

PO 'OLEKA O HAWAII



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

Members and Friends:

In this, the inaugural issue of "PO'OLEKA O HAWAII", the journal of the Hawaiian Philatelic Society, I believe it would be appropriate for me to recount the progress of our Society over the past year.

The Society's involvement in the Atherton Collection controversy, our support of the Polynesian Voyaging Society with covers carried by canoe to the neighbor islands, our lobbying campaign for a stamp to be issued in honor of the 200th Anniversary of Captain Cook's arrival in Hawaii - all have worked to bring the Hawaiian Philatelic Society the recognition it so richly deserves, not only in Hawaii, but also throughout the country.

All these projects have resulted in an unprecedented increase in Society membership over the past year, and we look to continuing support from all our members and friends.

In the future, the Society will be engaged in several interesting activities, and these will be reported to you in future issues of the journal and in our monthly bulletins to members.

Mahalo and Aloha,

A handwritten signature in black ink, appearing to read "John T. Nugent", written in a cursive style.

From 1900 to 1910, Hawaii was the most popular "collecting country" in the world, bar none. The glamour of Hawaii was appealing. A tropical paradise, with a dynasty of kings and queens only recently deposed, and the fact that the islands had just been annexed to the United States stimulated collecting interest. Practically all of the better known philatelic periodicals carried articles on Hawaii's attractive stamps so that collectors were constantly kept aware of the possibilities in Hawaiian stamps for detailed study.

However, increased interest in U. S. stamps caused a decline in Hawaii collecting, and it was not until Statehood in 1959, plus the fact that the world was bulging with collectors, that interest was revived. By this time, of course, Hawaii's stamps were scarcer and tremendously more expensive to acquire.

Hawaii has several firsts to her credit. She was the first country to recognize collectors' desires by filling mail orders and giving out certain requested information. A stock of obsolete issues were kept on hand for many years after they had been supplanted by new issues; thus we can say that the Honolulu Post Office operated a philatelic agency as early as the 1860's.

Hawaii was the first country to authorize special printings, reissues, official reprints and the imitation of obsolete stamps to be made for collectors. She was also the first to sell job lots of cancelled-to-order stamps at reduced prices to dealers, which made it possible for collectors to fill spaces for high values at a nominal cost.

Hawaii's first permanent Caucasian residents were the missionaries who arrived in March, 1820. Prior to this time, there was no written language, but in the course of the next ten years, the missionaries had devised an English alphabet from the sounds of the native tongue and had taught many Hawaiians to read and write their own language.

By 1840, a constitution had been adopted, a formal legal system established, changed, and modified, so that by 1852 Hawaii was well on her way. Written communication made it necessary to devise a postal system. The first adhesive stamps were issued in 1851, flower-bordered numeral designs commonly known as the "Missionary Stamps" (Scott #1-4). Fifty years later, Hawaii's stamps had become obsolete due to the country's annexation by the United States, and from then on, U. S. stamps were used.

It is interesting to note that in half a century a postal system had been devised, perfected and run its complete course, to become incorporated into that of a larger system.

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On July 16, 1951, Linn's Stamp News printed the following:

"Word coming from Honolulu where the first Hawaiian stamp exhibition was staged June 28-30 indicates that the Hawaiian hosts went all out to see that the visitors had the time of their lives."

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THE ORIGIN OF THE WORD "PHILATELY"

By Dr. Walter H. Maurer

The word "philately" is an anglicization of the French "philatélie", a name for the hobby of collecting postage stamps, which was proposed by the French collector, M. Herpin on November 15, 1864, in the magazine Le Collectionneur de Timbres-poste.

This term is pieced together from "phil-" (the base of Greek *philos* - 'loving, lover, friend') used to make nouns indicating 'love of this or that', plus "atéles", another Greek word meaning 'free of tax or charge'. This word "atéles" was used by Herpin as an equivalent of the French "franco" - 'free', that is, free of the cost of conveyance or delivery.

Before the introduction of postage stamps, letters were marked "franco" (or by equivalent words elsewhere than France) to indicate that the cost of delivering them had been prepaid. When stamps, which are, of course, nothing but receipt-labels, were introduced, they took the place of the word "franco". Thus, we see that the Greek "atéles", which is a rough translation of "franco" came practically to signify 'postage stamp', the successor of "franco". Philatélie (or its English form "philately") then means literally 'love or fondness for postage stamps'.

Within a year of M. Herpin's suggestion of this word "philatélie" as a name for the hobby of collecting postage stamps, the English form "philately" had become widespread, and the additional words "philatelist" and "philatelic" were quickly coined. So we read in the Stamp-Collector's Magazine (December 1, 1865) that within a year these three English words 'have become household words in the postage-stamp collecting world'.

But oddly enough, as late as 1881, we read in the Athenaeum (October 1): "It is possibly a question whether the science should properly be called "philately" or "timbrophily".

The fact is that this "timbrophily", along with a number of other similar unpleasant sounding words, formed with "timbro-" (from the French "timbre" - 'stamp') enjoyed a brief period of use. These tongue twisters are: timbrophilist (imagine being called that instead of "philatelist!"), timbrophilic, timbrology, timbromania, timbromaniac, and timbromanist.

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On August 20, 1951, Linn's Stamp News printed the following:

"Hui Pooleka O Hawaii - in other words Hawaiian Philatelic Society. Pictured was the first honorary membership card ever issued by the order, given to George W. Linn who was chairman of the judges at HAPEX, June 27-30, 1951."

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THE TWO CENT LITHOGRAPH HAWAIIAN POSTAL CARD

By Albert J. Schwalm

In 1970, it was discovered that the 2¢ Postal Card, UX 2, had also been produced by lithography. Heretofore, it was thought that this variety, with the ink being absorbed in the soft translucent card stock, was engraved.

After four years of research by the Hawaii Study Group, it was confirmed that a direct plate-to-stone transfer had been made for its production. These lithographed cards have the same characteristics as the engraved cards and only differ in minor details (secondary plate flaws) from the six original types and must be considered as sub-types, as they are in no case completely identical with the engraved cards.

Either Hawaii's agent in New York City or the American Bank Note Company made an error, and 10,000 copies of the lithographed 2¢ Reply Cards were printed by mistake. It was the 2¢ Single Card that was wanted in Hawaii.

The 10,000 Reply Cards were not officially accepted by Hawaiian authorities, but remained stored in Honolulu until officially destroyed by burning on January 28, 1897 (see official report of Special Committee of the Hawaiian Legislature, dated February 1, 1897, quoted in Richards, pages 15 and 16). The Committee blamed the American Bank Note Company for the original error, and it would appear that the American Bank Note Company accepted the blame and made good the order by quickly supplying lithographed copies of the 2¢ Single Card.

In Kenyon's book, page 26, he quotes a quantity of 10,000 and the date February 17, 1882 as received by the Hawaiian authorities. However, as Kenyon describes this as the last consignment of the 2¢ Cards, it is obvious that February 17, 1892 was intended. Stone so quoted the date in the Postal Card Bulletin, Vol. 5,

No. 7 (November 1898), page 30. It is therefore reasonable to assume that the 2¢ Single Cards would have been ordered soon after it was discovered that the 2¢ Reply Cards had been sent by mistake. Also, there is proof of a 2¢ lithograph cancelled May 5, 1892 and is so illustrated in the July-August 1974 issue of Postal Stationery.

As a result, there is a total of 22,500 2¢ lithograph cards, rather than 12,500, as previously reported. Since there were 10,000 cards overprinted by the Provisional Government, this leaves 12,500 cards unoverprinted and not as scarce as supposed.

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On April 13, 1911, eight Honolulu gentlemen formed the HAWAIIAN PHILATELIC SOCIETY with dues at 50¢ per year.

In June of that year, the delicate question arose whether or not ladies would be allowed to join. Evidently, none of the gentlemen cared to go on record one way or the other, and the question was "tabled" for the time being.

* * * * *

THE BIRTH OF A ZEPPELIN

By F. W. Brown

On the warm afternoon of July 4, 1900, thousands of scientists, journalists and townspeople crowded the shores of Lake Constance on the German-Swiss border. They had all come to witness what they believed would be a miracle, for this was the day the sixty-two year old Ferdinand von Zeppelin was to try to fly his ridiculous, sausage-shaped machine around the sky.

Although the nose of the Count's mysterious machine protruded from the end of the giant hangar, only a privileged few had actually seen the new invention.

The stocky little man with the snow-white hair and drooping mustache emerged from the hangar and with respectful silence bent his head in prayer. After the prayer was finished, he walked back into the hangar, and moments later the huge flying machine was brought out, dramatically, looking like a huge cigar. The crowd burst into cheers and gasps of wonderment as the great dirigible grew longer and longer. Even those people who had come to jeer were amazed at its length of 425 feet. Nothing like it had ever been seen before. Two little gondolas were suspended under the great bulging gas bag.

There were five aboard: Eugen Wolf, famous African explorer; Baron Bassus, an adventurer; an engineer by the name of Barr; and a local mechanic, plus the Count himself.

The gondolas were connected by a catwalk, from which hung a wire cable holding a 550-pound weight. To make the airship rise, the cable was supposed to be shoved to the rear; to descend, the cable was to be set forward. Little rudders on each side of the bow were supposed to steer the clumsy-looking craft. The flying machine had two four-cylinder Daimler marine motors which had the horsepower of a modern motorcycle.

When the tow rope was dropped, the huge airship rose leisurely to about 1300 feet. She began to move out on the lake and for seventeen minutes patrolled the lake shores until the sliding-weight lever broke. With this the airship's hull crumpled and the ship nosed down. To make things worse, it settled on a sharp stake of an anchored buoy which punctured the hydrogen cell and the gas escaped out of the huge airship. It was an embarrassing way to end the flight, but those aboard were enthusiastic about the first voyage of the LZ-1.

Far from being discouraged, the Count spent the next few months struggling to perfect his airship.

Again on October 17, 1900, a second try was made, but after eighty minutes both motors failed. A third try was made three days later, but the airship could make little headway against a wind which became stronger.

Because of the worsening situation, Count von Zeppelin's backers were dubious about the dirigible's commercial possibilities and withdrew their support. The Company for the Promotion of Aeronautics, which had financed the building of the airship, had become penniless and on November 15, 1900, was dissolved.

* * * * *

In 1969, the world-famous U. S. 24¢ inverted airmail stamp was sold at public auction for \$31,000. It was the highest price paid for a U. S. stamp up to that time. In 1974, it was sold for \$47,000.

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POLAR FLIGHT OF THE GRAF ZEPPELIN (LZ-127)

By F. W. Brown

Back in 1929, the great Norwegian explorer, Fridtjof Nansen, and the Australian George Hubert Wilkins (who had flown with Ben Eielson from Alaska to Spitsbergen) had interested Dr. Hugo Eckener in a scientific polar trip in the Graf Zeppelin. But Nansen died in 1930 before the project could come to fruition. Later in 1930, the idea of a polar flight was revived by Eckener and Wilkins. The latter had conceived a sensational scheme to raise money for the expedition. He would navigate a submarine under the Polar ice field. At the North Pole he would cut a hole in the ice with special equipment and rendezvous with the Graf Zeppelin. Mail and passengers would be exchanged.

George Wilkins, who by this time had been knighted, borrowed the U.S. Navy submarine Nautilus, made the necessary modifications, and sailed to Norway. There it was found that extensive repairs would have to be made in the submarine, and the trip was postponed.

Eckener then decided not to wait for Sir Hubert, and instead arranged a meeting with the Russian ice-breaker Malygin in the Franz Joseph Land area.

At 4:04 A.M. on July 25, 1931, the Graf Zeppelin left its home base at Friedrichshafen, Germany, with Dr. Hugo Eckener at its helm and a crew of thirty, including twelve prominent scientists from various countries. Among these were two Americans, Lt. Commander Edward H. Smith, an oceanographer with the U.S. Geodetic Survey, and Lincoln Ellsworth, noted Arctic explorer, who was chosen as navigator for the expedition, representing the American National Geographic Society.

The Graf Zeppelin flew to Berlin, where it stopped briefly, and then to Leningrad, Russia. There all luxuries were stripped and replaced with survival equipment and scientific instruments. Professor Samailovich,

who had led the Krassen expedition to Nobibe's "red tent", was taken aboard as scientific leader.

The great dirigible left Leningrad on July 26 at 11:10 A.M. and flew over beautiful Lake Laboga. Professor Walter Basse attempted to take pictures, but bumped the camera on the sill of an open window, and instead of acquiring a souvenir of the scene, he left a memento with it.

During the morning of the 28th, the ship passed over the wild-looking log-built town of Archangel, and then turned her course away from Siberia out over the cold waters of the Arctic Sea. Everyone on board wore furs, and in these were very comfortable. The only discomfort experienced during the entire trip was lack of sufficient drinking water, and it became necessary to limit each person to two glasses per day.

As the dirigible skirted Novaya Zemlya, they saw that the land areas around the high mountains in the northern part of the great island were covered with tremendous glaciers, while the southern section was quite free from inland ice.

Sailing almost due north through occasional clouds of frosty mist towards the group of islands known as Franz Josef Land, Dr. Eckener and his captains kept a sharp lookout for signs of the Russian ice-breaker, Malygin, which was supposed to be anchored in the vicinity of Cape Flora. Radio communications had been established between the ice-breaker and the Graf as the latter approached, and it had been arranged that the Malygin was to show her exact location by sending up a small captive balloon with glittering sides.

The dirigible sighted the balloon at 8:45 P.M. on the 28th, and began its descent at Silent Bay, Hooker Island. The Malygin lay below at anchor with her crew of wildly cheering Russians and such prominent persons as Bruns, Malchanoff, and General Umberto Nobile.

The airship had been equipped with landing pontoons, and settled in the open water as neatly as a gull. Eight bags of mail were accepted from the Malygin, and in turn, the airship delivered sixteen bags of mail to the vessel. These missives from "Santa Claus Land" would soon gladden the hearts of hundreds of proud stamp collectors in many far corners of the world.

Because the winds were blowing dangerous ice floes and small bergs into the open area of the bay where the Graf had settled, Dr. Eckener realized that he must get away without further delay if they were to escape disaster. So, after a short stay, the dirigible let out water ballast, and arose with ease, the first aircraft of her kind ever to have alighted and taken off again in the polar regions.

The Graf was now within 607 miles of the Pole. Had the weather been more promising, undoubtedly Dr. Eckener would have continued to the Pole, but a troublesome arctic fog was beginning to drift in from the north, veiling the numerous islands of Franz Josef Land, and he deemed it wiser to make for the Siberian coast in a wide curve that would carry them to North Land and Cape Chelyuskin in the Taimyr Peninsulas.

As they proceeded upon this plan, they ran into a neutralizing zone of air which completely silenced their radio to the outside world. For almost forty hours, those back home worried over the sudden cutoff of all news from the airship. During this period, she kept steadily on her way southeastward while her scientists kept busy night and day making observations of the air and the white world below. They had explored a wide square between Novaya Zemlya and Franz Josef Land and North Land by the time they got back to the Siberian coast.

The Graf's flight from Fligely to North Land disclosed no new islands, and apparently Northern Cape in North Land at latitude 87.5° north was, in fact, the farthest

northern extension of the Asiatic continent.

A novel feature of the meteorological observations made during this flight was the use of small sounding balloons. These balloons were filled with hydrogen and sent aloft with instruments which automatically registered air temperature, humidity, and barometric pressure. In addition to the instruments, these balloons, which had been recently developed by Professor Maltchanov of Leningrad, lifted a light short-wave radio transmitter. It was found that the average temperature at the Arctic Circle was 43 degrees above zero at the altitude of 1500 feet, and 34 degrees close to the water.

Dr. Eckener and his companions returned to Friedrichshafen on July 31, 1931, after a six-day air adventure, with much valuable meteorological and geographical information.

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NEVER TOO YOUNG !

H. E. Harris Company of Boston, one of the country's largest stamp dealers, was founded by Henry Ellis Harris when he was 14 years old!

He started his business in 1916 and worked out of his bedroom in his Washington, D. C. home. By the age of 19, he had built up a thriving mail-order business and had opened a small store in Boston.

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HAWAIIAN ARMY POST OFFICES, 1942

By Charles C. Gill, M.D.

The hand canceler has two parts and two functions. The circle portion is the postmark and contains the name of the town, the state, the date and the hour of closing of the mail. The "killer" portion applies ink to the stamps to cancel them and prevent use again. Hand canceled mail from Honolulu bore a distinct variation that was quite attractive. The circle part contained the words "HONOLULU HAWAII" plus the date and hour. The "killer" portion, of a neat bi-concave lens shape, had in the center the word "OAHU". The background around the word "OAHU" was in some instances a solid black area while in others it was a series of eight or ten parallel lines of graduated lengths.

The Honolulu Post Office was the main office for mail to and from Army and Navy stations. Various Army posts, such as Schofield Barracks, Wheeler Field, Fort Shafter and others had their name within the postmark circle along the lower border, either as stations or branch offices while the upper part stated "HONOLULU HAWAII". One exception to this was the Fleet Air Base which carried within the postmark the words "FLEET AIR BASE/PEARL HARBOR/HAWAII". These were the types of hand cancelers used on our mail while we lived in Hawaii from 1933 to 1935 and from 1940 to 1942, and that included letters mailed from Fort Kamehameha on December 10, 1941 to our families.

After our nation entered World War II, the Armed Forces were faced with a problem of distribution of mail to units all over the world. The Army considered its World War I experiences and placed in operation its Army Post Office system. A set of numbers were assigned to military installations in Hawaii, using Nos. 950-963 inclusive. Inside the circle of the

postmark were the words "U.S. ARMY POSTAL SERVICE A.P.O." plus the date and time of closing of the mail. The postmark was similar to that shown in Scott's Specialized U.S. Catalog, figure B, employed in World War I.

Below is a list of APO numbers assigned to Hawaii early in 1942 and the region for which each was used:

APO 950 Fort Armstrong
951
952 Kaneohe Bay Region
953
954
955 Camp Malekole
956 Fort Ruger
957 Schofield Barracks
958 Fort Shafter
959
960 Island of Hawaii
961 Island of Maui
962 Island of Kauai
963 Island of Molokai

Among numbers 951, 953, 954, and 959 were offices for Fort DeRussy, Fort Kamehameha, Wheeler Field, and Hickam Field, but which was which we do not remember. The first ten were all on the island of Oahu. They were used in May, June, July, August and up to the middle of September, 1942, on outgoing mail.

Apparently there was an interval during which the peace time system was discontinued and a temporary expedient used. We have envelopes mailed in May, 1942, with no postmark. Some had the double oval circle without any name, the one regularly seen on registered mail to cancel stamps, entirely without the possibility of identifying the location of place of mailing. Other envelopes had two sets of three parallel lines in the

customary upper right corner. There was also used the rectangle which bore the slogan "BUY U.S. SAVINGS BONDS/ASK YOUR POSTMASTER". There were applied to envelopes which bore ordinary postage of 3-cent air-mail rate to the United States or on letters sent FREE from Military personnel to families at home. Then came the regular APO cancellations and postmarks listed above.

A change was made in local practices in August or September, 1942, in that the APO number was eradicated from the postmark. This was apparently done by filing or cutting off, for a complete job was not done at some offices and a slight trace of numbers still appeared. Thus, there was no knowing which office serviced the letter. However, since most military people mailed their letters in unit boxes and their name and APO number had to be on each piece, we could assume for most letters that the missing APO number in the postmark was the same as that shown with the name of the sender.

We have a different type of postmark on an envelope dated September 18, 1942, the type used on registered mail. This contained the words "SAN FRANCISCO, CALIF. (U.S. ARMY POSTAL SERVICE) APO 955". This presumes that armed forces were getting more numerous overseas and not only did the unit have an APO number, but one had to designate from which port the mail was to be sent, for it might have been San Francisco, New Orleans, New York, or others. This denotes a change then in the status of troops in Hawaii, once regarded as normal garrison troops for the Islands, later becoming a portion of the Pacific Forces to be used in the defeat of Japan.

As we stated, mail from those in the armed forces was deposited in Army unit post offices. There was one loophole, and that was for letters sent airmail. It

was permissible to have a letter censored by the unit censor, then carried downtown to the mail office, and put into the airmail slot. These letters bore the postmark used on regular mail from Honolulu.

* * * * *

THOSE \$1 BAGS OF STAMPS

Beginners love them - and buy them in vast quantities.

Getting those stamps into the bags is a multi-national business, and the H. E. Harris Co. of Boston is probably the leader in their sale. Harris has part-time agents in all 229 stamp-issuing countries and territories clipping and collecting. In the more remote parts of the globe, missionaries are hired to do the collecting.

The stamps are stuffed by the agents into 50-pound burlap bags, which are sent to Harris's Boston headquarters from all over the world. The bags are weighed into 200-pound batches and then taken to Harris's "processing plant", a converted schoolhouse in Derry, New Hampshire.

Here they are emptied into a large rotating barrel, which mixes the stamps for 90 minutes to provide a good assortment for those little bags of mixed worldwide stamps.

One veteran Harris employee recalls what it was like before the big barrel was installed 35 years ago. "We tossed them by pitchfork to mix them - it was a dusty, miserable job".

* * * * *

GREAT BARRIER ISLAND PIGEON POST

By Beth and Ted Ashworth

Pigeons have been used as message carriers with varying degrees of success since ancient times.

During the siege of Paris in 1870, pigeons were flown out of the beleaguered city by balloon to Tours, and messages were attached to the birds' legs for the return flight to Paris. We have heard that a pigeon post was tried during a British postal strike. Unfortunately, it coincided with the mating season, and the British birds proved uncooperative, preferring to stay close to home where the action was!

Perhaps the best known local pigeon post is New Zealand's Great Barrier Island Pigeongram Service, which lays claim to being the world's first regular airmail. Naturally, airmail purists will disagree, but it was an airmail service - it did fly on a regular basis - and it did continue for a number of years.

Great Barrier Island, situated about 20 miles from Auckland, was a center for kauri logging operations around the turn of the century. Mail was very slow, and depended on the steamer "Wairarapa" which brought supplies to the island weekly.

When the steamer was wrecked at Miners Head in 1894 with a loss of 135 lives, Walter Fricker, an Auckland pigeon fancier, conceived the idea of a carrier pigeon service to bring more rapid communications to the island. Several successful experimental flights were made in 1896, and Mr. Fricker opened the first regular service at Okupu on Great Barrier Island in 1897. The local postmistress, Miss Springhall, acted as his agent.

The venture proved so successful that S. Holden Howie of Newton Road decided to open a rival service, extending operations to include Port Charles, Port Fitzroy, Whangaparapara, Waiheke and the Hen and Chickens Islands. His feathered mailmen even flew to an ostrich farm at Whitford Park, near Papakura.

Both services used specially printed pigeongram forms on light tissue paper. Each bird carried several messages which were sealed in a tiny aluminum capsule and attached to one leg by a rubber band. The cost of one sheet was sixpence (6d), and a local stamp was attached to each message and duly postmarked. In all, eight separate stamps were used by the two services, the best known being the triangular variety.

In 1908, the New Zealand Government opened a telegraph service between Great Barrier Island and the mainland, putting an end to one of the most colorful local posts in Pacific history.

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Curiously enough, the stamp business thrived during the Depression years. It boomed again after World War II when returning GIs nostalgically began collecting stamps of the countries they had visited or had fought in.

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HAWAIIAN POSTAL SERVICE

In 1849, business expansion in Hawaii was blocked by a haphazard and informal mail linkage with the rest of the world.

There was no sure way for Honolulu businessmen to order merchandise or remit funds to the overseas suppliers of Western goods. Western goods were sold to native Hawaiians, to resident foreigners, but most of all to the whalers who wintered in Honolulu, Lahaina and Hilo ports.

It was not the Hawaiian people who wanted the Kingdom of Hawaii to start a postal system. It was those with a Western culture - first and second generation resident foreigners, and the whalers, merchantmen and man-of-warships in port, who wanted a dependable system for trans-ocean communication.

All resident foreigners, especially the Christian missionaries from New England, wanted a Hawaiian postal system to send home their chatty, often tear-stained letters, and deliver replies from distant loved ones. Many incoming (and the few outgoing) periodicals were outdated by the time of delivery to ultimate addressees.

Sometimes newspapers from America had been well read and clipped by others en route.

Resident foreign businessmen and missionaries were able to persuade the King's Privy Council and his Hawaiian legislature to authorize and fund a postal system. The Privy Council and the legislature also authorized postage stamps.

Technology's state in mid-19th century Honolulu is evident in Hawaii's first stamps. They were hand-typeset and hand printed by the King's press in downtown Honolulu.

Of the foreign minority, by 1850 Americans were the most numerous and the most economically linked with America. But a Britisher, the King's minister for foreign relations, joined the Americans in promoting Hawaii's postal system, perhaps for British national ends. Until 1825, England had been the most important foreign nation to Hawaii, and by 1850, the growing American influence in Hawaii was of official concern. A Hawaiian mail service would at least speed Honolulu-London dispatches, even if trans-shipped through the United States.

Once established, the post was most closely tied to America through San Francisco, a port which became dominant during the gold rush to California. But San Francisco was on the West Coast - isolated from America's populated East Coast.

Routes across Panama's isthmus and around South America's Cape Horn permitted practical, if lengthy, surface communication and movement of goods between Hawaii and the East Coast. Legal arrangements between Hawaii's new postal system and America's speeded delivery gave some security and introduced some regularity.

Newspapers started to arrive in Honolulu unclipped and still in their original folds and wrappers.

Honolulu's American businessmen received ordered goods in terms of months instead of years.

Creditors in San Francisco and Boston waited a shorter time for payments. Usually drafts on private banks and cash moved by mail.

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TOPICALS

In recent years, there has been a craze for Topicals.

One dealer received a request for stamps with "nudes" and "boilers". There was no problem in supplying the "nudes", but it appears that not one country to date has seen fit to put a picture of a "boiler" on a stamp.

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1975

OFFICERS of the HAWAIIAN PHILATELIC SOCIETY:

President - Lt. John T. Nugent
1st Vice President - Mr. Harold E. Strong
2nd Vice President - Mr. Gilbert Lewis
Secretary - Mrs. Virginia May Lewis
Treasurer - Mr. Harold Meyer
Auctioneer - Mr. Kay H. Hoke

MEETINGS:

Business Meeting and Auction - the 2nd Monday
of each month at Ala Moana Banquet Hall,
Honolulu, at 7:30 P.M.

Swap Meet - the 4th Monday of each month at the
Kaimuki Library, Honolulu, at 7:00 P.M.

"PO'OLEKA O HAWAII"

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Co-Editor - Mrs. Virginia May Lewis
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