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AMERICAN PHILATELIST

October 2007



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* These circuits may incur long delays due to frequent shortages of material.
We urgently solicit books for these areas.

10/07

For more than 100 years, the Sales Division has served as a middleman for APS members who wish to buy and/or sell stamps and covers. It offers a leisurely at-home perusal of these items for members in search of new items for their collections.

Circuits of up to twenty books containing a maximum value of \$4,000 will be sent to any member requesting them. Names will be added in order of receipt, with up to ten names per circuit. Waiting lists are maintained for those circuits now filled.

We do not have exclusively Mint, Used, 19th or 20th Century circuits, except those listed. No minimum purchase is required and circuits may be retained for a MAXIMUM of seven days per circuit. A new circuit of the same category is not started until the previous circuit returns to the Sales Division. Members will receive between three and five circuits of each requested category, annually. Members outside the fifty states and Puerto Rico should write for details of direct circuits.

APS Sales Division Supplies — Sales circuit books for single stamps, blocks and covers, and the STAMPMOUNTS for each are available for purchase at a nominal fee.

*Circuit request forms and selling supplies also are available online: www.stamps.org
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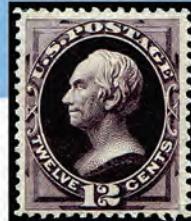
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5¢ Red Brown.
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Banknote 12¢ Blackish Violet.
VF/OG. Cat \$2,750



USA #277 1895 Madison
\$2 Bright Blue. Mint XF/NH.
Cat \$3,250



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Jefferson 50¢ Orange.
XF/OG/LH. Est \$950



USA #318 1908 Franklin 1¢ Blue Green Coil,
Pair. XF/OG/LH. Cat \$16,500



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1952 Surcharged 100¢
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USA #366 1909 Washington 15¢ Plate Block of 6,
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Zanzibar #16b 1895 5r
Violet & Blue. 'I' Inverted.
VF/OG. Cat \$3,750



France #9b 1849 Ceres
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VF/OG/HR. Cat \$10,000



Sardinia #15 1861
Victor Emmanuel II 3L
Bronze. VF/Used. Cat \$3,250



Russia #1 1857
Coat of Arms 10k Brown & Blue,
Imperf. Very Fine. Cat \$800



German New Guinea #5a 1898
Reichpost 25pf Orange, Inverted
Overprint, VF/OG. Cat \$2,750



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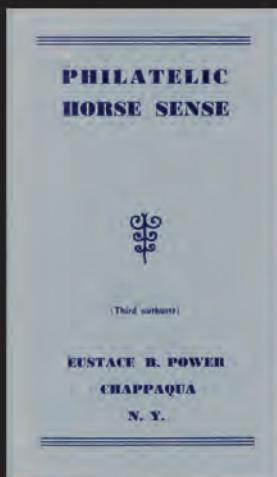
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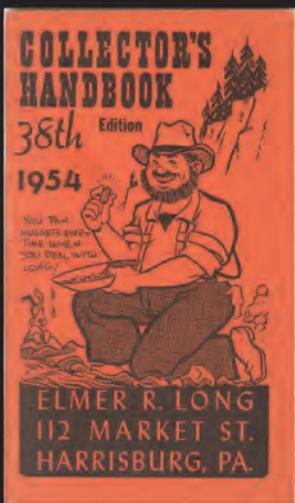
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Doubling as pocket size stamp price lists in the 1920s-1950s, these booklets were an effective promotional device to keep people involved in collecting. Each of the booklets not only contained material for sale, but also facts, helpful hints and often the opinions of the dealer who published it.



Souvenirs of the history of philately are becoming important collectibles. By souvenirs, we mean everything from the printed program from early 1900s stamp shows and first day ceremony programs from the Farley's Follies period, to the little booklets shown above. In other words, the ephemera of the stamp collecting hobby.

For well over 100 years, those among us who not only pursued stamps, but also the printed literature that results from research, studies and writing about philately and postal history, have been rewarded by the inherent scarcity of such literature and its constantly (and consistent) increasing value. Whenever there is a public auction or mail sale devoted exclusively to philatelic literature, it is an eye-opening and marvelous experience to witness the spirited bidding and the hammer prices some of our most important books bring. For instance, it's not unusual to see an original first deluxe edition of a book like Dr. Carroll Chase's "The Three Cent Stamp of the United States 1851-57 Issue" bring hundreds of dollars!

Competition is now beginning to heat up for the scarcest of all forms of philatelic literature: the printed ephemera that was never meant to be saved on a long term basis in the first place. The little booklets are something rarely, if ever, seen in our hobby of today. A half century or more ago, the greatest mail order firms in philately (H.E. Harris, Elmer R. Long, Tatham Stamp Co., and dozens of others) published their price lists in a pocket size form that also contained helpful "how-to" aids, stories and features for the beginning collector. They were fun to get, fun to own, and best of all, helped keep our appetites whetted for more stamps.

As we look for new ways to attract more neophyte collectors (and keep them!), we would do well to investigate the successful tactics used by these historic stamp firms. The ephemera of stamp collecting is jam packed with these souvenirs of effective marketing—and many philatelists now collect them as a sideline.

When you think of selling your collection, keep in mind the care we at Harmers exercise when working with the seller whose chief goal is optimum return on his lifelong investment. Call us.

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Alfred Lichtenstein



Alfred H. Caspary

table of contents

October 2007 • Volume 121 • No. 10 • Whole No. 1,281

892 Dickinson Airline and CAM 9, Chicago-Minneapolis, 1926

by Ron Sarsen A short history of one of the most disaster-ridden of the early Contract Air Mail flights.



902 Iraq Railway Post, 1928-c1942

by Rainer Fuchs Remembering a little-known piece of Iraq's postal history.

908 Pioneer Air Mail Pilot Still Flying High at 101

by Peter Martin An interview with aviation pioneer John M. Miller, whose first solo flight was made — unintentionally — in 1923.

916 Mail Sacks

by Jack C. Standen Collecting the lowly mail sack — a new philatelic challenge.

960 Travels by Sea, Air, and Land

by Charles A. Fricke The travels of a rare catapult mail picture postcard.



Page 902

Featured Columns

888 Collecting Coast to Coast —

Wayne Youngblood Flying the Mail by Balloon, Pigeon & Aeroplane — Up in the air with the U.S. mail.

882 Exploring Back-of-the-Book — David Straight

'Certainty, Celerity, and Security' — A look back at some innovative moments in mail transport.



Page 908

Page 882

APS News

Advertisers Online	950
APRL News: Countdown to Our 40th Birthday	930
APS Insurance Team Tips	950
APS Snapshot	871
APS News: Stamp Show Awards	934
Chapter Chatter: Electronic Library	932
Classifieds	957
From the Executive Director	923
Index of Advertisers	948
Letters to the Editor	874
Membership Report	953
President's Column	919
Sales Talk	926
Show Time	942

928 Inside the National Postal Museum — Allen Kane School Children and the NPM — There are lots of pre- and post-visit activities available for visiting school children at the Museum.

AMERICAN PHILATELIST

Since 1887

The Premier Philatelic Magazine in the Nation

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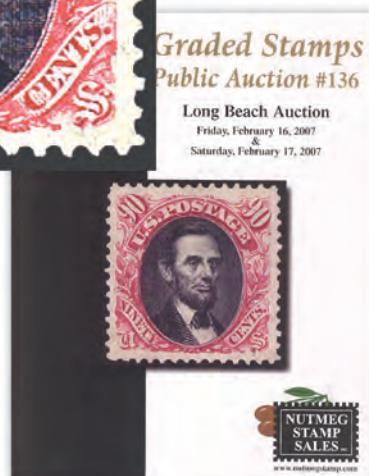
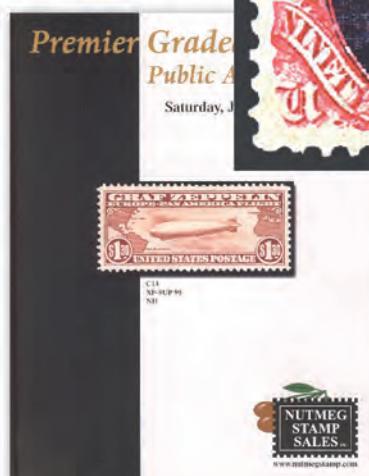
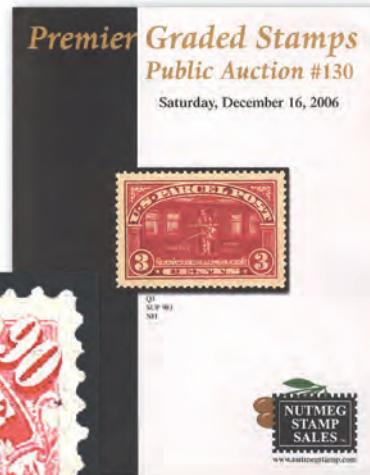
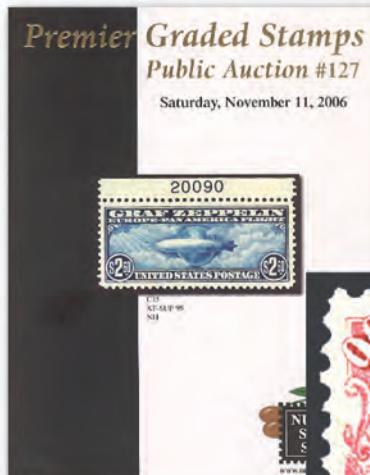
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History & Philately Meet at the APC

The Second Annual Postal History Symposium is a national conference sponsored by the American Philatelic Society, the American Philatelic Research Library, and the Smithsonian National Postal Museum.

This year's symposium convenes Sunday, October 21, at the American Philatelic Center, in Bellefonte, Pennsylvania, immediately following Aerophilately 2007, a one-time, all air mail philatelic exhibition, and runs through Monday, October 22. Philatelists, academic scholars, public historians, and the interested public will come together in this unique forum to discuss and present research that integrates philately or the history of postal operations into the broader context of American history. This year's theme is "Further, Farther, Faster: Transportation Technology and the Mail."

The symposium opens with an evening reception and plenary session featuring scholars of a variety of postal and transportation technologies. Monday's papers explore the postal-transportation nexus in three moderated panels — Land, Sea, and Air. New to this year's Symposium is the addition of poster presentations, six of which will be available for viewing throughout the event.

Join us for this unique opportunity. For more information and to register, visit www.postalmuseum.si.edu/symposium2007/index.html.

Sunday, October 21

- 5 p.m. **Registration** (American Philatelic Center Lobby)
Viewing of NPM Exhibit: Amelia Earhart's Personal Air Mail Collection
- 5:30 p.m. **The Plenary Session**
Welcome: David L. Straight, APS Board Member
Opening Remarks: Peter Mastrangelo, APS Executive Director
Introduction of Plenary Speakers: Virginia Horn, APRL Librarian
 - David M. Henkin, Associate Professor of History, University of California at Berkeley
 - Frank R. Scheer, Curator, Railway Mail Service Library
 - F. Robert van der Linden, Curator, Smithsonian National Air and Space Museum



Q & A Moderator: Daniel A. Piazza, Smithsonian National Postal Museum

7 p.m. Reception and Viewing of Poster Presentations

Monday, October 22

- 8 a.m. **Registration** (American Philatelic Center Lobby)
Continental Breakfast and Viewing of Poster Presentations
- 8:40 a.m. **Welcome:** David L. Straight, APS Board Member
- 8:45 a.m. **Panel 1: Land** — Moderator and respondent Frank R. Scheer, Railway Mail Service Library
 - *1845 Cultural Nexus in Transportation and Communication: Express, Railroad, and the Post Office* presented by Robert Dalton Harris and Diane DeBlois
 - *Taxi Mail During the Palestine Mandate*

Register Today!

The symposium is free, but registration is a must. For more information, and to register, visit the APS website at www.stamps.org or the NPM website, <http://postalmuseum.si.edu/symposium2007>.

- presented by Arthur H. Grotens
- *Symbol of Progress and Forward Stride: The Highway Post Office* presented by Robert Cullen, American Association of State Highway and Transportation Officials
- 10:15 a.m. **Break**
- 10:30 a.m. **Panel 2: Sea** — Moderator and respondent: David M. Henkin, University of California at Berkeley
 - *The Black Ball Line: The Early Years, 1818–1822* presented by James R. Pullin, Independent Scholar
 - *Experimental Air Mail and the SS Leviathan* presented by Roger A. Baldwin
 - *Trans-Pacific Mail at the Beginning of World War II* presented by Richard Martorelli

Noon **Lunch**
Guided tours of the American Philatelic Center are available.

1 p.m. **Panel 3: Air** — Panel moderator and respondent: F. Robert van der Linden
 - *The Mailman's Airship: Postcards as Heralds of a New Air Age, 1890–1914* presented by Guillaume de Syon
 - *Zeppelin Posts and Politics at the 1933 Chicago World's Fair* presented by Cheryl R. Ganz

- *United States Autogiro Mail: A Bold Experiment* presented by Peter D. Martin

- 2:30 p.m. **Closing Remarks** — The Organizing Committee
2:45 p.m. **Conference Closes**
Guided tours of the American Philatelic Center are available.

APS Fall Activities at the APC

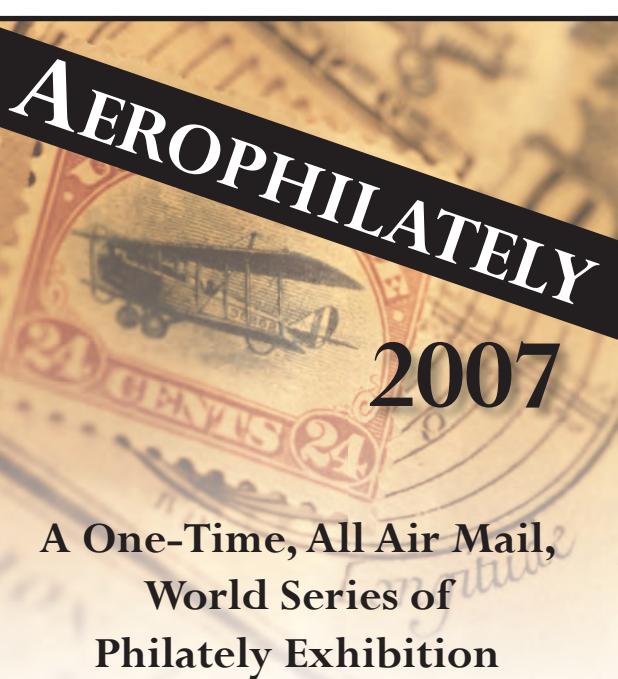
As a prelude to Aerophilately 2007, Wayne Youngblood will teach a special two-day **Fundamentals of Aerophilately** seminar, October 17–18. This course, intended for collectors at all levels, will focus on air mail collecting. The APS Member cost is \$149 for two days, \$99 for one day. For non-members, the cost is \$249 for two days, \$175 for one day.

The **Basics of Stamp Collecting** is a course specially designed for newcomers to philately. The “Basics” course is open to the general public and may be taken at any one of the following dates and times: Friday, October 19, 2007, 9 a.m.–noon; Saturday, October 20, 2007, 9 a.m.–no on; and Saturday, November 3, 2007, 9 a.m.–no on. The cost of \$25 covers the necessary supplies for participants to begin their adventure with stamps: tongs, magnifier, mounts, stamps, stock pages, hinges, and glassine envelopes.

Register online at www.stamps.org or contact the Education Department by calling 814-933-3803.

A third offering is an illustrated public lecture, October 21 at 3 p.m., on **Bellefonte Air Mail** by Bellefonte historian Robert Hines who shares information about early air mail, the dare-devil pilots who were heroes to the folks who knew them, and Bellefonte postal history. The cost is \$5 at the door.

Come visit the APC and take advantage of this once-in-a-lifetime weekend. See you in October!



October 19–21

American Philatelic Center
Bellefonte, Pennsylvania

— Show Highlights —

- 43rd Congress of the International Federation of Aerophilatelic Societies (FISA)
- 200 Exhibit Frames
- 15 Dealers Specializing in Air Mail
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Case # 102B As above to hold 12 (3 rows of 4) #GK-102SB.
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Style# (Current Style #)	(Formerly Style #)	Card	Pocket	List	Per 1,000	Per 1,000**
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101C (Blank) or 101CA	101 (Blank) or 101A . . .	3 $\frac{1}{2}$ x2 $\frac{7}{16}$ "	2 $\frac{3}{4}$ x1 $\frac{3}{4}$ "	\$38.81	\$23.28	\$24.83
101CK or 101CC	Colors 101BK or 101AC Colors	3 $\frac{1}{2}$ x2 $\frac{7}{16}$ "	2 $\frac{3}{4}$ x1 $\frac{3}{4}$ "	42.04	25.23	27.86
102C (Blank) or 102CA	102 (Blank) or 102A . . .	4 $\frac{1}{4}$ x2 $\frac{3}{4}$ "	3 $\frac{5}{8}$ x2"	38.81	23.28	25.99
102CK or 102CC	102BK or 102AC . . .	4 $\frac{1}{4}$ x2 $\frac{3}{4}$ "	3 $\frac{5}{8}$ x2"	42.04	25.23	27.86
104C (Blank) or 104CA	104 (Blank) or 104A . . .	4 $\frac{7}{8}$ x3 $\frac{1}{4}$ "	4 $\frac{1}{4}$ x2 $\frac{1}{2}$ "	48.51	29.10	31.91
104CK or 104CC	104BK or 104AC . . .	4 $\frac{7}{8}$ x3 $\frac{1}{4}$ "	4 $\frac{1}{4}$ x2 $\frac{1}{2}$ "	54.98	32.99	35.66
106C (Blank) or 106CA	106(Blank) or 106A . . .	5 $\frac{1}{2}$ x3 $\frac{3}{8}$ "	4 $\frac{7}{8}$ x2 $\frac{5}{8}$ "	56.27	33.76	36.99
106CK or 106CC	106BK or 106AC . . .	5 $\frac{1}{2}$ x3 $\frac{3}{8}$ "	4 $\frac{7}{8}$ x2 $\frac{5}{8}$ "	61.44	36.87	39.99
107C (Blank) or 107CA	107 (Blank) or 107A . . .	6x3 $\frac{3}{8}$ "	5 $\frac{3}{8}$ x2 $\frac{5}{8}$ "	56.27	33.76	36.99
107CK or 107CC	107BK or 107AC . . .	6x3 $\frac{3}{8}$ "	5 $\frac{3}{8}$ x2 $\frac{5}{8}$ "	61.44	36.87	39.99
108C (Blank) or 108CA	108 (Blank) or 108A . . .	6 $\frac{1}{4}$ x4 $\frac{5}{8}$ "	5 $\frac{3}{8}$ x3 $\frac{3}{4}$ "	71.15	42.69	46.20
GK- _____ (Fill in style #)		**1,000 cards in a 14" red storage/display box, add /O to code				

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#3 Glassine Envelope size -or- #102 Cards, size 4 $\frac{1}{2}$ x3 $\frac{1}{8}$ " New Heavy Wt.	GK-102OH	6.00,	3.60
Same, 7" long	GK-102OT	3.00,	1.80
#4 Glassine Envelope size -or- #104 Cards, size 5x3 $\frac{7}{16}$ "	GK-104O	6.50,	3.90
Same, 7" long	GK-104OT	4.50,	2.70
#5 Glassine Envelope size -or- Postcard -or- #106 and #107 Card, size 6 $\frac{1}{8}$ x3 $\frac{3}{4}$ "	GK-107O	7.50,	4.50
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letters to the editor

Agree & Disagree

The letter from fellow stamp collector William Knoth in the July AP ("Where Is Our Hobby Going?" page 590) has a many interesting points. I agree with some, but strongly disagree with several.

I do agree that "We are not attracting the kids..." but I believe we should add the following phrase: *to APS membership*. Frankly, I have a hard time explain-

ing to a beginning stamp collector the benefits of APS membership. However, to a more advanced child collector, my support of APS membership is strong. (I am a life member of the APS.)

I disagree with the statement that "young people see stamp collecting as a boring, old-timer's preoccupation." I am curious where Mr. Knoth got that opinion. In the three stamp clubs that I have been running for five years for elemen-

tary school-age children, I have never heard even one child tell me that. Last year my stamp clubs had 494 children.

I also disagree about stamp collecting not being perceived by kids as "cool." Says who? Every week I have hundreds of children wait patiently to "sign in" for the stamp clubs. When a child is unable to attend he (or she) frequently will tell me the next week that they were disappointed that they could not attend. Yes,

ISU StampStore

I have been a user of the StampStore both for selling and buying for several years, and the events of last week are worth sharing. I found some items I wanted and put them into my shopping cart. When I went to check out, I was unable to complete the transaction. I was informed that the website was being updated and, in that process, some of the functions has become temporarily disabled. This continued for a period of two days, during which time both ISU Director Renee Gardner and her wonderful assistant Kelly Brinkley were cheerful and hoping that the problem would be fixed. In fact it was, as evidenced by an e-mail confirmation received rather late Thursday night. From what I found out, Renee put in some incredible hours working on the problem, both at her workdesk and at home. I wish to express my personal gratitude to these wonderful women and to the overall service that they represent on behalf of the entire APS.

For anyone who has not used the ISU, you're missing out on an incredible buying and selling tool provided by our organization. Where else can one browse though thousands upon thousands of items, priced not by dealers nor up for auction but at a fixed price set by a fellow collector! Of course not everything on your wish list may be available at any one time, but what dealer can ever make that claim? And one can always go looking again tomorrow.

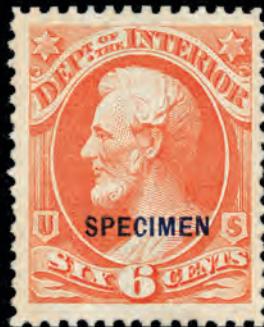
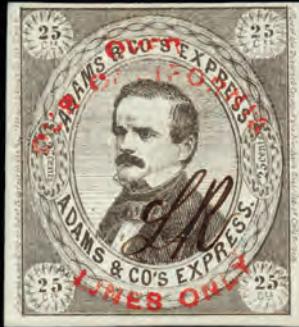
Again, thanks Renee, Kelly, and the entire APS Family!



Rob Friedman
Brooklyn New York

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Dear Editor,

The recent American Philatelic Society election was unfortunately the most negative in recent APS history.

The APS is a relatively small family, a wonderful family of about 45,000 members.

In our APS family, the good news is that all of us want the same goal for APS: a substantial growth in a diverse membership celebrating the joys of stamp collecting.

To achieve this end, we need as many qualified leaders as possible to step forth and lead. Despite the negative rhetoric in the recent election, we all know each other to be capable leaders and hold one another in *mutual respect*. We encourage all candidates in the recent election to continue to use their collective leadership skills to benefit the hobby.

We respect all candidates in the recent election and honor them all for their years of service to APS. We are committed to work together with one another for the benefit of the Society. We will work constructively together to encourage the APS Board of Directors to review, change, and clarify the election policies and procedures to ensure that future elections are conducted with the highest standards and demeanor.

Nancy B. Clark

Nick Carter

Bob Lamb

Ken Lawrence

Steven J. Rod

Wade Saadi

Jeff Shapiro

David Straight

I do agree that some kids think stamp collecting is "not cool," but even some of those kids change their minds when they get to experience the fun of stamp collecting first-hand.

So far as "we have taken all the fun out of the hobby for a kid" — I say speak for yourself, Mr. Knoth. My stamp club kids have lots and lots and lots of fun.

So far as the cost of collecting being high, that simply is not the case. The average out-of-pocket cost last year per child was \$0.89 for the two largest stamp clubs I run. The smallest club had only twenty-five members. It was a n "advanced stamp collecting club" and cost each child \$15. That was partially because of the expense of a day-long field trip to the WestPex Stamp Show. "Scholarships" were available for any child or parent who requested help.

Yes, I agree with Mr. Knoth that some albums are pretty expensive. However, compared with almost any other hobby (take snow-skiing or skeet-shooting, for example) the cost of supplies for

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STAMPS





Figure 1.



Figure 2.



Figure 3.



Figure 4.

Newspaper Wrappers

In the July 2007 issue of *The American Philatelist*, David Straight had a nice article focusing on newspaper wrappers ("Newspapers in the Mail, Part II," page 602). Among the examples pictured was a Swiss wrapper with the inscription "Nicht refüsieren! Gratis." ("Do not refuse! Free!").

Wrappers were not used exclusively for newspapers, but for all kind of printed matter, including magazines, trade publications, price lists, etc. I am wondering whether they originally created the "junk mail" category. After all, material was relatively cheap to send out with these wrappers. I have encountered several wrappers, including Swiss wrappers, that clearly were such. The attached pictures illustrate the point further.

Even something being free ("gratis") was no guarantee of acceptance. Mrs. Bozmat (Figure 1) and Mr. Fuchs (Figure 2) were apparently not fond of junk mail, and refused delivery anyway, as duly noted by the mail carrier on the wrapper. In other cases, junk mail was not delivered for other reasons, even though the sender guaranteed return postage, as indicated by the handstamp "Nicht refüsieren! Porto inliegend" ("Do not refuse! [Return] postage enclosed"). In the case of Figure 3, the recipient was deceased (they used an outdated address list), and in the case of Figure 4, the recipient was apparently away.

There are many examples of such wrappers. But the most imaginative use of a wrapper, as I see it, was with a U.S. wrapper. The back of the wrapper contains a legal notice. Figure 5 depicts the front and Figure 6 the back of the wrapper. I have seen several such examples. I wonder if any *AP* readers have seen these and can provide more information on their use.

Cemil Betanov

New Hyde Park, New York



Figure 5.

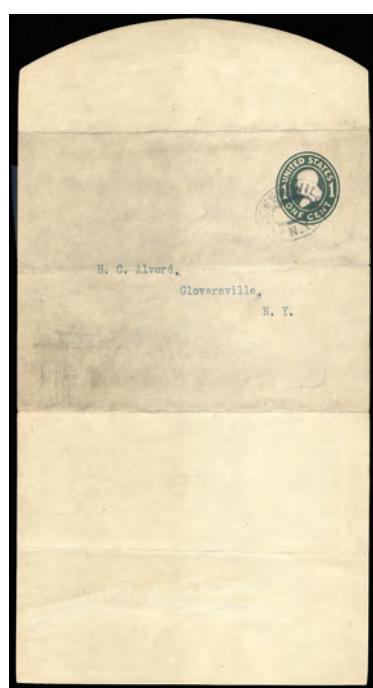


Figure 6.

our hobby is very reasonable.

In answer to the final question, "Why would a kid want to get into this?" I respond: Because it is fun, social, inexpensive, and can be done when it is cold, raining, or dark outside. In addition, children who are mentally or physically handicapped can find a lot of enjoyment in this hobby.

Please note that I did not say our hobby is *educational*, although it is, because I do not believe that is a strong motivating reason for the kids in my stamp clubs.

From parents' point of view, the hobby is the most educational hobby in existence. Stamp collecting is worldwide, and can be done in the confines of one's own home without any of the dangers a child faces when on the Internet. Unlike many other hobbies, stamp collecting can be done in a very confined space, and can be easily "put-away." Finally, parents can share quality time with their children by stamp collecting together.

Robert Wayne Martin
Saratoga, California

Illustrated Covers

I enjoyed Mr. Youngblood's article in the August issue on illustrated advertising covers ("Illustrated Covers Can Become Instant Classics," page 696) and wrote to tell him so. We spoke of why there was no club for illustrated advertising cover collectors and he suggested passing the question on to you, to see if a reader might be interested in organizing such a thing. I can't volunteer myself because I am computer challenged (very!) and could never handle it.

Is there someone out there? There seem to be many collectors based on dealers at shows and an active auction market.

Warren E. Albright
Scottsdale, Arizona

Thanks for Explaining

Unfortunately I did not read the April "Recognition" issue of *The American Philatelist*; however, I would like to thank Peter Mastrangelo ("APS Executive Director's reply," June AP, page 500) and David Giles ("Worth Reading," August AP, page 684) for allowing me to find a good thing to have an annual "check up," as it were. After all, if we receive this magazine, then no doubt we share



I.D. Badge

I am a 25-year+ member/dealer of the APS and have had booths at many of the APS StampShows including the recent Portland show.

On Friday morning at Portland StampShow, my daughter Kristi and I tried to enter the show with our dealer badges. Security wouldn't let us in because my 10-week-old grandson Andrew didn't have a dealer's badge. We went over to the APS registration booth where they promptly issued him a badge so we could enter.

We then proceeded to my booth where Kristi took our picture with Andrew proudly holding his dealer badge. This could possibly make him the world's youngest "stamp dealer."

Just though this might add some "youth" to *The American Philatelist*.

Gary Hoecker
Clackamas, Oregon

a lot in the operation of this, our hobby's heart-beat. Although possibly we could have a double issue month, where we receive both a business report issue and a regular issue also.

Finally, thanks for the boxed sidebar on page 700 in Wayne Youngblood's column in the August issue ("Illustrated Covers Can Become Instant Classics," page 696), explaining the "real" meaning of "P.N.C." Up till now I thought it meant it was an inline reference number, as on a flat sheet of postage. I might be a little ignorant of some references, but now I am knowledgeable, thanks to you all.

One more question, please. Is it postally legal for an individual to use the method of attaching a coin to an envelope to complete or augment the cost of regular first class mail (such as is shown in the PNC illustration)?

Edward Herford

Berrien Springs, Michigan

[Editor's Note: Beginning in 2008 the April "Recognition" issue will have an expanded number of pages, in order to accommodate our regular articles. The Postal Service does not accept coins attached to envelopes or cards, because of the damage they can do to cancelling machines.]

Stamp Diversity

If diversity is to be a feature of United States postage stamps, American businessmen should be recognized.

John D. Rockefeller, a worldwide ti-

tan in business, has never appeared on a U.S. postage stamp. His family has been prominent in civic and public endeavors in this country for more than 100 years. Others who might be recognized are Andrew Carnegie, John Jacob Astor, and Alfred P. Sloan Jr.

Stamps have been issued for distinguished American diplomats, American Marines, scientists, football players, football coaches, singers, and musicians. Why not American businessmen?

James B. Cook Jr.
Chester, Virginia

[Editor's Note: A 4-cent stamp honoring Andrew Carnegie (Scott 1171) was issued in 1960.]

Job Longevity

On surveying the articles again in my copy of the August AP, I came upon an amazing story on page 738 ("Schumann, Fricks, and Brody 2007 Luff Honorees").

It has listed Stephen D. Schumann as serving as president of the American Association of Philatelic Exhibitors from 1900 to 1994. How can this be possible? He doesn't look an age of 107!

Doris G. Burkhardt
Morrisville, Pennsylvania

[Editor's Note: Steve does look surprisingly spry for 107! The dates are even more amazing, considering the AAPE wasn't organized until 1986. The truth, however, is much less exciting: just a typo. The correct dates are 1990 to 1994.]

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‘Certainty, Celerity, and Security’

Although only mail contractors, commonly called Star Route carriers,¹ were contractually obligated to transport the mail with “certainty, celerity, and security,” these terms provide a theme for most improvements in mail transportation. New modes of transportation were generally adopted for their ability to deliver mail with greater speed, while other postal innovations were incorporated for their improved security. As early as the 1869 U.S. Pictorial series — which included a post rider, a railroad, and a steamship — mail conveyance and postal operations have been themes for stamp designs.

Of particular interest are those issued to collect postage or fees for an extra postal service that illustrate or promote the service for which they were issued. Rather than dwell on the many stamps and postal stationery entires depicting planes, pilots, and maps, which are probably the most common and best known back-of-the book issues to depict postal services, I will look into a few less well-known issues.

Celerity

More than 1,000 years BCE, pigeons carried messages in Egypt; by the Middle Ages pigeons carrying messages were a regular feature of the Arab world. While there have been various emergency uses, the best example of regular mail service by pigeons during the philatelic era was from 1897 until 1908 between Auckland, New Zealand, and Great Barrier Island, sixty-five miles off the coast. Coral reefs surrounding the island, which gave rise



One of four pastel Greek air mail stamps (Scott C4) issued in 1926 for the Flying Boat service from Italy to Greece, Turkey, and Rhodes.

to its name, made landing a boat too treacherous for regular mail service. Walter Fricker, an Auckland housepainter and pigeon fancier was employed in 1897 to provide news dispatches from an excursion by relatives to the watery graves of shipwreck victims on the reef and later that year to report election results from the island. When gold, silver, and copper were discovered, the mining companies wanted better communications with their growing work force on the island. Fricker received a contract for his pigeons to provide regular service between the island and Auckland for one shilling per message. When a rival firm entered the market, competition led to a rate reduction to six pence per message. It wasn't until 1908 that the laying of a



The 1899 6d Pigeogram stamp for carriage of a message between Auckland and Great Barrier Island.

telegraph cable to the island eliminated the need for Pigeon Post.² In the twentieth century, a few countries issued postal stationery for pigeon mail associated with philatelic celebrations.

Ship-to-shore catapult mail was another short-lived air mail service, lasting only a few years in the North Atlantic. Its distinctive cachets make catapult mail easy to recognize. From 1929 until 1935 the North German Lloyd liners S.S. *Bremen* and S.S. *Europa* were equipped with catapults that flung a seaplane loaded with mail from their decks when the ship was approximately 600–700 miles from shore during an Atlantic crossing. This ship and air mail delivery combination cut 35–45 hours off a North Atlantic mail transit. However, rough seas prevented any winter-time service. Catapult service ended after the 1935 season with the beginning of regular mail service across the North Atlantic by Zeppelins. The French liner *Île de France* also experimented with catapult service from 1928 to 1930.

When regular mail service breaks down, older modes of transportation sometimes provide the fastest service. An interesting example is the Fresno and San Francisco Bicycle Mail Route during the 1894 strike against the Pullman Company. In November 1893, George Pullman laid off workers and slashed wages for those still having jobs. A strike began May 11, 1894, in his utopian model town of Pullman, south of Chicago. Under the leadership of Eugene V. Debs, the American Railway Union called for a boycott of all trains that included Pullman cars on June 26th. From Chicago west, the mail scarcely moved. On July 4th President Cleveland called out the Army to protect the mail and shoot strikers. With mail in the San Joaquin Valley virtually halted, Arthur Banta, owner of the Victor Cyclery in Fresno, printed

Although only mail contractors, commonly called Star Route carriers, were contractually obligated to transport the mail with “certainty, celerity, and security,” these terms provide a theme for most improvements in mail transportation.

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R E S U L T S W I T H I N T E G R I T Y



Above: The first Berlin Pigeongram was issued in 1984 for the eightieth anniversary of the Spandau Stamp Collectors Club.

Right: Although depicting a crane, Czech Pigeongrams were used during international events in 1962, 1966, and 1968. This use, with arrival and departure timestamps, is from the 1968 Brno International Fair.



Catapult covers had to be fully prepaid: the 5-cent UPU surface rate to Germany plus 15 cents for catapult service from the deck of the S.S. *Bremen* and air mail delivery within Germany.



A postcard mailed on board the *Bremen* showing the seaplane catapulted from the deck of the *Europa*.



stamps, organized relays of riders, and began mail service to San Francisco, 210 miles distant over the mountains on July 7, 1894. For the next twelve days, bicycle riders left each city in the morning with mail bags. Relays of riders took about twenty-four hours to complete the trip one way. Covers had to bear U.S. postage plus one of the diamond-shaped bicycle post stamps and were deposited with the postmaster at each terminus for final delivery. Beside adhesive stamps, indicia were also printed on U.S. stamped envelopes.³

Another short-lived bicycle mail service operated in northern Italy during the closing months of the World War II. The Società Corrieri Alta Italia (Northern Italian Courier Company, known by the acronym CORALIT), organized a network of cyclists in February 1945 and received the authorization of the Italian Social Republic, the Nazi puppet state that ruled northern Italy

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Brown Fresno Bicycle Stamps also were printed on U.S. 2-cent stamped envelopes.



The 40-paise registry fee was printed on the registered mail envelope. The 1-rupee stamp was added to pay air mail postage for this 1961 letter from the British Bank of the Middle East in Bahrain to the Mercantile Trust Company in St. Louis, Missouri.



The blue 140-lira 1945 Italian bicycle post stamp paid for delivery of a 100-gram letter. The major cities along the cyclist's route are identified: Torino, Milano, Venezia, and Trieste.

after Mussolini's death, to transport mail between major cities. Four routes were established from its headquarters in Venice; the most important were east to Trieste and west to Turin. Where the postal service was taking three to four weeks to deliver mail from Trieste to Turin, CORALIT was able to accomplish the same in four or five days. The CORALIT letter rate was fourteen lira for each ten grams. The company issued three sets of stamps, with all values being multiples of fourteen. The third set shows a cyclist pedaling hard across northern Italy. CORALIT worked in cooperation with the local postal authorities, picking up mail from them and turning mail over to them for final delivery. Mail had to bear both the stamps of the Italian Social Republic and CORALIT, had to have passed censorship, and each letter was listed on an accompanying waybill.

CORALIT service was suspended with the departure of the Germans on April 28th, reinstated with the approval of the Allied military occupation government on May 24th, and finally terminated at the end of June 1945.⁴



Blue lines drawn on the face of an over-franked 1931 envelope for General Delivery in Oakland were sufficient to obtain registry service in the New York and Oakland post offices.





Mexican insurance stamps from 1935 show a registered package and a safe; the 1950 series shows the open door of a vault; and the series begun in 1976 has padlocks.



A safe floating on the sea surrounded by stylized sea birds (Netherlands GY3).

Security

Post riders carried money and valuables long before the invention of stamps. While most nations and the UPU have adopted registered mail procedures that provide security for important mail, only a few have issued distinctive stamps for this service. However, postal stationery for registered mail is widespread in the British Empire and Commonwealth. Beginning in Great Britain with a two-penny envelope in 1878, stiff linen-backed envelopes printed with horizontal and vertical blue lines became the standard for registered mail within the British Empire. An indicia representing the registry fee was generally printed or embossed on the envelope with the postage needing to be added. The blue lines served as a pictorial reminder of the blue ribbons originally tied around bundles of registered letters and secured with wax to prevent tampering with valuable mail. As these blue lines were required within the Empire, they are frequently found hand-drawn on envelopes. Although not an official UPU marking, the blue lines are internationally recognized so that mail with no other registry markings —

such as the 1931 letter from Windhoek, South West Africa to Oakland, California — would be handled by the registry division in the country of delivery.

While indemnity against loss of an item in the mail is sold in many countries, few have issued distinctive stamps to collect insurance fees. Mexico, which has issued the greatest number of insurance stamps, has chosen security motifs for those stamps. One of the most interesting insurance services was the floating safe service offered by the Netherlands and the Dutch East Indies from 1921 until 1923. Following heavy shipping losses during the World War I, the Dutch mounted safes fitted with buoyant devices on the deck of ships carrying mail. Explosive bolts would allow the safe to float free if the ship sank. The safes were equipped with lights and sirens to aid in their recovery as they bobbed in the waves. For a fee of fifteen cents per twenty grams, collected with Marine Insurance stamps, mail would be transported in one of these safes.

While by no means exhaustive, hopefully this tour has given a fresh appreciation for some issues relegated to the back

of our albums and catalogues and might even inspire readers to begin topical or thematic collections focused on postal operations.⁵

Endnotes

1. These were the contractors, other than steam-boats and railroads, who carried mail between post offices. The origins of the term "Star Route" lie with the clerks in the USPOD Contract Division who developed the practice of substituting stars for the terms "certainty, celerity, and security" in their ledgers. (Carl H. Scheele, *A Short History of the Mail Service*. Washington, DC: Smithsonian, 1970, p. 196, fn. 124.) With the demise of Railway Mail Service in the twentieth century, they again became a significant segment of the mail transportation system.
2. The best general work on the topic is Salvador Bofarull, *Pigeon Mail Through History* (Bristol: Stuart Rossiter Trust, 2001).
3. Lowell B. Cooper, *The Fresno and San Francisco Bicycle Mail of 1894* (Louisville, KY: Hartmann, 1982).
4. Roy A. Dehn, *Italian Stamps: A Handbook for Collectors* (London: Heinemann, 1973), pp. 225-27.
5. One such collector was Dr. Zaven M. Seron, author of *From the Winged Heels of Mercury* (Redwood City: Collectors' Club of San Francisco, 1984).

1847-1945

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Your American Dealer in Britain



Flying the Mail by Balloon, Pigeon & Aeroplane

Many collectors feel that United States air mail began with the May 13, 1918, release of the 24-cent Jenny air mail issue (Scott C3), and the subsequent first-day of official U.S. air mail service on May 15. However, the beginning of U.S. air mail arguably occurred 125 years earlier. Air mail history prior to 1918 involves only semi-official or unofficial service, but is nonetheless historical and highly interesting.

On January 9, 1793, 40-year-old Jean Pierre Blanchard, a French aeronaut, scrambled into the gondola of his balloon, which was tethered in the yard of the Washington Prison in Philadelphia, in preparation for his experimental flight — the first balloon ascension in the New World.

During the preliminary pre-launch ceremonies, President George Washington stepped forward with a personally handwritten letter and handed it to Blanchard, to be carried with him throughout the trip. It was intended to be handed to whomever Blanchard encountered upon landing to guarantee safe passage to the strange traveler who spoke little English. Other guests present included future presidents John Adams, Thomas Jefferson, James Madison, and James Monroe.

After lifting off, Blanchard flew forty-five minutes, reaching a height of about 5,800 feet, and eventually landed — with his little black dog — near present-day Woodbury, New Jersey, having safely crossed the Delaware River. Several farmers found the Frenchman who dropped from the sky. He then presented them with Washington's letter.

In his journal, Blanchard wrote about "the happy effects" of the letter (or "passport," as he called it): "I had the honor to offer him my colours, which he politely accepted, and thereby acquired a fresh



Scott C3.

claim to my gratitude." Although the letter has never been located, Blanchard recorded its contents in his journal. True, this first U.S. air mail letter bore no postage, but then the president had the free-franking privilege. Seriously, though, Washington's missive may be considered our first air mail letter.

Blanchard planned another flight, but was unable to raise the necessary funds. Selling souvenir flown covers to help meet expenses was still a long way in the future.

By 1859, when mail once again took to the skies over the United States, the art of ballooning was much more developed. John Wise, a 51-year-old self-described "student" of aeronautics was already a veteran of ballooning, having already made more than 200 ascents, but he had not yet carried stamped mail, nor had anyone else (a few aeronauts had carried individual notes or messages that don't strictly qualify as mail).

A group of businessmen, realizing the publicity potential, invited Wise (offering an \$800 honorarium) to attempt a balloon flight from Lafayette, Indiana, to New York City. He accepted. Additionally, Lafayette Postmaster Thomas Wood decided to offer America's first air mail

service, provided the envelopes were properly stamped and marked "via Balloon." His announcement in the newspaper managed to attract 123 letters and twenty-three circulars for a total of 146 pieces of mail, which were packed in a special locked pouch for Wise to carry. For the journey, Wood designated Wise an official carrier.

Wise had announced that he would depart on August 16, "come rain or shine," but during the bag's inflation a poor valve gave way, leaving Wise to watch his balloon start to deflate. He ordered his son to fly the balloon to the outskirts of town to get it away from the crowd, and announced the launch would occur the following day at 2 p.m.

Finally, at 2 p.m. on August 17, 1859, Wise began his ascent from Lafayette in the *Jupiter*. However, the launch was somewhat anticlimactic — not only because of the previous day's delay, but also because the air over Lafayette was so still that the *Jupiter* hovered, virtually immobile, over the town for an hour after the initial ascent.

When Wise realized he wasn't going to be able to make it to New York, he decided to drop the mail via a homemade parachute as he was descending. The balloon and mail bag landed within fifty feet of each other on a road about six miles south of Crawfordsville, Indiana, a total distance traveled of only about thirty miles. Wise placed the mail bag in the care of a Col. Reed, a postal agent, who then placed it on board the next train bound for New York.

Ironically, not a single piece of mail carried aboard the *Jupiter* was discovered for nearly a century. A single example was found in 1957, and is now housed in the Smithsonian's National Postal Museum (see sidebar). Other balloon flights have since carried mail. But this wasn't



The ascent of the *Jupiter* on August 17, 1859. Photo courtesy of the Tippecanoe County Historical Association, Lafayette, Indiana.

The Balloon *Jupiter* Letter

Of the 146 pieces of mail carried aloft in the *Jupiter* on August 17, 1859, only a single cover (with a letter) has ever been discovered.

The cover is embossed and bears a perforated 3-cent 1857 stamp (Scott 26), postmarked August 16, 1859, the intended date of departure. The envelope, addressed to a W.H. Munn in New York, was properly marked, "Via Balloon Jupiter" in the lower-left corner, and an improper year notation of 1858 was added sometime later.

The letter contained in the cover is a wonderful piece of history and reads as follows:

Dear Sir,

Thinking you would be pleased to hear of my improved health I embrace the opportunity of sending you a line in this new and novel way of sending letters in a balloon.

Prof. Wise leaves the City of Lafayette this day at half past three in his balloon *Jupiter* and is expected to land in Philadelphia or New York.

Love to all your affectionate friend,

Mary A. Wells

No one knows where the letter was for its first ninety-eight years, but it was purchased by F.W. Kessler and an unnamed air mail dealer in 1957 and announced to the world in the February 16, 1957, issue of *Stamps*. The discovery caught the attention of the young Citizens' Stamp Advisory Committee, which began preparations for releasing the 7-cent *Jupiter* air mail stamp to mark the centennial of the historic event in 1959. The cover was sold soon afterward to Thomas A. Matthews, an Ohio collector. Matthews, in turn, consigned it (along with the rest of his air mail collection) to the H.R. Harmer firm, which offered the letter in its November 4, 1964, auction. It hammered down at \$6,100. The buyer was the Smithsonian Institution.



Scott C54.

the end of odd air mail service.

One of the more unusual means of carrying mail during late nineteenth century is the pigeon post service set up in 1894 to carry regular mail from Santa Catalina Island to the California mainland. While not the first pigeon post in the world (some pigeon mail dates back centuries), this was the first regular air mail service of its type in this country.

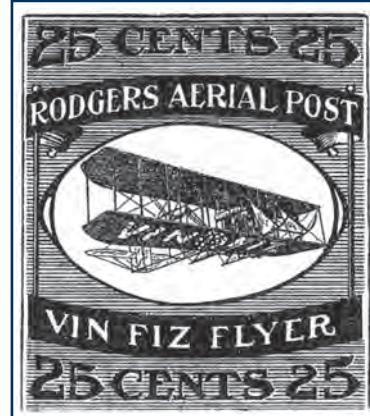
Two brothers in Los Angeles named Zahn (Otto J. and Oswald) are credited with setting up this novel service, which predated wireless telegraphy and was — at the time — more practical than laying forty-eight miles of cable between the island and the mainland.

For a cost of fifty cents to a dollar per message (generally at the sender's risk), people could send letters back and forth, affording faster delivery. Of course, since the service was a private one, full U.S. postage had to be paid on each piece in addition to the fee. The service operated successfully for three summers. There was no special adhesive stamp created.

Spurred on by the Wrights' successes in early heavier-than-air flights — from 1902 at Kill Devil Hill to 1908 when the Wright flyer made a highly successful flight in Le Mans, France — many early pilots began taking to the air. Some carried mail, others did not. But many were convinced that mail would eventually travel by air.

Among these was a relatively young man by the name of Calbraith Perry Rodgers, an unknown who stole the spotlight at the 1911 Chicago International Aviation Meet, as well as its \$11,285 prize. Rodgers, descendant of military greats Capt. Oliver Hazard Perry, Commodore Matthew Perry, and Rear Adm. Christopher Raymond Perry Rodgers, could not pursue a military career; he was nearly deaf. But he loved speed.

Things were heating up quickly in the field of aviation. In October 1910, William Randolph Hearst announced a \$50,000 award to be given to any pilot who could fly cross-country in fewer



Scott CL2.

than thirty days and complete the journey by October 10, 1911. By the time Rodgers won his money in Chicago, time was running out for Hearst's challenge. Nonetheless, he thought he could win the competition and hurried to enter.

By mid-October, Rodgers had purchased two brand-new Wright flyers (one for \$5,000) and lined up a sponsor — the Armour Meat Packing Company of Chicago. Armour was anxious to promote its new grape soft drink, called Vin Fizz, and apparently saw a great opportunity with Rodgers. In exchange for displaying the name and logo of the new drink on all flat surfaces of his plane, Rodgers was to receive \$5 for every mile flown east of the Mississippi and \$4 for every mile flown west of the river. An all-expense-paid private train would trail the pilot, carrying his spare plane, his wife, reporters, and Armour employees.

On October 17, 1911, Rodgers took off from Sheepshead Bay in Brooklyn, in his *Vin Fiz Flyer*, bound for California.

Due to a number of reasons (not the least surviving three crashes), Rodgers took twenty-one days to reach Chicago. He arrived October 8, two days shy of the Hearst offer expiring; however, Rodgers had flown only 1,000 miles of his planned 4,000-mile journey.

With the Hearst prize now out of reach, Rodgers made the decision to complete his historic journey anyway (the Armour money probably didn't hurt, either). He announced to reporters, "I am bound for Los Angeles and the Pacific Ocean." It was no longer about the

prize. He continued: "I'm going to do this whether I get \$5,000 or 50¢ or nothing. I am going to cross this continent simply to be the first to cross in an airplane."

Although no one is certain, it was likely around this time that the idea for Vin Fiz mail came about. Special 25-cent labels were printed that pictured the flyer and bore the inscription, "Rodgers Aerial Post." Rodgers' wife, Mabel, served as "postmaster" for this unofficial service, and offered that postcards mailed to her

in care of the Plaza Hotel in Chicago would be stamped, specially marked, and carried aboard at least one leg of the journey for a 25-cent fee (of course full U.S. postage also had to be present). Stamps also were sold separately, as were picture postcards of Rodgers and his *Vin Fiz Flyer*. The earliest example is dated October 15, from Vinita, Oklahoma.

Today, only a few stamped postcards are known, and only four unused copies of the stamp have ever been found (the whereabouts of one is unknown). Stamped cards have a current retail of \$50,000 — the same amount as the original Hearst prize! Although the Vin Fiz is listed by Scott as a semi-official air mail (CL2), it is a non-authorized unofficial.

As an epilogue, Rodgers took off from Chicago a few hours after he landed on October 8, landing in Tournament Park in Pasadena, California, on November 5. The journey had taken forty-nine days, spanned 4,321 miles at an average speed of 51.5 mph, and Rodgers had survived fifteen major accidents along the way.

Even though he was close, Rodgers had not yet actually touched the ocean with his flyer and he thought it an appropriate thing to do. On November 12, he took off from Tournament Park, headed for Long Beach — a journey that should only have taken a few minutes. Halfway to Long Beach Rodgers' flyer suffered a broken control wire, forcing him to make a terrible crash landing. He awoke in the hospital the following day with a concussion, two broken legs, several cracked ribs, and he was badly bruised and burned. But Rodgers was determined to finish, and stated that he'd do it in the same machine.

Almost a month later, after recover-

ing from his wounds, Rodgers lifted off December 10 from an alfalfa field near Compton, California, with his crutches strapped behind him in that "same machine" (likely only the rudder and engine drip pan remained). When he landed at Long Beach, 40,000 people were lined up to cheer him on. He taxied on the wet sand of the beach and aides pushed the wheels into the edge of the surf.

Slightly less than four months later,

on April 3, 1912, Rodgers was flying over the same stretch of shoreline, when a flock of seagulls flew into his path, causing him to lose control of the plane. He died just yards from where he'd made his delayed — but highly triumphant — landing.

With Rodgers' crossing (and others), it took only an additional six years for air mail service to go from a highly experimental venture to a regularly offered

governmental service.

If you are interested in air mail, you may well wish to consider joining the American Air Mail Society. Annual dues of \$28 include the monthly *Airpost Journal* magazine. For more information, write to Stephen Reinhard, P.O. Box 110, Mineola, NY 11501, or visit the AAMS website: www.AmericanAirMailSociety.org.

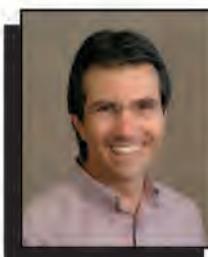
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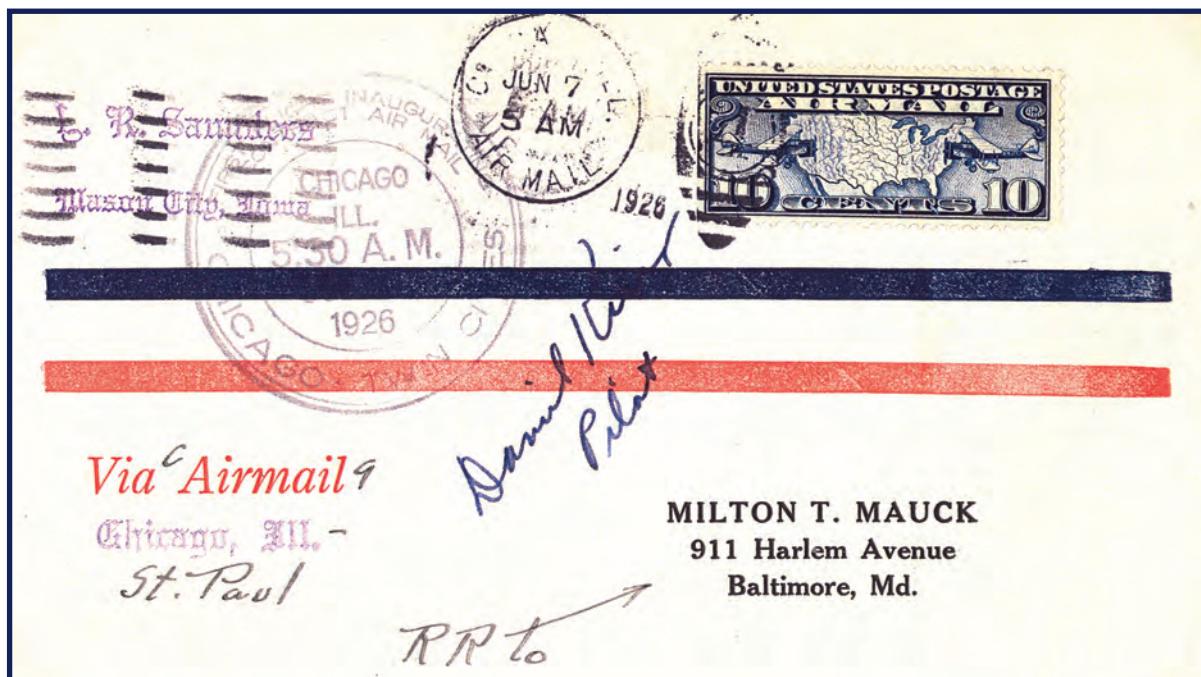
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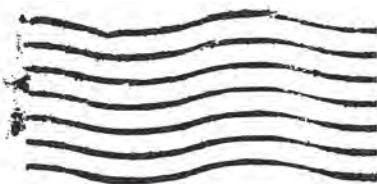
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Cover signed by CAM 9 pilot Dan Kiser; postmarked Chicago, IL, June 7, 5 a.m.; backstamped in Saint Paul, MN, June 7, 6 p.m.



Dickinson Airline & CAM 9

Chicago-Minneapolis, 1926



Government Transcontinental Route New York – Chicago.
CAM 9 Route Chicago – Saint Paul and Minneapolis.

by Ron Sarson

CAM 9 was the most disaster-ridden of the early Contract Air Mail flights. Vicious wind and dust storms killed one pilot. Two planes were forced down by mechanical failure. Only two of the six planes that set out completed their assigned leg of the Chicago-Minneapolis route on June 7, the first day of service. The events practically *beg* to be made into a Hollywood movie.

The United States Post Office advertised for bids on July 13, 1925, for ten feeder lines to complement the government's transcontinental route, New York to San Francisco. Charles Dickinson submitted a bid for CAM 9 — Chicago-Minneapolis via Milwaukee, La Crosse, and Saint Paul — on January 11, 1926. At the same time he released an order for three planes to be built by "Matty" Laird, a close friend who owned Laird's Aircraft and went on to design and build famous racing planes. The Post Office awarded Dickinson the contract for 48 percent of the revenue in March 1926. Six pilots were sanctioned: William Brock, Nimmo Black, Elmer Partridge, Henry Keller, F.J. Riddle, and Dan Kiser.



CAM 9 route flown by pilots Kiser and Keller.

Chicago-Minneapolis Segment

The Chicago-Twin Cities route was an extension of the original New York-Chicago air mail flight. The mail was scheduled to leave New York at 6:35 p.m. for Chicago. The CAM 9 flight schedule was:

Lv Chicago	5:45 a.m. (Central Time)
Ar Milwaukee	6:50 a.m.
Ar La Cross	8:45 a.m.
Ar Saint Paul	10:30 a.m.
Ar Minneapolis	10:40 a.m.

The return Minneapolis-Chicago flight was set to feed into the night schedule of the Chicago-New York transcontinental route:

Lv Minneapolis	3:00 p.m. (Central Time)
Lv Saint Paul	3:10 p.m.
Lv La Cross	4:30 p.m.
Lv Milwaukee	6:25 p.m.
Ar Chicago	7:15 p.m.
Ar New Brunswick	4:25 a.m. (Eastern Time)
Ar New York	6:15 a.m.



Specially prepared "First Trip / Route C.A.M. No. 9" cover; postmarked Cleveland, OH, June 5, 2:30 p.m.; backstamped La Crosse, WI, June 7, 11:30 p.m.



"Via Air Mail Only" cover; postmarked New York, NY, June 6, 3:30 p.m.; transit mark Air Mail Field Chicago, IL, June 7, 11 a.m.; backstamped La Crosse, WI, June 7, 8 p.m.



Cover signed "Daniel Kiser / Pilot"; postmarked Milwaukee, WI, June 7, 10 a.m.; backstamped La Crosse, WI, June 7, 8 p.m.



"Via Airmail Milwaukee to Mpls"; postmarked Milwaukee, WI, June 7, 10 a.m.; backstamped Minneapolis, MN, June 8, 11 a.m.

Air mail service was still new enough that ground facilities were often marginal. For example, the original Saint Paul airfield was privately held (the City of Saint Paul didn't purchase the land for a municipal airport until March 1926), and Dickinson's pilots often had to contend with four-legged trespassers: cows, sheep, goats, and donkeys often were to be found grazing on the runway. One of the pilots, William Brock, reported that he once was forced to land so close to a Jersey cow that he could have milked her.

On June 6 a large volume of mail was ready at Chicago for dispatch to CAM 9 destinations. Dan Kiser was scheduled to fly the mail from Chicago as well as the mail that had been flown in from the East on to Milwaukee, La Crosse, and Minneapolis. However,



Rare "PM" postmarked First Flight cover, Chicago to Minneapolis; postmarked Chicago, IL, June 7, 1 p.m.; backstamped Minneapolis, MN, June 7, 6:30 p.m.

bad weather delayed the mail's departure from New York, and rather than hold the mail that was already waiting in Chicago, Kiser left for Milwaukee from Checker Board Field, Chicago, at 6:15 a.m.

Nimmo Black, carrying only the Saint Paul air mail, left Checker Board Field fifteen minutes later. Once in the air he encountered 60 mph head winds that created dust storms. His plane, a Laird LC-B biplane with a Wright J4 Whirlwind engine, with a cruising speed of 110 mph and a 600-mile cruising range in calm air, could only make about 50 mph ground speed, because of the gusty headwinds. Running low on fuel, Black made an unscheduled landing at La Crosse at 11:10 a.m. and refueled. He remained in La Crosse waiting for the winds to subside and for the arrival of Kiser, who was scheduled to appear at 8:45 a.m.

Kiser had arrived in Milwaukee without incident and loaded the La Crosse and Twin Cities mail. He became airborne at 7:15 a.m., setting a course for La Crosse. He encountered the same violent winds, which were strong enough to tear the fabric on one of the plane's wings, forcing him to make an emergency landing on Bryan Toft's farm near Rio, Wisconsin. This incident is reported in the new *American Air Mail Catalog, Volume One*, sixth addition on page 141, entry 260607WI June 7-Rio, Wisconsin, where it is listed as a *crash*. This is in error.

Henry Keller was pressed into service at 1:45 p.m. to go pick up the downed mail, and he flew directly from Chicago to Rio. Once there he delayed his departure for La Crosse in order to help repair the torn fabric on the wing of Kiser's plane and to wait for conditions to improve. Kiser then returned to Chicago by way of Milwaukee, and Keller set course for La Crosse.

Keller was flying a home-built plane with a Wright J4 Whirlwind engine. He ran into mechanical trouble and made a forced landing near Hillsboro, Wisconsin, due to a broken gas line. Repairs were made and Keller resumed his flight to La Crosse. The gas line failed again and Keller was forced to make a second emergency landing, this time

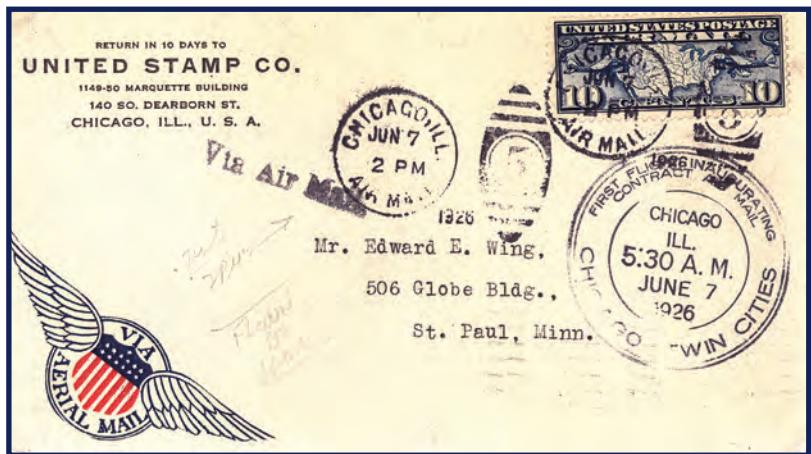
near Bangor, only fifteen miles from his destination. The La Crosse postmaster, C.C. Looney, drove to Bangor to retrieve the mail, and a mechanic was sent from La Crosse to repair the gas line. Keller remained in Bangor overnight, then took off for La Crosse at 10:15 a.m., loaded the mail and took off for Minneapolis at 10:30 a.m. The Minneapolis mail was backstamped "Jun 8 / 5PM / 1926."

Black, who had been waiting in La Crosse, finally loaded the La Crosse air mail for the Twin Cities that Kiser was to have picked up. Leaving Salzar Field at La Crosse, en route to Saint Paul, Black encountered a downdraft or microburst while he was climbing out over the Mississippi River Bluffs. He lost about 600 feet of altitude but was able to regain control. Black arrived at Saint Paul in the late afternoon, and the mail he delivered was backstamped "Jun 7 / 6PM / 1926." Mail for Minneapolis was backstamped "Jun 7 / 6:30PM / 1926." Black was the only pilot to complete his scheduled flights to the Twin Cities on June 7.

Although the schedule was maintained once it left Bellefonte, Pennsylvania, the mail from New York finally arrived in Chicago six hours late. This air mail received a Chicago transit mark of "Jun 6 / 11AM / 1926."

"Matty" Laird was pressed into service to deliver the late-arriving mail from New York. He left Chicago at 1:13 p.m., flying the "Black Ox," a biplane with a 90 h p water-cooled engine, en route to Milwaukee, La Crosse, and the Twin Cities. In Milwaukee he loaded 120 letter covers, postmarked "Jun 7 / 10AM / 1926," and took off for La Crosse at 2:35 p.m., arriving at 6:05 p.m. He continued on to Saint Paul at 6:30 p.m., but had to return to La Crosse due to an over-heated engine. Repairs were made, but it was too late to continue the flight that night. After spending the night in La Crosse, Laird was airborne once again at 7:00 a.m., arriving in Saint Paul at 8:30 a.m. The covers he carried are backstamped "Saint Paul, Min. / Jun 8 / 9:30AM / 1926." The Minneapolis covers are backstamped "Minneapolis, Minn. / Jun 8 / 11AM / 1926."

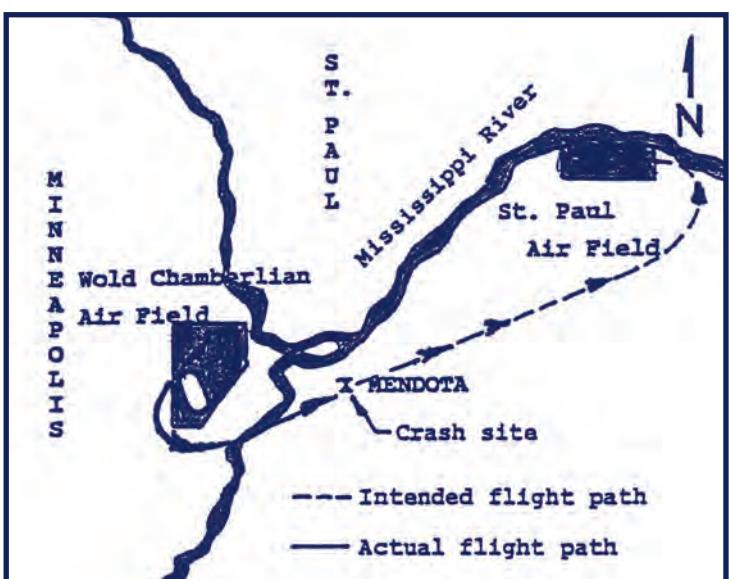
The covers serviced in Chicago for the first flights from



Rare "PM" postmarked "Via Aerial Mail" cover, Chicago to Saint Paul; postmarked Chicago, IL, Jun 7, 2 p.m.; backstamped Saint Paul, MN, June 7, 5:30 p.m.



"First Flight / Twin Cities-Chicago" cover; postmarked La Crosse, WI, June 7, 3:45 p.m.; backstamped Chicago, IL, June 7, 10:30 p.m.



Flight of Elmer Partridge, June 7, 1926.

Chicago to the Twin Cities on CAM 9 were postmarked "Chicago, Ill. / Jun 7 / 5AM / 1926." In addition, there are several covers that were postmarked, in error, "Chicago, Ill. / Jun 7 / 1PM / 1926" and "Chicago, Ill. / Jun 7 / 2PM / 1926." The explanation for the two additional times is not known; maybe it was due to sleepy night workers.

Minneapolis-Chicago Segment

Pilot F.J. Riddle left Chicago on June 6 for Minneapolis to be in position for the start of the CAM 9 first flight from Minneapolis to Chicago on June 7; however, the extremely rough turbulence made him air sick and he had to make a forced landing near Watertown, about fifty miles west of Milwaukee. Elmer Partridge, who was not scheduled to fly the route, left Chicago for

Watertown, to continue as CAM 9 pilot for the Minneapolis pickup.

Riddle had mostly recovered when Partridge arrived, and he decided to accompany Partridge to Minneapolis. The strong head winds slowed their progress and the two pilots decided to stay in La Crosse the night of June 6. When they approached Minneapolis on June 7, Partridge could not find Wold Chamberlain Field and when he started running short of gas, finally set down on a farm near Robbinsdale, northwest of Minneapolis, blowing a tire on landing. Partridge borrowed some gas from the farmer and got directions for the city. The rough ride from La Crosse left Riddle suffering from air sickness again, and he chose to take a car into Minneapolis.

Partridge eventually landed safely at Wold Chamberlain Field and the tire was repaired. According to newspaper accounts, he commented to fellow pilot William Brock that it was the roughest ride he had experienced and that he felt pretty much used up. Partridge was scheduled to fly the Minneapolis-Chicago air mail directly, while Brock was to carry the La Crosse and Milwaukee local air mail for Chicago and points east. Brock suggested to Partridge that, in addition to the Minneapolis-Chicago Partridge should take the Saint Paul mail destined for points east of Chicago.

Brock took off from Wold Chamberlain Field at 2:55 p.m., carrying only the local Minneapolis mail for Saint Paul, where he picked up the local Saint Paul mail for La Crosse and Milwaukee destined for Chicago and points east — Bryan, Cleveland, Bellefonte, and New York. He arrived in Chicago in time to make the connection with

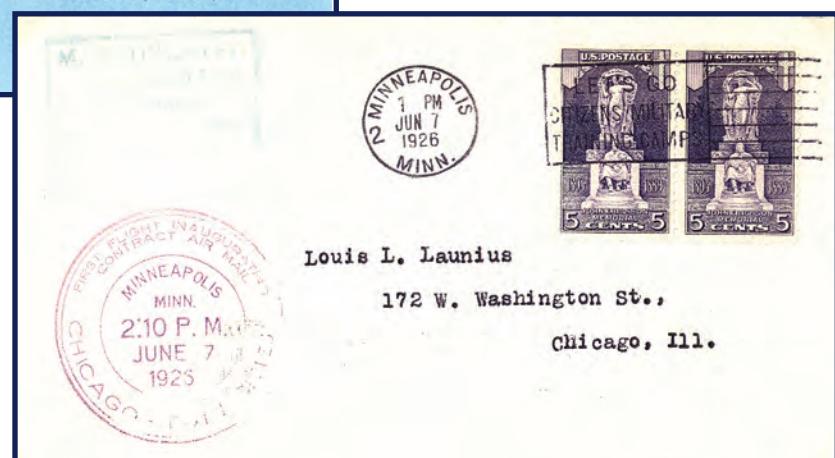


Crash cover; postmarked
Minneapolis, MN, June 7, 1 p.m.;
backstamped Chicago, IL, June 8,
8:30 a.m. Note "LET'S GO CITIZENS
MILITARY TRAINING CAMPS" cancel.



Private crash cachet, Catalogue No. 260607MNb: "MAIL -- DELAYED / By accident at Mendota, Minnesota, in / which Pilot Elmer Lee Partridge was / killed." Postmarked Minneapolis, MN, June 7, 1 p.m.; backstamped Chicago, IL, June 8, 9 a.m.

Private crash cachet, Catalogue No. 260607MNa: "MAIL DELAYED / by accident at Men- / dota, Minnesota, in / which Pilot Elmer / Lee Partridge was / killed." Postmarked Minneapolis, MN, June 7, 1 p.m.



the scheduled transcontinental route to New York.

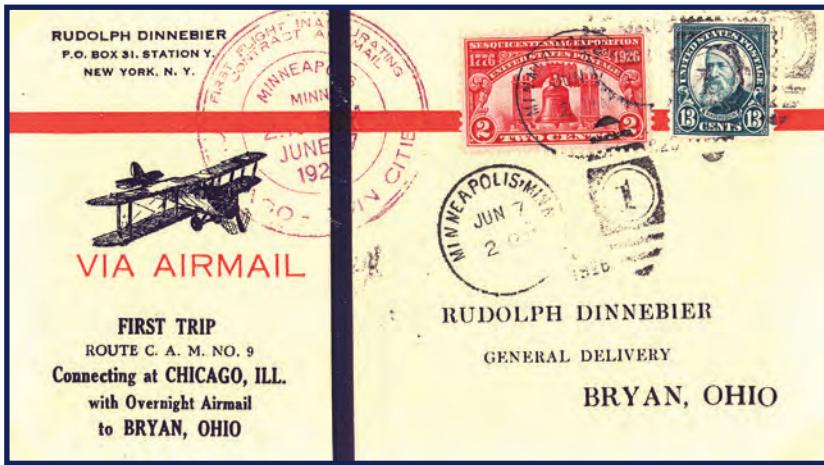
Partridge took off for Saint Paul from Wold Chamberlain Field heading northwest. He was scheduled to carry the Minneapolis mail for Chicago and the Saint Paul mail for points east on the transcontinental flight. Strong, gusty winds had whipped up a dust storm that obliterated the horizon. Swinging to the southeast, Partridge approached the Mississippi River Bluffs, lost control of his plane, and crashed near Mendota. A farmer who witnessed the crash said that the plane wobbled from side to side, shot upward, and then plunged straight down in an apparent stall. Partridge lived for about twenty minutes before dying at the crash site. The mail was not damaged; it was loaded on an overnight train to Chicago, where the covers were backstamped "Chicago, Ill. / Jun 8 / 8:30AM (or 9:00AM) / 1926." Two private crash cachets were created (the U.S. Post Office did not apply "Crash Cachets" unless the mail was damaged or extremely delayed), but they are rather scarce; see page 141, *American Airmail Catalog*, Vol. 1, Sixth Edition, listing no. 260607MN June 7.

Why did Partridge crash? Stress from the flight from La

Cross earlier that morning, airsickness, fatigue, or the loss of the horizon from the dust storm, mechanical problems — any one of these or a combination could have been the cause.

As for the mail that Partridge was to have picked up in Saint Paul, it was loaded aboard the night train from Minneapolis to Chicago, along with the Partridge crash mail. These Saint Paul postmarked covers are "Interrupted Flight" covers. Thus, the covers mailed in Minneapolis and Saint Paul arrived in Bryan, Cleveland, Bellefonte, and New York at the same time with the same backstamp.

On June 8 the weather was calm, and all the CAM 9 flights were completed as scheduled.



Crash cover: postmarked Minneapolis, MN, June 7, 2 p.m.; transit mark Chicago, IL, June 8 10 a.m.; backstamped Bryan, OH, June 8, 5:30 p.m.



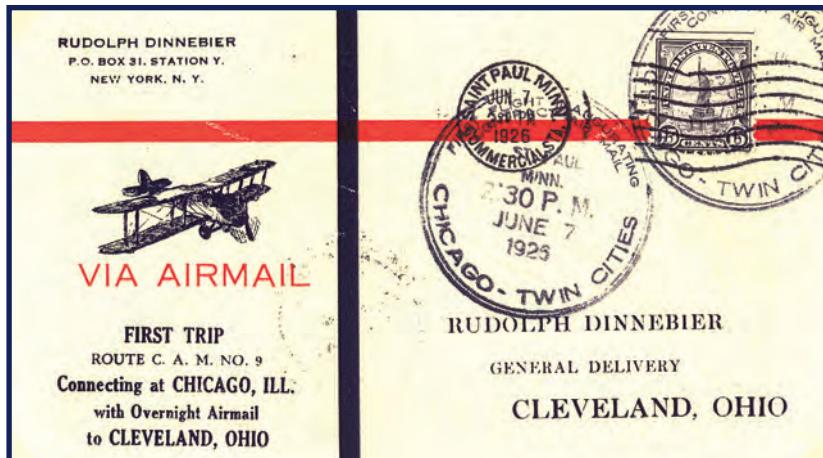
Interrupted flight cover: postmarked Saint Paul, MN, June 7, 2:30 p.m.; transit mark Chicago, IL, June 8, 10 a.m.; backstamped Bryan, OH, June 8, 5:30 p.m.



*Crash cover:
postmarked
Minneapolis, MN,
June 7, 2 p.m.;
backstamped
Cleveland, OH,
June 8, 3 p.m.*

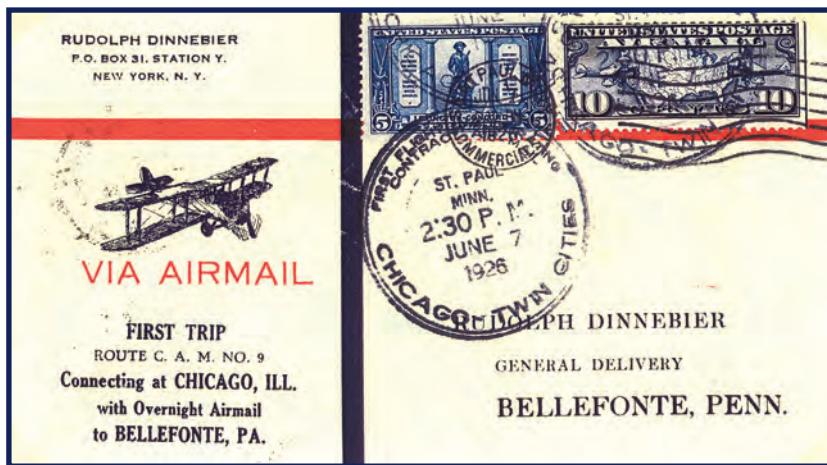


*Interrupted flight
cover: postmarked
Saint Paul, MN,
June 7, 2:30 p.m.;
backstamped
Cleveland, OH,
June 8, 3 p.m.*





Crash cover: postmarked Minneapolis, MN, June 7, 2 p.m.; transit mark Cleveland, OH, June 8, 4 p.m.; backstamped Bellefonte, PA, June 9, 10 a.m.



Interrupted flight cover: postmarked Saint Paul, MN, June 7, 2:30 p.m.; backstamped Bellefonte, PA, June 9, 10 a.m.



Crash cover: "Via Airmail 1st trip Contract route to Chicago then over transcontinental or night air mail to New York"; postmarked Minneapolis, MN, June 7, 1 p.m.; backstamped New York, NY, June 8, 8 p.m.

Interrupted flight cover: postmarked Saint Paul, MN, June 7, 2:30 p.m.; backstamped New York, NY, June 8, 8 p.m.



Demise of CAM 9

Brock carried only one pouch of air mail from Milwaukee. La Cross received only thirty-five pieces of mail from Chicago and twenty-five pieces from Milwaukee. The southbound plane carried only forty letters from Minneapolis and thirty pieces of mail from Saint Paul to La Crosse, hardly a sufficient volume to make the flights cost effective.

The new Dickinson Airline never recovered

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from its disastrous first two days. On June 21 the pilots refused to fly, demanding faster and safer planes. Dan Kiser stated that only one of the Dickinson-owned planes met safety requirements. It got worse. For a week in August, only one pilot — Eddie Ballough — was willing to continue flying. Not surprisingly, fewer and fewer customers were willing to entrust their mail to such an unreliable service. Finally, on August 17, after Ballough was forced down near La Crosse, Dickinson called it quits. He gave the Post Office the required forty-five days notice of suspension of service.

New bids were advertised on October 4, and Northwest Airways, the only bidder, received the new contract. Dickinson ceased operations on October 30, 1926. Northwest took over the service on October 1. Northwest Airlines continues to fly air mail and passengers on the old CAM 9 route.

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The Author

Ron Sarson started flying in 1938 in Dubuque, Iowa, and served in the Royal Canadian Air Force (RCAF) and in the Royal Air Force (RAF) as a Flying Instructor during World War II. He is a retired manufacturing engineer and systems analyst, responsible for the tooling and manufacture of jet engine parts at Ex-Cell-O Corp. in Detroit, Elwood (Indiana), and Lima (Ohio). His CAM 9 collection has been exhibited nationally.

Mexico Revenue Lot

We recently ran across a long-buried hoard of Mexico revenue stamps. Literature included in the box indicated that it was purchased from the estate of a Mexican official who had worked in various departments. When documents were slated for destruction, he would soak off the revenues. He started this in the 1890s until he passed away in the 1940s. We offer a group of 300 different revenues, and you get the fun of researching and cataloging them. We guarantee an impressive catalog value or return the lot intact for a complete refund.

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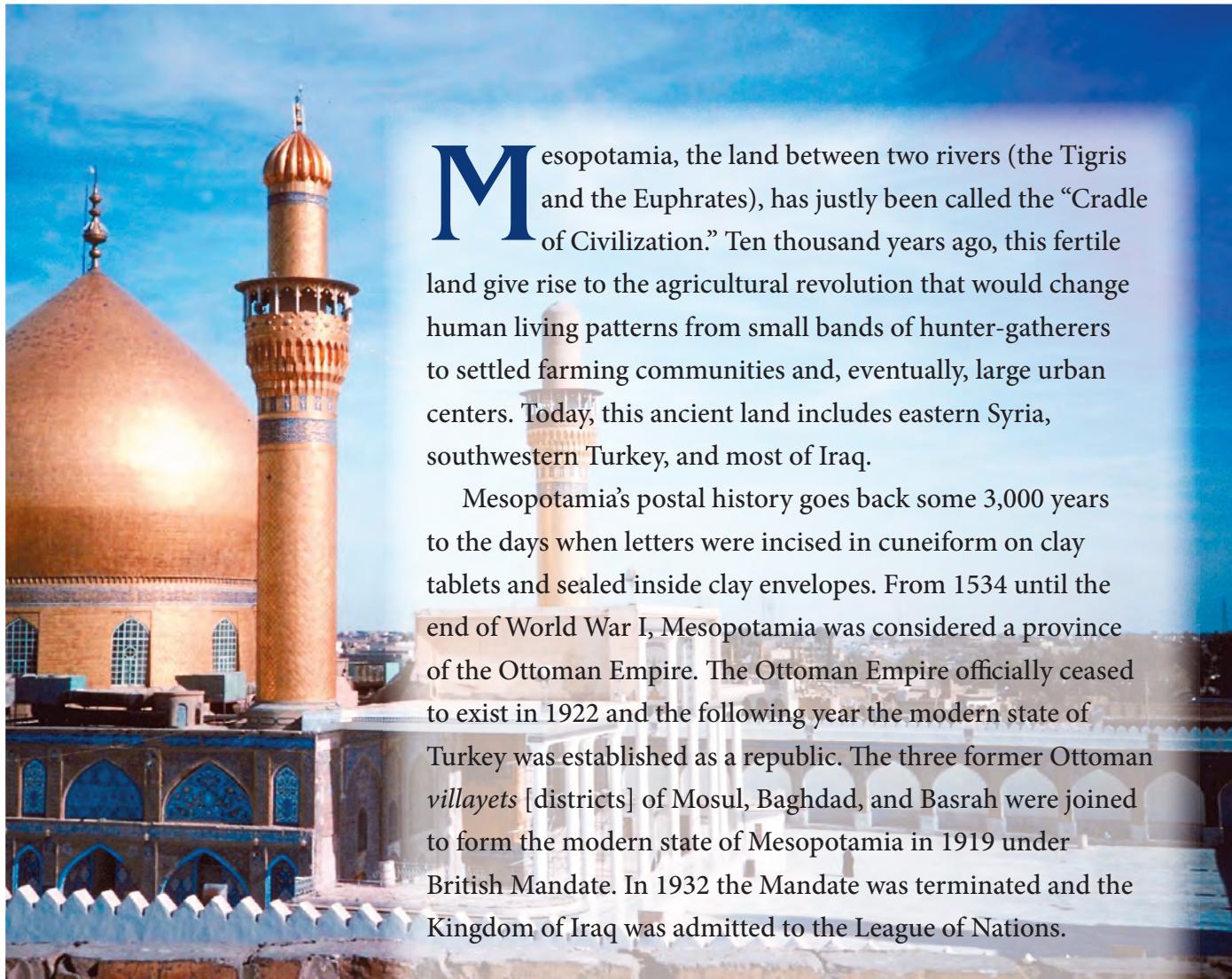
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 A COMPLIMENTARY CATALOGUE



Mesopotamia, the land between two rivers (the Tigris and the Euphrates), has justly been called the “Cradle of Civilization.” Ten thousand years ago, this fertile land give rise to the agricultural revolution that would change human living patterns from small bands of hunter-gatherers to settled farming communities and, eventually, large urban centers. Today, this ancient land includes eastern Syria, southwestern Turkey, and most of Iraq.

Mesopotamia's postal history goes back some 3,000 years to the days when letters were incised in cuneiform on clay tablets and sealed inside clay envelopes. From 1534 until the end of World War I, Mesopotamia was considered a province of the Ottoman Empire. The Ottoman Empire officially ceased to exist in 1922 and the following year the modern state of Turkey was established as a republic. The three former Ottoman *villayets* [districts] of Mosul, Baghdad, and Basrah were joined to form the modern state of Mesopotamia in 1919 under British Mandate. In 1932 the Mandate was terminated and the Kingdom of Iraq was admitted to the League of Nations.

Iraq Railway Post 1928–c1942

by Rainer Fuchs

The contemporary era of Iraqi postal history may be said to have its origins with the British Indian Field Post during World War I, followed by administration by the British Indian Post in Iraq during the years of the British Mandate. From 1917 until 1922 postage stamps were overprinted Turkish issues.

The period of the British occupation of Iraq saw some interesting stamp issues — like the I.E.F. “D” Mosul overprints on Turkish Revenue stamps (Scott N42–N49, issued 1919); the Baghdad overprints on Turkish definitive issues (Scott N1–N22, issued 1917) and Turkish semipostals (Scott

N23–N27, issued 1917); and the Iraq overprints on Turkish definitives (Scott N28–N41, issued 1918–1920).

In 1923 a private mail-forwarding operation was set up and run by the Laird brothers of New Zealand: the Overland Mail Baghdad-Haifa. Their five-year contract with British and French officials authorized them to carry mail between Haifa and Baghdad on a weekly basis. The route they established across the Syrian Desert resulted in cutting mail delivery time from six weeks to 9–10 days. The service was expanded to include passengers and freight by 1926, and continued in active operation until 1956.¹

The form of government in Iraq saw several changes over

the next decades. The Kingdom operated under British mandate from 1921 until 1932 when Iraq became an independent nation. During World War II the country once again was occupied by British troops. This occupation ended in 1947. Finally, the Iraqi Republic was proclaimed in 1958. A little-known philatelic component of this period is the story of the Iraqi railway post, which issued stamps from 1928 until approximately 1942.

With the January 15, 1920, opening of a railway line between Baghdad and Basrah, mail between these two major cities began to be carried by rail. Mail was collected on a regular basis from the GPO in Baghdad, transported to the Baghdad West railway station, and sent on to Basrah. In 1928 the Iraqi Railway, under British administration, signed an agreement with the Directorate General of Posts and Telegraphs that allowed the receipt of letters at every railway station, to be forwarded on the next available train to the railway station nearest the letter's intended destination. Or the letter could be handed in to the Iraqi post at the railway station at the point of destination to be forwarded to the recipient by regular means. These options were available for both local and international mail, including air mail, and for forwarding by the Overland Mail Baghdad-Haifa service run by the Laird brothers. The service was offered for letters up to a maximum weight of 80 grams.

The Railway Stamps

The fee the railway administration charged for this service was two annas (100 annas equaled one rupee, the currency units in Iraq at this time). To ensure proper payment of this fee, the first Railway stamps were issued in 1928, in the denomination of two annas. This stamp had to be affixed to the letter, along with the required postage. Three different Railway stamps were issued before the 1932 currency change:

First Issue, 1928

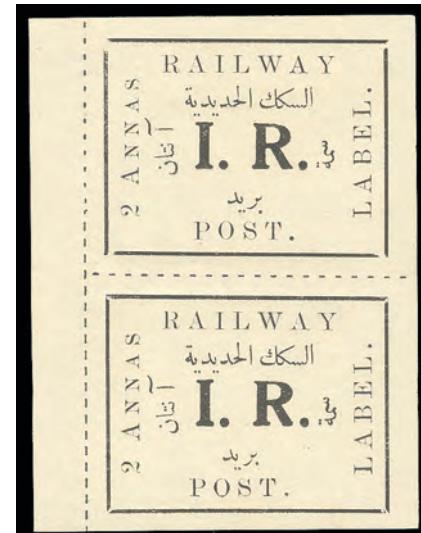
The stamp is inscribed "2 ANNAS / RAILWAY / I.R. / POST. / LABEL," and can be found in two variations — with and without a full stop (.) after the word "Label." It would seem that there was either a second printing plate used or else the full stop was removed or otherwise lost after some period of use. I lean towards the second conclusion, since



First issue, 1928, with a full stop after the word "LABEL."



First issue, 1928, without a full stop after the word "LABEL."



First issue, 1928. Booklet pane with two stamps.



Third issue, 1929. The rouletted perforations on the left and bottom side of the stamp are clearly visible.



Second issue, 1929. Partial cover with violet octagonal Railway Post cancel, Hamza, dated June 7, 1932.



Fourth issue, 1932. Partial cover with violet octagonal Railway Post cancel, Kirkuk, dated February 27, 1933.

the stamps with and without the full stop are otherwise identical in size and design.

Second Issue, 1929

Inscribed "2 Annas. / IRAQ RAILWAY. / I.R. / POST STAMP. / 2 Annas."

Third Issue, 1929

Inscribed "2 Annas. / IRAQ RAILWAYS. / I.R. / POST STAMP. / 2 Annas."



Fifth issue, 1932–1942. Background color variations (a) blue and red, (b) blue and yellow, (c) blue and orange, (d) blue and ochre (partial cover with violet octagonal Railway Post cancel, Baghdad, dated July 1940)

All these stamps were sold in booklets containing sixteen stamps (eight panes with two vertical stamps on each pane). The stamp size was 41 x 33 mm. They were rouletted on the left side where the pane was attached to the booklet and between the printed stamps themselves. Up to now I have not seen a complete booklet (with cover). In fact, only one complete pane from the first issue is known to me, and I am happy to have it in my collection. As can be seen in the accompanying figure, the pane contains two stamps, both showing the variety with a full stop after the word "LABEL."

Fifth issue, 1932–1942.

Two sub-varieties exist with differing shapes in the upper line of the cloud of steam.



Cover sent from Tuz Khurmatu to Baghdad, dated October 30, 1928. The stamps are canceled with the violet octagonal Railway postmark (one stamp lost). (Collection Sami Al Salman.)

Fourth Issue, 1932

Following the 1932 currency change from annas and rupees to fils and dinar, a new Railway stamp was issued on April 1, 1932, in the denomination of ten fils. The stamp is inscribed "10 Fils. / IRAQ RAILWAYS. / I.R. / POST STAMP. / 10 Fils." It is reported that this stamp was issued in a booklet of sixteen stamps, but up to now I have not seen any booklet panes.

Fifth Issue, 1932–1942

Shortly after the original 10-fils release, another stamp, also in a 10-fils denomination but with a completely different design, was issued. The new Railway stamp showed a steam locomotive of unidentified type. The stamps are known in several varieties with differing background color. The basic design, frame, and inscriptions are blue; however, the background can be found in red, yellow, and orange. I also know of one ochre-colored stamp. I have found no information about the sequence of printing for these various colors.

The stamps can be further differentiated into two sub-varieties, based on the shape of the upper line on the cloud of steam rising from the locomotive. Additional research is needed to determine whether these varieties were caused by aging of the printing plates, or if several printing plates, cliché types, or even re-engraving were responsible for the difference.

The new stamp is inscribed "IRAQ RAILWAYS / LETTER SERVICE / 10 FILS." It was issued



Map of Iraq, ex Thomas, showing State Railways 1930.

in booklets containing sixteen stamps with four panes in blocks of four. The stamp size is 35 x 22 mm, and the stamps are rouletted on all four sides.

Again, I have not seen a complete booklet or booklet pane for this issue, but another collector has told me that he has seen a booklet pane of four stamps that had been split up.

Railway Stations/Halts and Railway Post Offices

The *Iraq Post & Telegraph Guide 1930*, issued under the authority of the Director General Post and Telegraphs, lists (under Section VII, article 283) the railway stations authorized to accept Railway Post letters. A total of fifty-five rail-

Partial with black octagonal Railway Post cancel, Baghdad, dated November 18, 1928.



way stations are named. The Arabic version of the *Post Office Guide*, issued in 1932, gives forty-nine stations and halts, but with different names than the English version. However, I question the accuracy of these lists, based on the following facts:

- The Railway station Kadhimain, in north Baghdad, also is listed in the *Post Office Guide* as Al Juwadain, which is only another name for Kadhimain.
- The listing for I.P.C. (Iraq Petroleum Company Camp) is another mail stop about which I have my doubts. This location is mentioned in the 1930 *Post Office Guide* as a railway station/halt where no other post office existed. However, the railway line from I.P.C. to Kirkuk wasn't completed until January 1947. Perhaps a postal agency existed at the I.P.C. location that sold Railway stamps, and the posted covers were then forwarded to the next railway station (in Kirkuk) for delivery.
- Ghuchan (alternate spellings Kojan, Quojan) is another mystery. So far I have not been able to locate this railway station for certain. My research has led me to two locations in completely different parts of Iraq: one in the north, close to Kirkuk,

and the other in the south, between Hillah and Diwaniyah. However, the detailed map of the Iraqi railway network available from the United Nations Logistics Centre places Qujan between Al Hillah and Al Diwaniyah.

- A railway map in my possession, dating, I believe, from 1930, shows a total of fifty-five railway stations, counting Baghdad as one station. The I.P.C. Camp is not listed, nor is the Hillah River Siding.

Despite extensive correspondence with the few known collectors of such stamps and intensive study of the material offered by various auction houses and dealers, I have only been able to find postmarks for thirteen of the fifty-five railway stations listed in the *Post Office Guide*. Clearly much research still needs to be done in this field.

Railway Postmarks and Cancellations

So far only three different types of postmarks or cancels are known:

Type 1

The most common postmark is an octagonal, mostly struck in violet but also known used in black.

Type 2

The round postmark used by the Iraqi State Post. Under what circumstances this postmark was used on Railway Post letters is not yet known to me.

Type 3

This oval cancel has only been discovered by me and made public. Unfortunately, no complete strike of this cancel has yet been found, only parts of the strike — and these are from the upper half of the cancel. The cancel is inscribed "Iraq Railways."

In addition, in at least one instance a manuscript postmark is known from a railway station that normally used the octagonal postmark — a piece of mail from Ghuchan in 1932.

Conclusion

Around 1935–36 the railway system was sold to the Iraqi Government (at that time the Independent Kingdom). However, the Railway Post continued for some time longer — sources mention 1942. Future research and the ongoing registration of known covers, partials, and single stamps with clear postmarks hopefully will shed some light on



Cover sent from Baghdad West to Basra, dated October 21, 1928. The stamps are canceled with the round postmark of Baghdad West.



Oval "Iraq Railways" cancel discovered by the author. Only this partial is known to exist.

this. I appeal to every collector or dealer who might have such items in their collections or stock to contact me so that I can register them. Please send the information to Rainer Fuchs, Am Burkardstuhl 33, 97267 Himmelstadt, Germany, or by e-mail to rainer@fuchs-online.com.

Any additional information readers may have on the stamps and covers of the Iraqi Railway Post and the Iraqi railway from that time would be highly appreciated. Further information about my own research, including more images of stamps and covers plus supporting material (maps, photographs, postcards, etc.) can be found at <http://fuchs-online.com/iraq>.

Endnote

More detailed accounts of the Nairn brothers' fascinating story can be found at www.fuchs-online.com/overlandmail and at www.saudiaramcoworld.com/issue/198104/the.nairn.way.htm.

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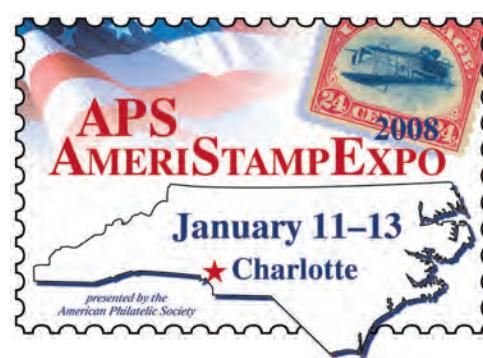
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The Author

Rainer Fuchs is a communications engineer, currently stationed in Abu Dhabi as a Site Project Manager for a large project with a governmental organization. He has traveled extensively and spent more than twenty years in Arab countries, including five-and-a-half years in Iraq, eleven years in Kuwait, and four years in the United Arab Emirates. Aside from the Railway stamps of Iraq, his collecting interests include Tibet (of which he has formed a large Gold Medal collection), Nepal (the classic Kukruis issues), Iran (Persia; the classic Lion issues), the Overland Mail Baghdad-Haifa, the provisional Registration stamps from SCADTA (Sociedad Colombo Alemana de Transportes Aéreo) of the 1921 issue, and the semi-official stamps of Colombia.



From the top: Partial canceled by manuscript "Ghuchan." Partial canceled by normal violet octagonal Railway postmark for Ghuchan.



Pioneer Air Mail Pilot

by Peter Martin

The pioneers of aviation — those who flew into the unknown; who set new altitude, distance, and endurance records; who tested brand new technology; who built and developed the fledgling airline industry; who sped the delivery of mail; and who could tell the stories of the beginning of aviation from firsthand experience — have all passed from the scene, leaving their legacy for the ages.

That is, all except for one. There remains one man to tell the tale, and what a tale it is.

He taught himself to fly and built his own plane. He was a barnstormer, a test pilot, and captained planes for United and Eastern Airlines. He shared stories with aviation pioneers like Eddie Rickenbacker, Jimmy Doolittle, and Harold Pitcairn. He beat Amelia Earhart to become the first cross country soloist in a rotary aircraft and he was responsible for flying AM 2001, the only regular autogiro air mail route.

John M. Miller, born December 15, 1905, in Poughkeepsie, New York, has led a high-flying life of adventure, and he still recalls the early days of flight with heart-felt affection. He regales visitors with the tales of yesteryear with a clarity that makes you feel like part of the action.

He remembers precisely when his love affair with flying began. The date was May 29, 1910. Until that day the four-and-a-half-year-old Miller was intent on becoming a steam locomotive engineer. He had often visited the Poughkeepsie rail yards and could list every part of a steam engine. But everything changed when Miller and his father went to see Glenn Curtiss, who was on his way to claim the \$10,000 prize from the *New York World* for flying his Hudson Flyer from Albany to New York City. The 152-mile flight was the longest on record, and marked the first airplane to fly within the New York City limits. Curtiss, an aviation pioneer who later manufactured airplanes during World War I, had stopped in Poughkeepsie to refuel and landed across from the Miller family farm. It was the first plane ever seen in the area. When Miller saw Curtiss take off, his interest immediately changed to airplanes. His life has revolved around aviation ever since.



Pilot John Miller (center) poses with Admiral Reeves and Admiral Stanley on May 28, 1931, at the U.S. Naval Air Station in San Diego after his successful cross-country autogiro flight.

Still Flying High at 101



Miller lands a Kellett KD-1 on the Chicago Post Office roof May 15, 1938, during a twentieth anniversary of air mail demonstration flight.

Jimmy Doolittle corresponded with him when he was in high school. Miller wrote to get advice about how to get into aviation. Doolittle wrote back and they later met several times.

Miller learned to fly in the summer of 1923 between his junior and senior years at Poughkeepsie's Oakwood School. The old *Evening Enterprise* had hired barnstorming pilot Swanee Taylor to publicize the paper by flying over Poughkeepsie and dropping newspapers. Miller became acquainted with him, and then worked for him as a helper and a mechanic. When Taylor departed, he left his battered Jenny plane in a hayfield and told Miller he could have it.

"I used a book and taught myself to fly his plane," Miller said. He practiced taxiing for a few weeks and progressed to where he could get the airplane a foot off the ground and land it before running into a fence. He soloed on his eighteenth birthday when his mind wandered during a practice run and he looked up to see the fence approaching. He opened the throttle and became airborne. He was terrified but quickly learned how to turn, and wound up landing on the field where Taylor used to land. When Miller remembered that rent was due to the owner he quickly took off for solo number two. He returned to the field from which he started and

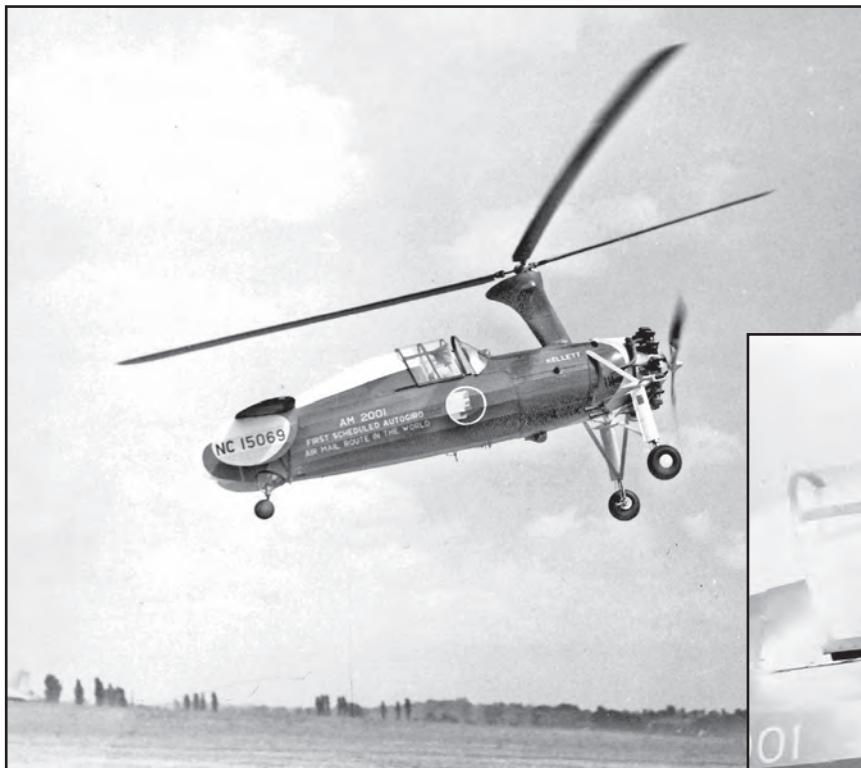
was able to set down the plane after only one bounce.

He taxied to where a man had stopped his pickup truck. Miller recalls the man admiring his landing and asking how much he charged for a ride. A sign on the fuselage read, "Fly \$5," but the man couldn't read and only had \$1.50. "I said get in," Miller recalls. "So on my third solo, I became a commercial pilot."

Miller graduated from Brooklyn's Pratt Institute of Technology in 1927 with a mechanical engineering degree. After graduation, he worked as a mechanic for the Gates Flying Circus for about six months. The Gates Flying Circus traveled from city to city carrying passengers on sightseeing trips and, according to Miller, it was the first company to carry a million passengers.

When he was able to acquire a wrecked Hisso Standard biplane, he left Gates to build his own plane. Working from the home that he still owns today, he duplicated some of the parts, modified the plane to take a bigger 200-horsepower engine (it had been built for a 100-hp engine), and enlarged the cockpit so he could carry passengers.

It took him six months to complete the work, and the plane was licensed by the Department of Commerce for a pilot and two passengers. He immediately began to fly it with



Miller, in an Eastern Air Lines Kellett KD-1B autogiro, takes off from Camden to the Philadelphia Post Office roof for the July 6, 1939, inaugural run of AM 2001.



Miller on the roof of Philadelphia Post Office building on the first day of the one-year experimental air mail contract. It marked the first scheduled rooftop operation in history. During the year, approximately 2,500 flights to and from the roof were made.

passengers and traveled all over the country. The passengers paid \$1, \$2.50, or \$5 to go up for a short ride. In addition to flying his own plane, he flew for the Gates Flying Circus and for a company in Norwalk, Connecticut. During 1929 he flew the Norwalk company's open cockpit, single-engine, four-passenger biplane, and by the end of the year had carried 23,000 passengers at \$1 a head.

"On a busy Sunday it was common for me to make 250 flights a day," Miller said. "I began at nine o'clock in the morning and sometimes did not leave the cockpit until nine o'clock at night."

In 1930 Miller became a test pilot for the New Standard Aircraft Corporation at Teterboro, New Jersey. While working there he built another plane from the wreck of a Tony Fokker plane. Fokker was a famous airplane designer and manufacturer. Also while he was there, Miller met Charles Lindbergh who kept a plane at Teterboro Airport.

"I helped push his aircraft in and out of the hangar several times and we discussed wind tips," Miller said. "That's the extent of the relationship. Later, he gave me an autographed photo. He was a good pilot."

During that same year, he joined the Marine Corps Reserve as a lieutenant and became a naval aviator working out of Quantico, Virginia.

In 1931 he became the first individual to buy an autogiro (An autogiro looks like a helicopter with the addition

of a propeller on the front. The propeller is used to take off but does not power the blades in flight). Corporations bought the others for publicity purposes. He paid \$15,075 gold dollars for a Pitcairn PCA-2 autogiro and immediately prepared a schedule to fly exhibitions on a transcontinental trip. While he was waiting for delivery, he heard that Amelia Earhart, sponsored by Beech-Nut Packing Company, had gone to the factory to purchase an autogiro, also with the intentions of making a transcontinental flight. Pitcairn knew of Miller's plan to fly cross country but felt that the Pitcairn Company would get more publicity with Earhart's trip, but Earhart didn't want serial number 13.

Miller's autogiro with serial number 12 was supposed to be delivered May 1. Pitcairn notified Miller that they were not going to deliver until May 15.

"When I told them that I had already lost three air show contracts at \$1,000 a piece and that I had another at the Omaha Air Show that required that I be in Omaha by May 17, they gave her my nameplate with serial number 12 and gave me her nameplate with serial number 13," Miller remembers.

He named the autogiro the *Missing Link* (after the *Fortune* magazine article that described the autogiro) and headed west on May 14. Navigation was by magnetic compass following landmarks such as rivers or roads. Although normal cruising speed was 100mph, Miller flew at 90mph

to conserve fuel and to break in the engine.

Miller arrived in Omaha on May 16, fulfilled his contract, and just kept flying west. He left on May 19 and arrived at North Island Naval Station in San Diego on May 28, becoming the first person to fly a rotary aircraft across the country. His total flying time was 43.8 hours. While there, he demonstrated the autogiro for Navy officers. He flew back to the Pitcairn factory in Willow Grove, Pennsylvania, arriving on June 30. The factory mechanics inspected the autogiro and said that the craft only needed an oil change.

After much orchestrated publicity, Earhart and a mechanic left Newark, New Jersey, on May 29, 1931, and flew west, stopping up to ten times a day for crowds, to give interviews, and to distribute samples of Beech-Nut chewing gum. When she landed in Glendale, California, on June 6, she learned that Miller had already established the record.

On her return trip, Earhart crashed during takeoff in Abilene, Texas, and had to take a train back to the East Coast. It was one of three autogiro crashes that Earhart would suffer, and by the end of 1931 she had moved on to prepare for her solo transatlantic airplane flight of May 20–21, 1932.

Also in 1931, Miller leased the Poughkeepsie Municipal Airport at Red Oaks Mill and began operating it. He started an aircraft repair and overhaul business, and operated a flying service where he would give flying instructions, take people for rides, or make an occasional charter flight. From 1931 to 1933, his best customers for repair work were bootleggers carrying "ale" from Canada.

The six-foot, two-inch Miller, a nondrinker who disapproved of Prohibition, took no part in the bootlegging operations. "All I did was rebuild their airplanes," he said. The New Standard biplanes used by the bootleggers had a cockpit for four passengers in front of the pilot. The 1,000- to 2,000-pound loads often damaged the planes and made work for Miller. When Prohibition was repealed that work disappeared. This loss, combined with the Great Depression, put Miller out of business.

Miller honed his autogiro flying skills during 1932–34 while performing aerobatics at about 100 air shows across the country, includ-



Miller watches as Capt. Eddie Rickenbacker, third from left, loads the first bag of mail into the cockpit.

ing the 1932 National Air Races in Cleveland, the 1933 National Air Races in Los Angeles, and the 1933 International Air Races in Chicago. He performed incredible feats such as loops, a complete roll on top of the loop, and a double Immelmann turn.



Miller takes off from the 30th Street Philadelphia Post Office building, July 6, 1939, on one of the first mail flights on the first day.



A cached cover carried by Miller from the Chicago Airport to the Chicago Post Office during a demonstration flight for the 1938 Air Mail Week.



A First Day Post Office event cover celebrating the opening of the \$11 million Philadelphia Municipal Airport. This autogiro flown cover bears both the erroneous July 20 and the correct June 20, 1940, cancels.



A rubberstamp cached First Flight cover for Experimental Route 2001, autogiro service between the Camden Airport and the roof of the Philadelphia Post Office with Pilot John M. Miller's autograph.

"At each meet I would do at least three loops plus the other maneuvers," Miller said. He never had an accident, and after 2,400 hours in the air, his autogiro still had the same tires on it. He took great pride in his autogiro and kept the PCA2 polished to pristine condition.

During 1936 and 1937 he worked for United Airlines, where he flew twin-engine planes that carried a crew of three and ten passengers. His routes included Chicago, New York, Omaha, Salt Lake City, and San Francisco.

He moved from that job to perform test flying with the Kellett Autogiro Corporation, based in Philadelphia. He was testing a new wingless autogiro for Kellett when the company decided that it wanted to promote an air mail service using the autogiro. One by one, however, the airlines told Kellett that they were not interested in an experimental route. But when the Chicago Post Office contacted the company to discuss a demonstration flight in conjunction with the May 1938 Air Mail Week, Kellett agreed to furnish the autogiro and pilot.

"I told Kellett that they were only interested in publicity," Miller said. But the plans went ahead and Miller flew to Chicago in freezing weather to make two flights on May 15th between the Chicago Post Office and the Chicago airport. Cacheted and uncacheted covers from these flights exist but they are scarce.

The Chicago Post Office went to considerable expense to prepare for the event. As Miller reports it, "They were afraid that the autogiro would go through the roof so they put down about a dozen 8x10 sheets of steel one inch thick. They were heavy and weighed more than the autogiro. They hired a big crane to lift them onto the roof. It cost an awful lot of money, thousands of dollars. I landed light as a feather."

As Miller predicted, nothing came of the demonstration flight. Finally, Miller said to his boss, "Mr. Kellett, let me go to Eastern Airlines. I'll sell

it to Rickenbacker." They went to Eastern Airlines in New York to see the company's vice president for publicity, who was very enthusiastic. The man took him to see World War I ace and Eastern President Capt. Eddie Rickenbacker, who listened to the proposal and said "We'll take it on."

That's how Eastern Air Lines became the airline to operate the world's first, and only, autogiro rooftop service. Operations began on July 6, 1939, amid much fanfare. Approximately 500 dignitaries were on hand to witness the first flight between the Philadelphia Post Office rooftop and Camden, New Jersey, field. The six-mile course was the shortest air mail route in the world and took about six minutes to traverse. The mail was carried in the front cockpit and had a weight limit of 350 pounds. More than 50,000 pieces of mail, most with the "Experimental Route 2001 First Flight" rubberstamped cachet, were flown on the first day.

The one-year contract called for five round trips daily, except Sundays and holidays. More than 90 percent of all scheduled flights were completed, almost all of them with Miller at the controls. During its year of operation, more than 2,300 takeoffs and landings from the Post Office roof were made.

Operations shifted from Camden to the new Philadelphia Municipal Airport (which Miller says was built on the city dump) on June 20, 1940. Cacheted autogiro covers marking the first day of the new post office are recorded but they are rare. Many of the covers were incorrectly postmarked July 20. When the mistake was noticed, the correct June 20 postmark was added. When the one-year contract was completed in 1940 it was not renewed.

During this time, Miller also takes some credit for saving LaGuardia Airport, which in the 1930s was called Curtiss Field. LaGuardia Airport consists of 680 acres in the Borough of Queens, just eight miles from midtown Manhattan. Due to urban sprawl, the airport was to be turned into an industrial park. Miller met with Mayor LaGuardia and suggested that if they kept the airport it could be named after him. LaGuardia, who held office from 1934 to 1945, was a progressive mayor and quickly took action. That's how the airport survived.

Miller was involved with one additional flight that was philatelically commemorated. He flew two trips from the New York World's Fair Court of Peace to LaGuardia Field on August 19, 1940. Mayor LaGuardia was on hand to publicize the event.

By the time World War II came around, Miller was a Marine Corps captain and also the chief engineering test pilot for Columbia Aircraft Corporation in Valley Stream, New York. He also flew DC-2s and DC-3s for Eastern Airlines.



Miller takes mail from New York Mayor Fiorello LaGuardia at the New York World's Fair. Grover Whalen, chairman of the 1939 Fair, stands next to LaGuardia.



Miller put on his Eastern Air Lines captain's uniform in 2006 to celebrate his 100th birthday. It still fits!



The New York World's Fair showcased the autogiro and few mail on August 19, 1940, from the Court of Peace to LaGuardia Field.

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In 1941 the Navy Department asked Grumman to free its facilities to manufacture the badly needed F6F Hellcat fighters. Grumman transferred the production of its J2F "Ducks" to Columbia Aircraft, located on Long Island. The amphibious Duck could take off and touch down on land and water and was sturdy enough to land on aircraft carriers. The Columbia president asked Miller to lead a test flight program for the 330 Ducks they were to build. So, on his days off, Miller test piloted for the Navy.

Miller stayed with Eastern Airlines for more than twenty-four years until he retired at the age of sixty. After Miller retired, he bought a Bell 47G-3 helicopter and flew for various police departments. He always stayed active in aviation and in 2005 he flew his Beechcraft Baron to North Carolina to celebrate his 100th birthday.

Today, after more than 35,000 hours in the cockpit, Miller is recognized for his pioneering role in aviation, including as a test pilot for two of the most innovative aircraft in history: the autogiro and the Grumman Duck.

Miller has received a host of awards for his pioneering efforts. He was awarded the Sikorsky Award for his part in the evolution of the helicopter, received the Certificate of Honor from the National Aeronautic Association for his contributions to aviation, and is an honorary fellow in the Society of Test Pilots for "Having promoted the moral obligations of the test pilot to the safety of the aerospace world." (Past fellows include: Jimmy Doolittle, Howard Hughes, Charles Lindbergh and Igor Sikorsky.)

Two planes flown by Miller are in the Smithsonian's Air and Space Museum: a Boeing 247D that he flew for United and a DC-3 that he captained for Eastern. With his usual dry wit Miller jokes that, "I figure that when I croak, they'll freeze-dry me and put me in one of them. It'll have to be the DC-3 because I didn't save my United Airlines uniform."

The Author

Peter Martin will present *U.S. Autogiro Mail: A Bold Experiment* at the Postal History Symposium at the American Philatelic Center, October 22.



Miller posed with the author during their March 2006 interview. The autographed Lindbergh photograph is on the mantle.

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		949-56	\$290.00	1114a w/Tab	\$40.00	540-5	\$85.00
		957-9	\$290.00	1117a w/Tab	\$100.00	546-50	\$100.00
		1492	\$200.00	1290-1307	\$55.00	551-4	\$110.00
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Mail sacks adorn the wall of the author's stamp den.

Mail Sacks

by Jack C. Standen

The lowly mail sack, that guardian of our letters and packages, is often overlooked. It endures the scuffs and tears that would otherwise afflict our correspondence. It protects from dirt, mud, and other hazards that the mail faces on its travels. I must mention that I differentiate between mail *bags* and mail *sacks*. Mail bags I consider to be those that mail carriers use to deliver the mail to the addressee — the bags they carry on their individual routes. Mail sacks are those large sacks that are used for the transport of large volumes of mail by trucks, planes, and railroad cars.

I first got interested in this area when I saw an auction lot in a Regency-Superior catalogue in 2004. The description read, in part:

Four large shipping cartons of USPS and foreign Post Office "equipment salvage" ... over 25 mail bags with a variety of materials (canvas, cloth, plastic). Create a unique museum display in your stamp den.

Out of curiosity, I bid on it and won the lot. They were not joking when they said "four large shipping cartons," and they were conservative when they said "over 25 mail bags." The four very large shipping cartons contained almost fifty mail sacks and bags.

Philately began with the saving of postage stamps, usually soaked off the envelope. After some years, hobbyists began to save the whole envelope or cover. The study of the markings and usage of the stamps in turn became a thriving field. Perhaps, I told myself, it would also be useful to study the container for the covers — the mail sack. The basis of my report is the thirty-eight different sacks that were included in my auction house find. It is not a comprehensive collection of the whole world, although it does include twenty-four sacks from Europe, eight from Asia, four from Africa, one from Australia, and one from Canada.

Material

Of this collection of thirty-eight mail sacks, three are made of heavy canvas, plainly utilitarian and

probably the most durable of the sacks, with only a minimum of printing on them. In my sample, they came from Canada, Japan, and Pakistan. At the other end of the durability scale is one from India that is made of silk.

In between these two extremes are fifteen made from a nylon or rayon material (Poland, Thailand, Switzerland, and St. Thomas & Prince Islands). The largest group, however, contains nineteen sacks made of recycled plastic, some with the familiar "recycled materials" symbol of triangular-shaped arrows we find on many plastic products today. The largest sack of all, by the way, is one from West Germany.

Fasteners, Closures, and Holders

Five of the sacks have metal grommets, which hold the sacks open on a frame while the mail is being sorted into them. A cord is also pulled through the grommets to close the sacks for shipping. Six of them have plastic taps affixed to the top of the sacks, while four have metal taps. (Taps are additions to the top of the sack, projecting above the edge, for cords to pass through to tie back the sack while sorting.) Fourteen have a cord enclosed in the material on the top that is drawn shut and tied.

Shape

Another variable characteristic is the shape of the sack. Some have a round bottom — most of the larger sacks are of this construction. In this form the sides taper to a circular piece that provides a flat bottom area.

Most of the small to medium sacks are made like an envelope, with straight sides, and sewn across on the bottom — thus creating two corners.

Color

About half of my sample have a solid background, but the predominant "color" is neutral or "no color." Some have alternating stripes, some vertical stripes, some horizontal. A few have diagonal stripes just around the edges, somewhat like an air mail envelope.

The predominant color of the words printed in the sacks is black, but some are in blue, red, or white.

Then What?

Now, you may be wondering, what do you do with a collection of mail sacks? You definitely are not going to be able to fit them in your album! What I have done is to hang them on the walls in my den as decorations. It makes a satisfying conclusion to an adventure in auction bidding.

The Author

Jack Standen is a retired employee of the American Philatelic Society and has written previous articles for the *AP* and for the *Ohio Postal History Journal*. Among his philatelic interests are paddlewheel steamboats on stamps and French postal markings.

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290.....	43.00 115.00	2089.....	.50
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			2144.....	.40
			2283.....	.40
			2703A	2.00

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Learn More, Do More, Through the APS!

Philatelic joy was evident across the show floor, in the meeting rooms and at the food functions at our recent annual StampShow in Portland, Oregon. Outside the Convention Center was our stunningly beautiful host city. You could look up and see Mt. Hood and Mt. St. Helens towering over the city and look out to see a profusion of roses in garden after garden.

We had three "first days" at this year's StampShow, two of which were from the USPS. This ceremony was very professionally co-hosted by the APS and an APS affiliate — the Plate Number Coil Collector's Club. The Postal Service issued a set of ten lovely flower stamps. The issue didn't include a rose, but it would have paled beside those outside in Portland! However, one of the "Beautiful Blooms" was a purple coneflower, discovered by Lewis and Clark in 1804 as they made their way across

the mountains and down the Columbia River to the Pacific Ocean — right by Portland. So, it was fittingly honored by the USPS.

There was an overwhelming profusion of fabulous stamps on display — three days was not anywhere near enough time to see them all. The scholarship of the

Champion of Champions competitors was impressive. My vision is, someday, to have digital copies of these exhibits, so that those of you who can't get to StampShow, will be able to see the exhibits and those who never have enough time at the Show will be able to study them at leisure.

The dealers had a wonderful display of wares on sale as well, but, again, there was not enough time to see everything. I was extremely fortunate to find a lovely cover to add to my collection of philatelic material honoring Edwin Stanton.

One of the highlights of StampShow always is the awarding of 25- and 50-year certificates to members. These are people who are the backbone of our Society, and it is wonderful to see them receive recognition for their many years of activity. We will soon be adding awards for members who have served organized philately — our "unsung heroes." Look for more information in the coming months on how you can nominate that faithful volunteer.

Just before the Show, the Board of Directors met to consider a numbers of things. Such meetings, which are open to the public, typically have the standard reports from the President, the Treasurer and the Executive Director, and then go on to consider specific items. Among the items addressed, the Board approved a document retention policy — a piece of the Sarbanes-Oxley recommendations for non-profit corporations. Other items:

- The Board also discussed our insurance program.
- It ratified a redraft of the APS Election Guidelines and Policies that were actually approved by the Board in 2004, but were not incorporated into our published guidelines and policies in the 2005 or 2007 elections. It then remanded the draft to an ad hoc election ethics committee to finalize.
- The Board gave TexPex permission to skip its show in 2009 because the dates were too close to the APS





Janet Klug, APS past president and Nick Carter, APS president share a Kodak moment with 50-year members, Richard Giessler and James Cope.

winter show, AmeriStamp Expo, that will be held in nearby Arlington, Texas.

- The Board approved a request from our committee that accredits national exhibitions and judges to accept picture postcard exhibits as a new class, eligible to compete for national medals at our World Series of Philately shows. The guidelines and score sheet for this new exhibit class are available on our website at www.stamps.org.
- The Board approved a minor revision to our *Rules for Shows* that will permit shows to accept more than two exhibits from one exhibitor, once the 160-frame minimum has been met.

- Two new affiliates were approved by the Board: the Ephemera Society of America and the Poster Stamp Collectors Club.
- The Board approved the President's appointment of Jack Flannery to the American Philatelic Research Library Board of Trustees.
- Most significant, the Board approved a dues increase for next year. This will be a \$10 increase that was recommended by the Finance Committee to stabilize the finances of the Society by balancing the budget. The Committee had been concerned for some time about the increasing costs of providing our services to our members and the level of support of our dues; this increase should serve to put our finances back on a long-term stable footing. The Executive Director's column has more details.

Don't forget, October is Stamp Collecting Month! Time to pull out the albums that you put away for the summer; time to look through the lot of stamps that you put away some years ago; time to put your duplicates back into circulation. Do you know a "new collector?" Give him or her your best extras. Introduce your child or grandchild to stamps, talk to your neighbor — give them those stamps that are sitting in your closet.

Spread the Joy of Philately!

Volunteers Recognized

Volunteers are the life's blood of the Society. They are an integral part of every successful APS show, youth initiatives, and more. At STAMPSHOW 2007 the APS Board approved two volunteer recognition awards. Dennis Gilson was recognized for his work as a member of the APEX expertizing committee and as an instructor during the APS Summer Seminar on Philately. Dennis helps students unravel the complexities of the Washington-Franklins. The Board also approved a volunteer recognition award for Richard Nakles for his tireless work in the re-cataloguing project currently underway in the American Philatelic Research Library and in sorting donations. Thank you gentlemen, keep up the good work!



Dennis Gilson (left) receives his volunteer recognition from Mercer Bristow, Director of Expertizing.



Richard Nakles (left) receives his volunteer award from APS Deputy Executive Director Ken Martin.

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from the executive director

peter mastrangelo



A handwritten signature of Peter Mastrangelo.

October in Bellefonte!

It is Fall and the leaves are turning brilliant colors in the mountains of central Pennsylvania. The air is crisp and October holds the promise of being one of the most exciting times to be at the American Philatelic Center in Bellefonte!

I hope you enjoyed last month's *American Philatelist*, which featured a variety of articles on flight and air mail, as we welcome the American Airmail Society and Aerophilately 2007 — the first World Series of Philately show and exhibition to be held at the

American Philatelic Center — October 19, 20, and 21. The focus of this month's *AP* is "Moving the Mail," as we welcome the second annual Postal History Symposium to the APC. The Symposium, which starts Sunday evening, October 21 and continues through Monday, October 22, is sponsored by the APS/APRL and the Smithsonian National Postal Museum.

The Postal History Symposium provides a forum for philatelists, academic scholars, public historians, and the interested public to discuss and present research that integrates philately or the history of postal operations into the broader context of American history. The theme for this year's Symposium is *Further, Farther, Faster: Transportation Technology and the Mail*. Presentations will explore how, through the application of new technologies for transporting the mail, the post office and the transportation industry have encouraged, supported, and benefitted from each other's growth and development.

On Saturday, October 20, at 2 p.m. we also will dedicate the Gordon and Mary Morison Pavilion that will house the historic Headsville, West Virginia, Post Office and General Store, on loan to the APS from the Smithsonian National History Museum. And, then, to top off the month, the new Board of Directors of the American Philatelic Society will gather at the APC on Tuesday, October 23 for its first meeting.

Air mail enthusiasts, academics, historians, postal service officials past and present, the APS Board, and stamp collectors of all interests and persuasions at the APC this month — all of this could not happen without the dedication of volunteers and staff from each participating organization. My thanks to you in anticipation of an extraordinary October!

StampShow 2007

StampShow 2007 is now history. Portland, Oregon, proved, once again, to be a premier location to host our annual gathering. Highlights of the show included the signing of the Luff Scroll by this year's honorees — Steve Schuman, Gene Fricks, and Roger Brody — and the naming of the Champion of Champions from exhibits on display.

Congratulations to Alfredo Frohlich for winning the World Series of Philately Champion of Champions and to Steve Schuman for winning this year's Grand Award. (See the complete list of Award Winners on page 934.)

Board of Directors Approves Dues Increase

At StampShow 2007, the APS Board of Directors approved a membership dues increase starting in 2008. At the end of this month dues renewal notices will be sent to all members, so it is appropriate that I provide some background on this decision.



In June 2006, our Finance Committee requested staff to prepare an analysis of our dues based upon our costs of doing business. In recent years the committee had expressed concern about the continued viability of running small deficits and/or utilizing donated funds to balance the budget. This analysis was presented to the committee in December 2006. After discussion and review, the Finance Committee requested additional analysis based upon updated membership levels. This was considered at a meeting of the Committee in June 2007, at which time the committee unanimously approved a recommendation to increase the dues by \$10. The Board of Directors approved this recommendation in August.

Membership dues are the chief means of support for the APS operating budget. Membership dues support APS operations, programs, and services, staffed by almost forty employees. In recent years the income from dues has not kept pace with increasing costs for paper, postage, utilities, staffing, and other associated costs of doing business. We have worked to minimize the impact of such increases. The new dues level of \$45 will keep the Society on sound financial footing.

Both the Finance Committee and Board of Directors understand that a dues increase may be financially difficult for a segment of our members. To help those members who may need it, a Dues Transition Program Fund has been established. Anyone who feels that a \$10 increase would pose a financial difficulty to the extent that they could not renew their membership for 2008 may check a box on their membership renewal form keeping their membership for 2008 at the 2007 price (\$35). This will enable them to budget for the increase in the ensuing year. We are also encouraging mem-

bers to help support this fund above and beyond their own \$45 renewal by contributing at least \$10 toward the cause. The Finance Committee has initially started this fund through their own contributions toward this effort.

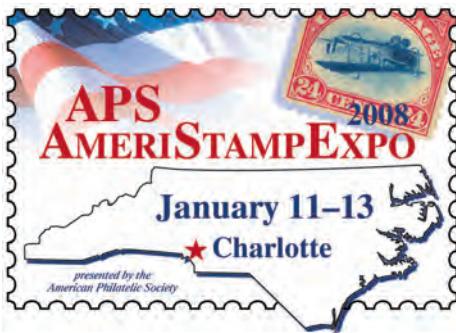
As an additional incentive, members also can qualify for 2008 membership benefits at the 2007 rate (\$35) by recruiting a new member and submitting the completed new member

application with their renewal form before December 31, 2007. As a special one-time incentive to boost membership, the new member can also join at \$35 for 2008 only. In this manner we are also enlisting the help of our best customers, you, our membership, in spreading the word about the great programs and services offered through the APS and APRL.

If you enjoy *The American Philatelist* each month, buy or sell on StampStore or through APS Sales Circuits, take an APS course, or watch an APS slide show, have a good time at APS AmeriStamp Expo in the winter or APS StampShow in the summer, or have stamps expertized by APEX, then you have seen some of the many examples of your membership dues at work. Did you know that every member of the APS is automatically a member of the American Philatelic Research Library? Are you also aware that the APS represents U.S. philately on the international level?

(Note: Membership renewal rates for Canadian and all other foreign countries also increase by \$10. Associate Membership renewal increases by \$5.)

For a more detailed overview and Q & A about the membership dues increase, please visit www.stamps.org. If you have any questions, please send us a letter or e-mail (with "APS Membership Questions" in the subject line to fred@stamps.org).



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Meter Stamps and Security

We know that members receiving a sales circuit usually like to have some used postage to add to their collection as a little payback, however minimal, for the cost of forwarding each circuit. However, heightened security in the U.S. Postal Service requires that packages weighing more than **13 ounces** have a meter stamp on the wrapper to indicate that it was mailed through a postal clerk. Please be sure the clerk applies the meter stamp, even if it is for \$0. This gives the circuit quicker passage through the postal system and avoids having it returned to the sender for security reasons.

Circuits, Categorically Speaking

During the last few years, there has been a gradual drop in the number of members who request **Bulgaria**. By the end of 2007, we will phase out the Bulgaria circuits and offer those interested a switch to the *Balkans*. Other areas found in the Balkans circuits are: Albania, Greece, Romania, Turkey, Yugoslavia, and areas related to these countries.

Haiti and **Dominican Republic** are in a similar situation, but in this case, the problem mainly results from a lack of available sales material during the last five to six years. These two areas will be rolled into a *Latin West Indies* category. Other areas you might find in this regional category include Cuba and Puerto Rico,

to Rico, although Cuba is still a separate category choice.

We will notify those members receiving the present circuits and make the change effective January 1, 2008.

We are adding **Switzerland Nineteenth Century** and **Global Mint** to the list of circuit categories. Requests will be gathered and formed into circuit lists as they are received. The new circuits will be sent when there are enough members to form two or more circuit lists. If you are using an older circuit request form to add one of these to your want list, write it on one of the lines provided.

StampStore Categories

While we are talking about categories, StampStore has a couple of sales suggestions. **Egypt** is an area that should sell well, partially because we do not receive a lot of it and because there are requests for it. Take a look at www.stampstore.org, and research how many items are on the site in the countries you want to submit. If there are not many, you may have found a good window of opportunity for selling your items. Buyers, if you cannot find items from your collecting interest on the site, you may e-mail Renee Gardner at stampstore@stamps.org. She will mention that members have been asking for particular countries, when talking with sellers.

If you have **Canada first day covers**, you might try another selling venue.

Sales of these covers historically have been poor, with about 90 percent returning to the sellers after two years or more on the site.

StampStore does have one warning for those who submit **U.S. coils** for sale. Generally, buyers choose to send most of the coils, in particular the higher value items, for expertizing certificates. Experts typically find that many of the flat plate Washington-Franklins submitted for examination were altered to appear to be higher value coils. It would be better for the sellers to have the coils expertized *before* selling them, since an accompanying certificate is a good marketing practice. Buyers looking for coils should be aware that they have the choice of getting an item expertized, paying the expert fee, and having the fee refunded, if the item is not described correctly. The seller is then charged for the fee. If the item is as described, the buyer has the added value of the certificate for his/her collection. Take advantage of the member special for expertizing on the back wrapper of this issue.

If you are sending a stack of sales sheets for posting on the StampStore site, send a variety of items. Submitting twenty copies of each stamp, all priced the same and in similar condition, will flood the site at one time. And if there are already, say, fifty copies of the same stamp on the site, the chance of selling one of the stamps is one in seventy.

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Chapter Circuit Schedules

We began sending forms for next year's chapter circuits in October. By the end of October, every chapter should have the form in hand. If your chapter does not receive a form, please contact us. We can mail one or send it via e-mail attachment. The deadline that assures uninterrupted mailings into 2008 is December 3, 2008. The scheduling of early January circuits must be done in early December.

Also, each chapter will receive an application for **Chapter Circuit Insurance**. This is an optional service we offer at an annual premium of \$25. The coverage is for a sales circuit that is in the care and control of the chapter's sales representative or their assistant. More information is available on the sheet that accompanies the application. We can send an advance copy by e-mail attachment upon request.

'5 For 10' Categories (Needs)

We need any U.S. items, **except US First Day Covers, U.S. Mint post-1950 and U.S. Plate Blocks post-1950**. You can earn coupons for free blank books and mounts for every 10 completed books containing material from a set list of categories. (*Each group of 10 or more qualifying books must be received at the same time and average \$50 per book. The coupons are issued when the qualifying books are reviewed soon after arriving.*) Each book must be designed to fit one of the categories, exclusively. Details are sent with blank sales book orders. You may also visit www.stamps.org and click on Sales Division and How to Sell. [Not e: Single-country books usually have better sales.] Below are categories that are in very short supply at this time:

- U.S. Mint (pre-1950)
- U.S. Used (pre-1950)
- U.S. Plate Number Singles
- British North America (provinces)
- Canada (pre-1950)
- China (pre-1950)
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- Latin America (individual countries)
- San Marino
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School Children & the NPM

It's only been a few weeks since the air was filled with the sound of kids rushing off back to school across the country. And, as with every school year since the museum opened more than fourteen years ago, we are ready to welcome thousands of area and visiting students to the museum. For the National Postal Museum, that often means working with teachers and students *before* they set foot in the building. There were a number of developing educational programs I told you about last year, and I am proud to say that they are continuing to draw good attendance and reactions from our younger visitors and their teachers.

Our education staff works with teachers in many ways to help students get the most out of their museum visit. One method is working with teachers to design pre- and post-visit materials that supplement and enhance the students' museum experience. While on site, students are offered opportunities to develop their skills in using primary sources to learn about the past. And what primary sources we have to offer here! Not only original documents, but

objects from stamps and covers to mailboxes and vehicles.

Pre-visit research can include the use of the museum's online objects database program, Arago™ (<http://arago.si.edu>), which offers viewers information on and photographs of thousands of objects in the museum's collections. The site helps provide teachers with the ability to create activities in their classrooms using museum objects even before they visit. Once students have returned to their schools, post-visit activities help extend the museum experience. This helps students retain more information about the museum, philately, and the history of the postal service. It also can encourage students to continue working on, or thinking about, those topics on their own long after their visit.

Teachers are under increasing pressures to make sure that every field trip and class-room activity relates to state-determined standards. When we work with teachers to develop our activities, everyone is a winner. The



teachers are able to use the museum to enhance student learning, and the museum brings in new visitors who have the opportunity to interact with museum exhibits and objects in exciting, educational ways.

Museum visits and Arago online visits help put primary sources into educators' and students' hands. Our staff works with teachers to help provide guidance on how objects can be used as primary sources. Older students are challenged to do research while on their tour, drawing conclusions from looking at historical materials and items in the galleries. Tours offer the students the opportunity not only to see items in person, but actually to walk inside our RPO interior and



Budding historians at the museum's "Be a Postal Historian" table examine a well-used mail bag.

an early twentieth-century post office.

The education department also has developed programs for pre-school children. Some educators argue that kids under the age of ten cannot learn history, because they do not have a good grasp of the concept of time. But this is just not so. We help younger kids understand history by introducing useful building blocks for future knowledge. Even if children cannot understand 1776, they can identify objects and experiences as being part of history. By comparing and contrasting items, they can build an understanding of the complexity of "the past." For instance, offering a child two events or items to examine. They can learn that one was from the time when their "mommy was a baby" herself and that another happened "before there were cars." Layering examples for children on our pre-school and early elementary tours help prepare them for learning precise history as they grow.

Elementary school children can explore the appeal of philately by building their own topical collections during their museum tour. Guided by our pre-visit materials, teachers can first work with students on categorizing and grouping objects. Once in the museum, that preliminary work helps them look at a collection of stamps and create a personal collection based on a topical designation that they are free to determine. Grade school children can bring what they've learned at the museum back to school with them by creating a postal system in their own class rooms. Most student tour experiences at the National Postal Museum introduce kids to Owney, the unofficial mascot of the Railway Mail Service in the 1890s. Back in their classrooms, teachers use the story of Owney to help their students explore geography by learning more about Owney's travels and charting different locations on maps. Our education department recommends two good children's books, by Irene Kelly and Dirk Wales, to help Owney live on in the classroom.

Even before students begin their work with, or thinking about, the National Postal Museum, they have already experienced the mail system in some fashion (yes, even in today's era of text messaging and e-mails, children still interact with the daily mail delivery). Since learning begins with familiarity,



Looking for information on a Ford Education Center terminal.

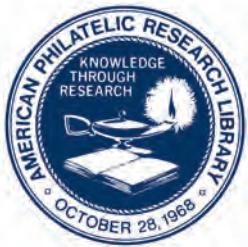
this gives the museum the advantage of an educational launching point. We may need to explain how the post has worked in the past, or how stamps are developed, but students coming into the museum understand and recognize the basic building blocks of postal history — a letter, a stamp, a mailbox, or letter carrier.

Through next year we will be revising and updating the museum's Ford

Education Center. Located in a corner of the museum's main atrium, the center is being updated to provide direct visitor access to Arago, as well as provide additional information on many items on display across the museum. A special teacher page will direct educators who visit the museum to teaching concepts and resources for them to use in the galleries or back in their classrooms.



Pre-school children (wearing bowls to simulate World War I soldiers) learn about America and its postal history.



Countdown to the APRL's 40th Birthday

Newark, New Jersey, APS convention September 21–23, 1967. The lead headline on the 81st Annual convention report “Six New Units Accepted; Library Project Studied.”

The idea of a philatelic library for the APS was not new — there had been one as early as the 1890s, but that library was deeded to Carnegie Library of Pittsburgh in 1929. Edward (Ned) Willard was the APS president in 1967, and he appointed Daniel W. Vooys to head the committee to study the feasibility of establishing a philatelic library in State College. Dan Vooys had been the creator and frequent editor of the *Philatelic Literature Review*. His work for the library journal was so well known that *Linn's* had called him “Mr. Philatelic Literature.”

By the March 1968 convention, Vooys reported that there was strong interest in creating a philatelic library that the membership could use by mail. At that point, a committee was set up to make the American Philatelic Research Library a separate educational unit of the APS.

October 28, 1968, the articles of incorporation were signed, and the APRL, Inc. was a done deal. The most optimistic of the organizing committee suggested



Daniel W. Vooys

that it would be about ten years before materials were available for loan. In fact, the Library was functioning, loaning materials, and making photocopies of articles within five years of the incorporation. Today, with nearly three miles of loaded shelves, individuals who knew Dan Vooys just shake their heads and say

“Dan wouldn’t believe it!”

Dan Vooys was very instrumental in both the creation and ultimate success of the APRL. He served on the Library’s Board of Trustees from 1969 to the time of his death in 1978. Dan’s personal library became a core part of the APRL’s collection, measuring in at more than three tons of materials! Dan Vooys was also a generous benefactor for the Library, and his shadow still brings the APRL good things. Several bequests have come or are coming to us directly because of Dan’s influence on other collectors’ lives.

In light of all Dan Vooys did for the APRL, the Library’s current Board of Trustees has instituted a special membership category: the “Daniel W. Vooys Fellow.” A donation of \$5,000 will provide you with a life subscription to the *Philatelic Literature Review*, a vote for the Founder/Patron representative to the Board of Trustees, eligibility to serve as that Founder/Patron representative on the Board, plus an individual plaque with Dan’s image and your name, as well as your name on a plaque prominently placed in the American Philatelic Center. Existing Founder or Patron members may become a Vooys Fellow for \$4,000.”

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27 Questions

ON A LIFE IN PHILATELY

with Bob Eichenbaum

When did you start collecting stamps? When I was eight. **What fuels your passion for stamps?** They are real pretty, and like Mount Everest, they are out there. **Which countries do you specialize in?** U.S. stamps from 1847 to 1940. **The most beautiful stamp you've seen?** 1869 Pictorial Issue, also the Scott #292 Cow in a Snow Storm. **What's the ugliest?** 1941 German stamps with Adolph Hitler. **What else do you collect besides stamps?** I also collect old U.S. currency from 1862 to 1923.

Do any of your relatives have an interest in philately? My oldest son, who will end up with my collection, if he's still interested. **How many hours a day do you spend on your hobby?** About 3 hours a day, now that I am older and retired. **Where were you born and raised?** San Francisco. **Your early career?** I was a bartender, liquor salesman, tavern owner, and liquor store owner. **How did you get interested in philately?** My mother bought me a stamp album when I was 8 years old. I stopped collecting when I went to high school and discovered girls, then started collecting again in my mid-30s. **Who were your mentors or role models?** I really am a self-taught collector. After you do it for a while, you learn as Ray Charles said, "It ain't no game for the blind."

What are your personal favorite areas of philately? U.S. stamps of the 19th century, and those between 1901 and 1940. **If you had one philatelic wish, what would it be?** To own a Scott #476a, or a Scott #485 error. **Which country issues the most attractive stamp designs?** Monaco or the Vatican. **How many shows a year do you attend?** Maybe three or four. **What do you most wish for the hobby and its future?** As long as there are little boys with a curious mind, there will always be stamp collectors. **What has stamp collecting meant in your life?** A way to comfort myself, and it keeps your mind active and young.

Where do you live? Belmont, California just south of San Francisco. **What is your favorite stamp issued the year you were born?** White Plains. **Which countries' stamps do you specialize in?** United States. **What's the most expensive stamp you've bought?** Scott #294a, and a Scott #47 reprint. **Which are your favorite stamps?** The Zeps #C13-15.

How long have you been a customer of Earl P. L. Apfelbaum, Inc? About nine years. **What do you most like about the firm?** They are professionals. **Which of the Apfelbaums have you known the longest?** I have conversed with Missy on the phone many times; she seems to be the heart of the company. **Anything else you'd like to say about the firm?** A good honest try-hard-to-please-you firm.

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Electronic Library Continues to Grow

For decades, Chapter clubs have been able to borrow well over a hundred slide productions for use in their membership programs. The slide shows were created by APS members and the available titles cover the gamut of philatelic subjects. But a problem confronts us: slide projectors are becoming scarce and replacement bulbs are even scarcer.

Technology is moving on, and so are we! The APS Education Department has already converted some slide shows to PowerPoint presentations. Little by little, the slide library is being augmented with new digital material on CD and DVD ROMs. These can be viewed on computers or television screens with CD/DVD players, depending on the format. They may also be used with Proxima-type projectors for viewing on big screens.

What kind of material is now available for loan by Chapters on CDs and DVDs? Exhibits have been scanned page-by-page to allow for close examination; web presentations in HTML format have been made using "virtual" material; and videos of philatelic-related subjects have been converted to DVDs. You can even view the first-day ceremonies from Washington 2006!

The three newest DVD video dona-

tions come to us courtesy of the Philatelic Foundation and its executive director, Michael Laurence. The following descriptions were provided by the PF:

The Pony Express: A Postal History

Based on the award-winning book by Richard Frajola, George Kramer, and Steven C. Walske, this DVD uses covers and other surviving artifacts to tell the exciting tale of that brief era (April 1860 to October 1861), prior to the completion of the transcontinental telegraph, when the quickest communication between the coasts was by mail carried on horseback across the Rocky Mountains. A fascinating tale, well told in this 40-minute presentation.

The Nazi Scourge: Postal Evidence of the Holocaust and the Devastation of Europe

Based on Ken Lawrence's gold-medal collection of letters, postcards, and other kinds of mail, this two-volume DVD set illuminates the torments and ravages of terror, war, and genocide that Adolf Hitler's Germany inflicted on the innocent people of Europe from 1933 to 1945. Part One features the pre-war years, including mail that documents



the Nazi consolidation of power, and letters to and from prisoners in concentration camps in Germany, Austria, and Czechoslovakia built during those years. Part Two features Nazi conquests of World War II, beginning with the defeat and partition of Poland, concentration of Jews in ghettos, and horrors of the death camps, followed by the ravages of war in the East and West. A desecrated Torah scroll used as a German soldier's parcel wrapper exemplifies Nazi anti-Semitism. Letters and cards document the agony and suffering at Auschwitz and other camps from which there was no escape. The narrator is CBS radio news reporter and stamp collector Lloyd de Vries. Two parts, each 35 minutes.

The United States One Cent Stamp of 1851–1857

A highly specialized study based on a slide show originally created under the auspices of the U.S. Philatelic Classics Society from materials assembled by Stanley Ashbrook and Mortimer Neinken, two legendary students of the 1-cent blue Franklin stamp, universally acknowledged to be the most complex and challenging of all United States postage stamps. This is basically a plating investigation, useful for home study

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but less suitable for a general-interest stamp get-together (unless the members are all very keen on this stamp). Length: 38 minutes.

A complete listing of electronic library material is expected to be published in the fall edition of the *CAC Newsletter*. Chapter club presidents should look for it in the mail soon or may even have it available by the time you read this. The listing also will appear online on the CAC website at <http://www.stamps.org/cac/>.

Do you know of other titles we can add to the APS electronic library? Donations are gratefully appreciated for the benefit of all.

Last Hard-Copy CAC Newsletter?

I'm writing this column two weeks before StampShow in Portland, Oregon, a show I'm very much looking forward to attending. It will be my first visit to the great northwest and gives me an oppor-

tunity to meet with Chapter club members and the new APS officers to discuss matters involving the Chapter Activities Committee face-to-face.

Many e-mails have been exchanged already among the CAC officers and some APS officials about the future of the *CAC Newsletter*. In particular, we are considering the elimination of the mailed copy of the publication.

Each of the three newsletter issues per year costs between \$600–\$700 to print and mail to the 550 APS Chapters in the U.S. and abroad. That \$2,000 per year may be better spent in other ways to promote club activities and the APS, while still providing Chapters with newsletter issues in an exclusively electronic format. Then, as now, newsletters will be viewable, downloadable, and may be printed out directly from the CAC website by anyone interested in accessing them.

What do you think?

A Good Idea Revisited

You've read about this before, but a good idea is always worth mentioning again.

All APS Chapter clubs receive a monthly copy of *The American Philatelist* for their club's library. It frequently gets passed around to fellow club members who don't get a copy of their own.

George Kuhn of the Germany Philatelic Society, Chapter 23 (APS Chapter 1377 of Lakeland, FL) has his club's magazine sent to the Leesburg Public Library instead, where many more collectors have the opportunity to read the *AP*. A growing number of Chapters do the same thing and donate their club copy to a local library to gain better exposure of the *AP* to other interested collectors in their neighborhood.

Your Chapter can do this, too! Simply have your club president send a letter to APS headquarters with the name and address of the library, and the staff will make sure your wishes are carried out.

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Portland StampShow Awards

Alfredo Frohlich's "Classic Colombia" was awarded Champion of Champions honors in the World Series of Philately Competition at StampShow 2007, held in Portland, Oregon, August 9–12.

The following is the list of awards presented to exhibits and literature entries at the show:

World Series Champion of Champions

Classic Colombia
Alfredo Frohlich

World Series of Philately

Prix d'Honneur

Mexican-American War: 1846–1848

Mark E. Banchik

Orange Free State Republican Postage Issues 1868–1900

R. Timothy Bartshe

Orange Free State: Settings of the VRI Overprints, 1900

R. Timothy Bartshe

The Half-Lengths of Victoria, 1850–59

John H. Barwis

Nuremberg — Tale of a City

Ingeburg L. Fisher

Postal Beginnings at Niagara Falls, Canada 1801–1904

Douglas Irwin

Victorian Natal

Keith Klugman

Mobile Alabama: Outside of the Union

Van Koppersmith

Vignettes of Western Trails and Routes 1849–1870s

George J. Kramer

Allied Intervention in Russia 1918–1925

Alfred F. Kugel

U.S. Departmentals, 1873–1884

Lester C. Lanphear III

The Two Cent Revenue Stamped Paper of the U. S., 1865–1883

Ronald E. Lesher Sr.

Pre-U.P.U. Rates Between the U.S. and the German States

Dwayne O. Littauer

The 1903 Two Cent Washington Shield Issue

Nicholas Lombardi

Across the Danish Border

Mark Lorentzen

Imperial Airways & the Early Development of African Airmail Service

Paul S. Magid

U.S. Special Delivery — The Running Messenger Issues 1885–1902

Robert L. Markovits

Philippines: 1926 Legislative Palace Issue

Richard D. Miggins

Joint Issues With the United States 1959–1994

Charles J. O'Brien III

The Definitive Postage Stamps of Sweden, 1920–1938

Rossmer V. Olson

Postal History of German Nauru 1890–1914

Robert C. Stein

Chile Postal Cards and Envelopes: 1872–1929

Ross A. Towle

The Usage of Switzerland's Imperforate Sitting Helvetia Issue of 1854–1863

Steve P. Turchik

The United States Governmental Flights 1918–1927

Patrick A. Walters

Bureau of Engraving and Printing: 1st U.S. Regular Stamps 1894–1898

Kent Wilson

U.S. Air Mail Special Delivery Issues of 1934–1936

Hideo Yokota

Court of Honor

Pacific Northwest Postal History Society

Kirk Andrews

Lesser Known Rarities

Arden Callender

Portland's Beginning

Dale Forster

United States Classics, 1847–1869, and Their 1875 Centennial Special Printings

William Gross

Worldwide Rarities and Uniquities

John M. Hotchner

U.S. Postal Counterfeits: 1894 to Modern Times

John M. Hotchner and Joann Lenz

Battleship Oregon

Richard E. Nichol

C-11 Beacon Stamp

Richard E. Nichol

Fakes and Forgeries from the Reference Collections of the Philatelic Foundation

Philatelic Foundation

The Forgeries of the 50 Bajocchi and 1 Scudo Values of the Roman States

Liane and Sergio Sismondo

Canal Zone Missing Bridge

Smithsonian National Postal Museum

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William White

Open Competition

Grand and Gold

New Zealand Postal Stationery, 1876–1940
Stephen D. Schumann
also United Postal Stationery Society
Marcus White Award

Reserve Grand and Gold

Postage Due in Egypt
Peter A.S. Smith

Best Display Division and Gold

Christmas Dinner at the Portland Hotel,
Portland, Oregon 1914
Elizabeth Hisey

Best Illustrated Mail Division and Gold

Georgia Bicentennial
Charles J. O'Brien III
also American First Day Cover Society Award

Best Postal Division and Gold

Six Cent Large Banknote Officials & Regular Issues — 1870–1882
William Ainsworth

Best Revenue and Gold

Revenue Stamps of Colombia: 1858–1933
William L. Welch

Best Thematic and Vermeil

From Coffee to Commerce: The Story of Lloyd's
Norma Nielson
also American Topical Association
Jerry Husak Award

Gold

Study of Airmail Rates From Palestine to the Americas, 3 Aug 33 to 30 Apr 48
Leslie A. Bard
The Conquest and British Military Administration of Palestine and (Greater) Syria: 1914–1920
Jonathan W. Becker
D. Luis I Issues and Surcharges of Macau 1888
Cheong-Too Choi
Blood's Despatch Post 1845–61
Richard A. Corwin

also United States Philatelic Classics Society Award

The Valiente SCADTA Issue

Santiago Cruz

Afghanistan Pre UPU Period 1871–1928

John J. DiBiase

also American Association of Philatelic Exhibitors Novice Award

FAM 14: 1935–1941

William J. Drummond

Private Post Stabels (Part Stamp, Part Label)

Dale Forster

also Felicitations of the Jury — Study

Classic Colombia, 6th, 7th and 8th

Issues (1863–1868)

Alfredo Frohlich

DLH South Atlantic, 1934–1939

James W. Graue

The Golden Age of Postcards: 1898–1918

Barbara A. Harrison

Grandma's House (1870–1950)

Barbara A. Harrison

DeCoppet Razor Cancels of Switzerland

Roger Heath

Waterfowl Hunting Permit Stamps:

Federal, State, Tribal

Michael Jaffe

also State Revenue Society Award

The French Conquest of Europe 1792–1814

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Roy W. Koczarski

100 Years of United States Official Seals

James J. Kotanchik

Classic France: Postal History of the Ceres and Napoleon Issues of 1849-75

Eliot A. Landau

Cuba Maritime Postal History Prior to UPU

Membership in 1877

Geoffrey Lewis

also Postal History Society

Posthorn Medal

The Peruvian Security Seal for Certified Mail of 1916

Henry Marquez

also American Philatelic Society

Research Medal

Rates During the Post-War Chinese National Currency Era

H. James Maxwell

The 3¢ 1948 Oregon Territory Issue

Ralph H. Nafziger

Usages of the United States Battleship

Revenues of 1898 — Documentory and Proprietary

J. Wilson Palmer

also American Revenue

Association Award

Artist's Drawings, Essays and Proofs of the 1948 Doár Ivri Issue of Israel

Robert B. Pildes

Provocative Prexie Postal History

Dickson H. Preston

also American Philatelic Society

1940-1980 Medal; United States Stamp Society Statue of Freedom

South Australia

Ronald G. Rhodes

New Hebrides / Nouvelles-Hébrides

Sheryll R. Ruecker

Airmails of Bolivia

Roger G. Schnell

also American Air Mail Society

Award; American Philatelic Society

1900-1940 Award

Used Plate Numbers of the U.S. —

19th Century

Carl Shaff II

Philippines: The 1947 Pictorial Definitives

Tommy Sim

The 1925 Lambert Sales Co. Security Stamps

Tommy Sim

Switzerland's Postal Stationery 1867-1905:

Envelopes, Cards, Wrapper Bands

Harlan F. Stone

also American Helvetia Philatelic

Society Award

Development of Swiss Airmail Up to 1940

George W. Struble

St. Pierre Miquelon 1835-1941

James R. Taylor

La Marianne Surchargée Saint-Pierre

et Miquelon

Livie-Laure Tillard

also American Philatelic Society

Post-1980 Medal

#1's of the World in TB and Christmas Seals

Joseph S. Wheeler

British Forces in Egypt and the Sudan

1882-1898

Richard S. Wilson

also American Philatelic Society

Pre-1900 Medal

The First Issues of Bolivia

Arthur K.M. Woo

also American Philatelic Congress

Excellence in Write-Up Award;

Collectors Club of Chicago Award

Canada, 1927 Confederation

Anniversary Issue

John P. Wynn

also British North America

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Vermeil

The Adams Air Mail Pick Up

Roger Baldwin

Fish and Game Stamps of the U.S.

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Railroad Traveling Post Offices in Victoria
George W. Bowman
Straightline, Fancy & Uncommon Cancels on Confederate General Issue Stamps
Conrad L. Bush
also United States Cancellation Club Award
Rationing in the United States During WW II
George Cosentini
Canadian Dead Letter Office Envelopes
Marc Eisenberg
Airship Stamps From the Golden Age: 1912-1940
Edward Field
Japanese Canadians in World War II
Louis O. Fiset
The King George VI Definitive Issues of Australia, 1937-1952
Arthur W. Gray
also American Association of Philatelic Exhibitors Gold Award of Honor
The Horse Era
Anne Harris
Aerogrammes of Ethiopia
Jerome V.V. Kasper
Railroad Postmarks of the Trans-Siberian Railroad, Chelyabinsk to Irkutsk
Edward J. Laveroni
also Rossica Society Award

The 6¢ Theodore Roosevelt Stamp 1955-1968
Joann Lenz
also American Association of Philatelic Exhibitors Gold Award of Honor
Taxation in Support of Marketing Farm Products
Ronald E. Lesher Sr.
Poland Including Its Traditional Philately (1752-1880)
David You Lu
The Development of Airmail to the Orient Over F.A.M. 14 1935-1941
Leonard G. Lukens
'From Hinrichsen to Michelius' — The Wilhelmian-Era Experimental Machine Postmarks of Germany 1866-1914
Jerry H. Miller
Oregon Cachet and Cover Co. — Shortlived FDC Cachets
Ralph H. Nafziger
USS Oregon, Bulldog of the Fleet
Robert D. Rawlins
also Universal Ship Cancel Society Award
U.S. Personal Computer Meter Postage, a Revolution and a Success
Anthony Wawrukiewicz
The Evolving Story of U.S. Stamp Production Creates Terms and Puzzlements
Wyatt Williams
also American Association of Philatelic

Exhibitors Creativity Award; Errors, Freaks, and Oddities Collectors Club 1st Place Ribbon
Afghanistan: Amanullah Period, 1920-1929
Alfonso G. Zulueta Jr.
Silver
Ottoman Empire Postal History
Seref Bornovali
Falklands War
Mark Butterline
Celebrating the 25th Anniversary of the Man on the Moon
Chris Calle
1929 North America Graf Zeppelin Flights
Bob Caswell
Alexander von Humboldt
Lyman R. Caswell
Usages of the 5¢ U.S. Skymaster Airmail Stamps: 1946-48
Steve Davis
The Canada 3-Cent 1935 Silver Jubilee Stamp: Production & Usage
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Stand By Sheqels 1980-1985
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Jean S. Johnson

Certificate

A Touching U.S. Stamp Exhibit for the Blind

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William R. Schultz

The Algerian 5000s — Gross Chiffre Town Cancels — 1863–76

Tom Siddens

La Surcharge SPM Gothique de 1885

Jean-Jacques Tillard

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Bill Seymour

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Ray Simrak

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Bronze

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John S. Blakemore

Youth

Grand and Gold

In Come the Pigs

Amber O'Reilly

also American Association of Philatelic

Exhibitors Youth Grand Award;

American Topical Association

Youth Award

Gold

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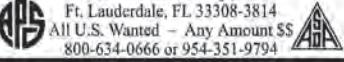
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show time

To obtain a listing in this section, submit a "Show Time" form, available online at www.stamps.org or by mail from APS headquarters. Information must be received 60 days before desired publication time. Listings are free to shows sponsored by APS chapters and affiliates. Shows that do not include exhibits are identified with *B*. Grand award winners from *WSP* shows are eligible for the annual APS World Series of Philately Champion of Champions competition.

All information is subject to change without notice. While every effort is made to ensure accuracy, you should check with the specific show to verify information. The APS website listing includes shows much further in advance than we have space to include in The American Philatelist.

California October 5-7
WINEPEX 2007, Redwood Empire Collectors Club, Marin Center Avenue of the Flags, Avenue of the Flags, San Rafael. Contact Kurt Schau, auctions@harmerschau.com; 707-778-6454.

Florida

Jacksonville Stamp Collectors Show, Jacksonville Stamp Collectors Club, Inc., Arlington Methodist Church, 1400 University Blvd., N., Jacksonville. Contact Charles F. Winney, cwf@jamesandharris.com; 904-389-2725.

Illinois

Will County Stamp Show, Philatelic Club of Will County & Naperville Area Stamp Club, Messiah Lutheran Church, 19901 S. Houbolt Road (Jefferson-Route 52 & Houbolt), Joliet. Contact Max Zollner, mezollner@comcast.net; 815-725-7544.

Michigan

Mt. Clemens Stamp Bourse, Mt. Clemens Stamp Club, Mt. Clemens Public Library, 150 Cass Ave., Mt. Clemens. Contact John N. Cummings, cummingj@juno.com; 586-254-6772. *B*

Ohio

CUY-LORPEX 2007, Cuy-Lor Stamp Club, Lutheran High School West, 3850 Linden Rd., Rocky River. Contact Lester Morris, lmchelsea49@cox.net; 440-777-3993.

Pennsylvania

Fall 2007 CAPEX Stamp Show, Capital City Philatelic Society, Linglestown American Legion, 505 N. Mountain Road, Harrisburg. Contact Linn Kinney, 717-732-7813.

October 6

Jacksonville Stamp Collectors Show, Jacksonville Stamp Collectors Club, Inc., Arlington Methodist Church, 1400 University Blvd., N., Jacksonville. Contact Charles F. Winney, cwf@jamesandharris.com; 904-389-2725.

October 6

Will County Stamp Show, Philatelic Club of Will County & Naperville Area Stamp Club, Messiah Lutheran Church, 19901 S. Houbolt Road (Jefferson-Route 52 & Houbolt), Joliet. Contact Max Zollner, mezollner@comcast.net; 815-725-7544.

October 6

Mt. Clemens Stamp Bourse, Mt. Clemens Stamp Club, Mt. Clemens Public Library, 150 Cass Ave., Mt. Clemens. Contact John N. Cummings, cummingj@juno.com; 586-254-6772. *B*

October 6-7

CUY-LORPEX 2007, Cuy-Lor Stamp Club, Lutheran High School West, 3850 Linden Rd., Rocky River. Contact Lester Morris, lmchelsea49@cox.net; 440-777-3993.

October 7

Fall 2007 CAPEX Stamp Show, Capital City Philatelic Society, Linglestown American Legion, 505 N. Mountain Road, Harrisburg. Contact Linn Kinney, 717-732-7813.

New York

STEPPEX 2007, Elmira Stamp Club, American Legion Post, 45 South Olcott Road (just off I-86, Exit 49), Big Flats. Contact Alan Parsons, alatholleyrd@aol.com; 607-732-0181.

California

SESCAL, Federated Phil. Clubs of Southern California, Radisson Hotel at Los Angeles Airport, 6225 W. Century Blvd., Los Angeles. Contact Carl Shaff, II, c2shaff@aol.com; www.sescal.org; 213-383-7111. *WSP*

Canada

Royal *2007* Royale, Canadian Stamp Dealers' Association, Queen Elizabeth Building, Exhibit Place, Toronto, Ont. Contact Alan Hanks, alan.hanks@sympatico.ca; www.rpsc.org; 905-727-6993.

Michigan

KAZOOPEX, Kalamazoo Stamp Club, Kalamazoo County Fairgrounds, 2900 Lake St., Kalamazoo. Contact Mike Dennany, irishmike@mei.net; 269-623-5836.

Illinois

CUPEX, Champaign-Urbana Stamp Club, Urbana Civic Center, 108 E. Water Street, Urbana. Contact Louise B. Toft, www.prairienet.org/cusc/; 217-359-9115.

Maryland

BOPEX, Bowie Stamp Club, Bowie City Hall,

October 12-13

STEPEX 2007, Elmira Stamp Club, American Legion Post, 45 South Olcott Road (just off I-86, Exit 49), Big Flats. Contact Alan Parsons, alatholleyrd@aol.com; 607-732-0181.

October 12-14

SESCAL, Federated Phil. Clubs of Southern California, Radisson Hotel at Los Angeles Airport, 6225 W. Century Blvd., Los Angeles. Contact Carl Shaff, II, c2shaff@aol.com; www.sescal.org; 213-383-7111. *WSP*

October 12-14

Royal *2007* Royale, Canadian Stamp Dealers' Association, Queen Elizabeth Building, Exhibit Place, Toronto, Ont. Contact Alan Hanks, alan.hanks@sympatico.ca; www.rpsc.org; 905-727-6993.

October 13

KAZOOPEX, Kalamazoo Stamp Club, Kalamazoo County Fairgrounds, 2900 Lake St., Kalamazoo. Contact Mike Dennany, irishmike@mei.net; 269-623-5836.

October 13-14

CUPEX, Champaign-Urbana Stamp Club, Urbana Civic Center, 108 E. Water Street, Urbana. Contact Louise B. Toft, www.prairienet.org/cusc/; 217-359-9115.

October 13-14

BOPEX, Bowie Stamp Club, Bowie City Hall,

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Kenhill Drive, Bowie. Contact Richard W. Morain, dickmorain@verizon.net; 410-987-3391.

Tennessee

October 13-14
MEMPHEX 200, Memphis Stamp Collectors Society, Memphis Marriott East, 2625 Thousand Oaks Boulevard, Memphis. Contact William R. Bartlett, rsimpso1@midsouth.rr.com; 901-753-9266.

Washington

October 13-14
Tri-Cities Stamp Show, Tri-Cities Stamp Club, Knights of Columbus Hall, 2500 Chester, Richland. Contact Lawrence E. Clay, lclay3731@charter.net; 509-735-3731.

Pennsylvania

October 19-21
Aerophilately Show, American Air Mail Society, American Philatelic Center, 100 Match Factory Place, Bellefonte. Contact Jeff Shapiro, coverlover@gmail.com; www.americanairmailsociety.org; 508-460-0078. *WSP*

Delaware

October 20
56th Annual Stamp Show, Dover Stamp Club, St. Andrews Lutheran Church, 425 North DuPont Highway, Dover. Contact Melvin Nace, doverstampclub@aol.com; 302-674-0837.

Indiana

October 20-21
EVANSPEX Stamp and Postcard Show, Evansville Stamp Club, Scottish Rite Shrine, 203 Chestnut St. (Downtown Evansville), Evansville. Contact Jack Zahn, jzahn@brake.com; www.evansvillestampclub.com; 812-867-5855; 812-759-6701.

Massachusetts

October 20-21
WALPEX 2006, Waltham Stamp Club, Minuteman Science-Technology High School, 748 Marrett Road, Route 2A West, Exit 30B off I-95/128 then second left, Lexington. Contact Jim Warner, jandbwarner@verizon.net; www.nefed.org/waltham/; 781-237-1390.

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Michigan

MOTOPEX, Motor City Stamp & Cover Club, Sokol Cultural Ctr., 23600 W. Warren, Dearborn Heights. Contact Robert Quintero, qover@comcast.net; 248-546-0038. *B*

Michigan

Kent Philatelic Society Stamp Show, Kent Philatelic Society, Aquinas College-Donnelly Center, 1607 Robinson Road, SE, Grand Rapids. Contact Ron Mrozinski, okstamps@iserv.net; 616-891-9878; 616-891-2399.

Montana

GLAPEX XXIII, Glacier Stamp Club, Central School Museum, 124 Second Ave East, Kalispell. Contact Henning Stabins, hstabins@hotmail.com; 406-755-7917. *B*

Oregon

STAMPFEST 2007, Umpqua Valley Stamp Club, 7 Feathers Casino, Exit 99 off I-5, Canyonville. Contact Rob Horn, rhorn@or.blm.gov; 541-672-5054. *B*

New York

October 20-21
The 2007 ASDA Fall Postage Stamp Mega-Event, American Stamp Dealers Association, Madison Square Garden Expo, 4 Pennsylvania Ave., New York. Contact Jim Roselle, asda@erols.com; www.asdaonline.com; 516-759-7000; 516-759-7014.

Georgia

GAPEX 2007, 31th Annual CSRA Stamp Show, Greater Augusta Stamp Club, Americas Best Value Inn, 3023 Washington Road (at I-20 Exit), Augusta. Contact Peter Igel, igelp@bellsouth.net; 706-868-6769.

Vermont

October 27
CHAMPEX: Burlington Stamp Show, Chittenden

October 20-21

Michigan

County Stamp Club, Christ the King School, 136 Locust Street, Burlington. Contact Glenn Estus, gestus@westelcom.com; http://www.vermontps.org/clus/chittenden.html; 518-962-4558.

Washington

October 27
Roundup Stamp Show, Olympia Philatelic Society, Comfort Inn Hotel, I-5, & Tumwater Blvd., Tumwater. Contact Dennis Gelvin, dnjgelvin@comcast.net; 360-902-1182.

California

October 27-28
East Bay Collectors Club 62nd Annual Show, East Bay Collectors Club, Civic Center Assembly Hall, 1375 Civic Drive, Walnut Creek. Contact Randy Tuuri, tuurifam@comcast.net; 510-653-3471.

Indiana

October 27-28
AWPEX, Anthony Wayne Stamp Society, Concordia Lutheran High School, 1601 Saint Joe River Road, Fort Wayne. Contact Jim Mowrer, stamp@gte.net; 260-471-2469.

Connecticut

October 28
NHPHS 4th Sunday Show, New Haven Philatelic Society, Annex YMA, 554 Woodward Ave., New Haven. Contact Brian McGrath, hukeda@comcast.net; http://www.NHPS1914.org/; 203-389-2863. *B*

Illinois

October 28
Fall Stamp Bourse, Springfield Philatelic Society, Northfield Inn Suites & Conference Center, 3280 Northfield Drive, Springfield. Contact Larry Barregarye, 217-566-2098. *B*

Michigan

October 28
Pontiac Stamp Club's Fall Stamp Harvest, Pontiac Stamp Club and Waterford Rec. Dept., Waterford Rec. Dept. (former Police Dept.), 2303 Crescent Lk. Rd. (1 mile N. of M-59), Pontiac. Contact Mike Miley, mileystamps@hotmail.com; 248-623-2178.

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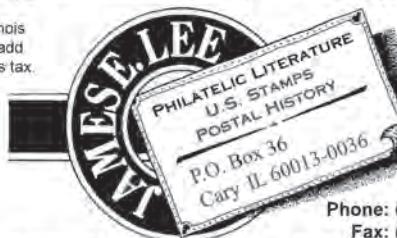
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Oklahoma	November 1-3	Street, Johnstown. Contact Charles D. Holtzman, Jr., chazhjr@msn.com; 814-532-0199.	New York	November 17
OKPEX, Oklahoma City Stamp Club, First Christian Church Gym, 3701 N. Harvey, Oklahoma City. Contact Joe Crosby, joecrosby@cox.net; 405-749-0939. *WSP*			Autumn Stamp Festival, Buffalo Stamp Club, VFW Post, 2450 Walden Avenue, Cheektowaga. Contact William Witschard, billwitz@aol.com. *B*	
Pennsylvania	November 3	SUNPEX, Sunnyvale Stamp Society, Sunnyvale Community Center, 550 E. Remington Dr., Sunnyvale. Contact Chris Clemens, jackrbrady@comcast.net; 707-322-8483.	Ohio	November 17-18
Annual Reading Stamp Show, Reading Stamp Club, Leesport Farmer's Market-Banquet Hall, State Route 61 in North Leesport. 8 Miles North of Reading, Reading. Contact Kent Weaver, kewsr@prodigy.net; 610-779-0175. *B*		POWPEX, Poway Stamp Club, Al Bahr Shrine Center, 5440 Kearny Villa Rd., San Diego. Contact Al Kish, akish@san.rr.com; 858-449-3047. *B*	Black River Stamp Club Show, Black River Stamp Club, St. Judes School, 590 Poplar Street, Elyria. Contact James M. Forbes, 440-324-2503.	
Florida	November 3-4	New York	November 10-11	Ohio
Sarasota Stamp Show, Florida Stamp Dealers Assoc./Sarasota Philatelic & Venice Stamp Clubs, Sarasota Cay Club Resort & Marina, 7150 N. Tamiami Trail (Hwy 41), Sarasota. Contact Sheldon Rogg, h.rogg@verizon.net; 727-848-7697. *B*		SYRAPEX 2007, Syracuse Stamp Club, Holiday Inn, 6555 Old Collamer Rd. South, East Syracuse. Contact Dave Dempsey, ddempst@twcnry.rr.com; www.syracusestampclub.org; 315-487-1707.	November 24-25	
Michigan	November 3-4	Texas	November 10-11	Connecticut
AAPEX, Ann Arbor Stamp Club, Morris J. Lawrence Bldg., Washtenaw Comm. College, 4800 E. Huron River Dr., Ann Arbor. Contact Harry & Dottie Winter, P.O. Box 2012, Ann Arbor, MI 48106.		Rubber City Stamp Club 88th Annual Stamp Exhibition and Bourse, Rubber City Stamp Club, Akron General Health & Wellness Center, Rt. 18 at Crystal Lake Road, Montrose (Akron). Contact Tom Hirschinger, P.O. Box 497, Wadsworth, OH 44282.	November 10-11	November 25
Pennsylvania	November 3-4	Illinois	November 16-18	NHPS 4th Sunday Show, New Haven Philatelic Society, Annex YMA, 554 Woodward Ave., New Haven. Contact Brian McGrath, hukeda@comcast.net; http://www.NHPS1914.org/; 203-389-2863. *B*
PITTPEX 07, The Philatelic Society of Pittsburgh, South Fayette Fire Hall, 661 Millers Run Rd., Bridgeville. Contact Ron Carr, rgc211215@aol.com; 412-561-6562.		Mid-Cities Stamp Expo, Mid-Cities Stamp Club of Arlington & Irving, Texas, Grapevine Convention Center, 1209 South Main Street, Grapevine. Contact Stanley Christmas, elvira6@swbell.net; www.mid-citiesstampclub.com; 817-656-2925.	November 10-11	
Virginia	November 9-11	Illinois	November 16-18	Florida
VAPEX, Virginia Philatelic Federation, Inc., Holiday Inn - Patriot, 3032 Richmond Road, Williamsburg. Contact David B. Collins, rainbowx2@cox.net; http://members.aol.com/vashow/; 757-872-6264. *WSP*		CHICAGOPEX, Chicago Philatelic Society, Sheraton Chicago Northwest, 3400 W. Euclid, Arlington Heights. Contact Alfred Kugel, afkugel@hotmail.com; www.chicagopex.com; 312-368-7715; Fax 312-368-8136. *WSP*	November 16-18	November 30-December 2
Pennsylvania	November 10	Illinois	November 16-18	FLOREX — The Florida State Stamp Show, FSDA & Central Florida Stamp Club, Central Florida Fair Grounds, Commercial Exhibit Hall, 4603 West Colonial Drive (SR 50), Orlando. Contact Francis Ferguson, show@florexstampshow.com; www.florexstampshow.com; 407-493-0956-Cell.
Johnstown Stamp Show, Johnstown Stamp Club, Senior Activities Center (Main Hall), 550 Main		Michigan	November 1-2	California
		FERNPEX, Ferndale Stamp Club, Oak Park Community Center, 14300 Oak Park Blvd., Oak	December 1-2	PENPEX , Sequoia Peninsula Stamp Clubs, Community Activities Bldg., 1400 Roosevelt Ave., Redwood City. Contact Kristin Patterson, penpexredwoodcity@yahoo.com; www.penpex.org; 408-267-6643.

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The plate proof sheets were printed when the printing plates were brand new. A special "india" paper with a soft card backing was used. The result is crisp clear impressions in vivid colours. Since the proofs were carefully stored since the day they were first printed in 1897, the colours are brilliant and fresh and condition is superb. Only a few hundred sets of these rare plate proofs were printed. The Canadian Government took a set of full sheets for their archives. Further reducing the supply available to collectors. Strong demand from collectors of Newfoundland as well as demand from topical collectors assures a good future for the Cabot Plate Proofs.

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February 1-3

COLOPEX, Columbus Phil. Club, Franklin County Veterans Memorial Hall, 300 W. Broad Street, Columbus. Contact Chuck Wooster, cwooster@aol.com. com; <http://www.colopex.com>. *WSP*

Alabama

February 9-10

ALAPEX, Birmingham Philatelic Society, Bessemer Civic Center, 1130 9th Ave., S.W. (Exit 108 on I-20/59), Bessemer. Contact Robert Hamill, 303-880-0986.

Kansas

February 16-17

The Cessna Show, Cessna Stamp Club, Cessna Activity Center, 2744 George Washington Blvd., Wichita. Contact Ralph E. Lott, 316-747-2118.

Arizona

February 22-24

ARIPEX, Arizona Fed. of Stamp Clubs, Mesa Convention Center, 201 N. Center St., Mesa. Contact Bill Chesser, mchesser@ava.com; www.ripexonline.com; 602-956-3497. *WSP*

Ohio

February 23-24

Toledo Stamp Expo, Stamp Collectors Club of Toledo, Holland Gardens, 6530 Angola Rd., Holland. Contact Allan Cunningham Sr., allancunninghamsr@yahoo.com; 419-691-1657.

Missouri

February 29-March 2

St. Louis Stamp Expo, Area Clubs, St. Louis Renaissance Airport Hotel, 9801 Natural Bridge Road, St. Louis. Contact David Kols, expo@regencystamps.com; www.stlstampexpo.org; 800-782-0066; Fax 314-361-5677. *WSP*

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March 1-2

McKinley Stamp Show, McKinley Stamp Club of Canton, St. George Serbian Orthodox Social Hall, 4667 Apple Grove St., NW, North Canton. Contact

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New York

March 7-9

Spring Postage Stamp Mega-Event, American Stamp Dealers Assn., APS & USPS, Madison Square Garden, 4 Pennsylvania Plaza, New York. Contact Jim Roselle, asdashows@erols.com; www.asdaonline.com; 516-759-7000; Fax 516-759-7014. *WSP*

Ohio

March 8-9

TRUMPEX 2008, The Warren Area Stamp Club, J V Johnson Community Center, 800 Gillmer Road, Leavittsburg. Contact Howard Lutz, howrex2@aol.com; 330-924-5124.

Maryland

March 15

26th Annual Stamp Show, Tidewater Stamp Club, Easton Volunteer Fire Department Auditorium, Aurora Street & Creamery Lane, 315 Aurora Park Drive, Easton. Contact Hope Messick, phalarope@dmv.com; 410-822-6471.

Ohio

March 28-30

Garfield-Perry March Party, Garfield-Perry Stamp Club, Masonic Auditorium, 36th & Euclid Ave., Cleveland. Contact Tom Allen, tom@thomasallen.com; www.garfieldperry.org; 216-771-4000. *WSP*

Michigan

March 29-30

KAZOOPEX, Kalamazoo Stamp Club, Kalamazoo County Fairgrounds, 2900 Lake St., Kalamazoo. Contact Mike Dennany, irishmike@mei.net; 269-623-5836.

Texas

April 18-20

TEXPEX, Southwest Phil. Foundation, Doubletree Hotel Dallas Near the Galleria, 4099 Valley View Lane (LBJ Freeway at Midway Rd.), Dallas. Contact

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Alevizos, George	943	Daugherty, H.J.W.	952	Malack, Steve	946	Rising Sun Stamps	948
Alneum	956	Davidson's Stamp Service	952	Mark-Lane Stamps	951	Robert Kane Auctions, LLC	930
American First Day Cover Society/AFDCS	932	Dollar Cover Co.	932	McCusker, James	952	Rupp Brothers	875
American Topical Association/ATA	930	E & M Graded Stamps	937	Miner Stamp Co., Irwin	926	Sam Houston Philatelic Auctions/Duck Co.	C5
Apfelbaum, Earl P.L., Inc.	931	Eastern Auctions Ltd.	927	Weinberg Rarities	887	Sandafayre Ltd.	914
APS AmeriStamp Expo	C7	eBay	933	Mountainside Stamps	952	Saskatoon Stamp Centre	956
APS Credit Card/U.S. Bank	925	FLOREX 2007, The Florida State Stamp Show	952	Mowbray, J.R.	952	SCDB Software, Inc./The Stamp Collectors Data Base, Inc.	939
APS Expertizing	C8	Franke Stamps	952	Mozian, Lawrence	952	Schiff, Jacques C., Jr., Inc.	943
APS Insurance Plan	922	Friedman, Dr. Robert J.	877	Muscott's	876	Schmitt Investors, Ltd.	947
APS Internet Sales	918	Gary J. Lyon (Philatelist) Ltd.	945	Mystic Stamp Company	891	Stamp Center/Dutch Country Auctions, The	941
APS Sales Division	C2	Girls and Boys Town	956	New England Stamp	952	Stamp Lamp	947
Argyll Etkin, Limited	951	Green, Brian & Maria, Inc.	924	Northwestern Philatelic Auctions, Inc.	948	StampWants.com	870
Bachenheimer, Frank	952	Halberstam, Aron	944	Nova Philatelic Sales	952	Subway Stamp Shop, Inc.	873
Beck Stamp Auctions	952	Harmers of London	936	Nutmeg Stamp Sales, Inc.	869	Taylor, Stephen	887
Bel-Aire Collectibles	935	Henry Gitner Philatelists, Inc.	942	ORCOEXPO Stamp Show 2008	885	Torres, Antonio	938
Bellmore Philatelics	915	H.R. Harmer, Inc.	866	Palo Albums, Inc.	937	Tropical Stamps, Inc.	938
Bennett, Harvey/Matthew Bennett International	956	Ideal Stamp Co. Inc./ Sam Malamud	917	Paradise Valley Stamp Co., Inc.	952	Van Dam, E.S.J.	952
Beverly Stamp Company	934	Interstamp	952	Pattillo, Stephen	952	Vance Auctions, Ltd.	943
Bileski Ltd., K.	900	Investphila SA	921	Penny Black Stamp Co.	934	Washington Press	947
Brookman/Barrett & Worthen	944	Israel & Holyland Stamp Collecting/Society of	952	PhilaGallery	926	Westminster Stamp Gallery	932
Century Stamps	949	Israel Philatelists	952	Philasearch.com	876	Winum, Lawrence	956
Cherrystone Auctions	C4	Jack R. Nalbandian, Inc.	935	Philatlon	952	Younger, Edward	880-881
CHICAGOPEX 2007 Stamp Show	900	Jackson, Eric	946	Prestige Philately Pty Ltd	883	ZillionsofStamps.com/Amos	
Collins First Day Covers	934	Kaufmann, Patricia A.	951	Princeton Philatelics	842	Hobby Publishing/Linn's	
Colonial Stamp Co.	956	Kristal Kare, Inc.	946	Pyznar, Richard	938	Stamp News/Scott	936
Columbian Stamp Co. Inc.	952	Lee, James E.	944	Quality Stamps	951		
Corbitts/Corbitt Stamps Ltd.	901	Legion Stamps, Inc.	C6	Rarity Ventures	952		
Crown Colony Stamps	951	Lippert, Robert	924	Rasdale Stamp Co.	947		
				RCS Stamps	930		
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Tom Koch, tkoch@utdallas.edu; http://www.texasphilatelic.org/texpex.htm; 972-883-4951; 972-883-2473. *WSP*

California

April 25-27

WESTPEX, Western Phil. Exhibitions, Inc., San Francisco Airport Marriott Hotel, 1800 Old Bayshore Highway, Burlingame. Contact Edward Jarvis, ejarvis@westpex.com; www.westpex.com; 415-387-1016. *WSP*

Michigan

April 26-27

Plymouth Show, West Suburban Stamp Club, Plymouth. Contact Rod Watts, wssc@comcast.net; http://people.mv.mediaone.net/pnjstamps/plymshow.htm; 734-669-8674. *WSP*

Massachusetts

May 9-11

Philatelic Show, Northeastern Fed. of Stamp Clubs, Holiday Inn, Boxborough. Contact Jeff Shapiro, dirtyoldcovers@aol.com. *WSP*

Canada

May 16-18

Royal 2008 Royale, La Societe Philatélique de Quebec, Hotel Gouverneur, 3030 Boulevard Laurier, Sainte Foy, Quebec. Contact Jacques Poitras, chrisjac@megaquebec.net; www.royal2008royale.com.

Colorado

May 16-18

Rocky Mountain Stamp Show (ROMPEX), Rocky Mountain Phil. Exhibition, Inc., Holiday Inn - Denver International Airport, I-70 and Chambers Rd., Aurora. Contact Stephen A. Schweighofer, steve.schweighofer@comcast.net; www.rockymountainstampshow.com; 303-507-8597. *WSP*

New Jersey

May 23-25

NOJEX, North Jersey Federated Stamp Clubs, Inc., Crown Plaza, Meadowlands, Two Harmon Plaza, Secaucus. Contact Robert G. Rose, rrose@phks.com; www.nojex.org; 973-966-8070. *WSP*

Virginia	June 6-8	814-933-6128. *WSP*	Wisconsin	September 5-7
NAPEX, National Phil. Exhibitions of Washington D.C., McLean Hilton at Tyson's Corner, 7920 Jones Branch Dr., McLean. Contact Thomas Lera, frontier2@erols.com; www.napex.org; 703-205-0600. *WSP*		AMERICOVER, American First Day Cover Society, Fairview Park Marriott, 3111 Fairview Park Drive, Falls Church. Contact Doug Kelsey, americoverexpo@aol.com; www.afdcs.org. *WSP*	MILCOPEX, Milwaukee Phil. Soc. Inc., Four Points Sheraton Milwaukee Airport, 4747 South Howell Ave., Milwaukee. Contact Robert Mather, burrobob@wi.rr.com; 262-968-2392. *WSP*	
Oregon	June 13-15		New Jersey	September 20-21
National Topical Stamp Show, American Topical Association, Monarch Hotel, 12566 SE 93rd Ave., Clackamas. Contact Ray Cartier, american topical@msn.com; www.americantopicalassn.org; 817-274-1181; 817-274-1184. *WSP*			CASDA, Doubletree Hotel, 515 Fellowship Road North, Mt. Laurel. Contact Jennifer Reeves, jreevesandcompany@hotmail.com; www.jamesreeves.com; 800-701-7091; 814-643-4585. *B*	
Michigan	August 9-10		Canada	August 29-31
COLPEX, Collectors Club of Michigan, Sokol Cultural Center, 23600 W. Warren Ave., Dearborn Heights. Contact Charles Wood, jarnick@wowway.com; 248-546-1282. *B*		BNAPEX 2008, British North American Philatelic Society, Lord Nelson Hotel, 1515 South Park St., Halifax, Nova Scotia. Contact J. A. Forbes, Jr., jafrbs@aol.com; www.bnaps.org; 902-435-7075.		
Connecticut	August 14-17		Maryland	August 29-31
APS STAMP SHOW, American Philatelic Society, Connecticut Convention Center, Hartford. Contact Dana Guyer, stampshow@stamps.org; www.stamps.org; 814-933-3803 ext. 217; Fax		BALPEX, Baltimore Phil. Soc., Marriott's Hunt Valley Inn, 245 Shawan Rd., I-83 Exit 20 E., Hunt Valley. Contact Robert E. Gibson, Sr., balpex@aol.com; www.balpex.org; 410-332-4741. *WSP*		
Pennsylvania			Pennsylvania	September 5-7
			Philadelphia National Stamp Exhibition, Valley Forge Convention Center, 1160 First Ave., King of Prussia. Contact Chip Blumberg, pnse@earthlink.net; http://pnse.home.att.net; 610-828-8631. *WSP*	

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- The courier services also do a good job, but we tend to recommend to people not to send shipments on a Friday, so they are not stuck in the systems over the weekend.

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Oklahoma October 31-November 1-2
OKPEX, Oklahoma City Stamp Club, Express Event Center, 8512 Northwest Expressway, Oklahoma City. Contact Joe Crosby, jocrosby@cox.net; 405-749-0939. *WSP*

Michigan November 1-2
AAPEX, Ann Arbor Stamp Club, Morris J. Lawrence Bldg., Washtenaw Comm. College, 4800 E. Huron River Dr., Ann Arbor. Contact Harry & Dottie Winter, P.O. Box 2012, Ann Arbor, MI 48106.

Florida December 5-7
FLOREX — The Florida State Stamp Show, FSDA & Central Florida Stamp Club, Central Florida Fair Grounds, Commercial Exhibit Hall, 4603 West Colonial Drive (SR 50), Orlando. Contact Francis Ferguson, show@florexstampshow.com; www.florexstampshow.com; 407-493-0956-Cell.

2009

Texas February 20-22
APS AMERISTAMP EXPO, American Philatelic Society, Arlington Convention Center, Arlington. Contact Dana Guyer, stampshow@stamps.org; www.stamps.org; 814-933-3803 ext 217; Fax 814-933-6128.

Missouri February 27-28-March 1
St. Louis Stamp Expo, Area Clubs, St. Louis Renaissance Airport Hotel, 9801 Natural Bridge Road, St. Louis. Contact David Kols, expo@regencystamps.com; www.stlstampexpo.org; 800-782-0066; Fax 314-361-5677. *WSP*

Ohio March 13-15
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Ohio March 27-29
Garfield-Perry March Party, Garfield-Perry Stamp Club, Masonic Auditorium, 36th & Euclid Ave., Cleveland. Contact Tom Allen, tom@thomasfallen.com; www.garfieldperry.org; 216-771-4000. *WSP*

California April 24-26
WESTPEX, Western Phil. Exhibitions, Inc., San Francisco Airport Marriott Hotel, 1800 Old Bayshore Highway, Burlingame. Contact Edward Jarvis, ejarvis@westpex.com; www.westpex.com; 415-387-1016. *WSP*

Michigan April 25-26
Plymouth Show, West Suburban Stamp Club, Plymouth. Contact Rod Watts, wssc@comcast.net; <http://people.mw.mediaone.net/pnjstamps/plymshow.htm>; 734-397-0962. *WSP*

Massachusetts May 1-3
Philatelic Show, Northeastern Fed. Of Stamp Clubs, Holiday Inn, Boxborough. Contact Jeff Shapiro, dirtyoldcovers@aol.com. *WSP*

New Jersey May 22-24
NOJEX, North Jersey Federated Stamp Clubs, Inc., Crown Plaza, Meadowlands, Two Harmon Plaza, Secaucus. Contact Robert G. Rose, rrose@phks.com; www.nojex.com; 973-966-8070. *WSP*

Virginia June 5-7
NAPEX, National Phil. Exhibitions of Washington D.C., McLean Hilton at Tyson's Corner, 7920 Jones Branch Dr., McLean. Contact Thomas Lera, frontier2@erols.com; www.napex.org; 703-205-0600. *WSP*

Pennsylvania August 6-9
APS STAMPSHOW, American Philatelic Society, Pittsburgh Convention Center, Pittsburgh. Contact Dana Guyer, stampshow@stamps.org; www.stamps.org; 814-933-3803 ext 217; Fax 814-933-6128. *WSP*

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membership report

No. 8, August 31, 2007



NEW APPLICANTS

The following applications were received during August 2007. If no objections are received by the Executive Director (814-933-3803) prior to October 31, 2007, these applicants will be admitted to membership and notice to this effect will appear in the January 2008 issue.

Agius, John (212331) Astoria, NY 43	Camano, Juan J. (212510) Buenos Aires, Argentina ARGENTINA-US-SPAIN; 64; Retired	Dickey, Sergei (212566) New Castle, DE US; 62; Retired
Aiken, Thomas B. (212518) Florence, SC 66; Retired	Capre, Miguel (212575) Carolina, PR 70	Doty, William (212577) Acworth, GA US, PLATE BLKS, FDC-TOPICALS; 52; Carpenter/Remodeling
Amerslav, Alex (212318) Santa Fe, NM 53	Carlson, Roland H. (212576) Maple Valley, WA US COMMEM-SWEDEN; Boeing Executive	Douglas, Don Elaine (212503) Saco, ME MINT US COMMEM-N KOREA-CUBA-PRINCESS DIANA-USED WORLDWIDE; 62; Retired
Amina, LouAnn (212409) Cornelius, OR 45; Teacher	Carroll, Joan (212446) Medford, OR GREECE-TURKEY-GER; 72; Retired	Drohan, Helen (212447) Thousand Oaks, CA VAT
Andreotti, Patrick M. (212428) Yakima, WA CANADA-GB-US PLATE BLKS-PNC; Attorney	Carroll, Marcalee (212333) Kanorado, KS US COMMEM, DEFINITIVES; 68; Retired	Dudo, Roberta (212324) Chicago, IL 58; Retired
Angeloni, Margit R. (212445) Salem, OR SWISS-TRAINNS-FLOWERS-US; 53	Cava, Luis F. (212570) Birmingham, AL 29	Duke, Marilyn J. (212384) Livonia, MI 19TH C US; 68; Accountant
Arbus, William D. (212429) North Bend, OR S AM; 78	Chellevold, J. Richard (212419) Allen Park, MI POSTAL HISTORY; 70; Retired	Durfor, William W. (212545) Austin, TX WORLDWIDE; 61; Retired
Ascaso, Richard E. (212519) Modesto, CA SPAIN, COL; 44; Safety Consultant	Clarkson, Robert (212513) San Antonio, TX OLD; 62; Environmental Scientist	Eddy, Nola A. (212390) South Glastonbury, CT US; 47; Occupational Therapist
Auble, Howard G. (212571) Raymond, WA US-S AFRICA-UN; 63; Retired	Cline, Robert A. (212410) Reedsport, OR US-WORLDWIDE; 76	Edenfield, Faye T. (212527) Eastman, GA US; Retired
Axelson, MaryAnn D. (212418) Beaverton, OR US-ANIMALS; 66; Retired	Cole, E. W. (212407) Nashville, IN 57	Egan, Jack (212354) Wilseyville, CA US-EGYPT-BRIT, COL-FINELY ENGRAVED; 62; Retired
Baillie, Thomas C. (S-212430) Angels Camp, CA NORDIC; Retired	Colson, Barbara J. (212404) Astoria, OR 45	Emmerling, Kenneth B. (212394) Baltimore, MD 37
Baker, Richard M. (212542) Haledon, NJ FDC-COMMEM; 54; Sales	Connelly, Gerald (212388) Punta Gorda, FL US; 66	Engelstad, Kurt (212474) Gresham, OR US PLATE BLKS-HAWAII-VAT-WWII; 69; Retired
Bartolotta, Salvatore (212549) New Britain, CT 56	Corral, Mari L. (212406) Miami, FL 34; Attorney	Fantz, Sharon L. (212449) Portland, OR 62; Retired
Barton, Douglas A. (212330) Willimantic, CT 43	Cramm, Gerald G. (212345) Carlsbad, CA PRE 1950 US; 62; Retired	Farid, Hala M. (212561) Tallahassee, FL 45; RCA
Baslaw, Louis (212469) Portland, OR US-CANADA; 59; Registered Nurse	Cunningham, Patrick J. (212439) Ventura, CA US, PLATE BLKS, PERFINs, PRECANCELS, PNS; 63; Retired	Fenstermacher, Gary D. (212376) Tucson, AZ US-MANNED SPACE MISSIONS; 68; Retired
Bayer, Sharon (212431) Leavenworth, WA 53; RN	Dallison, Jane (S-212368) Langlois, OR 65	Ferreira, Robert (212504) New Port Richey, FL MINT US COMMEM; 53; Accountant
Beck, Richard C. (212459) Gresham, OR US-COMMEM-DUCK; 58; Environmental Scientist	Danneman, Dale A. (212328) Paradise Valley, AZ 59; Lawyer	Finane, William J. (212525) Oak Ridge, TN US-UN-CANADA; 59; Retired
Beebe, R. S. (212550) Wake Forest, NC RUSSIA-FRANCE-CUBA; 77	De Cheke, Michael E. (212514) Reisterstown, MD BRIT COMM; 68; Retired	Fink, Douglas A. (212491) Phoenixville, PA 49; Mail Room Supervisor
Bissell, Lynn H. (212352) Oneonta, NY STAMPLESS COVERS(ONEONTA, OTSEGO, MILFORD)-PRE 1900 OTSEGO COUNTY CANCELS; 61; Retired	Deazley, Joanne K. (212473) Portland, OR 63; Physical Therapist	Finnerud, Haldor A. (212432) Olympia, WA GREENLAND-NORWAY-EUROPA-GB; 69; Retired
Blakeman, John W. (212574) Portland, OR US-BRIT & FRENCH COL; 43; Accountant	Delgado, John (212411) Douglas, AK FDC-ALASKA-POSTAL HISTORY; 45; Gallery Owner	Fisher, Paula J. (212351) Harrisburg, OR US-MEX-CUBA-PREXIES; 60; Retired
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Bradbury, Robert C. (212320) Worcester, MA POSTER; 62; Book Dealer	NEW MEMBERS	Forsythe, Maryellen L. (212366) Climax, NC COMMEM; 65; Tax Preparer
Brandt, Caroline M. (S-212471) Portland, OR GENERAL-FLOWERS-BOTANIC GARDENS; 64; Medical Technologist	SUMMARY	Foxwell, Herbert C. (212355) Boynton Beach, FL 77; Retired
Brandt, Stephen C. (212470) Portland, OR GEN; 59; Electronics Technologist	Applications 211841, 211992 through 212050, and 212052 through 212112 as previously published have been accepted for membership by the Board of Vice Presidents.	Fuchs, Peter C. (212578) Sisters, OR 71; Retired
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2004 US; 63; Retired

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- Nelson, Christopher G. (212377) **Wilmington, NC** 46; Firefighter
- Newcomb, Dana R. (212573) **Hampton, NH** 61
- North, Tom (212441) **Los Angeles, CA**
- Nummerdor, Maria (212383) **Cerritos, CA** WORLDWIDE; 28; Makeup Artist
- O'Brien, Michael A. (212332) **Brisbane, QLD, Australia** ART-HISTORY OF STAMP DESIGN/PRINTING; 52
- Oliver, Mark A. (212482) **Vancouver, WA** 19TH C-RANDOM HISTORIC; 45; Student
- Origer, Andre J. (212391) **Crawfordville, FL** US-LATIN AM-W EUR; 56; Nurse
- Painter, James S. (212442) **Portland, OR** US; 54; Equipment Technician
- Paone, Louis G. (212361) **Bronx, NY** 60; Retired
- Parker, James D. (212403) **Veneta, OR** 1840-1940 US & WORLDWIDE; 66; Retired
- Partian, Samuel P. (212356) **Duxbury, MA** POSTAL HISTORY-EARLY US-BOB-WEST INDIES; 56; Carpenter
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- Pearson, Timothy R. (212516) **Alamo, CA** US COMMEM PLATE BLKS; 53; Orthodontist
- Peinado, Daniel (212357) **Carson City, NV** SHIPRECKS-SPANISH CIVIL WAR-BICYCLES-MILITARY; 46; Attorney
- Penman, Barbara (S-212558) **Glassport, PA** US-WORLDWIDE; Retired
- Penman, James N. (212557) **Glassport, PA** US-WORLDWIDE; Retired
- Petranek, Robert J. (212416) **Tigard, OR** US-CZ-CANADA; 61; Retired
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- Piotrowski, Maida L. (212453) **Crescent City, CA** CATTLE-SWEDEN; 74; Retired
- Pizzi, Salvatore (212522) **Bloomfield, NJ** 57
- Poole, George T. (212563) **Orange, CT** US; 61
- Prater, Amy Z. (212454) **Vancouver, WA** US; 32; Mom/Newspaper Billing
- Priest, William C. (212417) **Pacific Grove, CA** US POSTAL CARDS; 56; Antique Dealer
- Puerzer, Thomas (212562) **Philadelphia, PA** 36; Government
- Purcell, Michael T. (212477) **Portland, OR** CANADA; 47; Lawyer
- Quinn, J. K. (212536) **Englewood, CO** MINT US; 63; Broker
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- Rake, Roger D. (212584) **Topeka, KS** 60; Retired
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- Rhodes, Charley (212521) **Santa Fe, NM** 49
- Rippon, Richard A. (212505) **Des Moines, IA** 20TH C US;
- Rogers, Charles S. (212444) **Seattle, WA** EARLY USED US; 54; USPS
- Rose, Tony S. (212483) **Keizer, OR** 49
- Roszhart, Jeffrey M. (J-212520) **Marquette, NE** 18
- Rubin, David E. (212523) **Staten Island, NY** 50
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- Scardino, Eduardo J. (212396) **Buenos Aires, Argentina** ARGENTINA-US-GER-CZECH-BICYCLES; 52; Professor
- Schachter, J. (212585) **Merion Station, PA** US-ISRAEL; 79; Retired
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- Schoff, Jane (212515) **Asheville, NC** 52
- Schoyen, Bjorn A. (212560) **Oslo, Norway** NORWEGIAN LOCALS-LZ 129 HINDENBURG, 1911 CORONATION FLIGHT; 44
- Schultz, Albert (212586) **Winnipeg, MB** CHESS; Retired
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- Siegel, Gregory T. (212485) **North Plains, OR** 50
- Sims, Alan R. (212526) **Hendersonville, NC** 59
- Sisk, Enos L. (212436) **Aberdeen, WA** MONACO-PITCAIRN IS-NORFOLK IS-MONTSERRAT; 49; Retail Sales Associate
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- Smith, Michael Y. (212500) **Wesley Chapel, FL** US-GB-CHANNEL IS-CANADA-GER; 56; Security
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- Spohn, Bobbie (212506) **San Antonio, TX**
- Stanley, David E. (212392) **Hernandez, NM** US; 57
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- Suess, Kenneth P. (212457) **Milwaukee, WI** BELGIUM-GENERAL; 48; Draftsman
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- Vomastek, Charles J. (212425) **Livonia, MI** 76
- Voveris, Saulius (212540) **Sirvintos, Lithuania** 30
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- Waterman, Dennis W. (212341) **Oconomowoc, WI** US; 60; Investment Sales
- Weinert, John H. (J-212426) **Milwaukie, OR** GENERAL; 13
- Wester, Sammie J. (212490) **Dallas, TX** US-UN-SWISS-ICELAND; 67; Retired
- Wheeler, Frank C. (212359) **Ottawa, KS** UN; 56; Social Worker
- Wheat, John H. (212346) **Valparaiso, IN** USED US; 48; Engineer
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- Whiting, Walter M. (212466) **Portland, OR** PRE 1950 US; 49; Contractor
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- Zuckerman, Emanuel (212319) **Greenvale, NY** US PLATE BLKS; 60; Retired
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Ephemera Society of America (AF0256),

CONTACT: Arthur H. Grotten, P. O. Box 30, Fishkill, NY 12524

DECEASED

Adomaitis, Anthony (10450-073769), Berlin, NJ

Arntsen, Arthur L. (167137), Madison, WI

Bate, Angela F. (192724), Victoria, BC, Canada

Bate, Holland K. (5790-042243), Victoria, BC, Canada

Bennett, Edward J. (185276), Newark, DE

Brunaczki, Julius (143984), Rosemere, PQ, Canada

Campbell, R. Bruce (11040-051939), Swoope, VA
Cluley, F. Edward (138919), Stoney Creek, ON, Canada

Cohn, Herbert L. (164708), Belmont, CA

Emig, Tyrone L. (6753-176778), York, PA

Engel, Melvyn (100535), Scottsdale, AZ

Fishburn, Barclay B. (102543), Kissimmee, FL

Golden, David (5937-044524), Weston, CT

Henschen, Larry G. (154135), Chandler, AZ

Kaufler, P. H. (10133-073927), Dickinson, TX

Kitayama, Tom T. (6583-047488), Union City, CA

Lathrop, Albert L., Sr. (7868-053647), Sioux Falls, SD

Lewis, John D. (122703), Stafford, VA

Light, Theodore (4416-035331), Naples, FL

Look, Oscar W. (193369), Jonesport, ME

Maddock, Everett R. (146189), Denver, CO

Marlow, Frank J. (4580-036243), Sherman Oaks, CA

McKeever, Francis D. (3542-018690), Bridgewater, NJ

Menath, Michael (159326), Paso Robles, CA

Middleton, Charles F. (144700), Oxford, PA

Pernes, Rufino R. (8888-062197), Chandler, AZ

Prall, R. Edward (6712-028620), El Cajon, CA

Rosenbloom, Nathan (129615), Palos Verdes Peninsula, CA

Swavely, Christine B. (S-204617), State College, PA

Tobin, Gerald C. (4177-033736), Los Angeles, CA

Vardaman, Chuck (186855), Phoenix, AZ

Watson, Raymond O. (4498-036072), Silver Spring, MD

Weeks, Charles A. (6616-046612), Burlington, NJ

Zid, Frank A. (3956-032662), Darien, IL

PROBATION

Berman, Edward (7876-054027), P.O. Box 44,

Plainview, NY, has been placed on probation for a period of two years for failure to provide a prompt refund for returned material (violation of APS Code of Ethics #8).

EXPELLED

Gross, Gary B. (145522), P.O. Box 246, Commack, NY, for failure to provide a refund for returned material (violation of APS Code of Ethics #8).

Oesterhause, Reggie (178599), 16016 Wandsee Road, Dwight, KS, for failure to settle philatelic indebtedness (violation of APS Code of Ethics #8), and for failure to respond to official Society correspondence.

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Travels by Sea, Air & Land

by Charles A. Fricke

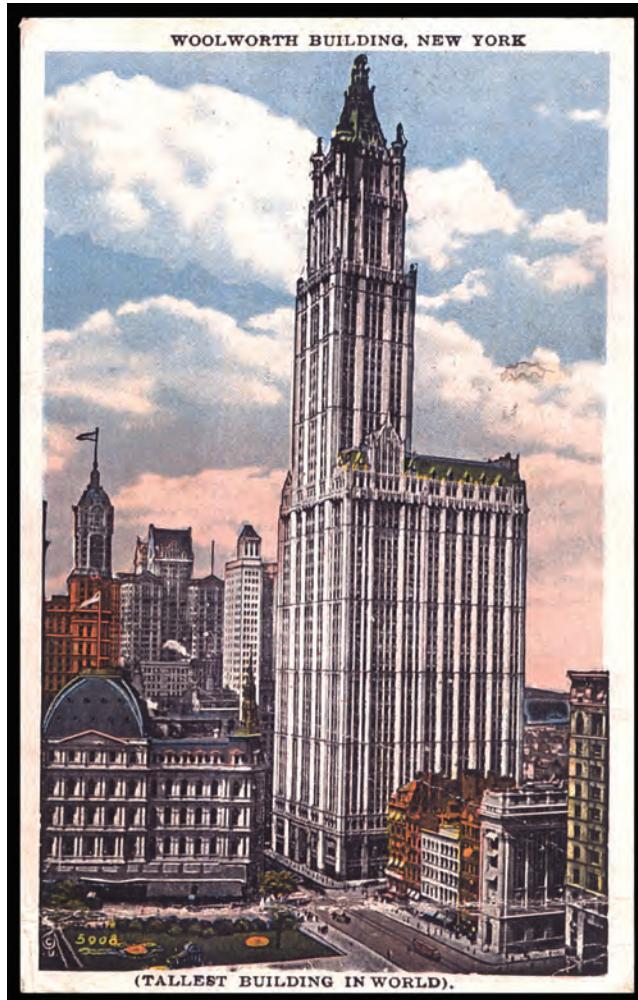
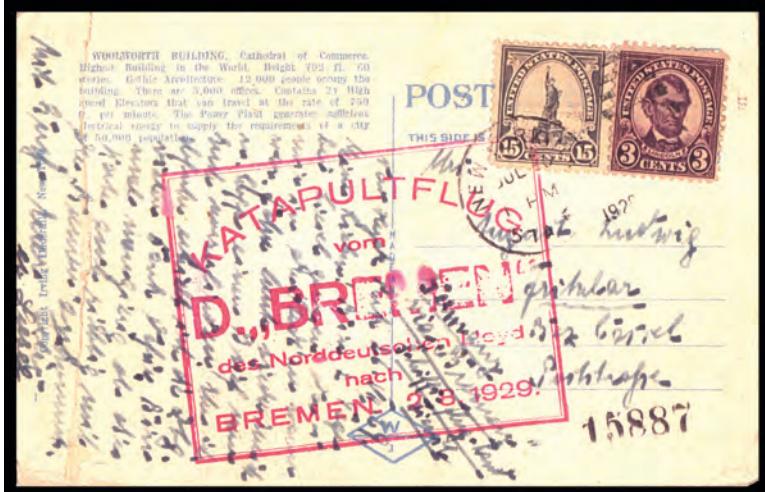
The goal of postal systems around the world has always been to move mail faster and more efficiently. This has led to an amazing number of innovations and concepts, both practical and wildly *impractical*, for how to achieve maximum mail service. Beginning in 1929, both France and Germany experimented with expediting the delivery of mail carried by ocean liners by having it loaded onto a small plane that could be launched from the ship by catapult, once the vessel reached a certain distance offshore from its destination. The total savings in time was variously estimated at 1–2 days. The “catapult mail” system continued in operation until 1936, when more powerful airplanes and zeppelins took over long-distance air transport. However, while it remained in use, catapult mail typically meant that a letter or card was carried by land, sea, and air to reach its destination.

A fine example is the picture postcard shown. It has a 3-cent Lincoln stamp (Scott 635) to pay the UPU first class postcard rate and a 15-cent Statue of Liberty stamp (Scott 566) to pay the surcharge for the catapult mail service from the ship (which included air mail service within Germany). The card is postmarked in New York on July 26, 1929, and addressed to Germany. It shows a tinted photograph of the Woolworth Building in New York City (“Tallest Building in World”). Part of the message includes a notation, “I am curious to see whether this card arrives at the same time as (?).” The sender also inscribed “Germany via ‘Bremen’ sea-air-land” near the address.

The card has a magenta stamp indicating that it was sent by catapult service from the S.S. *Bremen* dated August 2, 1929. Below it is a serial number, “15887.” This was the second time that mail had been launched from the S.S. *Bremen* and occurred on its return trip to Germany. While there are many covers to be found that were carried by the catapult service, there are very few picture postcards, making this a very nice find, indeed.

The Author

Charles A. Fricke has received the APS Luff Award for distinguished philatelic research and has been inducted into the APS Writers Unit 30 Hall of Fame. He continues to enjoy research and writing on unusual philatelic items.



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- ✓ **Bourse** — eighty dealers are expected to participate. There also will be postal administrations and special booths where all covers will sell for \$1 or less and all stamps for 10¢ or less.
- ✓ **Exhibition** — 4,000 pages of exhibits will be on display. The competition will include single frame and most popular championships and single frame, cinderella, display, illustrated, postcard and youth open competitions.
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- ✓ **Daily Highlights** — Visit "Stamps in Your Attic!" to find out what to do with Uncle Charlie's stamps. Stamp Saturday offers collecting basics for the beginner. The APS General Membership Meeting will be Saturday morning. International stamp designer Chris Calle plans to be at the show and is expected to design the show cachet.

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