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CONGRATULATIONS

**TO THE
PHILIPPINE
BUREAU OF POSTS
ON ITS**

73rd Anniversary

1902 - 1975

**" NATIONAL UNITY
THROUGH AN EFFICIENT
POSTAL SERVICE "**

PHILIPPINE PHILATELIC
NEWSLETTER

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PHILIPPINE BUREAU OF POSTS
CELEBRATES 73rd
ANNIVERSARY

As 1974 ushers in the 73rd Anniversary of the Bureau of Posts, and one looks back to its achievements and compare it to the other Postal Services in the world, Filipinos in general, can thank the Bureau of Posts for what it is today .

Postal Services everywhere have their own problems, whether it be minor or major ones. In some countries in Europe, postal workers are on constant strikes, which sometimes last for months; some countries have backlog of mails of several years back and catching up with the deliveries is impossible that postal authorities have decided to just recycle these old mails into other usable form such as papers. The United States of America alone has their own problems, what with postal workers always threatening to strike or going on strikes to get higher wages, better working conditions, more fringe benefits, etc., thus resulting on higher postal rates in which the public at large is affected.

In the Philippines, although we do have some problems just like any other country, our own postal service does not become as worst as it is somewhere else. On the whole, it is satisfactory, and keeps on improving especially with the advent of the New Society, with no less than President Marcos himself leading the nation to a better place to live in.

Since its founding on Sept. 15, 1902, the Philippine Bureau of Posts has come a long way. As the main function of the Bureau is "to deliver mails at the fastest and most efficient way," it's center of improvements has always been on this aspect first before anything else. Thus, constant improvements have always been geared to focus on this, as the Bureau's budget would allow.

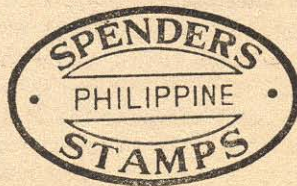
New innovations and plans are always developed and implemented to improve the Postal Service. Modern equipment and working methods are being adopted. As early as 1965, the Bureau of Posts has embarked on a program of postal mechanization, thus, on April 21, 1965, it acquired the Transorma Letter Sorting Machine, the first in the Far East. That same year, it has also initiated the installation of conveyor belts in the working areas of the Manila Central Post Office.

The recent acquisition by the Bureau of Posts of the Toshiba Automatic letter sorting machine from Japan, further added to this mechanization program. Capable of sorting 22,000 letters per hour by reading postal code numbers, the machine gave birth to the use of an entirely New Postal Code System, which took effect on July 1, 1974.

In line with the Bureau's expansion program, new post offices and postal stations are being opened, to name a few which were opened for the last year are: The Bataan Export Processing Zone Post Office, the Greater Manila Terminal Food Market (GMTFM) Post Office, and the Tugatog Postal Station in Malabon.

In an effort to bring the postal service within the reach of everyone especially to rural area residents, who are beyond the free mail delivery points as spelled out in the existing postal regulations of 15 kms. normally, the Bureau has established various barrio self help Postal Centers at Postal Regions II and V, as initial start

COMPLIMENTS OF:



P. O. BOX 1936
MANILA, PHILIPPINES

of the project. Region II alone accounts for 89 Rural Postal Centers.

Meanwhile, under the on-going reorganization of the Bureau effective January 2, 1975, along the lines established by the Commission on Re-organization, the problems of bureaucratic and unwieldy structure have been reshaped into manageable regional offices—12 of them all over the country with full autonomy.

A simplified mail traffic route under the new structure has been effected to make the delivery of mails more direct and more prompt through the establishment of 15 Distributing Centers as the network of the country's mail operation.

Each region through its distribution center receives and dispatches mail from and to Post Offices within the area. The Distribution Center in turn exchanges mail dispatches. Thus, mail bags from one Distribution Center are no longer opened and reworked in a transit office but delivered intact to the Distribution Center concerned which takes care of the opening, sorting, and distribution of the mail coming from other regions intended for the Post Office under its region.

At the Manila International Airport, a P15 million airmail building, established last year, paved the way for centralized airmail service in the country. All airmail matters coming from the different Post Offices in the country with airmail points can now make direct dispatches or exchanges of mails with the Airmail Exchange Office instead of coursing them to Distribution Center "D" in Manila Central Post Office for processing and dispatch which results in unnecessary delay.

A major service established under the Airmail Exchange Office, better known as the Airmail Division, is the Metropolitan Airmail network servicing the Manila Metropolitan area. The principal feature of this network is to effect a continuous flow of airmail dispatches and collection of two

rounds a day between suburban post offices in Metropolitan Manila and the Airmail Exchange Office. One delivery and collection will be made in the morning and one in the afternoon. All suburban post offices are divided into four mail routes originating from the Exchange Office.

In a bid to speed up delivery of mails, particularly airmail services, the Bureau of Post opened more speed airmail points in various parts of the country. The latest points included the cities of General Santos, Surigao, Iligan and Tagbilaran. The same services between Legaspi City and Manila, and vice versa became effective on May 26, 1975.

The Mail Mobile Battalion is the Bureau's answer to complaints from the public about delays in the delivery of parcels and letters. Since early this year, the Bureau has been shipping more than 2,000 motorcycles to the 12 postal regions under the motorcycle developmental plan approved by the Department of Public Works, Transportation and Communications. The Bureau hopes to ship more motorcycles for the more than 6,000 letter carriers distributed in the 1,600 post offices in the country. In the Greater Manila Area alone, more than 600 motorcycles are being used to speed up mail delivery.

(Continued on next page)

CALLING ALL MEMBERS

IPPS is sponsoring the 1975 Philippine Airmail Exhibition this coming November. This non-competitive exhibition is open to all members. PARTICIPATE!! BE A PART OF THIS MOST IMPORTANT PHILATELIC EVENT OF THE YEAR!!

In addition to the motorcycles, the Bureau of Posts also acquired several medium van trucks through reparations, during the last two years. Good sturdy vehicles has long been needed by the Bureau for transporting the mails.

In order to let the people be aware of all these activities and improvements in the Postal Service, POSTAL CONSCIOUSNESS WEEK will be celebrated together with the observance of the 73rd Anniversary of the Bureau of Posts, from Sept. 9 to 15, 1975.

SEARCH FOR TEN OUTSTANDING POSTAL WORKERS LAUNCHED

The search for the 1975 10 outstanding postal workers was launched last July 11 at the Army & Navy Club, a project being sponsored by the Metropolitan Lions Club of Manila District 301-A.

Postmaster General Felizardo R. Tanabe, the guest speaker, lauded the civic group for constituting the award which was started in 1973.

According to Fernando S. Buenviaje, Chairman of the Lion's project, this year's search will be conducted on a nationwide scale, unlike last year's project. In cooperation with the project, the 12 postal regions of the Bureau of Posts will conduct, in their respective areas, the search for the region's 10 outstanding postal workers. Among these regional winners, semifinalists will be chosen by a screening committee of the Lions Club.

The 10 most outstanding postal personnel for the year will then be chosen by a Board of Judges composed of distinguished citizens coming from different sectors.

Awards will be given on Sept. 13, at the Luneta Grandstand, coinciding with

This year's theme is National Unity Through an Efficient Postal Service.

As in the past years, a photo-philatelic exhibit will be featured at the main lobby of the Bureau of Posts. News Releases will be desiminated through the different media particularly the print; streamers and Bulletin boards as well will be used on all major post offices in the country.

TO THE BUREAU OF POSTS, OUR
CONGRATULATIONS FOR BETTER
POSTAL SERVICES.

the 73rd Anniversary of the Bureau of Posts and with the Postal Consciousness Week, which will be celebrated from Sept. 9 to Sept. 15.

On Gen. Tanabe's speech, he made mention that "the country's postal service continues to be improved and although there are still short coming to be surmounted, some gains have already been achieved".

The Postmaster General also said that all efforts are being exerted to upgrade the postal service and no less than Pres. Marcos, he added, is behind these efforts, citing the President's approval of a plan to reorganize the postal bureau and provide for it's complete staffing.

He also pointed out that despite the limited facilities for transporting mail, the Postal Bureau continues to effect reforms to improve its service. Among these reforms are the stamping out of large scale pilferage of mail matters, weeding out of more than 300 undesirable postal employees, acquisition of needed office equipment, providing motorcycles for one-third of the mail carrier force to increase the frequency of mail delivery and the establishment of 21 speed air mail points in the country to assure delivery of air mail within 24 hours.

SPEED AIR MAIL SERVICE EXPANDED

In a bid to speed up delivery of mails, particularly airmail services, the Bureau of Posts opened more speed airmail points in various parts of the country.

The latest points include the cities of General Santos, Surigao, Iligan and Tagbilaran. The same service between Legaspi City and Manila and vice versa became effective on May 26, 1975.

Speed airmail service is being offered by the Bureau of Posts by special arrangement with the Philippine Air Lines (PAL) to dispatch mail towards its destination upon arrival in the airport from every available flight of PAL planes.

The following are other speed airmail points:

From Manila and vice versa:

Bacolod City, Baguio City, Cagayan de Oro City, Cebu City, Davao City, Iloilo City, Puerto Princesa City, Roxas City, Tacloban City, Zamboanga City; Kalibo, Aklan; Basco, Batanes; Aparri and Tuguegarao, Cagayan.

From provinces to Manila only:

Cotabato City, Dipolog City, Mactan Airport, Ozamis City.

In Manila and Suburbs, speed airmail maybe posted at the following: Central Post Office, Araneta Center Post Office, Quezon City Post Office, Makati Commercial Center Post Office, Domestic Airport Terminal, Pasay City.

Speed airmail rates are ₱3.00 for the first 100 grams or less and ₱1.50 for each additional 50 grams or fraction thereof. Weight limit shall be 5 kilos.

P.O. TO OPEN TRANSIT OFFICE AT TUTUBAN

The Bureau of Posts will soon set up a postal transit office at the Tutuban Terminal Station in Manila to insure the prompt collection and delivery of mails carried by the trains.

Col. Nicanor T. Jimenez, general manager of the Philippine National Railways, and acting Postmaster General Felizardo R. Tanabe have signed an agreement to realize this postal project.

As a lessor, the PNR will lease a portion of the Incoming Freight Shed on which the Bureau of Posts, as lessee, will construct the necessary quarters.

The Bureau, under the contract, will pay PNR a monthly rental of ₱368 payable in advance on or before the 5th of each month.

Among the conditions of the contract are:

1. The area to be leased shall not exceed 160 sq. m.
2. No living quarters shall be maintained in the leased premises but RPO personnel overtaken by curfew hours maybe allowed to pass the time at said Tutuban Mail Exchange.
3. That the plants of the proposed postal agency shall be subject to the prior approval of the PNR engineering department.

Pedro P. de la Paz, chief of planning division, said plans for the Tutuban Mail Exchange are being rushed up and construction will start immediately.

THOUSANDS OF COLLECTORS THE WORLD OVER
HAVE DECIDED TO COLLECT THE STAMPS OF
BEAUTIFUL PHILIPPINES!!

THE RAIL WAY POST OFFICE
OF THE PHILIPPINES
HOW IT OPERATES

By: Rosario Encarnacion, Chief
 Railway Mail Service Unit

The Railway Post Office operates within the mail car which the Bureau of Posts leased from the Philippine National Railways on a yearly contractual basis, and thus enables the Bureau of Posts to serve the way post offices along the Railway Lines. It only operates on the two (2) routes of the PNR — the Northern Line (Manila-San Fernando, La Union), and the Southern Line (Manila-Legaspi City). On each trip on the route are assigned three (3) RPO personnel who board the mail Car with their specific assigned duties, namely: the Clerk-in-charge, the Asst. Clerk-in-charge, and the Helper. Mails for the Northern Line, being carried by RPO Train 10 include those for the towns of Malolos, Paombong, Hagonoy, and Calumpit, all in the province of Bulacan, the provinces of Pampanga, Tarlac, Pangasinan, La Union, Abra, Ilocos Sur, Ilocos Norte, Benguet, Bontoc, and Baguio City; while those for the Southern Line, being carried by RPO Train 511, include mails for all Southern Tagalog provinces along the Railway Lines and those for the Bicol Region and the towns of Northern Samar Province and Masbate. But before they go out on the field, they have to report at the Central Post Office at Plaza Bonifacio to receive their mails for the respective offices of destination as heretofore mentioned.

At the Parcel Post section — Foreign Mail Division of the Central Post Office, every morning the outgoing RPO clerks receive RPO Mail Bags for Provincial distribution and delivery. Each of these bags, physically counted and re-checked accord-

ing to destination, is recorded on Waybill (BP Form No. 104), preparatory to their dispatches to way post offices. This procedure is routinary, whether for north or for south bound trips. These bags are usually loaded into the mail truck as checked and verified. A copy of the waybill or manifest of the outgoing bags received is signed by the three outgoing RPO Clerks. This waybill is then filed at the records center of Region IV for file and record purposes.

The RPO Supervisor then goes to the Registry Unit of Distribution Center "D" and the Clerk-in-Charge of the outgoing trip receives loose registered matter, which consists of the following:

1. Registered mail which consists of letters, packages and Collect on Delivery (COD) mails.
2. Listed Checks — coming from the Letter Check section, which are mails with the accompanying records of addresses and the corresponding number of checks being sent; hence, each envelope is postmarked "Listed Checks".
3. Unlisted Checks — coming from the Letter Check Section, which are mails containing checks, but do not have accompanying records, and these are postmarked "Unlisted Checks".
4. Bundles of special delivery letters and packages.

At the Registry Unit of DC "D", a mail clerk opens each bag of loose Registered Matter in the presence of RPO Supervisor and the Registry Unit Supervisor, counting and verifying on the accompanying Registry Bill the number of each items. Each mail is back-stamped as per Illustration No. 1, by the Dispatching Section, Registry Division, Manila Post Office.

It should be noted that these bags are sealed and locked by a Rotary Lock, the number of which is indicated on the accompanying Registry Bill on the label of

the sack and tag. Master Keys to the said locks are in the custody of the Supervisor of the Registry Unit of DC "D" and the receiving postmaster. A copy of the Registry Bill for such mail matter is provided for the RPO Clerk-in-Charge.

Direct Pouches or Sealed Sacks (S/S) containing ordinary registered letters, foreign and local checks, which are not opened but only verified as to whether the condition of the bags are good or bad, are brought to the mail truck accompanied by the Supervisor of the Registry Unit of DC "D". Each of these pouches is counter checked, counted and verified with the Registry Bill, a copy of which is given to the RPO Clerk-in-Charge. In case such bag is damaged or torn, the Registry Unit Supervisor will have to either change the bag or repair it right on the spot, before the outgoing RPO Clerks could accept them.

Marked Seal Press of the Registry Unit of DC "D" is used in sealing each bag, the mark of which identifies the particular sealer and the office of origin.

When everything had already been loaded to the Philippine mail truck after all the checking and verifications, the truck then finally goes to the Philippine National Railway Tutuban Station, where the RPO car is located.

Inside the mail car of the RPO, we have three personnel working: the Clerk-in-Charge, the Asst. Clerk-In-Charge and the Helper. Mail bags delivered by truck from Central Post Office and subsequently loaded into the mail coach of the PNR are sorted out according to post office of destination and piled according to groups and distribution scheme.

Registered mail, checks — foreign and local that are contained in exchange pouches along way offices are then opened and backstamped by the RPO (see illustration 3 & 4), sorted out and put on labeled mail bags and sealed again. All mail bags received from way offices and mails di-

rectly dropped at the RPO mail box, are also sorted out and backstamped by the RPO, and placed in corresponding mail bags and dispatched to offices of destination.

The Clerk-in-Charge then accomplishes Registry Bill (BP Form No. 1570) for each post office of destination, listing down the Registry Number, Office of Origin and destination, remarks, and the total number of pieces per item. The number of ordinary, special delivery, and the like are also recorded in the same Registry Bill.

Information on mail bags containing ordinary mails are also transferred from Way Bill form No. 104, listing down the origin, the destination, the total number of sacks and pouches, the date and hour of receipt for each bag.

Waybills are accomplished, in three copies — one to be signed by the mail messengers or contractors for file copy of the RPO, one for the mail messenger or contractor, the stub of which is to be signed by him and returned to the RPO; and one copy to be enclosed in the mail pouches for signature of the receiving office. The Receiving Officer fills out, signs, detaches, and returns the stub to the office of origin retaining the body of the bill as his record. Should pieces of mail and/or the mail bag be damaged or its contents found missing or lost, a full report therefore shall be forwarded with the waybill to the Postmaster General, and the stub receipt of which is noted, signed and promptly returned to the office of origin.

RPO Clerks usually enjoy a one-day off at the terminal office of destination in Legaspi and in San Fernando, La Union. They return to Manila the following day. On their way to Manila, they exchange mail dispatches along the way offices and collect the bags intended for Manila Distributing Center and those for way offices

and other postal regions and distributing centers. The turn over of mail bags are being classified whether they are:

1. Sealed Sacks
2. Ordinary Parcel Post
3. Air Mail Section — Manila International Airport (AMS-MIA)
4. Ordinary Sacks for Domestic Mail Section (DMS)

After receipt of the receiving clerks of the DSMDC "D" the duplicate copy of the master waybill of the RPO Clerks are signed, with the date and time of receipt also indicated on said waybills. This ends the routinary but strenuous work of the RPO.



**STAMP CANCELLER
IN THE REGISTRY
DISPATCHING UNIT-DCD**
ILLUSTRATION NO 1



**RAILWAY POST OFFICE
LEGASPI-MANILA TRAIN 512**



**RAILWAY POST OFFICE
MANILA-SAN FERNANDO, L.U.-TRAIN 10**



**RAILWAY POST OFFICE
MANILA-LEGASPI TRAIN 511**

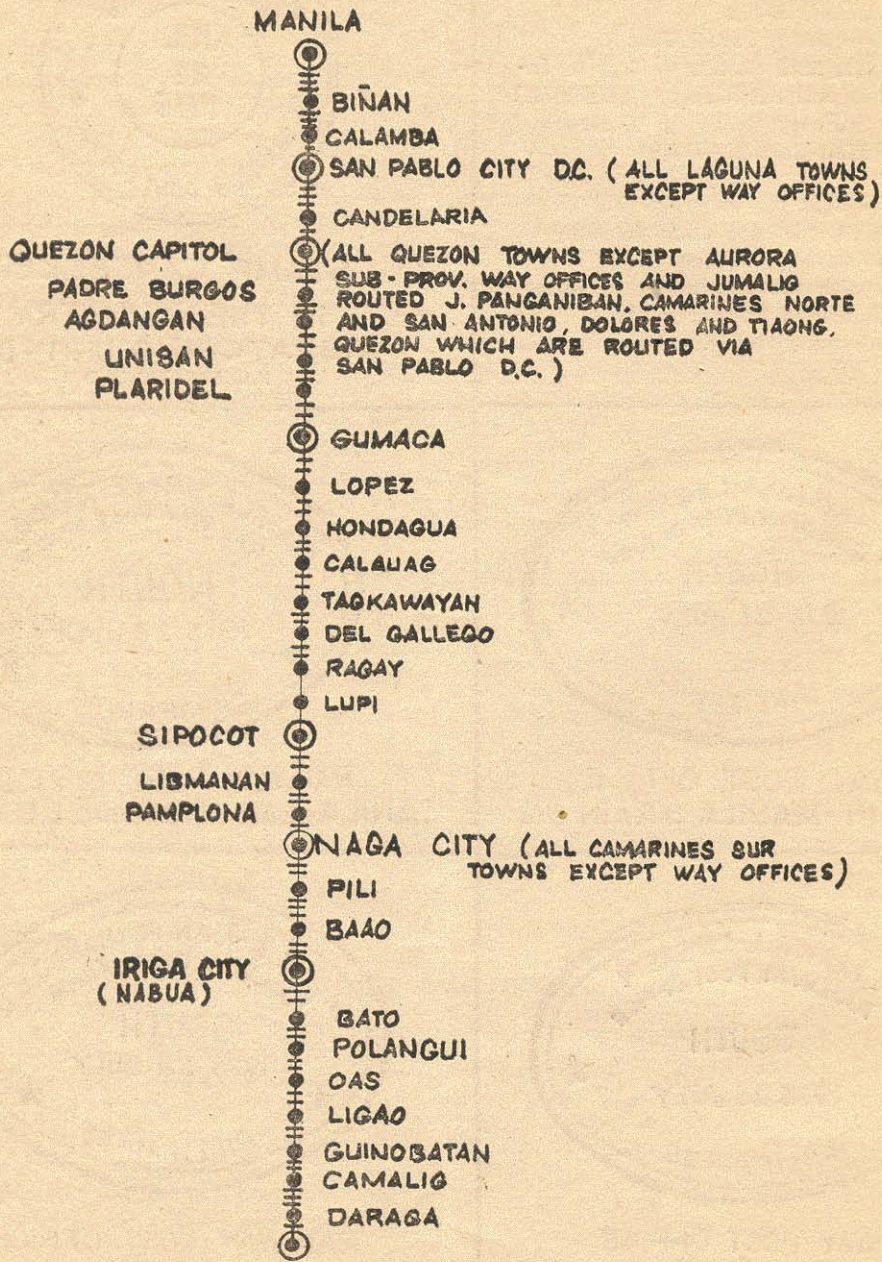
ILLUSTRATION NO. 2



**RAILWAY POST OFFICE
SAN FERNANDO, L.U.-MANILA TRAIN 9**

ILLUSTRATION NO. 3

RAILWAY POST OFFICE
MANILA - LEGASPI LINE (VICE VERSA)
RPO TR. 511-512 SOUTHERN LINE



LEGASPI CITY D.C.
 (SORSOGON, CATANDUANES, MASBATE,
 ALBAY TOWNS EXCEPT WAY OFFICES)

RAILWAY POST OFFICE
MANILA-SAN FERNANDO L.U. (VICE VERSA)
RPO T.R. 10-9 (NORTHERN LINES)

SAN FERNANDO L.U.
(ABRA, ILOCOS SUR, ILOCOS
NORTE) DIREST DISPATCHES

BAUANG
CABA
ARINGAY
AGOO
STO. TOMAS
DAMORTIS
SAN FABIAN
MANGALDAN

DAGUPAN CITY
(ALL PANGASINAN
TOWNS EXCEPT WAY
OFFICES)

CALASIAO
SAN CARLOS
MALASIQUI
BAYAMBANG
BAUTISTA
MONCADA
PANIQUI
GERONA

TARLAC
(ALL TARLAC
TOWNS EXCEPT
WAY OFFICES)

SAN MIGUEL
CAPAS
BAMBAN
MABALACAT
ANGELES CITY

SAN FERNANDO PAMP.
(ALL PAMPANGA TOWNS
EXCEPT WAY OFFICES)

APALIT
CALUMPIT
MALOLOS

MANILA

FUNCTIONS OF THE RAILWAY MAIL SERVICE UNIT

By: Rosario Encarnacion
Chief, Railway Mail Service Unit
DSMDC "D" Reg. 4

1. Responsible for the delivery and collection of all mail dispatches from all the way offices traversed by the Philippine National Railways RPO Trains 511-512 (Manila-Legaspi) and RPO Trains 10-9 (Manila-San Fernando, La Union) including those handled by the way Postal Agencies.
2. Supervises transportation of mails by trains and operation of all Railway Post Offices
3. Makes proper representations with railway officials on matters affecting mail transportation by trains.
4. Acts on payment of claims for the carriage of mails by trains in accordance with the contract terms.
5. Conducts further studies to improve railway mail service.
6. To be responsible for the distribution and collection of mails from the Provinces of Nueva Ecija, Nueva Vizcaya, Isabela, Cagayan and their Dist., which are to be delivered and collected by means of PANTRANCO buses duly assigned by the Pantranco Management as per contract with the Bureau of Posts for the purpose. (New schedule took effect March 10, 1975).
7. Responsible for the delivery and collection of mails from the Provinces of Cavite, Bulacan, and Rizal, which are delivered and collected by means of Bureau of Posts trucks duly assigned for the purpose.
8. Takes charge of the distribution and collection of mails to and from Post Offices located within the Island of Luzon, where transportation of mails may be disrupted due to strike of mail contractors or transportation companies, termination of contract, derailment of trains or for other causes.
9. Coordinates with the Motor Transport Division regarding the proper assignment of vehicles to the Railway Mail Service Unit for its regular use or for emergency use when disruption of mail services occurs.

GENERAL FUNCTIONS OF ALL RAILWAY POST OFFICE PERSONNEL

1. Responsible for the receipt and dispatch to/from all way offices traversed by the PNR RPO Trains 511-512 (Manila-Legaspi) and RPO Trains 10-9 (Manila-San Fernando, L.U.), of all mail dispatches from the Central Post Office.
2. Responsible for the receipt and dispatch of all mail dispatches from the Regional Distributing Centers along the way covered by RPO Trains 511-512, and RPO Trains 10-9.
3. Responsible for the receipt, opening, sorting, routing, recording of all mail matters found inside the mail pouches received from the mail messengers of the way offices along the lines traversed by the RPO Trains and the dispatch of pouches for the way offices along the same lines.
4. The Transfer Clerks are responsible for the receipt and dispatch of mails from the Provinces of Cavite, Bulacan, and Rizal.

FIRST TRANSPACIFIC FLIGHT 40 YEARS AGO SAN FRANCISCO-MANILA

THEN AND NOW: A LOOK BACK TO 1935

It's been 40 years ago- a moment in history-since the China Clipper bridged the Pacific, beginning a new era in international history.

But, what a different world it is today from the world of November 22, 1935 when the China Clipper, a Pan American Airways flying boat, made the first commercial crossing of a major ocean.

In the intervening 40 years, man's technology has far outdistanced all forecasts. For those who like to emerge themselves in nostalgia, the newspapers of the period are a rich heritage of memories. It was a time of innocence. No threat of nuclear holocaust hung over nervous chancellories in Europe, Asia and America. A scientist named Robert H. Goddard was carrying on experiments with little rockets on the New Mexico desert- space flight was the sheepest fantasy.

Over-ocean flights in the atmosphere with air-breathing engines were still an engaging novelty, the public's interest fired by Charles A. Lindberg's flight from New York to Paris only a bit more than eight years before.

On that November 22, 1935, an 18-year old youngster, John F. Kennedy, who would become the 35th President of the United States, was a freshman in college, and on the same date, November 22, 28 years later would fall under an assassin's bullet in Dalas, Texas.

True, war there was in that mid-decade. Benito Mussolini was ravaging the kingdom of Ethiopia, but a second world war was unthinkable. It would be another ten years, at the close of that second world war, before the Italian dictator would swing lifeless by his heels in the piazza at Milan as a tribute from vengeful countrymen.

On that November 22, the United States was fighting its way out of the Great Depression. Adolf Hitler was making friendly noises toward France, and the world wanted to believe in his promises. It had a rage for peace and prosperity. Lincoln Ellsworth, the explorer has just flown a third of the way across Antarctica to the Ross Sea. It was the golden age of the movies. Charles Laughton, Clark Gable and Franchot Tone were drawing crowds to "Mutiny on the Bounty", and James Cagney to "Frisco Kid".

Thomas E. Dewey, who twice would run for the presidency, was a public prosecutor pondering ways to stamp out racketeering in the depression-born program of the Works Progress Administration. President Franklin D. Roosevelt was vacationing in the "Little White House" in Warm Springs, Ga. Two aeronauts named Stevens and Anderson had just set a new world height record- in a balloon- of 72,395 feet.

On that November 22, the China Clipper swung at anchor at Alameda, California, groomed to take a fresh hitch in the world's belt. The China Clipper too, was news.

The flight had been put in the planning stage almost five years before. Juan A. Trippe, Pan Am's president- had pioneered passenger flights across the Carribean and on to the north coast of South America. Now, he planned to span the oceans. He, Andre Priester, the airline's Chief Engineer, and Charles Lindberg, the airline's technical advisor, in 1932 laid down the specifications for an aircraft that would do the job. One of the contractors, Glenn L. Martin of Baltimore, remarked tartly that Trippe wanted a "flying miracle".

Nonetheless, Martin undertook the task of building such a mammoth flying machine, and not only he but another contractor, Igor Sikorsky, as well. Sikorsky produced his flying boat in 1934.

(Continued on next page)

It was this craft, known as the S-42, that ran the transpacific proving flights in the early spring, summer and early fall of the year 1935. While the S-42 was big, it wasn't big enough.

Martin provided the answer. His hulled machine had enough range for island-hopping and the millions of square miles of blue Pacific water, carrying enough passengers and cargo to make the run profitable, with a margin of safety for unfavorable winds. Martin's M-130, as it was known, was a world's first. Almost immediately it set 21 new world records for distance, carrying capacity and speed. Officials of the Roosevelt administration and members of Congress, taken aloft on a familiarization flight, marveled at the airplane's accommodations (hot and cold running water, among other things), stability and speed.

Martin's first plane for Pan Am, named the China Clipper, was fast indeed, for its day. It could cruise at speeds up to 130 miles an hour.

Many other things had had to precede this first Pacific flight. An airplane crew had to know where it was going, and so Pan Am had designed and built its own radio direction-finding equipment. It was a red-letter day a few months before when a company airplane, so equipped and flying up the Amazon, had succeeded in "Homing" on a station in Miami, 2,000 miles away. A communications network had to be established, and that became a radio telegraph system. Crews had to be trained in navigational back-up techniques, such as establishing wind directions and velocities by dropping flares to the ocean surface and grid-sighting on them from a window in the floor of the airplane to determine wind drift, and checking position by celestial octant. The company had to inaugurate its own weather service.

Bases had to be built, and supplies, including airplane fuel, stored. In the spring of 1935, Pan Am had chartered a vessel to do just that. Named the North Haven, it roamed the Pacific, rigging direction-finding and communications radio towers, building homes for permanent personnel

and, at Midway Island- seven years later to become the theater for the first, great U.S.-Japanese naval battle in World War II coping with the Gooney birds. The Gooney, one of nature's clown, tried man's patience. Each chick had to be removed by hand from the path of a bulldozer and, after it had passed, carefully replaced in exactly the same spot. A mother Gooney refused to feed a chick that she couldn't find where she had left it.

And so, the great day of November 22, a Friday, dawned. Flying was a glamour business. In the public mind, pilots touched fingertips with the stars of Broadway and Hollywood. The San Francisco Call-Bulletin admonished its readers: "Every factory whistle should blow, guns at the Presidio should be fired in salute, flags should wave, and every hand should be raised in confident salute to the departing Clipper".

The Oakland Post-Enquirer ran a double-column injunction: "SAVE THIS NEWSPAPER. IT RECORDS REALLY IMPORTANT HISTORY BEING MADE HERE TODAY!" The San Francisco Chronicle cartooned a Clipper over a 16th century Spanish galleon: "To Manila six days, to Manila six months".

The Los Angeles Times published a cartoon of the Clipper in flight and a symbolic bridge spanning the Pacific Gov. Frank L. Marriam of California proclaimed the day "China Clipper Day".

The New York Times captioned a picture of the take off: "The Lindberg dream . . . comes true!" The Honolulu Advertiser the next day editorialized on Pan Am's "glorious achievement". Six days later, Manila's Philippine Herald put out an extra. The city's tribune ran pages of rotogravure pictures. The Manila Bulletin reported that 100,000 persons lined the bay front for the arrival.

But after all the meticulous preparations over a period of years for flying an ocean on schedule, for the crew of the Clipper- if the truth were known- the flight itself was an anti-climax. The airplane simply freed itself from the sparking chop of the bay, took wing, and flew on to Manila. Second Officer George King, wireless-

ing a story en route, did indulge himself: "As the sun goes down, casting a flaming mantle on clouds beneath, 'scattered strips of cumulus high above the circular world sink into impenetrable blackness . . . The radium-painted dials on the 197 flight and engine instruments glow eerily . . . Through the porthole, the blue flames off the outboard engines' exhaust flash out into pitch blackness."

Edwin C. Musick, Pan Am's senior pilot and the occupant of the left front- the captain's seat on the bridge on this historic occasion, was a salty, no-nonsense man who knew that the airline had to fly its airplanes back and forth long after the cheering had died away. His insistence on a smart appearance was second only to his demand for efficiency. What everybody on that flight recalled was not the sun emerging from the sea a-drip with the freshness of a new day. It was Capt. Musick's dictate, an hour short of Honolulu, that the crew members shed the comfortable slacks and open-neck shirts that they had donned after the take-off, shave, and climb into their pressed and spotless uniforms for touchdown.

Brief History . . .

Postal Service at first was limited within the limits of Greater Manila. Later, post offices were reopened wherever feasible and whenever the Japanese Administration believed it would suit their needs and of the public. Mails during those times were censored and except for philatelic purposes, people were not so keen on letter writing.

On October 20, 1944, General Douglas MacArthur fulfilled his promise by returning to the Phils. through Leyte. Through an official communication issued by the Department of National Defense and Communications to the Acting Post Office Inspector of Tacloban, Leyte, the first post office was reopened on Nov. 8, 1944. And,

(Continued on page 19)

PRICE OF REPLY COUPONS HIKED

The selling price of international reply coupon has been increased from P1.45 to P2.80 effective Jan. 1, 1975.

Postmaster General Felizardo R. Tana-be said that the increase is in accordance with Article 25, Section 2 of the 1974 UPU Convention held in Lausanne, Switzerland, which provides that the value of the reply coupon shall be one gold franc and the selling price fixed by the Administration concerned may not be less than this value.

The equivalent of one gold franc is P2.70. The selling price of P2.80 is arrived at by adding the costs of printing, handling, and transportation to the value of the reply coupons which is one gold franc. As communicated by the International Bureau of Universal Postal Union (UPU), the cost of printing is 1.46 swiss centimes or P0.03. The cost of transportation is P0.035 and the remaining P0.035 will cover the cost of handling.

"Each nation has its own stamps bringing tidings of its people, of its heroes, triumphs, of its aspirations and customs to the remote end of the world."

—Francis Cardinal Spellman

BRIEF HISTORY OF THE POSTAL SERVICE IN THE PHILIPPINES

During the early Spanish regime, exchange of letters and communications were limited to government officials, or high ranking individuals. Mail matters were carried by "badageros" (counterpart of our present post-man) free of charge. Each day, two badageros were assigned to carry mails to the adjacent town and this town was to provide another pair of badageros if the mails were meant for another town. A letter then changed hands depending upon the number of towns between the places of mailing and the destination. The recipient was required to sign a booklet to show receipt. Sometimes, important papers such as appointments from the "Captain General" (Governor General) were receipted with signatures of the appointees and persons present as witnesses.

No known envelopes were used during those early times as letters, communications, and documents were just folded up.

By a Royal Decree of January 12, 1853 promulgated by the Captain-General on Dec. 7, 1853, the first postal rates and prepaid postage of mail matters within the Philippines was established, and led to the issuance of the very first postage stamps of the Philippines.

During this time a General Post Office in Escolta, Manila handled and forwarded all mails arriving in Manila taking charge of delivering them within the city and the nearby cities. However, a Bureau of Posts also existed in Anloague St., Manila, where stamps were made or received, stored until furnished on requisition, where surcharging was done, where stamps were sent for destruction when recalled from use, and where all stamp accounts were audited. It is also believed that all stamps of all governmental departments were handled at the "Hacienda Publica" as it was called, but that the administrative offices for postal affairs of the Philippines

were handled at the Ayuntamiento (Government House) in the walled city of Manila proper.

In 1898-99, Emilio Aguinaldo formed a Revolutionary Government which issued postage and revenue stamps. Although attempts were made to issue them in Malolos, Bulacan, due to inadequate facilities, the stamps were finally printed and issued in Manila.

When the Americans came, the first regular post office was opened at Cavite aboard a ship which was docked in the Bay. This was on July 30, 1898. This post office, and all other post offices that were opened for almost a year were merely branches of the San Francisco, California Post Office.

However, this was only until May 1, 1899; by this time, the entire postal service, except for the money order business, was separated from the San Francisco office - the money order business was not segregated from this office until the 1st of July, 1901.

A Bureau of Post Office under the Department of Commerce in the Civil government was legally established in Sept. 1901, but the postal entity, known as the Department of Posts retained its nomenclature until the following year when it was renamed Bureau of Posts.

The present Bureau of Posts was created on Sept. 15, 1902 by Act. No. 462 of the Philippine Commission. The designation of the agency head was correspondingly changed from Director General of Posts to Director of Posts. This title was subsequently changed to Postmaster General on July 1, 1958.

On January 2, 1942, Manila was captured by the Japanese forces, but it was not until Feb. 21, 1942 that an Executive Order was issued which laid down the basic principles to be followed in the reopening of the postal administration in the Phils. It was then that the Bureau of Posts was officially renamed "Bureau of Communications".

However, it was not until March 4, 1942 that the first postage stamps were issued.

(Continued on page 15)

MEMBERSHIP HAPPENINGS

as compiled by Fe A. Carandang

Starting with this issue, I'll be reporting on the IPPS Membership Happenings. New Applicants will be published now and then, and their acceptance in the Society also. Any change of address, additional collecting interests, etc. . . . will be published also in this column. I hope through this column we'll be able to know each other better, keep abreast of what's going on among our members. So members, I invite you all to write me on your latest happenings! Did you just receive an award lately? Are you going on a philatelic tour? Did you just discover a freak or an error in your collection? Did you just win in a philatelic exhibition? Etc... etc. . . etc. . . ?

NEW ADDRESS: Member William (Bill) Oliver reports on his new address, which is:
302 Bridge Place
West Sacramento, California 95691

OUR APOLOGIES: to member Robert Hetzel, for the wrong data published about him in our March-April 1975 issue. Herein is the correct data on Mr. Hetzel:

020 Robert Hetzel
1245 Jewett-Holmwood Rd.
Orchard Park, New York 14127
Birthday: April 22, 1927
Philippine Philatelic Interest: Republic, especially postal history and other specialist materials.
Others: Sarawak, Southern Rhodesia, Rhodesia-Nyasaland, Independent Rhodesia.
Member: Sarawak Specialist Society, Rhodesian Study Circle, War Cover Club, U.S. Ship Cancellation So., Univ. Phil. Cover So.

NEW APPLICANTS FOR MEMBERSHIP

John Thomas Slemons
1404 E. Paegelow
Scott, Illinois 62225
Birthday: December-18, 1942
Philippine Philatelic interest: Japanese Occupation
Others: Japanese Occupation of Brunei, Burma, Hong Kong, Malaya, No. Borneo, Sarawak, Dutch Indies; POW mail from SEA
Member: Royal Philatelic Society, APS, Malaya Study Group, Sarawak Specialist Society, ISJP, UPSS, War Cover Club, Dai Nippon Society, Int'l. Society of Indonesia Specialists.

EDGAR H. SARTE
P.O. Box 2469
Manila, Philippines
Birthday: June 29, 1942
Philippine Philatelic Interest: FDC's
Others: Topicals
Member: Apo Philatelic Society.

Designed to be a quick reference guide of sellers, this section affords buyers a list of sellers of various items. Your name, address and telephone number can be inserted under any appropriate heading you want at a minimal cost of P50.00 or US\$7.00 a year, or less than P10.00 or US\$1.50 per issue. One year is the minimum insertion accepted.

PHILIPPINE STAMPS & COINS

Rogelio de Jesus
Variety Store
2107 C.M. Recto Ave.
Manila, Philippines
Telephone: 27-17-36

PHILIPPINE STAMP PACKETS

Spenders Phil. Stamps
Suite 251-A, Second Floor
Manila Hilton Hotel
U.N. Avenue, Manila
Philippines
Telephone: 58-31-48

Brief History...

as more towns were liberated, post offices were also re-opened.

The stamps issued between November 8, 1944 to Jan. 3, 1945, were the stamps issued during the period of 1935-41, hand-stamped VICTORY in violet, with the use of rubber stamps. It was not until January 19, 1945 that the first Philippine overprinted VICTORY stamps were first issued in Tacloban, and later in Manila on April 16 and May 1, 1945. The stamps overprinted were those of the 1937-40 issues.

As the liberation of Manila caused destruction to the building of the Bureau of Posts and its records, steps were then taken by the U.S. Government to rebuild the Bureau of Posts into exactly how it used to look.

By July 4, 1946, the Americans finally gave us our freedom. With Manuel A. Roxas as President, a new nation was re-

Where to Buy

PHILIPPINE SHELLS

The World of Shells
134 Quad Theatre Arcade
Makati Commercial Center
Makati, Rizal, Phils.

PHILIPPINE HANDMADE BAGS

Ferad Handicrafts
1204-B Mabini cor. Arquiza
Ermita, Manila, Phils.

GENERAL MERCHANDISE

Ambassador General Merchandise
Ambassador Hotel Lobby
2021 A. Mabini St.
Manila, Phils.

PHILIPPINE HANDMADE CIGARS

Spenders Phil. Cigars
CCPO Box 1266 Makati, Rizal, Phils.

PHILIPPINE STAMPS, COINS & SHELLS

Nautilus Shellcraft & Hobby Center
140 Pancho Villa
San Juan, Rizal 707091

born, the Republic of the Philippines. A set of three stamps were issued in denominations of 2 ctvs., 6 ctvs., and 12 ctvs., commemorating the event.

Twenty-nine years later, the Bureau of Posts today stands as a symbol of all those years that has given us Filipinos the courage to withstand the test of time and war.

As a Philatelist will agree to, a study of the stamps issued by a country from the very beginning reflects the history of that country, so is true with the Philippine stamps. In fact, collecting Philippine stamps helps one learn more, appreciate more, and inculcate more sense of values to a student of Philippine history.

— By L. Stanfield

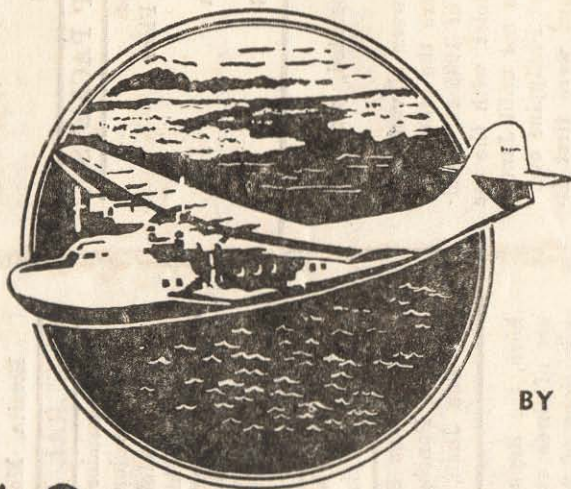
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NOV. 22 TO DEC. 9, 1975

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MANILA HILTON HOTEL

VIA FLYING BOAT
OF THE
BRITISH ROYAL AIR CORPS
JUNE 29, 1935



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