

8¢ and 11¢ UNIFIED AIRMAIL RATE

Usages During the Prexie Era

1938 to September 30, 1946.

While the U.S. was struggling to recover from the Great Recession of the late 1920s, the U.S. Post Office was doing everything possible to promote Airmail Service, from the “Farley Follies”, new Airmail releases, Airmail inventive rates, and stamp promotions. In fact, from the beginning of U.S. and foreign airmail service, U.S. postal clerks almost needed an advanced math degree to calculate the air mail charges in the complicated rate system of zone charges, foreign surface surcharges, foreign postage, etc., needed to calculate an individual postal rate charge. To say foreign airmail rates were confusing, based on the city of mailing, was an understatement.

Between 1924 and 1934 numerous rate proposals were presented to the Universal Postal Union (UPU) in the Hague to simplify international rates. During the period, many new provisions and rates were adapted and simplified to make it easier for consumers use airmail services and grow demand.

On November 23, 1934, the U.S. instituted a PLAN through the UPU testing a “UNIFIED AIRMAIL RATE” -- a discount rate to Europe. Paying this rate meant your piece of mail would travel a portion of its trip by air and a portion by land and sea--you made the choice: air in the U.S./Ground in Europe/or ground in the U.S. and air in Europe...PLUS, for 3¢ more, your mail, at half-the weight, could travel by air-ground-air again!

However, this arrangement would not affect FAM (Foreign Air Mail) rates to more distant destinations. For instance, FAM 14 flight rates from San Francisco to Hawaii, Manila, Manila, and Canton, China would still travel by air at 50¢-per-half-oz. The UNIFIED AIRMAIL RATE effectively allowed European mail to travel at “discount rates”-- a savings of up to 22¢! (73.3%!) on the regular 30¢ Transatlantic cost-per-piece:

8¢-per-1oz. UNIFIED AIRMAIL RATE (AIR-SEA)

a.) **AIR MAIL WITHIN THE U.S. TO AN EAST COAST EXCHANGE OFFICE (PORT)**
- **EUROPE: GROUND SERVICE TO FINAL DESTINATION IN EUROPE.**

b.) **GROUND SERVICE IN THE U.S. TO AN EAST COAST EXCHANGE OFFICE (PORT)**
- **AIR MAIL SERVICE IN EUROPE (as available) TO FINAL DESTINATION.**

11¢-per-½oz. UNIFIED AIRMAIL RATE (AIR-SEA-AIR)

c.) **AIR MAIL WITHIN THE U.S. TO EAST COAST EXCHANGE OFFICE (PORT)**
- **SHIP MAIL: U.S. PORT TO EUROPEAN PORT -**
AIR MAIL SERVICE IN EUROPE (as available) TO FINAL DESTINATION.

Example: Standard 30¢ Airmail Rate, Europe (via TransAtlantic Clipper)



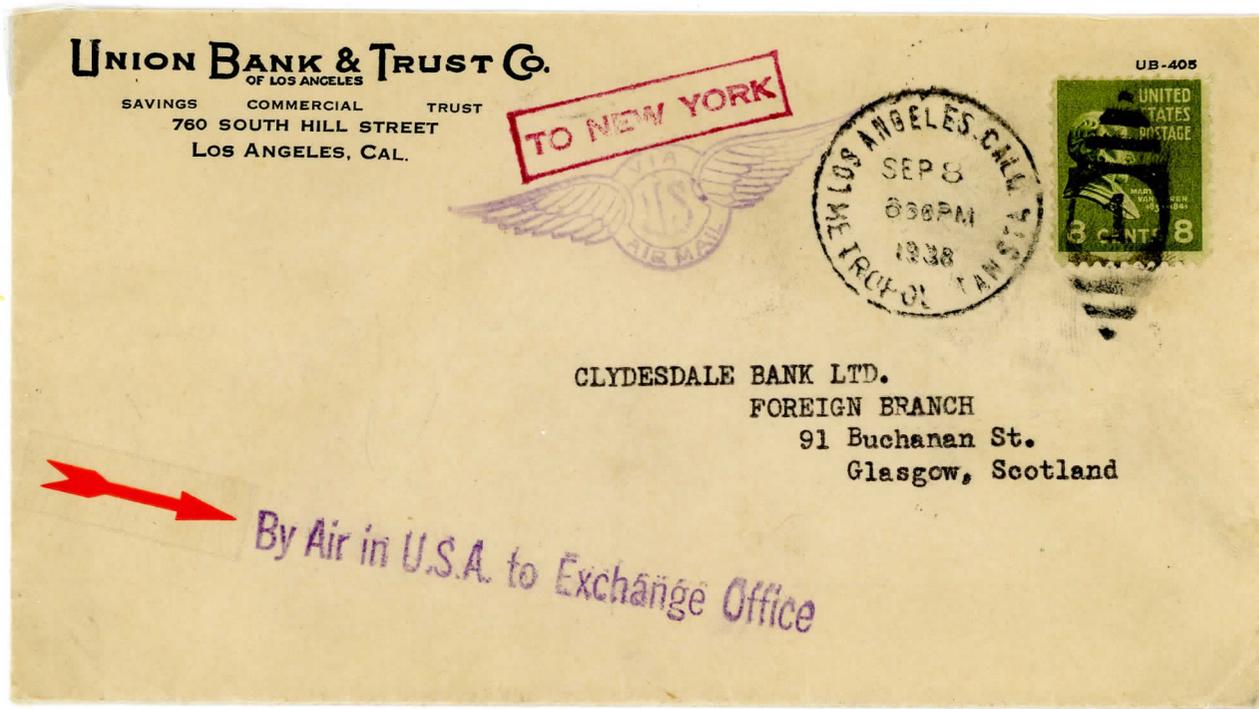
"8¢ Rate"*

**8¢ (per 1 oz.) Airmail Service Within USA and
Surface Service to a U.P.U. Country Beyond!**

**June 21, 1938 through March 25, 1944.*

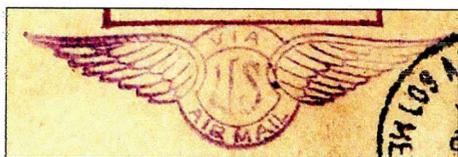
**8¢ Martin Van Buren (Sc# 813)
Solo Usage**

This cover demonstrates Airmail service within the continental U.S., to an Exchange Office, with Surface Rate from there to a full-rate UPU country. The rate became eight cents per ounce to all UPU countries from March 26, 1944 until October 1, 1946.



By Air in U.S.A. to Exchange Office

Red-Violet 5mm x 75mm Auxiliary Handstamp



*Red-Violet 17mm x 58mm
Air Mail Auxiliary Handstamp*

**LOS ANGELES, CALIF.
METROPOLITAN STA.
SEP 8 8³⁰PM 1938
to
GLASGOW, SCOTLAND**

The stamp is tied by a 30mm duplex circular date stamp with six-bar 13mmW x 33mmH elliptical grid numerical Killer with the #1 center. The #1 was normally reserved for the postmaster or the senior window clerk of that mail unit.

"8¢ Rate"*

8¢ (1 oz.) Airmail Service Within USA & Possessions -
and Surface Service to All Countries.

*November 23, 1934 until September 30, 1946.

3¢ Thomas Jefferson (Sc# 807), plus
5¢ Theodore Roosevelt (Sc# 637)
Combination Usage

The rate paid the airmail service within the U.S. and possessions,
and surface service rate to all countries, as indicated by the auxil-
iary handstamp: "VIA AIR MAIL IN U.S.A. ONLY."

VIA AIR MAIL
in U. S. A. only



SAN FRANCISCO 3, CALIF.
SEP 26 2³⁰ PM 1938
TO
PARIS, FRANCE



Receiving Cancel
PARIS XI
7³⁰
1? - XI
1938
FRANCE

The stamps are tied by a machine cancel as follows:

INTERNATIONAL POSTAL SUPPLY CO.			
<u>DIAL TYPE:</u>	<u>D (3)</u>	<u>KILLER TYPE:</u>	<u>SLOGAN</u>
Dial Diameter:	22mm	Killer Type:	Slogan
Type Size:	3mm	Wave Up/Down:	----
Dial Variety:	3:R	Killer Length:	50mm
Gap to Killer:	8mm	Killer Variety:	Luff# 3165
Slogan: GOLDEN GATE INTERNATIONAL EXPOSITION 1939			
CANCEL SIZE: 22mm x 88mm (7/8"H x 3-7/16" L)			

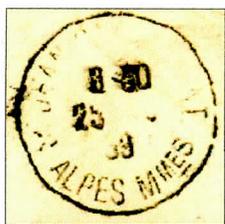
"11¢ Rate"

11¢ (1/2 oz.) International Air-Surface-Air Rate to France.

November 23, 1934, until September 30, 1946.

**6c Airmssail Eagle & Shield (Sc# C23)
3¢ Thomas Jefferson (Sc# 807), plus
2¢ Washington ~ Horizontal Coil (Sc# 554a)
Combination Usage**

This was the special half-ounce cover rate for a letter that was transported by air in the United States to a port of embarkation, then sent by surface transportation to Europe, before being sent by Air Mail to its final destination in Europe.



**Receiving Cancel:
ST. JEAN-(CAP-FERRAT)
ALPES M^{MES}
3-30
25
(19) 39
(FRANCE)**

**RENO, NEV. 1
MAR 10 4³⁰ PM 1939
TO
ST. JEAN-CAP-FERRAT, FRANCE**

The stamps are tied by a duplex circular datestamp plus machine cancel as a ST. JEAN-CAP-FERRAT receiving cancel on March 30, 1939. The machine cancel is as follows:

INTERNATIONAL POSTAL SUPPLY CO.

Machine Specifications:

DIAL TYPE:	D (1)	KILLER TYPE:	300
Dial Diameter:	21mm	Killer Type:	7 Wavy Lines
Type Size:	3mm	Wave Up/Down:	Up
Dial Variety:	1:R	Killer Length:	55mm
Gap to Killer:	8mm	Killer Variety:	----
Slogan:	----		
Cancel Size:	21mm x 85mm (7/8" H x 3-3/8" L)		

"11¢ Rate"

11¢ (1/2 oz.) International Air-Surface-Air Rate to Netherlands.

November 23, 1934, until September 30, 1946.

**3¢ Thomas Jefferson (Sc# 807 x 3), plus
2¢ George Washington (634)
Multiple Usage**

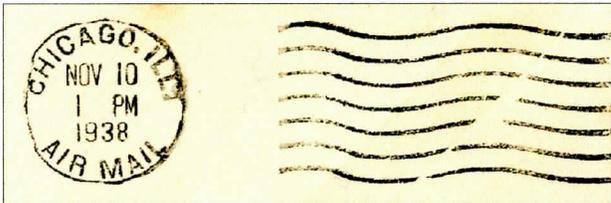
This was the special half-ounce cover rate for a letter that was transported by air in the United States to a port of embarkation, then sent by surface transportation to Europe, before being sent by Air Mail to its final destination in Europe.



**CHICAGO, ILL.
(AUSTIN STA.)
NOV 10 10³⁰ AM 1938
TO**

HAARLEM, HOLLAND (NETHERLANDS)

Backstamp Transit Cancel:



The stamps are tied by a black 26mm duplex circular datestamp with a 13mm W x 33mm H six-bar elliptical grid killer with numerical center killer. The cover bears backstamp transit cancel, as follows:

UNIVERSAL STAMPING MACHINE CO.

Machine Specifications:

DIAL TYPE: DB (AIRMAIL) KILLER TYPE: 300

Dial Diameter:	21mm	Killer Type:	7 Wavy Lines
Type Size:	2mm	Wave Up/Down:	Up
Dial Variety:	AIRMAIL	Killer Length:	45mm
Gap to Killer:	12mm	Killer Variety:	-----
Cancel Size:	21mm x 78mm (7/8" H x 3" L)		

SS Conte di Savoia



SS Conte di Savoia ("Count of Savoy") was an Italian ocean liner built in 1932 at the Cantieri Riuniti dell'Adriatico, Trieste.

Conte di Savoia was originally ordered for the Lloyd Sabaudo line; however, after a merger with the Navigazione Generale Italiana, the ship was completed for the newly formed Italia Flotte Riunite. The new Italia Line also controlled *Rex*, a similar though slightly larger ship completed just two months before *Conte di Savoia*. The *Conte di Savoia* was more modern in decoration and appearance than *Rex* and was the first major liner fitted with gyroscopic stabilisers.

In November 1932 she made her maiden voyage to New York. Unlike *Rex*, she never made a record transatlantic crossing, reaching a best speed of 27.5 knots (31.6 mph) in 1933.

Conte di Savoia had one unusual feature designed to increase passenger numbers. Three huge anti-rolling gyroscopes were fitted low down in a forward hold. These rotated at high revolutions and were designed to eliminate rolling - a persistent problem on the rough North Atlantic crossing that affected all shipping lines. In practice they reduced the rolling by slowing down the rolling period, however, they also caused the vessel to "hang" annoyingly when the vessel was on the extreme limit of her rolls. For safety reasons the system was quickly abandoned on eastbound crossings where the prevailing weather produced following seas, although it was still used on westbound crossings. This was because with a following sea (and the deep slow rolls this generated) the vessel tended to 'hang' with the system turned on, and the inertia it generated made it harder for the vessel to right herself from heavy rolls. None of this ever affected the operation of the shipping lines advertising department and the benefits of a "smooth crossing" were heavily promoted during the life of the ship.¹

CHRONOLOGY²

1936, 9th December: The Italian Line leaves Pier 97 in New York and rents Piers 59 and 88 from the French Line, waiting for the completion of the new super-pier 90.

1937, 6th March: hits her pier while leaving New York causing damage both to herself and the pier.

1938, 2nd March: leaves New York for a cruise to Naples, Falero, Haifa, Port Said and Genoa.

1939, 5th February: leaves New York for her longest ever cruise, organised by American Express, which takes her to Madeira, Las Palmas, Gibraltar, Cannes, Genoa, Naples, Falero, Istanbul, Rhodes, Beirut, Haifa, Port Said and Malta.

1939, 14th March: in an Atlantic storm, leaves her traditional route in order to go to the aid of the Norwegian cargo ship *Bellnor* 700 miles east of Belfast.

1939, 15th September: leaves on her first voyage following the outbreak of the Second World War, with neutrality markings on her sides.

1940, 2nd June: arrives at Genoa at the end of her last Atlantic crossing after eluding a British patrol.

1940, 8th June: arrives at Venice where she is laid up in the Malamocco Canal two days after Italy has entered the War.

1940: is camouflaged; in 1941, a new, wavy camouflage scheme is adopted; in 1943, the final scheme is painted on the port side, depicting trees, houses and hills.

1943, 11th September: in the confusion following the Italian Armistice, is mistakenly set on fire by German aircraft between 5.30 pm and 6 pm. Burns for 48 hours, listing onto her port side. Later she is sunk in order to prevent her capsizing.

1945, 10th October: after the removal of her superstructure, the ship refloats: studies are started for the reconstruction

1950, 7th January: sold to "Ricuperi Finsider s.a." of Rome for demolition.

References:

1. en.wikipedia.org/wiki/SS_Conte_di_Savoia
2. italianliners.com/conte-di-savoia-en

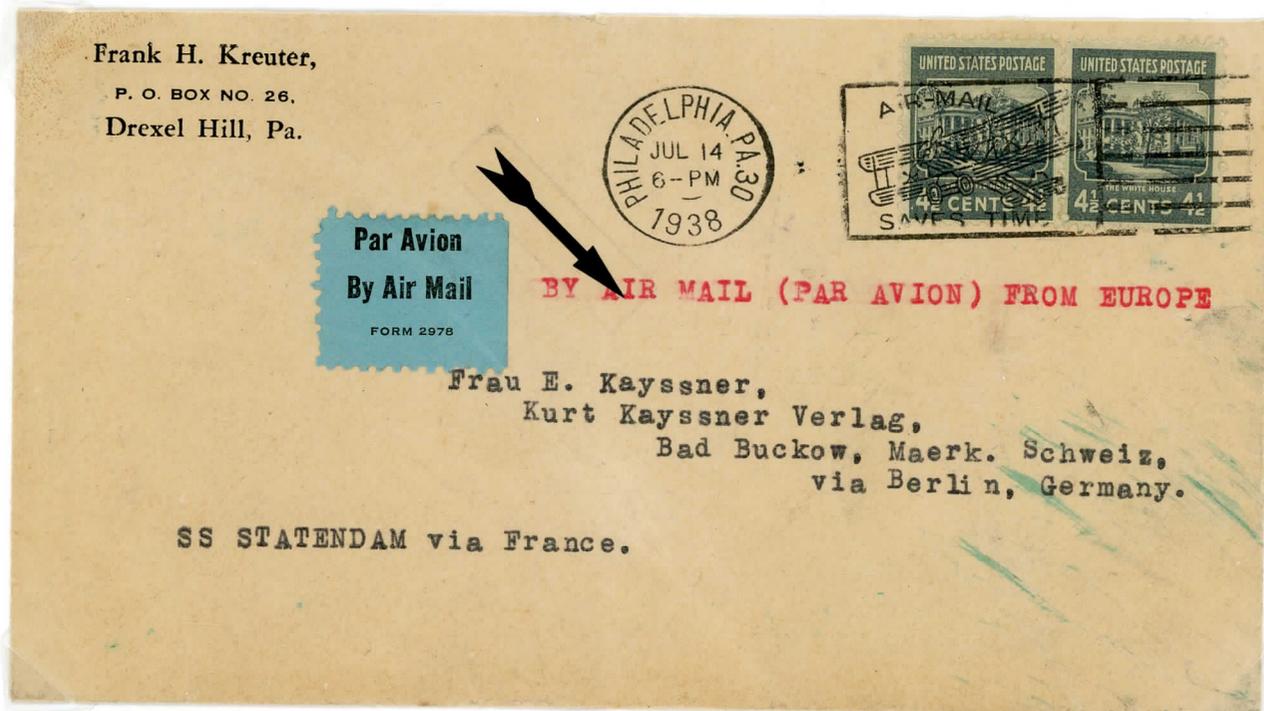
"8¢ Rate"*

**8¢ (1 oz.) Surface Within USA & Possessions -
and AIRMAIL From France to Germany.**

**July 1, 1932 until October 1, 1946.
(Overpaid by One Cent!)*

**4½¢ White House (Sc# 809 pair)
Multiple Usage**

The rate paid the surface rate within the U.S. and possessions to a U.S. port, and then the Air Mail Rate in Europe, other than Spain, after landing in a port in Europe, as indicated by the typed: "BY AIR MAIL (PAR AVION) FROM EUROPE."



S.S. STATENDAM

The cover travelled by land, from Philadelphia to Hoboken, N.J., where it was placed on the S.S. STATENDAM. The STATENDAM (1929-1938) operated trans-Atlantic service between Rotterdam and New York also calling at Southampton, Le Havre, France and occasionally Plymouth (UK) and Boulogne, France. Upon arrival in France, the cover was sent to closest airport and was sent to the Addressee in Germany, via Berlin.

PHILADELPHIA, PA. 30

JUL 14 6-PM 1938

TO

BAD BUCKOW, MAERK, SCHWEIZ, GERMANY

The stamps are tied by a electric machine cancel as follows:

INTERNATIONAL POSTAL SUPPLY CO.

DIAL TYPE:	D (30:R)	KILLER:	AIRMAIL SLOGAN
Dial Diameter:	22mm	Killer Type:	ILLUSTRATED
Type Size:	3mm	Wave Up/Down:	----
Dial Variety:	30:R	Killer Length:	55mm
Gap to Killer:	9mm	Killer Variety:	Luff# 140
Slogan:	AIRMAIL (BI-PLANE) SAVES TIME		
CANCEL SIZE:	22mm x 86mm (7/8" H x 3-3/8" L)		

"8¢ Rate"

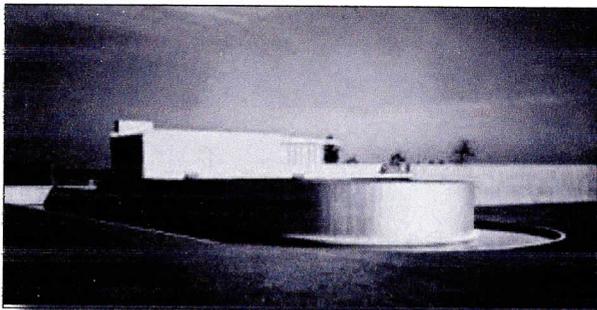
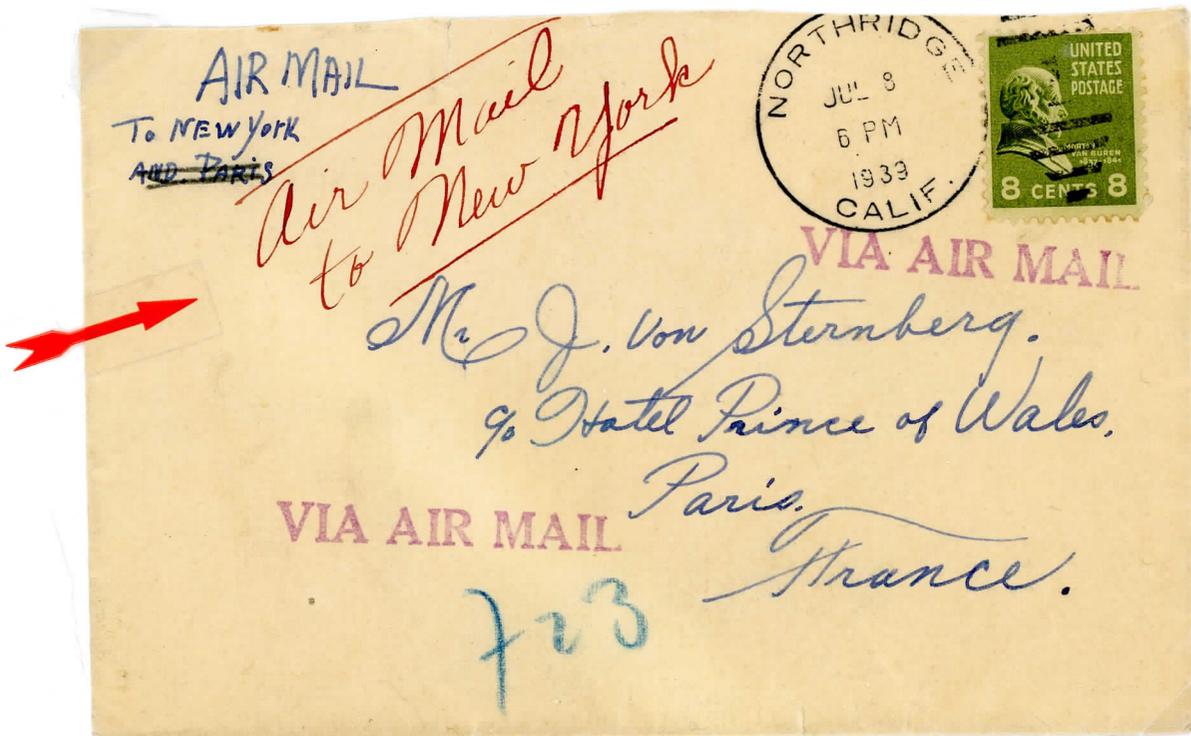
**8¢ (1 oz.) Airmail Service Within USA & Possessions
-and Surface Service to All Countries.**
November 23, 1934 until September 30, 1946.

**8¢ Martin Van Buren (Sc# 813)
Solo Usage**

*The rate paid the airmail service within the U.S. and possessions,
and surface service rate to all countries, as indicated by the hand
written inscription in red, "AIR MAIL TO NEW YORK" and
post office red-violet auxiliary marking "VIA AIR MAIL."*



Josef Von Sternberg and Marlene Dietrich



Von Sternberg mini-mansion 'CHATSWORTH' was designed by the architect Richard Neutra. Located at 10,000 Tampa Ave., the house included only one bedroom, plus bedrooms for servants, it was built in 1935 Northridge, Calif. On a plot of 13 acres, the house was demolished in 1972 to make way for a housing development.

**NORTHRIDGE, CALIF.
JUL 8 6 PM 1939
TO
PARIS, FRANCE**

The stamp is tied by a black 30mm duplex circular datestamp with a 13mm W x 33mm H eight-bar elliptical grid killer with numerical center #2.

The cover is addressed to Josef. Von Sternberg, Film Director who discovered Marlene Dietrich with the return address: Chatsworth, 10,000 Tampa Ave., Northridge, Calif., verifying the cover was addressed to the famous Hollywood director.