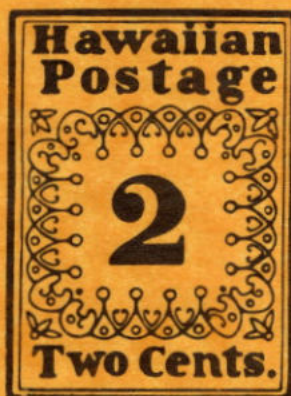


PO 'OLEKA O HAWAII



PUBLISHED BY: HAWAIIAN PHILATELIC SOCIETY

P. O. Box 10115
Honolulu, Hawaii 96816

Issue No. 21

October 1980

October 1980

Fellow Philatelists:

Our very special event is coming up!

HAPEX - 81

When? January 30, 31, and February 1, 1981
 (Friday, Saturday, Sunday)

Where? The Ilikai Hotel
 (Pacific Ballroom)
 Waikiki, Honolulu, Hawaii

We hope you'll join us as we celebrate the
 70th Anniversary
 of our

HAWAIIAN PHILATELIC SOCIETY

Aloha,

Wayne T. Yakuma
Wayne T. Yakuma
President

1980

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"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

- HAWAII -

FIFTIETH ANNIVERSARY OF INTER-ISLAND AIR SERVICE

By L. J. Crampon

At 11:35 A.M. on Sunday, November 11, 1979, Hawaiian Airlines Flight #312 took off from Honolulu, bound for Maui and Hilo. The new 139-passenger Douglas DC-9-50 fan jet had come from Hawaiian Air's maintenance hangar where it had been blessed, in Hawaiian fashion, by Kahu David Kaupa, after participating in a ceremony that featured addresses by John H. Magoon, Jr., President of Hawaiian Air, and Daniel Akaka, U. S. Congressman from Hawaii. Such were the highlights of the ceremonies that marked the fiftieth anniversary of inter-island air service.

Aboard the jet were covers to commemorate this event, nearly 3,000 covers that had been jointly prepared by Hawaiian Airlines and the Hawaiian Philatelic Society.

Back in early 1929, Inter-Island Airways, Ltd. had been incorporated. Air service between the islands was to have commenced September 17, but a delay in delivery of the needed planes postponed the inaugural flight until November 11.

However, on October 6, actual flight operations began, using a Bellanca monoplane making ten-minute sight-seeing flights over Honolulu. It was hoped that such flights might offset the then existing fear of air travel. By November, two Sikorsky S-38 amphibians, each with a capacity of eight passengers, were ready. The first schedule called for three round trips to Hilo a week with stops at Maui and, on request, at Molokai and Lanai. Two round trips per week would be made to Kauai.

The schedules for the 1929 first flight and the 1979 anniversary flight appear below:

	First Flight <u>Nov. 11, 1929</u>	Anniversary Flight <u>Nov. 11, 1979</u>
Leave Honolulu	9:30 AM	11:35 AM
Arrive Maui	10:30 AM	12:02 PM
Leave Maui	10:45 AM	12:20 PM
Arrive Hilo	12:30 PM	12:48 PM
Leave Hilo	3:00 PM	1:10 PM
Arrive Maui	4:15 PM	*
Leave Maui	4:30 PM	*
Arrive Honolulu	5:30 PM	1:50 PM
Leave Honolulu	9:45 AM **	2:20 PM
Arrive Kauai	11:00 AM **	2:46 PM
Leave Kauai	1:00 PM **	3:05 PM
Arrive Honolulu	2:30 PM **	3:31 PM

* Anniversary flight did not stop at Maui on return.

** First flight to Kauai made on November 12, 1929.

Of the many airlines organized in the United States during the late 1920's, few remain today. Back in those days Inter-Island Airways appeared to be one of those that couldn't last. The entire route system was over open sea without an emergency landing field. It connected only one small city (population 135,000) with four even smaller communities. The vast majority of the residents of its service area had relatively low incomes and, when it was necessary to travel, used the slower and less expensive ferry. Tourists had not yet discovered Hawaii. And Inter-Island had no mail contract or government subsidy, a factor that accounted for up to 100% of the gross revenue of many air carriers of that day.

But Inter-Island continued to fly. As early as July 1930 Inter-Island had met all of the requirements of the U.S. Post Office Department for transportation of air mail between the islands, but Hawaii was then a territory, and no air mail contract had ever been granted for service in or to areas that were not states. Five years later on October 8, 1934, that approval was given by Washington to Inter-Island to fly mail between the islands.

Mail was not flown - letters were. For example, covers exist that were carried as express by Inter-Island from Hilo to Honolulu where they were posted and, subsequently, delivered through the mail system.

Soon after obtaining the mail contract, Inter-Island upgraded its equipment with new 18-passenger Sikorsky S-43's, amphibians, frequently referred to as "baby clippers". The amphibians were abandoned in 1941 when the new 24-passenger Douglas DC-3's were added to the fleet. To help counteract the fear of flying over water in land-based planes, the new Inter-Island DC-3's were flown, not ferried, to Hawaii from California. At that time, the company changed its name from Inter-Island to Hawaiian Airlines.

With the boom in air travel that followed World War II, Hawaiian Air expanded its fleet of DC-3's to fifteen and, in 1952, added six 56-passenger Convair 340's. In 1960, the Civil Aeronautics Board recommended Hawaiian Air for a California to Hawaii route, a recommendation that never received the needed Presidential approval.

Jet DC-9's were introduced in 1966. Then larger jets, until in 1979 a 139-passenger DC-9-50 was available for use on the Fiftieth Anniversary Flight. Due to plane size and speed, plus advances that make night flying possible, one modern Hawaiian Air DC-9-50 can handle as many passengers or as much cargo as about 140 old Inter-Island Sikorsky S-38's.

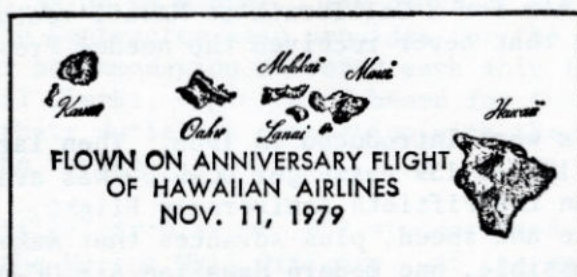
To commemorate fifty years of service - fifty years with no fatality to any passenger or crew member - a special cachet was suggested by the Hawaiian Philatelic Society, an idea that Hawaiian Air quickly approved.

The envelopes with the cachets were prepared by Hawaiian Air. Approximately 1800 of these were addressed by Hawaiian Air and mailed to its business associates. An additional 1200 were set aside as unaddressed philatelic covers. All received November 11, 1979 hand cancels.

Two boxes of these covers were placed on the Anniversary Flight to Maui and Hilo. When this flight returned to Honolulu from Hilo, only one box could be located, the addressed covers for Hawaiian Air's business associates. The H.P.S.'s philatelic covers had been flown on to Lihue, Kauai, and then returned to Honolulu.

All covers in both boxes received the special anniversary cover backstamp (see below). However, addressed covers sent through the mail on November 11th were flown only to Maui and Hilo and back, whereas the un-addressed philatelic covers were flown to Maui, Hilo and Kauai.

Is it necessary to note that the plane featured on the cachet (see following page) is the 1929 Sikorsky S-38, not the 1979 Douglas DC-9-50?



(Backstamp)



HAWAIIAN AIR

FIFTIETH ANNIVERSARY OF INTER-ISLAND AIR SERVICE

NOVEMBER 11, 1929-1979

INAUGURATED BY

INTER-ISLAND AIRWAYS / HAWAIIAN AIRLINES, INC.

LIFE OF A KING

Of the thousands of persons whose faces have appeared on stamps, only one, King Boris III of Bulgaria, had all the outstanding events of his life depicted on stamps as they occurred.

In 1896, the one-stotinka, with coat of arms, commemorated Boris' second baptism. His father had had him baptized in 1894 as a Roman Catholic to please the Pope; the second baptism was in the Greek Orthodox faith to please Russia.

In 1911, Crown Prince Boris appeared on the 50-stotinki stamp with his father and brother Cyril. In 1918, at age 24, he became king, depicted on a 25-stotinki stamp.

In 1930, he took a bride, the daughter of King Victor Emmanuel of Italy, and they appeared, in profile, on a stamp.

In 1938, there was a stamp wreathed in garlands for his heir Simeon's first birthday, and in 1944, a stamp bordered in black indicated his untimely death.

How King Boris died is still a mystery. One story has him poisoned by the Nazis, another, shot by the Communists. His physicians say he died from pneumonia brought on by overexertion while hunting wild goats.

* * * * *

THE HAWAII BISECTS

By Col. Pat Hogan

When there was a shortage of 1¢ stamps in 1870 because of the change in postal rates from 5¢ to 6¢, Hawaii No. 31 was bisected to make 1¢ stamps available. The only other way to make the 6¢ rate was to use three 2¢ stamps. However, those who had purchased a number of 5¢ stamps found them unusable alone. Hence, the 1¢ bisect, Hawaii No. 31, together with the No. 38 of 1882, are the only genuine and listed bisects of Hawaii.

During the 1890's, a number of "Favor Bisects" came out of Kahului, Maui, and most seen are on the Hawaii No. 52, the 2¢ violet Queen Liliuokalani.

Hawaii No. 52 has been seen bisected in all directions - across the middle, down the center, and diagonally, and used alone on a cover. This, in itself, was surely a "Favor Cancel" as the correct postage for a locally delivered letter was 2¢.

We are indebted to Mr. Fred Gregory of Los Angeles, California, for reporting to us the first identified forgery of the cancellation. He has found one with the Meyer, Harris cancel 281.01 -- two outside circles, one inside, KAHULUI above, MAUI below, both serified, purple color, and dated August 15, 1891. As this stamp was not issued until November 8, 1891, we are faced with the question as to how this stamp was cancelled with a date three months before it was officially issued!

Did the Kahului Post Office knowingly do this? Or, did the clerk or the postmaster make a mistake when the cancelling device was changed daily, and used AUGUST instead of NOVEMBER? Not likely. Or, did he use 1891 instead of 1892? Possibly.

Mr. Gregory is very interested in the bisects of Hawaii and will appreciate any information any reader can send him. Write to him at 816 Via Somonte, Palos Verdes Estates, California 90274.

It might be a good idea for all collectors who own any Hawaii bisects to check the dates of stamp issue and stamp cancellation to see if they are genuine as far as date of issue is concerned.

* * * * *

A HISTORY OF THE STAMPS OF HAWAII: 1851-1900

By Col. Pat Hogan

This booklet contains a price comparison of Hawaiian stamps between 1970 and 1980; a rarity listing of 60 Hawaiian stamps; and most importantly, a set of vivid full-color photos of all Hawaiian stamps from 1851 to 1900.

This booklet, in a 6x8-1/2" soft-cover format, is available at \$5.00 per copy, postage included, from:

Col. Pat Hogan
427 Kawaihae Street
Honolulu, Hawaii 96825
Telephone: 1-808-373-0127

POSTAL SERVICES IN BARBADOS

The Imperial Post Office of Great Britain established a Postal Agency in Barbados during the reign of Charles II (about 1663). A mail service was maintained between England and Barbados by fast sailing vessels under the control of the British Post Office and responsibility for all overseas mail was in the hands of the British authorities until 1858 when it was undertaken by the Barbados Post Office.

The Imperial Packet Agency accepted and delivered letters at the Bridgetown Office only and the inhabitants of the island had to make their own arrangements for the conveyance of postal packets within the island itself.

The establishment of an Inland Post Office was authorised in August 1851 by local enactment and an Inland Postmaster was appointed in 1851.

In 1852, an Inland General Post Office was opened in Bridgetown, the capitol, and a Post Office was established in each of the ten rural parishes.

The first Barbados postage stamps were issued in April 1852.

In addition to posting facilities at each Post Office, there are over 170 posting boxes distributed throughout the island which are emptied daily. Boxes in Bridgetown and the surrounding area are emptied twice daily.

Barbados is one of the few countries in the world which still offer a daily letter delivery to every address in the country. There are two deliveries per day in Bridgetown and the surrounding area.

* * * * *

RECENT FANNING ISLAND POSTAL HISTORY

By Sherman Lee Pompey

Much confusion has reigned over recent Fanning Island postal history and we shall attempt to clear up some of the matters from personal knowledge and the letters we have received from Tarawa.

In 1974, the island was under the ownership of Vurns Philp and Company, and the Gilbert and Ellice Islands' postmaster was Mr. Tebetanga Nauoki, who was employed by the Government as Postmaster, Customs Officer, Wireless Officer, and officer in charge of the small government station there. The manager of the plantation was Mr. John Fleetwood.

During this time, the date stamp and rubber registry stamp were deteriorating. The date was stuck at August 1972 - even on covers that were mailed well into 1975. The letters of both the date stamp and the registry marker, which were struck in purple, were wearing away. Covers from this period are a varied lot, some of them having LONDON FS registry labels as well.

The problem arising over the deteriorated canceller and registration marker were to be cured at Fanning Island early in 1976, but the change-over from "The Gilbert and Ellice Islands " to "The Gilbert Islands" created some postal problems. The Ellice Islands were separated from the Gilbert and Ellice Islands Colony and had gone under the name TUVALU (Eight Islands).

As a result, all Gilbert and Ellice Islands stamps had been demonitized 1 January 1976, with new stamps originally scheduled for issue on 2 January 1976 and to go into effect at all of the island post offices. Because of the time that it took to establish a new territorial name - The Gilbert Islands - it was impossible to print and ship new definitive stamps from

the United Kingdom to The Gilbert Islands and distribute them for the initial 1 January 1976 release date.

Therefore, the older stamps, with the exception of the \$2.00 definitive, were to be overprinted "The Gilbert Islands" and were to be released 2 January 1976, with the new definitive series to be issued in July 1976. There were to be no first day covers available at Fanning Island on that date as the next supply ship, with the stamps and the new date stamp, was not scheduled to sail until at least March 1976 (although covers with the new date stamp exist dated 4 February 1976). Since the supply ship to Fanning was erratic, the March 1976 supply ship would probably be the only ship that would arrive during the legitimate use of the overprinted stamps.

The demonitization of the stamps posed a problem for me. On 28 October 1975, I had forwarded to Fanning Island two covers with the 1975 Christmas set, one with the 25¢ stamp and the rest on a registered cover. On 5 November 1975, I had forwarded a number of blocks of four of the old King George VI stamps on cover, most of these to be registered (and which I have not seen since). On 13 December 1975, I sent, just prior to receiving notice from The Gilbert Islands government, registered covers with the Churchill set, crabs set, and the cowries set.

In all, I had \$10 United States invested in covers sent to Fanning Island for date stamping and return, with the possibility of all of these being demonitized and returned without date stamping, or all with massive amounts of postage due. Since it took six months to get mail back from there, I was very apprehensive as to what was to become of my investment.

Well might I have been worried if I had known the current situation at Fanning Island. My aerogramme to Mr. Tebetanga Nauoki was returned in February 1976 unopened and three of my covers returned with postal markings of

the Philatelic Bureau at Tarawa, the approximate time that the supply ship was supposed to have sailed with the new date stamp. The Christmas 1975 and King George VI covers were still missing. Mr. Tebetanga Nauoki had died in April 1975, leaving the island without a wireless, customs, postal or government officer. The aerogramme that I had sent there in November 1974 apparently had arrived in February 1975 with the incoming mail, yet it was unopened. One letter stated that he had died "apparently before he opened your letter". This left the island without a posts and telecommunications officer until the next ship arrived in October 1975. The postal inspector left Tarawa with a new wireless and postal clerk in October 1975 and found that the date stamp was unusable - so corroded that it was beyond use. He returned the date stamp to Tarawa, leaving the island without a postal canceller between October 1975 and February 1976.

The mail that was undelivered at Fanning Island was also returned at that time, and then it was returned to sender as shipboard mail. "This would have been returned to you by surface mail, and delivery to you on 7 February 1976 does not suggest any avoidable delay". During this period of time, Fanning Island mail and registered letters were handled at Tarawa after going to the island, some of them being stamped at the Philatelic Bureau. The Churchill, crabs and living cowries covers that I had sent out there came back thus stamped, having a rare legitimate postal usage out there. My Christmas 1975 cover was returned postally dated 3 May 1976 with the new FANNING GILBERT ISLANDS purple date stamp.

* * * * *

RECEIVED: MAR
FINAL NOTICE
RETURN: APR 13 1976

REGISTERED AIR MAIL

GILBERT ISLANDS

SAWA

7508



Sherman Lee Pampey
1172 East First South
Salt Lake City
Utah 84102



POSTAGE

Gilbert & Ellice Islands

This cover was forwarded to Fanning Island from Salt Lake City in November 1975, via Honolulu in compliance with instructions of their post office, was returned to the sender and reforwarded by Salt Lake City under government frank to Fanning. Meanwhile, the postal inspector had removed the old unusable postmarker from Fanning, leaving the island without a postal marker. Tarawa then stamped all Fanning mail until a new date stamper was sent out early in 1976. The postmarker is the new Gilbert Island type used after the separation of the Gilbert and Ellice Islands, only in black instead of the Fanning purple.

MARINE MAIL OFFICER

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

The annual report of the British Postmaster General of 1859 said, "In cases where the sorting has been effected on board ship the London correspondence is frequently in the hands of the letter carriers within half an hour of its arrival, and within the same time the bags for the large provincial towns are on their way to the railway station."

Some of the mail referred to in this report originated in Canada, and it was sorted aboard the Cunard mail packets enroute from U.S. to England. The Marine Mail Officer or, as he was sometimes called, The Ocean Mail Officer, received the mail on board, sorted, bagged and labelled it, then handed it over to the G.P.O. when the ship docked in Liverpool. Mail sorting on board Canadian packets of the Allan Line commenced in December 1859, initially employing British personnel from the G.P.O.

The following year, in accordance with a contract, Canadian mail officers were employed in ships of the Allan Line on a weekly mail service between Canada and England, sailing from Quebec in summer and from Portland, Maine in winter. The contract stipulated that, "The Contractor also provides for the allotment of proper accommodation on board each ship for the Ocean Mail Clerks, employed on board for the performance of their duties in connection with the mails during the voyage."

A Post Office circular of 1862 standardized the uniform of the Marine Mail Officers. At the end of the circular describing the cut, colour and insignia of the uniform was the caution that, "...the uniform is provided at the sole expense of the Mail Officer."

At that time, Mail Officers earned \$400 a year, rising to a maximum of \$600 after five years' service.

In the early years of its existence the Allan Line suffered a series of misfortunes which almost drove it out of business. Between 1857 and 1863, eight ships were wrecked or ran aground. Two Marine Mail Officers lost their lives in these tragedies, another accidentally drowned.

In 1887, as an economy measure, the Post Office discontinued sorting mail on board Canadian mail steamers plying between Canada and the United Kingdom. Instead, offices at the ports and elsewhere took over the job, thus ending 28 years of mail sorting on the high seas.

* * * * *

Sir William Mulock holds the longevity record among Canada's Postmasters General. He was born at Bondhead in Upper Canada on January 19, 1844 and died in Toronto on October 1, 1944, three months short of his 101st birthday.

Under Mulock's administration, the Canada Post Office cut its postage on all domestic and Commonwealth mail to two cents. In 1898 Mulock suggested a "penny rate" for all Commonwealth mail, a suggestion that was later adopted and helped to improve communication between the many scattered elements of the British Empire. He also led the negotiations that in 1902 resulted in the laying of the Pacific cable.

* * * * *

THE "MAKANI HUILA" IN HAWAII

By Col. Charles W. Adcock

The Makani Huila - wind wheel - has been a news item in Hawaii from time to time over the past several years.

On July 3rd, on the North Shore of Oahu, a 200-kilowatt wind turbine was dedicated.

Early this year, a TV newscaster was describing an amusement park that would be opening in Hawaii in late March or early April. In the background was a windmill, and because of the camera angle, it looked quite realistic.

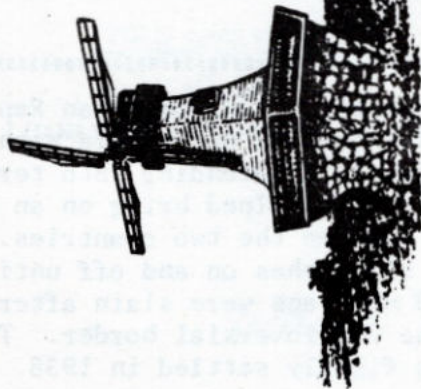
After a number of telephone calls, it was decided to prepare a cover for the opening date. The result is shown on the opposite page. There were numerous delays in completing the park, but it did open on June 28th.

Castle Park supposedly is Hawaii's first amusement park in over 50 years. It occupies 16 acres near Aloha Stadium. Entrance is through a large castle surrounded by a moat. Inside the castle are games, shops and restaurants. Other attractions surround the castle outside the moat and include water slides, white-water raft run, a "Grand Prix" race course, etc. And then there are three miniature golf courses with various obstacles, including a pagoda, pirates' den, haunted house, etc. - and - the depicted windmill.

The "mill" stands about 15 feet high; the sails are approximately 5 feet in length, and are motor-driven!

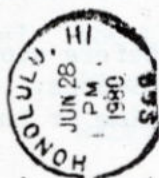
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CASTLE PARK HAWAII



Honolulu, Hawaii

Opening Day



DISHWASHER'S HEAT CYCLE UNSTICKS STAMPS

By High Crandall

Last summer when we tried to conserve electricity by not using the air conditioner, we paid a price in having stamps stick together.

However, we discovered a solution for those with a similar problem and who also practice conservation by turning off their dishwashers once the heat cycle turns on.

When I need to unstick a batch of stamps, I let the dishwasher get a full head of steam and then put in the glued-together stamps before shutting off the dishwasher and closing the door on them.

If you let the steam gather fully before stopping the cycle, they are unstuck in 10 minutes. But, you must retrieve them after this time or they will stick together again.

* * * * *

In 1900, a stamp of the Dominican Republic, showing the island of Hispaniola with the Dominican boundary extending into territory claimed by Haiti, helped bring on an unofficial war between the two countries. There were skirmishes on and off until 1937 when 12,500 Haitians were slain after crossing the controversial border. The dispute was finally settled in 1938.

