

THE AERO PHILATELIST ANNALS



Vol. X, No. 1
JULY, 1962

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THE AERO PHILATELIST ANNALS



Vol. X, No. 1
JULY, 1962

Henry M. Goodkind, Editor
Philip Silver, Assistant Editor

Cancelled In Brooklyn, N.Y.

Then And Now

One has to be an aero-philatelist of many years to properly appreciate the cancellation on the stamp shown on page 3. It is a French Colonial stamp with a clear "Brooklyn, N. Y. Oct. 25, 1961" cancellation. It was on a letter sent to the editor of the AERO PHILATELIST ANNALS last year with a regular 4c U. S. postage stamp, so that this French Colonial, although "excess baggage" paying no postal rate, received a Brooklyn cancellation along with the U. S. stamp.

25 years ago, practically every aero-philatelist in this country was collecting air mail stamps only in unused condition. A few decided to be different by collecting used air mail stamps. As true air post stamp lovers, postally used copies were sought; cancelled-to-order stamps were not desirable.

The mint air mail collector experienced little trouble in purchasing. At that time, there were many more specialist air mail dealers, having a large and comprehensive stock of *unused air post stamps in complete sets*, in America than now. One could tap these stocks according to his philatelic budget and means.

The used air mail stamp collector, however, had to hunt for himself — no

comprehensive dealer stocks were available. As for a complete set cancelled, this was seldom obtainable. The stamps came from foreign correspondence as received over here. The used collector soon found that two or three denominations in a set were in great oversupply, whereas some of the others seldom were used on mail to here. If one corresponded with a collector in South America or Europe, he would ask his foreign friend to use certain denominations that never came here on his letter in an attempt to complete a set.

Cancelled-To-Order

The next development after cancelled air mails had interested some collectors was the establishment of specialized dealers, who catered exclusively to the used collector. These dealers also faced difficulties in building up a complete and comprehensive stock. Those, specializing in selling only mint air mails, refused to bother with cancelled stamps mostly because it was so difficult to form a complete stock of the latter.

In order to satisfy the used collector in the same manner that the mint dealers served their customers, the used air mail stamp dealers had to resort to cancelled-to-order copies. For instance, a French or Italian colony in remote Africa had issued an air mail set of eight different denominations. The colony did not have much correspondence — few people were able to read or write, and the colonial territory carried on little foreign trade. A complete air mail set from such a French or Italian colony was scarcer than the proverbial "hen's teeth." Thus, mint complete sets were purchased in the market here and then sent abroad for cancelling in order to secure used sets.

Often the aero-philatelic student found it virtually impossible to distinguish a postally used from a cancelled-to-order stamp. In complete sets, this was easier, because all denominations generally bore the same cancellation date and town mark. But what if copies had only a small fraction of the cancel showing on the stamp? This may have been used in the mails or cancelled-to-order. No one could be sure.

The "Easy" Way

Even sending mint air stamps overseas to be cancelled-to-order was a taxing job and a gamble. Sometimes the stamps never came back. Consequently, the "sharpie" came into the used air mail field. He smartly reasoned that it was too much trouble and risk to send stamps abroad to be cancelled. It was much easier to manufacture a similar cancelling device over here. Since so few studied the stamps they collected, very few would catch on to this deception. This was how these sharpies reasoned.

But they reckoned without the handful of aero-philatelic students, both amateurs and in the trade. It was not long before a few experienced air mail collectors or dealers spotted a number of foreign used air mail stamps with fraudulent cancellations.

It was one of the great aero-philatelists of those years — in fact, one of the greatest authorities of air mail stamps ever, in this writer's opinion — the late Nicolas Sanabria, who coined a phrase to designate these fraudulent cancellations. He termed them, *cancelled in Brooklyn*, because some cancellations appearing on foreign stamps were domestic productions. This sobriquet became widely used in air mail circles. As the supply of fraudulent cancels grew on the American market, one heard the expression *cancelled in Brooklyn* used more and more twenty years ago.

As soon as the writer saw the French Colonial stamp illustrated here with this clear Brooklyn cancellation, he became nostalgic. His mind went back years when he heard the term *cancelled in Brooklyn* often used by many prominent aero-philatelists, most of whom have passed away.



The air mail organization, AERO PHILATELISTS, was founded in 1946 mostly in response to a crying need for information that was not being supplied. Collectors were being offered stamps and errors to purchase with very little known about them. Uninformed buyers tend to lose confidence, resulting in a lack of interest. Air mail stamps were facing this problem.

A group of air mail stamp collectors met in New York City and decided that it was essential that much more accurate information become known. It was not necessary to threaten to boycott, to castigate or form a protective society to try to police the malefactors. It was necessary only to objectively broadcast factual information. This should preferably be secured directly from the source rather

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than receiving it second or third-hand through a party who might be biased because of a financial interest in the stamps involved in the news report.

The "Aero Philatelist's News" issued its Number One on June 1, 1946. It was a four-page publication issued bi-weekly. Until June 15, 1953 — over a period of seven years — this publication came out 24 times annually casting "The Spotlight of Truth" on air mail stamps.

Although the trade was welcomed as members and their financial support, mainly through advertising, was solicited and appreciated, AERO PHILATELISTS began and remains to this day an organization devoted to the enlightenment of the collector. The dealer, whose entire lifespan is spent in buying and selling stamps, because of this experience should know the score in aero-philately. The amateur collector requires accurate information to make stamp collecting operate upon its fundamental basis. This is to offer pleasure and enjoyment to people for their leisure time. Thus, by enlightenment, confidence is created; and through confidence, one receives enjoyment from his hobby.

The "Aero Philatelist's News," started early in its existence to objectively spread the word on fraudulent cancellations. During its total of 158 issues, a member who read the "Aero Philatelist's News" was well aware of many foreign air mail stamps as "cancelled in Brooklyn" copies.

Now

In 1953, the "Aero Philatelist's News" was succeeded by this present quarterly magazine — the AERO PHILATELIST ANNALS, which began its Volume 1, Number 1 in July, 1953.

Now it has reached its Volume 10. This magazine has changed slightly since Volume 1, Number 1. It was a 32-page illustrated journal in July 1953 and it is practically the same today.

Since this writer began as editor of the "Aero Philatelist's News" with its Volume 1, Number 1 in 1946, and has continued his editorial service uninterrupted up to the present time, he thought that the appearance of this recent "cancelled in Brooklyn" cancellation was a most appropriate subject for the observation of the start of the tenth volume of the AERO PHILATELIST ANNALS.

The 1962 aero-philatelist seldom has to contend with "cancelled in Brooklyn" copies. This, in our opinion, is due to our past publications that educated the collector. As a matter of fact, information on new counterfeits and other deceptive practices threatening aero-philately have been broadcast in this magazine over the years. "The Searchlight of Truth," first switched on in 1946, has continued to cast its beams. This has proven beneficial and has made air mail stamp collecting a field in which the collector has confidence and, consequently, receives more enjoyment.

Sixteen years of voluntary service as an aero-philatelic editor has had its rewards, although these never can be measured in dollars and cents. Those Founder Members, who still are active in our organization, such as John J. Britt, Bernard Fink and Stanley Rice, also will fondly regard this French Colonial air mail stamp with a 1961 "cancelled in Brooklyn" and they will concur with our opinion that the clear objective established with the formation of AERO PHILATELISTS in 1946 has been achieved.

The Future

What the Jet Age of Aviation that is turning into the Space Age will bring to aero-philately, who is wise enough to forecast the future? The editor certainly would not be foolish enough even to try to hazard a guess.

But governments all over the world are continuing to issue air mail stamps for this speedy form of communication and it will be the purpose of this magazine to continue spreading "the searchlight of truth" on all air mail stamps — past, present and future. (H. M. G.)

AUSTRIA

L. Hesshaimer's Essays For Air Mail Stamps

By BARBARA R. MUELLER

Essays of postage stamps have the special appeal of retrospection and hindsight. They provide a glimpse of what-might-have-been, and, occasionally, of what-should-have-been. In the Sobetzky collection, now owned by Ernest Rosenfield, New York, N. Y., is a group of fourteen such essays for Austrian air post stamps by the "strange genius of Austrian philately," Ludwig Hesshaimer. Because these essays comprise a complete selection of the proposed designs and are accompanied by the personal notes of the artist, they deserve recording here for the benefit of students of aerophilately and postage stamp art.

Ludwig Hesshaimer, erstwhile Colonel in the Imperial Austrian Army, was born in 1872 in the province of Transylvania. His art was self-taught, and although he gained brief renown with his engravings of supernatural and grandiose subjects such as "death" and "war," his most lasting achievements remain in the philatelic field. In his own right he was a competent philatelist and organization man. Hesshaimer worked diligently for the success of the WIPA International show of 1933. Throughout the '20's and '30's he contributed the designs for the annual "Philatelist Day" celebration souvenir cards and covers.

Earlier, in 1919, he prepared six designs for a Prisoner of War series that was never issued. Not until 1930 did he achieve success with the Iceland Millenary series. Oddly enough, after this widely acclaimed work, Hesshaimer was able to sell only the Colombian air mails of 1932, C96-110, and Liechtenstein C7-13, C15-16, and C17-23 of 1931-39. The latter stamps, C17-23, closely resemble the first eight essays described here. Which came first is not known because the Hesshaimer note does not date his work. In translation he says:

"Many years ago the Austrian Airmail Society asked me to make some essays. Besides the enclosed 8 motives with airplanes and birds, I designed



Figs. 1-2 (All photos by the authoress)

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Figs. 3-4

at the same time a little bit larger pages in gray technic. They were shown in an exhibit of the Society to the General Postmaster and pictured in the philatelic magazine of the dealer Frischer. The gray originals are still in Europe, I think with Mr. Sobetzky. The four landscapes and two heads were designed later. They were never printed."

It does seem that the Austrian essays were revised for and accepted by Liechtenstein. At any rate, they seem to have been the last stamp designs essayed by Ludwig Hesshaimer before his death in Brazil in 1956 and before blindness cut short his career.

The first group of eight essays in the Sobetzky collection features similar and sometimes almost identical motifs of birds and aircraft. The second group of four consists of landscapes, while the last two are irrelevant sketches of old men.



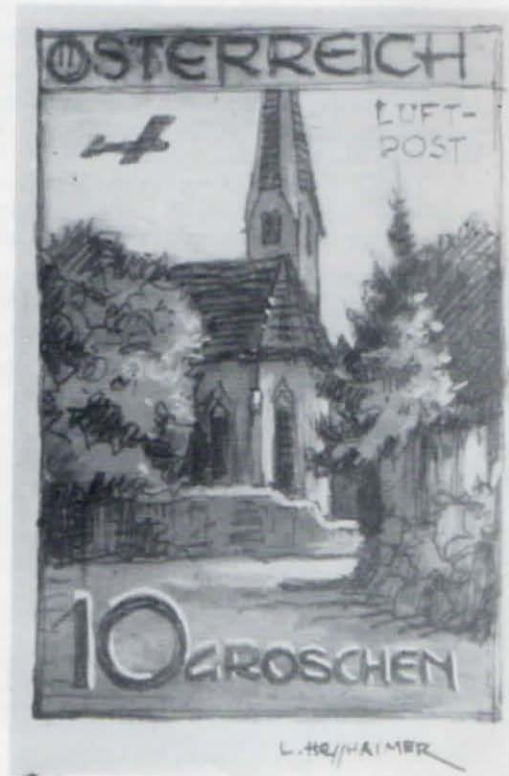
Figs. 5-6

Plane and Bird Motifs

All sketches are on watercolor paper cut approximately $3\frac{1}{4} \times 3$ inches. They were done in combinations of ink, watercolor, and tempera. The colorless letters were first outlined in ink and then filled in with white tempera. Clouds



Figs. 7-8



Figs. 9-10



Figs. 11-12

were emphasized with tempera. All colors are monochromes except for the necessary toning which an engraver would render by means of lines and dots of varying depths. The designs in this group would be ideal for photogravure printing, and indeed, the closely allied Liechtenstein air mail set was printed by that method.

- Fig. 1. Deep ultramarine; size 70x60mm.; subject, birds (geese?) and plane over water.
- Fig. 2. Deep ultramarine; size 70x60mm.; subject, stork over rooftop, plane, and church steeple.
- Fig. 3. Pale blue; size 73x64mm.; subject, biplane over mountain landscape.
- Fig. 4. Lemon yellow; size 72x63mm.; subject, monoplane over winding river.
- Fig. 5. Magenta; size 72x61mm.; subject, eagle-like birds and plane against a clear sky.
- Fig. 6. Green; size 68x61mm.; subject, large stork-like birds and small plane against a clear sky.
- Fig. 7. Red violet; size 70x61mm.; subject, monoplane over city rooftops and church steeple.
- Fig. 8. Carmine; size 70x60mm.; subject, large stork-like birds racing a small plane.

Birds and planes are overworked motifs for air post stamps, and these essays would not lighten their load. Note that no figures of value were included in



Figs. 13-14

these eight designs. Indeed, there seems to be no room for them.

Landscape Motifs

All sketches are on watercolor paper cut $4\frac{1}{2} \times 3\frac{1}{4}$ inches. They were done in combinations of pencil, charcoal, watercolor, and ink. The inscription "Luftpost" must have been an afterthought, as it was sketched in ordinary blue and black ink. Tempera was used to emphasize the white numerals, clouds, and inscription outlines. Colors are difficult to describe. They are mostly earth tones well suited for line engraving.

- Fig. 9. Mauve; size 60x88mm.; subject, plane over mountain and river.
- Fig. 10. Brown; size 62x91mm.; subject, plane over church.
- Fig. 11. Pale green; size 60x90mm.; subject, plane over farm.
- Fig. 12. Gray; size 59x90mm.; subject, plane over mountains.

The illustration, Fig. 10 seems to be the best of the group except for the "Luftpost." Hesshaimer conveys the peace of an old world churchyard in this essay. Figure 9 has excellent perspective in the background framed by a rhythmic line of dark trees. The other, Fig. 11, seems almost amateurish. A farm in mid-ground with plowed fields in front and behind it is an awkward subject. The lump of mountain on Figure 12 is another awkward, empty subject.

Portrait Motifs

All sketches in this group also are on watercolor paper, $4\frac{1}{2} \times 3\frac{1}{4}$ inches. The old peasant men were done on a solid black, inked background. Ink and tempera were used for the rest of the designs. The mountains in the background

are white ink lines on the black background.

Fig. 13. Black; size 59x87mm.; subject, man facing right.

Fig. 14. Black; size 57x84mm.; subject, man facing left.

Both essays show an unusual treatment of the motif but have no aeronautical significance, even with a small airplane in the background.

The reasons for the rejection or the ignoring of all fourteen essays is not known. Once again, Hesshaimer failed to create acceptable stamps for his native country. Yet the essays remain in aerophilatelic hands as mute testimony to his efforts and occasional flashes of artistic genius.

The assistance of Mr. Henry Kraemer in making these essays available is appreciated.

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Position 14 went to a New Jersey collector for \$9,000 at private sale.

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In the July 1961 number of this quarterly magazine, an announcement appeared that the AERO PHILATELISTS membership lapel pins had been sold out and a new supply was being ordered. The re-order has arrived and now delivery can be made promptly.

It is pleasing to state that the price of these very attractive pins has not gone up. Therefore, those who have been patiently waiting or others, who would like this lapel pin, should remit one dollar (\$1.00) to:

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AERO PHILATELISTS

16th Annual Convention

at Philadelphia, November 3, 1962

Convention

The 16th annual convention of AERO PHILATELISTS will be held Saturday, November 3, 1962 at 2 p.m. at the Hotel Adelphia in Philadelphia, Pa. At that time, reports will be made by the officers and the editor detailing the progress during the past year. Other pertinent matters will be discussed from the floor. The agenda will include the nomination and election of officers for the year 1963, election of directors for the class of 1965 and all other business which may be properly brought before the convention. It is expected that a report will be made at that time on the International LUPOSTA Berlin 1962 exhibition and the 2nd F. I. S. A. Congress held in that city from September 12 to 16, 1962. Our representative is Herbert J. Bloch of New York, N. Y.

Exhibition With SEPAD

This year, our annual convention is being held in Philadelphia in conjunction with SEPAD '62, the annual exhibition of the stamp societies of southeastern Pennsylvania and Delaware. SEPAD ranks among the best regional shows held in this country. This marks the first return for AERO PHILATELISTS to the city of brotherly love in four years. The last convention and exhibition held by our organization in Philadelphia was in 1958 at the late Philatelic Museum. Our SEPAD hosts have given assurances of utmost cooperation to make our convention a success.

AERO PHILATELISTS have been allotted 140 frames for what promises to be one of the finest air mail exhibits ever held in this country. The SEPAD exhibition starts on Friday, November 2nd and will run until Sunday evening, November 4th. All members who wish to exhibit are urged to write immediately to Alfred H. Kessler at 7934 Pickering Street, Philadelphia 50, Pennsylvania for a prospectus for the show.

Annual Banquet

The highlight of the festivities for this philatelic week-end will be the banquet on Saturday evening, hosted by our SEPAD friends, which we sincerely hope will attract a fine turnout of AERO PHILATELISTS members. Those of us who have supped in Philadelphia before know what may be expected in the form of gustatory delights, scrapple not included. Also, the winners in the SEPAD competition will be announced at the banquet, so it will not be without its moments of suspense. All members are urged to begin planning now to attend both the convention and banquet, and participate in what promises to be an extremely interesting philatelic week-end. (*Philip Silver*)

**In case of change of address, please notify Secretary, Aero Philatelists
22 East 35 Street, New York 16, N. Y.**

INDIA

Allahabad-Naini 1911

First Air Mail Transport In The World

By JEAN GRAVELAT

FIRST "AERIAL POST," ALLAHABAD, FEBRUARY 18, 1911.



Fig...1. The official 1911 flight post card bearing Pequet's autograph. (All three items illustrated are from the author's collection).

Research into documentation is still available to the enthusiasts of aerophilately, because many points remain obscure surrounding the circumstances of first flights, especially from pioneer times.

Thus, it seemed that all had been reported concerning the first air mail transport with an aircraft by the French pilot, Henri Pequet, from Allahabad to Naini on February 18, 1911. All is known except the make and the nationality of the plane which made this trip. Most of the documents indicate that a British De Havilland twin-engine airplane had accomplished this historical feat.

But last year India issued a series of stamps and commemorative envelopes for the 50th anniversary of this 1911 first postal flight. On the 1962 commemorative envelope it was stated that the flight had taken place on a Humber twin-engine plane (also British). At the same time there appeared an article about this anniversary in "Aero Field," a British journal familiar to aero-philatelists, which indicated, with no other commentary, that Pequet had flown in a Sommer twin-engine plane. Serious differences existed then, until a fortuitous event led me to clarify everything once and for all.

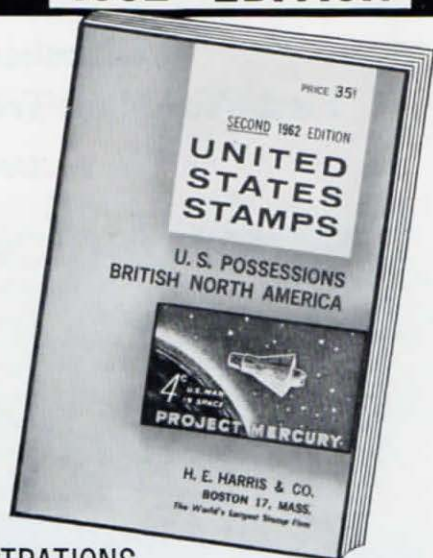
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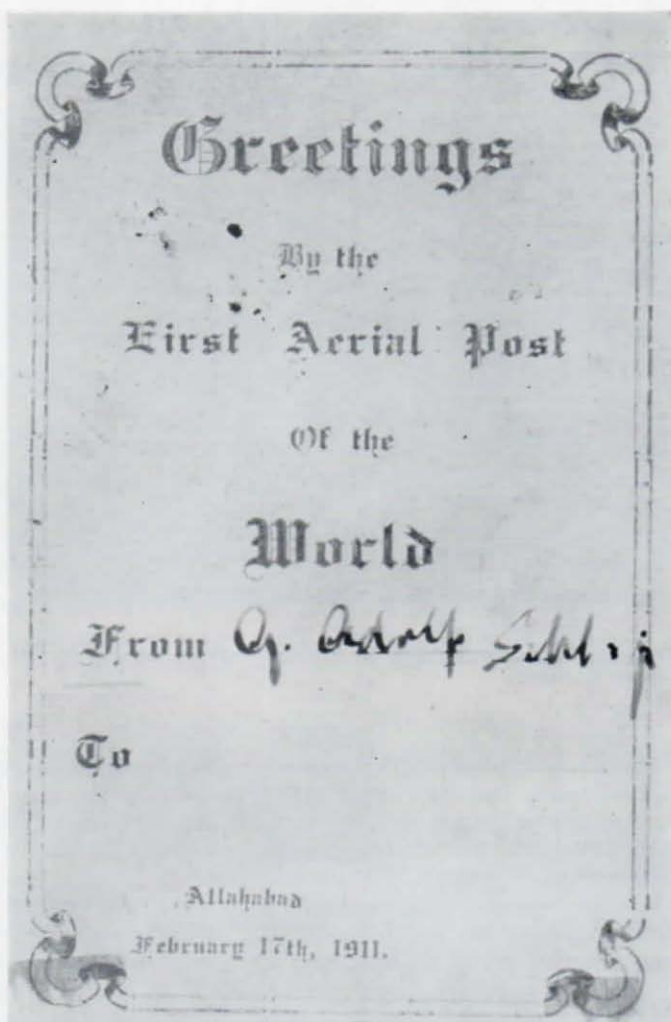


Fig. 2. One of the official greeting cards sent to a few dignitaries and important people. Very few have survived.

At the time of the fete celebrated at Vincennes to commemorate the 50th anniversary of the 1911 European Circuit of Aviation, I was overjoyed to meet an alert septuagenarian, who turned out to be none other than Henri Pequet himself. Asked for details about the plane that he used at Allahabad, this famous aviator agreed to reply to my questions *in writing*, consequently, the result thus *officially states that the flight took place in a French Sommer twin-engine*. What caused the confusion is that Pequet had just signed a test pilot's contract with Humber, but had not yet started to work for this company.

But, in fact, who was this Pequet? — relatively little known and whose card carried the modest wording "Retired Airport Commander."

Here is what a very interesting book published recently, "The 100 First Licensed Pilots in the World and The Birth of Aviation" by Lasalle said about this aviator:

London Address:

30, Evelyn Gardens, S.W.

I have the honour to ask you if you will kindly accept this letter-card as a souvenir of the first official aerial post which was despatched from the U. P. Exhibition, Allahabad, officially sanctioned, and carried by an aeroplane under Government Post Office Regulations on 20th February 1911.

W. Windham

N.B.—The envelope bears the impress of the First Aerial Post.

Fig. 3. One of the special invitations, signed by Walter Windham, the organizer of the 1911 India flight from Allahabad to Naini.

“Henri Pequet was born at Braquemont (Seine-Maritime) February 1, 1888. From 1905, with Baudry, he practised ascents in the free balloon and sometime later he teamed up with Paulhan on the dirigible, ‘Ville-de-Paris.’ In 1908, he attempted flying, entering the firm of Voisin at Mourmelon, where he worked with Colliex, Gobron and Bunau-Varilla.

“In 1909 he was engaged as a mechanic with a contract with Sanchez-Besa. He accompanied Sanchez-Besa to the Johannistal meeting near Berlin, Germany. However, Pequet, according to custom, had already soloed and was burning to try to fly alone. The occasion would present itself at the Hamburg meeting. With extremely bad weather Sanchez-Besa hesitated to take-off. Pequet offered to fly in his place on the condition that his mechanic’s contract be voided. Sanchez-Besa accepted and Henri Pequet made his first public flight.

“Pequet obtained his pilot’s license number 88 on June 10, 1910 with a Voisin aircraft.

“From then on, the life of Henri Pequet continued across the world on every field of aviation. South America, India where he continued after 1911 his attempt at first flights and air mail — all marked the course of this young man, entirely dedicated to the conquest of air.

“The war came to France in 1914. Pequet, who had been engaged as test pilot with Morane-Saulnier and had been sent to Russia on this job, was mobilized there. He continued to serve in the new branch of aviation.

“After the war, Henri Pequet went back to his job of test pilot until 1934, when he entered the Aero-Club of Vichy as chief pilot. He never slowed down.

“Henri Pequet accumulated 8,200 flying hours, which without doubt assures him an honorable rank among pioneer aviators, who can boast of having flown more than a million kilometers.”

URUGUAY

Official Air Mail Stamps

By PHILIP SILVER

Introduction

For many years, the writer has been interested in the official air mail stamps of Uruguay. Yet, although diligent search has been made of the various source books for information, very little has been found. Some of the published material, sketchy though it may be, is, nevertheless, so inaccurate and contradictory that an attempt will be made here to set the record straight and clarify the available information. Also, new information developed by the writer in the course of his study will be recorded. It is not expected in this article to write the final story of these interesting stamps; it is hoped, however, to make this study as concise and accurate as possible within the realm of available material. Here, again, the writer hopes that additional material, needed for the definitive story, will be made available by our readers, especially those in Uruguay and other countries of South America.

Stamps Overprinted "Oficial" or "Franco"

Perhaps the most complete study of the stamps of Uruguay was made by the eminent British philatelist, the late Emanuel J. Lee, in his book entitled,



Fig. 1. Crown punches on the 1911 Official issue used on mailing label of the Department of Census, Statistics and Library.

"The Postage Stamps Of Uruguay." Unfortunately, this was published in London in 1931, so that it antedated the appearance of the punched official air mail stamps which were issued about the same time. Consequently, there are no references to these in Lee's book. This is rather unfortunate, since it may have been expected, in view of his exhaustive research on all issues up to 1931, that a careful study of these official air mail stamps would have been made. Mr. Lee was fortunate also in that the archives of the Postal Administration were made available to him for reference.

In chapters 58 through 67 (pages 341 to 380, inclusive) of Lee's book, there is perhaps the most complete study ever made of the official stamps of Uruguay. From these pages may be abstracted the following condensed analysis relative to the official stamps:

1. Overprinting of stamps for official use was first started on August 20, 1880.
2. Postage stamps of the issues of 1866, 1877 and 1879 were overprinted "Oficial" by a bronze handplate applied at about a 45 degree angle for this issue.
3. The use of the word "Oficial" for overprinting ordinary postage stamps continued until 1928. It appears in a variety of printing types ranging from Gothic to script.
4. For a short period, starting on February 1, 1884, the word "Franco" in a rectangle applied in various positions and in two fancy designs was used for overprinting postage stamps for official use.
5. In 1911, a definitive series of stamps for official mail was issued. This is the only group of stamps which does not have an overprint, since the word "Oficial" is part of the design.

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Punched Stamps Began in 1901

A new departure, the use of punched stamps, was introduced shortly after the turn of the century. It started in 1901 to counter thefts of official stamps. On page 366, Lee states:

"Large thefts of these stamps having taken place caused the Post Office Authorities to have the stamps punched with two holes diamond-shaped; these were used without distinction by all the Ministries . . ."

Lee further states that he has a specimen punched with two crowns in lieu of the diamond-shaped holes. Unfortunately, no illustration is shown. It is probable, though, that this must have been similar to the crown punches on the 1911 "Official" issue shown in Fig. 1.

"The Stanley Gibbons Postage Stamp Catalogue, Part III for Africa, America and Asia, 1958 edition," has this note before the 1901 official issue:

"The majority of used official stamps of the issues from 1901 to 1928 are punched with holes in addition to being postmarked. Unused stamps of the 1901 issue were also punched after a stock had been stolen and this issue unused is scarce without the hole."

"The Scott Standard Postage Stamp Catalogue 1957 edition, also states the following after the 1901 issue:

"Since 1901, most of the used official stamps have been punched with holes of various shapes, in addition to the postal cancellations."

Reading the above two catalogs, one is led to wonder, accordingly, whether



Fig. 2. Quatrefoil punches on the 23c denomination of the 1915 official stamps.

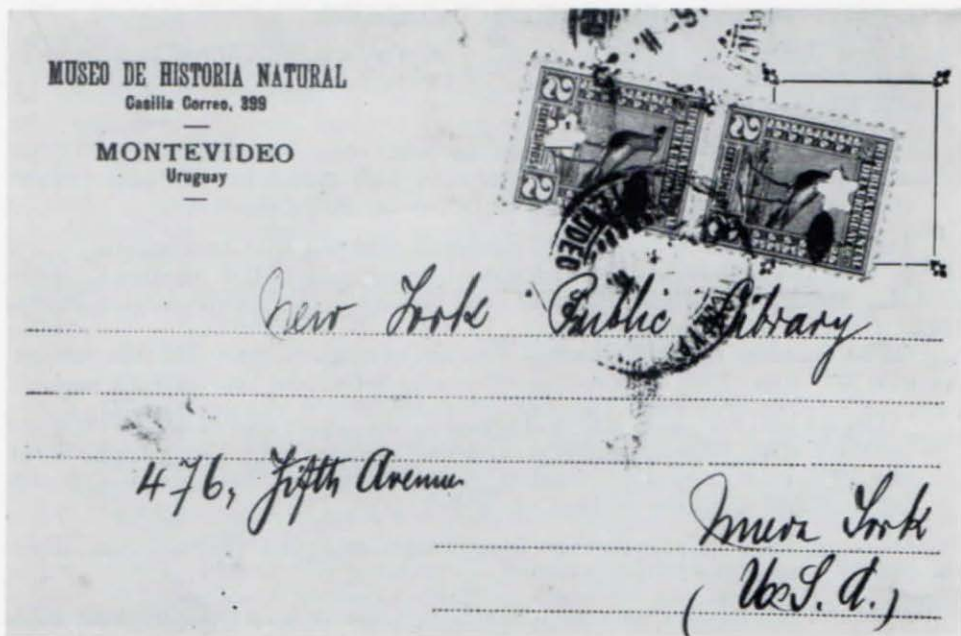


Fig. 3. Single star punch on the 1923 Teru-Teru stamps overprinted "Official" in 1924.

these sources infer that the stamps were punched before or after being affixed to official mail. If afterwards, the mail would, of necessity, be punched through, a highly unlikely procedure. In the writer's collection is a cover postmarked April 4, 1916 bearing Gibbons type O8 official overprint in script on the 23 centesimos postage stamp of 1915. (See Fig. 2). This stamp is punched with two quatrefoils but the cover is not. Reference may also be made to Fig. 1 which indicates that the punching was done prior to the affixing of the stamp to the envelope.

The writer has in his possession much official mail used during the period from 1915 to 1925. It can be reported that in no instance was any mail found punched through. It is evident then that the punching must have been done prior to affixing of the stamps. But since both Gibbons and Scott refer to the fact that used stamps were punched — Gibbons, in addition, refers to the punching of unused stamps of the 1901 issue only — it may be concluded that the punching was done as stamps were about to be used and that unused stamps in stock remained unpunched; this, of course, with the exception of the 1901 issue.

Although this study is concerned with the official stamps used for air mail, the writer has dwelt on these ordinary postage stamps punched for official use for a very good reason. This was to show that the punching of stamps for official air mail use was not new. Indeed, as noted previously, punching of stamps started in 1901 and had continued for more than twenty-seven years.

During that period, a number of different types of punches was used. These were the diamond-shaped holes noted by Lee, the small crowns shown in Fig. 1, the quatrefoils shown in Fig. 2 and five pointed stars. Most of the material examined indicates that official stamps after 1911 were punched with either two stars or two quatrefoils. Lee, in referring to the 1910 official issue, states on page 376 of his book that he had specimens punched with one or two crowns in his collection. And further, on page 378 in discussing the 1911 official issue, he says:



Fig. 4. 16c indigo air mail stamp of 1929 with two quatrefoil punches. The cancellation appears to be October 19, 1930, probably the earliest cancellation known on the official air mail punched stamps.

"The punching of the two holes in the stamps was continued with this issue, but the diamond shaped ones were replaced with five others, viz:

- Two shields.
- Two crosses. (quatrefoils)
- Two crowns.
- Two hearts.
- Two stars."

With reference to the 1915 issue Lee states, again on page 378, that the used stamps were punched with two crosses or two stars and that he has in his collection some with only one cross or one star, these being uncommon.

Starting with the 1924 issue, Lee relates that the two-star or two-cross punch was discontinued because it would not be pleasing to collectors. He states further, on page 380, that the stamps are found punched with a large cross or a large star. However, the writer has also noted the Teru-Teru official overprinted stamps (Gibbons type O10) with only one star. In Fig. 3 is shown a single punched star on the 1924 Teru-Teru overprinted official stamps.

Official Air Mail

When the air mail stamps for official use were issued, the practice of punching with two stars or two quatrefoils was revived. Thus, the official air mail stamps are found with two distinct types of punches:

1. Two stars,
2. Two quatrefoils.

These are the only identifying marks used to distinguish official air mail stamps from normal air mail stamps. As noted previously, the practice of overprinting the word "Oficial" had been discontinued after the 1928 issue of official stamps. The punches used for the air mail official stamps are similar to those in use from 1915 onward. Indeed, from inspection of many punched



Fig. 5. A clear example of the "Exterior" cancellation usually found on the message side of official mail of the 1920's.



Fig. 6. Enlarged drawing of the "Exterior" cancellation found on the stamp shown in Fig. 4.

Fig. 7. Enlarged drawing of the "Oficial Y Prensa" cancellation, most widely used on official air mail punched stamps.

Fig. 8. Enlarged drawing of the "Porte Pago" cancellation on the cover shown in Fig. 9.

stamps, one is led to believe that the very same metal punches used in 1911 were probably used again to punch the air mail official stamps. More will be written on this usage in a subsequent section.

Dates Of Issue And Dates Of Use

The two earliest references to the air mail official stamps are found in the 1936 edition of Sanabria's "Standard Catalogue of Air Post Stamps," published by Nicolas Sanabria Co., Inc. and in Francisco Ferrer Llull's "Catalogo De Los Sellos Y Del Correo Aereo Del Uruguay," published in 1936 in Montevideo under the auspices of the Club Filatelico Del Uruguay. Coincidentally, the dates of issue are the same in both catalogues. Sanabria gives the following information:

"Official Stamps

Issued from March to June 1932

Two Stars Perforated on Stamps of 1929-1930"

Llull's catalogue is more explicit, although no more accurate. He states on page 39:

"Air Mail Stamps

"Between the months of March and June of 1932, the Postal Administration delivered to the Foreign Ministry stamps to be used for official service and expressly for its air mail correspondence."

Llull further indicates on page 39 that the punched issue of March 1932 was made on the 2P stamp of May 1, 1928 showing the statue of General Artigas at Paysandu (Scott No. 406). The other punched stamps, issued May 1932, are indicated as having been made on the Pegasus issues of 1929 and 1930.

Over the years, there was very little effort made by the Sanabria catalogue to supply information relative to the date of issue of these stamps. From 1936 to 1957 the various editions merely repeated the same period: 1932, March to June. It was not until the 1960 edition appeared that any change is noted. In this edition the date of issue appears as: 1931, July.

Llull's catalogue, of course, is no longer published. Its successor is the "Catalogo De Los Sellos Aereos Del Uruguay" published in 1948 in Montevideo by the Club Filatelico Del Uruguay under the editorship of Messrs. E. Hor-

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maeche, H. Mezzotoni, A. Paperán Costa and C. M. Rubio. This catalogue, which contains perhaps the most definitive information about Uruguayan air mail stamps, gives the dates as 1931-32. So, for the first time, a date earlier than 1932 is noted. It is presumed that in the years intervening between the publication of Llull's catalogue and the one published by the Club Filatelico Del Uruguay specialists in the air mail stamps of Uruguay examined used copies of these air mail official stamps or covers and found the earlier dates.

The writer himself has examined over one hundred of these stamps. He can state categorically that he has found many with complete or partial dates indicating *that the official air mail stamps were used in 1931*. The earliest date noted was April 1, 1931 and the latest one December 3, 1931. Most of the copies with clear dates indicate greatest usage from the June to September period of that year. It would appear then that the March-June, 1932 date of issue given by Llull and the first editions of the Sanabria catalogues is incorrect. Probably one source mentioned the date as 1932 and that others merely copied it without investigation.

Going still further into the matter of dates of issue, "the 1948 Air Mail Catalogue of the Club Filatelico Del Uruguay" states on page 60 as follows:

"According to an existing act of October 8, 1931 in the Postal Archives, the number issued of these stamps was We have not found any subsequent act authorizing a new punching of stamps but it is evident"

While this information does not pinpoint the date of issue, it clearly indicates, nevertheless, that 1931 is a more likely candidate than 1932. Even the date of October 8, 1931 raises some doubts. As noted previously, heavy usage of these stamps took place from June to September of 1931, the earliest date noted being April 1, 1931. Thus, the act of October 8, 1931 may have been passed posteriorly for the purpose of listing the quantities issued. It is quite likely that no specific date of issue can be determined, lacking official documents from the Post Office Department.

With regard to the period of use, it would appear that these air mail official stamps were used mostly during 1931. Mr. Robert Hoffmann, the well-known Uruguay specialist, has told the writer that these stamps were not used in 1932. According to his information, starting with January, 1932 the use of punched stamps was discontinued, and the official agencies and departments used unpunched Pegasus stamps for air mail purposes. Nevertheless, "the 1948 Club Filatelico Del Uruguay Catalogue" states, in discussing cancellations, that a cancellation dated in June of 1932 has been noted on one of these stamps. The writer cannot question this information; however, there is reason to believe that the cancellation may have been made by complaisance. Of this, more will be said later.

(To be continued)

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SURINAM

A Variety Of Scott C8

By FRED KEIZER

Those who are interested in the air mail stamps of the Netherlands and Colonies no doubt know that the 10c dull red air stamp of Surinam overprinted "Vlucht/DO. X/1931" (Scott C8) comes with several overprint varieties. The Scott catalog mentions only two minor numbers. Two specialized Dutch catalogs listed several varieties of this stamp.

There is, however, one variety of this stamp that as far as the writer can ascertain is listed by only one catalog—Sanabria under its number 8d. This shows a part of the overprint, "Vlucht/ DO.X" on the face and "1931" in a reversed position on the back (see the illustrations).

It is odd how this stamp came into the writer's possession. Actually it was purchased at auction by mistake. Although it was properly described in the auction sale catalog, the writer did not read the lot's written text fully. A bid for the lot was left with the auction house before the sale and afterwards the writer was notified that he was the successful bidder.

Only after picking up the acquisition was it noticed that this was an unknown item to the writer with part of the overprint on the face and the balance on the gummed side. This caused him to hunt and to consult many catalogs for further information.

First, this variety was shown to one of the foremost authorities on Dutch stamps in the United States. It was his opinion that the stamp must have been folded by accident during the overprinting process, which, therefore, produced this variety.

Still not completely satisfied, more inquiries were made. The overprint error was fully described in a letter sent to a philatelist in Holland, who has gained a reputation for his expert knowledge of Dutch stamps. He replied with an explanation corroborating the one first told here in the United States. At the same time, another letter was sent to a stamp dealer in Holland, who publishes catalogs on Netherlands stamps, and he answered as follows:



The front and back of Surinam Sanabria variety 8d. (Photo by Boutrelle)

"Since I have never heard of this variety, it must be a forgery."

After receiving a stupid reply as this latter, it was decided that enough investigating had been done and the explanation, as offered by the first two authorities could be accepted.

The copy in the writer's possession has a horizontal crease, which gives further credence to this being a legitimate error and, furthermore, tends to prove that the theory about the stamp being folded during the overprinting is correct. The basic air mail stamps were printed in sheets of one hundred. It is, therefore, very well possible that the bottom part of one sheet became loose and one stamp was folded over as the overprinting was being done.

It is possible that this is a unique copy. Up to now, no others are known to the writer. It is hoped that as a result of this article information as to whether more copies of Surinam, Sanabria #8d, exist will be forthcoming.

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Franc Ritter now has returned to action—he has been elected to the Board of Directors—but he took time from his busy days (and nights) to design a new cover and also the frontispiece for this magazine.

UKRAINIA

1920 Air Post

By Dr. GREGORY B. SALISBURY



Shortly before Captain Sviatoslav de Shramchenko passed away, he presented me with an interesting document, as a friendly gesture. It was a page out of his album, with the unique Ukrainian air post letter, prepared and posted by the captain when he was the Vice-Minister of the Navy, and member of the Ukrainian Airpost-Communications Commission in 1919-1920. The letter bore a very important message to the staff of the River Dniepr Naval Flotilla, and it is so addressed.

The letter, as described by the heading of the album page, was sent on August 20, 1920 from Vinnitza, Podolia to Kiev, via the Ukrainian Navy Department to Staff of the Ukrainian War Flotilla. It was entrusted to the aviator, who was a friend of the captain. As the latter was an avid philatelist, the whole enterprise appears to be philatelically inspired. This point does not detract the fact that the letter was an official one; it carried a genuine service directive, and was flown by air mail.

The letter has a 30 shagiv imperforate Ukrainian stamp, July 1918 pictorial, featuring the allegorical profile of Ukrainia. It is cancelled in three-line black postmark. "AIRPLANE"

20 V 1920

VINNITZA-KIEV

On the top of the envelope is a two-line legend meaning "sent by air post" in the center, and to the left is the heading of the head of the Naval High Command in Vinnitza. The center of the envelope bears the Kiev address, and to the left the naval staff marking in purple in three lines of the Staff of the Dniepr Naval Flotilla (abbreviated) and the identifying numerals and letters of the section. The staff was quartered in Hotel Francois.

The bottom of the album page bears the message of greeting to me from the captain, his official seal, a gold trident on a blue seal, also showing a postmark. The same one was used to cancel the stamp. To the left is one of the Kholm, Ukraine Local Post stamps of 1941, showing the portrait of the captain when he headed over 400,000 Ukrainians there, twenty-one years later.

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