



THE AERO PHILATELIST ANNALS

★ ★ A QUARTERLY MAGAZINE ON AERO-PHILATELY ★ ★

CONTENTS

1960 CONVENTION AND EXHIBITION (P. Silver)	57
Featured New 7c Air Mail Coil	
UNITED STATES (Thomas A. Matthews)	62
2c Bicentennial Air Mail Envelope Size 5	
AUSTRIA 1918 AIR MAIL ISSUE	63
Flight Covers From The Provincial Capitals	
UNITED STATES. 1918 AIR MAIL ISSUE	65
Interesting Slogan Found On A Few Covers	
NEW HEBRIDES (Nathan Hals)	66
1929 Catapult Air Mail	
CHILE (A. Bonilla Lara)	68
Postal Forgeries Of Air Mail Stamps	
EDITORIAL (32 Years Ago)	75
HONDURAS (Irving I. Green)	76
1946 Issue. An Inside Story	
REVIEWS OF BOOKS AND CATALOGS	80
AERO PHILATELISTS. 1961 OFFICERS AND DIRECTORS	82
CORRESPONDENCE	83
Germany Semi-Officials San. Nos. 5-6	

DIRECTORY OF DEALER MEMBERS

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

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

RICHARD N. CONE
Route 8 Box 269
Tucson, Arizona

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.
116 Nassau Street
New York 38, N. Y.

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.

HENRI TRACHTENBURG
115, rue Hoche
Ivry, Seine, France

Vol. VIII



NO. 3

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.

14th Annual Aero Philatelists Convention Featuring The 7c Air Mail Coil Stamp First Day Ceremonies

In the ordinary course of events, there would have been a convention of Aero Philatelists in 1960 most likely in either New York or Philadelphia. This was no ordinary event, however. For the first time in its long history, AERO PHILATELISTS was honored with the first day ceremonies for an air mail stamp. The Post Office Department Release of May 21, 1960 had stated:

"The 7-cent Air Mail in coil form will be first placed on sale October 22, 1960, at Atlantic City, New Jersey, in conjunction with the annual convention of Aero Philatelists, Inc. This group will meet during the 25th anniversary exhibition of the South Jersey Stamp Clubs (SOJEX) October 21-23, 1960 at the Jefferson Hotel."

Thus, the locale of the convention was set for Atlantic City, N. J. A happier choice could not have been made; Atlantic City is a convention mecca in the fall and the weather was propitious for a glorious week-end for the nearly one hundred members and wives of AERO PHILATELISTS who flocked to the convention from both New York and Philadelphia. Yes, the Philadelphia contingent was out in goodly numbers, as usual.

The First Day Ceremonies, Saturday, October 22, 1960

The highlight of the three day week-end was, of course, the first day ceremonies for the new fire-red 7c air mail coil stamp in honor of AERO PHILATELISTS. These were held in the exhibition hall of the Jefferson Hotel. After some introductory remarks by Mr. Clifford F. Bieber, co-chairman of the

1960 CONVENTION

SOJEX exhibition committee, our own John J. Britt took over as Master of Ceremonies. Addresses of welcome were made by Philip Silver, President of AERO PHILATELISTS and Mrs. Mary M. Gormley, the new President of SOJEX. Mr. Silver's remarks stressed the new period of liason with the U. S. Post Office Department which he envisioned as starting with these ceremonies. Without sacrificing its main objective of dissemination of information about air mail stamps, the organization felt that by participation in ceremonies for future air mail issues, the public might get to know more about it and its aims. Thus, the honor of the first day ceremony was not an end in itself but simply a means towards an end.

Mr. Britt then introduced Mr. Franklin R. Bruns, Jr., Director of the Division of Philately of the Post Office Department. Mr. Bruns, after a brief talk, proceeded with the ritual, which is a hallmark of philatelic first day services, the presentation of special Souvenir Albums prepared by the Post Office Department. For this occasion, the albums contained a mint pair of the 7c air mail coil stamps and a pair of the stamps on first day cover autographed by Postmaster General Arthur E. Summerfield. AERO PHILATELISTS' members, who were presented with these albums, were Philip Silver, President; Louis N. Staub, First Vice President; Harry A. Holman, Secretary; Bernard Fink, Treasurer; Henry M. Goodkind, Editor; and Past Presidents John J. Britt, Stanley R. Rice and Jules L. Wacht.

After the ceremonies had concluded, the brochure committee went into action. For this occasion Mr. Staub had graciously prepared and *donated* an extremely handsome souvenir brochure in red, white and blue. Affixed were a mint pair of the coil stamps and a cover bearing a special seal of the insignia of Aero Philatelists. These covers were cancelled with the special convention cancellation prepared by the Post Office Department which we illustrated on the next page.

Only 500 of these souvenir brochures were prepared. Many were sold at the convention and through the mails at the established price of \$1.00. A number of these have been reserved for our out-of-town members, and they will be retained for their orders for one month after the mailing of this notice in the January, 1961 issue of our magazine. So if you want one, don't delay.

The Business Meeting

This was gaveled to order by President Philip Silver at 2 P.M. in the Convention meeting room at the Jefferson Hotel. More than forty members were present to hear the reports of the various officers and the editor of the AERO PHILATELIST ANNALS, Mr. Henry M. Goodkind. Some of the highlights may be summarized, as follows:

- (a) there has been a steady growth in membership, *the new blood* giving vigorous support to the older and more experienced members,
- (b) the Treasury has attained a solvency unmatched in recent years,
- (c) many of the quarterly issues of the AERO PHILATELIST ANNALS have been almost sold out to the collecting public because of the interest aroused by some of the more popular articles.

The following directors were elected to serve for the three-year term ending in 1963:

Bernard Fink
Henry M. Goodkind
Harry A. Holman
Sam Rodvien

1960 CONVENTION



Maurice Tripet
Jules L. Wacht

Following this, the Board of Directors unanimously re-elected the following slate of officers for the 1960-61 term:

President — Philip Silver

Executive Vice President — Sam Rodvien

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

1960 CONVENTION

First Vice President — Louis N. Staub
Secretary — Harry A. Holman
Assistant Secretary — Frank Glanz
Treasurer — Bernard Fink

The Exhibit

AERO PHILATELISTS had undertaken the task of filling the frames with outstanding air mail material. For this we had been allotted 75 out of the approximately 238 frames available. This quota was quickly met and then exceeded. Entries had come from the east to west coasts, truly Maine to California and Oregon. The quality of the air mail stamps exhibited by the members was generally excellent throughout. As a highlight, some of the members, who had gained awards in important national and international stamp shows, exhibited one frame each of air mail rarities in a non-competitive Court of Honor. We list these herewith:

John J. Britt	<i>Air Mail Proofs</i>
Richard W. Canman	<i>China</i>
Bernard Fink	<i>Graf Zeppelin covers</i>
Jacob S. Glaser	<i>Colombia</i>
Henry M. Goodkind	<i>Air Mail "blue chips" of the world</i>
Thomas A. Matthews	<i>United States</i>
Stanley R. Rice	<i>Air Mail Rarities</i>
Ira Seebacher	<i>French Pioneer Flights</i>
Dr. R. H. Shradly	<i>Semi-Officials</i>
Philip Silver	<i>Uruguay</i>
Maurice Tripet	<i>Switzerland</i>
Jules L. Wacht	<i>Papua</i>

AERO PHILATELISTS also furnished the judges for the entire Sojex exhibit. Chairman of the Board of Judges was Henry M. Goodkind. AERO PHILATELISTS members who served on the board were: Fred Barovick, Bernard Fink, Stanley R. Rice and Ira Seebacher. Space prohibits listing the more than 60 exhibitors who received awards. We confine ourselves to the air mail section:

AERO PHILATELISTS GRAND AWARD:

Max Gold — *1930 Graf Zeppelin flight covers*

Chapter No. 1 Trophy:

Herbert A. Feist — *Brazil*

Chapter No. 5 Trophy:

Harry A. Holman — *Austria*

Best Research Trophy:

Herbert Bernstein — *Canary Islands*

Best Specialized Trophy:

John R. Dilworth — *India Rockets*

Gold Awards:

W. J. Chamberlin — *Early U. S. Airmail & Zeppelin covers*

Harry Scholz — *Mint Graf Zeppelin stamps*

Silver Awards:

Edward P. Bender — *U. S. and Uruguay air mails*

Louis N. Staub — *Italy and Colonies*

1960 CONVENTION

Bronze Awards:

Jan Bart — *Roosevelt air mails*
Florence Ortale Brown — *Graf Zeppelin flights*
Albert Philip Cohen — *Around the world flights*
Clayton J. Goodpastor — *Aerogrammes*
Herman Kerst — *Plating Imperf. Albatross Stamps of Uruguay*
Ernest E. Schuster — *Air Letter Sheets*
Herman Seltzer — *France & Colonies — Essays & Proofs*

Certificates of Merit:

S. A. Keizer — *Guatemala*
Jack Klein — *Russia*
William N. Mead — *Air Letter Sheets*
Hans Nothman — *Catapult flights*
Angelo J. Zappacosta — *Vatican City*

The Annual Dinner

No convention is complete without the annual Saturday night dinner. This was a joint undertaking of AERO PHILATELISTS and the Sojex Committee in connection with the silver anniversary of the latter group. There were more than 150 philatelists and their wives in attendance. The master of ceremonies was our ubiquitous Mr. John J. Britt and the principal speaker and guest of honor, Mr. Franklin R. Bruns, Jr. who delivered a short but moving speech. Then followed the presentation of awards and another annual convention had made history. (*Philip Silver*)

The Best Price For Your Stamps . . .

that's what you want, of course, when you decide to sell. To be assured of this, the wise step is to choose an auction service with a sterling reputation, a long record of successful sales with high realizations, and the know-how that comes with many years of experience.

Harmer Rooke qualifies fully. Let us advise you on your stamp-selling problem. If you are not familiar with our service, we will be glad to send you our latest folder describing it. Write us today!

HARMER, ROOKE & CO., Inc.

560 Fifth Ave. (at 46th), New York 36.

International Auctioneers of Fine Stamps

UNITED STATES

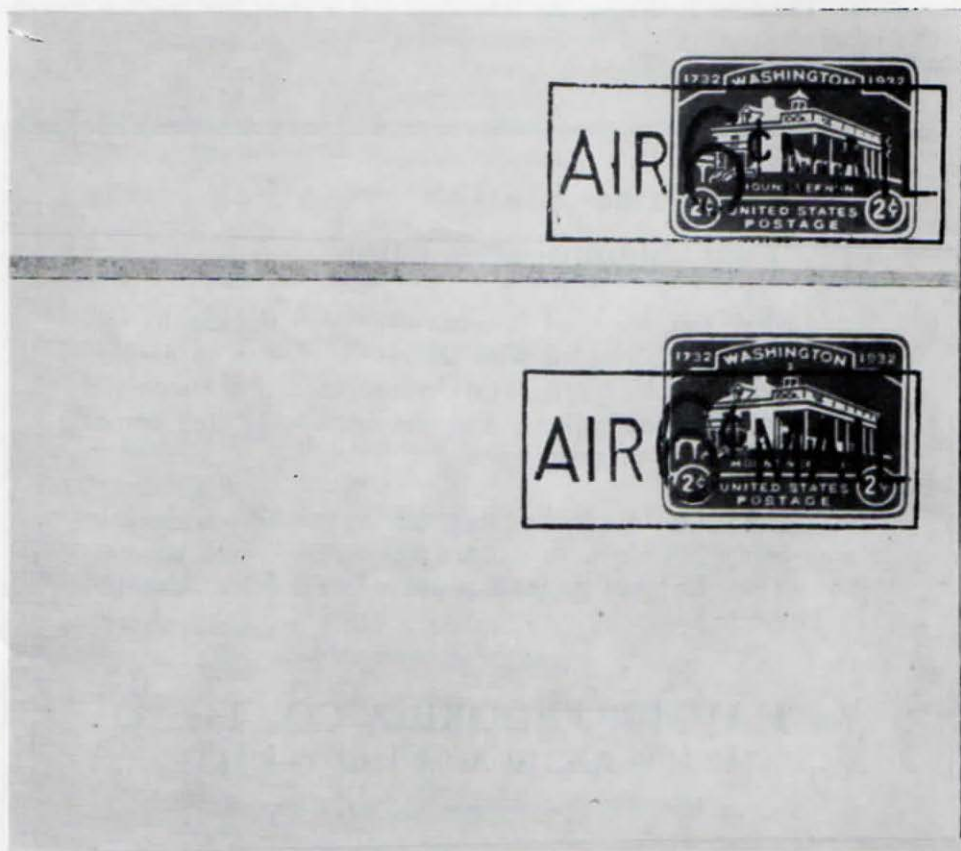
2c Bicentennial Air Mail Revalued On Size 5 Envelope

By Thomas A. Matthews

In the AERO PHILATELIST ANNALS of April, 1960 (Vol. VII, No. 4) was an article on the discovery of a previously unknown 6c on 2c air mail surcharge of 1946 on the smaller — Size 5 — postal stationery. The author, Emmett Peter, Jr., wrote that this was the only one so far known. It was used on the first regular scheduled flight from the Greater Pittsburgh Airport. Mr. Peter concluded his article as follows:

“The writer would like to know if any more Scott UC9 exist in Size 5. Additional information or material might help decide whether this find is a ‘sheep’ or a ‘goat’.”

Recently I had occasion to go through my collection of United States air mail postal stationery, and came upon what Mr. Peter would consider “two more sheep.” I found two copies of these Size 5 envelopes: both are unused. As the illustrations show, one bears the Type 2 surcharge, the other a Type 8.



AUSTRIA'S FIRST AIR MAIL ISSUE

Flight Covers From The Provincial Capitals

Mr. Edwin Mueller of New York, N. Y. presently is probably the outstanding authority in the world on Austrian philately, and possibly the greatest Austrian stamp student of all time. This magazine is indebted to him for the account herewith recorded.

During a 1960 National Exhibition in New York City, AERO PHILATELISTS participated in the competitive part. Among the air mail exhibits was one of the early air mail stamps of Austria shown by our Secretary, Harry A. Holman of Astoria, N. Y. He had a comprehensive showing of covers of the first issue. In the field of aero-philately, these 1918 covers and cards are more historically interesting than scarce. To our knowledge no one, who viewed this exhibit, observed anything unusual or outstanding. But when this great Austrian specialist came along and was examining this Austrian air mail exhibit, Mr. Edwin Mueller exclaimed:

"Finally after years of searching, I have at last found some covers that we knew must exist according to the postal records, but these two post cards (see Figs. 1 and 2) are the first of this kind I have seen! Let me tell you why they are so very scarce."

Austria began an air mail service in 1918, and for flights between the three cities of Vienna, Lemberg and Kracow by military planes and pilots a set of three overprinted stamps were issued on March 30, 1918 (Scott C1-3). Until the end of June 1918, the air mail service operated only between the aforementioned three cities. In Vienna, this special air mail was accepted *only* at the Main Post Office.

On July 1, 1918 the service was extended. In each of the 13 Austrian Provinces, air mail was accepted in the capital cities but only at their Main Post Offices. As for Vienna, air mail could now be sent at any of the 14

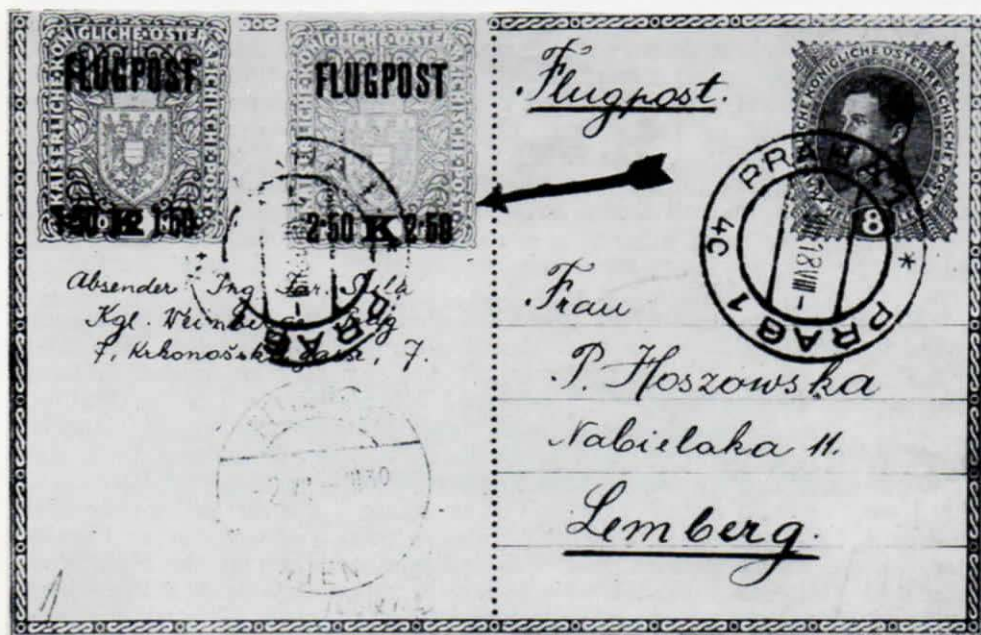


Fig. 1. (Photos by Boutrelle)

AUSTRIA



Fig. 2.

Branch Post Offices. The official records disclose that during the month of July 1918 all of these new 27 post offices accepted a total of 706 air mail letters. The first air mail in Austria lasted until October 15, 1918. Thus, during the entire period from July 1st to October 15th, a little less than 1,000 letters were serviced at these 27 post offices. These statistics reveal two things. First of all, not many people made use of this new air mail service. In the second place, almost 75% of the air mail from the 13 Provincial Capitals and the 14 Vienna Branch Post Offices went in the first month. This is because the bulk of the covers were mailed by philatelists. Consequently, one can understand why commercial covers with Austria C1, C2 or C3 are so much more desirable and scarcer than philatelic cards or covers. It seems remarkable that ever since the stamps were issued in 1918, this experienced Austrian specialist, Mr. Edwin Mueller, knew that some air mail was accepted at the Provincial Capitals, but the first he ever saw were the two pieces in Harry A. Holman's exhibit in New York, N. Y. in 1960.

Mr. Mueller commented at length on these two post cards. Both were mailed by a philatelist he knew at the time to another philatelist. The first (Fig. 1), is numbered "1" in the lower lefthand corner. This was mailed from Prague, then the Capital of the Province of Bohemia in the Austrian Empire. It was posted as the cancellation reveals on July 1, 1918 at 8 a. m. Mr. Mueller points out that in the center of cancellations, the Roman numbers at the end signify morning mailings, while Arabic numerals are for mail posted after noon. Fig. 1 went by train from Prague to Vienna, where it was serviced for air mail on July 1, 1918 at 3:30 a. m. The Vienna postmark (seen clearer on Fig. 2) reads at the bottom, "Wien 1." This indicates handling at the Main Post Office. It then flew to Lemberg where it is backstamped July 3, 1918. There is one additional matter of philatelic interest on this card. The arrow points to the 2.50 K. air stamp. This has the scarce perforations $12\frac{1}{2} \times 11\frac{1}{2}$ (Scott C2c).

AUSTRIA

Fig. 2 is numbered "2" in the lower left corner. It went the same route as Fig. 1. Obviously what the sender did was to take the set of three air mails and to make the 4 K. rate, he affixed C1 and C2 on one post card and C3 on the other.

After hearing all this interesting information from Mr. Edwin Mueller, the thought occurred to us that perhaps more of these scarce air mail covers or cards from Provincial Capitals may remain unnoticed in other air mail collections, as these two cards were in Mr. Holman's. This proves why collectors should carefully study the material they own, and why philatelists, who read and study, rather than just fill album spaces, in the end turn out to be the happiest and richest collectors. (H. M. G.)

UNITED STATES

The 1918 Air Mail Issue

An Interesting Slogan Used On Some Mail

The interest of not only aero-philatelists, but also United States stamp collectors in the first air mail issue (Scott C1-3) is steadily growing. Specialization with both the stamps and covers has shown a marked increase so that any new discovery or find is newsworthy.

1918 was the last year of World War I. Therefore, a most fitting slogan marking was applied. Perhaps more covers than known received this marking, but now this slogan seems to be quite scarce. Only three have been seen so far; surely there should be more.

This is a three-line slogan all in capital letters reading:

*Send a letter by airplane,
Especially to one "Over There"
It will be a real treat*

Illustrated here is one example of this slogan on the back of an air mail cover of October 3, 1918 with the 16c green stamp (Scott C2). The other two seen were also on covers with the 16c green stamp, both mailed in September 1918. Obviously with the end of the war in November 1918, the need for this interesting slogan ceased, although it may have continued during the occupation period in 1919.



SEND A LETTER BY AIRPLANE,
ESPECIALLY TO ONE "OVER THERE",
IT WILL BE A REAL TREAT

This slogan actually is a sign of advertising exaggeration. The air mail service at that time operated only between New York, Philadelphia and Washington. One could not send a letter by airplane "Over There." Nevertheless, it is interesting to observe how this country was trying to push air mail at the time of its inception back in 1918. (H. M. G.)

NEW HEBRIDES

The 1929 "Catapult" Air Mail

By NATHAN HALS

The cover illustrated is typical of the three reported to this writer, except for a variance of a few centimes in the postage applied. Mentioned in the D. Field and Champion air mail catalogues, this usage has been generally ignored or untouched. Champion states that 800 covers were prepared, which is either an exaggeration or else not all were in this form, because they represent an enormous amount of postage.

The "Par Avion" strikes on the 1925 issue of New Hebrides are *overprints* applied with a rubberstamp. The British language cancel is dated 16 JL 29 (not 15 July as mentioned by Champion). The only other strikes, on the back, are of Noumea, New Caledonia, 20 Juil 29, and "Douanes" in Paris. The latter is reported on the other two covers and is a custom house receiving strike, having two implications—that the envelopes contained merchandise, or that they were not brought into France via a mail steamer. There is no dated Paris, France receiving mark. The imprint on the cover is that of the "Syndicat Francais des Nouvelles-Hebrides," a Noumea bank with a branch in Vila.

1929 was marked in postal aviation by the experiments in catapulting mail from ships at sea so that it would arrive in port more quickly. It is possible that these experiments were kept in mind in Vila. The appearance of the



Fig. 1. The front of one of the three known air mail covers with the "Par Avion" stamps.

NEW HEBRIDES

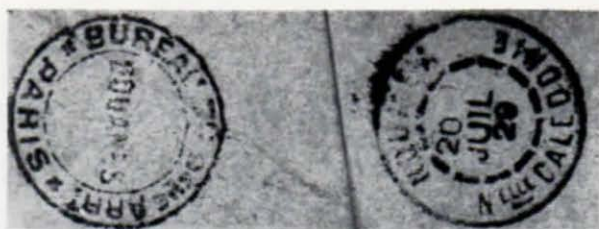


Fig.2. The back of the cover that shows the two receipt marks.

French cruiser "Tourville" off Vila on July 15, 1929 during a cruise around-the-world crystallized a desire to try the method. Herein lies the meaning of the quotation marks in our title, because no mail was landed from the cruiser. Instead one of its hydroplanes flew to Vila, picked up the prepared covers and flew them back to the ship. No doubt radio was also used in making plans and preparations.

As Noumea is much less than two days away from Vila by fast ship, we may surmise that the discrepancy of four days between the cancellation and post-marking at Noumea is either explained by shore leave for the crew and courtesy calls, or else by a great storm, of which the New Hebrides is a frequent center. It may even be that the cruiser carried the covers to France, because if they had been handled aboard a Messageries Maritimes vessel they would have received a postal arrival strike. Instead they only show the "Douanes" strike, without date; this is conjecture, but questions may bring answers.

It is evident that all of the covers went to French addressees, and we believe that the recipients would not have destroyed any of them. Thus the appearance in the English stamp market of isolated singles with parts of the overprint and *very light cancels* leads to a suspicion, which is confirmed by comparing the copies on cover with the singles.

The New Hebrides has, in proportion to its legitimate postal history and stamps, a too large percentage of fraudulent material, although very few counterfeits. But the *Par Avion strike* on stamps off cover seems a product of a forger. The counterfeits are, however, in the latter case, of no danger, for it is obvious that only complete covers are desirable. Most of us are in no danger of acquiring one, because the collectors of France represent a graveyard of material on which they maintain a deep silence. The report and research French and French colonial stamps minutely, but hold silent on anything else they own.

The covers discussed here are really only curiosities, because they were a "one shot" affair, but their timing and reason for existence make them of more than passing interest.

Of incidental interest is the presence of both "French" and "English" stamps on the cover. The catalogue confusion on these stamps might have been avoided if bi-lingual stamps had been issued. There is only one postal administration and authority operating under French postal rules for the benefit of the Condominium government supported by both France and England. All stamps are printed in England with French designs under the Crown Agents supervision. There are no "British Administration" or "French Administration" stamps or post offices — just one post office department and authority.

TO JOIN AERO PHILATELISTS

See Page 84

CHILE

Postal Forgeries of Air Mail Stamps¹

By ALVARO BONILLA LARA

(Translated by Philip Silver)

At the end of March 1956 (it is impossible at this time to state the exact date), it became known in philatelic circles in Santiago that the 50 Peso international air mail stamp, type of 1934 (Yvert "u")* had been forged for the purpose of defrauding the mails. The first known examples, almost all are used, came, as is expected, from abroad; and, according to what was then stated, these stamps had been sold at one of the windows of the Central Post Office of Santiago, always at night and for the sole purpose of franking letters sent abroad.

The utmost secrecy was kept on this matter in order not to disturb the judicial inquiry which was made regarding it. Time passed, the forged stamps much scarcer than one may believe, were in great demand and, the desire to obtain copies (which for the first time were appearing in collections of Chile) caused the matter to be neglected from the point of view of information as well as to be forgotten from the legal viewpoint.



Fig. 1. (Left to right) Used pair of the 50 Pesos postal forgery; 20 Pesos and 6 Pesos genuine copies.

Since we understand the subject to be of fundamental interest to Chilean philately, we desired to deal with it under all its aspects and present the most complete story possible. The gathering of the facts and the study of the judicial records of more than two hundred pages has prevented us until now from presenting the story to our readers.

On March 8th of the aforementioned year, an inspector of the Central Post Office of this city was surprised to see various air mail letters franked with 50 Peso stamps of a color and appearance that bore no similarity to the genuine ones; he questioned the personnel, discovered which employee had sold such stamps and, while examining her cash box, found about twenty stamps identical to those he had suspected and which to his expert eye he considered fraudulent. The employee was suspended, and the matter was reported to the authorities.

1. CHILE FILATELICO, September, 1959, No. 135, pp.173-178. Permission to reprint in English granted to the AERO PHILATELIST ANNALS by the author and the Sociedad Filatelica de Chile.

*Scott design AP13.

CHILE



Fig. 2. A genuine copy of the 50 Pesos at the right alongside a forgery of the same denomination.

The latter with due diligence made sure that the Attorney General placed the facts at the disposal of the Judge of the Criminal Courts, advising him of the forgeries and accompanying his complaint with two legitimate stamps and two forged ones.

In the first Criminal Court there was immediately initiated on the 13th of March, Process No. 62,775 entitled "Action against MAM, RMM, HLN and GYAO, for the forging of postage stamps."

The judge immediately asked for technical information relative to the existence or non-existence of postal forgeries from the Department of Investigation. He ordered the investigation of the case and the apprehension of the guilty parties, if the suspicions of the Postal Authorities were confirmed to this Department of Investigation.

The Counsel of the Attorney General's office, on his part, was made a part of the legal proceeding, because of the interest of the Government in this matter.

On the 11th of April, the Investigation Department completed its investigation, confirming that the stamps declared to be forgeries by the Postal Authorities were actually so, giving evidence of their affirmation with a detailed and accusatory report. There is in this, nevertheless, one curious omission. Notwithstanding the profound study made, the photographic enlargement of parts of both stamps, etc., etc., the Investigation Department omitted to mention the most fundamental detail: the method of printing, since the authentic stamps, as is known, were engraved and the forgeries lithographed.

A week later on the 18th of April, the Investigation Department brought before the Court the four accused persons, all of whom according to their respective roles in the matter confessed their crime after interrogation and gave complete details with respect thereto. According to this account, the stamps were innocently printed by one of the accused since he had been told that it was to be done in connection with political propaganda for a certain candidate; the two others were the instigators of the scheme. They succeeded in printing a total of 3000 stamps (60 sheets of 50 stamps each) between September and October of 1955, perforating the stamps with a sewing machine (a fact which does not seem at all likely). From the middle of November of said year until March the 8th of the following year, when they were caught, they had succeeded in selling some 1500 stamps through one of the employees at the stamp-selling windows, the wife of one of the accused.

This latter employee likewise confessed her crime, stating that she had sold the stamps while on duty selling stamps to the public during the time previously mentioned.

All New... **FIRST** **1961** Edition



UNITED STATES STAMPS

**U.S. POSSESSIONS
BRITISH NORTH
AMERICA**

AMERICA'S MOST
WIDELY USED U.S. CATALOG

35¢

160 LARGE PAGES — NEARLY 2000 ILLUSTRATIONS

This all-new United States Catalog — compiled by the experts of the world's largest stamp firm — is a must for every collector. Just off the press, the **FIRST 1961 EDITION** contains 160 large pages with nearly 2000 clear and beautiful illustrations. Here you'll find all major U.S. Postage and Airmail issues fully illustrated and priced . . . plus Special Delivery, Parcel Post, Envelope Squares, Postal Cards, Telegraphs, Saving Stamps, Officials, Revenues, Postage Dues . . . AND a big specialty section featuring plate number blocks, first day covers, "Americana", etc. United Nations, British North America and U.S. Possessions are also illustrated and priced. **EXTRA:** The complete U.S. Stamp Identifier . . . a valuable booklet which quickly indicates the difference between rare and common "look-alike" stamps.

All in one **BIG** volume . . . and only 35¢! Mail the handy order coupon below for your copy of the **FIRST 1961 EDITION** of U.S. & B.N.A. Stamps. It will serve you well . . . both as a reference book and a reliable source of supply for these desirable issues at money-saving prices.

FIRST 1961 EDITION 35¢

**MAIL THIS COUPON
NOW!**

The **FIRST 1961 EDITION** of this invaluable Catalog features the very latest prices and includes:

- All major U.S. Postage and Airmail issues . . . PLUS Special Delivery, Parcel Post, Envelope Squares, Postal Cards, Telegraphs, Saving Stamps, Officials, Revenues, Postage Dues.
- Popular specialties such as mint position blocks, plate number blocks, mint sheets, perforated coils, booklet panes, first day covers, proofs 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 treasure!

**H. E. HARRIS & CO.
Catalog Dept. Boston 17, Mass.**

Please **RUSH** me, postfree, the all-new First 1961 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 35¢.

Name.....

Address.....

City & State.....



Fig. 3. A block of sixteen of the 50 Pesos postal forgeries.

Indicted and detained incommunicado by the Judge of the Criminal Court, the accused were later called to plead before him. Given this opportunity, the four detained persons retracted their confessions made before the Investigation Department, all alleging that these had been obtained by duress through coercive procedures. The accused woman claimed that her husband had been tortured.

Confronted with the respective chiefs of the Investigation Department, both sides stuck to their stories; the Department of Investigations stating that the accused had confessed before all the proof presented against them; the accused denying any participation in the matter and reiterating their confessions had been obtained by force.

The accused employee confirmed before the judge the story she had told the Inspector at the time she was caught: that the 50 Peso stamps alleged to be a forgery had been obtained by her from an unknown person who two or

CHILE

three nights earlier had asked her to change for him various 50 Peso stamps for 200 Peso stamps since he needed them to pay for very high postage rates. This version obviously does not jibe with the number of forgeries that have been circulated, according to information received from the United States, England and Argentina.

In the meantime, there had been some talk about forging the 20 Peso air mail stamp which had not yet taken place. As we learned later, the only one forgery of this value had been found by one of our members and our Society brought this to the attention of the Postal Authorities. This new item was added to the same court proceeding under date of November 14, 1956; but without any great investigation being made on this latter.

Chilean Mint was consulted as to the possibility of printing the fraudulent stamps with the materials which the Investigation Department had seized. It rendered an opinion that, although some elements were lacking that could possibly have been destroyed or hidden, it was possible to do the fraudulent work with them.

In these circumstances, the trial started; the confessions of the accused had been retracted by them. The defense then requested that, as the testimony of the Chilean Mint that had been heard, also the testimony of an expert chosen by the defense should be permitted. The Judge agreed and a printer whose name we wish to conceal, because we have mentioned no names throughout this story, presented an expert opinion of ten or twelve pages which came to the conclusion that with the material in evidence it was impossible to print the stamps that were the subject of the indictment.

We should point out that this opinion was one of the most important pieces of evidence in the trial that we had the patience to read in its entirety; and that although signed by an expert acceptable to the Court, we believe that Cantinflas* himself never could have done a better job.

Subsequently, all of the accused presented testimonials as to their honesty and their previous unimpeachable conduct. In view of all this, the Judge had to rule on the 23rd of August, 1956 that although the existence of the crime of forging postage stamps to the detriment of the Treasury was fully established, there was insufficient proof to implicate the accused and, as a result, he ruled temporarily in favor of all of them.

The decision being appealed by the Treasury Department, the Court of Appeals, under date of October 22nd, upheld the decision in the first trial.

Up to this point we have treated the legal history of the problem; now let us go into its philatelic aspect.

From the philatelic point of view, this act of forgery is of extraordinary interest. Our constant preoccupation with Chilean counterfeits has lead us to the conclusion that all those which we have known up to now without exception, have been made with the object of deceiving philatelists and that this is the first that was made with the intention of defrauding the Post Office, apparently with great success.**

Much was said in the closing years of the past century of the counterfeits made of the issue of 1878-99 and Mr. Samuel Ossa Borne held a conference in June of 1898 on the postal forgery of the 10 centavo orange stamp (Yvert 25) made with the intention of defrauding the Treasury. Notwithstanding the great philatelic authority of Mr. Ossa Borne and his evident devotion to the

*Cantinflas is a Mexican comedian, famous for his meaningless doubletalk. He appeared in the movie, "Around The World in 80 Days." (P.S.)

**The reader's attention is called to the distinction made between "forgery" and "counterfeit." A *forgery* is an imitation made to deceive the Post Office; a *counterfeit* to cheat stamp collectors. (H. M. G.)

CHILE

study of Chilean stamps, we do not agree with his conclusions nor do we believe that any stamp issues of the American Bank Note Co. could have been forged with sufficient perfection to deceive the Post Office.

In any event, in order to make a profit for their maker or makers (who were never apprehended by the police) the number of fraudulent stamps would have to be very large, nevertheless we have never found anyone nor do we know of any collector who has one copy. We do not believe that such imitations exist, but that the different printings with their different colors and shades as well as certain chemical reactions on paper and inks frequently found in Chile's nitrate areas caused a belief in the existence of fraudulent issues.

Therefore, this is the first attempt that was made and, it must be considered a successful one, even though we do not know the quantity of stamps which were sold to the public. Almost four months had passed before the fraud was discovered. It is our hope that though the publication of this article, if read by philatelists who may possess this material, they will inform us of the latest dates of use on copies they own, since the earliest date that appears in our records is December 5, 1955.

If, as the Department of Investigation states, the stamps began to be sold in the latter half of November and were discovered on the 8th of March, the forgeries were in use, we don't know with what regularity, for practically four months.

"It is reported," an expression we are obliged to use for lack of other verification, that the forged stamps were only sold late in the day, so as to take advantage of the poorer lumination under artificial light. Also by selling in the evening, one could easier hide them in haste with a great number of persons who were present at the Central Post Office between 7 and 9 at night, particularly in December when mails are heavy. This seems quite logical that these forgeries would be sold when detection would be the most difficult.

The stamps were lithographed by the old method of transferring on to the stone and by direct impression from this to the paper. They are extremely defective and recognizable not only by an expert but also, at first glance, by an amateur. The color is a pale violet which resembles certain legitimate issues; but the printing details are so blurred and coarse that one cannot be in any doubt when examining them even without the necessity of comparison with



Fig. 4. The 20 Pesos postal forgery. Only one copy of this has come to light so far. At the left is a genuine 20 Pesos.

CHILE

genuine stamps.

We do not know if the paper on which they were made was gummed or ungummed "It is said" that this detail — the lack of gum — made it possible for one or two collectors to acquire not without some difficulty unused copies which they believed to be of some recent printing.

The study of the perforations is of great interest in these forgeries. At this point, the statement made in the Department of Investigation report that they were perforated with a sewing machine, which was confiscated and presented as an element of proof, seems to be a mistake. The needle of the sewing machine opens a hole in the paper but it does not remove the small circle of paper formed by the perforation. The perforating machine is provided with punches which, at the time they perforate, extract the small circle or circles which are formed in the perforating process.

The genuine stamps, as is known, are perforated 14. In the forgeries which we have been able to examine, this detail varies: they exist in perforation 14 very clear and others, like the one in the illustration, are very coarsely perforated.

We feel it is indispensable that all owners of fraudulent copies take the trouble to carefully measure the perforations, see their quality and communicate their findings to us in order to arrive at a conclusion in this aspect. All information with respect thereto will be cordially acknowledged.

The illustrations used are the best we could make of the material with which we had to work. We hope they will prove helpful.

We have said that during the course of the proceeding there was talk of the existence of a previous forgery of the 20 Peso international air mail stamp in gray; and that in the statement made by or attributed to those accused by the Department of Investigation one of them had said that the forgery referred to was not their work.

This problem is even more mystifying than the 50 Pesos one: there is no doubt that the forgery existed since, at the present time, there exists a stamp which is illustrated herewith, the only one known to date. This stamp was made available to the Chilean Philatelic Society by its owner, Mr. Pedro Marticorena, and it was loaned to the Postal Authorities; the latter in turn put it at the disposition of the Judge, who collated this new evidence to the proceeding, but no special investigation was made nor was any decision rendered.

Fortunately, the Judge of the Criminal Court returned it to its owner whose name had appeared in the proceedings.

The 20 Peso was also forged by lithography but it was far superior to that of the 50 Pesos. This was due in part to the gray color which was more similar to the original than the violet 50 Peso stamp. In order to recognize it, one must carefully examine it. Perhaps it owes its rarity to this circumstance since, even at the present time, we know of only one copy in the hands of a collector; it is quite possible that many forgeries exist in foreign stock without having been recognized. On the other hand, the forgers carried away by greed, committed a grave error in changing from the 20 to the 50 Pesos.

The only example of which we have knowledge is perforated $12\frac{1}{2}$ by $11\frac{1}{2}$, the horizontal and vertical perforations at the left being very clear while the vertical ones at the right are very coarse.

We feel the time has come for assembling the greatest possible amount of information on these stamps, so that their study from the philatelic viewpoint may be completed; but without the cooperation and assistance of all collectors, it is impossible to make further progress. We issue a call to anyone who may possess copies of these forgeries to study them and communicate their findings to us, since we do not pretend to have said the last word on this subject.

Editorial

32 Years Ago

Recently we came upon an excellent article that was published in February 1929 in the popular British weekly, "Stamp Collecting." What was written then still is timely, most all of it being applicable today. To prove that problems of long ago still are with us, portions of this 1929 writing are reprinted here.

SEMI-OFFICIAL AIR STAMPS

Their Interest and Importance

By Douglas Armstrong

Amongst some hundreds of special stamps that have been called into being by the growth of the airpost service throughout the world are a considerable number which do not figure in any of the standard catalogues. Others are recognized by certain cataloguers, but ignored by others in a quite incomprehensible and confusing manner. Even in *Champion's* particular Air Post Catalogue they are relegated to a category of their own under the classification "Timbres Semi-Officiels." All of which prove very mystifying to those who are unfamiliar with the peculiar circumstances governing the issue and use of such stamps, nor is it to be wondered at that, for the reasons stated, many collectors are inclined to look askance at "semi-officials" and to regard them as something outside the pale.

Yet the fact remains that in several countries where air mail is operated by private enterprise under Government contract, air post fees can only be defrayed by these same "semi-official" air stamps, which in some cases are actually on sale at the government post offices for this purpose.

Let us consider for a moment the part played by so-called "Vignettes" in the development of the flying post in many lands. Take as an instance Colombia, whose air post service is a model for those of other countries . . . The provision of aero stamps has devolved upon the companies holding the air mail contract, notably the SCADTA . . . It must therefore be conceded that they have contributed greatly to the extension of the aerial post, and for this reason, if for no other, are worthy of inclusion in a collection of the world's Air Post stamps.

Canada provides yet another remarkable anomaly inasmuch as the private vignettes issued by Government authority for payment of air post fees over the several "contract" air lines, prior to the appearance of the present official 5 cents Air Mail stamp, were all on sale at the Canadian Post Offices for the convenience of the public, and without them no correspondence could be transmitted by air. Whilst lacking therefore, the status of a full-fledged Government emission, it is indisputable that the air post vignettes of the Patricia Airways, Elliott-Fairchild, Western Canada Airways and kindred aviation companies are equal in philatelic standing to, say, the Carriers' stamps of the United States, albeit that unlike them, they have not yet been accorded catalogue rank.

In cases such as those quoted here, it is a difficult matter to draw a sharp line of distinction between what is semi-official and what is official in air post stamps. A strong claim to recognition can be advanced for most, if not all, of the issues referred to, whilst there are other stamps numbered amongst the "semi-officials" by *Champion* that are of a more definitely private character and devoid of even partial authority.

I have reserved until the last the delicate question of the "Ross Smith" air post vignette of Australia. By Continental collectors it is universally acknowledged to be an official stamp, and as such is duly chronicled by Yvert; Gibbons and Scott still holding aloof. Assuming that, despite the absence of any indication of value, it franked letters brought on this memorable flight to their destinations, as it unquestionably did, and was printed and

(Continued on Page 82)

HONDURAS

The 1946 Issue: An Inside Story

By IRVING I. GREEN

This Honduras specialist read Mr. Jan Bart's narrative, "Honduras, The Roosevelt Issue," that appeared in the *AERO PHILATELIST ANNALS*, April 1960. The topic interested me as I had exchanged letters on this subject during 1945-46 with a collector in Honduras. This correspondent, being "in the know" concerning official matters, gave me the inside story of the 1946 issue from its conception, and now I give it to you to explain Mr. Bart's dilemma on first day covers.

By 1945, after six prosperous World War II years, Honduras had achieved a strong financial position with an excess of exports over imports. The two private banking concerns that operated throughout the republic and many prominent business firms had accumulated extensive dollar reserves in New York. Building construction, both private and public, had increased; money collections were easy and prompt; the standard of living had reached an all-time high. The government was even spending considerable funds to promote cultural improvements and "the better things in life."

Among other luxury investments, the National Library and Archives purchased a collection of coats of arms of Honduras localities that existed in the old Kingdom of Guatemala, which, in Spanish days, embraced the present five republics of Central America. These coats of arms were designed after painstaking research by Prince Ypsilanti de Moldavia, a genuine descendant of the old legitimate kings of Moldavia and Wallachia, later called Romania, who were ousted by the German dynasty whose last effective king was the ill-fated Carol. Prince Ypsilanti, long a resident of Honduras, was the only real expert on heraldry in Central America. The coats of arms he designed were expertly painted in oils by a Honduras artist and hung, where they still are to this day, in the lobby and reading hall of the National Library in Tegucigalpa, the capital.

In 1945 it was suggested that the government issue a set of postage stamps depicting these coats of arms, and the idea met with immediate approval. Photographs of the oil paintings were sent to the Consul General in New York with instructions to place a contract for the manufacture of an eight value airmail issue, with each value showing a design of different coats of arms.

This all took place just prior to the death of Franklin Delano Roosevelt. After the sad news of his death was received in Honduras and after the demonstrations of official mourning had ended, it was decided that the coats of arms motif on the eight centavos value of the proposed issue be changed to one signifying Honduras' grief over the loss of a great friend and statesman.

After considerable consultation among the higher-ups in the Executive Ministry, a decision was evolved and approved for the design of the proposed memorial stamp. The Director of Posts thereupon advised the Consul General in New York that the approved design was to show a broken column symbolic of death, and under it an inscription, "F. D. R. 12 APRIL DE 1945—HOMENAJE DE HONDURAS AL ILUSTRE ESTADISTA (Honduras pays homage to an illustrious statesman)." Above the column was to be a cloud from which was to emerge only the face of the deceased, looking down from heaven as a kindly spirit. The color of the stamp was to be a soft pastel shade in keeping with the nature of the subject.

Final instructions from the Director of Posts stressed the necessity for prompt fulfillment of the contract as the existing stock of the current stamps was already running low.

On July 20, 1945, Executive Decree 175 was announced. It read:

"An issue of the following airmail stamps is hereby authorized:

HONDURAS



Designs of the 1946 Issue

Top row: 1c (red) Great Seal of The Republic of Honduras. 2c (red orange) Gracias 1542, Truxillo 1525. 5c (violet) Nueva Valladolid de Comayagua 1715, San Jorge de Olandio 1578.

Center: 8c (brown) first Roosevelt Memorial. 15c (sepia) Province of Honduras 1544, San Juan de Puerto Caballos 1594. 21c (deep blue) Santa Maria de Comayagua 1557, Tencoia 1537.

Bottom: 1 Lempira (green) Jerez de la Frontera de Choluteca 1585, San Pedro de Zula 1660. 2 Lempira (gray) San Miguel de Heredia de Tegucigalpa 1770. 8c (black brown) second (redrawn) Roosevelt Memorial.

3,000,000 stamps of	1 centavo,	engraved
2,000,000 stamps of	2 centavos,	engraved
500,000 stamps of	5 centavos,	engraved
2,000,000 stamps of	8 centavos,	engraved
500,000 stamps of	15 centavos,	engraved
3,000,000 stamps of	21 centavos,	engraved
100,000 stamps of	1 Lempira,	engraved
100,000 stamps of	2 Lempiras,	engraved

Total 11,200,200 stamps.

"The Director General of Posts is authorized to delegate permission to the Consul General of New York, Dr. Gonzalo Carias Castillo, to contract with the Hamilton Bank Note Company of New York for the engraving and manufacture of the above listed stamps."

Probably no one was more surprised than the Director General of Posts when he learned that the Hamilton Bank Note Company of New York had been awarded the contract. Although the public had long forgotten or never known of the Seebeck stamp issues that had been made by this company, he, as well as several old-timers in official circles, well remembered the controversy these stamps precipitated in the early 1890's. Some of the very old men, former members of the Honduras Congress, even recollected the famous

HONDURAS

Congressional Decree which cancelled the Seebeck contract. They recalled that action with pride as it was one of the few instances when the then poor and weak Honduras had dared to repudiate a formal agreement with a powerful foreign concern.

Because of this past experience, these influential persons believed that the Hamilton Company should not have been awarded the present contract. However, as it had already been authorized by the Executive Decree and was a *fait accompli*, they hoped that the company would do a creditable job and deliver the stamps promptly.

A few weeks after the decree was announced, the Allied victory over Japan became a reality, and it was decided to incorporate the commemoration of this notable event on the Roosevelt stamp by including in its design the words, "DIA DE LA VICTORIA ALIADA SOBRE EL JAPON." Notice to this effect was promptly forwarded to the Consul General in New York.

The remaining months of 1945 passed without receipt by the government of advance sketches, essays, or color suggestions; nor was there any mention by the Hamilton concern of a delivery date. Instead came letters deploring the scarcity of paper, difficulties of transportation, strikes, and other inconveniences. Meanwhile the meager supply of current stamps dwindled and finally became exhausted. This condition forced the government to order the surcharging of leftovers of the Comayagua Centenary commemoratives and other stamps of the regular 1932-42 issues for the franking of surface and air mail.

Finally, at the beginning of 1946, the government, in desperation, sent a sharply worded complaint to the Hamilton Bank Note Company, insisting upon execution of the contract without further delays or excuses. In February, 1946, the company made an emergency shipment of 300,000 each of the one centavo and two centavos. This, they stated, was supplied free of charge to compensate for the delay. Although these stamps were rather poorly made on cheap paper and improperly perforated, the government by an Executive Decree of March 6, 1946, authorized their sale and use on that day and thereafter.

Again months passed without notice of further delivery, although several more caustic letters had been sent by the government. Not until September, 1946, did a shipment containing the 5, 15, and 21 centavos reach Puerto Cortes. These stamps, also found to be poorly produced, were held in storage awaiting the balance of the order, which was then known to be en route. Finally, the last shipment, which included the 2,000,000 long-awaited Roosevelt commemoratives, reached Honduras during the first days of October. Everyone was curious to see these much-discussed stamps and hoped for something better made than those that preceded them.

But alas! Bitter disappointment was in store for all. The Director of Posts was present when the first case containing the Roosevelt stamps was opened in the storehouse of the Administration of Revenues. His first reaction was one of dismay when he noted the stamp was drab-colored and, in his opinion, improperly designed and printed. Amazement and rage superseded dismay when he realized to what extent the Hamilton artists had altered the idea proposed by the government. He is alleged to have exclaimed:

"It is true there is a broken-off column, but it looks like one they use on movie sets. The inscription below the column is almost illegible, poorly spaced and engraved. But worst of all is the picture of the late President, with feathery white hair like an impotent old man—a rotten portrait showing part of the coat, shirt, collar, and necktie. It seems those people in New York can't read, for I specifically ordered the head, and nothing but the head, to be shown emerging from a cloud to symbolize the soul of the Great Man looking down upon us from heaven. Do their foolish designers think the soul of a departed one wears a coat, shirt, collar, and necktie? The whole thing is offensive, much more so than the Seebeck affair, and clearly shows a lack of imagination, artistry, and good taste besides demonstrating technical incapacity."

A forceful letter of complaint was forthwith sent to New York. But further disillusion was yet to come. When the sorting and counting of the shipment got under way, the six employees assigned to this task found, to their amazement, that in a large number of sheets, the perforations ran across the design of the stamps, even, in many instances, diagonally.

HONDURAS

The Director of Posts and his secretary were promptly notified of these defects, and they, as well as a Delegate of the Superior Ministry, witnessed the weeding out of defective sheets, which in some lots reached a staggering 80% of the total. It was calculated that of the 2,000,000 Roosevelt stamps delivered, only 400,000 were serviceable. A claim for restitution was made to the Hamilton Bank Note Company while the defective sheets were placed in storage as evidence. (They were eventually destroyed.)

The let-down occasioned by the appearance of the Roosevelt stamps was especially distressing to the Director General of Posts and the Philatelic Department of the General Post Office as many orders had been received for these commemoratives since March of that year. Advance payments totalling thousands of dollars had been accepted in good faith with the expectation of 2,000,000 saleable stamps. With only a fifth of that quantity fit for sale, and because a Honduras postal regulation stipulates that only a certain percentage of the total number of each issue can be sold to buyers outside of Honduras, it became obvious that only a small part of each order would be filled. This was done and substantial refunds of money made for the undelivered portion of each order. (The first day of issue for the 8 centavos Roosevelt commemorative, the 5, 15, and 21 centavos, and the one and two Lempira was October 15, 1946.)

When the claim concerning the Roosevelt stamps was received in New York, the Consul General arranged for a conference with the Hamilton Company officials. At this meeting the company agreed to supply the government, free of charge, 2,000,000 of an entirely new and better executed Roosevelt commemorative. The government, in consideration of this action, agreed to contract with the company for the production of a new issue commemorating the First Archeological Conference of the Caribbean.

Both the second Roosevelt commemorative, Scott C163, San. 246, and the Archeological Conference set, C164/169, San. 247/252, had the same first day of issue, October 20, 1947. It is interesting to note that the design of the well-executed second Roosevelt stamp again shows the president wearing a coat, shirt, collar, and necktie. This indicates the government's

SWITZERLAND WAR COVERS

During World War II many soldiers of both sides either deserted or took refuge in this neutral country. They were interned in PRISONER OF WAR CAMPS established by the Swiss.

We have on hand a fine collection of 61 different special covers of the Swiss Army, all bearing the name of the Prisoner-of-War Camp, such as Italian, Yugoslav, "escaped Prisoner" etc.

Price of this historical collection on request.

PENNY BLACK STAMP CO.

Est. 1912

S. L. Bayer, Prop.



116 Nassau Street, New York 38, N. Y.



plan to depict F. D. R. as a spirit benignly looking down from a cloud in heaven was once more disregarded by the company—or possibly Honduras, by that time, had abandoned the symbolism.

From the above stated information it is evident that the stamp catalogers can justifiably revise upward the price of the first Roosevelt stamp, as considerably less than the 2,000,000 authorized were sold to the public.

In justice to the Hamilton Bank Note Engraving and Printing Company, their full name, it can be said that due to wartime shortages, restrictions, and conditions, it experienced many difficulties that impeded a prompt and satisfactory completion of the disputed contract. As a final comment, after an honorable existence of some eighty years, the company lost its identity about nine years ago when it was absorbed by the Security Bank Note Company of Philadelphia.

AERO-PHILATELIC LITERATURE

So, war es wirklich! Authentischer Kommentar zur ersten Zeppelinpost und ihren Fälschungen (This is what actually happened. Authentic comments upon the first Zeppelin mail and its counterfeits), by Wolfgang Haeker. 40 pages, 16 illustrations, paper cover. Publisher, Kurt Dahmann, Berlin-Wilmersdorf, Konstanzer Str. 9, Germany.

This informative booklet was sent us by the publisher of "Die Luftpost" without mention of any price. It fully describes and pictures deceptive counterfeits of the very early Zeppelin mail circa 1900. As a member of the Expert Committee of the Philatelic Foundation, New York, N. Y., this reviewer has examined a few of these fake pieces and he was, therefore, pleased to see that the details about them have been put into print.

It is true that to fully understand the whole matter, one must be able to read German. But by examining the illustrations, one not familiar with the German language will be able to see exactly what has been doctored and then sold to leading collectors in Europe as exceedingly rare early aero-philatelic items. Unless knowledge of these fakes becomes widely known in America, we would not be at all surprised to see some of them appear in a future U. S. exhibition in a leading air mail collection.

This reviewer just had the experience of seeing advertised in a popular American stamp newspaper a counterfeit of one of our country's early pioneer flight covers. We wrote to the editor and received in reply the usual innocent plea that this paper had no idea this was not genuine, and they asked if we were sure. Much time had to be consumed with correspondence, although these U. S. fakes had been publicized in the stamp press about 20 years ago. It would not astonish us to find these early German Zeppelin cards advertised over here unless word gets around. Thus, anyone possessing this booklet will be informed.

Scott's Standard Postage Stamp Catalogues, 1961 Edition, Volumes I and II. Published by Scott Publications, New York, N. Y.

The newest edition of Scott is important because it marks the first issued under the management of the new owners, Esquire. This reviewer received a very favorable general impression. Many of the illustrations have been improved and now are much clearer. No comment will be made on the catalogue in an overall sense. Other stamp papers have done that. Instead a few comments will be made on the air mail stamps.

Of utmost importance, in this reviewer's opinion, was the new listing of

BOOK REVIEWS

two air mail stamps that had never before been even mentioned in the Scott Catalogue. The 1921 *Black* overprint of Uruguay is now Scott C1a. Going back a few years to the series of articles by this reviewer in THE AERO PHILATELIST ANNALS, in Volume IV, page 86 a suggested revised listing in the catalogs of the 1921 air mails of Uruguay was published. No catalog, to our knowledge, has followed this. The action of Scott, however, in finally admitting the *Black* overprint, that it branded as bogus years ago, represents a big step forward. Although we hold that with all evidence it deserves a major number, we are satisfied, for the present, with the fact that it is at least Scott-listed, even 'tho a minor number.

An agreeable surprise was the new listing of Liberia Scott C3m. This interesting stamp was discovered by this reviewer just three years ago in the stock of a very well-known New York dealer. As soon as time permits, the story of this find and some of its consequences will be written for this magazine.

In last year's edition, the Harrison Printing of Papua's first air mail stamp of 1929 was listed in Scott for the first time as Papua C1b. Although all three new listings make their bow as minor numbers, it is certainly a credit to the present Scott editors and publishers that new items are going into the catalogue.

This reviewer, however, could argue at great length, and also with the sincere belief that the facts support him, that the Bolivia Graf Zeppelin stamp of 1930 — the variety with the silver overprint — first listed in the 1959 edition of Scott as Bolivia C17A has far less to recommend it as a major number than Papua C1b, Liberia C3m and Uruguay C1a. It is hoped that in a near-future edition these listings will be correctly and consistently revised.

The Scott Catalogues are, from a broad point of view, very good, make no mistake about that. Certainly their issuance early in the fall of 1960 should quiet the complaints of the stamp trade. Although, not related to a catalog review, we have read that the popular Scott Air Mail album will re-appear shortly. Many had felt that the cessation of this album a few years ago created a serious handicap for air mail collectors and dealers. Surely, the new publishers deserve the thanks of every aero-philatelist for the resumption of the Scott air mail album. (H. M. G.)

NEW 7c AIR MAIL COIL STAMP

SOUVENIR FOLDER

Containing the following:

7c Air Mail Mint Coil Pair

7c Air Mail Coil Pair on First Day Cover

Folder Punched For Three-ring Binder

\$1.00, post free from:

AERO PHILATELISTS

22 East 35th Street

New York 16, N.Y.

AERO PHILATELISTS

1961 OFFICERS

President	PHILIP SILVER
Executive Vice President	SAM RODVIEN
First Vice President	LOUIS N. STAUB
Secretary	HARRY A. HOLMAN
Corresponding Secretary	ALBERT P. COHEN
Treasurer	BERNARD FINK

DIRECTORS

Class of 1961	Class of 1962	Class of 1963
RICHARD W. CANMAN	JOHN J. BRITT	BERNARD FINK
JOHN R. DILWORTH	ALBERT P. COHEN	H. M. GOODKIND
JACOB S. GLASER	FRANK GLANZ	HARRY A. HOLMAN
THOMAS A. MATTHEWS	STANLEY R. RICE	SAM RODVIEN
R. H. SHRADY, M.D.	IRA SEEBACHER	MAURICE TRIPET
PHILIP SILVER	LOUIS N. STAUB	JULES L. WACHT

THE FIRST AIR MAIL STAMP OF THE UNITED STATES

By Henry M. Goodkind

Mostly about the famous 24c red and blue stamp of 1918 and the one sheet with the Inverted Centers. This booklet of 12 pages with 8 exceptional illustrations offers information which few know about our first air stamp. Price \$1.00 postpaid.

Aero Philatelists, Inc.

22 East 35 Street

New York 16, N. Y.

EDITORIAL (Continued from Page 71)

issued by the Commonwealth Postal Department (as it was), it must be at least on as sound a footing, philatelically, as the private postage stamps of Spain or the Portuguese Red Cross series, quite apart from the fact that it is a British Colonial stamp with a notable history.

Thirty-two years later, what has happened? The British "Gibbons" still maintains its conservative listing policy and none of the abovementioned air mail stamps are as yet in that catalogue. Our own Scott has done better. The Colombia air stamps were listed in Scott a few years ago. But the Australia "Ross-Smith" and all the Canadian semi-official air mails are still out of Scott.

The basic trouble, as we view it, relates more to catalogue inclusion than exclusion. In 1929 Mr. Douglas Armstrong cited a few examples of catalogued items that have less official status than these semi-official air stamps. Other instances could be mentioned. Bolivia Scott C1-7 and Brazil C73A are two examples that come to mind. Neither issue was any more official than Australia's Ross-Smith or Canada's semi-official air mails. (H. M. G.)

CORRESPONDENCE

Germany Sanabria Nos. 5-6

In the last number of your magazine (Vol. VIII, No. 2, October 1960) on page 40, Dr. R. H. Shrady quotes two different explanations for the overprinted initials *E.E.L.P.* as given in the "Sanabria" and the "Champion" catalogs. He inquires — "Which one is correct?"

Answering Dr. Shrady's question whether Champion or Sanabria is right about the interpretation of the *E.E.L.P.* overprint, the latter is wrong. Theirs is an ingenious, though a bit far-fetched interpretation, but cannot be correct for the simple reason that there was no pilot on that occasion or the pre-WWI period either, for that matter, of this name. I followed German flying closely as a boy, and possess all their aviation histories, as well as complete listings of all pilot licenses issued in Germany. Nowhere is there any trace of a Pistorus.

"Ex est Luft Post" is the interpretation given of these four initials generally, though it seems a bit puzzling to me why two of the words should be in Latin and the balance in German. Berezowski says in his 1930 edition that this explanation was not announced beforehand, but should be sent in on an airmail card in a guessing contest for which a free flight in the Delag Zeppelin airship or 250 Marks was to be awarded to the winner. In case there were several correct replies, the money was to be divided among the winners, but only one "Ex est Luft Post" solution was turned in.

Erik Hildes-Heim
Fairfield, Conn.

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.

MEMBERSHIP APPLICATION



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

AERO PHILATELISTS, Inc.

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

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

NAME

ADDRESS

Street

.....

City, Town or Village

Zone

State

OCCUPATION

SPECIALIZING IN

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

THE H. R. HARMER
PRIVATE TREATY DEPT.
NEEDS YOU!

Collections offered through the famous H. R. Harmer Private Treaty Department are selling fast - to the complete satisfaction of buyer and seller.

The President of Lenox Hill Hospital, for whom we sold a portion of the Siegmund Adler Collection, wrote:

"Your consummation of the sale of the Siegmund Adler Collection for the benefit of Lenox Hill Hospital meets with our complete approbation. We are indebted to you for your advice and for the deftness displayed in completing the transaction."

Mr. Geo. M. Umbreit, President of The Maytag Company, after we had placed his British America Collection, commented:

"Of course I am pleased that the collection was disposed of at your appraisal figure which I thought was very fair. However, I am more pleased at the very business-like manner in which the whole transaction was handled. Your organization is to be congratulated for unusual courtesy and efficiency."

The position is that at the moment of writing this advertisement we have sold, since September 1, Collections and Rarities to a total of comfortably over \$100,000. There are only 23 items or collections on offer of which 6 are on consignment.

Can we help you in the selling of your Air Post Collection (or sections of it) or other philatelic properties? We sorely need more properties to offer the hundreds of eager clients.

May we hear from you?



H. R. HARMER, Inc.

Private Treaty Department

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

PLaza 7-4460 (Area Code: 212)

You can't collect airstamps without —

THE NEW SANABRIA CATALOGUE

NOW ON SALE

**SINCE 1935 THE COMPLETE GUIDE
FOR THE AIRPOST COLLECTOR**

This latest edition contains MORE cover listings, MORE specialized items, MORE varieties, PLUS the only comprehensive listing of essays, proofs, and specimens; also the very latest up-to-date air letter section.

Price \$12.50

Available only from the publishers —

NICOLAS SANABRIA CO., Inc.

Georges Medawar, Pres.

521 FIFTH AVENUE, NEW YORK 17, N. Y.