamps, he found himself thwarted, because he always had made up his own album pages. In Sam Rodvien's opinion, a real philatelist mounts and letters his own pages. One does not hire outside artists to do this work.

But his intense interest in aerophilately never flagged. When his health permitted, he went around New York visiting his old collector and dealer friends. Once, I berated him for not visiting me here at 22 East 35th Street for some weeks, while I had heard from some mutual dealer friends that he had been to their offices. When I mentioned his absence, Sam said: "Henry, you are so busy, doing all your editorial and other philatelic services that I did not want to bother you." This shows how considerate he was. I replied: "Sam, you are wrong. I can always make time for you; I enjoy 'gossiping stamps' with you, because you always have some interesting information."

Sam Rodvien was a philatelic friend of mine for more than 30 years. 99% of the time we spent together was talking about air mail stamps, and the people, who collected or dealt professionally with them. During my many years with aerophilately, I've come to know and make many friends. I can think of no one more worthy of the title, "a real stamp collector" than Sam Rodvien.

His wife, Evelyn, and a brother and sister survive him. (H. M. G.)

UNITED STATES

(Continued from Page 97)

Alas, it was not to be. Official sources indicate that, although the flight from Washington to Philadelphia on May 22nd was carried out according to schedule, the flight from Philadelphia to New York on that day was cancelled because of fog; the mail was placed aboard a train. Because the Fig. 3 cover is not backstamped, the arrival date in Hackensack, N. J. is not known. End of an almost perfect rebuttal to the critics of the United States air mail service during 1918!

Book Review

American Air Mail Catalogue Vol. 1 (4th Edition, 1966). 576 pages (6" x 9"), illustrated, imitation red leather binding. Published by the American Air Mail Society. Available from George Kingdon, P.O. Box 37, Conneaut, Ohio 44030. Price \$8.

A copy of Vol. 1 of the newly revised American Air Mail Catalogue has been sent to me with a request for a review; I am pleased to oblige. This new Vol. 1 was released on October 15, 1966. Three more volumes will follow in this year and next. Previously, this catalogue was published in two volumes.

Right at the outset, it is interesting to see how the contents in the new Vol. 1 have changed from the previous one, dated 1947, twenty years ago. The total number of pages is slightly less, now 576, in contrast to 604.

The 1966 edition has nine sections; the previous one had eleven. The following five sections are repeated — US Air Mail Stamps, US Pioneer Flights, US Governmental Flights, Airport Dedication cachets, and Crash Covers.

Four new sections have now been added to Vol. 1, as follows: Transoceanic Flights, 1870-71 Siege of Paris Balloon and Pigeon Mail, Zeppelin Flights, and Aerial Propaganda Leaflets.

The great majority of this catalogue's listings and prices relate to aero-postal history, not air post stamps. Material is catalogued that is not found in reference books as the Scott and Sanabria Catalogues. Consequently, for those specialists interested in aero-postal history, this book is the only one in the English language giving such information.

As could be expected with inflation and the rising philatelic market all

A CHANGE OF ADDRESS —

—But there is no change in our method of doing business.

For 40 years we have provided a market — at Public and Private Sale — for specialized and general stamp collections, dealers stocks, estates, rarities and other properties.

Just Published —

Our Special Offers Catalogue for 1967, listing over 2400 lots from \$10 to \$7000 of selected worldwide classic and modern stamps and covers, **including a wide range of airpost**, all priced net for immediate sale.

Limited Edition — on request to serious collectors and dealers.

IRWIN HEIMAN
INC.



ONE LINDEN PLACE
Suite 302

GREAT NECK, L. I., N. Y. 11021
Tel. (516) 466-3144

over the world, there are numerous price revisions, many sharp increases over the previous edition. Now, each of the nine sections will be briefly reviewed.

Section 1 on US air post stamps again is an extract from Max Johl's books on the 20th century stamps of the United States. Practically, no new information since the 1947 edition has been added, although much new research on US air post stamps has been published in the last twenty years. The prices have been increased, although they all are a shade below those in the 1967 edition of the Scott Catalogue. For instance, C3 is \$19 mint and \$15 used in Scott, but only \$15 and \$11.50, respectively, in the American Air Mail Catalogue. This pattern on comparative prices is consistent throughout.

My! how the old cuts from Johl's book have deteriorated. The very first one of the 24c air post stamp of 1918 looks as if the old Jenny plane was in the process of making a midnight flight.

The first section again ends with Max Johl's fine and comprehensive study of US Slogan Cancellations. It is wise to include these in the catalogue. As far as I could tell, no new information was added. But Max Johl did such a thorough job, that his work on slogan air mail cancellations will stand for years.

Section 2 on the US Pioneer Flights 1910-16 offers some very fine revisions along with prices pretty well in line with the current market. I was impressed with the new (and greatly improved) listing of #2, the 1911 Vin Fiz label. For example, it is now priced on post card at \$5,500, whereas previously, it was unpriced. The one known unused copy, however, is not priced, although it was sold at auction just a few years ago in the T. Matthews collection. The Vin Fiz text notes now are very accurate.

Section 3 on the US Governmental Flights has now one outstanding new feature, a long listing and pricing of the First Trip May 15-16, 1918 covers. This is comprehensive, accurate and something that long has been needed. In this entire section, as expected, most all of the prices have been sharply increased.

Transoceanic Flights Record in Section 4 is a large one covering 68 pages. Here, too, many prices have skyrocketed. They certainly had to, seeing what the Newfoundland DePinedo and Hawker, etc. on cover now bring in New York and London auction sales. And the Italian Balbo covers, whose prices now are way above the stratosphere, surely needed to be brought in line with the current market, which the Italian dealers have made.

The next section on the 1870-71 Siege of Paris Balloon and Pigeon Posts is very fine, both as regards useful information and good price indications. The best reference works for this material always have been in French, so that having this in English should please many specialists, including this reviewer.

Section 6 on Zeppelin Posts, in my opinion, is the weakest in this new edition. It is good, but I had hoped for more. Too many Zeppelin flight covers are omitted, nor did I consider the prices quite as accurate as in the previous sections. But one should not be too critical, because this Zeppelin Flight part has a lot of helpful data and prices.

Section 7, Airport Dedication cachets, takes up close to 100 pages. I think it is out of place in Vol. 1 and should have gone in the part with CAM and FAM flights. I wonder, if one owned nearly all of the cachet covers listed in Section 7, what percentage of catalogue such a collection would fetch in a New York public auction sale?

Aerial Propaganda Leaflets are covered in Section 8. "Chacun à son gout," as the French say. Personally, I have argued with good friends abroad, who are top aerophilatists, that I cannot see where these dropped leaflets have anything to do with air mail or post. Knowing nothing about this material, no intelligent comments can be offered on this section.

(Continued on Page 109)

UNITED STATES

The First Air Mail Field Handstamps

The Three Types 1924-1925

By HENRY C. DUPONT

Prior to the inauguration of the regular transcontinental air mail service between New York and San Francisco on July 1, 1924, very few covers are found which bear the AIR MAIL FIELD cancellations used by the air mail field post office stations. These field post offices were established at the airports to assist in the transfer of the mail from one part of the aerial route to another — railroad or air. Frequently, these air mail field post offices cancelled the mail which had missed the last collection at the local post office. Their principal purpose, however, was to cancel mail for air departure and to backstamp registered or special delivery air mail which had arrived in these post offices. It should be noted that as of July 1, 1924 not all post office stations on the transcontinental route had received these new air field cancellers; certain post offices received them only after July 1, 1925.

The Three Different Types

Three different types of air mail field handstamps have been noted:

Type 1 — Large circle, 31 mm. in diameter. A circular caption with the words "AIR MAIL FIELD" followed by the name of the city and state, the last abbreviated, occupies at least three-fourths of the inside circumference of the circle. The height of the letters is 3 mm. In the center of the circle are four lines of type — the month, date, hour and year. To the right of the circular part of the handstamp are four killer bars, 1 mm. in thickness and 22 mm. long. There is a 3 mm. spacing between these four killer bars.

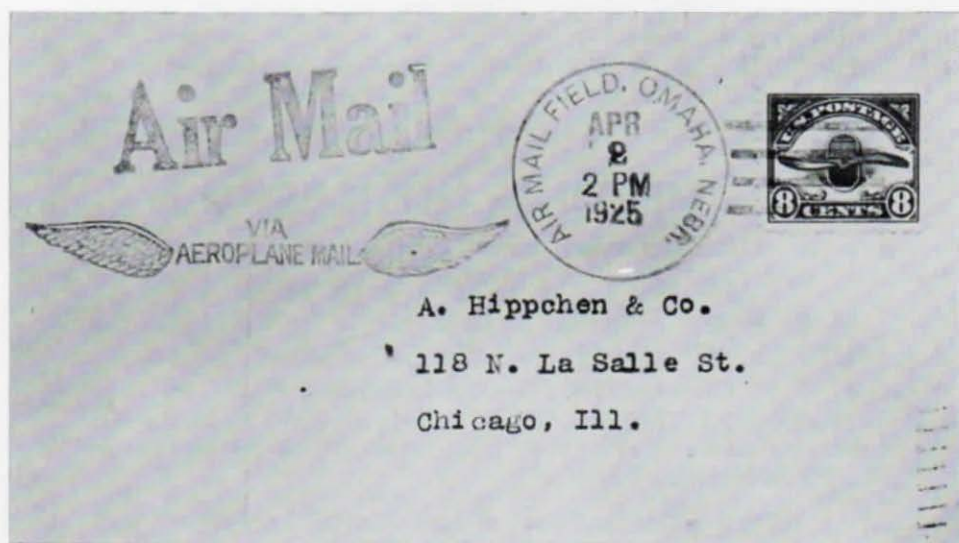


Fig. 1. — Type 1.



Fig. 2. — Type 2.

This type was used by the air mail field post offices of New York, N. Y.; Bellefonte, Pennsylvania; Cleveland, Ohio; Bryan, Ohio; Chicago, Illinois; Iowa City, Iowa; Omaha, Nebraska; North Platte, Nebraska; Rawlins, Wyoming; Rock Springs, Wyoming; Salt Lake City, Utah and San Francisco, California.

Type 2 (Fig. 2) — Used only by Elko, Nevada and Reno, Nevada. These handstamps have the same diameter and identical killer bars as type 1. The height of the type is also 3 mm. but it is more square in appearance. The circular caption fills the entire inside circumference of the circle.

Type 3 (Fig. 3) — This last type appeared only after July 1, 1925. It was used by the air mail field post offices at Sacramento, California

MEETING NOTICES

Every month except July or August

Chapter No. 1 — New York, N. Y.

Meets second Thursday each month at 8:00 P. M. in the Collectors Club, 22 East 35th St., New York, N. Y.

Chapter No. 5 — Philadelphia, Pa.

Meets third Thursday each month at 8:00 P. M. in the Liberty Federal Savings & Loan Assn., 202 North Broad St., Philadelphia, Pa.

Members, friends, guests, and all interested collectors
are cordially welcome

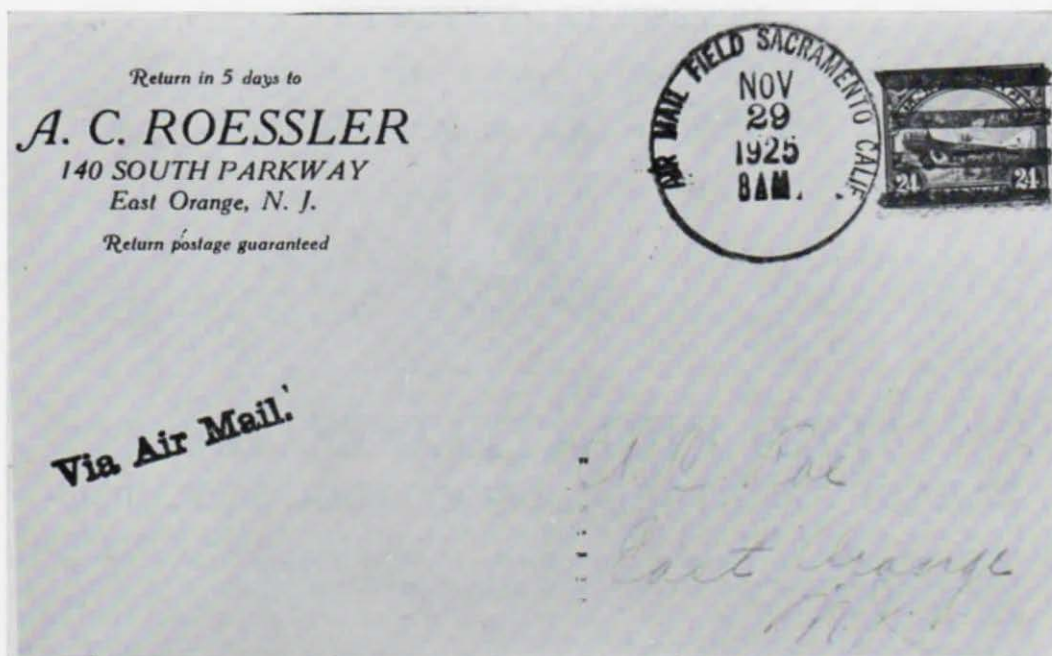


Fig. 3. — Type 3.

and Des Moines, Iowa. The diameter of the circle is also 31 mm., but the circular "AIR MAIL FIELD" caption occupies only about two-thirds of the inside circumference. The height of the letters is 2.7 mm; they are set close together. The four killer bars are 2.5 mm. thick, being separated by spaces of 3 mm.

Color — These air mail field cancellations are known struck in black, violet, magenta, sepia and red.

Scarcity — While all such air mail field handstamps are extremely desirable and interesting to the specialist, the scarcest are those from Iowa, Wyoming, Nevada and California.

The assistance of Mr. Philip Silver, in preparing this article for publication is sincerely appreciated.

BOOK REVIEW *(Continued from Page 106)*

The final Section 9 treats Crash Covers, a most fascinating aspect of aéro-postal history. It follows that if the early postal historian collected shipwreck and similar salvaged mail, covers recovered from airplane crashes are equally, if not more desirable. Many Crash covers have an added, and most fascinating, feature. They bear indications of the accident, being either burnt or badly mutilated. The information and prices here are very useful. There is, however, just one small criticism. The name of Section 9 is misleading. Only US Crash Covers are catalogued, no foreign ones are mentioned.

In conclusion, this is an attractively bound catalogue, containing a wealth of fine information. Unfortunately, on too many pages, the printing is not good. The illustrations, especially those from half tones, have shown signs of age. The line cuts still are holding up. But this book is a credit to all those diligent volunteers, who worked to produce it. (H. M. G.)

MEMBERSHIP APPLICATION



19.....

AERO PHILATELISTS, Inc.

22 EAST 35th STREET, NEW YORK, N. Y. 10016

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

APPLICANT'S 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

NEW ZEALAND

Great Barrier Island Pigeon-Gram Co.

6d Blue and 1/- Red Imperforate

By HENRY M. GOODKIND

Imperforated copies of the 1899 Great Barrier Island Pigeon-Gram Co. 6d blue and 1/- red triangular stamps have been listed in various specialized air post catalogues for many years. The "Sanabria Catalogue" lists these two varieties as New Zealand Nos. 5a and 6a. Having had a keen interest in these 19th century air mails for a number of years, I have assembled a large assortment of past literature on these pigeon post adhesives, which now takes up one looseleaf binder. I consulted all of these and found that there were only two references in previous writings to these imperforate varieties.

In my opinion, the best of all these past articles is a series by A. J. Sefi that appeared in the "Philatelic Journal of Great Britain." A few other specialists, who are friendly with me, agree that Sefi's articles on stamps of the New Zealand pigeon posts are the most authoritative. Mr. Sefi wrote about the 1899 triangular set of two (Sanabria Nos. 5-6) in the March, 1932 number of the "Philatelic Journal of Great Britain," but made no mention of imperforated stamps. Nor did Mr. P. L. Pemberton, another respected past author, when he wrote about this same set in this same British magazine in the June, 1938 issue of the "P.J.G.B."

Not quite as accurate and informative as Mr. Sefi, but still a very helpful source of information about these Great Barrier Islands pigeon posts is a small, paperback handbook, "The Air Mails and Pigeon Posts of New Zealand" by R. J. G. Collins, compiled for the Air Mail Society of New Zealand (1931). On page 20, the following is written:

"Proof impressions of both values are known imperf."

The other source for information (*sic*) is in a one-page article in the "New Zealand Stamp Monthly" of Jan.-Feb., 1939, No. 1. On page 29, titled "Pigeon-Post Issues of New Zealand," M. T. Johnson wrote as follows:

"I have seen the 6d in imperforate condition apparently an imitation."

In the Dr. R. H. Shrady auction sale by H. R. Harmer, Inc. of New York last November 18, 1966, I purchased Lot 263 which had both the 6d blue and

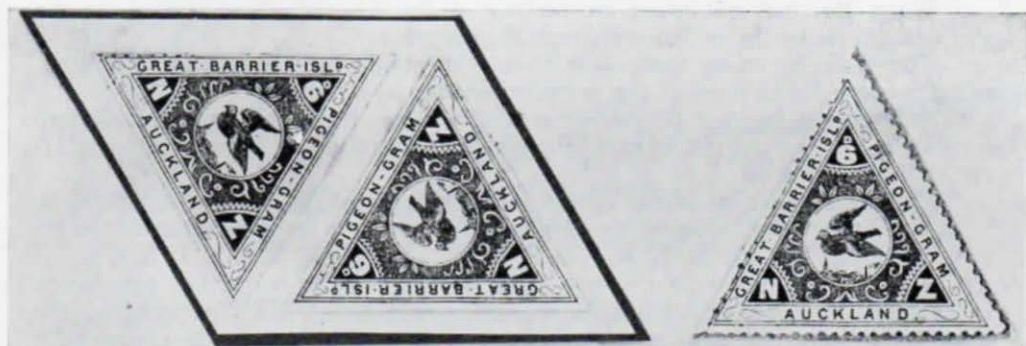


Fig. 1. (Left) an imperforate pair of the 6d blue (San. No. 5a) alongside a single perforated copy at the right, showing that there are no apparent differences in the printing impressions. (Photos by Boutrelle)



Fig. 2. (Left) an imperforate pair of the 1/- red (San. No. 6a) with a single copy at the right; this is Position No. 8.

1/- red triangles in imperforate pairs (see illustrations).

New Research

According to the only two previous references to imperforates, these either should be proof impressions or counterfeits (at least, the 6d blue). Consequently, a close study was made by me to try to determine the proper status of these imperforates.

No indication whatever was seen that these pairs are proof impressions. Comparing the imperforate pair of the 6d blue with many perforated copies as well as a complete sheet of 20 (10 x 2), no differences in the printed impressions, the paper, the color shades and the gum could be detected. Please examine Fig. 1 which illustrates the imperforate pair alongside a single perforated copy.

The identical happened with my examination of the 1/- red, which I compared with the perforated copies in a complete strip of 10. Fig. 2 also illustrates this.

As for the imperforates being imitations or counterfeits, this is wrong. The pair of the 6d blue (Fig. 1) plates in the sheet of 20 as Positions 16 and 17. The so-called counterfeits have a much poorer impression and have different rougher perforations, from my examination of them.

New Plating Research

The pair of the 1/- red plates as Positions 8 and 9 in the sheet of 10.

When Mr. Sefi published his plating of the 1/- red (San. No. 6) in the strip of 10, he wrote as follows about Position No. 8:

"I can find nothing distinctive about this stamp, which only can be recognized because it has none of the peculiarities of the other nine."

Studying a number of copies as well as two strips of 10, I found two constant characteristics that can help identify Position No. 8 copies of the 1/- red. These two are:

1. There is a nick in the center of the shilling stroke at its right side.
2. The circumference of the circle in the center is broken under the leaves at the left.

Because my studies have shown these imperforates to be neither proofs nor counterfeits, the obvious question is—what are they? In my opinion, the imperforates are just some stamps that failed to be perforated. The reason for this cannot now be determined. The ones who produced these stamps in 1899 or those, who ordered and sold them, may know the answer; but no one is now available to supply it.

THE
STAMP
OF
APPROVAL

MAYER & CO.
REAL ESTATE
MANAGEMENT & APPRAISALS
10 EAST 40th ST NEW YORK 16
TELEPHONE MURRAY HILL 8-3840



February 20, 1967

H. R. Harmer, Inc.
6 West 48th Street
New York, N. Y. 10036

Attention: Mr. Bernard D. Harmer

Dear Mr. Harmer:

I must express to you my great satisfaction with the sale of my collection of U.S. Pre-adhesive covers. This collection was a labor of love for me over the past 35 years and the manner in which you prepared the catalogue and accompanying illustrations demonstrates that my years of labor of love and research rubbed off on to you. To prepare the catalogue in such detail, you must have opened and read every one of the letters! On an overall basis I am thoroughly satisfied with the prices realized.

Perhaps now that this auction sale and the results are past history, general collectors will realize the importance of postal history items even though the covers do not have an adhesive stamp affixed.

Sincerely yours,

Edwin Mayer

EDWIN MAYER

EM
mm

My great satisfaction a labor of love thoroughly satisfied

A number of innovations were applied to the production of the auction catalogue of Mr. Mayer's covers sold by Harmers in two sessions on February 17th for \$54,479.50.

The careful detail given to the describing, the widest circulation of the elaborate catalogue, the care applied to detail, and the overall courtesy and attention offered to buyers, are some of the many reasons why vendors, as Mr. Mayer does, express complete satisfaction with an H. R. Harmer auction.

As those who have seen the many Harmer catalogues devoted to Air Post Collections can testify, the expert knowledge available at Harmers is unexcelled in the World.

If you are interested in selling write us for the booklet, "Modern Methods of Philatelic Selling" detailing all the advantages of selling through

H. R. HARMER, INC.

The Professional Auctioneers

6 West 48th Street, New York, N. Y. 10036

(212) PL 7-4460

Sanabria 1966

The World Airmail Catalogue

More than 1300 pages
7500 illustrations!

The new World Airmail Catalogue is now ready. This, the most informative catalogue in the world, has been completely revised and updated. Extras that you will get in the new Sanabria include:

- Illustrations of all face different stamps . . . a help to all collectors and a necessity for Topical collectors.
- Souvenir sheets illustrated and priced.
- Covers listed — of great importance; a stamp on cover can be worth many times more than the same stamp off cover.
- Quantities of stamps issued are given when known.
- Proofs, essays and specimen are listed.
- Many major listings in Sanabria do not appear until much later in other catalogues. Knowing these stamps from the outset can save many times the cost of the catalogue. Examples:

The Italian Colonies 'Servicio di Stato' overprints were listed and priced at \$17.50 each by Sanabria in the 1936 edition of the catalogue. These stamps, now worth \$500.00 each, were not listed by Scott until 1953.

The Scadta surcharges of Ecuador were listed in Sanabria back in 1936; Scott first listed them in 1958.

Chile #1-5, listed in Sanabria in 1936, appeared in Scott in 1948.

The famous Earhart & Sanabria issues of Mexico were first included by Scott in 1956 . . . some twenty years after Sanabria had listed them.

The Air Fund issues of Turkey, in Sanabria since 1937, appeared in Scott for the first time in 1965.

There are more than 750 listings in Colombia alone which are not found in other catalogues. These facts speak for themselves . . . be informed . . . know your stamps.

Order now PRICE \$15.00

Sanabria

Ridgefield, Conn. 06877

Phone: (203) 438-3763