PO 'OLEKA O HAWAII

PUBLISHED BY: HAWAIIAN PHILATELIC SOCIETY

P. O. Box 10115
Honolulu, Hawaii 96816

Issue No. 17 October 1979

October 1979

Fellow Stamp Collectors:

We regret that Hawaii State Philatelic Exhibitions found it necessary to cancel HAPEX-79, originally planned for the first weekend in October or within a few days after the release of the new Iolani Palace postal card. However, the postal card will be issued in Honolulu on October 1 with a first-day-of-issue ceremony on the grounds of Iolani Palace.

And, of course, HPS will have a cachet. The cachet for the new card will feature the one-cent Iolani Palace card from the Republic of Hawaii, issued back in 1894. For those interested, FDC's may be obtained by writing to the HPS and enclosing 75¢ for one card plus an SASE, or 50¢ per card plus an SASE if ordered in lots of ten or more.

Also, the HPS has been working with the Dwight D. Eisenhower Historical and Philatelic Society in preparing a cover to commemorate the 20th anniversary of Hawaiian statehood. This cover is postmarked "Honolulu, August 19, 1979", and is franked with Eisenhower stamps. These are now available from the HPS at 50¢ per cover plus an SASE.

In November, the HPS hopes to be working with Hawaiian Air on a cover to mark the 50th anniversary of air service between the islands. Details will be announced in the monthly Newsletters.

Aloha no,

Jack Crampon
President

1979

OFFICERS of the HAWAIIAN PHILATELIC SOCIETY:

President	-	Mr. Louis J. Crampon
1st Vice President	-	Mr. Dale P. Cruikshank
2nd Vice President	-	Mr. Wayne T. Yakuma
Secretary	-	Mr. Paul V. Wendell
Treasurer	-	Mr. Kay H. Hoke
Auctioneer	-	Mr. Glen G. Campman

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"

Editor - Mrs. Virginia May Lewis

Subscription Price: $3.00 per year (4 issues)

Advertising Rate: $5.00 per issue (half page)
$10.00 per issue (full page)

Checks payable to:
HAWAIIAN PHILATELIC SOCIETY
P. O. Box 10115
Honolulu, Hawaii 96816

CANTON ISLAND'S FIRST FAM 19 FLIGHTS

By Sherman Lee Pompey

The first flight covers from Los Angeles and San Francisco to Canton Island were part of a much larger run connecting Noumea, New Caledonia and Auckland, New Zealand, via Honolulu, Hawaii.

Los Angeles first flight covers were postmarked 12 July 1940 and they arrived at Canton Island 14 July 1940. Covers are known bearing stamp combinations of United States C9 and C10, and United States C16 and C20. The cachets on these covers are blue with a route map and plane in the center, palm tree and sailing boat at the left and Los Angeles City Hall at the right. The blue cachet states: "South Pacific Service / First Flight FAM 19 / United States Air Mail".

San Francisco first flight covers are also postmarked 12 July 1940 with a 14 July 1940 Canton Island receiving stamp. Covers are known bearing United States stamps C7 and C20 in combination.

Honolulu first flight covers are dated 14 July 1940 and were received at Canton Island the same day. The most common covers for this period, according to the auction catalogs, bear United States C7.

Outgoing mail posted from Canton bore a single circle Type I cancel "CANTON ISLAND, CANTON ISLAND" with month, day, time of day in A.M. or P.M., and year. The cachet on this outbound mail was a red rubber stamp with "FIRST AIR MAIL / From / CANTON ISLAND / by / Pan - American / Clipper" with a picture of a seaplane in the lagoon, two huts at left, a beacon tower and palm trees at right, and "to NEW CALEDONIA / & NEW ZEALAND". Mail was postmarked on departure 15 July 1940.

Covers to Noumea are known bearing United States C7 and arrived 16 July 1940. Covers to New Zealand are known bearing United States C21 and arrived there 18 July 1940, losing a day crossing the International Dateline.

A return flight from Auckland to the United States was made 19 July 1940. Covers from Auckland are known bearing the following New Zealand stamps: (1) C8; (2) 240 - 241; (3) 223, 224 (3), 225 and 234 on the front and 218 and C7 on the back. There is a purple boxed "NEW ZEALAND - U.S.A. / AIR MAIL SERVICE / VIA NEW CALEDONIA, CANTON IS. / AND HAWAII". These are postmarked Auckland, N.Z. F.M.B.

The return flight covers were received at Canton Island 20 July 1940. Noumea covers, bearing New Caledonia C3 left there 21 July but were received "the day before" as they crossed the International Dateline and lost a day.

Mail left Canton for Honolulu, San Francisco and Los Angeles 22 July 1940. Covers to Honolulu are known with United States C7 and were received at Honolulu the same day. Covers to San Francisco are known with United States C7 and C21 and United States C24. They were received in San Francisco 24 July 1940. Los Angeles covers are known with the following stamps: (1) United States C16 and C20; (2) plate number single of United States C24. They were received in Los Angeles 24 July 1940.

In October 1940, first flight covers from Canton to the United States were issued. A cover is known dated 8 October 1940 with plate number singles of United States C8 and C10 and a single of CE2.

A first flight was made from Canton Island to Suva, Fiji, and return on 14 November 1941, arriving there 13 November because of the International Dateline. The cover that I have arrived in Philadelphia the day before the Japanese attacked Pearl Harbor. Stamps

on the outgoing covers from Fiji are Fiji 119, 122, 123. The cachet on the outgoing flight is a large blue one with a seaplane in the water and birds overhead with palm trees at the sides, "U.S. AIR MAIL / First Flight to Suva / FAM 19 / CANTON ISLAND". A return flight was made the same day as the initial flight.

After World War II, a first flight was made via Canton Island to Sydney, Australia by Pan American Airways. The cachet is in blue green and shows a map of the route and at the top a view of Sydney Harbour Bridge, "UNITED STATES AIR MAIL / First Flight F.A.M. 19 / CANTON ISLAND / TO AUSTRALIA". Stamps included on these flight covers include a cover with United States C27 (2) and C32. The single circle Type II Canton date stamp is used, this time stating only "CANTON ISLAND" at the top instead of at both the top and bottom used before the war.

* * * * * * * *

President Franklin Delano Roosevelt could almost never throw away a stamp and kept most of the thousands given to him by individuals and governments. His Postmaster General, James A. Farley, indulged Roosevelt's interest by letting him help with the designs for new stamps. High-brow philatelists often referred to Roosevelt's collection as "junk". However, the "junk" was sold after his death by H. R. Harmer for $221,000.

STAMPS AS AN INVESTMENT

By Lloyd H. Flickinger

About 1931 or 1932, a successful businessman in London who was a stamp collector, said, "Anyone that believes he can make money in stamp collecting knowingly lies or unwittingly admits his ignorance".

But that was a long time ago and times were different then. In those days we had a depression and now we have inflation. Today, many people with considerable capital are investing in stamps as a hedge against inflation.

Business Week magazine of June 12, 1978 had a nice article on this subject. A few choice statements in the article are:

1) There's excellent investment potential - if you know what you are doing.

2) Prices of good-quality stamps have risen about 36% over the past three years.

3) Veteran collectors and experts see the boom (in stamp prices) probably lasting another three to five years.

4) Adam K. Bert, a Pittsburgh dealer, warns that stamps are not a short term investment and most collectors agree.

5) New issues - including current U.S. commemoratives "are a glut on the market, at least for the investor".

6) Stamps in the $1 to $50 range rarely show strong appreciation. Andy Levitt thinks that $50 to $500 per stamp or set is a sensible starting range for a new investor.

7) A cardinal investment rule is to buy only "superb" or "very fine", if available.

8) The biggest blunder of the novice investor at the $500 to $1,000 level is to buy low-cost stamps in the $2 to $10 range that will not appreciate, or new issues that are mass-produced but highly touted.

With all of the above guidance, what should the collector buy that will be a good investment?

Most stamp collectors have at one time or another thought about stamps as a good investment. A small number of collectors have bought the right thing at the right time and made a very fine profit.

Almost at the foot of the list, as an investment, are mint sheets of U.S. commemoratives. In the same boat are stamps of small countries that export 75% to 90% of the stamps they issue. U.S. plate blocks of the last 35 years, with few exceptions, appreciate very little and dealers are loaded with supplies. Huge quantities of mint sheets have been bought by collectors who thought they could send a child to college in ten or twelve years with the proceeds from the "investment". The facts are that less than 5% of the sheets can be sold for something above face value.

Very high on the "should have bought" list are the U.S. Zeppelins. In 1969, just ten years ago, the set of three cataloged $600. The 1979 catalog value is $2,925, and the set is selling in auction for $3,500 to $4,500.

I've made a list of "Bad Buys" and "Good Buys" of stamps based on catalog prices of ten years ago and today's catalog prices. Any stamp that did not double in catalog value in ten years can be classified as a "Bad Buy" if it was purchased ten years ago.

Money in the bank will double in amount in about ten years - depending upon careful use of higher interest rate certificates. So any stamp that didn't double in catalog value in ten years was a "Bad Buy". Real "Good Buys" had to double, triple, or increase more in value as stated in the catalog.

Here is a short list of "Bad Buys" as of ten years ago:

Scott No.	Item	1969 Cat.	1979 Cat.
690	2¢ Pulaski	$0.20	$0.30
712	7¢ Bicentennial	0.35	0.40
733	3¢ Byrd	0.65	0.85
734	3¢ Mother's Day	0.20	0.20
771	16¢ Air Sp.Del.(Farley)	1.75	1.75
799	3¢ Hawaii Territorial	0.15	0.15
921	5¢ Korea Flag	0.25	0.28
930-33	Roosevelt Set	0.35	0.35
939-44	3¢ 1946 Pl.Blocks, each	0.45	0.50
C38	5¢ New York Airmail	0.22	0.22

And here is a small list of "Good Buys" as of ten years ago:

Scott No.	Item	1969 Cat.	1979 Cat.
233	4¢ Columbian	$10.00	$50.00
310	50¢ of 1902	50.00	275.00
370	2¢ Alaska-Yukon	2.50	7.50
454	2¢ Coil of 1915	5.00	105.00
573	$5.00 of 1923	30.00	250.00
647	2¢ Hawaii Plate Block	40.00	185.00
785-94	Army & Navy Pl.Blocks	11.65	56.20
834	$5.00 Presidential	16.00	160.00
847	10¢ Coil Line Pair (Pres.)	2.75	52.50
976	2¢ Fort Bliss (Rocket)	0.90	5.25
1053	$5 Hamilton Pl.Block	57.50	625.00
1059	4-1/2¢ Coil Line Pair	0.45	17.50
1331-32	5¢ Space Plate Block	0.50	17.50
211P4	4¢ Card Proof	2.00	47.50

"Good Buys" (Continued)

Scott No.	Item	1969 Cat.	1979 Cat.
C1-C3	First Airmail Set	$66.00	$310.00
C4-C6	Second Airmail Pl.Bl.	1312.00	8500.00
C9	20¢ Airmail of 1927 Plate Block	20.00	210.00
C10	10¢ Lindbergh Pl.Bl.	40.00	250.00
C13-15	Zeppelin set of Singles	600.00	2925.00
C18	50¢ Zeppelin Pl.Bl.	300.00	1300.00
C21	20¢ Air Trans-Pacific Plate Block	20.00	275.00
C38	5¢ New York Airmail Plate Block	3.00	20.00
C46	80¢ Airmail Pl.Block	16.50	75.00
C67a	6¢ Airmail (Luminescent)	0.15	4.00
C74	10¢ Airmail Anniversary Plate Block	1.00	13.50

Now you may ask what should you buy now that will more than double or triple in value in the next ten years? I really do not know.

If I thought I knew, I'd go out tomorrow and buy several thousands of dollars worth.

* * * * * * * *

Not all stamps, as some collectors bitterly learn, go up in value. A Hungarian stamp, bearing the image of Vice Regent Stephan Horthy, cost only five cents when it was issued in 1943. Believing that only a few had been printed and that it would rise in price, collectors paid $5 for it in 1944. After the war, vast quantities turned up, and the stamp can be bought today for one penny.

THE VATICAN EXPRESS TO EXPEDITE MAIL

By Louis B. Fleming (Los Angeles Times)

ROME - An American businessman was surprised to receive a letter from the Vatican the other day. It was not a pontifical message, but a bill from a company in Rome.

The company had discovered, along with hundreds of others, that the fastest mail from Rome goes by way of the Vatican. Today's service from the Holy See is part of a tradition that put popes in the postal business long before the Pony Express and Wells Fargo.

The Vatican has been in the mail business, off and on, for seven centuries, but it took the jet age to establish the usefulness of the system for those outside the walls of the Vatican.

Those who criticize the unresponsiveness that sometimes characterizes the bureaucracy of the Holy See would be astonished at its communications system, which includes an independent telegraph service and pneumatic tubes that can deliver messages quickly throughout the buildings of Vatican City.

Yet the "postmaster general" has never studied the mail business and never made the rounds as a mailman. He is, in fact, a priest whose preference is for teaching Italian literature and religion.

"The main reason for our speed is that we sort and send out everything we receive each day," the Rev. Angelo Cordischi said.

That may sound routine for some postal systems around the world, but it contrasts with the Italian system,

which has been troubled for a decade with labor disputes complicated by transportation troubles.

There is another advantage for the Vatican: Its service is relatively small. The post office itself looks more like a country post office than the cental operation of a national postal system. In an average year it handles about 2 million letters, 2 million pieces of printed matter, 6 million postcards and 15,000 packages.

Father Cordischi supervises all this from a quiet office in the post and telegraph building within the Vatican walls. The building itself is not open to the public. But a branch post office, alongside the great piazza before the Basilica of St. Peter's, is open to the public. It is augmented seasonally by a portable post office in a modern trailer that is moved into the piazza.

How did this priest and schoolteacher get into the post-office business?

"In a religious way, by obedience," he replies with a smile. He belongs to the Sons of the Divine Providence, an order with a special commitment to serving the pope. When the job of inspector in charge of the post and telegraph service opened in 1972, he was called. And he has learned fast.

"Our history dates back to the 14th century, when couriers on horseback used to carry pontifical mail," the Rev. Cordischi said. Mail service in Italy spans almost 2 millennia.

"There was organized postal service at the time of the Roman Empire," Vittorio Plini, head of the Vatican philatelic office, said. He has looked back at the early days of postal service and marveled at the problems and inconveniences before the introduction of postage stamps. The Vatican issued its first stamp in 1852.

"At the time of the Romans, the mail service carried only state orders and state letters," Plini said. "Most of that correspondence was cut on wax tablets. Private mail was carried exclusively by traveling merchants."

By the 19th century, however, the Vatican had a highly organized mail service in operation. Messengers on horseback sped from station to station, with changes of horses available en route. But there were also services with two-wheel wagons and, later, enclosed four-wheel stagecoaches, drawn by teams of four horses and carrying passengers as well as mail.

All this ended abruptly in 1870, when Pope Pius IX surrendered to the victorious armies of Italy. The unified nation of Italy was born and the popes retreated behind the walls of the Vatican, not to emerge for 59 years. With the end of papal sovereignty over the surrounding states of Italy, the postal system was abandoned.

But when the Vatican came to terms with Mussolini in 1929 and the Lateran Pact was signed, there were specific provisions to re-establish a Vatican postal service. It has been flourishing every since.

For the Holy See, the postal service, through the sale of stamps, contributes to income as well as prestige. About 60 percent of the stamps in each issue are immediately sold abroad to collectors and are not used as postage. That amounts to a considerable amount of money. The most recent issues, for example, of 1.15 million stamps, a pair commemorating Pope Paul VI's 80th birthday, had a face value of 750 lire, which means that the income from sales to collectors was in excess of $600,000.

So important is the sale of Vatican stamps to collectors that the philatelic office maintains direct mailings to private collectors as well as dealers to alert them on new issues of stamps and on the 200 million

lire in coins issued each year. The office encourages private collectors to add their names to the mailing list.

West Germany is the largest customer of Vatican stamps, followed by the United States and then the other Western European nations.

There also is close cooperation between the Vatican and Italy on the handling of mail. Officially, all Vatican mail passes through the Italian postal service, but in practice the Vatican expedites the mail with direct delivery.

This makes for a delicate relationship and, at the Vatican, great reluctance to make any comparison in service. But an Italian postal official candidly acknowledged the inability of the public service to equal the Vatican's standards of speed and efficiency.

* * * * * * * *

Have YOU made any "finds" lately?

In 1946, a secretary to Scotland's Duke of Buccleuch, searching through an old desk, found a block of 48 English two-penny blues, which with the penny blacks were the world's first postage stamps.

And -

In 1942, A Belgian dealer, buying a lot of new stamps, discovered that one sheet of 50, printed in Paris for Mauretania, had inverted centers.

POSTCARDS

By A. H. Voyce

(Reprinted from "The Mail Coach", Volume 12, No. 4, of The Postal History Society of New Zealand Inc., The Editor: R. M. Startup)

Since turning my attention to deltiology, as the collecting of postcards is called, I have found that many of the writers of books on postcards are well known writers on philately and postal history, thus showing that the two are closely related.

As in the collecting of postal history, one may collect along one's own lines of interest, so in deltiology one may collect just what interests - and according to the resources of the pocket - and leave the rest. You only have to watch catalogues of auctions to realize that even in postcard collecting there are items which bring many hundreds of pounds. Robson Lowe offered in his 1975 Basle sale several postcards of 1873, each with an estimated value of 1,500 Swiss francs.

The sheer number of postcards produced in the early part of this century was staggering. In 1903, for example, newspapers bewailed "in ten years Europe will be buried beneath picture postcards". There is so much of interest in postcards, that for a display the question becomes not what can be shown but what must be left out.

Postcards were frequently referred to as art, and indeed a great many works of art were reproduced on postcards. But all forms of art have limitations which determine their character, and for picture postcards these limitations are their shape, size, and thickness. The General Postal Union confirmed the adoption of "a thin piece of cardboard 5-1/2 x 3-1/2"" as the agreed size for despatch through the post at a reduced rate, and named it the Correspondence Card. This became known familiarly as the postcard.

Although different sizes were tried out in different countries - in Great Britain, for example, the Coirt Card - it was the ultimate uniformity in proportions that formed the postcard's world-wide appeal. When, at a later date, in the early 1900s, some publishers experimented with much larger, or much smaller cards, or made them of differing shapes, some stiffer, some thinner, public disfavour soon obliged them to revert to the normal agreed proportions.

Collecting thus became convenient and the postcards fitted into albums which were manufactured with slits for vertical or horizontal types. New Zealand was one of the first countries to try out a variant shape. This was for advertising purposes in 1892 when Austin Walsh of Auckland produced a tiny card, with 1/2d Newspaper stamp printed thereon, for insertion in cigarette packets. These 2.75 x 1.25" cards were printed in an edition of 80,000, but are rarities today.

Let us not forget that the first postcards were plain unadorned cards with stamps of the country concerned printed thereon, and they were officially issued by the Post Office. Great Britain issued its first buff or violet coloured postcards with imprinted stamp (1/2d) in October 1870. At first they were sold for the price of the stamp (1/2d each), and some 76 million were sold during the first year. It was only when postal regulations were relaxed that the issue of privately printed commercial picture postcards became possible. Great Britain was one of the last countries to relax their regulations, and it was 1894 before picture postcards, as we know them today, began to appear, although they were produced years earlier in some other countries.

The idea of issuing postcards was first put forward by Dr. Heinrich von Stephen of Germany in 1865. His far-reaching proposal was made at the German Postal Congress at Karlsruhe, but it aroused little interest. The idea was revived in 1869 by Dr. Emmanuel Herrmann, a professor at the Military Academy in Weiner Neustad. This

time the suggestion was adopted by the Austrian Post Office which in October 1869 advised, "We, Franz Joseph, by the Grace of God, Emperor, notify the public that the newly invented postal cards will come into circulation to be called Korrespondence Karte". One side was reserved for the address while correspondence was confined to the other. It is said that 1-1/2 million of the straw-coloured cards with their 2 kreuzer stamps were sold within a month.

In the Australasian Colonies, Victoria issued official postcards ahead of New Zealand. The first cards, 1d, were issued April 10, 1876 and during the nine months to December 31,1876, 695,761 cards were issued. The first postcards in New Zealand were placed on sale on November 1, 1876, and 92,500 were sold in the first two months.

In 1900, the English publishers Raphael Tuck & Sons announced a postcard competition and this popularized the hobby greatly. At the same time, the Editor of the Picture Postcard Magazine of Travel, Philately and Art, in the first issue of July 1900, proclaimed 'the study of Art' and 'the admiration of the Beautiful' are the aim of the postcard, which should 'appeal by its artistic beauty'. So, art appreciation was fostered by the postcard during the early years, and the great masterpieces of painting from all National Galleries began to appear on postcards. Hence many works of art on postcards may today be secured at no very great cost as a reward to the searcher. One publisher was able to claim that he had issued 43 million postcards in one year, and some particular cards reached a circulation of over one million.

The value of postcards for advertising official Exhibitions was soon recognized. In England, the first of this type was issued by the Post Office itself in May 1890 for the Exhibition at the Guildhall, London, to commemorate the 50th Jubilee of Penny Postage. Although embellished with the Coat of Arms and the Royal Monogram in red, it did not carry a picture. The first card in

England to carry a picture appeared a few months later with a portrait, drawn in blue, of Sir Rowland Hill and inscribed "He gave us Penny Postage", and 10,000 were printed. These cards were designed for posting in an envelope which was sold with it, depicting a horse-drawn mail coach of 1790 which travelled at 8 miles an hour, and in contrast a steam train which travelled at 48 miles an hour. This, like the Mulready envelope, came in for the inevitable caricature by Harry Forness depicting postal confusion and a steam train with the caption "The Post Office profit swallowed up by the million".

In the United States, the private publishing of post-cards bearing such views as Niagara Falls or National Exhibitions soon got into full stride. They were labelled souvenir cards but it was not until 1898 that the United States Government allowed the privately published cards to be handled through the post under the same conditions as official ones. They now bore the description "Private mailing card authorised by Act of Congress of May 19, 1898".

In Great Britain, the private publishing of postcards was faced with even greater restrictions. Even when the Post Office did forego its monopoly in 1894, for four years there were hampering regulations restricting the size of the cards to a maximum of 4-1/2" x 3-1/2" in conformity with official British cards. These came to be known as Court cards, a squarer shape than used in other countries. They did not appeal to collectors as they did not fit into albums designed to take American or Continental cards. But in 1899, Britain adopted the normal accepted size, and production got underway to meet the vast demand for picture postcards.

If the publication of picture postcards was to flourish their sale had to be maintained throughout the year and not be confined to Festivals and Exhibitions. Thus emerged postcards which carried Greetings from particular places, so the Grussaus or Greetings From cards became popular.

When postcards were first introduced, their use was frowned upon in polite society. In a booklet published about 1890, we are told "Don't conduct correspondence on postal cards. It is questionable whether a note on a postal card is entitled to the courtesy of a response". The anonymous author of that booklet can hardly be aware that Mr. W. E. Gladstone was in the habit of conducting his correspondence on buff-coloured halfpenny postcards of the 1883 type. Gladstone was not necessarily the perfect model of correct behavior in all matters; nevertheless, the public was astounded when he announced that he was indebted to the invention of the postcard for prolonging his life.

There was constantly expressed in the very early years of the postcard the story that eventually the art of letter-writing would disappear. But surely, what could be written on a postcard depended on the hand and the pen. A Norwegian, at the age of 85, after four years of patient work, transcribed on a postcard a complete novel of 46,000 words. And an Englishman named Beedle, of Ottery St. Mary, east Devon, transcribed on a postcard 3-1/2" square, 'The Deserted Village', 'The Essay on Education', the Frailty of Man' and seven other compositions. The card had 'in the centre a perfect picture of Ottery Church, all the lines being formed by parts of the writing, with 72 stars, 51 crescents, 19 crosses, and a serpent which enclosed the whole of this miraculous production'.

Curiously enough, using a postcard for expressions from the heart was not encouraged in Russia, where a fine of ten roubles was imposed whenever a declaration of love was found written on one, and even in England, it was not permitted to embarrass the postman with the delivery of an offending postcard. Indeed, in the report of the Post Office for the Colony of Victoria for 1876, it was stated: "Ninety postcards with obscene, offensive or libellous matter written thereon have been detained and destroyed in the Dead Letter Office. Some such cards have escaped the observations of the carriers and have been delivered; but the apprehension

that postcards would be extensively used for malicious purposes has not proved well founded, and there is reason to be quite satisfied with the success of the experiment so far as it has been tried".

By 1902, "jewelling" was sufficiently common in France for postmen to complain that postcards were poisoning their hands. By 1904, the Philco Publishing Company of Great Britain introduced "jewelling" to embellish their actress cards, describing it as a glistening metallic substance, the effect of which is very striking. It soon became popular for views, especially of night scenes.

So many gimmicks were produced - cards of zinc, tin, aluminium, etc. that postmen complained of injury to their hands, and regulations were imposed requiring them to be enclosed in envelopes. The Canadian Post, however, allowed them to be used with a window cut in the envelope to reveal the postage stamp.

Leather postcards were produced about 1905, a picture being incised by burning. The "Picture Postcard Magazine" described these as a cartophillic joke or as a postal fraud. At first, leather cards were found to contravene British postal regulations which required postcards to be of the same substance as Official cards. In New Zealand, it became popular to send postcards from Patterson Inlet, Stewart Island, written on leaves of the Rangiora shrub!

Actually, when pictures began to commonly appear on Continental postcards, the "Philatelic Record", a well-known journal of that day, described them as recent rubbish. The Editor could not then foresee that these reminders of historical events would ultimately prove to be among the postcards' special attractions.

The British Post Office total of 600 million postcards in 1903 was exceeded by the numbers handled in the United States, and modest compared with Germany's total

of over 1,000 million. At a rough guess, post offices throughout the world coped with about 7,000 million cards in 1905, and this did not include the large number purchased for albums and not posted.

* * * * * * * *