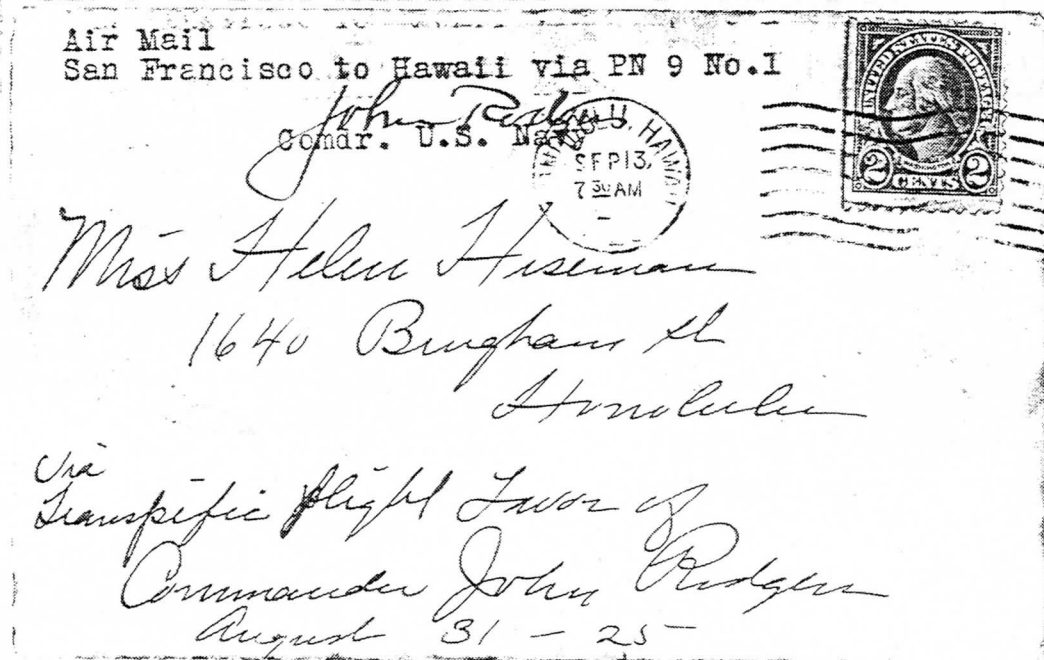
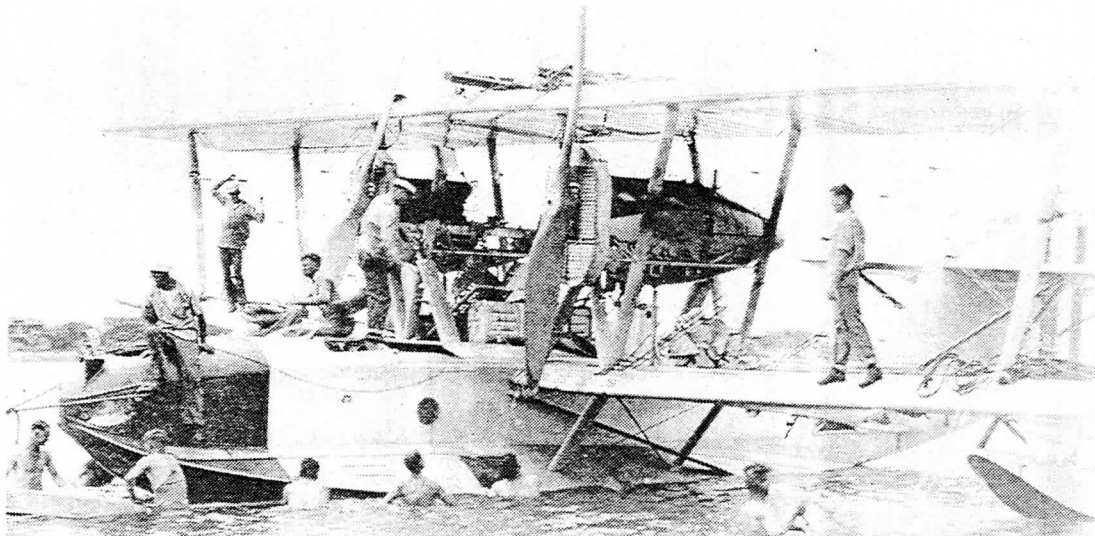


# PO'OLEKA O HAWAII



The oldest Transpacific Flight Cover?..... Page 1

**The Quarterly Journal of the Hawaiian Philatelic Society**

Number 52

July, 1995

# Quarterly Calendar of Collector's Events

## August, 1995

8/6	First Sunday Bourse, See Ad	Queen Kapiolani Hotel, 150 Kapahulu Ave. 10.00AM - 5:00 PM
8/14	H.P.S. Regular Meeting	Nuuanu YMCA, Doors open around 7:00 PM.
8/19	H.P.S. Stampers Youth Club	Manoa School, 3155 Manoa Rd. 1:00-3:00 PM.
8/19	H.C.C. Statehood Day Coin Show	Kapalama School Cafetorium, 1601 N. School St. 9:30AM-4:00PM
8/21	Windward Oahu Philatelic Soc.	Lois Opedal, 241 Kaha St., Kailua 7:30 PM.
8/28	H.P.S. Executive Board Meeting	Nuuanu YMCA, Doors open around 7:00 PM.

## September, 1995

9/3	First Sunday Bourse, See Ad	Queen Kapiolani Hotel, 150 Kapahulu Ave. 10.00AM - 5:00 PM
9/10	H. S. & C. D. Bourse	Richards Street YWCA, 9:30 AM - 3:30 PM
9/11	H.P.S. Regular Meeting	Nuuanu YMCA, Doors open around 7:00 PM.
9/16	H.P.S. Stampers Youth Club	Manoa School, 3155 Manoa Rd. 1:00-3:00 PM.
9/18	Windward Oahu Philatelic Soc.	Lois Opedal, 241 Kaha St., Kailua 7:30 PM.
9/25	H.P.S. Executive Board Meeting	Nuuanu YMCA, Doors open around 7:00 PM.

## October, 1995

10/1	First Sunday Bourse, See Ad	Queen Kapiolani Hotel, 150 Kapahulu Ave. 10.00AM - 5:00 PM
10/8	H. S. & C. D. Bourse	Richards Street YWCA, 9:30 AM - 3:30 PM
10/9	H.P.S. Regular Meeting	Nuuanu YMCA, Doors open around 7:00 PM.
10/14	H.P.S. Stampers Youth Club	Manoa School, 3155 Manoa Rd. 1:00-3:00 PM.
10/16	Windward Oahu Philatelic Soc.	Lois Opedal, 241 Kaha St., Kailua 7:30 PM.
10/23	H.P.S. Executive Board Meeting	Nuuanu YMCA, Doors open around 7:00 PM.

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Published quarterly by the Hawaiian Philatelic Society, P. O. Box 10115, Honolulu, Hawaii 96816-0115.

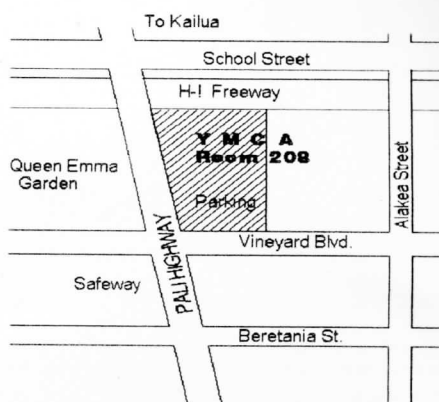
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### Monthly Meeting and Monthly Swapmeet

The Hawaiian Philatelic Society meets at 7:30 PM on the second Monday of each month at the Nuuanu YMCA in central Honolulu. Each meeting includes a short business session, a program or slide presentation and an auction of about 125 lots. A Swapmeet and board meeting is held at 7:00 PM on the fourth Monday of each month at the same location. We invite you to attend, meet your fellow members, enjoy the program and talk stamps. The public is welcome at all our meetings and we encourage you to become a member.



Cover Illustrations: U. S. Navy Trans-Pacific Flight JN1-9 upon arrival. The Bishop Museum Photo Collection  
1925 Trans-Pacific Airmail Cover. Courtesy Mrs. Helen Cole, Honolulu.

# PO'OLEKA O HAWAII

The Quarterly Journal of the Hawaiian Philatelic Society  
Number 52

July 1995

## A 1925 Trans-Pacific Flight Cover

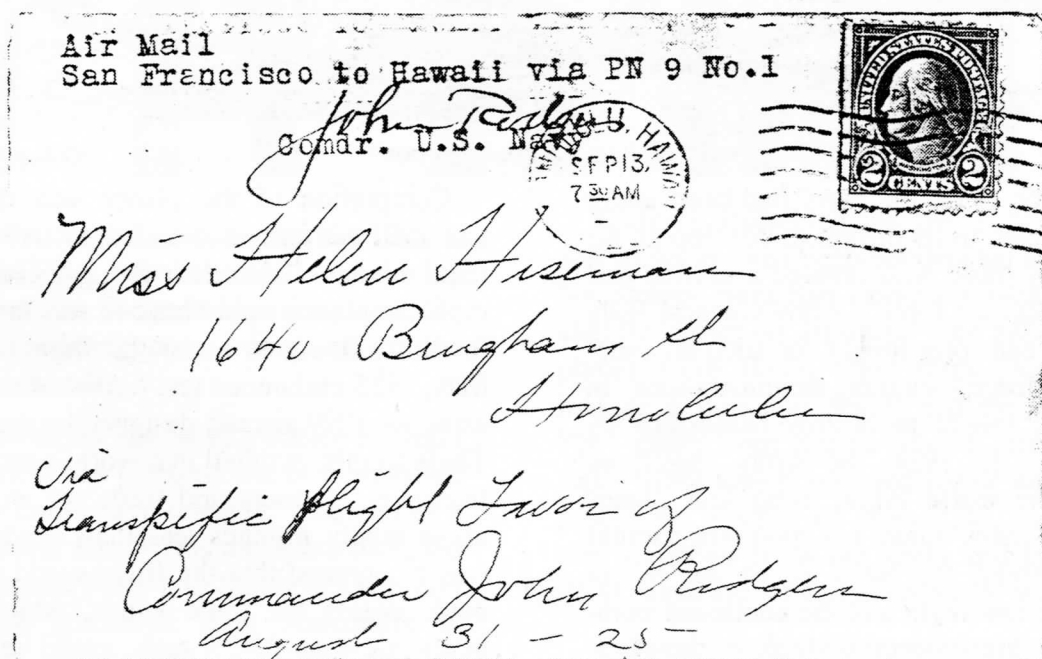
Louis Loucks

Based on the cover and information from Mrs. Helen Cole, Honolulu, Hawaii

A cover carried by John Rodgers on his unsuccessful but heroic flight from San Francisco to Hawaii in 1925 has come to light in a private collection. Depending on your point of view, (after all, the flight did make it to Hawaii albeit partly by sea), this may or may not be the earliest Trans-Pacific flight cover.

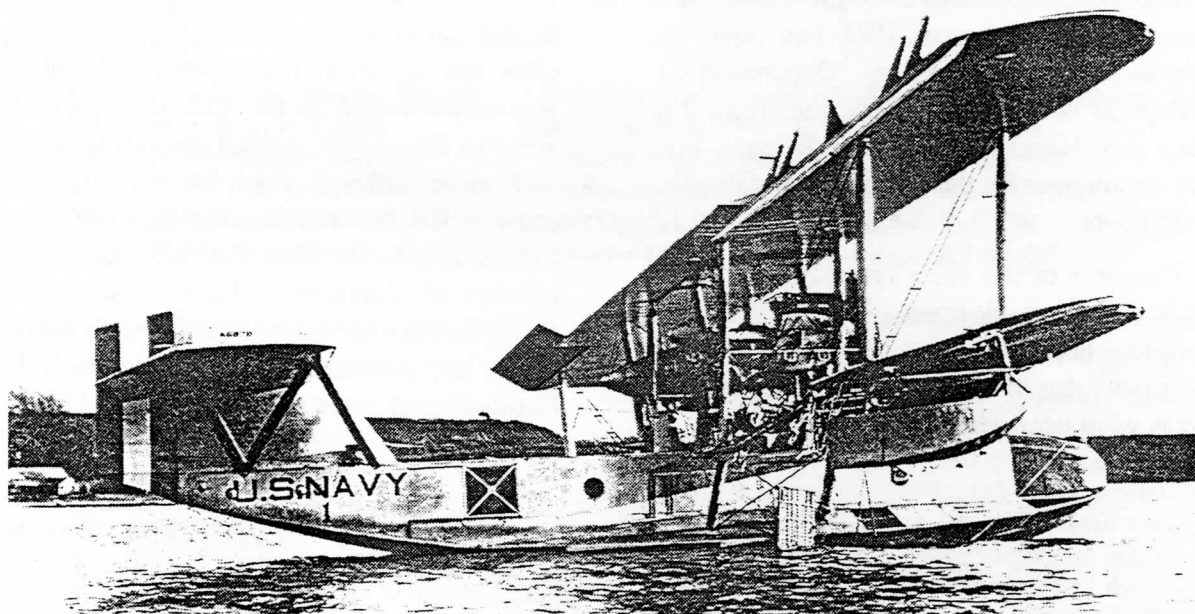
The story of the 1925 Trans-Pacific flight has been told many times. Perhaps the most complete account is the book "No Margin for Error" by Dwight Messimer. Briefly, this is what occurred.

In the early 1920s, trans-oceanic flights were just becoming theoretically possible, though suitable aircraft with sufficient range were not yet available. American interest was concentrated on the Atlantic, where the West to East flight against prevailing winds was more difficult than the East to West route. British, French and American flyers first sought to fly from the East and, after a number of disastrous failures were successful beginning in 1919. British and colonial flyers had pioneered the air routes to India, Malaysia and Australia by the early 1920s.



The air route from the West coast of the United States to Hawaii remained beyond the technical capacity of the time. With a flying distance of over 2,100 nautical miles, this is the longest over-water route on earth for which no shorter alternative routes are available. In the early 1920s, only dirigibles possessed the range to make such a flight and with no suitable ground facilities in Hawaii, they were ruled out as a possibility. The U. S. Navy had an active Bureau of Aeronautics headed by Rear Admiral William E. Moffet and owned the only existing American dirigible, the Shenandoah.

Existing Navy seaplanes could fly from San Diego to Los Angeles on a good day but long range flights were out of the question. Orders were placed with the Naval Air Factory (NAF) in Philadelphia for two long range versions of their PN9 series and with the Boeing Company in Seattle for a third of a different model. The time for design and construction was only eight months as the Navy planned to make their flight in mid 1925. Publicity announcements were made and proved impossible to retract because of rumors that the Army were going to attempt a flight to Hawaii in June or July, 1925.



The PN9-1 in Kahului Harbor

Bishop Museum

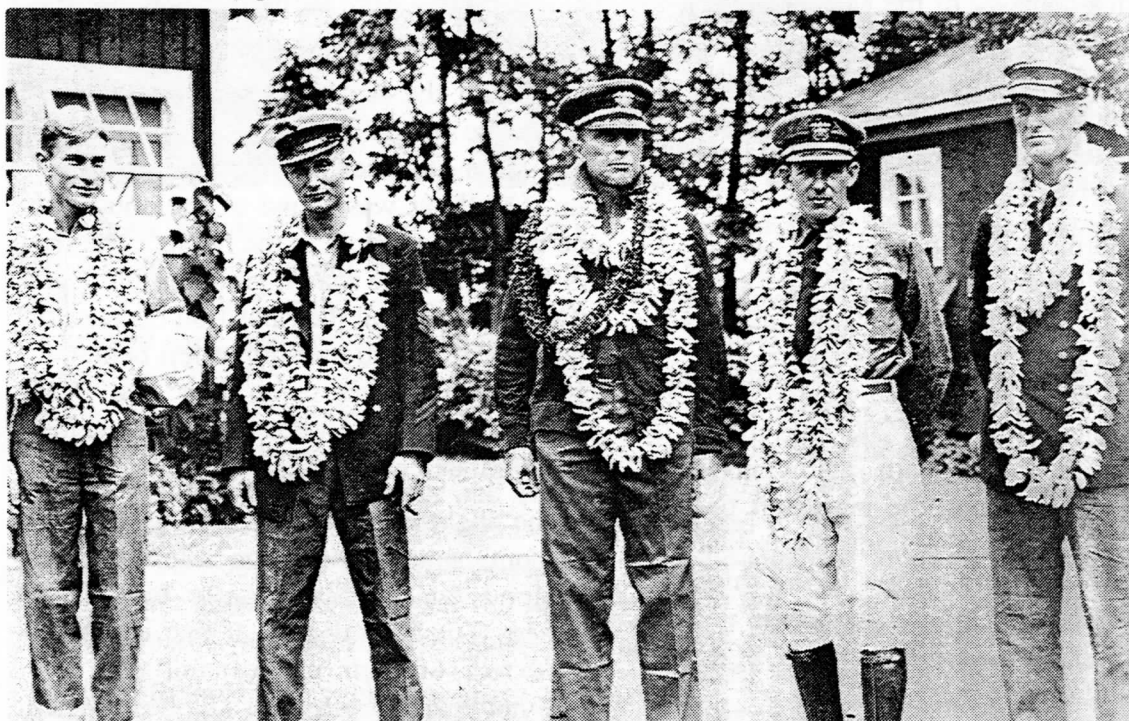
Since 1919, the Navy had been under severe attack in its efforts to develop an air service by those who favored a unified and independent air force. Army General Billy Mitchell had long fought for such an independent force, staging demonstrations in which he sought to destroy battleships by bombing. In 1924, the Army staged an around the world flight, using four planes and with many stops, but more spectacular than anything the Navy could do. In response to this flight and the continued bombardment from General Mitchell, the Navy decided to fly from San Francisco to Hawaii in 1925.

Completion of the planes was delayed and their performance failed to live up to requirements. With their flying speed of 70 mph, the planes would have to stay in the air for thirty hours to make the flight. On 1 May, 1925 endurance test flights were made using the PN9 aircraft designed by the NAF. These flights resulted in a world's record of twenty eight hours and thirty six minutes, about ninety minutes less than needed. It was recognized that the flight could not be made unless the trade winds, which normally blew at 23-25 mph, could increase airspeed to about 80 mph, leaving a small margin of time. Further changes were made



to the PN9 engines to decrease fuel consumption but there was no time to test these, so the actual range of the planes was unknown and the trade wind factor became even more critical. There was, literally, no margin for error.

It should be said that the two PN9 planes, with all their dire faults, were more reliable than the Boeing product. The larger PB-1 was late in completion, never adequately tested, had severe engine and engine mounting troubles and was generally not as viable as the Navy product.



The crew upon arrival at Kahului.

Bishop Museum

Nevertheless, all three planes, the PN9-1, PN9-3 and PB-1 were scheduled to make the flight from San Diego or San Francisco, the choice of starting point being left to the flight commander.

John Rodgers, the Navy's choice as flight commander, was probably the best qualified man they could have selected. The heir of a famous naval family (his ancestors included Oliver Hazard Perry and Matthew Calbraith Perry), he graduated from Annapolis in 1903. He was selected for flight training under the Wright brothers in 1911 and was designated naval aviator number two. He

was the cousin of Cal Rodgers, the first aviator to fly coast-to-coast in 1911-1912 and after Cal's death at the completion of that saga, the Navy reassigned John to less hazardous duties. He became a submarine officer, returning to the flying service in 1922 in administrative positions. He commissioned and was the first commander of Naval Air Station, Ford Island, Hawaii. It was as a result of a friendship made in Hawaii that our cover came about. John Rodgers was one of the Navy's best navigators, which was a factor in his selection.

Rodgers assembled the two PN9 planes and crews in San Diego but decided to make his attempt from San Francisco, which was slightly closer to Hawaii. The two Navy planes were flown there (only the PN-3 making a non-stop flight) and the Boeing PB-1 came from Seattle after a difficult 3 stage flight which revealed major unsolved problems. Finally, on August 30, the PB-1 was scrubbed from the flight and the two PN9s were authorized to go on the next day.

Because of the severe range restrictions of the PN9 planes, every ounce of extra weight was rigorously removed. Rodgers PN9-1 carried more navigational equipment

so the mail (about 300 envelopes) was placed in PN9-3. Rodgers carried two official letters from Admiral Moffett to Hawaii Governor Farrington and Rear Admiral McDonald of the Pearl Harbor Naval District. During final preparations, he was approached by Mrs. Augustus E. "Kate" Murphy, a Hawaii acquaintance, who asked if he would take a few letters for her. There were five letters, only one of which is now known to have survived. They were addressed to Miss Helen Hiseman, to her cousin Miss Thelma Murphy, to a former governor of Hawaii, to the manager of the Moana Hotel, and to Mrs. Bess Young, a member of a prominent kama'aina family. The letters went into Rodgers coat pocket and thence to Hawaii, but they were never acknowledged in the official Navy report of the flight.

On the morning of August 31, 1925 PN9-1 with John Rodgers commanding the flight and PN9-3, Lt. Alan P. Snody commanding, took off from San Francisco Bay and headed west. The Navy had posted guard ships along the projected route at 200 mile intervals and these could maintain radio contact with the planes. Among the items left behind were 28 pound radio transmitters that would enable the flyers to talk to the ships from the surface. Otherwise they could not transmit unless they were actually in flight but they could receive messages.

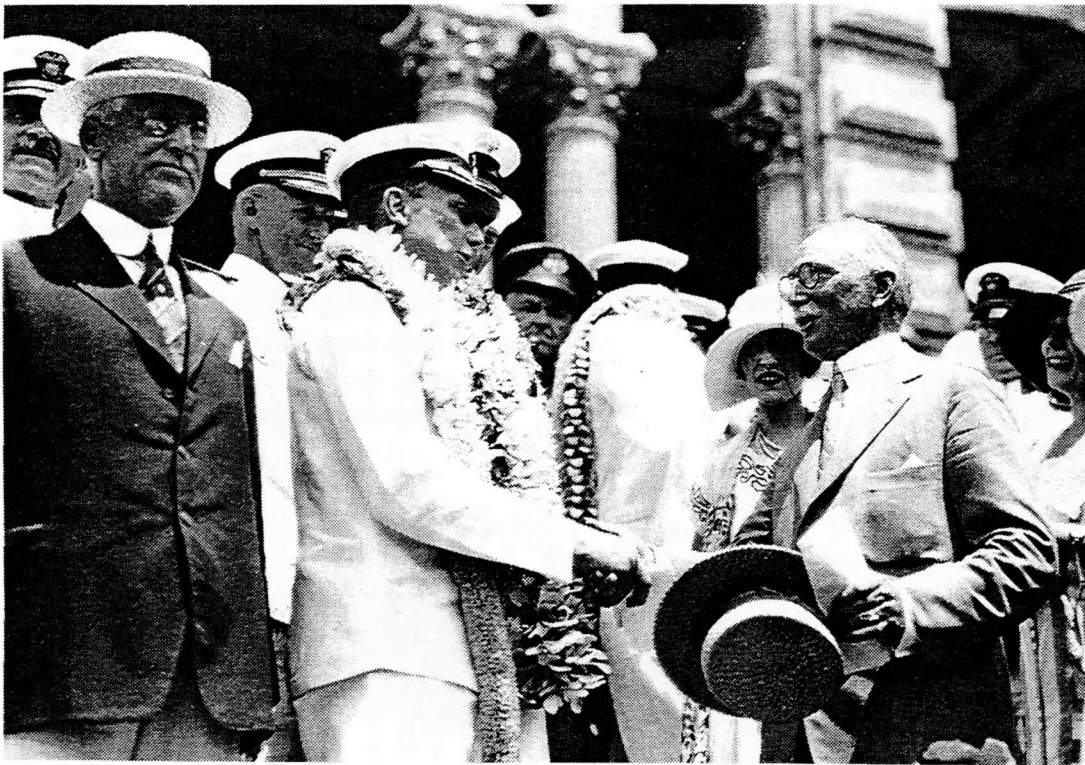
PN-3, with all the philatelic mail, developed engine trouble and was forced to make a water landing some 300 miles at sea. The plane sustained damage that prevented it from taking off again and it was towed back to San Francisco where the crew (and the mail) were taken off. The plane sank on its way to Mare Island leaving only PN9-1 of the original flight. The PN9-3 mail was canceled at San Diego on August 22nd. It was sent on to Hawaii by ship and many examples exist.

Rodgers and the PN9-1 flew on without difficulties, except that the essential trade winds were not forthcoming. Rodgers kept

slightly to the north of the line of guard ships and his navigation was precise. But the plane's fuel supply began to run out and Rodgers decided to land at the USS Aroostock, which had additional fuel. For some reason, never made clear, the Aroostock transmitted bearings showing Rodgers south of the flight line rather than north. Insistent repetition of these incorrect bearings finally convinced Rodgers that he was wrong in his navigation. He turned north rather than south in search of the ship. When fuel ran out PN9-1 came down on the water, with no damage. They were north of the flight path, only no one knew where they were.

Because the Aroostock's incorrect bearings were taken as accurate, the Navy mounted a huge search in the wrong direction. Nothing was found to the south, no one thought to search to the North. The flyers could hear the search going on but were powerless to signal their position because of that little 28 pound transmitter left behind to save weight. After seven days, the Navy concluded that they were lost, but a search was continued nonetheless.

The flight had not been provisioned for this contingency. There was little water and the food ran heavily to salty ham sandwiches. The crew did not at first recognize the extent of their predicament and they were not sparing with their supplies. When it became obvious that they were not going to be found except by chance, little remained. Rodgers had continued to navigate and he located them quite accurately. The plane was drifting WSW toward the Hawaiian islands but at only a slow speed. While they tried to make their radio usable, the crew also tore fabric from the lower wings to rig sails and used cabin floorboards as makeshift rudders. In 8 days, they were north of Oahu, which they could see, but it was impossible to get there. They sailed on to Kauai and were headed for the coast when discovered by the submarine R-4 which towed them to Nawiliwili Harbor.



Governor  
Farrington  
receives  
his letter.

Bishop Museum

Rodgers and his crew were accorded a hero's welcome in Hawaii and on the mainland. The letters came out of his coat pocket and were postmarked in Honolulu on September 13, 1925. All were apparently marked "Air Mail \ San Francisco to Hawaii via PN9 No. 1" and signed by John Rodgers, Comdr. U.S. Navy. The governor and admiral received their letters from Rodgers own hand in a ceremony on the steps of Iolani Palace. The other covers entered the local mail stream and were delivered normally.

Helen Hiseman was eleven years old when she received her transpacific mail. Her mother had a great interest in air activities and collected air related stamps. Helen carefully kept the letter. Additional newspaper articles and photographs were added over the next few years to round out the story. In the late 1930s her cousin's cover was sold to a mainland collector and its whereabouts are unknown. All the other covers including the two official ones, have dropped from sight. Only this one remains.

John Rodgers saga had a much wider significance than just that of a flawed trans-Pacific flight. On September 3, 1925, three days after PN9-1 was lost, the huge Navy

airship USS Shenandoah crashed in Ohio with great loss of life. These two events galvanized Billy Mitchell, who made an immediate statement lashing the Navy for incompetence and attacking the flights and the equipment used for them. His attacks became so biased and scathing that they resulted in the convening of a Presidential board to investigate "the best means of developing and applying aircraft in national defense". The Navy was able to make its case before the board and it's air arm was saved to fight gloriously in World War II. Billy Mitchell went on to even greater heights of vituperation and was ultimately court marshaled. An independent air force was put off for almost twenty years. That is the real significance of the 1925 flight of which this cover is a memento.

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*Notes:*

*Cole, Helen, Interview with and correspondence relating to the flight cover, 1995.*

*Crampon, L.J., Aerophilatelic Flights Hawaii and Central Pacific, Hawaiian Philatelic Society, 1980*

*Crampon, L.J., The Lost John Rodgers' Covers, Manuscript, 1979.*

*Messimer, Dwigh R., No Margin for Error, Naval Institute Press, Annapolis, MD 1981.*



# Hawaii Town Cancel Forum

Louis D. Loucks, Editor

The last two months has been a revelation to me. For the first time in over thirty years, I can sit on the lanai looking at the view and drinking my morning coffee and not go to the office at 8:00 AM. It's great! I wouldn't go back to work for anything! Of course, I have to figure out a way to keep eating but that will work itself out.

Our last issue featured Hawaiian postcards from Miles Dickenson. I am told that his first illustration and favorite card may be almost unique, only one other being known to my informant. I think I have tracked down an almost complete listing of Island Curio cards, but I have to get permission before I can assemble it for you. I can tell you that the first series was apparently 249 cards, not counting unnumbered reprints and there was a further unnumbered series.

The last pages of Honolulu cancels contained one on a bisected stamp that occasioned the excellent response by Fred Gregory. I have spoken to Floyd Fitzpatrick about the cancel. He feels that Fred's cancel is not the same as his own, but that it may be a new item. He was very interested in Fred's analysis of his cover. Floyd says that the rarity in his view was not caused by the cancel but by the bisect and the date, which is March 27 (1883?). I reprint the entire piece here. We have tried reducing the stamp color so the cancel will read more clearly but the stamp is brown which is very close to the cancel itself. The album note reads "Davey 234.64 26mm Honolulu HI above; below Paid all, sans serifed, no year date, Color mixture red and black". No final decision has been made as to this cancel.

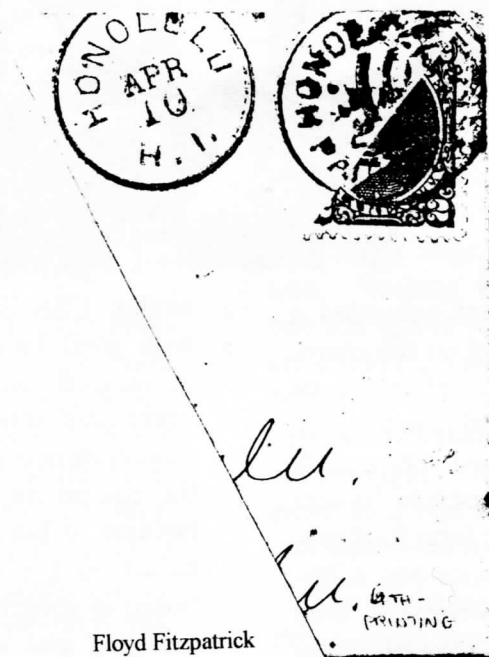
If you follow the HPS auctions looking for cancels, I have a bit of news. Recently a long-time member decided to put a small part of his collection up for auction and I was privileged to be asked to write them up and get them on the pages. Starting in September some 50 lots of town cancels, cork cancels, grids and ship cancels will be in several

auctions. The town cancels are mostly full strikes on piece and the other items are outstanding of their type. Ordinarily I would not discuss one vendor's material but these are well worth your consideration. They will be listed as "Ex-Kwock".

If you regularly submit lots for the HPS auctions, you can go through a lot of bid sheets and summary pages. I have recently made a pair of computer

pages that run on Micorsoft Word, Version 6.1. Each lot sheet has room for three lines of description and all the blank fields to fill in at the bottom. the result prints on your local printer and looks exactly like the HPS original. So much for trips to the copier as the copies get older and crummier. The summary sheet is ready to enter 15 lots and print out. Now you can type rather than write and also keep a copy for your records. Kay Hoke is working to get a version of these files that will run on Word Perfect. To get a copy of these computer files, send me a disk mailer with a blank disc inside. I'll copy off the files and send the whole thing back with real stamps rather than a meter strip.

That's it till the next issue in October. Have a great summer stamping!



Floyd Fitzpatrick



## KEALIA, KAUAI

**Dates of Operation:** 1893-1900

**Postmasters:**

1893-1900 R. C. Spaulding, Manager, Makee Plantation Co.  
1900 J. D. Neal, Cabinetmaker

Kealia was started in 1877 as a colony of royal courtiers who were to get in on the big profits to be made in sugar following the reciprocity treaty. Kalakaua was personally interested in this venture, giving a royal charter, attending the opening ceremonies and later making many visits as he liked the climate and location. He even tried to build a summer house there but so many of the materials were lost that it was impossible to finish. James Makee had received permission to build a mill at Kapaa, just to the south, and he planted the first 240 acres of cane for the hui. After an initial success, cane fires, poor harvests and general hardship took its toll and the lands of the hui came into possession of the Makee Plantation.

The plantation erected a second and larger mill at Kealia and soon tore down the old one. The major sugar camp moved to Kealia and in 1893 the Kapaa Post office was relocated. But Kapaa proved to be the more enduring community and eventually the population shifted again when the milling operations were transferred to Lihue. The Kapaa post office was re-established in 1901.



Restaurants, Store and Post Office

Bishop Museum

7/13/95

KEALIA  
Kauai

## KEKAHA, KAUAI

**Dates of Operation:** 1881-1900

**Postmasters:**

1881-1888 W. Meier, Sugar Planter  
1888-1895 C. Borchgrevink, Storekeeper  
1895-1899 F. W. Glade  
1899-1900 H. P. Faye, Planter, H. P. Faye & Company

Located on the southwest coast beyond Waimea, Kekaha was a dry area between the large inland wetlands and the ocean. Tobacco culture had been tried with no success. In about 1880 Kekaha Sugar Company was started on land leased from the government. The mill was constructed in 1881. Water was a severe problem until in the early 1890's artesian wells were successfully drilled, the first anywhere on the islands to be used for irrigation. Kekaha became a most profitable plantation. From 1915 to 1925 it paid no less than a 25 percent dividend, in one year it paid 60 percent.



Poki'i Village, Kekaha District

Bishop Museum

7/13/95

KEKAHA  
Kauai

# KEKAHA, KAUAI



282.016 R 4 (FWF)  
32-33 mm Dia. Black, Purple  
3/86 - 9/89



282.011 R 7 (FWF)  
32-33 mm Dia. Black, Purple  
11/90 - 3/97



235.04 R 7 (FWF)  
27 mm Dia. Purple, Black  
7/97 - 6/00

# KEALIA, KAUAI



281.011 R 0 (FWF)  
29-31 mm Dia. Purple  
5/93 - 4/00

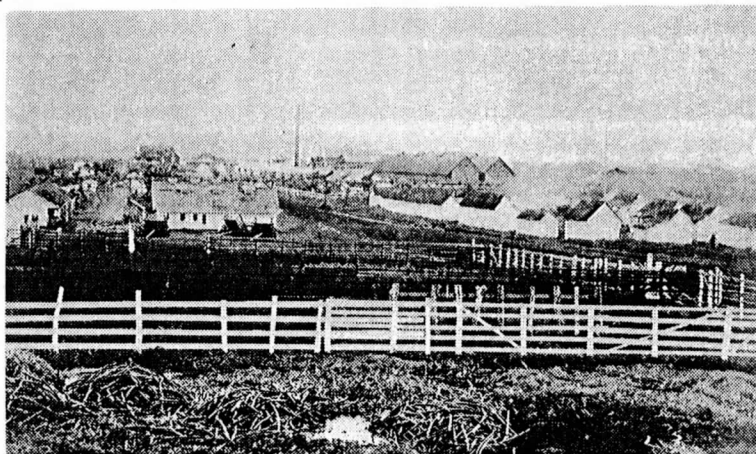
## KILAUEA, KAUAI

**Dates of Operation:** 1877-1900

**Postmasters:**

1877-1879	J. Ross
1879 -1880	E. P. Adams, Member of the Privy Council
1880-1882	R. A. McFie, President, Kilauea Sugar Company
1882-1883	R. A. McFie Jr.
1883-1884	W. J. Lowrie, Manager, Kilauea Store and Restaurant
1884-1885	W. Culbert
1885-1890	R. A. McFie, President, Kilauea Sugar Company
1890-1894	G. R. Ewart
1894-1895	Mrs. B. R. Foss
1895-1900	J. Bush

Kilauea was first established in the 1850's as a dairy, cattle ranch and provision farming area. In 1877 the ranch was sold as the nucleus of the Kilauea sugar plantation, soon acquired by R. A. McFie. Kilauea was well provided with water but very windy and with less than ideal soil, it was a marginal operation. This led to an unusual degree of cooperation between management and labor and the willingness to experiment with different materials and methods. After the plantation suddenly closed in 1969, the residents and owners succeeded in preserving the community, creating jobs in neighboring areas and converting to small agricultural plots.



Kilauea Town and Mill, about 1887.

Bishop Museum

7/12/95

KAIAUEA  
Kauai

## KOLOA, KAUAI

**Dates of Operation:** 1856-1900

**Postmasters:**

1858-1863	R. S. Holister
1869	W. D. Smith
1869	G. S. Pinkham
1874	(No Post Office listed in Thrums)
1875-1879	F. Bindt, Independent Sugar Planter
1879	J. D. Neal, Carpenter, Contractor, Lumber Dealer
1879-1900	E. Strehz, Storekeeper
1900	M. A. Rego

Koloa was one of the original Mission settlements on Kauai and the site of Hawaii's first sugar plantation. Ladd and Company was founded in 1835 and employed many Hawaiians. It became Koloa Plantation Company and expanded its labor force, beginning in the 1850s. Later workers included populations of Chinese, Japanese and Philipinos. Koloa became one of the busy business centers of the island. It was (and is) the site of a remarkable concentration of religious organizations, churches and temples. Kauai's first doctor settled in Koloa, which also had a mission boarding school, a harness maker, bricklayers, carpenters, stone masons, a cabinetmaker and a wheelwright. Koloa finally lost its economic edge to Lihue. The construction of the deep water protected harbor at Nawiliwili in the 1920's further decreased business activity.



View of Village ca. 1890

Bishop Museum

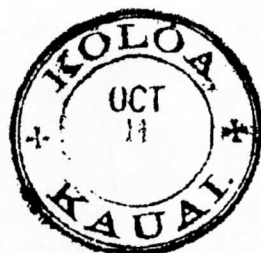
7/12/95

KOLOA  
Kauai

# KOLOA, KAUAI



**238.02 R 2 (FWF)**  
30 mm Dia. Black  
11/82 - 5/83



**282.012 R 8 (FWF)**  
32-33 mm Dia. Purple,Blue,Black  
4/86 - 6/00



**281.01 R 7 (FWF)**  
29-31 mm Dia. Purple, Red  
2/89 - 2/96



**251.02 R 8 (FWF)**  
25 mm Dia. Purple,Blue,Black  
4/91 - 1/97



**282.011 R 7 (FWF)**  
32-33mm Dia. Black  
1/95 - 3/98



**282.011 R 7 (FWF)**  
29-31 mm Dia. Purple  
4/96 - 2/00



**255.01 R 1R (FWF)**  
29mm Dia. Purple  
7/20/98

# KILAUEA, KAUAI



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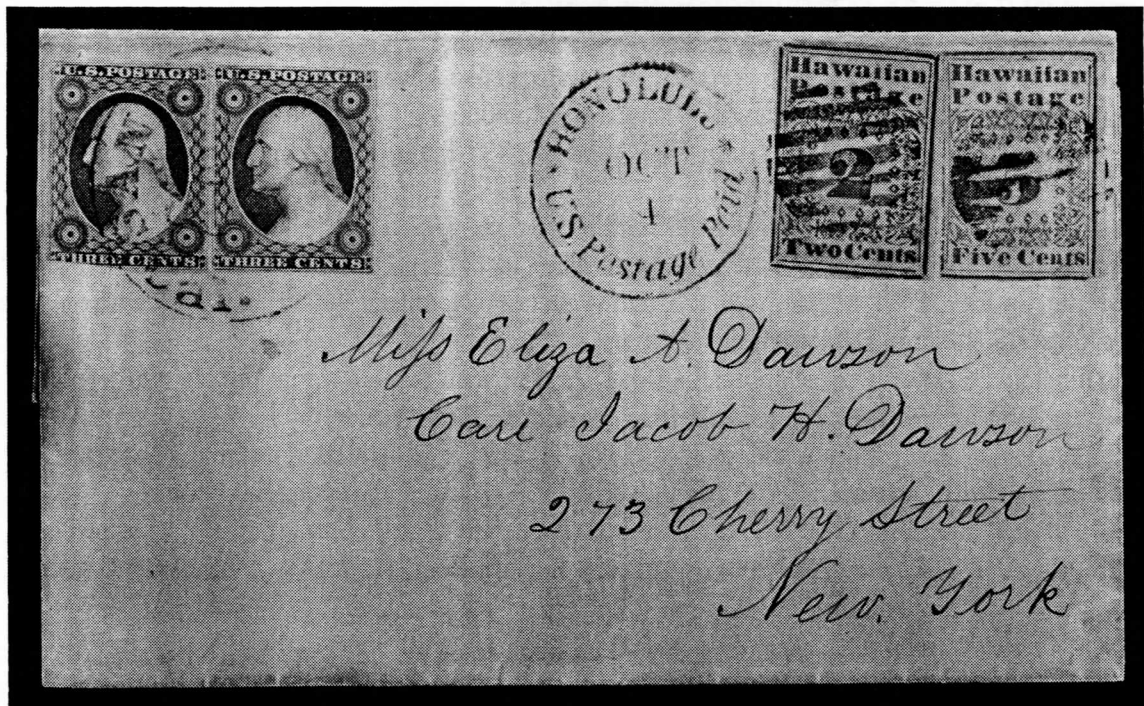
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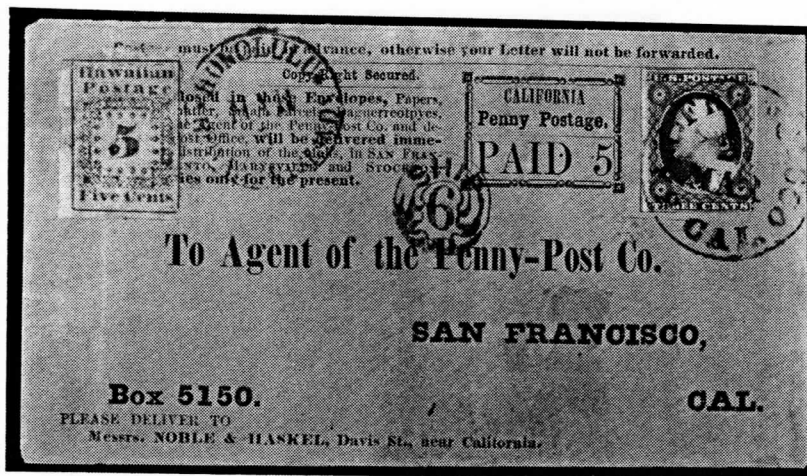
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HONOLULU  
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COLLECTION

THE STAMPS AND  
POSTAL HISTORY OF  
HAWAII



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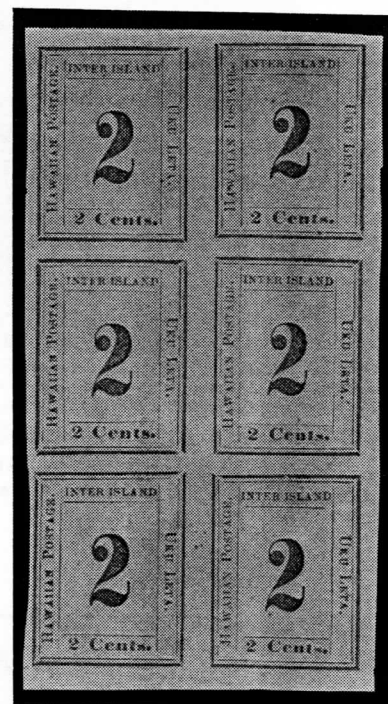
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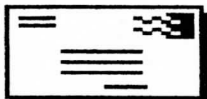
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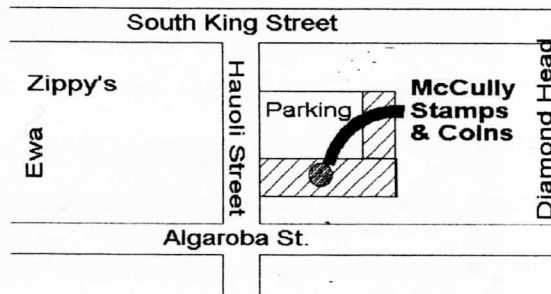
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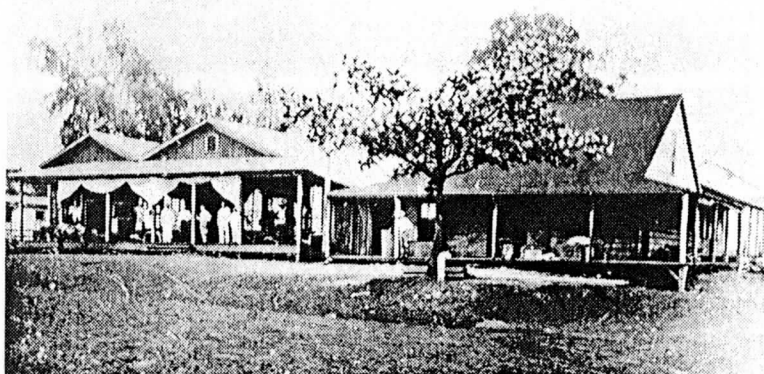
## LIHUE, KAUAI

**Dates of Operation:** 1869-1900

**Postmasters:**

1868	A. S. Wilcox, Sugar Planter
1869-1879	P. Isenberg, Plantation Owner
1879-1891	O. Sholz, Storekeeper
1891-1900	C. H. Bishop, Sugar Boiler, Lihue Mill

In the nineteenth century, Kauai's population centered first in Waimea and later in Koloa. Lihue, in the Puna district of the island, was of little commercial importance and the town consisted mostly of the mill, a few stores and housing for workers. There was a considerable population in the surrounding areas and this district was the center of island government. The governor and sheriff resided in Puna and the courts met at Nawiliwili. Lihue itself consisted mostly of the mill, some housing and a few stores, one of which was the post office for the district. Lihue Plantation was started in 1849 and Grove Farm in 1864. These provided much of the local employment. Major government and business buildings were built here only after 1914 and the town really grew with the construction of the deep draft harbor at Nawiliwili in the 1920s and the transfer of milling from the windward plantations of Kealia and Kapaa in the 1930s.



Bishop Store and Post Office

Bishop Museum

7/12/95

LIHUE  
Kauai

## MAKAWELI, KAUAI

**Dates of Operation:** 1890-1900

**Postmasters:**

1890-1891	E. M. Walsh
1891-1894	H. Morrison
1894-1895	J. A. Palmer, Accountant, Hawaii Sugar Co
1895-1900	H. Morrison
1900	J. A. Palmer, Accountant, Hawaii Sugar Co

Makaweli was the headquarters and mill site for the Hawaii Sugar Company, which farmed a large area northwest of Port Allen and extending as much as seven miles inland. The fields were dry and only the construction of the Hanapepe Ditch and the Olokele water system made agriculture profitable. The town was not very important commercially, most of the business taking place at neighboring Hanapepe and Waimea. Sugar from Makaweli Mill was shipped from Port Allen, four miles away.



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MAKAWELI  
Kauai

# MAKAWELI, KAUAI



282.013 R 5 (FWF)  
32-33mm Dia. Purple, Red.  
1/91 - 4/99



255.01 R 4 (FWF)  
29 mm Dia. Purple.  
4/98 - 6/00

# LIHUE, KAUAI



253.41 R 5 (FWF)  
27mm Dia. Blue or Black  
1/86 - 3/90



282.011 R 8 (FWF)  
32-33 mm Dia. Purple or Blue  
2/91 - 12/95



255.12 R 7 (FWF)  
29 mm Dia. Purple  
1/96 - 11/97



253.01\235.01 R 7 (FWF)  
27 mm Dia. Purple  
1/97 - 1/98  
235.01 is probably worn 253.01



272.614 R 9 (FWF)  
27 mm Dia. Blue or Purple  
5/95 - 5/00

## MANA, KAUAI

**Dates of Operation:** 1893-1900

**Postmasters:**

1893-1898 H. Borchgrevink, Storekeeper  
1898-1900 E. Powell Jr.  
1900 J. A. Palmer

Mana is located at the dry western end of the island, adjacent to the Barking Sands. The dry land was converted to sugar production by Hans Peter Faye, who developed Mana Plantation. Construction of some twelve miles of ditches brought water from the Waimea River.



282.012 R5 (FWF)  
32-33 mm. Dia. Purple  
5/95 - 12/98



255.01 R4 (FWF)  
29 mm Dia. Purple  
5/97 - 10/99



Davey Special 611 Rare (FWF)  
32 mm diameter, single line outer, double line  
inner circle. MANA above, RANCH below.  
3 line date seriffed. 1884. Purple.

## MANA RANCH, KAUAI

**Dates of Operation:** 1883?-1893

**Postmasters:**

1893 H. P. Faye, Planter, H. P. Faye Co.

The original homestead from which Mana Plantation was developed, the ranch was located north of the present town of Mana and adjacent to Barking Sands. It was started by Seth Parker of the Hawaii Parkers in the 1880s and then acquired by H. P. Faye. There was only a limited need for postal services which is why the postmark shown is probably unique. The post office was transferred to Mana town in 1893.

# MANA RANCH, KAUAI

# MANA, KAUAI

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MANA RANCH  
Kauai

7/13/95

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MANA  
Kauai

7/13/95



# Supporting Your Local Dealers Who is Where in Hawaii?

James A. Kerr and Louis Loucks

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Stamp collecting is meant to be a happy and social hobby. We assemble and study tiny illustrated pieces of paper, often in solitude. We can't continue without sources of stamps, supplies, encouragement and information. The Hawaiian Philatelic Society meets monthly and has a called auction in which you can bid against the floor or mail bidders. You can order supplies and catalogs from mail order dealers. There is, however, no real substitute for local dealers and bourses at which you can meet your friends, perhaps bid on an auction board, talk to the professionals and get supplies. Where are these folks? Read on and find out!

**Ala Moana Stamp and Coin** has been in business on the lower level of the Ala Moana Center since 1976. Sylvia Martin and her staff offer stamps, year sets, coins, a full range of supplies and Hawaiian material. She also has a some surprising items like dollar bills with Santa Claus or Marilyn Monroe portraits and other collectibles. Sylvia points out that this store has parking, the whole shopping center lot. While Ala Moana Stamp and Coin caters to tourists and the walk by trade, they are always eager to help serious collectors. Go in and start talking story, you will find something in your area of interest.

**Big Island Coins and Stamps** is a part of the Surplus Center at 74-5617 Pawai Place in the old Airport Industrial Park, Kailua-Kona. That definitely does not mean that Douglas Beatty deals in surplus stamps. He has been in business for 30 years and has a stock of U.S., foreign and Hawaiian material. His offerings change as he buys and sells and a stop at his shop would definitely be worthwhile.

**Hawaiian Island Stamp and Coin** is located at 1111 Bishop Street. Don Medcalf is a general dealer but his real field of specialization is fine Hawaiian material. His shop is like a small branch of Bishop Museum. If you would like a document signed by one of the kings, a poi pounder, fine old books from the Monarchy era, postcards, stamps or coins, Don is ready to show you his stock. Don is also a walking encyclopedia of information about old Hawaiian history and memorabilia. Ask that question that has been bugging you and see what answer is forthcoming.

**McCully Stamp and Coin** operates a shop and weekly bidboard at 939 Hauoli Street, just makai of the 1800 block of King street. Bert Matsuura has been dealing in stamps and coins since 1980. He is an active buyer of collectible material. The great feature of Burt's shop is the weekly bid board. Every single week over 1000 different items (stamps, coins, post cards, pogs, phone cards, and other things) are posted around the walls for silent bidding. The rules are simple. You find something you like and bid the listed minimum or 10% over the last bid. The closing time is 2:00 PM each Saturday and the action gets hot and heavy in the last few minutes. It is a great way to improve your collection, meet and talk with other collectors and see a lot of material of all kinds.

**Island Coins and Stamps** are located on the second floor of the Wharf Center in Lahaina. If possible Gordon Medcalf knows even more about Hawaiian history than Don. He should because he is Don's father and has been in the business since 1957. Gordon and his partners offer stamps, coins and

supplies, packets and other memorabilia. A Medcalf specialty is Hawaiian history and documents. If you are on Maui and need a philatelic fix, this is the place to go.

**Jackson's Hobby and Stamp Shop** is at 835 Keeaumoku Street, Suite 201. Stan Jackson came to Hawaii from Cape Cod and he runs the kind of store you remember from when you were a kid. Stan sells wood and plastic models and accessories, hobby books and tools. He runs a twice monthly auction mostly for younger people with models, kits and stamps. Stan stocks and aims his stamps at the beginning and intermediate collector, but also includes U.S. covers and mint stock, France, Russia, Specimen Overprints, and much more. Stan stocks Scott mounts and accessories, albums and year pages. Take your children when you go to see Jackson's, everyone will have a good time.

**Lowe's Collectibles** is located at 234 Wainuini Street in Hilo. Jim Lowe has been in business for 40 years. He offers a full line of stamps, specializing in Hawaii. His stock is very extensive but you should contact him first. much of his material is in air conditioned storage because of the Hilo humidity. Jim is going to reopen his store in Wailana at Waikiki and will offer a full range of stamps and accessories. Plan to give him a visit and welcome him back to Oahu or see what is going on in Hilo.

There are also many dealers who do not have permanent shops. these include **H & P Sales** (Kay Hoke and Dick Power), **Paul Edney**, **Ted Ashworth**, **Colin Young**, **Peter Nelson** and others. They often have extensive stocks and are buying material all the time. You can find these dealers at the local bourses and hobby shows.

Throughout the year, big collectibles shows take place at the Honolulu International Center. These include the **Hawaii Collectors' Expo** in February and the **Hawaii All-Collectors' Show** in July. Stamps are only a tiny part of what is on display at these shows which include everything from

baseball cards to antique automobiles. It is a real education in the variety of collecting interests to walk through one of these shows searching out the stamp dealers.

The **First Sunday Hawaii Stamp, Cover and Card Show** takes place every month at the second floor of the Queen Kapiolani Hotel, across from the Zoo in Waikiki. Paul Edney has really worked hard to present a fine group of dealers. You never know who will be there. Paul has had dealers from Hawaii, Japan and the mainland. This bourse is largely stamps, postcards and covers. It is a very relaxed place to look and talk. You should not miss this one.

The **Hawaiian Stamp and Coin Dealers Bourse** happens on the second Sunday of most months. They meet on the second floor (makai) of the downtown YWCA on Richards Street. This bourse is more heavily devoted to coins but **H & P Sales** and **Colin Young** are always there with stamps and other dealers may be on hand. This is a very worthwhile event and you can always have a picnic in the Palace grounds afterwards.

Each February, **Edward Rosen** from Redwood City California sponsors a stamp and cover bourse at the Ilikai Hotel. This bourse usually has about a dozen dealers, largely from the mainland and features a huge stock of covers and stamps. Don't plan to look in for half an hour because you may be there all day.

There are undoubtedly other dealers and events not listed in this article. I apologize to anyone left out.. Once you begin attending events and looking up dealers you will find a wide variety of places to go and things to do. Have a great time!

---

*James Kerr is one of the longest members of the HPS and a man whose life is truly devoted to philately. You can find Jimmy at McCully Stamps and Coins, where he works with Burt. He is another source of the most amazing information about stamps and Hawaii as it was in the old days. Say hello to Jimmy for me. The Editor.*

# "ROSE IS A ROSE IS A ROSE IS A ROSE."

Gertrude Stein, 1913.

Paul Edney

"I shall never forget the lilac and the roses."

Louis Aragon, 1940

Red Rose, Proud Rose....Rose of all roses, Rose of all the world...."

W. B. Yeats, 1895

Rose. What a beautiful color for a stamp. But, like me, do you have a problem distinguishing between the different shades of red? Most philatelists do. The problem with the color red, especially with stamps issued in the 19th century, is that the inks used for printing stamps were not color-fast or fade-resistant. What may have been rose when it was issued may look like dull pale red today, even after only slight fading.

In 1875 the Kingdom of Hawaii issued a 2 cent brown stamp depicting the portrait of King David Kalakaua. In 1882 the same design stamp was reissued but the color was changed to **Lilac Rose**. In 1883 a 2 cent **Dull Red** stamp was issued. Again, in 1886, this same stamp was issued in the color **Rose**, the most common shade. I have often had a problem differentiating between Hawaii #38, #43 and #43a in Scott's catalog. It's especially important when you consider the current mint and used Scott values for each one:

	Mint	Used
#38 2c <b>Lilac Rose</b>	90.00	30.00
#43 2c <b>Rose</b>	3.50	.75
#43a 2c <b>Dull Red</b>	40.00	15.00

A member of HPS was kind enough to show me a whole album page of each stamp shade at a monthly meeting. It is easy to see the difference between the

shades when you have a quantity of the same shade of a stamp grouped together on a page. But, when you have a limited budget and just one or two stamps and not much to compare them with, the task becomes more difficult. Let me try and make it a little easier for you.

After the overthrow of Queen Liliuokalani in 1893, the 2 cent red (as well as other issues) was overprinted

"Provisional Government, 1893" in black. This overprint was only made on the **Rose** shade and is a fairly common Hawaii stamp. The **Lilac Rose** and **Dull Red** shades were never overprinted. If you have an unoverprinted 2 cent red, compare it first with an overprinted 2 cent **Rose** copy. If they are close, you probably have the **Rose**

shade. If they are not close, then you probably have the **Lilac Rose** or **Dull Red** shades. I say probably, because fading of the color red plays an important part in this and makes it difficult to distinguish between the three shades, especially on used copies.

The **Rose** shade is usually a much brighter red and tends to stand out from the album page, whereas the **Lilac Rose** and the **Dull Red** shades lack any brightness of color. the "Lilac" part of the **Lilac Rose** shade is not easy to make out. From the many copies I have seen, the



**Lilac Rose** tends to be darker than the **Dull Red** shade. But, again this does not mean much if the stamp has faded. If there is any doubt and you are buying an auction lot, it is best to count the stamp as #43. that way you won't pay too much if you get the lot.

If you are lucky enough to have a used 2 cent red stamp with the year clearly visible in the postmark or on the piece or cover and it says 1882 (no other year) you must have the 2 cent **Lilac Rose** shade. If you have a used stamp with the year in the postmark of 1883, 1884 or 1885, you have the **Lilac Rose** or **Dull Red** shade. With a date of 1886 onwards, you could have any of the three shades. You will have to make a distinction based on comparison or good judgment.

It would be a good idea, for identification purposes, to purchase a 2 cent **Lilac Rose** with a clearly visible 1882 postmark. Expect to pay \$15 and up for the stamp, \$30 for it on piece, \$90 and up for an entire cover. It will go a long way to help you solve the shade differences, provided the stamp has not faded much. Also have as a reference, multiple copies of the over printed 2 cent **Rose** (Scott #66). You should be able to pick up torn or faulty mint copies for about 25c each. Ask any Hawaii stamp dealer. Beyond this, there is no easy method (especially for the 2 cent Dull Red) other than to have several already identified copies of each of the three shades handy as a reference guide.

I hope this article has been of some help to you. Your comments are most welcome.

---

*Paul Edney is a recent HPS member and a local dealer specializing in the British Empire. This interest gives him more than ample opportunity to study every conceivable shade of red stamp.*

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# His Excellency, The Governor...

I suppose there is always confusion about how you address the officials of a strange country. In the 1950's Samuel Wilder King received some of his mail in spite of the addresses.





## APROPOS OF NOTHING....

*Since no one wrote offering to do me serious bodily harm if I persisted in publishing nonsense in this column, we continue with the history of world according to students.*

---

Without the Greeks, we wouldn't have history. The Greeks invented three kinds of columns - Corinthian, Doric and Ionic. They also had myths. A myth is a female moth. One myth says that the mother of Achilles dipped him in the River Styx until he became intolerable. Achilles appears in "The Illiad", by Homer. Homer also wrote the Oddity", in which Penelope was the last hardship that Ulysses endured on his journey. Actually Homer was not written by Homer but by another man of that name.

Socrates was a famous Greek teacher who went around giving people advice. They killed him. Socrates died from an overdose of wedlock.

In the Olympic Games, Greeks ran races, jumped, hurled the biscuits and threw the java. The reward to the victor was a coral wreath. The government of Athen was democratic because the people took the law into their own hands. There were no wars in Greece, as the mountains were so high that they couldn't climb over to see what their neighbors were doing. When they fought the Parisians, the Greeks were outnumbered because the Persians had more men.

Eventually, the Ramons conquered the Geeks. History call people Romans because they never stayed in one place for very long. At Roman banquets, the guests wore garlic in their hair. Julius Caesar extinguished himself on the battlefields of Gaul. The Ides of March kelled him because they thought he was going to be made king. Nero was a cruel tyranny who would torture his poor subjects by playing the fiddle to them.

Then came the Middle Ages. King Alfred conquered the Dames, King Arthur lived in the Age of Shivery, King Harlod mustarded his troops before the Battle of Hastings, Joan of Arc was cannonized by George Bernard Shaw, and the victims of the Black Death grew boobs on their necks. Finally, the Magna Carta provided than no free man should be hanged twice for the same offense.

In medevil times most of the people were alliterate. The greatest writer of the time was Chaucer, who wrote many poems and verse and also wrote literature. Another tale tells of William Tell, wh shot an arrow through an apple while standing on his son's head.

---

*Be warned. Next we come to the Renaissance and find out who invented cigarettes and what happened to the Spanish Armadillo.*

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# HAWAIIAN REFLECTIONS

By Peter Burk

## *What Color is the Name of a Town?*

This "on piece" piece shows an interesting combination of a 25¢ postage stamp and an ELEELE cancellation. This can lead to wonderment about the meaning of the names of Hawaiian towns. Tourists

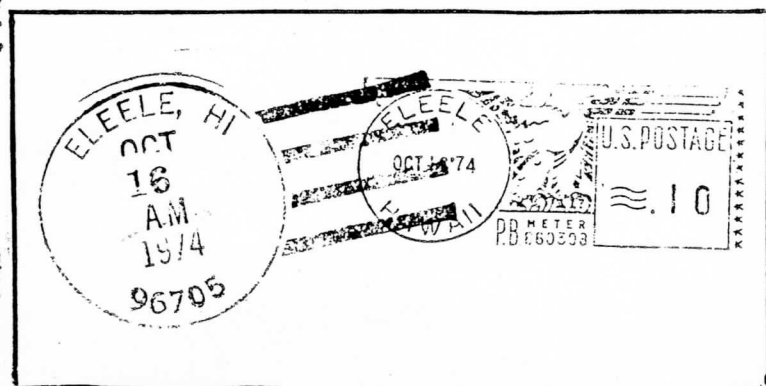
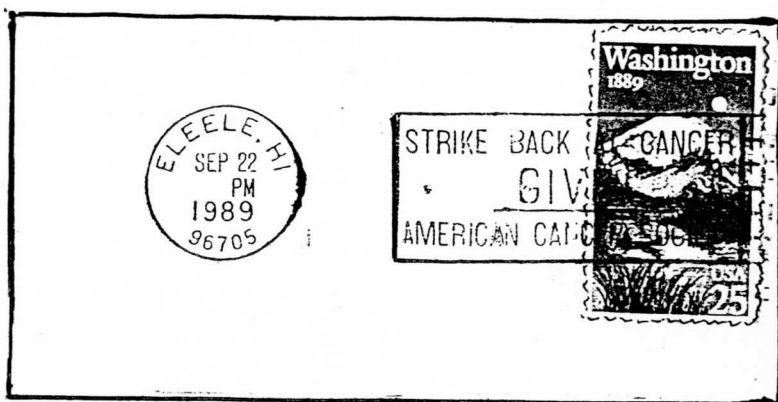
on their way to visit scenic WAIMEA CANYON on the Garden Island of KAUAI drive through ELEELE town (Zip 96705), located just uphill from Port Allen. According to the Hawaiian dictionary, the word 'ELE'ELE has the meaning of black or very dark black color. Ordinarily, people would seldom name their town "Black" but some boggy wetland nearby may have contained stagnant vegetation which gave a black color to the water ... thus: "Behold, let us name this place ELEELE because of the blackish water."

The tiny little not-quite-a-bay just downhill a bit from ELEELE became a port for handling of barge cargo over a hundred years ago. This port/dock was named Eleele Landing until about year 1909 when name changed to Port Allen in attempt to honor a Honolulu merchant named Mr. Allen.



There also is color regarding the spacious WAIMEA CANYON. The same tourists who just drove through Eleele town soon arrive at breath-taking overlook viewpoint into the grandeur of the WAIMEA CANYON. This fine example of geological erosion, supplied with runoff from the average 400 INCHES per year of rainfall at nearby Mount Waialeale (mile high), shows deep cutting through layers of ancient lava flow. These layers are now eroded, oxidized into many colors with predominantly deep reddish-brown color. In Hawaiian, WAI means water, and one of meanings of MEA is red-brown ... thus: "Behold, let us name this canyon WAIMEA ... because of the red-brown muddy river flowing at bottom."

Because there is abundance of red-brown stained erosion throughout Hawaiian Islands, sure enough there are several place names of WAIMEA throughout our State. This IS a colorful State with colorful place names!



We suppose some of tourists wonder just why there is town of ELEELE here on Isle of KAUAI?

Could this town ever rise to a place of great fame with reputation so blackened by such a dark name?

But since "Hasegawa's Store" reached musical renown, how about "WHEN MELE Played Her UKULELE in ELEELE TOWN?"

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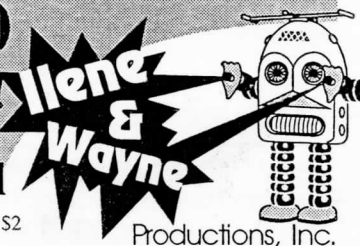
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