

THE AERO
PHILATELIST ANNALS

* * A QUARTERLY MAGAZINE ON AERO-PHILATELY * *

CONTENTS

UNITED STATES
1918 AIR MAIL ISSUE

Precancels On C1-3 (John R. Boker, Jr.)	85
World's First Air Mail Etiquettes (Widley Rickerson)	100
Washington to New York, May 15, 1918, First Trip Cancellations (Philip Silver)	101
Counterfeit President Woodrow Wilson Autographs On 1918 Covers with C2 and C3 (Henry M. Goodkind)	107

DIRECTORY OF DEALER MEMBERS

FRITZ BILLIG
168-39 Highland Ave.
Jamaica 32, N. Y.

IRWIN HEIMAN
2 West 46th St.
New York 36, N. Y.

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

F. W. KESSLER
500 Fifth Ave.
New York 36, N. Y.

FATOULLAH & LAZAR, Inc.
116 Nassau St.
New York 38, N. Y.

JOHN W. NICKLIN
110 West 42nd St.
New York 36, N. Y.

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

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

GIMBELS STAMP DEPT.
B'way & 33rd St.
New York 1, N. Y.

NICOLAS SANABRIA CO.,
Inc.
521 Fifth Ave.
New York 17, N. Y.

H. R. HARMER, Inc.
6 West 48 St.
New York 36, N. Y.

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

H. E. HARRIS & CO.
108 Mass. Ave.
Boston 17, Mass.

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

HENRI TRACHTENBERG
115, rue Hoche
Ivry, Seine, France

Vol. IX



NO. 4

THE AERO PHILATELIST ANNALS

Henry M. Goodkind, Editor

Philip Silver, Assistant Editor

THE AERO PHILATELISTS ANNALS published quarterly each year by Aero Philatelists, 22 East 35th St., New York 16, N. Y., 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.

UNITED STATES

Precancels On The 1918 Air Mails (C1-3)

By JOHN R. BOKER, Jr.

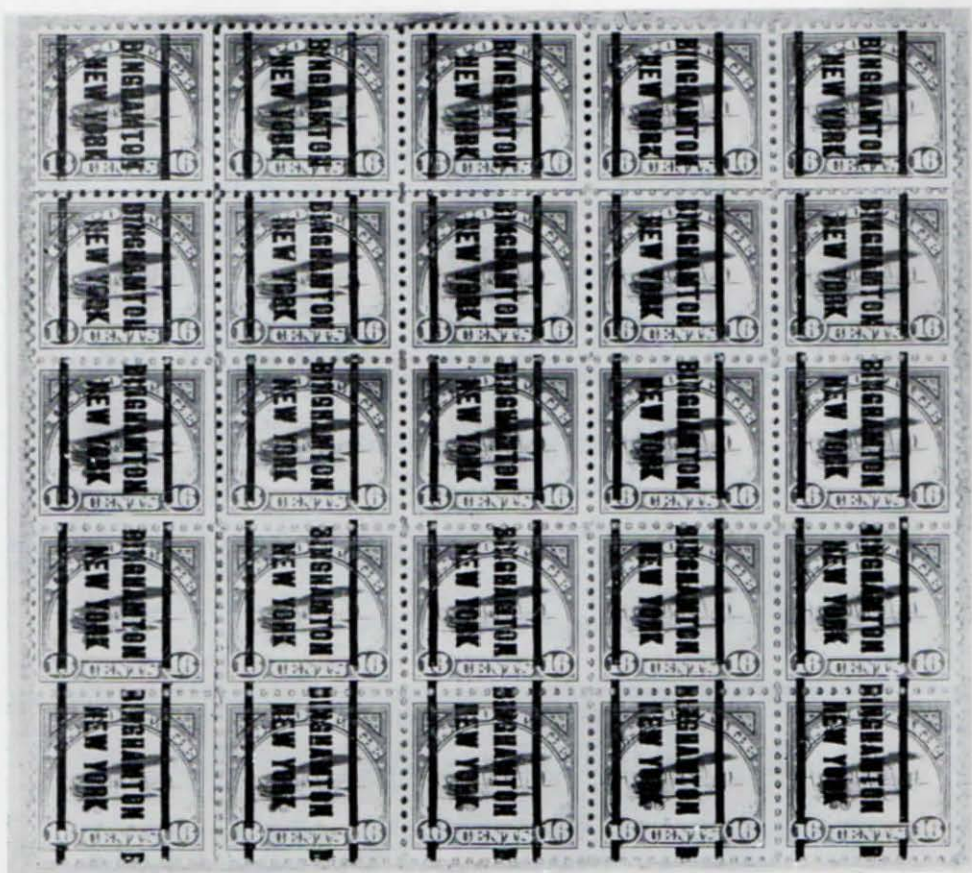
Preface

Most precancelled 1918 air mail stamps were not used on air mail, but later were precancelled to be used up on parcel post because, after the change in air mail rates in 1925, these three denominations, aside from the 6c, were in little demand. The items marked with an asterisk (*) in the list that follows are believed to have been used on occasion, but not exclusively to prepay air mail postage. Newsreel pictures, vaccine, and baby chicks were among the bulkier mailings franked with air mail precancels at that time.

The source of most information concerning precancels on the 1918 air mail issue is: *Hoover Brothers Official Precancel Stamp Catalogue Part I (1940)*. This catalogue has long since been out-of-print. But, while little new is contained in the following list, and while the Hoover catalogue has been used as a base, it is hoped that making this information now available will assist many of today's United States air mail stamp collectors, who extend their interest to include precancels.

It is inevitable that a few precancels may be found on the 1918 issue that are not included in this list, so that a supplementary list may be prepared later if enough new items are reported. Based on the present listing, the following number of post offices are known to have used the three 1918 denominations:

C1-3 PRECANCELS



Block of twenty-five (C2) with P(M) precancel, 100-subject electroplate. Author's collection.
(All photos by A. Boutrelle)

6c	—	148 post offices
16c	—	133 post offices
24c	—	100 post offices

It should be noted that the 24c air mail is disproportionately scarce; that is, for example, a post office known to have used both the 6c and the 24c stamp may have precancelled 80 sheets of the 6c but only two sheets of the 24c. Also, as a general rule, a 24c air mail precancelled is to be valued much higher than a 16c air mail, despite their difference in price as regularly cancelled stamps, where the 16c commands the higher price.

Because of the interest of collectors in the period of the early twenties in precancelled air mails, many postmasters precancelled these three 1918 stamps solely to please collectors. Thus they were not used in the regular course of business. Because so little information is available as to which air mails were precancelled by "favor," the author is drawing on his personal recollection and experience as one of the editors who prepared the aforementioned Hoover Brothers Catalogue. All stamps *believed* to have been "precancelled by favor" are marked with an apostrophe ('). Where a stamp is *known* to have been "precancelled by favor," the fact is noted.

The description of precancelled "types" in the following list has been held

C1-3 PRECANCELS

to what is believed to be the minimum necessary for identification. In general, precancel types are so designed that the name of the town and state are set off with a line or bar above and below. The distinction in terminology is that a "line" is continuous across the plate of handstamp from one subject to another, while "bars" show breaks between each subject. Printed and typeset precancel types usually consist of one hundred subjects (10x10), while multiple subject handstamp precancel types (of the 1912-1930 period) usually were done in twenty-five subjects (5x5) and were obviously applied four times to the sheet of stamps.

To conserve space, the following classification coding has been adopted:

1) Code classifying the precancel types:

- HS(S) — Single subject handstamp
- HS(M) — Multiple subject handstamp
- HS(R) — Multiple subject rubber roller
- P(TS) — Printed typeset — multiple subject
- P(E) — Printed electroplate — multiple subject

2) Code classifying the position of the precancellation:

- | | | |
|--------------|----------------------|--------------------|
| N — normal | N2 — double normal | (NI) — double, one |
| I — inverted | I2 — double inverted | normal, one |
| U — up | U2 — double normal | inverted |
| D — down | D2 — double down | (UD) — double, one |
| | | up, one down |

The position of the precancellation has been noted only in the case of the printed overprints. It may reasonably be assumed that the handstamped overprints often exist in more than one position, but, while formerly valued more

Selling C3a



THROUGH the years we have sold about 40 copies of the 24c invert. One memorable piece was Colonel Green's block of eight with bottom arrow and plate number. It realized \$27,000, a wonderful price in 1944, though it would be worth \$100,000 today. We sold the T. Charlton Henry copy (position 94 with sheet margin) for \$9,200.

Let us handle the sale of your rare airmails and collection. We are specialists in this field.

HARMER, ROOKE & CO., Inc.

560 Fifth Avenue (at 46th St.), New York 36, N. Y.

International Auctioneers of Fine Stamps

C1-3 PRECANCELS

highly by collectors, these varieties today usually sell for about the same price as the normal overprint. However, printed doubles usually deserve and command substantial premiums.

Thanks to the editors of this quarterly magazine, Henry M. Goodkind and Philip Silver, for supplying stamps for illustration.

Listing

(The list is arranged alphabetically by states and then by towns. This is the system that has come to be adopted by almost all precancel catalogues.)

ALABAMA

Florence — HS(M) — 6

ARIZONA

Globe — HS(M) — 24

CALIFORNIA

Alameda — P(E) — 16U*, 16D*

Beaumont — HS(M) — 6 (Bars above and below town name)

HS(S) — 6, 16, 24 (No lines or bars above or below town name)

Chico — HS(M) — 6, 16, 24

El Centro — HS(M) — 6, 16, 24

Fresno — HS(M) — 6, 16, 24 (Letters approximately 2½mm high)

HS(M) — 6, 16, 24 (Letters approximately 4mm high)

Los Angeles — P(E) — 6D*, 16U*, 16D*, 24U*, 24D*

Madera — HS(M) — 6, 24 (Error "MADEDA" on 19th subject of 25)

Marysville — HS(M) — 6, 16, 24

Napa — P(TS) — 16U*, 16D* (Minor typesetting varieties exist)

HS(M) — 16*

San Perdo — HS(M) — 16, 24

Santa Cruz — HS(M) — 16*

Santa Monica — HS(M) — 6

Stockton — P(E) — 16U

HS(M) — 6, 16, 24 (Capital and lower case letters between lines)



HS(M) 25 subject handstamp

HS(M) — 16, 24 (All capitals between bars)

Van Nuys — HS(M) — 16

COLORADO

Canon City — HS(S) — 6', 16', 24'

Golden — HS(M) — 6, 16, 24

La Junta — HS(M) — 6', 16', 24'

Pueblo — HS(M) — 6, 16, 24

Trinidad — P(E) — 6N', 16N', 24N'

Walsenburg — HS(M) — 6

Scott Makes Publishing History!

**ANNOUNCING THE 1962 EDITION
OF SCOTT'S
INTERNATIONAL AIR POST ALBUM**

- Covers 1955 (from last edition) to mid-1961.
- Lists not only regular air mail stamps but also stamps connected with aviation, special flights, etc.
- For each stamp listed gives date of issue, purpose of issue, and watermark.
- The most detailed specialty album published for air mail stamps. Scott quality throughout.

AVAILABLE AT ALL SCOTT DEALERS BY DEC. 15

SCOTT'S INTERNATIONAL AIR POST ALBUM

PRICE INFORMATION

Complete 5-volume Air Post Album.....	\$75
Complete Air Post Album—pages only.....	55
Supplement #17 in 2 #3 Air Post binders.....	30
Supplement #17—pages only.....	22

**LOOK TO SCOTT FOR THE BEST! OVER 90 YEARS OF
DEVOTED SERVICE TO SERIOUS COLLECTORS THE WORLD OVER.**

SCOTT PUBLICATIONS, INC.

A Division of Esquire, Inc., 461 Eighth Avenue, New York 1, N. Y.

C1-3 PRECANCELS

CONNECTICUT

- Bridgeport — HS(M) — 6*, 24* (Capital and lower case letters between lines)
HS(M) — 6*, 16*, 24* (All capitals between bars)
Canaan — HS(M) — 6', 16', 24' (Closed "C" in "Canaan")
HS(M) — 6', 16', 24' (Open "C" in "Canaan")
Derby — HS(M) — 6', 16'
Hartford — P(E) — 6N*
Norwich — HS(M) — 6, 16
Winsted — HS(M) — 6

FLORIDA

- Ruskin — HS(M) — 6, 24 (Precancelled by "favor")

GEORGIA

- Atlanta — P(E) — 6D, 24U (Heavy serified capitals between bars)
P(E) — 6N, 6I, 6N2, 6(NI) (Heavy gothic capitals between bars)
P(E) — 6N, 6I, 6N2, 6(NI)', 6(ND)', 6(ID)' (Light serified capitals between bars, "ATLANTA" 14mm long, smaller than the above types)
Covington — HS(M) — 6
Union City — P(E) — 6U*, 6D*

IDAHO

- Boise — HS(M) — 6

ILLINOIS

- Champaign — P(E) — 6U, 6D
HS(M) — 16, 24
Chicago — P(E) — 16U, 16D2
HS(M) — 6, 16 (Received by mailorder concern as remittances and precancelled by it)
De Kalb — P(E) — 6D
Galesburg — HS(M) — 6', 16', 24'
Granite City — HS(M) — 6'
Greenville — HS(M) — 16
Herrin — HS(M) — 6', 16', 24'
Hindsboro — P(TS) — 16N, 16I, 16U, 16D (Spelled "Ill."; the error of setting "Hindbsoro" exists; frequency and position on plate unknown)
P(TS) — 16N, 16I (Spelled "Illinois")
Peoria — P(E) — 6N, 6N2, 6D, 16N, 16I, 16D
Techy — HS(M) — 16, 24 (Heavy serified capitals between bars)
HS(M) — 6', 16', 24' (Small gothic capitals between lines, "TECHNY" 10½mm long, "ILL." abbreviated, comma after "TECHNY"; the most often seen precancel type from this town; while most were precancelled by "favor", many were used in the regular course of business)
HS(M) — 6, 16 (Small gothic capitals between lines; "TECHNY" 17mm long; "ILLINOIS" spelled in full)
HS(M) — 6, 16, 24 (Small gothic capitals between lines, "TECHNY" 13mm long; spelled "ILL.")
Zion City — P(TS) — 6N, 6I

CL-3 PRECANCELS

INDIANA

Gaston — P(E) — 16N, 16U, 16D
Logansport — HS(M) — 6
Nobelsville — HS(M) — 6

IOWA

Anamosa — P(TS) — 16N (Many minor typesetting varieties exist)

Multiple subject, rubber roller.



Des Moines — HS(R) — 16*
Grinnell — HS(M) — 6', 16', 24'
Maquoketa — HS(M) — 6
Marshalltown — HS(M) — 6, 24
Mount Vernon — HS(M) — 6
Ottumwa — P(E) — 16U*

KANSAS

Fort Scott — HS(M) — 6, 24
Girard — HS(M) — 6
Manhattan — HS(M) — 6, 16

We are philatelic auctioneers
and specialize
in providing
a competitive market
for stamp collections
and other philatelic properties

Over 30 years experience
assures the maximum
in results

Your inquiry is welcome

IRWIN HEIMAN
INC.

Serving American Philately Since 1926

2 WEST 46th STREET NEW YORK 36, N.Y.

ROOM 708



Tel.: JU 2-2393

C1-3 PRECANCELS

Newton — HS(M) — 16*
 Osborne — HS(M) — 16
 Salina — HS(M) — 6
 Wichita — HS(M) — 6, 16, 24

KENTUCKY

Louisville — P(E) — 16N, 16I

LOUISIANA

Mer Rouge — HS(M) — 6', 16', 24'
 Monroe — HS(M) — 6', 16', 24 (Thin round letters)
 HS(M) — 6' (Heavy letters)

MAINE

Bangor — HS(M) — 6

MARYLAND

Cumberland — HS(M) — 6, 16, 24



Typeset. Number of subjects unknown.
 Maryland inverted.

P(TS), probably 50 subject.
 Inverted overprint.

Federalsburg — HS(M) — 6, 16 (Large serified capital and lower case letters)
 HS(M) — 6, 16, 24 (Small non-serified capital and lower case letters)
 P(TS) — 6N, 6U, 16N, 16U, 24N, 24U (Small gothic capitals between bars, "MARYLAND" in larger letters than "FEDERALSBURG")
 P(TS) — 6U, 6D, 16U, 16D, 24U, 24D (Small gothic capitals 2mm high, between bars)
 P(TS) — 6N, 6I, 6N2, 16N, 16I, 24N, 24I (Small gothic capitals 3mm high, between bars)
 P(TS) — 24N (Large gothic capitals between bars; three sizes of type exist, as well as setting errors "FFDERALSBURG" and "FEDERALSBUBG")

Note: In all of the four typeset precancel types listed above, examples are known with the town name normal and the state name inverted, as well as with the state name above and the town name below. These errors were made intentionally.)

Hagerstown — HS(M) — 6, 16, 24
 Salisbury — HS(M) — 16

MASSACHUSETTS

Boston — P(E) — 6N, 6I, 6N2, 6I2, 6U, 6D, 6U2, 6D2, 16U, 16D, 16U2, 16D2, 24U, 24D, 24D2, 24D3
 HS(M) — 6, 16, 24

C1-3 PRECANCELS



HS(M), 25 subject handstamp



HS(M), 25 subject handstamp

Dalton — HS(M) — 24

Leominster — HS(R) — 6, 16

Milford — HS (M) — 6, 16

Newburyport — HS(M) — 6

Northampton — HS(M) — 6, 16, 24 (Large capital and lower case letters
between lines)

HS(M) — 6 (Small capital and lower case letters between lines, spelled “Northhampton”; also exists with the error “Northfiampton”)

HS(M) — 6, 16, 24 (Small capital and lower case letters
between lines, spelled “Northampton”)

Norwood — HS(M) — 6

Palmer — HS(M) — 6, 16



P(E) 100 subject electroplate. Double print

MICHIGAN

Albion — HS(M) — 6 (Exists in three slightly differing styles of precancel-
lation, each consisting of gothic capitals between
bars)

Detroit — P(E) — 16D*, 24D* (Serifed capitals between bars)

P(E) — 6N*, 6I*, 6U*, 6D*, 16U*, 16D*, 24U*, 24D* (Large gothic capitals between bars)

Flint — HS(M) — 6, 16, 24 (Comma after “FLINT”)

HS(M) — 6 (No comma after "Flint"; the error "WICH." occurs once on this 25 subject handstamp)

Hartford — HS(S) — 24

Jackson — HS(S) — 16

$$\text{Paw Paw} - \text{HS}(\text{M}) = 6, 16$$

Pontiac — P(E) — 6U*

C1-3 PRECANCELS

MINNESOTA

Brainerd — HS(M) — 6, 16, 24 (The error "BRAINFRD" occurs on the 16th subject of 25)

Duluth — P(E) — 6U

Mabel — HS(M) — 16'

Minneapolis — P(E) — 16D ("MINNEAPOLIS" in non-serifed capital and lower case letters, "MINN" in serifed capitals; between lines)

P(E) — 16U (Gothic capitals between bars)

P(E) — 6U, 6D, 16U, 16D (Gothic capitals, same as above, but bar *at top only*)

Morris — HS(M) — 6

St. Cloud — HS(M) — 6, 16 (Small capital and lower case letters between lines)

HS(M) — 16 (Large capital and lower case letters between lines)

St. Paul — P(E) — 6N, 6I, 6U, 6D, 6D2, 16U, 16D, 24N, 24I, 24U, 24D

HS(M) — 6, 16, 24 (Received by mail-order firm as remittances and precancelled by it)

Virginia — HS(M) — 6

Willmar — HS(M) — 6

MISSOURI

Bonne Terre — HS(M) — 6, 16, 24

Excelsior Springs — HS(M) — 6 (Two similar types, differing principally in the thickness of the letters, were used)

Kansas City — P(E) — 6N*, 6U*, 6D* (Between bars; "MO.")

P(E) — 6D* (Between lines; "MISSOURI")

St. Louis — P(E) — 16D, 24U



P(E), 100 subject electroplate



P(E) 100 subject electroplate

NEBRASKA

Clay Center — P(E) — 16N, 24N

Kearny — HS(M) — 16

McCook — HS(M) — 6', 16', 24' (One subject of twenty-five reads "NeCook")

Norfolk — HS(M) — 6

Omaha — P(E) — 16U, 24U, 24D

NEVADA

Reno — HS(M) — 24

NEW HAMPSHIRE

Claremont — P(E) — 6U', 6D', 16U', 16D', 24U', 24D'

HS(M) — 6', 16', 24' (Capital and lower case letters between lines)

C1-3 PRECANCELS

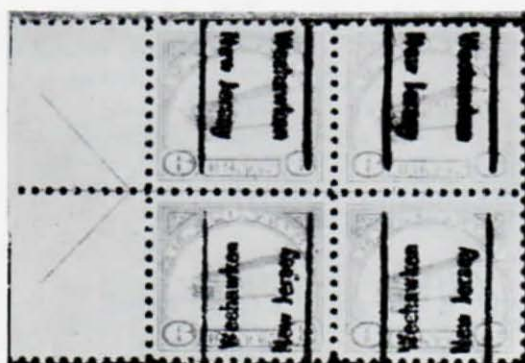
- HS(M) — 6', 16', 24' (Small gothic capitals between bars)
 Exeter — HS(M) — 6', 16'
 Franklin — HS(M) — 6', 16'
 Keene — HS(M) — 16, 24
 Plymouth — HS(M) — 6', 16', 24' (Two very similar types of serified capital and/or lower case letters between lines exist)
 HS(M) — 16' (Non-serified capital and lower case letters between lines)
 HS(M) — 6', 24' (Small gothic capitals between bars)
 Tilton — HS(M) — 6', 16', 24' (Small gothic capitals between thin lines)
 HS(M) — 6', 16', 24' (Small gothic capitals between thick lines)

NEW JERSEY

- Arlington — HS(M) — 6', 24'
 Camden — HS(M) — 6
 East Orange — HS(M) — 6', 16', 24' (Staggered inscription of small serified capital and lower case letters between thick lines)
 HS(M) — 6', 16', 24' (Small gothic capitals between bars)
 Frenchtown — P(E) — 6D*, 16U*, 16D*
 Hoboken — P(E) — 6U
 Jersey City — P(E) — 6N, 6I, 6N2, 6I2, 16N, 16D, 16U2, 24N, 24I, 24D
 Montclair — P(E) — 6U, 6D, 16U, 16D, 24D (A striking appearing electroplate with the town name enclosed in a circle)
 Morristown — HS(M) — 6', 16', 24'
 New Brunswick — HS(M) — 16, 24
 Paterson — HS(M) — 6
 Rahway — HS(M) — 6, 16, 24 (Small serified capital and lower case letters in a staggered inscription between thick lines)
 HS(M) — 6, 16 (Large thin gothic capitals between lines)
 Sommerville — HS(M) — 6', 16', 24'
 Weehawken — HS(M) — 6', 16', 24' (Small non-serified capital and lower case letters between lines; state name spelled in full)
 HS(M) — 16', 24' (Small gothic capitals between bars)
 West Hoboken — HS(M) — 6

NEW YORK

- Binghamton — P(E) — 16U*, 16D*



HS(M) 25 subject handstamp



HS(R) 5 subjects

C1-3 PRECANCELS

Brooklyn — HS(M) — 16, 24
Buffalo — P(E) — 6U*, 6D*, 24U*, 24D*
Dunkirk — HS(M) — 16*
East Syracuse — HS(M) — 6
Elmira — HS(M) — 6, 16, 24 (An error "ELWIRA" exists on one subject in 25)
Glens Falls — HS(M) — 6, 24 (Capital and lower case letters between lines)
 HS(M) — 6, 24 (Small gothic capitals between bars)
Hempstead — HS(M) — 6', 16', 24'
Maryknoll — HS(M) — 6, 24
New York — HS(R) — 6, 16, 24 (Illustration page 95)
Troy — HS(M) — 6, 16, 24
Watertown — HS(M) — 6
Watervliet — HS(M) — 6', 16', 24' (No lines or bars)

NORTH DAKOTA

Grand Rapids — HS(M) — 16

 $HS(S)$

HS(M), 25 subject handstamp



OHIO

Bowling Green — HS(M) — 16, 24
Cincinnati — P(E) — 16U, 16D
Defiance — HS(M) — 6, 16
East Liverpool — HS(M) — 6', 16', 24'
Marion — HS(M) — 16
Medina — HS(S) — 6, 16, 24 (Large gothic capitals; no bars or lines)
 HS(M) — 24 (Small gothic capitals between bars)
New Washington — HS(M) — 16
Norwalk — HS(M) — 6
Tiffin — HS(M) — 24
Toledo — HS(M) — 16, 24

OKLAHOMA

Cushing — HS(M) — 6
Nowata — HS(M) — 6
Ponea City — HS(M) — 6'

OREGON

Portland — P(E) — 16N, 16D

PENNSYLVANIA

Bedford — HS(M) — 6, 16, 24 (Between bars)
 HS(M) — 6, 16, 24 (Between lines)
 Chester — HS(M) — 6', 16', 24'
 Conshohocken — HS(M) — 6
 Corry — HS(M) — 6, 24 (Tall capitals between thick lines; spelled
 "PENN'A")
 P(E) — 6U, 16U, 24D
 HS(M) — 24 (Tall gothic capitals between lines; spelled "PA.")

C1-3 PRECANCELS



P(E), 100 subject electroplate



P(E) 100 subject electroplate

Easton — P(E) — 6N, 16N, 16U, 16D
 Harrisburg — P(E) — 16U, 24D
 Kittanning — HS(M) — 6', 16', 24'
 Lebanon — HS(M) — 6
 Philadelphia — P(E) — 16U*, 16D*, 16D2*, 24U*, 24D*
 Pittsburgh — P(E) — 6N*
 Shamokin — HS(M) — 6
 Troy — HS(M) — 16

RHODE ISLAND

Pawtucket — HS(M) — 16
 Westerly — HS(M) — 6

SOUTH DAKOTA

Watertown — HS(M) — 16

TENNESSEE

Chattanooga — P(E) — 6U', 6D', 6U2', 16U', 16D', 16U2', 24U', 24U2'
 Cleveland — HS(M) — 6', 16'
 Knoxville — P(E) — 6U, 6D, 16U, 16D, 24U, 24D, 24U2, 24D2 (Precancelled by favor)
 Memphis — P(E) — 16U (Large gothic capitals between bars)
 P(E) — 6D, 16D (Small serified capitals between bars)

TEXAS

Austin — P(E) — 16U, 16D
 HS(M) — 6, 16
 Beaumont — HS(M) — 16, 24
 Fort Worth — HS(M) — 6 (Small gothic capitals; lines 13mm apart)
 HS(M) — 6 (Small gothic capitals; bars 10mm apart)
 HS(M) — 6, 16, 24 (Capital and lower case letters between lines)
 HS(M) — 16, 24 (Capital and lower case letters between bars)
 Houston — P(E) — 16U, 16D, 24D (Illustration page 99)
 San Antonio — HS(M) — 6, 16, 24
 P(E) — 16D

HARRIS

U.S.A.

CATALOG

★ ★ ★

**HUNDREDS OF VERY
LATEST PRICE CHANGES!**

160 PAGES • NEARLY 2000 ILLUSTRATIONS

New U.S. & B.N.A. Catalog — containing hundreds of important price changes — is a must for every collector. Compiled by experts of the world's largest stamp firm, this new Harris FIRST 1962 Edition contains 160 large pages with nearly 2000 clear illustrations. You'll find all major U.S. Postage and Air Mail issues fully illustrated and priced . . . plus Special Delivery, Parcel Post, Envelope Squares, Postal Cards, Telegraphs, Savings Stamps, Officials, Revenues, Postage Dues . . . AND a big specialty section featuring plate number blocks, first day covers, Americana, and others. Also illustrates and prices United Nations, British North America, and U.S. Possessions. EXTRA . . . Complete U.S. Stamp Identifier — a valuable section that quickly indicates the difference between rare and common look-alike stamps. ALL this and more in one BIG catalog for only 35¢! Mail handy order

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

HARRIS FIRST 1962 EDITION — U. S. & B.N.A.
Catalog contains hundreds of price changes and includes:

- All major U. S. Postage and Airmail issues . . . PLUS Special Delivery, Parcel Post, Envelope Squares, Postal Cards, Telegraphs, Savings Stamps, Officials, Revenues, Postage Dues.
- Popular specialties such as mint position blocks, plate number blocks, mint sheets, perforated coils, booklet panes, first day covers, and other items.
- Complete illustrated listings of U. S. Possessions, Confederate States, United Nations and British North America.
- Big "Americana" section — postal tributes to the United States, on foreign stamps.
- U. S. Stamp Identifier — fully illustrated booklet. Use it to check your own collection for valuable hidden stamp treasures!

AMERICA'S MOST WIDELY-USED U. S. CATALOG



FIRST 1962 EDITION 35c

MAIL THIS COUPON NOW!

H. E. HARRIS & CO.

Catalog Dept. Boston 17, Mass.

Please RUSH me, postfree, the all-new First 1962 Edition of your 160 page catalog, UNITED STATES STAMPS, U.S. POSSESSIONS & BRITISH NORTH AMERICA, including the U.S. Stamp Identifier, etc. I am enclosing 35c.

Name _____

Address _____

City & State _____

C1-3 PRECANCELS

Smithville — HS(M) — 6

P(E), 100 subject electroplate



VERMONT

Barre — P(E) — 6N, 6I, 16N, 16I, 24N
 Bristol — HS(M) — 6, 24
 Essex Junction — HS(M) — 6', 16', 24'
 Montpelier — HS(M) — 6', 16', 24'
 Newport — HS(M) — 6', 16', 24'



HS(M) 25 subjects



HS(S)



P(E) electroplate, probably 100 subjects.

Richford — HS(M) — 6', 16', 24'
 HS(S) — 6', 16', 24' (No bars or lines, usually reading diagonally)
 Saint Albans — HS(M) — 6', 16', 24'
 Saint Johnsbury — HS(M) — 6', 16', 24' (All capitals between double lines; inner lines 13mm apart)
 HS(M) — 6', 16', 24' (Capital and lower case letters between single lines 13mm or 14mm apart; error "Jonnsbury" exists; position and frequency unknown; inscription in two lines)
 HS(M) — 6', 16', 24' (Capital and lower case letters between double lines; three line inscription)

WASHINGTON

Bellingham — HS(M) — 24 (Small gothic capitals between bars)
 HS(M) — 16, 24 (Capital and lower case letters between lines)
 Olympia — P(E) — 6I', 16I', 24I'
 Tacoma — P(E) — 16D, 16D2

WEST VIRGINIA

Fairmont — HS(M) — 6, 24

C1-3 PRECANCELS — ETIQUETTES

WISCONSIN

- Ashland — HS(M) — 6
Delavan — P(E) — 6D
La Crosse — P(E) — 6N, 6I, 6U, 6D, 16N, 16U, 16D
Oshkosh — HS(M) — 24
Superior — P(E) — 6U, 6D, 16U, 16D, 24U, 24D (Gothic capitals between lines) (See Illustration page 99)
P(E) — 6U, 6D (Serifed capitals between bars)

WYOMING

- Casper — HS(M) — 6', 16', 24'
Cheyenne — HS(M) — 6', 16', 24'
Garrett — HS(M) — 6, 16, 24 (Precancelled by favor)
Sheridan — HS(M) — 6', 16', 24'

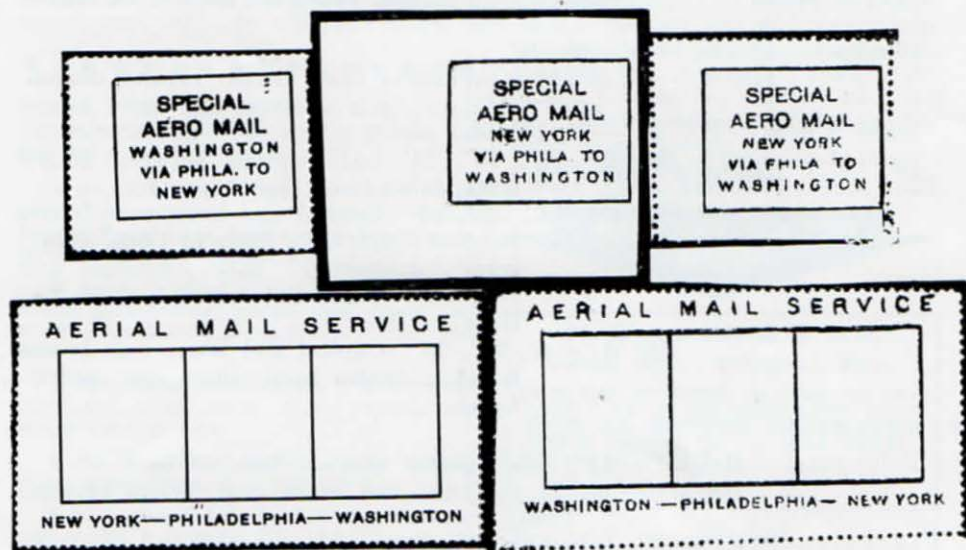
Letter To The Editor

World's First Air Mail Etiquette

I was interested in the article in the October 1961 number, the "World's First Air Mail Etiquette," by editor, Henry M. Goodkind. It may interest you to know that this gummed etiquette came in two colors — a gray blue and a salmon pink.

Furthermore, there are two distinct types. One, the same as your illustration, "New York via Philadelphia to Washington," comes both perforated and imperforated (see illustrations).

(Continued on Page 112)



(Top row; left to right): Washington Via Phila to New York perforated, New York via Phila to Washington imperforated and the same perforated. (Bottom row) Both the New York-Philadelphia-Washington and the Washington-Philadelphia-New York perforated, but these are not shown imperforated. All of the above etiquettes came in two colors.

UNITED STATES

Washington to New York, May 15, 1918

First Trip Cancellations

Originally Only 4 Type Cancels Known

In the October, 1958 issue of the *AERO PHILATELIST ANNALS* (Volume VI, Number 2) the writer presented for the record a hitherto uncatalogued cancellation variety on a May, 1918, *FIRST TRIP* cover on the newly established air mail route between Washington and New York. This cancellation reads "MAY/15/ 4PM/ 1918." Previous to the time this discovery was made, only four known types of cancellations used on this flight had been catalogued in "the American Air Mail Catalogue," as follows:

1. MAY/15/1918/FIRST TRIP
2. MAY/15/10AM/FIRST TRIP
3. MAY/16/1918
4. MAY/16/1918/FIRST TRIP

Of these four types, only the last was considered to be an error, the words "*First Trip*" having been included by mistake to a small number of covers, perhaps six in all, when mail was picked up on May 16, 1918. The writer and Mr. Henry M. Goodkind have written at some length about the events of May

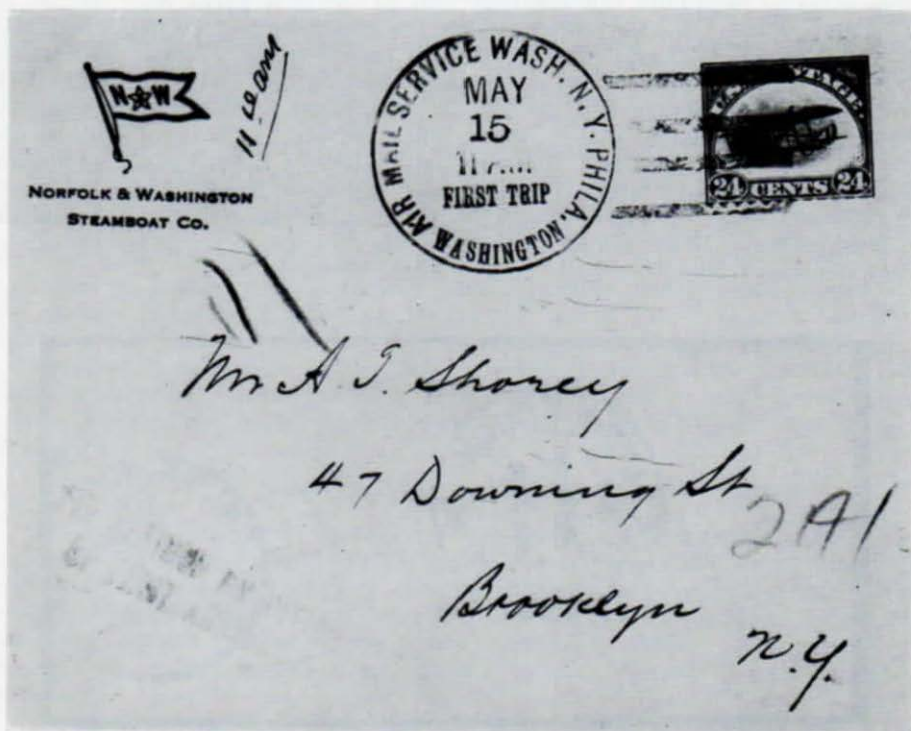


Fig. 1. MAY/15/11AM/FIRST TRIP cancellation. (Henry M. Goodkind collection.)

WASHINGTON - NEW YORK CANCELS

15, 1918 when the north-bound plane, piloted by Lt. Boyle was forced down at Waldorf, Maryland, and the mail was returned to Washington to be flown out on the next day, May 16th. Contrary to some published reports that this mail was sent by train to New York on May 15th, the writer feels enough has been written by Mr. Goodkind and himself to prove that all the mail, that of the 15th as well as the 16th, was flown from Washington to New York on May 16, 1918.

3 New Type Cancels Found

In the April, 1960 issue of this magazine (Volume VII, Number 4) as if in answer to our query in our October, 1958 article whether any other similar covers existed in United States air mail collections in this country or abroad, Mr. Goodkind reported on still another new type of May 15, 1918 cancellation discovered by him. This reads *MAY/15/7PM/1918*.

In the intervening one and one-half year period since the April, 1960 article was published, three additional types of May 15, 1918 covers from Washington have been found. To the writer's knowledge, none of them have ever been recorded. The cancellations on these covers read:

MAY/15/11AM/FIRST TRIP (Fig. 1.)

MAY/15/3PM/1918 (Fig. 2.)

MAY/15/6PM/1918 (Fig. 3.)

Departure Time Very Important

Subsequent to the discovery of these additional new cancels and, after much discussion and study, it was decided to make a review and re-appraisal of all the Washington to New York cancellations used on the first flight with the 24c air mail stamp, Scott C3. For this purpose, the chronology of events, which took place on May 15, 1918 and May 16, 1918, is considered of extreme importance. For some of these events, we are in possession of recorded facts; for others, however, educated conjecture will have to be substituted from philatelic evidence. From all this, conclusions will be drawn and a tentative type listing will be prepared, which it is hoped will find acceptance by the large body of collectors specializing in United States air mail stamps and their postal history. But, let it be stressed again that these several types of cancellations will apply only to the Washington to New York leg of the first flights. There are no known cancellation varieties from either New York nor Philadelphia.

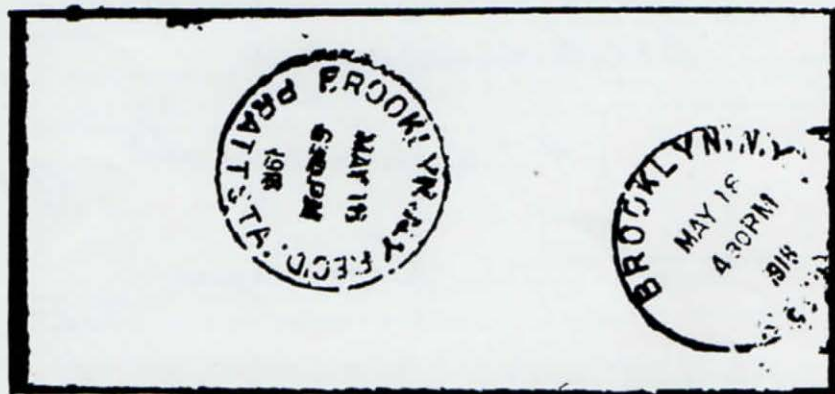


Fig. 1A The backstamps on Fig. 1 cover.

WASHINGTON - NEW YORK CANCELS



Fig. 2. MAY/15/3PM/1918 cancellation. (Author's collection.)

The northbound flight from Washington to New York was scheduled to leave from the Polo Grounds at Potomac Park in Washington, D. C. at 11:30 a.m. The pilot was Lt. George Leroy Boyle, flying Curtiss "Jenny" No. 38262. The time is important. Mr. Benjamin B. Lipsner in his book "From Jennies to Jets" states that the scheduled take-off was 10:30 a.m., one hour earlier. Yet, the newspaper, "The Philadelphia Record" of May 16, 1918 published the flight schedule set up by the U. S. Post Office Department which indicates the flight was scheduled to leave at 11:30 a.m. Also, the Post Office Department had announced that the Washington mails would close at 10:30 a.m. Another newspaper, the "Philadelphia Evening Public Ledger" of May 15, 1918 states that the mail was delivered at the field in a U. S. Post Office automobile truck, arriving at 11:10 a.m. The "Philadelphia Evening Bulletin" of May 15, 1918 carried a report that the first letter was placed in the mail pouch for New York by President Woodrow Wilson at 11:21 a.m. Also, most newspapers of May 15th or May 16th in our possession report the take-off at 11:47 a.m., seventeen minutes behind schedule. Some reports give 11:46 a.m. as the take-off time.

From all these newspaper accounts, it would appear that *the scheduled hour of departure from Washington was 11:30 a.m. not 10:30 a.m.* Since the mails closed at 10:30 a.m., as previously indicated, one is now in a position to evaluate the various types of cancellations.

10 A. M. and 11 A. M. Cancels

The normal cancellation intended for use on the flight is the one which reads *MAY/15/1918/FIRST TRIP*. This is the one found on almost all May 15th covers. Most likely, most of these cancellations were applied at least one day in advance of the scheduled flight. Mr. W. T. Robey, for example, in his memoirs concerning his purchase of the sheet of inverts, states that he had gone to the post office on May 14th to buy stamps so that he could send souvenir covers to his friends.

But, how did the next type, the one reading *MAY/15/10AM/FIRST TRIP* come about? If the Washington mails did, in fact, close at 10:30 a.m., and this

WASHINGTON - NEW YORK CANCELS

seems to be borne out by reports of the arrival of the U. S. Post Office truck at the flying field at 11:10 a. m., then this second type of cancellation will also have to be considered a normal one, not an error. 10 a. m. covers were expected to leave on the scheduled flight and the words *FIRST TRIP* would, of necessity, be included on such mail. Why "10AM" was substituted for the year "1918" is a matter for conjecture. The writer surmises that all mail received at the post office between 10 a. m. and 10:30 a. m., the closing time, received the hour slug marking in place of the date perhaps to indicate the actual time of cancellation on all last-minute mail prior to the time of departure. There cannot have been much mail since the "10AM" cancellation is not common. But, regardless, the words *FIRST TRIP* were included because these covers were expected to leave on the 11:30 a. m. plane to New York and Philadelphia.

If the theory outlined in the preceding paragraph is tenable, this would explain the "11AM" cancellation shown in Figure 1. All covers received at the post offices in Washington on May 15, 1918 after the closing hour of 10:30 a. m. bear one thing in common: *the hour slug in lieu of the year slug "1918"*



Fig. 2A The backstamps on Fig. 2 cover.

Errors, Varieties and Airmails

For 30 years we have been specializing in all unusual items: Errors, Varieties, etc., regardless as to whether they are or are not listed.

Now we have on hand a very large selection of Airmails U. P. U., U. N., Inverted Centers, Sports, Topicals, Miniature Sheets, De Luxe Sheets, Proofs, Die Proofs, Rotary, etc., etc.

We have oddities and unusual items from many different countries as:—

Albania Abyssinia, Belgium, Brazil, Canary Islands, Colombia, Congo, Croatia, Czechoslovakia, Danzig, Ecuador, Epirus, Far East, France & Colonies, Greece, Georgia, Honduras, Iceland, Ifni, Iran, Italy & Colonies, Latvia, Liberia, Lithuania, Monaco, Nicaragua, Paraguay, Poland, Romania, Russia, Saar, Salvador, Scadta, Spain & Colonies, Tangier, Tanna Touva, Uruguay, Venezuela.

We will gladly make up special offers or selections on approval.

Please write countries, price range and specialties. (Usual references, please).

We are also always buyers of similar material.

S. SEREBRAKIAN, Inc.

P. O. Box 448

Monroe, N. Y.

WASHINGTON - NEW YORK CANCELS

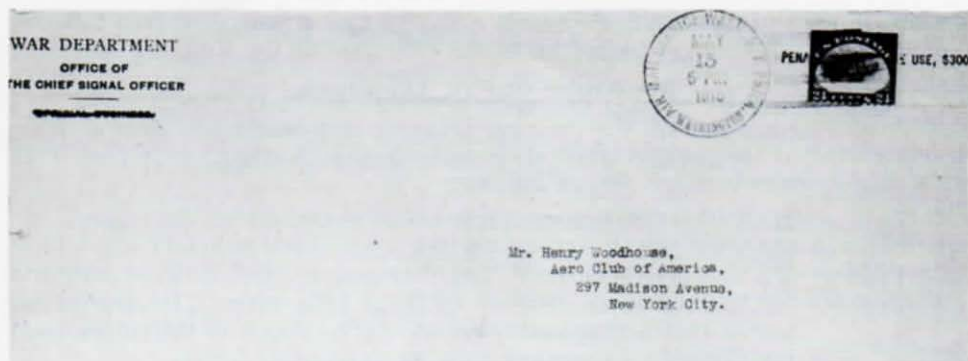


Fig. 3. MAY/15/6PM/1918 cancellation. (Edward P. Bender collection.)

on the third line. The year slug on these covers has been dropped to the fourth line of the cancellation. Actually, since the mail had already left for the field at 10:30 a. m., *no covers received at a post office after that time could have been expected to fly on the first flight.* Therefore, the words *FIRST TRIP* should have been eliminated and their inclusion on cover was in error. The clerk apparently neglected to remove the words *FIRST TRIP* from the fourth line and substituted the year slug 1918 instead. Thus, the cancellation on the cover shown in Fig. 1 must be considered a genuine error.

Covers Mailed After 10:30 A. M.

Apparently this oversight was rectified on covers mailed later in the day. Mail continued to be deposited and picked up on the afternoon of May 15th. It is probable that very few such covers were mailed then, because the flight was already supposed to have taken place. Hence, covers mailed on the afternoon of May 15th would have had no chance to be sent on the first flight. Lt. Boyle, according to all published newspaper accounts, was forced to descend at Waldorf, Maryland at 12:05 p. m., less than an hour after he had taken off. Although Boyle telephoned the news of his mishap to his superiors immediately thereafter, it is unlikely that the public was made aware of this until much later in the day. This would account for the scarcity of mail deposited on the 15th after the plane had taken off. To date, only four such covers have been found: the writer's 4PM cover written up in the October, 1958 *AERO PHILATELIST ANNALS*, Mr. Goodkind's 7PM cover reported by him in the April, 1960 article and the 3PM and 6PM covers shown here in Figures 2 and 3 respectively. There is one thing all these covers have in common: they all have a four-line cancellation, the month MAY being on the first line, the date 15 on the second line, the hour 3PM, 4PM, 6PM or 7PM on the third line and the year 1918 on the fourth line. By this time, the words *FIRST TRIP* apparently had been removed from the canceller.

May 16, 1918 Covers

When it was decided to fly the mail out on May 16th, notice was apparently given to the public of this intention. This would account for the large quantity of May 16, 1918 covers — 1,300 in number — which are generally conceded to have been flown on the 16th. However, most of this mail is cancelled either in three lines MAY/16/1918 or in four lines MAY/16/(hour)/1918. The few May 16, 1918 covers which received the *FIRST TRIP* cancellation are, again, genuine errors, caused when a clerk neglected to remove the *FIRST TRIP* slug from the cancelling device. Naturally, this thesis is tenable only if more than one cancel-

WASHINGTON - NEW YORK CANCELS

ler was in use since, as noted, the words *FIRST TRIP* already had been removed from May 15, 1918 covers picked up in the afternoon of the 15th.

New Listing Of First Trip Cancels

Accordingly, based on the theories, evidence and conclusions drawn above, a new listing of the various types of cancellations on Washington to New York first flight covers is called for, as follows:

- Type 1* MAY/15/1918/FIRST TRIP
- Type 2* MAY/15/10AM/FIRST TRIP
- Type 3* MAY/15/11AM/FIRST TRIP (Error)
- Type 4* MAY/15/3PM or 4PM or 6PM or 7PM/1918. (It may be expected that perhaps other covers will be found in the future bearing different hours than these.)
- Type 5* MAY/16/1918/FIRST TRIP (Error)
- Type 6* MAY/16/1918
- Type 7* MAY/16/(hour)/1918. (The writer has seen "9AM" and "10AM" cancellations of this type.)

Mr. Goodkind called the writer's attention to an interesting matter. Most all of the covers listed above are commercial. First Trip May 15, 1918 covers prepared in advance by stamp collectors or dealers have the normal (Type 1) May 15th cancellation.

To come within this type of cancellation listing, a cover must actually have flown on the flight from Washington to New York on May 16, 1918 and be backstamped at New York on the same date. Most covers seen bear either a 4 p. m. or 5 p. m. backstamp at New York, or 4:30 p. m. backstamp at Brooklyn. There are some covers flown to New York which failed to receive a backstamp, probably due to an oversight. But, if the cancellation at Washington is May 15th, they undoubtedly flew.

A cover cancelled May 16, 1918 at Washington should have a backstamp to prove that it actually was carried on the flight. The flight on May 16, 1918 took off at 11 a. m. Therefore, covers received after approximately 10 a. m. on that date would have had little chance to be sent to the airfield in time. This poses an interesting thought. If mail was deposited on May 16, 1918 and was received too late to catch the flight to New York on that day, how did it finally get to New York? There was only one flight daily according to U. S. Post Office Department announcement; therefore, such mail must have been sent by train unless it was kept over for the next day's flight.

The writer has seen many May 16, 1918 covers; all of them were backstamped properly to indicate they were flown. It would be interesting to see if any May 16, 1918 covers from Washington will be found which, because of the chronology of events, would fit into a new type listing for that date. (P. S.)

Bibliography

- "The First Air Mail Stamp Of The United States" by Henry M. Goodkind, "The Collectors Club Philatelist" (1950) Vol. 29, p. 337.
- "United States, The 24c Air Mail Inverted Center Of 1918" by Henry M. Goodkind, The Collectors Club, 1956, New York, N. Y.
- "American Air Mail Catalogue, 1947 Edition," published by the American Air Mail Society.
- "From Jennies To Jets," Benjamin B. Lipsner, published by Wilcox and Follett Company, Chicago, Illinois. 1951.
- "The Dworak Specialized Catalog of U. S. And Canadian Air Mail Covers," The Gossip Printery, Holton, Kansas, Publishers, 1931.
- Philadelphia, New York and Washington newspapers of May 16 and 17, 1918.

UNITED STATES

The Counterfeit Woodrow Wilson Autographs On 1918 First Flight Covers

Counterfeit autographs of some famous men, such as Presidents Woodrow Wilson and Theodore Roosevelt as well as Admiral Peary and Postmaster General Burleson, on first flight covers with the 1918 air mail stamps (C2 and C3) was the subject of a recent article in the October, 1961 number of this magazine (*AERO PHILATELIST ANNALS*, Vol. IX, No. 2, pages 29-32).

In the analyses and comparisons of the genuine autographs with the forgeries, only those of Admiral Robert E. Peary and Postmaster General A. S. Burleson were discussed. The counterfeit and genuine autographs of Presidents Wilson and Roosevelt were only mentioned, while just one illustration showed their forged autographs on a cover.



Fig. 1. May 15, 1918 at the Polo Grounds, Washington, D.C. President and Mrs. Woodrow Wilson watching the first U.S. air mail being prepared for the first flight. Postmaster General A. S. Burleson is to the president's left holding the umbrella. (Photos by Boutrelle.)

WHAT YOU WANT TO BUY

is more important than what we want to sell, so please tell us what you collect.

We have a small stock of older G. B. Commonwealth and Foreign stamps, good stocks of covers (pre-stamp to recent airmails), airmail stamps (some good errors) and one of the finest existing stocks of Japanese occupations.

GENERAL PRICE LIST FREE

J. STEPHEN
26 Coed Pella Road
Colwyn Bay, Denhighshire, Gt. Britain

PRESIDENT WILSON'S AUTOGRAPH

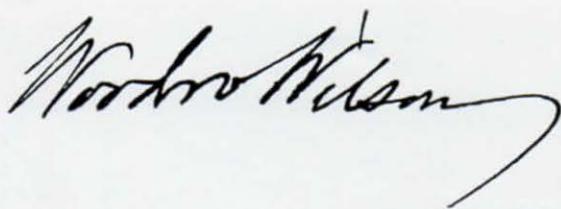


Fig. 2. Genuine Woodrow Wilson autograph.

Wilson And Our First Air Mail

There seems to be little doubt that the most famous person associated with the first flight of U. S. air mail on May 15, 1918 was President Woodrow Wilson. Although this took place during World War I, our president did think the first air mail service of this country of such historical significance that he took time from his busy schedule to go to the Polo Grounds in Washington, D. C. to personally witness the first plane leaving with the mail for New York and Philadelphia. Mrs. Wilson, who has recently passed away, accompanied him. (See Fig. 1) The first letter placed in the mailbag was sent by the president of the United States. Its present ownership is known to the writer, and it is reported that it does not bear his autograph.

In fact, the writer raises the question if any of the 1918 first flight covers have President Woodrow Wilson's autograph. Despite his long, intimate knowledge of the 1918 air mail issue, the writer has never seen a 1918 first flight cover with a genuine Wilson autograph.

Counterfeit Autographs Now Re-appearing

The forged autographs of Presidents Wilson and Theodore Roosevelt, Admiral Peary and PMG Bursleson were done many years ago, as the previous article mentioned. After their initial distribution their appearance decreased. For the last twenty years, not many re-appeared on the philatelic market.

In the last two years, however, more of these 1918 covers with the forged autographs became known to the writer than had been seen for a long time. Possibly one source had a supply of these covers, and decided to sell them. Reports reaching the writer allege that this is what happened. But true or not, 23 covers with forged autographs have been seen in the past two years. Many of them were correctly sold by reputable New York City dealers as forged auto-

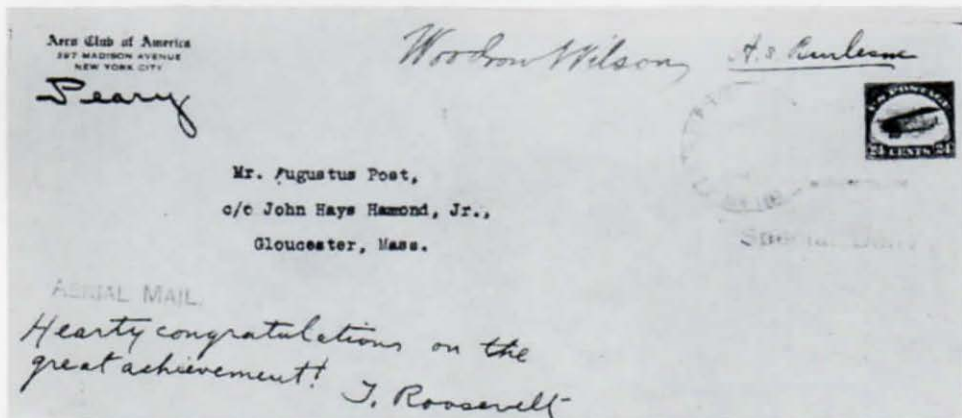


Fig. 3. All four autographs on this cover are forged.

PRESIDENT WILSON'S AUTOGRAPH

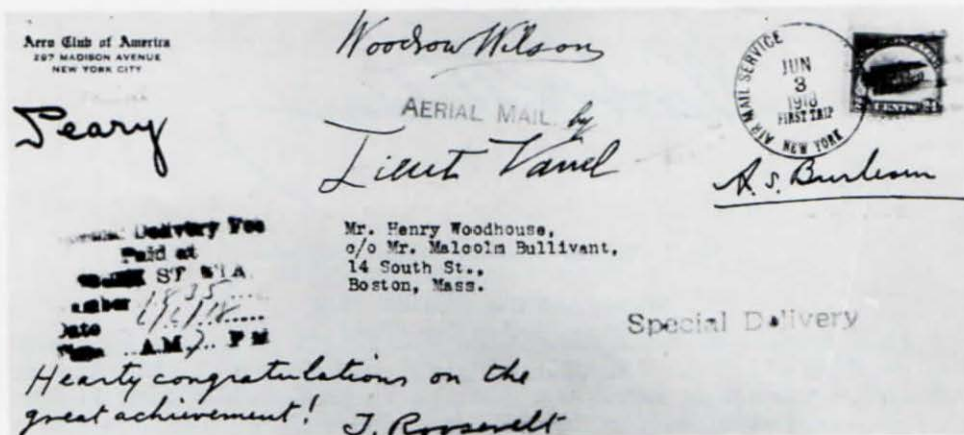


Fig. 4. All five autographs on this cover are counterfeits.

graphs at the current price of the stamp on cover, *not for a premium*, showing that some dealers knew these forged autographed first flight 1918 covers were neither valuable nor great historical pieces.

The Genuine Wilson Autograph

A legitimate Woodrow Wilson signature is illustrated by Fig. 2. This is taken from a letter sent to the writer's father, the late Martin H. Goodkind, from The White House, Washington, D. C. on April 12, 1918. It has been a cherished family possession and upon the death of the writer's father, it passed on to him.

Furthermore, the writer is acquainted with one of the leading autograph dealers in New York City. The Woodrow Wilson autograph was discussed in this dealer's office and some genuine ones were shown. This dealer said that before he had become president in 1918, Woodrow Wilson on occasions did sign his name, "Woodrow Wilson." But as president, his signature took the form of the Fig. 2 illustration — "WoodroWilson."

The Forged Wilson Autograph

Of the 23 covers seen in the last two years, a record was kept of which flights had the counterfeit autographs. Two are flight covers with the 16c

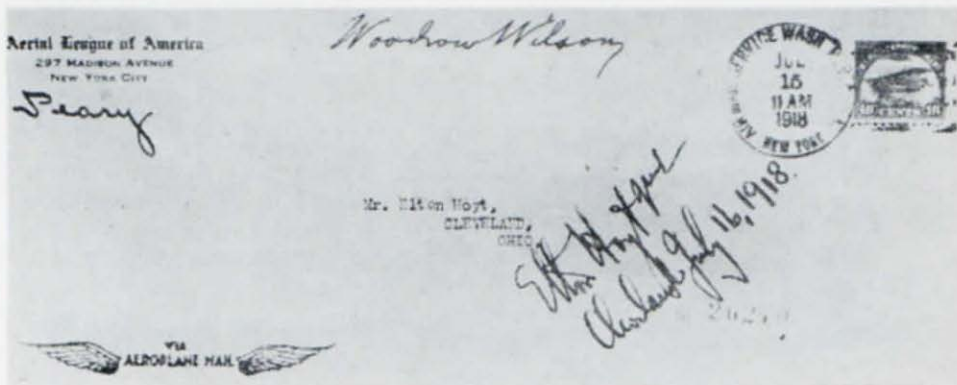


Fig. 5. The Wilson and Peary autographs are forgeries but the other one is genuine.

PRESIDENT WILSON'S AUTOGRAPH

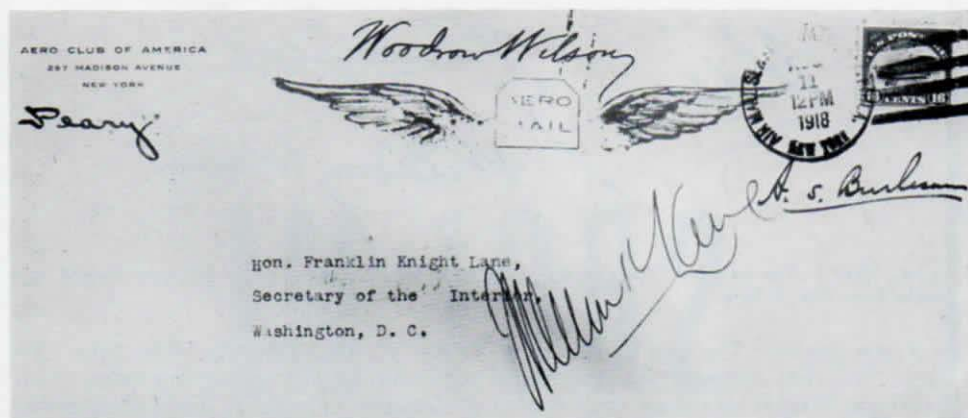


Fig. 6. The Wilson, Peary and Burleson autographs are not genuine, but that of Franklin K. Lane is.

green stamp (C2). Only the June 3, 1918 first flight from New York to Boston with C3 in known to the writer with the fraudulent autographs.

The C3 covers have four forged autographs — Wilson, T. Roosevelt, Peary and A. S. Burleson (Fig. 3). A few C3 covers have a fifth fraudulent signature, Lieut. Vanel (Fig. 4). The latter was illustrated and described in the October 1961 article.

The autographs seen on C2 covers usually have only President Wilson and Admiral Peary forgeries; some bear Postmaster General Burleson's. A good percentage of these C2 covers have a genuine autograph, but not from one nearly as prominent as President Wilson or Admiral Peary. For instance, Fig. 5 cover has a genuine autograph of the addressee, a Cleveland, Ohio attorney, but forged Wilson and Peary autographs.

Fig. 6 is addressed to President Wilson's Secretary of Interior, Franklin K. Lane. The latter's autograph on the Fig. 6 cover is genuine, but the three others — Wilson, Peary and Burleson are counterfeits.

A study of these four types covers with the counterfeit autographs shows that both those of Wilson and Peary have been forged in the same place on every cover. President T. Roosevelt's is in the lower left corner always with the same five-word message. Burleson's forged signature is always near the stamp, sometimes above it, but mostly below it, because most stamps were affixed to covers close to the upper righthand corner.

Comparison Of The Genuine With Forgeries

Besides the mistake made by the forger by writing "Woodrow" instead of "Woodro," the imitations through close study disclose that far from an exact

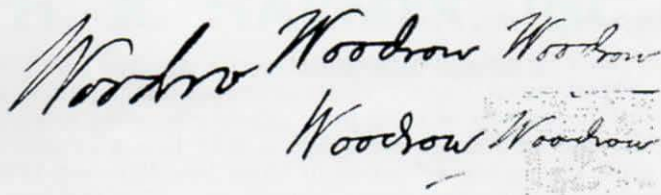


Fig. 7. (Left) The genuine "Woodro" autograph from Fig. 2 shown alongside (right) the four counterfeit autographs as they appear on the Fig. 3, 4, 5 and 6 covers.

PRESIDENT WILSON'S AUTOGRAPH — ETIQUETTES



Fig. 8. (Left) The genuine "Wilson" signature from Fig. 2 and (right) the four forged autographs from Figs. 3 to 6.

copy was made. The two illustrations (Figs. 7 and 8) clearly show this. The letter "o" that appears four times and the capital "W" occurring twice in the Woodrow Wilson signature were copied differently in each of the four forgeries. The letter "d" is a poor imitation, never written the same. (H. M. G.)

ITALY AIR MAIL COVERS

#C1 World's first air mail stamp, flown Turin-Rome	2.00
#C1 do. error in arrival pmk. 22. IV. instead 22. V. 1917	4.00
#C1 do. return flight Rome-Turin cover	2.50
#C2 World's first sea-plane st., Naples-Palermo	2.00
#C2 do. Naples-Palermo posted in Rome	4.00
#C2 do. return flight Palermo-Naples	2.00
1925, Special flight LEGHORN-ROME with unused 1/2 off. air st.	2.00
1925, Same flight, 1/2 off. air st. cancelled	3.00
1926, "NORGE" airship Polar cover with 1/2 off. air stamp, Rome-Kingsbay	14.00
1926, do. Cover flown across North Pole to TELLER, Alaska, where Italian franking has been cancelled upon arrival, autographed by a member of the Crew, few known	60.00

We specialize in air mail covers of Italy, Colonies, San Marino, Vatican City, since 1925 and have one of the finest assortments in existence. Approvals.

PENNY BLACK STAMP CO.

P.O. Box 57

Dumont, N.J.

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

P.S. At the present time we have in stock one set of 5 FDC Italy #C02 and the four Colonies #CB01 on the OFFICIAL covers — flown.

(Continued From Page 100)

There was also a larger and different etiquette, reading both "New York — Philadelphia — Washington" and "Washington — Philadelphia — New York." Also I send you illustrations of these two. These etiquettes also come perforated and imperforated, as well in two colors — gray blue and salmon pink.

Thus, to have a complete collection of these two different 1918 etiquettes, one must assemble 12 individual items, namely two etiquettes, perforated and imperforated, with both colors and the two different printed legends.

Widley C. Rickerson, New York, N. Y.

IN 1962

MORE THAN ONE MILLION DOLLAR'S WORTH OF
OUTSTANDING PHILATELIC MATERIAL WILL BE SOLD
BY H. R. HARMER, INC.

Can we assist you in selling?

A booklet "Modern Methods of Philatelic Selling" is available on request.

H. R. HARMER, INC.

The World's Only International Auctioneers

6 West 48th Street, New York 36, N.Y.

Sanabria