PO 'OLEKA O HAWAII

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"PO'OLEKA O HAWAII"

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July 1978

From: Lt. John T. Nugent, President
HAWAIIAN PHILATELIC SOCIETY

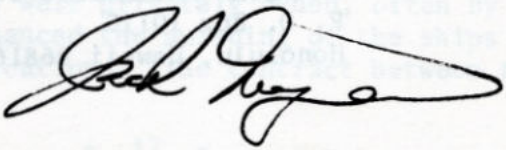
Members and Friends:

With this issue of "Po'Oleka", our Society journal has completed three successful years of presenting interesting and stimulating articles on all aspects of philately, with its special emphasis on philatelic Hawaii. Under the able editorship of Virginia Lewis, I am sure we can look forward to many more years of success for "Po'Oleka" and for the Hawaiian Philatelic Society. Keep those articles coming!

Over the past several years, the H.P.S. has enjoyed more than its share of successes, including "Po'Oleka", the Captain Cook stamps, and HAPEX-78, but many more goals have yet to be attained; a membership of over 300, the opening of The Hawaii Postal Museum, and further successful HAPEX exhibitions, to mention a few. Success in the past has been due primarily to the efforts of a number of members willing to donate their time and talents to Society projects. Continued successes will require additional time, talent and ideas. Don't wait to be asked -- offer!

My tour of duty in Hawaii and my association with the U.S. Navy will be "pau" shortly after you read this, so this will be my last message to you as President of H.P.S. As I depart the Islands to pursue a new career via the Law School of the University of Notre Dame, I wish to extend to all of you, whose efforts on behalf of stamp collecting in Hawaii have made my term in office so much easier, a most sincere -

Mahalo and Aloha,



CANADA'S FIRST POSTAGE STAMP

(Reprinted with the kind permission of
The National Postal Museum of Canada)

In the Journals of the Legislative Assembly of Canada for May 22, 1849 there appears the entry, "That postage stamps for prepayment be allowed and that Colonial stamps be engraved". Two years later, in April 1851, Canada issued its first postage stamp. Collectors around the world know this famous stamp as the Three Penny Beaver.

The new stamp was designed by a gifted young civil engineer, draughtsman and land surveyor named Sandford Fleming, later Sir Sandford Fleming, engineer-in-chief for the building of the Canadian Pacific Railway. Fleming departed from early stamp design tradition which customarily portrayed reigning sovereigns or coats-of-arms. Instead, he chose the beaver as the central motif. Thus the Three Penny Beaver is not only Canada's first stamp, it is one of the world's earliest examples of a pictorial stamp.

During most of Canada's history the fur trade has been a major force shaping the development of this country. Particularly prized were the pelts of the beaver, especially well suited to the 17th century felt-making process in France and to the making of the fine beaver hats so admired by fashionable 17th and 18th century dandies. Beaver pelts became a standard of currency in the New World.

Early in Canada's history the beaver also became a recognized emblem of this land. By the beginning of the 17th century its image began to appear on coats-of-arms, coins, medals and documents of all kinds.

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FIRST DAY OF ISSUE

Commemorating the
40th Anniversary of

1935 1975

THE FIRST TRANS-
PACIFIC AIRMAIL FLIGHT
OF PAN AM'S CHINA CLIPPER
FROM SAN FRANCISCO TO MANILA

UNANG ARAW NG LABAS

VIA AIR MAIL

NEW TRANSPACIFIC CLIPPER FLIGHT COVERS

By L. J. Crampon

Recently I received from the International Philippine Philatelic Society (Manila) three commemorative covers that should interest philatelists and others in Hawaii. These recall the early development of commercial aviation on the Pacific including service to Hawaii.

On November 22, 1975, the Philippines issued two multicolor stamps featuring a Boeing 707 and a Martin 130, both in Pan American colors. The stamps are in the 60s and p1.50 denominations. The issue date was selected since on that date in 1935 the first transpacific airmail flight of Pan Am departed San Francisco for Manila with service to Honolulu and Guam. Although neither the name of the plane above the Pan Am insignia on the nose or the registration number can be seen on the tail or underwing, the Martin 130 is definitely the China Clipper. The picture of the plane is taken from a much used Pan Am publicity shot of the China Clipper over San Francisco Bay. On the original, both the name - China Clipper - and the number - NC 14716 - can be read. Incidentally, the postage rate from San Francisco to Manila in 1936 was $0.75. It then took a letter six days to travel from San Francisco to Manila. No passengers were carried on this flight.

Using the same stamp, a second cover was released on October 21, 1976 to mark the 40th anniversary of the first Pan Am passenger flight across the Pacific. A Martin 130 was used on this flight, but it was the Hawaii Clipper (NC 14714) rather than the China Clipper. It is impossible to identify which of the Martins is featured in the cachet. The original 1936 flight departed San Francisco on the afternoon of

40th Anniversary

FIRST PAN AMERICAN PASSENGER FLIGHT ACROSS THE PACIFIC

HAWAII CLIPPER

SAN FRANCISCO - HONOLULU - MIDWAY - WAKE - GUAM - MANILA

OCTOBER 21-27, 1936-1976

S

50 TH. ANNIVERSARY

FOUNDING OF

PAN AMERICAN WORLD AIRWAYS

MARCH 14, 1927 — 1977

INCORPORATED UNDER THE LAWS

OF NEW YORK STATE

S

October 21 with seven passengers, arriving Pearl Harbor after a 20-hour flight. Berths were provided. On the following day, the Hawaii Clipper flew to Midway where Pan Am had constructed overnight accommodations and food service facilities for passengers. The next day the plan flew to Wake where similar facilities had been constructed. Finally, on the third day out of Honolulu, the plan arrived at Guam. The next day it made the Guam-Manila flight, arriving October 27. The return flight departed Manila October 31, and reached San Francisco on November 4. The fare, including all transfers except at San Francisco, berth between San Francisco and Honolulu, meals aloft, and hotel expenses for a one-night stop at Midway, Wake, and Guam, was $950 one-way from San Francisco to Manila. The San Francisco-Honolulu fare was only $360 one-way, or $720 round-trip.

The third in this set of covers commemorated the 50th anniversary of the founding of Pan Am. Pan American Airways System was founded on March 14, 1927 as a subsidiary of the Aviation Corporation of America. The president, Juan Trippe, was looking to the Caribbean and Latin America. Trippe had been successful in winning a contract with the U.S. Post Office for a foreign airmail route from Key West, Florida, to Havana, Cuba, a distance of 90 miles. To meet the provisions of this contract, Pan Am borrowed a Fair-Child FC-2 from West Indian Aerial Express to make the first Pan Am flight on October 19, 1927. Pan Am had no planes.

(Incidentally, a copy of the original October 19, 1927 first flight cover was sold at the August 8th auction of the Hawaiian Philatelic Society.)

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SWEDEN'S BACKWOODS MAILMEN CARRY ON

By Jan Sjoby

(Reprinted from the International Herald Tribune of March 28, 1978)

They have come a long way, Sweden's "rural mailmen" - in terms of geographical mileage and social status - since 1878, when the Royal General Post Office inaugurated its first regular rural mail routes into the Swedish backwoods.

To celebrate the centenary the GPO has issued a stamp series on the "then and now" theme, ranging from a kicksled-pushing messenger from great-grandfather's day to the latest of the latest, the "hydrocopter" used to carry mail and supplies to isolated islanders during the season when the ice neither bears nor breaks. In between is a bicycle-borne postman from the 1920s or 1930s. The designs are by noted artist Jan Magnusson.

The Swedish GPO opened in 1636, primarily as a royal messenger service to carry dispatches to and from Oxenstierna's War Office in Stockholm to Torstensson and Baner and the other commanders of Swedish troops, which at the time were zig-zagging over much of the present-day Germanys and Czechoslovakia. Side beneficiaries of the "Crown Post" were provincial governors, important merchants in major cities and the clergy, who read royal edicts and other pieces of relevant information from the pulpit every Sunday.

The vast majority of Swedes were small farmers, tenant crofters and charcoal burners, thinly scattered over what is now Western Europe's (geographically) fourth largest country and who had never heard of a letter. It wasn't really a great catastrophe: Most of them were illiterate anyhow.

Feeble attempts were made in the early 1800s to establish postal contact with the rustics. Pauperhouse inmates were sent woodward with a handful of letters and stern instructions to cover a circuit of perhaps 25 to 35 miles within so many hours or face eight days behind bars on bread and water. The system never worked properly, if at all, and neither did several subsequent attempts at rural mail-coach services on the Continental pattern. Swedish country roads were simply nowhere near Continental standards.

RAILROADS - The advent of the railroads in the 19th century made some difference to the backwooders. Post offices, or "post expeditions", were opened at major stations and some whistlestops, with the station inspector doubling as postmaster. Country squires and big farmers established their own postal service with the railroad station but the crofter still had to trudge many a weary mile to check if, by chance, there was a letter for him at the station.

The decision to establish regular rural mail routes, made on Christmas Eve 1877, made a great deal of difference to the majority of Swedes of the day. From New Year 1878, their letters, registered mail, postal money orders (cashed on the spot), their family weeklies and packages (not exceeding two pounds in weight) were delivered regularly at the doorsteps of the farthest cottages in the wildest of the woods. The mailmen were no longer paupers but sturdy farmers and craftsmen, working part-time and known for "literacy, sobriety, honesty and good morals".

The appointed route of the regular rural mailmen, sometimes covering 40 to 50 kilometers, wasn't always easy; there were the inclement Swedish winters -- one yellowed newspaper clipping in the GPO archives tells of a postman who had to make his way through five feet of powdery snow and it took him eight hours to cover his first 10 kilometers with the heavy mailbag on his back. Then there were the wolf packs and

the highwaymen who still roamed freely in the "Finn-woods" up by the Norwegian border.

In a 1940 interview with a Stockholm reporter, two old-timers, then aged 80 and 96, recalled some of their adventures from the early days. One reported how he was accosted by two bandits, who were well aware of the fact that the rural mailman carried both folding and rattling money in order to cash the postal checks he carried. "I was armed", he said, "but I didn't want to shoot and I picked up a couple of heavy rocks to keep them at a distance". Fortunately, a tall, squarely-built farmer came down the road, and the bandits slipped away.

The other remembered that the only time he was late on his appointed rounds was when he ran into a pack of hungry-looking wolves in the woods. "I turned and ran", he said, "and, luckily they didn't bother to pursue".

The mailbags were usually heavy, and one clip from the early years of this century tells of a farmer mailman who used his two cows to pull a mail cart when the bag was too heavy for a man's back.

In the early days, the rural mailman was more than just that: He brought news from the outside world, from the capital, from the railroad village and gossip from neighboring farms. He was usually invited in for a cup of coffee or, better yet, a slug of genuine home-distilled potato juice.

SWITCH TO BICYCLE - As road conditions improved in the early part of this century, the rural mailman switched to bicycle, later mo-ped. The last mo-ped-borne mailman stabled his Puch 125 in 1974 and since then 99 percent of Swedish rural mail is delivered by vans, which are, in effect, rolling post offices, serving some 620,000 rural households in addition to some 180,000 "occasional dwellings", meaning summer cottages and winter lodges.

Under a recent agreement between the GPO and the National Board of Health and Welfare, the rural mailman, in addition to offering the full range of postal services, serves as a social officer as well, keeping track of the state of health of the residents along his route, helping the infirm with things like clearing snow, chopping wood or fetching water. He delivers goods (previously ordered by letter or telephone from the nearest store (including the nearest government system liquor store) perhaps miles away. He performs "special duties", such as filling in income-tax returns and other government forms.

"In a single working day, Sweden's 2,700 rural mail carriers...cover a combined distance of some 200,000 kilometers", the GPO spokesman said. "That equals five times around the earth at the Equator."

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SOME OBSERVATIONS ON A "STAMPLESS" COVER

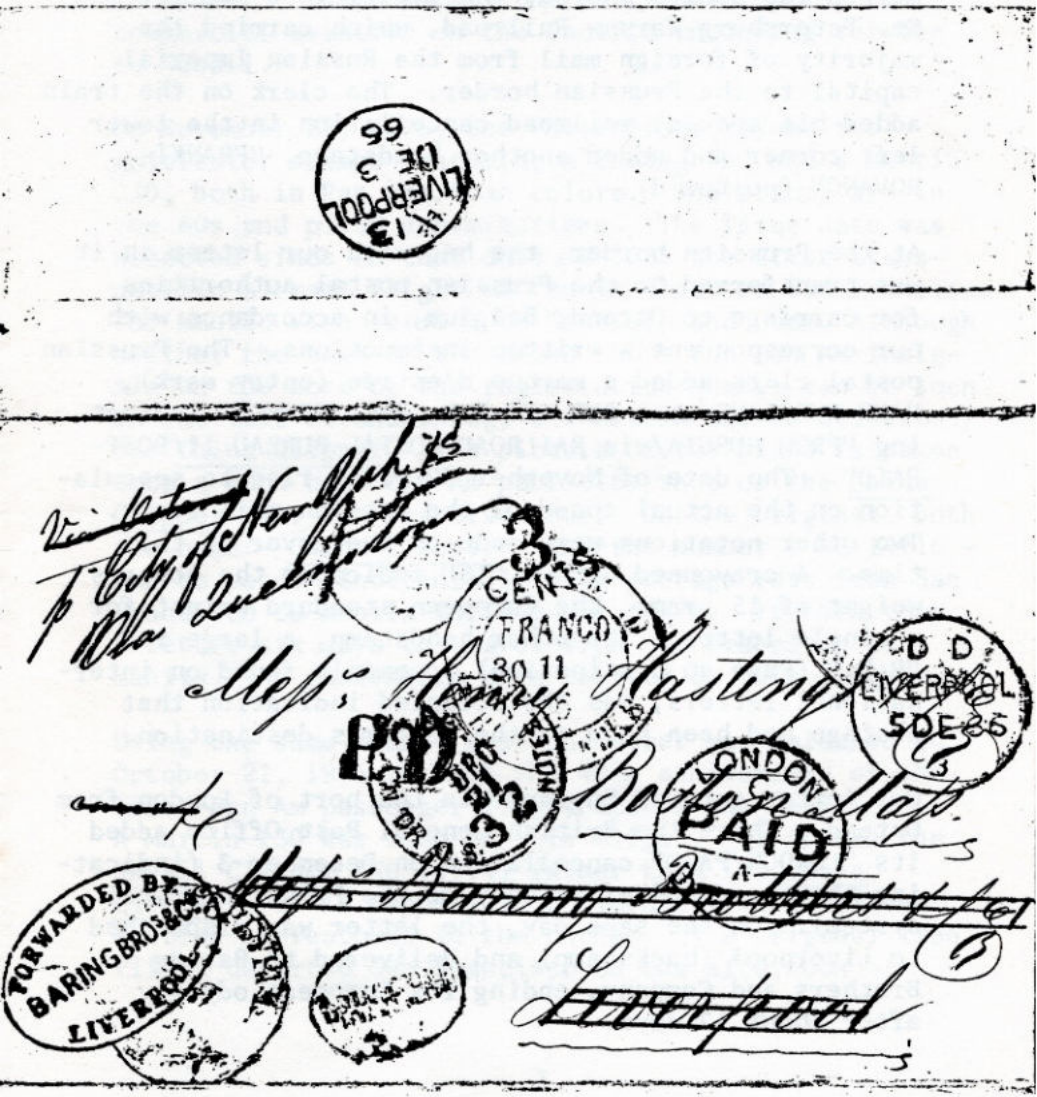
By John T. Nugent

While a postal historian (including an amateur like myself) normally maintains a healthy interest in the postage stamps on the covers which cross his desk, he is not often discouraged at the sight of a cover without stamps. In the case of the cover illustrated here, my fascination with the unusual number of postmarks on the cover far outweighed whatever disappointment may have been felt on discovering that the original stamps had been excised. Thus, an item which to another collector was damaged and something to be discarded became for me an interesting journey through mid-19th century northern Europe to a post-Civil War America.

Prior to the advent of the Universal Postal Union in 1874, a complicated and intricate system of postal treaties existed between most of the nations of the world. These treaties set specific postal rates, divided postal revenues, and prescribed certain postmarks to be applied to all letters handled. These markings make the tracing of a single cover's route to its final destination both a postal historian's dream and nightmare!

Since there was no letter included with the cover, one can only surmise its contents or the identity of its author. From the earliest postmark on the cover, the address, and the fact that the stationery was manufactured in Boston (according to its embossing), we can assume that our correspondent was an American businessman travelling or working for a time in Imperial Russia. During this time of slow transatlantic communication, most travelling businessmen found it both convenient and inexpensive to contract with a mail forwarding company to maintain communication with the "home office" (much the same as the American Express

Company's handling of tourist mail in Europe nowadays). British forwarding companies were most popular with Americans because of the favorable postage rates extant under various British postal treaties and the great number of speedy British and American mail packets which then transited the Atlantic. Our correspondent engaged Baring Brothers and Company of Liverpool (one of the more commonly used firms) to handle his mail.



On or about November 17, 1866, our correspondent went to the St. Petersburg (now Leningrad) post office and, after affixing the proper Russian stamps to pay the international postage rate of 28 kopecks (to France and England) to the cover, started it on its journey. (The stamps, though subsequently removed, were most probably Scott #20 (3k), #22 (5k), and #24 (20k) of the 1866 issue, considering the late 1866 date of the cover). The Russian postal clerk postmarked the stamps and put the letter in a bag for the St. Petersburg-Warsaw Railroad, which carried the majority of foreign mail from the Russian Imperial capital to the Prussian border. The clerk on the train added his special railroad cancellation in the lower left corner and added another handstamp, "FRANKIROVANO" (postpaid).

At the Prussian border, the bag with our letter in it was transferred to the Prussian postal authorities for carriage to Ostend, Belgium, in accordance with our correspondent's written instructions. The Prussian postal clerk added a marque d'entree (entry mark), "AUS RUSSLAND/uber BUR. XI EDK. BRG./FRANCO" indicating "FROM RUSSIA/via RAILROAD POSTAL BUREAU 11/POSTPAID". The date of November 30 gives rise to speculation on the actual speed of the Russian mail train. Two other notations were made on the cover at this time. A crayonned number "15" indicates the cover's weight of 15 grams, the European standard weight for a single letter. The other handstamp, a large red "P.D." (Paye au destination), commonly found on international letters, was the accepted indication that postage had been paid to the letter's destination.

Our letter entered England via the port of London from Ostend. There the British General Post Office added its "LONDON/PAID" cancellation on December 3 (indicating the speed and efficiency of the Prussian postal system). On the same day, the letter was dispatched to Liverpool (backstamp) and delivered to Baring Brothers and Company, ending its European odyssey after about 17 days.

While the Russian stamps on the cover may have been removed by an over-eager stamp collector bent on filling holes in his album, a strong possibility exists that the stamps were removed by the forwarding company in order to prevent confusion as to who would pay the transatlantic postage on the letter. The Anglo-American Postal Convention of 1848, which was still in force at this time, permitted the forwarding of unpaid letters between the two countries with the postage due collected from the recipient. Therefore, Baring Brothers' clerks crossed out their address on the cover, added instructions to the British Post Office to place it on the American steamship "S.S. City of New York" (an Inman Line fast mail packet) in Queenstown, Ireland and mailed the letter on December 5th (extreme right cancellation) without paying a penny of postage in fulfillment of their contract.

After a rough Atlantic winter passage of about fourteen days, our cover arrived in New York, the principal port of entry for European mail, during a period of high post-Civil War inflation. This is readily noticeable in the New York receiving postmark "N.Y./24/AM. PKT./ OR U.S./32/NOTES". The Postal Convention of 1848 required settlement of accounts between the two countries be made in gold or silver. Because of Civil War-caused inflation, Congress directed the U.S.Post Office to collect postage due on foreign mail only in specie coin, starting in 1863, to protect against loss of revenue from payment of postage in inflationary "greenbacks". The Postmaster General modified this directive for public convenience to allow collection of postage due in currency, provided a premium amounting to the difference between the treaty-set postage rate and its equivalent value in "greenbacks" (usually about 33%) was paid. Our cover's addressee was thus required to pay either 24¢ in silver coins or 32¢ in currency.

The final marking to be deciphered on our cover is the black concave "3/CENTS" in the upper center. This

is an accounting mark used by the U.S. Post Office to keep track of the portions of the transatlantic postage rate due each country. The Postal Convention of 1848 divided the postage on a single letter (1/2 ounce) into U.S. inland postage (5¢), sea postage (16¢), and British inland postage (3¢). The exchange rate for postage was set at four U.S. dollars to one pound sterling, or 2¢ to 1d. The transatlantic postage rate was either U.S. 24¢ or one shilling (12d). Each country received its own inland postage, but the sea postage went to the country whose mail packet had carried the letter. Since our cover was carried on an American packet, a total of 21¢ (5¢ + 16¢) of the postage collected was retained by the U.S. Post Office and 3¢ was credited to the British Post Office.

In the short space of this article we have been treated to a most interesting and, I hope, enlightening journey through 19th century postal history, through only the markings on a single cover devoid of postage stamps.

Look closely, the next time you come across a cover you would normally reject for lack of stamps. You could be missing a most interesting opportunity to discover that there is more to our hobby than just mounting stamps in an album.

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Diplomatic relations between England and the Argentine were threatened in 1933 when Britain issued a series of stamps commemorating the 100th anniversary of its rule over the Falkland Islands. Argentina, which claims the islands, refused to recognize the stamps and issued its own stamp showing the islands as belonging to Argentina.

MAIL PACKET SHIP

(Reprinted with the kind permission of
The National Postal Museum of Canada)

There's something about a model of an old sailing ship that fires the imagination. One can almost hear a North Atlantic gale shrieking through match-like spars and threadlike rigging, see weary seamen hauling on sodden canvas.

And so it is with the postal museum's model of the British Post Office packet ship, Marquis of Salisbury. It conjures up images of the Falmouth packets, of wars, of privateers, and of fierce competition for the prestige mail service on the North Atlantic.

In the early 18th century, mail for the colonies was carried as a sideline by merchant ships sailing between England and North America. The sender simply endorsed the front of his letter with the name of the merchant ship and its captain, then dropped it into a bag hung near the notices of ship departures in a number of well-known coffee houses. The captain of the ship was paid a penny for each letter when it was delivered, usually to a tavern or coffee house in America for pickup there by the person to whom it had been sent.

During the 1750's, the British government decided for military and political reasons to establish a monthly service of packet ships between Falmouth and New York. The packets were armed, they were forbidden to carry cargo, and they were to be used exclusively for carrying the mail. The first of the packets arrived in New York in 1756.

These first packets were privately owned, often by a syndicate which financed the building of the ships to Post Office specifications. The contract between the

Post Office and the owners stipulated the life of the contract, the frequency of the service and the amount paid by the Post Office. While the ship was under the contract, the Post Office undertook to compensate the owners in the event of loss.

During the American War of Independence, the Post Office withdrew the Falmouth packets from service and fitted them out for war. Many ships were captured or damaged by French and American privateers during the hostilities. Following the war, the service was resumed, only to be interrupted again, first by the Napoleonic Wars and finally by the War of 1812.

After the War of 1812, the Americans launched their own program to build up a merchant marine. Quickly they began to challenge England's lead in the packet service between North America and England. The first American packet line from New York to Liverpool was inaugurated in 1817. By 1822, there were four American packet lines operating on the North Atlantic.

The Americans undercut the rates charged by the British. Soon the majority of British merchants were sending their mail by American packets, bypassing the General Post Office.

But lower American rates were not the only problems for the British. Their packet service had not kept pace with the times. Technical improvements were incorporated in American ships but not in the British. The Admiralty used the packet service as a convenient berth for its half-pay naval officers during peacetime, sometimes displacing experienced packet ship officers in the process. Interdepartmental squabbling further weakened the service. It deteriorated steadily and by the late 1830's, the Falmouth packets had almost been supplanted by the fine little American packets.

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