



# A F F S O C I A C I O N d e I L A T E L I C A I L I P I N A S



Vol. 4 | JAN.-FEB.-MAR., 1939 | No. 1

### *In this issue —*

A Review of Scott's 1939 P. I. Listing.  
First Philippine Airmail Exhibition Ends  
Successfully.

The Philippine Airmail Exhibition Issue.  
Calling All Collectors of the Philippines.  
Stories Behind Philippine Stamps.  
World's Largest Airplane Arrives in Manila.  
The Trans-Pacific Clipper Service.  
The U. S. Post Office Dept.—Philatelic  
Promoter.

Official Souvenir Sheet Listing.  
Australasian Notes.  
Do You Know...  
The Goya Nude.  
Just Between Us.  
Airmail Stamp Investments.  
The 6c Blue & Carmine Airmail Stamps of  
the U. S. A.  
The Walter Bruggmann Award.

# PHILIPPINE COVERS

1926—Madrid-Manila, First Day:		
Complete set (14 stamps) 2c to 10p .....	\$	200.00
Do do—(10 stamps) 2c to 30c .....	"	35.00
Do do—(2 stamps) 20c and 30c .....	"	8.00
Do do—(1 stamp) 26c .....	"	4.00
1926—Legislative Palace, First Day, Comp. set (7 stamps) 2c to 1p .....	"	10.00
Do do—(6 stamps) 2c to 24c .....	"	4.00
Do do—Surch. OFFICIAL (4 stamps) 2c to 20c .....	"	2.00
1928—London Orient Flight—Manila to Hongkong:		
Complete set of (11 stamps) 2c to 1p .....	"	25.00
Do do—Manila First Day (11 stamps) 2c to 1p .....	"	20.00
1932—PICTORIAL First Day—Comp. set (7 stamps) 2c to 32c .....	"	10.00
Do do—First Day, Surch. VON GRONAU (7 stamps) 2c to 32c .....	"	6.25
1934—Far Eastern Olympics—First Day:		
Complete set (3 stamps) 2c, 6c and 16c .....	"	1.00
1935—British Flying Boat: (10 stamps) 2c to 30c		
Manila-Singapore .....	"	15.00
Manila-Labuan .....	"	15.00
1935—Netherlands Naval Air Force:		
Manila to Puerto Princesa (3 stamps) .....	"	2.00
Manila to Surabaya (2 stamps) .....	"	3.00
1935—COMMONWEALTH, First Day, Comp. set (5 stamps) 2c to 50c .....	"	3.00
1935—CHINA CLIPPER, Initial Flight:		
Do do—San Francisco-Manila (3 stamps) \$0.25 each .....	"	15.00
Guam-Manila (1 stamp) \$0.25 .....	"	5.00
Do do—Manila-Guam (4 stamps) 4c, 6c, 10c and 30c .....	"	5.00
" -Honolulu (4 stamps) 10c 12, 30c & 50c .....	"	5.00
" -Alameda (7 s) 2, 6, 10, 30; 36 & 50 .....	"	7.00
" -San Francisco. Do do .....	"	7.00
1935—Japanese Flight, Manila Tokyo. (1 stamp) 16c 1st day Commonwealth		
Manila Tokyo. (2 stamps) 4c and 12c .....	"	1.50
1936—British Flying Boat:		
Manila-Hongkong (1 stamp) 16c .....	"	1.00
" -Shanghai (1 stamp) 16c .....	"	1.00
" -Tokyo (2 stamps) 16c and 10c .....	"	1.50
1936—RIZAL JUBILEE—First Day, Comp. set (3 stamps) 2c, 6c, 36c. ....	"	1.00
1936—Commonwealth First Anniversary—First Day:		
Complete set (3 stamps) 2c, 6c and 12c .....	"	1.00
BLAS DE LEZO—With 1 stamp (different) .....	"	1.00
1899—SPANISH MARIANAS:		
Marianas to Manila (4 s.) 2-2c, 2-8c .....	"	60.00
Do do (2 stamps) 2c and 8c .....	"	30.00
do do (1 stamp) 15c .....	"	40.00
Do do (3 stamps) 2c, 3c and 5c .....	"	45.00
Do do (2 stamps) 2-5c .....	"	30.00
GERMAN CAROLINAS:		
1899—Imperial Eagle, (6 stamps) 3, 5, 10; 25 and 50pf .....	"	
1899—Imperial Eagle, (6 stamps) 3, 5, 10; 20; 25 and 50pf .....	"	
Do do (3 stamps) 5, 25 and 30pf .....	"	5.00
Do do (2 stamps) 40pf and 1m .....	"	8.00
1898—AGUINALDO STAMPS: (2 stamps) 2c rose & 8c green .....	"	2.00

*All Covers are guaranteed genuine. Orders must accompany money order.  
No Covers are sent on approval.—All prices are NET.*

## V. ARIAS

"Arias" Bldg., Carriedo St., P. O. Box 2260, Manila, Philippines.



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No. 1

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**REVISTA DEDICADA AL FOMENTO DE LA FILATELIA**  
*PIONEER OF PHILATELY IN THE PHILIPPINES*

REVISTA BI-MENSUAL

PUBLISHED BI-MONTHLY

OFFICIAL ORGAN OF THE

**ASOCIACION FILATELICA DE FILIPINAS**

P. O. Box 711, Manila

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*Life Honorary President*

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## EDITORIAL

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A change in the editorial policy of the AFF magazine has been approved at the recent meeting of the Board of Directors of the Asociacion Filatelica de Filipinas.

Starting this year, the AFF will be published quarterly, instead of bi-monthly, as it has been issued heretofore. The Board of Directors has been constrained to adopt this measure, in view of the very limited time with which members of the editorial staff have to dedicate on the AFF.

This change, however, does not mean that the AFF is beginning to dig its own grave. On the contrary, further improvements are being done by those responsible for the edition of it. They continue to do within their power as they have been doing heretofore, to maintain the AFF on the same level as with other standard philatelic magazines, but their time.

We wish to make it known to our fellow members and readers, that members of the editorial staff of the AFF are all businessmen, whose time are largely absorbed by their businesses which are entirely outside of the hobby. Ap-

parently, they are only able and so generous enough that they keep on collaborating with this magazine during their spare time.

Likewise, let it be understood that ever since the inception of our official organ, members of our editorial staff are not paid even a single cent, in spite of the fact that at the present time, the AFF pays contributions accepted from either local or foreign writers.

In this connection, we wish to state that although the members of our editorial staff are unremunerated, they are too prone enough and willingly cooperate to carry on the publication of this magazine, sacrificing their spare moments, and even their health. This, as every unselfish collector does, they do just for the sake of fun. Fun is bringing members of our Association and readers of the AFF close together, and the fostering of a more friendly spirit in the interest of stamp collecting.

We hope our fellow members and readers of the AFF as well, will see their way clear, as to the imperative change in the editorial policy of this magazine.

The BOARD OF DIRECTORS.

*Let's get acquainted...*

*Join the A. F. F.*

## A REVIEW OF SCOTT'S 1939 P. I. LISTINGS

Increase In Prices Noted  
Philippine Stamps Now Fully Illustrated

Like in former years, revision of the catalog values in the Scott's Standard Postage Stamp Catalog, has been pretty well scattered along the two different regimes—Spanish and American—altho majority of them have been done in the latter. Outstanding among the upward revisions of the Spanish regime are the No. 4, from \$50 to \$25 (mint and used) to \$60 and \$25; the famous error CORROS (No. 4) from \$300 to \$150 was increased from \$400 to \$150. The "Habilitados" have had all their share of the revision, from No. 25 to 38. The "fiscals" for postal use have been revised upward, too, honorable mentions, being Nos. 112, 115, 118 (both a and b), and 113a has been given a price for the first time. And what's more, it's listed at \$100.

Stamps under the American dominion that have been revised, start with the dollar values of the PHILIPPINES surcharge. They are as follows:

		1899 Surcharges			
		1938		1939	
No.		Mint	Used	Mint	Used
223	\$1	\$25	\$30	\$30	\$20
223a	\$1	50	25	60	25
224	\$2	30	27.50	35	30
225	\$5	60	45	65	50
		1903 Surcharges			
237	\$1	\$25	\$17.50	\$30	\$17.50
238	\$1	50	45	60	50
239	\$5	75	60	85	65

Among the later issues, the Madrid-Manila varieties have been boosted; the Sampson (red) from \$200 to \$250; the violet from \$250 to \$300 and the 26c perf. 12 from \$250 to \$300. The 10-peso is now priced from \$200 to \$250, both mint and used.

Incidentally, the rise of the Madrid-Manila series has been consistent and has almost doubled in the last four years. Excluding varieties, the following comparative quotations gives an idea of the rapid increase for the complete set of this issue: 1936, \$382; 1937, \$423; 1938, \$475, and 1939, \$525.

Other important price advances noted are the coil stamp (326), from \$1.50 mint to \$2.50; the Legislative set (mint), from \$11.70 to \$13.05; the L. O. F., 1 peso, from \$4 to \$6; the higher values of the imperforates have all been increased substantially. For 1 peso, from \$10 to \$15; 2 pesos, from \$8 to \$10; 4 pesos, \$20 to \$25, and 10 pesos, from \$40 to \$40. The 18c Pagsanjan in the pictorial set, continues its steady rise, now being listed at \$10, this having been quoted at \$6.50 in 1937 and \$8.50 in 1938.

Another important revision in the 1939 Scott's Catalog is the listing of prices for used copies of the following series: Arnacal, Commonwealth Anniversary, "Commonwealth" overprints of 1936-37 and the Eucharistic Congress stamps.

The 1935 Clippers continue in their spectacular "power dive" which started in 1937, and looks like they have not touched the bottom yet. In 1937, on their first listing, they were quoted at \$1 and \$1.50 for the 10 and 30c, respectively. And in 1938, both were priced at 75c each, making a downward trend to 50c both, mint and used, or  $\frac{1}{3}$  and  $\frac{1}{2}$  of their 1937 prices.

A further notable revision in the Scott's Catalog are Philippine stamps in the way of illustrations. Illustrations of these Islands' stamps will undoubtedly enhance the collecting interest on the adhesives of the Philippine Islands.

NEW LISTINGS					
1937 Issues					
			Mint	Used	
No.	431	471 10p gray.....	\$7.50		
	432	" 20p henna brown.....	15.00		
Postage Due					
	865	D3 3c on 4c brown red.....	5	5	
Commonwealth O. B.					
	925	A53 (a) 2c rose.....	2		
	932	A60 (a) 20c light olive green....	15		

## FIRST PHILIPPINE AIR COMES TO A SUC

P200,000 Worth of Col

5,000 Persons

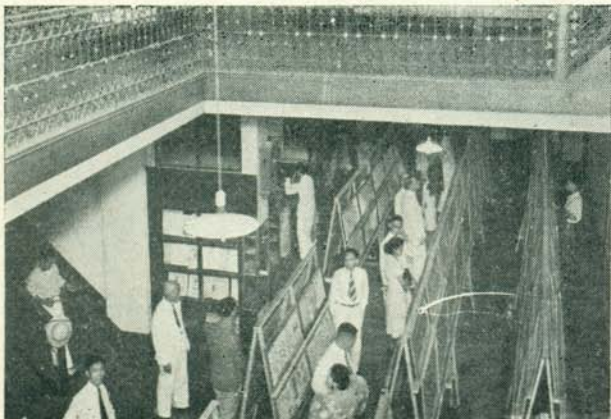


● MAIN SECTION of the Exhibition.

● A GROUP of visitors. Among them—José Panganiban, Rogelio de Jesus, the Bernardo sisters, Misses A. Beal, Alice Ray, T. L. Lim, Fernando Valero, Y. S. Chong, C. S. Stocking, Mr. and Mrs. Sabas Esperidion, Mr. and Mrs. Pablo Esperidion et al. (IN-SET)—Secretary of Public Works and Communications M. J. Cuenco, cutting the ribbons at the opening of Exhibition, accompanied by Director of Posts Juan Ruiz, and Jesus Cachó, president of the airmail show.



● A VIEW of the rear section of the Exhibition.



Interpreting the joys of airmail collecting, the First Philippine Airmail Exhibition which was held in Manila from February 17 to 19 and sponsored by the Philippine Air Mail Society, Chapter 13 of the American Air Mail Society, eventually came to a successful end.

The doors of the exhibition were thrown open to the public at 4 p. m. on February 17, with Secretary of Public Works and Communications Mariano J. Cuenco, officiating. Se-



cretary Cuenco cut the ribbons at the portals of the exhibition, symbolizing the opening of the first airmail show of the Philippines.

Accompanying the Secretary of Public Works and Communications, were Director of Posts Juan Ruiz, Superintendent of Posts José Pilapil, and officers and members of the exhibition. The postal authorities were ushered around the exhibition halls, and items that arrested their curiosity were fully explained.

Exhibits depicting the progress of aviation and the growth and development of the air mail services of the entire world gave the postal authorities a comprehensive idea of man's conquest of the air and the potentialities and joys of airmail collecting. The postal authorities were high in their praise at which the

# MAIL EXHIBITION SUCCESSFUL CLOSE

## Lessons Put In Display

## Visit Exhibition

first airmail exhibition of this country was opportunely conceived and duly carried into effect. "This is the kind of exhibition we need as it shows the progress of our country in relation to other civilized countries," Secretary Cuenco declared.

One hundred and eighty-two frames of valuable and interesting exhibits were conspicuously displayed with an appraised value of P200,000, market.

Mr. Walter Bruggmann of Manila, Life Honorary President of the



● ANOTHER VIEW of the main section of the Exhibition.

● AND more attendants.—(Left to right) Rogelio de Jesus, Miss Guadalupe Bernardo, Mrs. Jesus García, Mrs. Walter Bruggmann, Alice Mascuñana - Bruggmann, Walter Bruggmann, Pablo M. Esperidion, Jesus García, Chief Delivery Section, Bureau of Posts; J. Antopio, F. Carvajal. (Second round)—K. Yamashita, Fernando Valero, Peping, and others.



Philippine Air Mail Society, and one of the outstanding airpost collectors of the world, exhibited 108 frames, portraying desirable covers—from the inception of the air mail, down to the last thrilling items carried by the modern Clippers.

Strong in the gems of aerophilately, Mr. Bruggmann's classics of the world added verily to the galaxy and sense of value of his exhibits. His complete collection of the pioneer and historical covers of the Philippines which was never shown in any philatelic exhibition, was displayed for the first time. Wholly, Mr. Bruggmann had displayed more than 4,000 much coveted covers, and which according to information obtained, they comprised only one-fifth of his airmail collection.

Gifted with the extraordinary

● THE LAST BOURSE in full swing. Incidentally, Don Felipe R. Hidalgo, (first man sitting on the left) treasurer of the Exhibition, forgot his darling cigars at home, just to attend this auction.





- ROGELIO de Jesus at his booth. RDJ (Left) is a lucky guy. Look at those "well-centered" smiles from his salesladies that drive depression away...



- MANILA STAMP CO. . . second booth. Business is picking. Yu Siu Chong, (center) manager, at the counter.



- "I want also a booth," T. L. Lim insisted... so he got the third.

quality of his exhibits, Mr. Bruggmann's collection was meritoriously awarded the Grand Prize. And coped virtually all the First Prizes in each competing section. Two Special Awards, out of the four special prizes given by the exhibition, were likewise awarded to Mr. Bruggmann on his Zeppelin and Indian exhibits.

Other outstanding exhibits, were those of Mr. Jesús Cacho, president of the Exhibition and the Philippine Air Mail Society. In one frame Mr. Cacho assembled a complete collection of the well-known "Broken Wing" of the Madrid-Manila issue, one of the three sets known in existence. In another frame, he exhibited a block of sixteen of the 16-centavos red Sampson of the same issue, with a catalog value of P20,000. Shown on the same block was a "Broken Wing" of the same stamp and denomination, and the only one of its kind. Which variety is still unpriced according to the Standard Airpost Catalog. Entries submitted by Mr. Cacho, however, were entered *not* for competition, as any of his items were debarred per the rules and regulations, as his collection was awarded the Grand Prize at the FEPEX in 1937. Submission of his few items at the airmail exhibition was made for no other motive than an urge to extend the spirit of cooperation.

Alice Mascuñana-Bruggmann, 8, youngest member of the Philippine Air Mail Society, who made her recent debut in airmail, exhibited three frames, consisting of rocket, balloon and pigeon posts. Adjudged as the best, in an additional competing group, her rocket post collection won for her the Special Award (gold medal) on this extra section.

Mr. Charles Blum, another member of the PAMS and one of the oldtime collectors of these Islands, entered five frames, comprising covers franked with airposts of the world, in complete sets, which collection was awarded one of the Third Prizes (bronze medal) under Section 4—Rest of the World.

An array of attractive and meritorious exhibits from foreign countries were likewise represented. Arresting much attention were entries submitted by Mr. Claude V. Downes of New Zealand, which verily formed complete collections of the "Samoa Clipper", New Zealand flights, and a diligent assembly of the Empire Air Mail scheme. Profusely illustrated and well written up, his collections



were housed and displayed in six large volumes. Mr. Downes was awarded the Special Prize (gold medal) for his collection of the "Samoa Clipper," and won likewise the Second Prize (silver medal) for his entries under Section 4—Rest of the World.

Mr. L. B. Gatchell of New York, submitted entries which consisted a complete collection, illustrating the development of airmail service of the United States. With comprehensive write-ups, Mr. Gatchell's exhibits had been awarded Second Prize (silver medal) under Section 2—United States of America.

Mr. Ernest A. Kehr of Richmond Hill, New York, entered a complete collection of the Egyptian airposts, including errors and varieties, and a galaxy of scarce pioneer and interesting historical covers of Egypt. Elaborately illustrated and with painstaking write-ups, the collection of Mr. Kehr was awarded one of the Second Prizes (silver medal) under Section 4—Rest of the World.

Mr. Norman Hill of England exhibited rare pieces of the Empire Air Mail, Zeppelin items, glider and catapult covers, as well as rocket and balloon post, which won the Third Prize (bronze medal) in Section 4—Rest of the World.

Mr. K. N. Woodward another exhibitor from New York, whose entries consisted of a collection of the pioneer flights of Venezuela and errors and varieties of the airposts of that country was awarded a bi-colored Certificate of Merit (15" x 21")

Mr. Basil G. Challis of New Guinea submitted a fine collection of New Guinea flights, which was likewise awarded a Certificate of Merit.

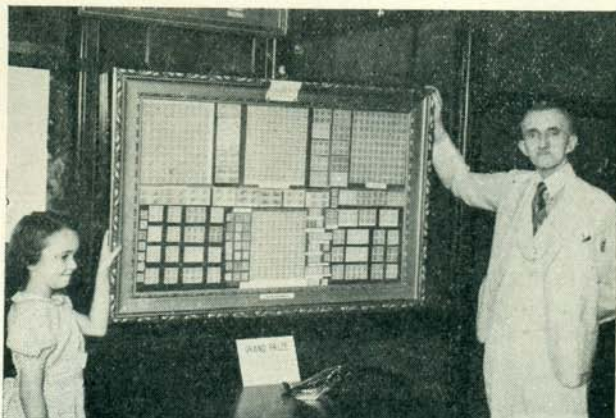
There was a host of other attractive exhibits, but to comment on all of them here, space would not warrant in this magazine. However, a complete list of entries is published elsewhere in this issue, as well as a list of all the winners.

Owing to the extraordinary quality of the exhibits entered under Section 4—Rest of the World—the judges decided to award two second Prizes and two Third Prizes and a Special Prize in this section.

Of vital interest to the success of this exhibition, was the due cooperation extended by the local postal authorities. The Manila Post Office handled the application of the official cachet of the exhibition, together with the official cachet of the Bureau of Posts on First Day covers.



• AH-H! . . . The distribution of prizes. Now we can pawn our medals when we get broke. And this time Don Felipe didn't forget his cigars.



• BUT not so fast. . . here's Walter Bruggman, with one of the frames of his gems, the Grand Prize awarded to him, and little Alice of Airmailand. . .



• AND young Alice delivers a speech, encouraging boys and girls of her age to be stamp collectors, too, while prexy Cacho and the boys keep on smiling. . .

GRAND PRIZE  
 FOR THE  
 BEST PHILIPPINE AIR MAIL EXHIBITION  
 MANILA, FEB. 11 TO 15  
 1935 AND '36  
 BY  
 MR. WALTER BRUGGMANN



● THE GRAND AWARD, won by Mr. Walter Bruggmann, a donation made by Don Jesus Cacho, president of the Exhibition. On the right is a bi-colored Certificate of Merit, (size 15" x 21") given to all collectors who had duly submitted their entries.



This is to certify that  
**Mr. Walter Bruggmann**  
 has been awarded  
**GRAND PRIZE**

for the  
**FIRST**  
**PHILIPPINE AIRMAIL EXHIBITION**  
 held under the auspices of the  
 Philippine Air Mail Society,  
 Chapter No. 13  
 of the  
 American Air Mail Society,  
 Manila, Philippines  
 for the  
**BEST EXHIBITION IN WHOLE**

THE COMMITTEE ON AWARDS:

*Roberto Mestres*  
*Roberto Mestres*  
*Roberto Mestres*



A temporary small post-office was installed at the premises of the exhibition, where the two commemorative airmail stamps issued in honor of this exhibition were sold to the visiting public.

Other phases of attraction, to a good measure, were attributed to loans made by the Bureau of Aeronautics. At the entrance of the airmail show a two-meter propeller made of Philippine hardwood was displayed. Other loans from the same bureau were a large wall map, showing a legend of all air routes of these Islands, frames of different types of planes and other items relevant to aviation.

Booths for dealers were also installed, and four Manila dealers were accommodated. They were, Rogelio de Jesus, Manila Stamp Co., T. L. Lim and Jorge Inocencio.

Bi-colored souvenir sheets portraying the officers, seal and the premises of the exhibition were distributed to every person who visited the airmail show.

*(Continued on page 12)*



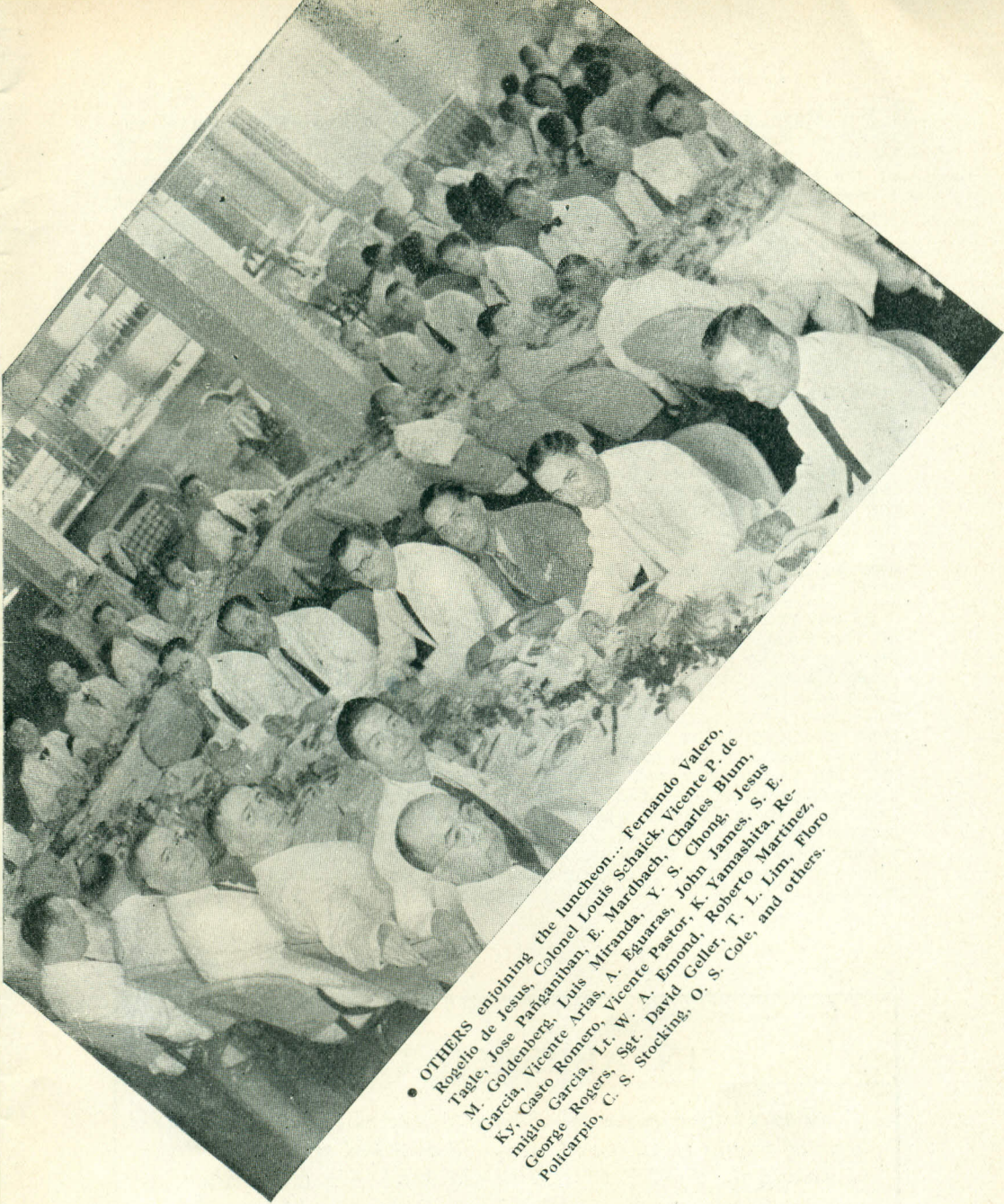
• SO LITTLE Alice is here again... and her diploma looks like much bigger than her.



• THE MEDAL awarded to each winning exhibit...

• NOW!... we're getting somewhere... it's the luncheon... Seated from left to right (first row)—Ramón Catalá, Jesus Cacho, Walter Brüggemann, Felipe R. Hidalgo, Alice Mascurana-Brüggemann (caught red-handed with a piece of dessert in her mouth), and Pablo M. Esperidián.





• OTHERS enjoying the luncheon... Fernando Valero, Rogelio de Jesus, Colonel Louis Schinck, Vicente P. de Tagle, Jose Pangamban, E. Mardvach, Charles Blum, M. Goldenberé, Luis Miranda, Y. S. Chong, Jesus Garcia, Vicente Arias A. Eguaras, John James, S. E. Ky, Casto Romero, Vicente Pastor, K. Yamashita Remigio Garcia, Lt. W. A. Emond, Roberto Martinez, George Rogers, Sgt. David Celler, T. L. Lim, Floro Polcarpio, C. S. Stocking, O. S. Cole, and others.

For three days, people from all walks of life came to visit the exhibition. According to the register of the exhibition, 5,062 persons had attended, disregarding those who came in and stepped out unmolested.

There was much enthusiasm attached to the exhibition that several requests for an extension had been received from the public. Wishing, however, to live up with the time set, with much regret all requests were not entertained.

On the last day of the exhibition, announcement of the winners was made. But the distribution of prizes was held at a rather belated date (March 5), at the headquarters of the Philippine Air Mail Society, at the Plaza Hotel. This was due to the fact that for some unforeseen circumstances, the engravers were unable to have the medals ready on time.

At any rate, a gathering was made at the PAMS' headquarters in the morning of the designated date. Mr. Jesús Cacho, president of the Exhibition and the PAMS as well, opened the meeting and explained its purpose, and gave a brief retrospect of the exhibition. Before concluding his talk, Mr. Cacho expressed his sincere appreciation on behalf of the exhibition, to all those who had wished and cooperated to the success of this first airmail show of the Philippines. Mr. Cacho was then given a roaring applause.

Coming to the distribution of prizes, the President ordered the Secretary to read the names of the winners. As each winner's name was announced and his prize duly handed, there always followed a congratulatory big applause. Foreign winners, who on account of physical impossibility and local winners as well with their inability to attend, were likewise tendered the same courtesy after their names had been read and their prizes duly set aside.

What culminated the highest pitch of applause during the distribution of prizes, was a surprise given by little Alice Mascuñana-Bruggmann, who after receiving her Special Prize on her rocket post exhibits, with a sweet little voice and with an American accent, delivered a short extemporaneous philatelic speech. Young Alice said, "Gentlemen: I wish to thank you all for this honor you have given me in awarding this beautiful prize, and I hope this will encourage boys and girls of my age to collect stamps. I thank you."

Concluded with the distribution of prizes, all those who attended were ushered to long adjoining tables which were all set for a big luncheon.

After lunch, a bourse was held. And lasted until late in the afternoon. Then, as the day began to wane, one by one departed for their homes, carrying a consoling memory—that the FIRST PHILIPPINE AIRMAIL EXHIBITION, came to a successful end.

## IN APPRECIATION

*The Philippine Air Mail Society wishes to extend its millions of thanks to each and everyone who had spared no efforts in making the FIRST PHILIPPINE AIRMAIL EXHIBITION realized its objectives... to all local newspapers and magazines as well as those abroad for the publicity they had given to it... for the kind letters and congratulatory radiograms received from foreign countries and the United States conveying their best wishes... and, to the Commonwealth Government for the high spirit of cooperation they had extended for the success of the First Airmail Exhibition of the Philippines.*

## LIST OF EXHIBITS

at the

## FIRST PHILIPPINE AIRMAIL EXHIBITION

<i>Name of Exhibitor</i>	<i>Frame No.</i>	<i>Description</i>
Walter Bruggmann.....	1	—Philippines... Complete collection of airposts of the Philippines, including errors and varieties.
	2/20	—Philippines... Complete collection of pioneer and historical covers.
	21/23	—Clippers... Complete collection of Trans-Pacific and Trans-Atlantic covers.
	24/26	—Japan... Pioneer and First flights.
	27/30	—Switzerland... Pioneer, First and Special flights.
	31	—France... Pioneer and Long-Distance flights.
	32/52	—Zeppelins... Collection of 800 different First Flights of the Zeppelin.
	53	—Austria... Collection of the Przemyśl Siege (covers flown during the World War).
	54	—North Pole... Collection of covers carried by Italian airships and American planes on the North Pole.
	55	—World... First flights.
	56/59	—Trans-Atlantic... Pioneer and historical covers.
	60/67	—United States of America... CAMS.
	68/71	—United States of America... FAMs.
	72	—United States of America... Zeppelin covers.
	73/75	—Canada, South & Central America... First flights.
	76	—Java... First flights.
	77/80	—Catapult covers of the world.
	81/83	—England & Colonies... First flights.
	84/90	—Germany... Pioneer and first flights.
	91	—Austria... Pioneer and first flights.
	92/95	—Italy... Pioneer and first flights.
	96/101	—India... Historical and pioneer flights (134 covers).
	102/104	—Poland... Pioneer and first flights.
	105/106	—Russia... Pioneer and first flights.
	107/108	—Gliders and miscellaneous flights.
Jesús Cacho.....	109/110	—Philippines... Complete collection of the "Broken Wing" (Madrid-Manila), including errors and varieties. (Not for competition).
Alice Mascuñana-Bruggmann...	111	—Pigeon and Balloon Posts.
	112	—Rocket Posts.
Charles Blum.....	113/117	—World... Airposts on covers in complete sets.
Basil G. Challis.....	118/119	—New Guinea... Complete collection portraying the history of the air mail service in New Guinea.
P. Collas.....	120	—Aerophilatelic Literature... 12 numbers of <i>The Australian Stamp Monthly</i> .
Claude V. Downes.....	121/123	—New Zealand... Complete collection, showing its air mail service, growth and development.
	124	—"Samoan Clipper"... Complete collection, profusely illustrated.
Lt. Wilfred A. Emond.....	125/128	—United States of America... CAMs.

- Pablo M. Esperidi6n..... —Aerophilatelic Literature... 50 volumes on Aerophilately and Aviation.  
 129—"A Brief History of The Air Mail"... an assembly of the airposts of the world illustrating the history and development of the air mail.  
 130—"Aerotoon"... a touch of humor on Aerophilately without losing the dignity of the hobby. (Not for competition).
- Sabas Esperidi6n..... 131—Airmail Etiquettes and Air Transport Labels of the world.
- L. B. Gatchell..... 132/136—United States of America... Collection depicting the development of the air mail services of the U. S. A.
- Remigio Garcia..... 137/141—Philippines... Historical covers.  
 142—Spain... Airposts and first flights.  
 143—World... Miniature airmail sheets.
- Felipe R. Hidalgo..... 144—Balloon Post and Empire Air Mail.  
 Normal Hill..... 145—Zeppelin and Glider covers.  
 146—Rocket and Catapult covers.
- Rogelio de Jesus..... 147/148—Philippines... Complete collection of airposts.  
 149/150—United States of America... Airposts.  
 151/154—World... Airposts.
- Ernest A. Kehr..... 155/156—Egypt... Historical and pioneer flights.  
 157/159—Egypt... Complete collection of airposts.  
 160—Egypt... Airposts (errors and varieties).
- T. L. Lim..... 161—Philippines... Airposts.  
 162—World... Airposts.
- Luis Miranda..... 163/164—Philippines... First flights.  
 Dr. Robert Paganini..... 165—*Twenty-Five Years of Aerophilately*... a pamphlet listing the titles of 125 essays, monographs, etc. on Aerophilately written by Dr. Robert Paganini.
- Jose Pañganiban..... 166 —Europe... Airposts.  
 Gilbert Perez..... 167/168—World... Miniature airmail sheets.  
 Flor6 Policarpio..... 169 —World... Commercial flown covers.  
 M. G. Shuman..... 170 —World... Airposts.  
 Fernando Valero..... 171 —Philippines... Complete collection of airposts.
- K. N. Woodward..... 172/173—Venezuela... Pioneer flights.  
 174/175—Venezuela... Airposts (errors and varieties).
- K. Yamashita..... 176/177—Philippines... First flights and Clipper covers.  
 178 —Japan... First flights.
- Yu Siu Chong..... 179/182—United States of America... CAMs.

## WINNERS

AT THE

### FIRST PHILIPPINE AIRMAIL EXHIBITION

GRAND AWARD—Walter Bruggmann

#### SECTION I—PHILIPPINES

- First Prize..... —Walter Bruggmann  
 Second Prize..... —Rogelio de Jesus  
 Third Prize..... —Fernando Valero  
 Certificate of Merit..... —Luis Miranda  
 —Remigio Garcia  
 —T. L. Lim  
 —K. Yamashita

(Note:—Two frames exhibited by Mr. Jesus Cacho were not for competition).



SECTION II—UNITED STATES OF AMERICA

First Prize.....	—Walter Bruggmann
Second Prize.....	—L. B. Gatchell
Third Prize.....	—Rogelio de Jesus
Certificate of Merit.....	—Lt. Wilfred A. Ernond
	—K. N. Woodward
	—Yu Siu Chong

SECTION III—EUROPE

First Prize.....	—Walter Bruggmann
Second Prize.....	—None
Third Prize.....	—None
Certificate of Merit.....	—Felipe R. Hidalgo
	—Fernando Valero
	—Remigio Garcia
	—Jose Pañganiban

(Note:—The judges decided not to make any award for the Second and Third Prizes as there were no eligible exhibits).

SECTION IV—REST OF THE WORLD

First Prize.....	—Walter Bruggmann
Second Prize.....	—Claude V. Downes
Second Prize.....	—Ernest A. Kehr
Third Prize.....	—Norman Hill
Third Prize.....	—Charles Blum
Certificate of Merit.....	—Basil G. Challis
	—K. N. Woodward
	—Alice Mascuñana-Bruggmann
	—Dr. Gilbert Perez
	—M. G. Shuman
	—Rogelio de Jesus
	—Sabas Esperidion
	—Floro Policarpio
	—Pablo M. Esperidion

(Note:—Due to the extraordinary quality of the exhibits under this section, the judges decided to award two Second and two Third Prizes).

SECTION V—AEROPHILATELIC LITERATURE

First Prize.....	—Pablo M. Esperidion
Second Prize.....	—P. Collas
Third Prize.....	—None
Certificate of Merit.....	—Dr. Robert Paganini

(Note:—No eligible exhibit for Third Prize).

SPECIAL AWARDS

on

Zeppelin Exhibits.....	—Walter Bruggmann
Indian Covers.....	—Walter Bruggmann
Samoan Clipper Exhibit.....	—Claude V. Downes
Rocket Posts.....	—Alice Mascuñana-Bruggmann

PRIZES

GRAND AWARD.....	—Chromium miniature aeroplane donated by Mr. Jesús Cacho, President
SPECIAL AWARD.....	—Gold Medal
FIRST PRIZE.....	—Gold Medal
SECOND PRIZE.....	—Silver Medal
THIRD PRIZE.....	—Bronze Medal
CERTIFICATE OF MERIT.....	—

# THE PHILIPPINE AIRMAIL EXHIBITION ISSUE

By Pablo M. Esperidion

Secretary, Philippine Air Mail Society

Philately has scored another achievement in the Philippines.

For the first time in the postal history of this country, on February 17, 1939, the Bureau of Posts, Manila, issued a set of commemorative airmail stamps in honor of a philatelic exhibition—the first Philippine Airmail Exhibition, which was conducted under the auspices of the Philippine Air Mail Society, Chapter 13 of the American Air Mail Society.

Like all Philippine airmail commemoratives, the stamps issued bear the character of a surcharge. These stamps are known as the Philippine Airmail Exhibition issue and consists of two values, namely, 8 centavos and 1 peso, and surcharged on the 26-centavos old issue (Scott 298 and 10-pesos new issue (Scott 431), respectively. The legend of the surcharged reads: "FIRST—AIRMAIL EXHIBITION—Feb. 17 to 19, 1939—8 CENTAVOS" (and "1 PESO" on the higher value) in four lines. It has the semblance of the ARNACAL surcharge, and the words "AIRMAIL EXHIBITION" are inscribed in semi-circle. The surcharged on the 8 centavos is in black, and the 1 peso

on December 9, 1938. This miniature sheet was made up of three values—8 centavos, 20 centavos and 1 peso. Incorporation of these three values was intended for the following air mail necessities: 8 centavos for the present airmail charges within the Philippines; 20 centavos for registry purposes in and outside of the country; and 1 peso, for the regular Clipper rate, from the Philippines to the United States.

In the resolution submitted to the postal authorities, a sufficient issue was likewise requested, leaving the quantity at the discretion of the government; at the same time the printing of the sheets be made at either the Bureau of Printing and Engraving at Washington, D. C., or at the Bureau of Printing of the Commonwealth Government. Simultaneously, it was petitioned that in the event the time will not warrant the printing of the miniature sheets in question for release on February 17 (opening day of the exhibition), the overprinting of three current stamps with the three aforementioned values be considered with the following over-print: "FIRST—PHILIPPINE AIRMAIL EXHIBITION—1939."



in red. Total issue for each value, are: 200,000 for the 8 centavos and 30,000 for the 1 peso. Both were issued in sheets of 100 subjects each. At a glance, total issue of the latter, would, to all appearances, seem out of proportion to the former. But the following circumstances will explain.

Originally, an airmail miniature sheet was proposed for this issue, the design of which, was prepared by the writer. Together with a resolution passed by the Philippine Air Mail Society, it was duly submitted to the Philippine Postal authorities

After due deliberation and considering it futile to have the miniature sheets on time, the postal authorities decided to surcharge only two values on stamps without the overprint "Commonwealth", and went on the selection of stamps and the preparation of the surcharge in the meantime. However, the lack of sufficient stocks on hand without the overprint, and considering it would be an atrocity to surcharge any other Philippine commemoratives, sent the postal authorities into a slight headache.

Meanwhile, believing on the philatelic traits of stamp collectors, the postal authorities requested Mr. Jesús Cacho, president of the Philippine Airmail Exhibition, for an opinion on the matter. By way of a suggestion, Mr. Cacho accordingly made mention of stamps of several issues. But unfortunately all stocks on hand were small. Mr. Cacho went even as far as to suggest the surcharging of the 4 centavos (1935 issue) without the overprint "Commonwealth" of which there were ample stocks for surcharging the 8 centavos. But the postal authorities deemed it not advisable, lest racketeers might get wise by surcharging mint copies of this value, thus causing considerable loss to the government coffers.

In view of this difficulty, Mr. Cacho further suggested that the 26 centavos old issue and 10 pesos new issue be surcharged with 8 centavos and 1 peso, respectively. To this the postal authorities gave a concurring opinion, as there were sufficient stocks of the 26 centavos at that time, but the 10 pesos.

Originally, it was intended to surcharge the 26 centavos with the two values (8c and 1 peso), and what a calamity it would have been, but a little exercise of common sense coupled with Mr. Cacho's suggestion, the day was saved for stamp collecting. Thus, altho stocks of the 10 pesos were very low at that time, and considering it the only eligible denomination for the 1 peso surcharge, the "die was cast" for the 8 centavos and the 1 peso values. And this explains, the issue of 200,000 and 30,000 for the 8 centavos and 1 peso, respectively.

Consideration was also taken into account as to the limited issue of the latter. The postal authorities were prompted to take this step, taking the VON GRONAU and F. REIN commemoratives as a matter of basis. Both of which, were issued with 30,000 for their higher values. It was further contended that the VON GRONAU and F. REIN stamps were sold by the Bureau of Posts for several years (about 5 years) until their destruction recently, notwithstanding, the VON GRONAU and F. REIN commemorative events of international importance. Moreover, further basis was also made on similar issues released by foreign countries on philatelic exhibitions of this nature, taking also cognizance of the fact that the Philippine Air-

mail Exhibition was merely a national event. Hence, the limited quantity of 30,000 for the 1 peso.

Collectors will likewise observe that plate numbers on the 26 centavos will seldom be seen, as according to Benjamin Mogul, postal inspector and one of the three supervisors in the printing of these stamps, all plate numbers on this denomination were virtually detached, due to interruptions made by the borders of the sheets in the printing of the surcharge. Nevertheless, the 1 peso bear their original plate numbers.

Sale of these stamps was placed to the public on February 17, at the Manila Post Office. It was originally scheduled to release these commemoratives at 8 o'clock in the morning, but at the request of collectors who wanted to take advantage of the Manila-Baguio daily airmail service which closes at 6:30 a. m., the Bureau of Posts advanced the selling time at 6 a. m. Which much to the surprise of the postal authorities, men and women, boys and girls, and even ladies, jammed the Philatelic Section at 4 o'clock in the morning! waiting for the release of these new commemoratives.

Prior to the first-day sale of these stamps, the Philatelic Section of the Bureau of Posts, accepted reservations, but were limited to 500 sets to every person. (Believe it or not, I have only one set in my album). This wise step was taken by the postal authorities so as to curb speculation on the part of speculators and stamp syndicates. As a matter of fact, some dealers posted reservations from 2 to 3,000 sets, and there was even a European dealer who was quoted as saying to buy out 90% of the total issue. However, in spite of all these bright prospects for quick sale to the government, the Bureau of Posts turned them down. To which collectors might as well send a national vote of congratulations to the Philippine postal authorities.

This present manifestation or rather a commendable cooperation on the part of the local postal authorities, indicates a very healthy sign of philatelic "social justice" in the Philippines. It can also be affirmed as an encouragement and the maintenance of the standard of philately in these Islands to a high plane. That, however, if it will be set into practice from time to time. And, hope it will—and always.

Wishing therefore to curb any speculative aspect on this issue, the

Bureau of Posts issued an order to the effect that only 50 sets should be sold to every person on the first day. (Persons who did not make reservations prior to February 17). Notwithstanding this limited quantity for each person, the unexpected demand for these stamps were so great, that the 1 peso value was virtually sold out by 4 o'clock in the afternoon, leaving only straightedges, which are still for sale at the local Philatelic Section at the present writing (March 11).

Despite this unprecedented demand, American collectors will be able to get sets of these stamps, still at face, as altho with a limited quantity, stamps of this issue were sent to the Philippine Resident Commissioner at Washington, D. C., for sale at the Philatelic Agency.

First-day sale of these adhesives reached the highest peak of FD sales of Philippine commemoratives. It amounted to 23,000 pesos, which broke all commemoratives' record. This is according to Amando Marquez, chief of the Philatelic Section, Bureau of Posts.

Again, it was the first time in the postal history of the Philippines in which the Bureau of Posts applied two cachets on first day covers. The first cachet, however, was applied only on covers not flown. This cachet is worded: "COMMONWEALTH OF THE PHILIPPINES—BUREAU OF POSTS—FEB. 17, 1939—FIRST DAY SALE—FIRST AIRMAIL EXHIBITION STAMPS—OFFICIAL CACHET" and circular in form, with a flap on the lower left and right-hand sides. Measures, 42 mm. in diameter.



The second cachet and designed by the writer was the one submitted by the Philippine Air Mail Society to the postal authorities for application on covers flown to all air routes of the Philippines. This cachet together with the former were applied on covers flown to the following points:

Manila-Baguio  
Manila-Paracale  
Manila-Naga  
Manila-Legaspi  
Manila-Iloilo  
Manila-Cebu  
Manila-Bacolod  
Manila-Davao, and  
Manila-San Francisco,

which, by sheer coincidence, the Clipper mail for the States was closed on the evening of February 17—date of the first day sale and opening of the Philippine Airmail Exhibition.

Centering of the stamps of this issue is one regret which collectors will meet. This is generally true to all Philippine adhesives, including those of the United States. Nevertheless, this issue can be considered as one of the greatest accomplishments of the Philippine Air Mail Society in the first year of its life, and under whose auspices, the first Philippine Airmail Exhibition was successfully conducted and culminated into a marked success.

Aerophilately is an open book of the history of Aviation.

## COMMONWEALTH OF THE PHILIPPINES

Department of Public Works and Communications

### BUREAU OF POSTS

Manila

In reply address  
The Director of Posts  
Manila, P. I.

Philatelic Section  
Domestic & International  
Money Order Division  
March 24, 1939.

The Airmail Digest  
P. O. Box 716  
Manila

Gentlemen:

Referring to your request of March 2, 1939, I have the honor to give the following information relative to the special stamps commemorative of the First Airmail Exhibition of the Philippines:

1. TOTAL ISSUES ORDERED SURCHARGED

8-centavo.....	200,000
1-peso.....	30,000

2. TOTAL AMOUNT OF FIRST-DAY SALES

P23,572.48

3. TOTAL NUMBER OF FIRST-DAY COVERS

Returned to patrons.....	3,696
Dispatched to Guam, Hawaii and U. S.....	1,133
"    " Baguio.....	728
"    " Paracale.....	177
"    " Legaspi.....	216
"    " Iloilo.....	539
"    " Bacolod.....	306
"    " Cebu.....	275
"    " Davao.....	219
Total.....	<u>7,289</u>

Very respectfully,

For the Director:  
(Sgd.) BRAULIO DE VERA,  
Supt. Domestic & International  
Money Order Division.

## CALLING ALL COLLECTORS OF THE PHILIPPINES

It is encouraging to note that during the last ten years the hobby of stamp collecting in the Philippines has grown tremendously. The philatelic press and communications coming to us from foreign lands have shown that there is a growing interest for collecting Philippine stamps in other countries. Prompted by these inspiring facts and being eager of serving the best interests of philately and of those devoted to it, the Board of Directors of the Asociación Filatélica de Filipinas has decided to keep a register, to be known as the PHILATELIC GUIDE OF THE PHILIPPINES, wherein to enter the names of all stamp collectors in the Philippines together with their respective addresses and other pertinent information concerning their collection. The purposes of this Guide are to make a survey of the extent and quality of the philatelic hobby in the Philippines in its actual condition, and at the same time to obtain accurate information on which to base actions on the many inquiries received by the Association about collectors in the Philippines or about stamps for exchange, purchase or for sale.

Usefulness of this Guide to local and foreign collectors will depend largely on the completeness of the list of collectors in the Philippines and the importance and accuracy of the information regarding their collections therein contained.

Members of the Asociación Filatélica de Filipinas as well as all other stamp collectors throughout the Philippines are invited to furnish the Association with the necessary information by filling out the form on the other side and mail same to Mr. Vicente P. Tagle, Auditor of the Association, 116 Cabildo, Manila.

The Association will grant to any non-member collector who furnishes the information a free six-month subscription to its magazine "A. F. F."

JESUS CACHO

*President*

Asociación Filatélica de Filipinas

Manila, February 11, 1939.

### ASOCIACION FILATELICA DE FILIPINAS MANILA

## PHILATELIC GUIDE OF THE PHILIPPINES

1. Name.....
  2. Address.....
  3. Sex.....
  4. Age.....
  5. Occupation.....
  6. Nationality.....
  7. My collection is (a)..... (general or not); (b) specialized in (name of country or countries).  
(c) other kinds of stamps: (fiscal, revenue, etc., and countries).....  
(d) first day covers: (countries).....  
(e) air mail covers: (countries).....  
(f) post cards: (countries).....  
(g) other data:.....
  8. Philatelic rarities or oddities:.....
  9. I exchange, buy and sell stamps (cross out unnecessary words).
  10. Catalogues used by me:.....
  11. Philatelic magazines to which I am a subscriber:.....
  12. Philatelic literary works I own:.....
  13. I am a member of the following philatelic societies: (give address).....
  14. Work contributed by me to the cause of philately and its spread:.....
  15. I began to collect stamps in the year.....
- Signature.....
- Date.....

# STORIES BEHIND Philippine STAMPS

by Ramón Catalá

Queen Isabella II (1830-1904)

*(Editor's note: This is the first of a series of articles on the biographies of the historical subjects portrayed on the stamps of the Philippines.)*

Isabella II, queen of Spain from 1833 to 1868, was born on October 10, 1830 in Madrid, the eldest of two daughters of Ferdinand VII by his fourth wife, Maria Cristina. We find this unfortunate queen depicted in the first stamp of the Philippines, 1854; her likeness adorned our postal and fiscal stamps until 1870 when the installation of the provisional government in Spain her effigy began to be smeared by the bane of all Philippine collectors, the overprint "Habilitado por la Nación."

Isabella was three years old when her father died—and it was at this tender age that her troublous career started. Soon after Ferdinand's death the first Carlist war started—this internecine war was so called because it was promoted by the sympathizers of King Ferdinand's bro-



ther, the Infante Carlos, who wanted to sit him in the throne on the strength of the salic law excluding female descendants from the succession to the throne. This contention however, was illegal and unfounded inasmuch as the salic law had been outlawed in Spain long before queen Isabella was born. The salic law was nullified by King Ferdinand's own father, Carlos IV by the Pragmatic Rescript of 1789 and this action was

duly ratified by the Spanish Cortes in the same year.

The war proved to be an ominous start for Isabella's tragic reign. The regency had been given to her mother until she was ten years old but the aged Maria Cristina abdicated in favor of premier Espartero. Court intrigue from the part of the Carlists and a conspiracy soon relieved Espartero of the power to be succeeded by Narvaez. But, he too, had to give it up—the undercurrent of selfish ambitions both within and without the court were boring the very foundations of the Spanish throne. As a last resort the queen was declared of legal age on Nov. 8, 1843 when she was barely 13 years old. The gigantic task of ruling a troubled nation proved to be too heavy a burden for her fragile shoulders. The premiers succeeded each other in quick succession and men from the most varied political aspirations were in turn asked to take the reins of the government.

In 1846 Isabella married her first cousin Francisco de Asis, son of the Infante Francisco de Paula, her father's youngest brother. Some historians say that this marriage was arranged by the corrupt camarilla of the queen to render her childless, or if she did become a mother, that her offspring suffer the consequences of consanguineal matrimony. This, however, may be pure conjecture, and your narrator has been unable to verify this fact from the three encyclopedias that have been consulted. In 1852 an attempt against the queen's life took place which was the government's cue to renew with vigor its campaign against its enemies. The campaign finally gave way to the military uprising of 1854 headed by General O'Donnell, which was ended two years later by a coup de etat. The power see-sawed between the victors and the vanquished for a time and the poor queen was torn between the warring factions. She was also being assailed from within her own court her brother in law, the duke of Montpesier sided with the house of Savoia in the latter's fight to end the temporal power of the Pope after Isabella had given her support to the Pope.

In 1866 General Serrano, the recipient of many of the queen's favors sided with the revolutionist Prim in an effort to overthrow Isabella's government and after two years of fighting the rebels she was forced to abandon her throne and was exiled to France (Sept. 26 1868). In 1870 she formally abdicated her throne in favor of her son Alfonso XII.

Thus ended the tragic career of Spain's second Isabella, and although her reign may be criticized for its many mistakes these were mostly made by her pernicious clique or "camarilla" of advisers who worked more for their own selfish interests than the good of the country. In the queen's favor stand out her magnanimous heart as is witnessed by her many charities and by her pardoning Montemolin, General Elio and Colonel Cavero, the very men responsible for the insurrection of the Rápita which tried to overthrow her.

After her flight to Paris the stamps depicting her effigy were overprinted with "Habilitado por la Nación" by the provisional Government until 1870 when the new stamps were issued. (These will be the subject of our next article.)

It is not only in the stamps of the Philippines that queen Isabella has been remembered by this country. In the very city of Manila and across the plaza from the historical church of Malate stands a monument to her



memory. Also, one of the most well preserved gates of the wall of Intramuros was named after her. It faces the Pasig river leading out to Magallanes drive.

ADVERTISE IN THE A. F. F., THE NATIONAL PHILATELIC MAGAZINE OF THE PHILIPPINES.



## IN MEMORIAN

Don Gabriel M. de Ubago, AFF 63, one of the oldest collectors of the Philippines, passed away on January 22, 1939. Death came to him at the age of 57. He is survived by his wife, Doña Marcela de Ubago and five children.

Born in Manila on September 13, 1881, Don Gabriel was one of the most active collectors of the Philippines. He was one of the grand old men of the Asociacion Filatelica de Filipinas and of philately in these Islands. Don Gabriel will be remembered by all who knew him for his many philatelic achievements. He was one of those responsible for the awakening of the postal officials from their lethargic slumber that fed Philippine collectors the same stamps for over twenty-five years. It was through his organized efforts with the late Don Jose Castañer that the Madrid-Manila, the Legislative issue and the L. O. F. were issued by the postal authorities in two years time. Likewise he worked for the issuance of the F. Rein, Von Gronau and Arnacal surcharges.

In his philatelic activities, he was one of the organizers of the Asociacion Filatelica de Filipinas and the Philippine Air Mail Society, having held positions in the former in the capacities of president and treasurer for several years. It was under his incumbency as president of the A. F. F. when the AFF magazine came into existence. He was a regular contributor to the AFF, having written the "Commemorative Issues of the Philippines," and published by installment under Gamaruba as his pseudonym. Don Gabriel was also the president of the FEPEX, the first Far Eastern Philatelic Exhibition held in the Philippines in 1937. At the time of his death, he was one of the executives of the Ayala y Cia., Manila, P. I. The passing of Don Gabriel was indeed a great loss to Philippine philately.

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Newton C. Comfort, chief pharmacist of the U. S. Quarantine Office in Manila and first director of the Philippine General Hospital died of heart disease on March 5, 1939, in his residence at 604 Vermont Street, Manila, at the age of 67 years. Surviving him is his wife, Mrs. Encarnacion Delmoral-Comfort.



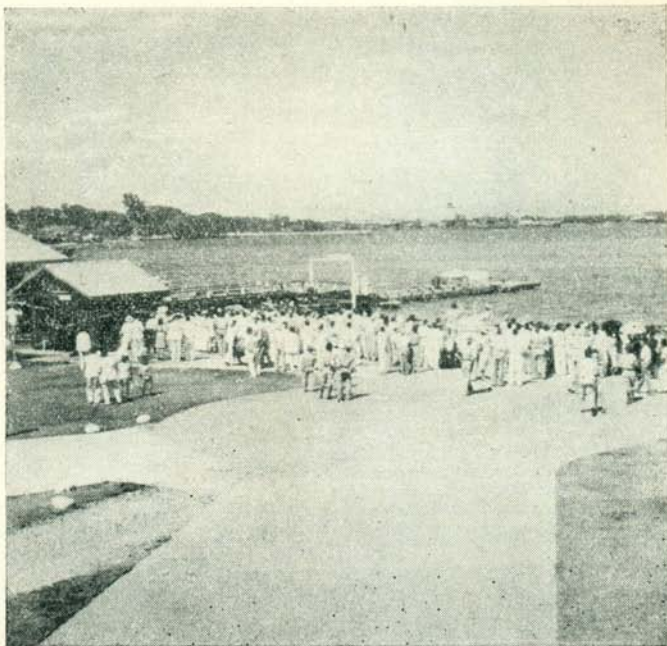
Don GABRIEL M. de UBAGO

Mr. Comfort came to the Islands 41 years ago, with the first American settlers, as a pharmacist. He was named director of the state hospital when it was organized in 1908, a post he occupied for several years. After occupying a number of positions, he was appointed chief pharmacist of the U. S. Quarantine Service, Manila. Because of a paralytic stroke, he sought retirement, but instead the Philippine Government pensioned him.

Being one of the American old-timers in the Philippines, Mr. Comfort was an old guard of philately in the Islands. He was an old member of the Asociacion Filatelica de Filipinas, he being one of the founders of it, and his loss was greatly felt by all his colleagues. At the time of his death, he was also an old member of the A. P. S., as witnessed by the number of his membership—5021. He was also a member of the Philippine Air Mail Society. He died a 33rd degree Mason of the Grand Lodge of the Philippines in which he was elected once the head of it.

The ASOCIACION FILATELICA DE FILIPINAS extends its deepest sympathy to the bereaved families of Don Gabriel M. de Ubago and Newton C. Comfort, on the passing away of two prominent AFF members and old collectors of the Philippines.

- BOEING Clipper, largest airplane in the world, as seen in the air, and is about to land at the PAA air base in Cavite.



## WORLD'S LARGEST CLIPPER REACHES MANILA

### Makes Record Trial Flight

Forty-one and a half tons of flying power—the new super-clipper of Pan American Airways, largest commercial airplane in the world, slid gracefully into the waters of Manila Bay at two o'clock in the afternoon of March 2, marking another dramatic step in the conquest of the air.

The 7-passenger Boeing Clipper, on a shakedown flight from the United States to the Orient, succeeded in conquering the world's widest ocean and at the same time clipping seven hours and 27 minutes from the original flying time between California and Manila.

As spacious as a five-room house, the new clipper made the trans-Pacific crossing in the unofficial record time of 52 hours and 20 minutes actually spent in the air, as compared with the 59 hours and 47 minutes actual flying time required by the China Clipper on her trial-blazing flight to the Philippines on November 29, 1935.

Captain William A. Cluthe, commander of the airliner, gave Manila one of the finest views it has ever had of a clipper in flight. He pulled her down to the limit of safety in altitude and came over Pier 7 at about 700 feet, then he nosed her out along the bay shore.

The huge aircraft roared over the bay from the east by south majestically and apparently slowly, due to her great bulk. She came over Manila, passed beyond the western confines of the city, banked slowly, pushed her altitude down where the thousands of watchers from the streets and roof tops could see her clearly and headed along the bay shore toward her base at Cavite.

Every roof top in the bay area was filled with people and along the Luneta and Dewey Boulevard cars were parked as thousands craned their necks to get a glimpse of the "flying hotel."

Demonstrating the size of the new clipper was her escort of four U. S.



● NINE of the 11 original passengers (right) on an observation flight on the BOEING CLIPPER from San Francisco to Hongkong, who arrived in Manila on March 2. In the group (left to right): Andre Priester, chief engineer; C. Thurston Ramsey, asst. division operations manager, PAA; W. E. Beall, chief designer of the Boeing Aircraft Co.; F. J. Weigand and Joh H. Caffrey, Curtiss Wright representatives; G. W. Lossow, J. E. Boudwin and F. H. Stevens, Civil Aeronautics Authority observers; H. D. Ponceti, a Boeing official; William T. Miller, asst. to the chief of the air carrier inspection of the CAA observers, Almon G. Gray, PAA official do not appear in the picture.

INSET—Captain William A. Cluthe, commander of the BOEING CLIPPER.

BELOW—The BOEING CLIPPER, a few seconds after her landing at the PAA airbase in Cavite.





- **OFFICIAL CACHET** applied by the Bureau of Posts, Manila, on covers carried by the BOEING CLIPPER on her first return test flight to Francisco, on March 6, 1939 (clipper mail closing time), via Guam and Honolulu.



- **CACHETED COVER** flown from Manila to Guam on the return test flight of the BOEING CLIPPER. Backstamped at Guam, March 7, 1939.

Army planes. In the air the escorts looked like insects beside an eagle.

When the plane was west of the naval radio towers at Cavite, she could plainly be seen from Manila roof tops in the bay area, Captain Cluthe slowly nosed the ship down and when he touched water it was plainly discernible by watchers in Manila because there was a cascade of white foam from either side of the sun-garnished, gleaming hull.

The thousands who flocked to the PAA base at San Roque, in Cavite, were thrilled as Captain Cluthe brought down the big ship to a feather-like landing. A 25-mile wind

was blowing at the time and it took almost an hour of laborious effort on the part of the clipper crew and ground personnel to pull the big ship to the dock. The official time when the clipper was finally tied to the dock was 2:56 p. m.

After the party of observers and members of the crew had landed, United States High Commissioner Paul V. McNutt and Rear Admiral George J. Meyers, commandant of the 16th Naval district, went aboard and inspected the ship. With them were Miss Louise McNutt, Mrs. Meyers and Lieutenant-Commander J. P. Rockwell, the Commissioner's aide.



● COVER that made a round-trip on the BOEING CLIPPER. It was postmarked at San Francisco on Feb. 22, and because of its light purple ink, in reproducing this cover thru photo engraving, the postmark could not be discerned. It bears March 6, 1939, as the postmark in Manila.

● BACKSTAMPS of above cover—March 2, (Manila); March 11, (Honolulu); and March 14 (San Francisco). Cachets applied at San Francisco and Manila are also shown.



Other prominent people who went aboard to inspect the new clipper included Lieutenant-Colonel and Mrs. D. D. Eisenhower, Mrs. Douglas MacArthur, Mrs. Howard F. Smith, Way Coy, administrative assistant to the High Commissioner, and members of the Commissioner's staff.

"I have enjoyed looking at the new clipper," Commissioner McNutt said. "It is most interesting inside and shows a decided improvement over the first trans-Pacific clippers. It is a grand ship and fulfills the dream of its designers."

The BOEING CLIPPER brought only air mail, air express and 11 aeronautic observers. Covers posted at San Francisco bear the postmark—"FEB. 22, 1939" as the date of dispatch at that point. A cachet in blue illustrating the BOEING CLIPPER in flight was applied and in a panel below it, the following words

read: "SPONSORED BY S. F. JR. CHAMBER OF COMMERCE." According to Albert N. Brown of San Francisco, who sent covers with this impression, it was the official cachet applied at that end.

Indicative of the desire of the Philippines to commemorate likewise this first test flight of the BOEING CLIPPER, the Bureau of Posts, Manila, applied a purple diamond cachet on all covers carried on its return flight to the United States. This cachet read: "OFFICIAL CACHET—FIRST FLIGHT—BOEING CLIPPER—MANILA TO S. FRANCISCO—VIA GUAM & HONOLULU—MARCH, 1939", with the seal of the Philippine Commonwealth and a three-blade propeller.

Mail for the BOEING CLIPPER on its first return test flight for the States closed on March 6, at 7 p. m., and left the Philippines at dawn of the following day.

*In aeronautics one finds new things only by looking for them.*

— CIERVA.

An appeal for the  
continuance of

## THE TRANS-PACIFIC CLIPPER SERVICE

By JOAQUIN M. ELIZALDE

Resident Commissioner of the Philippines to the United States

EDITOR'S NOTE:—The following is the text of the testimony submitted by Hon. Joaquin M. Elizalde, Resident Commissioner of the Philippines before the Civil Aeronautics Authority of the United States, on February 17, 1939, in connection with the hearings of the trans-Pacific air service. Don Joaquin is a prominent businessman and sportsman of the Philippine Islands, and prior to his appointment as Philippine Resident Commissioner to the United States, he was the president of the Elizalde & Co. Inc., one of the oldest and largest industrial firms in these Islands, owners and general managers of the La Carlota Sugar Central, Pilar Sugar Central, Central Sara-Ajuy, San Jose Milling Co., Elizalde Rope Factory Inc., Elizalde Paint & Oil Co. Inc., Anakan Lumber Co., Bukidnon Cattle Ranch Inc., Davao Mining Co., Metropolitan Insurance Co., United States Life Insurance Co., Manila Steamship Co. Inc., and the Los Tamaragos Polo Club. Although his duties as Philippine Resident Commissioner make it imperative for him to stay in Washington, D. C., he is still the present chairman of the Board of Directors of the Elizalde & Co. Inc., and simultaneously, a major in the Philippine Army Cavalry Reserve.

By direction of the President of the Philippine Commonwealth I appear before your honorable Authority in connection with your inquiry relating to the trans-Pacific air service. I express my appreciation of your indulgence and for this opportunity to present my views on this vital question.

May I first read to you a cable from His Excellency, Manuel L. Quezon, President of the Philippines, which I received yesterday?

"Am informed hearings will be held on February 14 before Civil Aeronautics Authority regarding increase compensation for carrying trans-Pacific air mail. The continuance of this service is a matter of great importance to the people and business interests of the Philippines. Please convey to the Civil Aeronautics Authority my earnest hope that favorable consideration may be given to measures that will help to assure the continuance of this invaluable service between the United States and the Philippines.

Quezon."

In approaching the matter under consideration I am impelled to include in my remarks certain observations of a personal nature, in the belief

that, aside from the economic and other practical considerations, there are certain sentimental phases which are pertinent to its discussion.

On November 29, 1935, the day the China Clipper arrived in Manila, completing the first commercial flight over the Pacific Ocean, I was one of those fortunate enough to participate in that memorable event. I happened to be in a choice position from which to view the flying boat as it came gliding to a perfect landing on Philippine waters. I was only a few yards from where it finally anchored. It was indeed a magnificent and unforgettable spectacle. Everyone was filled with emotion and admiration.

Just a few minutes before this the China Clipper came into view



• The U. S. Clipper Stamp



many miles out over the sea, and we watched it gradually and majestically approach the city. Soon it was hovering over Manila, and then in an incredibly few moments it glided down on the serene waters of Manila Bay amid the cheers and plaudits of thousands of our people. Truly it was an historic event—a moment of triumph and pride for Americans and for America as a nation. It was an achievement comparable to the great discoveries of past centuries.

The China Clipper, incidentally, was under the command of Capt. Edwin Musick, whose untimely death is



Hon. JOAQUIN M. ELIZALDE  
*Resident Commissioner  
of the Philippines to the United States*

one of the great losses to commercial aviation.

The success of the Pan-American Airways in spanning the Pacific demonstrated to the world the tremendous possibilities of transoceanic commercial aviation. It has proved that



● The P. I. Clipper Stamp.



what had been considered a practical impossibility only a few years ago could be successfully accomplished through proper scientific study and thorough preparation. Moreover, it further demonstrated the great American pioneering spirit to forge ahead in the conquest of the air regardless of the cost or risks involved.

We in the Philippines were proud of that event. We had done all we could to encourage it. The clipper landed on what we are pleased to have given in the Pan-American Airways as an air-base franchise.

In discussing the service which the Pan-American Airways has rendered through its trans-Pacific airlines, may I for a moment digress to make what seems to me to be a significant point?

As is well known, Manila Bay is accustomed to merchant ships flying the flags of all nations. British, Japanese, Norwegian, and Danish ships all usually newly built, and equipped with the latest types of Diesel motors and other up-to-date machinery and appliances, are constantly in our waters. They render reasonably convenient accommodations and facilities to the public.

On the other hand, I am constrained to make the observation that, with the exception of a few steamers, most of the American ships which enter the bay are antiquated, built during the war in an emergency, and generally lacking the equipment and facilities to place them in a competitive position with the modern fleets of other nations. I am not unmindful of the strides which you are now making under the guidance of the United States Maritime Commission. We look forward to the day when your American ships will vie with the merchant fleets of the world.

But in striking contrast to the present maritime situation is the unquestionable supremacy of the United States in trans-Pacific air transportation. The United States stands unsurpassed. It is a peer in this enterprise of the air. Its accomplishment in providing excellent service for passengers, mail, and light cargo, maintaining a steady schedule for several years and an enviable record of safety and competent supervision is a matter of international discussion. It seems, therefore, inconceivable that the United States would fail to support any reasonable proposal for the improvement, development,

and expansion of a project in which it has no rival.

From a practical and business stand-point the Pacific air service, such as that rendered by the Pan-American Airways, may be viewed from three angles, the humanitarian, cultural, and commercial.

As to the humanitarian service, I have in mind unforeseen national calamities, such as floods, epidemics, earthquakes, or other disaster. Immediate shipments of medical supplies, serums, and food by clipper to the distressed areas would be vital to the prevention of unnecessary suffering and loss of life and property. This is of inestimable value. Its significance will be more fully appreciated if we visualize for a moment the pitiable plight of a nation in distress, unable to obtain immediate relief through lack of speedy transportation facilities.

The cultural benefits derived from this service are no less significant. Newspapers, periodicals, motion pictures, advertising material, and other media of education and information can now be sent overseas through the air service. The result is that American cultural contacts with the Philippines and the Orient are being drawn closer together.

The commercial advantages accruing to the United States and the Philippines are too innumerable to catalog. I shall attempt to mention only a few.

Not long ago cable or radio communication was used almost exclusively by business firms at considerable expense. Now the air service is available at much less outlay. Where it was impossible to communicate detailed messages through the cable or the radio, it is now convenient and practical to convey them through the air mail. As a businessman in the Philippines, I can and do appreciate what this has meant commercially to the two countries.

Trade transactions in general are greatly facilitated by the quick delivery of shipping documents through the air mail. The consignee is thus given ample time in which to arrange for banking credits and the disposal of the merchandise.

With the facilities of trans-Pacific service, American and Philippine firms are now enjoying the same advantages as Europeans, who are fa-

vored by the fast air transportation from Hongkong to Europe, established by the English and Dutch air lines. American commerce and trade in the Pacific, with the Philippines as the eastern air terminal, has thus received a new impetus for further development and expansion.

At this point I wish to dwell briefly upon the benefits which individual classes of business derive from the Pacific air service.

To machinery and supply houses, the saving in time accomplished is all-important, inasmuch as it makes it possible for them to secure engineering data, blueprints, advertising copy, and even spare parts, which are so essential to the servicing of such equipment. In some cases the feasibility of shipping machinery by air express has resulted in a saving of several weeks of operation.

In the textile industry the fact that samples can now be sent by air is responsible for moving American manufacturers closer to the Philippine market, making it practical for them to compete profitably with Japanese and other exporters, who had made deep inroads into the textile business in the Philippines. In the old days it was necessary for American textile manufacturers to send samples to the Philippines by surface transportation, which required approximately 4 weeks in transit.

With respect to the embroidery industry in the Philippines, air transportation is proving indispensable. Shipments of sample embroideries may be made from those samples, and shipped to the American markets so as to be available before the swiftly changing styles have depreciated the value of these embroideries. There has been a very extensive and profitable use of the air express and airmail service by the textile and embroidery trades in both countries.

To sum up briefly, the air-mail service has been a boon to the efficient and practical conduct of modern business in the Pacific, not only in providing for quicker transmission of business correspondence and communication but in drawing closer the cultural and social ties of these two countries. To the humanitarians, culturist and industrialists, the air service has placed the Philippines within easy reach for the dissemination of American culture and ideas, and the expansion of American trade and commerce.

This air service has become a practical necessity to all. It is a byword for dependability. It has literally shrunk the Pacific and made the world much smaller. The tremendous advantages of bringing the peoples of these widely separated areas together in closer contact and understanding cannot be measured in terms of dollars and cents.

Gentlemen of the committee, as representative of my government, I voice the sentiments of our 15,000,000 people when I strongly endorse and support the program of development and expansion of the facilities of the trans-Pacific air service.

I cannot stress too strongly the desirability of urging the expansion of this splendid service which has proven its usefulness and which has become indispensable to our peoples. Its achievements in the past, as well as the future, are, and will be, a source of honor and prestige to the United States. As Filipinos, we too, are justly proud of the successful culmination of this gigantic enterprise, and bask in the reflected light of your glory."

—o—

#### FOR CHEAPER AIRMAIL

The Transportation Board is reported ready to recommend the reduction of airmail rates in the Philippines. A first-class mail matter between Manila and points with airmail service—Iloilo, Bacolod, Cebu, Davao, Legaspi, Paracale, Naga, and Baguio—now pays a minimum of P.08 or four times the ordinary rate of P.02. In the United States, the corresponding schedule is \$.06 for airmail or only two times the ordinary mail rate of \$.03.

Trans-Oceanic airmail service is correspondingly higher, to be sure. The minimum charge between the Philippines and America is P1.00, although the same matter can be sent to London via Hongkong for only ₱.48.

Cheaper airmail should be especially important to the Philippines in view of the necessarily slow ordinary mail service between the various islands. A rate double the ordinary schedule, as is the case in the United States, should be sufficient.

It is also understood that the Board will recommend subsidies for mail contracts which, after all, is the only way properly to compensate the airlines.

# THE UNITED STATES POST OFFICE DEPARTMENT— PHILATELIC PROMOTER

... By Ernest A. Kehr

(Written for the A.F.F.)



Newspaper columns and radio programs devoted to the entertainment of postage stamp collecting as well as expensive trade exploitations all combined to stimulate interest in this hobby, yet these were never half so effective in swelling the ranks of hinge-lickers as the organized propaganda and publicity campaigns launched by the Post Office Department of the United States.

Because he was formerly a salesman and Chairman of the New York State Boxing Commission, Postmaster General James A. Farley knows not only the value of planned promotion, but is also familiar with the means by which it can be released to best advantage.

In philately Mr. Farley envisioned a lucrative source of revenue so he lost no time in cultivating it. When he took office in 1933 there were fewer than one million people in America who regarded a postage stamp as anything except a cause of lingual distaste. To-day the Philatelic Division estimates (from the number of annual orders received) that there must be at least ten million men, women and children who collect stamps for either pleasure or profit.

The striking methods through which this startling number of enthusiasts was boosted are almost as incredible as the financial bonanza they have dumped into the erstwhile empty coffers of the post office department.

Mr. Farley became Postmaster General in March, 1933. In April the first stamp of his regime was issued, and like many other three cent adhesives that preceded it, the Newburgh Peace stamp had a sale of slightly more than seventy million copies.

This may have seemed like a large quantity to some postal executives, but to Mr. Farley—who was accustomed to million dollar gate receipts at boxing matches—it represented but a small fraction of the numbers that could have been sold if they'd been properly advertised.

The Publicity Division was put to work and the second emission sold 362,152,200 copies. Even that sale was deemed short of potentialities so the exploitation program was stepped up for the next commemorative issue.

The N. R. A. stamp made its appearance on August 15, 1933 as a postal tribute to the National Recovery Act, which has since been declared unconstitutional by the Supreme Court. Its vignette depicts a



farmer, a business man, an industrial worker and a feminine employee, striding side by side in a symbol of "common determination."

The means employed in stimulating the sale of this special adhesive typify the high pressure methods of the current postal administration.

Photographs were taken of Mr. Farley examining the initial print-

ing of the new stamps as they came off the press. These were distributed to, and published by, nearly all the newspapers in the land. The scheme helped the sale of the stamps in a small, but unsatisfactory measure. Criticism of the stamp's design suddenly crashed the news columns. Such trivial suggestions as the reference of the scyth in the hand of the farmer to Russian Communism, or the fact that the business man's face resembled President Roosevelt's found space on front pages. One article (written by one of Mr. Farley's Californian constituents) pointed out that the apron worn by the industrial worker was identical to those made in the Soviet.

Ridiculous? Paltry?

Perhaps, but they succeeded in arousing public interest in the stamps to such an extent that thousands of non-collectors swarmed to stamp wickets to buy the N. R. A. issue simply to see what all the comment was about.

The sales of this issue consequently were catapulted to 1,978,707,300 copies. And at three cents each, that revenue goes a long way in changing the ink's color on the Post Office Department's ledger.

Special, unnecessary stamp emissions were released on the slightest pretext. In the eighty-six years that preceded Mr. Farley's administration 107 different commemorative stamps had been issued in the United States. In the five years that he has held office so far Mr. Farley has already issued 101 varieties in addition to the ordinary ones. And each one is accompanied by publicity and ballyhoo to help boost sales. Often the criticism does much discredit the reputation of the government artists and printers who produce the adhesives, but as long as sales continue to boom the P. M. G. is well pleased, for dollars are more useful than praise in effacing the deficit to which his department was formerly accustomed.

Singly none of these several issues would have created new collectors, but the combined publicity had a beneficial effect upon stampdom. A great many average citizens were persuaded to buy the stamps about which they read scrap items in the news either out of sheer curiosity or out of a mistaken idea that a stamp that aroused such dispute must necessarily become a rarity of tomorrow.

When some of these average citizens found themselves with a few dif-

ferent stamps they unconsciously became aware of the stamp collecting urge. The determination to buy not only all future issues, but some of the obsolete ones besides, became so widespread that for a short time a real boom hit the stamp trade.

The rush for the older designs does not sell current stamps so in order to compete for the collectors' philatelic allowance Mr. Farley is making stamps just fast enough to drain that budget, leaving very little for the hobbyist to spend with a legitimate dealer.

Now having aroused an interest in the hobby, Mr. Farley and his subordinates are doing everything in their power to retain and even develop the good will of the philatelic fraternity. The Post Office Department, therefore, is anxious to participate in almost every philatelic event, whether it be national or merely local. The executives visit club meetings, conferences and society dinners, ever stumping for the new stamps which have just come off the press or which are just being prepared for issue.

And hand press on which U. S. stamps are printed is sent to nearly all stamp exhibitions to arouse an interest in the manufacture and (ultimately) in the purchase of stamps.

Four of the largest shows during the past few years have been honored by the issuance of special miniature sheets of stamps. The exhibition committees were thrilled to be so importantly acknowledged by the U. S. Government, while the Post Of-

The Philippine Philatelic  
Agency is now  
located at 1605  
New House Office  
Bldg., Washington,  
D. C.

ice was more than pleased to find an excuse to make labels which netted them \$1,127,207.84.

The "big city" trade is well in hand so a promotion program is now under way to educate men, women and children in rural communities to the fascination of postage stamp collect-

ing. A special truck has been built in which a large and interesting display of U. S. stamps and pictures from which stamp designs were copied, are mounted. Under the supervision of postal employees, this truck will visit small towns to demonstrate how postage stamps aid in recreation as well as in the better understanding of the country's history.

Though the motives of the Post Office Department are obviously selfish, the work it is doing to arouse this interest in the hobby has some beneficial effects on philately. This program has made millions of men, women and children stamp conscious. In a few years many of them will undoubtedly develop into true philatelic students and advocates.

Though, for the moment, they are being glutted with the idea that only mint U. S. commemoratives are worth while, they will soon learn that other fields can offer fuller satisfaction at less expense. It is pleasing to note that even today the number of novices who formerly confined themselves to issues of America have focused their attention to such stamp groups as British or French Colonials; Jubilee and Coronation sets; European nations or subject collections such as ship, bird or animal stamps.

Indeed philately of America—yea, the world—may be happy that the United States SPost Office Department has assumed the costly role of Philatelic Promoter.

## OFFICIAL SOUVENIR SHEET LISTING

By The Souvenir Issues Association

Reprinted from *The Souvenir Issue*

Our original official listings of souvenir sheets were published in the January and March numbers of "The Souvenir Issue." Since that time additional sheets have been issued and with this listing, it is brought up to date. Souvenir Philatelic sheets are designated by the letters "S. P." while the souvenir commemorative sheets are preceded by the letters "S. C." After the name of the sheet, appears Scott's catalogue number, the year of issue and the form of the sheet. "1 x 1" signifies one sheet composed of one stamp, while "2 x 20" represents two sheets to twenty stamps each.

### United States of America

S. P.	White Plains.....	630	—1926—1 x 25
S. P.	Chicago A.P.S.....	730	—1933—2 x 25
S. P.	Byrd.....	735	—1934—1 x 6
S. P.	Mt. Ranier.....	750	—1934—1 x 6
S. P.	Omaha.....	751	—1934—1 x 6
S. P.	Tipex.....	778	—1936—1 x 4
S. P.	Asheville.....	797	—1937—1 x 1

### Albania

S. C.	Independence.....	280	—1937—1 x 3
S. C.	King Zog.....		—1938—1 x 4
S. C.	10th Anniversary.....		—1938—1 x 3

### Argentine

S. P.	EX. F. I. B. A.....	428	—1935—1 x 4
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### Austria

S. P.	W. I. P. A.....	892-a	—1933—1 x 4
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### Australia

S. P.	Melbourne.....	95-a	—1928—1 x 5
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### Belgium

S. P.	K. Albert.....	161-c	—1921—1 x 25
S. P.	K. Albert.....	163	—1934—1 x 4
S. P.	Antwerp.....	221	—1930—1 x 1

S. P.	Pr. Leopold.....	442	—1931—1 x 1
S. P.	K. Leopold.....	438-9	—1934—2 x 20
S. P.	SITEB.....	505	—1936—1 x 1
S. P.	Borgerhaut.....	514	—1936—1 x 1
S. P.	Charleroi.....	515	—1933—1 x 1
S. C.	Ysaye Music.....	535	—1937—1 x 4
S. C.	Albert Mem.....	544	—1938—1 x 1
S. C.	Koekelberg.....	557	—1938—1 x 1

### Brazil

S. P.	Brapex.....		—1938—1 x 10
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### Bulgaria

S. C.	King Boris.....	313	—1937—1 x 1
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### Congo

S. C.	Nat'l Parks.....	166	—1937—1 x 4
S. C.	Tourist.....		—1938—1 x 6

### Costa Rica

S. P.	San Jose Phil.....	183	—1937—1 x 2
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### Czechoslovakia

S. C.	Music Sheets.....	200-a	—1934—2 x 14
S. P.	Bratislava.....	239	—1937—1 x 4
S. P.	Brat. Newsp.....	428	—1937—1 x 25
S. C.	Masaryk Birth.....	794	—1938—1 x 1
S. P.	PRAGE-1938.....	251	—1938—1 x 2

### Danzig

S. P.	Daposta.....		—1937—2 x 1
S. C.	Magdeburg.....	570	—1937—1 x 2

### Estonia

S. C.	Charity Ball.....	290	—1938—1 x 4
S. C.	100th Anni.....	130	—1938—1 x 4

### France

S. P.	Paris Exhib.....	191	—1925—1 x 4
S. P.	Strassbourg.....	234	—1927—1 x 2
S. P.	Paris Pexip.....	331	—1937—1 x 4

### Germany

S. P.	Iposta.....	807	—1930—1 x 4
S. C.	10 Year Plan.....	835	—1933—1 x 4
S. P.	Ostropa.....	848	—1935—1 x 4

S. C.	Brown Band.....	873	-1936-1 x	1			
S. C.	11th Olympic.....	874	-1936-2 x	4			
S. C.	Hitler Perf.....	891	-1937-1 x	4	S. C.	Olympics.....	748 -1938-1 x 5
S. P.	Hitler Imperf.....	892	-1937-1 x	4			
S. C.	Hitler Surch.....	893	-1937-1 x	4			
S. C.	Hitler Nurnberg.....	894	-1937-1 x	4			
S. C.	Brown Band.....	895	-1937-1 x	1			
<b>Guatemala</b>							
S. C.	U. S. Constitu.....	791	-1937-1 x	4			
S. P.	Cent. Amer.....		-1938-1 x	6			
<b>Hungary</b>							
S. P.	Liszt LEHE.....	486	-1934-1 x	1			
S. P.	Budapest Phil.....	528	-1938-1 x	1			
S. C.	Eucharistic.....	790	-1938-1 x	7			
S. C.	St. Stephen.....	793	-1938-1 x	7			
<b>Iceland</b>							
S. C.	King Christian.....	202	-1937-1 x	3			
S. C.	Leif Eriesson.....		-1938-1 x	3			
<b>Japan</b>							
S. P.	Tokio A. P.....	458	-1934-1 x	4			
S. C.	New Year's.....	222 a	-1935-1 x	20			
<b>Jugoslavia</b>							
S. P.	Zefib.....	751	-1937-1 x	4			
<b>Latvia</b>							
S. C.	Natl. Reconst.....	420	-1938-1 x	2			
<b>Lebanon</b>							
S. C.	10th Anni. A. M.....		-1938-1 x	4			
<b>Liechtenstein</b>							
S. P.	1st Vaduz.....	115	-1934-1 x	1			
S. P.	2nd Vaduz Z.....	314	-1936-1 x	4			
S. P.	3rd Vaduz.....	151	-1938-1 x	4			
<b>Luxembourg</b>							
S. P.	Duke William.....	80 a	-1906-1 x	10			
S. C.	G. D. Charlotte.....	117 a	-1921-1 x	5			
S. C.	Birth Princess.....	138	-1923-1 x	1			
S. P.	Dudelange.....	401	-1937-1 x	2			
<b>Monaco</b>							
S. C.	Prince Louis II.....	147	-1938-1 x	1			
<b>Nicaragua</b>							
S. C.	Olympics.....	864	-1937-1 x	4			
<b>Panama</b>							
S. C.	Olympics.....	748	-1938-1 x	5			
<b>Poland</b>							
S. P.	Warsaw Phil.....	251	-1938-1 x	2			
S. C.	Carol's Visit.....	314	-1937-3 x	4			
S. P.	2nd Warsaw.....	537	-1938-2 x	4			
S. C.	Stratosphere.....		-1938-1 x	1			
S. C.	20th Anniv.....		-1938-1 x	4			
<b>Rumania</b>							
S. P.	Efiro.....	611	-1932-1 x	1			
S. C.	Michael's Birth.....	469	-1937-1 x	4			
<b>Russia</b>							
S. C.	Pushkin.....	595	-1937-1 x	2			
S. C.	Architects.....	606	-1937-1 x	4			
S. C.	Soviet Flier.....	976	-1937-1 x	4			
<b>San Marino</b>							
S. C.	Roman Forum.....	185	-1937-1 x	1			
S. C.	Lincoln.....	186	-1938-2 x	1			
<b>Spain</b>							
S. C.	Heroic Defense.....	1315	-1938-1 x	1			
S. C.	Heroic Air Mail.....	794	-1938-1 x	1			
S. C.	U. S. Constitu.....		-1938-1 x	1			
<b>Spanish Morocco</b>							
S. C.	1st Anniv.....	192	-1937-2 x	4			
<b>Switzerland</b>							
S. P.	N. A. B. A.....	227	-1934-1 x	4			
S. C.	Pro Patria.....	884	-1936-1 x	4			
S. C.	Pro Juventute.....	895	-1937-1 x	2			
S. P.	Aarau Phil.....		-1938-1 x	3			
<b>Syria</b>							
S. C.	10th Anni. A. M.....	388	-1938-1 x	4			
<b>Union of South Africa</b>							
S. P.	Jipex.....	75	-1936-2 x	6			
<b>Uruguay</b>							
S. P.	Montevideo.....	330	-1937-3 x	4			
S. C.	Gen. Garzon.....	367	-1938-3 x	4			
S. P.	2nd Montevideo.....	390	-1931-4 x	4			

## CARD of THANKS

The Asociación Filatélica de Filipinas wishes to express its deep appreciation to all local periodicals and magazines for the publication they had given in "Calling All Collectors of the Philippines."

PHILATELIC LITTERED CONTEST—No. 1				
NO.	SCRAMBLED LETTERS	CORRESPONDING WORD	YEAR ISSUED	COUNTRY
0	INSERISHE	ISE SHRINE	1929	JAPAN
1	AMILAN			PHILIPPINES
2	TOULFONSHUND			PHILIPPINES
3	CARTISCHIEU			U. S. A.
4	PRICELP			U. S. A.
5	RACLANA			PHILIPPINES
6	DARWEDVII			PHILIPPINES
7	RAVELOYGLEF			HONGKONG
8	LICARTIPO			HONGKONG
9	ONACOTINOR			PHILIPPINES
10	ONDEIS			U. S. A.

PHILATELIC LITTERED CONTEST—No. 2				
NO.	SCRAMBLED LETTERS	CORRESPONDING WORD	YEAR ISSUED	COUNTRY
0	NERIF	F. REIN	1933	PHILIPPINES
1	KONGKAB			SIAM
2	NOGRAVUNO			PHILIPPINES
3	DRYSASUNTE			CHINA
4	DAMARINDALMI			PHILIPPINES
5	LIDEH			INDIA
6	MACHAB			INDIA
7	JULIEZARLEBI			PHILIPPINES
8	VALLETISGIE			PHILIPPINES
9	OKITO			JAPAN
10	GARPINSOE			S. SETTLEMENTS

PHILATELIC LITTERED CONTEST—No. 3				
NO.	SCRAMBLED LETTERS	CORRESPONDING WORD	YEAR ISSUED	COUNTRY
0	NEGAP	PENANG		S. SETTLEMENTS
1	HASHINGHA			CHINA
2	RAMILIA			PHILIPPINES
3	ZUENOQ			PHILIPPINES
4	FIZELPANGREP			U. S. A.
5	SALTANPIKARON			U. S. A.
6	HERBO			INDIA
7	ARJIBAW			INDIA
8	MEADOA			PHILIPPINES
9	SAGPAJNAN			PHILIPPINES
10	SHINGKHEAR			INDIA

ASOCIACION FILATELICA DE FILIPINAS (PLC)  
P. O. Box 711  
Manila, Philippines

Gentlemen:

I wish to join your Philatelic Littered Contest, and enclosed ten (10) different commemorative stamps as per list attached.

Name .....

Address .....

NOTE. If possible, please indicate numbers per 1939 Scott's Catalog when sending stamps.

(Cut this coupon and mail it to the above address.)

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(Cut this coupon and mail it to the above address.)



# NOTICE

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The last number of this Contest (No. 4) will be published in the next issue of this magazine.

In view of the change of issue of the AFF, this Philatelic Littered Contest has been extended up to December 31, 1939.

Send your entries to the ASOCIACION FILATELICA DE FILIPINAS,  
P. O. Box 711, Manila, Philippines.

# *Join the AFF and enjoy its privileges!*

THE ASOCIACION FILATELICA DE FILIPINAS offers its members unique advantages through the medium of its various services:

**FREE SUBSCRIPTION** to its magazine and official organ—Newly, authoritative, and the leading exponent of Philately in the Philippines.

**EXCHANGES**—Opportunity to exchange duplicates with the largest and most representative body of stamp collectors in the country.

**AUCTIONS**—Once a month are held at the Association's headquarters where members may sell surplus stocks or buy new stamps below market prices.

## **F E E S**

**LOCAL MEMBERS**—residing in Mania and neighboring towns; P2.00 entrance fee plus a monthly fee of P.50.

**NON-RESIDENT MEMBERS**—residing outside of Manila, in the provinces or foreign countries: P2.00 (U. S. \$1.00) annual fee.



# **ASOCIACION FILATELICA DE FILIPINAS**

P. O. Box 711, Manila, Philippines.



# Australasian NOTES

By RAY PORTER

The new Australian series are now completed with the exception of the 2/- value. For the benefit of collectors of the Commonwealth who might have missed previous notes on this subject I shall give here a short description.

All stamps are of one uniform small size 20mm x 24mm., the 5d. and 9d. being horizontally designed, the remainder being upright.

- ½d. — yellow orange — Kangaroo
- 1d. — green — Queen Elizabeth
- 1½d. — brown — King George VI
- 2d. — red — King George VI
- 3d. — blue — King George VI
- 4d. — green — Koala bear
- 5d. — magenta — Merino sheep
- 6d. — purple brown — Kookaburra
- 9d. — umber grey — platypus
- 1/- — grey green — Lyre bird
- 5/- — claret — Queen Elizabeth in Coronation Robes
- 10/- — dull purple — King George VI in Coronation Robes
- £1. — slate — Q. Eliz. & K. George VI in Coronation Robes

The last three named are larger in size, their dimensions being 24mm. x 34mm. The 3d. and 6d. airmails stamps have been already been withdrawn from sale and no doubt the 1/6 stamps will also soon become obsolete as there is no use for it.

Talking of airmail stamps it looks as if all the predictions of airmail stamps replacing ordinary ones has come to nought, for quite the opposite is happening. The airmail stamps are being withdrawn and ordinary ones are being now used on airmail correspondence. Especially is this noticeable within the British Empire where the introduction of the "all up" airmail has revolutionized the mail transportation.

New Zealand has now withdrawn the 1d., 3d. & 6d. airmail stamps and the ordinary 1½d. K.G.VI. stamp is being used to prepay the airmail postage to England. Similarly Egypt

is not printing any more airmail stamps and is using up all the available supplies even as postage dues. The New Guinea airmails are with the exception of the £2.- and £5.- stamps obsolete now but it is not known yet whether they will be replaced by a new airmail series or whether the existing ordinary stamps (bird of paradise design) will replace them.

New Zealand is celebrating next year her first centenary and already a set of stamps ranging from the ½d. to 1/- values is in the course of preparation and will be issued later on this year to mark the event.

Preparations for the centennial exhibition to be held in Wellington are well under way. All the famous visitors, invited by the Government as their guests will be presented with a complete set of New Zealand stamps and special albums for these sets have been ordered by the New Zealand Government from the well known firm of G. F. Rapkin, London. The 1938 N. Z. Health stamp made its appearance as usual on October 1 and will be withdrawn from sale not later than February 28. Unlike the 1936 & 37 stamps the 1938 issue was printed in England by Messrs. Bradbury, Wilkinson & Co. but in the main layout it follows upon the lines of its predecessors. British Solomon and Gilbert & Ellice Islands have now joined the ranks of all the other colonies with long sets of attractive pictorials stamps with the King George VI vignette.

Another new issue from the South Seas comes from Tonga where three stamps (1d., 1½d. & 2½d.) appeared on October 12, 1938 to mark the 20th. anniversary of Queen Salote's Accession to the throne. Although the stamps are beautifully produced by Messrs. Thos. De La Rue & Co., of England, the portrait of the Queen is not at all flattering and only the limitation of space which did not permit for an adequate representation of a full length portrait can be blamed for this.

## DO YOU KNOW...

By Trifone Stanicich, Sr.

(EDITOR'S NOTE: Associate member Trifone Stanicich, Sr., Brooklyn, New York, will conduct this new column from time to time, giving odd facts about stamps and stampdom, and perhaps items Robert Ripley has never explored in his Believe It Or Not. Okay, Trifone, give the boys the works).

Do you know that Rameses II of Egypt, shown on four stamps issued by Egypt in 1921-22 and listed by Scott as Nos. 75 and 76, had the largest family ever recorded?... The old guy established a record of 161 children: 111 sons and 50 daughters! This fact is authenticated by inscriptions made their father and discovered by Egyptologists exploring ancient ruins.

Do you know that Scott lists the \$1 rose red stamp of Hawaii, issue of 1883-86 (No. 49) with a "Maltese cross cancellation", a cancellation employed for revenue or fiscal purposes and is said to have been used for a tax on opium?...

That the yacht "Hohensollern" shown on the stamp of the former German colonies, such as German East Africa, New Guinea, Southwest Africa, Kiautscheu, etc., is now being used as a night club anchored off the coast of Florida?... The yacht was the property of the German Emperor.

Do you know that according to press reports some 2,000 inhabitants of the Cayman Islands are to be provided with radio sets out of the proceeds of the sale of the Coronation stamps?... Happy Caymans!

Do you know that there is a laundry stamp tax in North Carolina?... The state issues a 1c laundry tax stamp—1c to be paid on every dollar's worth of dirty clothes washed by commercial laundries.

Do you know that in New York there is an inspection tax stamp on mattresses, pillows, etc.?... And in Georgia, California, Colorado, New Mexico, Arkansas and Alabama there is a tax stamp on stuffs... and last but not least, there's a tax stamp in

Florida on fertilizer?... Mebbe the "politicians" don't like the odor.

Do you know that Switzerland, made up of twenty-five independent states, but united into a league, became a federal state in 1840 and issued its first stamps in 1850?...

That if you want to add a complete postmark collection of Liechtenstein towns in your collection, there are only seven?... They are Balzers, Eschen, Mauren, Nendeln, Triesen and Vaduz, the capital.

Do you know that the Liberty Bell, pictured on the Sesquicentennial issue of the United States, 1926, cracked while being tolled, while the body of Chief Justice Marshall was being taken to Virginia for burial?...

That Molly Pitcher, whose name appears on the United States stamp of 1922, was appointed sergeant in the American Army by George Washington?...

Do you know that St. Kilda, one of the Outer Hebrides has no post office as stamps cannot be purchased there, and that letters together with the necessary amount of postage are put only into drifting mail boxes made of tin cans and fastened to sheepskin buoys?... These are cast on the water and allowed to drift until picked up.

Do you know that France recently issued an alcoholic stamp, glorifying French wine?... The specimen shows a lady with a large head-dress (a "Champenoise") holding betwixt dainty fingers a flute of champagne, saying—"Here's to the suckers (pardon me I meant to say "Here's a look at you"). The model is the artist Jany Perjeanne who was Miss Champagne at the recent Brussels Exhibition.

Do you know that Nassau Street, New York, is where the cheapest and costly stamps of the world are sold and where office boys and millionaires come to buy and elbow together?...

"Till we meet again.

### TO COMMEMORATE 100 YEARS OF POSTAGE STAMPS

A Reuter dispatch on March 28, states that as the year 1940 marks the centenary of the introduction of postage stamps into Britain, the British Postoffice will issue commemorative stamps of halfpenny, three-pence-halfpenny and twopence-halfpenny denominations. Designs will be asked from 30 artists and bodies representing the art industry of the country. Judges for the value and appropriateness of these designs also will be appointed.

### HE GOT HIS WAGES IN STAMPS

Stamp collectors at a sale at Harmers, Bond-street, W., decided what wages a Dutch engineer, who worked in the Canary Islands, received.

The engineer was paid in Spanish Nationalist Government money which he could not take out of the country. He decided to exchange it for a collection of air mail stamps issued by the Franco Government between 1936 and 1938. He got £600 for them.

# THE GOYA NUDE

... By J. C. Salak

Somewhere in the nineteenth century staid old Spain was rocked by the appearance of "The Nude Coquette" painted by a man who had become famed far and wide as one of the most talented artists born in Spain. Before the time of this daring nudity, another Spanish artist had dared to paint the Virgin Mary in an embroidered petticoat for which he was punished and heavily fined. But never before in the history of Spanish art, perhaps with the exception of Valesques' celebrated "Mirror of Venus" had the rigid and austere conventions of Spain been broken. These conventions were openly cast asunder by one, Francisco de Goya y Lucientes who painted the beautiful and shapely Duchess of Alba, famed for her wilful caprices and total disregard for the conventions of the day. Perhaps her youth had much to do with her carefree actions but nevertheless the thirteenth Duchess of Alba, Doña Maria del Pilar Teresa Cayetana de Silva Alvarez de Toledo, brilliant in court affairs was practically ignored by her melancholic husband, the Don Jose Alvarez de Toledo, eleventh Marquis de Villafranca, who spent most of his time in playing moody airs on the piano and indirectly encouraged her playing with fire as it were. She married him in 1773 at a very early age and had many intrigues which included for four years the spirited and bold Goya.

Strange as it may seem, this man born of humble peasant parents in a little village near the old city of Saragassa on March 30, 1746 aroused an unsatiated desire in the attractive Duchess and she became infatuated with him. This man, who as a youth spent his spare time in drawing with a crude stick of charcoal on the walls of the town church was selected by the Duchess to paint her portrait. Previously his artistic talent had been discovered by the village priest and at the age of twelve young Goya painted a curtain for the church altar and from then on his artistic career progressed rapidly. His original and attractive paintings expressed his bold spirit, his craving for freedom and his frank feelings were portrayed in artistic reflections of everyday life. The King's attention was soon attracted by the talented

Reprinted from the *Collectors Exchange*. Illustrations courtesy of Rogelio de Jesus.

works of Goya who was promptly appointed official painter of the royal court... and his eventual meeting with the Duchess.

Goya painted a number of portraits of the Duchess who thanked him with daily offerings of delicacies on silver dishes from her own table. The Duchess' sittings became more and more intimate as time went on, until word, via the court gossips, reached the unsuspecting Duke of Alba that his illustrious wife was posing 'absolutely nude' before the artist Goya!

"I'll paint his picture in his own blood," roared the enraged husband, but as in the case of most intrigues Goya heard of the threat in time and when the usually mild mannered but now hot tempered and fuming Duke came bursting into Goya's studio he found neither his unconventional wife or the suspected portrait of her in the nude... instead he glared upon an apparent surprised and bewildered painter putting the finishing touches to a beautiful canvas of the equally gorgeous Duchess in a reclining pose, but attired in a colourful flimsy toreador's costume of fine silk. The story behind this is that upon hearing of the Duke's vow for vengeance Goya hid the nude painting and worked all night creating another of the Duchess, this time in costume. Another story has it that when the jealous Duke presented himself at Goya's studio, flanked by Alguazils and police, the Duchess was there innocently posing but properly clothed. This latter paint-



FRANCISCO DE GOYA...  
he painted a picture that  
cost his life.

ing, *La Maja Vestida* (The Clothed Coquet) hangs beside the daring *La Maja Desnuda* in the Prado museum. (These gorgeous paintings were imprisoned until 1912 in a cabinet noir in the academy of St. Ferdinand before they were released to the Prado for exhibition). It is the one and only, the original *La Maja Desnuda* which appears on the 1930 stamps of Spain, smiling cynically and with eyes aglow.

This issue though two years late in appearance, commemorates the one hundredth anniversary of Goya who because of the scandal between him and the Duchess was exiled by the King and ordered to leave Madrid. The lovely but unfortunate Duchess was also exiled by the angry King. She died in the prime of her youth in 1802... rumour has it that she was poisoned.

Relaxing from a situation that kept his nerves tense Goya turned his talents to ridiculing those of the court. He was partly deaf and supremely disgusted with life after this tragic experience. He had seen much and learned more while at the court, and these vices and follies he etched and ridiculed with pen and brush to the best of his ability, which was sufficient. In spite of this indirect revenge, his work still retained their magic originality and usually the characters portrayed were the first to buy his masterpieces—for they were just that, be they serious or fantastic. The Duchess of Alba, who Goya had so daringly painted in the nude was now fantastically depicted as flying through the air accompanied by a band of winged witchess. This painting also appears on a stamp of this famous Goya Commemorative issue.

As has been said before Goya was daring, had nerve, and ignored convention. Nothing proves this better than this historical fact... In 1807



LA MAJA DESNUDA... it revolutionized Spanish art.

when Napoleon's armies were casting a bloody shadow over the nation Goya worked for him politically, and when Napoleon crossed the Pyrenees intending to crown Joseph Bonaparte as King of Spain, then Goya served as court painter to the conqueror. Shortly after Bonaparte and the French were repulsed and the Bourbons restored to the throne, Goya with grave nonchalance took the oath of allegiance to the newly crowned King who received him with the remark: "Goya, you deserve exile—in fact you deserve hanging, but" and here the new King smiled, perhaps recalling the Duchess of Alba incident, "you are a great artist and I will forget everything." That statement took in more territory than had the King merely said, "I forgive you." For to forgive is a mild thing, but to forget is most generous.

Twenty years later, in 1827, the King commanded the painter, Vincente Lopez to paint Goya's portrait. This portrait, reproduced on the stamps of Spain's Goya Commemorative issue, vividly reveals the old Goya his stormy life, worry, age, disillusionment is plainly revealed on his face. Indeed it is a portrait of a very cynical old man that Lopez painted.

Poverty and suffering marked the last years of Goya's life. Half blind and totally deaf he died a year after the King honoured him by having his portrait done. On April 16th 1828 at the age of 82, Goya, one of the most original artists who ever lived passed away at Bordeaux, France.

Now that my story is finished it is interesting to reveal that actually there is some mystery as to whether or not the naked Venus reclining on the silken couch is the Duchess. The model pictured, as you can judge by examining your Goya adhesives, shows a short, small woman, full breasted, well rounded figure with a short neck. Surely this is not a portrayal of royalty! According to legend the Duchess was very graceful of figure, elegant and charming. Further reports have it that a girl of Madrid, by the name of Madrilena, posed for Goya in all the virgin beauty of her healthy nudity and also attired in a Maja a popular costume used by all classes of society at the close of the eighteenth and into the nineteenth century). Furthermore it has also been said that the Duchess of Alba had only a friendly interest in Goya, born of her artistic love and as an avenue of protection and sympathetic

understanding. This might be true, because it has been recorded that the Duke did ignore his beautiful wife. Yet it has been gossiped that the Duchess was actually Goya's mistress. So, I close my story with a, believe what you will! I have tried to present both sides.

#### A BACKWARD GLANCE AT THE GOYA COMMEMORATIVE ISSUES

	Values	Issued	Design
1c.—1p. (11 values)	1930	Portrait of Goya	Dated 1746-1828
1p.—10p. (3 values)	1930	La Maja Desnuda	

Issued in connection with the Spanish American Exposition at Seville and in commemoration of Francisco de Goya, the celebrated Spanish painter and engraver. The dates "1746" and "1828" are those of his birth and death.

	Values	Issued	Design
2c.—25c. (3 values)	1930	Goya	
Commemorating the centenary of his death			
AIR POST STAMPS (Line engraved)			
5c.—25c. (3 values)	1930	'Fantasy of Flight'	
5c.—40c. (4 values)	1930	" " "	
30c.—4p. (3 values)	1930	" " "	
1p.—10p. (3 values)	1930	" " "	

## JUST BETWEEN US

by BARON DE POMPEILI

Something went putrid in the SPA... a shakedown among its directors painted continental USA.

\* \* \*

Are we going to hear Chopin's March for the Service Stamp Collectors Club?

\* \* \*

With the Walter Bruggmann Award as the annual prize, now we're gonna see the unknown gladiators in the literary field of Aerophilately.

\* \* \*

Passing its stage of adolescence, the Philippine Amateur Collectors Club has switched its name to Philippine Philatelic Association recently.

\* \* \*

Speaking of the Philippine Philatelic Association, it should not be confused with the Philatelic Association of the Philippines... literal translation of the Asociacion Filatélica de Filipinas.

\* \* \*

Don Remigio Garcia, treasurer of the AFF., finds more fun in chasing the *delinquentes* and *balasubas*, than selling his Spanish sets of Monserrat.

\* \* \*

If you don't hear from Rogelio de Jesus, don't get excited... he's on a honeymoon...

Philippine postal officials please copy: Love letters in Venezuela are charged half rates only. Sole requisite is that they must be mailed in pink envelopes.

\* \* \*

Some American collectors are kicking on the centering of Philippine stamps... but who are printing stamps of these Islands anyway.

\* \* \*

And... if Philippine stamps are sent to the Philatelic Agency at Washington, D.C., for sale to American collectors, what's the privacy that excludes the local philatelic agency from receiving any reciprocity?...

\* \* \*

Felipe Cuaderno, assistant director of posts, left Manila on February 1, to attend the Eleventh Universal Postal Union Congress at Buenos Aires sometime in April.

\* \* \*

What happened to our ex-prexy Don José Trill?...

\* \* \*

For reading too much philatelic research, Don Fernando Valero contracted rheumatism. Ouch!

\* \* \*

See you in Summer.

## AIRMAIL STAMP INVESTMENTS

by Montgomery Mulford

(Reprinted from *The Airmail Digest*)

My third book, to be published soon, on philately, deals exclusively with the investment side of the hobby. Many stamp collectors have protested this sort of writing; have condemned the trend. Yet stamp investing is here to stay, say what you will. I am primarily a journalist, and report—in articles and books—the trends of the times. Hence this third hobby book of mine.

From all appearances stamp investing will continue. I believe it thoroughly. In my book I say something about airmail stamps. Here, I desire to say more. And, I desire to add that if one collects the proper airmail issues, in the correct condition, profits will be realized in the future.

Those who bought the stamps honoring Graf Zeppelin flights, let us say, between the 1928 and 1936 today possess—especially in flown covers—really worthwhile items.

Not that all airmail issues are good property for an investor, for they are not, by any means. But there is an astonishingly good number which are splendid to preserve.

I do not refer only to the "classics", either. These are, generally, beyond the means of the average collector. I am particularly referring to the average airmail stamps; many of them can still be reasonably purchased. Those who bought airmail issues in 1928, properly do not regret it a decade later. In 1949 there will be many collectors who will not regret having made certain airmail stamp purchases in 1939.

As I see it, a long-time investment is the best insurance, and assurance of profits. Ten years from now many airmail issues which we may reasonably pick up, are going to start going—if they have not then already gone-out of sight, in so far as price is concerned. If you have any doubts, compare 1929 prices with prices of

1939 from reliable sources and the standard catalogs. You may possibly be astonished at some of the price rises.

Deliberately, therefore, I hazard the frank statement that in general, airmail stamps are a good investment, although there are certain airmail issues which, ten years hence, are going to be prized possessions. Comparing the past ten years, the next ten will more than duplicate this.

I would advise collectors to pay attention to complete airmail sets, when possible. I would especially suggest South America, the Philippines, as the foremost fields for airmail stamp investments. I say that German airmails for the special zeppelin flights are in the same category. There are other airmail issues also, but let each collector figure out for himself those which seem the best from the investment angle. I am merely making a few suggestions here to illustrate my point.

As far as contemporary stamps go—covering the "modern age" from 1920 to 1939, I believe there are more airmail stamps worthy of preserving for investment than regular postage. In many instances semi-postals are splendid; there are numerous commemoratives also worthy of the investor; but the airmail stamp takes, it seems to me, first place. I speak not merely of flown covers, which usually are splendid property; I speak mostly, here, of the individual airmail stamps, both used and unused. The collector should himself determine in which condition it is best to save such adhesives.

But the airmail stamps are an investment; you may not realize a fortune—I expect no one to—but certainly, indisputably, one will make a profit from airmail stamp investments, properly and rightly pursued.

Advertising is a silent salesman. Let the A. F. F. be your salesman. Advertise in it.



## THE 6c BLUE AND CARMINE AIRMAIL STAMP OF THE U. S. A.

(Reprinted from *Stamps*)

On May 14, 1938, the 6c blue and carmine airmail stamp was first placed on sale at Dayton, O., and St. Petersburg, Fla. On the next day, May 15, 1938, it went on sale at Washington and elsewhere throughout the country.

Early in the afternoon of May 15, Charles J. Demuth, who was seeking plate number strips, and Lester L. Hoffman, who intended to mail First Day Covers, stopped in at a Brooklyn, N. Y., Post Office to fill their requirements. The clerk had a newly opened package which he turned over to them to make their selection of well centered stamps. While looking over the sheets they discovered that the bottom 40 sheets were without the horizontal perforations. They returned the balance of the package to the clerk and paid for the sheets retained without comment.

They at first had little idea of the importance of their find, and immediately placed several pairs on the First Day Covers they had with them and broke three sheets in all, part of which they gave away as souvenirs, to friends and acquaintances.

In doing this, they naturally contacted many outstanding specialists in United States stamps, and from them they began to realize the importance of their find. As soon as they became aware of this, Mr. Demuth was delegated to take temporary charge of the situation and he called at the office of *Stamps* and informed the editor that he had made a very important find, possibly the most sensational since the 24c airmail invert. He was unprepared, however, to divulge the nature of his find, but promised that when he did tell the full story complete. From *Stamps'* office he visited Geo. R. M. Ewing who is an outstanding specialist in United States stamps and he in turn called up the editor to assure him that the find was really of considerable importance but was not a stamp with inverted center which the editor had been led to believe

from the comparisons made with the 24c invert.

Several months later Mr. Hoffman set out to market the stamps and he called upon several dealers including F. W. Kessler, and Nicolas Sanabria. Mr. Sanabria reported the find to Ralph A. Barry, stamp editor of the *Herald-Tribune*, and in the September 3rd issue of that newspaper, first mention was made of the find. The find was also mentioned on two or three occasions in connection with the national broadcast of "Calling All Stamp Collectors," which is released every Saturday over WEAf and the NBC-Red Network.

This naturally stimulated considerable interest on the part of both dealers and collectors, and finally the owners decided to turn over full control of the entire lot to the Economist Stamp Company, Inc., 87 Nassau St., New York, N. Y., who are now marketing them in cooperation with Emil Bruechig, F. W. Kessler, and Nicolas Sanabria.

The find consists of 40 sheets, with 50 stamps to each sheet, perforated vertically and imperforate horizontally. Twelve combinations of plate numbers are involved. To obtain a full set of positions in blocks of four it would be necessary to buy more than one sheet as some of the blocks overlap. A complete set, however, would comprise top, center, and bottom double strips of 10. A full set of positions would include the two plate numbers at the top, a set of the four arrows, and the center block.

Much speculation has been indulged in as to how these got out of the Bureau of Engraving and Printing, and to do them justice it must be realized that they were working three shifts a day in order to get stamps printed and delivered on time. One plausible explanation is the method by which such sheets are perforated. The work is done on two separate perforating machines. One machine puts through the vertical perforations while the other puts through the



• A FULL SHEET of the sensational discovery... the United States 6-cent bicolored airmail imperforate horizontally.

horizontal perforations. From the second machine, they are taken to the wrapping table and wrapped into bundles of 100 to be shipped to the post offices.

After they had been through the first perforating machine they were evidently put to one side to be carried to the second machine and the

theory is that they remained there during the lunch hour and then were inadvertently carried from the first machine directly to the wrapping table without having gone to the second machine. Since these got out, however, precautions have been taken so that such a mistake could not happen again.

*First in the history  
of Aerophilately.*

## THE WALTER BRUGGMANN AWARD

By The Editor

*"Death closes all: but something  
ere the end,  
Some work of noble note,  
may yet be done."*

These simple words of Tennyson must have instilled in many a man's heart. And, within the heart of a man, who has dedicated much of his life in the interest and promotion of Aerophilately, once more the immortality of those simple words has found a room. That man is now old. And that old man, is Mr. Walter Bruggmann, Life Honorary President of the Philippine Air Mail Society (Chapter No. 13 of the American Air Mail Society), Honorary Member of several foreign philatelic societies, and the managing editor of *The Airmail Digest*. Mr. Bruggmann, generous as ever as he is in the dissemination of our hobby, now offers an annual award on Aerophilately—the first of its kind in the history of this particular line of our hobby.

Taking the spirit this annual award offers, it will be given to the author of the best article or meritorious work written on Aerophilately during the year. It will start this year, and will be known as the WALTER BRUGGMANN AWARD from time to time. It will be offered throughout the life of this old man—Mr. Walter Bruggmann. We are, only mortals. But, mortals as we are, "some work of noble note, may yet be done."

The Walter Bruggmann Award will not be an exclusive prize for articles or aerophilatelic works published only in *The Airmail Digest*. In fairness to all and with the practical end in view of stimulating the hobby of Aerophilately, selection of the best aerophilatelic work will be made from all those published during the year, in all philatelic magazines and periodicals of the world. Accordingly, articles or aerophilatelic works are not necessarily to appear in *The Airmail Digest*. And whether they appear in any philatelic publications published in English, Spanish, French, German, etc., etc., they have all the opportunity for eligibility. Thus, this annual aerophilatelic contest is open to all, regardless of lan-

guage, race or creed. There are no rules or regulations to be adhered, so long he or she can write. And write something for Aerophilately.

Consideration to be taken in the awarding of the prize will be based on the following merits: (1) Importance of the article or work to Aerophilately (2) The human interest in it; (3) Its relation to Aviation; and (4) Its layout.

Contestants will please observe that copy or copies of their articles must bear the following: (1) Title; (2) Author's name or pseudonym; (3) Address of the author; and (4) Date and name of publication where article or work has appeared. In the absence of any of these items, contestants may just slug their works or articles with same.

To obtain every possible representation of the airpost world in the judging of the best article or aerophilatelic work, twelve international philatelic writers and editors will compose the Jury on Award. Members of the Jury on Award to decide on the winner every year, are the following gentlemen:

- Mr. George W. Angers—293 Bridge Street, Springfield, Massachusetts, U.S.A.
- Mr. Ernest A. Kehr—Stony Tepee, Richmond Hill, New York, U.S.A.
- Mr. Al Burns—Holton, Kansas, U.S.A.
- Brigadier - General R. Ridgway, C.B.—5 Campden-Hill Square, W.8, London, England.
- Dr. Robert Paganini—Zweisimmen, Switzerland.
- Mr. Theodore Champion—13 Rue Drouot, Paris, France.
- Mr. Hans Ueberall—26 Reichenhainer Strasse, Chemnitz, Germany.
- Mr. W. R. Patton—Box 2384, Winnipeg, Manitoba, Canada.
- Mr. Stephen H. Smith—14 Elliot Road, Calcutta, India.
- Mr. P. Collas—13 Holzer Street, Sandringham, S.8, Victoria, Australia.
- Mr. Rafael Garcia—Obispo No. 307, Havana, Cuba.
- Pablo M. Esperidión—P. O. Box 716, Manila, Philippines

but no member of the Jury will be allowed to enter the contest.

Competing articles must be sent to Mr. Pablo M. Esperidión, editor of *The Airmail Digest*, P. O. Box 716, Manila, Philippines, or direct to the member of the Jury on Award where the author lives or resides within the territory of the corresponding judge. In other words, if an author lives in or near Massachusetts, he or she may simply send copy or copies of his or her published articles to Mr. George W. Angers, Treasurer of the American Air Mail Society, 293 Bridge Street, Springfield, Massachusetts, U.S.A. Or, if the author resides in a foreign country, say for instance, in England, articles may be sent direct to Brigadier-General R. Ridgway, President of the Aero-Philatelic Club of London, 5 Campden-Hill Square, W.8, London, England. And so on.

All entries must be postmarked on

or before December 31st of every year. From all the entries received, the judges will select ten eligible. Out of these ten, the best article or aerophilatelic work of the year will be selected, and the author of which, will then be given the WALTER BRUGGMANN AWARD.

A gold medal to the value of fifty dollars (U.S.) will consist the award, where the name of the winner will be inscribed and the year of the award is made. As a consolation prize for the rest of the eligible articles selected, each author will be given a free subscription for one year to *The Airmail Digest*.

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The undersigned, Vicente I. Pastor, Secretary of "A. F. F.", published Quarterly in Manila, Province of Manila, after having been duly sworn in accordance with law, hereby submits the following statement of Ownership, Management, Circulation, etc., which is required by Act 2580 as amended by Commonwealth Act No. 201:

Editor: Mr. Pablo Esperidión, c/o. Elizalde & Co., Inc., Manila;  
Business Manager: Mr. Remigio Garcia, c/o. Manila Filatelica, Manila.

"A. F. F."

V. Pastor

Secretary

Subscribed and sworn to before me this 28th of March, 1939, at Manila, Province of Manila, the declarant exhibiting no cedula same having been abolished as per proclamation of the President of the Commonwealth.

Manuel J. Romero.

P. O. Inspector.

## TO ALL MEMBERS

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The Asociación Filatelica de Filipinas had purchased sets of the FIRST PHILIPPINE AIRMAIL EXHIBITION issue, sufficient enough to be sold exclusively to all its members. Each member is entitled to purchase one set only. Cost of each set:

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We wish also to draw the attention of all members who are in arrears to kindly send in their dues as well as other remittances in settlement of ads, etc., etc., to

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