

PO 'OLEKA O HAWAII



PUBLISHED BY: HAWAIIAN PHILATELIC SOCIETY

P. O. Box 10115
Honolulu, Hawaii 96816

Issue No. 23

April 1981

April 1981

Fellow Philatelists:

1981 bodes well for our Society!

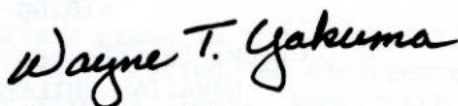
The year started off with our HAPEX-81. A great deal of hard work paid off with a happy event which brought many philatelists together and filled many empty spaces in our collections. A warm "Mahalo" to our workers and to the overseas dealers from Canada and the Mainland, as well as our own supportive dealers.

Our Society can now boast of a record membership of over 340, and we look forward to increasing that number as the year progresses.

If any of you have any suggestions for the Executive Board, please don't hesitate to write. We appreciate your input on any subject.

Many members have asked for information concerning climate and stamps, and you will find herein a comprehensive article on the ever-present problems of humidity, rust, and over-dryness.

Aloha,

A handwritten signature in dark ink, reading "Wayne T. Yakuma". The signature is written in a cursive, flowing style with a large, prominent 'W' and 'Y'.

Wayne T. Yakuma
President

1981

OFFICERS OF THE HAWAIIAN PHILATELIC SOCIETY:

President	- Mr. Wayne T. Yakuma
1st Vice President	- Mr. Max W. Starr
2nd Vice President	- Mr. Dale P. Cruikshank
Secretary	- Mrs. Virginia May Lewis
Treasurer	- Mr. Kay H. Hoke
Auctioneer	- Mr. Glen 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 Christian Church, 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

THE REVENUE STAMPS OF THE KAHULUI RAILROAD COMPANY

By Russell O. Hill

It is not generally known that in Hawaii railroading was a very important business in the early days on all of the major islands, and that today there still exists the narrow-gauge Kahului Railroad Company on the island of Maui. It has the honor of being the first and last of all the Hawaiian railroads, and certainly one of the most colorful that has existed in all of Hawaii.

The Kahului and Wailuku Railroad Co. was first organized in early 1879 by T. H. Hobron and two son-in-law associates. Although three and one half miles of track were laid from the deep-water port of Kahului to the Wailuku sugar mill on Maui, it was decided by Mr. Hobron after a successful year of operation to expand their lines eastward to Spreckelsville, Paia, and Hamakuapoko, to the then-expanding sugar plantations of S. T. Alexander and H. F. Baldwin, which would bring their bulk sugar from the plantation mills to the port of Kahului, much needed at the time.

In July of 1881, Mr. Hobron and his partners incorporated as the Kahului Railroad Co., with headquarters at Mr. Hobron's general store at Kahului, and Mr. Hobron holding 148 of the 150 shares in the newly-formed corporation.

The railroad was quite successful in its early years and, in 1884, S. G. Wilder of the Wilder Steamship Co. had acquired all of Mr. Hobron's interest in the railroad. Although the original purpose of the company was to build and operate a railroad, which they successfully did, they had their charter amended to permit the company also to be in the merchandising business, which today is still a very important part of the business of the railroad.

In October of 1889 the Kahului Railroad stockholders voted to accept the offer of the Hawaiian Commercial & Sugar Co. to buy the stock of Mr. Wilder and associates, and in November 1889, a new group of directors was elected.

A series of stamps was ordered by the Kahului Railroad Co. for their expanding merchandise business on Maui and this was approved by the stockholders of the company.

The American Bank Note Co. of New York received an order from the Kahului Railroad Co. on August 3, 1894 for a set of the stamps which were delivered to them on December 17, 1894. The denominations listed below were printed in sheets of 100 stamps, cut into panes of 50, and shipped thusly to the Railroad Company.

The stamps were lithographed, the die being engraved on stone. They were used by the Kahului Railroad Co. to prepay freight on packages, parcels, and letters.. being attached to the package or letter itself and the duplicate receipt given to the station agent to make up his way bills. They had the full cooperation of the Hawaiian postal service at that time, as the quick service that the Company rendered was unable to be supplied by the postal department.

The stamps were printed on White Wove Paper, perforated 12. The denominations, colors, and quantities issued were as follows: 5 Cent Blue (100,000); 6 Cent Rose (100,000); 15 Cent Green (75,000); 18 Cent Black (100,000); 50 Cent Purple (50,000); \$1.00 Gray-Brown (50,000).

There is also a set of these stamps in addition to the American Bank Note Company's issue. The stamps are lithographed and are perforated 12, Hard-white Wove Paper. They were issued in the following denominations: 5 Cent Blue, 5 Cent Ultramarine, 10 Cent Carmine, and 25 Cent Buff.

They were made by the Schmidt Lithographing Co. of San Francisco, California. From records of an early interview (June 25, 1915) with William Walsh, then the manager of the Kahului Railroad Co. (now deceased) the Schmidt Co. did furnish stamps, but no information had been available regarding the quantities printed owing to the destruction of their records in the San Francisco fire in April 1906. As the American Bank Note Co. still retained the original dies and plates of the issue in 1915, an entirely new set of plates must have been made.

The stamps were cancelled with either red or blue pencil strokes or with the handstamped word CANCELLED (in purple) in several styles and sizes of type.

All of the denominations are scarce, but the 5 Cent and 25 Cent Schmidt printings are especially scarce. The method for distinguishing the 5 Cent American Bank Note Co. printing from the 5 Cent Schmidt Lithographing Co. lies in the quality of printing, as both are lithographed. The designs of the two are identical. On the 5 Cent American Bank Note stamps, the leaves and scrolls are nicely shaded with fine dots. On the 5 Cent Schmidt Co. printing, they are roughly shaded with coarse, uneven dots, especially in the shading under Cents and in the engine-turning of the background. The lettering, especially of the words HAWAIIAN ISLANDS, is awkward and uneven.

Based upon the relative number of straight-edge copies and copies perforated all around, which I have in my collection or have seen elsewhere, the Schmidt printings must have come in very small sheets imperforate on all sides, leaving very few fully perforated copies in the center....perhaps as few as nine or twelve to the sheet, although this is only a guess by me and other collectors who have seen a pair. I have seen two pairs with straight edges on either side; and have a few singles and a pair in my collection, all with a straight edge on one side.

The evidence seems to be shown by the stamps themselves that the Schmidt Co. copied the American Bank Note Co. design by taking a photograph of the 5 Cent American. Apparently a master transfer was made by photography, with the corner and central values transposed to the 10 Cent and 25 Cent denominations, and new stones fashioned for the lithographing process, which would naturally have coarsened the detail of the stamps.

Singles and pairs are scarce, and blocks are rare. The author has in his collection a block of four of the 5 Cent Schmidt printing in a beautiful double transfer in all of the four stamps, the only one I have ever seen. There are also two shades of the 5 Cent: blue and ultramarine.

There is some evidence that the Schmidt Co. printings were delivered to the Kahului Railroad Co. sometime in early 1898, although after looking at company files, etc., I could not establish the exact date. They were used until late 1898 or early 1899, when Hawaii was annexed to the United States. All private and local stamps then came under the jurisdiction of the United States Government, although I have in my possession two covers bearing Kahului Railroad stamps used in conjunction with Hawaiian issues in late 1899. These covers are both addressed to Mr. W. J. Lowrey, then the manager of the Hawaiian Commercial & Sugar Co.

The first cover was mailed from W. R. Castle, attorney-at-law, postmarked January 11, 1899, and was franked with a pair of Hawaii No. 75, the 2 Cent Brown, and cancelled at Honolulu. After reaching Maui via inter-island boat, it traveled the Kahului Railroad. A pair of 6 Cent (Rose) Kahului Railroad stamps was affixed and the cover cancelled with a blue company pencil, to reach the letter's final destination of Sprecklesville, Maui.

The other cover, mailed from the Honolulu Iron Works Co. at Honolulu, H.I., also has two single No. 75, the 2 Cent Brown stamps, but bears a blue Kahului, Maui, cancel dated January 11, 1899. This is not unusual for the time; occasionally letters were put aboard ship at Honolulu and have the postmark of the island of their destination where they were cancelled. This letter also has affixed a pair of the 6 Cent Rose Kahului Railroad stamps, and the blue pencil cancellation of the Railroad. Both letters were marked RUSH. These two covers are the only ones that the author has ever seen with usage of the Kahului Railroad stamps in conjunction with the postage of Hawaii under the monarchy.

After talking with C. H. Burnett, the present manager of the Kahului Railroad Co. and with J. Singlehurst, also of the company, I learned they believe that Hawaiian postage was paid on parcels and letters to carry them to the Kahului Railroad Co. office; then in order to reach their point of delivery over the company's lines, additional postage was paid via the Railroad stamps for their service. This seems to bear out the service the Railroad rendered for the Hawaiian postal department with their sanction for a better service over railroad lines.

All of the remaining stamps stored in the company safe of the Kahului Railroad Co. were destroyed several years ago when the company cleaned out its files due to tidal wave damage. I believe very few of these stamps ever reached collectors' hands, because at the time of their issuance the stamps were known to only a few persons at the Kahului Railroad Co., and their accounting department personnel had strict orders to destroy the stamps after usage so that they could not be used again.

* * * * *

NOTE: This article was written in 1965 by Russell O. Hill of Kihei, Maui. When time permits, he will be updating his article for our Hawaiian philatelists.

In 1879 and 1880, this advertisement appeared -

ADVERTISEMENT - Thrum's - 1879 and 1880

ONE SET SPECIMEN HAWAIIAN POSTAGE STAMPS
UNUSED

Of 1, 2, 2, 2, 5, 5, 6, 12, 13 and 18 cents, mounted on card, showing name of figures, denominations and time of issue, sent to any address, by registered mail, for \$1.50.

This gives a complete set of the "Bust" or engraved stamps, and can be had only of the undersigned. Remittances can be mailed in U. S. currency, or stamps. Address,

Thos. G. Thrum, Honolulu

Letters of inquiry must include stamps for reply, or they will not be answered.

Which are the most profitable financial investments in our society?

According to Salomon Brothers brokers, they are gold, which has appreciated 1562% in 1980; U. S. stamps, 718%; Chinese ceramics, 561%; and U. S. coins, 441%. These have led for the past decade, though not at such runaway rates.

Tremendous gains, of course, have also been realized in real estate, paintings and individual stock deals. But, in general, gold, stamps and coins, and Chinese ceramics have been the sure gainers since 1970.

* * * * *

MOUNT COOK AIRLINES

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

In 1954, the airlines activities of the Mount Cook & Southern Lakes Tourist Company were small and business was slow. To improve this, Mr. Harry Wigley began to look at the question of getting visitors closer to New Zealand's wonderful scenic attractions, and in particular, the magnificent mountains, glaciers and snowfields of the Mount Cook area which he knew so well.

Mr. Wigley, the Managing Director of the firm, conceived the idea of fitting a set of retractable skis to an Auster aircraft which had been recently purchased by his firm, but no aircraft equipment of this type existed in those days. With a small wooden model, whittled from a block of wood and a tiny wheel-ski arrangement operated by a bit of cotton thread, he gave tangible shape to his ideas. These were turned into reality by Company engineers in the Timaru workshops.

On September 22, 1955, work and trials had been completed, and the Auster flew over and landed on Tasman Glacier. This was the first time any plane had landed on a snowfield anywhere in the Southern Hemisphere, and the plane was the forerunner of today's modern fleet of skiplanes at Mount Cook which fly thousands of visitors on the snows every year.

In 1975, to commemorate this significant step in the Airline's history, the Auster Aiglet, registered ZK-BDX, was repurchased, thoroughly overhauled and refitted with retractable skis.

It was planned to carry out a special re-enactment

flight in the original aircraft to mark the 20th anniversary and to carry a special souvenir mail.

Mr. S. S. Phillips, the Airline's Public Relations Office, designed a cachet for the mail. This showed a stylized Auster Aircraft based on the original photograph of the first landing on September 22, 1955. The cachet was very carefully applied, in dark blue ink, to 4,500 covers sent in by collectors, by Miss Vicki Gough of the Christchurch office. These covers had been sent in by collectors throughout New Zealand and overseas.

Arrangements were also made with the Post Office for the mail to be accepted by the Mount Cook office after the flight, and to be carefully hand cancelled there.

The special re-enactment flight had to depend on weather conditions in the Mount Cook National Park, but on November 11, 1975, Mr. H. R. Wigley flew the Auster to a routine landing, watched by television and press representatives, on the Tasman Glacier.

After symbolically unloading the mail, it was later flown to the airfield at the Mount Cook village and taken to the Post Office where it was datestamped carefully "11 NO 75.4".

(See cover on opposite page)

* * * * *

VALUE \$5.00



5c
New Zealand



20th ANNIVERSARY

1955-1975



FIRST SKI PLANE LANDING
TASMAN GLACIER N.Z.

© MOUNT COOK AIRLINES

EDITOR, HISTORY SOCIETY OF
POSTAL BOX 275,
MASTERTON.

THE FIRST GAS CRUNCH!

By Albert C. Beerbower
(Reprinted from VFW, 1/80)

The air was hot and muggy on the polo field overlooking Washington's Tidal Basin. President Woodrow Wilson grew irritable as perspiration stung his recently burned hand.

"Why can't they start that infernal engine?"

His question was directed at Otto Praeger, assistant postmaster general, who had the seemingly dubious honor of being the first head of the newly created United States Aerial Mail Service. He shook his head in frustration. He had no answer for the Chief Executive.

The date was May 15, 1918. The sweltering crowd of dignitaries had gathered in Potomac Park to witness the very first airmail flight take off.

The plane and pilot sitting helplessly on the grass were scheduled to complete the first leg of the 218-mile flight to New York. After arriving in Philadelphia, the flyer would transfer his cargo of letters to a second pilot who would fly the final 90 miles to the Belmont Park racetrack and landing field.

While the President fretted, a crew of sweating mechanics swung the wooden propellor once, twice, 50 times. Nothing. The modified Army JN-4D, the famous Flying Jenny, sat silent. Her 150 horsepower Hispano-Suiza engine refused to start.

"Contact", Army Lt. George Boyle barked the traditional order again and again. Redfaced and miserable in his leather flying jacket, he sat impotent in the cockpit. Savagely determined, Sgt. E. F. Waters led the mechanics through the prop spinning procedure. They continued even when they felt their arms must drop off. Still nothing.

Capt. Ben Lipsner moved nervously back and forth beside the canvas-covered fuselage of the Jenny. As first superintendent of the Aerial Mail Service, he was responsible for putting the reluctant craft into the sky. From the corner of his eye, he saw the President turning to his bodyguards, ready to depart.

"Get a horse! Next time take the train!" were some abusive comments from the crowd as the plane, fitted with a special bin to hold mail bags, remained rooted to the earth. Those who had come especially to see the President began to drift away when they saw he was about to leave. Pressure on the line of policemen protecting the field began to slacken.

Superintendent Lipsner cursed the stubborn engine when he heard Wilson inform Postmaster General Albert S. Burleson he had wasted too much time and would return to his desk. The Hiss had roared to life at each command the previous day. Lipsner knew it had to start immediately or the whole concept of carrying the mail by plane was in jeopardy.

"The gasoline", someone remarked.

Sgt. Waters slapped himself on the forehead. Near collapse from his propellor churning ordeal, he suddenly remembered the fuel. As a safety precaution - the Jenny was nicknamed the Flying Coffin - the gasoline had been drained from the craft the night before. In the excitement of a Presidential visit, no one had thought to refill the tanks. There was no engine trouble; the Hispano was simply out of gas.

Now, sheepishly, mechanics rushed to their parked truck for the tins of petrol. The President stayed his departure, intrigued by the frenzied rushing about.

"Contact", came the command again.

This time there was an instant response to Lt. Boyle's order. The prop whirred; the engine burped a cloud of greasy smoke, and sputtered to life. The young pilot

adjusted his goggles and headed the Jenny into the faint breeze.

President Wilson shaded his eyes to watch the aircraft climb into the sunlight. Satisfied, he walked to his automobile, his stay at the impromptu airfield ended. His autographed letter was aboard the plane and would be auctioned to benefit the wartime effort of the Red Cross.

With the gasoline crunch resolved, the first load of mail was airborne and on its way to New York. Unfortunately, Lt. Boyle lost his way, crashlanded, and sent his cargo on to Philadelphia by rail. But that is another chapter. The United States Aerial Mail service had flown and was destined to become the globegirdling network we know today.

* * * * *

"A HISTORY OF THE STAMPS OF HAWAII: 1851-1900"

This informative story of the stamps of Hawaii also contains a price comparison between 1970 and 1980; a rarity list of 60 Hawaiian stamps; a set of eight 5x7 color photos of all Hawaii issues; plus a selection of forgeries and counterfeits.

This book is available for \$5.00 postpaid, from Col. Pat Hogan, 427 Kawaihae Street, Honolulu, Hi. 96825.

- - - - -

Also available: Hawaii stamps from No. 5 to No. 82; the Officials; the Revenues; the Kahului Railroads; Envelopes (with blue insides); Postal Cards; and a stock of Hawaii's Town Cancels and Postmarks.

Col. Pat Hogan
427 Kawaihae Street
Honolulu, Hawaii 96825

CLIMATE AND STAMP CARE

By Harry Spira

Reprinted from "Top Ender"
(Darwin PS)

Some lucky collectors hardly seem to care about their stamps and nothing happens to them, but generally speaking, the trail of neglect is littered with ruined rarities forever lost to philately.

Many stamp collections formed over a life-time with much love and hard cash have become valueless simply for want of a little elementary care.

Stamp collectors as a type seem mainly to be careful and meticulous people and you would expect them to treat their treasures with respect, but I have often been appalled by the cavalier attitude of an advanced collector towards his most valuable specimens. Several times at exhibitions I have watched while the owner grabs a rarity worth hundreds of dollars between finger and thumb to flip it over on its hinge to show the all-around condition. Every schoolboy knows he must use tweezers to prevent skin acid spoiling his stamps, but I once saw an advanced collector, who should really have known better, flip over with his fingers a stamp he had just bought for more than \$1,000.

Well, you just can't get away with that sort of thing. It is like being subjected to radio-activity. The damage is not apparent immediately, but it has been done.

Careless handling presents one serious danger to stamps. The other most important danger is climate. Fire, flood and theft are obvious perils but, even more deadly, because they are not so obvious, are humidity and rust - and to a lesser degree, aridity or excessive dryness.

Rodents and insect pests are dangers in some parts of the world. Crickets, cockroaches and moths are capable of causing trouble, but I have never seen valuable collections totally ruined by pests, although I suppose it does happen.

I have, however, several times and in widely separated parts of the world, seen beautiful collections on the point of total ruin through heat, humidity and their attendant rust. The astounding thing is that with elementary care the deterioration would not have started.

The rules are so simple they sound childish but they are vitally important. Take humidity for instance. Humidity is water vapour in the air. High humidity means there is a lot of water vapour in the air. Mint stamps have gum. Water makes gum sticky. So does water vapour. Leave your mint stamps sitting around in high humidity and they will stick to something or to each other. Remedy? Don't work with mint stamps under humid conditions or leave them lying around - it may get humid later.

The biggest enemy of all is rust. Rust thrives on heat and humidity and darkness and acid. Rust will not grow in conditions which are cool and dry and airy and non-acid. The rust which attacks the gum and paper of your stamps and which is capable of eating a dirty great big hole right through a 50-page album, given enough encouragement, is a living organism which behaves like a mould or fungus. They are about the size of bacteria and float around on particles of dust in the air.

You cannot prevent microscopic rust bacteria landing on your stamps, but you can do your best not to provide an environment in which they can grow. So the first simple rule against rust is to keep humidity away from your stamps and store them where they will be dry. "Dryness" becomes a relative term when living in a humid part of the world. Complete dryness, or aridity, is actually bad for your stamps, but we shall discuss that problem later.

If you live in a tropical or a coastal area, then you need to use more than guesswork to make sure your stamps are stored in sufficiently dry conditions. Use a blow-heater to get rid of any humidity you suspect may have got into your collection and then store your stamps in a cool place with plenty of silica gel. Chunks of hard, shrivelled household soap are also good moisture collectors but silica gel, regularly renovated in an oven, is the best bet. You need to buy the big bottles of largish granules. Tiny sachets are useless. The granules are blue and turn red when moisture saturated. They are restored to effectiveness by placing in an oven - 160°F - until blue again. If the humidity is all-pervading in your home, then put your stamps in something airtight rather than the usual cupboard or wardrobe but, in this case, make sure you don't close in any humidity with your stamps, as an airtight receptacle, if warm and moist, is the ideal breeding ground for rust.

If you have an airconditioned room, naturally keep your stamps there, but never neglect other precautions as airconditioners are seldom used continuously and there are breakdowns and power failures.

Fresh air and light are good for your stamps, so never go too long without rifling through your albums and stock-books. Try never to touch your stamps with your fingers as they deposit acid which feeds rust, and avoid pressing arms and hands too much on album pages.

Now you don't see rust on the early Great Britain stamps like Penny Blacks, which are 139 years old, because they were printed on acid-free rag paper. Modern stamp papers are all cheap and nasty in comparison. One authority wrote recently that stamps being issued nowadays are on such poor quality paper, and the gum is so chemically unstable, that he believes they cannot last even 30 years without disintegrating. I do not believe that, but it might be a point to collect used rather than mint, then you don't have the gum to worry about.

When you buy new issues from the post office, examine the gum side for tiny black specks. Under a magnifier these appear as brown mounds and are actually rust colonies which can spread infection right through your good older stamps through tweezer contact.

Cheap stock-books and albums can prove very costly. The low grade card from which they are made has not been sufficiently treated, and the pages have enough rust breeding acid to poison your entire collection.

Prevention has been the theme up to now because deterioration in stamps is seldom curable. Rust, in most cases, is fatal, as it usually shows itself first as a brownish-red stain on the surface of the stamp only after it has started to eat away the inner fibres.

The gummed side of the perforations of mint stamps is usually the first affected and if left under rust growth conditions the rust eventually spreads and eats its way through the stamp.

What should you do if you look through your collection and find to your horror that a few stamps show signs of rust? If they are cheap and easily replaceable, simply throw them away. If they are valuable or difficult to replace, keep them but isolate them in mounts so as not to spread the infection. If you strictly obey the rules above about dryness and coolness, at least you know the rust will not get any worse.

If you find rust or the slightest signs of brown discoloration in your albums or stock-books, ideally they should be replaced. Usually rust attacks only the cheap albums already referred to. However, if rusty stamps have spread the disease on to your album pages and the album is an expensive one, you can disinfect it by using Thymol crystals.

Melt a few thymol crystals with a hot iron into clean white blotting paper and place this between the leaves of your album for a few days. This not a pleasant task but less formidable than remounting a whole collection

into another album, and if the thymol treatment is repeated every two years, the pages should stay sterile. Once again, however, the main proviso is that humidity be kept out.

Slight rust can be removed chemically from used stamps if the paper fibres have not been too badly eaten away. Many household bleaches and detergents are capable of removing the brown discoloration from a stamp to varying degrees, but these do not always properly kill or halt the progressive depredations of the bacteria and often do more damage to the paper and printed colors than the rust. My advise is not to experiment, as you may get rid of the disease, but kill the patient in the process.

I was one of a small group of collectors who joined in an experiment in South Africa in the early 1960's with a coal-tar derivative called Chloramine-T. Various solution strengths of the chemical were used to remove rust from stamps printed on several different papers. Some of these treated stamps were then stored in ideal conditions, others haphazardly, and some even with rusty companions. I still have some of the original experiments and on none of them has the rust reappeared - not even on those that were kept in the packet with badly rusted examples.

Chloramine-T has therefore proved itself over a fair number of years and is now accepted world-wide. It does not damage or harm stamps if used correctly, but I must emphasize that if the fibres of the paper have already been eaten by rust, the stamp will simply crumble away under treatment.

To use Chloramine-T, dissolve 2 grams in 100cc distilled water and apply only until discoloration has disappeared. Rinse stamp very thoroughly several times. Apply with a small brush and wear rubber gloves as the chemical can cause cancer of the skin. It is poisonous and not something to fool around with or leave where children can get to it.

Nothing, unfortunately, can be done for rusty mint stamps. An old, valuable stamp could have its gum removed and be treated for rust, but modern stamps are hopeless cases as all bleaches, including Chloramine-T, affect the chalky paper and render the stamps valueless.

Collectors living in Australia's outback, for instance, will be more concerned with aridity than humidity. Extremely dry conditions cause stamps to become brittle and the gum to wrinkle and crack. This can fatally damage valuable imprint blocks, etc., by causing perforations to split.

If stamps show signs of over-dryness, the condition can be remedied by placing them in a sweat-box so that the paper may absorb the moisture it has lost. I cannot stipulate a time as this depends on the condition of the stamp, the temperature and the amount of moisture in the sweat-box. Extreme care is necessary and the stamp should be examined frequently. I warn you that it is a delicate exercise and it is best to practice on a worthless specimen first, but, if carried out with practice, dried out stamps can be fully restored.

To sum up briefly - don't allow the vagaries of climate to deter you from any branch of stamp collecting. Simple methods involving care in handling and common sense in storing will ensure your collection stays in fine condition.

* * * * *