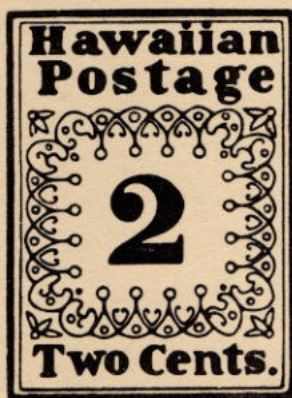


PO 'OLEKA O HAWAII



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January 1980

January 1980

Fellow Philatelists:

ALOHA! As your new President, I would like to extend my best wishes to all our members and friends, both new and old, for the upcoming holiday season.

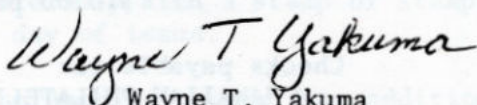
Jack Crampon, our past President, has led our Society very capably for the past year and a half. I am sure we will all miss him, but he will still be serving on the HPS Executive Board, giving us his support and counsel.

Over the past years our Society has grown and now numbers over 300 members. I am encouraged by this growth and by the amount of cooperation afforded me by members. I know that with the support and continued work by our members, the Society will continue to grow and prosper.

I hope that everyone will promote philately in his own way during the next year. The Society will continue to do all that it can to do so. If any of you have suggestions for HPS to help philately, please write to me or other members of our Executive Board.

Let us all band together during 1980 to promote friendship through philately and to work for a bigger and better HPS.

Mahalo,



Wayne T. Yakuma
President

1980

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"PO'OLEKA O HAWAII"

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HAWAII - THE PROVISIONAL GOVERNMENT OVERPRINTS

From Alfred J. Ostheimer III, Curator
Honolulu Advertiser Hawaiian Collection

Queen Liliuokalani's abdication on January 17, 1893, led to the formation of the Provisional Government. After Joseph M. Oat was appointed postmaster general on April 4, certain of the Portrait Issues remaining in stock were overprinted "Provisional Govt. 1893" in three lines by the Hawaiian Gazette Co., a predecessor of Honolulu Advertiser, Inc. The rest ultimately were destroyed. Apparently, all the overprinted issues (Scott 53-73 inclusive) were placed on sale on May 20 except for Scott 63 which was issued about a month later.

Research conducted by W. R. Beardsley and others in recent years indicates that much of Chapter 25 of "Hawaii - Its Stamps and Postal History" by Meyer-Harris et al is incorrect. It now appears that:

- (1) All these stamps were overprinted by a single job press using only one typeset frame of 50 impressions, which we call a "Setting". This is proven by the fact that the deformed "l" in Position 5 and the small period in Position 18 occur throughout the entire series;
- (2) There were four basic "variations" of this frame - caused by shifting type, accidents, wear, etc. - which can be called Settings I, II, III and IV.
- (3) The different shades of ink used for overprinting (varying generally from light red to dark pink) seem to occur throughout the entire issue, more or less at random, resulting in the conclusion that ink color cannot be used to identify any particular Setting.

Based on the number of sheets overprinted, the three rarest stamps in this series should be Scott 69, 65 and 63, in that order.

From shortly after the first day of issue, a large number of "misprints" were noticed, often resulting from the use of the handfed press. As a result, we have many examples of the following:

- (1) Divided overprints, some divided horizontally (i.e. parts of two overprints appear side by side on the same stamp) and others divided vertically (i.e. part of one overprint appears above or below part of another on the same stamp).
- (2) Double overprints (i.e. all or part of the type was applied to the same stamp twice) which may be divided horizontally or vertically as well. Obviously, if part of the sheet was too high, too low, too far right or too far left or sagged, certain stamps could escape the overprint wholly or in part, accounting for varieties like "pair - one without overprint", "pair - one single, one double", "missing 1893", "missing Govt. 1893", etc. Since the operator could tell immediately when the sheet was out of position or sagged, he often tried to halt the process in mid-operation, stopping the press a short distance from the vertical type face. The sheet could continue its forward motion in which event it could lightly touch the inked type, resulting in double overprints where one is faint.
- (3) Diagonal overprints which may be single or double strikes or divided overprints as well.

As a result of extensive studies to date, again largely attributable to Mr. Beardsley, we can divide the other types of misprints/errors/varieties (call them what you will) into two major categories - (1) Constant

Varieties (i.e. those that may be found in each Scott No.) and (2) Occasional Varieties (i.e. those which are not found in each).

To date, only two Constant Varieties have been identified, namely:

Deformed "i" Position 5

Small "." Position 18

In contrast, there are a large number of Occasional Varieties affecting most letters, as follows:

"p" - damaged - seen in Position 1 of Scott 57;
Position 41 of Scott 57, 59, 62;
Position 46 of Scott 57, 59,
62-64, 66, 71.

"r", "o", "v" - none seen.

"i" - damaged - seen in Position 48 of Scott 53,
54, 57, 61B, 62-64, 66, 67, 70, 72.

"s" - missing - seen in Position 48 of Scott 70.

"l", "o", "n", "a" - none seen.

"l" - damaged - seen in many positions of Scott 57.

"G" - damaged/slipped/weak - seen in Position 1
of Scott 53-58, 60, 62-67, 68-72;
Position 19 of Scott 53-57, 59,
63-67, 69-73; Position 34 of Scott
57; Position 44 of Scott 54.

"o" - damaged - seen in Position 19 of Scott 54,
57-59, 62-64, 66-68, 70-72; Posi-
tion 30 of Scott 53-56, 58, 59,
62-69; Position 36 of Scott 57, 73;
Position 37 of Scott 57, 73; Posi-
tion 42 of Scott 57; Position 43
of Scott 53, 54, 57-60; 63; 65-67.

"v" - missing - seen in Position 6 of Scott 62.

"t" - damaged - seen in Positions 10 and 24 of Scott 65.

"," - missing - seen in Position 6 of Scott 53, 54, 56, 64-66, 71-73.

"l" - damaged/slipped/weak - seen in Position 1 of Scott 55, 57, 59; Position 5 of Scott 55, 65; Position 15 and 16 of Scott 57; Position 20 of Scott 57, 58; Position 40 of Scott 57, 69; Position 50 of Scott 54, 55.

"8" - damaged - seen in Position 1 of Scott 57.

"9" - damaged/weak - seen in Position 1 of Scott 57; Position 6 of almost all Scott numbers; Position 8 of Scott 53-55; Position 18 of Scott 57; Position 19 of Scott 57, 72; Position 22 of Scott 57, 71; Position 25 of Scott 57, 61B, 65, 68; Position 27 of Scott 72; Position 32 of Scott 57, 59; Position 34 of Scott 68; Position 39 and 40 of Scott 57; Position 49 of Scott 61B, 68.

damaged/raised - seen in Position 48 of Scott 53, 57, 59, 64, 66, 68, 79.

damaged/weak/missing - seen in Position 23 of Scott 54, 57, 59, 64-66, 70-73.

large (in some cases, this might be heavy inking) - seen in Position 32 of Scott 60, 61B, 66, 70, 72, 73.

"3" - damaged - seen in Position 1 of Scott 57.

weak/missing - seen in Position 48 of Scott 53.

NOTE: The reader should understand that the above listing is tentative and incomplete. Future studies will someday permit a more definitive listing.

* * * * *

A Nicaraguan stamp showing a smoking volcano, Momotombo, in 1902 enflamed the dispute over location of the Panama Canal. Pro-Nicaraguan lobbyists in Washington who wanted the canal through their country had denied the danger of volcanoes. But a Panama exponent distributed copies of the stamp to every senator to show that the Nicaraguan post office at least was aware of volcanoes. When he also brought out the fact that Momotombo had actually erupted only a few weeks before, the Senate voted for Panama.

In 1944, when the Americans occupied the island of Leyte, they handstamped the word "victory" on odds and ends of Philippine stamps. Only three blocks of the 4 centavos airmails are known to exist.

THE FIRST "CHINA CLIPPER" FLIGHT

By Sherman Lee Pompey

The first Trans-Pacific air mail flight was in a Martin M-130 flying boat owned by Pan American Airways, powered by four Pratt and Whitney 830 horsepower R-1830 engines. Its wing span was 130 feet and length ninety feet seven inches, with a gross weight of 52,000 pounds (26 tons). It had a regular four-man crew, although on the initial flight nine men were in the crew and it could reach a maximum speed of 180 miles per hour.

To honor the inaugural flight of the China Clipper, the United States issued a 25¢ blue air mail stamp showing the China Clipper over the Pacific Ocean and "November 1935" at the top, with first day ceremonies at Washington, D.C. and San Francisco, California. The greatest number of first day covers were issued at San Francisco due to their use on the first flight covers.

Captain Edwin Musick was commander of the first China Clipper and airlifted her on 24 November 1935. The day he took off, the volcano Mauna Loa erupted in Hawaii. Before taking off, he was handed a letter from President Franklin Delano Roosevelt for Manuel Quezon, President of the new Commonwealth of the Philippines, by Postmaster General James A. Farley. The Postmaster said that the Post Office Department would realize a 224% profit on the flight above the cost of printing the stamps and other expenses.

The plane carried two tons of mail and it inaugurated a schedule of flights every two weeks. Postage was 75¢ per half ounce to the Orient. The first flight carried so much mail that there was no room for passengers. Two weeks later, on the first flight of the

Philippine Clipper, a few passengers were allowed and used the mail sacks as impromptu beds.

Before the Clipper ships came, mail to Guam was first routed to Manila, a more than three-week trip by fast steamer, then returned 1,730 miles back on one of the three monthly transports. With the inauguration of this flight, mail could now reach Guam in six days.

The China Clipper arrived at Honolulu at 12:35 P.M. Pacific Standard Time, while Mauna Loa was still erupting. Mail arrived a little late as the China Clipper had to buck headwinds for hundreds of miles and had to veer southward, spotting the erupting volcano. The 2400-mile trip from Alameda had taken twenty-four hours and two minutes.

The Clipper was scheduled to leave 24 November for Midway and 25 November for Wake Island. At Midway, she arrived with Thanksgiving turkeys, five pounds of mail, and fourteen replacements for the men on the island. During the flight to Midway, Lincoln Ellsworth, the noted polar explorer, was lost over the Antarctic on a flight.

At Guam, the China Clipper rocked idly at a float off Sumway Point. She had arrived pushed by twenty-four mile an hour tailwinds and had completed the Wake Island to Guam leg of the journey in ten hours and eleven minutes, with an average speed of 154.4 miles per hour. She had covered the 6,602 air miles in 48 hours and 41 minutes flying time. She laid over at Guam 28 November and took off for Manila at dawn on Friday morning.

She arrived at Manila at 11:30 A.M. Pacific Standard Time on Thursday, 28 November, the difference in the day being the crossing of the International Dateline. Army and Navy aircraft circled around her and a crowd from Manila cheered her arrival, just two weeks after the inauguration of the Commonwealth of the Philippines. A ship that left San Francisco on the day the China

Clipper departed Alameda was not due for another 18 days.

In 1937, the route was extended to Hong Kong by use of the Sikorsky S-42.

In 1941, the two surviving China Clippers were taken over by the United States Navy and given serial numbers 48230 and 48231. They were not given naval designations.

* * * * *

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PEROT: THE STAMP OF A MAN

(Excerpt from an Article by Gary Thomson
printed in "The Philatelic Journal")

William Benot Perot was a man of irreproachable integrity. As first Postmaster of Hamilton, Bermuda, he served for thirty years with pride, efficiency and politeness.

Part of his duties included the daily delivery of mail within the town of Hamilton, a service he inaugurated. With equal enthusiasm, he greeted incoming sailing packets at the wharves and the afternoon stages from St. George's and Somerset.

Perot's service was meticulous and unique. He sorted the letters according to geographic location, then placed them carefully in his upturned beaver hat. At each point of call, he would courteously doff his hat and, with a run of lively conversation, withdraw the top letter for the proper addressee.

For public convenience at his absence after business hours, Perot attached a box to his office door. Here his customers could drop their letters and pennies without delay. For Perot, the payments were essential to cover his additional duties and to augment his annual salary of £70.

Yet almost immediately, he experienced a nagging problem. The numbers of letters and pennies did not always agree!

Silently, he bemoaned the recent legislation that provided for the penny postal service among St. George's, Hamilton and Somerset parishes. Its inadequacy was beginning to make him an irksome man.

Perot's response to his outrage was to make philatelic history. In company with his friend, James Heyl, he created what was to become one of the world's most famous - and elusive - stamps.

On a summer evening after a walk in the garden with his friend, Heyl, Perot went to the box to sort the late posted letters.

"Damnation", he cried, "it's happened again. Ten letters and only six pennies". He arranged the letters along the counter. "Let them come tomorrow to protest my refusal to cancel their letters. Then I'll expose their churlish behavior."

Mr. Heyl grasped the office cancellation stamp and held it thoughtfully. "There must be a better way." He black-inked the die and pressed it several times on a spare paper. "Perhaps", he continued, "if we removed the plugs for the month - like this, with 'HAMILTON, BERMUDA' in the circle, and '1848' in the centre. How does that look?"

Perot studied the impression. "It needs something." With his pen he wrote 'one penny' above the year, and then with more flourish, 'W. B. Perot' below it.

For eight years, Mr. Perot's handmade stamps were accepted postage in Bermuda. In 1865, regular printed government issue stamps replaced them.

Today, there are ten known Perot stamps in existence. The most recent stamp to change hands was in 1957 for a sum of £1500. Three Perots are now in the Royal Collection.

William Perot died in 1871, never realizing the fame his stamp would one day enjoy. Doubtless, he would have preferred it that way. For his character allowed no room for high notions and self-glorification.

* * * * *

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HAWAIIAN PHILATELIC SOCIETY EXPERTIZING COMMITTEE

By Colonel Pat Hogan, USAF-Ret.

Recent stamp publications have been featuring articles on the various stamp expertization committees, and the three most frequently mentioned are The Philatelic Foundation in New York, The American Philatelic Society in Pennsylvania, and the Society of Philatelic Americans in Washington, D. C.

All of these have world-wide scope, and although the New York group specializes in U.S.A., it does examine stamps of other countries as well.

But there is a fourth expertizing committee which is highly selective in the expertization field that should be brought to the attention of stamp collectors world-wide who specialize in Hawaii issues. This is the HAWAIIAN PHILATELIC SOCIETY EXPERTIZING COMMITTEE which is sponsored by the Hawaiian Philatelic Society, one of the oldest philatelic societies in the world.

The Hawaiian Philatelic Society Expertizing Committee was organized in 1975 by the Hawaiian Philatelic Society with Colonel Pat Hogan, USAF-Ret., as its Chairman, assisted by Mr. George Brosky, Vice Chairmen. The knowledgeable working members of its sub-committees are as follows: the "Missionaries and Numerals" chaired by Mr. Alfred J. Ostheimer III, assisted by Mr. Thurston Twigg-Smith; the "Covers, Postmarks and Stationery" chaired by Mr. Edward Burns, assisted by Mr. Oran Spotts and Mr. Harold Strong; the "King Kamehameha" issues chaired by Mr. Gilbert Lewis, assisted by Mr. Gary Peters and Mr. Donald Medcalf; the "Pictorials" chaired by Mr. Ronald Southard, assisted by Mr. Patrick Conelly and Dr. Walter Maurer.

With the extensive Hawaii collections and knowledge in possession of these working members, this Committee has at its disposal, for reference work and study, probably the finest accumulation of resource material of Hawaii issues available in the world. It has all the issues of 1851 to the 1900's on hand for reference whenever an item is submitted for certification.

Since its inception in 1975, the Hawaiian Philatelic Society Expertizing Committee has issued over 200 Certificates, with a catalogue value of over \$375,000. In this period, 17 Certificates have been issued for forged items.

The Hawaiian Philatelic Society organized its own Committee because of the extremely long time it took for Hawaii residents to get Certificates from other issuing societies. In many cases, it took three months to get a Certificate, and in some cases as long as six months.

With the organization of its own Committee, the Society can now process Certificates in a week's time, or within two weeks if the Committee has to do the photographic work. If the owner submits two 2x2 photographs with his application, he can get his Certificate in a week if no difficulty arises.

The reason why this Committee can deliver in such a short time, compared with other issuing groups, is that all the Committee members live in Hawaii and can get together on very short notice. But, most importantly, their collections and reference materials are readily available when they meet to issue Certificates.

The fees for a Certificate are as follows: 2% of Scott Catalogue with a minimum of \$10 and a maximum of \$50 for all stamps; 2% of value with a minimum of \$15 and a maximum of \$50 for covers and cancellations; and \$10 for all fakes and counterfeits. All Hawaiian Philatelic Society members get a 20% discount.

However, when you have a Hawaiian item which you wish to be certified (to make it more saleable for yourself or your heirs), send it by Registered Mail to:

HAWAIIAN PHILATELIC SOCIETY EXPERTIZING COMMITTEE
c/o Bishop Trust Company
P. O. Box 2390
Honolulu, Hawaii 96804

* * * * *

Forged and repaired stamps are pouring into the market as prices climb. By one estimate, fakes, good enough to fool even savvy dealers and collectors, may account for as much as 10% of dollar volume.

Probably the best safeguard against counterfeit or altered material is to submit it for authentication to an expertizing organization.

COLLECTING ROOSEVELT PHILATELIA

From The FDR Philatelic Society

Among the many facets of philately is topical collecting, and in this field, Roosevelt Philatelia has become an exceptionally popular and interesting class. So far, fifty-four countries have issued almost 300 items concerning FDR and Eleanor Roosevelt and it seems that additional stamps will appear in the future as the anniversaries of various events occur.

The question has been raised as to what constitutes Roosevelt Philatelia and what may properly be included in a Roosevelt collection. It is often also asked how complete a Roosevelt collection must be. Our answers are that you and you alone are the judge. It must be your decision as to what you want to include in your collection and when you will consider your collection complete.

However, as a guide to some collectors and particularly for newcomers, let us review the various ways in practice of collecting Roosevelt material:

First, there is the conventional collecting of a mint single, a block of four and a first day cover of every stamp issued by all legitimate postal administrations which portray FDR or ER, or which are connected in some way with the Roosevelts. To find all of the 300-odd stamps issued by fifty-four countries can keep you busy for quite a while. However, there are up-to-date checklists available which will facilitate this task. The items listed are definitive issues, airmails, semi-postals, and souvenir sheets.

Almost all of these are still available at reasonable cost. It is mainly a matter of scouting around, or checking with other collectors and with dealers. Included in this class may be combination first day

covers which are sometimes harder to find.

Some collectors like to include stamps featuring the Roosevelts which, for some reason, are not listed in standard catalogs, although some are found in foreign catalogs. These collectors include questionable issues which may not have been authorized by a legitimate postal administration, but may even have been privately printed and are nothing but fakes.

Then there is the collector who likes varieties, errors, as well as essays and proofs of Roosevelt stamps to make his collection a little different and more fascinating. Here we get into a sophisticated field where many of these items, being comparatively scarce, may be expensive. They are available from dealers who specialize in them and can also be acquired at auctions.

We then come to autographed Roosevelt covers. Autographs may be on first day covers signed by notables at the first day ceremonies, or the postmaster, the designer, engraver of the design, or any other person who in some way is connected with the issue in question.

Another class of cover collecting is that which consists of Roosevelt covers which commemorate elections, inaugurations, birthday, or any other events and their anniversaries. These covers have become quite popular and are generally always in demand.

So-called naval covers are another collecting phase. By means of these, it is possible to follow the various naval cruises made by FDR. Such covers are often autographed by the commanding officer or other notables. They are not quite in as much demand as they should be, and are considered by FDR collectors as "sleepers".

Other covers collected are those addressed to FDR in the White House, also those sent to him when he was Governor, and even before he became active in politics. Included in this category may be stamps from the actual collection of FDR.

Stamps and covers connected with any member of FDR's cabinet or prominent during Roosevelt's political life are often a part of a Roosevelt collection. Stamps issued to commemorate Smith, Hughes, Rayburn, etc. would be included in such a collection.

All U.S. stamps issued during FDR's administration, beginning with the 727 Newburgh and ending with the 928 U.N. stamp, particularly with reference to those in which FDR took special interest, are another wide field to collect.

Precancelled Roosevelt stamps are another phase. While not all post offices have precancelled stamps available those that have will supply them to collectors, and there are literally thousands of precancelled Roosevelt stamps that can be amassed.

The collecting of postmarks on Roosevelt stamps is also an entertaining and comparatively inexpensive way of collecting Roosevelt stamps. There is no limit to this specialty. It should be started with cancellations from all towns named Roosevelt, Roosevelttown, Franklin, Delano, New Deal, etc. These should preferably also be on Roosevelt stamps, if not the 1945/46 issues, at least the six-cent Roosevelt stamp.

Postal slogan cancellations on Roosevelt stamps can also be collected or rather accumulated at little expense, to provide many hours of relaxation and fun.

Almost anything that concerns the design of a Roosevelt stamp is included in some collections. Submitted design sketches, rejected sketches, etc., can be very informative. Included in this may be the official post office poster, preferably with a stamp or stamps cancelled on the first day of issue.

Programs of first day ceremonies make a fine addition to any Roosevelt collection, especially when photographed by the many notables who had some hand in the issue in question.

These are only a few ways in which Roosevelt stamps are collected. While each collector may start with the thought of assembling a Roosevelt collection, different approaches result in entirely different collections. It is easily possible to view a dozen Roosevelt collections, each of which has little relation to the others, except the designation "Roosevelt".

As the Roosevelt specialist becomes more and more involved in his particular collecting preference, he eventually will add many other items to his collection. The sky is the limit and he is held back only by his imagination. Maximum cards, photographs of FDR and ER, background stories on the various stamps, are all legitimate items in a Roosevelt collection.

* * * * *

CONFEDERATE PROVISIONALS

Many of the Confederate Provisionals were crudely printed by local newspapers or in small print shops.

The printer of the Mount Lebanon stamp was so inexperienced that after cutting the parallel lines and circle into the back of a discarded woodcut, he spelled out the letters in positive form by hammering type faces into the wood. The result was that when he printed on paper with the woodcut, he got a reverse impression.

But the postmaster was too preoccupied with the war to quibble, and he sold the issue anyway, scribbling with ink over the reversed "5" on the stamp to invalidate it.

