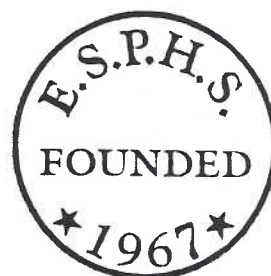


The

Journal of



New York State Postal History

Volume 34

Spring 2001

Alan Parsons
President

Martin Margulis
Editor

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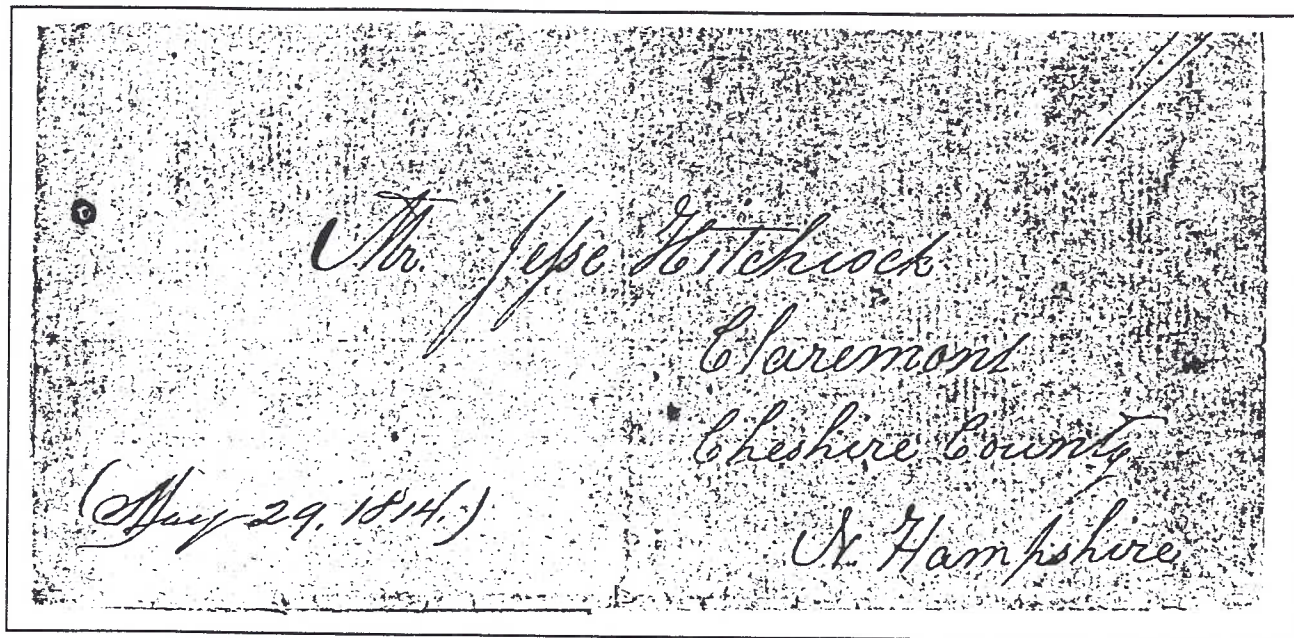
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GLENS FALLS POSTAL HISTORY

by Bill Hart

This office went through a number of name changes—starting and ending with the current spelling. When the office opened in 1807, it was in Washington, County. Warren County was formed in 1813.

This folded letter is the earliest one known. It is headed Queensbury, Glens Falls, May 29, 1814. Of some 50 folded letters seen up to 1852, 90% were headed Glens Falls.



Starting with the first hand cancel (i.e. circular date stamp) a series of spelling changes are found and will be illustrated through 1880 in the following sequence:

Manuscript	Glens
1832 - 1853	Glenns
1854 - 1862	Glenn's
1863 - 1864	Glenns
1864 - 1872	Glens
1872 - 1880	Glen's
1880 - to date	Glens

Glens Falls N.Y.
APR 15th 1826

Paid 6

Mr. Thomas Palmer

Clerk. Ballstown Spa.

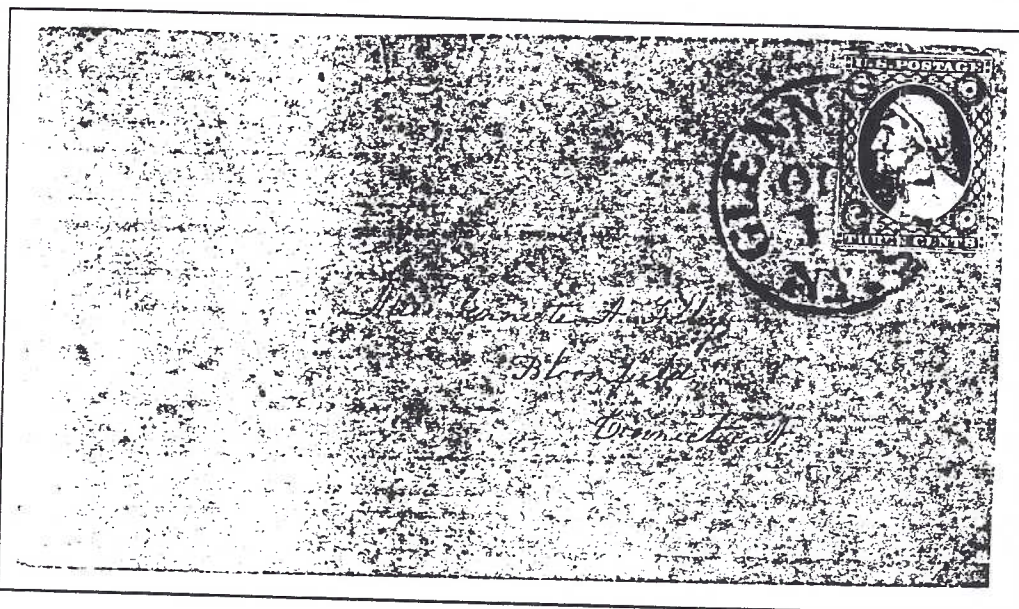
Saratoga County

A typical early Glens Falls manuscript cancel of April 15, 1826.

Earliest known circular date stamp of GLENN FALLS. August 23, 1832.

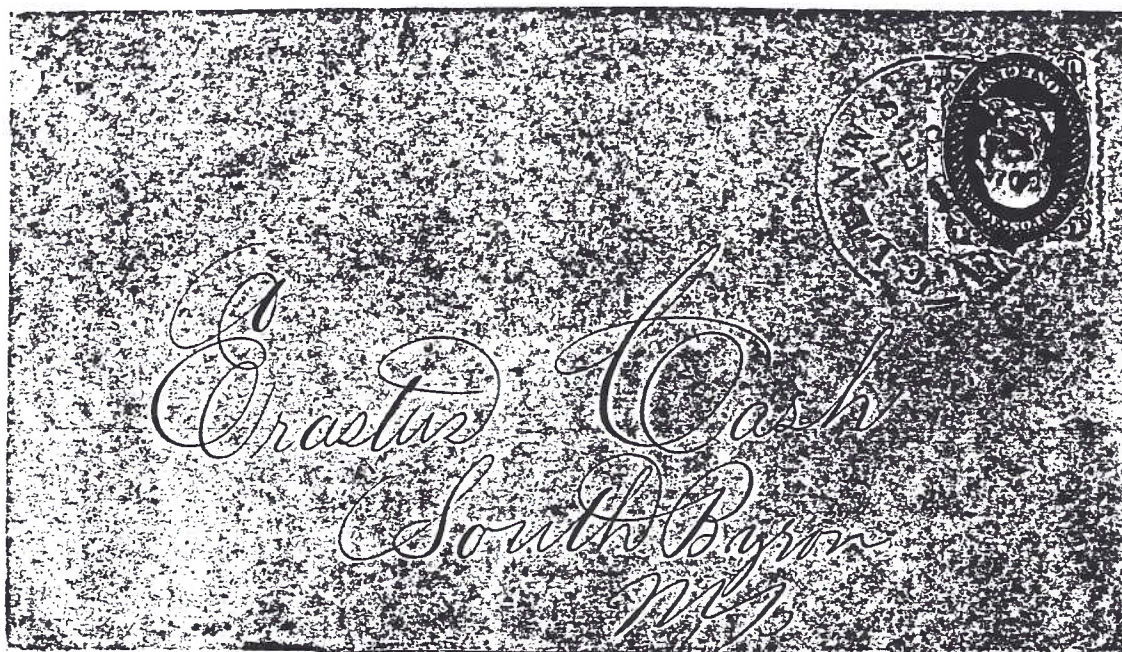
AUG 23

10
Silas Wright Jr
Cottrell
Albany

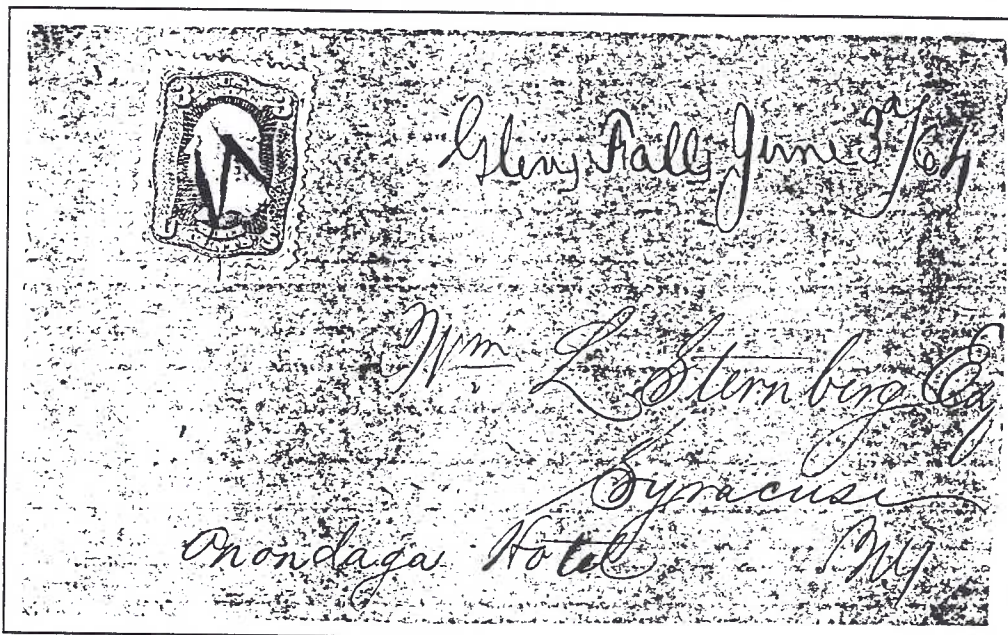
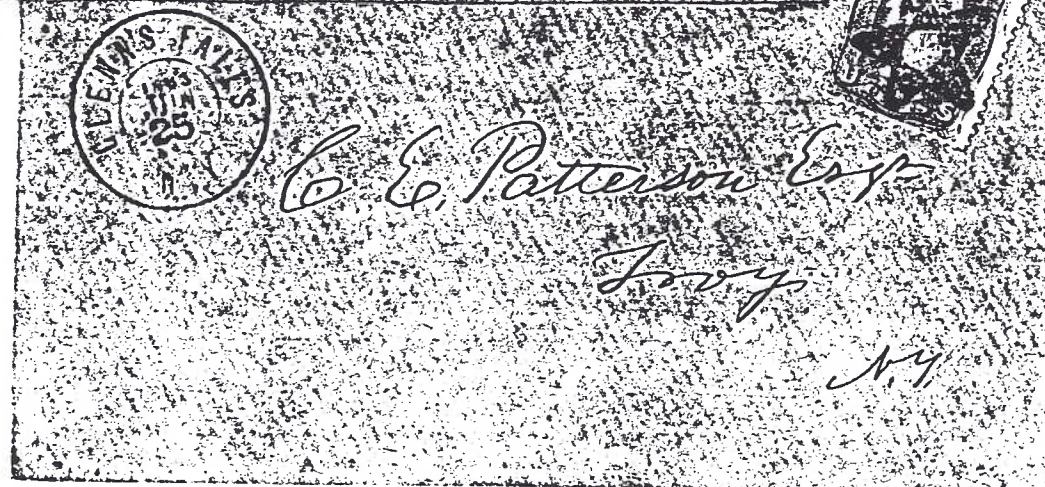


Late use (c. 1851) of GLENN FALLS CDS. Only example known canceling a stamp.

GLENN'S
FALLS
February 1.
(c. 1862)

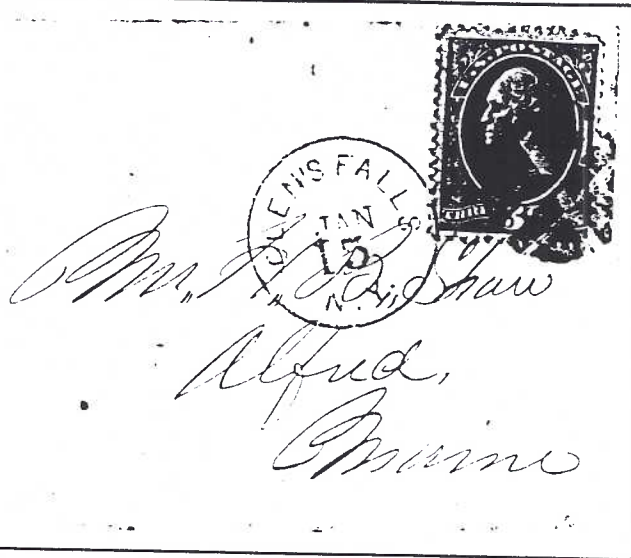
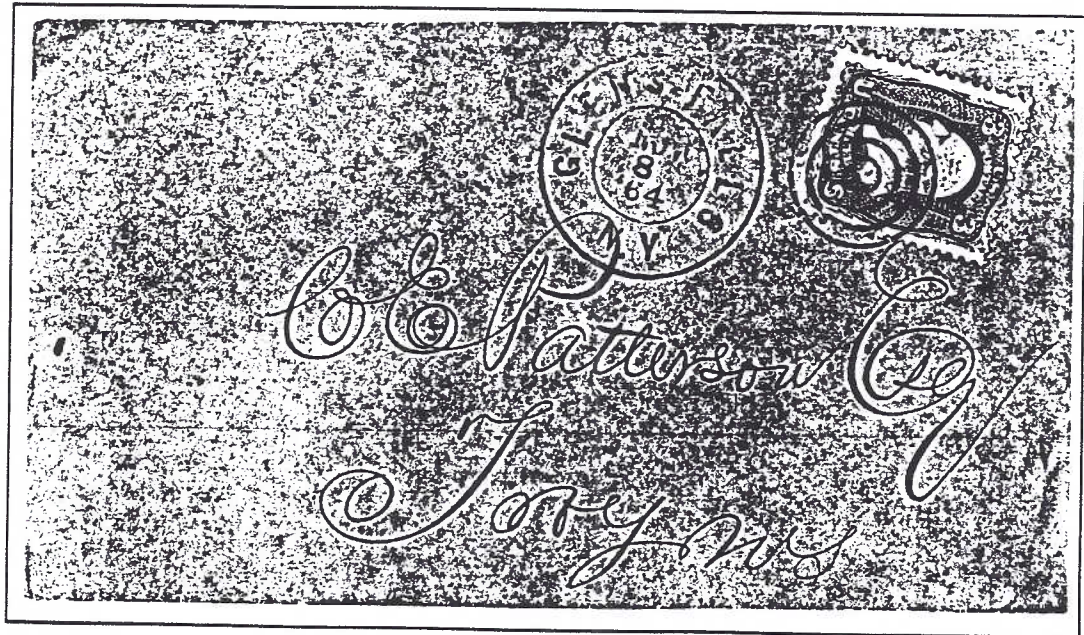


GLENN'S FALLS
June 25, 1863



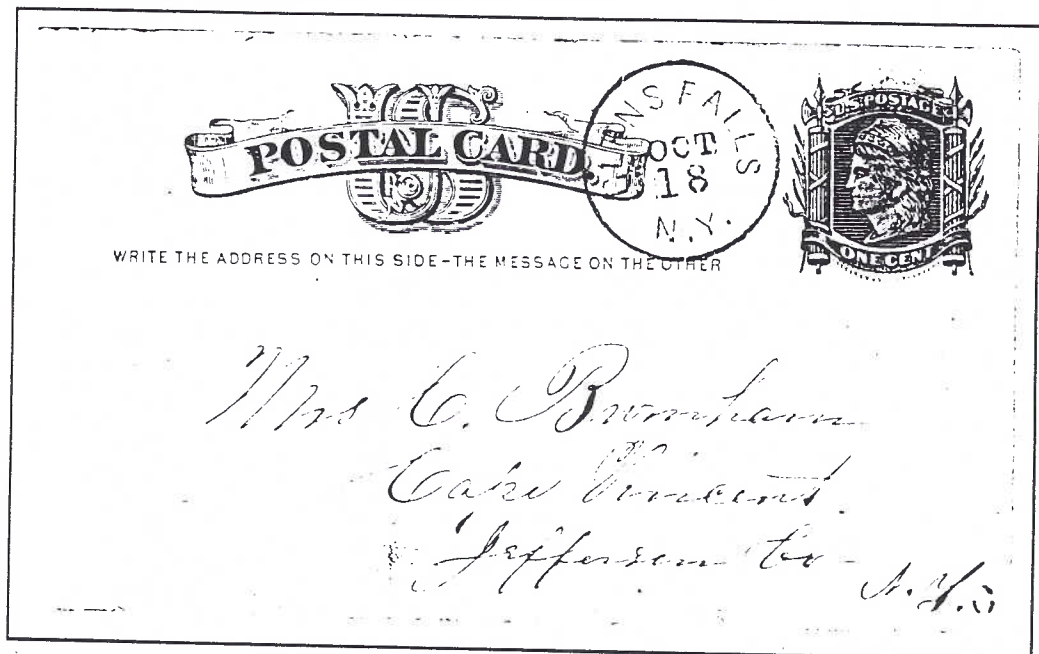
Temporary manuscript of
June 3, 1864, posted 3
days after "Great Fire" of
1864.

GLENS FALLS
November 8, 1864



GLENS FALLS
January 15, (c. 1873)

GLENS FALLS
October 18 (1880)



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Martin Margulis

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Austin, TX 78759-8511

5/6

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4/10

MANUSCRIPT DATA STILL NEEDED!

Just because the Master Supplement has been published doesn't mean that there is no more work to be done. Please look over your copy (*what do you mean, you haven't ordered one yet?*) and send new towns, dates, or corrections to the editor. If you have suggestions about format, they will be considered for the next edition. WE URGENTLY NEED DATA ABOUT MULTI-COUNTY OFFICES! Your contribution is appreciated.

SEND DATA TO:

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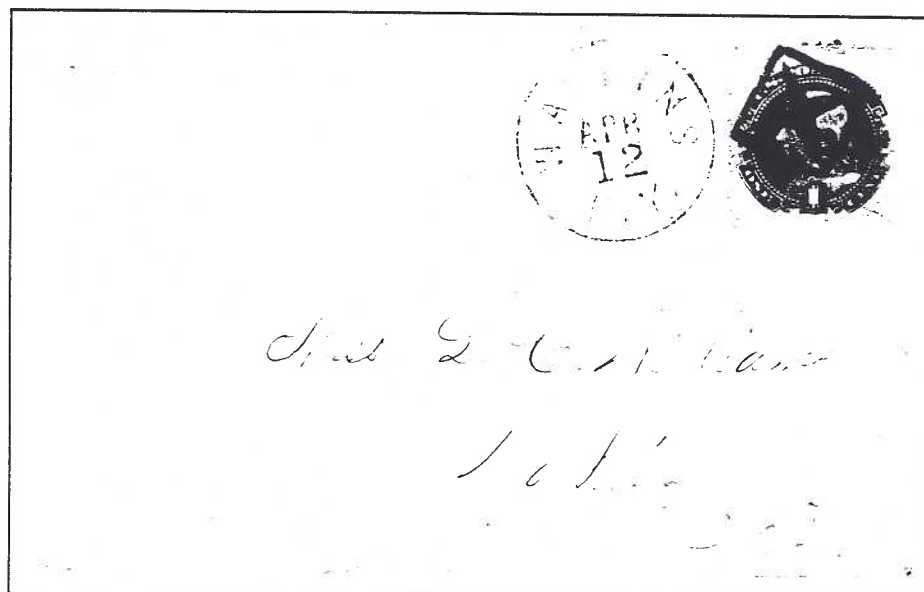
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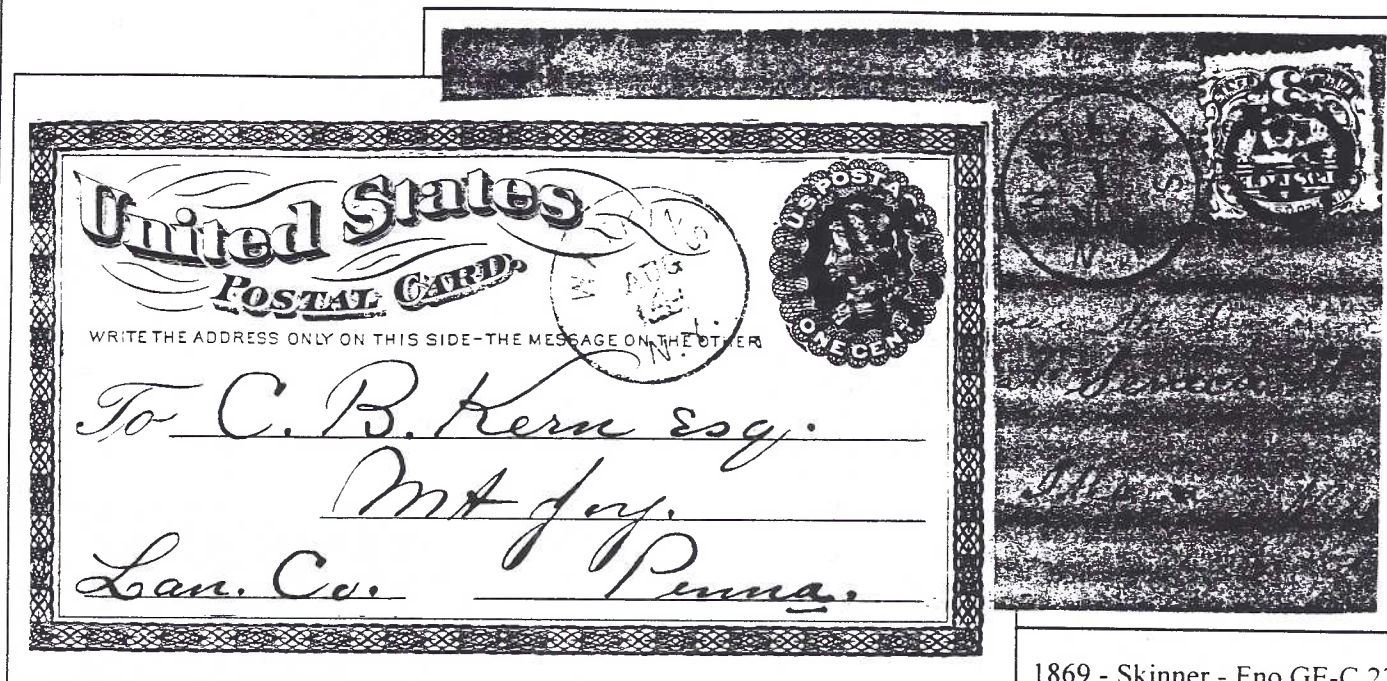
WATKINS FANCY CANCELS 1869-1875

by Al Parsons



1869

Skinner-Eno GE-S 12.
listed under Square Geometrics
and Stars with Four Points



1875 - "fancy segmented cork"

1869 - Skinner - Eno GE-C 27:
Circular Geometric, (see below)

References:

"United States Cancellations 1845-1869"

Hubert C. Skinner and Amos Eno

"19th Century United States Fancy Cancellations"

Herman Herst, Jr. and E. Norton Sampson

"Cancellations and Killers of the Banknote Era"

James M. Cole



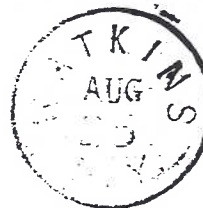
GE-C 27 1869
Watkins, New York

1869
Skinner-Eno
ST-O 27
"Outline
Star"

If not called for within ten days return to
FALL BROOK COAL CO.,
Miners and Shippers of the celebrated
Fall Brook Coal,
Watkins, N. Y.

*Fall Brook
25th Aug 69
Shippers bill*

*D. C. Rand, Esq.,
Pittsford,*



N.Y.

Mrs. Ellison

Mrs. R. T. Horne

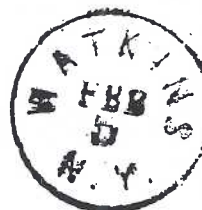
Brooklyn, N.Y.



Cole refers to this design as "negative, segmented star," but does not list the Watkins version, left

Letter "W" killers began in the late 1860s and extended through the 1870s.

Right, early 1870s double weight letter to Canada
Unlisted design.



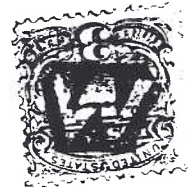
*Mrs Lucie C. Williams
Care A. R. Williams
Mitchell
Ontario*

Right, unlisted design described in Richard Drews 5/28/99 auction catalogue as follows: "90% strike of Watkins, NY negative 'W' in 6-sided figure (a sexagon, or what we would have if Clinton lived in the Pentagon)."



Left, 1869 cover with near perfect strike of Herst-Sampson #2002, Skinner-Eno LS-W 35 and Cole Lw-105.

SENECA LAKE HIGHLAND NURSERIES.
Established 1842.
TREES, STONES, SEEDS AND BITS.
FOR PLANTERS AND GARDENERS.
E. C. FROST, Watkins, N. Y.

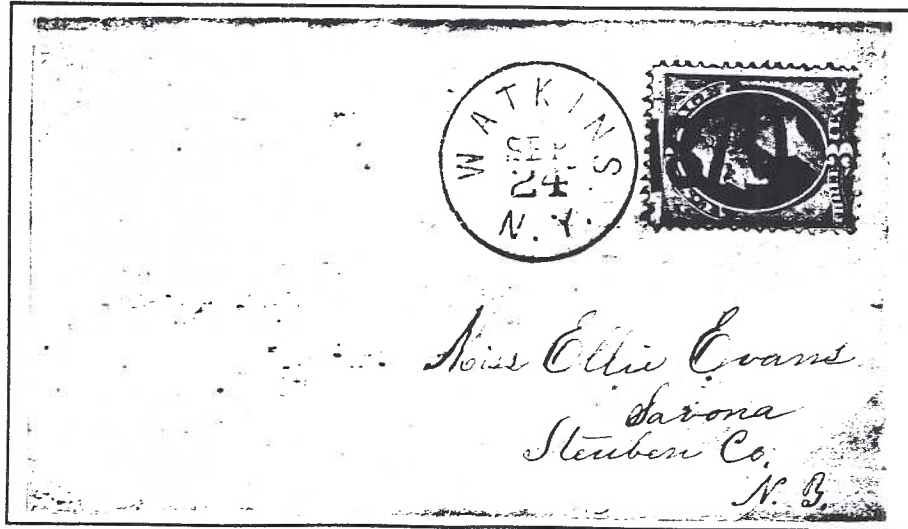


*Sperdyman & Sons
Franklin
Penn*

Right, 1871 "positive"
W, unlisted design.

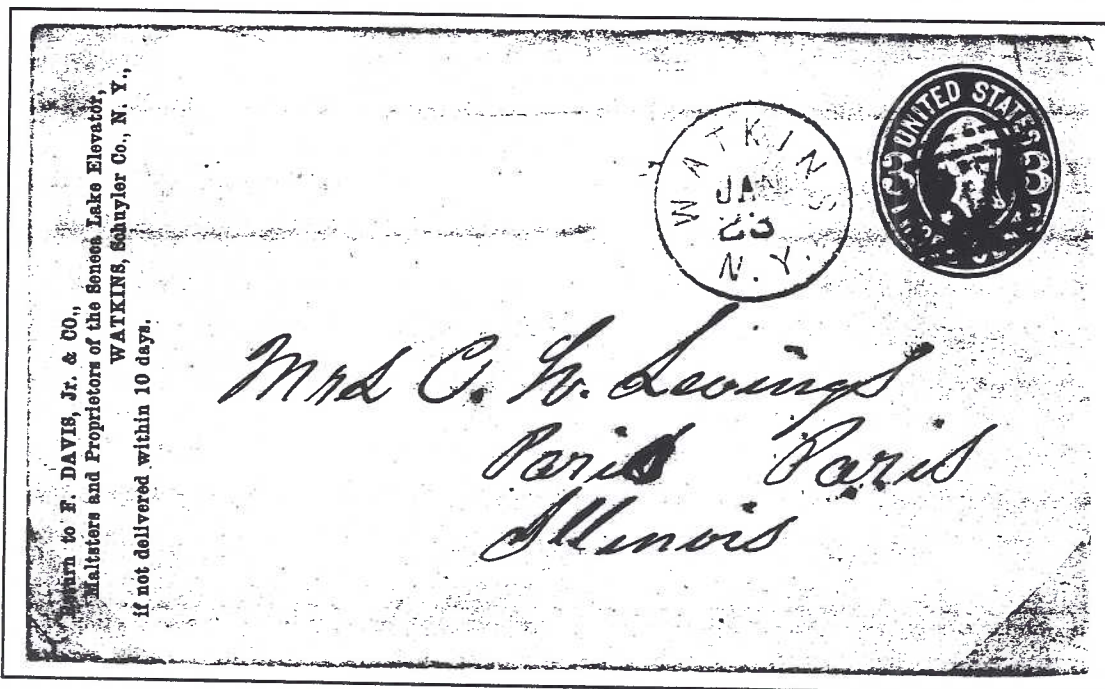
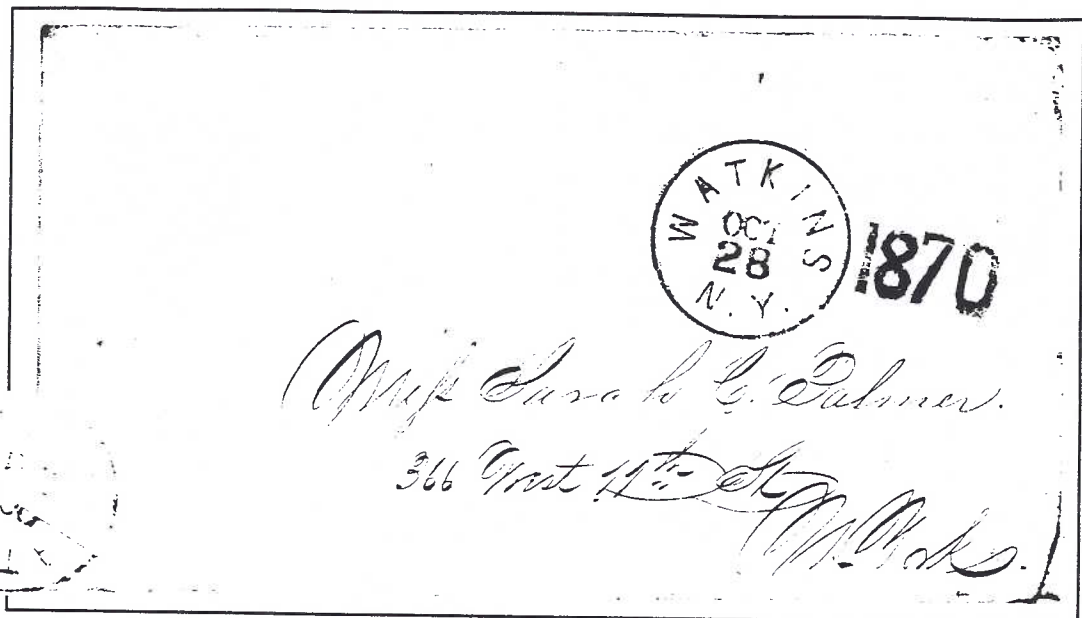


*S. E. Lubbock Co.
Farmer Village
N.Y.*



1870
Skinner-Eno ND-Y 19
Herst-Sampson #1956
Cole YD-4

Stamp on back of
cover
(photocopy below)



Unlisted design

ULSTER COUNTY CHRONICLES: MAIL ORDER DOGS

by Maris Tirums

This is a dog story more than it is a postal history story. For sure, the mails played a role, and if a couple of otherwise ordinary envelopes had not been archived in the files of a by-gone business, I would not be able to share these lines with you, and the universe of New York State postal history would be that much poorer. But who can resist a dog story, and when it ties in with commercial covers, so much the better.

Did you know that in the mid 1930s, you could purchase a mail order hunting dog? Perhaps you still can, but personally, I had never heard of such a thing until I acquired the two covers, with enclosures, that are described in this article.

I have leafed through more than one mail order catalogue from Sears, Montgomery Wards, Pennys, and others, but never saw a live dog advertised, much less one that had been trained to hunt! It would be interesting to see one of the Dixie Hound Kennels' advertisements from 1935 that enticed people to order hunting dogs, sight unseen, through the mail.

The story of these two covers leaves many questions unanswered, but we can deduce that the dogs were trained to hunt and were in fact guaranteed so that a dog that failed to live up to its billing could be returned for a refund.

Also, the actual shipping of the dogs was no doubt handled through a private sector transport company rather than by the Post Office Department. Postal regulations forbid the mailing of living animals, as well as human beings, except under certain limited conditions.

What happens when the dog does not live up to the new owner's expectations? In this case, the dogs were shipped back to Illinois, and refunds were requested. *Figure 1* is the enclosed letter from Walter Falk of Saugerties, New York to the Dixie Hound Kennels of Herrick, Illinois.

Mr. Falk's envelope is shown in *Figure 2*. The cover bears a New York Central Railroad Company corner card and is machine canceled **SAUGERTIES, N.Y. SEP 9 1935**. Mr. Falk not only used an envelope from the New York Central Railroad, but he also used one of the railroad's stamps as evidenced by the "NYC" perfin (not visible in the

Figure 1

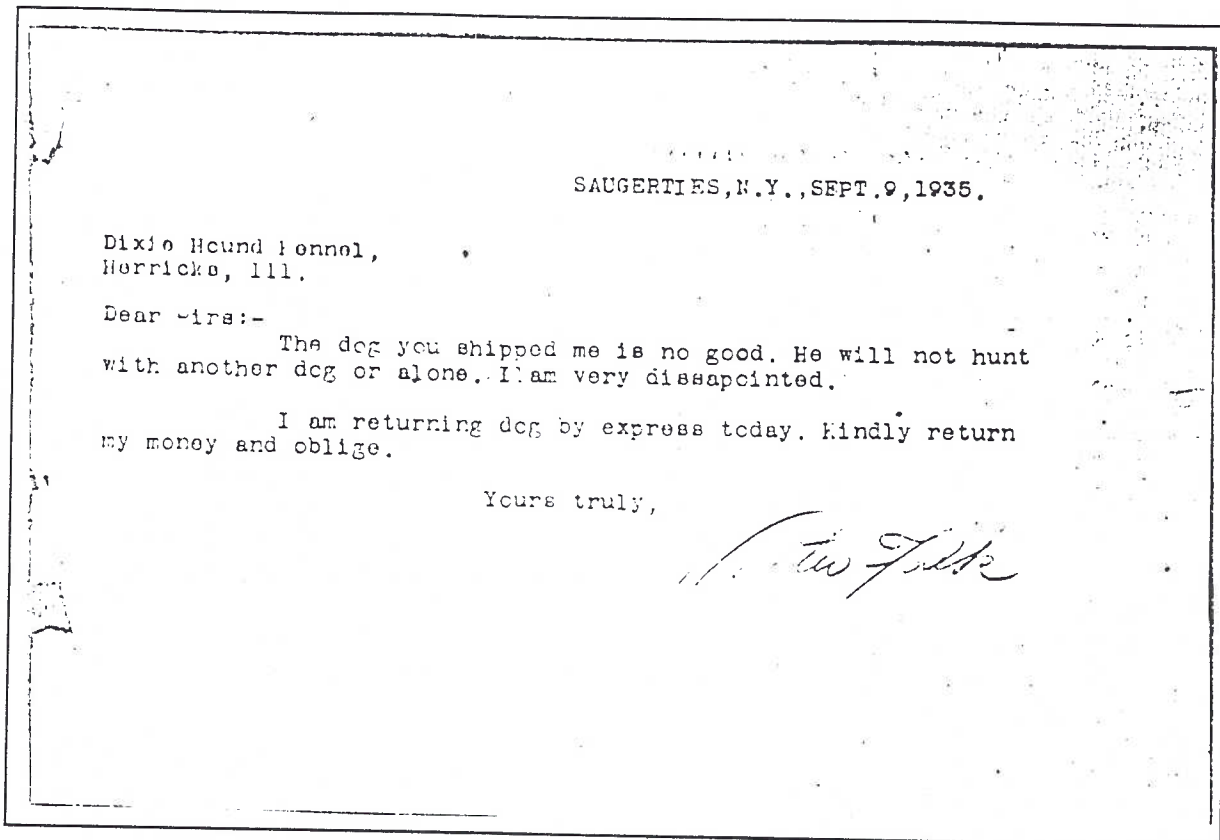


illustration) on the three cent purple Washington (Scott 720). I would assume that the dog transaction was strictly a personal matter which didn't involve the railroad at all.

Written on the front of the envelope is Walter Falk's name and a brief note "Refund, dog came this morning."

Figure 2.

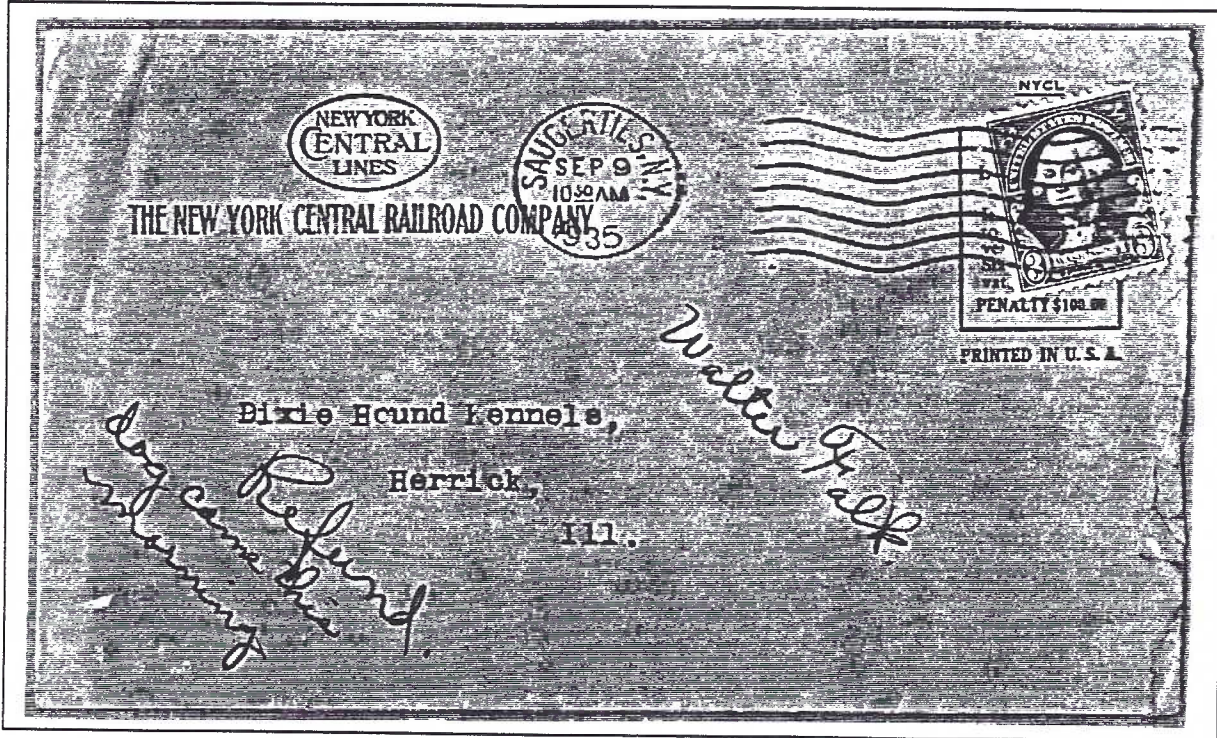


Figure 3 is the transcript of the letter inside of the envelope shown as Figure 4.

Figure 3.

Kerhonkson, N.Y.
November 4, 1935

Dixie Hound Kennels Inc.
Herrick, Illinois

Gentlemen:

On October 26, 1935, I received the dog, Jiggs, which I ordered from you on trial and am returning him this morning as he would only "run" deer. I have fed and cared for him well and he is in good health.

These are some of my experiences. Each morning after having him out the night before I had to go and look for him, one day it was 3 P.M. before I finally found him. Another day he run a deer and when found he was about to enter a private game preserve and had it not been for my name plate on his collar I wouldn't have him to return. One evening I took my old coon dog from her pups and with Jiggs went hunting. She started a coon, but Jiggs would not even follow the trail and when she treed the coon he would not even bark only like down & sleep.

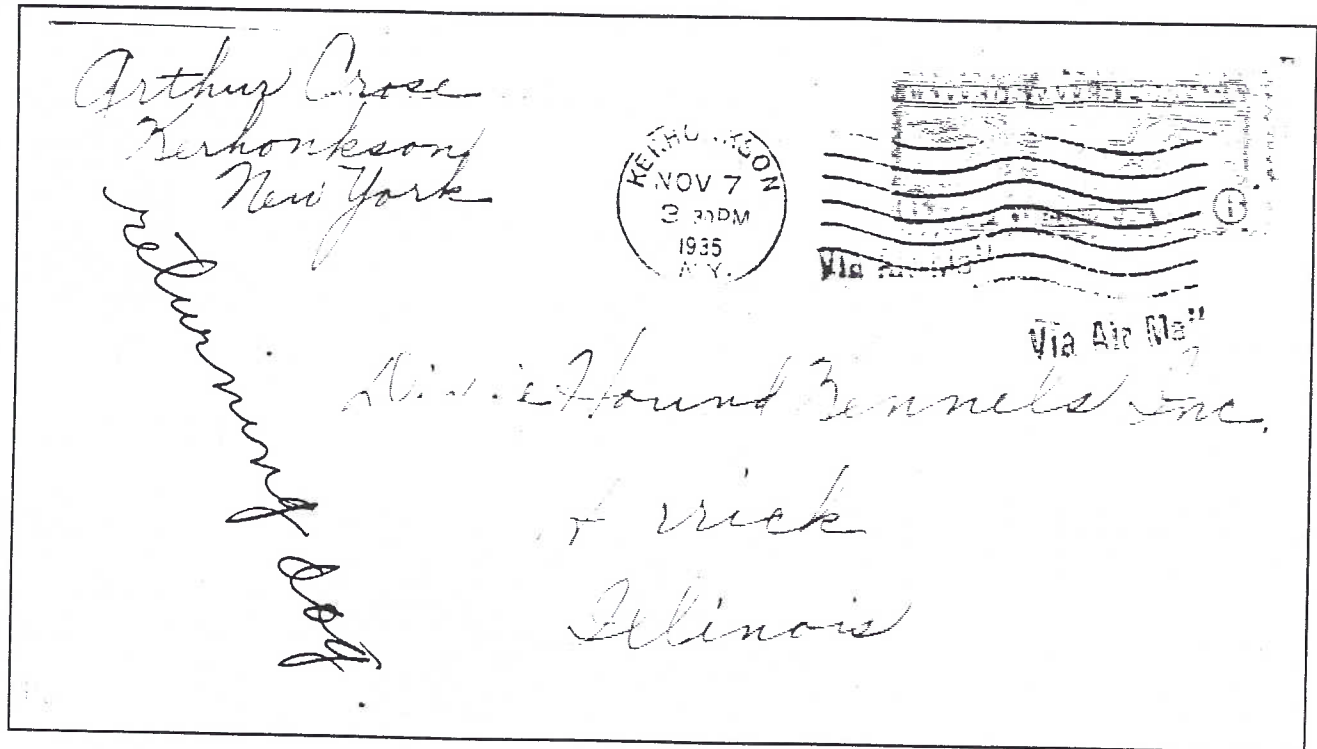
Kindly refund the money and I wish you better luck next time.

Yours truly
Arthur Crose

Figure 4 is the envelope mailed by Arthur Crose which contained the letter shown above. The envelope is machine canceled **KERHONKSON NOV 7 1935 N.Y.**, and was sent via air mail.

The name of the dog returned to Dixie Hound Kennels by Walter Falk (the first of the two dogs alluded to in this article) is not mentioned, and I cannot help but wonder if he isn't the one and the same Jiggs who made an unsuccessful trip to Kerhonkson in October 1935.

Figure 4.



CAMP WHITMAN/DUTCHESS CO.

by Drew Nicholson

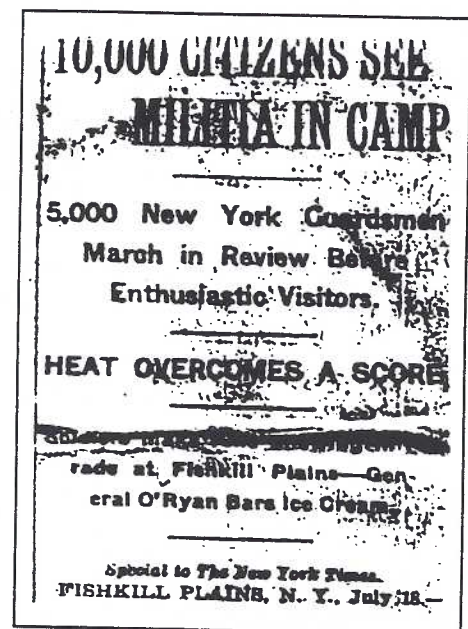
Existed for a three year period:

- 1915 — Established as a yearly summer N.Y. National Guard (tented) encampment on the Fishkill Plains, in the town of East Fishkill. Named after then N.Y. Governor Whitman.

Located at current sites of Stormville Airport and Green Haven Correctional Facility.

- 1916 — Camp re-established June-October to muster and train National Guard troops from several states for Federal service with Gen. Pershing's force along Mexican border.

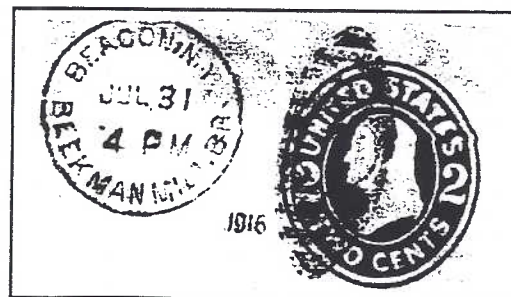
A temporary military post office was organized under Beacon p.o. using this canceller:



Fewer than 10 examples are recorded.

1917 — Camp re-established May-August, again as Federal muster site for National Guard troops.

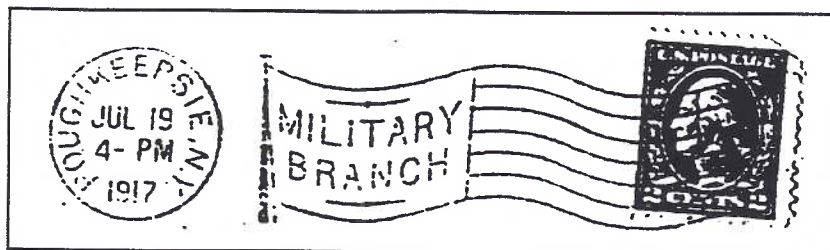
Temporary military post office was organized under the Poughkeepsie p.o. using this "flag" type canceller:



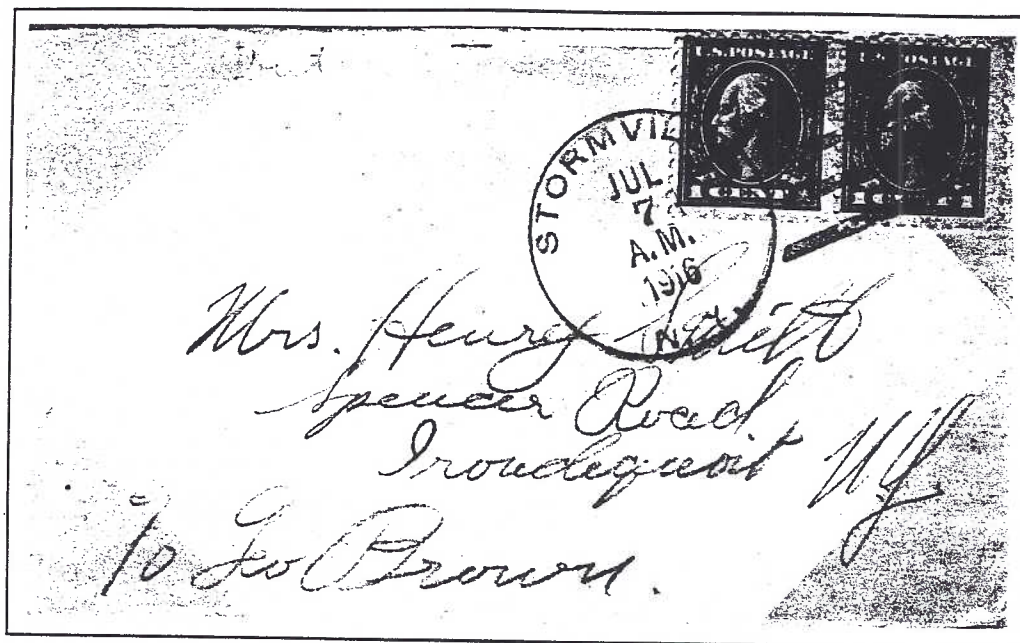
Only one example has been recorded.

Sources:

1. *Alquist, Roy - Postals histories of the Town of Beekman and Town of East Fishkill*
2. *Contemporary newspaper reports (Poughkeepsie Journal and NY Times)*
3. *Prev. Town of Beekman Historian, Lee Eaton - interview*



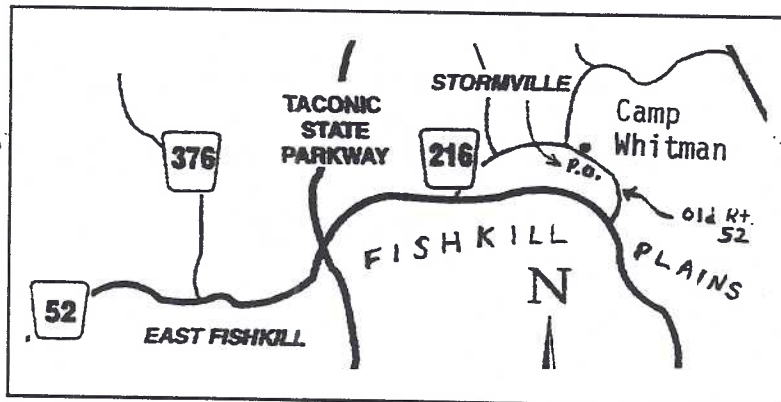
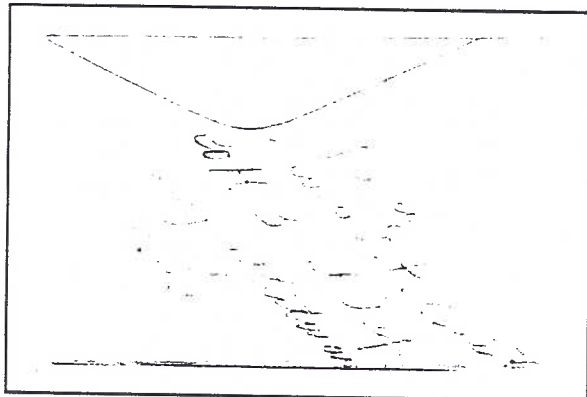
Mailed at Stormville



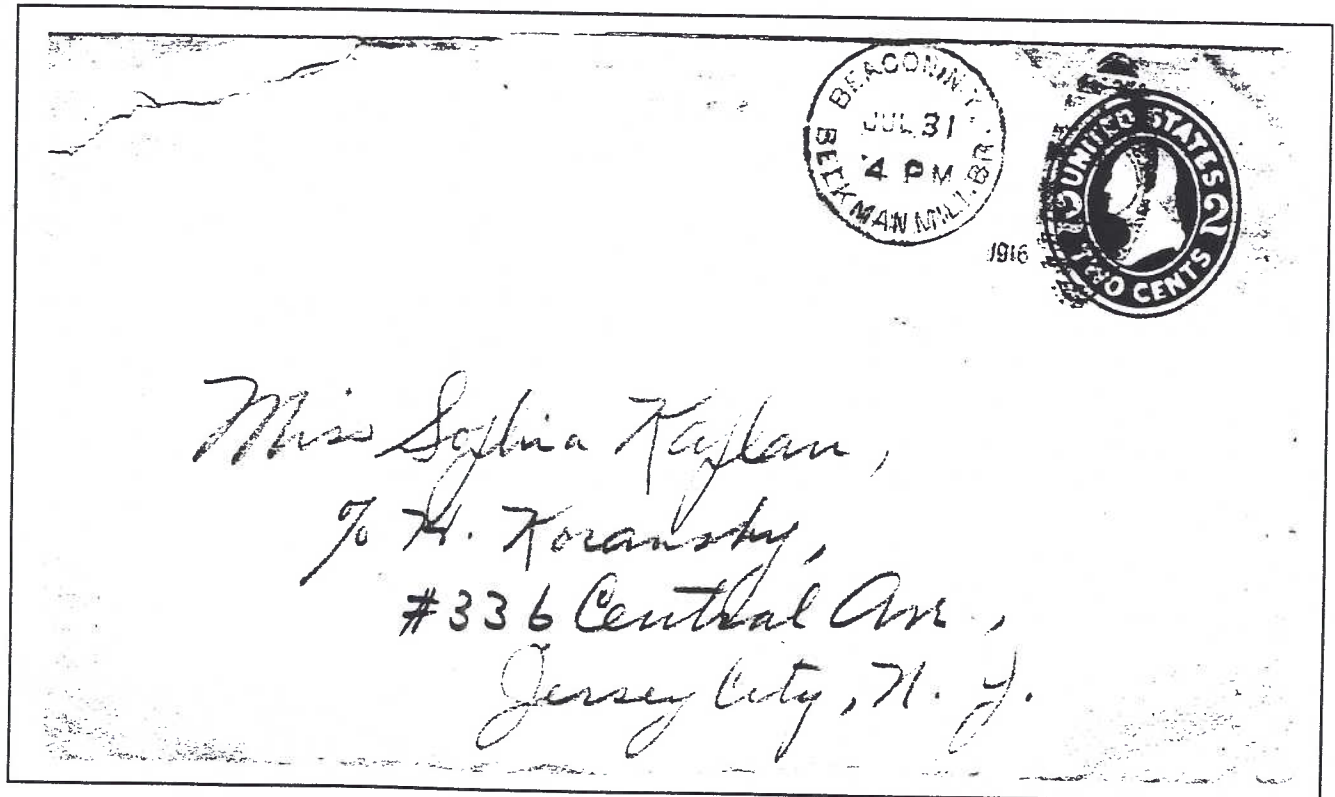
Not all soldiers used the special military postal station. Stormville p.o. was located practically adjacent to the camp.

Postmarked JUL 7 A.M. 1916. Franked with pair 1¢ Franklin (1914, perf. 10x10) tied by typical 4-bar hand canceller of period, correctly rated.

Forwarded west along normal postal route (which roughly followed present Rt. 52) to Fishkill for transit aboard rail road mail car to destination (suburb of Rochester).



Mailed at Military Branch P.O. - 1916



Postmarked JUL 31 4 PM 1916 can-celing 2¢ stamped envelope (1907, Die 3), correctly rated. This canceller was in use for less than 4 months, June 22 to October 14. One of fewer than 10 recorded examples of this postmark.

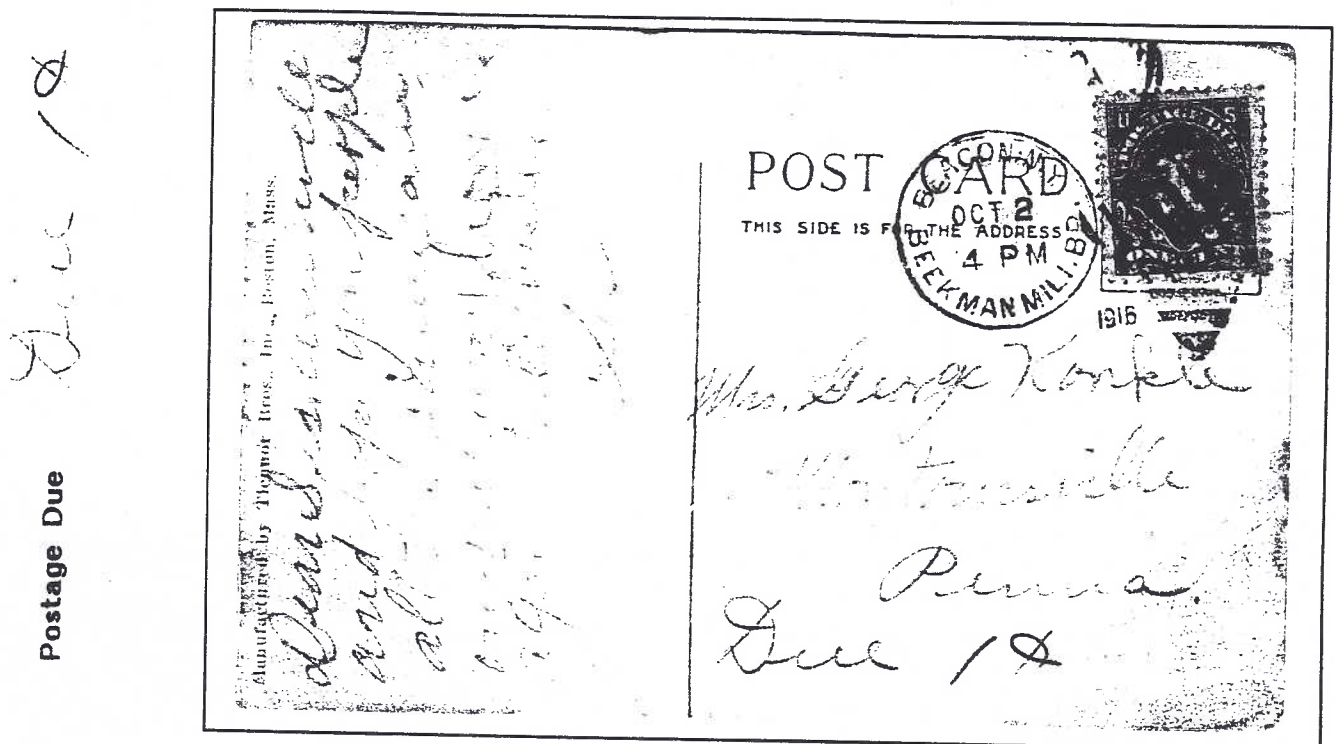


Photo viewcard postmarked OCT 2 4 PM 1916, mailed without postage, accepted but notated "Due 1¢." 1¢ postage due (1910, perf. 10) applied at destination. One of only 3 recorded examples of postage due used with the postmark.

THE AIRSHIP IN THE AMERICAS

by Martin Margulis

A number of years ago, I became interested in air ship flight covers. I hoped to obtain enough of them to exhibit. Eventually, this happened. I had purchased enough of them for three frames, so I put them in some kind of order and displayed them at the local Austin Stamp Show.

The judges were decidedly underwhelmed. I got a silver which acknowledged that I had spent much money on what I was showing and hadn't given it too much thought. Unfortunately all too true.

I purchased some more covers, did some rewriting and tried again. I incorporated all the judges' comments into the new exhibit. However, the result was the same. I was somewhat irked. I again got some new materials, rewrote and shipped the exhibit off to Stepex. Same thing.

What you see here is the latest rewrite. It is 'completely' different with a 'story' involved. I am hopeful. Many of the early American covers are gone. It is mostly *Graf* and *Hindenburg* covers with four *Los Angeles* covers included so that airship's two trips out of the United States. I'll keep you posted!

The story of the airship in the Americas actually starts in 1928 when the *Graf Zeppelin*, built by the Germany Zeppelin Company, came to New York City. Three other airships had come to North America before this but each made only one trip. The *Graf* and a sister ship, the *Hindenburg*, made numerous trips to New York and Brazil.

The *Graf* made trips to New York City, Brazil and around the world. The around the world trip was a one time affair. The trips to New York and Brazil must have reached one hundred flights.

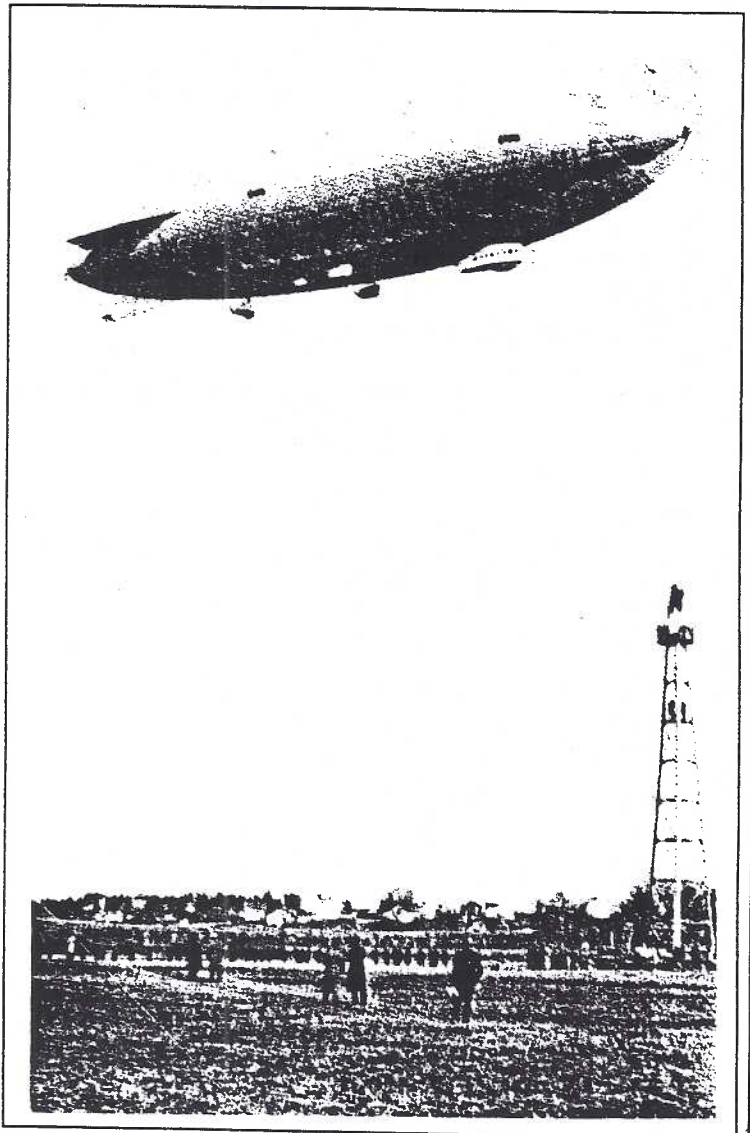
Most *Graf* flights originated in Friedrichshafen, many *Hindenburg* flights started in Frankfurt, however they changed around.

In the early 1930s many countries issued stamps and sets for *Graf* flights. Many are exhibited in the following pages of this exhibit.

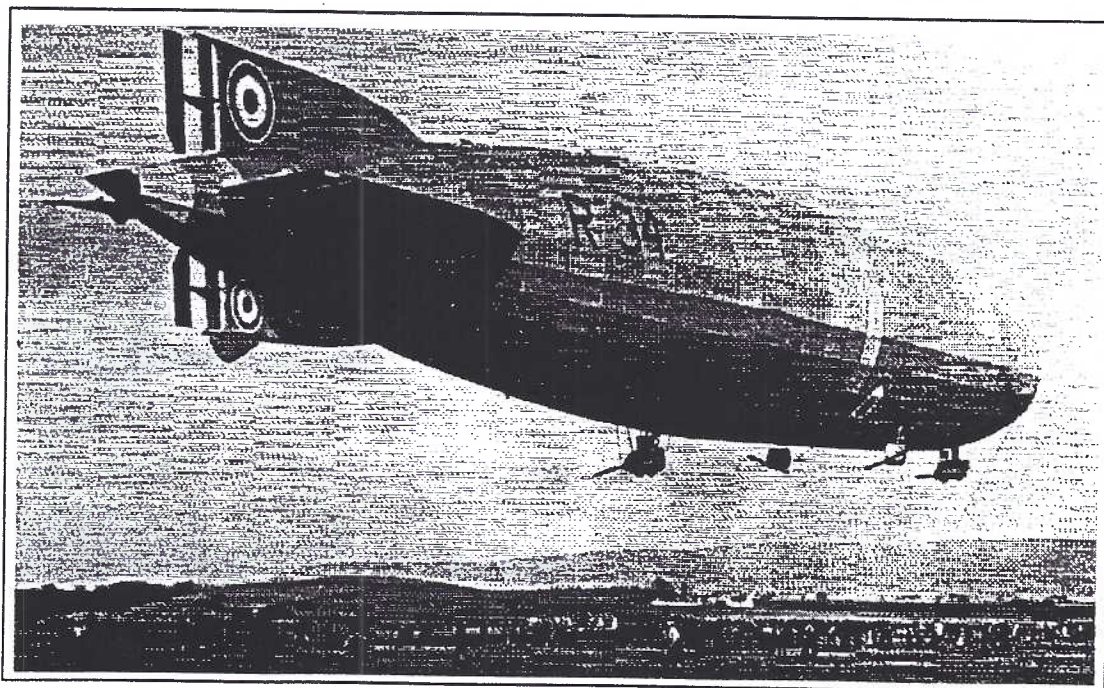
The United States had four airships, they were primarily used to 'show the flag.' They were all under the control of the Navy Department. Only the *Los Angeles* was listed in the Zeppelin Catalogs as leaving the continental United States. Thus it is the American ship included.

Most of the information in this exhibit came from the *American Air Mail Society*, fifth edition, volume one. The other volumes cover airplane flights.

The covers are shown chronologically by airship. The *Los Angeles*, the *Graf* and the *Hindenburg* went to Brazil and to the United States. The *Graf* went to Brazil and to New York until 1935 when it was limited to Brazil with the *Hindenburg* coming to New York and Brazil.



The Dirigible Norge flew from Rome to Oslo and then over the North pole to Teller, Alaska. (It was supposed to land at Nome but couldn't find it.)



The First airship to cross the Atlantic was the British R-34. It made the flight July 9-13, 1919. It returned to England immediately afterwards.

The Los Angeles made three flights outside the United States, two to Hamilton, Bermuda and the last to Puerto Rico. On the first trip the airship could not land and dropped the mail; on the second, April 21-23, 1925, it could land and also picked up mail to return to the United States.

A. O. Little
487 Broadway
New York N.Y.

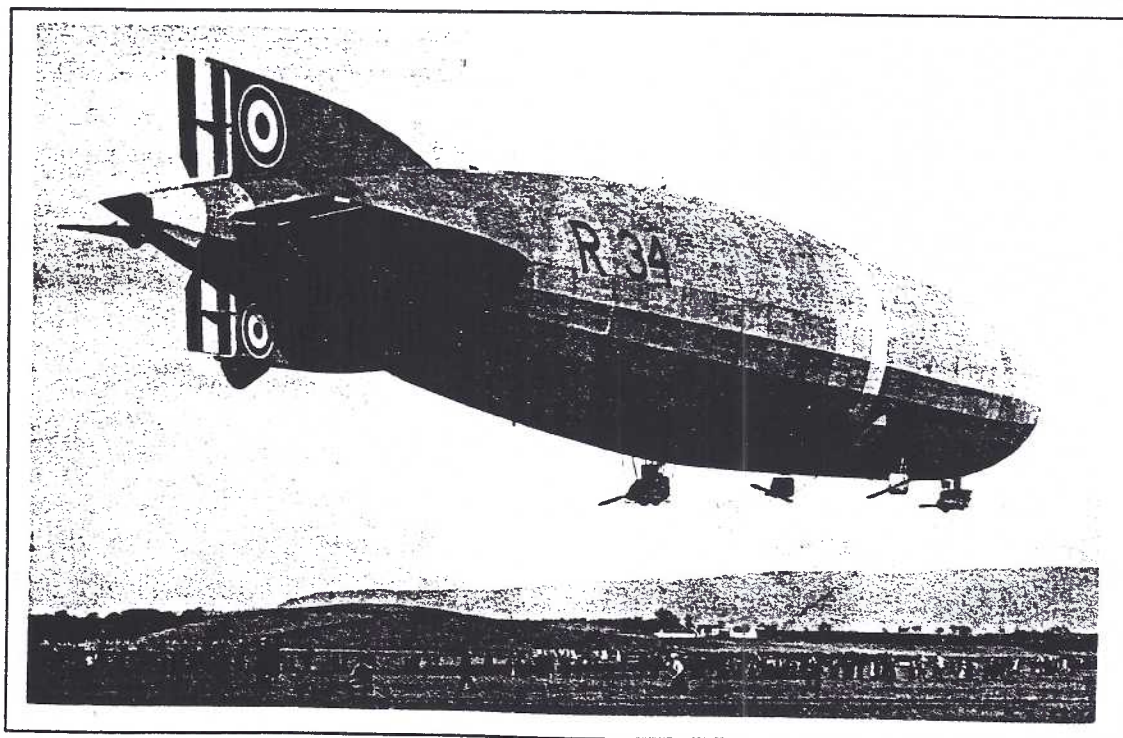
Postmaster,

Hamilton,

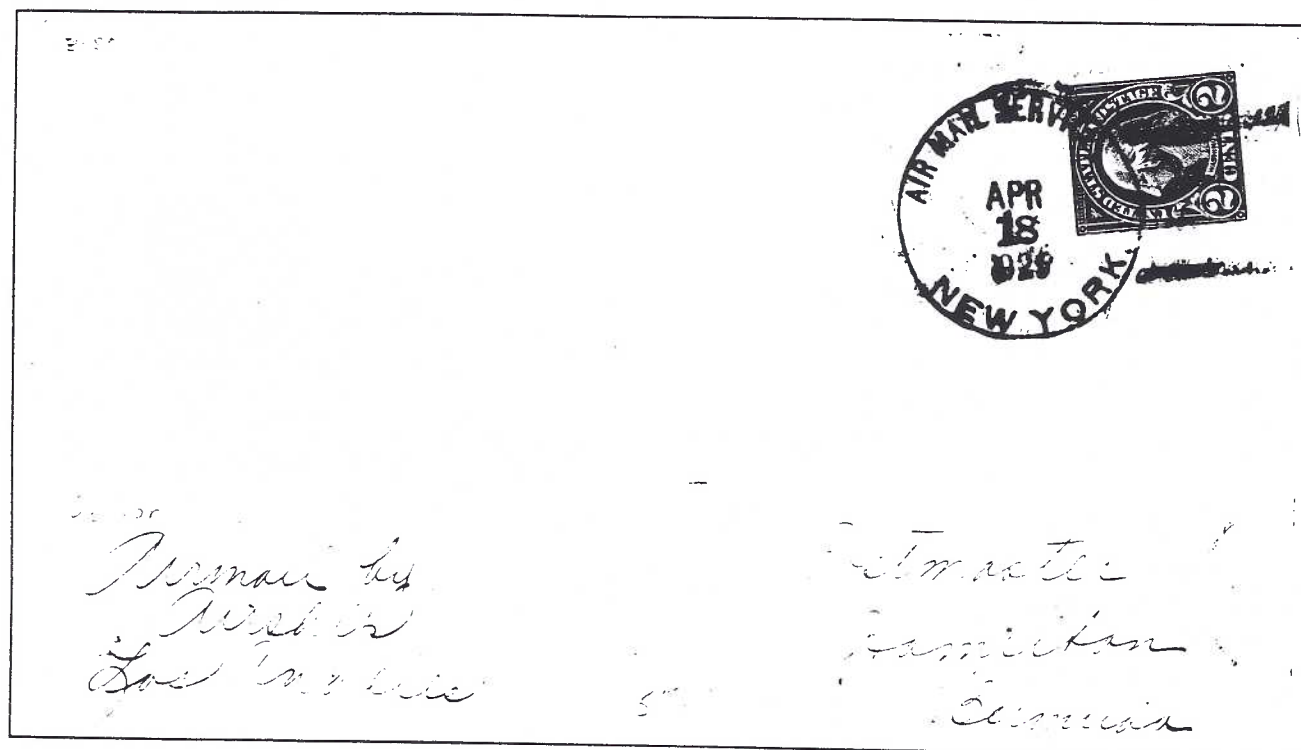
Bermuda.

By
 Airship
 Los Angeles,
 via Lakehurst,
 N.J.





The First airship to cross the Atlantic was the British R-34. It made the flight July 9-13, 1919. It returned to England immediately afterwards.



The second trip to Bermuda was April 21-23, 1925. The two covers shown are similar although dated in New York on two separate dates. I assume the mail was canceled when received and sent to Lakehurst together. All covers are backstamped Hamilton, Bermuda.

Third flight to carry mail by the *U.S.S. Los Angeles* in the United States. May 3-4, 1925 flight from Lakehurst, New Jersey to Mayaguez, Puerto Rico. On this date a trip was made to Puerto Rico and while there the ship was moored to the *U.S.S. Patoka*. About 200 pounds of mail, carried at the regular 2-cent rate, received the "Air Mail Service - New York" postmark, applied in red or violet and dated April 27, 1925. This cover was autographed by Lt. Cdr. Charles F. Rosendahl. Most airship mail in the early period went for two cents.

A. O. Litt,
487 Broadway,
New York, N. Y.

Charles F. Rosendahl



Postmaster,

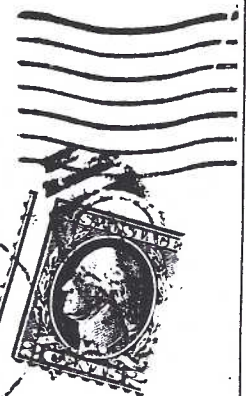
Mayaguez,

Porto Rico.

1st trip
Airship
Los Angeles,
via Lakehurst,
New Jersey.

This cover is from the flight back from Puerto Rico to New York City, also two cents. The flight back from Puerto Rico started on May 8th and concluded on the 10th. This cover is backstamp City Hall Station (NYC) May 11th 1925 4-PM. It probably landed in Lakehurst on the 10th. There is a Cleveland receiving stamp for May 12th.

VIA U. S. AIR MAIL
BY U. S. DIRIGIBLE 'LOS ANGELES' FROM PORTO RICO.

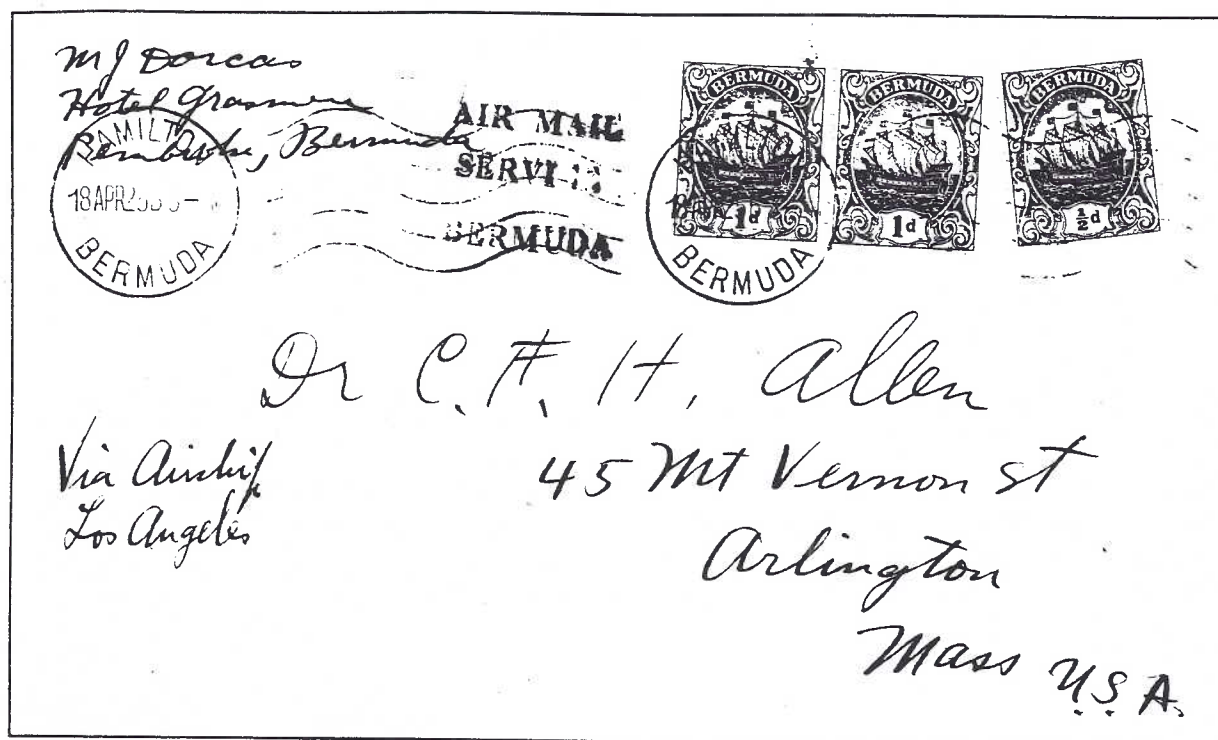


MR. ERWIN STRASSER

2618 JAY AVENUE

CLEVELAND, OHIO.

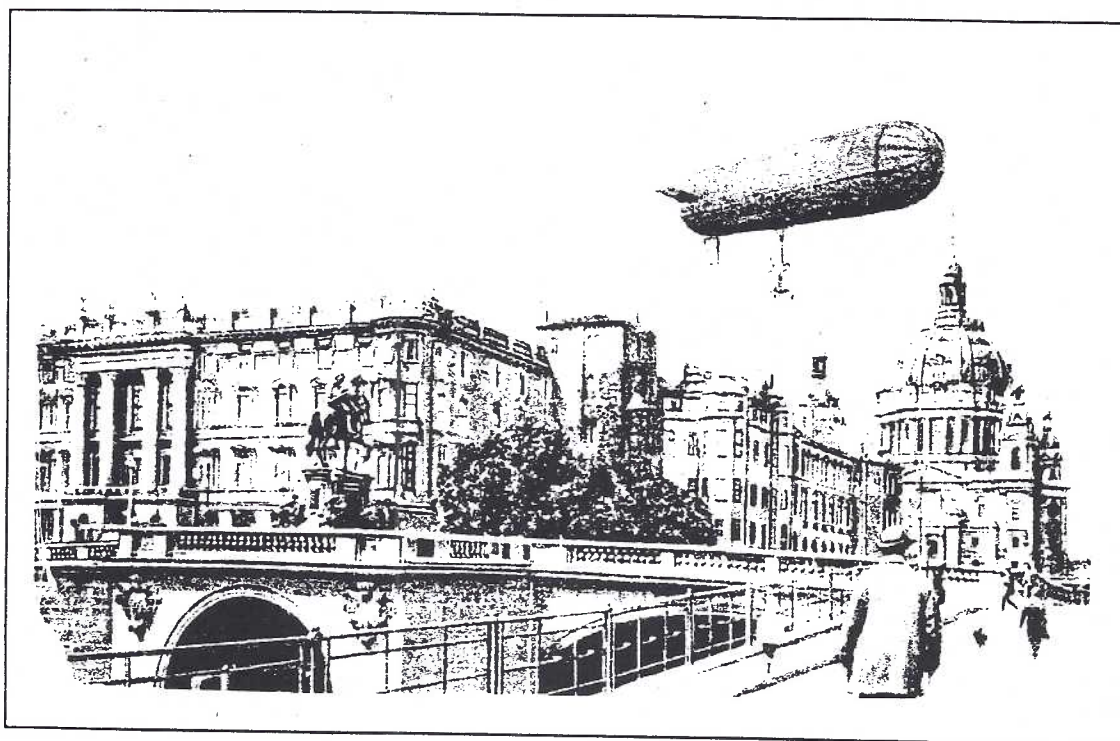
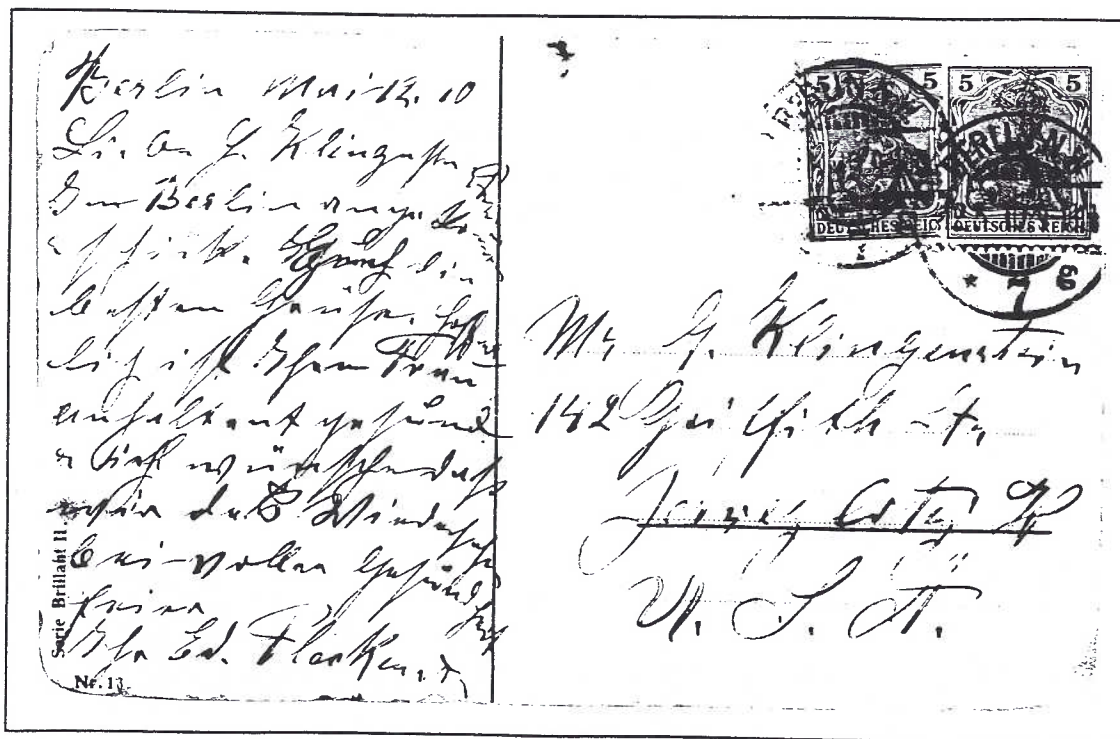
Covers were mailed back to the United States April 23-24, 1928. This was the first time mail was carried back to the United States.



Three sacks of mail were dispatched from Bermuda by the return flight. The rate was 2½d per letter. Covers are canceled as early as April 16. Two types of cachets were used in Bermuda on this mail. A two line cachet and a three line cachet. The two-line cachet read "Air Mail Service Bermuda." Both cachets were applied in black. This cover carried a three line cachet:

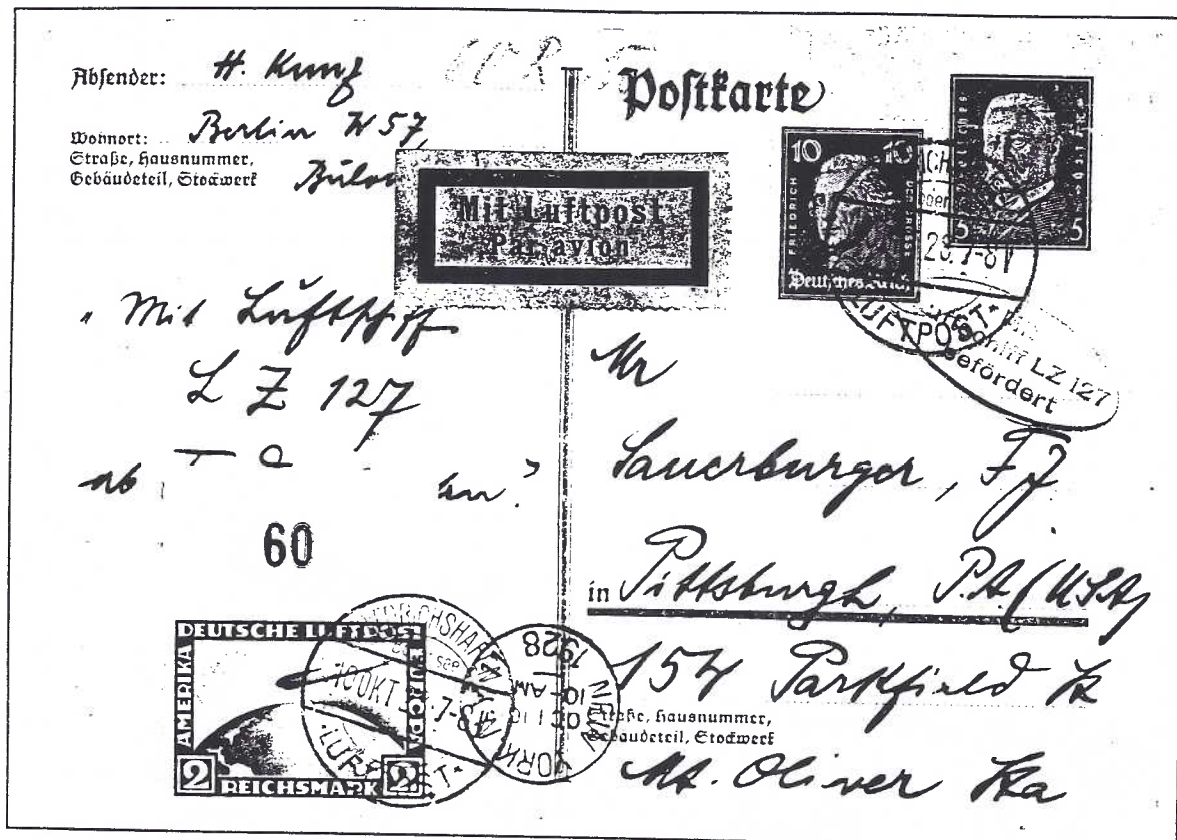
AIR MAIL
 SERVICE
 BERMUDA

A 1909 cover showing an early airship over Berlin. Sent by boat to the United States (N.J.).

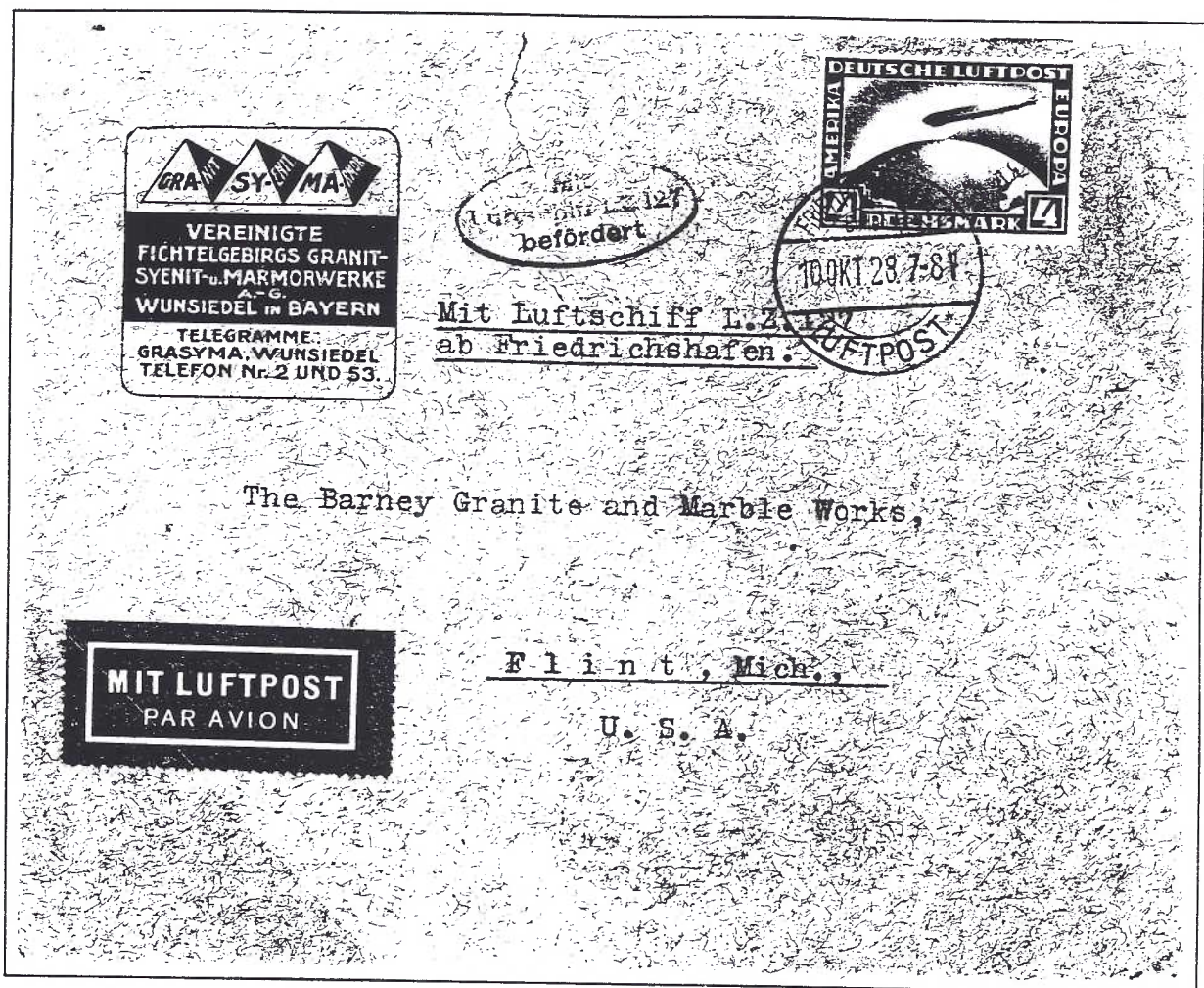


The age of the Zeppelin really starts with the arrival on October 15, 1928 of the airship *Graf Zeppelin*. This airship unlike the American ones was built for commercial flights. This is the first flight to the United States, New York City.

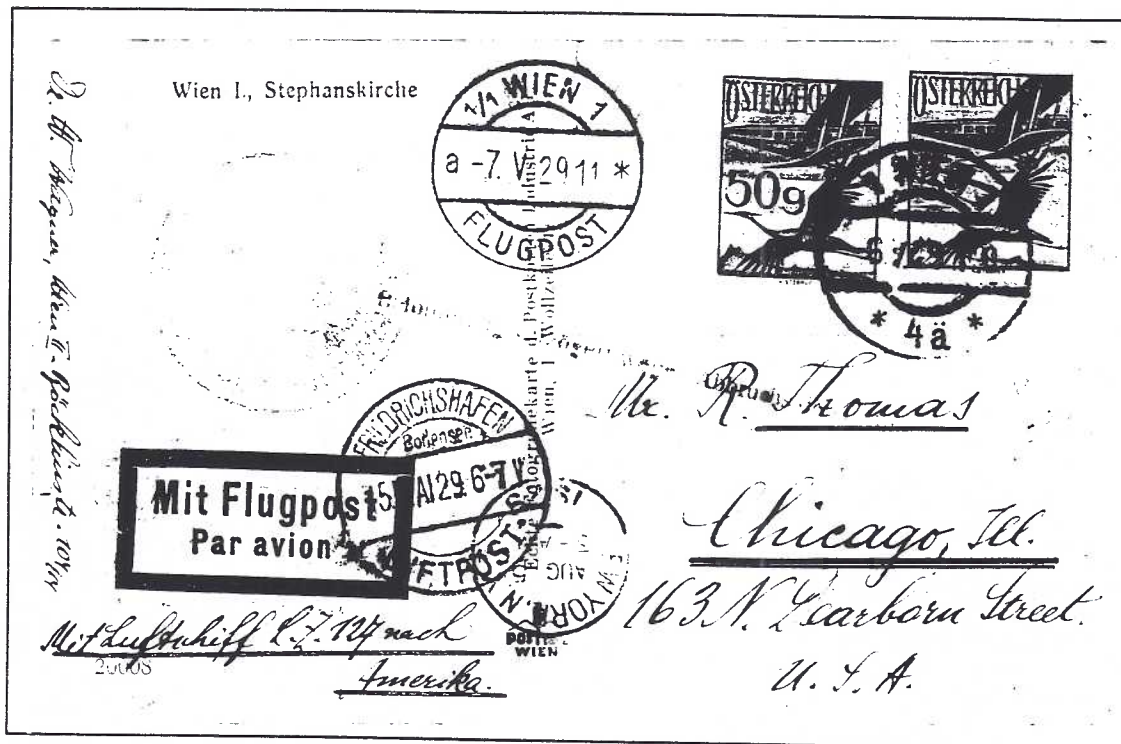
A postal card, German with a two mark, blue stamp which pays the postage to the United States. The German stamps paid for postage in Germany. The New York receiving mark is next to the stamp on the bottom.



Letters cost four marks, this one has a letter enclosed. The cover is backstamped New York.



A cover which originated in Austria, Vienna frank with Scott C-23 and C-26. It then went to Friedrichshafen and on to New York. This was the flight which broke down over France and returned to Germany. It was delayed more than two months. Red stamp of explanation front of envelope.



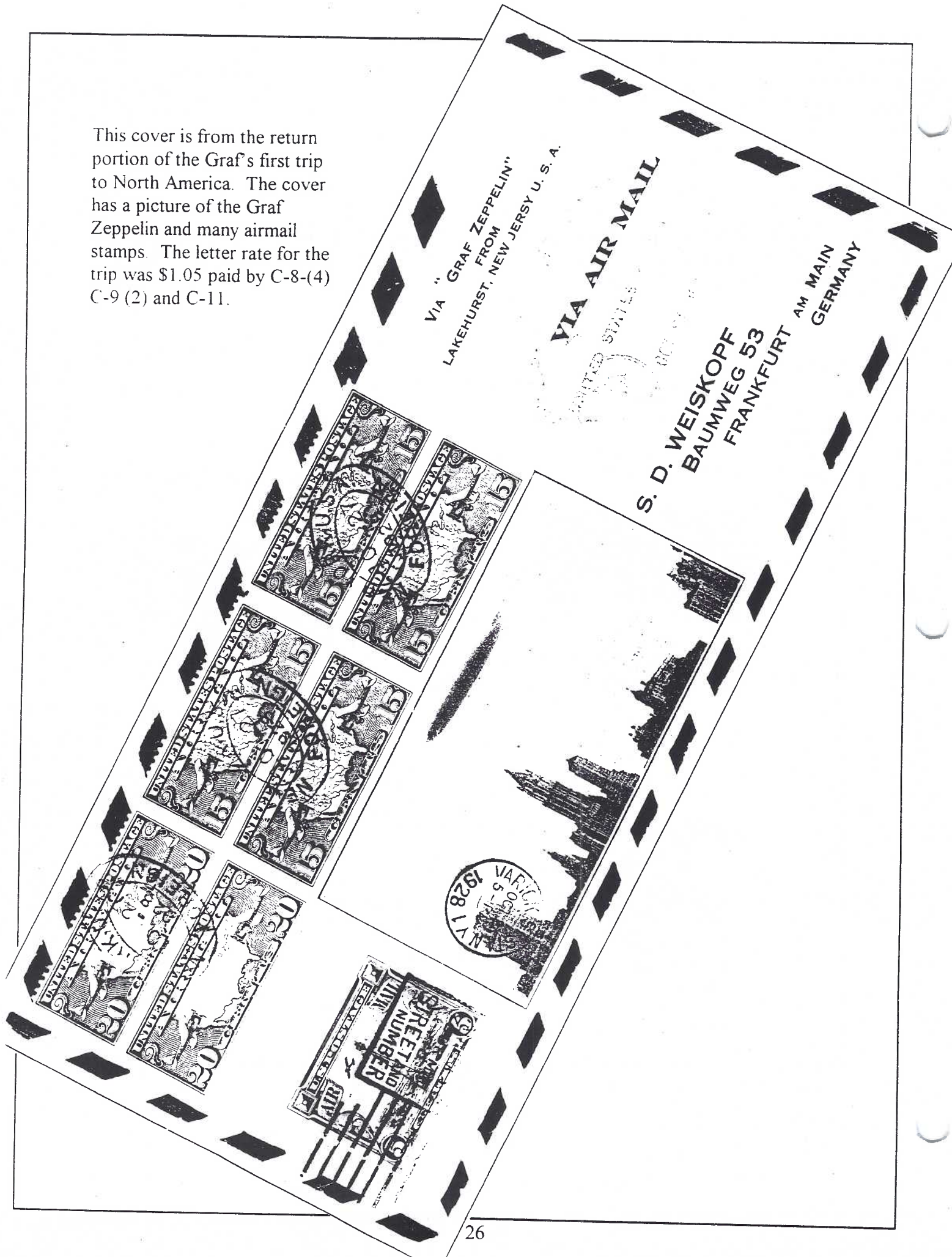
This cover was put on the Graf Zeppelin after it returned to Germany for repairs. Thus it does not have the explanation line stamped on it. There is a New York receiving backstamp.



This letter cover is from the same flight. It also has a red line of explanation and is backstamped New York. The four mark stamp C-37, issued for the trans-Atlantic service pays the letter rate.



This cover is from the return portion of the Graf's first trip to North America. The cover has a picture of the Graf Zeppelin and many airmail stamps. The letter rate for the trip was \$1.05 paid by C-8-(4) C-9 (2) and C-11.



over from Lakehurst to Germany
 the Graf Zeppelin's first flight
 North America. The cover
 in St. Louis and is back-
 d Friedrichshafen 1-11-28.
 s no New York stamp.
 d with C 9, 10 & 11
 among other stamps.






From Joseph Hart,
St. Louis, Mo.
1st F.

1st Flight
GRAF ZEPPELIN

FROM
ST. LOUIS, MO.
U. S. A.

GERMANY TO AIR MAIL

UNITED STATES OF AMERICA
59-60
MARIE SHLESINGER
FRENZLAUER
BERLIN, GERMANY
OCT 28 1928

THIS SIDE OF CARD IS FOR ADDRESS ONLY
VIA AIR MAIL "GRAB ZEPPELIN."
Miss Elsie H. Tilden
Germany
Kaiserstrasse 11.
Berlin N. W.
Germany

CARE OF
POST MASTER NEW YORK.



NEW YORK
 OCT 27
 6 30 PM
 1923

Air Mail
Via Graf Zeppelin

CANADA
POST CARD 126 CA
330PM
THE ADDRESS ONLY TO BE WRITTEN ON THIS SIDE
COTE RESERVE LA D'ADRESSE

3
50
50
1928

M. B. Béraud,
20 Chemin du Crépieu,
CAUVINE & Cuire
FRANCE.



St. Gallen
2.XI.29-17
IX
St. Gallen
Switzerland
1 Franc
Dr. Phil. F. Weinmann
P.O. B. 154 Sta. 1-
New York City
Switzerland

VIA GERMAN AIRSHIP GRAF ZEPPELIN · LZ-127
ROUND THE WORLD FLIGHT - LAKEHURST TO LAKEHURST

REGISTERED
OR
INSURABLE
VALUABLE

U.S. AIR MAIL

NEW YORK, N.Y.
JUN 14 1928
FOREIGN

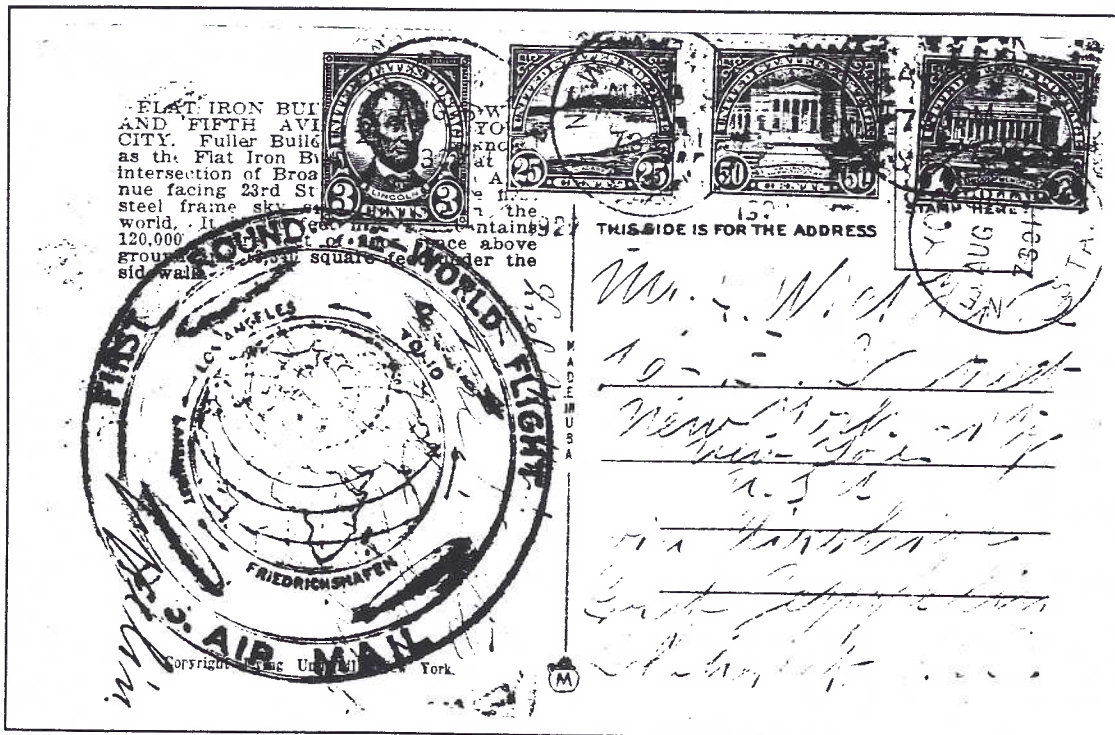
U.S. AIR MAIL

F.C. TITUS.
43 JOHNSON AV.
W. MEDFORD.
MASS.
U.S.A.

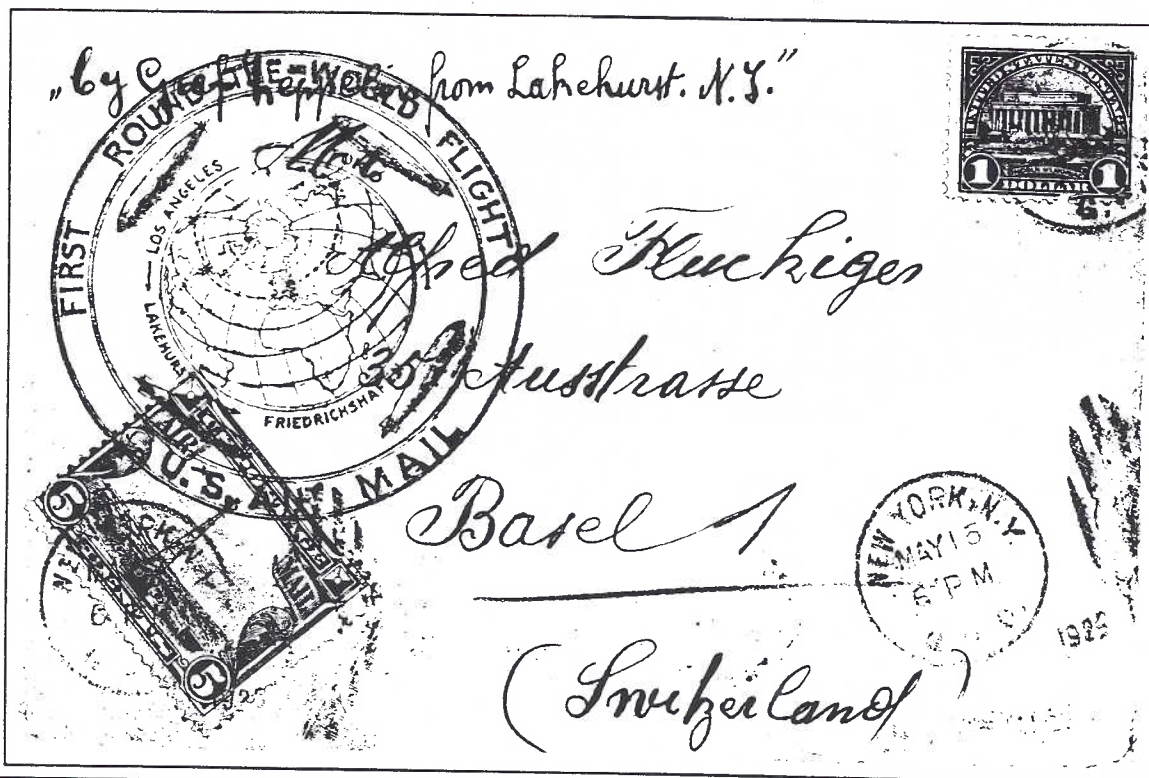
The 1929 Round-the-World trip of the *Graf Zeppelin* had four stops. New York/Lakehurst, Friedrichshafen, Tokyo and Los Angeles. Covers from or to all these stops are illustrated as are covers which made the whole trip.

Most of the covers are common and relatively inexpensive, the only exception being Tokyo. The cost for a postcard from New York to Lakehurst was \$1.78

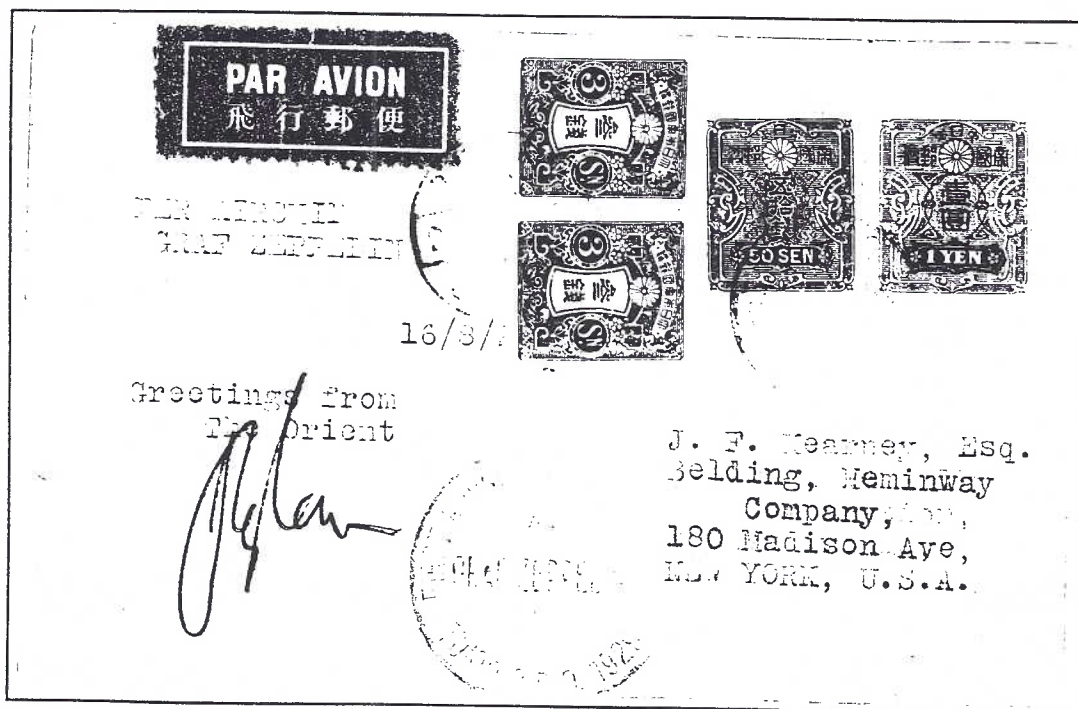
A postal card which has postage to pay for the complete flight New York around the world to Lakehurst August 28th. The Zeppelin stamp is on the lower front of the postcard.



A cover from New York to Friederichshafen a leg of the *Graf Zeppelin*'s round the world flight. Backstamp Friederichshafen and then on to Basel Switzerland by another mode of transportation.



Tokyo was the second stop on the Graf's round the world flight. The four mark stamp paid the postage. The bottom cover is franked with Japan 125 and 143 from the 1913/14 definitive sets. The postmark is an upside-down green receiving stamp from Lakehurst as well as the red stamp for the Tokyo stop. The Tokyo stop is the rarest of the trip stops.

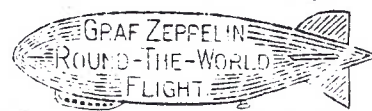
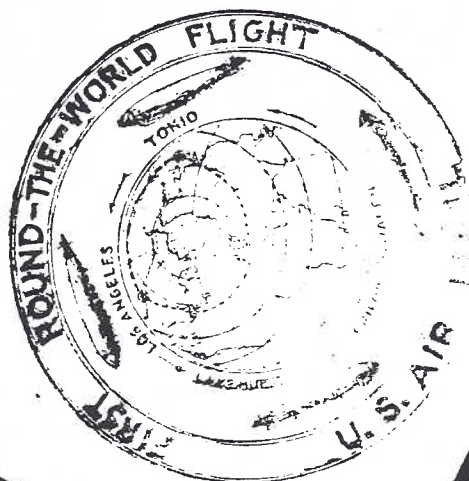


C. W. Hanselman
POST OFFICE
Clinton Hill Station
NEWARK, N. J.

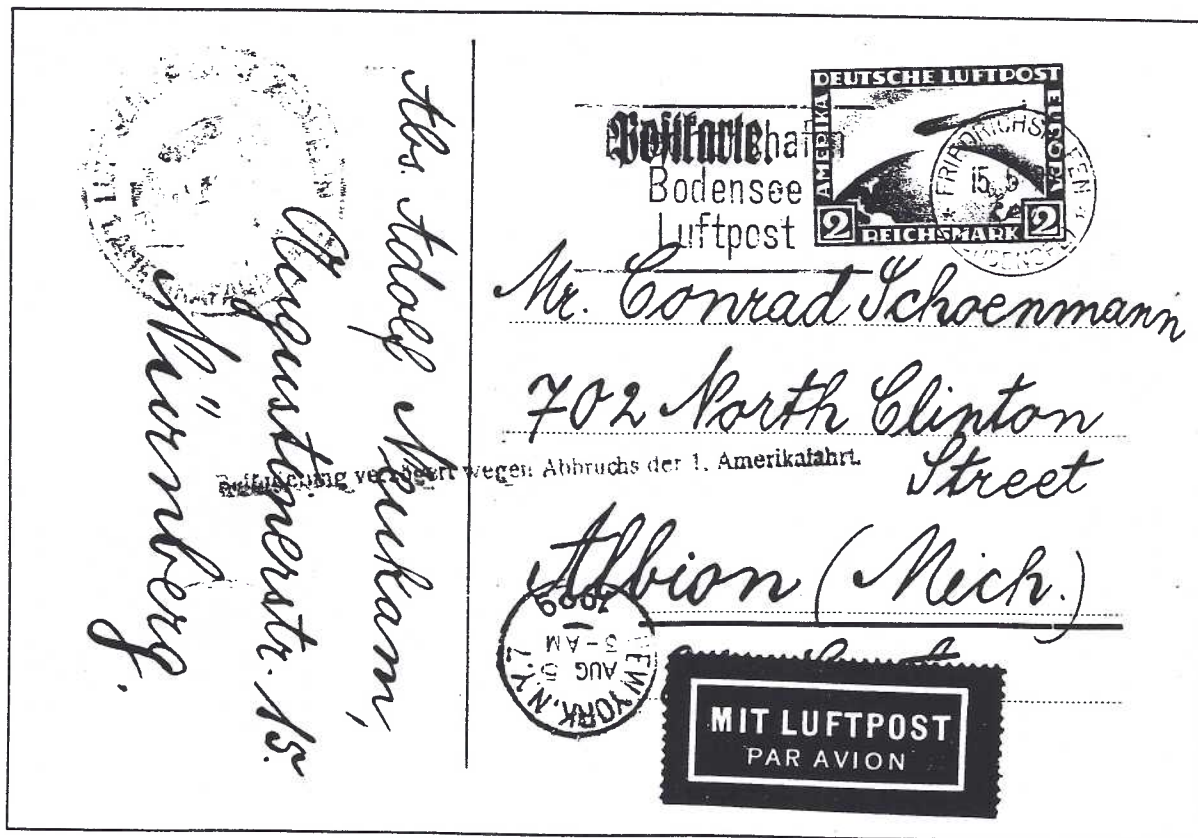
C. W. Hanselman
POST OFFICE
Clinton Hill Station
NEWARK, N. J.

**Par Avion
By Air Mail**

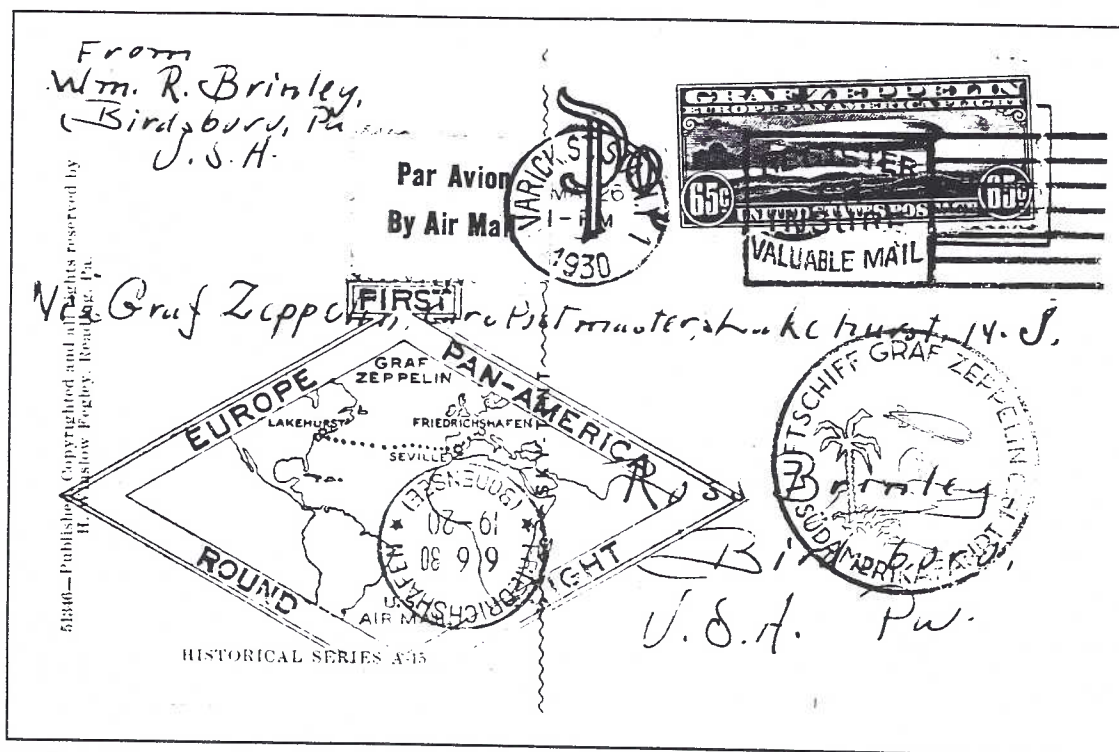
By German Airship L. Z. 127 Los Angeles to Lakehurst



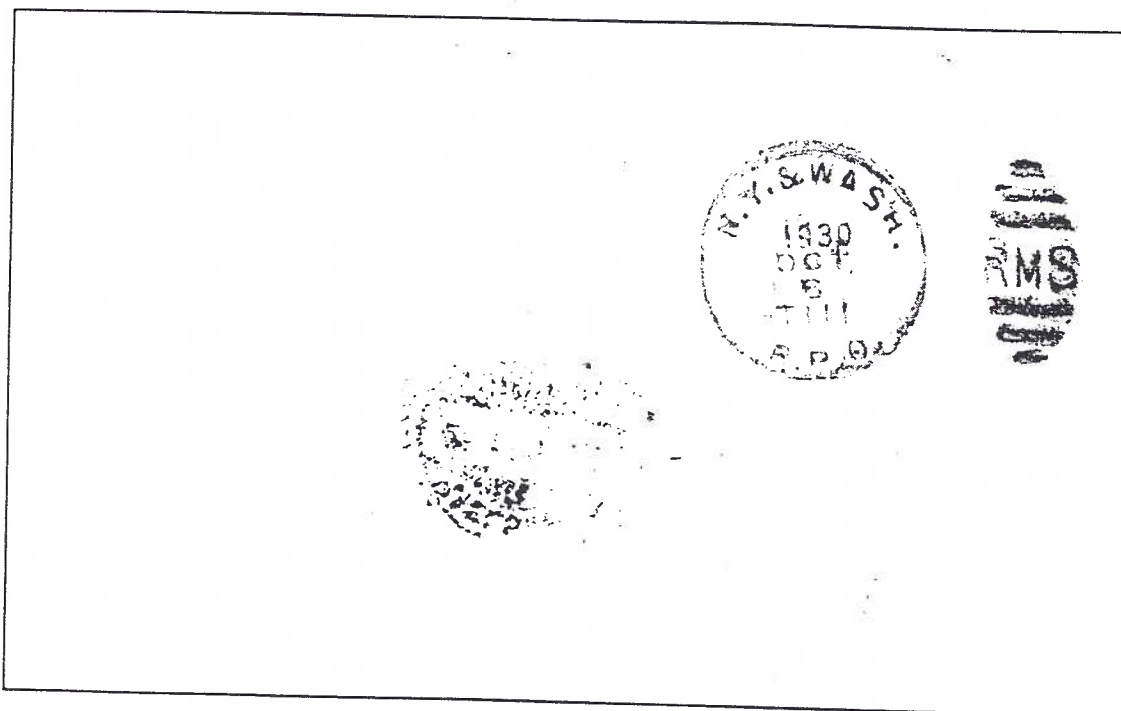
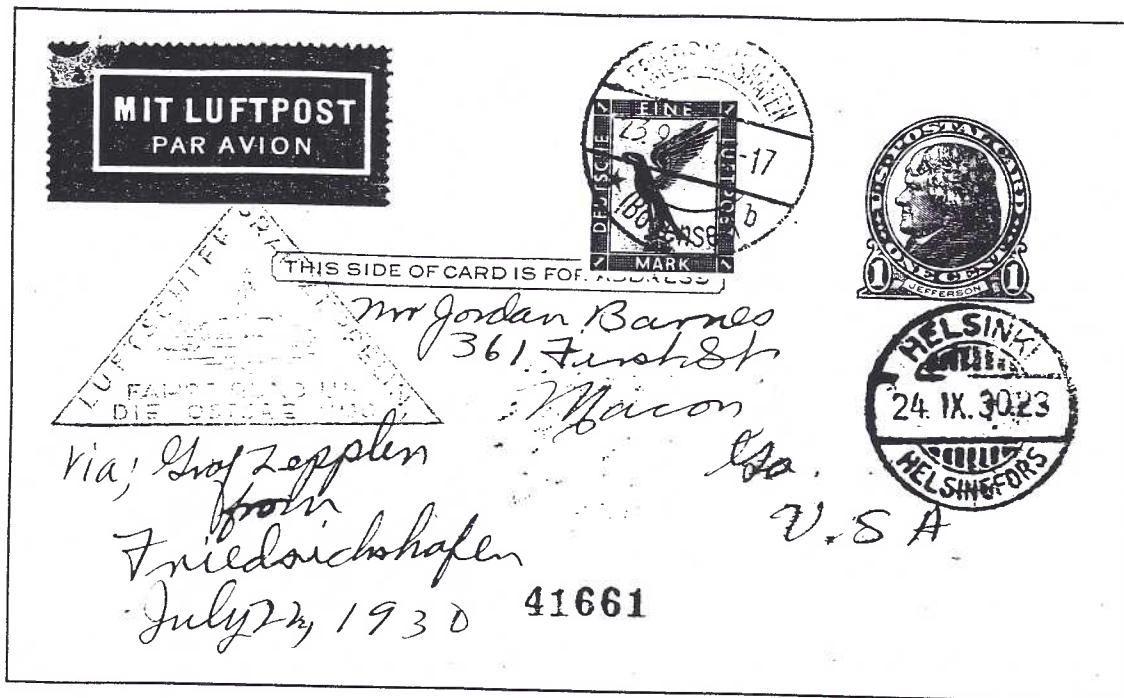
May 16-17, 1930 another trip to New York City was planned. However, due to engine trouble the ship had to land in France for repairs. It then returned to Germany. The Zeppelin arrived in New York on August 5th. The red line on the front of the postal explains that the trip was delayed. The two mark stamp C-36 pays the postcard rate.



This card is from the June 26, 1930 Graf flight from New York to Friedrichshafen. The cachet and the stamp are of a set of three which were used especially for this flight.



This postal postmarked Helsinki 24, 1X 30 23 was sent to Macon, Georgia through New York City. It went to the Morgan Annex in New York where it was backstamped NY and Wash. RPO. The German cachet on left was used for this flight. The one mark stamp pays the postage. The card was put on the Graf Zeppelin in Fredrichshafen.



VIA GRAF ZEPPELIN
AB FRIEDRICHSHAFEN
ABWURF - POST

MIT LUFTPOST
PAR AVION

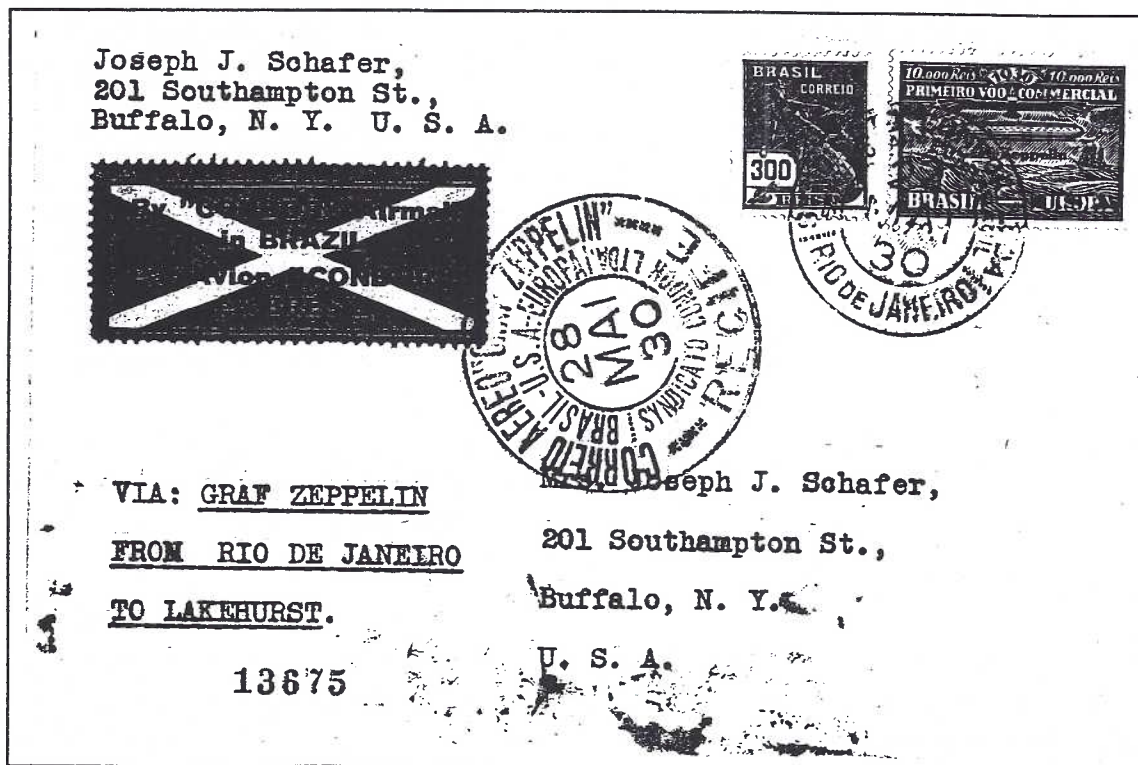
KÖNIGSBERG
24.8.30.20-21
P A-I P

MIT LUFTSCHIFF
GRAF ZEPPELIN
BEFÖRDERT

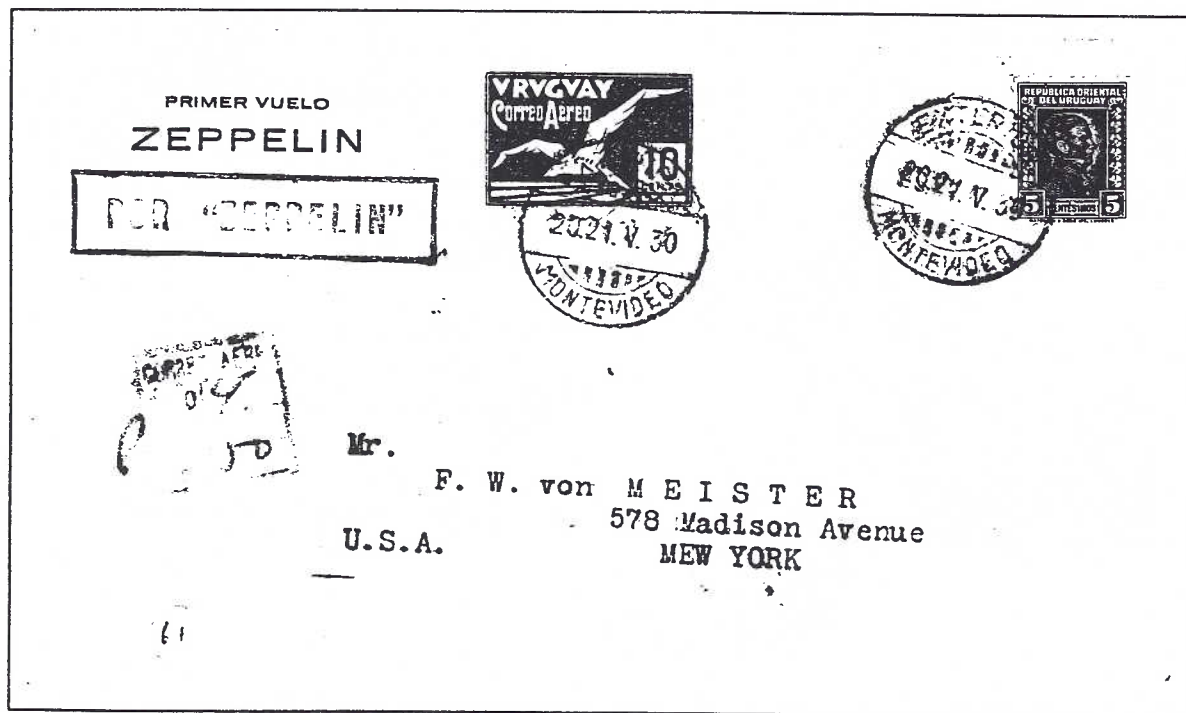
HANZIG
10 6 7 39
HANZIG
50 50 50 50 50 50 50 50

MR. F. W. KUMMER,
12TH FLOOR,
48 WALL STREET,
NEW YORK, N.Y. U.S.A.

This cover was carried by a Condor airplane to Rio from Pernambuco and thence to the United States. It has a green cachet on the back but no New York backstamp. The red stamp overprinted Graf Zeppelin - USA is not listed in Scott. The other stamp is Brazil 250. However, the 10,000 Reis stamp must be considered legitimate as it paid for the franking to Brazil to New York. This cover is a continuation of the Spanish dispatch flight. The cachet was used solely for this portion of the flight.



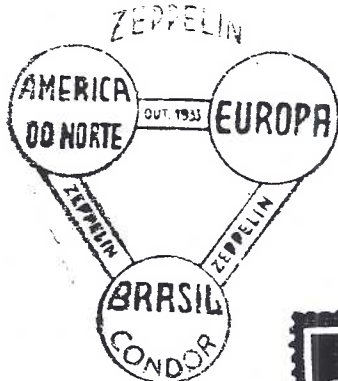
The cover, which is from Montevideo Uruguay, came to Rio de Janeiro by Condor Airline plane green cachet. It was put on the Graf Zeppelin in Rio and carried to Lakehurst/New York. There are no receiving stamps. This was the Graf's first trip to South America.



This cover is from Rio de Janeiro to Chicago flight of the Graf Zeppelin. The stamps are Brazil C-31 a postal stamp RA-1, small brown stamp - and 380 the blue stamp. None are valuable. The cover has a Chicago receiving stamp on the rear of the envelope.

From D.S.T, 69 Saratoga Av, Yonkers, N.Y., USA

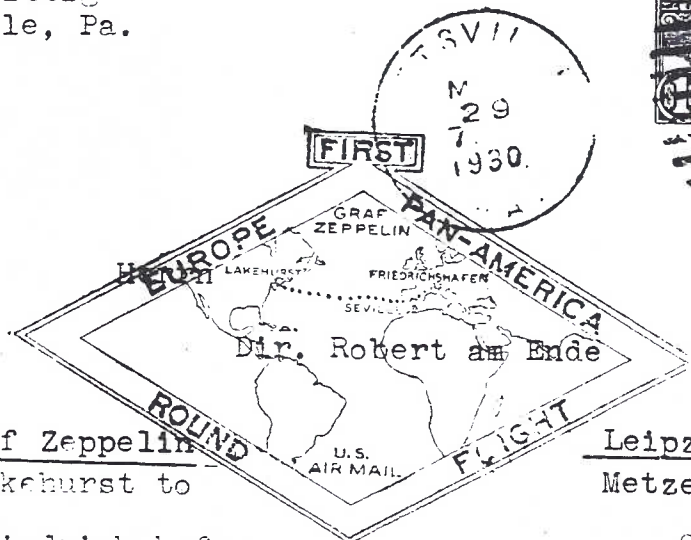
Via GRAF ZEPPELIN
from Rio de Janeiro, Brazil
to Chicago, Ill., U. S. A.



David S. Tatum
69 Saratoga Avenue
Yonkers, New York
U. S. A.

May 29, 1930. This letter postmarked Otisville was sent via Lakehurst, no backstamp, to Friedrichshafen, backstamp. It bears the U.S. \$1.30 stamp issued for the flight.

A. Wittig
Otisville, Pa.



Via Graf Zeppelin
from Lakehurst to

Friedrichshafen



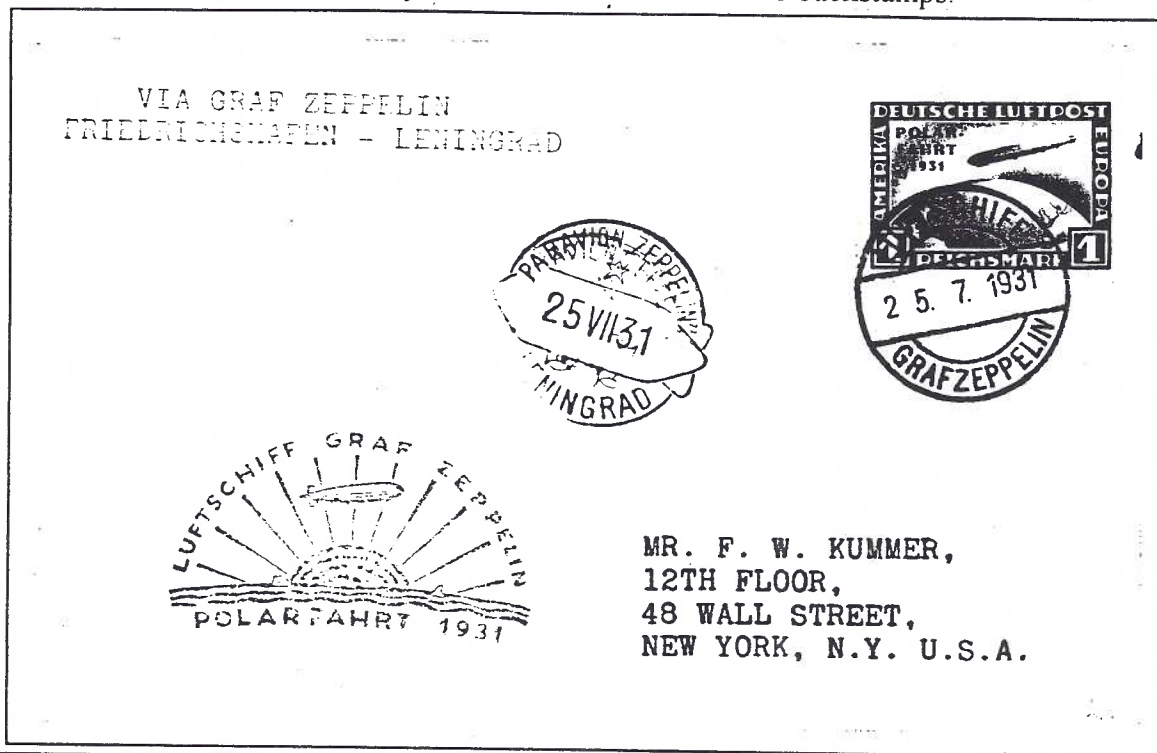
Leipzig-Gohlis
Metzerstrasse 10

Germany

This letter, postmarked 22 . X . 31 is also franked by an airmail stamp from the 1929 set which honored Brazilian airplane/ship inventors. Backstamped Friedrichshafen, 10; 28, 31.

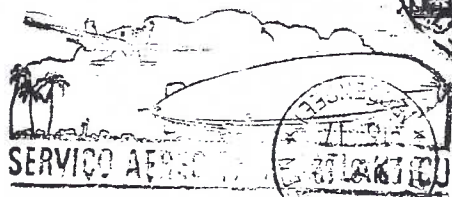


July 25, 1931. This postcard went from Friedrichshafen to the arctic and then to Leningrad—thence by boat back to the U.S.A. No backstamps.



SERVICO AEREO TRANSATLANTICO ZEPPELIN

Republica dos E. U. do Brazil



Via GRAF ZEPPELIN



Zeppelin
Verkehrs-Abtlg.

Friedrichshafen

Württbg.

This postcard for use on transatlantic Zeppelin flight is from the return portion of the Graf first South American flight of 1932. The airmail stamps were issued in 1929, but are not of the same set. There is a Friedrichshafen receiving stamp on front bottom.

This April 18, 1932 cover is from the third Graf flight to Brazil. The cachet was used just for this trip. There were nine Graf trips to Brazil in 1932. The black and salmon stamp is part of a set that came out in 1926/27 as is the other stamp.

"Der Graf Zeppelin"

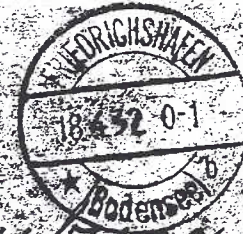
Herr & Mrs Fred Sander

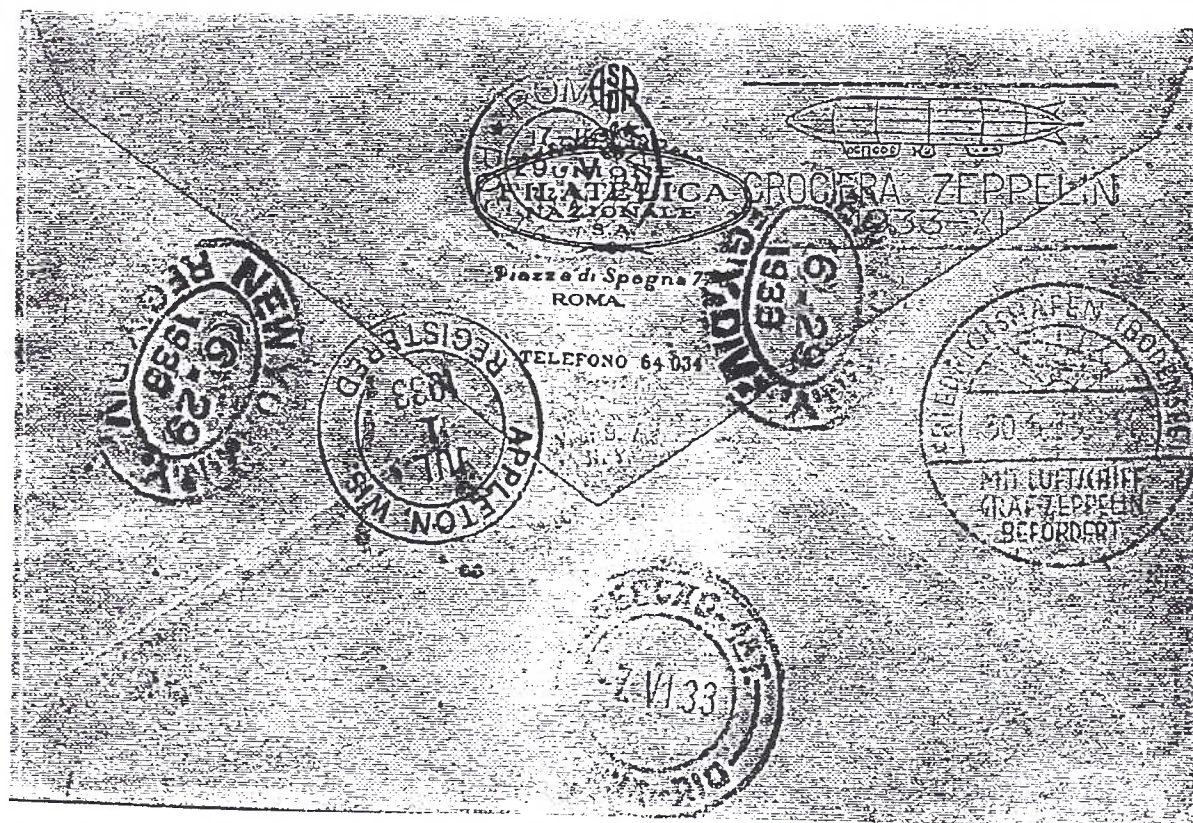
Caixa Postal 518

Mit Luftpost
Par avion

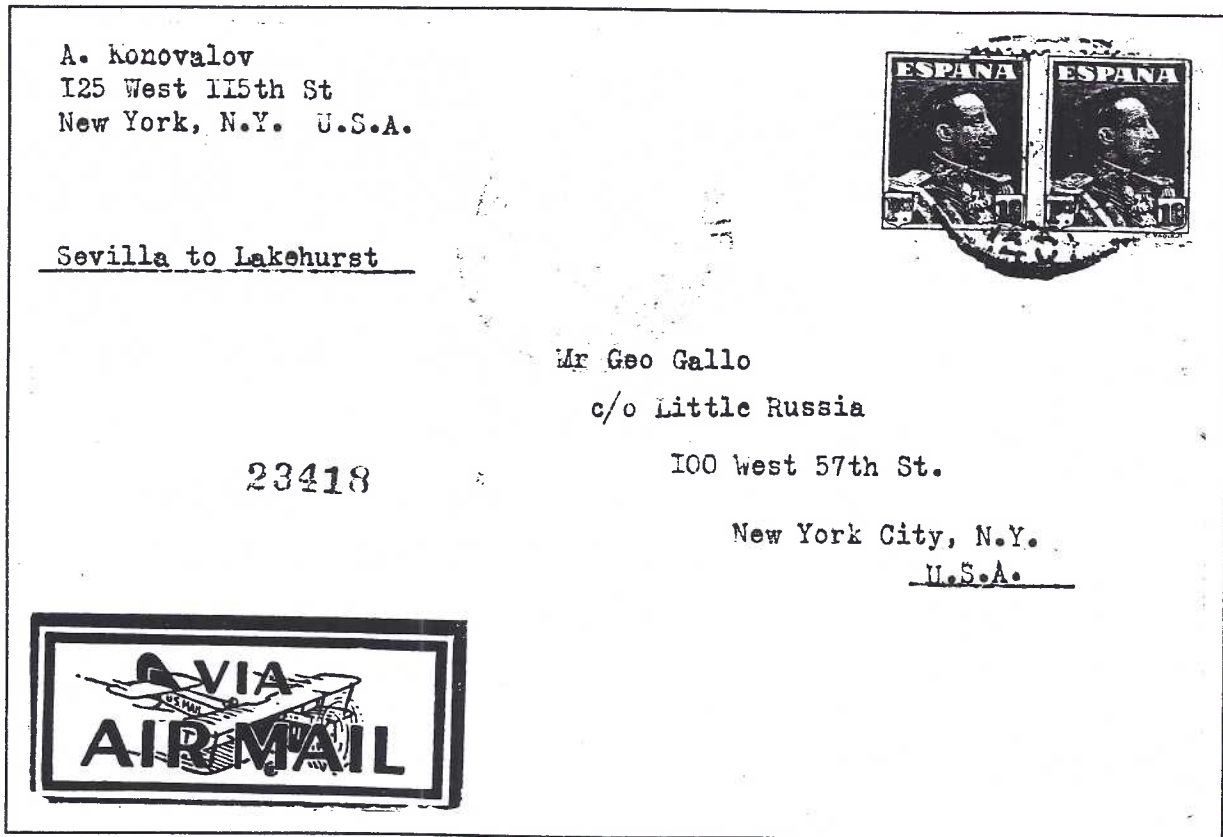


*Recife (Pernambuco)
Brasilien*





This cover from Seville Spain, the beginning of the flight and Rio de Janeiro Brazil was carried by the Graf Zeppelin from Seville to Brazil on the Graf's first flight to South America. It is franked by Spain 344 (2). The Graf continued on to New York and back to Europe.



Another cover from Spain to Rio de Janeiro and New York. The envelope is franked by Spain 343 (2). It is backstamped, receiving marks, Rio de Janeiro and Rahway, New Jersey. It does not have the green Zeppelin cachet. The red cachet in front of the cover was only used for this flight



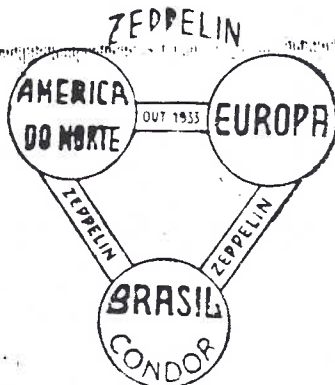
This 1933 cover from Rio de Janeiro to Sevilla Spain via New York, back stamp. There is no Sevilla receiving stamp. The 3\$500 stamps were issued in 1933 as was the 200 reis overprint. The other stamp is a tax stamp.

Via GRAF ZEPPELIN

From Rio de Janeiro, Brazil
To Sevilla, Spain
Via U. S. A.



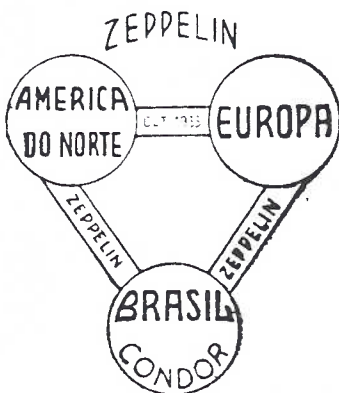
VIA AIR MAIL



**Mr. Harrison K. Korner
2257 Coventry Road
Cleveland Heights, Ohio
U. S. A.**

This 1933 letter from Brazil to Seville via the U. S. is franked with an airmail stamp C-30 issued in 1932. There is an illegible roller backstamp probably from Spain. No U.S. backstamps.

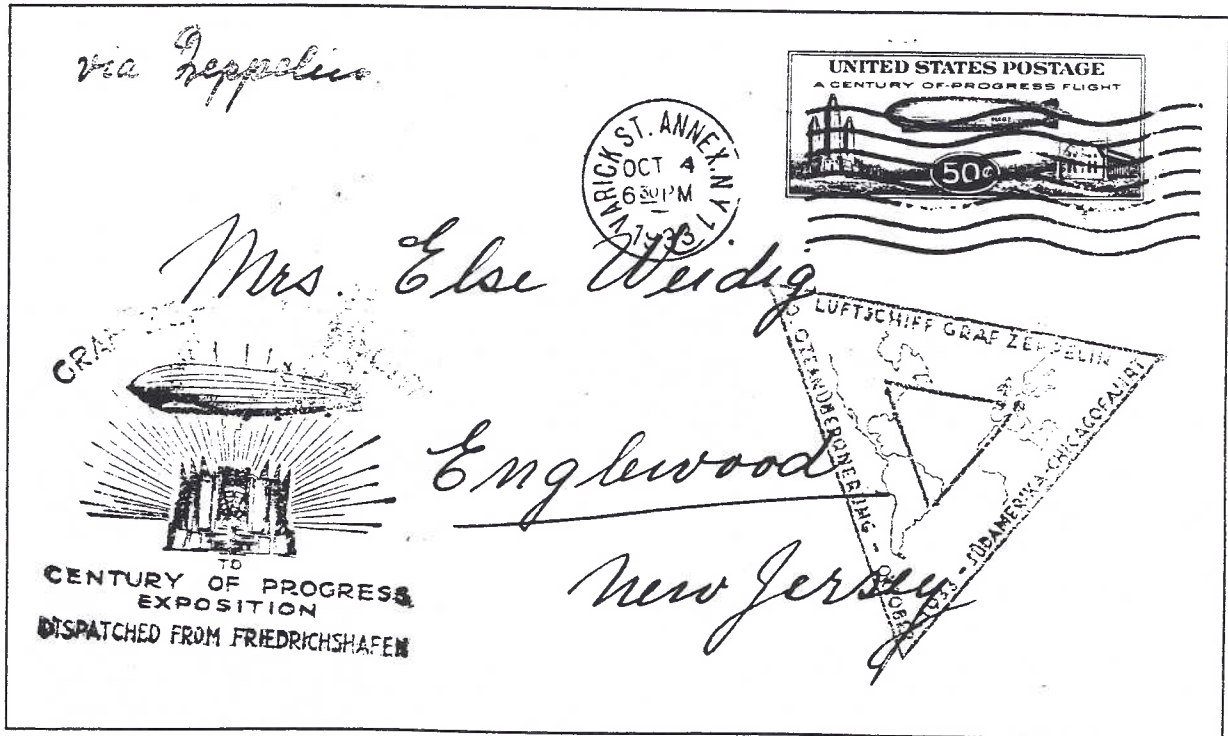
Via GRAF ZEPPELIN
from Pernambuco
to Sevilla



**Mr. F.W.von Moister
354 Fourth Avenue,
New York City.
U. S. A.**



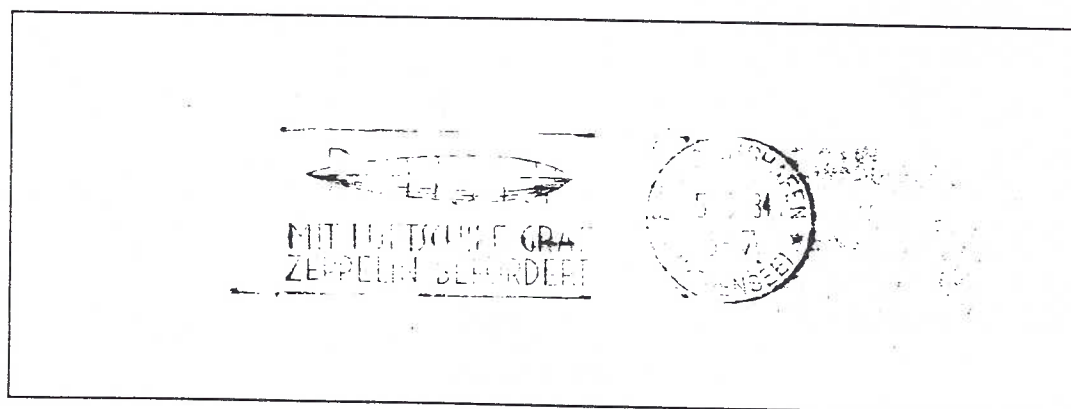
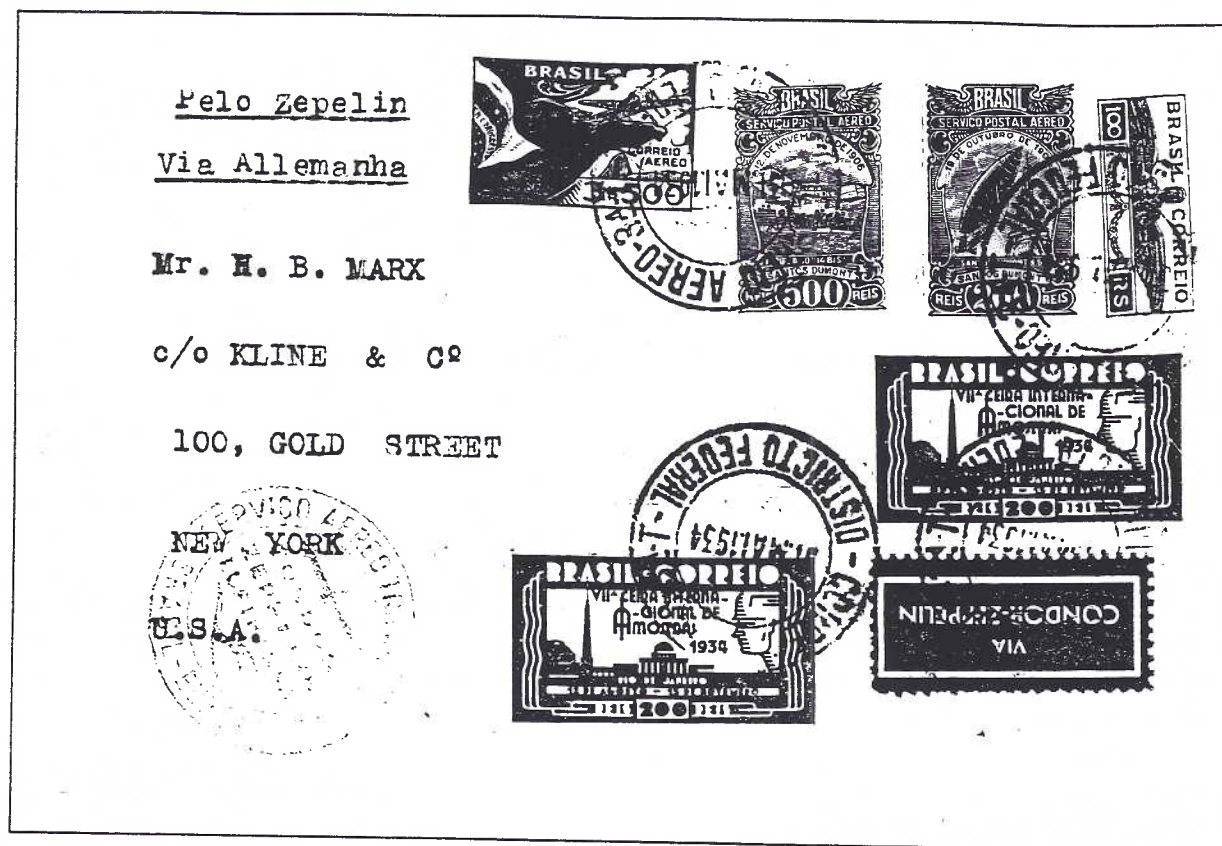
Cover backstamped District Federal Correo Aereo - 2A-T-1, Oct, 1933 to New York City via the Graf Zeppelin flight Germany - Brazil - Chicago (for the fair) - New York and back to Germany. The stamp is #18, value fifty cents. There are no Chicago markings on the cover.



The same flight as the above flight with cachet in black - on front, and an indistinct green cachet on the rear of the envelope. The cover is postmarked Chicago and is addressed to Germany. The stamp is C-18 issued by the U.S. Govt. for the flight. There is no New York stamp.



This is the Graf Zeppelin's third flight to South America, Brazil for 1935. There were sixteen flights. It has a Zeppelin cachet and Friedrichshafen backstamp. It has a number of Brazilian stamps on it. It is postmarked Correio-Aereo a date and Distrito Federal and addressed to New York U.S.A. The franking consists of Brazil C-31, 18, 20 RA1 and 387 and 390. There is no New York receiving stamp.



This, the seventh Graf flight to Brazil originated in Vienna. It was dispatched from Berlin. There is a Pernambuco receiving stamp on the rear.

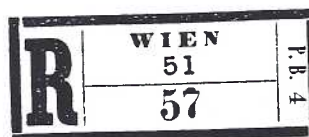
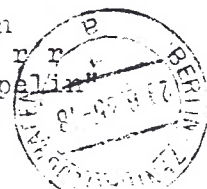
Mit Luftschiff „Graf Zeppelin“ via Berlin



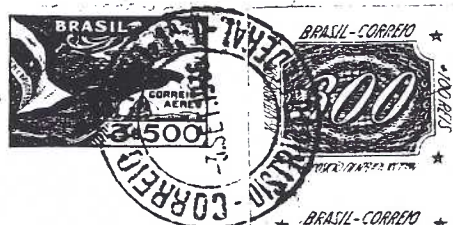
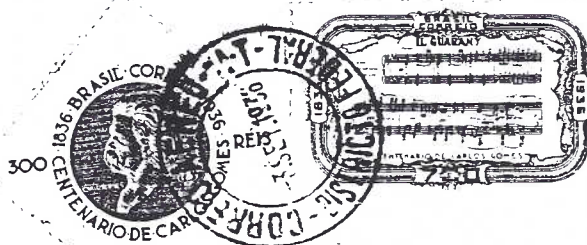
MIT FLUGPOST
PAR AVION



Herrn Steuermann
Kurt Schönherr
an Bord d. "Graf Zeppelin"
Pernambuco
Brasil.



The 9-3, 1936 flight of the Graf back to Germany was the ninth trip of a series of thirteen. There were to be two more in 1937 before the airship was retired. The two orange stamps are part of a set of five semi-postals to help pay for a stamp show. The other two stamps are part of a set to honor a Brazilian composer. Frankfurt receiving stamp on rear.



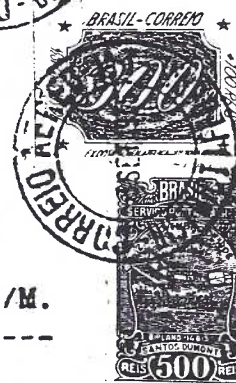
No 32641



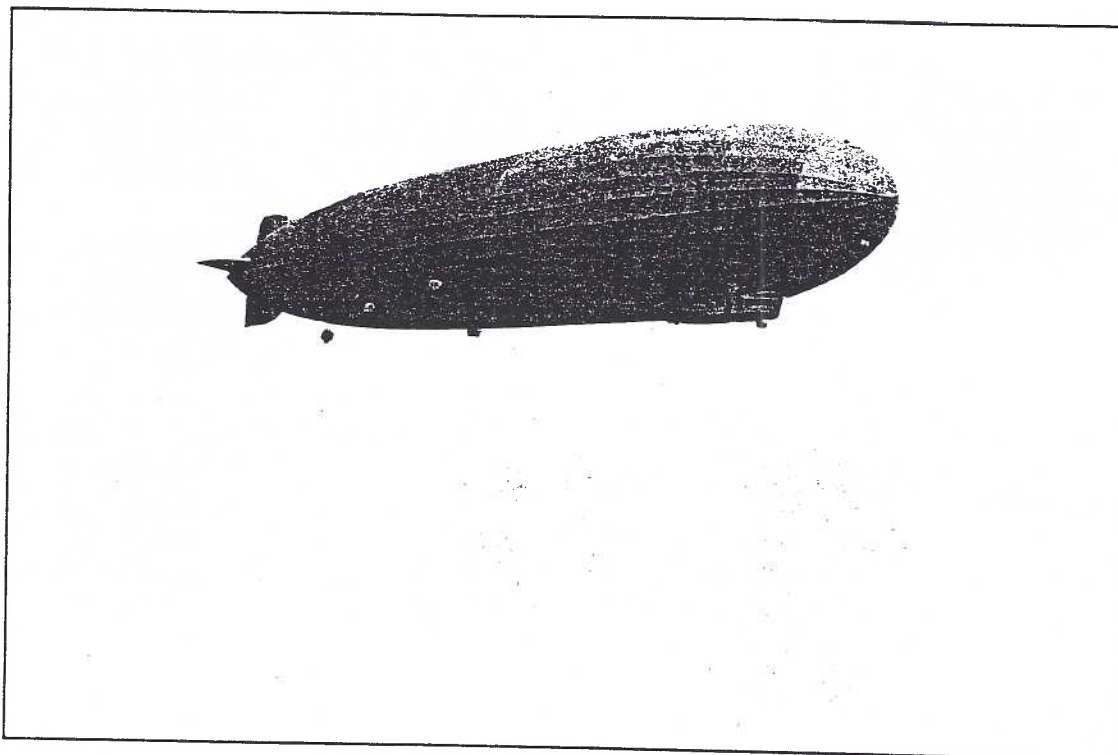
Ilmo. Snr.
H. E. Sieger

FRANKFURT a/M.

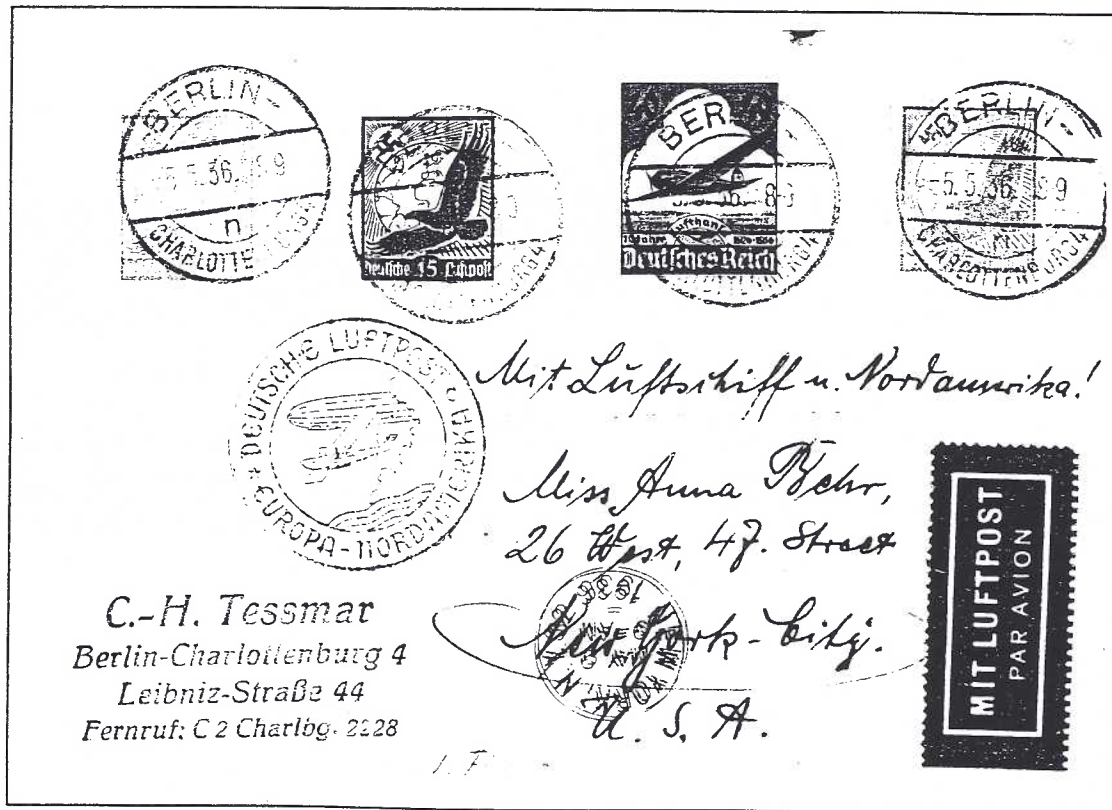
Allemanha



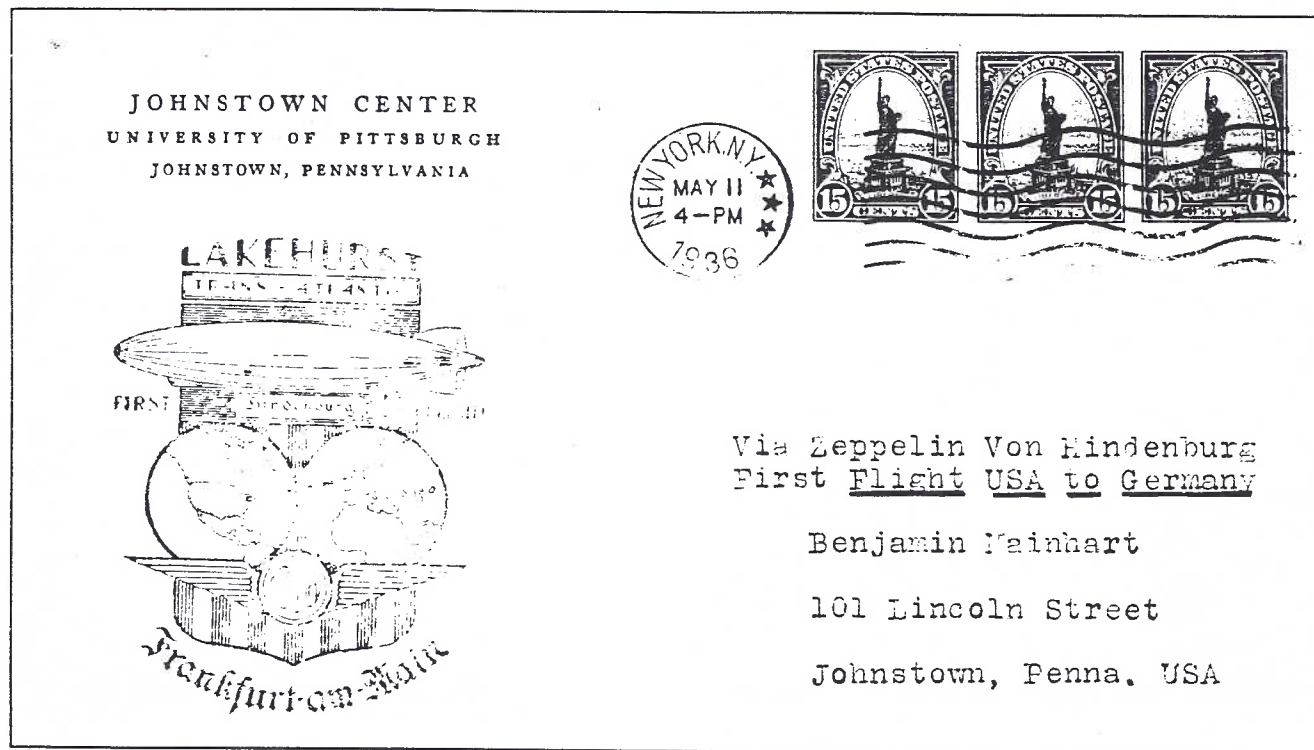
The Hindenburg was a newer commercial Zeppelin added to the German Zeppelin fleet in 1936. It made its first flight to the U.S. in May 1935 and came directly from Germany. The postcard has a picture of the Hindenburg on the back.



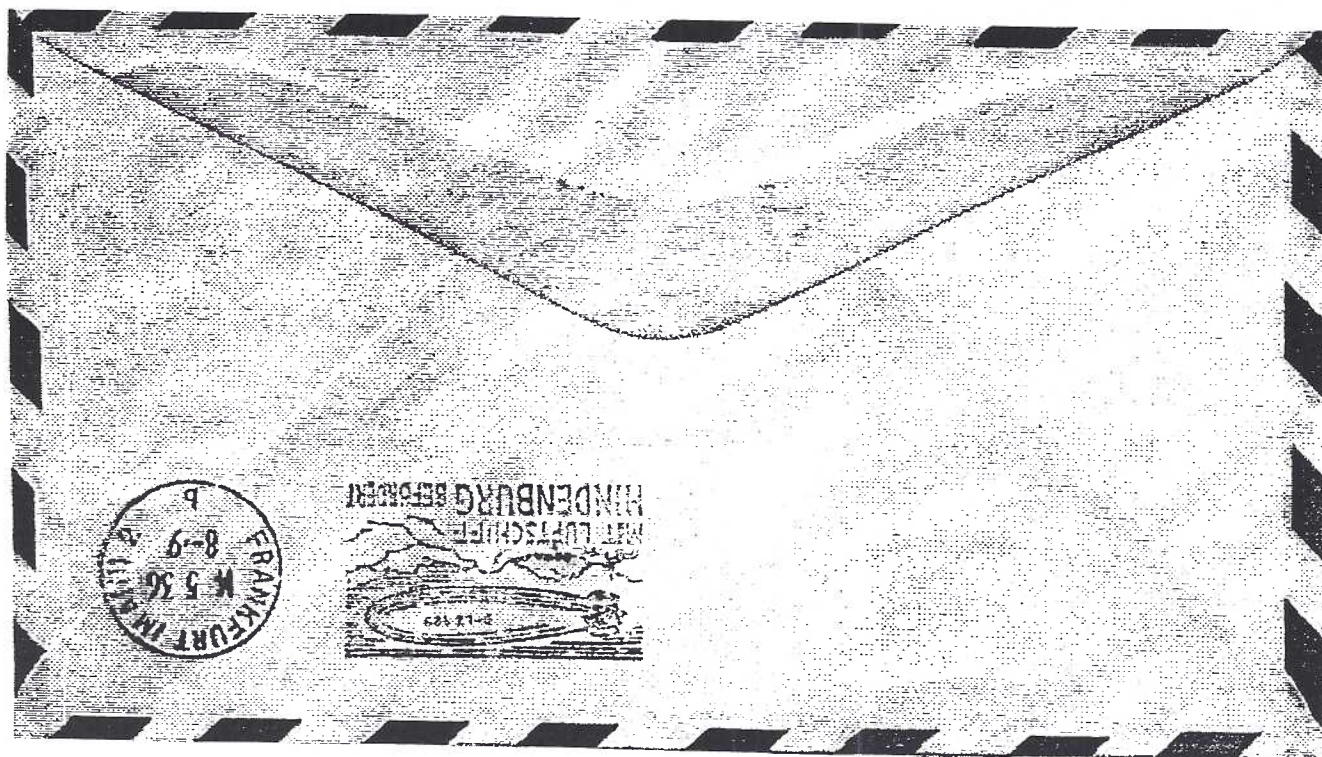
A cover carried by the Hindenburg on its first flight to New York (North America). The cover is franked with Germany, C-46 (2) and 48 and 469. Receiving postmark New York. The flight was timed to arrive in New York during an International Philatelic Exhibit.



The first trip back to Germany by the Hindenburg. It has a black cachet Mil Luftschiff Hindenburg Bedfordert - Frankfurt 14-5-36 postmark.

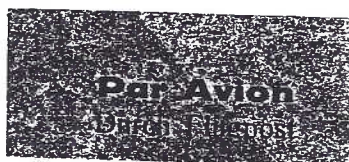


A cover from the Hindenburg's first flight back to Germany from New York City. Backstamped Frankfurt with a picture of the airship. Three of the five stamps are from the National Parks series.



This cover came on the first trip by the Hindenburg to New York. It started in Luxembourg and went to Frankfurt. Two Luxembourg stamps 164 and B-67 along with Germany C-57 paid the postage. There is a New York receiving stamp on the rear of the envelope.

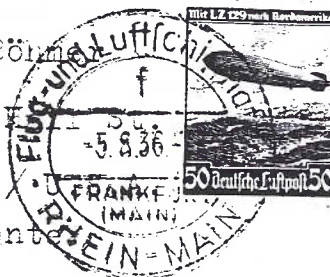
Sechste Nordamerikafahrt des Luftschiffs "Hindenburg"!
Drucksache.



Mr. Adolf Böhm
Gen. Del. City

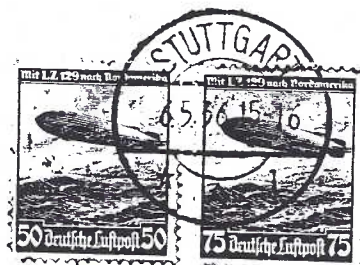
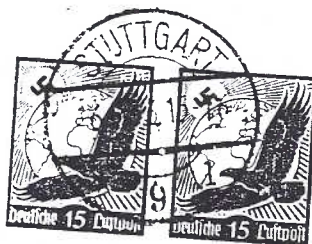
NEW YORK

Poste restante



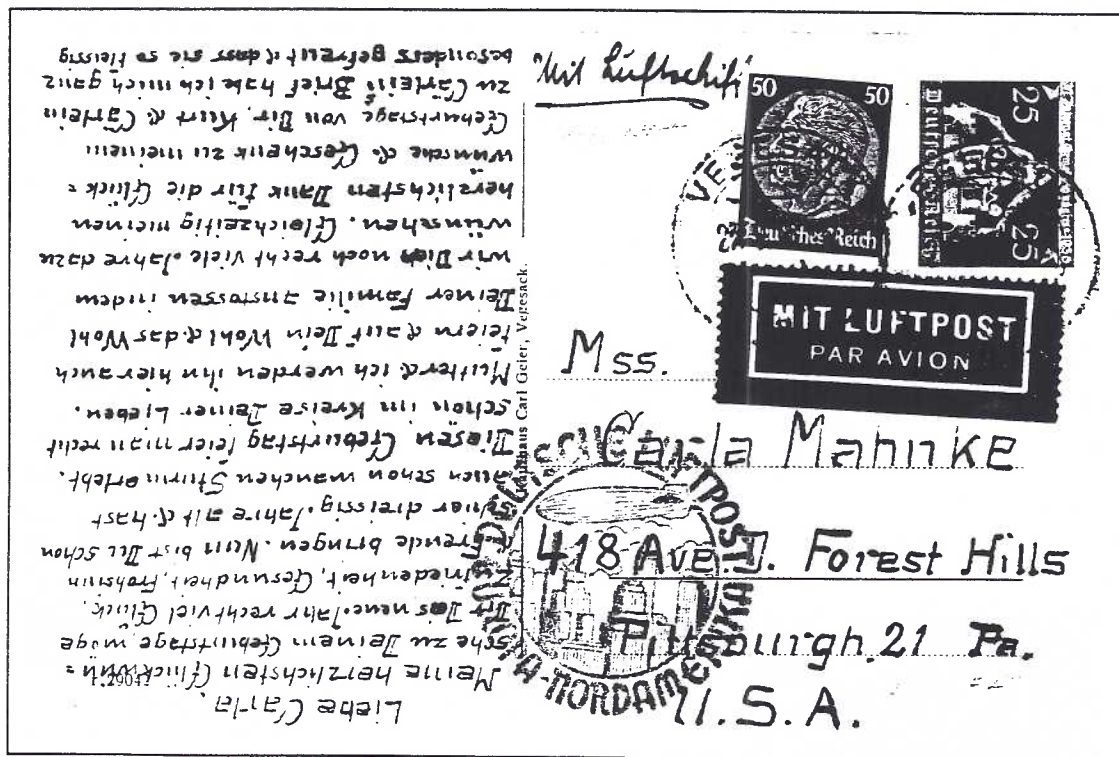
This May 9, 1936 cover from the Hindenburg was timed to reach New York City during the third International Philatelic Exhibit in that city. The German cachet is special for the flight. The two 50 and 75 pfennig stamps also came out just before the flight. The two blue stamps came out in 1934.

MIT LUFTSCHIFF
NACH NORDAMERIKA



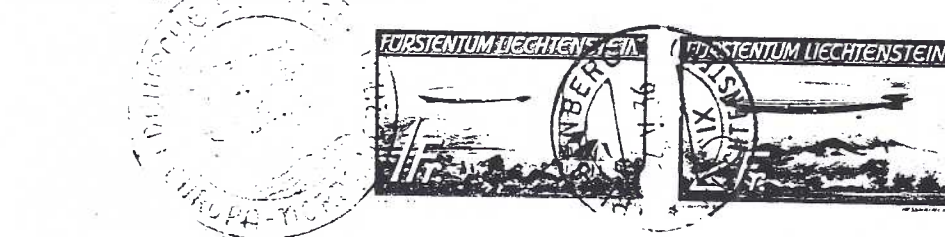
Mr.
F.W. von Meister
354 Fourth Avenue
New York - City
U.S.A.

A postcard from Germany to New York carried by the Hindenburg on her eighth flight to North America for 1936, with red German cachet on front. Franking Germany 476 and 411.



A cover from Liechtenstein to New York franked with Liechtenstein C15/16 issued for this trip. The trip, the Hindenburg's fourth started in Frankfurt, there is a New York receiving mark on back of the envelope. A registered cover.

Mit Luftschiff
nach Nordamerika



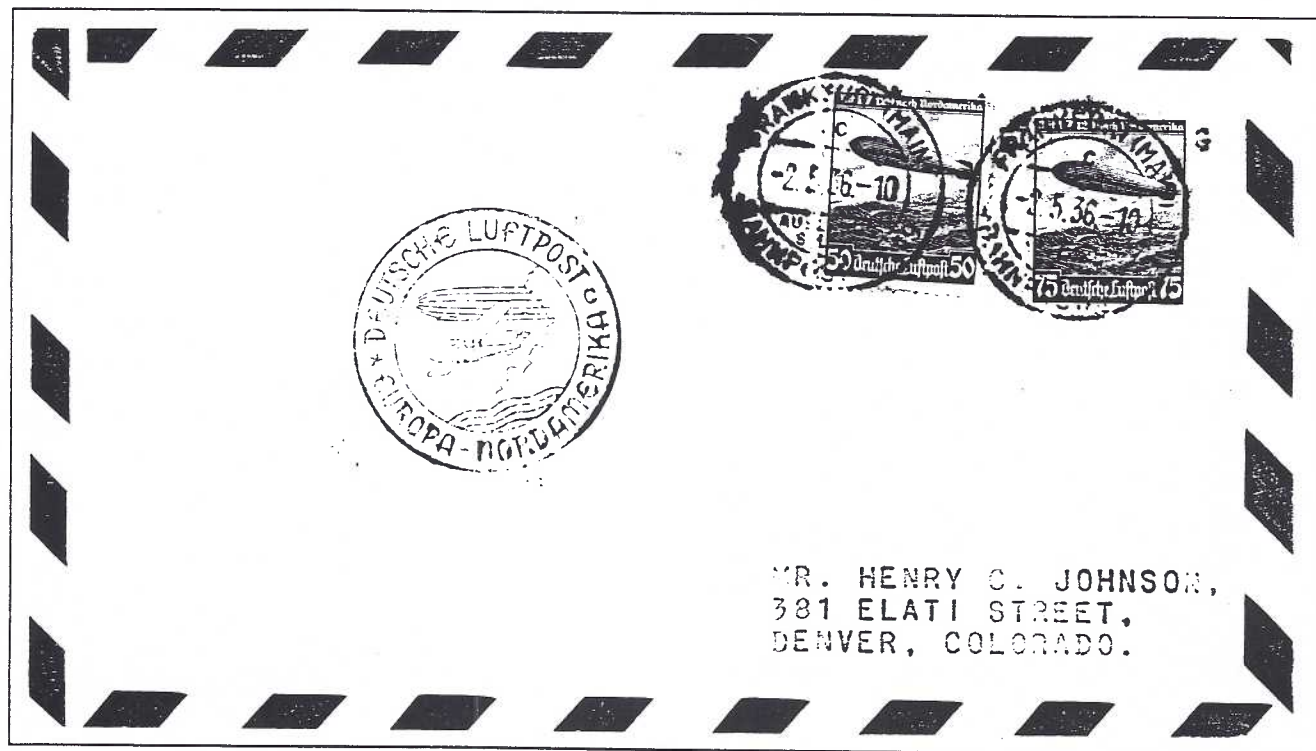
Elliott M. Walton, Inc.
80 Nassau Street

New York

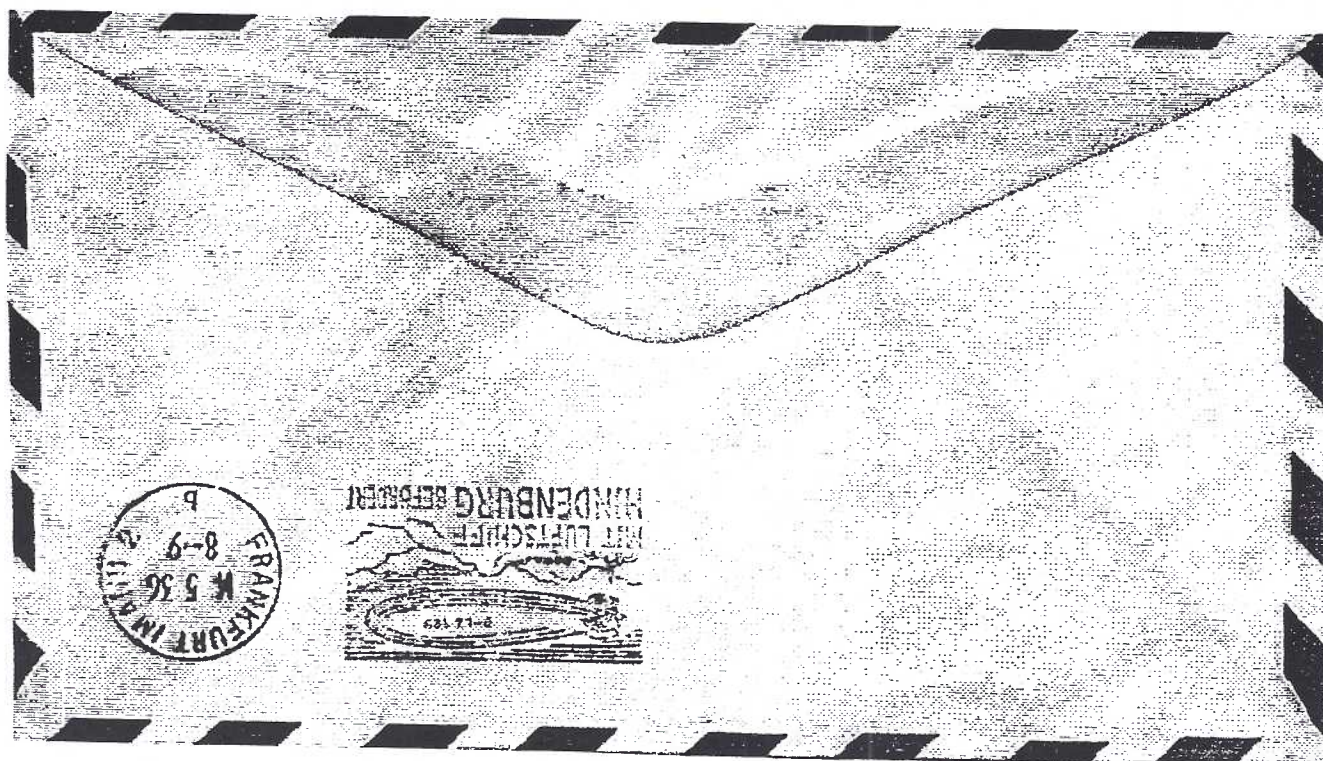
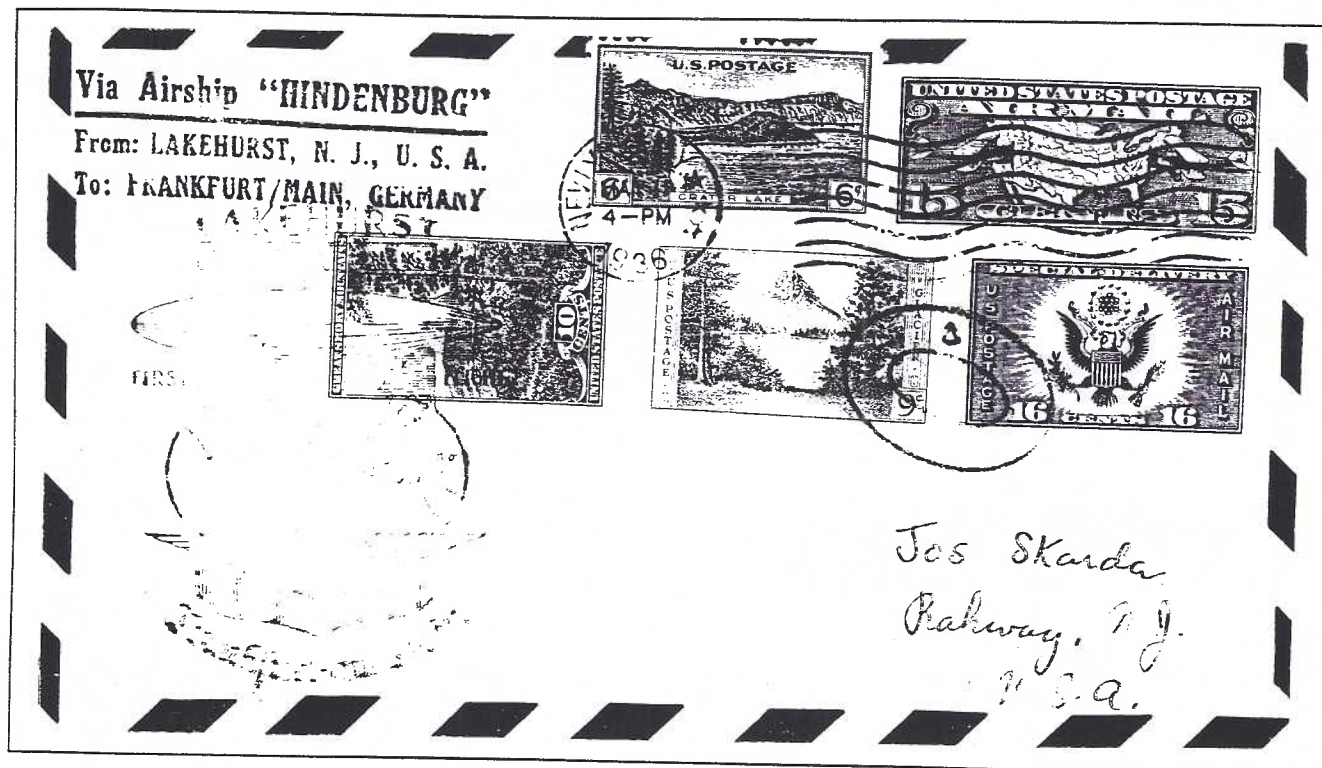
The tenth trip of the Hindenburg to the United States for 1936 and the last. This is the return portion of the trip. The letter postage is forty-five cents. The German receiving mark is on the back of the envelope as well as the front. There were three more trips to South America in 1936. On the next trip to North America, New York City, in 1937 the airship was destroyed by fire.



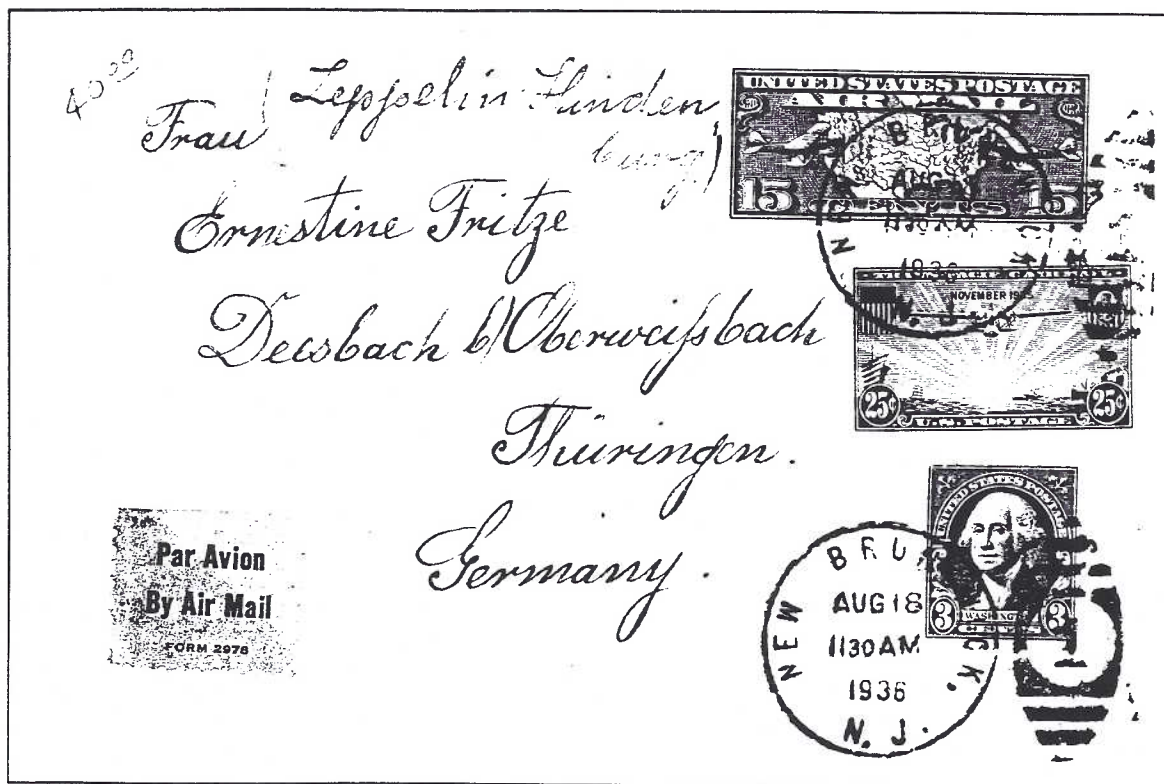
Another Hindenburg flight cover franked with Germany, C57 and 58 issued for this purpose. The Zeppelin pictured on the stamp is the Hindenburg. This flight was the first to North America, New York City. New York receiving mark on reverse of envelope.



A cover from the Hindenburg's first flight back to Germany from New York City. Backstamped Frankfurt with a picture of the airship. Three of the five stamps are from the National Parks series.



This August 18, 1936 cover is from the Hindenburg's seventh flight back from Lakehurst to Germany. The postage is fifty-three cents. Frankfurt receiving stamp.



This October 4, 1936 cover from Brazil to Friedrichshafen is from the Hindenburg's fourth South American trip. There were three more South American flights before the airship burned May 3, 1937 in Lakehurst. The four large stamps are from a 1935 set commemorating the ragged revolution of 1835.



