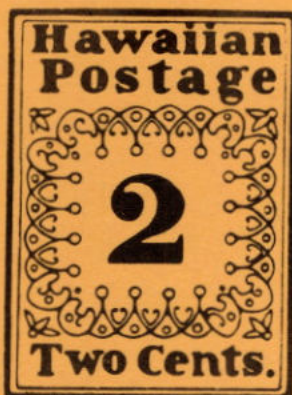


PO 'OLEKA O HAWAII



PUBLISHED BY: HAWAIIAN PHILATELIC SOCIETY

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Issue No. 16

July 1979

July 1979

Fellow Stamp Collectors:

1979 marks the 100th anniversary of the death of Sir Rowland Hill, a man whose inspiration and organizational genius introduced to the world the first uniform postal system and invented the adhesive postage stamp in 1840.

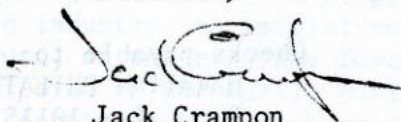
As this article takes us back to the very early Penny Black, we also recall the very early stamp clubs. In 1911, 68 years ago, one such club - by no means the world's first - was organized in Hawaii. Then, the Penny Black was only 71 years old, which is to say that the Hawaiian Philatelic Society has been active for nearly half the life of the Penny Black.

The changes that have occurred in the stamp-issuing policies of the nations of the world are well known. The HPS has likewise seen major changes. In 1911, the HPS was a small handful of collectors of Hawaiian philatelic items. Today it is a club of more than 300 members collecting Hawaii, United States, British Commonwealth, U.S.S.R., Japan... boats on stamps, black stamps, Mr. Zip blocks, Captain Cook, first flight covers, etc.....

And the activities of the HPS have expanded - a monthly meeting with a program and auction, a monthly swap meet, a monthly Mini-Hapex Show including a bourse, production of first-day and other covers, a monthly Newsletter and a quarterly Journal, to name a few. On October 6, 7, and 8, another major Hapex Show will be staged with numerous exhibits and many stamp dealers.

To you, Sir Rowland Hill, we say "mahalo nui" for not only the concept of the "po'oleka", but also a most enjoyable hobby.

Aloha no,

A handwritten signature in black ink, appearing to read "Jack Crampon". The signature is stylized with a large, sweeping "J" and a cursive "Crampon".

Jack Crampon
President

1979

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"PO'OLEKA O HAWAII"

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SIR ROWLAND HILL, 1795-1879

(Reprinted from "Gibstamps", Bulletin of the
Gibraltar Post Office)

Sir Rowland Hill - school teacher from the age of twelve, inventor of several ingenious machines (including a printing press), natural philosopher, astronomer and expert land surveyor.

For the lover of postage stamps, however, Sir Rowland Hill will be best remembered as the proposer of "a bit of paper just large enough to bear the stamp, and covered at the back with a glutinous wash which the user might, by applying a little moisture, attach to the back of a letter".

Thus was heralded the famous Great Britain Penny Black, although the vague manner of its description is out of all proportion to the subsequent development of this now ubiquitous object. The innovation was, however, something of an afterthought, since the phrase quoted above appeared in the second, rather than the initial, version of a pamphlet produced by Hill, assisted by his three brothers who were respectively a lawyer, an inventor and an educational writer, and entitled "Post Office Reform: Its Importance and Practicability".

Indeed the method of prepayment of postage was far from Hill's thoughts when he set out to draft his paper. The inspiration came rather from reading of the strong criticisms in Parliament in the late 1830's of the state of the Post Office in Britain.

The principal cause of political and indeed of public unrest was one that is not uncommon today - the high cost of postage; if one takes into account, however, the diminished value of money today, the rates in the British Isles in the early 19th century were prohibitively expensive. For example, an Act of 1796 had

fixed the postage on a letter travelling less than 15 miles at 3d, whilst above 150 miles (e.g., London to Edinburgh) the rate was 8d; this increase was introduced to help to pay for the war then being waged between Britain and France, and the revenue from the carriage of mail was to be similarly exploited three more times before the Battle of Waterloo in 1815.

It is true that the final increase was to remain in force until 1840 but even so, the writing of letters was a luxury when Queen Victoria ascended the throne in 1837; the oft-quoted rate of 1s 1d between the capital cities of England and Scotland was after all the average man's daily wage.

Since they were based on distance carried, the rates were also extremely complicated. Newspapers were allowed to travel free as was mail from Members of Parliament, and the latter were induced to join the Boards of companies in order that business mail might be sent under the guise of official mail. Ordinary letters could thus be said to be annually subsidising the carriage of millions of free items.

A further abuse arose from the practice of charging for letters on receipt -- indeed it was regarded as "infra dig" to prepay postage since it implied that the addressee was unable to afford the charge! It was thus relatively common for a blank piece of paper to be sent periodically by a son to his parents, for example; the very arrival of the item showed that the sender was alive and well and the addressee merely refused to accept it. This practice was even refined by the inclusion in the form of address of a pre-arranged code to pass on a message; a glance by the addressee at the cover was all that was required and the usual rebuff could be given to the postman. Other means of evasion were rife and most consignments of goods contained a fair number of letters for the area to which the package or crate was sent.

It was thus into a climate of pressing need, and of urgent demand, for reform that Hill's pamphlet was launched. It began by observing that the high postage rates were not conducive to the use of the post and it bemoaned the fact that the increases introduced as a war measure were still in force over twenty years after the return of peace. The privileged "free" postage was criticised strongly and many of the other abuses highlighted. Hill showed that the average cost of handling a letter was 1-1/3d and he even proved that the transmission of a letter from London to Edinburgh cost less than a quarter of a penny. He attacked the practice of charging double postage for letters consisting of two sheets, showing that much time was lost in establishing an item's composition.

The answer was to levy a single basic inland rate irrespective of distance or other factors - thus was born Uniform Penny Postage. Moreover, if the fee was pre-paid, the time wasted in finding the addressee and waiting for payment could be avoided "as every house might be provided with a letter-box into which the letter-carrier would drop the letters, and having knocked, he would pass on as fast as he could walk".

A basic postage rate and a letter-box for all were thus the highlights of the first edition of "Post Office Reform". The actual payment was to take place over the post office counter and a handstruck mark applied as a receipt. The second edition was to follow a month later and the adhesive postage stamp was conceived.

Hill's ideas caught the public imagination and businessmen began to press for their implementation. A long-standing Parliamentary postal reformer, Robert Wallace, again took up the cudgels over the issue and a committee was appointed to examine the proposals. A third edition of the pamphlet, this time harshly attacking the Post Office, resulted in a nationwide campaign for reform and people openly admitted the ruses which they were forced to adopt to avoid the exorbitant postal services.

Change was by now inevitable and in July 1839, the Chancellor of the Exchequer formally proposed the Penny Post. A law was passed in the following month and by the end of the year the official notice of the new rate was circulated, a rate that was to remain in force, with changes in the weight allowed, from 10th January 1840, until the end of the First World War.

The Father of the Penny Post remained at the Treasury until 1842 when political intrigue resulted in his dismissal. The public was horrified and a testimonial was organised for his benefit. Four years later he was appointed as Secretary to the Postmaster General, and in 1854 he became Secretary to the Post Office. As such, he made numerous internal changes as well as introducing a Post Office Guide and an Annual Report. Ill health caused his resignation in 1864, whereupon praise was showered upon him from all quarters, Queen Victoria not excluded. To his Knighthood were added honorary degrees, a Parliamentary grant and a life pension.

Following his death in 1879, Sir Rowland Hill was awarded the supreme accolade of burial in the resting place of monarchs and of other famous men, Westminster Abbey.

* * * * *

Sicily's first stamps were held up for years, before appearing in 1859, because vain King Ferdinand II, known as "Bomba" for his practice of bombarding his rebellious subjects, felt the postmark might mar his classical countenance. The king was finally mollified with a special postmark that canceled only the frame of the stamp, leaving Ferdinand himself unblemished.

THE "EUROPA" ISSUES

In 1959, Post Office representatives from 19 West European countries met in Montreux, Switzerland, with the aim of setting up a body which would institute measures to simplify postal relations between them.

The European Postal and Telecommunications Conference, better known as CEPT, was thus born.

In view of the fact that it was a body intimately connected with postal activities, it would be logical for stamps to be issued which referred to it.

During successive years, therefore, at each of the CEPT's annual meetings, a design would be chosen which it solicited from the member Postal Authorities.

The respective stamp issue became known as EUROPA.

Though not all member countries responded to the suggestion, the fact was that most of them would annually put out an issue of stamps with a common design.

However, after 1974, CEPT decided that the overall design adopted for the EUROPA issue should be replaced by an annual unique "theme", to be dealt with freely by each of the Administrations adhering to it.

Naturally, the subjects are always carefully chosen to ensure that they have, if not a universal, at least a European widespread appeal. Or, more concretely, the theme must be such as to enable the CEPT member countries to obtain with ease illustrations for their stamps.

In 1978, "monuments" were used as the central theme of stamp designs.

* * * * *

THE MAILS GO THROUGH IN SWITZERLAND

By Calla Corner
(International Herald Tribune)

BERN - On November 3, 1950, an Air India jet enroute from Calcutta to Geneva hit Mont Blanc and exploded, scattering its contents over Europe's highest mountain. This past June, a group of French climbers found a mail sack from the plane containing 60 perfectly preserved letters.

The sack was delivered to the French postal authorities in Paris where the Swiss PTT (Post, Telephone & Telegraph) was notified. PTT officials were on the next plane to Paris to recover the 23 letters destined for Switzerland. Several of the letters were delivered to commercial enterprises but only one of the private addressees was still alive after nearly three decades, 86 year-old Dr. Martha Voegeli of Thun. The postman arrived at her chalet, as he does every day, with the letter that had been written by one of her former colleagues in a hospital that she had founded in Calcutta in 1934.

Although this "better late than never" delivery was reported in the Swiss papers with much fanfare, it was not a publicity gimmick of the PTT, says PTT public relations man Daniel Cuhe. "Our postal service assures its users that the contents of letters will remain secret until delivered and the fact that 28 years had elapsed and that the letters have an important philatelic value does not alter our code."

The efficiency of the Swiss postal system is almost as much a part of Swiss folklore as the Matterhorn, and the yellow and black postal buses and VW Beetles have become Swiss symbols as much as the alphorn. It is a little-known fact that every child in Switzerland who writes to Santa Claus will receive an answer to his

letter and a small gift of stamps from the PTT. But anyone who regularly uses the Swiss postal system knows that a letter mailed anywhere in Switzerland one day will reach its destination, if not the same day, no later than the following morning.

Mr. Cuhe says that Switzerland's size plays the major role in the PTT's efficiency but adds that there are more postal employees for the country's population (1,641 inhabitants per postal employee compared to 5,423 inhabitants per Dutch postal employee) than anywhere else in the world. This goes for post offices too, with Switzerland having 3,903 for a population of 6.5 million while Italy, whose postal system is notoriously bad, has only 13,744 for a population of close to 56 million. Added to these figures is the important fact that the Swiss are by nature efficient.

The first European postal system was under the reign of the Roman Emperor Augustus, who instituted the *cursus publicus*, a relay of posts at intervals of 2 to 4 miles, joined by mounted runners. As parts of Switzerland were under Roman occupation, the Roman system was responsible for main delivery routes between major Roman cities, such as Geneva and Avenches and over into Italy through the Grand St. Bernard. The fall of the Roman Empire resulted in Switzerland having to wait 1,000 years for mail delivery to attain the efficient level it had under the Romans.

During the Middle Ages, Switzerland's method for delivering mail was similar to the rest of Europe's. Letters and packages were delivered only if someone was going in the right direction, usually a court messenger or someone from the church, and then the rest was up to fate.

As commerce grew in Switzerland during the 16th century, a more stable method of postal delivery was needed and a weekly route of foot messengers was opened between industrially active St. Gall and Nuremberg. When

businessmen from Schaffhausen began to compete with the St. Gallois for the sale of their textiles to Germany, the latter opened up a route to Lyons for business prospection in France.

In the 17th century, foot messengers were replaced by mounted ones and horse relays were established once again.

Then, in 1675, a Bernois by the name of Beat von Fischer, with encouragement from the city of Bern, which was becoming an important industrial center as well as a political stronghold of the country, started a private postal service linking the Jura plain with Italy via the Grand St. Bernard, the Simplon and the St. Gottard passes.

Fischer's descendants were the first to start a service of diligences in 1735 between Zurich and Bern. These carriages, carrying up to 24 passengers in addition to the mail, were painted yellow and black. The transport of passengers gave the Fischer postal service an added revenue, and the postal bus of today, tooting their melodious horns on Alpine bends, are the direct descendants of these early, brightly colored carriages. The postal bus still remains a profitable adjunct to the PTT.

The institution of postal carriages called for improving road conditions and during the 19th century the mountain roads and passes of Switzerland were carved. There were soon very few places in one of nature's more inaccessible wonderlands that couldn't be reached by a Swiss mailman.

Although Switzerland was opening itself up to better methods of communication, the country's political situation was holding it back from forming a united postal service that would enable the Swiss in Geneva to contact those in Zurich by means of a stamp. Up until the 19th century, each canton had its own system

of taxes, money, weights and measures and custom duties, not to mention their own methods of postal delivery.

In 1798, officials of the politically unstable confederation attempted to organize a federal system for the post. Taxes were made uniform but all other projects came to no avail. Each canton still wanted to be responsible for itself and for the majority of the 19 cantons the postal systems were thought of as methods of revenue rather than as public services. Mail could be delivered great distances without much ado, as this is where the profits lay, but local deliveries were few and far between.

The situation changed for the better in 1848 with the founding of the Confederation, when the federal government took over, forcing the cantons to collaborate and enabling the establishment of new and more efficient services. Stamps were introduced in 1850, followed by money orders in 1861, an express service in 1868 and postal checks in 1906. Switzerland started using a postal code in 1964.

The introduction of trains and lake steamers in the mid-19th century, followed by a regular air mail service between Geneva and Zurich in 1919, when added to the new services, gave Switzerland the efficient base upon which it operates today.

* * * * *

In 1930, when Spain printed the nude Duchess of Alba on a stamp commemorating the artist, Goya, the Spanish post office was flooded with protests from all over the world. Spain not only refused to withdraw the stamp from circulation but printed millions more.

MINI HAPEX

3RD SUNDAY OF EACH MONTH

10:30 A.M. TO 3:30 P.M.

EXHIBITION DATES: JUNE 17

JULY 15

AUGUST 19

SEPTEMBER 16

AT THE Y. W. C. A.

1040 RICHARDS STREET

HONOLULU - ROOM 201

EXHIBIT

BOURSE

INFORMATION TABLE

HAPEX

1979 - ON OCTOBER 6, 7, 8

AT THE HILTON HAWAIIAN VILLAGE HOTEL

FURTHER INFORMATION LATER

FIRST OFFICIAL MAIL FROM QUEBEC TO HALIFAX

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

Shortly after New Year's, 1784, Hugh Finlay, Deputy Postmaster General for Canada, made a decision which profoundly influenced the course of Canadian postal history.

Finlay had learned just before Christmas that Sir John Johnston, Superintendent for Indian Affairs was planning to leave during the first week in January on an overland journey from Quebec to Halifax. This was welcome news. It gave Finlay an opportunity to send mail to Halifax where it could be put aboard the next ship for England.

Every winter for the past eight years, Hugh Finlay had faced the same problem with mail for England. Before the American War of Independence, Canadian couriers had carried mail south from Montreal via Lake Champlain to New York and connection with the Falmouth packets. But in May 1775, Colonel Ethan Allen's revolutionary forces had captured Fort Ticonderoga on Lake Champlain, cutting off all communication between Canada and New York.

So, when Finlay heard of Sir John's proposed journey, he posted an advertisement in the Quebec post office and accepted mail for England.

Unfortunately, however, Sir John changed his plans. He and his party returned to Montreal leaving Hugh Finlay with Halifax mail he felt obligated to deliver, but without the means of doing so. Finlay had no choice. He hired a special courier, Pierre Durand, to make the hazardous 627-mile journey overland to Halifax.

Finlay instructed Durand to keep a careful log of the

journey and a record of his expenses. These notes, Finlay felt, would be useful later in planning a permanent all-Canadian route to the year-round seaport at Halifax.

Durand took 7 weeks to get to Halifax and another 8 weeks to get home again. He nearly lost his life on the return trip when he fell through thin ice; he also ran out of food along the way. It was a harrowing method of delivering the mail.

Finlay was dismayed when he calculated the costs of the trip against revenue received. He had estimated that the cost would be about £120. Durand's account, however, amount to more than £191. Postage on letters carried amounted to about £79 for a loss of £112 for this "unlucky mail" as Finlay called it.

In spite of this unfortunate beginning, it was clear that a good road had to be made between Quebec and Halifax so that the colonies would not have to depend on transit through a foreign country for communication with the mother country. This was the beginning of the first all-Canadian postal route and resulted in a permanent road being built to facilitate postal delivery.

Only two covers carried by Durand are known to have survived. These are the original and duplicate copies of a letter, now in The National Postal Museum of Canada, mailed from England to Montreal merchants Kenny and Caldwell by way of Halifax. A triplicate copy of the letter, also in the postal museum collection, was sent by way of New York. The postal markings on these letters are the rarest markings from Quebec. That all three copies of the Kenny-Caldwell letters have survived is very unusual. Letters were sent in duplicate or triplicate in those days because of the very real danger that a packet ship could be lost at sea.

* * * * *

A REMINDER

The U.S. Postal Service is reminding its customers to use up small and undersized envelopes and cards before July 15th, when new size standards go into effect.

After July 15th, envelopes and cards measuring less than 3-1/2" high or 5" long will be returned to the sender.

The regulations also prohibit flimsy cards. In the future, cards must be at least .007" thick. An official postal card is .009" thick.

Also on July 15th, for first-class mail weighing an ounce or less, there will be a surcharge of 7¢ for pieces more than 6-1/8" high or 11-1/2" long.

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STAMPS OF OLD HAWAII

Col. Pat Hogan, USAF-Ret,
427 Kawaihae St.,
Honolulu, H. I. 96825

Telephone: 373-0127

HEART (BREAK) MOUNTAIN

By Otto Orenstein

Before me lies a Christmas card envelope, postmarked December 23, 1942, on a 1¢ defense stamp (the special Christmas card rate).

It has a seal on the back and is addressed to a young lady at "Block 27-E-14". The return address just says "8-C-18", Heart Mt. WYO", and in spite of looking at almost 100 of these covers, I have never been able to discover the identity of the sender. Of course, Heart Mountain was one of the Relocation Camps for Japanese.

There are other letters from numerous camps such as Topaz, Utah, Hunt, Idaho (a branch of Twin Falls), Amache, Colorado, Poston, Arizona, and, of course, the best known, Tule Lake, California, near Newell. There are some covers addressed to the "Japanese Assembly Center, North Portland, Oregon".

Cards for Christmas, New Year's, and Valentine's Day make up the bulk of the envelopes, most addressed to young ladies. But there is also some back-and-forth correspondence between family members and just old friends.

Only the envelopes remain now, but the letters would tell an interesting story of those days in American history over 36 years ago.

* * * * *

STAMPING OUT A MASTERPIECE

By Catherine Germany

A unique and beautiful mural, composed entirely of postage stamps, attracts visitors from far and near to the Post Office in Eastland, Texas. It is the amazing creation of an amazing woman.

As postmaster, Mrs. Marene Johnson Johnson conceived the idea of replacing a window in the Post Office with a colorful mosaic in which the stamps themselves would tell much of the history of our nation.

Seven years of work during "off hours" and annual leaves passed before her dream became a 6-by-10 foot reality.

One half million stamps were collected, cleaned and sorted. Endless hours were spent in research and design and in establishing correspondence with those all over the world whose contributions would be particularly meaningful. Actual sticking time required 982 hours!

"It all began one Christmas. I had been ill and hadn't been able to decorate the Post Office for the children in town as I had always done", Mrs. Johnson recalled.

"A little depressed, I walked to the big bare window near the entrance. I happened to have several stamps in my hand and idly held them up to the light. The colors looked so pretty that I thought immediately how beautiful it would be if the entire window were covered with stamps.

"I contacted officials in the Post Office Department and asked permission to create a 'stamp window', working on my own time and at my own expense. It was soon granted. When news got out that I was planning the project and collecting stamps, everyone wanted to help. I had stuck my neck out, and I had to follow through."

Mrs. Johnson had numerous offers for monetary help but felt she could not conscientiously accept them, because she had personally promised the public the mural. Before it was completed, she had spent approximately \$12,500 on it.

"It's my gift to students interested in world history and geography through philately", she explained.

The completed work - composed of 11,217 stamps - is laminated between tempered glass, a method of giving it permanence, which Mrs. Johnson discovered after extensive research. The mural was installed with silvered screws in its recessed position by engineers who measured and framed it.

George Turner, who was curator of the Smithsonian Institution in Washington, D. C., when the mural was begun, became interested in the project and secured for Mrs. Johnson a consultation with three of the famous museum's chemists. To keep the stamps from yellowing, the chemists said, all glue would have to be carefully removed and special cement used.

"This was exhausting work", Mrs. Johnson said. "Friends would come over at night to help. Seated at card tables, we would separate the stamps into piles, sort them, soak them, then carefully remove them and press them between newspapers to dry. Later we would place them in stacks of 100 and 500 in a special cabinet I had made for their storage. Not knowing how many would be required, we prepared a half million - which was far too many."

Every type of postage and postage imprint, including franked mail, was used. The face value of the stamps if purchased new is only \$870.20, but the actual price of several stamps ran as high as \$60 each, and a set of three Graf Zeppelin stamps was \$270. The oldest stamp used bears a cancellation date of October 20, 1863.

Although the dollar value of the window has been estimated in astronomical amounts, the autographed stamps of four presidents and three vice-presidents, who were all alive at the time the mural was begun, makes it invaluable. Included are the signatures of Herbert Hoover, Dwight D. Eisenhower, Harry S. Truman, John F. Kennedy, Richard M. Nixon, Lyndon B. Johnson and John Nance Garner.

A rare collection of foreign stamps was secured by Mrs. Johnson when she sent her favorite U.S. stamp to each representative to the United Nations, asking in return for his favorite stamp, autographed. These encircle the United Nations emblem which dominates a central panel on freedom. Stamps from 13 overrun countries are poignant reminders of those who have lost their freedom.

A focal point of the upper half of the mural is the recreation, 20x30 inches, of the stamp on which Benjamin Franklin's portrait appeared, the first adhesive. It was a 5-cent stamp printed in 1847.

"This was by far the most difficult portion of the mural to create", Mrs. Johnson said. "More than 4700 stamps were used to produce the shading needed in the realistic copy of the rust-colored stamp."

Also re-created is the portrait of Martha Washington as it appeared on the first postal card issued, and that of Abraham Lincoln as it appeared on the tenth postal card issued. The Lincoln portrait was diplomatically made of Jefferson stamps in order to represent both political parties.

Other panels were developed on statehood, on progress through communications and industry, on special service for which stamps were issued, on the military forces and on education. A small area of the mural, outlined with Statehood stamps, is devoted to the history of Texas; a map of the state is outlined with Alamo stamps.

While she was working on the mural, Mrs. Johnson had the personal approval and encouragement of Bureau of Engraving artists, Robert Miller and Bob Jones. Miller autographed the Rayburn stamp, which he designed, for the window.

Mrs. Johnson has compiled a long, enviable list of achievements and gained a great many honors in civic work, involving a wide variety of worthwhile causes. Much of that work is not visible, of course, to the casual observer - but her postage stamp mural will always remind Eastland citizens of just how much this kind, gracious lady has meant to her community.

NOTE: Retired Postmaster, Mrs. Marene Johnson Johnson of the Eastland, TX, post office was honored on May 3, 1973 during Postal Week ceremonies at Eastland.

A bronze plaque, honoring Mrs. Johnson for her artistic design and creation of the "Stamp Mural Window" in the post office, was unveiled by her during the ceremony. The ceremony was hosted by Postmaster Marcus S. O'Dell to express the post office's and the community's sincere appreciation for Mrs. Johnson's lasting memento created as her gift to those interested in history and geography through philately.

Mrs. Johnson served as postmaster in Eastland from August 6, 1957 until her retirement on July 11, 1968.

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