

# Yesterday in USSN: The China Clippers, Part 1

by John F. Dunn



If a collector wants to make the transition from stamp collecting to covers and postal history, the Transpacific “China Clipper” stamps are an excellent point of departure. Not only is it a small, manageable unit, but there also is a direct connection between the stamps and their usages.

You will notice, for example, that the Scott Catalogue editors treat this issue differently from the first airmail issue. Where C1-C3 are grouped together in order from lowest to highest denomination (6¢, 16¢, 24¢) instead of chronologically—so that the first airmail is numbered C3—the Transpacific issues are listed chronologically, with the 25¢ value, which was issued November 22, 1935 (C20) preceding the 20¢ value, which was issued February 15, 1937 (C21).

For the cover collector or postal historian, this is more useful than numbering the China Clippers based on their denominations, because it keeps the sequence of events intact. Those events began with the following announcement in *Mekeel's Weekly* of October 28, 1935:

### NEW AIR STAMPS LIKELY

“A lone bid for the contract for transPacific [sic] airmail service was handed Postmaster General Farley last Monday at noon, the hour set for opening the proposals. It was submitted by The Pan American Airways Co. and demanded the maximum rates allowed under the law for the route... Reduced to ounces the cost to the Government would be \$1.25 per ounce for the first 800 pounds and 50 cents for each additional ounce carried to Canton, China from San Francisco.

“Having already made several survey flights over the hardest part of the 8,000 mile route, officials of the airline company indicated that they are prepared to start service by the middle of November if awarded the contract.

The mails will be flown once a week each way via Honolulu and Manila. It is expected that the postal rate to Canton will approximate \$1 per ounce. A new series of airmail stamps probably will be issued for this service.”

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One week later, on November 4, 1935, Mekeel's announced:

### “NEW 25¢ AIR MAIL STAMP

“TransPacific Airmail Service

“Will Be Inaugurated November 22

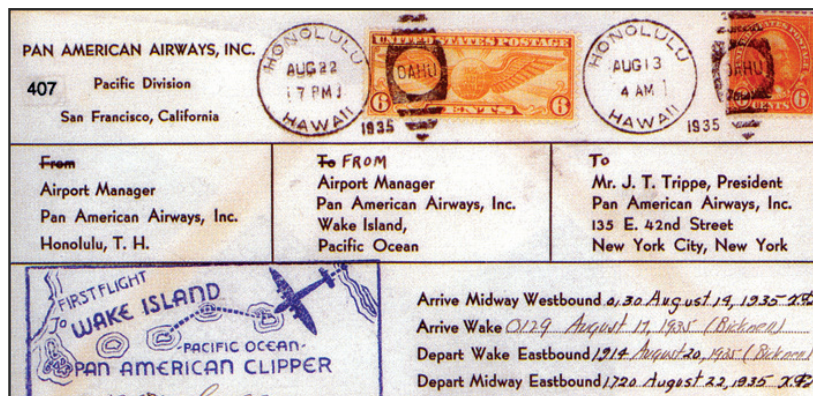
“...That the service would start by the middle of November was forecast in the last issue of *MEKEEL'S*, however, the announcement [that a stamp would be issued] came as the major surprise of this year to those who have not followed the activities of the Pan-American organization....

“Postmaster General Farley has authorized the issuance of a new 25¢ air mail stamp to be used on mail carried over this new route. The postage rate will be 25¢ to Hawaii, 50¢ to Guam and 75¢ to the Philippines. No announcement was made as to the rate to China.

“The new stamp will be placed on first-day sale at the San Francisco and Washington post offices Friday, Nov. 8....

Stamp collectors desirous of obtaining first-flight cancellations on the new transPacific air mail service may send any desired number of envelopes...indorsed in the upper left corner, ‘By first contract trans-Pacific flight’ to the postmaster, San Francisco...These covers should be received at San Francisco no later than November 7....

“Collectors desiring to mail covers bearing the new stamp on the return flight may send self-addressed envelopes, under separate inclosure to the postmaster at Guam and Honolulu, Hawaii...In



An August 17, 1935 Pan American Airways Wake Island survey cover addressed to J. T. Trippe, President of Pan Am. The survey flight departed Honolulu August 13 on a flight to Wake Island. The filled in spaces for arrival and departure times show that it arrived at Wake Island on August 17 (after an August 14 stop at Midway Island on its westbound flight). The return flight departure from Wake is Aug. 20, with an Aug. 22 Honolulu arrival postmark at the top center of the cover.



order for such covers to reach Guam in time to be returned by the eastbound flight it will be necessary to send them by air mail to the postmaster at Guam....

“Stamp collectors desiring first-day covers from Washington on November 8 may send any desired number of self addressed envelopes to the postmaster...It should be understood, however, that first-day covers from Washington will not be carried on the Trans-Pacific flight.”



Map showing the Trans-Pacific route of the Pan-American Airways (PANAM-14 and PANAM-19)

special delivery stamp (the 1931 15¢ orange, Scott E16).... The central design will depict the sun rising from the shores of America, while in the air over the water appears a seaplane. [The “seaplane” was the China Clipper.] In the upper left hand corner will be the United States shield, and in the upper right hand corner the shield of the Philippine Islands. On the lower right side of the stamp is a reproduction of a portion of a

modern ocean liner while to the left is a Chinese junk vessel.



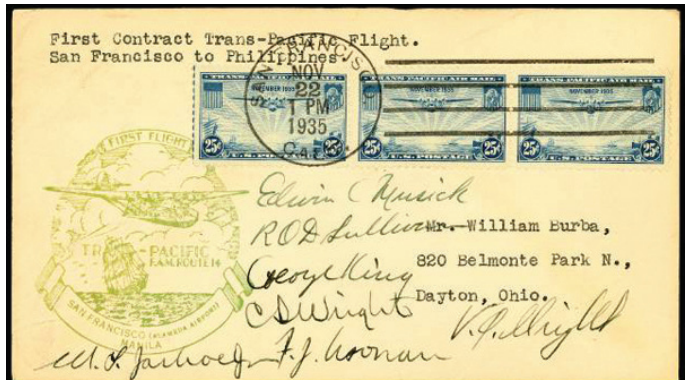
Top Notch C20 Washington, D.C. FDC cachet. Note that it was not carried on the flight.

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Given the timing, collectors justifiably complained that they could not possibly get their covers prepared and mailed in time to reach the required points in time for the scheduled flight departures. Even before the November 8 first day date had been announced in philatelic publications, word came that the first flight and the first day of issue of the stamp had been postponed until November 22, and that news was added as a “Flash News” banner within the article in the November 4 *Mekeel's*.

The November 9, 1935 *STAMPS Magazine* gave the story of the release of a stamp similar treatment, complete with a “Stop Press” banner. That article also fills in such blanks as the fact that the November 22 flight would terminate in Manila, that the route would later extend to Canton, China (this explains the lack of a rate to China in the initial announcement), and that the new stamp would be placed on first day sale in San Francisco as well as in Washington, D.C.

Details on the stamp design also were provided: “It will be blue in color and the same size and shape as the current



C20 San Francisco Nov. 22, 1935, carried on FAM14-1, signed by pilot Captain Edwin C. Musick and entire crew of six.



Another San Francisco to Philippines Nov. 22, 1935 first flight cover, with hand-stamped flight cachet and a printed pictorial cachet.

On the water in the distance is a three-masted sailing vessel, also a reproduction of a ship of the mid-nineteenth century period, both being symbolic of early water transportation.





An artist's rendering of a China Clipper and China junk

The four vessels and seaplane shown on the new stamp represent the development in the methods of transportation employed in bridging the Pacific....” [For a closer look at the stamp design, use your pdf magnifier function on the photos on page 21. JFD.]

The “new” stamps referred to were the 1935 overprints on the 10¢ and 30¢ issues of 1935 (Sc. C52-C53, on Philippines Scott 387, 392). The overprint on the stamps was printed in gold ink, and shows an illustration of the China Clipper with the inscription “P.I.-U.S. / Initial Flight / December - 1935.” The stamps were issued on December 2, 1935, the same day the first flight departed Manila for the eastbound flight to San Francisco.

The December 7, 1935 issue of *STAMPS Magazine* provides information on the results of the flight:

**The China Clipper Completes Trans-Pacific Flight**

“Shortly after 5 P.M. on Thanksgiving Day the China Clipper came gracefully to a stop on Manila Bay, completing the last leg of its 8,000 mile initial flight. The flight of the Clipper has been eagerly watched by the eyes of the world as it winged its way across the Pacific. Leaving the Alameda (California) Airport at 6:47 P.M., E.S.T., or 3:47 P.M. Pacific Coast Time the giant ship dipped under the new Golden Gate bridge and quickly disappeared in the distance to arrive nineteen hours later at Pearl Harbor, Hawaii, 2,400 miles away.

“Leaving Hawaii on Sunday (November 24) the Clipper easily flew the 1,323 miles to Midway Islands in about nine hours. On the flight to Guam the Clipper rested overnight at Wake Island, 1,191 miles from Midway Island and continued the remaining 1,536 miles to Guam on Wednesday (November 27), arriving there at 3:07 P.M. Maintaining an average speed of approximately 200 miles per hour the ship flew the remaining 1,700 miles to Manila in thirteen and a half hours arriving there at 3:31 P.M. Friday, November 29th.

“The China Clipper carried 1,837 pounds or about 110,000 covers when it left the Alameda Airport on its way to Hawaii...A few letters were picked up at the various stops. Many collectors took advantage of the return flight and of course their covers were left at the way-stops to be picked up again on the return flight of the Clipper. Captain Musick, skipper of the Clipper, carried a letter in his pocket from President Roosevelt to President

Manuel Quezon and which he presented to the newly elected President of the Philippines at the reception accorded the fliers.

“A new first-day sale record has been set by the new



Cover flown on the first flight of the Manila to San Francisco Pan-Am Clipper, postmarked in Manila December 2, 1935, with a Dec. 6 machine receiver mark applied at San Francisco. The inset gives us a better look at the gold overprint on the stamps.

The November 16, 1935, *STAMPS Magazine* provides information that was too late for most collectors to use at the time, but which is of value to postal historians: “The Director of Posts, Manila, Philippine Islands, advises that covers will be accepted for dispatch on the Eastbound Trans-Pacific Air Mail flight, to Guam, Hawaii and points in the United States (mainland) at the same rates specified for the Westbound flight, except that an extra surcharge of three cents per cover, not in excess of one ounce will be charged. Therefore, remittances to the Postmaster at Manila for the carrying of covers on the return flight should be 28 cents for each cover to Guam, 53 cents for each cover to Hawaii, and 78 cents for each cover to the United States.

“The new issue of Philippine stamps will be used on the covers prepared to Manila and...neither the new U.S. 25-cent air mail stamp, nor other United States stamps, will be valid for use in the prepayment of postage on covers to be carried on the return flight.”



FAM 14-2a, Nov. 24, 1935 Hawaii to Guam flight cover with cachet, signed by the pilot and crew, addressed to Pan-Am President Juan Trippe.

25¢ trans-Pacific airmail stamp...The total amount of sale reported by the Postal Authorities is \$69,432.00. At San Francisco 220,000 of the new airmail stamps were sold, at the Washington, D.C. Post Office 11,018, and at the Philatelic Agency, 46,680. 10,910 first-day covers were mailed from Washington." (The San Francisco FDC count missing from this account was later given as 15,000.)

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The return flight of the China Clipper was given equal coverage in the December 14, 1935 issue of STAMPS:

**Trans-Pacific Airmail**

"The first Trans-Pacific voyage of the China Clipper is now a matter of history. The flight was successful from start to finish. Leaving Manila Bay at 2:52 A.M. December 2nd



The Philippines Transpacific overprint stamps are shown here on one of only four known Philippines postings for any Zeppelin flight, this being the 1936 First North American flight of the Hindenburg. (There are two more stamps on the reverse.) The cover was flown on the China Clipper from Manila to San Francisco, then to New York for connection with the Zepp flight to Germany.

(1:52 P.M. Sunday E.S.T.) it flew the 1,700 miles to Guam in 10 hours and 50 minutes. The first half of the 1,536 miles to Wake Islands was rather rough through squalls and rain, the leg being made in thirteen hours and forty-seven minutes. The 1,191 mile flight to Midway Islands was completed in nine hours five minutes and the 1,323 miles to Honolulu in nine hours and forty-five minutes. The Thursday overnight hop of 2,400 miles to the Alameda Airport was made in close to eighteen hours, flying south of the regular course to avoid a storm.

"The Clipper carried [903 pounds] of airmail picked up at Manila, Guam, Wake Islands, Midway Islands and Honolulu on its return flight. Mail aboard...consisted of 49,800 pieces.

"On December 6th the Philippine Clipper left the Alameda Airport to fly the same route as the China Clipper. The return flight from Manila is scheduled for December 16th. A third Clipper, the Hawaii Clipper will be the next ship to be added. First flight mail on these ships will be interesting additions to the Trans-Pacific collections even without the ornamentation of cachets."

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The prominent attention accorded the flights of the Pan-Am Clippers also can be gleaned from this article by Don J. Kapner in the February 29, 1936 issue of STAMPS:

**China Clipper Flight**

"The inauguration of airmail service from the United States to the Philippine Islands was of equal importance in American philatelic circles this past year with the issuance of the Farley imperforates. Both events received wide publicity, not only in the philatelic press, but also in daily papers throughout the nation.

"The initial contract airmail flight is one that is certain to be recorded among the truly pioneering aeronautical accomplishments of the age. It is no wonder therefore, that collectors should prize their first voyage 'China Clipper' covers...."

The author goes on to list the many varieties of cancellations, cachets, misdirected covers, and other cover varieties.

We will not repeat them here, but will offer this one report, which indicates the high level of service provided by the Post Office Department:

"Weighing both the errors made and the quantities handled, the opinion of both collectors and dealers was that they were very well satisfied with the service rendered...The following quotation, taken from a recent letter, is enlightening and accounts for the delay in returning many of the covers. 'On December 30th I received my cover from Manila, postmarked there Dec. 2nd, and backstamped 'San Francisco, Dec. 6th.' I wrote to the Postmaster at San Francisco regarding the delay in my receiving the letter—24 days from 'Frisco to here! Here is his reply:

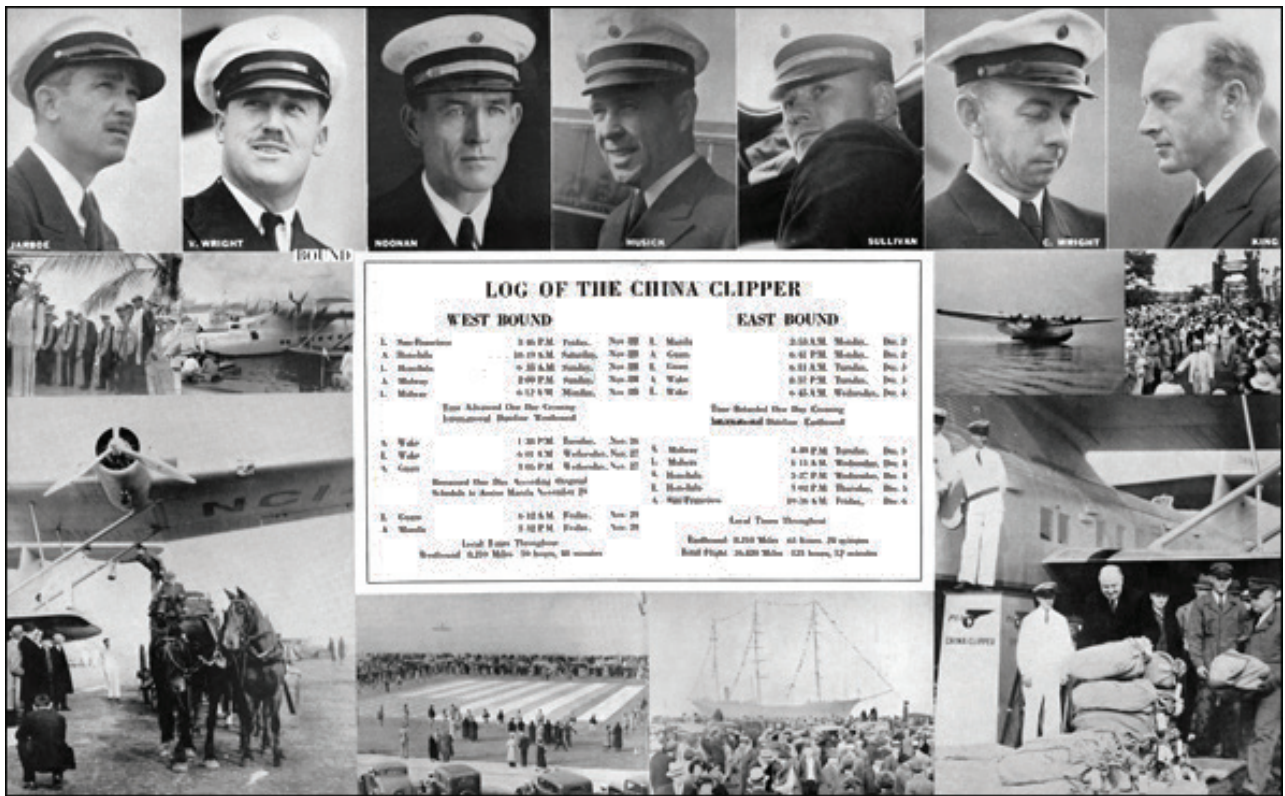
"All Manila to San Francisco first flight Trans-Pacific Air Mail covers were received in this office on December 6th, 1935, and were postmarked that date. While distributing the first flight covers in this office it was noted that a great many covers had

**- TABLE OF INFORMATION -  
FIRST CONTRACT TRANSPACIFIC AIR-MAIL FLIGHT - NOV. 22, 1935.**

		SYMBOLS USED: <input type="checkbox"/> Short Bar Handstamp <input type="checkbox"/> Long Bar Handstamp		<input type="checkbox"/> Machine Cancellation, Navy <input type="checkbox"/> Machine Cancel, Box & Bars		<input type="checkbox"/> Small Circle Handstamps		COMPILED BY DON J. KAPNER	
	DESTINATION	TYPE OF POSTMARK	DATE OF POSTMARK	TYPE OF BACKSTAMP	DATE OF BACKSTAMP	COLOR OF CACHET	RATE OF POSTAGE	NUMBER OF COVERS	REMARKS
WESTWARD FLIGHT (U.S. to P.I.)	San Francisco-Honolulu	<input type="checkbox"/> <input type="checkbox"/>	Nov. 22 1 PM 1935	<input type="checkbox"/> <input type="checkbox"/>	Nov. 23 11 AM 1935	Green	25¢	46,750	Covers sent on flight from California to all points numbered 110,000.
	San Francisco-Guam	<input type="checkbox"/> <input type="checkbox"/>	ditto	<input type="checkbox"/> <input type="checkbox"/>	Nov. 27 3 PM 1935	Green	50¢	20,350	Backstamp ranges from Blue-black to purple-black as well as black
	San Francisco-Manila	<input type="checkbox"/> <input type="checkbox"/>	ditto	<input type="checkbox"/> <input type="checkbox"/>	Nov. 29 5 PM 1935	Green	75¢	42,900	One backstamp reads, "MANILA TRADE CENTER OF THE PACIFIC".
	Honolulu-Guam	<input type="checkbox"/> <input type="checkbox"/>	Nov. 24 5 AM 1935	<input type="checkbox"/> <input type="checkbox"/>	Nov. 27 3 PM 1935	Dark red purple	25¢	6,430	
	Honolulu-Manila	<input type="checkbox"/> <input type="checkbox"/>	ditto	<input type="checkbox"/> <input type="checkbox"/>	Nov. 29 7 PM 1935	Dark red purple	50¢	6,968	
GUAM- Manila	<input type="checkbox"/> <input type="checkbox"/>	Nov. 29 6 AM 1935	<input type="checkbox"/> <input type="checkbox"/>	ditto	Green Black	25¢	5,700	** Both green and black colored cachets were used. Green was the more constant.	
EASTWARD FLIGHT (Return)	Manila-Guam	<input type="checkbox"/> <input type="checkbox"/>	Dec. 2 5:30 AM 1935	<input type="checkbox"/> <input type="checkbox"/>	Dec. 2 7 PM 1935	Black	25¢	4,808	2 Stamps used- 1-30c Clipper Overprint 2-10c 1-6c 1935 Feb.
	Manila-Honolulu	<input type="checkbox"/> <input type="checkbox"/>	ditto	<input type="checkbox"/> <input type="checkbox"/>	Dec. 4 7 PM 1935	Black	53¢	4,273	2 Similar stamps used New Commonwealth stamps also used
	Manila-San Francisco	<input type="checkbox"/> <input type="checkbox"/>	ditto	<input type="checkbox"/> <input type="checkbox"/>	Dec. 6 12:30 PM 1935	Black	75¢	25,435	Covers sent on return flight from P. I. to all points numbered 11,624
	GUAM-Honolulu	<input type="checkbox"/> <input type="checkbox"/>	Dec. 3 6 AM 1935	<input type="checkbox"/> <input type="checkbox"/>	Dec. 4 7 PM 1935	Green Black	25¢	3,543	3 Backstamp reads, "BUY U.S. SAVINGS BONDS ASK YOUR POSTMASTER".
	GUAM-San Francisco	<input type="checkbox"/> <input type="checkbox"/>	ditto	ditto	ditto	Green Black	50¢	6,476	
Honolulu-San Francisco	<input type="checkbox"/> <input type="checkbox"/>	Dec. 5 2 PM 1935	<input type="checkbox"/> <input type="checkbox"/>	ditto	Dark red purple	25¢	48,661		

Where covers from Manila contained insufficient space for stamps, reverse side was utilized for attachment of adhesives. This likewise applied in the case of cachets. A table that accompanied the Feb. 29, 1936 article. For a better read, use your pdf magnifier.





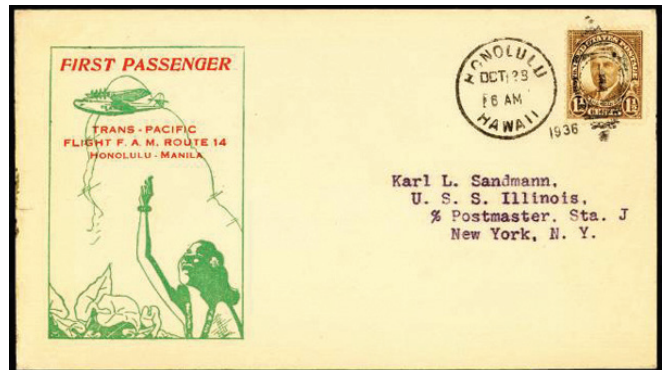
Photos of the crew (pilot Ed Musick in upper left) and events surrounding the Nov. 22, 1935, first flight of the Pan-Am Clipper and December 2 return trip arrival, also showing the log of the round trip.

not been properly prepared, some failed to receive the official cachet impression while others failed to receive a Manila postmark. After being backstamped December 6, they were returned to the Postmaster, Manila, via the Philippine Clipper with the request that they be cacheted and postmarked and returned on the return flight of the Philippine Clipper, which arrived San Francisco December 26, 1935. The first flight cover which you received was one which was returned due to being improperly prepared.

“Thought you would be interested in learning of the extra journey these covers had at no extra charge!”

**First Commercial Passenger Service**

On October 21, 1936, Pan-Am began Transpacific commercial passenger service on the Clippers. Prior to that, a so-called VIP “Philippine Clipper” flight was made.



Cover from First Passenger Revenue Flight, Hawaii to Philippines, Oct. 29, 1936. Only seven paying passengers were on this flight.



Oct. 14, 1936 Philippine Clipper Inspection Flight, San Francisco to Hong Kong, addressed to Honolulu. This was the VIP public relations press flight with Pan AM president Juan Trippe and invited guests on board, including Amon G. Carter, who prepared this cover. Signed by the pilot, J. H. Tilton.



Oct. 24, 1936 Philippine Clipper “VIP” Inspection Return Flight, Manila to San Francisco, with ten Philippines airmail stamps. Registered and addressed to Amon Carter.

To Be Continued



# Yesterday in U.S. Stamp News: The China Clippers, Part 2

by John F. Dunn

## The Rate Change Stamps (C21-C22)

STAMPS Magazine of Feb. 13, 1937 carried this news:  
"U.S. to China Airmail Will Start March 24, 1937

"Two new airmail stamps will be issued in the 20-cent and 50-cent denominations in connection with the new schedule of reduced postage rates for the trans-Pacific airmail service which are to become effective upon the extension of the present trans-Pacific route beyond Manila to Macao and Hong Kong, China. The first flight on the new through service from the United States to China will leave San Francisco on March 24, or soon thereafter..."

"The British and Philippine postal administrations have not reported the airmail rates they will charge on matter carried from Manila to Macao and Hong Kong, nor from Macao to Hong Kong and from Macao and Hong Kong to the Philippines, the United States and other eastern points. These rates will be announced as soon as they are determined by the two postal administrations concerned.

"...The two new airmail stamps in the 20- and 50-cent denominations are being issued primarily for use on the trans-Pacific service when extended to China, but they will be valid for all airmail purposes. They will be first placed on sale at the Philatelic Agency, Post Office Department, Washington, D. C., on February 15, 1937, but the Agency will not prepare covers for mailing on that date.



Anderson cachets on Feb. 15, 1937, Washington, D.C., FDCs for C21 (20¢) and C22 (50¢) issues. San Francisco was not a first day site for these stamps.

"This advance sale of the stamps is being made for the accommodation of collectors who desire to forward covers on the first trans-Pacific flight.

"The new airmail stamps are identical, with the exception of the denomination numerals and the color, the 20-cent stamp being printed in green and the 50-cent stamp in carmine. These stamps are of the same size as the 25-cent trans-Pacific airmail stamp and conform thereto as to design, except for the elimination of the inscription reading: 'November 1935'."

Separate figures were not provided, but the Post Office Department reported that a total of 40,000 C21 and C22 FDCs were cancelled and sales of stamps on the first day totaled \$54,003.60.



Oct. 7, 1936 San Francisco to Wake China Clipper pre-inaugural passenger flight cover autographed by the crew.

Regarding plans for the extended route to China, an article in the February 24, 1936 *Mekeel's*, "Trans-Pacific Air Mail to China", by D. H. Davenport, sheds some light on why that destination was not added to FAM 14 during this period. Discussing postponements of certain flights due to weather and mechanical problems, and the need to exercise special caution on "a hazardous service over 7,000 miles of water", Davenport then stated:

"...But the stage has been set, and regular service between the United States and the Orient soon will be established. The only problem to be solved is the reluctance of the Chinese government to lift its ban on foreign airlines in China. This country has turned down every request of foreign companies for permission to enter Chinese territory by air, its most recent refusal being when Japan sought permission to establish a Tokio [sic] to Shanghai airline.

"Post Office Department, State Department and Pan-American Airways officials have been endeavoring to find an arrangement that would be satisfactory to China. The probable outcome will be the acceptance of the offer of Portuguese authorities for use of the island of Macau, about 30 miles from Hongkong [sic], as a flight terminal, from where Chinese planes or ships would carry the mail and passengers to the mainland.

"While no definite information is available, postal officials—who prefer not to be quoted—are of the opinion that the first air mail flight across the entire Pacific will be made within sixty days."

Given past foreign encroachments in China, it was understandable that the Chinese government was reluctant to open its door even a slight crack for a foreign airmail route. Likewise, given events that followed, it is understandable that postal officials did not want to be quoted on the timing, for the first flight that was to take place within sixty days from Feb. 24, 1936, actually took place just under 60 days and one year later, on April 21, 1937.

The announcement was carried in the March 15, 1937 *Mekeel's*, again in an article by Davenport, this one entitled "Extensions of Trans-Pacific Air Mail Service".

"The long-awaited announcement of the continuation of trans-Pacific air mail service to Macao and Hong Kong was made last Monday. Service over the new routes will be inaugurated April 21 with the first eastbound flight scheduled to leave Hong Kong April 29....



*Pan Am clipper first flight San Francisco to Hong Kong handstamped with dual United Airlines and Pan Am flight cachets. Postmarked San Francisco, Apr. 21, 1937, backstamped Victoria, Hong Kong, Apr. 28, 1937.*

“Philatelic treatment will be given covers carried by the first flight each way on the extended part of the route to and from Macao and Hong Kong.

There will be 17 point-to-point flights, Macao having been eliminated as an eastbound stop. No provision is made for carrying any cover both ways westbound and eastbound.

Cachets will be applied on covers dispatched from San Francisco, Honolulu, Guam, and Manila and backstamps will be applied at Macao and Hong Kong.

In view of the fact that the postal administrations of Hong Kong and Macao will not accept consignments of covers with remittances for postage stamps and have stamps affixed to covers, the Pan-American Airways Company has offered to accept at its offices at San Francisco consignments of covers to be serviced from these points. Their charges for transporting covers from the United States to Macao and Hong Kong, affixing proper postage stamps and posting are very reasonable, being approximately 20¢ per cover. Below is a summary of covers and postage rates, per one-half ounce:

San Francisco to Macao	.70
San Francisco to Hong Kong	.70
Honolulu to Macao	.50
Honolulu to Hong Kong	.50
Guam to Macao	.30
Guam to Hong Kong	.30
Manila to Macao	.26
Manila to Hong Kong	.26
Macao to Hong Kong	.11
Macao to Manila	.16
Macao to Guam	.31
Macao to Honolulu	.61
Macao to San Francisco	.93
Hong Kong to Manila	.11
Hong Kong to Guam	.25
Hong Kong to Honolulu	.55
Hong Kong to San Francisco	.85

The Macao authorities will apply cachets on covers, but the Hong Kong office will not. However, a receiving cachet will be placed on covers from Hong Kong when received at Guam, Honolulu and San Francisco.

On August 21, 1937, in the “Airmails” feature column of *STAMPS Magazine*, Henri E. Ragot reported, as follows:

“...Believing that those who received covers from both the 1935 and the 1937 [first] flights will be interested in the comparative data, I am including in the table below, figures for both dates....at the time of the 1937 flight, many business houses, as well as individuals, were regularly using the Trans-Pacific mail service, so that the covers sent in 1937 cannot all be considered philatelic mail.

First Flight Covers

<u>WESTBOUND</u>	<u>1935</u>	<u>1937</u>
U.S. to Hawaii	46,750	9,998
U.S. to Guam	20,350	2,496
*U.S. to Manila	42,900	3,571
U.S. to Hong Kong		31,377
U.S. to Macao		12,488
Hawaii to Guam	6,430	1,716
Hawaii to Manila	6,968	1,927
Hawaii to Hong Kong		8,049
Hawaii to Macao		5,853
Guam to Manila	5,700	1,667
Guam to Hong Kong		7,645
<u>WESTBOUND</u>	<u>1935</u>	<u>1937</u>
Guam to Macao		7,023
Manila to Hong Kong		11,468
Manila to Macao		8,262
Macao to Hong Kong		7,189
* Including 2,573 round trip covers.		
<u>EASTBOUND</u>	<u>1935</u>	<u>1937</u>
Macao to Manila		6,933
Macao to Guam		6,232
Macao to Hawaii		5,785
Macao to U.S.		21,293
Hong Kong to Guam		5,748
Hong Kong to Hawaii		5,810
Hong Kong to U.S.		20,287
Hong Kong to Manila		10,334
Manila to Guam	4,808	1,512
Manila to Hawaii	4,273	1,538
*Manila to U.S.	22,862	6,053
Guam to Hawaii	3,543	1,495
Guam to U.S.	6,476	1,723
Hawaii to U.S.	48,661	24,516

\* Excluding 2,573 round trip covers.

Separately from the table, Ragot also noted additional small quantities, such as 296 covers sent from Canada to Hong Kong and Macao in the first 1937 flight, as well as “four covers from Canton...that bear a first flight cachet.” These, however, passed through Hong Kong, and do not represent Canton as a leg on the China Clipper flights.

“Canton” does come up as a leg in references to China Clipper flights during this era, but not as the city in China, but as “Canton Isl.,” a leg on the China Clipper FAM 19 South Pacific route from Los Angeles and San Francisco to New Caledonia and New Zealand.

As noted in an August 16, 1941 article in *Stamps* (“F.A.M.s of the Past Year”, by Richard L. Singley, “...Scarcely had the year begun when a giant clipper of the Pan American Airways roared out of San Francisco to inaugurate the first air mail route to New Zealand. This route was in prospect since 1937 via Pago Pago, Samoa, but for various reasons was postponed until July 12, 1940.

Noumea, New Caledonia, was made a stop in place of Pago Pago and Los Angeles was added at the last minute....





Crosby dual cachet on Clipper flight cover from Honolulu to Guam with Apr. 23, 1937 departure cancel, Apr. 26, 1937 receiver in Guam, also with Jun 4, 1937 receiver in San Francisco.



Apr. 28, 1937, first flight from Macao to Philippines and returned to China. Cover bears the Macao airmail set 2a-15a, Scott C1-C6, plus extra singles of 6a and 30a, postmarked Macao, Apr. 28, 1937 printed map envelope for the flight. Handstamped on front with received cachet from Manila (upper right). Backstamped Manila Post Office, Apr. 29, 1937, Canton, May, 11, 1937 and Macao, May 12, 1937.



CNAC [China National]/Pan Am First Flight, China to Hong Kong to Hawaii, with China 50c and 60c airmail singles postmarked Shanghai, Apr. 26, 1937. Handstamped with CNAC circular and Pan American Hong Kong to Honolulu flight cachets, backstamped Honolulu, May 2, 1937.



Pan-Am Clipper first flight from Philippines to Hong Kong, with flight cachet, Manila Apr. 28, 1937 cancels and Victoria, Hong Kong April 28 backstamp.



Pan Am Clipper first flight, Hong Kong to U.S., with Hong Kong stamps tied by Apr. 28, 1937 cancels, flight cachet and May 4, 1937, San Francisco receiver.





Macau 1st airmail set complete, 2a-15a, Sc C1-C6, plus 2 pataca on Pan Am first flight from Macau to San Francisco, Apr. 28, 1937 and Manila receiver cachet, also with San Francisco May 4 receiver on back.



An October 18, 1937 First Day Cover for the Hawaii Territory stamp, Sc. 799, also with C21 Clipper stamp; carried on the Clipper from Honolulu to San Francisco.

Here's the explanation, from the December 11, 1937 edition of STAMPS.

### Clipper Service

As others, no doubt, have received covers from Hawaii, with 20 cents postage affixed, to be carried by the Clipper and no indicia of such service, the following letter has been submitted by Mr. Miller for publication in STAMPS:

"November 9, 1937.

"Mr. Michael Miller, Baltimore, Maryland:

"My Dear Sir:

"Your letter of October 28 to the Second Assistant Postmaster General, Division of Air Mail Service, making inquiry concerning the two accompanying first-day covers of the Hawaii commemorative stamp, each bearing 20 cents in postage for complete air mail service, has been referred to this Office.

"These covers were unquestionably carried by the Clipper Ship, but unfortunately the departure of the plane from Honolulu was delayed by adverse weather conditions from October 18 to October 25. No provision is made for the back-stamping of air mail letters, including those carried on the Trans-Pacific service. Because of complications, it was deemed impracticable to make an exception with respect to the backstamping of the Honolulu first-day covers.

"In this connection, you are advised that, in order to distinguish air mail covers transported by Clipper Ship from those bearing 6-cent stamps and receiving air mail service after reaching the mainland, the latter were rubber-stamped to read: 'Via Air Mail from San Francisco.' The fact that your submitted covers which are returned herewith, do not bear this inscription can be accepted as prima facie evidence that they were transported by Clipper Ship from Honolulu to San Francisco.

"Very truly yours,

"Roy M North

"Acting Third Assistant Postmaster General."



An April, 1941, censored cover from Cairo, Egypt to New York flown via the Clipper from New Zealand

and arrival times that they would get to their destinations faster than by waiting a week for the alternate flight.

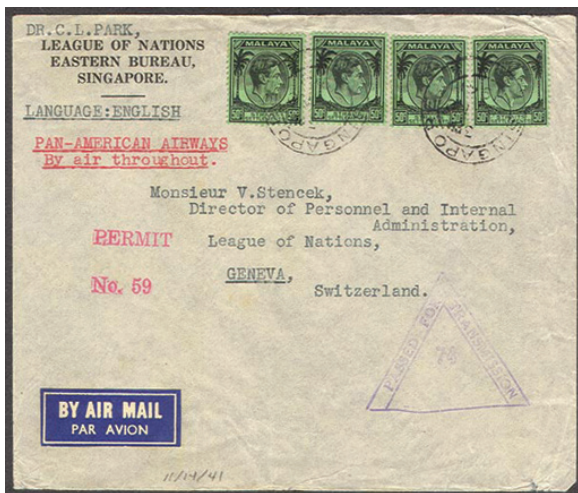
The postage rates for the Singapore extension were the same as those for the Hong Kong extension.

Finally, although it is not relevant to this report on the extensions of F.A.M. 14, I should note that U.S. First Day Cover collectors will find an unusual variety of the October 18, 1937 FDC for the Hawaii stamp, Scott 799. It is a cover with a China Clipper stamp, but no indication of why the stamp is affixed.



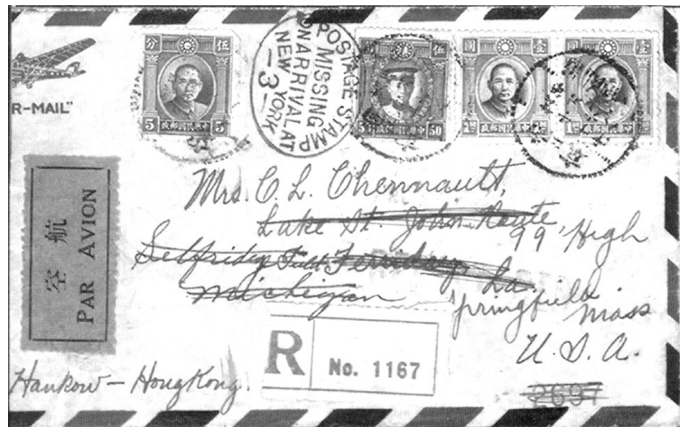
A cover from Malaya to Canada, carried May 5, 1941, on the first Clipper flight from Singapore;





A cover from the League of Nations office in Singapore to their office in Switzerland, carried Nov. 14, 1941, on the last Clipper flight from Singapore as war had broken out in the Pacific.

Most noteworthy, and not mentioned in the auction lot description from which this photo was taken, is the fact that the cover was addressed to “Mrs. C. L. Chennault”—raising the possibility that it was written by Claire Chennault, who served as Chiang Kai-shek’s air advisor in China, and organized the Flying Tigers during World War II. It was addressed to Louisiana, then forwarded to Michigan and Springfield,



This cover was flown on the October 20, 1937 China Clipper flight cover, bearing three different denominations of China stamps, plus an oval “Postage Stamp Missing on Arrival at New York” handstamp where the second stamp from the left had been.



Another “last flight cover,” from Great Britain to Australia, carried Nov. 14, 1944 on the Clipper from San Francisco to New Zealand.

Mass.



1937 Van Dusen Around the World, Brazil–Malaya–Netherlands–New York cover, starting from Apr. 19, 1937 cover. Duplex cancel ties U.S. C21-C22 to oversized legal cacheted FAM14 envelope first flight San Francisco to Hong Kong; also with Malaya 25c and 40c applied at Penang; forwarded by KLM to Netherlands with 12-1/2c, 15c, 75c, 1G applied at Amsterdam; put on Air France to Brazil with 100r, 1000r and 10,000r applied there; then carried by Panair back to the U.S.