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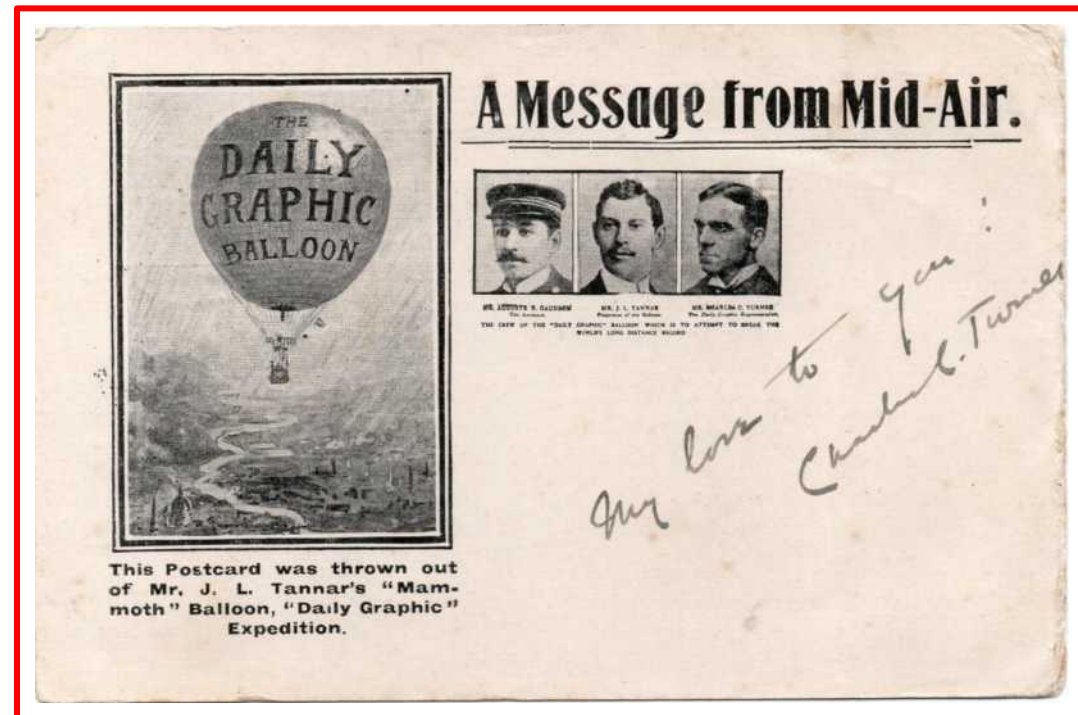
The presentation belongs to the author.

British Underpaid Intercontinental Air Mail to WWII

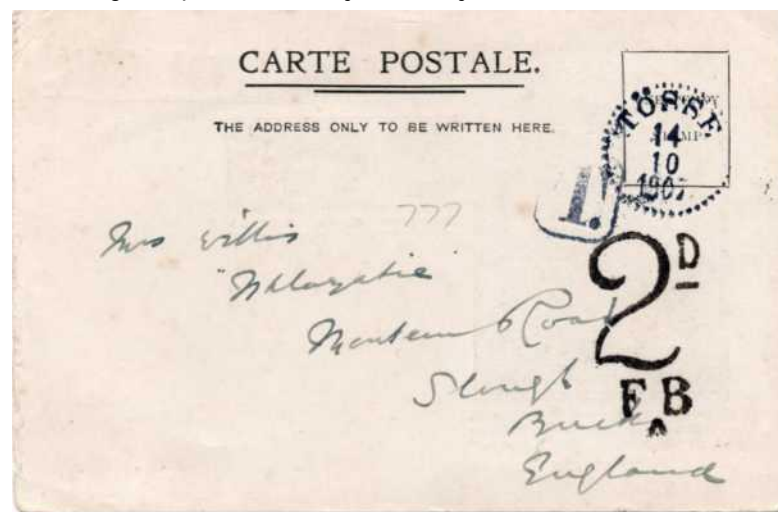
Oct 1907 Early Unpaid International Air Mail

Mammoth Balloon Expedition, sponsored by Daily Graphic newspaper, left Chrystal Palace, near London, aiming to reach Moscow and establish long distance balloon flight record.

Blown off course – crew made emergency landing on shore of Lake Wener, Sweden. Balloon escaped and travelled 30 miles north, landing near village of Tosse.



Scarcer postcard with pictures of crew:
Auguste R Gaudron – who built balloon
J. L. Taylor – who financed expedition
Charles C. Turner – Daily Graphic reporter
Message on picture side **My love to you Charles C. Turner.**



15,000 postcards carried to be used as ballast and jettisoned as needed.
Some postcards found in forest near Tosse and mailed.
In London Foreign Branch treated as 1d UPU postcard rate unpaid.
Charged 2d – double deficiency.

Oct 1907 from Sweden – double deficiency on UPU postcard rate

Purpose – to illustrate the development of Imperial Airways and the treatment of underpaid Intercontinental Air Mails to, and from, United Kingdom prior to WWII.

In early 1920s – no international rules for treatment of underpaid air mail. In 1928 UPU introduced a set of rules and a more relaxed set in 1935.

British PO had bilateral agreements with many Empire POs and some Foreign POs for more favourable treatment of underpaid air mail than required by UPU. Exhibitor's original research in Post Office archives provides details of many of these arrangements.

Imperial Airways was main carrier of British intercontinental air mail. Exhibit focuses on Imperial routes. Also includes examples of other carriers that accepted British intercontinental air mail.

Air mail to and from Europe excluded (except for this page).

Exhibit ends when air mail routes disrupted by WWII.

Chapters:

- 1 – Asia: Iraq & Middle East
- 2 – Asia: India & Far East
- 3 – Australasia
- 4 – Africa: Imperial Route to South Africa
- 5 – All-Up Empire Air Mail
- 6 – Other African Air Mail
- 7 – Air in the Americas
- 8 – Air across the Atlantic

Daily Graphic balloon post, miniature eight page booklet depicting the balloon and aviators, dropped from the balloon whilst still over England ... Very scarce. Argyll Etkin lot description



1920 Madrid UPU Conference Rules for Air Mail

Air mail fees exempt from UPU rules,
To be agreed among countries involved.
Rates to be the same for all administrations using the service.

Nov 1921 Underpaid International Air Mail

UK air fees to Europe to be added to UPU rates:
By air London – Paris 22 July 1920 – 1 June 1930 2d air fee
By air London – Amsterdam 18 Apr – 19 Nov 1921 4½d air fee



10 Nov 1921 Mailed in London addressed to Berlin
By AIR MAIL via Amsterdam
Fully paid for air via Paris; 2½d short on air rate via Amsterdam
INSUFFICIENTLY PAID FOR TRANSMISSION BY AIR MAIL.

Diverting air mail to surface delayed:
European air mails up to one day,
Intercontinental air mails by a week or more.

British PO tried to avoid diverting intercontinental air mail to surface.

Nov 1921 underpaid for air mail – diverted to surface

AIR MAIL

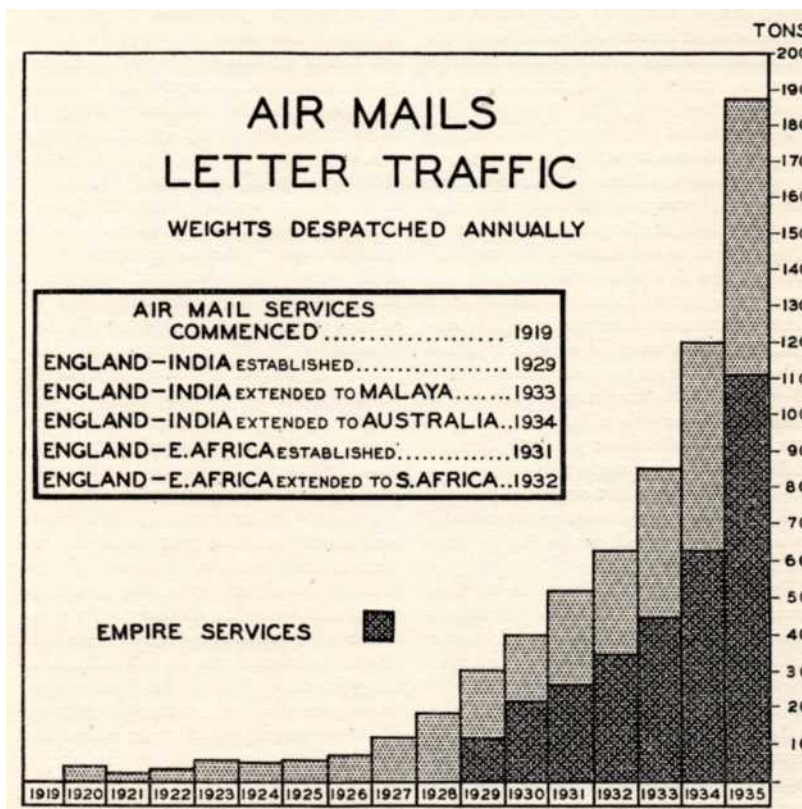


N 45 A

Air Mail by D. O. Lumley Postal Services Department The Brancker Memorial Lecture

To the Institute of Transport 29 Nov 1938

Details the development of UK International Air Mail from 1919 to 1938.
Post Office efforts to encourage use of Air Mail.



Empire air mail services by Imperial Airways & associated companies.

Rapid growth:

- New services introduced
- Larger planes with greater capacity and range
- Air mail surcharges reduced

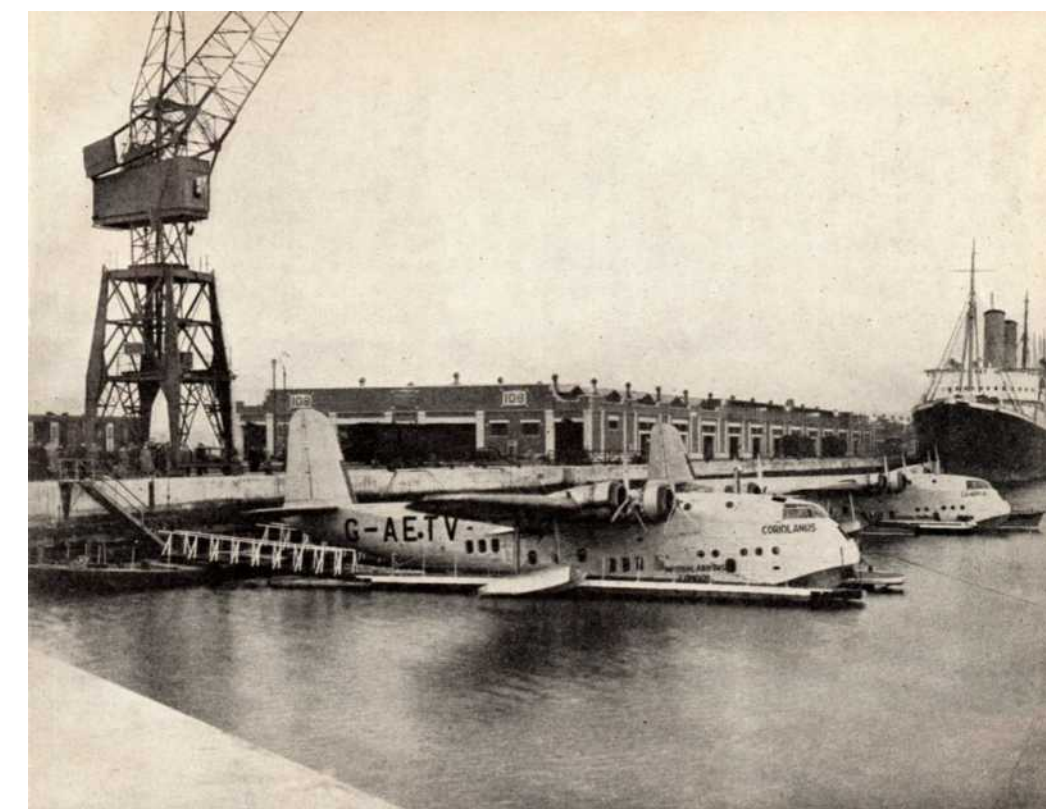
By 1934 served most of Empire in Asia, Australasia and Africa (except West Africa).

LETTER AIR MAILS				
DEVELOPMENT OF TRAFFIC IN RELATION TO ACCELERATION OFFERED AND AIR POSTAGE PAYABLE				
		ACCELERATION OFFERED	AIR POSTAGE PER ½ OZ.	PERCENTAGE OF LETTER MAIL
INDIA & CEYLON	1929	5-8½ DAYS	7½ ^d THEN 6½ ^d	3½
	1935	8-12 "	6 ^d	11
	1937	8-12 "	6 ^d	16
EAST AFRICA	1931	8-23 "	7 ^d	5½
	1935	10-23 "	6 ^d	15
	1936	10-23 "	6 ^d	20
SOUTH AFRICA	1932	6-8 "	1-0 ^d	1
	1935	8-10 "	6 ^d	10
	1936	8-10 "	6 ^d	15
AUSTRALIA	1935	12-20 "	1-3 ^d	5
	1936	12-20 "	1-3 ^d	9

July 1937 – July 1938
All-Up Empire Air Mail
To 30 Empire destinations and Egypt.
(See Chapter 5 for details).

Mostly carried by Empire Flying Boats.

Picture of *Coriolanus* and *Cambria* docked at Southampton.



Premium Services to Iraq – The Precursors to Imperial Airways

British occupied Iraq after WWI. British influence maintained after March 1921 Cairo conference which established Faisal as King.

Normal mail route from Baghdad to UK and Europe: Tigris River to Basra; sea to Bombay; to UK with mails from India. **A quicker route was needed!**

Churchill wanted RAF to open a Cairo to Baghdad air route to form backbone of commercial air service between England and India *To buckle the Empire together.*

1 – Asia: Iraq & Middle East

RAF Cairo – Baghdad Air Mail Chronology:

- 1 Aug 1921 – Regular service started – official mail only
- 13 Oct 1921 – Opened to public – 1s per oz air fee + 2d Empire rate
- 14 Dec 1921 – Rate reduced to 6d per oz air fee + 2d Empire rate
- 31 Mar 1922 – Iraq subject to UPU rates – Air fee 6p per oz plus 3d UPU rate
- 14 May 1923 – UPU rate reduced to 2½d – Air fee 6d per oz plus 2½d UPU rate
- 28 Nov 1923 – Air fee reduced to 3d per oz plus 2½d UPU rate
- 6 Jan 1927 – End of RAF service – Taken over by Imperial Airways

In UK Jun 21, 1922::

6d air fee fully paid.

1d underpaid on 3d UPU rate

2 X 1d = 2d = 35 centimes tax.



London

Issued 1902

Used 1902 - 76



In UK Jan 21, 1925: 3d air fee fully paid

1d underpaid on 2½d UPU rate; 2 x 1d = 2d = 35 ctms tax

Nairn Transport Overland Baghdad – Haifa:

30 Aug 1923 – Nairn Transport started service across

Syro-Iraq desert carrying mail and passengers.

21 Nov 1923 – 29 Aug 1929 Overland mail accepted in UK
3d per oz Overland Fee plus 2½ UPU rate.

5 March 1924 mailed in Worthing, UK:

Taxed in Dover (DR)

3d Overland fee paid – 2½d UPU rate unpaid.

2 x 2½d = 5d = 85 ctms.

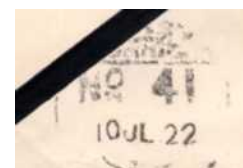
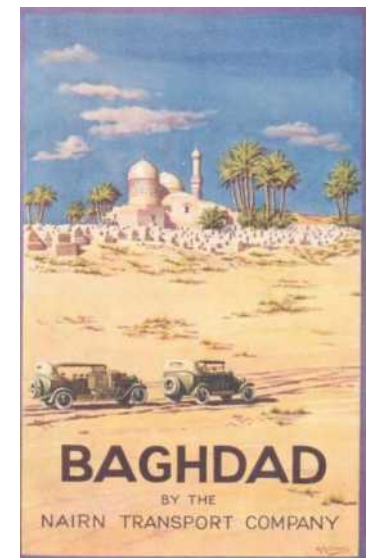
First use 1924

Last use 1925

Two known



D. R.



June 29 left London

July 7 left Cairo

July 9 arrived Baghdad – date on front

July 10 FPO No. 41 date on back

Major J.E.M. Boyd: served in Royal Army Medical Corps
Wrote articles on middle eastern medicine for Journal of R.A.M.C.

In Iraq (both): 3A = 50 centimes

35 ctms x 3A/50ctms = 2.1A ~ 2A due.

Jan 21 mailed in Redcar, Yorks

Jan 22 left London

Jan 31 arrived Baghdad

Feb 1 Baghdad UNPAID backstamp
REFUSED

18 & 19 Feb in Baghdad

Dead Letter Office

18 Mar in London FS m/s 2d charged to sender.



In Iraq:

3A = 50 centimes,

85 centimes = 5.1 A.

5A manuscript in due mark.



Cairo to Baghdad air mail and Overland Baghdad to Haifa both saved about two weeks in transit time.

Some underpaid items were accepted and charged double deficiency postage due

1924 Rules for Underpaid Premium Services to Iraq

Iraq PO suggested underpaid Air & Overland Mail should not be sent by normal surface routes to avoid two week delay.



In Iraq: Overland fee 3A per 20g until April 30 1927
9 Nov 1926
6A paid for 20g rate (3A surface + 3A Overland fee)
4½A short on 40g rate (4½A surface + 2 x 3A Overland).

In Dover (258): P114 Equivalent 3A = 2½d
2 x 4½A x 2½d/3A = 7½d postage due.

Feb 1924 mailed in Scotland:
2½d UPU rate paid
3d Overland fee unpaid.

In Iraq: Double deficiency = 6A postage due
Sent by Overland Mail
although Overland Fee completely unpaid.



1927 Imperial Airways Took Over From RAF

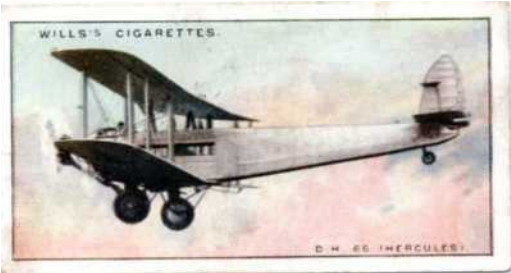
Imperial Airways Chronology:

31 March 1924 Government sponsored merger of four existing airlines to develop Britain’s external air services.
26 April 1924 started European air services
1925-1926 Cobham route proving flights to South Africa, Australia and India (See Chapter 2)
12 January 1927 Regular service between Cairo, Baghdad and Basrah.



2 Dec 1927 in Basrah:
6A paid for 20g rate (3A surface + 2 x 1½A air)
3A short on 30g rate (4½A surface + 3 x 1½A air).

Route:
Basra to Baghdad City of Cairo
Baghdad to Gaza City of Jerusalem
Gaza to Cairo City of Delhi
Port Said to Marseille by sea – Rail across France.



Wills Cigarette Card
De Havilland DH66 Hercules aircraft designed to Imperial specifications for this route.

Iraq: UPU and UK surface rate – 3A for 20g, 4½A for 40g
Iraq to Cairo air fee 1½A per 10g

UK P114 Form:
– Listed incoming foreign surface postage rates
– Listed the equivalence between the countries currency and British currency.
Equivalence used to calculate postage due.

Often different to calculation from gold centimes:
e.g. Basrah-Cairo cover 3A underpaid
Iraq converted at 1A = 10 g ctms
Double deficiency = 6A = 60 g ctms
UK converted at 1d = 10 g ctms

Without P114 charge would be 6d and not 5d.

In London Inland Section:
P114 Equivalent 3A = 2½d
2 x 3A x 2½d/3A = 5d postage due collected 12 Dec 1927.

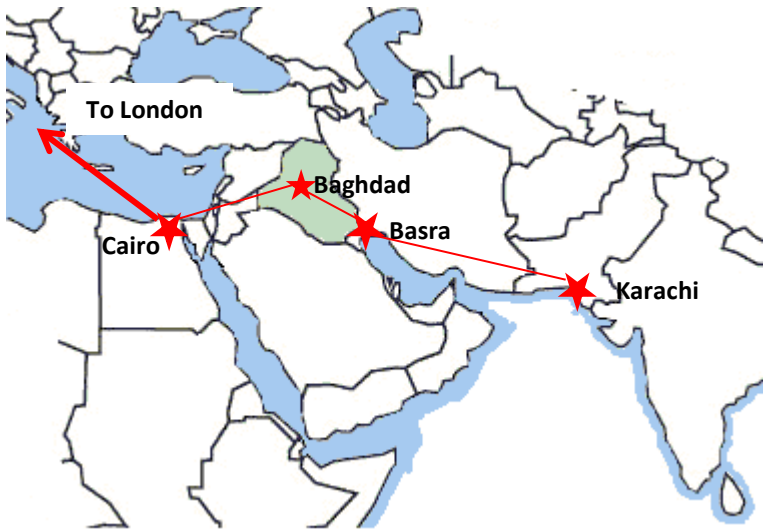


Feb 1924 letter from UK to Iraq Post Office agrees that unpaid or underpaid letters marked for Air or Overland mail to Iraq should be sent marked for double deficiency postage due.

Hague Conference Rules for Underpaid Air Mail

International Air Mail Conference – The Hague 1927:
First international rules for handling underpaid air mail – effective 1 Jan 1928:
– If amount prepaid > air mail fee, send by air charged 2 x deficiency on air rate
– If amount prepaid < air mail fee, divert to surface charged 2 x deficiency (if any) on surface rate.

In Iraq:
1 March 1927 Overland route – fee eliminated – becomes normal surface route
Surface route only one or two days longer than air mail
Iraq adopts Hague rule on diverting to surface.



In London:
4 July 1929 By Air Mail label but no route specified.
Treated as 3d short on 5½d (3d air + 2½d surface) rate for 1 oz for air Cairo to Baghdad.
No air fee paid London hexagonal tax mark.
According to Hague rules should have been diverted to surface



Reduced at sides

In Basrah Iraq:
20 Feb 1930 Air Mail label
Air fee Baghdad Cairo 1½A
1A paid – less than air fee
Diverted to surface.

Treated as 2A short on 3A surface rate
2 x deficiency = 4A = 40 g ctms (m/s).

In London Foreign Branch:
P114 Equivalent 3A = 2½d
2 x 2A x 2½d/3A = 3.3d rounded up to 3½d
postage due collected 6 Mar 1930.

14 days in transit.



17 July left Cairo on *City of Baghdad* – Hercules.

18 July in Baghdad:
2 x Deficiency = 6d
Converted to 6A due.

London - Cairo Air Service 1929 - 1936
Part of route across Europe by rail, usually Basle - Genoa.

30 Mar 1929 Imperial Airways Route Extended to Karachi
(See Chapter 2)
Two air services between UK and Iraq.

UK Rates - 30 Mar 1929 – 11 Apr 1930:
Surface 2½d 1st oz, 1½d additional oz
Air Cairo to Baghdad – air fee 3d per oz
Air London to Baghdad – air fee 4½d per half oz

Iraq Rates:
Surface 3A 1st 20g, 1½A additional 20g
Air Baghdad to Cairo 1½A per 10g
Air Baghdad to London 3A per 10g

1930 In Iraq:
Air Mail Baghdad to London specified
6 A 10g rate paid (3A air + 3A surface)
3A short on 9A 20g (6A air + 3A surface).



In London Inland Section:
P114 Equivalent 3A = 2½d

Marked 1 + 2 1 surface plus 2 air rates
50 50 g ctms postage due

2 x 3A x 2½d/3A = 5d (= 50 g ctms) postage due.

Chronology:

- 23 Feb 1931– UK replaced all air fees with combined air mail rates per ½ oz
Combined air rate to Iraq: 6d 1st ½ oz, 4d extra ½ oz
- 1 Apr 1932 – New Iraqi currency: 1 gold dinar = £1 = 1000 fils
UPU surface rate = 15 fils
- 3 Oct 1932 – Iraq became fully independent but Britain retained air bases
- 1 Jan 1933 – Iraq - UK agreement not to divert underpaid air mail to surface

1 Apr 1932 – 3 Dec 1933 Iraq to London Via Imperial Airways
Surface 15f 1st 20g, 8f extra 20g
Air fee 20f per 10g

Aug 1933 In Iraq:
Air Mail indicated but route not specified
45f paid
10f short on 55f rate for 20g (15f surface + 2 x 20f air).



In London Foreign Section:
P114 Equivalent 15f = 2½d
2 x 10f x 2½d/15f = 3.3d rounded up to 3½d
31 Aug 1933 in Southampton: 3½d postage due collected.

Aug 1933 from Iraq – double deficiency on Imperial rate

4 Nov 1929 – 22 Feb 1931 London to Baghdad via Imperial Airways
UPU surface rate 2½d plus 3½d air fee
Alternative Cairo – Baghdad service discontinued 28 Dec 1929
No concession for active service members of armed forces



Front only



Front only

1930 Confusion in London on tax to armed forces in Iraq



Charles Dempster Breese
1909-1918 Royal Navy (mostly in Air Service)
1918 joined RAF
1930-32 Served in Iraq
Companion of the Order of the Bath
for services in Northern Kurdistan, Iraq
Dec 1931 to June 1932
1 July 1940 became Air Vice Marshal
5 Mar 1941 died in aircraft accident

In London:
8 May & 5 July 1930 By Air Mail labels
Both 1d short on 6d (3½d air + 2½d surface) 1 oz rate.
Sender may have expected rate to be
1½d Empire letter rate plus 3½d air fee.
2 x 1d = 2d = 20 g ctms
8 May incorrectly marked for 10 g ctms (pencil)
5 July correctly marked T 20 L

In Baghdad:
Followed London tax indication
Incorrect 10 g ctms charged 1A
Correct 20 g ctms charged 2A

Iraq Late 1930s

1 Jan 1935 Cairo UPU Convention – Rules for Underpaid Air Mail

Amount prepaid > air mail fee, must send by air charged 2 x deficiency on air rate
Amount prepaid > 25% air fee, sending office may send by air charged 2 x deficiency
Amount prepaid < 25% air fee, divert to surface
UK agreements not to divert to surface consistent with UPU rules except when prepayment less than 25% of air fee

4 Dec 1933 – 29 Aug 1935
Iraq to London Combined Air Rate by Imperial Airways
1st 10g 15f, additional 10g 8f
No separate air fee.

12 Feb 1935 In Baghdad:
Air Mail indicated but route not specified
15f paid for 10g combined rate by air to London
m/s over 10g
8f short on 23f rate for 20g combined rate
Circular tax mark applied.

21 Nov 1934 – 20 May 1939
Combined air rate London to Iraq 3d per ½ oz
Ended when Iraq joined All-Up Empire air mail on 21 May 1939

11 Apr 1937 In London:
By Air Mail label
½d short on 3d rate for ½ oz
London FS/Air Mail machine cancel
Not taxed in London

15 Apr in Basrah:
UPU surface rate 15f
Based on ratio of rates 2 x ½d x 15f/2½d = 6f postage due
Faint MISSENT TO mark



In London Foreign Branch:
P114 Equivalent 15f = 2½d
2 x 8f x 2½d/15f = 2.67d rounded down to 2½d
19 Feb 1935 2½d postage due collected in London.



31 Mar 1939 in Baghdad, Iraq:
Air mail postcard rate to UK 18f (Surface 8f + air fee 10f)
Paid 15f; 3f short on 18f rate; Iraqi circular Tax mark.
In London Inland Section: P114 Equivalent 15f = 2½d;
 $2 \times 3f \times 2\frac{1}{2}d/15f = 1\frac{1}{2}d$



Iraq was not in All-Up Empire Air Mail scheme until 21 May 1939 even though it was on the Stage 2 route.

Egypt – Imperial Airways

1 – Asia: Iraq & Middle East

In 1930s Egypt served by several airlines.

Most mail to and from UK carried by
Imperial India or Africa route.

Egypt Rates to UK via Imperial per 20g

	Surface rate	Air fee
Dec 1929	10m	13m
Oct 1930	10m	10m
Feb 1931	10m	13m
Nov 1931	1 st step 15m extra 13m	13m*

Mar 1938 All-Up Empire Airmail 15m per 15g

* 1 May – 31 Aug 1934 concession 1st 10g no air fee



17 Oct 1932 UK PO wrote to Egypt PO asking for agreement to forward all underpaid air mail by air.

11 Nov 1932 Egypt declined

(Cover evidence:

Taxed outgoing underpaid air mail but did not accept severely underpaid incoming air mail).

27 July 1937 in Cairo, Egypt:

28m paid for 20g rate (15m surface + 13m air fee)

52m short on 80m 60g rate (41m surface + 39m air)

Egypt blue m/s tax mark.

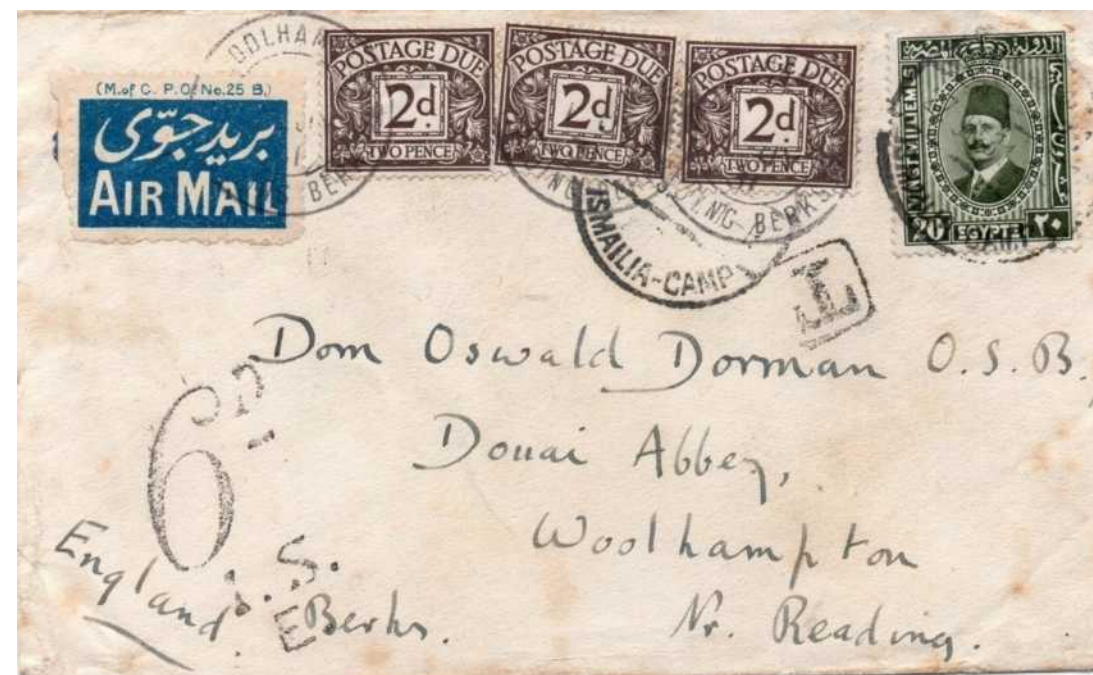
In London Inland Section:

P114 Equivalent 15m = 2d; 2 x 52m x 2d/15m = 13.9d

Rounded up to 14d = $1\frac{1}{2}$ s.
k.



Air Mail advertising label



27 June 1931 in Ismailia Camp, Egypt:

20m paid – 26m short paid on 46m double rate – Egypt rectangular tax mark.

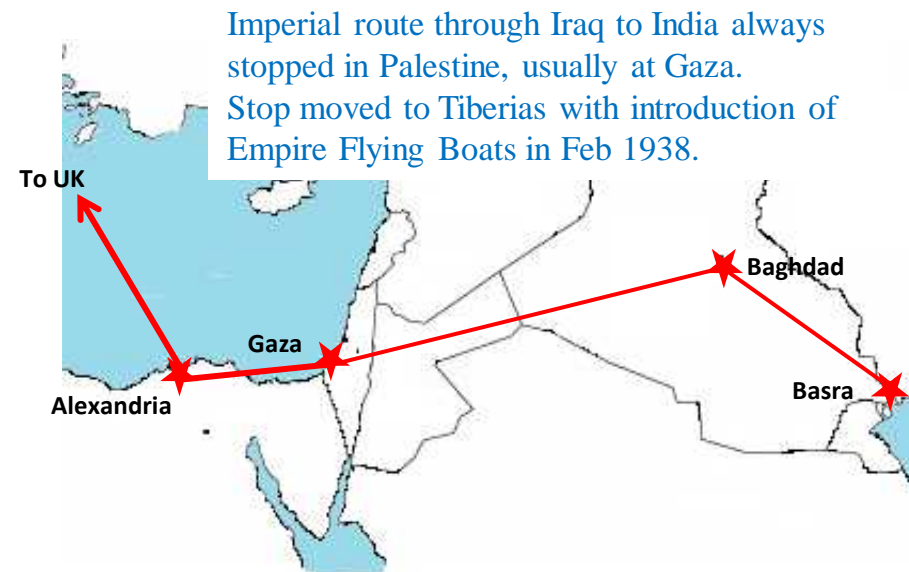
In London Inland Section: P114 Equivalent 10m = 1½d; 2 x 26m x 1½d/10m = 7.8d

Perhaps taxed against rate before Feb 1931 – 20m short on 40m double rate

2 x 20m x 1½d/10m = $6\frac{1}{2}$ s.
E.

Mar 1931 double rate & July 1937 triple rate via Imperial – double deficiency

June 1931 double rate via Imperial – possible taxing error deficiency



17 Oct 1932 UK PO wrote to Palestine PO asking for agreement to forward all underpaid air mail by air
1 Jan 1933 Palestine agreement came into effect.

8 Dec 1934 in Tel Aviv, Palestine:

14 m paid: 30g in pencil
19m underpaid on 33m (13m + 2 x 10m) rate for 30g
Palestine tax mark.

In London Foreign Branch :

2 x 19m x 1½d/8m = 7.1d

Rounded to 7^d
F.B.



11 Mar 1935 in Tel Aviv, Palestine:

8m short on 23m rate for 20g

In London Foreign Branch:

2 x 8m x 1½d/8m = 3^d
F.B.

14 Apr 1935 in Haifa, Palestine:

2m underpaid on 10m postcard rate

In London Foreign Branch:

2 x 2m x 1½d/8m = 0.75d

Rounded up to 1^d
F.B.



In 1930s KLM carried significant amounts of air mail between UK, Egypt and Iraq.

Rates from Egypt and Iraq to UK were higher than rates by Imperial.

21 Dec 1935 in Alexandria, Egypt: Marked BY K.L.M. Airmail

Double rate

Rate by KLM: 28m surface + 2 x 25m air = 78m

50m underpaid for KLM

Rate by Imperial: 28m surface + 2 x 13m air = 54m

26m underpaid for Imperial

In London Inland Section: P114 Equivalent 15m = 2d

Based on KLM rate 2 x 50m x 2d/15m = 13.3d

Based on Imperial rate 2 x 26m x 2d/15m = 6.9d

Rounds to $7\frac{0}{10}$ S.

Taxed against Imperial rate if so was it diverted to Imperial?

If diverted to Imperial why was the KLM indication not deleted?

20 Oct 1936 in Cairo:

Paid 28m sufficient for Imperial service (15m surface + 13m air)

KLM Air fee 25m per 20g (Summer service); 20m per 20g (Winter service)

Winter service started 7 Oct 1936

but charged as 12m short on 40m (15m surface + 25m air) KLM summer rate



Label under due stamps



In London Foreign Section:

P114 Equivalent 15m = 2d

2 x 12m x 2d/15m = 3.2d

Rounded up to $3\frac{2}{10}$ S.

Dec 1935 marked BY KLM but taxed against Imperial rate

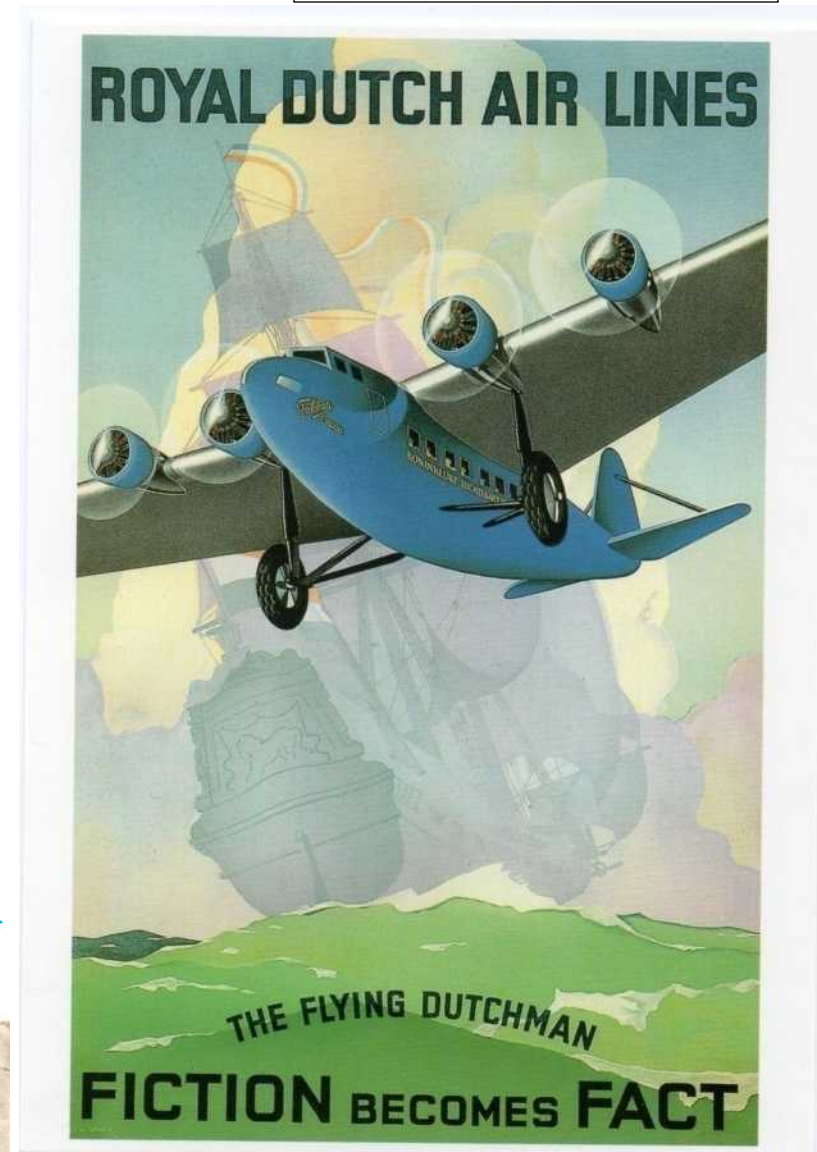
Oct 1936 by KLM paid at Imperial rate – double deficiency

Iraq – Egypt KLM Service

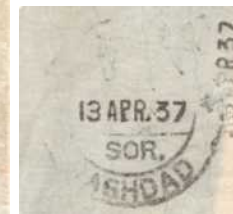


Front only

1986 reproduction of 1933 KLM advertising poster by J. Wiga.



Apr 1937 by KLM – minimum postage due



13 Apr 1937 in Baghdad:

Marked BY K.L.M. Airmail

Rate by KLM: 15f surface+ 2 x 24f air = 39f

1f underpaid

UPU minimum postage due 5 g ctm (pencil)

In London Foreign Branch:
5 g ctm minimum postage due = $\frac{1\frac{0}{10}}{2}$ F.B. K.

Preparations for Air Mail Service to India

31 Mar 1924 Imperial Airways set up to develop British air communications with Empire countries including India.

Alan Cobham’s survey flight to establish air routes to India initiated by Sir Sefton Brancker, government Director of Civil Aviation.
Brancker was a passenger on outward, but not return, flight.

Financed by government, Imperial Airways and other air industry participants but not Post Office.

Flight carried no official mail.

Return flight left Rangoon 8 Feb and Calcutta 12 Feb 1925 landing at Croydon 17 Mar receiving a fantastic reception from crowds that had gathered.



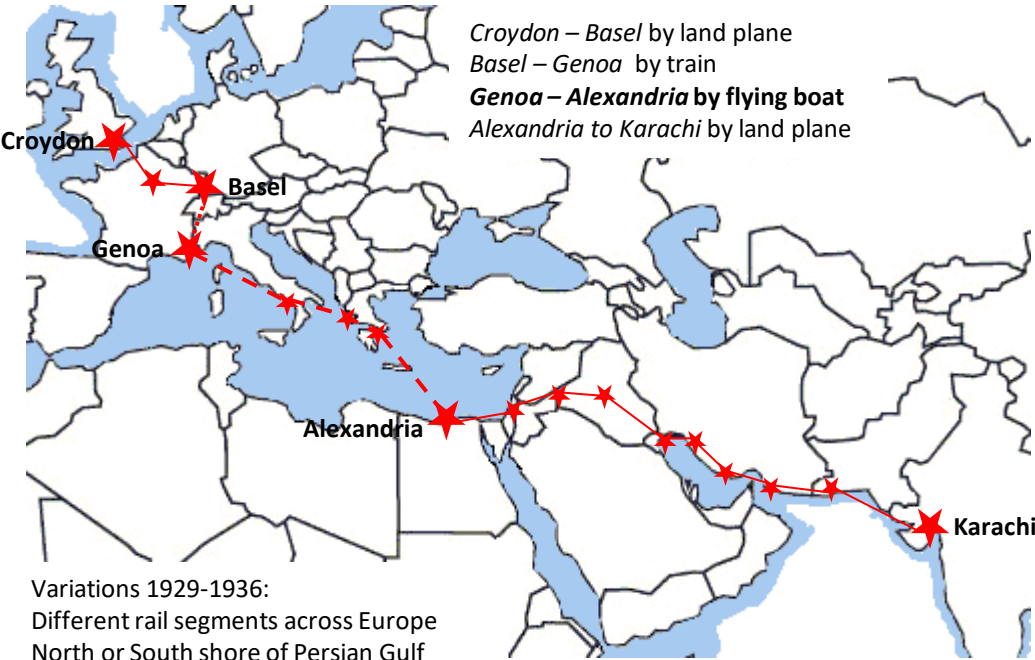
One of about 100 envelopes carried from Calcutta to London Signed by A.B. Elliott, Cobham’s engineer.

Not an official mail flight: Indian stamp not cancelled.

17 Mar 1925 posted at Croydon.

In London EC district office: treated as 1½d internal letter rate unpaid.
Double deficiency = 3d postage due

Mar 1925 unofficial air mail – Indian stamp invalid – charged as unpaid internal letter



1929 Imperial Airways Route to India



Argosy plane used by Imperial Airways on London to Paris leg of route.

Tucketts Aviation Series No. 6 Cigarette Card
Tuckett Ltd Hamilton Ontario.

Short S8 *Calcutta*
Built to Imperial Airways specifications for Mediterranean leg of service to India.

Aug 1928
Postcard of MPs inspecting *Calcutta* flying boat moored in River Thames.

BBC Hulton Picture Library



Imperial Airways - First Flights to and from Karachi

2 – Asia: India and Far East



Air Mail advertising label



Loading Air Mail for Karachi on Imperial Airways Aircraft
Nostalgia postcard 1992

4 Apr 1929 in India: 6A per ½ oz air fee paid
2A surface rate unpaid.

In London Foreign Branch:
P114 Equivalent 2A = 1½d
2 x 2A x 1½d/2A = 3d

15 Apr in London 3d postage due collected

7 Apr *City of Baghdad* Karachi to Alexandria arriving 9 Apr
11 Apr Flying boat to Genoa and rail to Basel
14 Apr Basel to Croydon *City of Glasgow* (Argosy)



26 Mar 1929 in London:
6d per ½ oz air fee paid; 1½d Empire surface rate unpaid
Double deficiency = 3d = 30 g ctms (blue m/s)
Hexagonal tax mark applied.

30 Mar *City of Glasgow* (Argosy) Croydon to Basel
31 Mar *City of Athens* Genoa to Alexandria
4 Apr *City of Jerusalem* leave Alexandria arriving in Karachi 6 Apr

16 Apr in Rangoon: 30 g ctms converted to 3A
Churchill Road postage due mark.



Mar/Apr 1929 air fee paid – surface rate unpaid – double deficiency

UK – India correspondence re underpaid air mail:

Sept 1929 Complaints re delay as underpaid items
diverted to surface.

Confusion regarding application of Hague rules
limiting postage due to 2 x surface rate for overweight air mail.

If overweight not recognised in country of origin and sent by air
should surcharge in country of destination be based on air rate?

Mid 1930 British rules: Items taxed in India
to be surcharged with 2 x surface rate as maximum.

Late 1930 – mid 1931 discussions regarding sending all underpaid
air mail by air surcharged double deficiency on air rate.

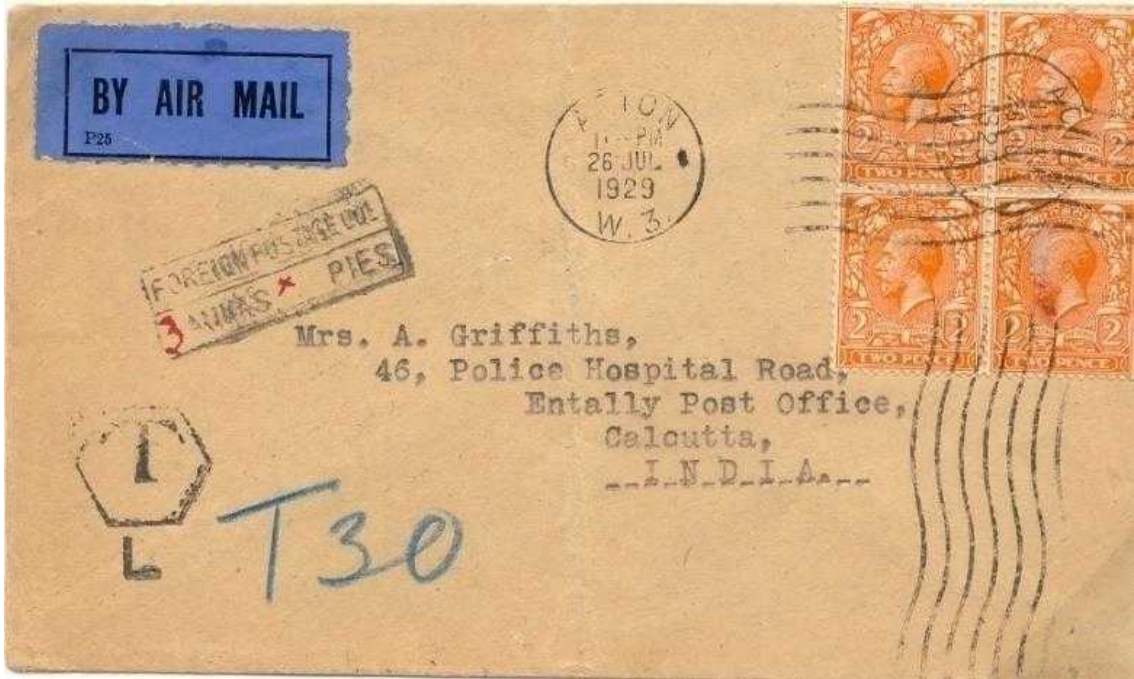
India concerned over possible loss of revenue.

1 July 1931 six month trial of sending all underpaid air mail
by air surcharged on air rate.

1 July 1932 India wanted to end trial but
acceded to UK request to continue it.



1929-32 Underpaid Air Mail to and from India



31 Mar 1929 – 3 Nov 1929 UK Air Rate to India
Surface 1½d for 1 oz; Air fee 6d per ½ oz

26 July 1929 mailed in London
½d overpaid for 7½d rate for ½ oz (1½d surface + 6d air fee):
5½d underpaid on 1s 1½d 1 oz rate (1½d surface + 1s air fee)
London hexagonal tax mark – where was T 30 applied?
Application of Hague rule – 2 x surface rate maximum due?



27 July: City of Wellington left Croydon
3 Aug: City of Cairo arrives Karachi

7 Aug In Calcutta: 30 g ctms converted to 3A postage due

15 Nov 1932 mailed in Bombay
1½ oz – 3 air rates 2 surface rates (3/2) m/s
M/s 1-12-6 1R-12A-6P = 22½A rate
M/s 1-10-3 1R-10A-3P = 20¼A paid
M/s 2-3 2A-3P = 2¼A underpaid
2¼A x 2 converted to 45 g ctms (red m/s).

16 Nov: Hanno left Karachi
23 Nov: Heracles arrives London

In London Inland Section:
P114 Equivalent 2½A = 2d
2 x 2¼A x 2d/2¼A = 3.6d
Rounded down to 3½d

24 Nov in Broadstairs: 3½d postage due.



2 – Asia: India and Far East

1 Dec 1931 – 6 July 1933 Indian Air Rate; Karachi – UK
Surface 2½A for 1 oz; 2A extra oz; Air fee 6A per ½ oz

3 Dec 1932 mailed in India
13A underpaid on 22½A 1½ oz rate (4½A surface + 18A air fee)
13A x 2 converted to 260 g ctms (red m/s)

7 Dec: Hadrian left Karachi
14 Dec: Heracles arrives London

In London Inland Section:
P114 Equivalent 2½A = 2d
2 x 13A x 2d/2½A = 20.8d rounded up to 1s 9d.
15 Dec 1932 1s 9d postage due collected in Birmingham

By July 1931 Hague Rules disregarded between India and UK – double deficiency on air rate

1932 Underpaid Air Mail Karachi – Delhi

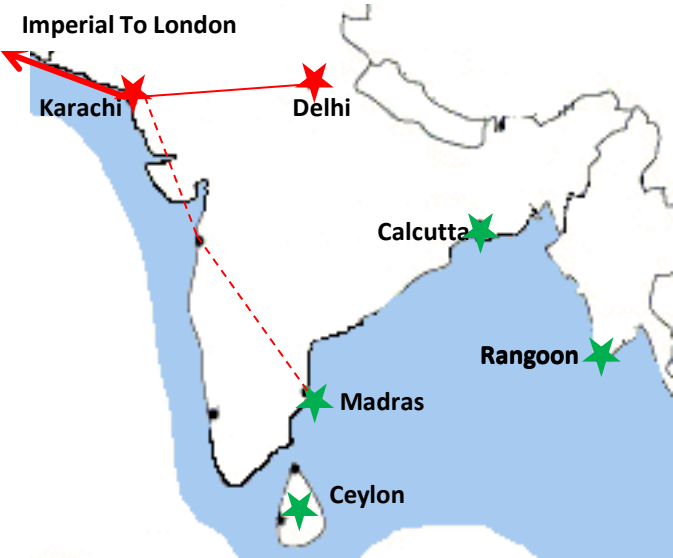
Karachi – Delhi Air Mail Jan 1931 – July 1932

Delhi Flying Club ran air mail service between Karachi and Delhi

Connected with Imperial Airways Karachi - London service

Indian rate 2½A surface 1st oz, Air fee from Karachi 6A per ½ oz

Air fee from Delhi 8A per ½ oz



23 Mar 1932 in Rangoon:

10½A paid for ½ oz air from Delhi (2½A surface + 8A air fee)

M/s indication **Delhi – Karachi**

8A underpaid on 18½A 1 oz air from Delhi (2½A surface + 16A air fee)

8A x 2 converted to 160 g ctms (blue m/s) – India circular Taxe mark

30 Mar: *Hadrian* left Karachi

6 Apr: *Horatius* arrives London

In London Inland Section:

P114 Equivalent 2½A = 2d

2 x 8A x 2d/2½A = 12.8d rounded up to

7 Apr 1932 in Greenock: 1s 1d postage due

1s 1d
P.



1936 Underpaid Ceylon Mail – Air from Madras

Ceylon – UK Air Mail

Dec 1932 Air from Karachi with alternative

Indian internal air mail by Tata Airlines Madras – Karachi

Connected with Imperial Airways at Karachi.

7 Feb 1933 – 23 Oct 1936 Ceylon rate to UK 9 cents surface 1st oz,

Air fee from Karachi 30 cents per ½ oz

Raised to 35 cents 6 Apr 1934

Air fee from Madras 60 cents per ½ oz



7 Aug 1932 mailed in Calcutta

8½A paid for ½ oz air from Karachi (2½A surface + 6A air fee)

M/s indication **Delhi – Croydon**

2A underpaid on 10½A ½ oz air from Delhi (2½A surface + 8A air fee)

2A x 2 converted to 40 g ctms (blue m/s) – India Taxe mark

10 Aug: *Hanno* left Karachi

26 Aug: *Helena* arrives London

In London Inland Section:

P114 Equivalent 2½A = 2d

2 x 2A x 2d/2½A = 3.2d rounded down to

17 Aug 1932 3d postage due in Ayr.

3d
I.S.
M.

24 Aug 1936 in Ceylon:

Air Mail label but route not indicated, paid 88 cents

Marked '2' for double rate

Overpaid for 79 cents (2 x 35c air + 9c surface) double rate via Karachi

Treated as 41 cents underpaid on 129c (2 x 60c air + 9c surface) rate via Madras

4 cents underpaid on 39 cents ½ oz air from Karachi (9c surface + 30c air fee)

4 cents x 2 converted to 15 g ctms (m/s) – Ceylon Taxe mark

In London Foreign Branch:

P114 Equivalent 9 cents = 1d

2 x 41 cents x 1d/9 cents = 9.1d rounded to

5 Sep 1936 in London: 9d postage due collected

12 days in transit

9d
F.B.

Aug 1932 from Calcutta – Delhi to Karachi air fee unpaid

Mar 1932 from Rangoon – over weight on air rate from Delhi

Aug-Sep 1936 Ceylon – underpaid on extended air service via Madras



Quetta
Earthquake
Devastation



May 31, 1935.

Government of India – Bureau of Public Information
QUETTA EARTHQUAKE 1935
10th June 1935

Orders have been issued to all Post Offices in India and Burma directing them to deliver, without taxing, all unregistered articles posted at Quetta, Mastung and Kalaiif such articles are either unstamped or understamped.British Post Office has been requested not to tax letters from these offices whether they are conveyed by sea or air.

Free postage concession ended on 14 June.



In London Inland Section:
Triangular I.S. inspector's mark authorizes delivery with no postage due.

1937 Underpaid Air Mails to/from Far East

Mar1936 – Dec 1937 Imperial Airways operated a feeder service from Penang to Hong Kong to connect with main route to UK.
Rate from UK to Hong Kong 6d per ½ oz.



From 1934 Imperial Airways to Singapore and beyond stopped at Bangkok
In 1933 Siam PO agreed to accept and tax underpaid air mail from UK.

5 Feb1937 in Greenock:

In London: 1d underpaid on 11d combined ½ oz rate to Siam
Double deficiency = 2d = 20 g ctms (blue m/s)
Hexagonal London tax mark

8 Mar Imperial Airways *Castor* left Southampton
15 Mar *Aurora* arrived Bangkok (backstamp)
Directed to Na Pradoo via Penang



In Siam: UPU rate 15 satangs = 25 g ctms.
20 g ctms x 15s/25ctms = 12 satangs (blue m/s) postage due

Feb - Mar 1937 to Siam by Imperial – double deficiency



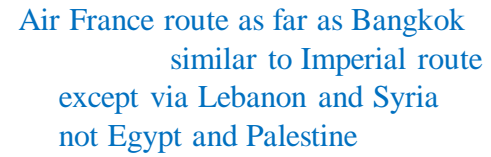
23 Aug 1937 Imperial plane *Dorado* left Penang
24 Aug arrived in Hongkong
25 Aug Canton back stamp



31 Aug In Shanghai: UPU rate 25 cents = 25 g ctms
190 g ctms = 190 cents postage due.

Aug 1937 attempt to use preferential Hong Kong air rate for mail to China
double deficiency postage due

Air France Route to Indo China c1937



British mail could be sent on this service.

7 July 1937 in Hai-phong:

9 July Air France flight left Hanoi

16 July arrived in Marseille
17 July mail arrived in London.

Paid 36c,
9c short on 45c (15c surface + 30c air) rate for 5g
m/s **1+2** (1 surface 2 air rates); Triangular tax mark


$$2 \times 9c \times 2\frac{1}{2}d/15c = \underset{\text{F. B.}}{3^D}$$

In London Inland Section: $2 \times 30c \times 2\frac{1}{2}d/15c = \frac{1}{3}d$

19 July 1937 10d postage due collected in UK.

July & Nov 1937 from Hanoi by Air France – double deficiency on air rate

1933 – 34 Imperial Airways To and From Malaya



Dec1933 Imperial Airways
route extended to Singapore

Singapore Rates:

Air Mail rate to UK via Imperial
30 Dec 1933 35 cents per ½ oz air fee
6 Apr 1934 40 cents per ½ oz combined rate
Surface rate to UK 8c (P114 equivalence 8c = 1½d)
UPU rate 12c (equivalent to 32 g ctms?).

18 Aug 1934 in Singapore:
40c paid for ½ oz air rate to UK; 40c short on 80c double rate
2 x 40c x 32 g ctms/12c = 213 g ctms ~ 215 (m/s in tax mark).

18 Aug 1934 *Aurora* left Singapore for Karachi
22 Aug *Helena* left Karachi for Cairo
25 Aug *Sylvanus* Cairo to Alexandria
25 Aug *Satyrus* Alexandria to Brindisi – Rail Brindisi to Paris
27 Aug *Horatius* Paris to London

Sept 1934 Dutch KLM To Singapore

Published UK Air Mail Rate to Singapore via Imperial:

In widely distributed air mail leaflets
30 Nov 1933 – 11d per ½ oz
17 Nov 1934 – 6d per ½ oz

Unpublished UK Air Mail Rate to Singapore via KLM:

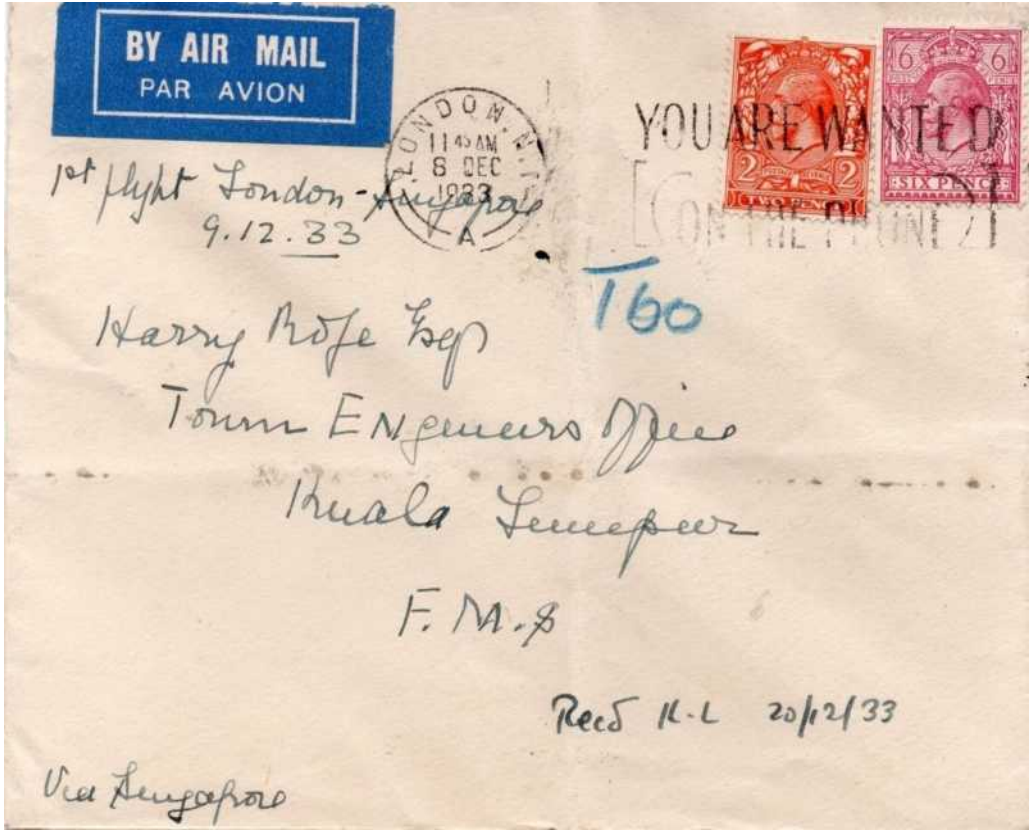
Only available by enquiry at post offices
1s per ½ oz (start date not known)

17 Jan 1935 Proud’s estimate of start date from known covers
This cover dated 5 Sep 1934 establishes new earliest date.

In London:
Marked *By Dutch Air Mail – Amsterdam to Singapore*

5 Sep 1934 11d Imperial Air Rate to Malaya paid
1d underpaid on rate via KLM
2 x 1d = 2d = 20 g ctms (m/s)

1933 Underpaid on First Flight London to Singapore



In London IS: Based on correct 6 Apr 1934 rate – 2 x 40c x 1½d/8c = 15d
Based on old 30 Dec 1933 rate – 1 oz rate 78c (8c surface + 2 x 35c air)
Deficiency 38c – 2 x 38c x 1½d/8c = 14.25
Rounded up to 14½d = 1½d 1½d
1.5. 1.5.
K. K.
28 Aug In Stamford: 14d due collected.



Front only

20 Sep in Singapore:
20 g ctms x 12 cents /32 g ctms = 7.5 cents
Rounded up to 8 cents postage due collected

In London:
8 Dec 1933 – 20 Nov 1934 Air Rate to Malaya 11d per ½ oz
3d underpaid: 2 x 3d = 6d = 60 g ctms (blue m/s)
9 Dec 1933 *Hengist* London to Paris; To Brindisi by rail
11 Dec *Satyrus* Brindisi to Cairo
12 Dec *Hannibal* Cairo to Karachi
15 -19 Dec *Astraea* & *Aurora* Karachi to Singapore

20 Dec in Kuala Lumpur:
60 g ctms x 12 cents /32 g ctms = 22.5 cents
Actual charge 22 cents postage due collected



1932 - 37 Underpaid Air Mails to/from Dutch East Indies

From 1928 KLM air mail to Dutch East Indies.

By 1930 regular weekly air service Amsterdam – DEI via Singapore.

KLM used British airfields in Iraq and India in exchange for allowing UK to use DEI airfields for planned service to Australia.

DEI Rates: Surface to Netherlands 12½ cents, UPU surface 15c, Air fee 30c

2 Dec 1932 in Batavia: fully paid for air to Netherlands
2½c underpaid for air to UK
 $2 \times 2\frac{1}{2}c \times 25 \text{ g ctms} / 15c = 8 \frac{1}{3} \text{ g ctms}$ (red m/s).



2 Dec 1932 Oehoe leaves Batavia/Bandoeng
12 Dec arrives in Amsterdam

In London Inland Section:
 $8 \frac{1}{3} \text{ g ctms rounded up to } 10 \text{ ctms} = 1\frac{2}{3} \text{ s}$
13 Dec in Guildford: 1d postage due collected

1932 letter from DEI Post Office to UK Post Office replying to UK letter proposing that all underpaid air mail be forwarded by air charged double deficiency.
DEI does not support UPU Hague Rules on diverting mail to surface.
Open to UK proposal
If our current experiment with the Dutch Administration gives no satisfaction.
The deficiency on this letter is small enough that it would have been sent by air even under the Hague Rules.

Dec 1932 from DEI by KLM – double deficiency



9 Dec 1933 Imperial air route extended to Singapore.
From this date air mail between the UK and DEI could go by Imperial or KLM.

8 Dec 1934 – 1 Sep 1939 UK Air Rate to DEI: 1s per ½ oz by either service
12 Mar 1937 in London: 6d underpaid on 1s air rate to DEI
 $2 \times 6d = 12d = 120 \text{ g ctms}$ (blue m/s)



Carried by KLM:
13 Mar 1937 Perkoetoet leaves Amsterdam
19 Mar arrives Batavia/Bandoeng

No Imperial Flight meets these dates

22 Mar in Batavia: 25 g ctms = 15 cents
 $120 \text{ g ctms} \times 15c / 25 \text{ ctms} = 72c$ postage due



Mar 1937 to DEI by KLM – double deficiency

By 1937 both Imperial and KLM had twice weekly service.
Difficult to identify particular flight that carried a cover.

7 Oct 1937 in Scotland: 9½d underpaid on 1s air rate to DEI
 $2 \times 9\frac{1}{2}d = 19d = 190 \text{ g ctms}$ (blue m/s)



18 Oct in Soebang: 25 g ctms = 15 cents
 $190 \text{ g ctms} \times 15c / 25 \text{ ctms} = 114c$ postage due

Oct 1937 to DEI probably by Imperial – double deficiency

Before empire air service was extended to Australia in 1934
mail to and from UK could be accelerated by air service within Australia.
Australian internal air mail rate from 1921 – 3d per ½ oz plus surface postage.

10 Aug 1927 in Taunton UK: addressed to Carnarvon Western Australia
Marked **AIR MAIL FROM PERTH**
UK PO did not advertise this service until 1929
Rates available on application at head post offices
Weight between 1 and 1½ oz
Paid 8½d (2½d surface rate + 2 x 3d air fee).



In Perth:
Western Australian hexagonal tax mark
m/s 3 - 3 air mail rates; only paid for 2 air mail rates
3d underpaid
Charged single deficiency postage due?

British Underpaid Mail – Early Australian Internal Air Services



5 Dec 1929 in Richmond Near Sydney – addressed to Bristol England
AIR MAIL m/s 1-2A indicates 1 surface + 2 air rates
Should have been paid 7½d (1½d surface + 2 x 3d air fee)
1½d underpaid - 2 x 1½d = 3d = 30 g ctms (T30 red m/s)
No indication of air route – sent by lowest cost service.



In London Foreign Branch:
30 g ctms = 3d
In Bristol: 3d postage due collected.

21 Apr 1929 Return of Qantas first Brisbane to Charleville flight
Addressed c/o Postmaster Brisbane
Via AIR MAIL Charleville Brisbane
Unpaid – Should have been paid 4½d (1½d surface plus 3d air fee)
Hexagonal framed standard Queensland Taxe mark



22 Apr In Brisbane:
Redirected to Dorchester England
4½d rate to UK unpaid (1½d surface + 3d air fee)
2 x 4½d = 9d = 90 g ctms



Before 1 Jan1933 agreement between UK and Australian POs
to forward all underpaid air mail by air charged double deficiency.
Hague Rules probably applied.

In London Inland Section:
Maximum postage due of 2 x 1½d surface rate = 3d
In Dorchester: 3d postage due collected.

1927 single deficiency Perth to Carnarvon

Dec 1929 one Australian air rate underpaid – double deficiency

Apr 1929 unpaid Australian air mail – Hague Rules applied

Experimental Air Mail Flights from Australia – 1931

1 Apr 1931 British PO announced that Imperial Airways and QANTAS (Queensland and Northern Territories Aerial Services) would run two experimental round trip mail flights to Sydney.

Imperial would carry mail to Darwin. Qantas flew Darwin to Brisbane.

Australian National Airways (Kingsford Smith's company) took mail from Brisbane.

4 Apr first experimental air mail left Croydon by Imperial Airways

19 Apr *City of Cairo* crashed near Koepang

Kingsford Smith flew Sydney to Koepang to pick up mail and carry to Darwin.

Return of First Experimental Air Mail

24 Apr 1931 Qantas flight left Brisbane
Cloncurry was a stop on the route to Darwin.

22 Apr posted at Mount Isa, 120 km from Cloncurry
Marked **Australia – England Experimental Air Mail**
Probably joined flight at Cloncurry

1s 9d air fee paid with Kingsford Smith stamps
2d surface rate not paid. $2 \times 2d = 4d = 40$ g ctms (red m/s)
Hexagonal tax mark

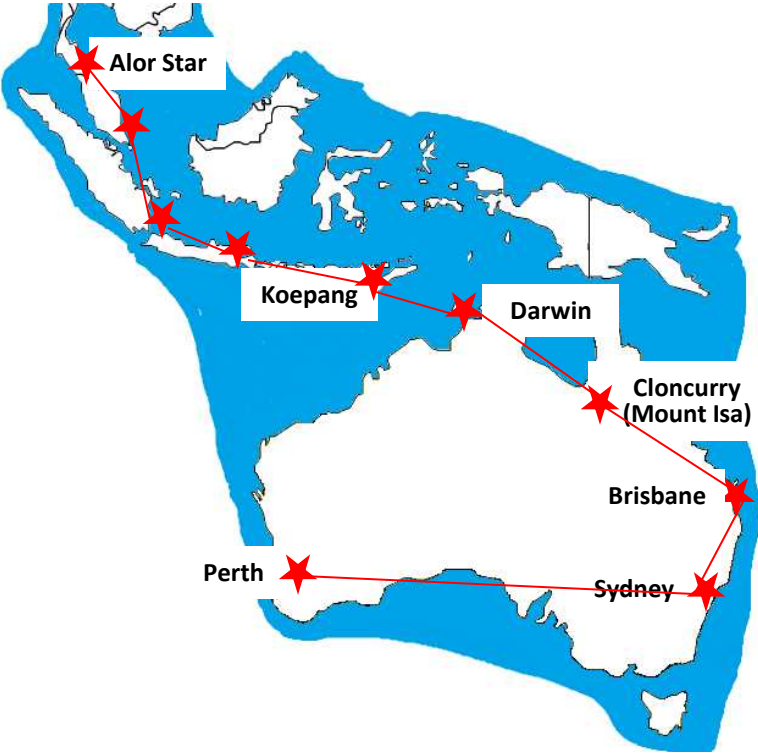


Front on card

Imperial could not carry mail from Darwin - *City of Cairo* still grounded at Koepang
27 Apr 1931 Kingsford Smith left Darwin in *Southern Cross* with mail
Mail transferred to Imperial at Akyab, Burma
14 May mail reached England.

In London Foreign Branch: 40 g ctms = $\frac{4}{3}$

15 May In Ormskirck: 4d postage due collected



KINGSFORD SMITH – AVIATOR



31 Mar 1931 special stamps issued for experimental air mails.
Commemorated Kingsford Smith's feats of long distance aviation
Including trans-Pacific and trans-Atlantic flights.

Stamps showed Smith's plane *Southern Cross* over globes.

Smith and his airline *Australian National Airways* carried both covers
on this page for part of their journey.

Kingsford Smith and ANA had ambitions for air mail between Australia and Europe.
In 1931 they organized a Christmas flight independent of Imperial Airways.

Australia England Christmas Air Mail

16 Nov 1931 posted in Perth

1s air fee paid with **AIR MAIL SERVICE** stamps (modified Kingsford Smith design)
2d surface rate not paid. $2 \times 2d = 4d = 40$ g ctms (black m/s) tax mark

20 Nov 1931 flight left Sydney ANA *Southern Sun* piloted by G. V. Allan
26 Nov crashed in the jungle near Alor Star Malaya.



Kingsford Smith picked up mail in Alor Star in *Southern Star*
16 Dec he reached England.

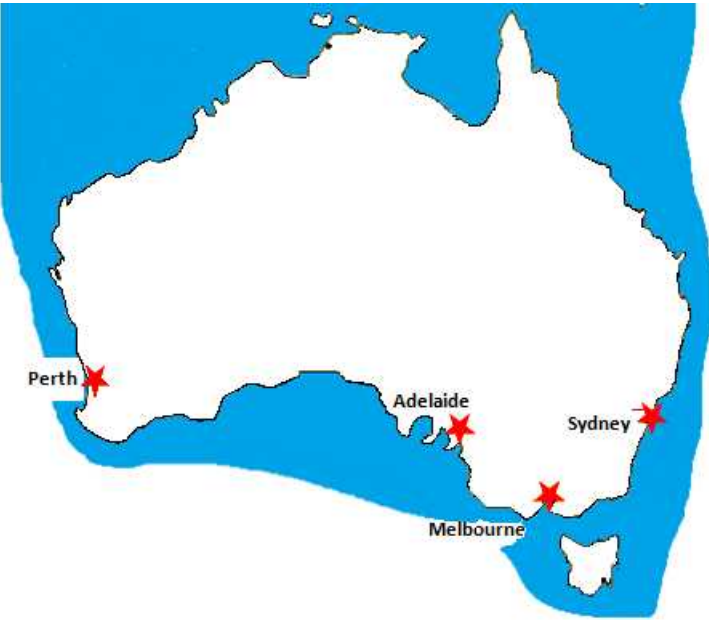
In London Foreign Branch: 40 g ctms = $\frac{4}{3}$

4d postage due collected

1929-34 Multiple Air Routes & Rates to and from Australasia

From Karachi to London air mail in 1929 to regular air service in Dec 1934
three air mail services available:

Air in Australia from Perth	Air fee 3d
Air from London to Karachi	6d
Air London to Karachi + air from Perth	9d



By Air Sydney – Perth & Karachi – London

22 Aug 1930 in Sydney:

Marked **Via Australian – Karachi London Air Mail**

Should have been paid 11d (9d air + 2d surface)

3d underpaid; Double deficiency = 6d blue pencil under due stamps



Front only



Front only

In London West Central District Office:  postage due

6d in due stamps applied but cancelled when redirected to Blackpool

1930 - 34 all items double deficiency on appropriate air mail rate

By Air Karachi – London

2 Aug 1930 In Pirron Yallock, Victoria:

Before surface rate increase on 4 Aug 1930

AIR MAIL indicated but no route specified

1½d over paid for air to Perth (3d air + 1½d surface)

In Melbourne:

Treated as 1½ underpaid

on 7½d rate (6d air Karachi –London + 1½d surface)

2 x 1½d = 3d = 30 g ctms – Octagonal T/30 tax mark

In London Inland Section: 30 g ctms = $3\frac{d}{1s}$

25 Aug in Kingston on Thames: 3d postage due collected.

Dec 1934 Imperial Weekly Service Extended from Singapore to Brisbane

Air mail rates 8 Dec 1934 – 23 July 1937 – Start of All-Up Air Mail (See Chapter 5)
UK to Australia 1s 3d per ½ oz; Australia to UK 1s 6d per ½oz.

1 Jan 1933 Australia agreed to British proposal to forward all unpaid air mail by air.



Qantas Commonwealth Class Plane
Players cigarette card

8 Dec 1934 First flight to Brisbane by Imperial and associated companies.
Qantas was to carry mail Singapore to Brisbane but was not ready in Dec 1934.
From March 1935 Qantas flew Commonwealth class airplanes between Singapore and Brisbane.

By 2nd London – Brisbane Flight

12 Dec 1934 in Norwich: from Laurence Scott and Electromotors Ltd
AIR MAIL label – 11½d paid
2s 9½d underpaid on 3s 9d triple rate for 1½ oz

In London: hexagonal tax mark partly under postage due stamps

15 Dec Imperial Airways *Horatius* carried mail London to Paris
Rail to Brindisi, Various Imperial planes carried mail
28 Dec *Aurora* arrived at Brisbane

29 Dec in Sydney Air Mail Section:
2 x 2s 9½d = 5s 7d postage due collected with postage due stamps.



30 Apr 1937 in Sydney: Stamp cancelled AIR MAIL /SYDNEY N S W
AIR MAIL label – 1s 6d underpaid for 2 x ½ oz air mail rate
2 x 1s 6d = 36d = 360 g ctms – m/s in red square tax mark.

1 May Qantas *Sydney* left Brisbane – 12 May *Cassiopeia* arrived at Southampton

In London Foreign Section: due mark 3s 0d/ More to Pay/2 rates/ over ½ oz

13 May in London 3s postage due collected



May 1936 from Adelaide: Air to Perth – onward by surface service still available – 7d paid – m/s 2 oz – rate 1s 4d (4 x 3d air + 2 x 2d surface)
9d underpaid – 2 x 9d = 18d = 180 g ctms (m/s)
In London Foreign Branch: 180 ctms = $\frac{180}{10} = 18$ pence

1934 triple rate from UK – double deficiency

1936 quadruple rate by internal Australian air service to Perth

1937 double rate – paid single rate from Australia

New Zealand to UK by Imperial Airways Karachi–London

18 Nov 1932 In Palmerston:

Route specified ***Per SS Maunganui Via Sydney
Karachi – London AIR MAIL***

7d paid; 1d short on 8d rate (6d air + 2d surface)
 2 x 1d = 2d = 20 g ctms; New Zealand tax marks



Front only

In London Inland Section:

$$20 \text{ g ctms} = \underset{\substack{\text{1. S.}}}{2^{-D}}$$

In Hull:
2d postage due collected

Postcard to New Zealand Diverted to Surface



1930 underpaid on postcard surface rate – diverted to surface

From 28 Aug 1929
Air mail routes to New Zealand same as Australia.
Lowest cost service 3d air in Australia from Perth

13 Sep 1930 in London:

Postcard rate by air in Australia 4½d (3d air + 1½d surface)
Amount paid less than surface rate

Hague rules applied - red bars to cancel air mail label

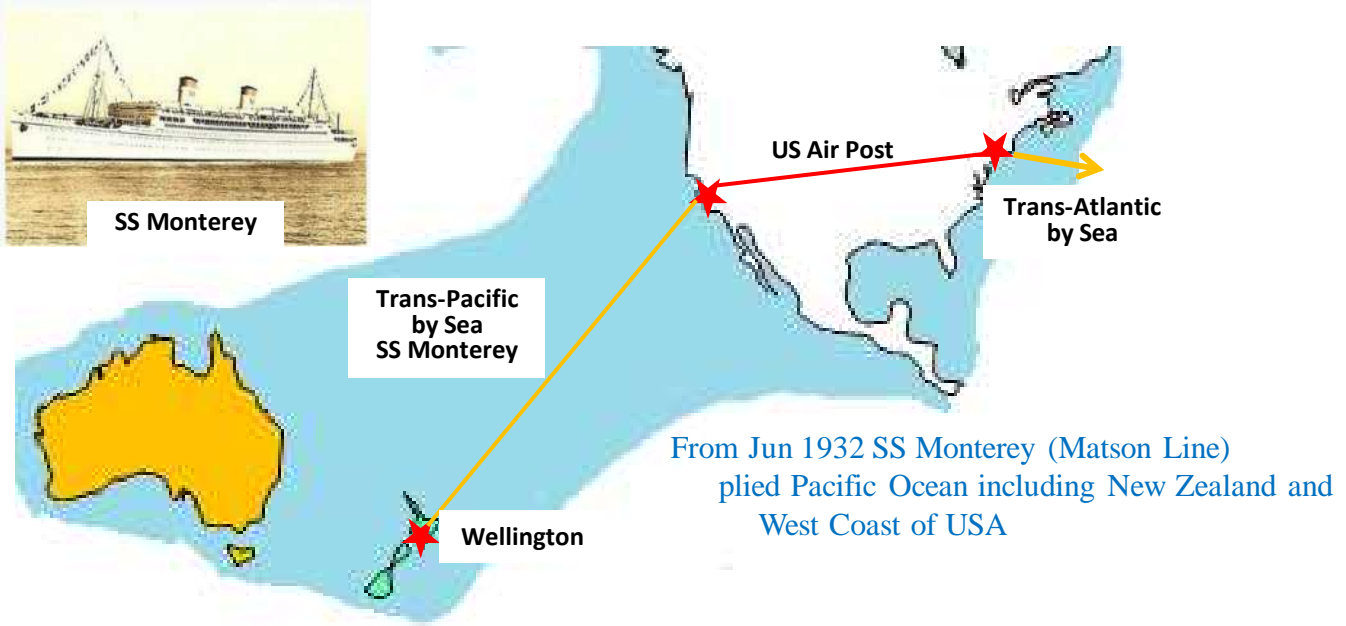
2 x ½d deficiency = 1d = 10 g ctms in London tax mark

Insufficiently paid for
transmission by air mail.

20 Oct in Wellington:

Circular To Pay /1d – 1d postage due collected.

Aug 1934 New Zealand Mail to UK by US Air Post



1 Jun 1932 Rate from New Zealand via US Air Post – air fees to be paid in NZ stamps

To US destinations 4d air fee + 1d surface

To UK 5d air fee + 1d surface



23 Aug 1934 in Wellington:
marked

Per "Monterey"
United States Air Post

5d (4d air +1d surface) for US paid

1d underpaid on
6d (5d air + 1d surface) for UK

2 x 1d = 2d = 20 g ctms
New Zealand circular tax mark.

17 Sep 1934 in London SW (79):

20 g ctms = 2d postage due

25 days in transit.

1932 underpaid on specified Karachi – London air – double deficiency

Aug-Sep 1934 1d short on air fee to UK via Usa – double deficiency

18 Oct 1935 New Zealand agreed to British proposal to forward all unpaid air mail by air.

New Zealand to and from UK by Imperial Airways via Australia

Air mail rates 8 Dec 1934 – 23 July 1937 - Start of All-Up Air Mail (See Chapter 5)
UK to New Zealand 1s 3d per ½ oz; New Zealand to UK 1s 6d per ½ oz



4 Mar 1935 in Levin New Zealand:
marked
Via Australia – England Air Mail
1d underpaid on 1s 6d air rate to UK
2 x 1d = 2d = 20 g ctms New Zealand circular tax mark

In London Inland Section:
20 g ctms = 2^d_{1.5}

26 Mar 1935 in Portobello Scotland:
2d postage due collected

22 days in transit.



3 Dec 1937 in Broadstairs, Kent:
1s 3d paid for ½ oz
1s 3d short on 2s 6d rate for 1 oz

In London:
2 x 1s 3d = 30d
= 300 g ctms (pencil)
London tax mark

In Wellington:
2 x 1s 3d = 2s 6d postage due
paid with definitive stamps.



Dec 1937 double rate from UK paid at single air rate – double deficiency

March 1935 1d short on air rate to UK via Imperial – double deficiency

28 Dec 1934 in London:
National Insurance stamp to pay 1s 3d air rate
Stamp not accepted and not cancelled
Considered 1s 3d air rate unpaid
2 x 1s 3d = 2s 6d = 300 g ctms (in pencil)

12 Jan 1935 in Sydney Air Mail Section

18 Jan in Wellington:
2s 6d postage due collected
10 x 3d postage due stamps (scarce due stamps)



Dec 1935 invalid National Insurance stamp – double deficiency

27 Nov 1918 RAF *Make Your Sixpence Fly* Red Cross Charity Flight

7 Oct – 30 Dec 1918 Lieutenant Arthur Hugh Gearing RAF made several flights in a B.E.2 biplane to raise funds for South African Red Cross. Postcards were sold for 6d but postage was required in addition. South African Post Office applied a special cancellation.



27 Nov 1918 flight from Johannesburg to Pretoria. 1d postcard rate to UK unpaid
2 x deficiency = 2d = 20 centimes in Taxe Mark
21 Jan 1919 in UK, Large **2** charge mark. 2d postage due collected.

4 – Africa: Imperial Route to South Africa

2 Mar – 15 Jun 1925 South African Internal Experimental Air Mail Durban – Cape Town



South African Government sponsored 3 month air mail demonstration
D.H. 9 aircraft (payload only 400 lbs) South African Air Force pilots
Durban – Cape Town service timed to meet Union Castle weekly mail steamers to UK
Saved 1 to 2 days on time to Cape Town
Saved a week on return UK – Durban mail
Discontinued on 15 June 1925 after 3 months of service.

29 April 1925 British PO Memo to Secretary:
*Difficulty has arisen here in taxing Air Mail matter received from South Africa impressed with the “T” stamp.
It has been observed here in the Foreign Section the a discrepancy exists in the amount of the fee affixed to items of correspondence received from South Africa in respect of Air Mail conveyance in South Africa. The correct amount of the Air Mail fee is not known here.....*

After discussion decision reached on 23 May - few weeks before experiment ended:
*Until there is a better international understanding as to the treatment of insufficiently prepaid Air Mail letters it is suggested that such letters received from South Africa should be dealt with in the manner provisionally adopted in the case of similar letters from the Continentthe amount indicated by the T Stamp markings should be levied up to a limit of double the amount of ordinary postage.
If the South African Post Office neglects to show the amount to be collected none should be collected.*

First South-bound Flight 5-6 Mar 1925: Lieutenants Roos & Joubert left Durban 12.55 pm Thursday; Joubert returned in 5 minutes – engine trouble – continued in spare plane. Over-night in East London – change of planes & pilots in East London, Port Elizabeth & Oudtshoorn
Arrived Cape Town 1.57 pm Friday
Armadale Castle departed Cape Town Friday 4 pm

Rates to UK: Letter 6d air fee + 2d surface
Postcard 3d air fee + 1½ surface
Air fees to be paid by special air mail stamps.

In Durban:
6d air fee fully paid
2d surface letter rate to UK unpaid
2 x deficiency = 4d
= 40 g ctms
In UK:
Charged 4d due



In Durban:
Postcard with personal message
but also a request to:
Keep this as a memento of the first flight of our South African Air Service.
3d air fee fully paid
½d short on 1½d surface postcard rate
2 x deficiency = 1d
= 10 g ctms
In Edinburgh:
Minimum 1½d international postage due
Distinctive Scottish To Pay mark

After 1925 Government experiment ended it took until 1929 to find a commercial airline to provide internal air mail service.

Initial routes interconnected Johannesburg and Durban via Port Elizabeth to Cape Town to meet Union Castle mail ships.

Until 20 Feb 1932 only regular air mail service to UK.



29 Aug 1929 in Johannesburg: Air mail to East London
4d air fee plus 1d internal letter rate fully paid.



In East London:

31 Aug: arrived from Johannesburg

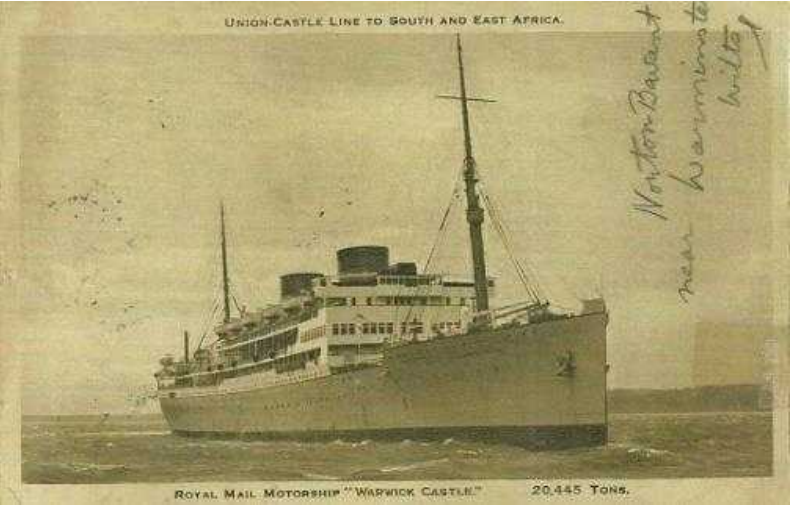
3 Sept: Redirected to UK
On redirection, became 1d underpaid on 2d letter rate to UK
Charged 1d single deficiency.

In London Foreign Branch: Marked $\frac{1}{2}$ postage due.



29 Aug 1929 in Durban: By Durban – Cape Town air mail
4d air fee paid, 1d short on 2d letter rate to UK
2 x 1d = 2d = 20 g ctms tax – Durban oval tax mark

In UK: Charged 2d postage due with 2^D/723 charge mark of Southampton.



1 July 1931: by Durban to Cape Town air mail
4d air fee paid, 1½d surface postcard rate to UK unpaid.
2 x 1½d = 3d = 30 g ctms tax – Durban oval tax mark

In UK: Marked for 3d postage due
with 3d/79 mark of London SW DO.

3d postage due collected
Redirected to Warminster, Wiltshire.

From 28 Feb 1931 Imperial Airways Service to East Africa – First Stage of Route to South Africa

4 – Africa: Imperial Route to South Africa

1931-32 start of Imperial Airways route to South Africa,
through Egypt and Sudan providing service to British Colonies including Uganda and Kenya.
Feb-Mar 1931 first East African air mail. Dec 1931 Christmas flight all the way to South Africa.
Jan 1932 start of weekly service to South Africa.

Kenya (1 June 1932) and Sudan (1 July 1932) agreed to British proposal to forward all unpaid air mail by air.

Sudan rates – Surface to UK 1st 20g 15 m; extra 20g 13m; Air fee to UK 10m per 20g
Conversion 1m = 2½ g ctms - UK P114 equivalent 15m = 2d

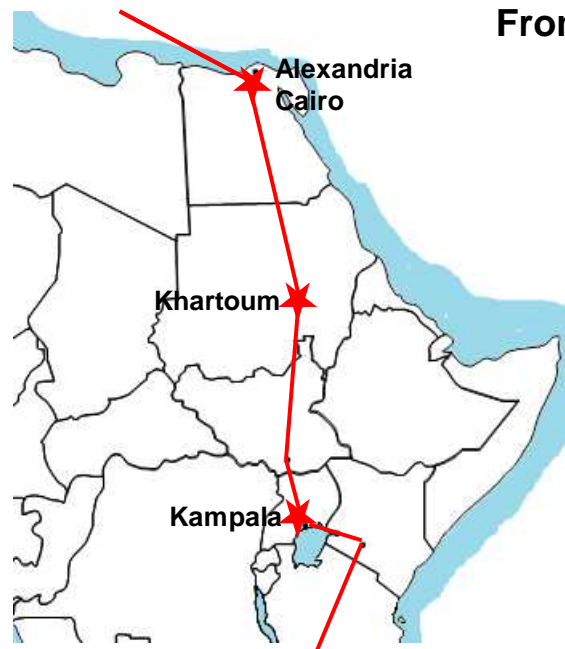
Oct 1932 in Khartoum: 25m paid for 20g (15m surface + 10m air fee)
Double rate m/s 2; 23m short on 48m rate for 40g (28m surface + 20m air fee)
2 x 23m x 2½ = 115 g ctms tax (m/s)

Kenya & Uganda rates – Surface to UK 1st oz 20 cents; extra oz 15c
Conversion 1c = 1.2 g ctms – UK P114 equivalent 20c = 1½d
Air rate to UK 65c per ½oz

27 Aug 1932 in Entebbe, Uganda: 10c short on 65c air rate for ½ oz
2 x 10c x 1.2 ~ 25 g ctms tax (m/s)

In London Inland Section: Based on P114: 2 x 10c x 1½d/20c = 1½d

7 Sep In Tenby: 1½d postage due collected.



4 July 1932 in Khartoum:

20m paid; 5m short on 25m air rate for 20g (15m surface + 10m air fee)
2 x 5m x 2½ = 25 g ctms tax (m/s)



18 Aug 1933 in Kisumu, Kenya: 20c short on 1s 30c air rate for 1 oz
2 x 20c x 1.2 = 48 g ctms tax (red m/s)

In London Inland Section: Based on P114: 2 x 20c x 1½d/20c = 3d
In Edinburgh: 3d postage due collected.

In London Foreign Branch:

Based on P114: 2 x 5m x 2d/15m = 1.33d rounded up to 1½d

12 July In London EC: 1½d postage due collected.

In London Inland Section:

Correct Charge

Based on P114: 2 x 23m x 2d/15m = 6.13d rounds to 6d postage due

Incorrect Charge based on Egyptian air rate for 40g of 54m (28m surface + 26m air)

2 x 29m x 2d/15m = 7.73d rounded down to 7½d

In Hayes: 7½d postage due collected.

July 1932 correctly charged double deficiency

Oct 1932 incorrectly charged double deficiency on Egyptian rate

Aug 1932 & Aug 1933 underpaid air mail – double deficiency

East African Route through Kenya & Tanganyika with Feeder Service from Dar Es Salaam

1 June 1932 Kenya and Tanganyika agreed to British proposal to forward all unpaid air mail by air.

Tanganyika rates – Surface to UK 1st oz 20 cents; extra oz 15c
 UPU rate 30c = 37.5 g ctms - UK P114 equivalent 20c = 1½d
 Air rate to UK 65c per ½ oz; 20c extra for Feeder Service from Dar Es Salaam to Nairobi.

28 Dec 1933 in Morogoro Tanganyika:
 29 Dec in Dodoma picked up by Imperial Airways
 30c short on 65c air rate for ½ oz
 2 x 30c x 37.5 g ctms/30c = 75 g ctms tax (blue m/s)

Air feeder service
Dar Es Salaam, Zanzibar, Tanga,
Mombasa, Nairobi
 operated by Wilson Airways



12 Apr 1934 in Dar Es Salaam: 80c paid
 5c short on 85c air rate for ½ oz (65c Imperial rate + 20c Feeder Service)
 2 x 5c x 37.5g ctms/30c ~ 12 g ctms tax (m/s)

Kenya & Uganda rates – Surface to UK 1st oz 20 cents; extra oz 15c
 Conversion 1c = 1.2 g ctms – UK P114 equivalent 20c = 1½d
 Air rate to UK 65c per ½ oz

26 Nov 1934 in Kenya: 65c short on 1s 30c air rate for 1 oz
 2 x 65c x 1.2 = 156 g ctms – close to 163 tax (blue m/s)



In London Foreign Branch:
 Based on P114: 2 x 65c x 1½d/20c = 9.75d Rounded up to 10^d
 7 Dec in Westminster: 10d postage due collected.



Jan 1934 in Liverpool (466):
 Correct charge Based on P114: 2 x 30c x 1½d/20c = 4½d
 Incorrectly charged based on Tanganyika 75 g ctms = 7½d postage due



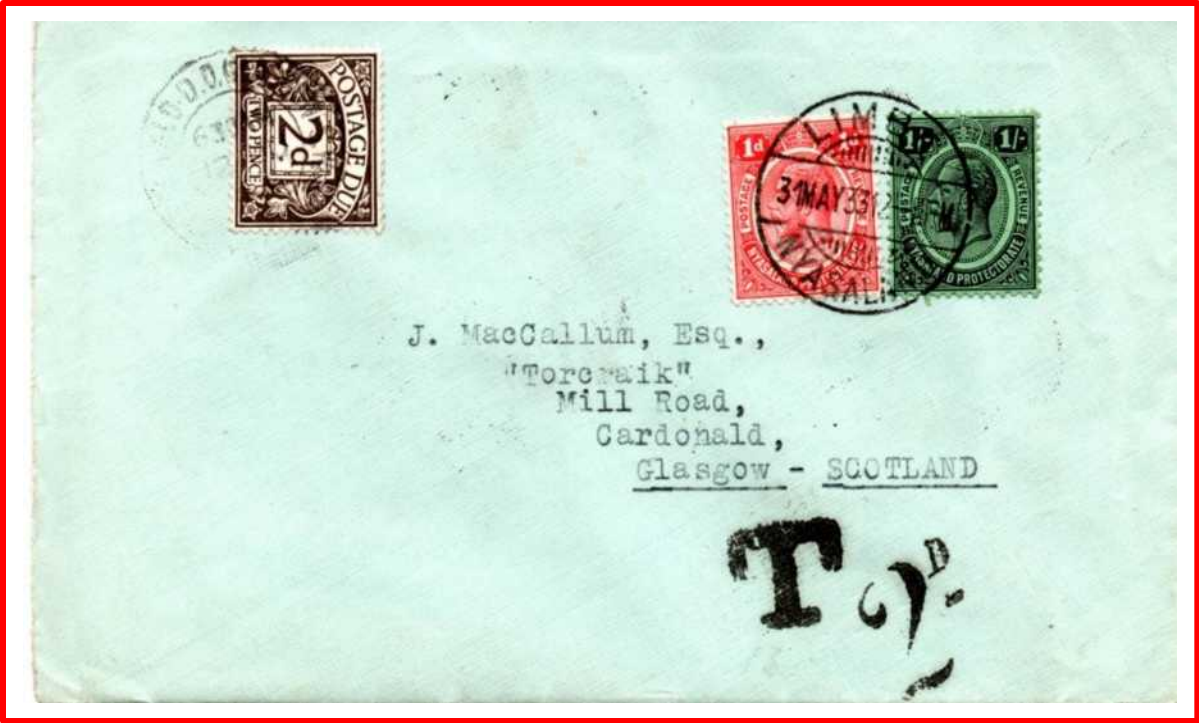
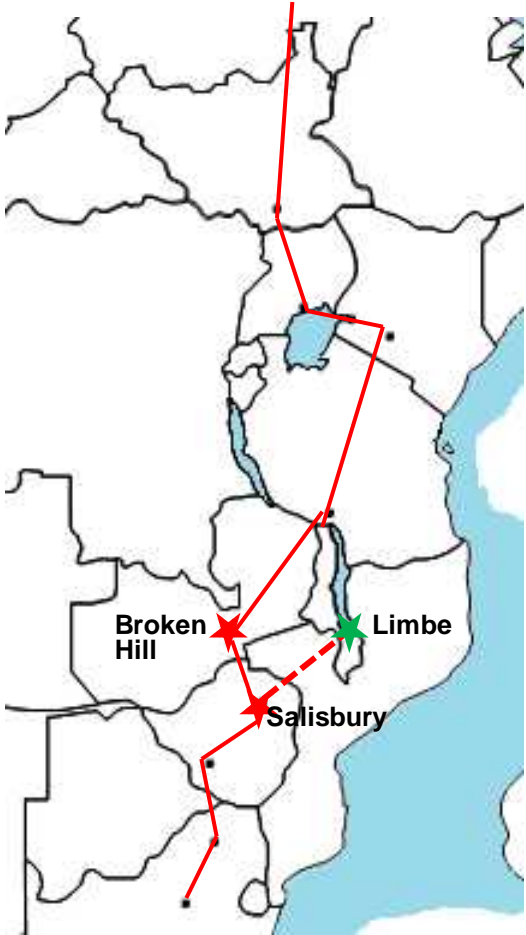
In London Inland Section: Based on P114: 2 x 5c x 1½d/20c = 0.75d
 Rounded up to 1d postage due
26 Apr In Edinburgh: 1d postage due collected.

Nov 1934 double weight paid at single rate – double deficiency

Dec 1933 – Jan 1934 P114 conversion ignored

Apr 1934 Feeder Service underpaid – double deficiency

Route to South Africa – Northern Rhodesia and Nyasaland



May 1933 Nyasaland Air Week arranged by Nyasaland Government
Visit by South African Air Force, Royal Air Force and
Imperial Airways Hercules *City of Karachi*.

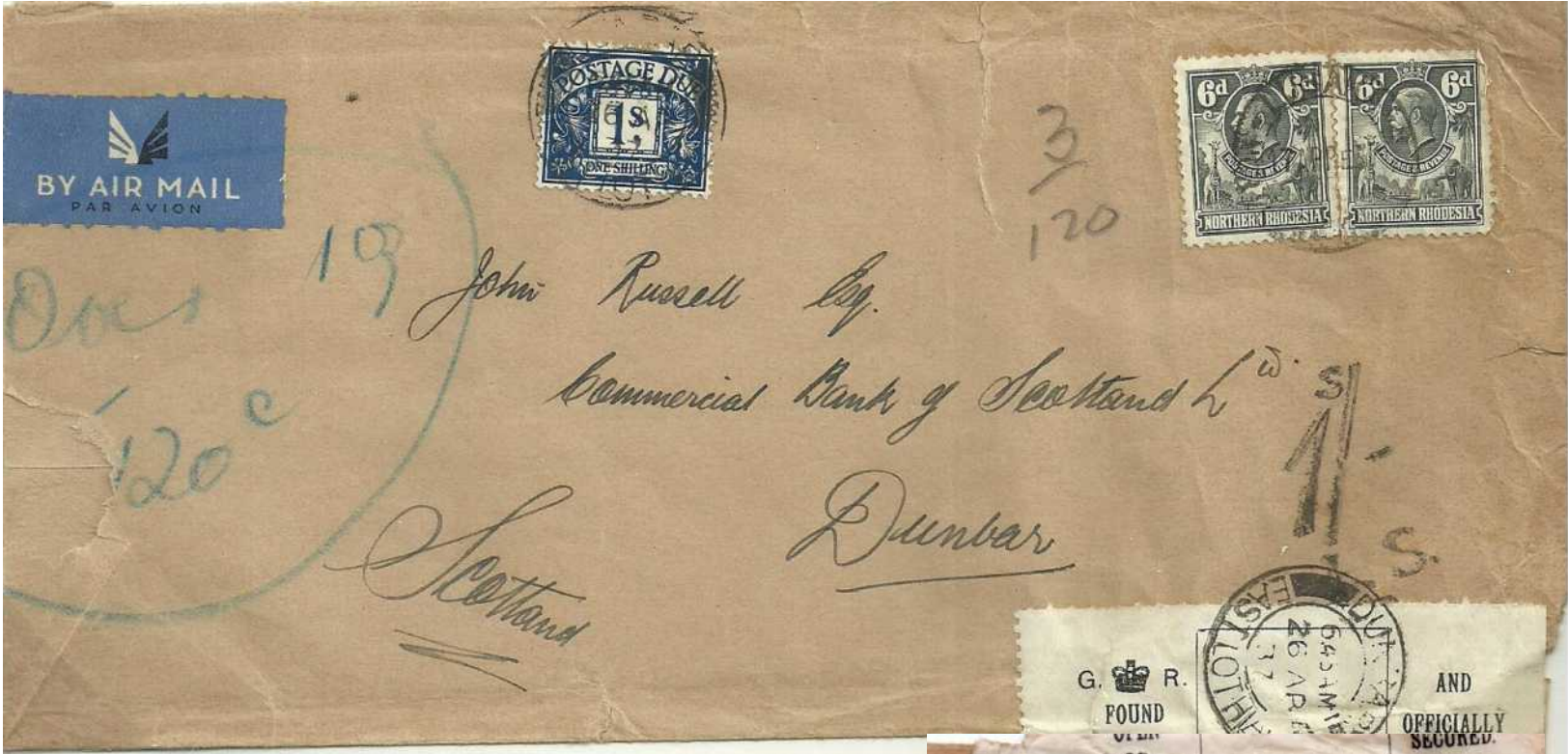
At short notice *City of Karachi* carried mail Limbe to Salisbury
No cachets or special envelopes
This flight only, rate to UK 1s 2d per ½ oz
221 letters carried to the UK *How many were taxed?*

31 May 1933 in Limbe:
1d short on 1s 2d special rate
Double deficiency **2d**; **T** tax mark
Carried on *City of Karachi* to Salisbury
2 June left Salisbury on regular north-bound Imperial flight
10 June arrived in London from Paris
12 June in Glasgow: 2d postage due collected.

27 Jan 1932 Imperial Airways first regular flight Cape Town to Croydon
29 Jan *City of Basra* foundered on take off at Salisbury; mail continued on *City of Delhi*
Storm forced *City of Delhi* to land 50 miles from Broken Hill
City of Baghdad picked up mail and left Broken Hill on 6 Feb reaching London 16 Feb.



29 Jan 1932 in Broken Hill: 9d paid was ½ oz air rate from UK to Northern Rhodesia
1d short on 10d ½ oz air rate from Northern Rhodesia to UK; 2 x 1d = 2d = 20 g ctms (m/s)
In London Inland Section: marked for 2d postage due; **17 Feb in Leicester:** 2d postage due collected.



17 Apr 1937 in Northern Rhodesia: 1s paid was 2 x 6d ½ oz air rate to UK
6d short on 1s 6d triple rate for 1½ oz
2 x 6d = 1s = 120 g ctms (m/s)
In London Inland Section: marked for 1s postage due
26 Apr in Dunbar: Found Open and Officially Sealed
1s postage due collected.



Jan 1932 underpaid – first regular north-bound flight – double deficiency

May 1933 underpaid on one-time special flight – double deficiency

Apr 1937 triple rate paid double rate– double deficiency

Route to South Africa – Southern Rhodesia



Imperial Airways Rates between UK & S Rhodesia

All rates per ½ oz

	UK to S Rhodesia	S Rhodesia to UK
9 Dec 1931	9d	
28 Jan 1932		10d
1934		9d
21 Nov 1934	6d	
1935		6d
All-Up Empire Air Mail		
Jun 29 1937	1½d	2d

7 Dec 1934 in Leicester:

9d short on 1s 6d air rate for 1½ oz

In London: 2 x deficiency = 18d = 180 g ctms m/s in London tax mark.

In Southern Rhodesia: 180 g ctms = 18d = 1s 6d postage due

Southern Rhodesia did not use postage due stamps



26 Jan 1933 in Salisbury Southern Rhodesia:

10d rate for ½ oz paid

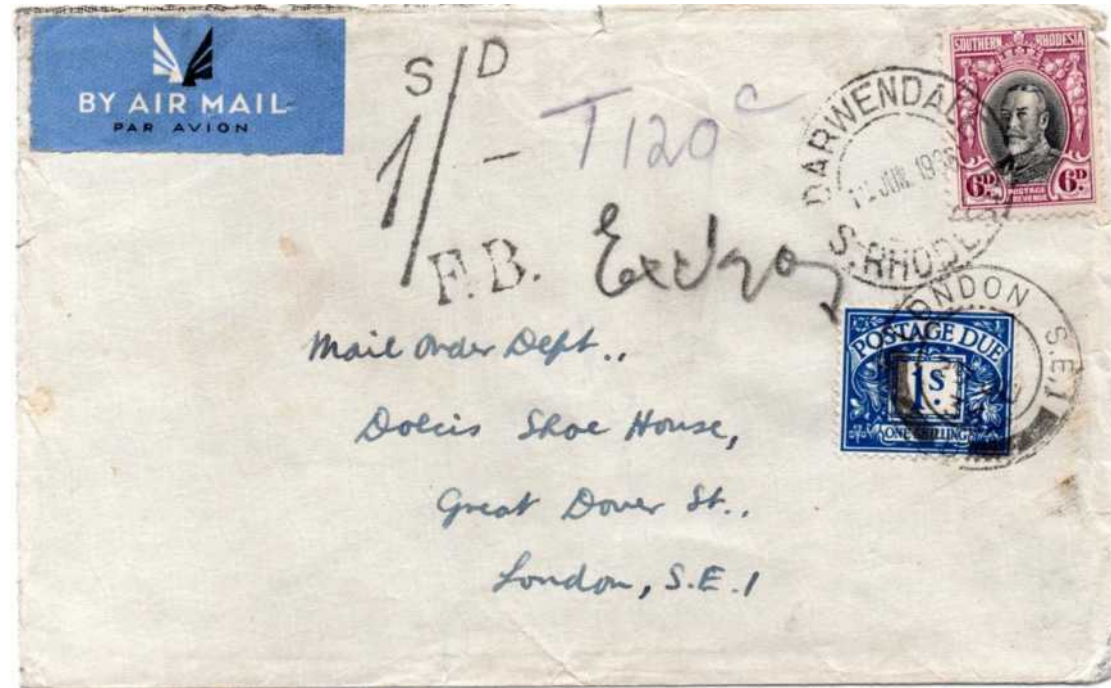
1 + 2A blue pencil 1 surface = 2 air rates

10d short on 1s 8d air rate for 1 oz

In London Foreign Branch:

2 x deficiency = 1/8

1s 8d postage due collected.



18 Jun 1936 in Darwendale Southern Rhodesia: Pencil Exc ½ oz;

6d short on 1s air rate for 1 oz

Double deficiency = 1s = 120 g ctms – pencil T 120c

In London Foreign Branch: Double deficiency postage due 1/8

29 June In London SE1: 1s postage due collected.

Route to South Africa completed – Weekly service from late Jan 1932

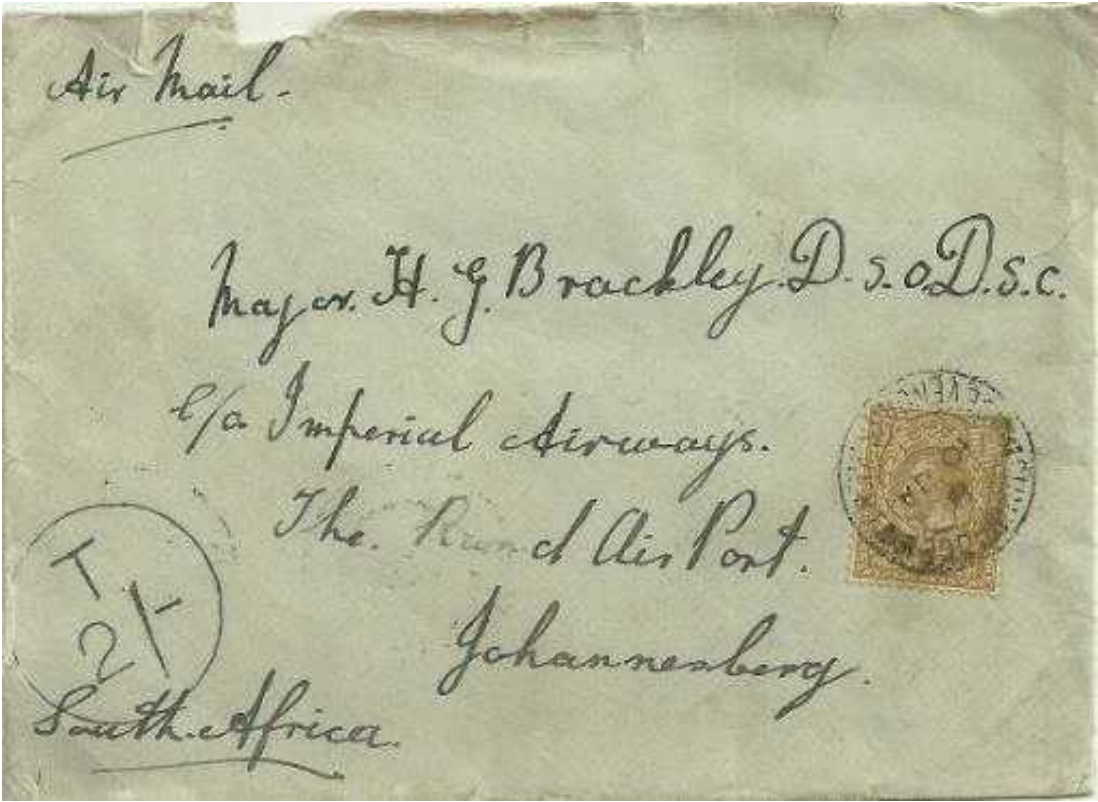
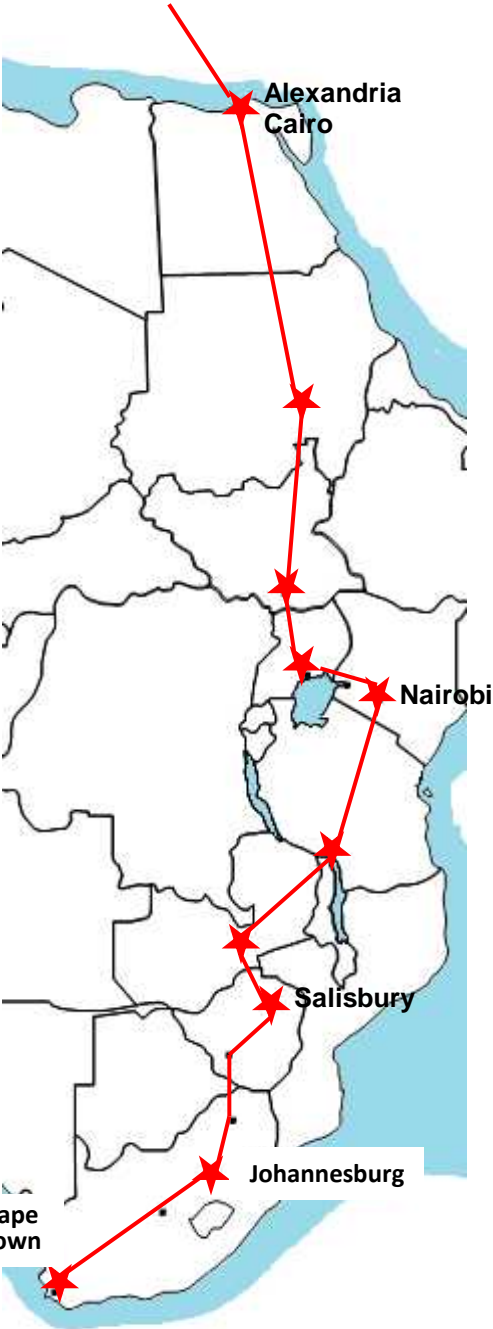
Major Herbert George Brackley decorated WWI pilot (on one raid he returned with 40 holes in his machine)
Joined Imperial Airways in 1924. Responsible for training and route development.
Would have been responsible for planning British Airways route to South Africa.
Rejoined Royal Air Force in WWII rising to rank of Air Commodore.

Jan 1933 Underpaid to Brackley in Johannesburg

10 Jan 1933 In Sevenoaks Kent: 1s single rate paid - not taxed in UK.

Imperial Airways Rates London – South Africa

	Letters (per ½ oz)	Postcards
9 Dec 1931	1s	
8 Aug 1932	1s	5d
1 Nov 1933	10d	5d
21 Nov 1934	6d	3d
<i>All-Up Empire Air Mail</i>		
29 June 1937	1½d	1d



In South Africa: Considered overweight - 1s short on double rate
South African circular 2/- tax mark. 12 x 2d dues on back



Photo Enclosed:
Imperial Airways air crew?



Jan 1933 overweight – double deficiency tax on arrival in South Africa

11 Sep 1934 in London:

10d short on 1s 8d double air rate up to 1 oz

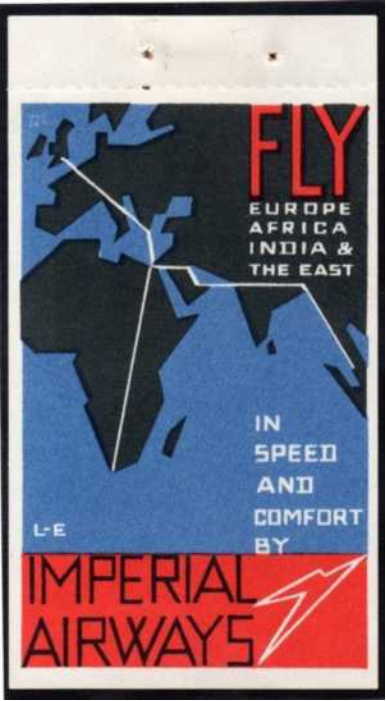
2 x 10d = 20d = 200 g ctms

2 double rate
200 200 g ctms

In South Africa:

200 g ctms = 20d = 1s 8d due

Imperial advertising label



Sep 1934 double rate paid single rate – double deficiency

9 Dec 1931 – 2 Aug 1935 Internal air to Cape Town or Imperial Airways to London both available

4– Africa: Imperial Route to South Africa

Jun 1, 1932 South Africa – British agreement

underpaid air mail to be sent by air even if air fee not fully paid.

South African practice for underpaid air mail with no route specified:

If overpaid for air to Cape Town – double deficiency due on air rate via Imperial.

If underpaid for air to Cape Town send via Cape Town charged double deficiency

20 July 1933 in Port Elizabeth 'Over ½ oz etc' handstamp

2d short on 8d double rate via air mail to Cape Town

Double deficiency 4d = 40 g ctms

4 May 1932 In Durban

4d short on 8d double rate via air mail to Cape Town

Double deficiency 8d = 80 g ctms

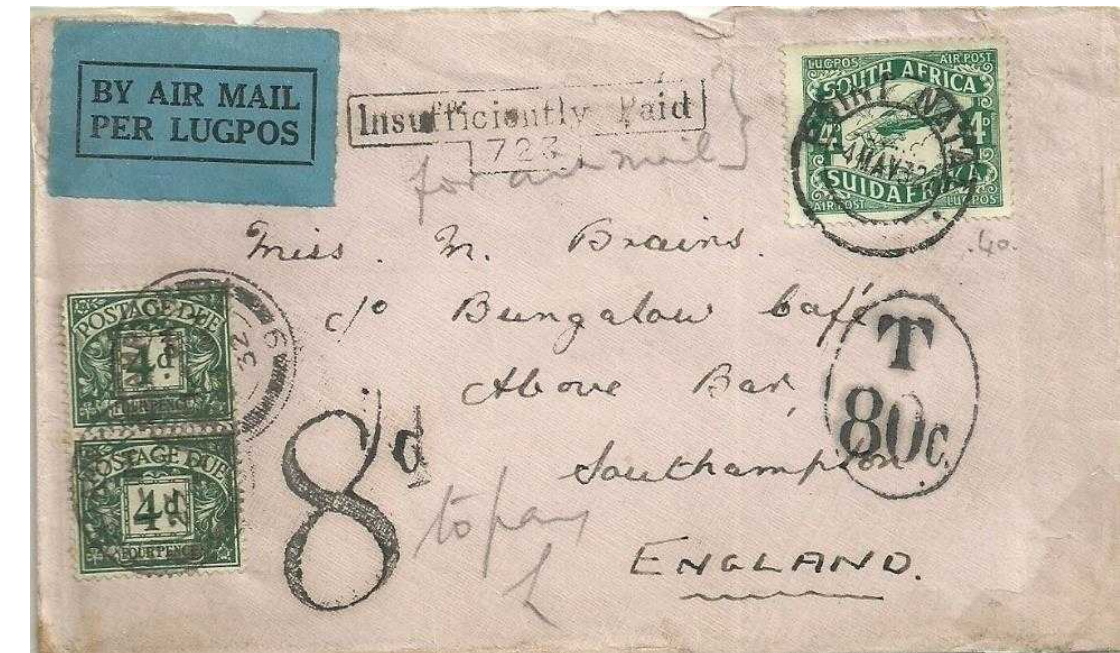
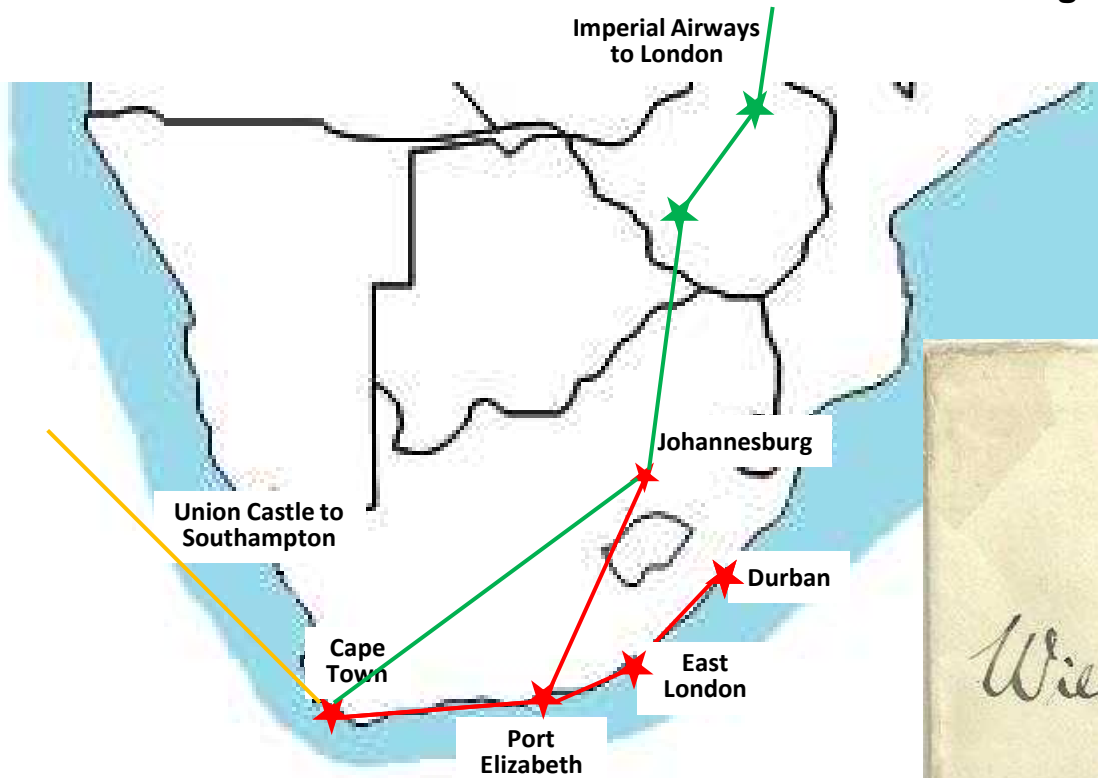
Oval Durban tax mark

23 May 1932 in Southampton (723)

8d due mark of Southampton.

Insufficiently Paid

723



28 Dec 1932 in Johannesburg:

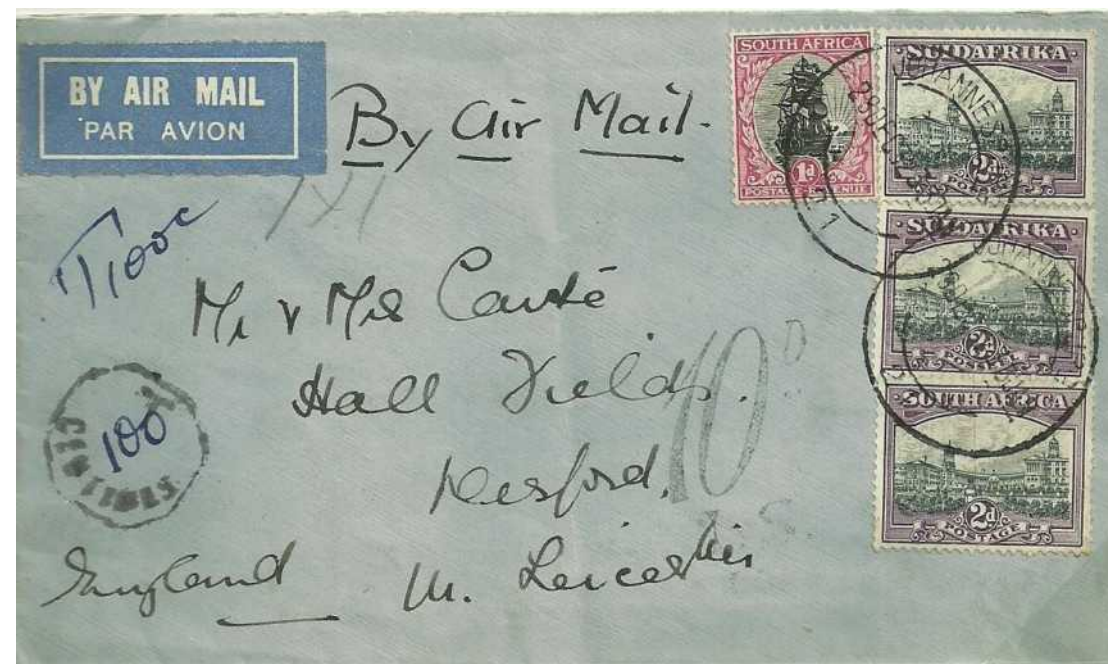
Paid more than 4d rate for internal air service to Cape Town

Sent by Imperial Airways

5d underpaid on 1s rate for ½ oz

2 x 5d deficiency = 10d = 100 g ctms (m/s)

25 July 1935 Underpaid on last Union Airways flight to connect with Cape Town mail ships



In Birmingham: 4d postage due collected



11 April 1934 surface rate to UK reduced from 2d for 1st oz to 1d for 1st oz.

Was air mail rate via Cape Town reduced from 4d per ½ oz to 2½d per ½ oz?

25 July 1934 In Durban:

Marked for air mail to Capetown.

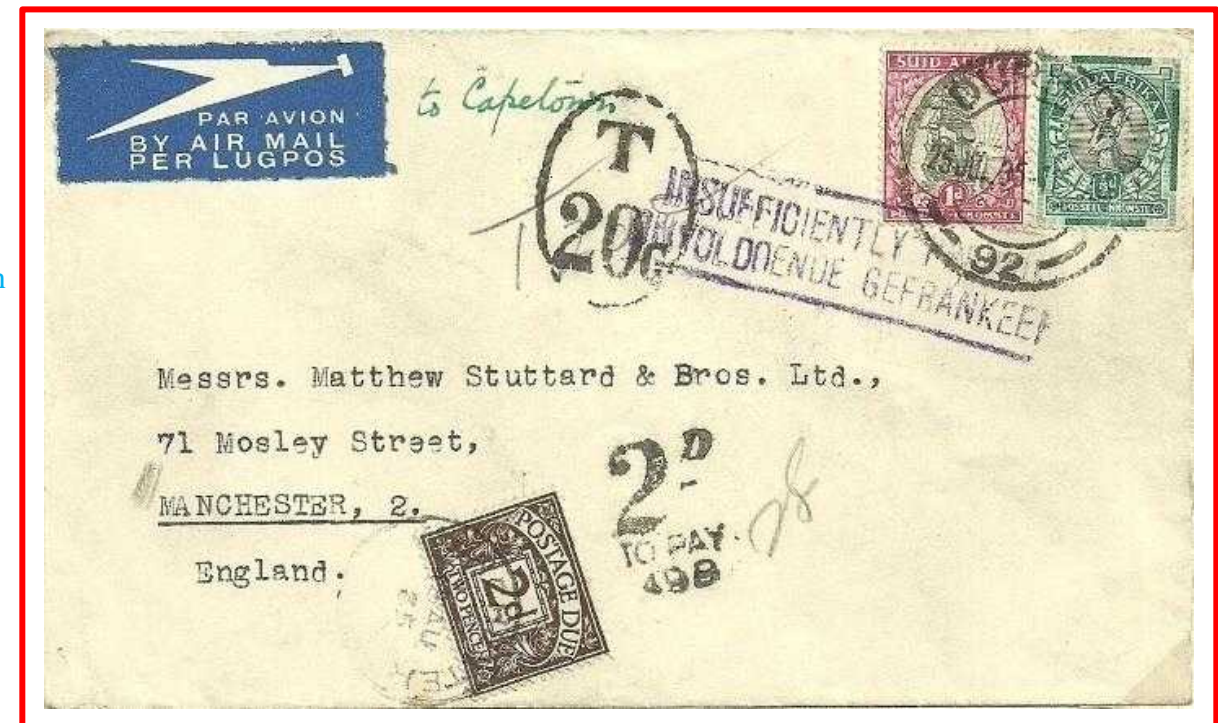
1d short on 2½d rate

2 x 1d = 2d = 20 g ctms

Oval Durban tax mark

In Manchester (498):

20 g ctms = 2d due.



In London Inland Section: 100 g ctms = 10^d I.S. G.

End of an era! From this time on all air mail to UK went via Imperial Airways.

Jul 1933 & May 1932 underpaid on internal air rate – double deficiency on internal air rate

Jul 1935 double deficiency on reduced internal air rate

Dec 1933 overpaid for internal air – sent by Imperial charged double deficiency

Completely unpaid mail between UK and South Africa forwarded by air

Jun 1, 1932 South Africa - British agreement on underpaid air mail even allowed totally unpaid letters to be sent by air.

Dec 1936 UK to Natal - Unpaid



2 Dec 1936 in London: mailed unpaid with Air Mail label
6d air rate unpaid
2 x deficiency = 1/- = 120 g ctms (blue m/s)
London hexagonal tax mark.



Imperial Airways advertising label

13 Dec in Pietermaritzburg:
12 x 1d postage dues collecting 1s postage due

July 1936 Bloemfontein to UK – Unpaid

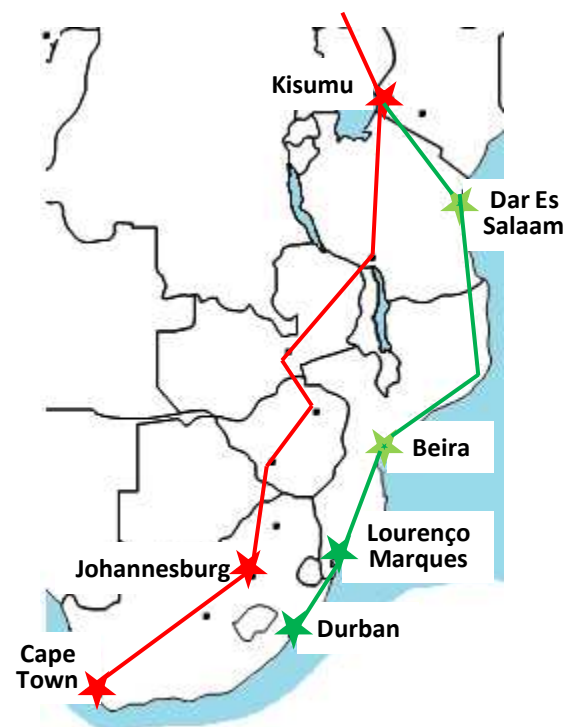


8 July 1936 in Bloemfontein: posted unpaid with Air Mail label
6d air mail rate unpaid
South Africa conversion to g ctms- to non-Empire countries 3d = 25 g ctms
to Empire countries 1d = 10 g ctms
2 x 6d deficiency incorrectly converted at non-Empire equivalence to 100 g ctms = 1 Fr

In London Inland Section: correctly marked 120 g ctms due = $\frac{1}{120}$ s.
In Felixstowe: 1s postage due collected.

Underpaid for 6d per ½ oz rate between UK and South Africa

July 1936 Bloemfontein to UK - Unpaid



2 June 1937 Route from Kisumu to South Africa changed to Empire Flying Boats via Mozambique to Durban

Portugal allowed Empire Flying Boats to use Mozambique ports

Flying boats carried 3 tons of mail– necessary for All-Up Empire air mail

South African Airways carried mail from Durban

Underpaid on last flight before All-Up Rates

28 June 1937 in Port Elizabeth: 3d short on 6d air rate – 2 x deficiency = 6d
Oval framed 6d charge mark

30 June 1937 Flying boat *Courtier* left Durban and arrived Southampton 6 July

Bilingual mark usually on items diverted to surface **Insufficiently paid for air mail**
Taxed and sent by air mail



1 Apr 1937 in London:
4½d underpaid on 6d air rate
2 x deficiency = 9d = 90 g ctrms (m/s)
London hexagonal tax mark.

13 Apr in South Africa:
9d South African charge mark
9d postage due paid at Dynamite Factory



4 June 1937 in South Africa:
6d air rate for ½ oz paid
Bilingual handstamp under redirection label
MORE TO PAY/OVER ½ OZ
5d short on 1s double rate
2 x deficiency = 1s



In UK: first attempt to collect 1s postage due failed.

postage due stamp
voided with handstamp



In London W2: second attempt to collect postage due succeeded

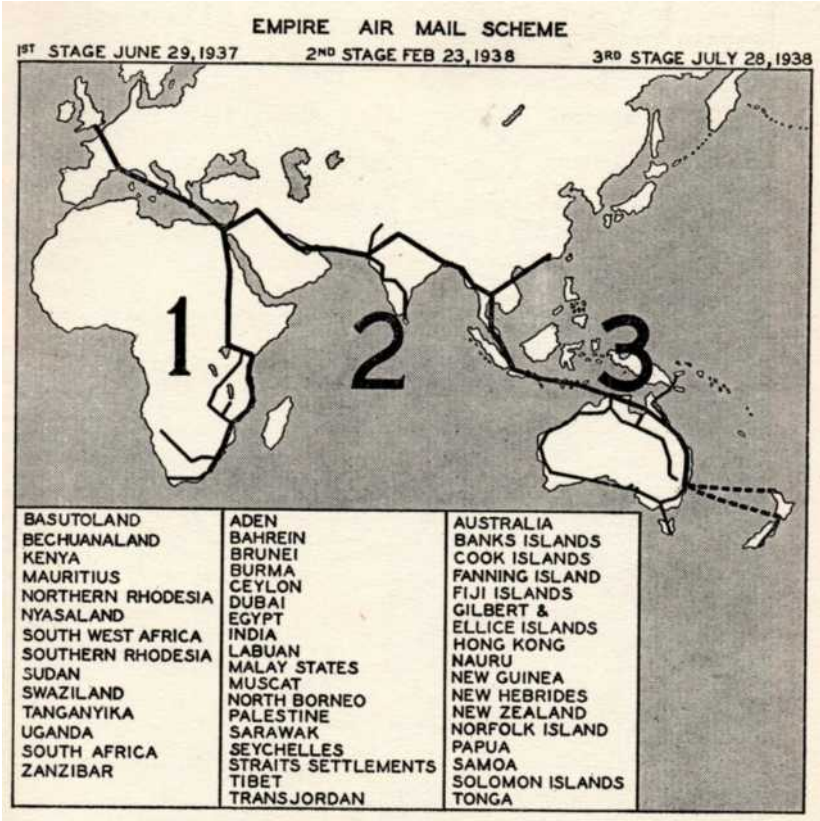


7 July 1937 in Dorchester: 6d postage due collected.

If mailed two days later would have been overpaid for 1½d All-Up air rate for ½ oz

29 Jun 1937 All-Up Empire Air Mail Phase 1 started on Imperial Route to South Africa

Excerpts from Lumley Brancker Memorial Lecture (see Frame 1 Page 2)



9 Sep 1937 in UK: 1½ d All-Up rate for ½ oz paid
Treated as 1½d short on 3d rate for 1 oz; 2 x deficiency = 3d = 30 g ctms
London Hexagonal tax mark with 30 in m/s
19 Sep In Cape Town: Circular framed 3d charge mark; 3d postage due collected.



Sep 1937 over ½ oz All-Up Air – double deficiency due = 3d

EMPIRE AIR MAILS
The Empire Air Mail Scheme, as it has come to be called, provides for the conveyance by the air services of Imperial Airways and their associate companies, at flat rates of postage, of all letters, letter packets, and postcards exchanged between the Empire countries which are on or can be served from the imperial air routes to East and South Africa, and to India, Malaya and Australia. The postage rate fixed for all letters posted in the United Kingdom and addressed to any of the countries served is 1½d. per half ounce. The charge for postcards is 1d.

To have made the scheme immediately self-supporting, so far as the United Kingdom Post Office is concerned, it would have been necessary to fix the postage on letters at 2½d. per half ounce ; but it was felt that, as the imperial postage rate applicable to surface conveyance was 1½d. for the first ounce and 1d. for subsequent ounces, it would be fairer to fix the initial postage rate for a half ounce at 1½d. This had the obvious advantage that it involved no change in the postage required for the lightest letters which, on the Empire services, are in number over 70 per cent. of the whole of the letters posted : but some increase in the postage rates for letters weighing more than a half ounce was, unfortunately, unavoidable.

30 Aug 1937 in London:
Between 5 oz and 5½ oz
m/s Over 5 oz
6½d surface rate for 5 to 6 oz fully paid
10d short on 11 All-Up Empire air rates
2 x 10d = 20d = 1s 8d in m/s
8 Sep in Cape Town:
1s & 8d charge marks
1s 8d in postage due collected.



Canopus – first Empire Flying Boat
On route to South Africa from June 1937
Brooke Bond Tea Card



Aug/Sep 1937 over 5 oz – double deficiency on 11 x All-Up rate

5 – All-Up Empire Air Mail

All letters and postcards sent by air even if not marked for air mail.
No increase in cost for letters up to ½ oz, 70% of total
Substantial increase for letters over ½ oz.
Large impact on underpaid mail.
Volume of air mail to South Africa increased to 3 tons on each twice weekly flight.
Many tons of mail were underpaid.

	Surface	All-Up	Increase
½ oz	1½d	1½d	0
1 oz	1½d	3d	1½d
1½ oz	2½d	4½	2d
2 oz	2½d	6d	3½d
2½ oz	3½d	7½d	4d
.....
5 oz	5½d	15d	9½d
5½ oz	6½d	16½d	10d

Front only

Christmas 1937 All-Up Postage Due Charges Waived

GB postage due waived label ex South Africa



30 Nov 1937 in Cape Town with Two Christmas Seals:

1½d short on 1½d All-Up rate;

2 x deficiency = 1d = 10 g ctms – Octagonal tax mark

In UK: postage due waived label applied – no postage due collected

Kenya postage due waived label

This underpaid item is liable for surcharge which has been waived exceptionally during the Christmas period.

Please request the sender to ascertain from his local Post Office the correct rate of postage to these territories.

GB postage due waived label ex Northern Rhodesia

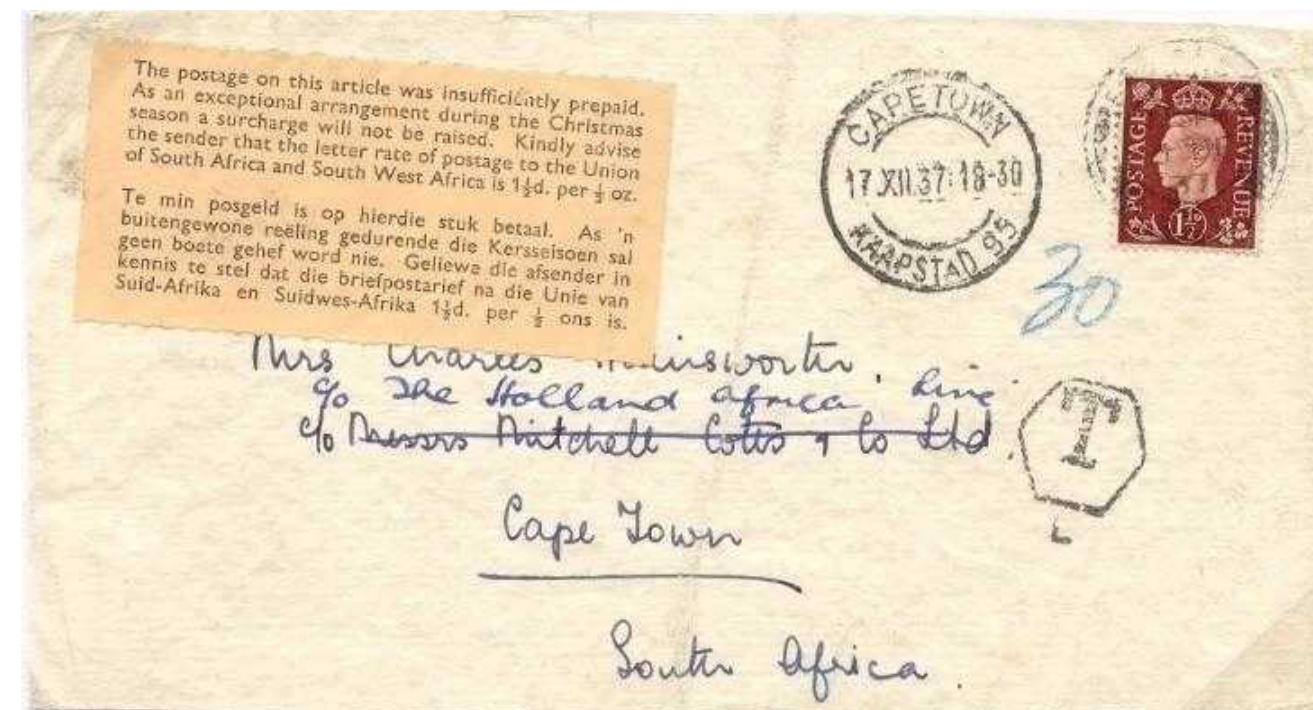


15 Dec 1937 in Broken Hill Northern Rhodesia:

All-Up rate set at 2d per ½ oz – same as 1 oz surface rate prior to All-Up Air Mail
½d short on 2d rate; 2 x deficiency = 1d = 10 g ctms (blue m/s)

In UK: postage due waived label applied – no postage due collected

South African Postage Due Waived Label



Front only

6 Dec 1937 in UK: 1½d short on 3d All-Up rate for 1 oz; 2 x deficiency = 3d = 30 g ctms (blue m/s); London hexagonal tax mark

17 Dec 1937 in Cape Town: Bilingual postage due waived label applied – no postage due collected.

Xmas 1937 All-Up Mails very heavy

Dec 1937: 55 tons to South Africa – 25 tons from South Africa

Large quantities of underpaid mail

Public relations exercise – Postage due charges waived.

Labels affixed to indicate that the charges were waived.

Each postal administration had a distinctive label.

Southern Rhodesia Postage Due Waived Label



Front only

Dec 1937 in UK:

1½d short on 4½d All-Up rate for 1½ oz; 2 x deficiency = 3d = 30 g ctms

London T/30 hexagonal tax mark


In Southern Rhodesia:

Postage due waived label applied – no postage due collected

Print details – 12,000 printed 3 Dec 1937

Xmas 1937 Warning labels – no postage due collected

5 – All-Up Empire Air Mail



PLEASE ADVISE SENDER THAT
LETTERS SHOULD BE PREPAID
1½^D FOR EACH HALF OUNCE

Sister Thompson. at
European Hospital.
Uganda.
Nottingham
England.



SOUTH AFRICA
 POSTAGE DUE
 1d
 SUIDAFRIKA

SOUTH AFRICA
 POSTAGE DUE
 2d
 SUIDAFRIKA

DOUGLAS
 2 45 PM
 14 APR
 1939
 ISLE OF MAN S

POSTAGE
 REVENUE
 1 1/2d

R. OLIVER,
 F.O. Jameson Park.
 via Nigel,
 South Africa.

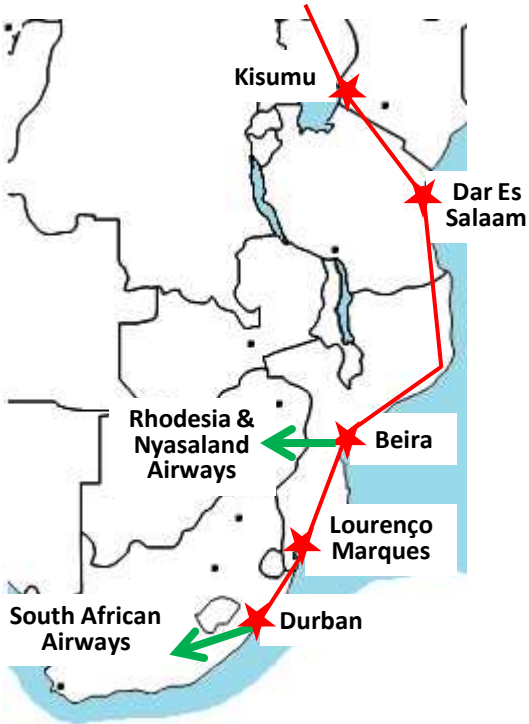
30



Double deficiency on underpaid All-Up Airmail

UK Post Office encouraged each country to set ½ oz all-up rate equal to 1 oz surface rate prior to All-Up air mail

Empire Flying boat route through Mozambique
All-Up Empire air mail provided to
Nyasaland, Northern & Southern Rhodesia
by Rhodesia & Nyasaland Airways
connecting to flying boat route at Beira



All-Up Empire Air Mail Stage 1 from K.U.T, Nyasaland and Rhodesias

5 – All-Up Empire Air Mail



July 1939 in Kenya, Uganda or Tanganyika:

Prior to All-Up air mail surface rate to UK 20c for 1st oz;
Circular **Over ½ ozs/T** tax mark; 20c short on 40c rate for 1 oz;
UPU rate 30c = 37.5 g ctms; 2 x 20c deficiency = 40c
40c x 37.5 g ctms/30c = 50 g ctms (in pencil).

All-Up rate 20c per ½ oz
pencil 2 for double rate

In London Inland Section: P114 Equivalent 20c = 1½d; 2 x 20c x 1½d = 3d postage due

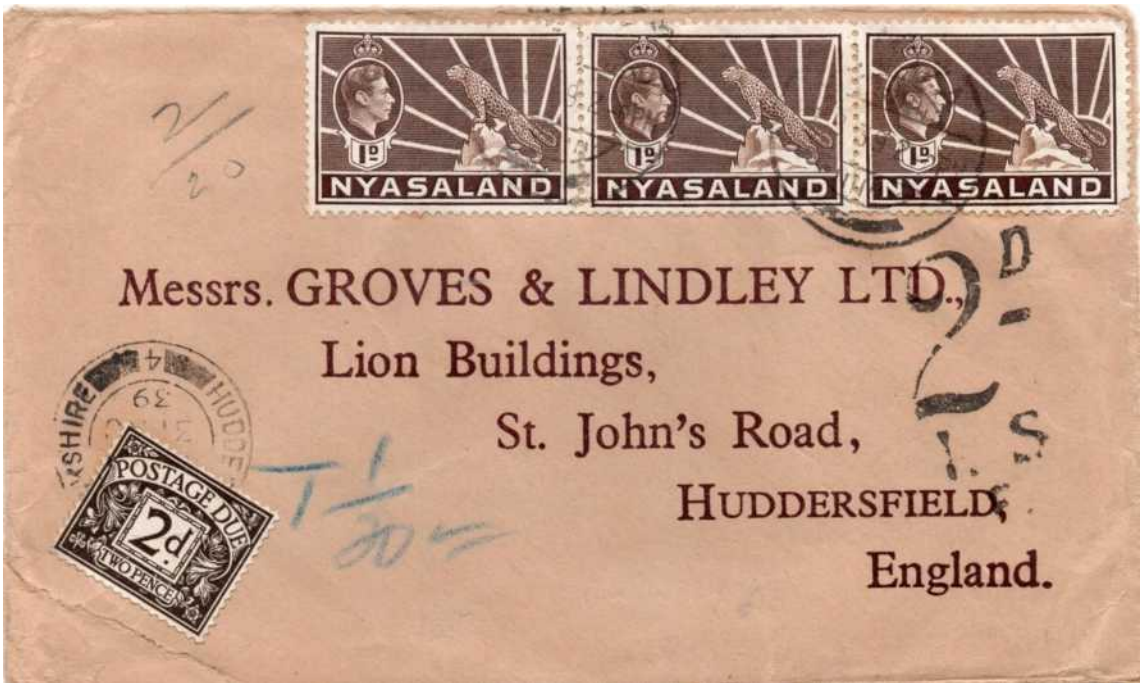
15 July in Ilchester: 3d postage due collected

2 Nov 1937 in Southern Rhodesia:

Prior to All-Up air mail surface rate to UK 2d for 1st oz; All-Up rate 2d per ½ oz;
over ½ oz in pencil; pencil fraction 2 (double rate)/40 g ctms (double deficiency)

In Edinburgh (S33): P114 Equivalent 2d = 2d

Should have been charged 2 x 2d = 4d postage due
Perhaps Edinburgh thought S Rhodesia All-Up rate was 1½d per ½ oz – same as UK rate
Treated as 1d short on 3d double rate; double deficiency = 2d



Aug 1939 in Nyasaland:

Prior to All-Up air mail surface rate to UK 2d for 1st oz
All-up rate 2d per ½ oz
1d short on 4d rate for 1 oz; Blue T 1/20

In London Inland Section: P114 Equivalent 2d = 2d
2 x 1d deficiency = 2d postage due

31 Aug in Huddersfield: 2d postage due collected.

10 Dec 1938 in Northern Rhodesia:

Prior to All-Up air mail surface rate to UK 2d for 1st oz
All-up rate 2d per ½ oz
1½d short on 4d rate for 1 oz; Blue T 40c

In London Inland Section: P114 Equivalent 2d = 2d
2 x 1½d deficiency = 3d postage due

21 Dec in Bournemouth: 3d postage due collected.

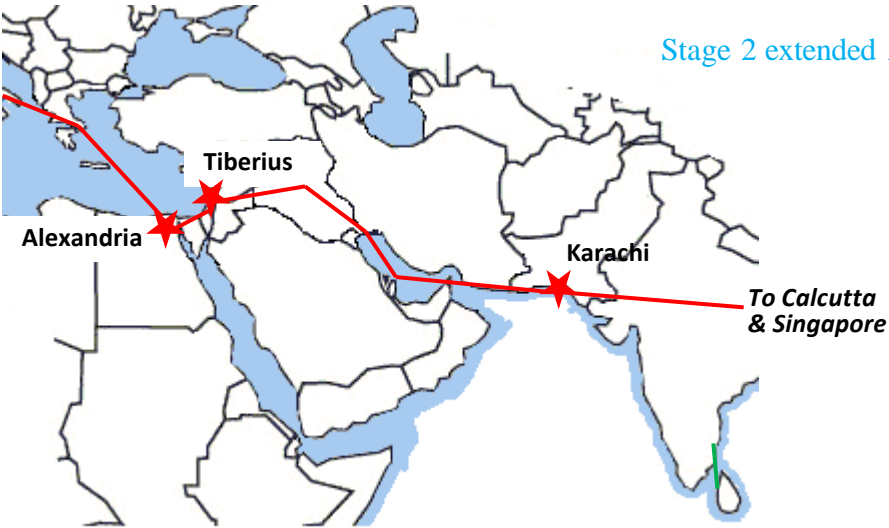
Fully paid for old 1 oz surface rate – overweight for ½ oz All-Up rate

23 Feb 1938 All-Up Empire Air Mail Stage 2 – Egypt, Palestine

5 – All-Up Empire Air Mail

Stage 2 extended All-Up Empire air mail to many countries in Middle East and Asia that could be reached from flying boat route to Singapore.

Palestine served from flying boat stop at Tiberius



19 Dec 1938 in Egypt:
All-Up rate 15 mils for 15g; UPU rate 20m = 37.5 g ctm
10m short on 30m double rate; 2 x 10m = 20m ~ 38 g ctm (pencil).



11 May 1939 in Sarafand (Palestine): site of large British military camp
10m All-Up rate for 10g paid; 10m short on 20m rate for 20g;
Rectangular tax mark

14 May in London Foreign Branch:
P114 equivalent 10m = 1½d; 2 x 10m x 1½d/10m = 3½d



11 Nov 1938 in Haifa (Palestine):
18m paid
5 in pencil for 5 half oz rates
Should have been paid 5 x 10m = 50m
32m underpaid
In London Foreign Section:
P114 equivalent 10m = 1½d
2 x 32m x 1½d/10m = 9.6d
Rounded to 9½d
14 Nov in London: 9½d in postage due stamps.

Found open or damaged
Scarce repair tape of KEVIII reign



22 Dec in London Foreign Branch:
P114 equivalent 15m = 2d; 2 x 10m x 2d/15m = 2.7d; rounded down to 2½d

Dec 1938 underpaid on double rate – double deficiency due = 2½d

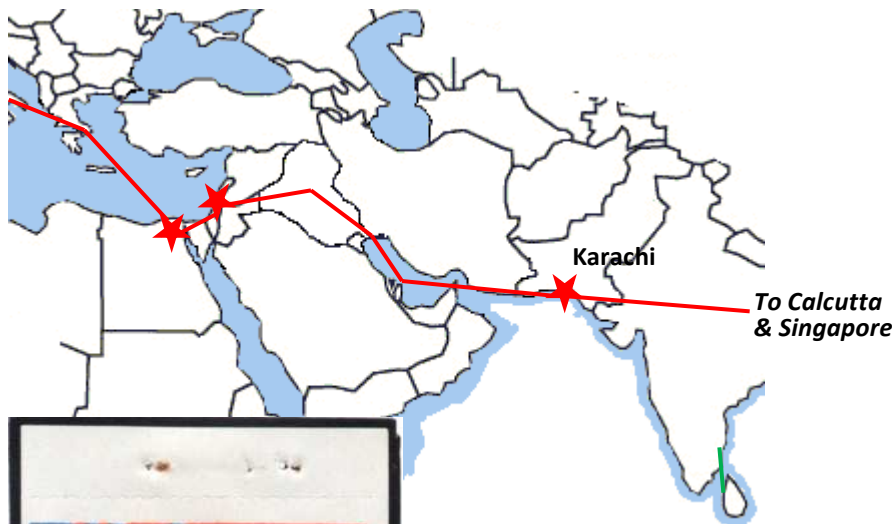
May 1939 10g rate paid – double deficiency on 20g rate

Nov 1938 underpaid on 5 All-Up rates– double deficiency

All-Up Empire Air Mail Stage 2 – India

Mail to West Indies Misdirected to India

“Wander Cover” to Chief Officer of SS Beckenham



All-Up Rate from India Unpaid

14 June 1939 in India:
2½A All-Up rate unpaid



Backstamp

20 June in London Foreign Branch:
P114 equivalent 2½A = 2d;
2 x 2½A x 2d/ 2½ =



Imperial advertising label



June 1939 All-Up rate unpaid – double deficiency 4d



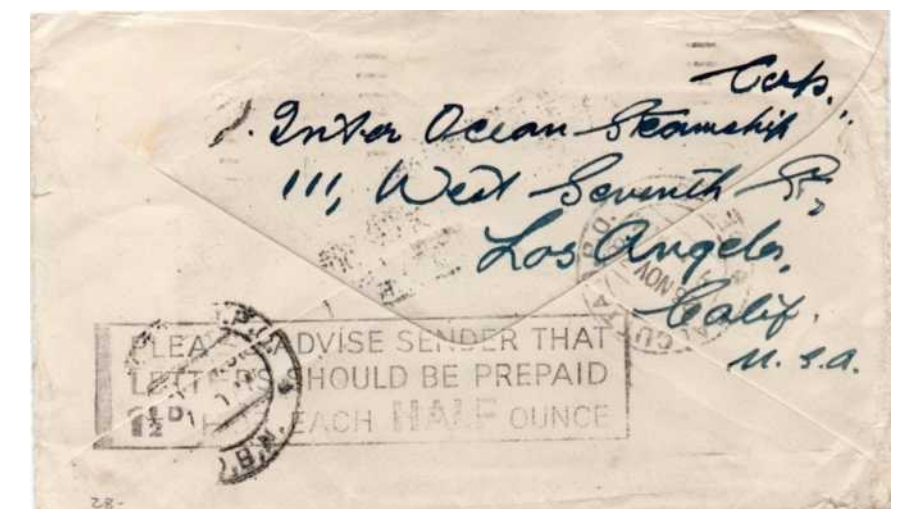
12 July 1939 in London:
Treated as 1½d underpaid on
3d All-Up 1 oz rate to India
2 x 1½d = 3d = 30 g ctms m/s
machine applied tax mark

Karachi Air mark on front
20 July in Bombay DLO:
Mistake discovered
Redirected to Antigua Br. W Indies.



Air mark crossed through
Treated as fully paid on Empire surface rate to Antigua
10 Aug in St. Johns Antigua: Delivered without postage due.

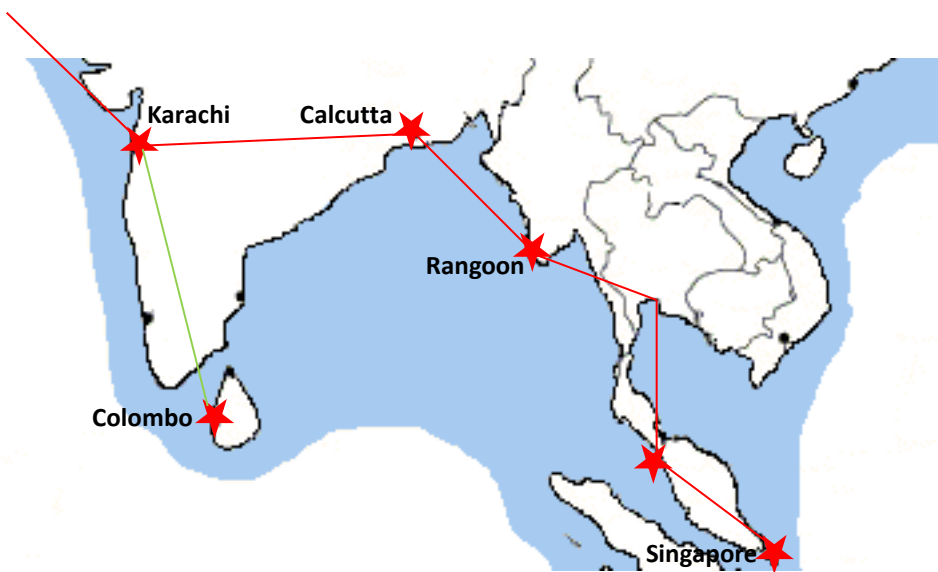
July 1939 due marked when incorrectly sent to India
Due not collected when correctly sent to West Indies



14 Nov 1938 in Great Yarmouth:
1½d underpaid on 3d All-Up 1 oz rate to India
In London: 2 x 1½d = 3d = 30 g ctms
Machine applied tax mark and explanatory mark on back
In Karachi: Foreign Postage Due handstamp
-/3/- m/s; 3A postage due

23 Nov in Calcutta: Redirected to Watts Watts & Co, London
29 Nov in London Foreign Section: Double deficiency = 3d
29 Nov in London:
30 3d postage due collected from Wattas Watts and Co.
Redirected to Los Angeles, California
Not clear whether it went to Los Angeles

Nov 1938 Sender charged due on returned mail



Tata Airways carried All-Up air mail from Columbo to Karachi

13 Mar 1939 in Colombo: Paid at pre-All Up air mail rate of 9 cents
11c short on 20c All-Up rate for ½ oz
UPU rate 20c = 25 g ctms; 2 x 11c x 25/20 = 27½ g ctms (blue m/s)
Circular framed FTS tax mark
(Mackay incorrectly attributes this mark to London FS)



21 Mar in London West Central District Office:
P114 equivalent 20c = 2½d;
2 x 11c x 2½d/ 20c = 2.75d; Rounded down to



All-Up Empire Air Mail Stage 2 – Ceylon & Burma

Attempt to send printed matter at All-Up rate



22 Feb 1938 in London: ½d surface rate for printed matter paid
Caption: **PRINTED MATTER**
FIRST AIR MAIL WITHOUT SURCHARGE

All-Up rate for printed matter same as for letters.
1d short on 1½d all-up rate; London tax mark applied

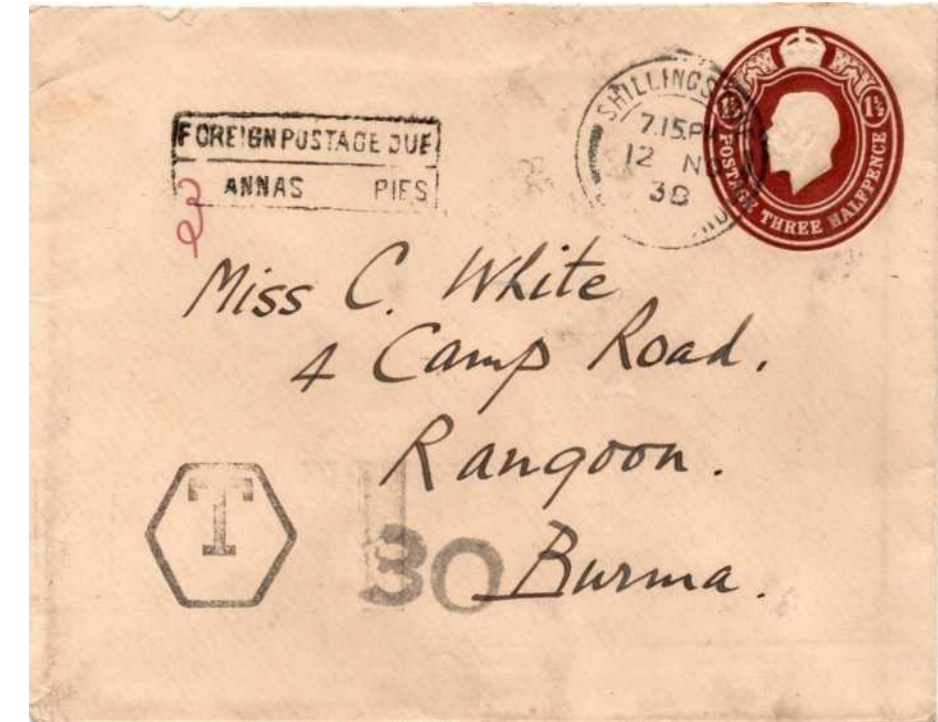
In Ceylon: POSTAGE DUE TO BE/COLLECTED 12 CTS
Prior to All-Up rates surface rate to UK 9 cents
Postage due may have been calculated by ratio of pre-All-Up rates
2 x 1d x 9d/1½d = 12 cents



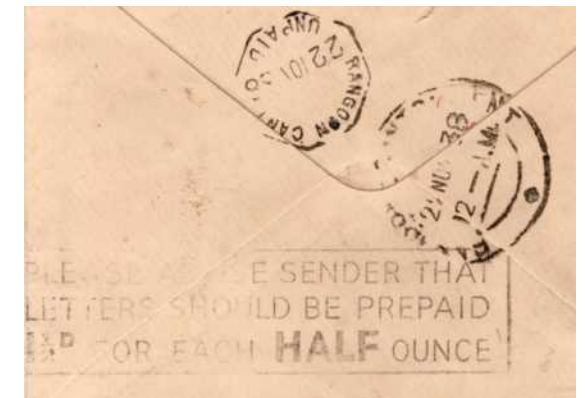
PLEASE ADVISE SENDER THAT
LETTERS SHOULD BE PREPAID
20 CENTS FOR EACH ½ OZ.

Backstamp

12 Nov 1938 in UK: 1½d short on 3d all-up rate for 1 oz;
2 x 1½d = 3d = **30** g ctms; machine applied tax mark
Machine applied explanatory mark on back



22 Nov in Rangoon: 30 g ctms = 3A postage due.



All-Up Empire Air Mail Stage 2 – Assam & Malaya



18 July 1938 in London:

1½d short on 3d All-Up rate for 1 oz;

2 x 1½d = 3d = **30** g ctms;

Machine applied tax mark

Machine applied explanatory mark on back.



In Singapore: UPU rate 12c = 25 g ctms

30 g ctms x 12/25 = 14.4c

Rounded up to 15c postage due



17 Dec 1938 in Kuala Lumpur: All-Up rate 8 cents per ½ oz

Paid 12c; 4c short on 16c All-Up rate for 1 oz

UPU rate 12c = 25 g ctms; 2 x 4c x 25/12 = 16.7 g ctms

Rounded up to 17c pencil

Kuala Lumpur Tax mark



Front only

in London Inland Section:

P114 equivalent 8c = 1½d

2 x 4c x 1½d/8c = $\frac{11}{2}$ I.S.N.



26 Sep 1938 in Shillong, Assam: Paid 5A (2 x 2½A Indian All-Up rate); 5A short on 4 x 2½A All-Up rate for 2 oz
India converted at 1A = 10 g ctms; 2 x 5A = 10A = 100 g ctms; Red m/s 4/100c

in London Inland Section: P114 equivalent 2½A = 2d; 2 x 5A x 2d/2½A = $\frac{8}{1}$ I.S.E.

11 Aug 1939 in Singapore:

Paid 8c All-Up rate for ½ oz

8c short on 16c rate for 1 oz

UPU rate 12c = 25 g ctms;

2 x 8c x 25/12 = 33.3 g ctms

Rounded up to 34c pencil

Circular tax mark



in London Inland Section: P114 equivalent 8c = 1½d

2 x 8c x 1½d/8c = $\frac{3}{1}$ I.S.E.

1938 underpaid on multiple All-Up rates – double deficiency due

28 July 1938 All-Up Empire Air Mail Stage 3 – Australia & New Zealand

Australia would not set All-Up rate less than 5d per ½ oz internal air mail rate

But UK set All-Up rate to Australia at 1½d per ½ oz – same as to other All-Up Empire countries

New Zealand set All-Up rate at 1½d per ½ oz

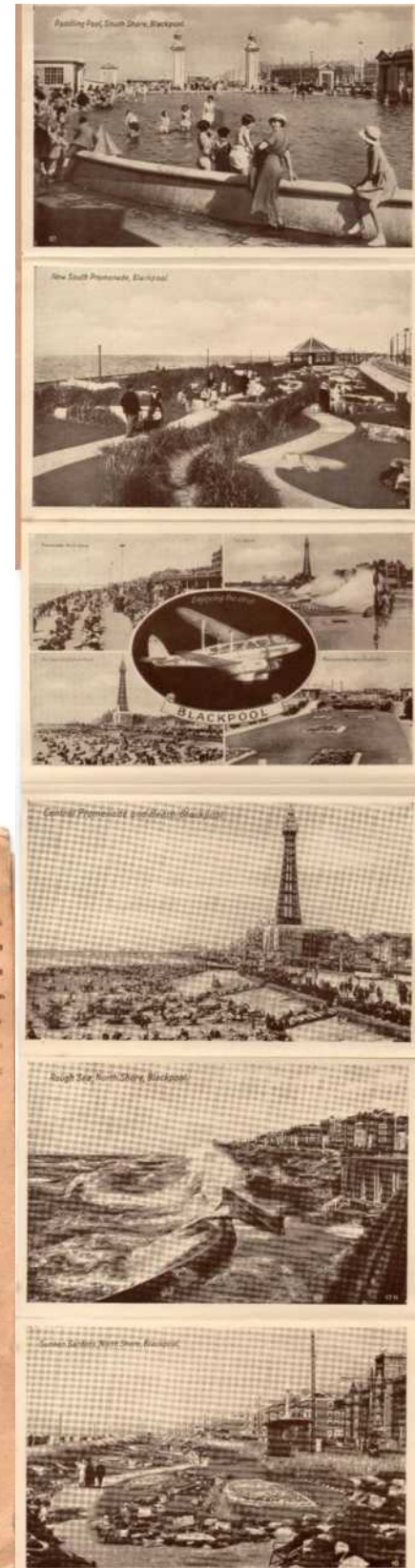
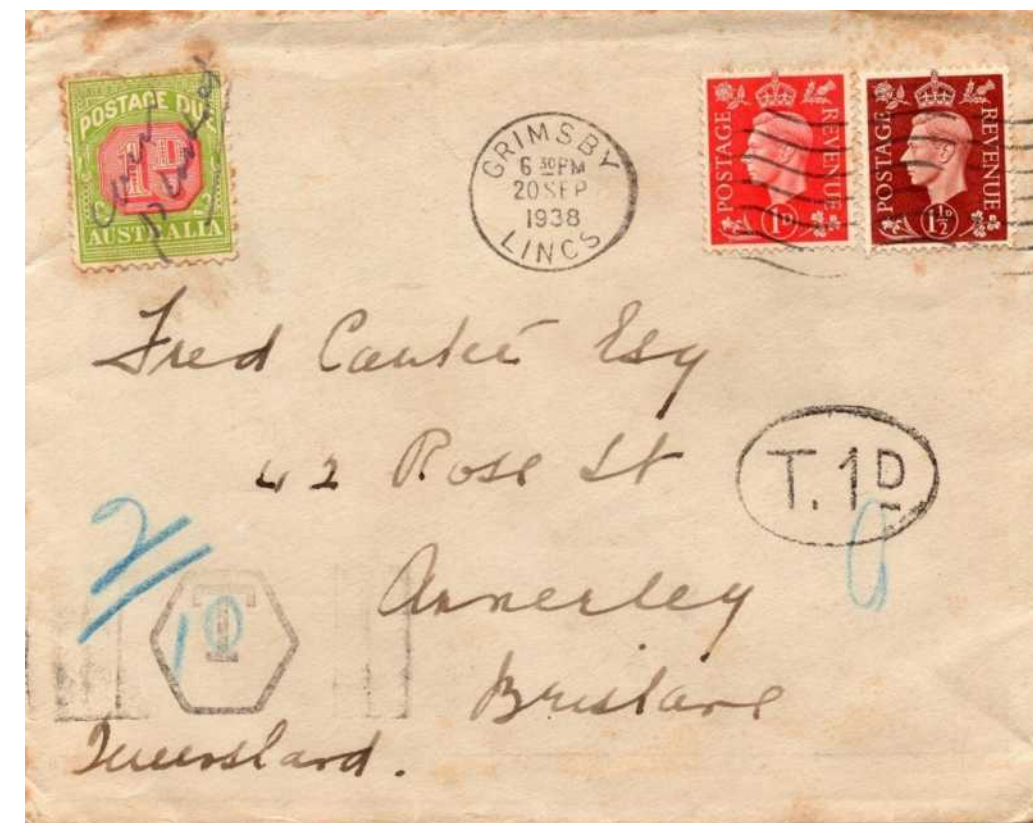
7 Nov 1938 in New Zealand:

½d short on 1½d All-Up rate for ½ oz

2 x ½d = 1d = 10 g ctms – Circular NZ tax mark

in London Inland Section ^{1^d}_{I.S.}

6 Dec 1d postage due collected



21 Apr 1939 in Australia:

5d All-Up rate for ½ oz paid

5d short on 10d All-Up rate for 1 oz

2 x 5d = 10d = 100 g ctms

Melbourne tax mark

in London Inland Section:

100 g ctms =

10d postage due collected.



20 Sep 1938 in Grimsby:

½d short on 3d All-Up rate for 1 oz

2 x ½d = 1d = 10 g ctms (blue pencil)

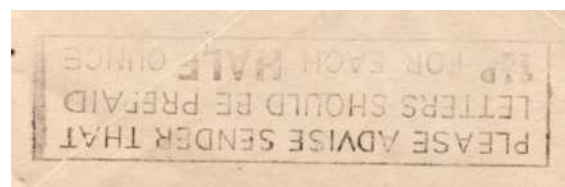
Machine applied tax mark.

In Brisbane:

10 g ctms = 1d

Brisbane charge mark

Machine applied explanatory mark upside down on back



14 Aug 1939 in Lytham St Annes: multi-view postcard of Blackpool

1½d short on 3d All-Up rate for 1 oz; 2 x 1½d = 3d = 30 g ctms (pencil)

Machine applied tax mark; Machine applied explanatory mark on back

30 Aug 1939 in Christchurch New Zealand:

3d charge mark and 3d postage due collected.

Stage 3 completed Churchill's vision of "Buckling the Empire together" with low cost air mail (except for West Africa and the Americas)

1938-39 underpaid on All-Up rates – double deficiency due

29 Jan 1938 Canadian Post Office Notice:

EMPIRE AIR MAIL RATES

Postmasters are informed that effective the 23rd February, 1938, the postage rate for letters posted in Canada intended to be conveyed beyond England to Empire points in Africa, India, and Malaya, served by Empire air mail routes will be 6 cents per 1/2 ounce.

Transmission by air will be the normal means of conveyance of all first class mail from England instead of by ship and train, as no alternative means of transmission will be provided by the British Postal Administration.

Rates: Letters - 6 cents per half ounce. Postcards - 4 cents.



7 Dec 1938 in Montreal:

3¢ underpaid on 6¢ All-Up rate for ½ oz
2 x 3¢ = 6¢ = 30 g ctms – tax mark

PLEASE ADVISE YOUR CORRESPONDENTS THAT
THE LETTER RATE FROM CANADA IS SIX CENTS
PER HALF OUNCE

Transatlantic by sea mail

London to South Africa by All-Up Empire Air Mail



4 Jan 1939 in Johannesburg:

30 g ctms = 3d postage due
Circular T/3^d due mark.

2 Aug 1939 in Winnipeg:

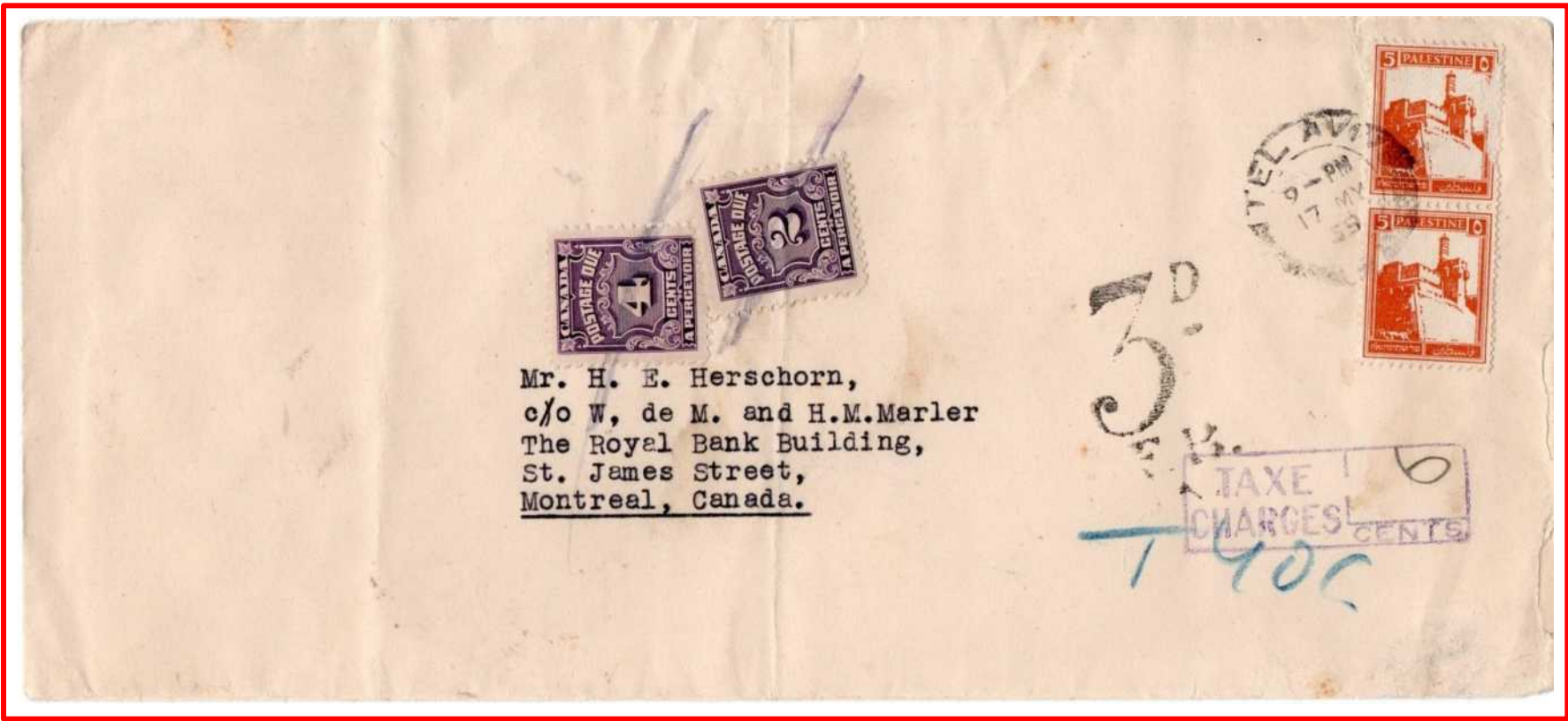
2¢ underpaid on
4¢ All-Up postcard rate
2 x 2¢ = 4¢ = 20 g ctms
Canadian 20¢ tax mark

31 Aug in New Zealand:

20 g ctms = 2d postage due

All-Up Air Service to/from London for Canadian Mail

5 – All-Up Empire Air Mail



17 May 1939 in Tel Aviv Palestine: 10m All-Up rate for ½ oz paid
10m short on 20m rate for 1 oz;
2 x 10m = 20m converted to 40 g ctms (blue m/s)
Carried by Empire Air Mail to London

In London Foreign Branch:

P114 Equivalence 10m = 1½d; 20m = 3^d_{F.B.}

In Montreal: 3d = 6¢ postage due.



11 Mar 1939 Canadian Post Office Notice:

EMPIRE AIR MAIL SCHEME EXTENDED TO HONG KONG, AUSTRALIA AND NEW ZEALAND

On and after the 1st April 1939, Hong Kong, Australia and New Zealand will be included in the Empire Air Mail (All-Up) service.



1938-39 underpaid on All-Up rates – double deficiency due

3 Sep 1939 The End of All-Up Empire Air Mail

3 Sep 1939 Britain and France declared war on Germany. All-Up air mail immediately ended. UK air mail rates to most All-Up Empire countries increased to 1s 3d per ½ oz.

5 – All-Up Empire Air Mail

8 Dec 1939 in UK: 1s 3d short on 2s 6d double rate (pencil 2); 2x 1s 3d=30d = 300 g ctms (pencil 300); In Karachi: 1A = 10 g ctms; 300 g ctms = 1R 14A; 18 Dec in Bombay:



24 May 1940 in India: From end of All-Up rate, air mail rate to UK 14A per ½ oz 6½A short; 2 x 6½A = 13A = 130 g ctms (red m/s)

6 June in London Foreign Branch: P114 Equivalence 2d = 2½A

2 x 6½A x 2d/2½A = 10.4d

Rounded to 10½d postage due

10^d 1^d
2
F.B. F.B.



26 Feb 1940 in Kenya:

From end of All-Up rate,
air mail rate to UK 1s 30c per ½ oz

1s 30c short on double rate

UPU rate 30c equivalent to 37½ g ctms

2 x 130c x 37½ctms/30c = 325 g ctms
(315c blue m/s)

In London Inland Section:

P114 Equivalence 20c = 1½d

2 x 130c x 1½d/20c = 19.5d = 17^d 1^d
10
G. I.S.

16 Mar in Brighton:

1s 7½d postage due collected.

18 Feb 1940 in Alexandria:

From end of All-Up rate, air mail rate to UK 45m for 10g
5m short on 10g rate; Not taxed in Egypt

In London Inland Section:

P114 Equivalence 15m = 2d

2 x 5m x 2d/15m = 1.33d; rounded to 1^d 1^d
2
G. I.S.

22 Feb in Manchester: 1½d postage due collected.



10 June 1940 Empire Air Mail routes through Mediterranean suspended due to Italy entering war

British Use of French & Belgian Air Mail Services from Africa

France and Belgium developed air mail routes to African colonies.

UPU rules required each country to carry air mail of other UPU countries on air mail services.

Rates from French colonies to UK:

UPU surface rate plus

air fee to Paris plus

air fee Paris to London if air service requested

**22 May 1937 in Ebolowa, Cameroun,
(290 km SE of Douala):**

Surface rate 1.5f Air fee 2f per 5g

1 Surface + 3 air rates = 7.5f (1 + 3 m/s)

3.7f underpaid

French style triangular tax mark

Too late for 22 May 1st flight Pte Noir/Douala/Daka

New Aeromaritime service Pte Noir/Douala/Dakar

22 May 1937 1st flight– too late

28 May 2nd flight, 30 May arrive Dakar

2 June Air France Cassiope left Dakar for France

3 June mail arrived in London

In London Inland Section:

P114 Equivalence 1.5f = 2½d

2 x 3.7f x 2½d/1.5f = 12.33d;

Rounded up to $\frac{1}{2}$ - $\frac{1}{2}$ d
F. S. T. S.



Dec 1934 Special Belgian Flight to/from Leopoldville

Piloted by Englishman Kenneth Waller and Belgian Teddy Franchome

De Havilland Comet *Reine Agfrid* owned by Bernard Rubin carrying Xmas and New Year mails.

Nov 1930 in Morocco: PAR AVION label and Maroc-France m/s direction

UPU letter rate 1.5f; UPU postcard rate 0.90f

Air fee to Paris 1f per 10g; Air fee Paris to London 0.75f per 20g



In Morocco:

0.40f short on 1.90f air postcard rate
(0.90 surface + 1f air to Paris)

Air Paris to London not requested

19 Nov in London Foreign Branch:

P114 Equivalence 1.5f = 2½d

2 x 0.4f x 2½d/1.5f = 1.33d

Rounded up to $\frac{1}{2}$ d
F. B. K.



26 Dec 1934 in Leopoldville:

Stanley Gibbons sent covers for this flight.

Only paid rate to Belgium

(1.50f surface + 5f air fee)

1f short on rate to UK

(2.50f surface + 5f air fee)

UPU rate 2.50f = 25 g ctms

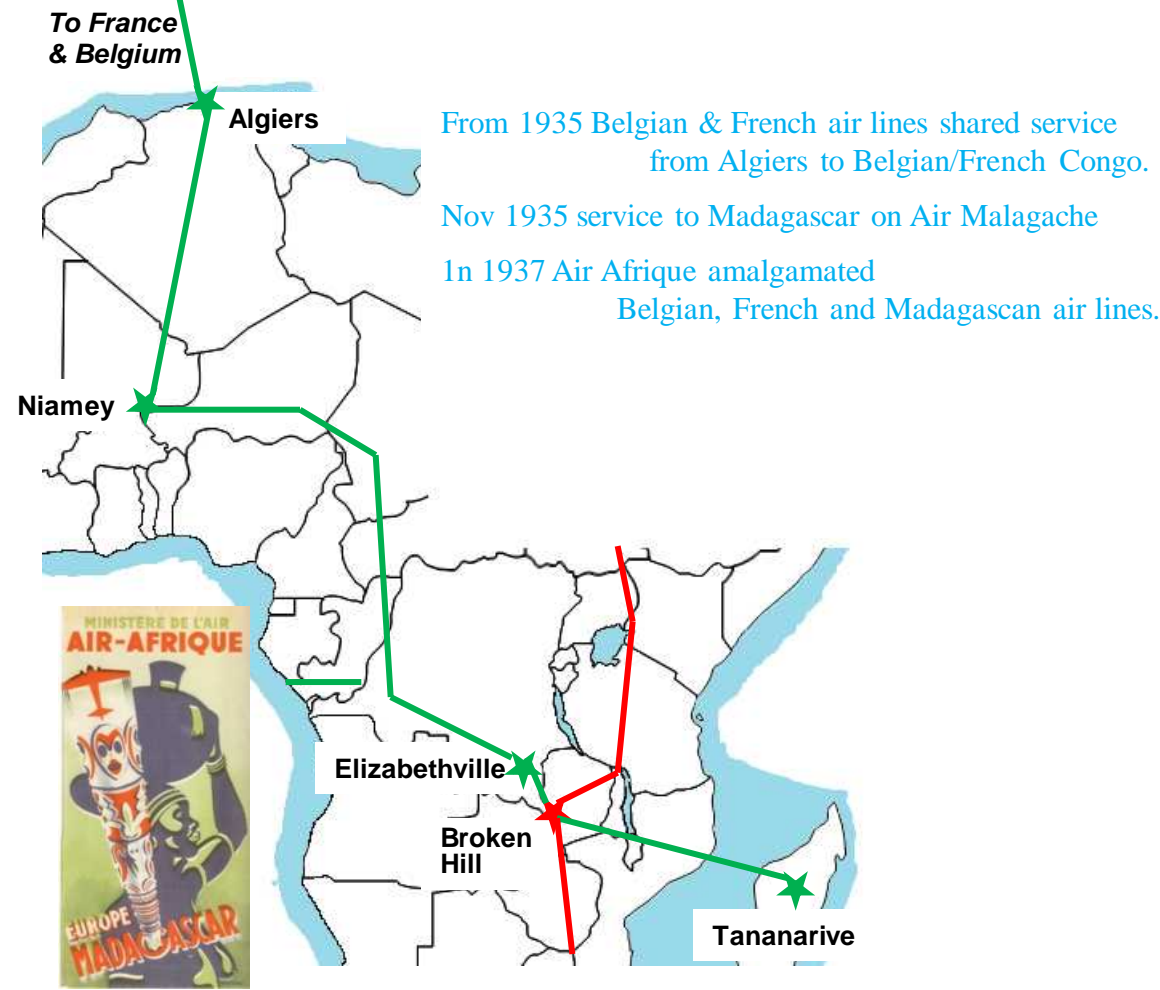
2 x 1f = 2f = 20 g ctms (red m/s)

29 Dec in London Foreign Branch:

P114 Equivalence 2.5f = 2½d

2 x 1f x 2½d/2.5f = $\frac{2}{2}$ d
F. B.

French/Belgian services –double deficiency postage due



Air Mail to Britain by Air Afrique



6 Aug 1937 in Oran, Algeria:
UPU letter rate 1.75f; Internal French letter rate 0.65f
Air fee to Paris 1f per 10g: Air fee Paris to London 0.75f per 20g
1.65f air rate to Paris paid (0.65f surface + 1f air)
1.85f short on 3.50f air rate to London
(1.75 surface + 1f air to Paris + 0.75 air Paris to London)
French style triangular tax mark
Probably carried by Air France to Paris

9 Aug in London Foreign Branch:
P114 Equivalence 1.75f = 2½d
2 x 1.85f x 2½d/1.75f = 5.28d
Rounded down to 5^d_{F.B.}



27 Nov 1935 in Tananarive Madagascar:
UPU letter rate 1.50f; Internal French letter rate 0.50f
Air fee to Paris 4f per 5g: Air fee Paris to London 0.75f per 20g
5.50f air rate to UK paid with air to Paris (1.50f surface + 4f air)
0.75f short on 6.25 air rate to London
(1.50 surface + 4f air to Paris + 0.75 air Paris to London)
French style triangular tax mark
29 Nov Flight left Tananarive
Although Air Afrique route intersected Imperial route at Broken Hill
carried on by Air Afrique, arrived in Marseilles 5 Dec and Paris 6 Dec.



13 Sep 1938 in Elizabethville: UPU letter rate 2.50f; Air fee to Europe 3.5f per 5g
1 + 2 in pencil – correct franking 9.5f (2.5f surface plus 2 x 3.5f air)
6.75f paid (stamps on front and back) – 2.75f short-paid; Belgian style tax mark
In London Inland Section: P114 Equivalence 2.50f = 2½d
2 x 2.75f x 2½d/2.5f = 5^d_{F.B.}

Sep 1938 double air rate

6 Dec in London Foreign Branch:
P114 Equivalence 1.50f = 2½d
2 x 0.75f x 2½d/1.50f = 2^d_{F.B.}

Nov 1935 & Aug 1937 air to Paris paid – air to London underpaid

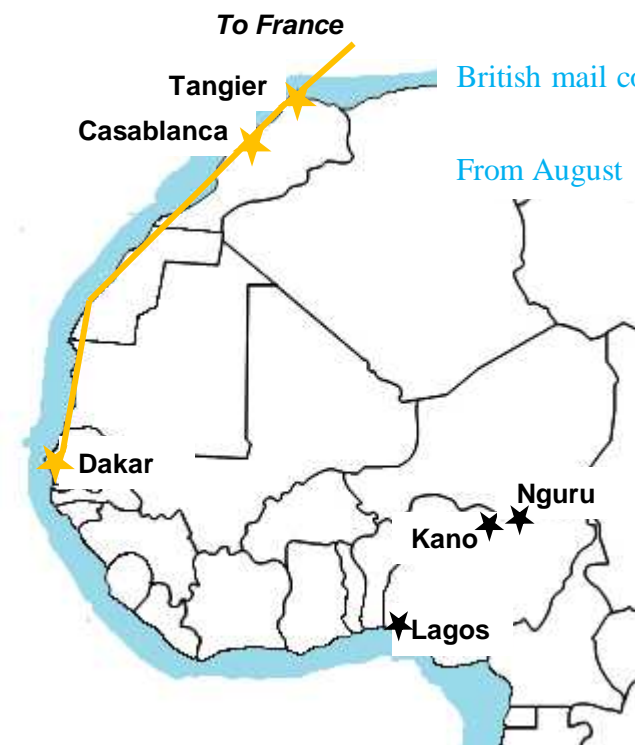


British Air Mail by French West African Routes

Before British Trans-Africa Service started in Feb 1936, no regular British service to West Africa.

British mail could be sent by French service via west coast of Africa to Dakar, Senegal.

From August 1933 service operated by Air France.



Air Mail rates from British PO in Tangier to UK:

Feb 1931 6½d 1st ½ oz; 4½d extra ½ oz

Jan 1935 – Apr 1938 6d per ½ oz

Mar 1935 in British PO Tangier:

10d paid T tax mark pencil 2d; probably over ½ oz.

1d short on old 11d rate for 1 oz (6½ + 4½d)

2d short on new 1s rate for 1 oz (2 x 6d)

By Air France to Paris (3 Mar 1935)

In London Inland Section:

Information on new rate had not reached the surcharge clerks?

2 x 1d deficiency on old rate = 2^s_E

British Air Mail rate to Nigeria:

Before Feb 1936 could be sent via Dakar.

Unpublished rate: Same as 10d per ½ oz rate to Senegal

From 1 Feb 1936

6d per ½ oz by British Trans-Africa service



Apr 1937 In Senegal: UPU letter rate 1.50f; Air fee to Paris 2f per 5g

Air fee Paris - London 0.75f for 20g.

For letter weighing up to 15g

Total air rate to London 8.25f

(1.5f surface + 3 x 2f to Paris + 0.75f to London)

Paid 4.50f; 3.75f short paid

In London Inland Section: P114 Equivalence 1.50f = 2½d

2 x 3.75f x 2½d/1.5f = 12.5d = 1^s_E - 2^s_E



29 Apr 1937 In Paris

Apr 1937 Three x 5g air fee – double deficiency due

Mar 1935 British PO Tangier – double deficiency on old rate

Jan 1936 paid for Trans-Africa service - underpaid for Air France to Dakar

4 Jan 1936 In UK: 6d Trans-Africa rate paid before Trans-Africa service started.

Treated as 4d short on 10d rate via Dakar; London tax mark

Double deficiency = 8d (red m/s) = 80 g ctms (pencil)

11 Jan in Paris: 12 Jan Air France *Poniente* left Toulouse arrived Dakar 13 Jan

By surface mail to Lagos (22 Jan), Kano (26 Jan), Nguru (28 Jan)

In Nigeria: postage due probably collected in cash (Nigeria did not use postage due stamps).

British Use of German Air Mail Services to South America Via West Africa

6 – Other African Air Mail

In Bathurst mail for South America transferred to flying boats.

Until Oct 1938 Dornier flying boats used catapult ship at intermediate point.



6 May 1938 In UK: 6d short on 3s 6d rate to Brazil via German South Atlantic air service

London tax mark

2x 6d = 12d = 120 g ctms (not marked)

7 May flight left Stuttgart;

Dornier flying boat refuelled

and catapulted in mid S Atlantic

9 May in Rio de Janeiro

Conversion 1 g ctm = 20 Reis

120 g ctms = 2400 Reis postage due

2,400 Reis in postage due stamps



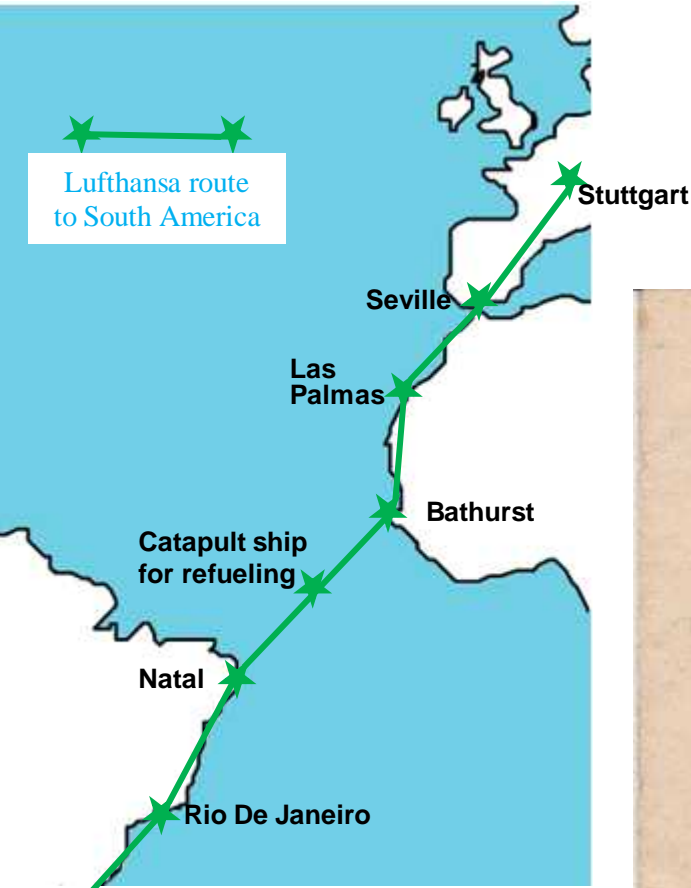
In 1930s Lufthansa started airmail services across South Atlantic.

Used dirigibles and heavier than air aircraft.

From (after crash of Hindenburg) service maintained by aircraft.

Stops included Las Palmas, Canary Islands and Bathurst, Gambia.

Mail from UK could be carried to these destinations



5 May 1938 In UK:

1½d short on 4d rate for 1 oz to Canary Isles

London tax mark

2x 1½d = 3d = 30 g ctms (not marked)

12 May flight from Stuttgart to Las Palmas



17 May In Tenerife: Santa Cruz de Tenerife Military Censor (Spanish civil war)

UPU rate 50 centimos = 25 g ctms

30 g ctms = 60 centimos postage due; Returned to UK

20 June back in Weymouth UK.



16 Mar 1938 In UK: Paid 6d, sender may have thought that Imperial Trans-Africa rate applied 3d short on 9d rate for ½ oz to Gambia; London tax mark; 2x 3d = 6d = 60 g ctms (pencil)

24 Mar flight from Stuttgart arrived Bathurst 25 Mar

In Bathurst: 6d/TO PAY but REFUSED; 11 May UNDELIVERED RETURN TO SENDER

In UK: No return address on envelope, probably opened and returned in ambulance cover



Before Transatlantic air service, mail could be accelerated by air services in Americas

7 – Air in Americas

Air mail across Atlantic significant aviation challenge

Regular services started in mid to late 1930s (see Chapter 8).

In 1920s and 1930s air services within Americas used to speed mail to Atlantic port for sea transmission.

Sociedad Colombo–Alemana de Transportes Aeros (SCADTA) in Colombia

Surface mail route from coast to Bogota and other interior cities was Magdalena River.

Coast to Bogota took 6 to 24 days depending on river conditions.

From 1920 Colombian government actively promoted air mail services.

SCADTA, a German company, had air mail monopoly. From 1921 it issued stamps for air mail fees in addition to surface postage.

SCADTA stamps also sold at foreign consulates and agencies to allow correspondence from other countries to benefit from internal Columbian air mail.

SCADTA stamps overprinted with initials of country where sold to avoid currency speculation – only valid from that country.

Until a local post office had an agreement with SCADTA, mail for SCADTA service sent under cover by regular mail to SCADTA's Barranquilla office.

Nov 1925 SCADTA airmail to Bogota originating in UK

SCADTA stamps with 'GB' overprint were sold at Colombian Bureau of Information in London and

Messrs. Langstaff, Ehrenberg & Pollak in Liverpool

SCADTA air mail fee 30 centavos per 15g; Paid 3 x 30 ctvos for 45g; Sent under cover to SCADTA in Barranquilla.

26 Nov in Barranquilla: From 1 Oct 1925 Colombian internal postage rate 4 ctvos per 20g

SCADTA applied 8 ctvos in Colombian postage for 40g but underpaid hence Colombian tax mark

Not clear how \$ 0.20 tax calculated

28 Nov Bogota backstamp.



6 Dec 1926 Underpaid on first UK acceptance of mail for SCADTA service in Colombia

British PO agreed with SCADTA to accept mail for SCADTA service – Rate 1s per ½ oz air fee plus 2½d UPU rate.

Newall British External Airmails until 1934

“Under most strict postal control even a minimal under-payment would cause rerouting and a cachet

INSUFFICIENTLY PAID FOR / TRANSMISSION BY AIRMAIL”

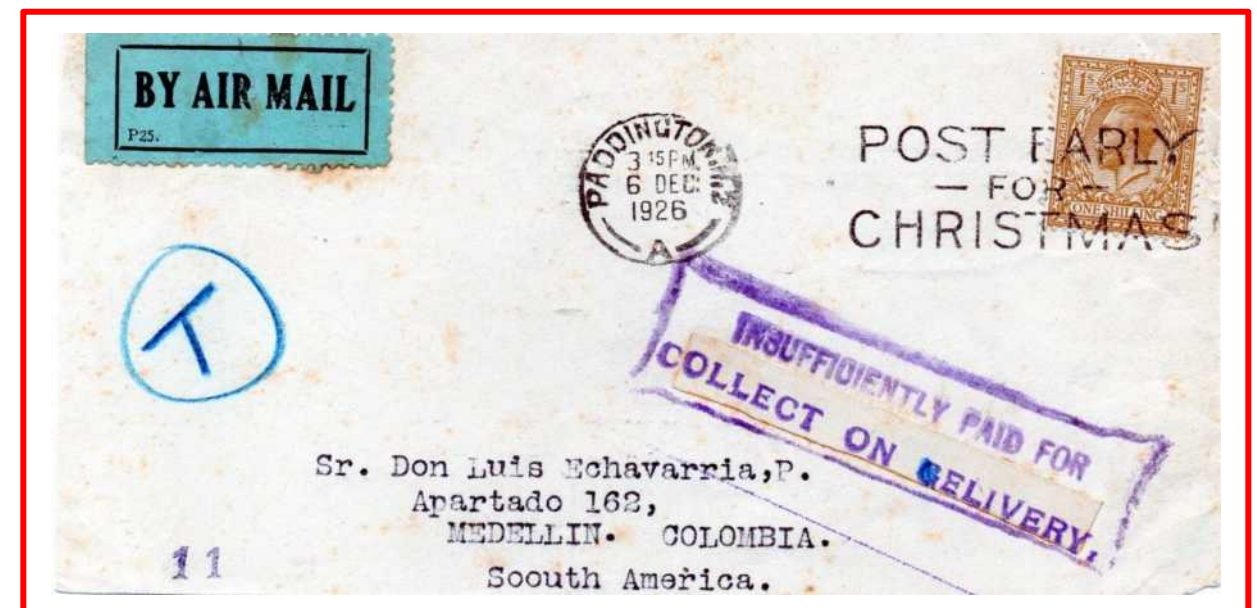
This front had the air fee fully paid but UPU rate unpaid

“TRANSMISSION BY AIRMAIL” obscured by tape; replaced by **“COLLECT ON DELIVERY”** handstamp.

Presumed to have been sent by air mail despite Newall's comment.

1s paid allowed British PO to settle account with SCADTA.

In Colombia, could have been treated as unpaid UPU letter.



Front only

US Internal Air Mail Service
26 Jan 1926 – 31 Jan 1927

Government Service San Francisco to New York
plus privately operated Contract Air Mail Routes (CAM)

17 Apr 1926 CAM 4 Los Angeles to Salt Lake City started
Rate for CAM route less than 1,000 miles 10¢ per oz
Plus 5¢ per zone per oz if also carried on Government Route.

No additional postage required for
Transatlantic surface mail to UK.

4 July 1926 in Coronado near San Diego:
Rate for 1 oz; 25¢ (10¢ CAM rate
plus 15¢ for 3 zones on Government Route)
Paid 27¢ - 2¢ overpaid for 1 oz - 23¢ underpaid on 50¢ rate for 2 oz.

POSTAGE DUE 23 CENTS hand stamp – single deficiency.
Rail to Los Angeles - CAM 4 to Salt Lake City,
6 July in New York



Air in USA – Sea to UK

7 – Air in Americas

US Air Mail Rates:		Air in Usa Sea to UK
	Internal	
1 Feb 1927	10¢ per ½ oz	10¢ per ½ oz
1 Aug 1928	5¢ 1 st oz	6¢ 1 st oz
6 July 1932	8¢ 1 st oz	10¢ 1 st oz

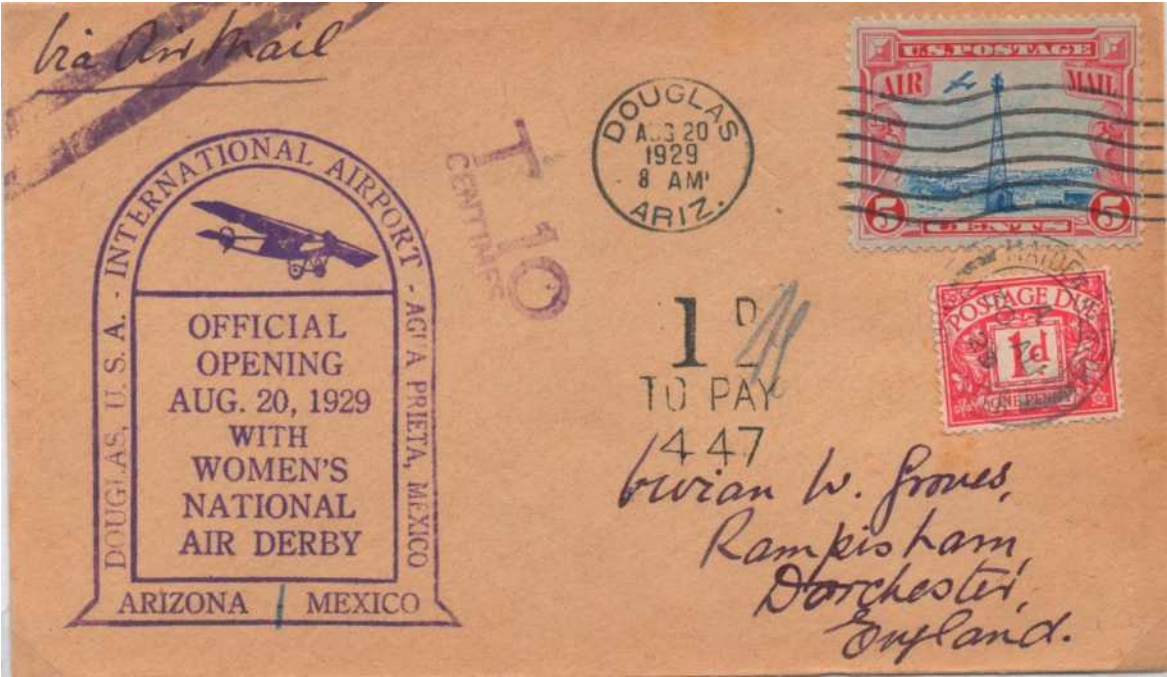
1929 Women’s National Air Derby
(The Powder Puff Derby according to Will Rogers)
First women-only air race in USA – 20 competitors
18 Aug 1929 race started in Santa Monica, California
Day 3 from Phoenix Arizona to Douglas on Mexican border
Also official opening of airport for Douglas & twin Mexican city, Agua Prieta.
27 Aug 1929 15 competitors completed race in Cleveland Ohio.



In London Foreign Branch: Conversion 1d = 2¢; 23¢ = 11 1/2 d
14 July 1926 in Paddington: 11 1/2 d in postage due.



US charged single deficiency under following circumstances:
Under 1922 Pan American Convention:
Payment of full postage was obligatory for every class of correspondence with the exception of letters which if paid at least one rate only the amount of the unpaid postage could be collected
Effective 3 Dec 1925 If airmail bears less than 8¢ postage forward to destination, rated only for deficiency.
This letter had 1 oz rate fully paid.



20 Aug 1929 in Douglas, Arizona:
5¢ internal US air rate paid
1¢ short on 6¢ rate for air in US – sea to UK
Air to New York (route not known)

In New York: Via Air Mail cancelled

In US Office of Exchange: 2 x 1¢ = 2¢ = 10 g ctms
In Leeds (447) UK: 10 g ctms = 1d/To Pay
Not clear why it went to Leeds – nowhere near Dorchester

30 Aug in Dorchester: 1d postage due collected.

Sea/Air mail to Western Canada via USA



British rate for sea to New York
with onward air to USA or Canada via USA:
2 Feb 1927 Air fee: 11d per oz + 1½d surface
14 May 1928 9d per oz + 1½d surface
31 Oct 1928 7d per oz + 1½d surface
4 Nov 1928 4d per ½ oz + 1½d surface
23 Feb 1931 Inclusive rate: 5½d first ½ oz, 4½d extra ½ oz
2 Jan 1935 5d per ½ oz

1 June in New York



FOREIGN SECTION
(M. D. G. P. O.)

Mail Division G.P.O.

2 June in Saint Paul Minnesota

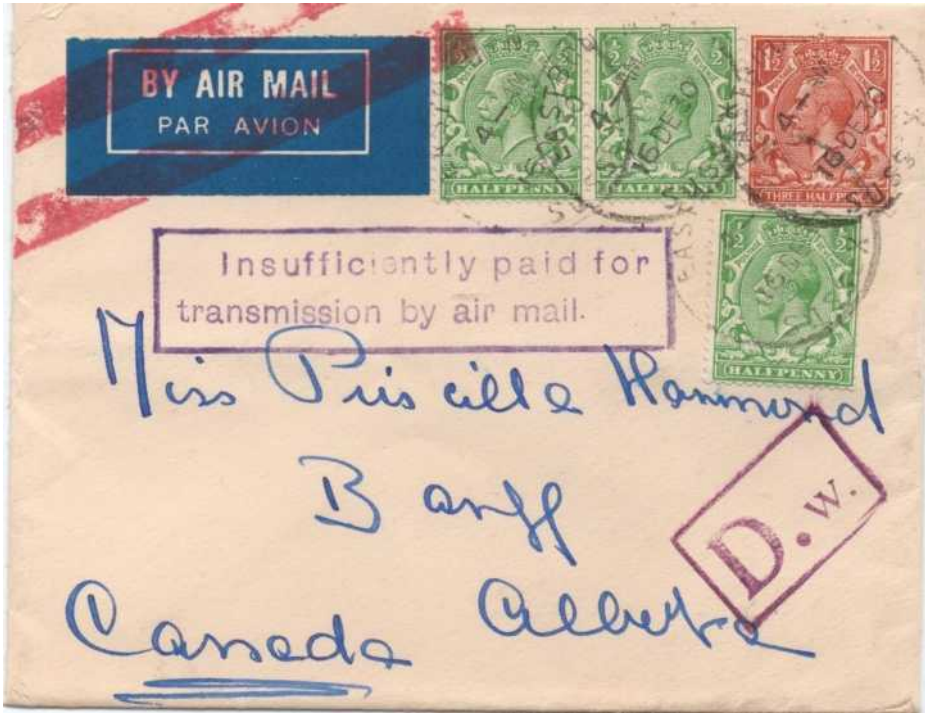


May 1928 in Llangennech, Wales: 9d 1 oz air fee paid; 1½d surface rate unpaid
In London: 2 x 1½d deficiency = 3d = 30 g ctms
Under Hague Rules sent by air because air fee fully paid
No evidence that postage due was collected on delivery.

16 Dec 1930 in Eastbourne:
3d paid less than 4d air fee
Under Hague Rules
Diverted to surface
Air fee not fully paid.

D.w.

Mark probably applied in Winnipeg
Meaning unknown
subject to much speculation.
See Mystery of D.W. Covers, Chris Hargreaves
Jack Knight Air Log July-Sep 2011



1928 air fee paid – forwarded by air – double deficiency due

1930 Hague Rules applied – diverted to surface

Sea/Air mail to Western USA



31 July 1933 in St Just Cornwall:
4d paid
implied air fee in 5½d inclusive rate
In London:
2 x 1½d deficiency = 3d = 30 g ctms (pencil)
Under Hague Rules sent by air because
air fee fully paid
In New York: 30 g ctms = 6¢ due
In Santa Barbara: 6¢ collected

20 Aug 1933 in Uckfield Sussex:
5½d paid for ½ oz inclusive rate
4½d underpaid on 1 oz rate
Implied air fee 8½d (10d 1 oz rate less 1½ surface rate)
Air fee not fully paid
Sent by air taxed against air rate
In USA: 2 x 4½d = 9d = 18¢
1 Sep in La Jolla: redirected to Newton, Kansas
In Newton Kansas: 18¢ collected.



1933 combined rate – single & double rate underpaid – sent by air – double deficiency due



From 28 Jan 1927 air mail surcharges for air mail service in US had to be paid in British stamps.

19 June 1934 in London: 1½d UK surface rate to US paid with GB stamp
8¢ in US stamps to prepay US air mail charges invalid (boxed in blue pencil)
Treated as 4d short on 5½d rate; 2 x 4d = 80 g ctms (pencil)

In New York: Conversion of UK tax 80 g ctms = 16¢
Credit for US stamps applied in London 8¢
Net postage due 8¢

To Hawaii – Transatlantic by sea – Air in USA – Transpacific by air

22 Nov 1935 US started FAM 14 air mail service to Philippines via Hawaii
10 Sep 1936 British PO published 1s 3d per half oz rate to Hawaii including transpacific by air.



Front only

Per S.S. Berengeria
20 June 1913 Emperor maiden voyage for Hamburg-America Line
5 May 1919 sized by US Navy as troop transport
Feb 1920 handed to British as reparation for sinking of Lusitania
Renamed S.S. Berengeria by Cunard – Carried on one of her last voyages
3 Mar 1938 withdrawn from service after fire in New York Harbour.

10 Jan 1938 in Woking
5d paid for sea to US – air in US paid;
10d underpaid on 1s 3d rate for transatlantic by sea – transpacific by air to Hawaii

Taxed in Southampton
2 x 10d = 20d = 200 g ctms (pencil) in hexagonal tax mark
25 Jan in Hawaii: 200 g ctms = 40¢ postage due

Under UPU 1934 Cairo Convention Article 54 (5) underpaid registered mail was not to be accepted. The clerk who accepted it was supposed to check the postage.
If forwarded, it was a mistake by the post office and the UPU rule specified single deficiency postage due.

26 May 1936 in Southampton
5d paid for sea to US – air in US; 3d registration fee unpaid
Incorrectly charged double deficiency
2 x 3d = 60 g ctms (pencil) and hexagonal tax mark
In USA: 60 g ctms = 12¢ postage due



Backstamps



Special Windsor – Toronto Flight

24 Aug 1928

Special flight from Windsor to CNE in Toronto

Celebrated Golden Jubilee of CNE.

Canadian Post Office special rate of 5¢

Only applied to this flight.

Rate with onward surface mail to UK not specified.



From British Columbia, air in USA

Aug 1928 US-Canada reciprocal air mail agreement

Both countries set airmail rate at 5¢ for 1st oz

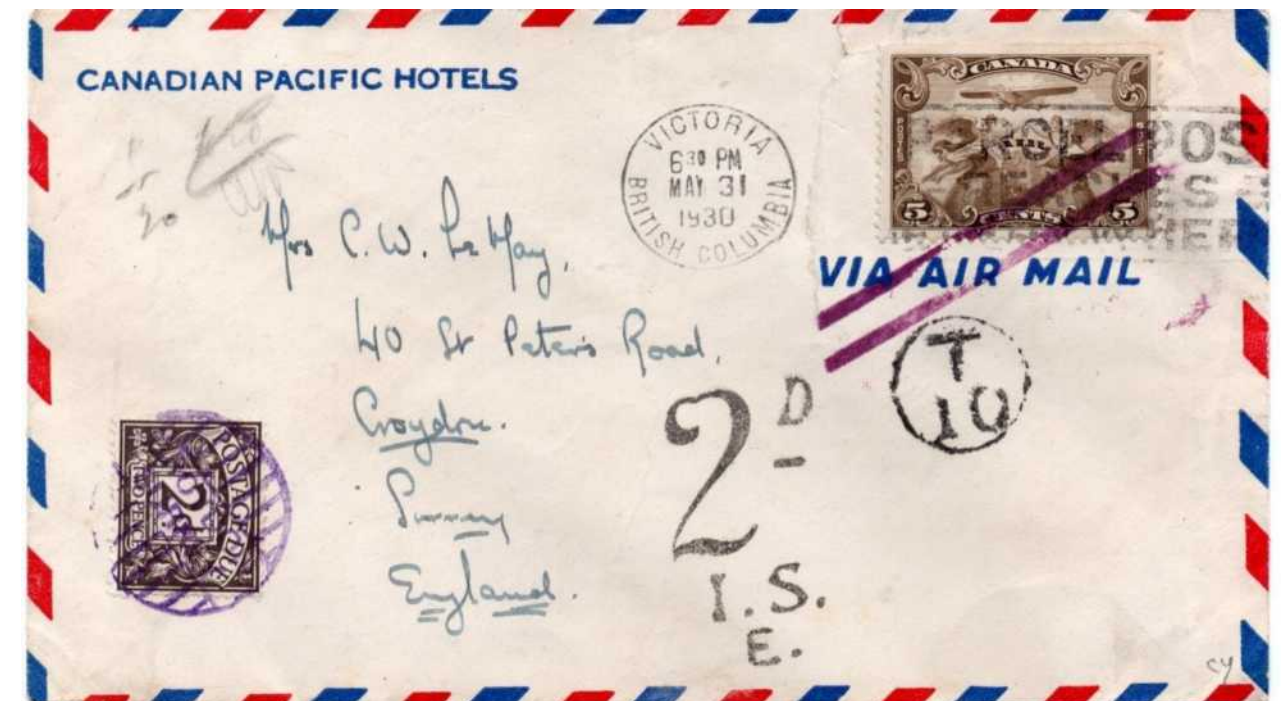
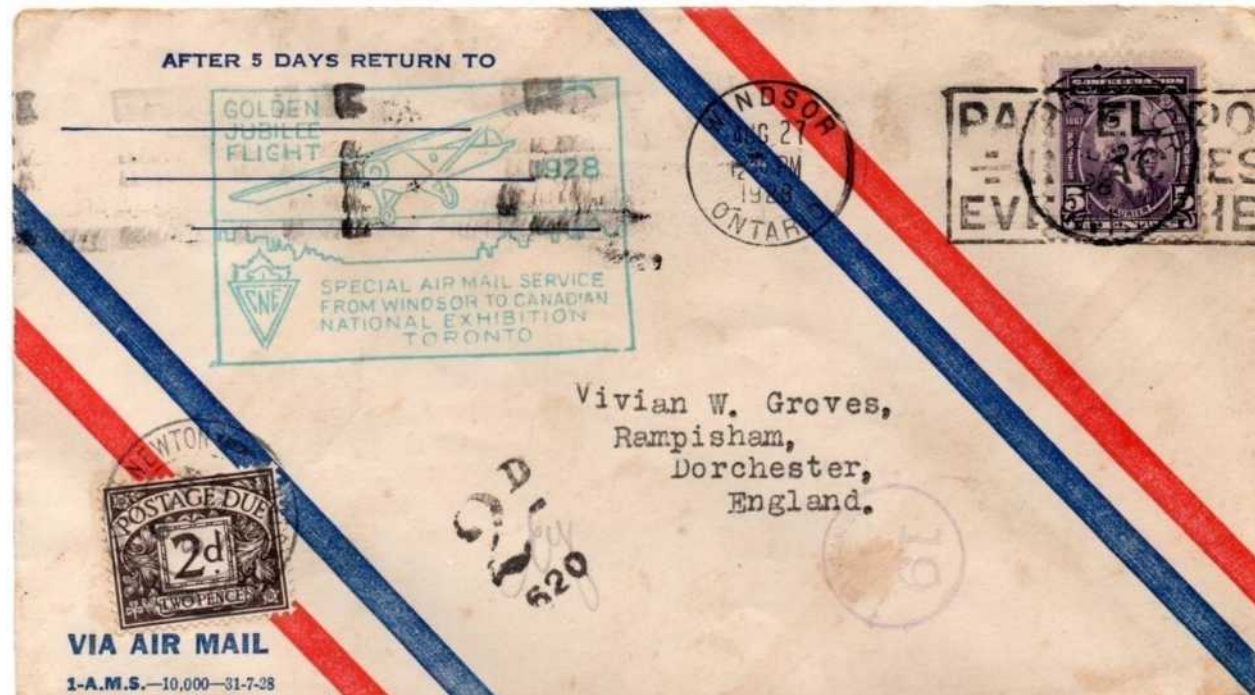
If mailed in Canada prepaid 5¢ in Canadian stamps,
air mail service in both countries where available.

If mailed in US prepaid 5¢ in US stamps,
air mail service in both countries where available.

1 Mar 1930 Canadian air rates:

5¢ 1st oz air in Canada and USA

7¢ air in North America + sea to UK.



24 Aug 1928 in Canada:

Treated as though 3¢ rate to the UK was
payable in addition to 5¢ air rate.

Canadian UPU rate 8¢ = 25 g ctms

2 x 3¢ x 25 ctms/8¢ = 18.75 g ctms

Rounded up to 19 g ctms (Circular mark)

In Plymouth (620):

19 g ctms ~ 20 g ctms = 2d/ 620

8 Sep 1928 in Maiden Newton, Dorchester:

2d postage due collected.

21 May 1930 in Victoria, BC: 5¢ paid for air in Canada and USA

2¢ short on 7¢ UK air/sea rate

Canadian UPU rate 8¢ = 25 g ctms

2 x 2¢ x 25 ctms/8¢ = 12.5 g ctms; Rounded down to 10 g ctms (Circular mark)

Carried by surface mail to Seattle and air to New York

In New York: air service completed; air mail indication cancelled with parallel bars.

In London Inland Section:

If centimes tax mark followed 10 g ctms = 1d postage due

Centimes tax mark ignored – Due calculated from P114 equivalent 2¢ = 1d

2 x 2¢ x 1d /2¢ = 2d postage due

In Croydon: 2d postage due collected.

Aug 1928 & May 1930 air in North America paid – extra for surface to UK unpaid

Western Canadian Flights – Rate Confusion

31 Oct 1932 Canada Post Office reply to UK letter of 17 Oct asking that underpaid air mail be forwarded and charged double deficiency postage due.

...the proposed procedure has been in effect in Canada since the establishment of air mail services and the same procedure was at the same time extended to ...mail addressed to other countries ...



Canadian Air Mail Rates:

	Internal	Air in Canada	Sea to UK
1 Oct 1928	5¢ 1 st oz	5¢	1 st oz (not confirmed)
1 Mar 1930	5¢ 1 st oz	7¢	1 st oz
2 Feb 1931	5¢ 1 st oz	5¢	1 st oz
1 July 1931	6¢ 1 st oz	6¢	1 st oz



3 Mar 1930 in Saskatoon:
2¢ short on 7¢ air/sea rate to UK
2 x 2¢ = 4¢
Large '4' handstamp incorrect on international mail
4¢ = 20 g ctms (Circular 'T' mark)

In London:
Large '4' handstamp incorrectly treated as 4d to pay
4d in postage due collected instead of correct 2d..

3 Mar 1930 – 31 Mar 1932 Prairie Air Mail Service
Various routes connecting Prairie cities
Many First Flight covers to UK paid 5¢ instead of 7¢
because rate went up 2 days before flights.



3 Mar 1930 in Regina:
2¢ short on 7¢ air/sea rate to UK
2 x 2¢ = 4¢ = 20 g ctms (Circular mark & circular 'T' mark)

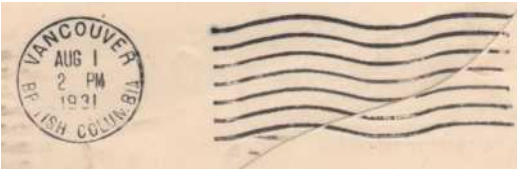
19 Mar in Liverpool (466):
20 g ctms = 2d/ TO PAY/466
2d postage due collected

John S Davis (Aerophilately Dealer)
Probably objected to charge because Canadian Post Office gave insufficient notice of rate increase.

Typed note “**Surcharge refunded**”.



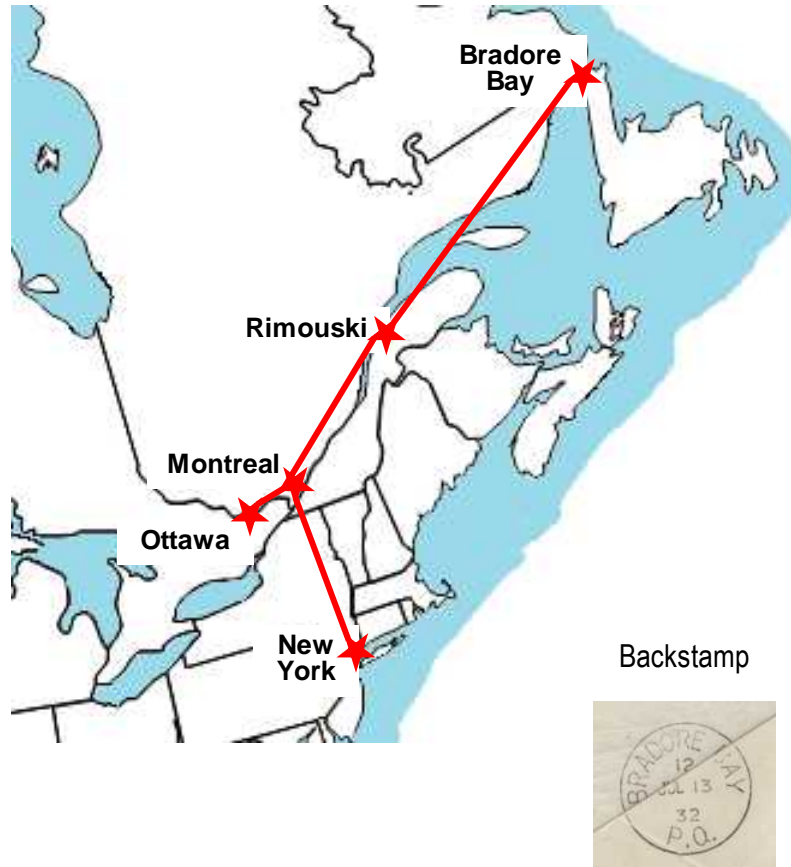
1 July 1931
Air Mail rate raised from 5¢ to 6¢



1 Aug 1931 in Victoria:
1¢ short on 6¢ air/sea rate to UK
2 x 1¢ = 2¢ = 10 g ctms (Circular 'T' mark)

10 Aug in London Foreign Branch:
10 g ctms = 1^d/₂

Air in Canada – Sea to UK



Special Air Mail and Stamps for 1932 Ottawa Conference

21 July – 20 Aug 1932 Imperial Economic Conference in Ottawa.

British Colonies and Dominions attended.

To deal with effects of Great Depression; Started system of Empire Preference
Mail service to UK accelerated by air to Bradore Bay, Belle Island.



12 July 1932 in Ottawa: first day of 3¢ Ottawa Conference stamp

3¢ underpaid on 6¢ air/sea rate to UK; double deficiency = 6¢

13 July in Bradore Bay: mail loaded on to *Empress of Britain*

8 Aug in London W1 (89): 6¢ = 3d postage due collected.

George King created
many philatelic covers.

Backstamp



7 Sep 1932 in Montreal:

Marked **VIA NEW YORK**

6¢ air/sea rate to UK fully paid

Treated as 2¢ underpaid

No record found of 8¢ rate to UK.

1 Aug 1932 – 30 June 1934

air rate to USA 8¢

2 x 2¢ = 4¢ = 20 g ctms (pencil)

In New York: air service ended

Bars obliterate **AIR MAIL**

In Edinburgh: 20 g ctms = 2d



19 Jan 1938 in Altringham Cheshire:

AIR MAIL label

Marked **VIA NEW YORK**

In January no service via Rimouski

1d short on 5d rate via New York.

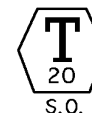
In Southampton (SO):

2 x deficiency = 2d = 20 g ctms

Taxe mark

Type SO-2-20

Two known uses



In Canada:

20 g ctms = 4¢ postage due

British rate: sea to North America – onward air to Canada:

Via Rimouski (no winter service) Via New York

23 Feb 1931 5½d first ½ oz, 4½d extra ½ oz 5½d first ½ oz, 4½d extra ½ oz

9 May 1931 2½d first ½ oz, 1½d extra ½ oz

2 Jan 1935 2d per ½ oz

12 Apr 1939 5d per ½ oz

5d per ½ oz

7 – Air in Americas



21 May 1937 in London: Marked **VIA NEW YORK** but deleted

Blue 2 – double rate – over ½ oz – treated as 2½d short on 4d 1 oz Rimouski rate

Double deficiency = 5d = 50 g ctms; blue pencil

In London Ontario: 50 g ctms = 10¢ postage due.



1937 diverted from New York Route to Rimouski

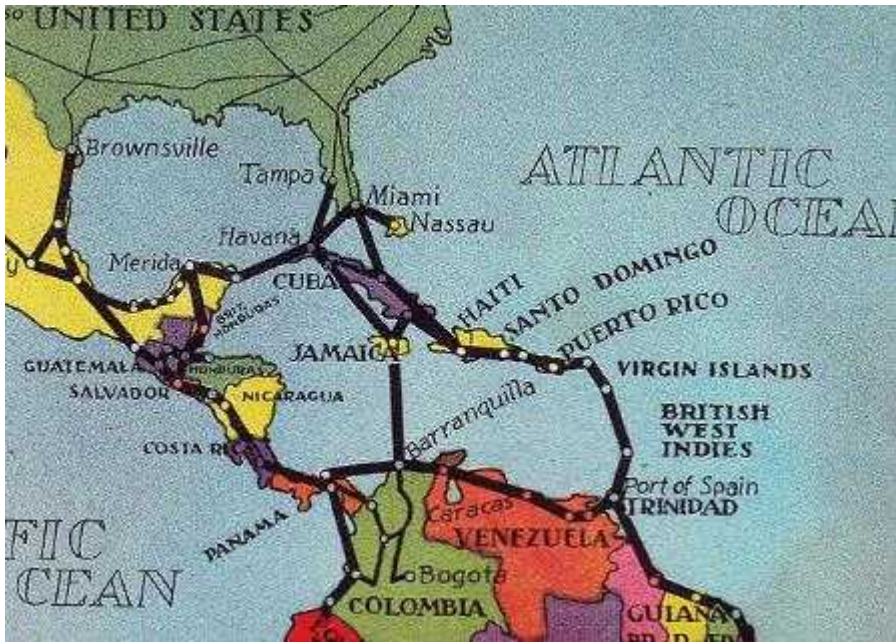
1932 double deficiency on unknown 8¢ rate via New York

1937 via New York while Rimouski route suspended for winter

1932 Ottawa Conference – double deficiency

Air to/from New York – British Caribbean Colonies

Pan Am was started in 1927 and encouraged by US government to develop routes to Latin America to forestall northward expansion by SCADTA
By mid 1930s Pan Am (and associated companies) had established routes through Caribbean and to Central and South America.
Starting in 1929 British Post Office accepted mail for Sea to New York with Onward Air Transmission to a number of Caribbean destinations.



Pan Am Caribbean Routes c1936

Two Pan Am routes through Port of Spain Trinidad
From Sep 1929 FAM 6 from Miami via Puerto Rico and Eastern Caribbean
Feb 1931 FAM 5 through Central America extended to Trinidad



9 May 1938 in British Honduras: AIR MAIL in pencil
Surface rate to UK 4 cents for 1st oz;
Air fee (in addition to surface rate) for air to New York 25c per ½ oz
Air fee paid 4c surface rate unpaid

In Southampton (723):

Insufficiently Paid
723
P114 Equivalent 4c = 2d
 $2 \times 4c \times 2d/4c = 4^d$
723

21 Aug 1939 in Nassau, Bahamas: M/s AIR MAIL
BY AIR MAIL/IN UNITED STATES ONLY
8d paid – treated as if rate were 9½d (needs confirmation)
1½d underpaid; $2 \times 1\frac{1}{2}d = 3d = 30$ g ctms
Rectangular taxe mark with 1/30 fraction (single rate/ 30 g ctms due)

In London, Paddington: 30 g ctms = 3d due mark



Mar1940 in Bahamas: M/s AIR MAIL
BY AIR MAIL/IN UNITED STATES ONLY
11½d paid – postwar rate of 1s must have already been in effect
½d underpaid; $2 \times \frac{1}{2}d = 1d = 10$ g ctms
Rectangular taxe mark with 1/10 fraction (single rate/ 10 g ctms due)

26 Mar in Bristol: 10 g ctms = 1d postage due.



13 May 1937 in London: mailed with **AIR MAIL** label to Trinidad
6½d paid
8½d underpaid on 1s 3d rate by sea to New York
 $2 \times 8\frac{1}{2}d = 17d = 170$ g ctms (blue pencil)
London hexagonal taxe mark

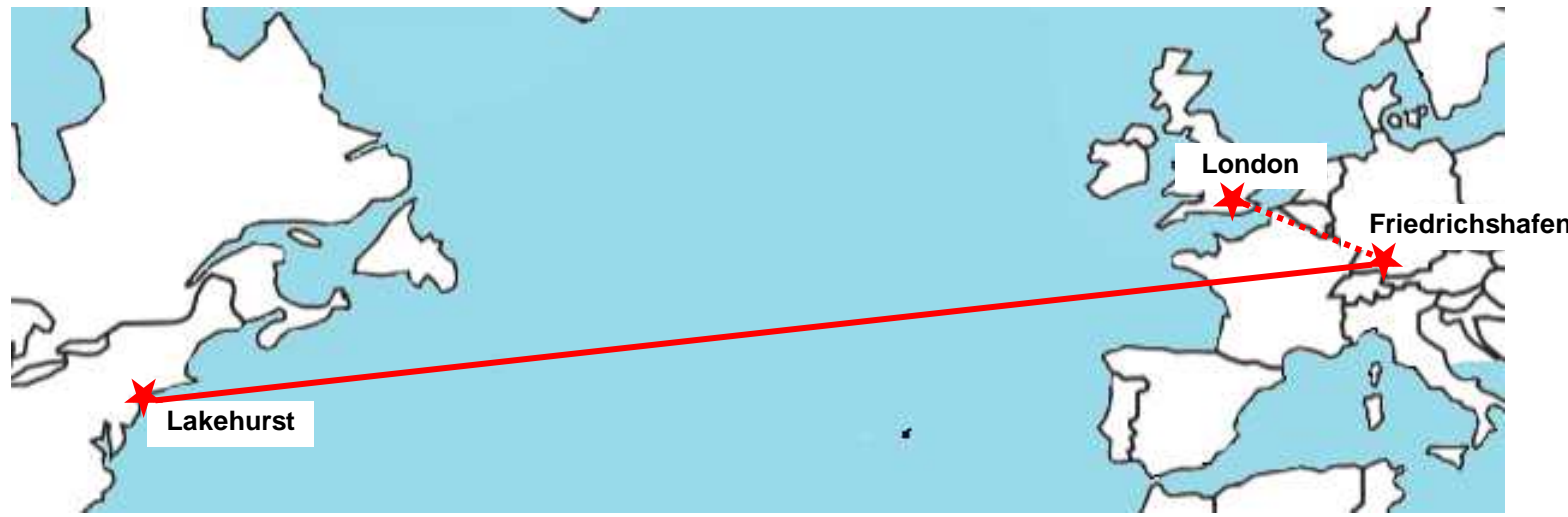
23 May in Port of Spain, Trinidad: backstamp

24 May in Port of Spain: 170 g ctms = 1s 5d postage due.



1937 – 40 marked Air Mail but underpaid for sea/air service – double deficiency due on lower cost service

Carried on Final Leg of Friedrichshafen to Friedrichshafen Round the World Flight

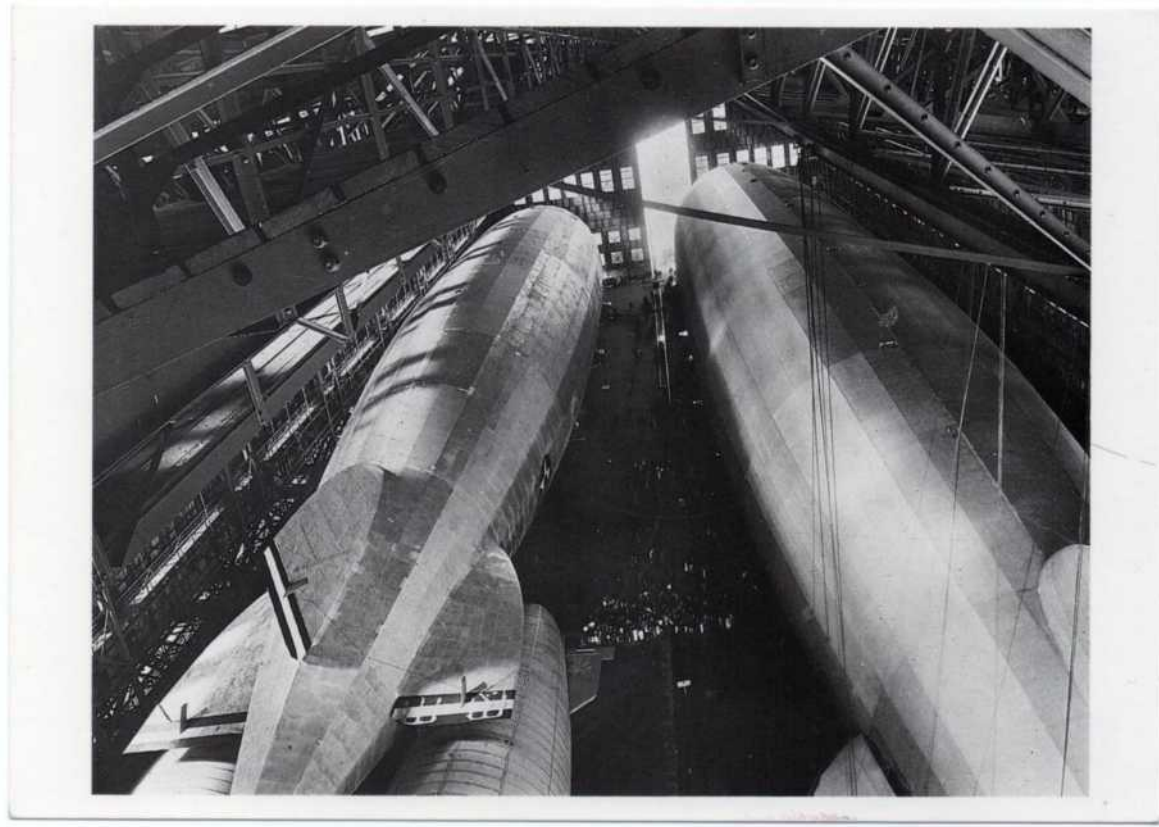


Graf Zeppelin Around the World Flight 1929

- 1 Aug Left Friedrichshafen for Lakehurst New Jersey
Official start of Round World trip sponsored by William Randolph Hearst
- 7-10 Aug Lakehurst to Friedrichshafen
- 15 -18 Aug Friedrichshafen to Japan
- 23 - 26 Aug Japan to Los Angeles
- 27 - 29 Aug Los Angeles to Lakehurst
Completing Hearst's round world trip
- 30 Aug – 4 Sep Lakehurst for Friedrichshafen**
Completing Friedrichshafen to Friedrichshafen round world trip

US Rate for Air by Graf Zeppelin from Lakehurst NJ to Friedrichshafen:

- 1 Aug 1929 \$1.05 via Germany to non treaty rate country
\$1.02 via Germany to treaty rate country (e.g. UK)
- 15 Aug 1929 \$1.20 via Germany to any country



Postcard of Graf Zeppelin with Los Angeles* in US Navy hanger in Lakehurst (1926)

1988 Underwood Photo Archives

* Los Angeles was sister ship to Graf Zeppelin built by Germany and transferred to USA as part of WWI war reparations.



30 Aug 1929 in Bridgeton: addressed to London England

Marked **Via Graf Zeppelin from Lakehurst NJ to Friedrichshafen**
\$1.05 paid – 1 Aug rate to non-treaty country
15¢ short on 15 Aug rate of \$1.20

In New York: circular tax mark with 1/150 in pencil; 2 x 15¢ = 30¢ = 150 g ctms

4 Sep Friedrichshafen/Bodensee/Luftpost backstamp

7 Sep in London Foreign Branch: 150 g ctms ^{S/D} 1/3
1s 3d postage due collected. F.B.

1929 paid at old special Zeppelin rate – double deficiency due

First Acceptance for Regular North Atlantic Air Service

Pan Am and Imperial cooperated on North Atlantic route
between UK and North America
Pan Am's route via Lisbon was ready before Imperial was ready.
31 May Mail had to reach Head Post Office in London by 7.30 am
1 June *Yankee Clipper* Leaves Lisbon
2 June Leaves Horta, Azores
3 June Arrives New York
Rate 1s 3d per half oz to Continental USA and Canada.



PAA Yankee Clipper (B314) In Flight

LaGuardia Field



30 May 1939 in London: Addressed to Bermuda Routing **North Atlantic Air Service**

Rate to Bermuda 1s 9d

1s 3d paid for air service to USA; 6d underpaid on rate to Bermuda
2 x 6d = 12d = 120 g ctms (blue pencil) London hexagonal tax mark.



9 June in Bermuda: 120 g ctms = 1s postage due (Bermuda did not use postage due stamps)

24 May 1939 in Birmingham :

Non-philatelic, personal letter enclosed

Typed routing

By Imperial Airways/1st Transatlantic Flight

1st flight by Pan Am not Imperial

5d paid for Sea/Air service via New York
10d underpaid on 1s 3d North Atlantic air rate
2 x 10d = 20d = 200 g ctms (pencil)
London hexagonal tax mark



In New York Foreign Section: 200 g ctms = 40¢ postage due

Addressee refused to pay postage due

New York backstamps 9 Jun and 12 Jun

4 July in London: Returned to Birmingham address on back

No evidence that postage due was collected from sender.

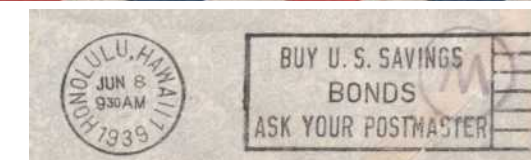
1939 paid at old 5d rate for sea to New York with onward air

30 May 1939 in London: Addressed to Hawaii

Routing: **North Atlantic / Air Service**

Rate to Hawaii for
transatlantic & transpacific air service 2s 6d

1s 3d paid for air service to USA
1s 3d underpaid on rate to Hawaii
2 x 1s 3d = 30d = 300 g ctms (blue pencil)
London hexagonal tax mark.



8 June in Hawaii:

300 g ctms = 60¢ postage due

1939 higher rate to Bermuda not paid

1939 extra for transpacific air service not paid

25 July 1933 US reply to UK letter of 24 Apr asking that underpaid air mail be forwarded and charged double deficiency postage due.

As an experiment until further notice:
If deficiency is noticed at office of mailing, continue to return to sender unless the sender is not known or their return address is at another office.
Otherwise do not divert to surface mail but forward in air mail marked for double deficiency postage due.

16 Aug 1939 Mailed in New York – 22 Aug Postage Due collected in UK

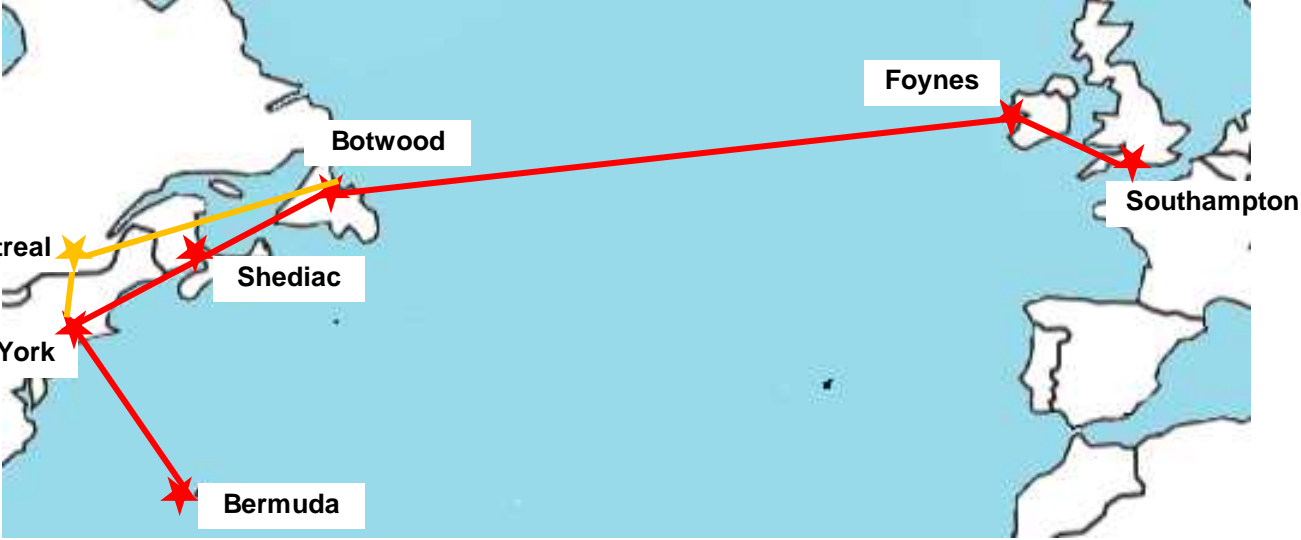
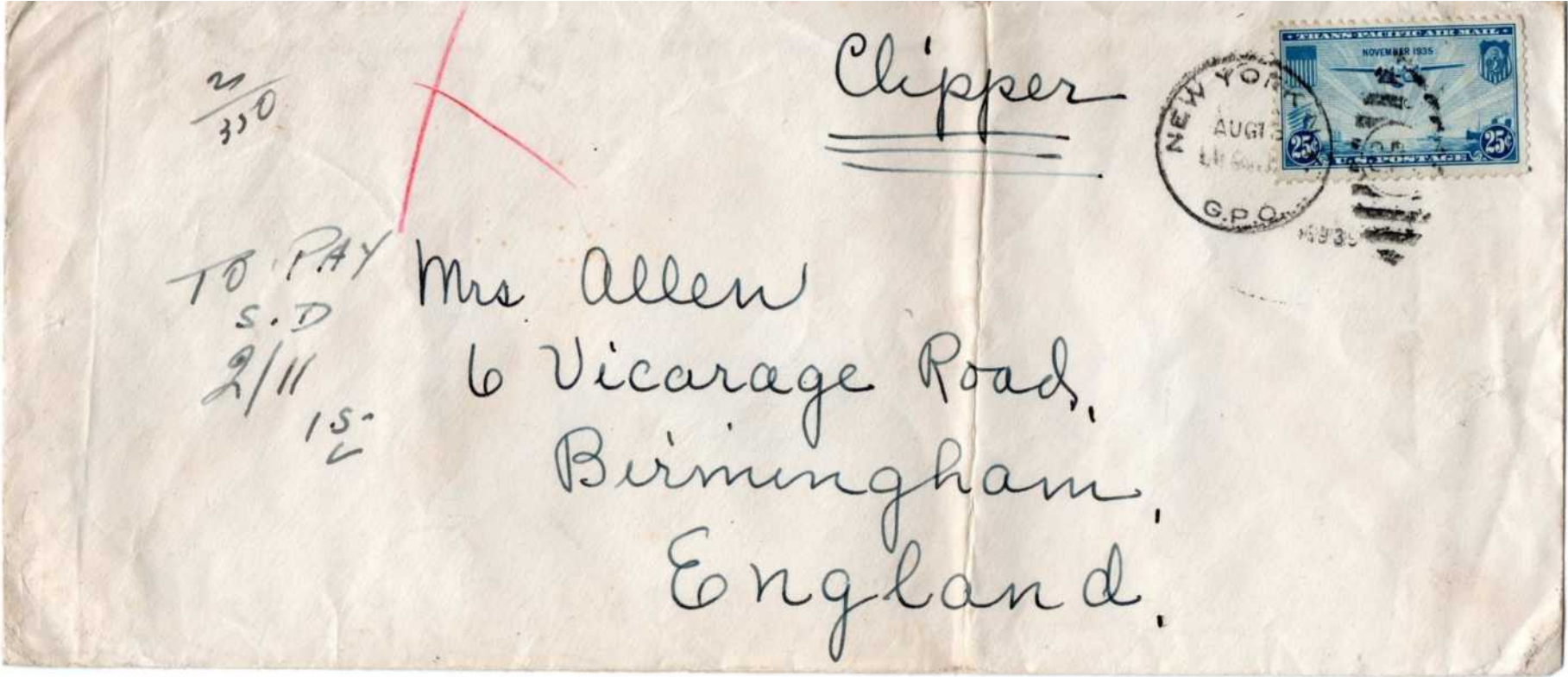
Two possible routes

Imperial Airways:

16 Aug Cabot leaves New York
17 Aug arrives Southampton

Pan Am:

19 Aug Yankee Clipper leaves New York
21 Aug arrives Southampton



Sep 1939 Bermuda to UK Via North Atlantic Air Route



16 Aug 1939 in New York:

Marked **Clipper** but might have caught 16 Aug Imperial Airways flight

US air mail rate 30¢ per ½ oz

2 2 indicated double rate

350 35¢ underpaid on 60¢ rate for 1 oz: 2 x 35¢ x 5 = 350 g ctms

In London Inland Section:

350 g ctms = 35d = 2s 11d postage due

22 Aug in Birmingham: 2s 11d in postage due collected



7 Sep 1939 in Bermuda: Rate to UK 2s; Paid 1s 9d; 3d underpaid

2 x 3d = 6d = 60 g ctms; Bermuda red binocular tax mark & circular Censor mark

10 Sep Pan Am Dixie Clipper to New York

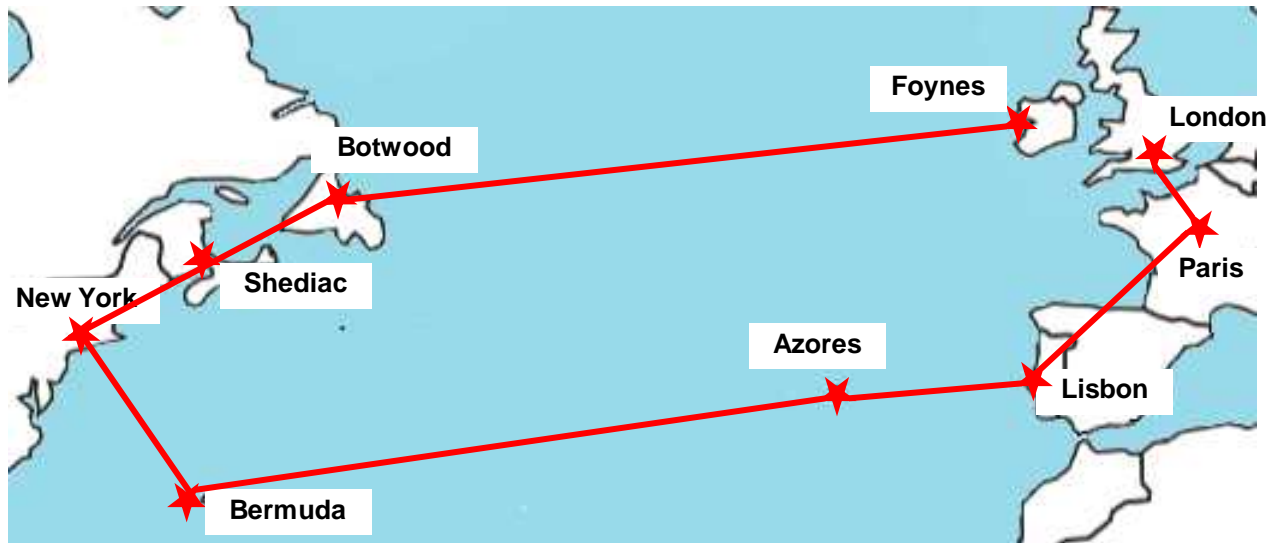
11 Sep Pan Am Yankee Clipper New York to Foynes via Botwood

13 Sep Imperial Airways Cordelia shuttle from Foynes

In London Inland Section: 60 g ctms = 6⁰/₁₀ 15 Sep in Portsmouth: 6d postage due collected.

Pan Am & Air France Transatlantic Services Continued Through 1939/40 Winter

8 – Air Across the Atlantic



Sep 1939 Pan Am moved eastern terminus of Northern Route from Southampton to Foyines, Eire. Imperial Airways provided shuttle service to UK

9 Oct Last Pan Am Flight from Foyines before winter shutdown

Service maintained by Southern Route from Lisbon

Nov 1939 Air link for British mail from UK to Lisbon via Paris

3 Oct 1939 Mailed in London **Per North Atlantic Air Service**; 1s 3d air rate for ½ oz paid
Treated as 2s 6d underpaid on triple rate for 1½ oz; 2 x 2s 6d = 60d = 600 g ctms (blue pencil); London tax mark

9 Oct Foyines Yankee Clipper – last Pan Am flight by Northern Route

10 Oct Botwood, Shediac, New York

11 Oct in New York Foreign Section: 600 g ctms = \$1.20 postage due



2 Jan 1940 mailed in Paisley, Scotland

Marked **Via Transatlantic Air Mail**; 1s 3d air rate for ½ oz paid

Treated as 1s 3d underpaid on double rate for 1 oz

2 x 1s 3d = 30d = 300 g ctms (pencil); London tax mark

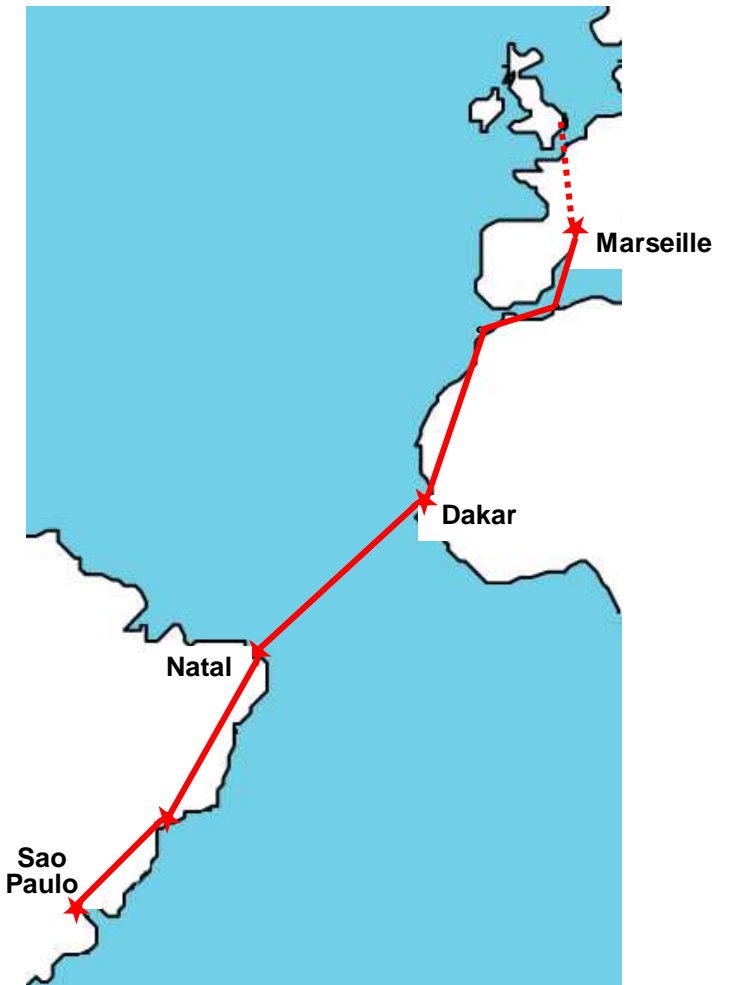
Sent Via Paris to Lisbon for Pan Am Service by Southern Route

Not clear which flight it was on – various delays in Jan 1940

Could have been on:

12 Jan *American Clipper*, Azores, Bermuda arriving New York 15 Jan

In USA: 300 g ctms = 60¢ postage due.



Air France South Atlantic service continued up to June 1940.

Available for mail from UK.

Rate 4s 6d per ½ oz.

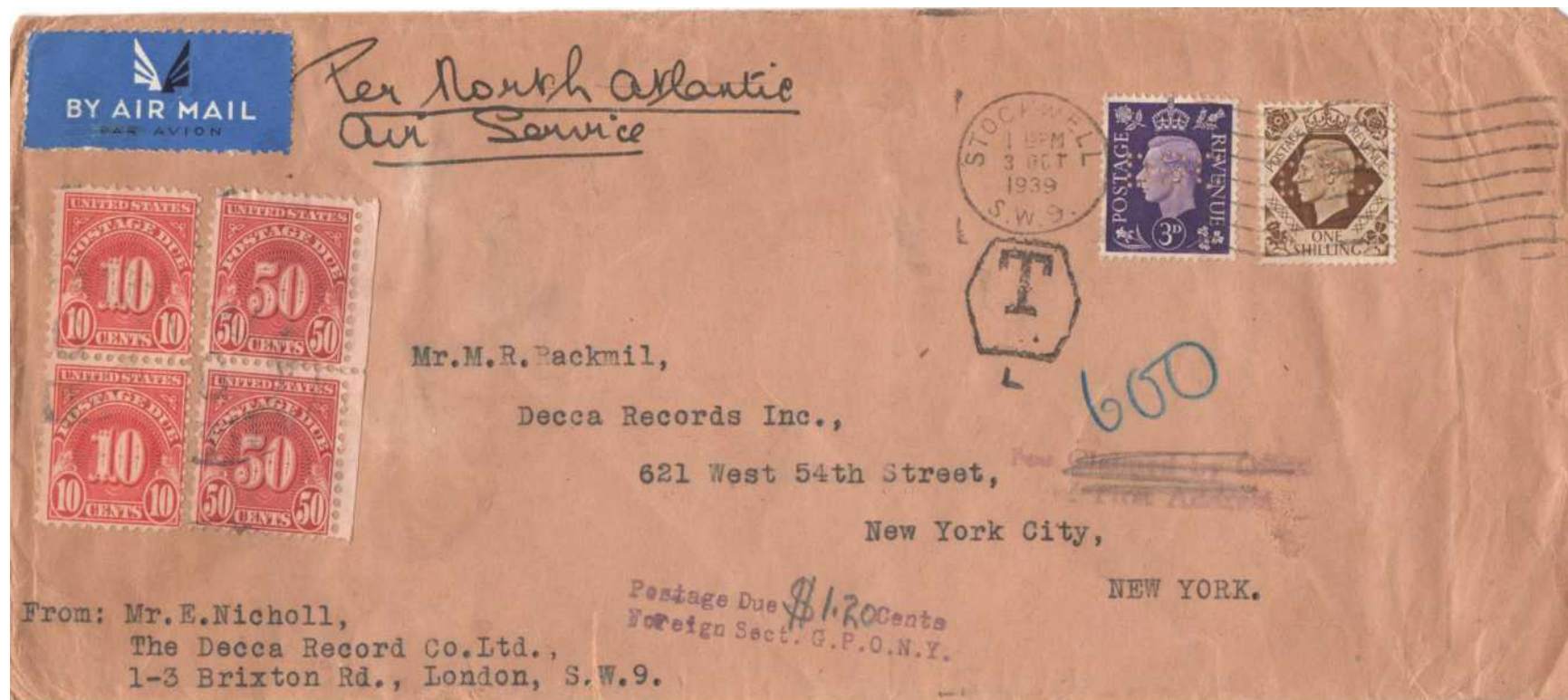
South Atlantic crossing on
Ville de Dakar



8 Dec 1939 in UK: 2s 3d rate paid for sea to NY with onward air
Route marked **VIA FRANCE**; 2s 3d (27d) underpaid on 4s 6d rate; 2 x 27d = 54d = 540 g ctms (pencil)

13 Dec in Brazil: 540 g ctms ~ 27,000 Reis;
Probably 540 misinterpreted as 540 Reis – Rounded up to 600 Reis postage due.

Dec 1939 Incorrect postage due – centimes mistaken for Reis



Mail marked for Air Mail which did not specify “Via North Atlantic Air Service” or equivalent and paid less than the rate for sea/air were sent by that route charged postage due.

UK rate for sea/air service 5d per ½ oz Canadian rate for sea/air service 1st oz 6¢; extra oz 5¢



4 Aug 1939 in Nottingham:
3½d underpaid on 5d sea/air rate

In Southampton (SO):
2 x 3½d = 7d = 70 g ctms (pencil)
and hexagonal tax mark



In Canada:
70 g ctms = 14¢ postage due



11 Sep 1939 in Huntsville, Ontario:
3¢ underpaid on 6¢ sea/air 1 oz rate

2 x 3¢ = 6¢ = 30 g ctms

In London Inland Section:

30 g ctms = 3^d_{I.S.}

In Lymlington: 3d postage due collected.

1 Mar 1939 Trans-Canada Air Mail service started by Trans Canada Air Lines

11 Aug 1939 in Vancouver:
6¢ sea/air rate for 1 oz paid
5¢ underpaid on 11¢ sea/air 2 oz rate
2 x 5¢ = 10¢ = 50 g ctms

In Southampton (723):

Insufficiently Paid
723

50 g ctms = 5^d₇₂₃

18 Aug in Brough: 5d postage due collected



Brazil via France until France Surrenders

From Oct 1939 no direct North Atlantic Service from UK but mail could be sent to Lisbon to connect with Pan Am flights.

22 June 1940 France surrendered to Germany

23 June last South Atlantic Air France flight to South America

Air Mail Rates to Brazil per ½ oz (when available)

31 Jan 1938 2s 3d Sea to NY with onward air transmission

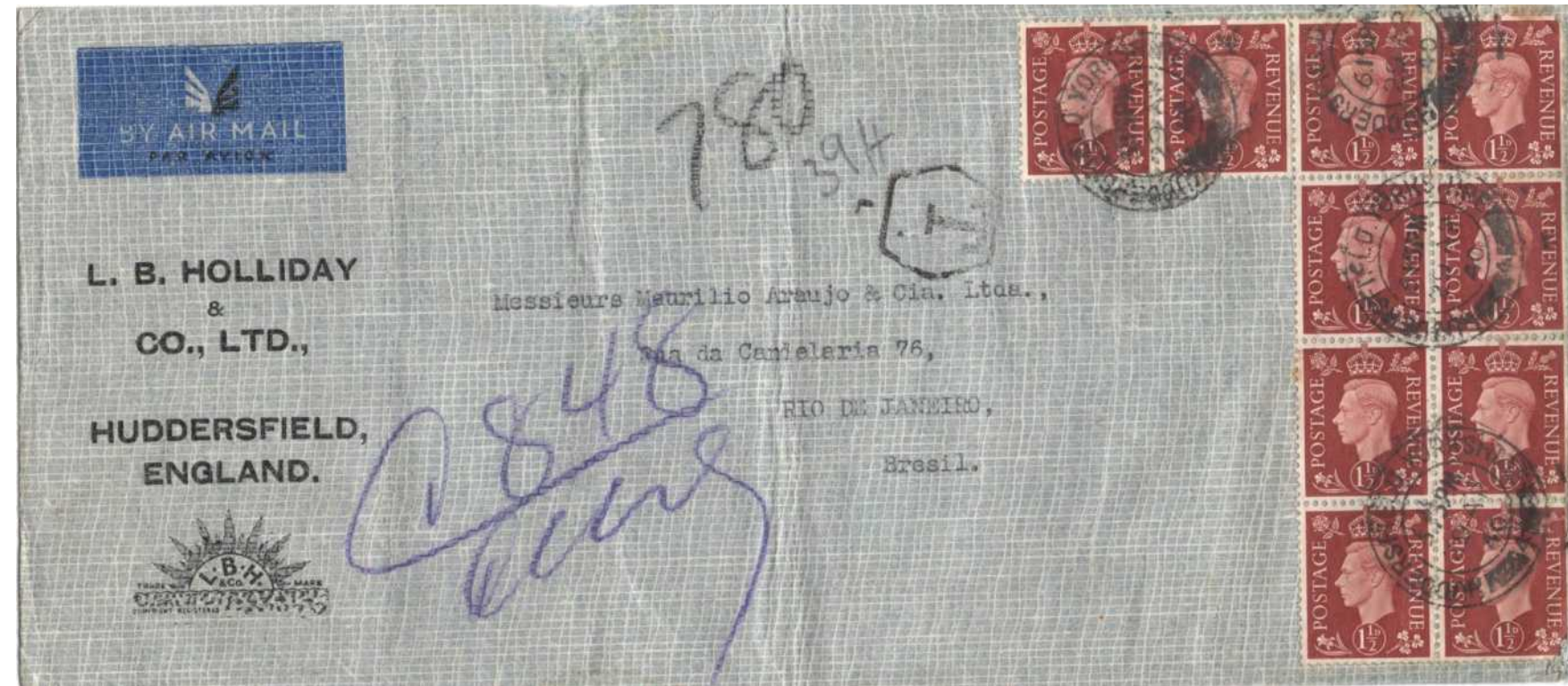
31 May 1939 3s 6d by North Atlantic Air

4 Oct 1939 4s 6d by French South Atlantic service

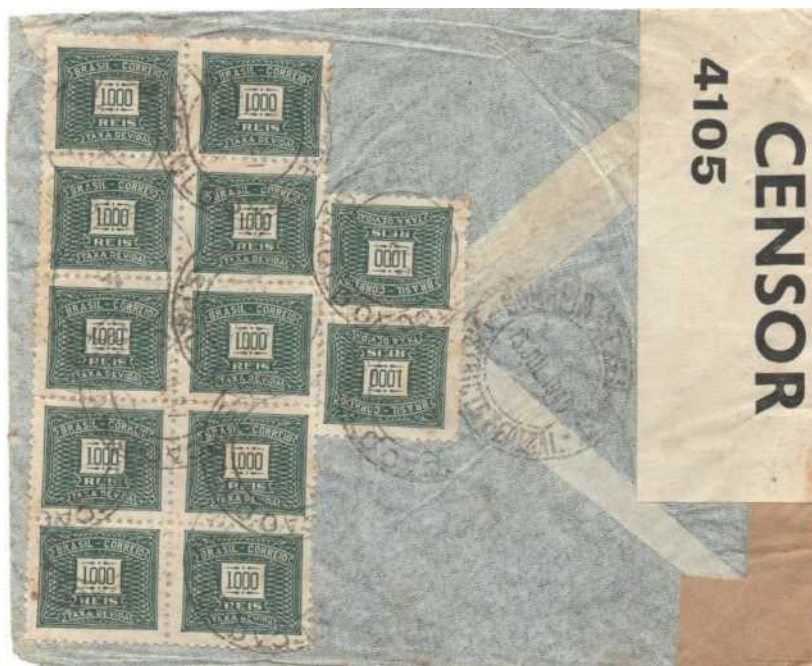
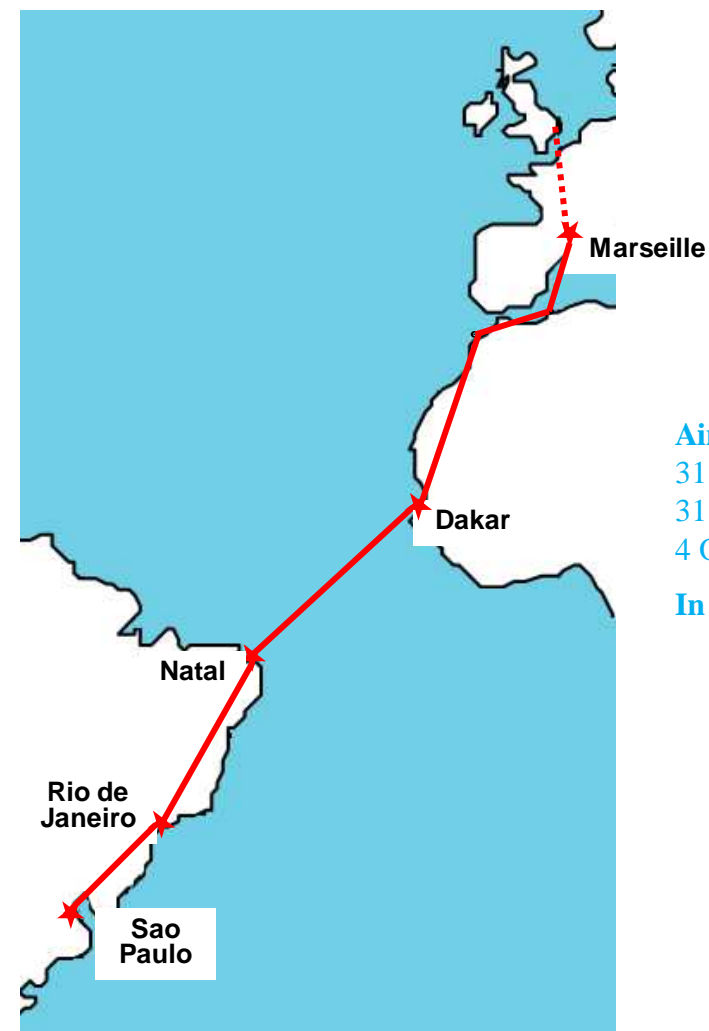
In Brazil UPU rate 1,200 Reis = 25 g ctms
1 g ctm ~ 50 Reis

29 Apr 1940 in Huddersfield: 1s 3d paid;
1s underpaid for sea to NY with onward air
No route requested but sent via France
3s 3d (39d) underpaid on 4s 6d rate
2 x 39d = 78d = 780 g ctms (pencil)

South Atlantic crossing on *Ville de Montevideo*



8 May in Rio de Janeiro Brazil: 780 x 50 = 39,000 Reis collected by stamps on back.



South Atlantic crossing either:

Ville de Montevideo 16 June ex Marseille or

Ville de Natal 23 June ex Marseille

LAST FLIGHT



Apr – June 1940 Sent via France even though route not requested.



10 June 1940 in UK: 3s 6d paid for North Atlantic Air Service.

Censored in UK

No route requested.

Treated as 1s underpaid on 4s 6d rate air via France.

No gold ctms indication

13 July in Sao Paulo Brazil:

12d = 120 gctms ; 120 x 50 = 12,000 Reis – postage dues