

PHILIPPINE PHILATELIC NEWS

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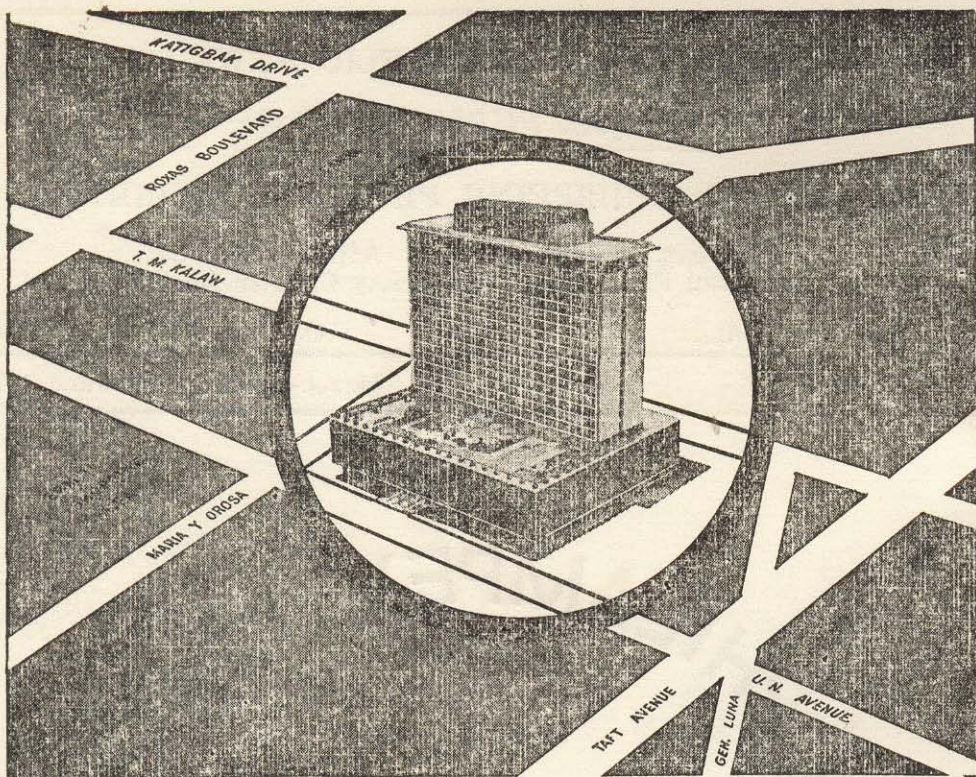
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March-April & May-June 1976



Philippine-American Photo-Philatelic Exhibition  
Thomas Jefferson Cultural Center  
May 11-17, 1976



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# PHILAMPEX '76

PHILAMPEX '76 is presented by the International Philippine Philatelic Society, Inc. and the Thomas Jefferson Cultural Center in commemoration of the Bicentennial of the American Revolution.

The theme of the exhibition is "The American Presence in the Philippines," and the photos and stamps on display trace the history of the long association between the two countries. Not many people realize that the US-Philippine relationship extends almost all the way back to the American Revolution itself. On October 2, 1796, while the US was still just an infant among independent nations, the sailing vessel ASTREA landed in Manila. While other US ships had called in Manila before 1796 on their way to China, the ASTREA was the first American vessel to have come specifically for trade with Manila merchants and traders, thus marking the beginning of commerce between the United States and the Philippines. Equally important for philatelic historians, the ASTREA was the first US vessel to carry letters from America to the Philippines.

PHILAMPEX '76 has been organized and assembled by the IPPS, incorporated in the Philippines in 1974 and the only official affiliate in this country of the American Philatelic Society. Although the Society is international in character, the majority of its members are American citizens. It also numbers among its membership almost all of the leading Philippine philatelists and philatelic writers.

The Chairman of the Executive Committee of the IPPS is Mrs. Melody Tanabe, with Mr. Ricardo S. Inocencio serving as Vice-Chairman. Mrs. Linda Stanfield is Secretary, Fe A. Carandang is Treasurer, Lourdes S. Tayao, Frank R. Stanfield, Eliezer Jimenez, and Ireneo Aquino also serve as members of the Committee.

This is only the second philatelic exhibition to be held in an American library or cultural center in the Philippines. The first was in 1947 when the Philippine Philatelic Club held the National Philatelic Exhibition November 28 to 30 in the US library in the Heacock Building in Escolta.



**PHILAMPEX '76** ★  
**THOMAS JEFFERSON** ★  
**CULTURAL CENTER** ★  
QUEZON CITY, PHILIPPINES ★  
MAY 11-17, 1976 ★

## THEME OF THE EXHIBITION: "AMERICAN PRESENCE IN THE PHILIPPINES"

- 1796 (Oct. 2) — Arrival of ASTREA, the first American ship to come directly to Manila to trade.
- 1817 (Mar. 21) — First American Consul, Andrew Stuart, arrived in the Philippines but was not acknowledged by the Spanish authorities.
- 1817 — Capt. Ezekiel Hubbell of Bridgeport, Connecticut came to Manila aboard the Citizen as representative of New York firm Hoyt and Tom. He invested 100,000 Spanish dollars in sugar and indigo.
- 1822 — The first American firm, Russel, Sturgis and Co., was established in Manila. Closed down in 1876.
- 1832 — Establishment of another American firm, Peele Hubell and Co., which exported hemp, sugar, tobacco and indigo. It was taken over as a going concern by Warner Blodgett and Co. in 1887, which became Warner Barnes and Co. Ltd. in 1896.
- 1832 — Appointment of Alfred H.P. Edwards as American Consul in the Philippines, who was acknowledged by Spain in 1835; he resigned in 1838
- 1898 (May 1) — Admiral Dewey and the American Fleet entered Manila Bay.
- 1898 (July 30) — Opening of the 1st regular post office in the Philippines under the Americans in Cavite.
- 1898 (Aug. 13) — Appointment of Maj. Gen. Wesley Merritt as the first American Military Governor of the Philippines.
- 1899 (June 30) — US Stamps overprinted "PHILIPPINES" were placed on sale in Manila
- 1899 (March 4) — Arrival of the First Philippine Commission in Manila sent by US President William McKinley.
- 1901 — Arrival of the "Thomasites"
- 1935 (Nov. 15) — Inauguration of the Commonwealth of the Philippines
- 1935 (Nov. 29) — Arrival of Pan American's "China Clipper"—the first Trans-pacific Airmail Flight from San Francisco to Manila.
- 1937 — Appointment of PAUL V. McNUTT as first American Ambassador to the Philippines
- 1944 (Oct. 20) — Landing of Gen. Douglas MacArthur and the US Forces in Leyte.
- 1945 (April 16) — Re-opening of Manila Post Office after the Liberation.
- 1946 (July 4) — US granted independence to the Philippines.

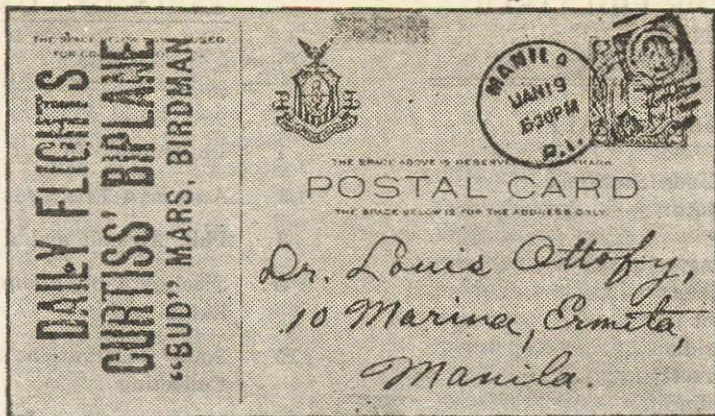


ILLUSTRATION NO. 1

#### PHILIPPINE AIRMAIL AND AVIATION HISTORY

In attempting to construct an airmail history of the Philippines, we first have to create an aviation history from almost no records prior to the 1919 flight of Ruth Law. Whether letters, cards or other souvenirs were flown or not, or whether they were official mail in my opinion matters little for all of this early Pioneer airmail was merely a matter of carrying items aloft and setting them down again purely for souvenir purposes and not truly for postal purposes.

Member **Bill Oliver** of Sacramento, California, has furnished us with the first evidence of airmail in the Philippines in the form of a copy of a postcard which contained a U.S.S. New Orleans ship log by M. N. Grable who recorded the flights of "Bud" Mars, Birdman while the New Orleans was at liberty at Manila Bay. See Illus. 1.

Fred Boughner then supplied us with the following information:

"Bud Mars shows up in early US Pioneer' mail in 1910. After an attempt by J.A.D. McCurdy to fly mail from the 'Kaiserin Victoria' decks was foiled by bad weather, the USS Pennsylvania was fitted out with a runaway aboardship. Bud Mars was to try this ship-to-shore mail carry. Before the ship sailed from New York on Nov. 10, 1910, Mars and Glenn Curtiss arrived to check out the plane. As they started the engine, disaster struck. Someone had left a piece of rubber tubing on the wing of the plane. It became entangled in the propeller and broke the blade into three pieces. Unable to get another propeller fast enough, the whole experiment was called off. To best of my knowledge, Mars does not appear again in the next 90 or so Pioneer flights in the US. . . ."

Did Bud Mars stop anywhere enroute to Manila? In Hawaii? Did he do any circus  
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type flights which were all the rage? Did he "carry the mail", which was one of the important parts of these early flights starting with the first one from the "Kaiserin Victoria" in 1910. (We must assume that without any doubt he must have "carried the mail" on any flights he made. The problem is to find out when he arrived in Manila and what he did enroute. We also need to know how long he stayed in Manila and where did he go from there, who financed him, etc. . . .

Then we go to **Tom Gunn**. The first reference we have is an article in 1938 for the (Philippines) Airmail Digest by **Erick Hildesheim**, a past Vice-President of AAMS and an old time pilot of the U.S.A. The article, entitled "A Pioneer Flight of the Philippines", is hereby reproduced:

"The aerial postcards carried by Miss Ruth Law during her flight exhibition on April 4th and 5th, 1919, have always been considered souvenirs of the earliest airmail service in the Philippine islands.

"There is a possibility, however, that Manila witnessed an air mail demonstration already in 1914 in the usual manner of that pioneer period.

"In his reminiscences published some years ago in the Saturday Evening Post a promoter of exhibition flights in the pre-war days, the late Mr. Williams Pickens, told how he picked young Mr. Tom Gunn from San Francisco's Chinatown as a participant to lend foreign atmosphere to an international aviation meet he staged in California. The novice took up flying pluckily and with oriental stoicism kept at it in spite of an early accident and in time turned the tables on Mr. Pickens and surprised him at a chance meeting in a San Francisco Hotel years later by showing him a large check to buy aircraft material for the Chinese government and asking if he

had any airplanes for sale.

"Mr. Gunn had become the inspector of the Chinese airforce and after doing an efficient job died peacefully a few years ago. During his barnstorming days on the West Coast he had observed that "Flying the Mail" attracted good publicity at country fairs making it worth while seeking and obtaining authorization for such airmail demonstrations. Thus, when Tom Gunn worked his way across the Pacific Ocean in 1914 and gave exhibition flights en route in the Hawaiian and Philippine Islands, it is only natural that we find he included the airmail stunt on his flying program at both places. I have acquired a postcard bearing a picture of Tom Gunn in flight on his biplane over Kauai, January 18, 1914. It is struck with the cachet: "Aerial Mail Route- Tom Gunn-Carrier" (AAMS Cat. 5th Edition Vol. 1 Pioneer Flights No. 76). Contemporary magazine reports confirm that Gunn flew in the Hawaiian Islands at that time, but I have not yet found any reference to the airmail stunt.

"At Manila the situation is the opposite: so far I have failed to locate a specimen carried on one of his postal flights there though they were reported at that time. A May 30th, 1914 report from the Philippine Islands to "Aero & Hydro" reads: "The Chinese aviator, Tom D. Gunn, has been giving a splendid series of passenger and mail carrying flight at the capital here. He was supported by 20,000 of his countrymen on the island and his work here has been a marked success. His equipment included tractor biplane, a flying boat and a combined hydro for passenger carrying and exhibitions, all of which he built himself. The U.S. Army officers assisted greatly in the exhibitions and showed considerable interest in Gunn's flying boat. Lieut. Thomas Dargue who

learned to fly under the instruction of Lieut. Frank P. Lahm, and Capt. T. De F. Chander, were responsible for a large part of the success of the program. The flying extended over a period of a week.

"Who was present on the above occasion and mailed or sent one of these cards or can favor me with additional details and pictures from this event?"

From **William A. Henry** we learned his mother received a post card (see Illus No. 2) with a hand stamp "Aerial Mail Service Inaugurated by Tom Gunn, Manila, P.I.", and was dated Manila 24 April 1914. The card was mailed to his mother by his aunt Mabel, who at that time was **Mrs. Michael H. Newman**. Michael Newman was a promoter and publicist for the fledgling motion picture industry and worked for Columbia Studios. In 1913, Mr. and Mrs. Newman were in Hawaii in connection with the opening of the "Ingagi" movie. Captain Tom Gunn, a Chinese-American stunt pilot, was sojourning in Hawaii at that time on his way to China. Mable Newman was overwhelmed with the new concept of flight, and when Gunn offered to fly passengers for a modest fee (\$25.00) she purchased a ticket, took a 15 minute ride and thus became the first woman commercial passenger to fly in the Hawaiian Islands. From this casual meeting evolved a relationship whereby Mike Newman became Gunn's personal manager. This team presented exhibitions in Hawaii until February 1914 when they sailed for the Philippines. Eventually, they ended up in China, but while in the Philippines they demonstrated their aerial show not only in Manila but in several of the other islands, including Cebu, Leyte, and Mindanao.

No information is available as to exactly what flights were made in the Philippine Islands nor what happened to Tom Gunn afterwards.

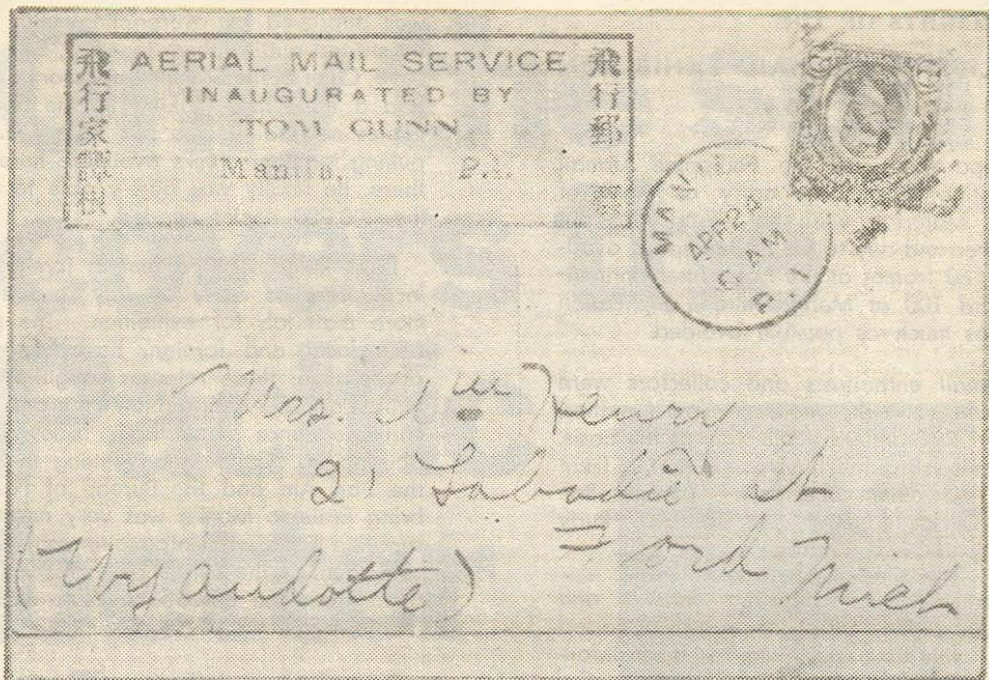
G. Y. Zara of the Bureau of Aeronautics, in his letter to the Airmail Digest in 1939, gave the following information written by one Ramon A. Zamora, as published in the "Souvenir of the First Inter-Island Flight by Filipino pilots Arnaiz and Calvo":

"To Tom Gunn, a Chinese, goes the distinction of having been the first aviator to come to Manila. With a single seater biplane Gunn arrived here in the summer of 1914 marking, thus, an outstanding epoch in Far Eastern aviation. Unlike his conational Limahong who in 1574 sought to conquer Manila wherein he planned to establish his stronghold from Pehon, Tom Gunn, 340 years afterwards, landed in our fair city in an entirely different mission on another conquest—wholly the opposite of that of his predecessor or half and three centuries previous to his invasion of Manila. That he won the admiration of the entire population of the city is proved by the many demonstrations of friendship and sympathy which he was made the object of by Filipinos, foreigners and, principally by his countrymen who felt justly proud of his then unique and thrilling feat".

It is also noted that statements of fact were made which were not true such as "no mail was carried", this according to the records of the Philippine Bureau of Posts. The Philippine Bureau of Posts did not make such a statement. They, like the Office of the Air Officer, Headquarters Philippine Department; Department of Public Works and Communications; and the Bureau of Aeronautics made statements only to the effect that "no records" exist which shows that Tom Gunn flew in the Philippines.

The United States Air Force records show May 8, 1916 as the first military flight in the Philippines which was made from Fort Mills (now Corregidor) using a





Martin S. Seaplane.

This is supposed to be the first military flight in the Philippines but nothing also is known regarding this flight. Information on this is probably located in the USA.

In 1939 in one of the letters in reply to inquiries, a Lt. Col. Ralph Royce, Air Corps Officer of the Air Office in the Philippines states that he personally knew that a Lt. Herber A. Dargue "was flying in the Philippines in 1914". Gen. Herbert A. Dargue was commanding the Air Forces in the Panama Canal in 1939.

If the first military flight in the Philippines was made on May 8, 1916, what airplane was Lt. Royce flying in 1914. Civilian? Military?

If Lt. Thomas Dargue, who learned to fly under the instruction of Lieut. Frank P. Lahm and Capt. T. De F. Chandler mentioned in Erick Hildesheim's article were pilots, what were they doing in the Philippines if there were no army planes here?

It is to be suspected that there were army planes in the Philippine in 1914 and most likely much earlier than this. The Philippines represented an ideal area for experimentation with this vehicle, as well as an excellent opportunity to confirm whether flying could or should be a part of the Philippine command.

Prior to going to press, Don Pablo Esperidion has given us the following information taken from HISTORY OF THE PHILIPPINES by Gregorio F. Zaide:

"The opening chapter of Philippine Aviation history was written in 1911 when the first airplane reached Manila. This plane was flown in the Carnival City by 'Lucky Baldwin', American stunt flyer. The following year, the war planes of the American Army arrived in the Philippines".

Any additional information, photos, etc., would be appreciated.

Frank R. Stanfield  
P.O. Box 1936  
Manila, Philippines

## SIDELIGHTS OF THE PHILIPPINE AIRMAIL EXHIBITION

By Linda Stanfield

Preparations for the Philippine Airmail Exhibition started as early as April of 1975. Materials were not so easy to put together and due to the limited space available [60 frames at the Hotel Intercontinental and 100 at Manila Hilton] duplication was as much as possible avoided.

Airmail enthusiasts and collectors were contacted and their collection put together; using F.R. Stanfield's collection as the basis, the ones he didn't have were gotten from from the other collectors — Enrique San Jose, Carlos Inductivo, Sen. Jose Roy, Rudy Tan, and Nick Vrettos.

Correspondence between Manila and Pan Am New York office was also started early, with them furnishing as much information and photographs as possible. Coordination with the local Pan Am office was also made to insure success for the exhibition.

The Bureau of Posts, especially Mrs. Teofila L. Garcia, Chief of the Stamps and Philatelic Section, was very helpful, advising us of the developments on the Pan Am stamps, the Airmail Exhibition stamps, and the flights to be made. Earlier plans were to have flight covers flown from Manila to San Francisco without covers recording the ground stops in Guam and Honolulu. But due to Mrs. Garcia's insistence, flight cover were also carried to both places.

The choice of the right stamps for the overprinted airmail exhibition stamps was not easily decided. Reason: no P1.50 stamps were available for overprinting to go with the 60s UPU Centenary stamps (first choice), except the P1.50 Teodora Alonso. It was decided then that 60s Marœla Agoncillo was to replace the UPU stamp. Five hundred thousand copies of each stamp

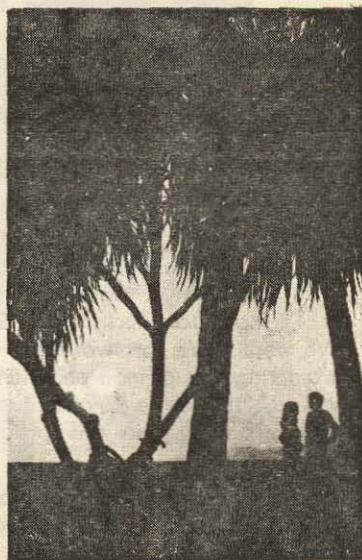
was approved for overprinting. But when he started putting them together, Ben Montcayo, Chief of the Stamps Depository Section had a hard time making up the 500,000 copies needed for the 60s Agoncillo. By pulling together stocks available here and there, he finally was barely able to make the 500,000 copies needed.

Press Releases were sent to foreign and local press as early as July to bring in more materials for exhibition. The press, both local and foreign, have been very cooperative; these releases caught the attention of Ernie Kehr of New York and soon, correspondence from both sides started pouring in. Cooperation among the IPPS, the Pan Am and the Bureau of Posts to bring Ernie to Manila was very eminent. I supplied Ernie with information on the development of the exhibition as fast as I got them from the Bureau of Posts and the Pan Am office.

Ysmael (Boy) Inductivo contacted us to see if we will be interested in supporting his project to overprint exhibition seals. As the seals were in good condition and looks appropriate, the approval of the Pan Am for the design was sought. It was easily approved and the overprinting immediately began. As soon as specimens were ready, press releases were sent out to various publications which gave us good write ups, which resulted in some orders.

By first week of November, Press Releases announcing the exhibition were all sent to the press, with Ernie handling most of the foreign releases. The local press were extremely good to us — they made the announcement just a few days prior to the opening. *Times Journal* published 4 articles related to the exhibit — going as far as interviewing Ernie for their 'People' column. A half page article on him complete with photos was published. The *Bulletin Today* also announced the exhibition and ran a series of articles on the China Clipper. The *Daily Express* featured the exhibition, complete with colored photographs

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covers the  
Pacific  
better  
than  
Pan Am**



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**You call it the world. We call it home.**

on Nov. 22nd, and the day the exhibition opened. The Panorama Magazine, Express-week, Mod Magazine, and the Business Day also featured articles on the exhibition and related subjects.

The television network has been very helpful also. Channel 7 made two announcements, one on their 6 PM Newscast and another one at 10 PM news.

Ernie was scheduled to arrive on the 19th of November in time to be interviewed for the Nov. 21st telecast of "Business With Pleasure" talk show over at Channel 2. Unfortunately, he got stranded in Guam for 3 days and was not able to come until early morning of the 22nd. Ernie was replaced by the Acting Postmaster General Pedro Gambalan. Together with Mr. Enrique San Jose and myself, we were interviewed by program hosts Ray Pedroche and Julie Yap Daza.

Nov. 23rd saw ourself with Ernie, Mr. San Jose and Fe (Carandang) over at Channel 13, interviewed twice during the show by TV host Joe Quirino of Seeing Stars. We were there for two hours (7 to 9 pm) promoting the airmail exhibition. As Joe remarked, "this is the longest interview I have given anybody in this program". (Well, thanks Joe).

At four o'clock early morning of Nov. 22, together with Fe, which was as soon as the curfew was over (1 to 4 AM everyday), we went to Manila International Airport to meet Ernie, who was scheduled to arrive at quarter to five. Charley Angeles of Pan Am met him at the planeside and turned him over to us. At the airport to meet Ernie also were the Esperidion's — Don Pablo and his wife, and son Father Ernie, who is the godson of Ernie Kehr. Senator Jose Roy sent his car over and brought the three of us to Manila Hilton. We were there by 7 a.m. and Ernie's collection plus Bill Oliver's collection (which were handcarried by Ernie) were immediately framed by our crew who were standing by at my shop at the Hilton. The collection were put up in time for the 10:00 a.m. opening.



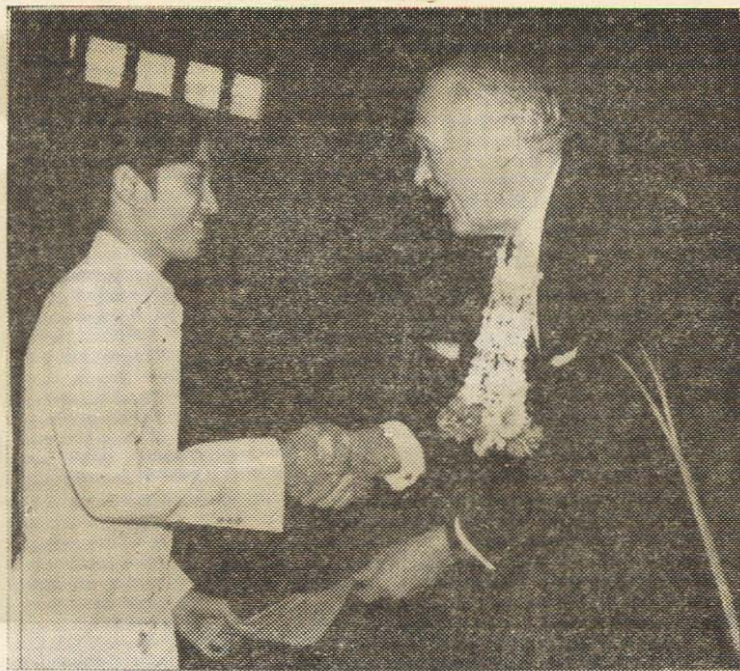
#### OFFICIAL EXHIBITION CACHET

After freshening up and changing into his "barong tagalog", Ernie was ready by 8:30. Don Pablo arrived around this time and together with Fe and myself proceeded to Hotel Intercontinental for the opening of the Pan Am part of the exhibition, scheduled at 9 AM.

On hand to greet us were the Pan Am people headed by Douglas McKenzie, Makati Mayor Nemesio Yabut, Charley Angeles, Frank R. Stanfield, Acting Postmaster General Pedro Gambalan, Carlos Inductivo, local philatelists and the staff of the Stamp and Philatelic section. Cancellation of Pan Am and Airmail Exhibition stamps were made, formally opening the exhibit.

Autographs were taken from the guests personalities, especially Ernie. Don Pablo, however, made a remark that he is not interested in securing Ernie's autograph unless its on a dollar check. Ernie obliged by pulling out a dollar bill from his wallet, addressed it to Don Pablo, and affixed his signature. Everybody had a laugh.

The ceremony at the Hotel Intercontinental was brief but memorable. From there, the party moved to Manila Hilton in time for the opening.



Kehr awarding Samuel Laraño, winner of the Junior Stamp Exhibition in La Salle School.

The opening at Manila Hilton Hotel was attended by more people than at the Hotel Intercontinental, with my contemporary stamp-collector-dealer friends also gracing the affair — Rudy Tan, Charley Basa, Boy Inductivo, Lucy Ling, and Alita Fernando. The elderly group were composed of those present at the Hotel Intercontinental plus special guests from the Spanish Embassy headed by the Charge d' Affairs and Mr. Jose Luis Jordana, the Chancellor. Our President Ricardo S. Inocencio was on hand to greet the guests as they arrive.

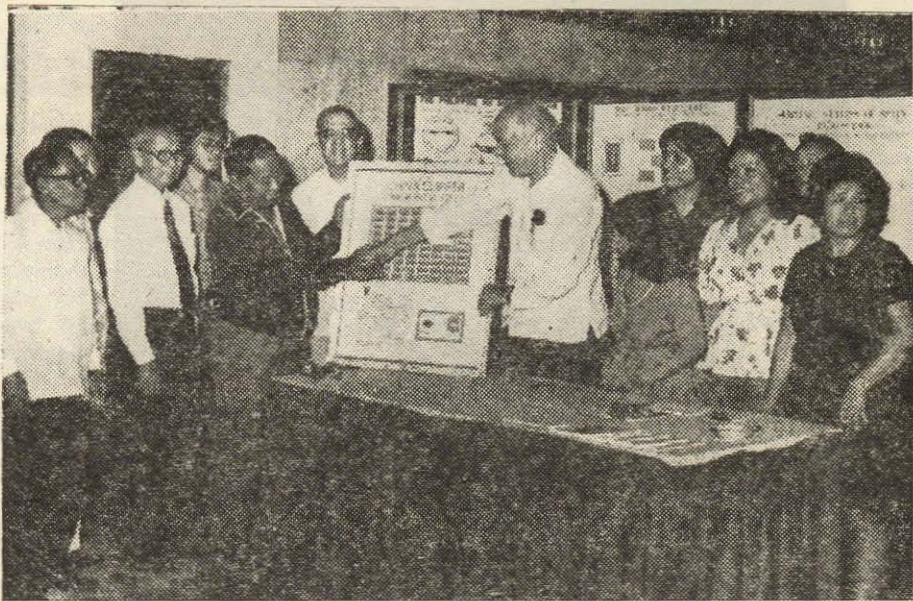
A small breakfast followed at the Harana Terrace on the 3rd floor, where almost everybody who contributed to the airmail exhibition were asked to speak. It was indeed a big surprise and pleasure to have Don Pablo Esperidion present and talking pleasantly again, after almost ten years of silence.

In celebration of the Philatelic Week, the IPPS sponsored a competitive Junior

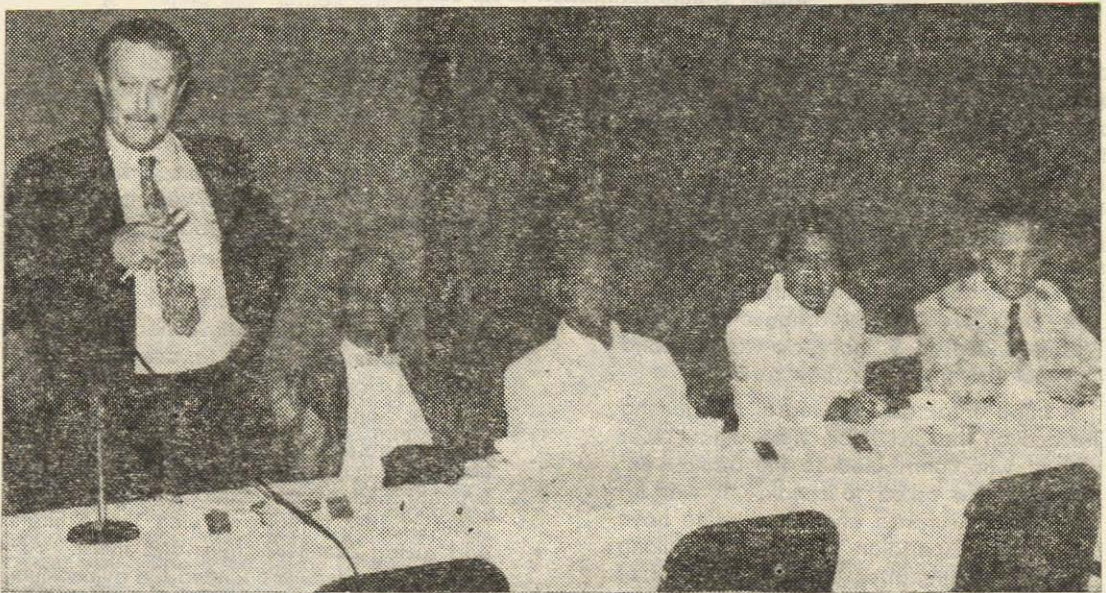
Exhibition at the De La Salle School, participated in by the members of the Philatelic Club. The panel of judges was composed of Boy Inductivo, Rudy Tan and Mandy Labayen.

They came up with 6 winners, 3 from Class I (entries from Grades V-VII) and 3 from Class II (entries from Grades III-IV).

A special program was set up on Nov. 28, Friday to award the winners, and who else to take but Ernie to act as Special Guest of Honor. Again, together with myself, Mr. San Jose, Fe and Mandy, we went to La Salle at 1 PM for the ceremonies. Ernie was met by the students and he was brought first at the exhibition site. Ernie spent a few minutes viewing the exhibits and giving comments here and there. Afterwards, he was brought to the gymnasium where the program was held. Mandy introduced Ernie and Ernie gave a rousing speech that really got the boys excited and in-



Kehr presented with framed sets of newly issued China Clipper stamps by Assistant Postmaster Gen. Pedro Gambalan.



L-R: F. R. Stanfield, Pablo Esperidion, Enrique San Jose, Ysmael Inductivo, and Carlos Inductivo.

spired. He also awarded certificates and trophies to all of the winners. Seeing Ernie with the students was really something. How easily he established a rapport with them! How they applauded him and shook hands with him, and to Ernie's delight in spite of the hot weather. Ernie really knows how to promote philately to the kids. (By the way, Ernie is the current Chairman of the Education Committee of the Philatelic Foundation based in New York).

Nov. 29 saw the unveiling of a marker at Rizal Park, where the crew of the China Clipper landed in 1935. Set at 7 AM, the ceremony was attended by Manila Mayor Ramon Bagatsing, Rizal Park Director Teodoro Valencia, Pan Am Manager Douglas McKenzie, and PRO Charley Angeles, Mrs. Teofila Garcia, Nemesio Dimanlig, Ernie Kehr and Frank R. Stanfield. Breakfast followed at the Army-Navy Club.

Have you seen a Philatelic Exhibition in a Bar? Yes, a bar, and that is the Clipper Bar set especially up at the lobby of Manila Hilton Hotel. From the Hotel Intercon, the Pan Am exhibits were transferred to Manila Hilton where it was set up on Nov. 28th at the lobby. The exhibit area was turned into a Bar or a Lounge, as you wish to call it, complete with a sign "Clipper Bar" and big reproductions of the China Clipper and other Pan Am planes. Waiters were on hand to take orders for drinks which were processed at the nearby cocktail lounge and brought over to the customer. The bar was in operation up to Dec. 4, at which time the exhibit was transferred with the rest of the exhibits to the second floor.

Ernie left Dec. 1st, but not after a simple ceremony was held at the exhibition site at the Hilton Hotel. Covers were cancelled with the official cachet commemorating the 50th Anniversary of the First Interisland airmail by 3 US Army Seaplanes. Act-



OFFICIAL PHIL. AIRMAIL  
EXHIBITION CACHET  
MANILA HILTON

ing Postmaster General Pedro Gambalan also presented a framed sheet of Pan Am stamps to Ernie.

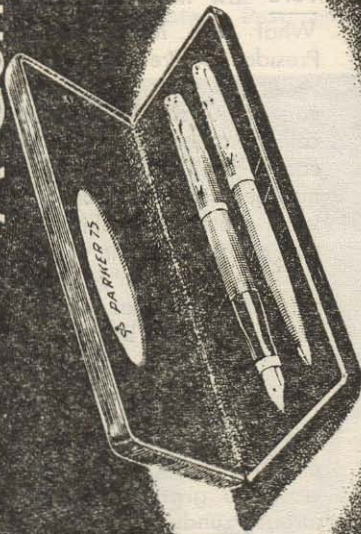
Dec. 6, the arrival of US Pres. Gerald Ford saw the exhibition area very busy. What with Manila Hilton used as the Presidential Press Center, people were hovering all over and the hotel was busy as can be. A simple ceremony was held cancelling covers with the official exhibition cachet for Pres. Ford's visit. No less than members of Pres. Ford's advanced party were present cancelling covers. The affair was graced by some of our philatelic friends — Rudy Tan, Naty Lozano, Tony Adrias, the Postmistress of Manila Hilton Post Office, and Julie Daza.

December 9, the exhibit was finally taken down and the end of the 1975 Philippine Airmail Exhibition finally came to a close, to give way for the preparations, already underway, for the Philippine Medical Philatelic Exhibition, also known as the PHILMEDPEX '76.

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PARKER 180



PARKER-45



PARKER-21

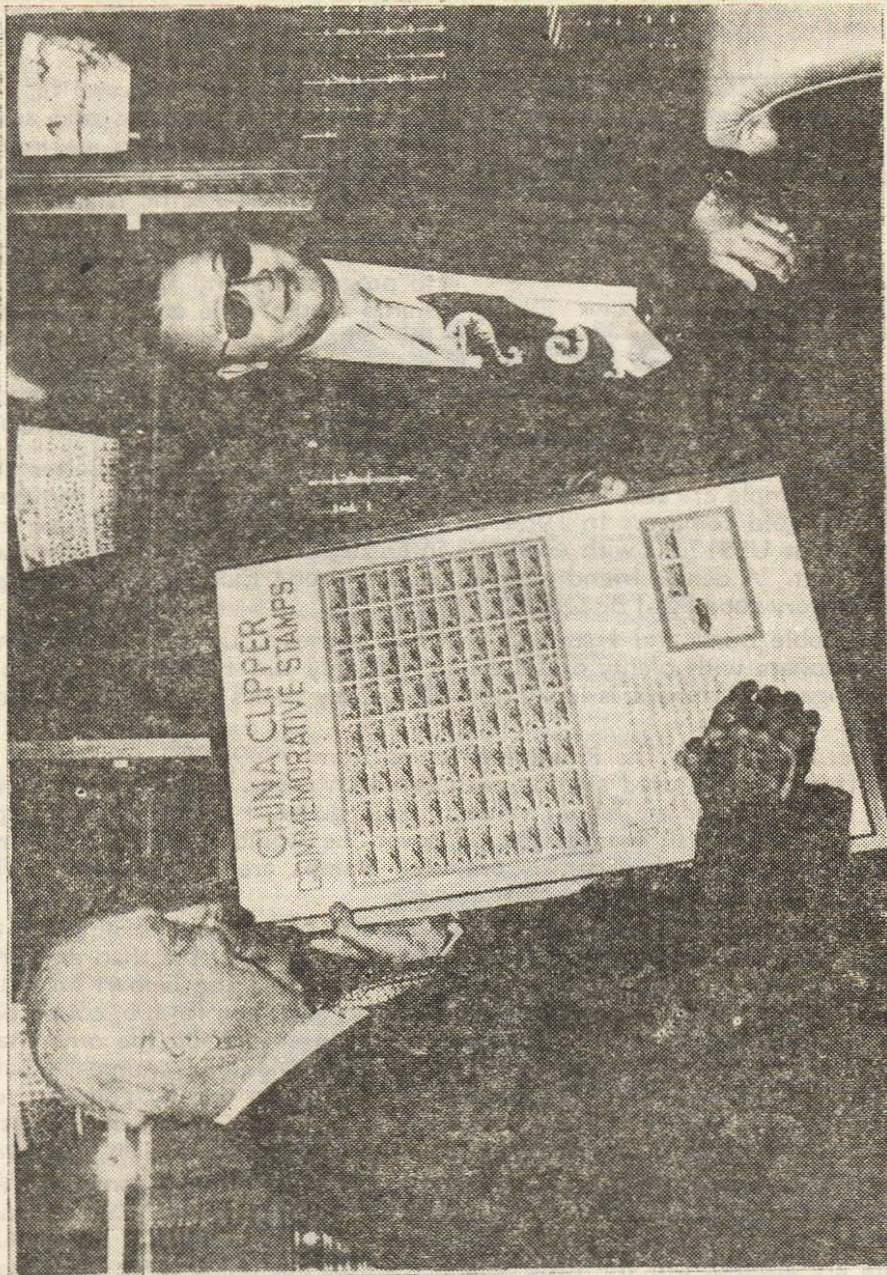


PARKER T-BALL BALL PEN

136, Yakai St. Makati, Rizal. Tels. 87-99-78 & 86-24-84

GWAPI (LAPIS)





Postmaster General Felizardo Tanabe presenting framed sets of the China Clipper stamps to Juan Trippe of Pan Am.

For various reasons (myself included), nearly every serious philatelist I know first started collecting mint stamps before turning to postal history and covers.

Some mint stamps are far more valuable as mint stamps and seldom bring as much on cover as in mint condition. This is not always true with issues from the Pacific Islands. Often this creates a dilemma for the tyro collector or for the person who wishes to progress beyond filling spaces in a stamp album. He or she **must study** the amount of stamps printed of a particular issue to determine if the supply is potentially limited and, if so, are the covers going to be valuable.

By: Clyde Carriker  
3209 E. Cortez  
West Covina, Calif. 91791



Some Observation  
On Cover Collecting

Perhaps this smacks of speculation, but any knowledge, almost, is better than none. One good example are the 1963 Tonga sets which were issued to commemorate the area's first gold coinage. In 1964 at a large Los Angeles show, I saw these sets selling for about US\$17.00 with everyone interested in buying. Later, they went to about double that. A dealer friend who is seldom wrong thought the Tonga gold coin sets would be very good but I disagreed.

Well, the bubble burst and I suspect that now you can buy the whole batch on cover for a few dollars with plenty of sellers. Not only did time prove me to be right, but the Tongan government is lucky to sell out **any** issues even those with only 75,000 printings.

On the other hand, study the **Philippine** issues from 1899-1970 and notice the catalog price differences for used stamps with those on cover. The difference often is considerable, especially for the higher values. As a guess, I suspect that if a person had many of the Spanish era stamps on cover, he would indeed have a small fortune! On the other hand, the Spanish era **used stamps** aren't that hard to find, but just try to locate early postally-used covers.

As one becomes more knowledgeable about covers, one begins to discover that certain post office circular date stamps (CDS) are far more available than are others of a colony or area. A good example are the post offices of the Gilbert and Ellice Islands. Since most of the mail went out from Ocean Island or Tarawa, covers bearing these cancels are most frequently seen. **How many** covers, on the other hand, have you seen from Hull, Gardner, Sydney, Canton, Little Makin, Ncnumea, Abaing, etc. . . . . even with modern stamps affixed? Obviously, no one is going to turn down even a pre-World War II cover from Ocean Island or Tarawa, but if one comes up from the smaller post offices of same vintage, you'll have a bidding war on your hands.

Also, one has to examine the current markets and eras to see if something isn't being overlooked. A couple of years ago, I began to be interested in WW II American Forces Army Post Office and Naval Post Office censored covers. These APO and FPO covers are around, but the little island ones are beginning to be quite scarce but I did manage once to obtain about 1300 and have spent many months trying to locate their origins. It's hard, but I have many, many now pinpointed which has been fun.

Perhaps, the newcomer would be wiser to start with recent issues, work back to the 1950's and then as finances permit, expand his holdings. At least this is a departure point because as inflation has hit the Pacific and European areas, more and more collectors are absorbing even these later issues on cover at higher and higher prices.

On the other hand, perhaps starting with the issues of your own country is even better. Not only will you be able to get covers, but you could possibly discover some errors, improve the postal history knowledge you need, and you may even discover some interesting sidelines to this fascinating hobby of ours! (To be continued)

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## U.S. NAVAL COVERS — PHILIPPINES

by Pablo M. Esperidion

### Introduction

Navophilately, the art of collecting and studying philatelic items related to postal markings used by ships of the United States Navy is an interesting field in the ubiquitous hobby of philately. Collecting Naval Covers as a hobby one will discover that it affords considerable interest both philatelically and historically.

### Naval and Shore Cancel

Little known among collectors of the Philippines are the U.S. Naval cancellations on Philippine waters. To collectors of Philippine-American postal history, this phase of philately would prove quite interesting.

The postal markings in my personal collection were those applied by ships of the U.S. Asiatic Fleet on their tour of duty in the Philippine waters on naval stations such as — Manila Bay, Manila, Olongapo, Cavite, Cavite, Cavite, Cavite, Navy Yard, Mariveles, Iloilo, Jolo, and Southern Philippines.

Customarily covers postmarked aboard the ships bear the date and the ship's name, and the ship's location is indicated in the cancellation or "killer". Applied on covers franked with U.S. stamps, the cancellations are usually done by handstamps, a practice done long before World War II. As early as 1947, however, some US Navy ships have been using machine cancels.

### Earliest Date

Long before the last World War, I started building up a collection of US Naval cancels on Philippine waters. Of these cancels the earliest date I have was **January 16, 1930** and the latest was **November 18, 1946**. At this writing, I have more than 100 covers postmarked from different ships of the US Navy on their tour of duty in the Philippines.

### Geographical Names

Alongside the US Naval cancels on Philippine Waters, I have also included in my collection postmarks of US warships bearing geographical names of the Philippines, such as the following:

U.S.S. Philippine Sea (CV47)	—	Aircraft Carrier
U.S.S. Leyte (CV 32)	—	Aircraft Carrier
U.S.S. Mindanao (CV)	—	Aircraft Carrier
U.S.S. Mindoro (CVE 120)	—	Escort Aircraft Carrier
U.S.S. Corregidor (CVE)	—	Escort Aircraft Carrier
U.S.S. Luzon (ARG 2)	—	River Gunboat
U.S.S. Samar (ARG 11)	—	River Gunboat
U.S.S. Panay (ARG)	—	River Gunboat
U.S.S. Rizal (DM 14)	—	Light Mine Sweeper

## U.S.S Rizal

Noteworthy, this last vessel was named after Dr. Jose Rizal, the national hero of the Philippines. According to the Handbook of Naval Postmarks (May 1939) by Joseph W. Hale and Charles A. Emerson, the USS Rizal was classified as DM 14 (Light Mine Sweeper). It was commissioned on May 28, 1919 and de-commissioned on Sept. 18, 1931. Obviously, that was after 12 years of service in the US Navy.

While the aforementioned handbook classifies the USS Rizal as a "Light Mine Sweeper", the Manila Times in its issue of September 1, 1919, however, revealed the following:

"The destroyer USS Jose Rizal launched in September 1918 has turned out to be the fastest vessel afloat. Its average speed is 35 knots an hour. The warship was built with money contributed by the Philippines to the American War Effort."

"The Jose Rizal covered the distance from the Golden Gate to the Columbia River in the record time of 21 hours when other ships usually took from 26 to 28 hours."

"Commanded by Capt. S.E.S. Root with a crew made up of 97 Filipinos and 25 Americans, the destroyer has four 4-inch guns, two 3-inch anti-aircraft guns, and four torpedo tubes of 21 inches each. With its 29,500 horsepower, it matches that of the superdreadnaught "TENNESSEE".

"Another vessel to be completed soon is the Submarine S-30 built from funds provided by the Philippine Government. It will be integrated into the US Navy".

### Errors and Varieties

Going over the postmarks and cancellations on the covers in my collection, I have discovered the following errors and varieties:

**U.S.S. Rizal (DM-14)** — while the location in the cancellation of the postmark of "August 20, 1931" and "Sept. 18, 1931" bear the legend "Last Day — Service", all caps in two lines, for the first postmark it was not actually the "Last Day Service" but the date when the ship was de-commissioned. The actual "Last Day Service" was Sept. 18, 1931.

**U.S.S. Augusta (CA 31)** — in its postmark, January 1, 1936, the legend in its cancel reads "New Years" instead of "New Year".

**U.S.S. Chaumont** — On the postmark "Dec. 5, 1936" the month (DEC) is inverted.

**U.S.S. Bittern (AM 36)** — In addition to the naval cancellation Nov 8, 1931, it also bears a Manila Post Office machine cancel of the same date.

Virtually, all US Naval covers in my collection were postmarked from several ships assigned to the U.S. Asiatic Fleet. A check list covering the collection is hereby reproduced:

( Continued on next page )

Name of Ship:	Postmark:	Location in Cancels:
USS Beaver	Jan. 16, 1930	Olongapo — P. I.
USS Pigeon (SS)	April 27, 1931	Asiatic Fleet — Manila, P. I.
USS Bittern (AM 35)	Nov. 8, 1931	Manila — P. I.
USS Brooks	May 1, 1932	Battle of Manila Bay
USS Stewart	Sept. 2, 1932	Manila — P. I.
USS Augusta (CA 31)	Dec. 25, 1933	Merry Christmas — Manila P. I.
USS Augusta (CA 31)	Jan. 25, 1934	Olongapo — P. I.
USS Stewart	Feb. 13, 1934	Navy Yard — Cavite, P. I.
USS Pillsbury	March 12, 1934	Manila — P. I.
USS Gold Star (MS)	May 8, 1934	Manila — P. I.
USS Penguin	July 23, 1934	Navy Yard Cavite, P. I.
USS Pecos (O-6)	Dec. 13, 1934	Mariveles — Bay, P. I.
USS Black Hawk	April 1, 1935	Manila Bay — Manila, P. I.
USS Edsall	April 1, 1935	U.S. Asiatic Fleet — Manila, — P. I.
USS Naval Hospital	May 6, 1935	Cañacao, P. I.
USS Naval Hospital	July 17, 1935	Cañacao, P. I.
USS Stewart	Nov. 7, 1935	Manila, — P. I.
USS Edsall	Sept. 11, 1935	Asiatic Station, Cavite, P. I.
USS Augusta (CA 31)	Nov. 9, 1935	Iloilo — P. I.
USS Bulmer (DD 222)	Nov. 28, 1935	Manila, — P. I.
USS Peary (DD)	Jan. 1, 1936	Manila Bay — Manila
USS Augusta (CA 31)	Jan. 1, 1936	New Years — Cavite
USS Augusta (CA 31)	Jan. 30, 1936	5th Birthday — Olongapo, P. I.
USS Blackhawk	April 1, 1936	Asiatic Station — Manila, P. I.
USS Chaumont	April 1, 1936	Manila, — P. I.
USS Naval Hospital	Sept. 8, 1936	Cañacao, P. I.
USS Hervert	May 1, 1936	Dewey Day (Sponsored by American Br., N.P.C. of the Phils.)
USS Canopus (SS9)	Nov. 18, 1936	Jolo — P. I.
USS Chaumont	Dec. 5, 1936	Manila — P. I. (postmark with an inverted month)
USS Isabel (CV)	Dec. 28, 1936	Manila, — P. I.
USS John D. Ford	Dec. 30, 1936	Manila, — P. I.
USS Canopus (SS9)	Jan. 24, 1937	Manila
USS Gold Star (M12)	Feb. 1, 1937	Manila, — P. I.
USS Canopus (SS9)	Feb. 12, 1937	Manila — Area
USS Aldean (DD 211)	Feb. 12, 1937	Manila — Area
USS Whipple	March 2, 1937	Manila — P. I.
USS Augusta (CA 31)	April 6, 1937	Manila Bay
USS Heron	Nov. 27, 1937	Manila — P. I.
USS Barker (DD 213)	Dec. 25, 1937	Asiatic Fleet — Manila, P. I.
USS Bulmer (DD 222)	Dec. 25, 1937	Cavite — P. I.
USS Augusta (CA 31)	Feb. 1, 1938	

USS Whipple	Feb. 12, 1938	Olongapo — P. I.
USS Black Hawk	Feb. 19, 1938	Olongapo — P. I.
USS Alden (DD 211)	Feb. 27, 1938	Asiatic Fleet — Manila, P. I.
USS Whipple	April 26, 1938	Asiatic Fleet — Cavite, P. I.
USS Pennsylvania	May 1, 1938	Manila Bay
USS Henderson	May 28, 1938	Manila — P. I.
USS Gold Star	June 8, 1938	Manila — P. I.
USS Barker (DD 213)	June 14, 1938	Philippines
USS Black Hawk	June 14, 1938	Philippine — Islands
USS Alden (DD 211)	June 14, 1938	Asiatic Fleet — Philippines
USS Stewart	June 14, 1938	Philippine — Islands
USS Whipple	June 14, 1938	Philippine — Islands
USS Pecos (O-6)	June 14, 1938	Philippine — Islands
USS Paul Jones	June 14, 1938	Philippine — Islands
USS Heron	June 29, 1938	Manila Bay
USS Alden (DD 211)	July 4, 1938	Asiatic Fleet — Philippines
USS Bulmer (DD 222)	August 13, 1938	Asiatic Fleet — Manila, P. I.
USS Finch (AM 9)	Sept. 10, 1938	Enroute — Manila, P. I.
USS Bittern (AM 6)	Oct. 27, 1938	Manila — P. I.
USS Marblehead	Oct. 27, 1938	Cavite, P. I. — Navy Day
USS Peary	Oct. 27, 1938	Manila — P. I.
USS Black Hawk	Nov. 21, 1938	Manila — P. I.
USS Black Hawk	Jan. 1, 1939	Manila — P. I.
USS Heron	Feb. 22, 1939	Manila Bay
USS John D. Ford (DD)	April 20, 1939	Philippine — Islands
USS Peary	April 23, 1939	Southern — Philippines
USS Bittern (AM 36)	May 28, 1939	Manila — P. I.
USS Langley (CV)	Oct. 31, 1939	Manila — P. I.
USS Bulmer (DD 222)	Jan. 29, 1940	Manila — P. I.
USS Permit (SS)	Feb. 18, 1940	Manila — P. I.
USS Whipple	Feb. 22, 1940	Manila — P. I.
USS Napa	June 4, 1940	Manila — P. I.
USS Barker (DD 213)	Dec. 2, 1940	Manila — P. I.
USS Augusta (CA 31)	Jan. 31, 1941	Manila — P. I.
USS Pickerel	March 28, 1941	Cavite — P. I.
USS Tarpon (SS)	April 14, 1941	Cañacao, P. I.
1st Sep. Mar. Bat.	Sept. 29, 1941	Navy Yard, Cavite, P.I., Br. — Semper Fidelis
1st Sep. Mar. Bat.	Oct. 7, 1941	Navy Yard, Cavite, P.I., Br. — Semper Fidelis

**U.S. NAVAL COVERS WITH PHILIPPINE GEOGRAPHICAL NAMES**

USS Rizal (DM 14)	July 11, 1930 (Black)	—
USS Rizal (DM 14)	Aug. 18, 1931 (Green)	San Diego, — California

USS Rizal (DM 14) Aug. 20, 1931 (Purple)  
 USS Rizal (DM 14) Sept. 18, 1931 (Purple)  
 USS Mindanao — Feb. 22, 1934  
 USS Mindanao — Sept. 19, 1934  
 USS Panay (ARG 5) Sept. 10, 1935  
 USS Luzon (ARG 20) Feb. 12, 1936  
 USS Luzon (ARG 20) April 25, 1938  
 USS Leyte (CV 32) May 20, 1946  
 USS Luzon (ARG 2) June 20, 1946  
 USS Philippine Sea (CV 47) Ju'y 25, 1946  
 USS Leyte (CV 32) July 27, 1946  
 USS Mindoro (CVE 120) Sept. 18, 1946

Last Day — Service  
 Last Day — Service  
 Hong Kong — China  
 Canton — China  
 Hsiakwan — China  
 Lincoln's — Birthday P.I.  
 Hankow — China  
 —  
 —  
 —  
 —  
 —  
 —

### Birthdays and Anniversaries

Birthdays and Anniversaries come and go. And so, navophi'atelists in the USA commemo-  
 rated some anniversaries of the following ships:

**U.S.S. Augusta (CA 31)** — Commissioned on January 30, 1931, this heavy cruiser, the flag-  
 ship of the U.S. Asiatic Fleet in 1936, in its location cancel of Jan. 30, 1936, its legend reads:  
 "5th Birthday — Olongapo, P.I.", all in caps in two lines. Then, too, on Jan. 30, 1941, its 10th  
 Birthday was commemorated.

**U.S.S. Panay (ARG 5)** — This river gunboat was commissioned on Sept. 10, 1928 and its 7th  
 Birthday was commemorated on Sept. 10, 1935.

**U.S.S. Isabel (CY 10)** — commissioned on Dec. 28, 1917 on its 19th Birthday, this converted  
 yacht was commemorated on Dec. 28, 1936.

**U.S.S. John D. Ford (DD 228)** — this destroyer was commissioned on Dec. 30, 1920. Its  
 16th birthday was commemorated on Dec. 30, 1936.

**U.S.S. GOLD Star (M12)** — A miscellaneous ship commissioned on Feb. 1, 1922, its 15th  
 Birthday was commemorated on Feb. 1, 1937.

**U.S.S. Pennsylvania** — Battle of Manila Bay, (Spanish-American War) May 1, 1898, was com-  
 memorated on its 40th anniversary on May 1, 1938, in memory of Admiral Dewey's victory.

**U.S.S. Bittern (AM 36), U.S.S. Peary, and USS Marblehead** commemorated Navy Day on  
 Oct. 27, 1938.

**U.S.S. Black Hawk** — New Year, January 1, 1939, was commemorated.

**U.S.S. Heron** — Feb. 22, 1939, Washington's Birthday was commemorated.

**U.S.S. Peary** — April 23, 1939 commemorated the 85th Anniversary of the Trade Treaty  
 between the U.S. and Japan effected in 1854 through the endeavors of Capt. Matthew C Perry  
 of the U.S. Navy.



U.S.S. Bittern (AM 34) — commemorated its 20th Birthday on May 28, 1939.

U.S.S. Napa — Memorial Day, July 4, 1940 was commemorated.

### Amusing Ships Names

Quite interesting to note, one of the ships of the U.S. Asiatic Fleet which did a tour of duty in the Philippine waters was a concrete battleship — the U.S.S. FORT DRUM. And, more than a passing interest, its amusing to note that the U.S. Navy has on record some war vessels with the following names:

U.S.S. Quick	(DD)	— Destroyer
U.S.S. RICH	(DD 820)	— Destroyer
U.S.S. Strong	(DD 7588)	— Destroyer
U.S.S. Tumult	(AM 127)	— Mine Sweeper
U.S.S. Gato (Cat)	(SS)	— Submarine
U.S.S. Diablo (Devil)	(SS 479)	— Submarine
U.S.S. Sea Devil	(SS)	— Submarine
U.S.S. Cochino (Dirty)	(SS 344)	— Submarine
U.S.S. Raton (Rat)	(SS 270)	— Submarine

and last but not least, there's the Destroyer called U.S.S. HOBBY!

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### PRESENT DAY PHILATELIC SOUVENIRS RECALL 1945 EXHIBITION SEALS

By Eugene A. Garrett

With the recent release of the Philippine Airmail Exhibition seals in 1975 and the very beautiful PHILMEDPEX '76 souvenir card, one is reminded that the private printing of such souvenirs for major philatelic exhibitions is a well-established branch of our hobby in general, and has considerable precedent in the Philippines, in particular. The private emission of a souvenir sheet by the venerable Asociacion Filat'ica de Filipinas for CHRISQUAPIPEX in 1965, and the subsequent overprinting of the same sheet for UNDAYPEX in 1966 and for the Asociacion's Golden Anniversary on May 10, 1975, is one such example, and was the subject of the feature article in the May--June, 1975, issue of this Journal.

One of the more interesting unofficial exhibition seals of the Philippines has received little publicity or study, yet examples are frequently encountered by collectors of Philippines material. The seals under discussion are remarkable in having been created by the unofficial, private overprinting of regular government-issued postage stamps of the Commonwealth of the Philippines.

These seals were produced and distributed some 31 years ago by the Philippine Philatelic Club in conjunction with V-PEX, the Victory Philatelic Exhibition of October 20-22, 1945, to commemorate the first anniversary of the 1944 D-Day landing of the American troops on Leyte, the



FIG. 1

first step in the eventual liberation of the Philippines. An official Bureau of Post cancel, in green ink, and cachet, in black ink, were prepared especially for V-PEX, and are shown on the postal card illustrated in Figure 1.

The P.P.C. also prepared V-PEX seals by the expedient of overprinting the 2c green Rizal stamp of 1941, Scott's No. 461, with the seven-line legend, "PPC V-PEX/Oct. 20, 21,22/1945/To/Commemorate/First Anniv./Leyte D-Day". Nothing illegal was involved in the overprinting of the postage stamps; they had been demonitized by the Japanese Military Administration immediately after the occupation of Manila by the Imperial Japanese Forces on January 2, 1942. During the Japanese Occupation, the post office stocks of Commonwealth stamps, now invalid for the payment of postage, were made available for sale to philatelists, and many full panes of the stamps were indeed purchased by collectors. In "PPC Flashes No .10" of September 7, 1944, Pablo M. Esperidion commented,

"Reservations for available pre-war stamps made by collectors through the different philatelic clubs are now being distributed by Kasama Leon Goldenberg, vice prexy of the PPC. Next distribution for orders or reservations placed late will be made as soon as the first distribution is accomplished. Kasama LG has been duly authorized by the Bureau of Communications to handle the distribution of the pre-war stamp reservations in the interest of philatelists and philately, remember?"

The stamps remained invalid and worthless for postage after the war had ended, when only fresh supplies of the Commonwealth stamps with the "VICTORY" overprint were valid for postal purposes.

So when the P.P.C. made plans for V-PEX, it was quite logical and practical to use the materials available and at hand in those difficult postwar days when Manila was still emerging from the terrible destruction of the city during the battle for Liberation. Even so, the task of overprinting was not a simple matter.

"I was appointed a committee of one to prepare the seals for the P.P.C. At the time, I was able to find only one small shop back in business, and it had a press only large enough to overprint one-quarter of a sheet of 100 stamps at a time. You can well imagine the difficulty and work involved in running the entire sheet through the press in four separate operations to get the complete overprint".

That first-hand account came in a personal letter dated September 6, 1972, from our great and good friend Severino N. Luna. Further details are provided in the same letter:

"For the record, there were 10,000 printed of the red overprint, of which 1,000 were damaged in printing. Of the black overprint, 5,000 were printed, of which five sheets (100 stamps per sheet) were also destroyed. Of the black overprint, 200 were of the 2c Rizal with O.B. The seals were sold at the Exhibition Hall at 10¢ each, and sale was limited to 20 stamps of the red and 10 stamps of the black."

To recap, therefore, the total printing available for sale to the public was as follows:

Red overprint on 2c green Rizal, No. 461 .....	9,000
Black overprint on 2c green Rizal, No. 461 .....	4,300
Black overprint on 2c green Rizal, No. 037 .....	200

The overprinted Official stamp is obviously something of a considerable rarity, while the black overprint on the Regular stamp is about twice as scarce as the red. Another desirable item is a block of four from the exact center of the full sheet, positions 45, 46, 55 and 56, showing the inevitable misalignment of the overprint caused by the necessity for the four separate printing operations. A single example of a double-overprint was also included with Mr. Luna's letter.

One of the more fascinating anomalies is found in sheets which are printed half in red ink and half in black, resulting in rather startling appearing blocks of four from the center rows of stamps with red overprint on the two stamps on the left side and black overprint on the other two. (Figure 2i)

Perhaps the V-PEX seals are not the most gorgeous ever produced, but their history the difficult circumstances under which they were printed and the event which they commemorate, certainly places them among the most interesting. Our indebtedness to Mr. Severino N. Luna for providing the information for this footnote to the postal history of the Philippines is gratefully acknowledged and deeply appreciated.



FIG. 2

Compliments of :

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## U.S. ARMY AIR MAIL FLIGHTS IN THE PHILIPPINES

By William J. Oliver

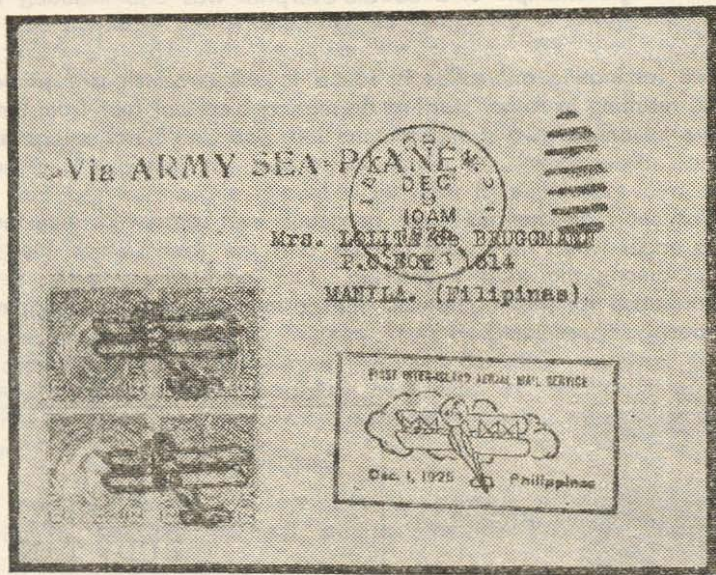
Many people have read, or remember, when the U.S. Army carried airmail in the United States; but few know it was the U.S. Army that helped develop the use of airmail throughout the Philippine Islands. It may help to give a little history of airmail in the Philippines prior to the time the U.S. Army began their Pioneer flights.

Airmail in the Philippines officially began April 4, 1919 when Ruth Law, an American aviatrix, dropped a sack of mail on the roof of the Manila Hotel during an exhibition flight.

Three flights by other pilots were made during 1919-1923 with no other official air mail flights until Italy's Commander F. de Pinedo stopped in the Philippines on his around the world flight in 1925.

During the period 1920-21 the Philippine Council of State approved the establishment of the Philippine Air Service. This special service would provide airmail between Manila, Cebu, Iloilo and Zamboanga.

The Philippine Government in 1921 authorized the purchase of five seaplanes, built hangars and obtained six pilots to fly the intended mail route. This service was to begin April 30, 1921; but no funds were appropriated to finance the service. Therefore, at the end of the year the Governor abolished the program.



TACLOBAN TO MANILA, AAMC No. 8c

During the next few years the Bureau of Posts tried to finance the same route by soliciting businesses at each city along the route to purchase a guaranteed amount of stamps each month.

Because of the economy of the Philippines at that time the businessmen decided not to get involved. Lacking funds to operate, the Air Transportation Service never "got off the ground."

The first airmail flight by the U.S. Army is not positive as there is a possibility mail was carried October 13, 1923 from Manila to San Jose Mindoro, when a plane was sent for dusting work in a campaign for the eradication of locusts.

The first U.S. Army airmail flight, as recorded in the American Air Mail Catalogue, was December 1, 1925 when three seaplanes flew from Manila to the Southern Islands, making 12 stops before returning on December 12. Each city at each stop sent small quantities of mail to other towns along the route.

The first U.S. Army airmail flight to the northern Philippines was from Manila on January 31, 1926 to Aparri to the northern tip of Luzon Islands, arriving February 3. Stops were also made at Corregidor and San Fernando, returning to Manila February 10, 1926.

Army planes were also used in emergencies. On November 9, 1926 an emergency and reconnaissance flight was made from Manila to Ba-

tangas, on the southern part of Luzon Island, which was struck by a typhoon. Mail was carried on the flight from Manila. The plane returned to Manila the following day carrying some mail from Batangas.

Pioneering of airmail routes in the Philippines by U.S. Army planes was done at the request of the Philippine Government. Airfields had to be developed throughout the islands since there were no designated areas to land. Many times the local gathering area or park was used for a landing field. Airplanes at that time could land and take off from most any reasonably smooth, flat field.

Seaplanes were also used by the U.S. Army in their official activities around the different islands, so it is logical seaplanes would also be used in the development of airmail. Many of the towns were built along the coast so airmail by seaplanes was easier than trying to develop landing fields. Some flown covers have a rubber stamp cachet "flown by U.S. Army seaplane".

February 24, 1933, the final flight of U.S. Army airplanes to carry airmail, flew from Fort Stotsenburg to Cebu, Cebu. Mail was postmarked at Fort Stotsenburg Feb. 24, 1933, 7 A.M. and backstamped Cebu-Cebu, Feb. 24, 1933, 4 P.M.

The history of airmail in the Philippines has many fascinating eras and this portion of airmail development by the U.S. Army is one of the most interesting.



ILOILO TO DUMAGUETE, AAMC No. 41E

IPPS Member William (Bill) Oliver of 302 Bridge Place, West Sacramento, California 95691, is one of our most advanced Philippine collectors, whose materials are excellent proven by the number of awards he has received from the different stamp exhibitions he has joined. One of his best collections is his "Philippine Flight Covers" — a silver awardee, and which IPPS has had the honor of exhibiting during our Philippine Air Mail Exhibition. Bill is one of the editors of the Philippine Section of the American Air Mail Society Catalogue, an APS Accredited Judge, and Chairman for the past four years of the Judging Committee for the Council of Northern California Philatelic Societies.

## PHILIPPINE POSTAL HAPPENINGS.....

### NEW ISSUES:

**HONGKONG AND SHANGHAI BANKING CORP.** — Issued on Nov. 4, 1975 in P1.50 denomination with 1 million copies. The stamp measures 42 x 30 mm in sheets of 50. Printed by Thomas de la Rue of Basingstoke, England by Delacryl (4 colors) process. One of the most beautiful stamps ever issued by the Philippines, the design depicts a British lady and gentleman on the shore with ships in the background. Philippine is represented by "Juan dela Cruz" sitting on one crates in his typical Filipino attire, complete with "salakot" our native hat. Issued to mark its 100 years of service in the Philippines. The HKSBC has in fact been serving the Philippines for more than a century. Its office in Manila was operated through a representative agent in 1865 — an American firm called Russel Sturgis. In 1875, it became a full service branch and in 1883, another branch was opened in Iloilo. It was also instrumental in raising overseas funds and local financing for the Manila-Dagupan Railway, now the Manila Railroad Co.

**NORBERTO ROMUALDEZ** — issued on Nov. 7, 1975 in 60s denomination with 4,925,000 perforate and 75,000 imperforate copies. The stamp measures 18 x 28 mm in sheets of 100. Printed by the Government Printing Bureau, Manila by offset-litho in purple. The design shows a portrait of Romualdez, a legislator, scholar, and jurist, who was named an associate justice of the Philippine Supreme Court which he held for 11 years. Issued to commemorate his birth centennial. His papers can be found in the archives of the Ateneo de Manila University Library. FDCs were serviced at Manila Post Office.

**GEN. GREGORIO DEL PILAR** — issued on

Nov. 14, 1975 in 90s denomination with 4,925,000 perforate and 75,000 imperforate copies. The stamp measures 18 x 28 mm in sheets of 100. Printed by Government Printing Bureau, Manila by offset-litho in light pink color. The design shows a portrait of Gen. del Pilar. The youngest (24) General to die in Philippine history, he stood guard to fight American pursuers at Tirad Pass which gave Gen. Emilio Aguinaldo sufficient time to escape. Framed sheet of stamps were presented by Postmaster General F. R. Tanabe on Nov. 14 at the Bulacan (del Pilar's birth place) Library and Museum amidst an impressive celebration. The municipality of Bulacan also prepared a 40-page Souvenir Program containing pertinent articles on "Gen. Goyo" as del Pilar is fondly called. Issued to commemorate his birth centenary. FDCs were serviced at Manila Post Office.

**PHILIPPINE AIRMAIL EXHIBITION** — issued on Nov. 22, 1975 to mark the opening of the Philippine Airmail Exhibition held from Nov. 22 to Dec. 9, 1975 at Hotel Intercontinental and Manila Hilton. The P1.50 Teodora Alonsa and 60s Marcela Agoncillo stamps were overprinted with the text "Airmail Exhibition Nov. 22-Dec. 9" by the Asian Productivity Organization of the National Economic Development Authority (NEDA) of Manila. Quantity issued: 500,000 of each only. FDCs were serviced at Manila Post Office Manila Hilton Post Office, and Hotel Intercontinental Postal Station.

**PAN AM'S CHINA CLIPPER** — issued on Nov. 22, 1975 in P1.50 and 60s denomination, each in 1 million perforate copies only. The stamp measures 24 x 28 mm in sheets of 50. Printed by the Asian Productivity Organization of NEDA Manila, by offset litho (5 colors). Issued to commemorate the 40th anniversary of the First Transpacific Flight pioneered by Pan American's China Clipper, which left San Fran-

cisco on Nov. 22, 1935 and arrived in Manila Nov. 29, 1935. FDCs were serviced at Manila Post Office. Unofficial first days were also serviced at Manila Hilton Post Office and Hotel Intercontinental Postal Station. The design features the China Clipper and Boeing 747, and Pan Am's logo.

**APO PHILATELIC SOCIETY** — issued on Nov. 24, 1975 in 5s and P1.00 denomination in 4,925,000 perforate and 75,000 imperforate copies. The stamp measures 27 x 37 mm in sheet of 50. Printed by the Government Printing Bureau, Manila by offset-litho (2 colors). Started in May 1950 as Amateur Philatelists Organization, its name has been changed to Apo Philatelic So. FDCs were serviced at Manila Post Office, Iloilo City Post Office and Cebu City Post Office. The design features the logo of the club.

**EMILIO JACINTO** — issued on Dec. 15, 1975 in 65s denomination with 9,925,000 perforate and 75,000 imperforate copies. The stamp measures 19 x 30 mm in sheets of 100. Printed by the Government Printing Bureau, Manila, in light purple color. The design shows a portrait of Jacinto, also known as the "Brains of Katipunan". FDCs were serviced at Manila Post Office.

**PHILIPPINE CHURCHES** — issued on Dec. 23, 1975 in 4 values, each in 4,925,000 perforate and 75,000 imperforate copies. The stamp measures 27 x 37 mm in sheets of 50. Printed by the Government Printing Bureau, Manila. The design features: 20s—San Agustin Church; 30s—Morong Church; 45s—Basilica of Taal Church; and 60s—San Sebastian Church. Issued in celebration of 1976 as HOLY YEAR.

## MANILA SYMPHONY ORCHESTRA

Issued on Jan 27, 1976 in 5s and 50s denominations with one million copies (perforate) each. The stamp measures 28 x 39 mm in sheets of 50. Printed by the Government Printing Bureau, Manila by offset-litho (3 colors). Designed by Tony Chiudian, the stamp features a conductor's hands and a baton. Issued to commemorate the 50th anniversary of Manila Symphony Orchestra (MSO), which served as a springboard to national recognition for almost all leading instrumentalists and soloists. Framed sets of stamps were presented by PM General F. Tanabe during a concert held at the Cultural Center of the Philippines on Jan. 27th. Souvenir albums were also prepared by the MSO. FDCs were serviced at the Manila Post Office.

**PHILIPPINE AIRLINES** — issued on Feb. 14, 1976 in 60s and P1.50 denominations with one million copies (perforate) each. The stamp measures 42 x 39 mm in sheets of 50. Printed by APONEDA, Manila by offset-litho in 4 colors. The design features a Douglas DC-10 currently being used. Issued to commemorate the 30th Anniversary of PAL's postwar revenue flight from Manila to Legazpi. FDCs were serviced at Manila Post Office.

**FELIPE AGONCILLO**—issued on Feb. 27, 1976 in P1.60 denomination with 5 million copies. The stamp measures 18 x 28 mm in sheets of 100. Printed by the Government Printing Bureau, Manila by Offset litho (1 color). Designed by Ruperto Naval, the stamp features a bust portrait of Agoncillo. Agoncillo is considered the most outstanding revolutionary figure in the



history of Philippine diplomacy. He was appointed by Emilio Aguinaldo as minister plenipotentiary to the Peace Conference in Washington and Paris; he represented his home province, Batangas, in the first Philippine Assembly in 1907 and in 1923, became Secretary of Interior during the administration of Gov. Gen. Leonard Wood. Born on May 26, 1859 and died on Sept. 29, 1941. FDCs were serviced at the Manila Post Office.

**NATIONAL UNIVERSITY** — issued on March 30, 1976 in 45s and 60s denomination with one million copies each. The stamp measures 27 x 37 mm in sheets of 50. Printed by the Government Printing Bureau, Manila by offset-litho (2 colors). Designed by Pontius V. Divina the design features the university building set against a big "N". Issued to commemorate the 75th Anniversary of NU which was founded in August 1900 by Don Mariano Fortunato Jhocson and was first named Colegio Filipino. The name was changed to Colegio Mercantil then to National Academy until finally on Jan. 17, 1921, to National University. FDCs were serviced at Manila Post Office.

**WORLD HEALTH DAY** — issued on April 7, 1976 in 15s denomination with 2 million copies. Printed by APO-NEDA Manila by offset-litho (4 colors). As the theme this year of World Health Day is "Foresight Prevents Blindness", the design features a painting depicting our national hero, Dr. Jose Rizal, examining his mother's eyes. Dr. Rizal is an ophthalmic surgeon. FDCs were serviced at Manila Post Office.

## PHILIPPINE POSTAL SLOGANS

1975-1976

(Part III)

15) 10th ANNIVERSARY/SOUTHEAST ASIAN MINISTERS/OF EDUCATION — used from Nov. 21-30, 1975 at the following post offices: Manila Central Post Office, Quezon City, Bacolod City, Iloilo City, Pasay City, Cebu City, Caloocan City; Makati, Legaspi City, Cagayan de Oro City, Davao City and Tacloban (a total of 12 different post offices.) Coincided with the 10th anniversary celebration of the Southeast Asia Ministers of Education Organization on Nov. 30, 1975.

16) COME AND SEE/APO SILVERPEX/POST OFFICE BLDG., MANILA/NOVEMBER 24-30 — used from Nov. 24-30, 1975 at the Manila Central Post Office.

17) AIR FRANCE/CONCORDE/A BREAK-THROUGH IN COMMERCIAL AVIATION/1976 INAUGURAL FLIGHT YEAR — used from Jan. 21-27, 1976 at Manila Hilton Post Office in connection with the inauguration of the first Air France supersonic Concorde flight on Jan. 21 from Paris to Rio de Janeiro.

18) THIRD MINISTERIAL MEETING/OF THE GROUP OF 77/JANUARY 26-FEBRUARY 6, 1976 — used from Jan. 26 to Feb. 6, 1976 at Manila Hilton Post Office, Phil. Village Post Office and Manila Central Post Office.

19) — 1st ANNIVERSARY —/PHILIPPINE HEART CENTER FOR ASIA/"YOUR HEART IS YOUR LIFE" — used from Feb. 14-29, 1976 at Phil. Heart Center Post Office, and Manila Central Post Office.

20) SRI-MANILA MEETING/FEBRUARY 25-28, 1976 — used from Feb. 25-28, 1976 at Manila Central Post Office; In honor of the

Stanford Research Institute meeting held in Manila — a gathering of senior business and industrial executives from all over the world. Theme of the meeting was Business in Southeast Asia.

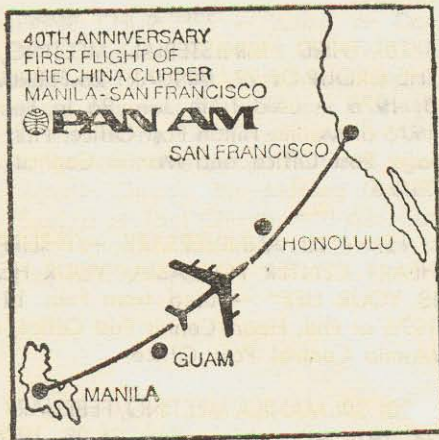
21) 1976/ACCOUNTANCY WEEK/JOIN PICPA — used from March 18-27, 1976 at the following post offices, Manila Central, Quezon City, Makati Commercial Center and Cebu City. In observance of Accountancy Week (March 21-27) as per Proclamation No. 19, dated March 9, 1966.

## FLIGHT COVERS:

**Number of Flight Covers Made**  
(From the official records of the Stamps and Philatelic Sec., Bureau of Posts)

40th ANNIVERSARY FLIGHT of the First Transpacific flight by Pan Am's China Clipper; Manila to San Francisco; December 2, 1975:

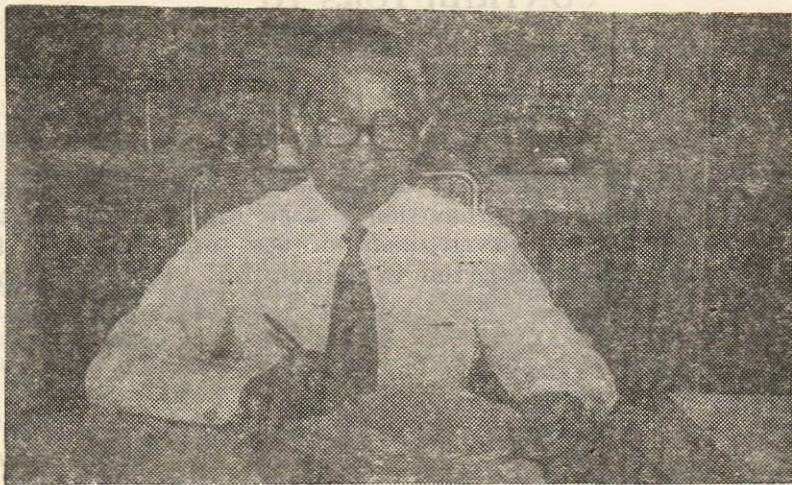
Manila to Guam	— 792
Manila to Honolulu	— 794
Manila to San Francisco	— 1223



50th ANNIVERSARY FLIGHT of the First Interisland airmail by 3 US Army Sea Planes; Manila to 12 different points in the Philippines; December 1, 1975:

Manila to San Jose, Occ. Mindoro	— 302
Manila to New Washington, Aklan	— 274
Manila to Kalibo, Aklan	— 279
Manila to Iloilo City	— 280
Manila to Cebu City	— 271
Manila to Masbate, Masbate	— 282
Manila to Marawi City	— 279
Manila to Zamboanga City	— 283
Manila to Tacloban City	— 281
Manila to Romblon, Romblon	— 289
Manila to Cagayan de Oro City	— 280
Manila to Surigao City	— 277





## PROFILE OF A NEW CHIEF

The Stamp and Philatelic Section of the Bureau of Posts has a new Chief in the person of Mr. Pedro Marcelo. Mr. Marcelo took over from Mrs. Teofila L. Garcia upon the latter's retirement last March 4, 1976.

Born on January 30, 1915, Mr. Marcelo joined the Bureau of Posts on August 19, 1948. He was first named Stamp Custodian and later promoted to various positions such as Librarian, Historical Researcher, Supervisor of Stamp Tellers, Supply Officer II, and Supply Officer III. By June 1971, he was promoted to Assistant Postal Fiscal Service Chief of the Stamps and Philatelic Division, a position he held for five years.

Asked about the future of Philippine Philately — Mr. Marcelo's principal aim as the new Chief is to improve the service now being extended to all collectors. He is also aiming to improve the ways and means of promoting Philippine philately not only here in the Philippines but also abroad. He promises to have a better programming of stamp issues and to improve the quality of stamp designs. Due to the numerous requests the Bureau receives from organizations, universities, colleges, etc. . . for new stamps to be issued, Mr. Marcelo has drawn up a guideline for issuing stamps which is now being adapted by the Bureau.

One of the most enlightening and for us to be happy about is his promise to cooperate with all Philatelic societies in their exhibits and promotion of Philately. His office is always open for suggestions and constructive criticisms, from different sectors to help him do a better job and help foster Philippine philately.

Our congratulations and best wishes to the new Chief of the Stamp and Philatelic Section!

## CONTRIBUTORS TO PHILIPPINE HEART CENTER FOR ASIA AND CO-SPONSORS OF PHILMEDPHEX '76

The IPPS believes that Societies should not just limit themselves to promoting stamp collecting and the promotion of their organization, but that they should also contribute to the development of our community. In this conjunction, IPPS solicited funds during the exhibition for the Philippine Heart Center For Asia.

The following are our donors:

<i>N a m e s :</i>	<i>Amount Donated:</i>
Carlos Alfredo Bernardes, Ambassador of Brazil	P 500.00
<i>Spanish Embassy</i>	200.00
Spenders Philippine Stamps	200.00
Frank R. Stanfield	200.00
Roberto Molina Pasquel, Ambassador of Mexico	100.00
Dr. Hermogenes A. Santos	100.00
Dr. Antonio Samia	100.00
Marsteel Corporation	100.00
Island Industrial Corporation	100.00
Empire Chemical Company	100.00
Abbot Laboratories	100.00
Farmacia Electra	100.00
L.M. Camus Engineering Corporation	100.00
Medecor Philippines, Incorporated	100.00

It is with deepest regret that we announce the sudden and early passing of James "Jim" Chemi, our most able and energetic Editor of "The American Philatelists". To the bereaved family, please accept our condolence. The passing of Jim is indeed a lost to the Philatelic World.

## PPS IN LONDON

A new Society was born in London. Called the PHILIPPINE PHILATELIC SOCIETY (PPS), its aims are to promote research into any aspect of Philippine Philately and to arrange the dissemination of the results of such research. It also wants to establish and build up a philatelic library of information relating to any aspect of Philippine philately.

The brainstorm of Philippine enthusiast PETER HARRADINE — Peter also acts as the Secretary/Treasurer of the Society; he is also the editor of the PPS Journal, whose Vol. 1 No. 1 was issued on Sept/Oct 1975. The journal is a quarterly pub-

### DATELINE: LONDON

By Peter Harradine

13 Dando Crescent, Kidbrooke  
London SE3 9PB, England

### THE "RP KK" WATERMARK

As most stamp collectors will know, the use of watermarks in paper date back well before the relatively recent advent of the postage stamp, — way back in the 14th and 15th century in Europe, where the watermarks often most ornate, often with religious symbolism, were used as both esoteric messages in themselves, and, also, as security devices.

When, in due course, the "Penny Black" was issued on May 6th, 1840, a small crown was used as a watermark for security reasons and this practice has remained with us in one form or another to the present day and now, the Philippine Post Office is using a watermark — the letters: "RP KK," and interest in this watermark is really what this article is all about.

Not many collectors of Philippine stamps will have the advantage of having experience of the manifold varieties of watermark which can be met with, such as watermark inverted, watermark sideways,

lication furnished free to members, otherwise, 50 p per copy.

The PPS Journal is a welcome piece of publication, with many interesting articles and studies, with up to date report on new issues.

The Society also runs an Exchange Packet, and a Mail Auction.

For further information, contact Peter at 13 Dando Crescent, Kidbrooke London SE3 9PB, England.

To the PPS and to all our Philippine Philatelic friends in London — more power. Please do not hesitate to contact us for any assistance. (ed.)

watermark reversed, watermark inverted and reversed, etc... and the search and recording of such varieties can open up a new field of interest for the specialist. I must admit I was not so quick off the mark myself, in seeing the inherent possibilities, but I hope to rectify matters in time.

Starting with the 1974 Community Chest Organization Jubilee set, we have now had a fair number of sets, all with the "RP KK" watermark, and, of course, we always have the possibility of finding watermark varieties. Inspired of this idea, I did a quick check of all copies of the issues involved, and in my possession, and came up with the following varieties, all of which I hope to list in my handbook in time to come:

### COMMUNITY CHEST:

15s: Imperforate: watermark inverted  
45s: Imperforate: watermark inverted and reversed.

### PHILIPPINE HEART CENTER FOR ASIA:

15s: Perforate: watermark inverted.  
50s: Perforate: watermark inverted.  
50s: Imperforate: watermark inverted.

### INTERNATIONAL COMM. ON DRAINAGE & IRRIGATION:

P1.50: Imperforate: watermark inverted.  
P1.50: Imperforate: watermark inverted & reversed

₱1.50s Perforate: reversed watermark  
40s: Imperforate: watermark reversed  
and inverted.

## A LIGHTLY TRAVELED PATH

By: Elliot Chabot

### ASIAN CONGRESS OF PEDIATRICS:

30s: Perforate & Imperforate: water-  
mark inverted.

₱1:00: Perforate & Imperforate: water-  
mark inverted.

("RP KK" stands for Republika ng Pilipinas Kawanihang Koreo" or "Republic of the Philippines Bureau of Posts" in English, ed...)

### FREAKS & VARIETIES:

1935 "PI — US INITIAL FLIGHT" Variety was discovered. I have just found, rather an interesting variety, which I do believe has not been listed before, and which should have been. It occurs on the 30s Blood Compact stamp overprinted "PI-US Initial Flight" in gold (Scott C53) issued on Dec. 2, 1935. This consists of the overprint NOT being in gold — the normal color — but rather in BLACK — and I have seen a total of seven copies of this major variety, including a Block of Four with plate number 1229 29. ....

On new issues, so far I have found the following:

### PHILIPPINE AIRMAIL EXHIBITION:

Issued on Nov. 22, 1975. 60s Perforate: Row 2/Stamp 8: Broken bar to first "A" in "Airmail"; Row 7/Stamp 8: Tail to "D" in "Dec".

₱1.50 Perforate: one main variety caused by the "9" being malformed thus making it look like "8"; this occurs on Row 3/Stamp 9, Row 5/Stamp 1, Row 6/Stamp 9 and Row 9/Stamp 7.

As a philatelist draws toward some degree of completeness in his collection, say his Philippine collection, the invariable question arises: What next? Well, there are many alternatives. One could start to collect first day covers or perhaps create a study of the provisional "O.B." official overprints. One might decide to create a specialized collection of the "Alfonso Heads" of 1898 or possibly delve into the field of post marks or any number of other specialized areas.

Let me suggest one field which might not come to mind quite so quickly. Look into revenue stamps! Revenue stamps have been issued continuously in the Philippines since the time of the Spanish. The Spanish and American administrations issued them, the Japanese occupation issued them, they were issued by the followers of Aguinaldo in his revolt in 1899 and even the Free Philippine guerillas of Mindanao most likely issued their own revenue stamps during World War II. Today, they are employed by the government of the Republic.

Everything is there, waiting for the specialist to dig in. One can even find such specialized material as proofs and counterfeits. There is even a catalogue: Arnold Warren's **Fiscal Stamps of the Philippines: Handbook, Catalogue, 1856 to Date**. First compiled in 1941, it was subsequently updated and reprinted, in serial form, in the **American Philatelist**, in 1967 and 1968. Of the areas covered, the coverage is quite complete. The author chose, however, not to include the stamps issued to collect the various taxes on tobacco products. So, there is even room for researchers to get to work!

So come on Philippine collectors, take a look at the back of your book and see if revenues won't fill a gap there.

## US MILITARY BASES SIGNIFICANCE IN PHILIPPINE PHILATELY

By Russell A. Kilpatrick

Early in the 1920s the United States began a full-scale research program into the use of chemical weapons. This program, under the direction of the chief of staff, United States Army, was conducted by the research unit of the Chemical and Biological Warfare Division, and over 100 bases for research were involved at a cost of over \$100 million.

All of these bases were built between 1925 and 1932, but only two of the bases, located in the Philippine Islands, are of philatelic importance.

The first base, built five miles north of the city of Manila, was constructed in March 1928 and placed in operation in October 1929. This unit, with a staff of over 100, was code-named "Bluebird".

The second base, code-named "Sparrow", was built a few miles north of Zamboanga in May 1929, starting operations in November 1930. This base closed July 20, 1940 by order of the chief of staff.

The Manila "Bluebird" base closed six days later. The units were used to study the effects of lethal gas being developed by the army, two types of mustard gas.

All letters and packages coming into or leaving these two bases had to be censored, this check being done at three points by the military police and special censors.

Incoming mail was first checked at a military base located in San Diego, Calif. After checking, mail was placed in special bags, sealed, and sent in route for the chief censor's office in Manila.

The chief censor broke the seals, placed the mail in smaller bags, sealed them, and

had the military police take the bags to each base censor. The base censors then delivered the mail to the correct person.

Outgoing mail from the bases was handled differently. The mail could not be franked by anyone but the base censor himself, and the base censor was the only person who was allowed to seal a letter or box.

A person who wanted to mail an item went to the censor with the item and the proper amount of money, and the censor took it from that point. He would inspect and read all the mail. If acceptable, he would seal the item and place his specially overprinted stamps on them, and place the item in his safe.

Once each week, when it was time for mail to be transferred to the chief censor in Manila, mail would be taken out of the safe and put into a bag. The bag would be sealed and marked, and turned over to military police for delivery to the chief censor.

The chief censor transferred all mail for Philippines destinations to the main post office in Manila. All other mail was placed in large sealed bags and sent by ship to San Diego. Once they reached San Diego, the mail was checked and put into the normal U.S. mail channels.

The bases did not have post offices of their own, so mail was cancelled when it reached San Diego, or occasionally in Los Angeles. Sometimes a transfer from one ship to another took place in Hawaii, adding many markings to mail from the Philippine bases.

If a letter was decided to be unmailable, it was forwarded to the military police for action. Some letters were returned to the sender if no action was taken, but the envelope would be marked as returned. All censor markings were done

NEW VARIETY DISCOVERED  
AFTER 75 YEARS

By: Eugene A. Garrett

in black ink, and they were in a circular shape measuring 9mm.

The stamps used at the bases were overprinted with dies prepared by the Roll and Machine Company of Hawaii. A set of 10 dies was prepared for overprinting postal stationary, but it also was used for overprinting stamps at the Manila base during the first month. Such overprints are known as the emergency overprints.

Two presses also were purchased from the firm, one coil press using four dies at a time and a sheet press able to use five or ten dies as needed. The overprinting was done under guard at the Pearl Harbor naval base in Hawaii. Some errors were made, but most were destroyed in the printing room.

The issues overprinted were U.S. Scott 740-749, 785-794, 803-834, 839-848, C16-19, C23, E16, CE1-2, J79-85, and Philippines 383. The rarest overprint is on U.S. 844, with only 10 copies printed. This is one of the rarest regular overprints in the world.

A few errors in existence are eagerly sought after by collectors. The record price paid for a single error was in 1960, when a collector in the USSR paid almost \$70,000 for one of the three known copies of U.S. CE1 with the overprint on the back.

Other issues with overprints known on the back are: 740 (15 found), 741 (29 found), 742 (7 found), 743 (4 found), 746 (5 found), 785 (3 found), 790 (6 found), 804 (16 found), 805 (6 found).

Sheets of stamps were sometimes entered upside-down, causing inverted overprints on 741-745, 749, 785, 740 and 785 also have been found in pairs with one example without the overprint.

Collectors of Philippine stamps were started, with the release of the new 1976 "Scott Specialized Catalogue of United States Stamps," to find a new listing for a previously unknown stamp variety which has all the earmarks of being a rarity of considerable magnitude. Some unsuspecting collectors will be overjoyed to find this valuable stamp in their collections but probably the majority will not be so fortunate.

The stamp in question is a variety of Scott's No. E1, the special delivery stamp of October 15, 1901, overprinted "PHILIPPINES" in red on United States special delivery stamp No. E5, perforated 12, double-lined USPS watermark. The newly-listed variety is described as follows:

"Dots in curved frame above messenger (P1. 882)."

The variety is unpriced, but the presence of a dash in the price column indicates that the existence of the variety has been confirmed by Scott's but to quote from the "Special Notices" in the catalogue "data are insufficient for pricing."

The newly-listed variety traces its lineage back to the 1880's when the special delivery stamps of the United States were printed by the American Bank Note Company. That Company printed the first three special delivery stamps of the U.S., Nos. E1-3. Then in 1894 the government-owned Bureau of Engraving and Printing took over the responsibility. The dies turned over to the B.E.P. by the American Bank Note Co. were modified by making certain small changes in the design prior to the printing of any stamps. The most obvious changes was the addition of lines under the words "TEN" and "CENTS". Several other slight changes



were made, including the removal of some tiny dots in the curved frame above the messenger boy, below the words "UNITED STATES". The resulting stamp was issued as U.S. No. E4 on October 10, 1894, the Bureau's unwatermarked first special delivery issue.

Less than a year later, on August 16, 1895, the same stamp was released on doubled-lined USPS watermarked paper, listed in Scott's as No. E5. The same stamp, you say? Well, not quite. But it took an incredible 80-odd years before a specialist in U.S. special delivery stamps, Mr. Henry Gobie of Florida, discovered that the "dots

in curve framed above messenger" had not been removed from Plate #882.

From the U.S., stamp, the new variety is priced at \$40.00 unused and \$10.00 used, whereas the normal stamp is \$21.00 unused and only \$1.50 used. For the Philippines overprint, the Scott listing is \$35.00 both used and unused. We don't have a crystal ball to foretell what price will be listed in future editions of Scott, but remember, only 15,000 of the entire issue, normal and variety, were overprinted. Will it be expensive? You bet!

Good hunting.

#### MEMBERSHIP HAPPENINGS

as compiled by Fe A. Carandang

The following are new applicants for membership, who have been admitted as full members by the IPPS through a special meeting held by the members of the Board of Directors. Unless we hear any objections from the members, they are hereby announced as full members:

- 040 RICHARD WIEST — 402 6th Ave. West, Lemmon, So. Dakota 57638; BD—May 13, 1948; Philippines: All; Others: Belgium.
- 041 DR. SEYMOUR L. RUDMAN — 83 Stony Hill Road, Amherst, Mass. 01002; BD—Dec. 5, 1931; Philippines: US Administration; Others: U.S., U.S. possessions and U.S. Postal Stationeries; Member: AFS, SPA, BIA, ARA, CZSG, RPSS, UPSS.
- 042 RAY L. COUGHLIN — 5987 Turnabout Lane, Columbia, MD. 21044; BD—April 2, 1944; Philippines: all areas; Member: ASDA APS, SPA.
- 043 C. L. HARB — 701 Forest Drive, Port Hueneme, Ca. 93041; BD — March 10, 1938; Philippines: Occupations, revenues, overprints; Others: US revenues, Canada; Member: TMPS.
- 044 WARREN L. ZAHLER — 2302 Walther Ct., Columbia, Mo. 65201; BD—June 28, 1941; Philippines: General—including new issues, covers from late Spanish and early U.S., Handstamped OB overprints; Others: U.N., Scandinavia; Member: APS, SCC.
- 045 HAROLD HAWKINS — 425 Blanchard Ave., Santa Paula, Ca. 93060; BD—Sept. 16, 1899; Philippines: FDC's, Mint B/F; Others: Canada-matched PB, U.N. US, ME.
- 046 THOMAS P. KNAPP — P.O. Drawer H, Ringneck Rd., Remsenburg, N.Y. 11960; BD—Aug. 31, 1920; Philippines: Flight covers; Others: FFC; Member: AAMS.
- 047 NATY G LOZANO — 97-C Kamuning Rd., Quezon City 3008, Philippines; BD—April 25, 1915; Philippines: errors, freaks, varieties, pre-war FDC's; Others: Topica's, famous women, international costumes; Member: APO, ATA; Proprietor: Nagarloz Stamp Boutique.

- 048 JACK D. ALBER — 31 Scotland Road, Pueblo, Colorado 81001; BD—Jan. 3, 1927; Philippines: Republic and Jap Occ; Others: Antarctic covers and Polar related materials, Postal History Southwest USA; Member: ASPP, APS, NMPS, PCC, NPS.
- 049 CARMEN MONFORT (MRS.) — P.O. Box 3130, Manila, Philippines; Philippines: R.P. Mint; Others: paintings of famous painters, Biblical figures, stamps depicting life of Napoleon Bonaparte.
- 050 YASUSKAZU FURUUCHI — Central P.O. Box 1003, Tokyo, Japan; Philippines: Jap Occ; Others: Malaya, Dutch Indies, Britain.
- 051 MICHAEL D. HOUGH — Rt. 2, Box 101-F, Stephens City, Va. 22655; BD—June 1, 1945; Philippines: Mint singles, FDC's; Others: WW Mint 1956-1965.
- 052 ROBERT M. BROWN — Zayre Corp., 770 Cochituate Rd., Framingham, Mass. 01701, Philippines: US possessions, revenues; Others: US, locals, revenues.
- 053 RICHARD LECHE — 5002 Lamonte Lane, Houston, Texas 77018; Philippines: Flight covers.
- 054 AMADEO ALFONSO — Km 23 Ortigas Ave., Taytay, Rizal, Philippines; BD—May 17, 1894; Philippines: History, sceneries; Others: Postcards, magazines.
- 055 MICHAEL M. QUINLAN — USASSD, ACSI, DA, HG, SETAF, APO New York, 09168; BD—May 15, 1941; Philippines: MacArthur; Others: US FDC's, Inaugural covers, mint; Member: AFDCS, WCC, UPCS, ATA, FDRPS.
- 056 RUSSEL J. LEVI — 2931 Winery, Clovis, Ca. 93612; BD—Feb. 22, 1933; Philippines: stamps, covers, souvenir albums, U.S. Adm., Commonwealth, Republic, Jap Occ; Others: US, U.N., Ice and, Taiwan, aircraft on stamps, flight covers, Member: APS, ATA, CSS.
- 057 RODOLFO TAN — 1313 A. Maceda St., Sampaloc, Manila, Philippines; BD—July 19, 1945; Philippines: FDC, FFC, Errors; Others: coins; Proprietor: Keystamps and coins Philippines.
- 058 HENRY BRIMO — C.C.P.O. Box 1201, Makati, Rizal, Philippines; BD—Feb. 21, 1913; Philippines: General; President: Philex Mining Corp.
- 059 EUGENE J. KNEEBONE—C.C.P.O. Box 1201, Makati, Rizal, Philippines; BD—Sept. 11, 1913 Philippines 1898 to date, singles, mint or used; Others: Switzerland, Australia, N.Z., Pacific Islands, Indonesia, Malaysia, HK, Vietnam, gold coins, Nat. geographic mag; Vice-President for Administration — Philex Mining Corp.
- 060 MARIA Z. GRAJO — 52 Dampol, Demar Village, Quezon City, Philippines; Philippines: General.
- 061 AIDA OCHOA VELOSO — 1233 M.H. del Pilar St., Ermita, Manila, Philippines; BD: March 20, 1921; Philippines: General; Others: sports, religion, flowers, and women on stamp, FDC's.
- 062 ROY S. VANSICKLE — 1014 Ronstan St., Killeen, Texas 76541; BD—August 19, 1928; Philippines: all areas, Jap Occ, coins and paper currency; Others: UN, US, Vietnam, Red Cross Topicals; Member: APS, ATA, TPS.
- 063 JOSEF D. HUTCHINGS — 15-19 Don Juan, (Diamond Subd.) Balibago, Angeles City, Pampanga, Philippines; Philippines: all (mint or used); Others: USA, Canada, Australia, N.Z., Mexico, Spain, Sweden; Member: APS.

## THE 1975 PHILIPPINE AIRMAIL EXHIBITION — *By Enrique San Jose*

In commemoration of the 40th Anniversary of the First Transpacific Flight made by the China Clipper of an American Airways in November 1935, the IPPS, in cooperation with Pan American Airways and the Bureau of Posts, sponsored an airmail exhibition at the Hotel Intercontinental Manila and Manila Hilton simultaneously from Nov. 22 to Dec. 9, 1975. The exhibition, which was a philatelic success, turned out quite a fitting sequel to the "Tourism Through Philately" stamp exhibition held also at the Manila Hilton last February, 1975.

The exhibit at the Hotel Intercontinental featured exclusively materials depicting various flights of the Pan American Airways, with emphasis on the 1935 First Transpacific Flight of the China Clipper from San Francisco (Alameda Airport) to Manila. Various flights made by Pan Am from the first flight made by a Fokker F-7 from Key West, Florida to Havana, Cuba on Oct. 28, 1927 to the latest Boeing 747 flight from San Francisco to Manila, were also exhibited.

The counterpart Philippine Airmail Exhibition at the Manila Hilton was a comprehensive presentation of flown covers, mostly inaugural flight covers, depicting postal history of air travel and airmail in the Philippines, featuring the 1919 Ruth Law exhibition flight covers (from the collection of IPPS Member Bill Oliver) to the latest Manila-Vienna inaugural flight by Swissair, as well as the pioneer domestic flights which led to the present development of aviation in this multi-island country. A very special feature of the Hilton exhibit was the airmail stamps commemorating the famous Madrid-Manila flight of the intrepid Spanish aviators — Captains Loriga and Gallarza in 1926, sent by the Spanish Bureau of Posts through the courtesy of the local Spanish Embassy. These stamps were

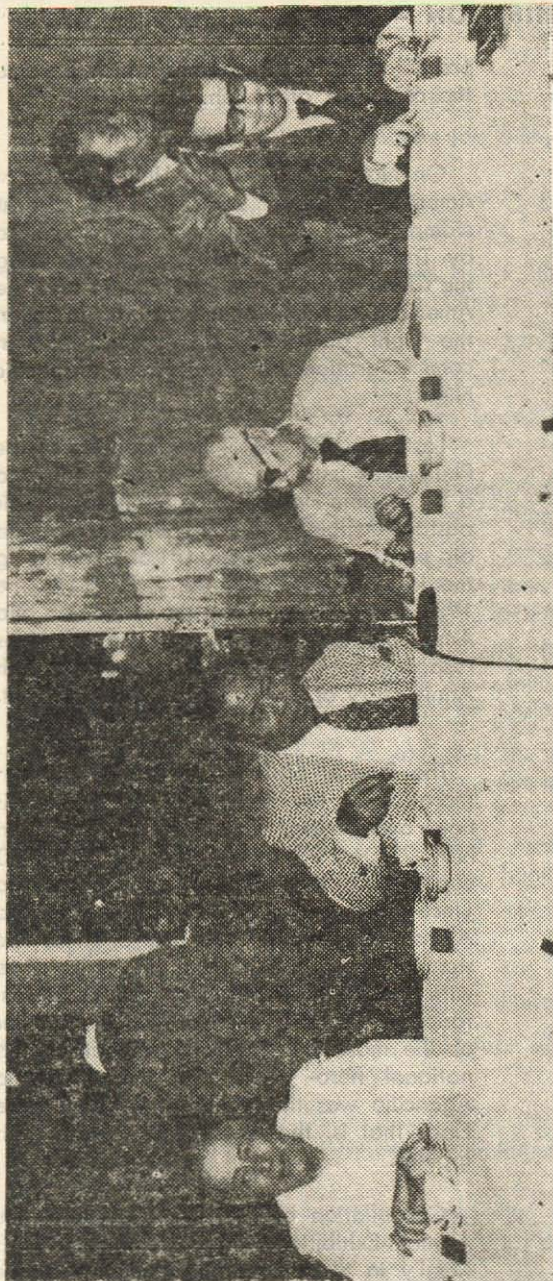
presented in 4 big frames which became the center of attraction.

On Nov. 22, 1935, the United States of America issued a 25-cent blue airmail stamp to pay postage on mail transported by Trans-Pacific Airmail Service, depicting the China Clipper over the Pacific and the American and Philippine coat of arms on the right and left sides respectively, in commemoration of the First Transpacific Flight.

Last Nov. 22, 1975, the Republic of the Philippines issued a 60-centavo green and a P1.50 blue stamps presumably to pay air postage within the Philippines (60s) and air postage to the USA (P1.50), depicting the latest Pan Am Boeing 747 above the 1935 China Clipper and the Philippine and American flags on the right and left sides respectively, in commemoration of the 40th Anniversary of the First Trans-Pacific Flight.

The Bureau of Posts, in special commemoration of the Philippine Airmail Exhibition overprinted with "Airmail Exhibition Nov. 22-Dec. 9" a limited number (500,000 copies each) of the 60s Marcela Agoncillo (local airmail) and the P1.50 Teodoro Alonso (US Airmail). Choice of these two stamps overprinted was in consonance with the International Women's Year. Historically, Teodora Alonso was the mother of the most illustrious Filipino patriot and national hero Dr. Jose Rizal; Marcela Agoncillo was the maker of the Philippine Flag, that is, the 'Betsy Ross' of the Philippines.

Cancellation of First Day Covers of the Airmail Exhibition stamps were treated officially in three different places — at the Manila Hilton Post Office, Hotel Intercontinental Postal Station and Manila Post Office. Two special treats were also made available to enthusiastic philatelists and



collectors — an impressive official exhibition cachet and a multi-colored privately printed Exhibition seals. And to complement the occasion, the IPPS published its official publication, Vol. 1 No. 6, Nov-Dec. 1975, as a Souvenir issue.

As in all philatelic exhibitions, a host of people and personalities were involved in the 1975 Philippine Airmail Exhibition. Foreign exhibitors included IPPS member and Philippine Airmail specialist William Oliver of Sacramento, California; Jim Edwards of Salt Lake City; Richard Kaposta of Chicago, Ernest Kehr, a distinguished philatelist/writer; the United Nations Postal Administration, and the Spanish Bureau of Posts and Telecommunications, through the local Spanish Embassy.

Local philatelists and personalities were Jesus Garcia, an eye witness to the arrival of the China Clipper in 1935 and also former Acting Superintendent of the Manila Post Office; Acting Postmaster General Pedro Gambalan, and his wife; Marikati Mayor Nemesio Yabut; Philippine Philatelic writer Don Pablo Esperidion; Mrs. Teofila Garcia, Chief of Stamps and Philatelic Section of the Bureau of Posts, and her Assistant, Mr. Pedro Marce'o; the exhibitors group — Carlos Inductivo, Enrique San Jose, Frank R. Stanfield, Rodolfo Tan, and Nick Vrettos; the Pan Am people headed by its local Manager Douglas MacKenzie and PRO Carlos Angeles.

**Left Photo:** Shows Ernie Kehr, Asst. Postmaster Gen. Gambalan, Mr. Jesus Garcia, and the Spanish Consul.

Also present were members of the Diplomatic Corps of the Spanish Embassy, headed by **Señor Manuel Piñero**, Charge de Affaires of Spain; **Señor Ignacio Masferrer**, First Secretary; **Jose Luis Jordana**, Chancellor; and **Jose Luis dela Prisilla**, Director of the Spanish Cultural Center.

To highlight the spirit of the Philippine Airmail Exhibition, two flights were arranged by the Bureau of Posts. One was made on Dec. 1, 1975 in commemoration of the 50th Anniversary of the First Inter-island Pioneer Airmail Service in the Philippines by three US Army Sea Planes. Covers franked with 60s stamps were flown from Manila to 12 different points in the Philippines. Official records show that 271 sets of 12 covers were flown. At the Mani'a Hilton Hotel, a special show cachet, sponsored by IPPS, was made available to collectors on the same date.

The other flight was made on Dec. 2, 1975 in commemoration of the 40th Anniversary of the First Transpacific Flight from Manila to San Francisco by Pan Am's China Clipper. Covers franked with 90s stamps were flown to Guam; covers franked with P1.20 stamps were flown to Honolulu; and covers franked with P1.50 stamps were flown to San Francisco. A total of 792 sets of 3 covers were flown.

Another interesting highlight of the exhibition was the sponsoring by IPPS of a special show cachet on the arrival of US Pres. Gerald Ford in Manila on Dec. 6, 1975. A special cancellation ceremony was held at the Mani'a Hilton Hotel.

From Manila, the Philippine Airmail Exhibition party, composed of the Postmaster General **Felizardo Tanabe** and wife **Me'ody**, Mr. Jesus Garcia, Mrs. Teofila Garcia, Stamp Designer **Nemesio Dimanlig**, Ernest Kehr, and the Pan Am executives, flew to San Francisco, California where framed sets of the newly issued Pan Am stamps

were presented to the following, at simple rites held at the World Trade Club.

**JUAN TRIPPE** — founder of Pan Am, accepted the framed sets and he made a 30-minute speech reciting the highlights of the China Clipper flights, and the ensuing efforts of Pan Am in pioneering the routes to the Atlantic, Latin America, and the round the world flights.

**WILLIAM SULLIVAN**, Postmaster General of the US Western Region.

**JAMES LEET**, Executive Vice President of Pan American Airways.

**WILLIAM T. SEAWELL**, Chairman of the Board of Executive Officer of Pan Am

General **Felizardo R. Tanabe** made the presentations amidst a crowd of 30-40 people. Specially prepared Souvenir Albums were also given by Gen. Tanabe. Present during the ceremonies were the two surviving members of the original seven crew of the China Clipper: **Chan D. Wright** and **W. T. Jarboe, Jr.** and their wives.

At the Alameda City (where the China Clipper originally took off), General Tanabe was adopted by the Mayor as Alameda's Son, in a simple ceremony.

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## AMERICANA ON PHILIPPINE STAMPS

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Scott #:	Date of Issue:	Denomination and colors:	Descriptions:
542-544	May 22, 1950	4c—dark brown 6c—carmine rose 18c—blue	<b>Commemorative — Republic of the Phil. stamps</b> President Roosevelt with his stamps. Issued for the 25th Anniversary of Asociacion Filatelica de Filipinas.
C70	May 22, 1950	80c—green	Souvenir Sheet.
C71-74	August 19, 1947	6c—dark green 40c—red orange 80c—deep blue	<b>Air Mail — Republic of the Phils. stamps</b> President Roosevelt with Phil. President Quezon with the American and Philippine flags; first air mail stamps of the Republic of the Phils.

DWIGHT D. EISENHOWER — Thirty-Fourth President of the United States of America. The first president to serve a presidential term under the provisions of the 22nd Amendment. (1890-1946)

823-824	Dec. 30, 1960	6c—multicolored 20c—multicolored	<b>Commemorative — Republic of the Phil. stamps</b> Issued to commemorate the state visit of Pres. Dwight D. Eisenhower
925-927	May 29, 1965	6s—gray 10s—bright violet 30s—ultramarine	<b>Commemorative — Republic of the Phil. stamps</b> Issued in his memory.
1148	Sept. 29, 1972	10s on 6s—gray	Surcharged
1201	June 4, 1973	5s on 6s—gray	Surcharged

JOHN F. KENNEDY — Thirty-fifth President of the United States of America. Youngest and first Catholic President, and the fourth to be assassinated in office. (1917-1963)

# Where to Buy

Designed to be a quick reference guide of sellers, this section affords buyers a list of sellers of various items. Your name, address and telephone number can be inserted under any appropriate heading you want at a minimal cost of P50.00 or US\$7.00 a year, or less than P10.00 or US\$1.50 per issue. One year is the minimum insertion accepted.

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Rogelio de Jesus, Variety Store  
2107 C.M. Recto, Mla., Phils., Tel: 27-17-36

## PHILIPPINE STAMP PACKETS

Spenders Phil. Stamps  
Suite 251-A, Hilton Hotel  
Manila, Phi's., Tel: 58-31-48

## PHIL. SAMPS, COINS & SHELLS

Nautilus Shellcraft & Hobby Ctr.  
140 Pancho Villa, San Juan  
Rizal, Phils., TEL: 70-70-97

## STAMPS, COINS & ALBUM PAGES

Afran Stamp Co.  
P.O. Box 2313 Manila, Phils.  
Telephone: 48-33-76

## PHILIPPINE STAMPS & FDCs

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2109 C.M. Recto Ave., Manila  
Phils., TEL: 27-28-98

## PHILIPPINE SHELLS

The Word of Shells  
134 Quad Theatre Arcade  
MCC, Makati, Rizal, Phils.

## PHILIPPINE HANDMADE BAGS

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1204-B Mabini St.  
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