

February 2018

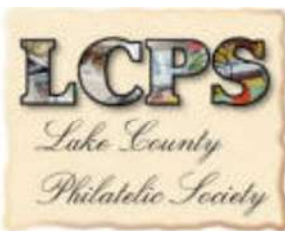
Volume 18 Number 02

Newsletter of the Lake County (IL)

Philatelic Society - Established 1933

Website: LCPSHOME.ORG

Perforations



Last month, the railroaded the annual elections returned the same slate as last year and we discussed and shared some of the bizarre shapes and other interesting aspect of stamp issues — ranging from the common triangles and circles to more interesting silhouettes and textured examples.

This month, we have ***“Canadian Semi-Official Airmail (First Flights)”*** by Larry Linden and of course feel free to bring items for trade/sale or donation.



Scott C13, C14, C15

In Criticism of the 1930 Zepps. Almost from the time the stamps were announced, there were Critics.

From Virginia: *"Many stamp-issuing countries have found that the stamp collector is a good source of revenue and scores of useless adhesives have been issued to trap the hobbyist."*

From a Stamp Club: The Twin City Philatelic Society passed a resolution at its 28 April 1930 meeting, opposing *"special postage stamps for any one particular purpose and no other, such as the three Zeppelin stamps about to be issued, where they are afterwards destroyed and demonetized, as they smack of a speculative character and below the dignity of a government such as ours."*

From Mekeel's editorial: *"The whole proposition from beginning to end was a most unsatisfactory one and it is to be hoped that the United States Government will never again participate in such a commercial proposition wherein a private concern received practically all the proceeds."*

Treasures' Report: Total – \$3,501.03

Local
Stamp
Shows

STAMPFEST 2018
Saint Aloysius Gonzaga Hall
1435 S 92nd St
West Allis WI
March 3 and 4

ASDA Chicago Stamp Show
Holiday Inn Oakbrook Terrace
17 W 350 22nd St
Oakbrook Terrace IL
March 9, 10 and 11

MSDA Spring Show
Ramada Inn Wheeling
1090 S Milwaukee Ave
Wheeling IL
April 7 and 8



Next meeting:

7-PM on Tuesday 27 February 2018
at the Grayslake Library
100 Library Lane - Grayslake IL 60030



Officers:

Dr Tom Willer – President
Bill Schultz – Vice President
Dave Sadler – Secretary
Ed Pieklo – Treasurer

So, what is the problem? On researching this three-stamp issue, one finds very little correspondence in the official files of the Post Office Department regarding the origins of the Graf Zeppelin airmail stamps. This usually indicates that the Department itself, rather than some external sponsor.

The three airmail stamps were issued under arrangements with the German Zeppelin Airship Works. This German company was to share in the profits of the stamps, but the Post Office Department also saw the Zepps, as they became known, as a way to make money — one of the few memos that exists in the files is one from Second Assistant Postmaster General Warren Irving Glover, who instructed the superintendent of the division of stamps as follows:

"Be sure, on the publicity for the Graf Zeppelin trip, that you get in touch with us before releasing it, as there is quite a publicity campaign to be put on by the Graf Zeppelin Company here and we want to avail ourselves of that, and, furthermore, there is information that we want to carry in our release which will help out the sales greatly."

Background: The airship. Christened on 09 July 1928, the giant, luxury airship had already captured the imagination of Americans long before the U.S. stamps were issued. It had already flown more than 50 flights and had been making news and breaking records for a year and a half.

Leading the company in the postwar age was Dr. Hugo Eckener, who was intent on redefining the zeppelin as a luxury liner. The Graf Zeppelin was his proof-of-concept experimental vehicle. Eckener, in addition to being a pilot, was a gifted promoter and publicist. Mail was carried on each of the six test flights, and for the transatlantic flight, the German government was convinced to issue a set of two airmail stamps, showing the Graf Zeppelin over a portion of the globe, traveling westward from "Europa" to "Amerika" in 1929.

Result\$: This flight the world's first transatlantic crossing by air with paying passengers, and the tickets, at \$3K each, sold out almost immediately after the flight was announced. Some 55,714 pieces of mail were carried-at considerable profit to the zeppelin company. Although difficulty was encountered over the Atlantic, slowing the airship to half speed for part of the flight, the crossing was made in 111 hours.

The zeppelin company sold press rights to cover the flight to individual news organizations, with William Randolph Hearst buying the English language rights for \$100,000. The company also arranged with the postal administrations of Germany, Japan and the United States for a series of special rates and cachets for postcards and letters that would be carried on the flight.

Philatelic income had become a major part of the Graf Zeppelin Company's business plan, and the company collected a large fee on each piece of mail it carried. For the round-the-world flight, the rate for a letter was \$3.55-which was \$3.50 more than by steamship. By the time the flight left, it was already financially in the black. Only two of the 20 passengers actually paid the full \$9,900 fare for the round-the-world flight. The others were journalists, government representatives and distinguished guests.

For Americans, the round-the-world flight began in Lakehurst on 08 August 1929, and traveled east, across the Atlantic to the Friedrichshafen home base, then across the vast expanse of Siberia, landing in Tokyo. The Pacific crossing was the first nonstop flight flown by any aircraft, and the Graf Zeppelin did it in 68 hours, entering San Francisco's Golden Gate as the sun set dramatically. Six days later, on August 29, the ship docked again in Lakehurst.

As with all zeppelin flights, the zeppelin company established a complicated set of rates for this first flight. A letter traveling from Friedrichshafen to Rio to Lakehurst would cost \$2.60, while a postcard would cost \$1.30. A letter going on the return trip from Lakehurst directly to Friedrichshafen (the Zeppelin home base) would be charged \$1.30, while a postcard would be charged \$0.65. A letter going on the whole round trip would be charged \$3.90, while a postcard would be \$1.95. By issuing three stamps, in denominations of 65¢, \$1.30 and \$2.60, any of these rates could be made up. Graf Zeppelin Company would receive the lion's share of the postage for flown covers. For the \$2.60 rate, for example, the German Post Office would make 5¢, the U.S. Post Office Department would receive 40¢, and the zeppelin company would receive \$2.15.

But the U.S. Post Office Department would receive all the money for stamps that were sold to collectors and not used on the flights. This was an attractive proposition, for the Post Office Department knew that a great majority of the stamps that were issued would be bought and placed in albums.

This was the first time that the USPOD issued a stamp for so limited a purpose as a single flight. As an inducement for Depression-era collectors to spend \$4.55 for the set of three stamps, the Post Office Department made the announcement that only one million sets would be printed; that they would go on sale in Washington on 19 April 1930, and in selected other cities on 21 April; and that any stamps (3,120,000 printed) that remained unsold after 30 June would be demonetized/destroyed. The number sold:

C13	\$0.65 Zeppelin over Atlantic Ocean	93,536
C14	\$1.30 Zeppelin Between Continents	72,428
C15	\$2.65 Zeppelin Passing Globe	61,296

Since 1930, has the USPOD/USPS been driven by making a quick buck?



Scott 4403a

