



LA POSTA AEREA SULLE ROTTE ATLANTICHE DELLA "PAN AMERICAN AIRWAYS" (1939-1945)

Lo studio qui esposto si propone di descrivere il servizio espletato dalla Pan American Airways, anche conosciuta come "Pan Am", lungo le diverse rotte che si sono andate sviluppando sull'Atlantico nel periodo considerato. Si fa riferimento ai dispacci trasportati con i voli inaugurali, ma soprattutto a quelli del servizio regolare, partiti dai diversi paesi che hanno utilizzato tale servizio e per le destinazioni più variegata. Non mancano alcuni avviamenti particolari, che hanno reso la Pan Am, nel pieno delle vicende belliche, unica protagonista di lunghi collegamenti sui due oceani. A completare lo studio, le informazioni relative alle tariffe postali applicate, in funzione dei paesi d'origine e degli avviamenti utilizzati, nonché la testimonianza postale di uno dei pochi incidenti che hanno interessato i voli transatlantici, nel febbraio 1943, sulla foce del fiume Tejo (Lisbona) e che vide sfortunato protagonista lo "Yankee Clipper" della Pan Am, proveniente dal Sud America.

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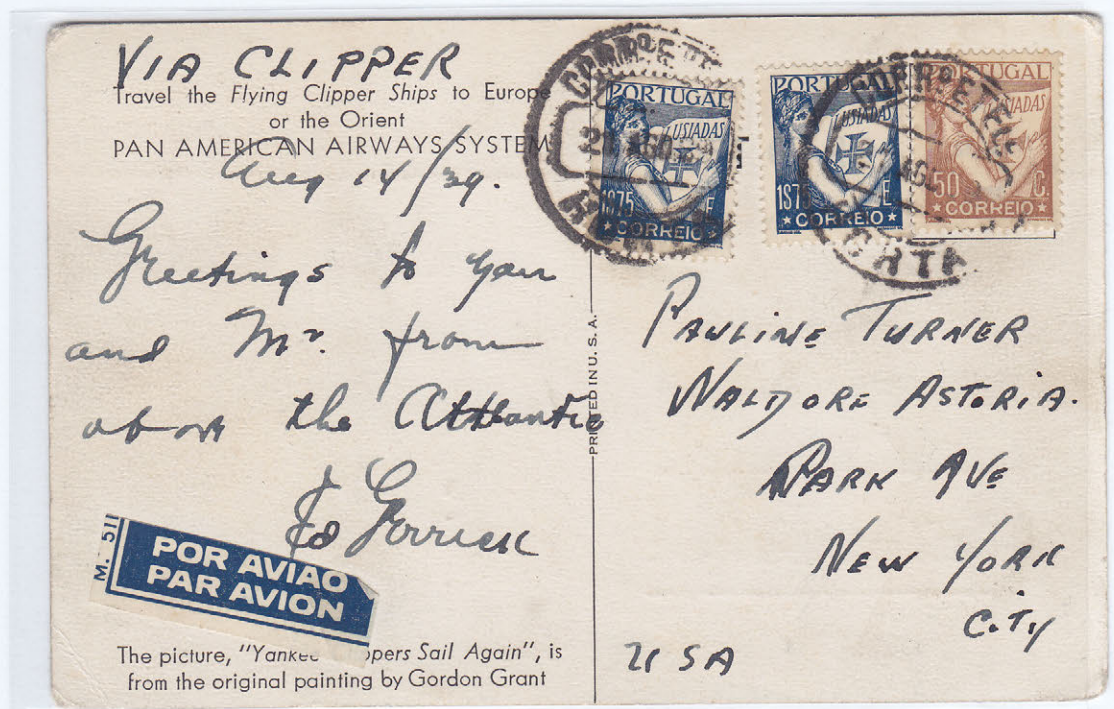
1. INTRODUZIONE

When we talk about the Atlantic and "Pan Am", you can't help but think of the famous Boeing 314, a big long-range seaplane, one of the biggest of the time, that has made the history of this Company and also of the World Commercial Aviation during the war period, from 1939 to 1945.

By 1939 delivery of the Boeing 314s had started and Pan Am was able to begin solo, without Britains, the Trans-Atlantic operations.

The Boeing 314 was produced by the Boeing Airplane Company between 1938 and 1941. For Pan Am were built twelve aircraft. Three of them were sold to BOAC. The other 9 aircraft operated by Pan Am were the following: *Honolulu Clipper* (NC18601), *California Clipper* (NC18602), *Yankee Clipper* (NC18603), *Atlantic Clipper* (NC18604), *Dixie Clipper* (NC18605), *American Clipper* (NC 18606), *Pacific Clipper* (NC18609), *Anzac Clipper* (NC18611), *Cape Town Clipper* (NC18612).

The name of "Clipper" was inspired to the old vessels of the 1800s, as shows in this Pan Am's official picture, with title "Yankee Clippers Sail Again", from the original painting by Gordon Grant.



Horta, Azores
(21.8.39) to New
York, Usa.
Franking: 4.00
Escudos.

The picture, "Yankee Clippers Sail Again", is from the original painting by Gordon Grant



2. ESTABLISHING THE TRANSATLANTIC ROUTE

2.1 Pan Am North Atlantic Clipper Service (FAM 18)

The first regular flight of “Yankee Clipper” on the direct route via Horta-Lisbon-Marseille, under command of Captain Arthur E. LaPorte, started from Port Washington (New York) on May 20th 1939 and arrived at Marseille on May 22nd 1939. The return flight was from May 25th to May 27th 1939. A special rectangular cachet was applied to face of mail addressed to Europe.

2.1.1 First Flight via direct route New York - Horta - Lisbon - Marseille



New York,
Usa (20.5.39)
to Marseille,
France
(22.5.39).
Signed by
Captain
Arthur E.
LaPorte.
Franking:
0.30 US\$

The 30 cent. Air Mail stamp of United States, with “Trans-Atlantic” over a winged globe, was issued to pay the combined airmail rate (per ½ oz. unit), requested for letter and card, with destination to the most European countries.



New York, Usa (20.5.39) to
Sparreholm, Sweden, via
Marseille, France (22.5.39).
Franking: 0.30 US\$



For the first dispatch from Jamaica, on June 1st 1939, a special oval cachet was applied to face of mail addressed to Europe. The combined airmail rate requested for letter and card with destination Europe was 2s (per 1/2 oz. unit).



Kingston, Jamaica (1.7.39) to Tarporley, Cheshire, Great Britain. Franking: 2s.

2.1.2 First Flight via direct route Marseille - Lisbon - Horta - New York

The Air Fee from France, for letter and card, until December 1940, with destination United States, was 10.00 Fr. (as per 5 gr. unit) and with destination Azores (until March 1946), was 4.00 Fr. (as per 5 gr. unit). The Surface Mail Rate to add was 2.25 Fr. for the letter (as per 20 gr. Unit) and 1.25 Fr. for the card.



St. Claude sur Bienne, France (23.5.39) to New York, Usa (27.5.39). Franking: 12.25 Fr.



2. ESTABLISHING THE TRANSATLANTIC ROUTE

The air fee from Denmark, for letter and card, with destination United States, was 0.80 Kr. (as per 5 gr. unit). The surface mail rate to add was 0.30 Kr. for the letter (as per 20 gr. Unit) and 0.20 Kr. for the card.



Kobenhavn, Denmark (23.5.39) to New York, Usa (27.5.39), via Marseille, France. Franking: 0.85 Kr.

The air fee from Switzerland, for letter and card, until March 1940, was 0.50 Fr. Sv. (as per 5 gr. unit). The surface mail rate to add was 0.30 Fr. Sv. for the letter (as per 20 gr. Unit) and 0.20 Fr. Sv. for the card. The Registration fee, on demand, was 0.30 Fr. Sv.



Zurich, Switzerland (23.5.39) to New York, Usa (27.5.39), via Marseille, France (24.5.39). Franking: 1.15 Fr. Sv.



The air fee from Belgium, for letter and card, with destination United States, was 4.00 Fr. (as per 5 gr. unit) and with destination Azores, was 1.50 Fr. (as per 5 gr. Unit). The surface mail rate to add was 1.75 Fr. for the letter (as per 20 gr. Unit) and 1.00 Fr. for the card.



Antwerp, Belgium (23.5.39) to Augusta, Usa (27.5.39), via Marseille, France (24.5.39) and New York, Usa (27.5.39).
Franking (double air unit): 6.75 Fr. 1.15 Fr. Sv.

The British dispatches on FAM 18 – known as “first British acceptances” – were flown to Marseille where they connected with the 2nd flight Marseille-New York, with “Atlantic Clipper”, under command of the Captain Harold E. Gray. Departure was June 1st, 1939 with arrival in New York on June 3rd. Private cachets of various types were applied to some covers.



Rampisham,
Great Britain
(30.5.39) to
New York,
Usa, via
Marseille,
France.
Franking:
1s 3d.



2. ESTABLISHING THE TRANSATLANTIC ROUTE

The air fee from Sweden, for letter and card, with destination United States, was 0.55 Kr. (as per 5 gr. unit). The surface mail rate to add was 0.30 Kr. for the letter (as per 20 gr. Unit) and 0.20 Kr. for the card.



Stockholm,
Sweden
(23.5.39) to
Indianapolis,
Usa, via
Marseille,
France
(25.5.39) and
New York,
Usa (27.5.39).
Franking: 0.85
Kr.

The air fee from
Netherlands, for letter
and card, with
destination United
States, was 0.325 Gld
(as per 5 gr. unit). The
surface mail rate to add
was 0.125 Gld for the
letter (as per 20 gr.
Unit) and 0.10 Gld for
the card.



Amsterdam,
Netherlands
(23.5.39) to
New York,
Usa
(27.5.39), via
Marseille,
France
(24.5.39).
Franking:
0.450 Gld.



The air fees from Azores, for letter and card, were the following:

	Surface Rate (20 gr. Unit)	Air Fee (5 gr. Unit)	Total Postage Rate
HOR/LIS	0.40 Escudos	1.75 Escudos	2.15 Escudos
HOR/MAR	1.75 Escudos	1.75 Escudos	3.50 Escudos
HOR/NYC	1.75 Escudos	3.00 Escudos	4.75 Escudos



*Horta, Azores
(26.5.39) to
New York,
United States.
Franking
(double air
unit): 7.75
Escudos.*

Two cachet was used at Horta (Azores): the square black cachet, that was used primarily on mail to Lisbon; the rectangular blue cachet, that was applied primarily to mail for Marseille and New York.



*Horta, Azores
(26.5.39) to New
York, Usa
(27.5.39).
Franking: 4.75
Escudos.*



Both Horta cachets were applied to a few covers dispatched at Horta.



Horta, Azores (26.5.39) to New York, Usa (27.5.39). Franking: 4.75 Escudos.

The air fees from Portugal, for letter and card, were the following:

	Surface Rate (20 gr. Unit)	Air Fee (5 gr. Unit)	Total Postage Rate
LIS/HOR	0.40 Escudos	1.75 Escudos	2.15 Escudos
LIS/MAR	1.75 Escudos	1.75 Escudos	3.50 Escudos
LIS/NYC	1.75 Escudos	3.00 Escudos	4.75 Escudos

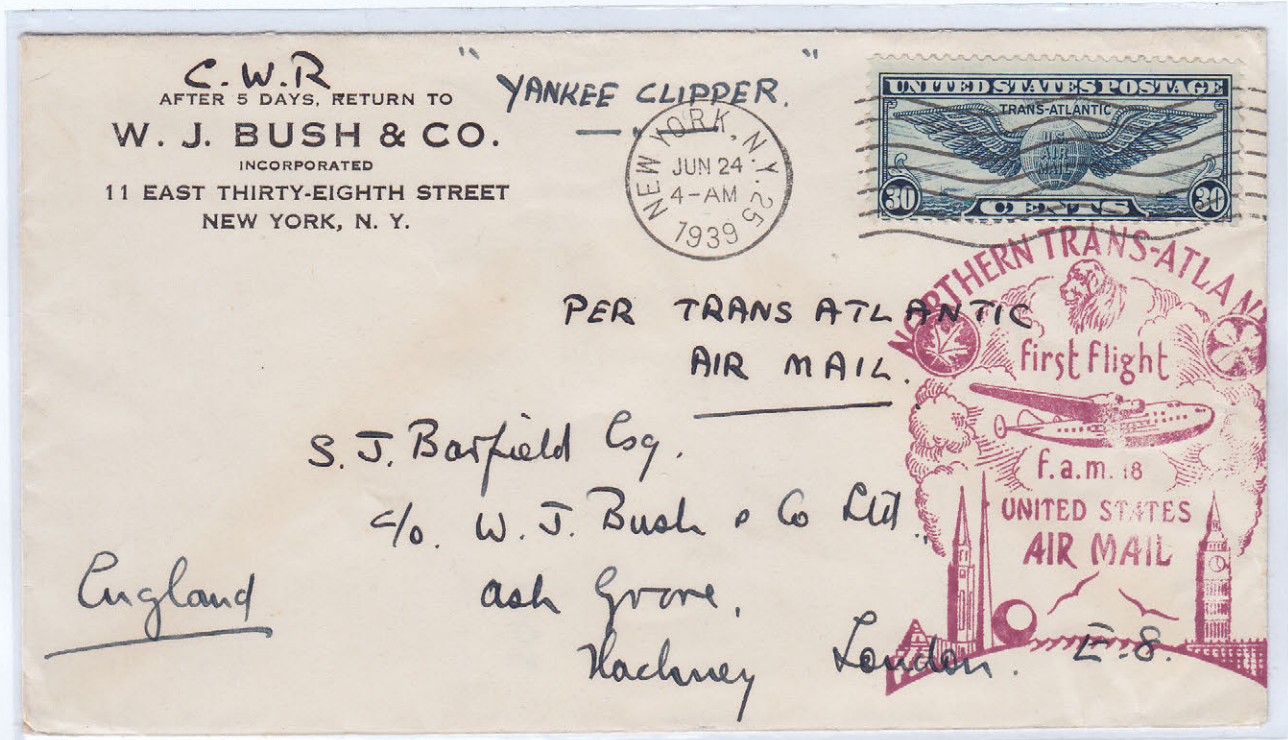


Lisbon, Portugal (26.5.39) to New York, Usa (27.5.39). Franking (double air unit): 7.75 Escudos.



2.1.3 First Flight via northern route New York - Shediac - Botwood - Foynes - Southampton

On June 24th 1939, the first flight from New York on the northern route via Shediac-Botwood-Foynes-Southampton, was again by "Yankee Clipper", under command of Captain Harold E. Gray. The Clipper was delayed at Shediac for bad weather and departed from here on June 27th 1939. The flying-boat landed at Southampton on June 28th 1939. The return flight was from June 30th to July 1st 1939.



New York, Usa (24.6.39) to London, Great Britain, via Southampton, Great Britain. Franking: 0.30 US\$

The cachets were not provided by either British postal service (London) or Newfoundland postal service (Botwood). However, the Canadian postal service provided a cachet that was applied to Shediac mail.

From Canada the combined airmail rate, for letter and card, with destination Europe, was 0.30\$c (as per 1/2 oz. unit).



Shediac, Canada (24.6.39) to Moreton in Marsh, Great Britain, via Foynes, Ireland. Franking: 0.30\$c



The Canada-Newfoundland the combined rate was 0.10\$c and 0.05\$c surcharge was assessed on Canadian dispatches that were not addressed to points in Newfoundland.



Shediac, Canada (24.6.39) to Dundas, Ontario, Canada (6.7.39), via Botwood, Newfoundland (27.6.39). Franking: 0.15\$c

Also from Newfoundland the combined airmail rate, for letter and card, with destination Europe, was 0.30\$c (as per 1/2 oz. unit). A large blue cachet was applied to the face of dispatches and to reverse of arrivals. Postmarks on mail to and from Foynes read "Baile Atha Cliath"; this is Gaelic for "Dublin".



Botwood, Newfoundland (24.6.39) to Dublin, Ireland (29.6.39), via Foynes, Ireland. Franking: 0.30\$c



2.1.4 First Flight via northern route Southampton - Foynes - Botwood - Shediac - New York

London Post office procedures precluded the backstamping of arriving and neither providing cachets for first flight mail. So, in this occasion cachets were not provided by either London (British postal service) or Botwood Newfoundland postal service. For this reason unofficial Pan Am cachets were applied also to London mail service by Pan Am.



Sutton Coldfield, Birmingham, Great Britain (29.6.39) to Toronto, Canada, via Shediac, Canada (1.7.39). Franking: 7d

From Great Britain the combined airmail rate, with destination Canada, was 7d for the card and 1s 3d for the letter (as per 1/2 oz. unit).



London, Great Britain (30.6.39) to New Orleans, Usa, via New York (1.7.39). Franking: 1s 3d



From Ireland the combined airmail rate, with destination Canada and United States, was 7d for the card and 1s 3d for the letter (as per 1/2 oz. unit). A special cachet was applied at Foynes to face of dispatches and to reverse of arrival. Postmarks on mail to and from Foynes read "Baile Atha Cliath"; this is Gaelic for "Dublin".



Killarney, Ireland (26.6.39) to Long Island, New York, United States (1.7.39), via Shediac, Canada. Franking: 7d



Dublin, Ireland (23.6.39) to Wilford, Michigan, Usa, via Shediac, Canada and New York, Usa (1.7.39). Franking: 1s 3d.



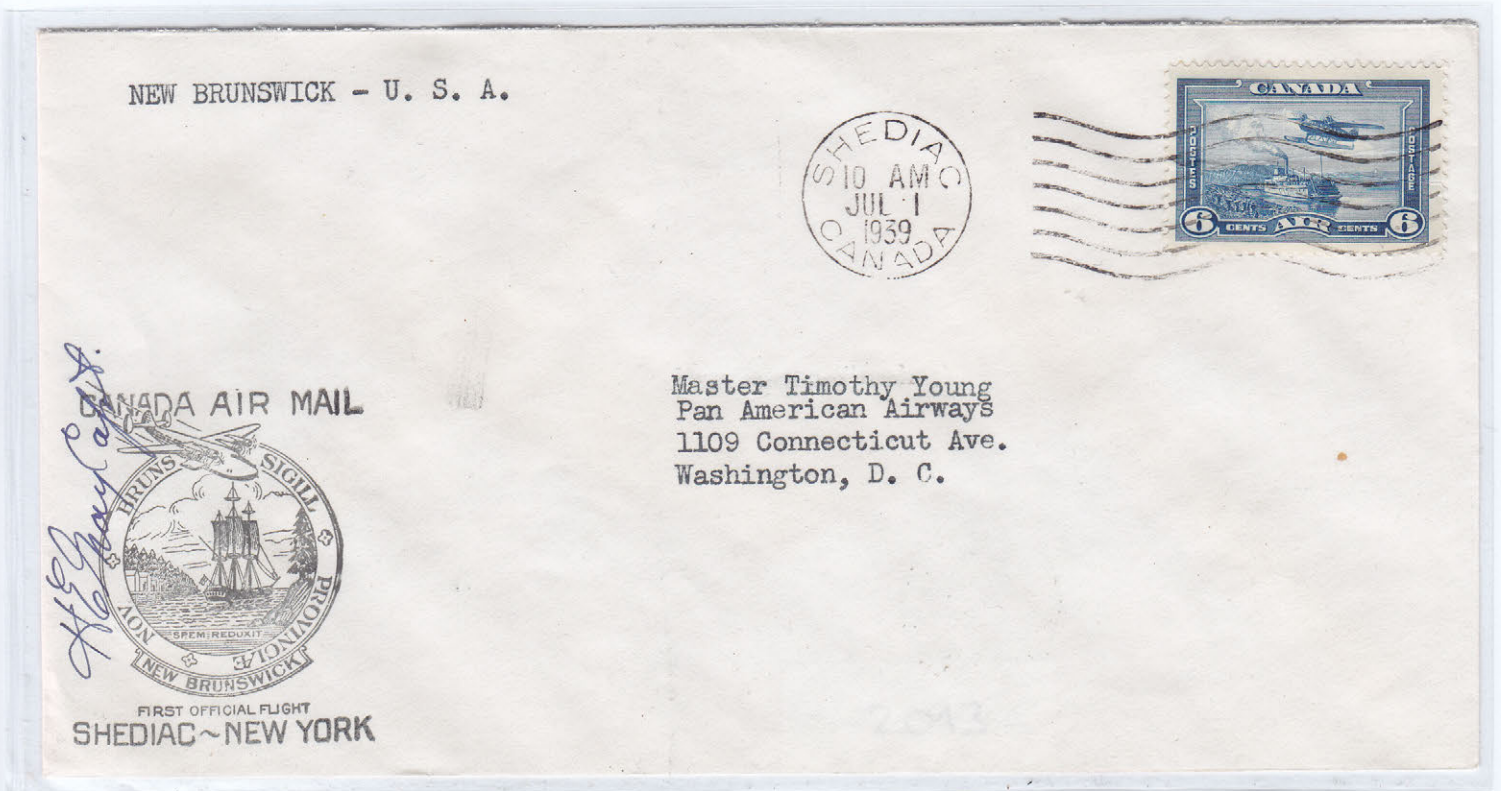
2. ESTABLISHING THE TRANSATLANTIC ROUTE

Unofficial Pan Am cachet was applied to Botwood mail service by Pan Am to covers dispatched for all destinations.



Botwood, Newfoundland (28.6.39) to Benton, Kentucky, United States (1.7.39), via Shediac, Canada, with unofficial cachet of Pan Am. Franking: 0.15\$c.

Respect to the London Post office, Canadian postal service followed a different approach and provided a cachet that was applied to Shediac mail.



Shediac, Canada (1.7.39) to Washington, United States (1.7.39), signed by Captain of "Yankee Clipper" Harold E. Gray. Franking: 0.06\$c.



The Air Fee from Italy, for letter and card, with destination United States, was 2.75 Lire (as per 5 gr. unit). The Surface Mail Rate to add was 1.25 Lire for the letter (as per 20 gr. Unit), and 0.75 Lire for card. The Surface Mail Rate was increased of 0.75 Lire for every unit of weight more.



Rome, Italy (27.6.39) to New York, United States (1.7.39), via Southampton, Canada. Franking (10 air unit + 3 Surface Mail unit): 30.25 Lire

Contrary to what was written on the letter and considering the departure date (27.6.39) and arrival date (1.7.39) is possible to said that this letter was probably in the dispatch of "First Acceptance" from Italy with this route.





2. ESTABLISHING THE TRANSATLANTIC ROUTE

On July 20th 1939 the first dispatch from Colombia on FAM 18 northern route. A special rectangular cachet was applied to face of mail addressed to Europe. The air fee from Colombia, for letter and card to Europe, was 0.80 Pesos (as per 5 gr. unit). The surface mail rate to add was 0.15 Pesos for the letter (as per 20 gr. unit) and 0.10 Pesos for the card. For the mail addressed to UPAE countries the surface mail rate was 0.05 Pesos.



*Barranquilla,
Colombia
(19.7.39) to
Croydon,
Great Britain,
via New York,
United States.
Franking: 0.95
Pesos + ½
charity stamp.*

With the outbreak of the war Pan Am suspended its service to and from Southampton and Marseilles. So, the terminals were changed to Foynes in neutral Ireland and to Lisbon in neutral Portugal. Both countries admitted non-military aircraft of the Allies to their territory. The first flights from Lisbon by the "Yankee Clipper" and from Foynes by the "Atlantic Clipper" were operated both on September 6th 1939.

This letter was transported from New York with the subsequent flight by the "Atlantic Clipper", the first flight to have Lisbon as terminal.

*Los Angeles,
(2.9.39) to
London, Great
Britain, via
New York,
United States
and Lisbon,
Portugal.
Franking:
0.30\$ + 0.20\$
Express Fee.*





2.2 Imperial Airways (BOAC) North Atlantic Service – Only an attempt

On August 5th 1939 the British service to Canada and United States commenced when Imperial Airways flying-boat “*Caribou*”, piloted by Captain J.C.K. Rogers, left Southampton. Flying via Foynes-Botwood-Montreal, it arrived at New York on August 6th and commenced its return flight on August 9th, arriving again at Southampton on August 11st 1939.

- First Flight Southampton - Foynes - Botwood - Montreal - New York

From Great Britain the combined air mail rate, with destination Canada and United States, was 7d for the card and 1s 3d for the letter (as per 1/2 oz. unit). The fee for registration was 3d.

London, Great Britain (3.8.39) to Victoria, Canada (7.8.39), via Montreal, Canada (6.8.39). ranking: 1s 6d.



- First Flight New York - Montreal - Botwood - Foynes - Southampton

The Canadian postal service for the mail dispatched at Montreal provided a special cachet for each destinations: Botwood, Foynes, Southampton. This letter relative to Montreal-Foynes flight include also the signs of pilots.



Montreal, Canada (10.8.39) to Manchester, Great Britain. Franking: 0.30\$c.



2.3 Pan Am South Atlantic Clipper Service (FAM 18)

To avoid stopping at the Azores during the winter and take advantage of favorable weather conditions, in 1941 Pan Am investigated the possibility of making return flight from Lisbon to New York via West Africa and South America during the winter. The result was the southern route from Lisbon to New York, via Bolama-Port of Spain (Trinidad)-San Juan (Portorico), about 6.500 Km longer then the direct route via Horta and Bermuda.

2.3.1 First Flight via southern route New York - San Juan - Port of Spain - Bolama - Lisbon

On February 1st 1941 (flight nr. 261) the "Dixie Clipper" departed under the command of Captain Lodesen from Bowery Bay (New York) via southern route to Lisbon, where arrived on February 3rd 1941.

*New York,
United States
(1.2.41) to
Bolama,
Portuguese
Guinea (6.2.41),
via San Juan,
Portorico.
Franking: 0.50\$.*



2.3.2 First Flight via southern route Lisbon - Bolama - Port of Spain - San Juan - New York



*Lisbon,
Portugal (6.2.41)
to Bolama,
Portuguese
Guinea (6.2.41).
Franking:
4.30 Escudos.*



2.4 Pan Am South Atlantic Clipper Service (FAM 22)

The service was opened just at the critical time when Japan attacked Pearl Harbour and the United States went to war. After a survey flight conducted in November 1941, the final route chosen was: Miami (United States) - San Juan (Puerto Rico) - Port of Spain (Trinidad) - Belem (Brazil) - Natal (Brazil) - Bathurst (Gambia) - Lagos (Liberia) - Leopoldville (Belgian Congo).

2.4.1 First Flight Miami - Leopoldville

The first flight departed on December 6th 1941 with Boeing B-314A "Capetown Clipper", under the command of Capt William M. Maseland, going from New York via Bermuda to San Juan. From there the announced route.

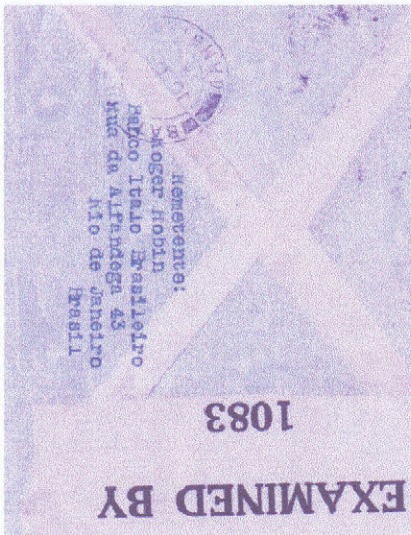


At Bermuda the British censor want to examine all the first flight covers but Capt. Maseland was able to persuade the censor not to do so, to depart quickly.

Miami, Usa (6.12.41) to Leopoldville, Belgian Congo (12.12.41), then re-mailed to sender. Franking: 0.60\$.



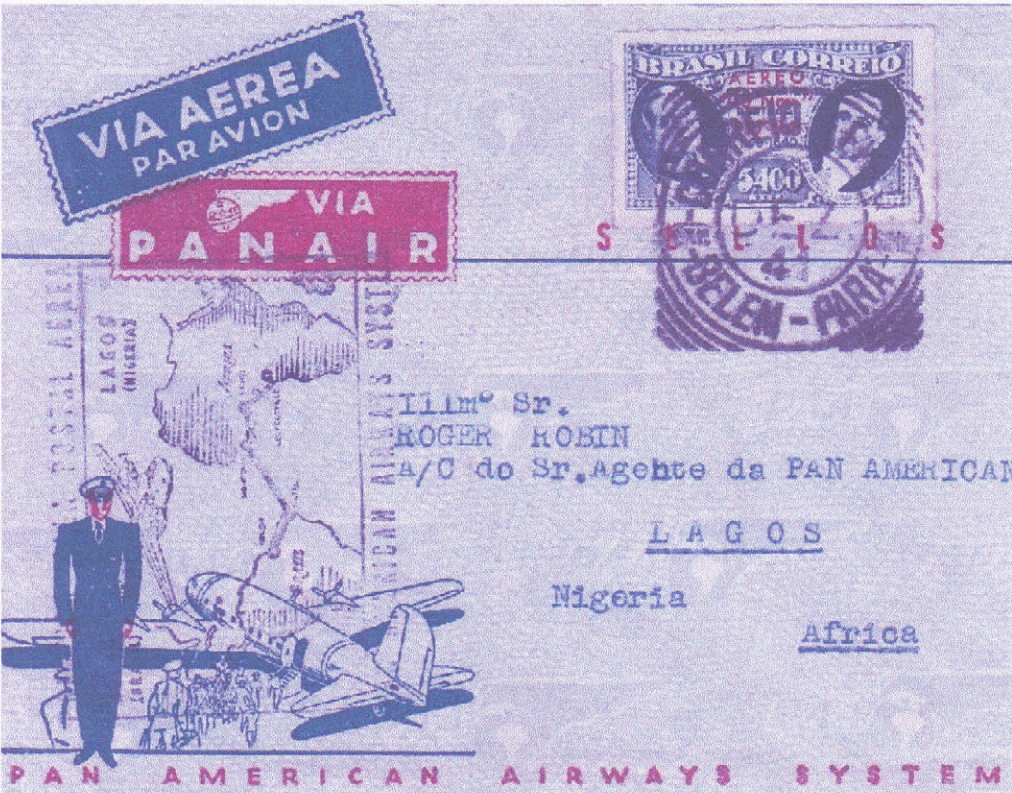
Port of Spain, Trinidad (7.12.41) to Leopoldville, Belgian Congo (12.12.41). Franking: 0.52\$



Belem, Brazil (8.12.41) to Bathurst, Gambia (10.12.41). Franking: 5.400 Reis.



The news about the attack by the Japanese was received by Captain Maseland and his crew on the afternoon of December 7th 1941 during the stop in Port of Spain. The clipper arrived at Belem on December 8th 1941 and departed for Natal and arrived there on the same day. The clipper departed soon and arrived at Bathurst on December 10th after a long flight of 1.832 miles over the South Atlantic.



Belem, Brazil (8.12.41) to Lagos, Nigeria (11.12.41). Franking: 5.400 Reis.

The "Capetown Clipper" arrived at Lagos on Dec. 11th and at Leopoldville on Dec. 12th 1941, without problems.



2.4.2 First Flight Leopoldville - Miami

The return flight was from 13rd to 16th December 1941, during which the stop at Bathurst was omitted. The 8.693 miles between Miami and Leopoldville made the FAM 22 route on of the longest in the world.



Leopoldville, Belgian Congo (11.12.41) New York, Usa, via Belem, Brazil. Franking: 32.75 Fr.



Lagos, Nigeria (14.12.41) to Natal, Brazil (15.12.41). Franking: 1s 6d.



2.4.3 Addition of Fisherman's Lake on the route in place of Bathurst

Juan Trippe, avoiding as much as possible having base in British territory, started constructing a base at Fisherman's Lake (Liberia).

So, when the first official flight started, the facilities on Fisherman's Lake were not completed and during the first five flight the clippers called at Bathurst in Gambia instead of Liberia. In February 1942 the new base opened and replaced Bathurst.

The Liberian Post Office stated that first flight mail dispatched from Monrovia by the plane leaving on February 14th 1942. A large circular cachet was applied on the covers. However, the U.S. government had banned first flight covers as wartime economy measure, so such covers not flown and was sent by sea.

Monrovia, Liberia (14.2.42) to Arkansas, United States. Franking: 0.70\$. The stamp of 0.50\$ is overprinted "First Flight / LIBERIA - U.S. / 1941" to commemorate the flight originally planned in 1941.



FIRST FLIGHT

LIBERIA

UNITED STATES

LIBERIA

FIRST FLIGHT

UNITED STATES



*Miss Verdiana De Jongh
815 Connecticut St.
7th Street Little Rock Ark.
M.S., A.*



3. THE WESTBOUND REGULAR SERVICE BY NORTH ATLANTIC FAM 18

Pan Am made scheduled flight on both routes over the North Atlantic, the direct route and the northern route. The flights on the northern route, owing to bad weather, ended at the beginning of October 1939. In May 1942 Pan Am flew again via the northern route, this time until Foynes.

3.1 Air Mail to North America, via New York

3.1.1 Air Mail from Italy and Vatican



Città del Vaticano, Italy (28.3.41) to Chicago, United States, via New York, United States. Franking: 3.50 Lire.



The air fee from Italy for letter and card to United States, was 2.75 Lire (as per 5 gr. unit). The surface mail rate to add was 1.25 Lire for the letter (as per 20 gr. Unit), and 0.75 Lire for card. The surface rate was increased of 0.75 Lire for every unit of weight in addition. The Registration fee was 1.50 Lire.

Città del Vaticano, Italy (23.4.41) to Trappist, United States, via New York, United States. Franking: 4.00 Lire.



Roma, Italy
(28.3.41) to
New York,
United States,
via Lisbon,
Portugal.
Franking:
3.50 Lire.

On May 19th 1941, large parts of Croatian lands were occupied (annexed) by Italy, including most of Dalmatia, nearly all the Adriatic islands (one of these was Susak, or Sussak), and some smaller areas.



Susak, Fiume, Croatia
(5.11.41) to New York,
United States (26.11.41),
via Fiume, Italy (5.11.41)
and Lisbon, Portugal.
Franking: 5.50 Lire.



3.1.2 Air Mail from Western European countries

- France

The air fee from France for the letter and card to USA was 10.00 Fr. (as per 5 gr. Unit), then increased to 12.00 Fr. from Dec. 1940. The surface mail rate to add was 2.50 Fr. (as per 20 gr. Unit) and 1.50 Fr. for the card. The rate for registration was 2.50 Fr.

Camp de Gurs, France (4.6.40) to New York, Usa. Franking: 11.50 Fr. From collection of Franklin D. Roosevelt.



- Principality of Monaco

Considering that Principality of Monaco is a state closely linked to France, postal charges are the same as above.



Montecarlo, P. of Monaco (4.5.41) to Chicago, United States, via New York, United States. Franking: 14.50 Fr.



The air fee from Switzerland and Liechtenstein for the letter and card to United States was 0.50 Fr. (as per 5 gr. Unit), then increased to 0.60 Fr., from April 1940 and to 0.70 Fr., from January 1941. The surface mail rate to add was 0.30 Fr. for the letter (as per 20 gr. Unit) and 0.20 Fr. for the card. Registration fee was 0.30 Fr

• Liechtenstein



Vaduz, Liechtenstein (6.2.41) to St. Louis, United States, via Buchs, Switzerland (6.2.41) and New York, Usa. Franking: 0.90 Fr.

• Switzerland

For prints, as in the case of this bookshop coupon, the surface mail rate was 0.05 Fr.



Bern, Switzerland (19.11.40) to New York, United States, via Lisbon, Portugal. Franking: 0.65 Fr. Sv.



• Luxembourg

The air fee for the letter or card to United States was 3.50 Fr. (as per 5 gr. Unit). The surface mail rate to add was 1.75 Fr. for the letter (as per 20 gr. Unit) and 1.00 Fr. for the card. Registration fee was 2.50 Fr.



Mersch, Luxembourg (9.3.40) to New York, United States, via Lux (9.3.40) and Lisbon, Portugal. Franking: 5.25 Fr. Before the German invasion.

After the German invasion, came into use German stamps and rates.

Mersch, Luxembourg (3.6.41) to New York, United States, via Lisbon, Portugal. Franking: 0.65 Rm. After the German invasion.





• Netherlands



The air fee from Netherlands for the letter and card to United States, was 0.32½ Gld (as per 5 gr. Unit). The surface mail rate to add was 0.12½ Gld for the letter (as per 20 gr. Unit) and 0.7½ Gld for the card. Registration fee, was 0.15 Gld.

Rotterdam, Netherland (4.4.40) to Staten Island, New York, United States, via Lisbon, Portugal. Franking: 0.40 Gld.

• Germany

The air fee for the letter and card to United States, was 0.40 Rm (as per 5 gr. Unit). The surface mail rate to add was 0.25 Rm for the letter (as per 20 gr. Unit) and 0.15 Rm for the card. Registration fee, in demand, was 0.30 Rm.



Friedrichshafen, Germany (2.7.41) to Washington, United States (23.7.41), via New York, United States (23.7.41). Franking (Double Air unit): 1.75 Rm, including fees for Special Delivery (0.40 Rm).

EXAMINER 5193



3.1.3 Air Mail from Northern European countries

- **Denmark**

The Air Fee for the letter and card to USA, was 0.80 Kr (as per 5 gr. Unit). From July 1940 increased to 0.85 Kr. The Surface Mail Rate to add was 0.30 Kr. for the letter (as per 20 gr. Unit) and 0.20 Kr. for the card. From January 1941 increased to 0.40 Kr and 0.25 Kr.



Vedbak,
Denmark
(7.2.41) to New
York, United
States, via
Lisbon,
Portugal.
Franking:
1.10 Kr.

- **Finland**

The Air Fee from Finland for the letter and card to United States, was 8.00M (as per 5 gr. Unit). The Surface Mail Rate to add was 3.50M for the letter (as per 20 gr. Unit) and 2.00M for the card. Registration fee, in demand, was 2.50M.



Helsinki,
Finland
(23.9.41) to
New York,
United States,
via Lisbon,
Portugal.
Franking:
11.50 Mk.



• Great Britain

The Combined Airmail Rate from Great Britain for the letter and card to United States, was 1s 3d (as per 1/2 oz. unit) for the letter and 7d for the card.



London, Great Britain (8.7.40) to Los Angeles, California, United States, via Lisbon, Portugal. Franking: 7d.

• Norway

The Air Fee to United States, for the letter and card, was 0.55 Kr (as per 5 gr. Unit). The Surface Mail Rate to add was 0.30 Kr. for the letter (as per 20 gr. Unit) and 0.20 Kr. For the card.



Fredrikstad, Norway (21.11.40) to Milwaukee, United States, via Lisbon Portugal. Franking: 0.75 Kr.



- **Iceland** The Air Fee to USA was 2.05 Kr for the letter (as per 10 gr. Unit) and 1.00 Kr for the card. The Surface Mail Rate to add was 0.45 Kr. for the letter (as per 20 gr. Unit) and 0.25 Kr for the card..



By surface to the U.K. and on by air via Lisbon.

Reykjavik, Iceland (8.12.41) to New York, United States, via Lisbon, Portugal (13.12.41).
Franking: 2.50 Kr.

- **Sweden** The Air Fee to United States, for the letter and card, was 0.55 Kr (as per 5 gr. Unit). The Surface Mail Rate to add was 0.30 Kr. for the letter (as per 20 gr. Unit) and 0.20 Kr. for the card.



Goteborg, Sweden (5.12.41) to New York, United States, via Lisbon, Portugal.
Franking: 0.75. Kr.



3.1.4 Air Mail from Southern European countries

- Gibraltar

The Combined Air Fee to United States and Canada was 1s (per 1/2 oz. unit) and 1s 4d from July 12nd 1940.



Field Post Office, Gibraltar (21.5.41) to Thetford Mines, Canada (-.6.41), via Lisbon, Portugal. Franking: 1s 4d.

- Greece

The Air Fee to United States was 27.00 D (as per 5 gr. unit) and 32.00 D from July 1940. The Surface Mail Rate to add was 8.00 D for the letter (as per 20 gr. unit) and 5.00 D for the card.



Volos, Greece (27.3.40) to New York, United States, via Lisbon, Portugal. Franking: 35 D + Charity stamp.



• Spain



The Air Fee to United States and Canada was 4.25 Pts (as per 5 gr. unit). The Surface Mail Rate to add was 0.40 Pts for the letter (as per 20 gr. Unit) and 0.20 Pts for the card.

Barcellona, Spain (20.9.41) to Detroit, United States, via Lisbon, Portugal. Franking: 5.05 Pts.

• Portugal

Letter addressed to Juan Trippz, President of Pan American Airways at the time.

Lisbon, Portugal (6.10.41) to New York, United States (20.10.41). Franking: 8.75 Esc.





- **Yugoslavia** The Air Fee to United States, for the letter and card, was 15.50 Din (as per 5 gr. unit) and 17.00 Din from May 1940. The Surface Rate was 0.30 Din for the letter (as per 20 gr. unit) and 1.50 Din for the card. Registration Fee was 5.00 Din and 6.00 Din from April 1941.



Zagreb, Yugoslavia (27.9.40) to Wilmington, United States, via Beograd, Yugoslavia (28.9.40), via Lisbon, Portugal. Franking 21.00 Din.



Beograd, Yugoslavia (21.5.40) to New York, United States (3.6.40), via Lisbon, Portugal. Franking: 26.00 Din.

3.1.5 Air Mail from Eastern European countries

- Bulgaria



Plovdiv,
Bulgaria
(25.6.40) to
New York,
United States,
via Wien
(26.6.40 and
Lisbon,
Portugal.
Franking
48.00 Leva.

- Bohemia and Moravia

The air fee to United States for the letter and card was 5.50 K (as per 5 gr. unit), from 1939 to may 1941, then reduced to 4.00 K. The surface mail rate was 2.50 K for the letter (as per 20 gr. unit) and 1.50 K for the card. Registration fee was 3.00 K.

On March 14th, 1939, Germany invaded the western areas of Czechoslovakia creating the Protectorate of Bohemia and Moravia.

Prag, Bohemia
(18.7.41) to the
Bronx, New
York, United
States, via
Lisbon,
Portugal.
Franking:
5.50 K.





• General Government

The air fee to United States for the letter and card was 0.80 Zt (as per 5 gr. unit). The surface mail rate was 0.50 Zt for the letter (as per 20 gr. unit) and 0.30 Zt for the card. Registration fee was 0.60 Zt.



Warschau, General Government (9.10.41) to New York, via Lisbon, Portugal. Franking: 1.90 Zloty.

• Romania



Bucarest, Romania (20.2.40) to Cleveland, Ohio, United States, vi Lisbon, Portugal. Franking: 137 Lei.



The air fee to United States for the letter and card was 0.80 Png (as per 5 gr. unit). The surface mail rate was 0.40 Png for the letter (as per 20 gr. unit) and 0.20 Png for the card. Registration fee was 0.50 Png.

• Hungary



Budapest, Hungary (4.10.39) to New York, United States, via Lisbon; Portugal.. Franking 3.60 P.

• Slovakia



Banska Bystrica, Slovakia (2.10.41) to New York, Unites States, via Lisbon, Portugal. Franking: 7.50 Ks.



3.1.6 Air Mail from other Mediterranean countries

• Algeria

The Air Fee to United States was 15.00 Fr. (as per 5 gr. Unit). The Surface Mail Rate was 2.50 Fr. (as per 20 gr. Unit). The Registration Fee, on demand, was 2.50 Fr.



Alger, Algeria (3.10.41) to New York, United States (17.10.41), via Lisbon, Portugal. Franking: 20.00 Fr.

• Lebanon



Beyrouth, Lebanon (14.9.40) to Chicago, United States, via Lyon, France (24.9.40) and Lisbon, Portugal. Franking: 50.00 Ps.



• Turkey



Beyoğlu-
Istanbul,
Turkey
(26.9.40) to
New York,
United States,
via Athen,
Greece
(28.9.40),
Rome, Italy
and Lisbon,
Portugal.
Franking:
0.60 Lire.



Istanbul, Turkey
(10.2.41) to New
York, United
States, via
Beograd,
Yugoslavia,
Rome, Italy and
Lisbon,
Portugal.
Franking:
1.05 Lire.



3.2 Air Mail to Central America and Caribbean, via New York

The Air Fee from Italy to Mexico, via Pan Am, was 4.00 Lire (as per 5 gr. unit). The Surface Mail Rate for the letter was 1.25 Lire (as per 20 gr. unit).



Milano, Italy (9.1.40) to Vera Cruz, Mexico (20.1.40), via Lisbon, Portugal and New York. Franking (double Air Unit): 9.25 Lire.

The Air Fee from Italy to Panama, via Pan Am, was 4.50 Lire (as per 5 gr. unit). The Surface Mail Rate for the letter was 1.25 Lire (as per 20 gr. unit).



Firenze, Italy (19.11.40) to Cristobal, Panama (10.12.40), via Lisbon, Portugal and New York, United States. Franking: 5.75 Lire



The Air Fee from Spain to Cuba was 5.75 Pts (as per 5 gr. unit). The Surface Mail Rate was 4.00 Pts (as per 20 gr. nit). The Registration Fee, on demand, was 0.40 Pts.



Barcellona,
Spain (9.12.41)
to Habana,
Cuba (14.1.42),
via Lisbon,
Portugal.
Franking:
6.15 Pts.

The Air Fee from France to Mexico was 17.00 Fr. (as per 5 gr. unit). The Surface Mail Rate was 2.50 Fr. (as per 20 gr. unit). The Registration Fee, on demand, was 2.50 Fr.



Nice, France
(8.1.42) to
Mexico City,
Mexico
(13.2.43), via
Lisbon,
Portugal and
New York,
United States.
Franking
19.50 Fr.



3.3 Air Mail to South America, via New York

The air fee from France to Argentina was 18.00 Fr. (as per 5 gr. unit). The surface mail rate was 4.00 Fr. (as per 20 gr. unit), with a supplement of 2.40 Fr. for the 2nd surface unit. The Registration fee was 4.00 Fr.

Limoges, France (21.5.42) to Buenos Aires, Argentina (4.6.42), via Lisbon, Portugal. Franking (5 air unit + 2 surface unit) 96.40 Fr.



The air fee from Portugal for the letter or card to Argentina was 9.50 Escudos (as per 5 gr. unit). The surface mail rate was 1.75 Escudos. (as per 20 gr. unit). The Registration fee was 2.00 Escudos.



Lapa, Portugal (14.2.42) to Buenos Aires, Argentina (25.4.42), via Lisbon, Portugal (14.2.42). Franking: 20.75 Esc.





The air fee from Italy to Uruguay, via Pan Am, was 7.00 Lire (as per 5 gr. unit). The surface mail rate for the letter was 1.25 Lire (as per 20 gr, unit).



Fiuggi, Italy
(30.8.40) to
Montevideo,
Uruguay
(12.9.40), via
Lisbon,
Portugal.
Franking:
8.25 Lire

The air fee from Germany to Colombia, via Pan Am, was 0.85 Rm (as per 5 gr. unit). The surface mail rate for the letter was 0.25 Rm (as per 20 gr, unit).



Magdenburg,
Germany
(7.12.39) to
Bogotá,
Colombia, via
Lisbon,
Portugal.
Franking
(double air
unit): 1.95 Rm



4. THE EASTBOUND REGULAR SERVICE BY NORTH ATLANTIC FAM 18

The direct route over the North Atlantic was scheduled twice-week: on Sunday and Wednesday from Lisbon and on Wednesday and Saturday from New York. It was difficult for Pan Am to maintain this schedule, considering that the frequently bad weather conditions in the Atlantic Ocean altered the days of departure. So, sometimes the clippers departed from New York three time a week and other times once a week.

4.1 Air Mail from North America, via New York

4.1.1 Air Mail from United States



Maywood, United States (24.4.40) to Lisbon, Portugal (29.4.40), via New York, United States. Franking: 0.30\$.



Norfolk, Usa
(3.4.40) to Paris,
France, via
Lisbon, Portugal.
Franking:
0.30\$.



The total postage on items addressed to any country of Europe, including Azores, was 30 cents per 1/2 oz. This covered service on the domestic air mail route to New York where mail was expedited and onward air service in Europe where available, as well as the trans-Atlantic service.



Miami Beach,
United States
(7.12.39) to
Frankfurt,
Germany, via
Lisbon,
Portugal.
Franking:
0.25\$ + 0.15
Rm..

This item is a "postcard reply paid" with a double franking. The sender mailed the reply by airmail, so applied only the airmail rate, considering that the surface was already paid.



Mail for
Palestine was
to be prepaid
36 cents per
1/2 oz.

New York,
United States
(8.3.40) to
Jerusalem,
Palestine.
Franking:
0.31\$.



AFTER 5 DAYS, RETURN TO
Dr. Domokos Geza

351 E. 84 St.

NEW YORK N. Y.



Nagysagos

Dr. Domokos Geza urasszonyak,

Budapest,
VIII. Ker. Jozsef utza 20
Hungary

New York,
United States
(9.1.40) to
Budapest,
Hungary
(26.1.40), via
Lisbon,
Portugal.
Franking:
0.30\$.



Via Air Mail

From L.A. Shepard,
Southport, Maine.



Par Avion
By Air Mail

FORM 2978

Boothbay
Harbour,
United States
(13.7.40) to
Istanbul, Turkey
(19.7.1940),
via Lisbon,
Portugal.
Franking:
0.30\$.

Mr. Luther R. Fowle,
Amerikan Bord Heyeti,
Posta Kutu 142,
Istanbul,
TURKEY.

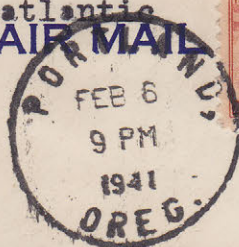
AFTER 5 DAYS, RETURN TO

Dr. R. Weill,
410 SW 9. Ave.

Portland, Ore., U.



Transatlantic
VIA AIR MAIL



Mr. K. Krolikowski.

Europe.

Szczepanow, Kreis Brzesko,
Bezirk Krakau,
Generalgouvernement
Polen,

Par Avion
By Air Mail

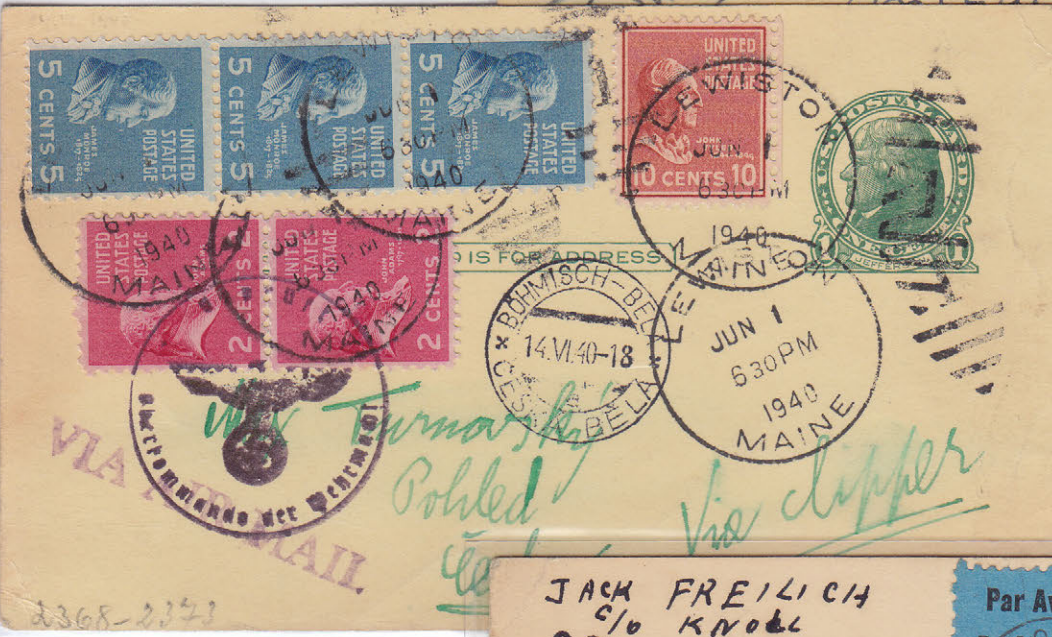
FORM 2978

Portland,
United States
(6.2.41)
to Bezirk
Krakau,
General
Gouvernement
(Poland), via
Lisbon,
Portugal.
Franking:
0.30\$.

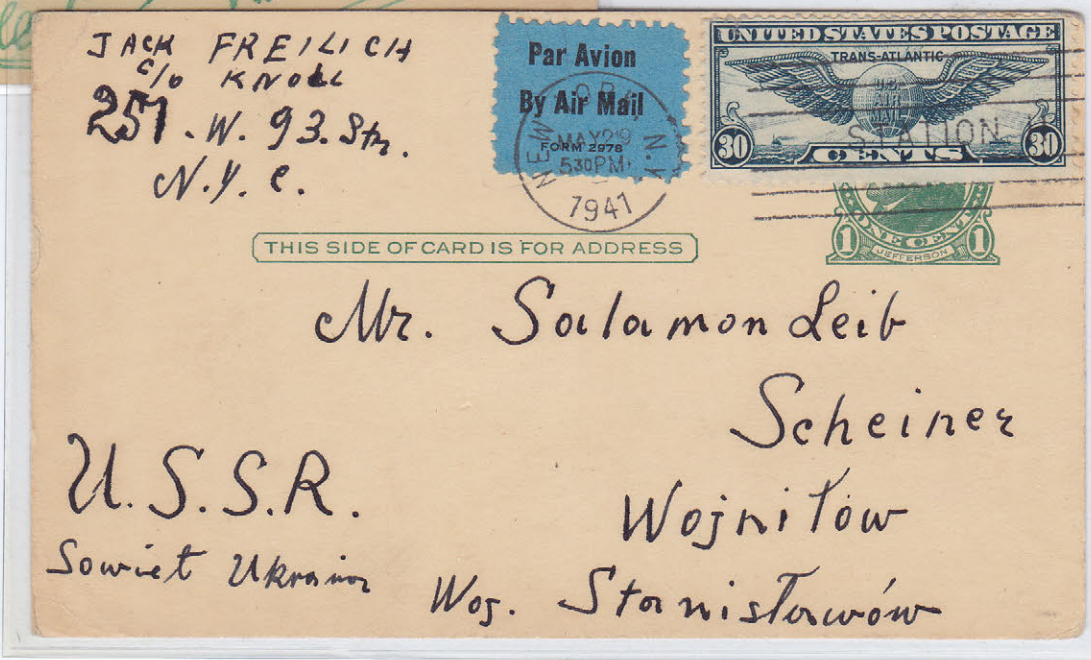


On account of war conditions there was limited available air service for onward dispatch of mail by air from Europe to countries of Africa and no onward air service from Europe to countries of Asia, except perhaps to eastern U.S.S.R.

Northampton,
United States
(12.12.39) to
Sofia, Bulgaria,
via Lisbon,
Portugal.
Franking:
0.30\$.



Lewiston, United
States (1.6.40) to
Pohled, Bohemia
(14.6.40), via
Lisbon, Portugal.
Franking:
0.30\$.



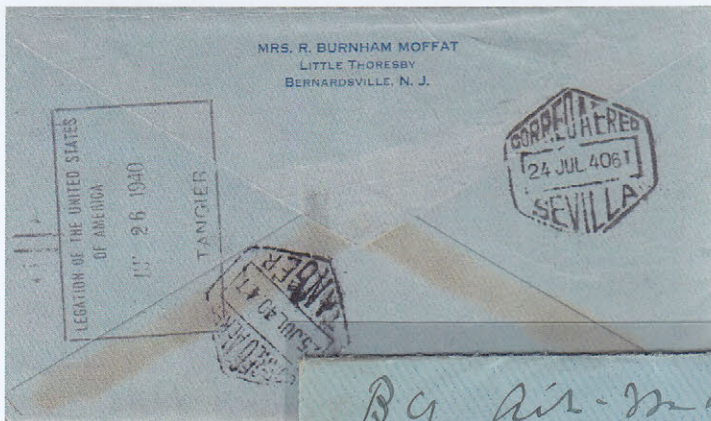
New York, United
States (29.5.41) to
Stanislawów, Soviet
Union, via Lisbon,
Portugal. Franking:
0.30\$.



There was service to Spanish and French Morocco (total postage 33 cents per 1/2 oz.), including Tangier, and to the Canary Islands (total postage 40 cents per 1/2 oz.).



El Segundo, United States (26.2.40) to Casablanca, Morocco, via Lisbon, Portugal. Franking: 0.33\$.



Air Mail for Algeria, Morocco and Tunisia was to be prepaid 30 cents per 1/2 oz. and marked "By air to Europe only", or to be prepaid 33 cents per 1/2 oz. to include onward service by air if available at any time.



Bar Harbor (16.7.40) to Tangier, Morocco (25.7.40), via Lisbon, Portugal and Seville, Spain (24.7.40). Franking: 0.33\$.



Pittsburgh,
United States
(2.141) to
Helsinki,
Finland, via
Lisbon, Portugal.
Franking:
0.30\$.



Philadelphia,
United States
(2.841) to
Grimstad,
Norway, via
Lisbon,
Portugal.
Franking:
0.30\$.



New York,
United States
(13.941) to
Copenhagen,
Denmark, via
Lisbon,
Portugal.
Franking:
0.30\$.



4.1.2 Air Mail from Canada

The Combined Airmail Rate to U.K. & Europe, for letter and card, was 0.30\$ (as per 1/2 oz unit).

Airmail for Europe, on Nov. 1940, only accepted for Great Britain, Ireland, Gibraltar, Portugal, Spain, Switzerland, Vichy France and Vatican City.

*Toronto (2.1.40) to Aarau, Switzerland (27.1.40), via Foynes, Ireland.
Franking: 0.30\$.*



*Winnipeg, Canada (17.6.41) to London, Great Britain, via Foynes, Ireland.
Franking: 0.30\$.*



*Montreal, Canada (4.9.41) to London, Great Britain, via Foynes, Ireland.
Franking: 0.30\$.*

4.2 Air Mail from Central America and Caribbean, via New York

- Barbados



Barbados (25.8.41) to Woodstock, Oxfordshire, Great Britain, via Lisbon, Portugal. Franking: 3s 1d.

- Canal Zone



Cristobal, Canal Zone (19.8.39) to Amsterdam, Netherlands, via Lisbon, Portugal. Franking: 045\$.

• Martinica



Port de France, Martinique (5.10.39) to Brive-la-Gaillarde, France (16.10.39), via New York, United States and Lisbon, Portugal.
 Franking: 15.90 Fr.

• Guadalupe



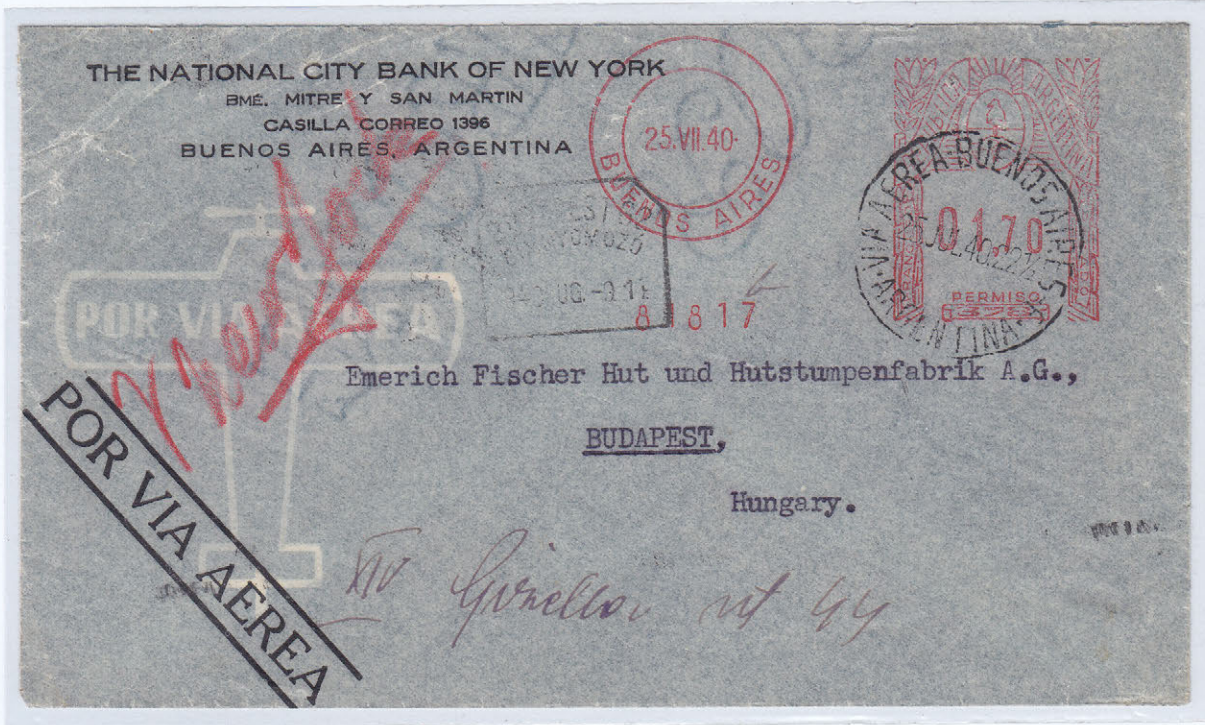
Pointe-a-Pitre, Guadalupe (4.11.40) to Royat, France, via Lisbon, Portugal.
 Franking: 34.00 Fr.



4.3 Air Mail from South America, via New York

In 1942 there was considerable congestion on the North Atlantic Service and airmail was often sent by sea, a weight limit of 2oz was imposed on each airmail letter. Evidence also indicates that incoming airmail from some Latin American countries was sent on from New York by sea for about a year.

- Argentina



Buenos Aires, Argentina (25.7.40) to Budapest, Hungary (8.8.40), via New York, United States and Lisbon, Portugal. Franking: 1.70 Pesos.

- Brazil



Recife, Brazil (20.7.41) to Dumbarton, Scotland, Great Britain, via New York, United States and Lisbon, Portugal. Franking: 7.000 Reiss.



• Ecuador

Quito, Ecuador (25.4.40) to Amsterdam, Netherlands, via New York, United States (29.4.40) and Lisbon, Portugal. Franking: 30.80 Sucre.



• British Guiana

Georgetown, British Guyana (17.3.42) to Clitheroe, Lancashire, Great Britain, via New York, United States and Lisbon, Portugal. Franking: 0.60\$.



5. THE WESTBOUND REGULAR SERVICE BY SOUTH ATLANTIC FAM 18

On April 28th 1941 (flight nr. 302) the last flight via southern route was flown by the “Yankee Clipper”. During March and April 1941 the flight were reduced to 2 per week owing to bad weather and also badly needed repairs to some clippers, considering the greater length of route. On May 5th 1941 a return to use the direct route was made and flights increased to 3 per week. From then on the original route was reverted to each spring.



Berlin, Germany (18.6.42) to Martinez, Buenos Aires, Argentina (-.11.42), via Bolama, Portuguese Guinea. Franking: 1.45 Rm.

The Air Fee from Germany to Argentina, Bolivia, Brazil, Paraguay, Uruguay, for letter and card, starting May 1st 1942, was 0.90 Rm (as per 5 gr. Unit). The Surface Mail Rate to add was 0.25 Lire for the letter (as per 20 gr. Unit) and 0.15 Rm for card. The Registration fee, on demand, was 0.30 Rm.





These covers travelled without censorship. They reveal neither censor tape or any opening except along the top edge, and this can suggest that are covers that managed to "slip through the net" of censorship.

Mit Luftpost
Par avion
Per via aerea

ogv



Amand Braun
Ingénieur - Conseil
Rümelinbachweg 10
BÂLE

Messrs.
Obligado & Cia. Lda.,
Cangallo 466,
Bueno Aires

Argentine.

159

Einschreiben.



MIT LUFTPOST
PAR AVION



A S.E.

Ab

el Señor Ministro de Relaciones Exteriores
y Culto,
Señor Doctor D Enrique Ruiz Guiñazú.
Ministerio de Relaciones Exteriores y
Culto.

Por avión-Luftpost

Consulado
de la
Republica Argentina.

69249
R Berlin 15
209

Buenos Aires

Argentinien.

Basel,
Switzerland
(6.5.42) to
Buenos Aires,
Argentina
(4.6.42), via
Lisbon,
Portugal.
Franking:
1.80 Fr. Sv.

Berlin,
Germany
(24.6.42) to
Buenos Aires,
Argentina, via
Lisbon,
Portugal
(27.6.42).
Franking
(3 Air Unit):
3.25 Lire.



After October 1942 the southern route evolved into one large, circular route, which began at New York, flew to Bermuda, Lisbon, Fisherman's Lake (Liberia), Natal, Belem, Trinidad, San Juan (Porto Rico), Bermuda and back to New York. The route did not pass through Miami, this being served by a service to and from San Juan.

The Air Fee from Switzerland to Argentina, Brazil, Uruguay and Paraguay, for letter and card, from April 1940, was 1.50 Fr. Sv. (as per 5 gr. Unit). The Surface Mail Rate to add was 0.30 Fr. Sv. for the letter (as per 20 gr. Unit), and 0.20 Fr. Sv. for card. The Registration Fee, on demand, was 0.30 Fr. Sv.



*Bellinzona, Switzerland (1.3.43) to Buenos Aires, Argentina, via Bolama, Portuguese Guinea.
Franking: 2.10 Fr. Sv. Censored at Trinidad Station.*

The Air Fee from Spain to Argentina, Bolivia, Paraguay, Uruguay, from April 1940, was 6.50 Pts (as per 5 gr. Unit). The Surface Mail Rate to add was 0.40 Pts (as per 20 gr. Unit). Registration fee, on demand, was 0.40 Pts.



*Madrid, Spain (15.6.43) to Buenos Aires, Argentina (9.9.43), via Bolama, Portuguese Guinea.
Franking: 6.90 Pts. Censored at Trinidad Station.*



During time period October to May in 1942-44 the timetables suggest that the "clockwise" route was always taken. But from a closer investigation of censor marking this assumption could be questioned. However, the southern route was always taken westbound, never eastbound. After May 1945 the complete route was never used again.



San Felipe de Guixols, Spain (23.7.43) to Asunción, Paraguay (9.9.43), via Barcellona, Spain (24.7.43), Lisbon, Portugal and Bolama, Portuguese Guinea. Franking: 7.30 Pts. Censored at Porto Rico Station.



Flensburg, Germany (29.12.43) to Arringo, Argentina (29.2.44), via Bolama Portuguese Guinea. Franking: 1.15 Rm. Censored at San Juan (Porto Rico) Station.



St. Gallen, Switzerland (7.1.44) to Rio de Janeiro, Brazil (10.3.44), via Lisbon, Portugal and Natal, Brazil. Franking: 1.90 Fr. Sv. Censored at San Juan (Porto Rico) Station.



Poschiavo, Switzerland (15.1.44) to Buenos Aires, Argentina (11.4.44), via Bolama, Portuguese Guinea. Franking: 1.80 Fr. Sv. Censored at San Juan (Porto Rico) Station.



La Coruna, Spain (1.5.44) to Buenos Aires, via Vigo, Spain (3.5.44), Madrid, Spain (4.5.44), Lisbon, Portugal and Bolama, Portuguese Guinea. Franking: 7.30 Pts. Censored at San Juan (Porto Rico) Station.

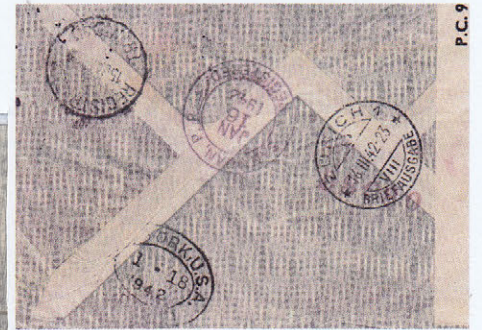


S.Bento-Porto, Portugal (29.4.45) to Rio de Janeiro, Brazil (27.5.45), via Lisbon, Portugal (28.4.45). Franking: 10.50 Escudos. Censored at San Juan (Porto Rico) Station.



6. THE EASTBOUND REGULAR SERVICE BY SOUTH ATLANTIC FAM 18

The service was mainly used by Argentina, Brazil, Chile and also Uruguay to Axis (if postal services had not been suspended) and the neutral countries in Europe. From December 1941 until march 1942, in the eastbound direction, the southern route was flying its winter schedule on a "clockwise" route, so mail from South America to Europe would be carried via Trinidad and Bermuda, and hence be censored there by the exiting British censor stations. Consequently, mail from South America in this short period will normally carry Trinidad or Bermuda censor labels, and sometimes both.



Barra do Pirahy, Rio de Janeiro, Brazil (9.1.42) to Zurich, Switzerland (16.3.42), via Trinidad (15.1.42), San Juan, Porto Rico (16.1.42), New York, United States (18.1.42). Franking: 6.900 Reis. Examined by British Censorship (Trinidad - Examiner 2439).

Buenos Aires, Argentina (23.3.42) to Stockholm, Sweden, via Trinidad, New York, United States. Franking: 1.50 Pesos. Examined by British Censorship (Trinidad - Examiner 8011).





Asuncion, Paraguay (28.11.41) to Berne, Switzerland (29.5.43), via Trinidad, New York, United States and Lisbon, Portugal (22.6.43). Franking: 120.30 Pesos. Examined by British Censorship (Trinidad Examiner 8019).

Trinidad became an important station for British Censorship, second only to Bermuda in the Western Hemisphere. With entry of United States into the war the role of Bermuda was significantly reduced and Trinidad became the dominant station.



Asuncion, Paraguay (16.5.42) to Berne, Switzerland (12.6.42), via Trinidad, New York, United States and Lisbon, Portugal (9.6.42). Franking: 120.30 Pesos. Examined by British Censorship (Trinidad - Examiner 8016).



Mail from the Natal-Lisbon service is often difficult to identify, as even is clearly inscribed "*Via Natal-Bolama*" they are frequently sent via New York, on a "*clockwise*" route. To be fairly certain, in addition to being correctly endorsed, they should have no Allied censor marking. The main reason for this wrong shipping was because of the postal authorities thought (wrongly) that it would be quicker to send via New York.



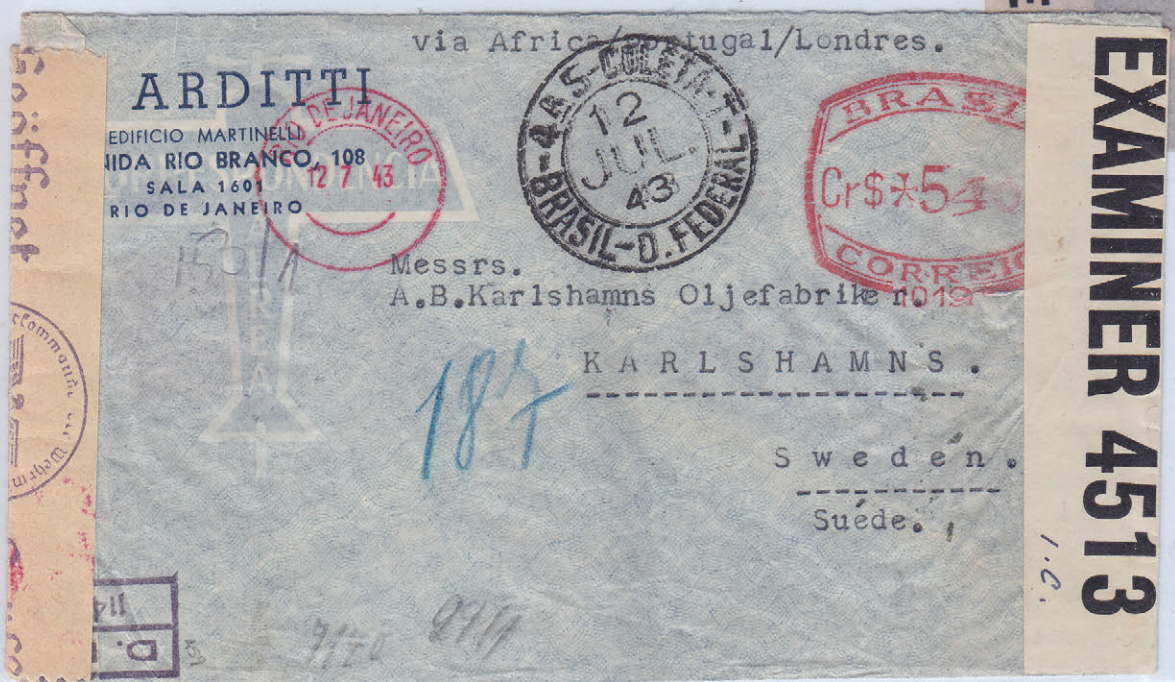
Belo Horizonte, Brazil (27.5.42) to Varnamo, Sweden, via New York, United States and Lisbon, Portugal. Franking: 5.400 Reis. Examined by British Censorship (Examiner 2167).



Buenos Aires, Argentina (14.7.42) to Mariestad, Sweden, via New York, United States and Lisbon, Portugal. Franking: 1.45 Pesos. Examined by American Censorship (Porto Rico - Examiner 2941).



Santiago, Chile (18.11.42) to La Chaux-de-Fonds, Switzerland (12.6.43), via New York, United States and Lisbon, Portugal. Franking: 19.20 Pesos. Examined by American Censorship (Porto Rico - Examiner 2900)



Rio de Janeiro, Brazil (12.7.43) to Karlshamns, Sweden (9.11.43), via New York, United States and Lisbon, Portugal (10.10.43). Franking: 5.400 Reis. Examined by British Censorship (Bermuda - Examiner 4513).



In reality, the mail to neutral countries was often diverted deliberately, so that it could be examined by the American or the British Censorship. This is was possible after Brazil entered the war on August 22nd 1942. After this date most of the mail has been censored by the Unites States in Porto Rico or by the British at Trinidad, although the letters were clearly endorsed "Via Natal-Lisbon".

Buenos Aires, Argentina (27.3.43) to Ferrara, Italy (16.5.43), via New York, United States and Lisbon, Portugal. Franking: 1.45 Pesos. Examined by American Censorship (Porto Rico - Examiner 2892).



The Air Fee from Argentina to Europe when the FAM 18 Southern Route (via Bolama) come being was 1.25 Pesos (as per 5 gr. Unit), the same applied by LATI. For the Northern Route the rate was 1.50 Pesos (as per 5 gr. Unit).



Buenos Aires, Argentina (7.9.43) to Berne, Switzerland (18.11.43), via New York, United States and Lisbon, Portugal. Franking: 1.65 Pesos. Examined by American Censorship (Porto Rico - Examiner 2911).



Buenos Aires, Argentina (16.12.44) to Stockholm, Sweden, via San Juan, Porto Rico, New York, United States and Lisbon, Portugal. Franking: 1.70 Pesos. Examined by American Censorship (San Juan - Examiner 64093).



Montevideo, Uruguay (6.6.45) to Basilea, Switzerland, via San Juan, Porto Rico, New York, United States and Lisbon, Portugal. Franking: 1.38 Pesos. Examined by American Censorship (San Juan - Examiner 64081).



6. THE EASTBOUND REGULAR SERVICE BY SOUTH ATLANTIC FAM 18

The FAM 18 Southern Route, via Bolama, was known as the Pan American "LATI substitute". Considering that this route, during the time period from beginning of January 1942 (when LATI ceased) to mid-June 1942 (when censorship at San Juan in Porto Rico began to operate), flew in both directions (clockwise/counter-clockwise), it was possible for some mail avoid the Allied censorship.



Rio de Janiero, Brazil (9.6.42) to Thurn, Switzerland, via Natal, Brazil, Bolama, Portuguese Guinea and Lisbon, Portugal. Franking: 5.400 Reis.



Buenos Aires, Argentina (13.1.42) to Doorn, Netherlands, via Natal, Brazil, Bolama, Portuguese Guinea and Lisbon, Portugal. Franking: 2.70 Pesos.



7. ACCIDENT OF "YANKEE CLIPPER" ON THE TEJO (LISBON)

7. ACCIDENT OF "YANKEE CLIPPER" ON TEJO (LISBON)

One of the few crashes of the transatlantic flight from which mail was recovered and can be identified occurred on February 26th 1943.

Coming from United States and carrying the mail from South America, the Pan Am's "Yankee Clipper" crashed and sunk whilst trying to alight on the Tejo at Lisbon. Many passengers were killed and among them there were some film stars and an ambassador. Many others were injured or were missing.

Mail was recovered and forwarded to the different countries. Mail addressed to Sweden (like this letter) bears the label here showed, applied on the back-side of the cover.



The peculiarity of this letter is due to the fact that the incident occurred to "Yankee Clipper" is woven into the events of the German "Admiral Graf Spee" battleship, which was aired in the Rio de la Plata at the dawn of December 17th 1939. In fact, this letter sent by one of the crew members of the ship, who remained interned in Argentina.



Isla di Martin Garcia, Argentina to Bad Kreuznach, Germania (11.3.43), via Buenos Aires, Argentina, Natal, Brazil and Lisbon, Portugal. Letter recovered from the crash of "Yankee Clipper". Franking: mainly missing.

On arrival, after the censor inspection, has been applied on the back side the label "Beschädigt beim Unfall des Clipperflugzeuges am 22.2.1943 bei Lissabon" (translated: damaged due to the Clipper incident on 22.2.1943 in Lisbon).





8. THE WESTBOUND REGULAR SERVICE BY THE SO CALLED "FAM 22"

The service operated until april 1943 by the "Capetown Clipper" and the "Anzac Clipper". Then, probably by the "Capetown Clipper" only until march 1944.

8.1 The first period of Service (1942)

The early flights on this route continued to Leopoldville, but by 1943 – and perhaps earlier – the terminus was Lagos. A typical run from Miami to Lagos would take seven to eight days.



Shabunda, Belgian Congo (5.12.41) to Denver, United States, via Kindu, Belgian Congo (7.12.41), Leopoldville, Belgian Congo (19.12.41) and Miami, United States.
 Franking: 16.00 Fr.
 Examined by British Censorship.



Leopoldville, Belgian Congo (15.1.42) to New York, United States, via Miami, United States.
 Franking: 18.50 Fr.



The Air Mail Rates from Belgian Congo, for letter, were the following:

	Surface Rate (20 gr. Unit)	Air Fee (5 gr. Unit)	Total Postage Rate
Until December 1941	2.50 Fr.	14.50 Fr.	17.00 Fr.
From January 1942	3.50 Fr.	15.50 Fr.	19.00 Fr.
From September 1944	3.50 Fr.	15.00 Fr.	18.50 Fr.

EXAMINER 6065

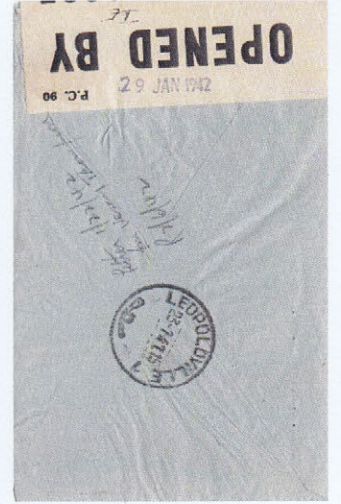
CONSEIL PROTESTANT du CONGO
Leopoldville-Ouest, Congo Belge,
Afrique

PAN AMERICAN CLIPPER

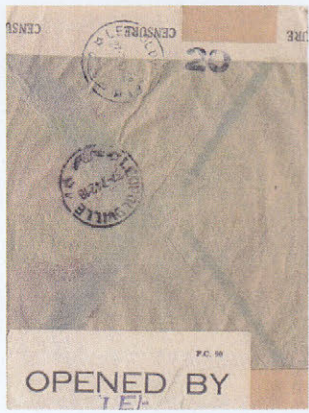
DR. Emory Ross,



Foreign Missions Confernece of North
America,
156, Fifth Avenue,
NEW YORK.
N. Y. E.U.A.



Leopoldville, Belgian Congo (23.1.42) to New York, United States, via Miami, United States. Franking: 19.00 Fr. Examined by British Censorship (Trinidad).



Leopoldville, Belgian Congo (27.7.42) to New York, United States, via Miami, United States. Franking: 34.50 Fr. Examined by British Censorship (Trinidad).



EXAMINER 8025



Kigali, Belgian Congo (2.11.42) to Pasadena, United States, via Ubumbura (20.11.42), Leopoldville, Belgian Congo (27.11.42) and Miami, United States. Franking: 34.50 Fr. Examined by British Censorship (Trinidad - Examiner 8018).

The Air Fee for letter, from AEF to United States, beginning March 1942, was 15.00 Fr. (as per 5 gr. unit). The Surface Mail Rate to add was 2.50 Fr. (as per 20 gr. Unit). The Registration Fee, on demand, was 2.50 Fr. From January 1944, both the Surface Mail Rate and Registration Fee increased to 4.00 Fr.

From Bangui (Ubangi-Shari) to Leopoldville, via Libenge (Belgian Congo) operated a regular service of the Belgian "Sabena" under charter to "Boac".

Bangui, AEF (12.3.42) to New York, United States, via Libenge (16.3.42) and Leopoldville, Belgian Congo (21.3.42), Miami, United States. Franking: 17.50 Fr. Examined by British Censorship (Trinidad).





From Bangui (Ubangi-Shari) to Leopoldville, via Brazzaville (Middle Congo) operated a service of French "Lignes Aeriennes Militaires".



Bangui, AEF (13.6.42) to Cleveland, United States, via Brazzaville, AEF (9.7.42), Leopoldville, Belgian Congo, Miami, United States. Franking: 17.50 Fr. Examined by American Censorship (Miami)



Fort Sigut, French Congo (16.6.42) to Cleveland, United States, via Bangui, AEF (24.6.42), Brazzaville, AEF (9.7.42) and Miami, United States. Franking: 17.50 Fr. Examined by American Censorship (Miami - Examiner 4999).



From Douala (French Cameroun) to Lagos (Nigeria) operated a regular service of The Belgian "Sabena" under charter to "Boac".

Douala, Cameroun (27.5.42) to New York, United States, via Lagos, Nigeria and Miami, United States. Franking: 18.50 Fr. Examined by Imperial Censorship (Lagos)

From Luanda (Angola) to Leopoldville, via Pointe Noire (French Equatorial Africa) operated a regular service of the Belgian "Sabena" under charter to "Boac".



Luanda, Angola (18.10.42) to Schenectady, New York, United States, via Pointe Noire, Angola and Leopoldville, Belgian Congo (-.11.42). Franking: 19.00 + 1.75 Esc.



The addition of Fisherman's Lake (Liberia) and San Juan (Porto Rico) to FAM 18 – on October 18th, 1942 – can be considered, practically, the end for FAM 22. Once United States entered the war it became more efficient to fly to/from Natal via Fisherman's Lake and Bolama was phased out of the FAM 18 route structure. So, two redundant air routes were merged into one.

From Cairo (Egypt) to Lagos (Nigeria) operated a regular service of the Belgian "Sabena" under charter to "Boac".



C. E. Estes
Robert College
Istanbul

Mrs. L. O. Lee
82 East College Street
Oberlin Ohio
U.S. America

air-mail via Cairo - Lagos - Port of Spain - Miami

Uçak ile
Par avion

EXAMINED BY EXA

BY AIR MAIL
PAR AVION
VIA AEREA

VIA PAN-AMERICAN AIRWAYS

4564



Messrs. Liebermann Waelchli & Company
15-19 West 37th Street
New York, N.Y., U.S.A.



Bebek, Turkey (23.12.42) to Oberlin, Ohio, United States, via Cairo, Egypt, Lagos, Nigeria and Miami, United States. Franking: 0.98 Lire. Examined by American Censorship (Miami - Examiner 4531).

Monrovia, Liberia (8.12.42) to New York, United States, via Fisherman's Lake, Liberia. Franking: 0.90\$. Examined by American Censorship (Miami).



8.2 The Service lived on, sans Route (1943 - 1945)

By the end of 1942 the service was irregular and the only trans-Atlantic route was FAM 18, because FAM 22 no longer had any route identity. This route become no more than a "service" to/from Africa for commercial mail using FAM 18 route.

*Stanleyville, Belgian Congo (9.7.43) to New York, United States, via Leopoldville, Belgian Congo (16.7.43).
Franking: 19.00 Fr.
Examined by American Censorship (Miami - Examiner 4897).*



Lusambo, Belgian Congo (24.5.44) to Amarillo, Texas, United States, via Leopoldville, Belgian Congo (5.6.44) and Miami, United States. Franking: 23.50 Fr. Examined by American Censorship (Miami - Examiner 30319).



CEYLON. LAGOS. USA

*Air Mail
U.S.A.
via
Lagos*



L/254

*Mrs Winona Becker,
5925 - N.E. Rodney Ave
Portland, Oregon,
U.S.A.*

Colombo, Ceylon (5.3.43) to Portland, Oregon, United States, via Lagos, Nigeria and Miami, United States. Franking: 3.50 Rs. Examined by Imperial Censorship (Colombo).



Bangui, AEF (11.3.44) to New York, United States, via Brazzaville, AEF (16.3.44) and Miami, United States (21.4.44). Franking: 24.00 Fr. Examined by American Censorship (Examiner 20001)

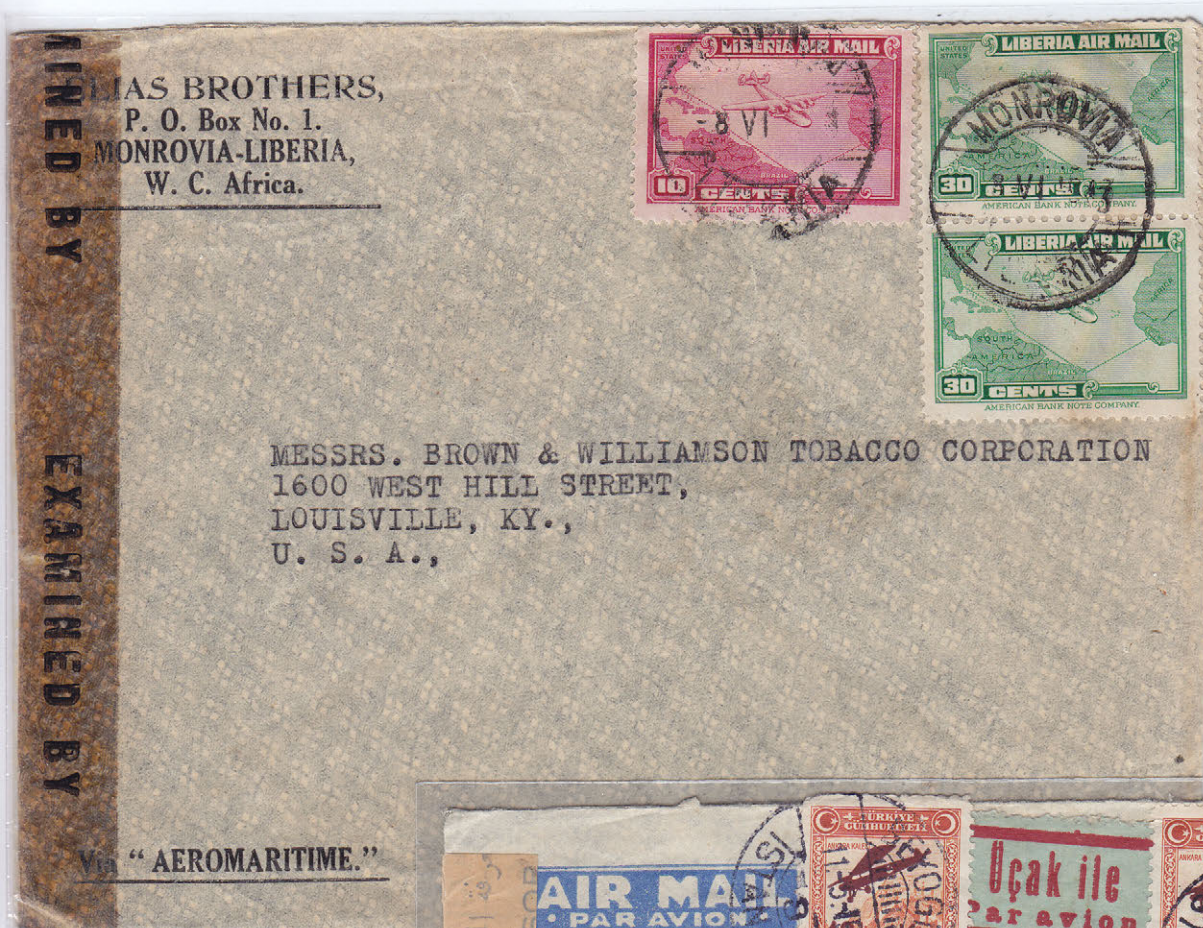
*United Stamp Co.
495 Lexington Avenue
New-York
Etats-Unis*



The service was officially suspended during May to June 1943, and October 1943 to September 1944. It seems likely that any scheduled flights were cancelled. On September 13rd, 1944, Miami to Leopoldville service is reintroduced, with stop at Fisherman's lake between Natal and Leopoldville. Fortnightly service again, this time flown by a Martin 130 (there was only one left by this time, the "China Clipper").

From Monrovia (Liberia) to Lagos (Nigeria) operated a regular service of the French "Aeromaritime".

Monrovia, Liberia (8.6.43) to Louisville, Kentucky, United States, via Lagos, Nigeria and Miami, United States. Franking: 0.70\$. Examined by American Censorship (Miami - Examiner 4293).



Beyogly, Istanbul, Turkey (11.5.44) to Akron, Ohio, United States, via Cairo, Egypt, and Lagos, Nigeria. Franking: 0.52 Lire. Examined by American Censorship (Miami - Examiner 30699).



As both the Horseshoe Route and the North Atlantic route were not satisfactory, which gradually led to the increase use of FAM 22/18 by Middle East and Africa countries until 1944, when the routes through the Mediterranean started to be re-opened.



*Cairo, Egypt
(9.3.43) to New
York, United
States, via Lagos,
Nigeria and Miami,
United States.
Franking: 172 Mills.
Examined by
American
Censorship (Miami
- Examiner 4531).*

In Africa, landplanes based at Fisherman's Lake and Lagos served the trans-African route to Sudan, with its branches to Egypt and Asia. Service from Lagos to Leopoldville was maintained by Belgian and French air lines.

*Cairo, Egypt
(30.1.43) to New
York, United
States, via
Lagos, Nigeria
and Miami,
United States.
Franking:
172.00 Mills.*





With mail from India often showed the routing endorsement "via Lagos". The Air Fee, for letter and card, with destination United States, was 2 Rupees and 2 Annas (as per 5 gr. Unit). The Surface Mail Rate to add was 3.50 Annas for the letter (as per 20 gr. Unit). The registration fee, on demand, was 3 Annas.



Mussoorie, India (8.11.42) to New York, United States, via Lagos, Nigeria and Miami, United States. Franking: 2R 11 1/2 As.



Delhi, India (4.8.43) to Los Angeles, United States, via Lagos, Nigeria and Miami, United States. Franking: 2R 11 1/2 As.



It could be assumed that because South Africa had an Imperial Censor, the mail to the South America would be passed as having been censored and not carried via – and censored again at – San Juan (Porto Rico).



Kaapstad, South Africa (28.5.43) to Buenos Aires, Argentina (1.7.43), via Leopoldville, Belgian Congo, Lagos, Nigeria and Natal, Brazil. Franking: 4s.

Since 1940 the Belgian “Sabena”, under carter to “Boac”, operated the weekly service Cairo (Egypt) – Wadi Halfa (Sudan) – Khartoum – Juba – Stanleyville (Belgian Congo) – Bangui (Ubangi-Shari) – Libenge (Belgian Congo) – Douala (French Cameroun) – Lagos (Nigeria) – Takoradi (Gold Coast). With a variety of changes, the service continued until after the war.

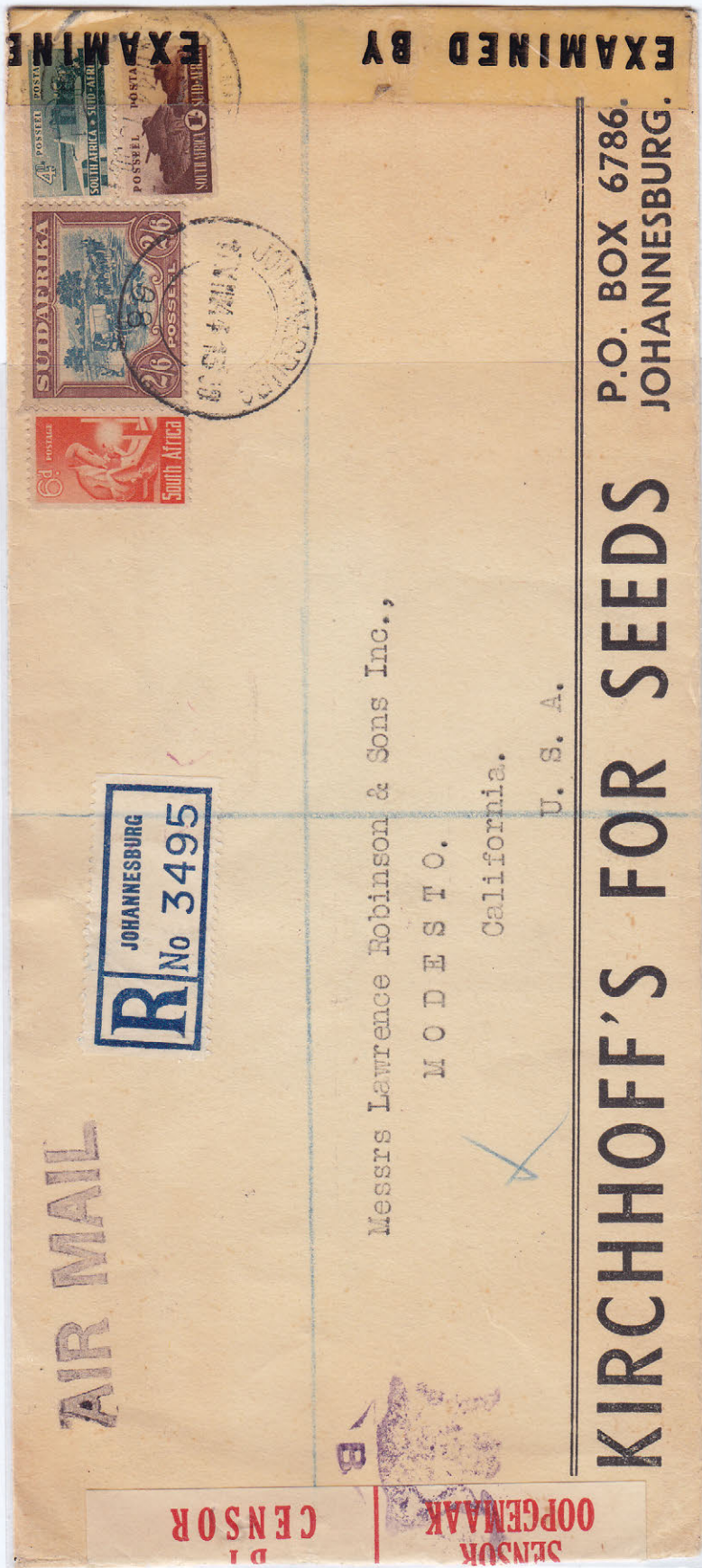
The Air Fee for letter, from Cameroun to United States, beginning February 1942, was 16.00 Fr. (as per 5 gr. unit). The Surface Mail Rate to add was 2.50 Fr. (as per 20 gr. Unit). From 1944, both the Surface Mail Rate and Air Fee increased to 4.00 Fr.



Abonombang, Cameroun (18.8.44) to Wooster, Ohio, United States, via Lagos, Nigeria and Miami, United States. Franking: 23.00 Fr. Examined by American Censorship (Miami – Examiner 30805).



The combined Air Fee from South Africa with destination United States, North or South America, was 3s 6d for letter (as per 1/2 oz. Unit) and 2.00s for postcard. The Registration Fee, on demand, was 4d.



Route:

- Johannesburg to Lagos via Leopoldville with the Belgian "Sabena";
- Lagos to Monrovia with the French "Aéromaritime" and further to Fisherman's Lake by postal truck;
- Forwarded to Natal with FAM 18 southern route;
- Natal to San Juan of Porto Rico (as from Examiner 30599) and then Miami with the Pan American service FAM 6;
- Miami to destination by domestic airline.

Johannesburg, South Africa (17.8.44) to Modesto, United States (14.9.44), via Lagos, Nigeria, Miami, United States (12.9.44). Franking: 4s 4d.





In Madagascar, after British occupation in May 1942, followed by Free French control in January 1943, authorities gradually inaugurated airmail service. By mid-1943 the Free French services were connected Madagascar to the other destination in its networks.

Tamatave, Madagascar (25.8.44) to New York, United States (6.10.44), via Tananarive, Madagascar (27.8.44), Lagos, Nigeria, and Lisbon, Portugal (28.9.44).
 Franking: 52.00 Fr.
 Examined by Imperial Censorship.



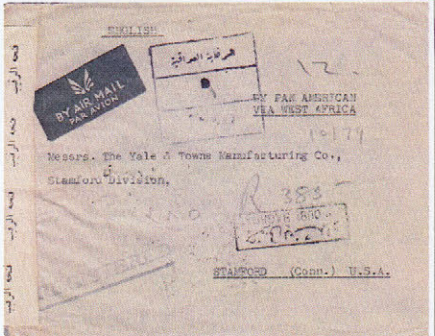
Bow Bazar, Calcutta, India (27.1.45) to White Plaine, New York, United States (13.2.45), via Lagos, Nigeria and New York, United States (13.2.45).
 Franking: 2R 14 1/2 As.





The crash of "China Clipper", occurred while attempting to land at Port of Spain, on January 8th 1945, was considered the end of the FAM.22, but there is not official termination date listed for this service and Miami continued as the U.S. gateway for trans-African mail, inbound and outbound.

Baghdad as Samawal, Iraq (8.5.45) to New York, United States (31.5.45), via Lagos, Nigeria and Miami, United States (30.5.45). Franking: 280.Fills. Examined by American Censorship (New York - Examiner 6901)



Baghdad, Iraq (29.5.45) to New York (20.6.45), via Lagos, Nigeria and Miami, United States (18.6.45). Franking: 160 Fills.



9. THE EASTBOUND REGULAR SERVICE BY THE SO CALLED "FAM 22"

After the United States entered the war, a curtain of secrecy fell over the FAM 22 service. Probably, on the first six flights the transportation of civil airmail not being of great concern. During the early part of the war the long-range high-capacity Boeing clippers were primarily assigned to the Atlantic shuttle service between Natal and Fisherman's Lake to carry spare parts and material for the Army and Air Force. Periodic return to New York were made for repairs and maintenance. Landplanes provided most links between Miami and Natal.

9.1 The first period of Service (1942)



New York, United States (9.1.42) to Leopoldville, Belgian Congo (27.2.42), via Lagos, Nigeria. 0.60\$.



Pekin, United States (22.1.42) to Orange Free State, South Africa, via Lagos, Nigeria and Leopoldville, Belgian Congo (28.2.42). Franking: 1.10\$



The mail of this period, until October 18th, 1942, can be considered properly travelled by FAM 22. When Fisherman's Lake (Liberia) and San Juan (Porto Rico) were added to the FAM 18 southern route, the FAM 22 "ceased" operations. San Juan was simultaneously introduced as a connection to Miami, by the old FAM 6.

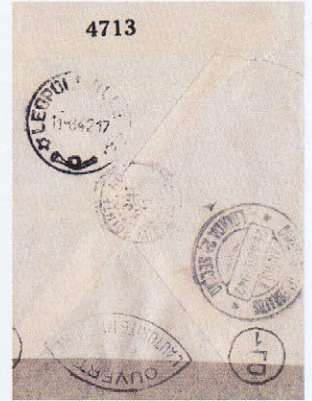


Athens,
United States
(18.5.42) to
Tshimbulu,
Belgian
Congo, via
Lagos,
Nigeria and
Leopoldville,
Belgian
Congo
(9.7.42).
Franking:
0.60\$.

The combined Air Fee from United States, for letter and card, with destination Belgian Congo, was 0.60\$ (as per 1/2 oz. unit). The Registration Fee, on demand, was 0.15\$.



Rockport, United States (2.7.42) to Madras, India (29.7.42), via Lagos, Nigeria. Franking: 0.70\$.



Worcester, United States (6.7.42) to Louanda, Angola (25.8.42), via Lagos, Nigeria, Pointe Noire and Leopoldville, Belgian Congo (11.8.42). Franking: 0.60\$.

The combined Air Fee from United States, for letter and card, with destination Angola or South Africa, was 0.60\$ (as per 1/2 oz. unit). The Registration Fee, on demand, was 0.15\$.



New York, United States (4.8.42) to Johannesburg, Transvaal, South Africa, via Lagos, Nigeria. Franking: 0.90\$.



9.2 The Service lived on, by the FAM 18 (1943 - 1945)



Although FAM.22 was inaugurated by Pan Am, by 1943 the U.S. Air Transport Command had assumed direct control over the service, still using the Pan Am aircraft and crew, and the transport of mail was a low priority. Especially on the eastbound flights, airmail transport was unreliable and subject to significant delay.



New York, United States (24.10.42) to Windhoek, South Africa (21.1.43), via Miami, United States (25.12.42), and Lagos, Nigeria. Franking: 0.75\$.



Saint Louis, United States (22.1.43) to M'Balmayo, Cameroun (18.2.43), via Lagos, Nigeria and Duala, Cameroun (17.2.43). Franking: 0.60\$.



Wooster,
 United States
 (5.4.43) to
 Ebolowa,
 Cameroun
 (6.5.43), via
 Lagos,
 Nigeria and
 Doula,
 Cameroun
 (1.5.43).
 Franking:
 0.60\$.



The combined Air Fee from United States, for letter and card, with destination Cameroun, was 0.60\$ (as per 1/2 oz. Unit), with destination Ethiopia, was 0.70\$ (as per 1/2 oz. Unit). The Registration Fee, on demand, was 0.15\$.

New York,
 United States
 (16.7.43) to
 Addis Abeba,
 Ethiopia
 (2.10.43), via
 Miami, United
 States (3.8.43),
 Lagos, Nigeria
 and Khartoum,
 Sudan
 (22.9.43).
 Franking:
 0.85\$.





10. SOME DETAILS ABOUT THE CENSORSHIP AND THE IMPORTANT WAR EVENTS



After the outbreak of war British decided to enlarge the censorship station in Bermuda to control the airmails on Pan Am planes stopping at Bermuda. The first mail was removed for censoring on January 18th 1940 and was reported widely in the U.S. papers.

Monaco, Principality of Monaco (7.10.40) to New York, United States, via Lisbon, Portugal. Franking: 12.50 Fr.

United States, which were still neutral, objected to this interference with her mails and between March and November 1940, Pan Am omitted Bermuda from its transatlantic route. The situation was eventually resolved and, in November 1940, Bermuda was once again included in the schedule.



Buenos Aires, Argentina (11.12.40) to London, Great Britain, via New York, United States. Franking: 1.70 Pesos.



10.1 Returned mail to the sender

- The outbreak of war



Saint Louis, United States (29.8.39) to Breslau, Germany, via Lisbon, Portugal.
Franking: 0.30\$.

- The entrance of United States in the war



New York, United States (22.11.41) to Savona, Italy, via Lisbon, Portugal and returned to
New York (26.7.42). Franking: 0.30\$ + 0.20\$ (special Delivery).



On December 8th, 1941 President Roosevelt declared that the United States were at war with Japan and on December 11st, 1941 Germany and Italy declared war on United States. The mail in transit from/to United States, in the various countries, received a special cachet indicating the suspension of service and returned to the sender after some weeks/months delay.



Firenze, Italy (2.12.41) to New York, Unites States, via Lisbon, Portugal. Returned to the sender with a delay of more than 4 months. Franking: 4.00 Lire.



Rotterdam, Netherlands (2.12.41) to Cleveland, Unites States, via Koln, Germany (3.12.41) and Lisbon, Portugal. Franking: 0.45 Gr.



Magdeburg, Germany (8.12.41) to Chicago, Unites States, via Lisbon, Portugal. Franking: 0.55 Rm.



Tønder, Denmark (10.12.41) to Minneapolis, United States, via Lisbon, Portugal and New York, United States. Returned to New York. Franking: 1.25 Kr.



• The occupation of Vichy France by the Germans

On November 8th, 1942 the Germans occupied Vichy France, which cut the route used for Allied mail. The mail in transit between United States and France received a special cachet indicating the suspension of service and returned to the sender after some weeks delay.



Before German Occupation

Brooklyn, New York, United States (1.9.42) to Lyon, France (26.10.42), via Lisbon, Portugal. Franking: 0.30\$ + Tax Stamp for "Poste Restante".

After German Occupation



Los Angeles, United States (19.10.42) to Marseille, Vichy Zone, France, via New York, United States, Lisbon, Portugal and returned to New York (12.1.43). Franking: 0.30\$.



10.2 Detained, Condemned and Released Air Mail

- France

During the early summer of 1940 French postal authorities withheld mail to avoid its capture by the German occupying forces. After the end of war, this mail was handstamped with the cachet "Detained in France/During German/Occupation" and released.

Buenos Aires, Argentina (8.6.40) to London Great Britain, via New York, United States and Lisbon, Portugal. Franking: 1.45 Pesos.



- Great Britain

Toward the end of the war mail which has been stored in Bermuda or Gibraltar was transferred to the United Kingdom and released in 1946. The condemned and released mail was handstamped with the cancel "Released". The combined air fee from Mexico to United States, for letter (as per 5 gr. unit), from January 1941, was 0.90 Pesos. The Registered fee, on demand, was 0.30 Peso



Mexico City, Mexico (7.4.41) to Vichy (Zone not occupied), France, via New York, United States and released to Vichy (17.2.46). Franking: 1.20 Pesos.



Grenoble , Zone not occupied, France (3.6.42) to Beloit, United States, via Lisbon, Portugal , New York, United States and released on January 1946. Franking (perfin NB): 16.00 Fr.



Civo, Italy (24.12.40) to St. Vestfield, United States, via Morbegno, Italy (25.12.40), Milano, Italy (25.12.40), Lisbon, Portugal. Held by British Censor at Bermuda and released on January 1946 to St. Viestfield, United States (1.3.46), via New York, United States (28.2.46). Franking: 5.50 Lire.



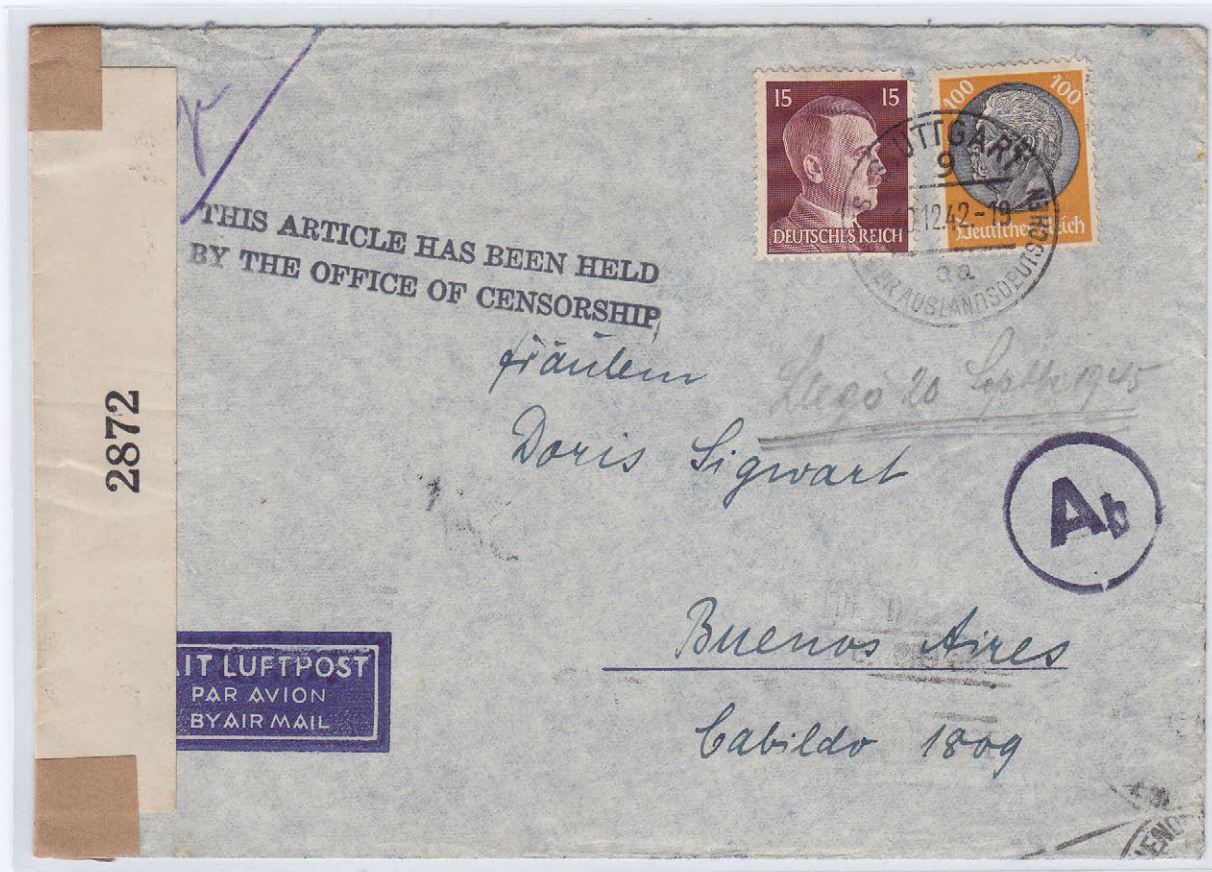
Receiving countries of the condemned and released covers may have added their cachet informing of the fate of this mail.



New York, United States (9.1.41) to Hannover, Germany. Held by British Censor and released on August 1946 to Hannover, Germany (25.8.46). Franking: 0.45\$.

• United States

U.S. censors detained some mail and released it in 1945. The covers were marked handstamped with the cancel "The article has been held by the office of censorship".



Stuttgart, Germany (10.12.42) to Buenos Aires, Argentina. Held by U.S. Censor and released on September 1945 to Buenos Aires (19.9.45). Franking: 1.15 Rm.



It is fairly obvious from the mail observed that the primary focus of the San Juan censor station was the interception of mail between Argentina and Germany, and to some extent, Switzerland, in both directions. Argentina did not formally declare war on Germany until March 27th, 1945, when the outcome did not inevitable. While the Brazil had formally declared war on August 22nd, 1942, and it was not a coincidence that in the same month Pan American flight stopped calling at Bathurst and San Juan censorship came into full force. Diplomatic pressure to stop this flow must been applied, but it was not until early 1944.



Berlin, Germany (24.12.42) to Buenos Aires, Argentina (6.4.43), via Lisbon, Portugal and New York, United States. Franking (Taxe Percue): 0.40 Rm.

The stoppage did not apply to POW and civil internee mail, with particular reference to the crew of the "Graf Spee", as showed with this cover, addressed at a member of the crew interned in Argentina.





11. UNUSUAL MAIL ROUTING OVER TWO OCEANS

The war immediately caused problems on carriage of civilian airmail across the world's air services. In an attempt to reduce transit times, a new service was introduced on July 3rd 1940. Mail to/from China, Hong Kong, Dutch East Indies, India, Malaya, Siam, Australia, New Zealand, Philippines could dispatched via the North Atlantic and Transpacific air routes.

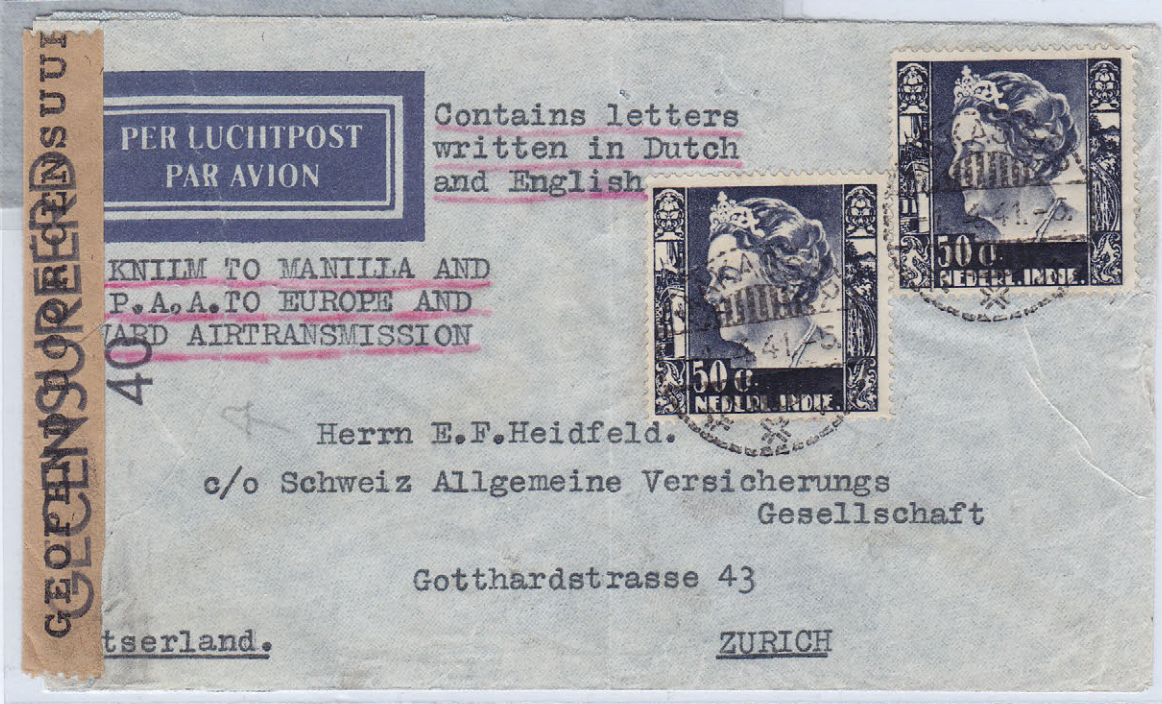
11.1 Connection of FAM 18 with Pan American Airways Pacific Service FAM 14

Pan Am had air service from San Francisco westward through Honolulu - Midway - Wake Islands - Guam to Manila in the Philippines, extending this to Macao and Hong Kong in 1937, and in May 1941 the service was split in two, flying to Hong Kong or Singapore on alternate weeks.

- Netherlands East Indies



Medan,
Netherlands
Indies
(14.8.40) to
Bischofszell,
Switzerland,
via Hong
Kong and
United States
and Lisbon,
Portugal.
Franking:
1.15 Gld.



Makassar,
Netherlands
Indies (1.4.41) to
Zurich,
Switzerland, via
Manila,
Philippines,
United States and
Lisbon, Portugal..
Franking:
1.00 Gld.

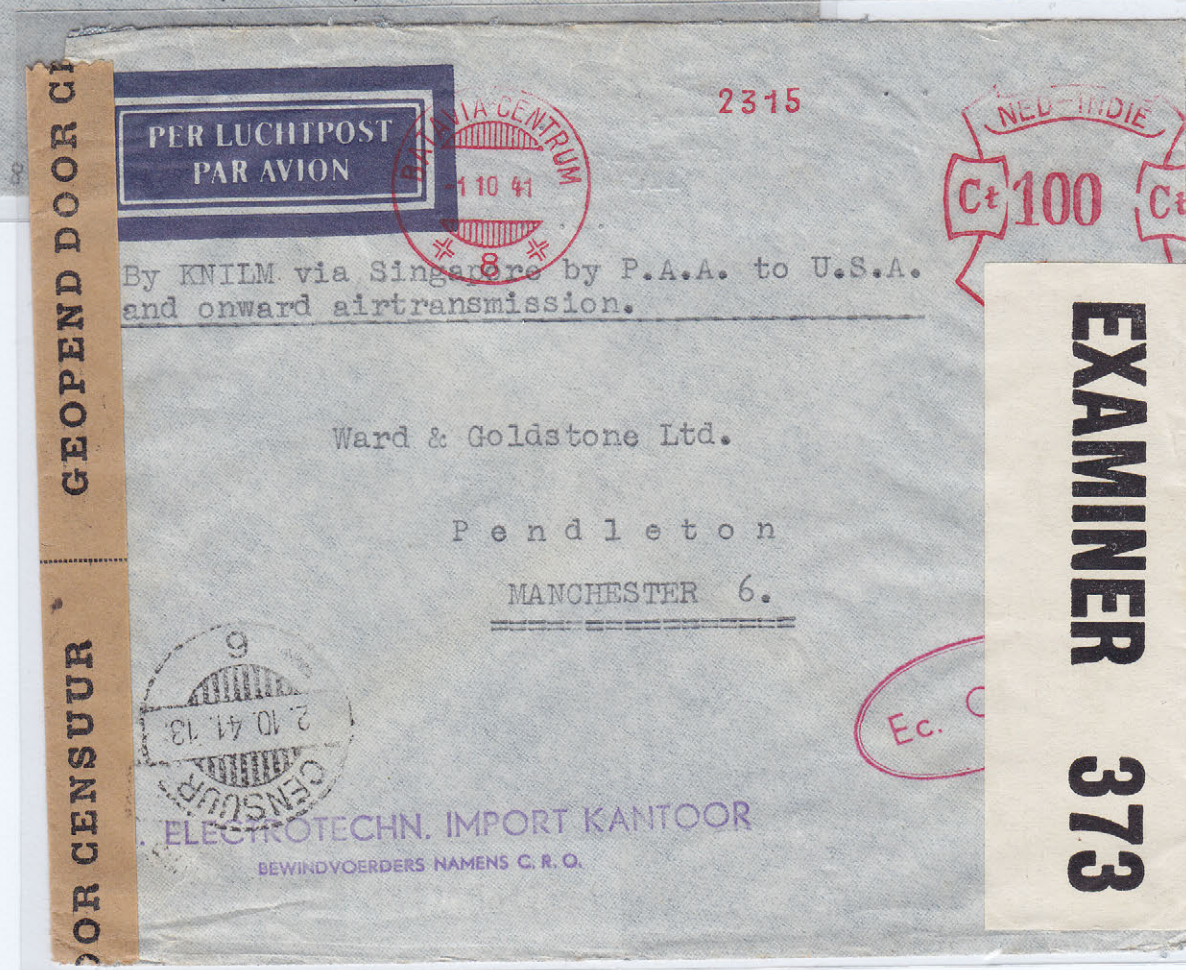


The Air Mail Rates from Netherlands East Indies, for letter and card, were the following:

	Surface Rate (20 gr. Unit)		Air Fee (5 gr. Unit)		Total Postage Rate	
Via Hong Kong	0.15 Gld (L)	0.10 Gld (C)	1.00 Gld (L)	0.50 Gld (C)	1.15 Gld (L)	0.60 Gld (C)
Via New Zealand	0.15 Gld (L)	0.10 Gld (C)	0.85 Gld (L)	0.45 Gld (C)	1.00 Gld (L)	0.55 Gld (C)

The rate via Hong Kong was reduced to the same as via New Zealand by the end of 1940. The Registration Fee, on demand, was 0.20 Gld.

Batavia, Netherlands Indies (28.8.40) to La Chaux de Fonds, Switzerland, via Hong Kong, United States and Lisbon, Portugal. Franking: 3.15 Gld.



Batavia, Netherland Indies (1.10.40) to Manchester, Great Britain, via Singapore, United States and Lisbon, Portugal. Franking: 1.00 Gld.



The NEI Postal Authorities made extensive use of the Northern FAM 14 trans-Pacific service for mail to United States and Europe despite the higher airmail fees. Specially after the extension of the Northern Clipper Route to Singapore on May 10th 1941, almost all NEI mail was dispatched via this route. The KNILM route to Sydney was used mainly for mail to Australia and New Zealand.



Bandoeng,
Netherlands,
Indies
(21.10.40) to
London, Great
Britain, via
Hong Kong,
United States
and Lisbon,
Portugal.
Franking:
0.60 Gld.



Makassar,
Netherlands
Indies (23.10.41)
to Arosa,
Switzerland, via
Singapore, United
States and Lisbon
Portugal.
Franking:
1.85 Gld.

Censored at Batavia and Singapore, the route of this cover was Batavia-Singapore by KNILM. From Singapore, it picked up Pan Am FAM 14 Clipper service to San Francisco (United States), via Manila and Honolulu. From San Francisco to New York by domestic airmail service. Forwarded by Pan Am FAM 18 direct route from New York to Lisbon. From Lisbon to Switzerland probably by Ala Littoria service Lisbon-Rome and then by train.



• Hong Kong



Hong Kong (19.3.41) to London, Great Britain, via Honolulu, Hawaii, United States and Lisbon, Portugal. Franking: 5.25\$.

Airmail to Britain could travel in either direction but that carried air trans-Pacific and United States was at the higher rate. The Combined Air Rate was increased to 5.00\$ for letter (as per 1/2 oz. unit) and 2.50\$ for postcard from mid June 1940, when the air throughout service was introduced. The Registration Fee was 0.25\$.



Hong Kong (3.6.41) to Sussex, Great Britain, via Honolulu, Hawaii, United States and Lisbon, Portugal. Franking: 5.00\$.



• India

In the attempt to reduce the transit times, a new service, via Pacific, was introduced in June 1940, mail travelling to Hong Kong, via Bangkok, to connect with Pan Am's service at a total rate of 2 Rs 10½ As (as per ½ oz. Unit). With the suspension of BOAC's Bangkok - Hong Kong service on October 15th 1940, the route was amended and mail was then carried from Rangoon to Hong Kong by CNAC at the total rate of 3 Rs 11½ As, increased to 4 Rs 5½ As in December 1940 and reduced to 3 Rs 7½ As in April 1941. The Surface Mail Rate already enclosed was 3½ As for the letter (as per 20 gr. Unit). The Registration Fee was 3As.



Narayanganj, India (4.9.40) to Birmingham, Great Britain, via Bangkok, Thailand, Hong Kong (10.9.40), United States and Lisbon, Portugal. Franking: 8R 10½A.



Bombay, India (15.10.41) to Berne, Switzerland (26.11.41), via Rangoon, Burma, Hong Kong, United States and Lisbon Portugal. Franking: 3R 11½ A.



With the suspension of Bangkok-Hong Kong land-plane service, from October 1940 all mail to Hong Kong went by the Chinese route, via Lashio, Kuming, Kweiyang and Kweilio operated by CNAC, due presumably to Indo-China being Vichy Government controlled and thus safety could not be guaranteed overflying.



Hantupara, India (6.12.41)
to Elgin, Scotland, via
Hong Kong, United States
and Lisbon, Portugal.
Franking: 3R 7A.



Hantupara, India (1.1.42) to
Elgin, Scotland, via Hong
Kong, United States
Lisbon, Portugal.
Franking: 3R 7A.

• Philippine Islands



Censored at Frankfurt in Germany. The route of this cover was Doorn in the Netherlands to Lisbon, by DLH, via Munich. Forwarded by Pan Am FAM 18 direct route to New York. From New York to San Francisco by domestic airmail service. Forwarded by Pan Am FAM 14 from San Francisco to Manila.

The Air Mail Rate from Philippines, via trans-Pacific and trans-Atlantic, with destination Europe, was 1.60 Pesos for letter (as per 5 gr. Unit). The Surface Mail Rate to add was 0.12 Pesos for the letter (as per 20 gr. Unit).

The route of this cover was Manila to San Francisco by FAM 14 ("Honolulu Clipper" departed from Manila on July 18th 1940, arriving in San Francisco on July 23rd 1940), via Honolulu. From San Francisco to New York by domestic airmail service. Forwarded by Pan Am FAM 18 direct route from New York to Lisbon. From Lisbon by BOAC to London.

Manila, Philippines (18.7.40) to London, Great Britain (1.8.40), via Honolulu, Hawaii, United States and Lisbon, Portugal. Franking: 1.72 Pesos.



• Netherlands



Doorn, Netherlands (21.10.41) to Manila, Philippines (19.11.41), via Lisbon, Portugal, United States and Honolulu, Hawaii. Franking: 1.00 Gld.

• France and Indochina

After the first suspension, from September 18th 1939 to June 16th 1940 the France-Indochina service was operated again by Air France.

From June 22nd 1940, the date of France-German Armistice, the communications to/from northern zone of France ceased.



Saigon, Indochina (26.8.40) to St. Victurien, France (10.10.40), via Hong Kong, United States and Lisbon, Portugal. Franking: 2.05\$.



Only for the not occupied zone, that remained under the control of Vichy Government, was possible to maintain the postal relations with Indochina, by KLM and Pan Am.



Saigon, Indochina (27.8.40) to Aix en Provence, France, via Hong Kong, United States and Lisbon, Portugal (20.11.40). Franking: 1.65\$.

The Americans, neutrals at the beginning of war, accepted to travel French air mail from Lisbon to Hong Kong (and vice versa) by trans-Atlantic service (FAM 18), domestic air service and trans-Pacific service (FAM 14). The first dispatch Indochina-France, via Hong Kong started on August 27th 1940 and arrived to destination on October 8th 1940, with a delay of 40 days. The average time necessary was 40-55 days.



Pu-Quang, Indochina (26.12.40) to Bergerac Dordogne, France, via Thanh-Hoa, Indochina (27.12.40), Hanoi, Indochina (27.12.40), Hong KPOng, United States and Lisbon, Portugal. Franking: 1.90\$.





The first dispatch France-Indochina, via Hong Kong started probably in October 1940 and the average time necessary was sometime higher than 40-55 days.



Lompues, France (3.1.41) to Quarig Yen, Indochina (12.2.41), via Lyon, France (4.1.41), Lisbon, Portugal, United States, Hong Kong and Hanoi, Indochina (11.2.41).
Franking: 20.00 Fr.

The total postage, for letter (for the first 5 gr. Unit), from Indochina to Europe was 1.65\$ (1.90\$ from December 1940), via Hong Kong and 1.90\$, via Singapore. From France to Indochina, both via Hong Kong or Singapore, was 20.00 Fr. (for the first 5 gr. Unit). The Registration Fee, on demand, was 0.25\$.



Muongphalane, Indochina (5.2.41) to Vareilles, France (24.3.41), via Hong Kong, United States, Lisbon, Portugal and Marseille, France (19.3.41).
Franking: 1.80\$.



From May 1941 the Pan Am's trans-Pacific service was split in two, flying to Hong Kong or Singapore on alternate weeks. The first dispatch Indochina-France, via Singapore started not before June 1941. The average time necessary was with a delay of 45-65 days. The mail arrived to Singapore by sea, considering that the KNILM's Singapore-Saigon service ceased on July 29th 1941.



Hoi-Xuan, Indochina (5.8.41) to Mornant, France, via Thanh-Hoa, Indochina (9.8.41), Singapore, United States and Lisbon. Franking: 1.90\$.



Hoi-Xuan, Indochina (25.9.41) to Mornant, France, via Thanh-Hoa, Indochina (26.9.41), Hanoi, Indochina (26.9.41), Hong Kong, United States and Lisbon, Portugal. Franking: 12.50 Fr.



Tong, Indochina (28.2.41) to Maury, France (18.4.41), via Hanoi, Indochina (28.2.41), Hong Kong, United States, Lisbon Portugal and Marseille, France (17.4.41). Franking: 1.90\$.



11.2 Connection of FAM 18 with Pan American Airways South Pacific Service FAM 19

After to be surveyed in 1938, a south Pacific route Honolulu to Auckland was introduced in July 1940. The route was San Francisco-Honolulu-Canton Island-Noumea-Auckland.

In the meantime Tasman Empire Airways Ltd. (TEAL) had opened in April 1940 the air services Auckland - Sidney.

• New Zealand

This new service provided an all-air Empire service westward Auckland-London, until the disruptions in Europe and southeast. When Pan Am inaugurated his South Pacific service in July 1940 the route San Francisco - Auckland allowed airmails from London also to be flown eastward from Australasia. The combined Air Mail rate was 5s 9d (as per 1/2 ounce).

Nelson, New Zealand (27.1.40) to Church Island, Middlesex, Great Britain, via Honolulu, Hawaii, United States and Lisbon, Portugal. Franking: 15s 6d.



Opened by Censor in New Zealand.

PASSED BY CENSOR IN NEW ZEALAND
138

PAR AVION

Mr. R.R. Evens,
c/o Miss Hazel Sawyer,
"The Haven",
Church Island,

Staines,
Middlesex,
ENGLAND.

Via Trans Pacific
& Trans Atlantic
Par Avion

3d NEW ZEALAND 3d
POSTAGE & REVENUE
GATEWAY TO NEW ZEALAND 1940

3d NEW ZEALAND 3d
POSTAGE & REVENUE
GATEWAY TO NEW ZEALAND 1940

FIVE
POSTAGE & REVENUE
NEW ZEALAND

SIX
POSTAGE & REVENUE
NEW ZEALAND



Auckland,
New Zealand
(9.11.40) to
Zurich,
Switzerland
(1.1.41), via
Honolulu,
Hawaii
(28.11.40),
New York,
United States
(1.12.40) and
Lisbon,
Portugal.
Franking:
6s 1d.



Based on the dates, this cover was flown as follows:
FAM 19 "California Clipper" departed from Auckland on
Nov 25th, 1940, and arrived in Honolulu on Nov 28th
and San Francisco on Nov 30th, 1940; US domestic
airlines to New York; Pan Am FAM 18 "Atlantic
Clipper" left New York on Dec 7, 1940, was delayed in
Bermuda for 6 days, possibly due to bad weather, and
arrived in Lisbon on Dec 14th 1940. From Lisbon, the
cover went by European transport Air/Rail to Zurich.



Christchurch,
New Zealand
(10.2.41) to
London, Great
Britain
(24.3.41), via
Honolulu,
Hawaii,
United States
and Lisbon,
Portugal.
Franking:
5s 9d.



• **Australia**

The Combined Air Mail Rate from Australia, via trans-Pacific and trans-Atlantic, with destination Europe, was 5s 10d for letter (as per 1/2 oz. Unit) and 2s 4d for postcard.

The route was from Sidney to Auckland by TEAL. From Auckland the mail picked up Pan Am FAM 19 Clipper service to San Francisco (United States), via Noumea (New Caledonia), Canton Islands and Honolulu. From San Francisco to New York by domestic airmail service. Forwarded by Pan Am FAM 18 direct route from New York to Lisbon. From Lisbon to destination by European transport Air/Rail



Sydney, Australia (12.3.41) to London, Great Britain, via Honolulu, Hawaii, United States and Lisbon, Portugal. Franking: 5s 10d.



Sydney, Australia (7.5.41) to Manchester, Great Britain, via Honolulu, Hawaii, United States and Lisbon, Portugal. Franking: 5s 10d.



• Great Britain

Introduced on July 3rd 1940, mail was to be superscribed "North Atlantic & Transpacific Air Service", and was initially only available to Australia, New Zealand and The Philippines. On May 21st 1941 the service was extended to the other countries of Australasia.

From Great Britain, in the time period between July 3rd 1940 and December 12nd 1941, the combined rate by Transatlantic and Transpacific air service was 4s 6d (per 1/2 ounce), both with destination Australia or New Zealand.

London, Great Britain (14.11.40) to Melbourne, Australia, via Lisbon, Portugal, United States, Honolulu, Hawaii. Franking: 4s 6d.



London, Great Britain, to Auckland, New Zealand, via Lisbon, Portugal, United States and Honolulu, Hawaii. Franking: 4s 6d.



London, Gran
 Bretagna
 (11.4.41) to
 Sydney,
 Australia, via
 Lisbon,
 Portugal,
 United States
 and Honolulu,
 Hawaii.
 Franking:
 4s 6d.

• India

With the introduction of alternative trans-Pacific route, on August 1940, mail being flown to Auckland (New Zealand) to connect with Pan Am's Auckland-San Francisco service. Initially the total rate was 2 R 10½ As, increased to 3 R 4½ As in December 1940 and again, in April 1941, to 3 R 7½ As.



Nagpur, India
 (24.11.41) to
 Bromborough,
 Great Britain,
 via Honolulu,
 Hawaii,
 United States
 and Lisbon,
 Portugal.
 Franking:
 3R 8A.



• Netherlands East Indies



Soerabaja, Netherlands Indies (6.9.41) to Manchester, Great Britain, via Sydney, Australia, Auckland, New Zealand, United States and Lisbon, Portugal. Franking (2 Air Unit): 1.85 Gld.



Batavia, Netherlands Indies (2.12.40) to Edinburgh, Great Britain, diverted via Sydney, Australia, Auckland, New Zealand, United States and Lisbon, Portugal. Franking (4 Air Unit): 4.15 Gld.

All changed on December 7th 1941 with Japanese attack on Pearl Harbour (Honolulu). On December 8th 1941 the Japanese bombed Singapore, invaded Hong Kong as well as the Malay states, and on December 8th 1941 seized Bangkok (Thailand). The Pan Am's Pacific and South Pacific airmail services were suspended.



11.3 Connection of FAM 18/22 with BOAC's "Horseshoe Route"

After Italy's declaration of war (June 10th 1940) and the fall of France (June 16th 1940) the Mediterranean was began war zone and Britain's direct links had been cut. BOAC's routes were re-organized to fly in a great arc from Durban (South Africa) to Sydney (Australia). This new route is well known like "Horseshoe Route" and mail faced a long sea voyage down the Atlantic to South Africa before joining the air routes.



*Teheran, Iran
(1.12.41) to
New York,
United States
(20.1.40), via
Baghdad, Iran
(2.12.40), via
Horseshoe
Route and 2
Ocean Route.
Franking:
15.55 R.*

Based on the dates, this cover was flown as follows: Teheran to Baghdad by BOAC, then to Habbaniyah by surface mail and further to Cairo with the BOAC's "Horseshoe Route". Cairo to Lagos with BOAC and further to Poole, via Freetown-Bathurst and Lisbon with the BOAC's flying boat route "West Africa - U.K.". Poole to London, where the cover was censored by Examiner 693, by surface. London to Lisbon by BOAC or KLM. Lisbon to New York with FAM 18 southern route.



An even greater disturbance was caused by entry of Japan into the war on December 7th 1941. In a short time Japan occupied a great part of Asia causing several air route to be terminated, such as Pan Am's FAM 14 and FAM 19 routes and other routes to be shortened, such as the Horseshoe Route, that was, from April 1942, operated only between South Africa and India. I was still of greater importance to keep some intercontinental air routes going. But Australia and New Zealand were thus left without any civil international airmail services.



• “Over the Hump”

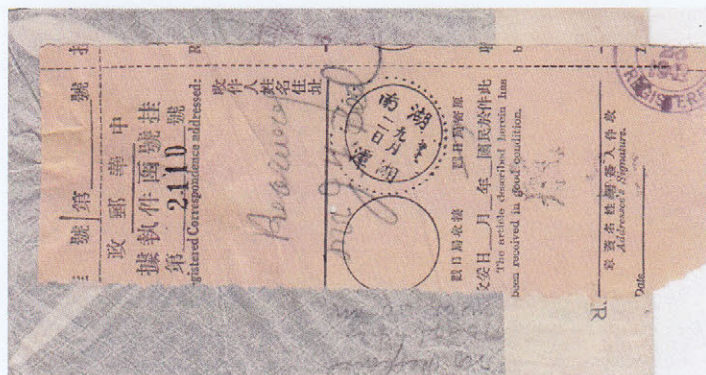
Japan’s advance into Burma meant that CNAC’s China-India route was pushed northwards. Over the inhospitable Himalaya mountain range. By July 1942 the situation had been stabilized and regular service “OVER THE HUMP” was introduced.

After December 7th, 1941 the route, previously toward east (Hong Kong, Manila), changed direction and went west to Calcutta, Lagos, Natal, Miami and on New York. Generally, on the mail was present the routing endorsement “CNAC to Calcutta /BOAC to Lagos, Nigeria/ via Calcutta and Cairo/ and thence P.A.A. to USA”.



Kweilin, China (-.10.42) to Portland, United States (25.10.42), via Calcutta, India, Lagos, Nigeria and Miami, United States (-.10.42). Franking:10.70\$.

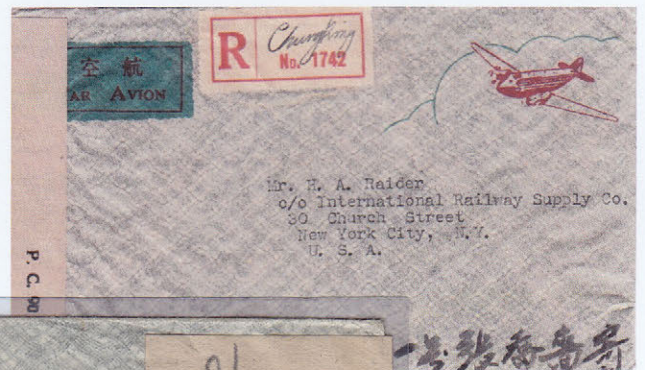
This route was to remain operational until the end of war and all air mail both to/from China was carried over a very hostile route.





Chungking, China (-.-.43) to New York, United States (13.3.43), via Calcutta, India, Lagos, Nigeria and Miami, United States. Franking: 12.00\$.

The Air Mail Rate from China, via Calcutta-Cairo-Lagos, with destination United States, was 8.70\$ for letter (as per 1/2 oz. Unit). The Surface Mail Rate to add was 1.00\$ for the letter (as per 1/2 oz. Unit). The Registration fee, on demand, was 1.00\$.

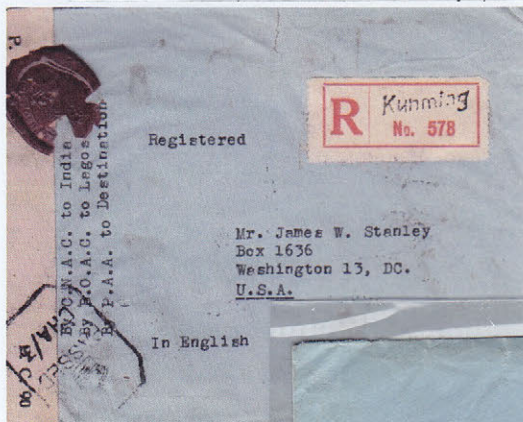


Chungking, China (-.-.44) to New York, United States (12.6.44), via Calcutta, India, Lagos, Nigeria and Miami, United States (11.6.44). Franking: 28.00\$.





*Chengtu, China (22.6.44) to New York, United States (8.8.44), via Calcutta, India, Lags, Nigeria and Miami, United States (7.8.44).
Franking: 28.00\$.*



*Kunming, China (21.8.44) to Washington, United States, via Calcutta, India, Lagos, Nigeria and Miami, United States (13.4.45).
Franking: 48.00\$.*





12. LAST FLIGHTS OF BOEING 314

The final flight of the Pan Am's Boeing 314A Arrived in New York on October 22nd, 1945

Valencia, Spain (10.7.45) to United States, via Madrid, Spain (11.7.45) and Lisbon, Portugal. Franking: 4.65 Pts



S. Bento Porto, Portugal (28.5.45) to Rio de Janeiro, Brazil, via Lisbon, Portugal (29.5.45). Franking: 8.00 Esc.



Alger, Algeria (30.6.45) to New York, United States, via Lisbon Portugal. Franking: 22.00 Fr.