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Military Mail in the East -- 1919

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HISTORICAL BACKGROUND

World War I, a slaughter of great magnitude, was terminated with the signing of the armistice of November 11, 1918. This did not result in a peace treaty for that was not to be signed until Saturday, June 28, 1919.

In the interim, the civil powers and the military allies strained themselves to replace disorganization with order and this in every facet of normal life. The situation was extremely catastrophic in the sectors of communication and in the postal services of areas freshly reconquered.

The requisite services were rapidly exhausted because of the extensive damage caused by the retreating German army and the lamentable state of the economy. Most of the bridges were destroyed, the roads broken up and the railway lines impractical for use for a large part of their installations.

In western Europe, the situation was quickly remedied by establishing a service to transport mail by means of military planes. This was the case for the post from Paris to Brussels which was inaugurated on January 19, 1919, also between Paris and London, as well as between the postal sectors of the occupying troops based in Germany.

In the East, the commanders of the allied occupying forces encountered the same difficulties as in Europe. Even in peacetime, the means of rapid transport were completely defective in Turkey as well as in the Balkan Peninsula, and the rare means of existing communication were found to have been badly hurt by the war.

The commanding general of the allied armies, who had his headquarters in Constantinople, decided to create several military postal routes by using the planes and pilots of the air force of the army of the East. The scheme foresaw the placing into service of several lines covering practically all of the territory occupied by the allied troops. A number of practical difficulties and political problems did not permit full realization of this plan.

The following is an analysis of the projects and their accomplishments:

Constantinople - Salonika (in Macedonia a distance of approximately 520 km) Several flights carrying mail were realized.

Constantinople — Paris

1st proposed stage: Constantinople - Sofia - Belgrade - Laibach (distance 1300 km) with transshipment of the mail on the Orient Express

2nd stage: extension of this line from Laibach to Paris by way of Trente and Constance (Switzerland) about 1,000 km. with an anticipated time of 7 hours, 25 minutes. This line was not placed in service.

Salonika - Belgrade (by way of Skopje - 630 km.) This line was also never placed in service.

Athens - Salonika (330 km.) This line had already begun to function

prior to the armistice. In all, about 10 flights carrying mail were made.

Bucharest - Galati (200 km.) and Bucharest - Kishinev (in Besarabia - 330 km.) Several planes were assigned to these 2 lines. However, they did not function except on rare occasions.

Constantinople - Bucharest (480 km.) with a stop at Burgas (in Bulgaria) This line was by far the most important and the most used postally. Documents and archive items found permit us to reconstruct its functioning with some precision.

The inauguration of the line from Constantinople to Bucharest took place on Saturday, May 10, 1919 and the line remained in service until October 31st of the same year, slightly less than a half-year. Postal flights were made bi-weekly. The planes departed from Constantinople every Tuesday and Friday at about 6 o'clock in the morning. The elapsed time of the flights varied from 5 to 6 hours. Letters addressed to Paris or for France were dispatched to the terminal point and then rode the Orient Express train from Bucharest to Paris. On the return flight, the planes took-off from Bucharest for Constantinople on Thursdays and Saturdays very early in the morning.

In the beginning, only military and official post was authorized to be flown via plane; however, this restriction was removed on the 8th of July for the Constantinople to Bucharest voyage and on September 7th from Bucharest to Constantinople.

The military authorities informed the public by means of notices inserted in many of the newspapers of Bucharest and Constantinople as well as by abundantly placed placards, indicating that air mail postal service was to be authorized for the private sector. The text of those instructions was as follows:

Air Mail Service

Constantinople - Bucharest

Correspondence via the Orient Express - Constantinople-Paris in 6 days

Instructions

A bi-weekly air mail service has been organized between Constantinople and Bucharest in connection with the Orient Express. It will function in accordance with the following conditions:

Art. 1 Transport of the post by airplane is strictly limited to letters originating in Constantinople and having a Bucharest or French destination:

- (a) official letters, both ordinary and registered
- (b) private correspondence emanating from the civil population of Constantinople (ordinary letters and postal cards whose weight does not exceed 50 grams)

Art. 2 Departures will take place on Tuesdays and Fridays at 6 o'clock in the morning.

Art. 3 The total weight of each shipment cannot exceed 50 kgs. Private correspondence will be accepted for each shipment until the 50 kgs. maximum weight has been reached.

Art. 4 All correspondence, both official and private, which is to be forwarded by airplane will be cancelled with a handstamp bearing the following inscription:

ARMEES ALLIES EN ORIENT

POSTE AERIENNE

(Allied Armies in the East/Air Mail - see Figure 1)

Art. 5 Correspondence will be received in care of the aeronautic service on Mondays and Thursdays between 4 PM and 7 PM.

- (a) official letters at postal section location No. 502, Maison du Tunel and at the French Embassy.
- (b) private correspondence at the French Military Post Office in Constantinople, street of the Galata Bank.

Art. 6 A surtax of 1 franc is to be applied by means of French postage stamps for each private letter.

Art. 7 Private correspondence to be forwarded via airplane will be delivered by the French Military Post Office to the Censor's Office on Mondays and Thursdays at 2 PM. Therefore, letters should be delivered to the post office before 11 AM on Mondays and Thursdays.

Art. 8 The surtax of 1 franc as per article 6 is positively required and no claim for reimbursement will be allowed.

Observation. Every complimentary intelligence, every proposition or other request for transport not foreseen by the present instructions should be addressed to Nichan Tach, care of the French Military Aeronautics

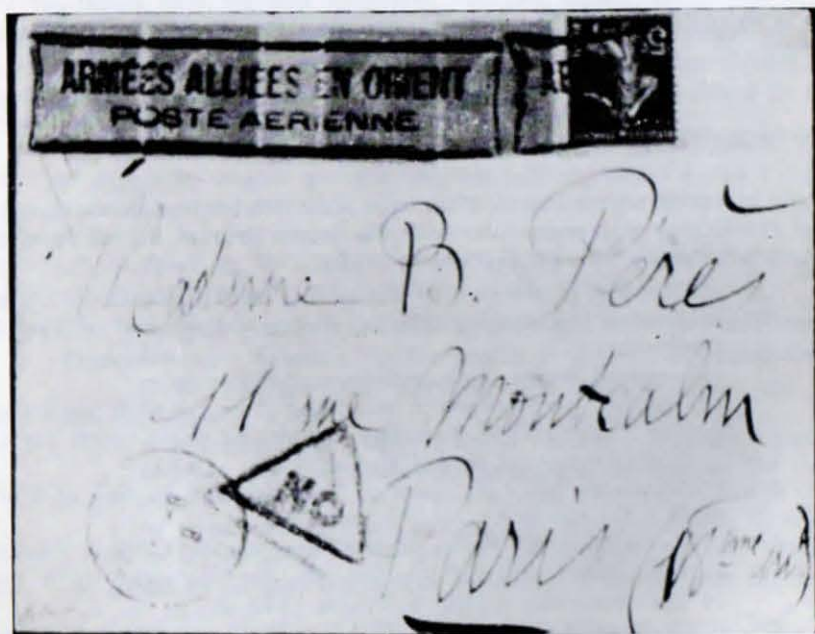


Fig. 1. Cover with rare franking of four 30c Semeuse stamps plus one 5c to equal 1.25 franc rate for a letter weighing up to 20 grams.

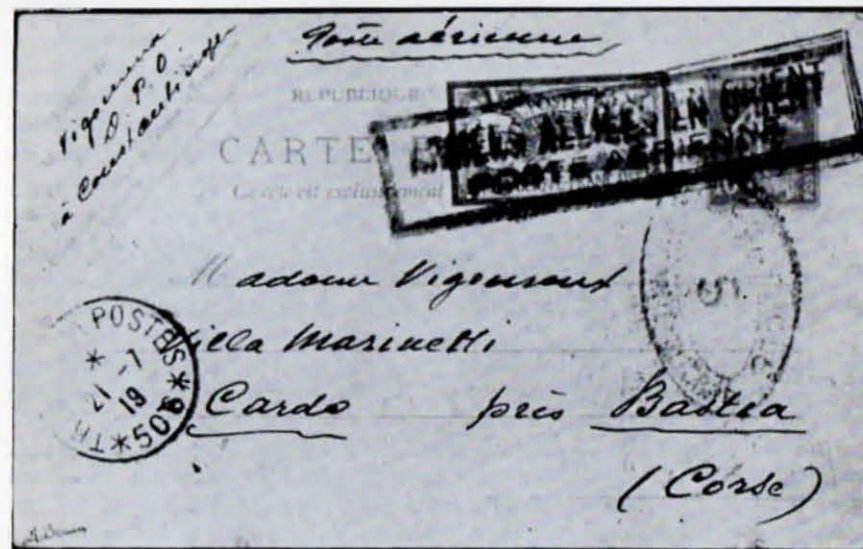


Fig. 2. Postal card with French military handstamp "Tresor et Postes" at lower left. "506" stands for Constantinople. The "5" in center of oval handstamp at right refers to censor's office number 5.

Section of the Allied Armies in the East. Satisfaction is guaranteed to the extent possible.

The Commanding General in Chief
of the Allied Armies in the East
sig. Franchet d'Esperey

For the post scheduled to depart from Bucharest, the conditions for transport were similarly worded, except that the mail had to be deposited on Wednesdays and Saturdays before 7 PM. Official letters had to be left at the Paymaster's Bureau of Postal Section No. 526 at No. 185 Calea Griviti Place or at the French Embassy. Private letters could only be accepted at Postal Section 526.

With reference to the Censor's Bureau, private letters to be forwarded by airplane were received at Bucharest on Wednesdays and Saturdays at approximately 2 PM.

In the early period of its performance, letters written in Turkish and in Russian as well (language used by the soldiers of the Wrangel Army, refugees and detainees in the multiple camps) were not allowed. But, because of the intervention of the Turkish Director of Posts, censors speaking those languages were recruited and even this restriction was lifted.

The air service between Constantinople and Bucharest and vice-versa was a great success with the civil population in general and with merchants and industrialists in particular, mostly by reason of its regularity and speed. It should be underscored that, during its 6 months of activity, the flights took place on the dates fixed and without major accidents, except for delays due to inclement weather.

At this time (October 1919), although the armistice had been concluded,

the peace treaty had not been signed and the Allied Commanders took cognizance of many difficulties, sometimes because of the Ottoman government, sometimes due to the spirit of the occupying troops. In addition, arrival of the bad flying season and finally a terrible cyclone which destroyed the hangars at Salonika while destroying many airplanes made the Allied commanders decide to abolish the Constantinople-Bucharest airline beginning on November 1, 1919. The last flight took place on the 31st of October.

POSTAGE RATES AND TARIFFS FOR PRIVATE LETTERS

As we have seen in Article 6 of the instructions of July 8, 1919 emanating from the military authorities, air mail letters were charged a surtax of 1 franc to be applied to the letter with French postage stamps.

The tariff for a letter from Constantinople to foreign destinations was 25 centimes for 20 grams, 10 centimes for a postal card and registered letters were 50 centimes for 20 grams. The identical mail, except sent via airplane, needed a surtax of 1 franc.

One generally finds letters franked with one 25c Semeuse stamp plus the 1 franc Merson type. All other franking combinations giving the same total must be considered as quite scarce. For example, the use of the 30c Semeuse stamp is exceptional. (See **Figure 1**) Equally rare is the use of two 50c Merson stamps plus additional stamps of 25c or five 5c stamps to make the regular franking of 1.25 francs.

CANCELLATION AND HANDSTAMP USED

All official and private correspondence which was to be flown via air was struck with a rectangular double-lined handstamp bearing the inscription ARMEES ALLIES EN ORIENT/POSTE AERIENNE (Allied Armies in the East/Air Mail). There exist two similar handstamps as follows:

1. a metallic handstamp which was located in Postal Sector 502. It was used on official documents and notices and for military and administrative correspondence. This was applied in violet ink.
2. An identical handstamp but made of rubber was used to cancel the stamps franking the letters. (See **Figures 1 and 2**)

A minor variety of these two handstamps may be noted as follows:

- metal handstamp: the "P" of "POSTE" is just below the second "E" of "ARMEES."
- rubber handstamp: the "P" of "POSTE" is aligned with the "M" of "ARMEES."

The ink used with the rubber handstamp was always black and greasy thick. The handstamp was quickly used up and deformed and it is in that condition that we find letters for the months of September and October 1919.

The postal obliteration for departure of the mail is invariably the French military cancellation "Trésor et Postes" with the number of the postal sector at the bottom of the circle. (Constantinople was 506 — See **Figures 1 and 2**)

For official correspondence and that emanating from the military, the same cancellation was used but lacking the sector number.

CENSOR MARKINGS

In 1919, and in spite of the signing of the armistice, peace was far from being achieved and military censorship continued to function in the occupied countries. Mail collected at Constantinople was delivered to the French



Fig. 3. An opened letter, sealed after censorship, with "Controle Postal Militaire" etquette. Tying it is oval "Controle l'Autorite Militaire" handstamp.

military service censor at the beginning of the afternoon on Mondays and Thursdays (same for Bucharest on Wednesdays and Saturdays). The censors had to work quickly as it was imperative to finish the control in the course of the afternoon and to return the entire mail in view of its intended departure the next day at the first hour.

These conditions made it impossible to censor all the mail in a time lapse of approximately 4 hours, especially since normally there were between 1,000 and 2,000 letters. The censorship was, therefore, only partially applied based on the intuition of the censors and only a small quantity of mail was opened.

Letters which had been opened by the censors were then closed by a rectangular etquette printed for that purpose with an inscription in the center of the frame "CONTROLE POSTAL MILITAIRE." (Military Postal Control) After pasting on the letter, this etquette was cancelled with an oval handstamp bearing the words "CONTROLE L'AUTORITE MILITAIRE" (Military Authority Control) with the number of the censor bureau in the center. (See **Figure 3**)

On the contrary, letters which had not been opened received a special triangular marking with the netters "NO" in the center, meaning Not Opened. (See **Figure 1**)

The mail of the Allied Armies in the East which we have examined in this article is most difficult to obtain. In effect, franked with common postage stamps, in most cases the letters were destroyed unless they fell into the hands of a marcophile or a student of postal history. Letters as well as administrative documents of the period must be classified as rarities.

Great Barrier Pigeongram Discovered

By William H. Miller, Jr.

One of the most satisfying rewards in philately is the opportunity to use knowledge in the discovery of an unusual or rare philatelic property. Such a reward must be somewhat tempered, however, when the discovery applies to an item that has lain in one's own collection unnoticed for a period of years.

Starting in 1898, and continuing for at least seven years thereafter, a regular pigeon post service was in operation between Auckland, New Zealand and Great Barrier Island 65 miles to the northeast. Two rival companies were involved in this service, both of which issued stamps and special cancellations for use on their messages.

Few of the actual messages with stamp affixed have survived until today, mainly due to the use of a very thin grade of tissue paper. Nevertheless, they do appear on the philatelic auction market from time to time. The great majority of the messages carried were sent from Great Barrier Island to Auckland, which was the routing in greatest demand. Very few travelled in the opposite direction to the island. (1) These are highly prized by collectors of these issues.

My recent discovery in my own collection was one of these messages sent to Great Barrier. Its importance had for so long a time gone unnoticed due to the fact that when I bought the lot at auction I found it had been folded over and glued together. The routing and message were thus hidden, and the thin tissue paper on which it was written deterred me from in-



vestigating lest major damage occur. In remounting in preparation for a recent exhibition, I finally got my courage up, and with delight discovered that my pigeongram contained the following message:

October 4, 1900

To: Captain Goodwin
c/o Mr. Werner

Dear Captain:

I trust you had a good trip up. I suppose that is the correct way to commence a letter to anyone who has just completed a voyage.

Did you get a large reception by your band of soldiers? I pray that God will give you a most blessed time and also make you a blessing to the different comrades with whom you come in contact. May your visit to the Barrier be impressed upon their minds. . . .

It has dawned on me that I did not examine the wheels when out last week. The Major is sure to ask me what they are like. He also told me to. . . .

May you have a fine time roaming over the miles of the Barrier. . . .

Yours affectionately

J. Lewis

There is no doubt that the contents of this message indicate routing to Great Barrier Island. Mr. Werner, to whom the message was addressed in care of, was the pigeongram service agent at Okupu, Great Barrier Island. This is only the fourth message sent from the mainland to the island known as of now to have been preserved. (2)

REFERENCES

1. New Zealand, The Great Barrier Island 1898-1899 Pigeon Post Stamps, by J. Reg. Walker. 1968. p. 90. Collectors Club Handbook No. 22.
2. Air Mail News, published Great Britain. 1975. Article by C. H. C. Harmer.

Much First Class Mail Carried by Air In 1918

It is not common knowledge that first-class letters were sent via air mail during the early period of service on the Washington to New York route. Capt. Benjamin B. Lipsner refers to this on page 74 of his book, "The Air-mail Jennies to Jets."

I have seen official records which indicate that, immediately after the first flights of May 15, 1918, more first-class than air mail letters were carried in the airplanes:

Date	Flight leg	Air mail (lbs.)	Ordinary mail (lbs.)
May 17, 1918	Wash.-Phila.	26	60
May 17, 1918	N.Y.-Phila.	6	(not available)
May 18, 1918	Wash.-Phila.	21	76
May 18, 1918	N.Y.-Phila.	13	200

(Continued on page 32)

Pioneer No. 92 -- Ithaca, N.Y.

By Thomas J. O'Sullivan

In October, 1916, Ithaca, New York was a pleasant little town of about 17,000 people. It was situated at the southerly end of Cayuga, one of the Finger Lakes, in south central New York State. It was the location of Cornell University. It also was the largest municipality in the area and was the shopping and marketing point for a large territory around the lake.

As is customary in retailing, the merchants of the town often ran sales and had special attractions to get customers to come to town and, it was hoped, into their stores. For Friday, October 13, 1916, they had organized a fair and carnival to be held at the Tompkins County Fair Grounds in Ithaca as such a special event. In addition, as part of the fair and carnival, someone had conceived the idea of a special airplane flight carrying letters and cards mailed by the townspeople and those attracted to the fair and carnival.

There was no real problem about arranging the flight, because the Thomas Brothers Aeroplane Company was located in Ithaca. This company had been founded by W. T. Thomas and Oliver W. Thomas in Bath, New York. In 1914, the company moved to Ithaca to a vacant factory on Brindley Street. The two brothers were English, had contacts in England and were able to get a large order for airplanes from the British government. They built an airfield on land where an orchard had been growing alongside the lake and established a flying school there. Theirs was a successful busy organization.

The aircraft built by the Company was a biplane with a long wing span capable of lifting a heavy load. It was powered by a single engine which could put out 135 horsepower. It is pictured in **Figure 1**.

The chairman of the Board of Trade of Ithaca, the organization of business men in the town, talked to the Thomas brothers about the idea of having a mail carrying flight in connection with the fair and carnival. The brothers agreed to provide an airplane and a pilot for the event.

The company had several test pilots on its roster and selected Frank Burnside to make the flight. He had been born in Oneonta, N.Y. and learned to fly at the Thomas Brothers school in Ithaca. He was a cautious, careful pilot.

In addition, B. F. Lent, Postmaster at Ithaca, was approached for his approval of the air mail event. He was enthusiastic about the idea and sent to Washington for authorization from the Post Office Department. This was granted without objection. The number 607,005 was assigned to the service. This followed in order the other department numbered routes in New York: 607,001, Ovington's proposed participation in the Hearst Transcontinental air race in October, 1911; 607,002, New York - Washington, May 23, 1912; 607,003, White Plains, August 31, 1912; and 607,004, Chautauqua Lake, May 20 - September 7, 1914. To complete the picture, the other New York pioneers which were private or had local postmaster approval — Cal Rodgers, Garden City, Rochester and Glen Head — should be noted.

The proposed flight on October 13, 1916 was advertised extensively and receptacles were provided in the Post Office and at various locations at the



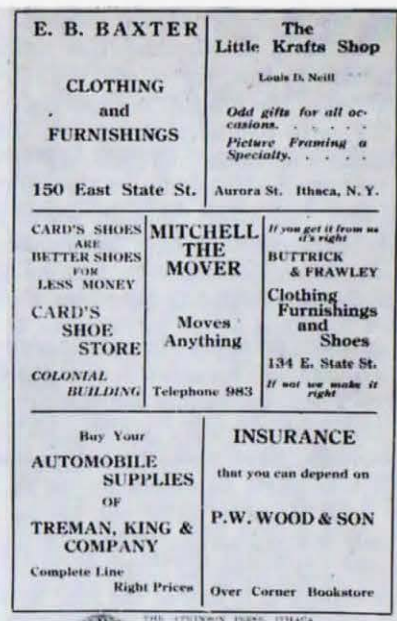
Fig. 1. The two sides of advertising card thrown out as pilot of Ithaca pioneer crossed over fair grounds. The Thomas airplane is pictured at left.

fair grounds for the cards and letters to be carried on the flight.

The sponsors of the flight prepared the cachet shown on the card in **Figure 2**. The Thomas Brothers Aeroplane Company received some publicity by the cachet because their "aeroplane" was mentioned in it. In only two instances did the cachets placed on the Pioneers mention the make of the aircraft carrying the mail. The Glen Head marking (No. 56) includes "BY WRIGHT HYDROAEROPLANE" and the Ithaca marking includes "By Thomas Aeroplane."

The crowds in Ithaca on Friday, October 13 were large. The fair and carnival were well attended and the merchants did a brisk business. However, the day was bad for flying because of wind and clouds so, after a conference among representatives of the Board of Trade, the Thomas Aeroplane Company and Fred Burnside, it was decided to wait until Saturday, October 14 to see if flying conditions improved. In fact, that happened and Saturday turned out to be a fine day.

Late in the afternoon on Saturday, Willis Hausner was driven to the Thomas airfield. He was a letter carrier and had been in the postal service in Ithaca for twenty-five years. He brought a mail sack containing the cards and letters which had been received to be flown in the airplane. He entered the forward cockpit of the airplane and was strapped in, holding the mail sack in his lap. Frank Burnside was piloting the aircraft from the rear cockpit. The airplane took off from the airfield and flew in a southwesterly direction towards town about 4 miles away. By the time he had reached the



fair grounds, Burnside had climbed to a height of 2000 feet. A large crowd was watching the airplane from below. Burnside then threw out hundreds of advertising cards, one of which we have illustrated in **Figure 1**. As the cards fluttered to the ground, the spectators scrambled to retrieve them as certain of the cards had been signed and the signature guaranteed a prize to those catching the cards and bringing them to the merchant involved. Such a method of advertising must have been used on many other occasions but there are only two other times in which cards were dropped for advertising or other purposes that have been noted. One was at Tanforan Park in San Francisco on December 25, 1912 by Roy Francis and the other was at Port of Spain in Trinidad in February, 1913 by George Schmitt.

After dropping the advertising cards, Burnside banked the airplane to a course which carried it over the Cornell College grounds and particularly Percy Field, the former athletic arena. The plan was to drop the mail sack on this field. Cornell's athletic teams were playing away from home that week-end so there would be few people on the ground in the vicinity of that field who might be struck by the falling sack. As the airplane passed over the field, Hausner threw out the sack. The field, from 2000 feet, appeared as only a small target. Waiting at the field were A. W. Dobs, assistant postmaster and James B. E. Bush, a clerk at the post office. They watched the sack dropping. It missed the field by a wide margin and fell into some woods near the Ithaca sand pits. They had visually marked the place where it fell but, on going there, were frustrated by being unable to find the sack. The search was continued on Sunday, again without success. However, on Monday, October 16, the sack was located and brought to the Post Office where the cards and letters were run through the machine canceller, receiving the postmark

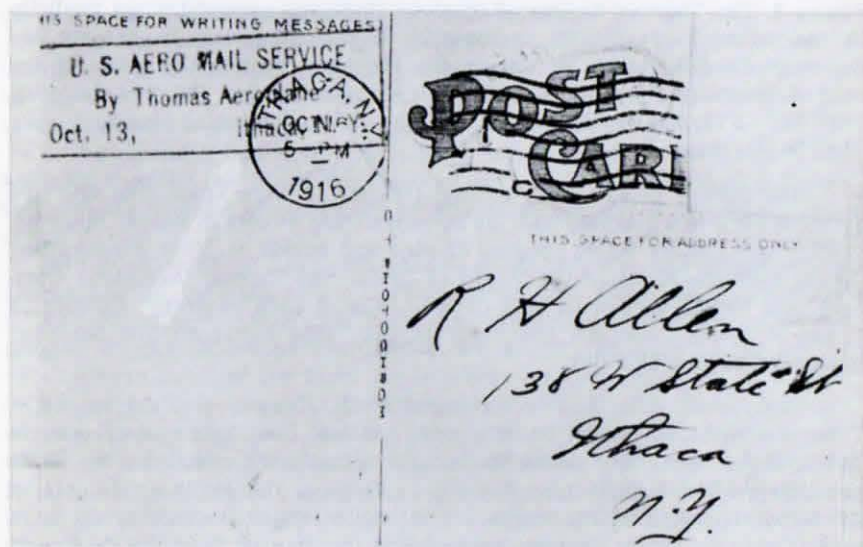


Fig. 2. Post card cancelled Oct. 16, 1916, after having been flown on Ithaca pioneer flight of Oct. 13.

of 5 P.M. Thereafter, they were handled in the ordinary course of the mail. One of the cards is shown in **Figure 2**.

This air mail is unique among the Pioneers as it is the only time a regular letter carrier went along in the airplane with the mail. Usually, the pilot was sworn in as the mail carrier.

The Thomas airplane company prospered during the war. It eventually had 1200 employees and turned out over 800 aircraft. But, after the war, like all airplane manufacturing companies, it fell on hard times and had few contracts. Ultimately, it was absorbed by Consolidated Aircraft Corporation of Buffalo.

Burnside left the company and did a great deal of flying in the West and throughout the Caribbean. He became an inspector at the Maywood Field in Chicago and then had the Chicago-Cleveland air mail run for a number of years. He died in Bath, New York, in 1936.

The Ithaca Journal, the local newspaper, reported that about a thousand pieces of mail were in the sack when it was dropped and that there had been noted mail addressed to Spain, England, China, Japan, Nova Scotia and South America. However, in the past 30 years, there have been no items of the flight advertised for sale or in special offerings and only 3 cards included in auction sales. One was sold by Robert A. Siegel, Inc. in an auction in New York City on December 9-12, 1969. It was acquired by Henry M. Goodkind for \$300 and included in his collection. On his death, his collection was sold by H. R. Harmer, Inc. in New York City on May 6, 1971. The same card was knocked down again for \$300. The Goodkind collection also included the card which is shown in **Figure 2**. Because of its damaged condition, it realized only \$105. A third Ithaca card was included in the large pioneer collection sold by Robert A. Siegel, Inc. in New York City on March 15, 1974. This one was sold for \$475. Aside from these three cards and the advertising card illustrated, no other items of the Ithaca Flight are known.

The Ithaca Pioneer was not reported in aerophilatelic literature for 20 years. It was then included in a check list of U.S. Pioneer Airmail Flights prepared by Dr. Robert Paganini and published in the "American Philatelist" for January, 1936. It was first catalogued in the 1940 edition of the **American Air Mail Catalogue**.

First Day Covers as "Other-than-Zeppelin" Items

There exist a number of U.S., Scott C13-15 first day covers which were mailed on April 19, 1930 to their recipients and not held for the later May and June flights of the GRAF ZEPPELIN. Such items may correctly be termed other-than-Zeppelin usage.

Recently, through the courtesy of Mr. Arthur A. Falk of Jericho, N.Y., I was privileged to see a most unusual set of such first day covers prepared by Hugh M. Southgate, still apparently in the employ of the Westinghouse organization. Each denomination is on a separate parcel wrapper sent registered and, most likely, for a value commensurate with the monetary value of the individual stamps. All properly backstamped with the registry hand-stamp on April 19, 1930, of course.

More on U.S. Air Mail Markings

By Philip Silver

In the January 1977 issue of the *Aero Philatelist Annals*, I authored an article on United States air mail markings. These markings had their inception in 1918 and can be found on many current covers as well.

The sources for a number of these markings have been located and they are included here as a reference base.

Reference has been made to the effect that many air mail markings appear to be of private origin. Yet, most of them are official and most likely the basis for their use can be found in Post Office Department orders or releases. Unfortunately, most of these are not available. Dr. Perham C. Nahl was kind enough to furnish the writer with copies of official Post Office Department instructions to its postmasters which repose in his collection. These form the official basis for the 1926, 1927 and 1928 "Late" or "No Connection" markings in this article, and also for the 1928 "Expedited" marking. Because of their importance in this study of air mail markings, these instructions are quoted in their entirety:

POST OFFICE DEPARTMENT AIR MAIL SERVICE

1. Postmasters at exchange offices on the transcontinental air mail route:

- (a) Mail intended for air mail dispatch and which was posted or received from delayed trains too late for dispatch by plane will be forwarded by rail when such dispatch will result in an earlier daylight delivery to office of address. Each piece of mail so forwarded will be postmarked and indorsed "Received too late for air dispatch. Forwarded by train."
- (b) When advised by air mail officials of material delay to plane, the mail due to go forward therein and which will be materially advanced by rail should be given latter dispatch. Each piece of mail so forwarded will be postmarked and indorsed "Forwarded by train account of delay to mail plane."
- (c) Extreme care must be exercised not to forward by rail air mail for points which delayed or regular plane will advance. As a rule, only mail for points in nearby states can be advanced by rail.

The foreman in mailing division or superintendent of mails will make decision regarding air mail to be given rail dispatch.

- (d) Postage on air mail forwarded as indicated in above instructions should be included in daily report of postage made on Form 2370.
- (e) Exchange offices on the route between New York and Chicago with air mail received from delayed trains due to connect day plane will forward by night plane without rating up or collecting postage in excess of day rate.

2. Railway postal clerks in trains centering at exchange offices on transcontinental air mail routes:

- (a) Where a train does not connect the mail plane, air mail for points in nearby states should be dispatched via close train connection if material advance in daylight delivery to office of address will result thereby. Mail so dispatched will be backstamped and indorsed "Forwarded by train from (name of exchange office) account no connection with mail plane."
- (b) The amount of postage on mail so forwarded must be reported to the postmaster at the exchange office on form provided for that purpose.
- (c) If there is no close train connection the mail should be dispatched as air mail to the exchange office for proper disposition.
- (d) Extreme care must be exercised not to forward via train air mail for an office in a state where there is any question as to advance in daylight delivery being effected over that which is provided by schedule of air mail.

Approved by:

Second Assistant Postmaster General
January 15, 1926

S. A. Cisler
General Superintendent

* * * *

MAILING DIVISION United States Post Office IN YOUR REPLY/
CHICAGO, ILLINOIS REFER TO
DATE, INITIAL AND/
NUMBER
OFFICE OF SUPERINTENDENT OF MAILS J
February 3, 1926.

Sirs:

BRYAN, OHIO—EASTBOUND MAIL PLANES WILL DISCONTINUE/
REGULAR STOP.

The General Superintendent, Division of Air Mail Service, advises as follows under date of first instant:

"Effective February 1, the eastbound planes will discontinue regular stop at Bryan, Ohio.

"This for your information in dispatching of Mail." Air mail matter for Bryan, Ohio, received at Chicago, will accordingly be dispatched by train to destination conformable to Chicago standpoint scheme, after being properly backstamped and indorsed "Forwarded by train from Chicago, Ill., on account no direct connection by eastbound mail plane."

Respectfully,
(signed) Thomas Downey
Assistant Superintendent of Mails

(Please turn page)

Copies for —

Bennett

Fay

Foster (for Information Counter)

C. E. Fitzgerald

Pigors (for General Order)

Thompson

Dwyer

Air Mail Case

Peterson

Clerk in Charge Trips 1-4

" " " " 5-6

" " " " 7-8

Order Book.

* * * *

The source of the boxed "late" marking of 1926 appears to be the Detroit Post Office according to an illustration in one of Fred Boughner's "Air-mail Antics" columns in Linn's Stamp News. Illustrated in that article is a cover which carries that marking plus a postal notice from the postmaster of that city, both items courtesy of one of his readers, Mr. Julius F. Mueller.

The text of the postal notice referred to above is quoted in full as follows.

UNITED STATES POST OFFICE
DETROIT, MICH.

AIR MAIL, bearing your return card and addressed to, —
NAME:

CITY AND STATE:

was received at this office today at, too late to connect with the air mail plane same date, resulting in serious delay. Arrival at destination was expedited as far as possible by dispatch via train service.

There is one mail plane dispatch daily, except Sunday, for Cleveland and Eastern Points, closing at the Main Post Office at 9:50 A.M., and to Chicago and Western Points at 2:25 P.M.

When air mail is received too late for the above closings for dispatch via mail plane, it is dispatched by train service if arrival at destination will be expedited thereby, otherwise it is held for air mail dispatch next day.

Respectfully,

CHAS. C. KELLOGG

Postmaster

Detroit, Mich., P. O. — 2-25-26—4,000)

FIRST CLASS BY AIR —

(Continued from page 25)

Other official statistics are even more revealing. In the two subsequent months of June and July 1918, ordinary mail outweighed air mail in a ratio of more than 10 to 1:

Month	Air mail (lbs.)	Ordinary mail (lbs.)
June 1918	990 $\frac{1}{8}$	12,094 $\frac{3}{4}$
July 1918	1,476	15,491