

# THE AERO PHILATELIST ANNALS



**Vol. XII, No. 3**  
**JAN. 1965**

## **\* Contents**

|                                                                                                          |    |
|----------------------------------------------------------------------------------------------------------|----|
| Germany (R. H. Shrady, M.D.) .....<br>1913 Liegnitz Semi-Official Air Mail Stamp                         | 57 |
| Count Zeppelin (H. M. Goodkind) .....<br>In The American Civil War                                       | 63 |
| Saudi Arabia (J. Phillip Roy & G. T. Guzzio) .....<br>Horizontal Pair Imperforate Between. So Far Unique | 65 |
| Aero Philatelists (William N. Mead) .....<br>Report Of The 18th Annual Convention in 1964                | 67 |
| United States (Philip Silver) .....<br>The "Grounded Eagle" Stamp of 1938                                | 69 |
| United States (Henry M. Goodkind) .....<br>The 5c Beacon Air Mail Stamp of 1928 (Conclusion)             | 73 |
| Peru (H. M. Goodkind) .....<br>1935 Lima Commemorative Issue. Counterfeit First Day Covers               | 80 |
| Book Reviews .....                                                                                       | 83 |

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# THE AERO PHILATELIST ANNALS



**Vol. XII, No. 3**  
**JAN. 1965**

Henry M. Goodkind, Editor  
Philip Silver, Assistant Editor

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## GERMANY

### The 1913 Liegnitz Semi-Official Air Mail Stamp Originals and Reprints

By R. H. SHRADY, M.D.

For many years, there has been considerable confusion and uncertainty, both in this country and Europe, about the Liegnitz semi-official air mail stamp of Germany (Sanabria No. 515) issued in 1913. It was reported that there are copies from the original printing, which are scarce, and also reprints that are far more common. Many collectors and dealers were buying copies of the plentiful reprints believing that they were securing the much scarcer originals. Having been among those confused, I sought out reliable information, which is now presented in this article.

At the suggestion of our editor, Mr. Henry M. Goodkind, I wrote to Mr. Hermann Sieger, the well-known dealer in Lorch, Württemberg, West Germany and he supplied me with the necessary information. Mr. Sieger wrote me that *199 out of 200 copies presently offered for sale are the common reprints, not the desirable originals.* Also, Mr. Sieger believes that many stamp dealers, even in Europe, cannot distinguish the difference between the two, and consequently, are selling the inexpensive reprints as the valuable originals.

Also, Mr. Sieger wrote that it is relatively easy to identify the original copies from the reprints, and when one knows the differences, mistakes no longer will be made. After studying the material and information that Mr. Sieger sent me, I agree.

#### Only 5,000 Originals Printed

The original 1913 Liegnitz-Zeppelin stamp (San. Germany No. 515) was not official "Reichpost" issue. It was privately printed and issued. The printing was done in Dresden in the total amount of 5,000 copies. The color of most stamps is a dark yellow; a smaller quantity is a lighter yellow shade. The exact quantity of each is not known. But Mr. Sieger estimates that somewhere between 3,000 and 3,500 were printed in the dark shade and about 1,500 to 2,000 in the lighter one.

Both color shades exist as originals and reprints. An article in the June, 1934 "Airpost Journal" of the American Airmail Society, erroneously stated on page 11 of that number that the originals come on watermarked paper. Neither the originals nor the reprints were printed on watermarked paper.

Both the originals and the reprints were printed in sheets of ten. There are only four original clichés, not ten, arranged as follows:

|   |   |
|---|---|
| 1 | 2 |
| 3 | 4 |
| 1 | 2 |
| 3 | 4 |
| 1 | 2 |

In 1925, one of the first air post specialized catalogues appeared. It is the "Handbuch de Luftpostkunde" by Alexander Berezowski and Dr. Robert Paganini. It was printed in Gorlitz, Germany and, of course, in German. In each copy of the catalogue, which was numbered, a block of four of the Liegnitz-Zeppelin 1913 stamp was affixed (Fig. 2).

#### The First Reprints

These blocks are known as the *First Reprints*. They were made from the four original clichés and each block of four had one of the four corners of one stamp burnished off, as clearly seen in the Fig. 2 illustration. 1,500 of the *First Reprints* were printed.

#### The Second Reprints

There was a second edition of the Berezowski Catalogue. But in this later one, only a single copy of Germany Sanabria No. 515 was affixed instead of a



Fig. 1. An enlarged photograph of an original copy. (Photo by Boutrelle)

block of four. To supply these, a *Second Reprint* was made from the original cliché. Since the corners had been burnished off the *First Reprint*, it was necessary to redraw the corners. This makes it much easier to distinguish between single copies of the originals and the reprints.

Most of the *Second Reprints* carry a small circular signature on the back. It is rubberstamped in violet ink, reading, "Barz u Co. Görlitz." This signature is not found on any original copies.

But this is not a criterion for distinguishing between the originals and the reprints, because not all of the latter have this marking on the back. Therefore, if you see a copy of Germany San. No. 515, you should examine the back. If



Fig. 2. The FIRST REPRINTS. A block of four with the corners on each copy removed. This block is in the front of the copy of the Berezowski Air Post Catalogue in the Collectors Club library, New York, N. Y.

there is a signature, you will know that this is not an original. If there is no small circular violet mark on the back, however, this does not identify it as an original. It could be one of the reprint copies that was not signed on the back.

#### Identification Of Originals And Reprints

The easy way to distinguish between an original and a reprint is by exam-

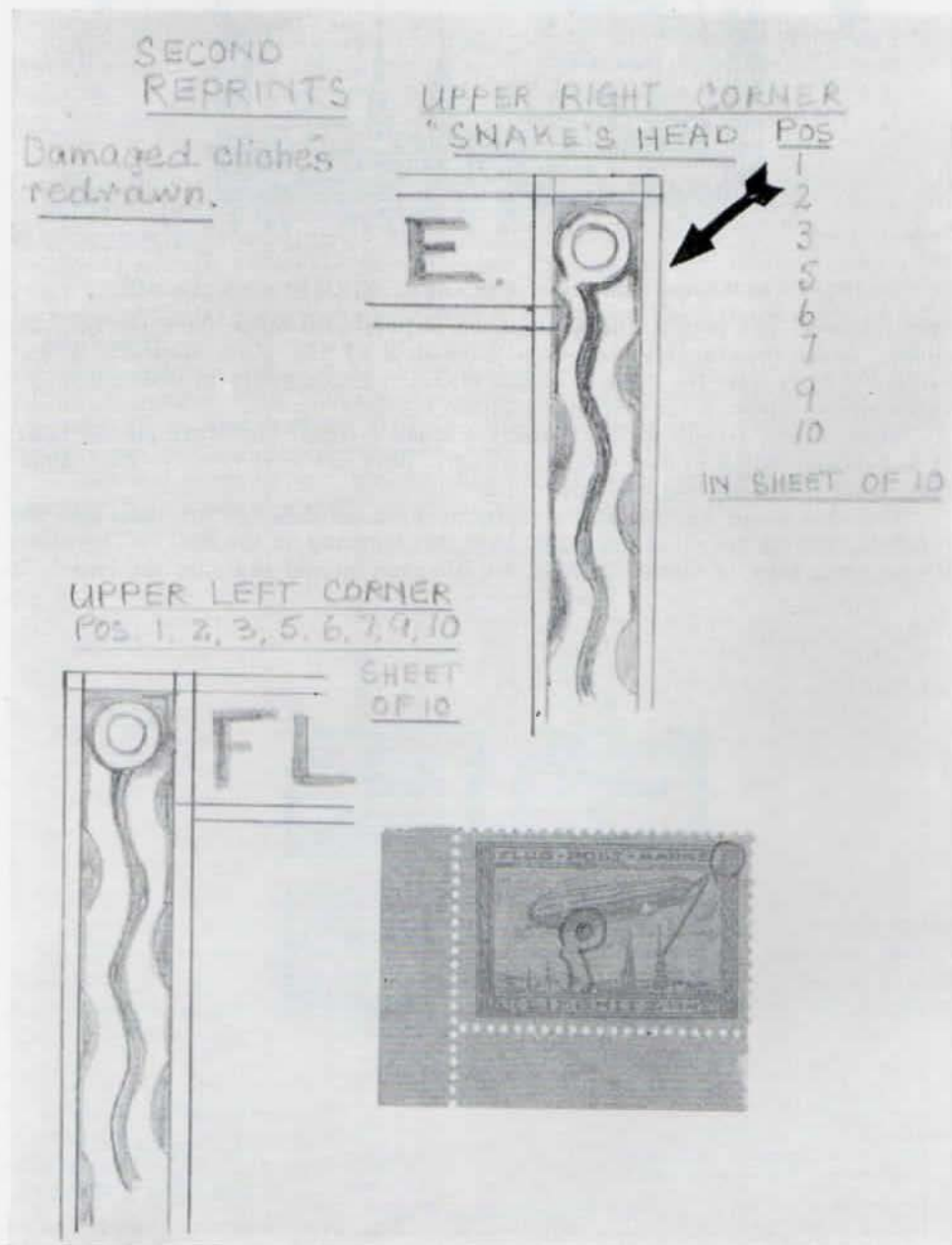


Fig. 3. The SECOND REPRINT on all positions in the sheet, except Nos. 4 and 8. Also affixed here is a copy of this type of reprint marked for easy identification.

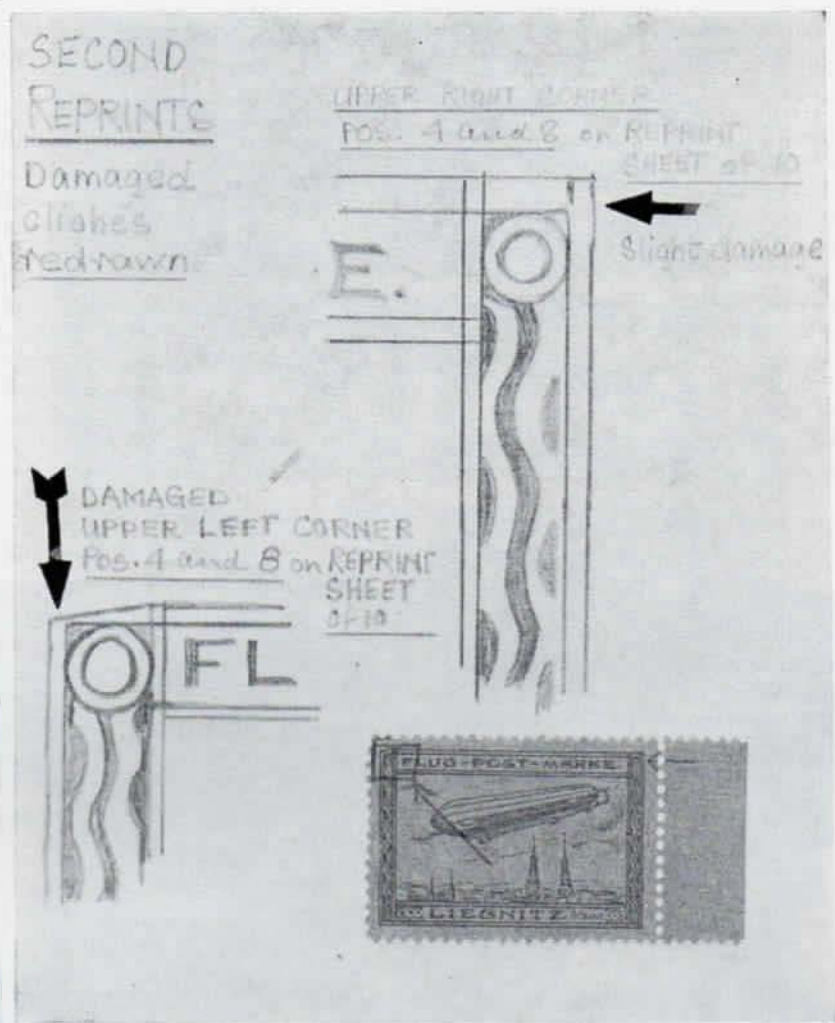


Fig. 4. The SECOND REPRINT as it appears on two positions—Nos. 4 and 8. A copy of the actual reprint is shown at the bottom of this sketch to aid in distinguishing this type.

ining the upper righthand corner. In the reprints, this redrawn design has the appearance of a snake's head (see Fig. 3). But this is not all.

In studying the block of four of the *First Reprint* (Fig. 2), one notices that only on the two top stamps were the righthand corners removed. On the bottom row, Position No. 3 has the upper lefthand corner burnished off, but on Position No. 4 it is the lower lefthand one.

Consequently, the Fig. 3 reprints occur on all positions in the sheet of ten, except Position Nos. 4 and 8. For the latter, one must be more careful because these reprints resemble the originals more and do not have this snake's head in the upper righthand corner.

Fig. 4 indicates what to look for in the Position Nos. 4 and 8 reprints. Here the clichés were repaired in the upper lefthand corner.

There is one more indication that should be used. Both of the upper corners on original copies (Fig. 1) are clearly defined and not distorted. On the



Fig.5. A full sheet of ten of the SECOND REPRINTS.

reprints, whether from Position Nos. 1-2-3-5-6-7-9-10, or from Position Nos. 4 and 8, there always is some slight damage to the lines of the upper right corner.

#### Conclusion

It is hoped that this article will clear up once and for all the previous confusion that has existed between the originals and the reprints of this 1913 German semi-official airmail stamp. Furthermore, by recording the information in this article, it is hoped that all interested collectors and dealers will be educated

(Continued on Page 64)

## The German, Count Zeppelin In The American Civil War

Both over here in America, North and South, and overseas, especially in Germany, one of the most popular branches of aero-philately is the collecting of *Zeppelin* material — early trips, flight covers, the stamp issues of the 1930's, the German semi-officials and any memorabilia surviving from a trip made by these famous German airships. In most air mail exhibitions, the Zeppelin section has many entries.

To an extent, this is paradoxical because the airship has become as extinct as the dodo. After World War II these lighter-than-air crafts were dropped by all countries as a mode of transportation.

But the fame of the Zeppelins and their creator, Count Zeppelin, not only lives on, but seems to attract more philatelic attention each year. Just look at the steady rise in prices of the United States Graf Zeppelin issues of 1930 and 1932, and the German North Pole and Chicago Fair Flights as evidence of this.

### Back To 1862

The Civil War in our country also has attracted thousands of collectors, of



FIRST PHOTOGRAPH OF COUNT ZEPPELIN IN AMERICA  
Seated (center) with Military Documents in his hand

Photo by Boutrelle

whom only a small segment are philatelists. It seems no exaggeration to state that within the past five years, more books have been published and sold on our Civil War than on any other subject.

It is surprising to observe how few people—both collectors of Zeppelin philately and “Civil War buffs”—know the intimate and close connection between the German, Count Zeppelin, and the Civil War in America.

The accompanying illustration was taken in 1862 by the famous Civil War photographer, Matthew Brady, and it tells a story that no aerophilatelist should forget. This illustration is from a page in the book, “The World In The Air” by Francis Trevelyan Miller, published by G. P. Putnam Sons, New York, N. Y. The caption on the page in this book reads:

“WE HERE FIRST MEET ZEPPELIN — The career of the great German, who gave the modern Airship to the world, started in America in the ranks of Lincoln (1862). We find him at the age of 24 years as an official observer of the Prussian Army in the American Civil War.

“This is where Zeppelin got his first idea of Aerial Navigation when he witnessed for the first time in the world’s history the direction of artillery fire from the military balloons of Professor Lowe, America’s first chief of Aeronautics.

“Zeppelin made his first balloon ascent in America. This directed the course of his life achievement. After the assassination of Lincoln, whom he greatly admired, we find him in the Austrian War (1866); Franco-Prussian War (1870); retiring with rank of General (1891) and building the World’s First Dirigible Airship (1900) with his great Zeppelins in the World War (1914-18).”

#### Learned In America

Two statements in the above should be emphasized. The first is that “Zeppelin got his first idea of Aerial Navigation” here in America during our Civil War in 1862. The other is that Count Zeppelin made his first trip in the air here in America.

This American education and early experiences of Count Zeppelin may account for the many flights made between 1928 and 1933 by the dirigible, the Graf Zeppelin, between Germany and the United States. There had been a great historical precedent set for these 20th century flights in 1862. (*H. M. G.*)

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#### 1913 LIEGNITZ (Continued From Page 62)

to know the differences and no longer continue buying the common reprints as an original copy. The latter are far more scarce, and with the strong demand now for pioneer air mail material, originals are rightly bringing high prices, both on the American and the European stamp markets.

#### Acknowledgments

My special thanks to *Mr. Hermann Sieger* of Lorch, Württemberg, West Germany, the well-known European stamp dealer, for his valuable information and for sending me the two marked reprint copies shown in Figs. 3 and 4.

Also we consulted *Mr. Herbert J. Bloch* of the Mercury Stamp Co., New York City and he gave us some valuable information and assistance.

The excellent illustrations of the reprints — Figs. 3 and 4 — were made by *Miss Ethel Harper*, Assistant to the Chairman, The Philatelic Foundation, New York, N. Y. and we are most appreciative of her work.

And finally, thanks to Editor *Henry M. Goodkind* in preparing this article for publication and making many helpful suggestions.

## SAUDI ARABIA

So Far Unique Error Found In 1959

Horizontal Pair Imperforate Between (Scott C3a)

By J. PHILLIP ROY & G. T. GUZZIO

After more than five years of diligent search, publicity and inquiry here and abroad, we have been unable to locate a second copy of the error of Saudi-Arabia, Scott C3a. This pair has been listed by the Scott Catalogue since 1961.



In March of that year, it was written up and illustrated in the *Philatelic Foundation Bulletin* with the comment, "This is a new variety, which we believe has not been recorded before, and shows *no vestige of any form of separation.*" The item previously had been pronounced genuine in all respects and a certificate issued.

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It was on the strength of this Philatelic Foundation certificate that the Scott Catalogue editors then gave the pair the listing C3a, unpriced, of course. At that time, Mr. Eugene N. Costales, one of the Scott editors, made the noteworthy observation that this was the first such Saudi-Arabian variety listed in Scott within thirty-five years. The last was #72a in 1926.

Unlike some countries, which mass produce errors to order for philately, such a find is truly a pleasure, all the more so, *since it first turned up in a mission mixture in 1959*. Mention of this find was carried in various philatelic publications here and abroad. However, up to the present time, no evidence of another such item has been presented or called to our attention.

The stamp itself is part of an air mail series issued October 1, 1949. They were lithographed at Cairo, Egypt, in panes of 5 x 5, perforated 11 on unwatermarked paper. This issue was replaced in 1961 by the current air mail series.

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By Henry M. Goodkind

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# AERO PHILATELISTS

## Minutes of the 18th Annual Convention

I. The 18th annual convention meeting of Aero Philatelists, Inc. was called to order by President Ira Seebacher at 2:25 P. M. on November 21, 1964 at the Collectors Club, New York, N. Y. President Seebacher welcomed the members and guests in attendance.

II. The Secretary, Mr. William N. Mead, thereupon read the minutes of the 17th annual convention held at the Seaside Hotel/Motel, Atlantic City, New Jersey. The minutes were approved as read and accepted with thanks.

III. President Seebacher called for a standing moment of silence to honor the memory of our members, *Mr. Jack Kaplan, Mr. Alfred D. Maier, and Mrs. Florence Ortale Brown*, who passed on during the year, 1964.

IV. The Treasurer, Mr. Bernard Fink, then presented the annual financial report in which he indicated that due to our almost static membership, our reluctance to raise our dues, and the ever rising cost of publishing the AERO PHILATELIST ANNALS, we would just manage to come through the year without a deficit. He announced that there were 302 members in good standing and approximately 50 others who were delinquent in their dues. Usually 90% of the latter pay later. The report was accepted with thanks.

V. President Seebacher next reviewed the activities of Aero Philatelists for the past year which were climaxed by the presentation of the *Richard S. Bohn Memorial Award* to Mr. Francis J. Field at the 4th FISA Congress in London, England. President Seebacher stressed the need for laying the groundwork for the 1966 FISA Congress scheduled to be held in New York. This depends, however, on whether USIPEX '66 will take place in May 1966.

VI. Mr. Bernard Fink reported on the FISA Congress in London, England last September, which he attended as our authorized delegate. He was impressed by the aero-philatelic knowledge, dedication and friendly attitude of the other delegates and praised the hospitality of the members of the British Air Mail Society who were hosts to the Congress. He stated that the presentation of the Bohn Memorial Award to Mr. Field was the highlight of the Congress and that considerable publicity regarding the event was given in the London papers.

VII. Mr. Henry M. Goodkind, our Editor, reported on our publication, The AERO PHILATELIST ANNALS, and advised that during the past few years a number of good writers had developed among our membership. He also commented on the rising costs of the paper and cuts required in the publishing of the quarterly magazine. He stressed the necessity of acknowledging new memberships and seeing that they received the magazine promptly. He further indicated that world-wide interest in aero-philately is great and that airmails are on the up-grade, judging by the prices realized at auction sales in New York and London.

VIII. President Seebacher then called upon Mr. William Weikh as Chairman of the Nominating Committee to submit nominations for the Class of 1967 Directors. The slate submitted by the committee was as follows:—

*Jacob S. Glaser*  
*Henry Kraemer*  
*Georges A. Medawar*

*William N. Mead*  
*R. H. Shradly, M.D.*  
*Philip Silver*

There being no further nominations from the floor the above-named Directors for the class of 1967 were declared elected and the Secretary was directed to cast one ballot to that effect.

IX. Calls for old and new business met with no response.

X. The Directors present then retired to elect the officers for the coming year and returned to announce that the following were elected for 1965—

|                                 |   |                            |
|---------------------------------|---|----------------------------|
| <i>President</i>                | — | <i>Louis N. Staub</i>      |
| <i>Executive Vice President</i> | — | <i>Sam Rodvien</i>         |
| <i>First Vice President</i>     | — | <i>R. H. Shradly, M.D.</i> |
| <i>Secretary</i>                | — | <i>William N. Mead</i>     |
| <i>Corresponding Secretary</i>  | — | <i>Albert P. Cohen</i>     |
| <i>Treasurer</i>                | — | <i>Bernard Fink</i>        |

XI. President Staub assumed the Chair, expressed his thanks for having been elected and indicated that he would endeavour to carry on the good work of his predecessors.

XII. Mr. Philip Silver, on behalf of the membership, thanked Mr. Ira Seebacher for his services as President during the past two years.

XIII. There being no further business, the meeting was declared adjourned by President Staub.

*Respectfully submitted,*

*WILLIAM N. MEAD, Secretary.*

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| 145-48 Beatification                              | 35.00       |
| 149-53 Chalcedon FDC                              | 60.00       |
| 155 Centenary FDC                                 | 10.00       |
| 155a Centenary Souv. sheet FDC                    | 35.00       |
| 158-68, E13-14 Popes & Basilicas FDC              | 20.00       |
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| C18-19 U. P. U.                                   | 110.00      |
| C20-21 Gratianus air FDC                          | Pr. O. Req. |
| C22-23 DOME I Air FDC                             | 60.00       |
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## UNITED STATES

### The "Grounded Eagle" Stamp of 1938

By PHILIP SILVER



(Left) Normal copy of C23 and (right) the one found with a "Grounded Eagle." (Photos by Boutrelle).

On two different occasions, the *AERO PHILATELIST ANNALS* has presented articles on the "grounded plane" variety on Scott C3, the 24c air mail stamp of 1918. (See April, 1956, Vol. III, No. 4, p. 89 and October, 1961, Vol. IX, No. 2, p. 51). Shifts to the right, left and top on this stamp were also illustrated in the April, 1956 number.

In addition to Scott C3, three other bi-colored air mail stamps have been printed by the United States Bureau of Engraving and Printing. These are the 5c carmine and blue "Beacon" air mail stamp of 1928—Scott C11, the 16c red and blue air mail special delivery stamp of 1936, showing the Great Seal of the United States—Scott CE2 and the 6c dark blue and carmine "Eagle" air mail stamp of 1938—Scott C23. For each of these stamps, two separate runs of the press were required, one for each color.

The 7c dark blue and red "Balloon Jupiter" stamp of 1959—Scott C54, the 10c violet blue and bright red Pan American Games stamp of 1959—Scott C56 and the current series of 10c, 13c, 15c and 25c air mail stamps picturing the Liberty Bell, the Statue of Liberty and Abraham Lincoln, respectively, are purposely not included in the above listing. These stamps were printed in one operation on the new Giori press; thus, no shifting of the second color vignette was possible.

The same kind of shifting found on the 24c air mail stamps of 1918 is also apparent on the 5c "Beacon" stamps. Stamps exist where the blue vignette plate has been shifted into the top, bottom, right and left parts of the red frame. These are fairly common. The Bureau of Engraving and Printing, had not, at that time, fathomed the secret of perfect registration. Indeed, a perfectly centered "Beacon" stamp is far more the exception than the rule.

However, eight years later, when the 16c air mail special delivery stamps were issued, the Bureau seems to have achieved almost perfect registration of the blue Great Seal vignette. Except for minor variations, the seal is placed almost in the exact center of the red frame area.

Even more exact registration appears to have resulted in the 1938 "Eagle" stamp printing. 349,946,500 were issued. On thousands of these stamps seen by the writer, only minor variations of shifting have been noted. The most pronounced, a shift to the top, is seen in the stamps affixed to the first day cover illustrated on the following page.

After many years of searching for a shifted center "Eagle" air mail stamp our diligence was finally rewarded. The stamp illustrated at the beginning

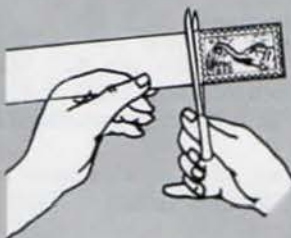
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- PS-1010 Large Size:**  $2\frac{1}{4}$ " high; 15 12-inch tubes to a pkg.; shapes and cuts to fit about 95% of all stamps in existence.
- PS-1011 Block-of-Four:**  $2\frac{3}{4}$ " high; 10 15-inch tubes to a pkg.
- PS-1012 Cover Size:**  $3\frac{3}{8}$ " high; 7 15-inch tubes to a pkg.
- PS-1014 Assorted Package:** Contains some of all sizes.

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First day cover with a block of four of C23 with the center "eagles" shifted to the top.

of this article was found in the stock of Leo Scarlet, U. S. and Canadian stamp dealer on Nassau Street, New York, N. Y. It shows a very pronounced shift to the bottom. The eagle is grounded right through the word "postage" at the bottom of the stamp. Part of the red color, although perhaps not discernable in the photograph, touches the outer, blue frameline. This is a shift of approximately 3mm. from the normal position, an inordinately great variation for these well-registered stamps.

Not too many of the "grounded plane" variety of the 1918, 24 cents air mail stamp exist. The number of sheets known to have been found is only two. Thus, no more than 200 such stamps would be available for both U. S. and air mail specialists. However, the number of true "grounded plane" stamps is probably much fewer. The most pronounced grounding of the plane is found on about the bottom four horizontal rows of the sheet. One may conjecture that perhaps no more than 80 true "grounded plane" C3 stamps are in existence today.

The writer is prepared to go out on a limb about the "grounded eagle" variety described above. It is his opinion, in view of the increased technical skill of the men and machines in the Bureau of Engraving and Printing at the time the "Eagle" stamps were printed, that fewer "grounded eagle" stamps exist than "grounded planes." Remember only 2,134,888 24c air mail stamps of the 1918 series were issued. The printing of the 1938 "Eagle" stamps — 349,946,500 — was thus 160 times greater. So, conceivably, a greater chance for error should exist. However, we remain firmly ensconced on our limb. Maybe, the readers of this magazine will prove us wrong.

## FOR BOOKS ON AIR MAILS

See Page 82

## MEMBERSHIP APPLICATION



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

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## UNITED STATES

### The 5c Beacon Air Mail Stamp of 1928

By HENRY M. GOODKIND

*(Part 5, Continued From Page 54)*

#### Numeral Cancellations

The right part of the duplex cancellations, previously described, usually had a number, and far less often the words "Air Mail." Cancellations with numerals are plentiful. The most common is number 1, next one number 2. All numbers from 1 to 9 are easier to find than the higher ones (Fig. 78).

The collection shows copies with numbers 1 to 20. Then come numbers 23, 24, 25 and 26. There is a number 65, 93 and finally number 96. Only one or two of the higher numbers were found, whereas over seventy-five copies were counted in one lot examined, having number 1.



Fig. 78. The right part of the duplex cancellations showing the Numbers 1 to 6, 8 and 9. Number 7 is missing from the collection.

#### Slogan Cancellations

Slogan cancellations often are seen on the 5c Beacon air mail stamp. Seven are common and an eighth is less so. Some slogan cancellations seem to be very scarce. Here is a tabulation of the slogan cancels so far found by the writer:—

1. Of course, the most interesting slogan cancellation is the one mentioned in Chapter 1—"Air Mail Saves Time." The late Max G. Johl made a study of this cancellation and recorded eighteen different types. The writer has made no attempt to duplicate Johl's work and locate all of his eighteen types. This is a little too specialized for his taste, but such specialization has had great appeal for other collectors (Fig. 79).
2. "Let's Go! Citizen's Military Training Camps" (Fig. 79).
3. "Address Your Mail to Street and Number" (Fig. 79).
4. "Register or Insure Valuable Mail" (Fig. 79).
5. "Red Cross Roll Call. Join" (Fig. 79).

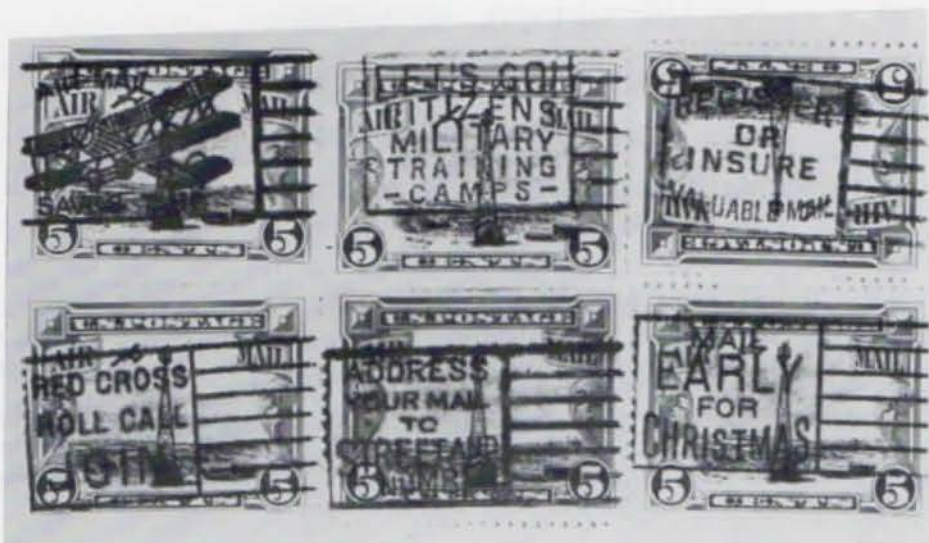


Fig. 79. Six examples of slogan cancellations frequently found on the 5c Beacon air mail stamp.

6. "Notify your Correspondents of Change of Address."
7. "Mail Early For Christmas" (Fig. 79).

The above are the common seven slogan cancellations, and more than one type of each one exists.



Fig. 80. Two slogan cancellations seldom seen used on copies of C11.

8. "Chicago Century of Progress" logically has to be scarce on C11 because this was introduced in 1933, when the 5c Beacon was seldom used because the air mail rate had been increased to 8 cents (Fig. 80).
9. A scarce slogan cancellation is "Edison Celebration Light's Golden Jubilee 1879-1929" (Fig. 80).

Two other scarce slogan cancellations are reported by Philip Silver, but they are not in the writer's collection. One reads: "Buy U. S. Savings Bonds/ Ask Your Postmaster" all in capital letters. The other says: "National Air Mail Week/May 15-21/20 Years of Air Mail Progress," also all upper-case letters.

#### Town Cancellations

In Chapter 2 reference was made to covers with souvenir cachets and the purchase at an auction of a lot with 800 covers was described. It is said that "there is something good in everything bad," and this resulted from that "blind" auction purchase.

A study of these covers showed that practically every one had the type



Fig. 81. This shows how most all the 5c Beacon air mail stamps were cancelled.

of illustrated machine cancellation (Fig. 81). Thus, the stamp was cancelled by the right part of this. The townmark on the left nearly always was hit on the envelope and not near or on the stamp. If the stamp had been affixed on an envelope towards the center, not in the customary righthand corner, or a pair, strip of three and block of four had been used, one copy would have been hit with the town marking (Fig. 82).



Fig. 82. Three fine examples of different types of town markings.

Over the years, used off cover copies with clear, full town postmarks that cancelled the Beacon air mail stamp were put aside. Then, one day they were re-assembled to see how many different states and cities were found. Town markings were found from approximately forty states and Washington, D. C. This collection is constantly being added to, but not too much progress has been made in the last few years. For instance, new townmarkings from

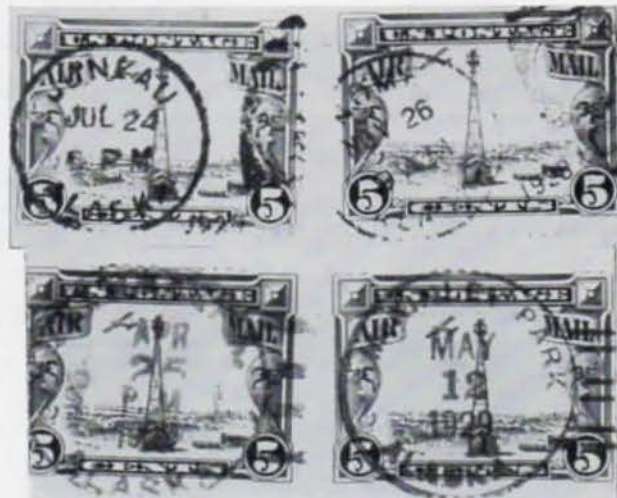


Fig. 83. Four Alaska cancellations — (left to right) Juneau, Nome, Fairbanks and McKinley Park.

California and New York have been secured, but none from Nevada, Utah or North Dakota.

#### U. S. Possessions Cancellations

A satisfying achievement with this town cancellation collection is represented with copies from the United States Possessions. Examples have been secured from Alaska (Fig. 83), Hawaii and Puerto Rico and the Virgin Islands (Fig. 84). It is no exaggeration to state that finding a Juneau, Alaska or Camuy, Puerto Rico cancellation on a copy of C11 is like finding a needle in a haystack.

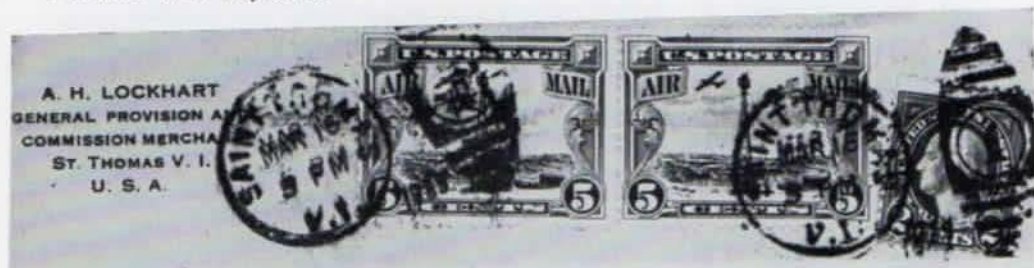


Fig. 84. The upper part of a cover showing the Saint Thomas, Virgin Islands cancellation. The air mail rate to the United States in 1929 was 12 cents.

The previously-mentioned "airplane Air Mail" cancellation (shown as the first one in Fig. 79) was used with an interesting variation in Puerto Rico. Because many here are Spanish-speaking, the words, "Correo Aereo," were added to the cancellation under the English words, "Air Mail" (Fig. 85).

#### Precancels

While specializing with this 1928 air mail stamp a few copies precancelled were obtained. They came to the collection mostly through a good friend, John R. Boker Jr., who not only is an enthusiastic collector of U.S. precancels but also one of the most knowledgeable students in this field. When it comes to precancels, the writer admits that he knows little about them. Therefore, it was logical to turn to Mr. Boker for information on the 5c Beacon air mail stamps precancelled.

Mr. Boker elicited the assistance of Mr. William H. McLin, the editor of the "Precancel Forum," who kindly placed a notice in that periodical that the writer desired information on the 5c Beacon air mail stamp precancels.

Three replies were received from Messrs. Henry Goetzelt, George W. Hawse and William S. Brown obligingly offering information. Also, it was advised that the old "Precancel Bee" from the years 1928 to 1932 be consulted.

The consequences of all this revealed that the status of a precancel on this 5c air mail stamp of 1928 is questionable. This stamp was issued after



Fig. 85. San Juan, Puerto Rico "Correo Aereo" cancellation.



Fig. 86. Precancelled Indianapolis, Ind.

the United States Post Office Department had ruled that air mail stamps could be used only on air mail. This was not true of the 1918 and 1923 air mail issues (Scott C1-3 and C4-6), because the Post Office Department ordered the remainder stock of both these issues to be used for all postal purposes except Postage Due.

Therefore, in 1928, with the new ruling, there is no valid reason why a 5c Beacon air mail stamp should have been precancelled. Stamps are precancelled to expedite the sendings of certain types of mail such as parcel post and the bulk mailings of circulars. While precancels may be used on First-Class mail under special circumstances, this use is so exceptional as to be virtually non-existent.

A number of different precancels, however, are found on the 5c Beacon air mail stamp. Most of them, according to articles in the "Precancel Bee," were done *by favor*. A few through oversight were legitimately applied, simply because some Post Office employees were not fully acquainted with the postal

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regulations. According to Mr. Boker, the illustrated Indianapolis, Ind. precancel (Fig. 86) is such an instance.

If a precancel specialist should read this work, he might feel disappointed not to find a checklist of all the known 5c Beacon air mail precancels included. But there is a reason for this omission. This is a comprehensive study of one air mail stamp. The precancel collectors have their own publications, and the logical place for such a checklist with a designation of those considered legitimate or irregular is in such a periodical.

#### The Error, Scott C11a

In the Thomas A. Matthews collection that was sold at public auction by H. R. Harmer, Inc., New York, N. Y. on November 4, 1964, Lot No. 61 was described as follows:

#### 1928 Beacon

- 61 ★ 5c carmine & blue, the unique error, vertical pair imperf. between, comprising the upper pair of a vertical strip of three; unused. The strip of three is torn and, as will be seen from the explanation below quoted verbatim from the album page, it was only possible for this error to have occurred through this damage. An extraordinary piece, unique and of extreme interest. San. 11c, unpr. (C11a) unpr.

See illustration



(Illustration courtesy of H. R. Harmer, Inc.)

*Explanation: "The theory of the occurrence of this error is as follows: The stamps were printed on the flat bed press in sheets of 100, two panes of 50 each. The size of these stamps and sheets made it necessary to perforate them individually by hand feeding them into the perforating machine. Apparently the horizontal perforations were made first. At this point it seems that the operator when feeding the sheet into the machine tore out a piece of the upper right corner of the sheet. The balance of the sheet went through the perforating machine. The operator then repaired this damage by pasting back the torn part and reinforcing the entire portion with another piece of paper on the back. The repaired sheet then went through another machine which performed the vertical perforating. These vertical perfs cut through the paste-up on the back. The right side of the above strip is the natural straight edge of the sheet. The imperforate between portion of the sheet is only between the top and middle stamp. The bottom is not imperforate as the horizontal perforations must have run through the design of the fourth stamp as they do between the second and third stamps on the left".*

As a matter of record, we had examined this same vertical strip of 3 some years ago, before it was in the Matthews collection. After our examination, the piece was sold to the New York air mail stamp dealer, the late F. W. Kessler, who re-sold it to his client, Mr. Matthews, a short time after he purchased it. But before its sale to Mr. Matthews, Mr. Kessler telephoned and asked us to come to his office to view an exceedingly rare U. S. air mail stamp that he had just bought.

When we went to Mr. Kessler's office, he produced this vertical strip of three of the Beacon air mail stamp. To his surprise, we told him that we had carefully studied this piece just a few weeks before. Then, Mr. Kessler asked us to tell him what we had concluded about this strip.

The discovery of this strip and its purchase by Kessler can be dated in the year 1954, because C11a was first listed in "the Scott Catalogue" in its 1955 edition, which had been prepared and printed in 1954. Mr. Kessler had shown his strip to one of the Scott Catalogue editors to have it listed.

The above explanation, "quoted verbatim from the album page," was written by F. W. Kessler after consultation with us in his office. There is one point on which Mr. Kessler apparently misunderstood us. We did not opine that "... the operator when feeding the sheet into the machine tore out a piece of the upper right corner ..." Rather we had said that somehow this strip of three accidentally had become separated from the sheet before the perforating had been completed, and, later was pasted back on to the sheet.

It should be stressed that at the time we told Mr. Kessler that this entire explanation was only our *theory*, and requested that, should he quote it, he mention it as a *theory*. Evidently he complied.

#### Conclusion

There was one primary object in writing this article. It was to demonstrate what could be done with a specialized collection of a single stamp, and a relatively common one, at that. It is hoped that this might stimulate others to follow suit, not necessarily with this same stamp. It can be another from the United States or a foreign issue.

Is this work complete? No. In philately, "complete" is a misnomer. It is believed, however, that all of the more important aspects of this one air mail stamp have been covered.

Omitted are the customary *Bibliography* and *Acknowledgements*. As for the former, this would be repetitious because in the body of this writing specific mention has been made of a source, when used. No purpose was seen gained by itemization of all the literature read, because those not mentioned had substantially copied (and often misquoted) from some previous writing.

As for acknowledgements for assistance, this, too, has been embodied in the body of this article. Many others helped in some small way; the list is too long for publication. Sometimes, a collector friend would present the writer with a Beacon stamp or cover that he thought interesting. Others, after seeing the collection, would volunteer a piece of information about a certain cancellation or printing variety that was not known. Some New York City stamp dealers who are good friends of the writer, encouraged him to record his knowledge of the 5c Beacon air mail stamp.

There is, however, one person whose assistance by far outstripped that of any other. Mr. Philip Silver went over every word of the long manuscript, making many corrections and suggestions for changes. His broad knowledge of

(Continued on Page 82)

## PERU

### 1935 Lima Issue. Counterfeit First Day Cancels

On January 18, 1935, the 400th Anniversary of the founding of the capital city of Lima, Peru was marked by the issuance of a commemorative set with seven attractive air mail stamps (Scott C6-12, Sanabria 7-13). The stamps were printed by the well-known London firm of Waterlow & Sons in England.

It was a very limited printing, according to the quantities shown in various catalogues. Only 6,000 complete sets were issued, as follows:

| Catalogue No.      | Value | Color         | Quantity Issued |
|--------------------|-------|---------------|-----------------|
| Scott C6, San. 7   | 5c    | emerald green | 300,000         |
| Scott C7, San. 8   | 35c   | brown         | 200,000         |
| Scott C8, San. 9   | 50c   | orange yellow | 80,000          |
| Scott C9, San. 10  | 1S    | plum          | 60,000          |
| Scott C10, San. 11 | 2S    | red orange    | 40,000          |
| Scott C11, San. 12 | 5S    | deep claret   | 20,000          |
| Scott C12, San. 13 | 10S   | dark blue     | 6,000           |

### First-Day Covers Rare

For some unknown reason, very few first-day covers were serviced. Although the sending of first-day covers was not as popular in 1935 as it has become in the last two decades, nevertheless, during the 1930's air mail stamp dealers here and overseas were receiving a supply of first-day covers. New York, London and European dealers were getting covers with the new air mail issues not only from Peru, but from all over Latin America. One sees many 1935 South and Central American air mail sets on first-day covers with well-known names like Sanabria, Kessler, Scott Stamp & Coin Co. and Sieger of Germany.

This Lima commemorative set, however, seems to have been overlooked. In his many years of collecting air mails, the writer recalls seeing *only three first-day covers*, definitely placing these in the rare category.

### All Covers Are Scarce

This set of Scott C6-12 is not only rare on first-day covers, but it is very

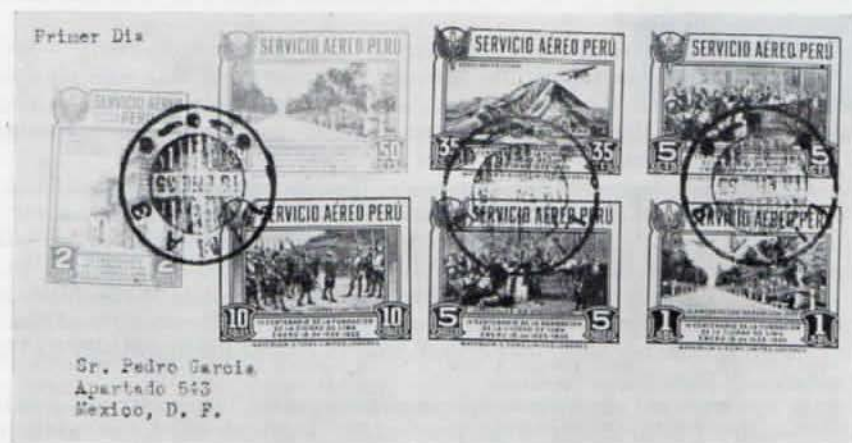


Fig. 1. Three counterfeit first-day cancellations applied to a genuine set of Peru Scott C6-12.

(Photos by Boutrelle)



Fig. 2. A genuine Lima, Peru first-day—January 18, 1935—cancellation on the 2 Soles stamp (Scott C10, Sanabria 11).

scarce on any cover used in 1935 or even 1936 and 1937. Due to its small printing of 6,000 complete sets, the issue soon became sold out. We cannot recall seeing more than *about six covers with the complete set of Scott C6-12 of Peru.*

This would make all covers known less than ten, of which only three are first-day.

#### Counterfeit Cancellations

It did not take someone too long to note the scarcity of the City of Lima Anniversary issue on covers. If memory does not fail, around 1940, some first-day covers appeared on the New York City market. They all were the same (see Fig. 1). The New York air mail stamp dealers, at that time very active in the trade, refused to handle covers like Fig. 1, because they considered the first-day cancellations counterfeit.

The late Nicolas Sanabria, Fred W. Kessler and L. W. Charlat were right. *These regular-size first-day covers on white envelopes have counterfeit cancellations.* The known genuine first-day covers with Scott C6-12 come on larger envelopes and the paper is a thin manilla or light yellow, not white. As a matter of fact, all of the known covers with this 1935 Lima commemorative issue, having genuine cancellations, come on the latter style of cover.

#### Comparison Of Genuine And Counterfeit

Fig. 2 illustrates an example of one of the rare, January 18, 1935, first-day Lima, Peru genuine cancellations. Studying this discloses a number of differences between the three counterfeit cancels seen on the illustrated (Fig. 1) cover and the genuine ones. They can be compared as follows (See Fig. 3):

|                             | Genuine Cancel     | Counterfeit Cancel        |
|-----------------------------|--------------------|---------------------------|
| Color of ink                | light gray black   | intense black             |
| Ink's texture               | oily               | flat, as if rubberstamped |
| 2 central half-moon designs | large, heavy lines | small, narrow lines       |

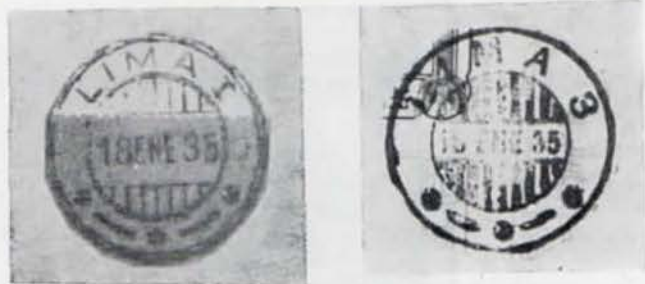


Fig. 3. (Left) The genuine and (right) the counterfeit cancellation.

|                  |                                                 |                                               |
|------------------|-------------------------------------------------|-----------------------------------------------|
| Date             | 8mm. space between top & bottom designs         | 4mm. space                                    |
| Lima             | 13mm. long                                      | 15½mm. long                                   |
| Bottom ornaments | star-shaped, and 2 dashes between long and thin | 3 rounded balls, and 2 dashes short and thick |

#### Counterfeit Cancels Still Around

These smaller sized covers on white paper with counterfeit first-day cancellations still come on the American stamp market. Those that were sold by stamp dealers years ago re-appear when some of the older collections now are being dispersed.

In conclusion, it is our opinion that this Peru air mail set with only 6,000 issued is a scarce one and is underpriced in most catalogues. The reason for this probably can be attributed to the fraudulent material with Scott C6-12. Actually, this makes the genuine even scarcer — not only on covers but also mint and postally used off-cover copies. (H. M. G.)

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#### U. S. 5c BEACON (Continued From Page 79)

United States air mail stamps, particularly of their usage and rates was exceedingly helpful.

Forming this collection has been fun, as has been the writing of this article. After all, what more can anyone ask from a hobby? One will find that when he works with his stamp collection, his troubles disappear. None other than President Franklin D. Roosevelt often said this, and he spoke from his own personal experiences.

— The End —

## Book And Catalogue Reviews

(Reprinted by permission from the COLLECTORS CLUB PHILATELIST, bi-monthly magazine of the Collectors Club, 22 East 35 Street, New York 10016).

*Premiers Timbres et Premiers Vols de la Poste Aérienne des États-Unis* by Henry C. Dupont. 29 pp. 2 illustrations. Paperbound. Available from the author, 22 Avenue de la Libération, Le Coteau (Loire), France.

This monograph on "The First Air Mail Stamps and First Flights of the United States" is a very gratifying piece of work to those of us who have spent much time researching and writing about the 1918 issue of U. S. air mail stamps, Scott C1-3. Mr. Dupont has added a very concise, readable book to the literature of aerophilately. Written in his native French, it thus fills a need for those collectors of his own country and presumably others with a working knowledge of the French language. Hitherto, most all the studies on the early air mail stamps of the United States were available only in English. Furthermore, this booklet demonstrates that there is a world-wide interest in our first air mail stamps and not exclusively in the United States.

Mr. Dupont is a careful student. He relies heavily on specialized catalogues, books and research articles of those who had previously pre-empted the field. To these sources, consistently acknowledged throughout, he adds his own patiently documented material. In many instances, based upon interpretation of known facts, he essays conclusions to add to the fund of knowledge on the uses of these stamps.

With some, we may disagree as, for instance, his conclusion about the use of the twenty-four cent stamps (C3) in the period between July 15, 1918 and December 14, 1918. Mr. Dupont's thesis is that these twenty-four cent stamps were used to pay for a double rate letter (sixteen cents plus six cents = twenty-two cents) with a resulting overpayment of two cents. This must be purely conjectural, unless one had in his possession the letter's contents to ascertain whether the total weight was in excess of one ounce and less than two ounces. An equally valid theory is that the sender may have affixed a twenty-four cent stamp because a sixteen cent stamp (C2) was not available, resulting thus in an overpayment of eight cents. Actually, both hypotheses are in the realm of possibility; one cannot be really sure unless full proof exists.

In addition, your reviewer, having corresponded at some length with Mr. Dupont in the past, still retains serious doubts about the latter's section on semi-night flights. In 1918, the schedule called for one flight daily, except Sunday, from New York southbound and from Washington, D. C. northbound at 11:30 a.m. from each city. Flights from Philadelphia to New York and Washington usually left about 1:30 p.m. Mr. Dupont writes about a cover postmarked Philadelphia on August 19, 1918 at 7 p.m. Since the destination was New York, he assumes part of the flight was made after sunset and arrival was after night-fall. One cannot help but have doubts about such conjectural conclusions. As noted above, there was only one flight scheduled from Philadelphia to New York daily and that in the early afternoon. Thus, such a cover, as Mr. Dupont describes, no doubt was sent by train after missing the noon flight.

Such minor points notwithstanding, Mr. Dupont's monograph on the 1918 air mail stamps of the United States is very interestingly presented. There is adequate discussion of the printing of the stamps, their use on first and other important flights as well as a discussion about cancellations and precancelling. All in all, a very worthwhile study. (P. S.)

*50 Years of Australian Air Mails* by H. N. Eustis. 16 pages, 5" x 7 1/4". Illustrated. Paper cover. Available from Pacific Flights, Box 954, Adelaide, South Australia. Price 5/ (U. S. 55c).

On July 16, 1964, Australia issued a set of two stamps marking the 50th anniversary of the first carriage of air mail in Australia (Scott Nos. 382-383). After an earlier attempt in 1914 by an American aviator had failed when his flying machine was wrecked, a French flyer, Maurice Guillaux, in a French Bleriot plane made the first successful flight with mail and freight (some tea and a bottle of cordial) on July 16, 1914.

About 2,000 souvenir post cards were printed and sold by the government for approximately 25 cents each. Those that survived are cherished today by air mail collectors, bringing around \$45.

Flying in 1914 was a true pioneer undertaking, little different than our own and much-publicized Pony Express. Guillaux flew a total of 582 miles from Melbourne to Sydney in eight stages. His actual flying time was 9 hours and 33 minutes, which he did in three days' time.

This booklet dramatically and accurately recounts the story of this 1914 feat with the carriage of mail. The six illustrations are an excellent addition. They show one of the 1914 souvenir post cards, the aviator, his take-off at Melbourne, his greeting by the Governor General in Sydney, his plane in a stunt flight and his arrival in Sydney on July 18, 1914. (H.M.G.)

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