

PO 'OLEKA O HAWAII



PUBLISHED BY: HAWAIIAN PHILATELIC SOCIETY

P. O. Box 10115
Honolulu, Hawaii 96816

Issue No. 39

April 1985

1985

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"PO'OLEKA O HAWAII"

Editor - Mrs. Virginia May Lewis

Subscription Price: \$4.00 per year (4 issues)

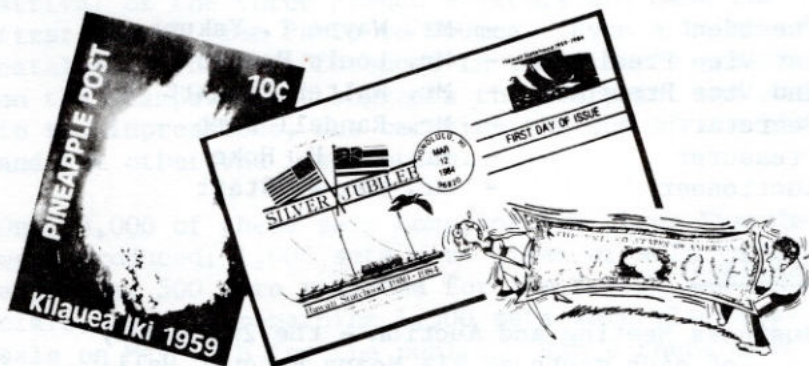
Advertising Rate: \$5.00 per issue (half page)
\$10.00 per issue (full page)

Checks payable to:

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THE ORDER FOR STAMPED ENVELOPES OF SEPTEMBER 6, 1883

By Albert J. Schwalm

With permission, and through the courtesy of the Smithsonian Institution, part of P.M.G. Whitney's letter of September 6, 1883 was published in my book "The Postal Stationery of Hawaii". The information which was left out for the sake of brevity is worthy of note. The entire letter is herewith quoted verbatim.

The letter is addressed to Theo. H. Freeland, Esq., American Bank Note Co.

"Dear Sir: Your valued favor of Aug. 13, has been received replying to mine of June 30th, in which you state that the new stamps ordered by me will be executed with dispatch, and that if the design for the envelope stamps is forwarded, the order will be filled without delay.

Thanking the Company for this kind offer, I enclose the design for the envelope stamp, accompanied with a printed engraving and 'notes for the artist'. The stamp is intended to represent a framed engraving showing the approach to and first view of Honolulu as the steamer comes around Diamond Head Point in a design somewhat unique and out of the usual order of postal stamps, but none the less valuable on this account. Your artist while conforming to the general outline of my design to have a framed picture as the stamp, can exercise his own taste as to details so as to produce the best effect. If thought best by him the stamp may be lengthened to two inches. The notes to the artist, which will be found on a separate sheet, may assist him to design a stamp which will give a tolerably correct view of the port as it appears from a vessel at sea. The printed sketch is the vignette in the heading of the Honolulu Advertiser, a newspaper which was established by me 28 years ago, and it furnishes the best idea of the port as seen from sea that has been taken, as no other attempt has been made.

Under a separate enclosure, I send you some sheet photos which may also assist the artist to obtain an idea of the place. The views having been taken from the low reef opposite in front of the town only show the warehouses and buildings along the shore and wharves of the harbor. On one of these views the figures in red ink show the location, (half a mile back from the water) with the spires and towers of (1) the King's palace; (2) tower of the Gov't House; and (3) the spire of the large native stone Church - but all so hidden among the houses & shrubbery in front, as to be almost unrecognizable. Both the Palace and Gov't House have mansard roofs & mansard towers, with flag staffs and the Hawaiian flag flying from each building.

It is intended that the same stamp shall serve for the various denominations, the only changes made bring the figures, 1.2.4.5. and 10, which I suppose that you can have morticed and changed, in the four places where they occur.

The first edition will be printed on white envelopes of different sizes and qualities, as indicated on the accompanying memorandums. The surface of the paper to be suited to the printing of the stamp as handsomely as possible. For the cheaper envelopes (x and xx) a glazed or 'hot pressed' surface will print best. For this purpose you can try different qualities especially of the cheaper kinds. I would rather not go above the cost of the US. envelopes. I enclose a sample of blue inside envelope of which some might be printed for our domestic 2¢.

The colors of the stamps on the envelopes are to be the same as the colors of our stamps now in use, of the same value.

Now about the packing & shipment - Most of the Am. envelopes come packed very bulkily, while the English article is packed closely. In order to save ocean freights, I would suggest the adoption of some plan of packing the envelopes as closely as possible, 1000 in a box usually containing 500 or 400. Address the

pkgs. 'Postmaster General Honolulu, Hawaiian Islands, Care of Wells, Fargo & Co's Express, San Francisco' insured to cover all cost & charges. Ship by steamer, via Panama and San Francisco, and advise Wells, Fargo & Co. of San Francisco of the shipment to their care.

This order for envelopes is a small one, as we cannot know till after a trial what sizes and qualities will be most in demand, or whether colored envelopes will be called for. We shall have to study the local demand & tastes.

I remain dear Sir, Very truly yours, H.M. Whitney,
P.M.G."

Whitney's Notes to the Artist

"The accompanying engraving which was executed from a sketch drawn by myself will give the artist an idea of what the new envelope stamp may contain.

--Shipping at anchor in the harbor at the extreme left. The masts need not be so numerous as presented.

--The city extends from the extreme left, back of the shipping to the base of Diamond Head marked (1).

--Along the whole base of Diamond Head may be put the cocoanut grove, and not farther to the left as it is in the engraving, let houses occupy the space where the cocoanut grove now is.

--The dwellings of the town have now crept up the side of Punchbowl Hill (2), as high as the blue line in the engraving, and thence on to the base of Diamond Head.

--The trees are very dense all along the shore, but had better be omitted, so as to show the houses except the cocoanut grove before and at the feet of Diamond Head.

--The only vessels to be represented in the foreground are a four masted screw steamer, bound in (heading to the left) and a two masted screw steamer, the latter, and an inter island vessel bound out (heading to the right).

--There are four churches with spires in the city, and

located at the left base of Punchbowl Hill are the King's Palace and the Government building with towers, quite prominent at sea. The large building right of the largest church was the old palace where the new one now stands and a little farther to the right is the site of the Government House.

--The words 'The Pacific' in the engraving have nothing to do with the stamp.

--The stamp is to be printed close to edge of upper right hand corner.



(From Smithsonian Institution)

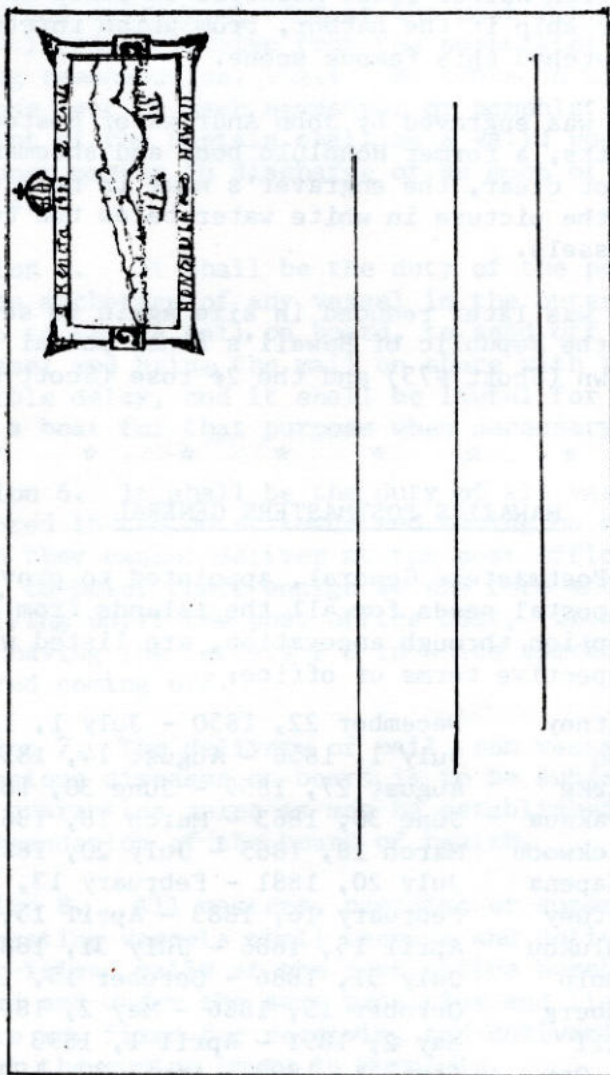
FIGURE 1

--Three ruled lines wanted for the address.

--The words above 2 Keneta 2 cents.

--The words below are Honolulu Hawaii."

(See FIGURES 1 and 2)



(From Smithsonian Institution)

FIGURE 2

COMMENTS: The familiar design Whitney had the American Bank Note Co. engravers reduce for use as the vignette on Hawaii's envelopes was one used as a masthead on the Pacific Commercial Advertiser. Whitney told about this masthead in August 1883 in an interview with a Pacific Commercial Advertiser reporter, relating his visit with Harbor Pilot McIntyre on board an American clipper ship in the harbor, from which foretop Whitney sketched this famous scene.

The sketch was engraved by John Andrews of Boston, Massachusetts, a former Honolulu boot and shoemaker. Although not clear, the engraver's name is near the bottom of the picture in white water below the two sailing vessels.

The design was later reduced in size again to serve on two of the Republic of Hawaii's final postal issues, the 2¢ brown (Scott #75) and the 2¢ rose (Scott #81).

* * * * *

HAWAII'S POSTMASTERS GENERAL

Hawaii's Postmasters General, appointed to provide official postal needs for all the islands from service inception through annexation, are listed with their respective terms of office:

H. M. Whitney	December 22, 1850 - July 1, 1856
J. Jackson	July 1, 1856 - August 14, 1859
A. K. Clarke	August 27, 1859 - June 30, 1863
David Kalakaua	June 30, 1863 - March 18, 1865
A. P. Brickwood	March 18, 1865 - July 20, 1881
John M. Kapena	July 20, 1881 - February 13, 1883
H. M. Whitney	February 16, 1883 - April 15, 1886
J. L. Kaulukou	April 15, 1886 - July 31, 1886
Luther Aholó	July 31, 1886 - October 15, 1886
F. Wundenberg	October 15, 1886 - May 2, 1891
Walter Hill	May 2, 1891 - April 1, 1893
Joseph M. Oat	April 1, 1893 - April 30, 1905

* * * * *

Mr. Dale Cruikshank (our Russian expert) has submitted an article on the foibles and fate of Russian postmasters over 150 years ago.

THE POSTMASTER

By Alexander S. Pushkin
(1799-1837)

"He was a Civic Counsellor,
And the despot of a posting
station." Prince Vyazemsky,
(1792-1878), in a poem from
The Station.

Show me the man who has never cursed the master of a posting station, or who has never wrangled with one; the man, who, in a moment of fury, has not demanded the fatal volume* in which to enter useless complaints of arbitrary behaviour, rudeness and unpunctuality; who does not consider postmasters as monsters in human form, as bad as certain defunct officials, or at any rate no better than the Murom robbers.

We will endeavour to be just, however, and to put ourselves in their place, and then, perhaps, we shall judge them with much greater indulgence.

What is a postmaster? He is a veritable martyr among petty officials, protected from blows and cuffs by nothing but this official rank of his, and even this does not always save him (I appeal to the conscience of my readers).

And how difficult is the position of this despot, as Prince Vyazemsky playfully calls him? Is not his work

* A complaint book required in government offices and in commercial establishments, even today.

veritable hard labour? No rest either by day or by night! The traveller pours out all the vexations accumulated during the tedious journey upon the postmaster. The weather is atrocious, the roads abominable, the driver stubborn, the horses lazy -- and for all this the postmaster must take the blame. The traveller who enters his poor dwelling regards him as a foe; and the postmaster is fortunate if he succeeds in soon getting rid of the uninvited guest.

And if there should happen to be no horses available! Heavens, what oaths, what threats are showered on his head! He is forced to run from house to house in rain and mud; he goes out into the porch while the storm rages and the frosts of January prevail, just to get a moment's respite from the shouts and pushes of the irate traveller.

A general arrives, and the trembling postmaster gives him his last two troikas*, one of which was being reserved for the mail-coach. The general departs, without so much as a word of thanks. Five minutes later comes the sound of bells and a state-messenger flings on the table an order for fresh horses. Weigh all these circumstances, and instead of indignation, your hearts will be filled with sincere sympathy.

A few more words on this subject: I have travelled all over Russia in the course of twenty years. I know almost all the posting routes; I am acquainted with several generations of drivers; there is scarcely a single postmaster whom I do not know, and with whom I have not had dealings; I hope at no distant time to publish the interesting stock of observations I have accumulated while travelling; but for the present I will merely state that the race of postmasters has been grossly misrepresented to the public.

These much abused postmasters are as a rule peaceable folk, of an accommodating disposition, sociably

* A carriage or sleigh drawn by three horses abreast.

inclined, with no exaggerated sense of what is due to them, and by no means grasping. Much that is curious and instructive may be gleaned from their conversation, which many esteemed travellers make a great mistake in neglecting.

For my own part, I admit I prefer it to the speeches of your second-rate official, travelling on government business.

* * * * *

During his service as British Deputy Postmaster General in the American colonies, Benjamin Franklin's frank read, "Free, B. Franklin". As Postmaster General of the infant United States, he altered his frank to "Be Free, Franklin".

* * * * *

PRESIDENT ROOSEVELT AND HIS STAMPS

"I commend stamp collecting to you because I started a collection when I was about ten years old and have kept it up ever since. In addition to the fun of it, it has kept up my interest in history and geography, past and present. I really believe that collecting stamps makes one a better citizen."

Franklin D. Roosevelt
PRESIDENT OF THE UNITED STATES.

* * * * *

Text of the Legislative Act of June 18, 1851 which established the Post Office Department:

An Act to Create and Regulate a Post Office

In Honolulu

Whereas the 15th Article of the treaty with the United States renders indispensable the establishment of a post office in Honolulu,

Whereas the public interest urgently requires greater regularity in the postal intercourse between Honolulu and San Francisco, and whereas the service of the post office cannot be performed without adequate remuneration:

Therefore

Be it enacted by the House of Nobles and Representatives in legislative council assembled,

Section 1. There shall be established a post office in Honolulu, and for the time being the POLYNESIAN office is declared to be the post office.

Section 2. The duties of the postmaster shall be performed by some person to be appointed and compensated by, and subject to renewal at the pleasure of the Minister of Interior.

Section 3. The Postmaster shall charge the following rates of postage to and from the kingdom, viz.: five cents for every single letter weighing less than half an ounce forwarded to or received from any foreign port, and on packets weighing half an ounce and under one ounce ten cents, and five cents for every additional half ounce.

Two cents on each newspaper, price current, printed circular or other printed paper (not being a pamphlet) provided that it shall not be unlawful for editors to reciprocate post free with foreign editors.

Two and a half cents for every sheet of all pamphlets.

Section 4. The captains, commanders, masters or pursers of vessels, for bringing mails from foreign ports and delivering them at the post office shall be entitled to receive from the postmaster the following remuneration, viz.: two cents on each letter and one cent on each newspaper or pamphlet, and the receipt of the captain shall be a valid voucher to the post master in discharge of so much of his receipts.

Section 5. It shall be the duty of the postmaster on the anchorage of any vessel in the outer roads, known to have a mail on board, to send off to such a vessel and bring the mail on shore with the least possible delay, and it shall be lawful for him to hire a boat for that purpose when necessary.

Section 6. It shall be the duty of all vessels anchored in the outer roads and having on board mails, which they cannot deliver at the post office in one hour, to hoist their ensign at the fore and to keep it flying until the post office boat, with a red flag having the letters P O in white thereon, is discovered coming off.

Section 7. The delivery of mail from vessels having contagious diseases on board is to be subject to such quarantine rules as may be established on the recommendation of the board of health.

Section 8. All masters, captains or super-cargoes of coasting vessels shall receive and deliver the inter-island mails at the post office hereby established and under the same penalties and liabilities as are now fixed for receiving and delivering the same at the custom house in Honolulu.

Section 9. The outward postage on all foreign letters, newspapers and pamphlets shall in all cases be prepaid.

Section 10. The postmaster is hereby authorized to issue stamps of the value of the outward postage of letters, pamphlets and newspapers.

Section 11. This Act shall take effect immediately after publication in the POLYNESIAN and ELELE newspapers.

Passed by the Legislature June 18, 1851.

Kamehameha

Keoni Ana.

* * * * *

THE \$1.00 ROSE-RED QUEEN EMMA STAMP

Owing to the passage of a Bill in the Legislature of 1886 licensing the sale of opium, it became necessary to provide a \$1.00 revenue stamp in accordance with the provisions of the new law.

A large quantity of the \$1.00 postage stamps being on hand, the Government decided to use them for this purpose as required, hence this stamp served in the dual capacity of both a postage and revenue label from 1886 to 1888, with no other distinguishing mark than the cancellation, which in the case of the stamp being used for revenue purposes was either the written name of the collector or a hand-stamped Maltese cross.

* * * * *

NEW CALEDONIA FAKES, FORGERIES,

AND OTHER 'FUNNY' STUFF

By Clyde Carriker

Whoever decided not to issue New Caledonia stamps on unwatermarked paper not only was cheap but opened the door for every forger to try to swindle the unsuspecting collector.

Unlike most of the British Pacific postal administrations, the French postal authorities from the first 1859 stamp apparently did not consider the need to protect their issues from the counterfeiters. The first New Caledonia stamp was issued in 1859 in sheets of fifty from the engravings done by a marine sergeant, Louis Triquerat.

There are many forgeries of this first stamp but most of the fakers forgot and added nice margins around the stamp depicting Napoleon III. Such a condition is impossible because in the original state the stamps were laid out so close together that only the outside positions can show any margins. Only 1500 are thought to have been printed, and most of the forgeries I have seen vary in paper, color, and may have been made from a zinc etching.

Beginning in 1881 and continuing through about 1893, various French Colonies' issues were surcharged in Noumea following a general order from Paris that each colony was to overprint the individual colony name to prevent stamp speculation from one colony to another. Since the imperforate Peace and Commerce issues and the perforated Commerce issues of the French Colonies' stamps have been counterfeited, overprinting (fake) could also be accomplished easily.

It is on the general French Colonial issues of 1877-78 and 1881-86 that the New Caledonia overprints appear. The type used for the Noumea overprinting was said to

be still in the Noumea postoffice in 1914 and had been even used several times since in reprintings of doubtful standing--as if forgeries aren't difficult enough to reckon with!

Comparing the genuine with the forged "Nlle Caledonie" is fairly easy if one has a known genuine overprint from any value of the 14-stamp series. A faked overprint has (1) shorter bars in the 'ED' of "Caledonie", (2) minutely narrower letters, (3) sometimes only one line under "lle", and (4) no dash below 'ED' of "Caledonie". As far as the actual stamps on the imperf issues, the counterfeits show 'Poste' much smaller, the color is often an offshade of the original, and the names of the designer and engraver at the bottom are illegible.

For forgeries of the perforate varieties of the French Colonies' issues, these appear to rest mainly with the words 'Colonies' and 'Postes' which are smaller. For one acquainted with printing, the quality of engraving details immediately stands out as poor; too, the ink colors are weak, and the paper is certainly very poor when compared to the original. Some counterfeits are found with cancellations dated Feb. 26, 1892 although these stamps were not decreed until May and were first issued June 24, 1892. What gives them away immediately is that the outer and inner circles of the circular date stamp are solid, a state which did not exist at the time with the New Caledonia CDS examples.

Although there are forgeries and counterfeits in these issues, most advanced collectors of the country have learned to detect the phony stamps. But the average collector, in my opinion, will most likely run into the handiwork of the scalawag Francois Fournier who really got into the act with the issuance of the 1892 Navigation and Commerce series!

This common design series for the 37 French Colonies and Offices is a pair of seated figures with the individual name printed in a white tablet just below the value. Fournier must have been so taken with it or

had sufficient equipment to handle the reproduction chores that he faked every one of the Colonies' stamps.

Thirteen values to the 1-franc were printed in sheets of 150 in Paris and were issued in New Caledonia during November 1892. The set was engraved by Mouchon and designed by Alpheé Dubois. New Caledonians were proud of their new stamps as were many of the French residents in other colonies. Between 1900 and 1904 six more values were issued to complete the definitives. Postage due stamps were created by overprinting ten of the values between 1894-1900 with a "T" in an inverted triangle and many of these are also suspect. The imperf French Colonies' postage dues were also overprinted in 1903 with a special surcharge to honor the 50 years of French occupation.

As various values were used up, the Navigation and Commerce issues were overprinted or surcharged in 1900, 1901, 1902, 1903, and finally in 1912. The final surcharging of 1912 occurred in Paris from remainders of the 1892-1904 in sheets of 150. There are two wide-spacing varieties which occur in position 105 of the "05" value and in positions 81 and 121 of the "10"; however, I haven't discovered any of these forgeries (if indeed there are any).

Fournier took to the Navigation and Commerce issues with a vengeance, and the Swiss forger started probably on the New Caledonia stamps early in this century. In the accompanying illustration the genuine stamp and surcharge is on the left, the Fournier forgery on the right.

Fournier counterfeit stamps are easy to spot after one has learned several characteristics of the genuine stamps. In the genuine stamp the background dots are distinct and follow the contour of the design; in the fake stamps the background is blurred and splotchy. The last 'E' in "FRANCAISE" is the same size as the other letters in the genuine stamp while it is narrower and smaller in the Fournier. The paper in the genuine is normal while for the Fournier it is "brittle";



At the left is a genuine 30¢ Navigation and Commerce stamp issued in 1892 for New Caledonia with the 1899 15¢ surcharge. Stamp at the right is a Fournier counterfeit with fake surcharge. Differences in type, engraving, perforations and paper are readily detected between the genuine and forged copies.

Fournier perforated his fakes 14 x 14 when it should have been 14 x 13-1/2.

One of the elements, too, Fournier couldn't control was to show the little delineations and cleanness of the engraver. On the genuine stamp the figure on the left grasping the flagstaff shows all of the finger divisions while only one division between the fingers could be accomplished by the forger. Lines across the bodies and toe divisions are easily seen on genuine copies but again Fournier could not duplicate these with his counterfeits.

The surcharges also show differences between genuine stamps and Fournier's efforts. In 1899, the 4¢ and 30¢ were handstamped in Noumea to overcome scarcity of the 5¢ and 15¢ values. As each stamp was individually revalued (printers must have had more time in those days!), the position of the surcharge varies throughout the sheet. Only 40,000 were surcharged, including some inverted surcharges; I have a block of six in which every surcharge varies from the positions of the others by several millimeters.

Under magnification the semi-crudeness of the genuine surcharges become evident. Those on the Fournier are quite neat and the circle enclosing the 15 is always thin and perfect, a condition not found on genuine stamps. The 'E' of "N.C.E." is narrower than on the genuine and the top of the '5' is thinner than on the genuine.

Another type of surcharge which also shows up on the Peace and Commerce issues was first used in 1892. The initials "N-C-E" are enclosed by foliated ornaments with the new value below it. This can be troublesome except the genuine surcharge was in gray-black ink, not deep black ink. The genuine surcharge, too, shows that the foliate ornaments are clean while the counterfeit surcharge shows that ends of the foliated ornaments are filled in and often show as black smudges. A close study of a known genuine surcharge will not fool the collector. Other fakes such as

inverted surcharges are known as are surcharges applied over cancellations, a problem facing collectors of many countries.

One other New Caledonia set which can cause trouble is the overprint on the 40¢ and 50¢ values of the 1928 definitive set which honored the April 5, 1932 arrival of the three French aviators who made the first flight from Paris to Noumea. Even a study of catalogues shows differences in the plane's position on the stamps. This suggests the overprint was made in two impressions, one carrying the cut of the plane and the other the inscription.

Only 3,000 of these sets honoring the three Frenchmen were produced; 1,000 sets were given or sold to the aviators, 500 were reserved for the U.P.U. and officials, and the remaining 1,500 sets were placed on sale on May 17th for the public. Since there have been many forgeries, the collector is advised to have a set expertized. I have seen a fake cancellation on what appears as a faked overprint.

New Caledonia stamps abound in many interesting collecting paths. Not knowing your island stamps can cost you a lot of fun - and a lot of money if you are not careful! But who said New Caledonia collecting was easy!

* * * * *

HEAD COUNT FROM PITCAIRN ISLAND

As of January 1, 1984, the total number of Pitcairn Islanders was 45 - with the following names:

BROWN:	5
CHRISTIAN:	20
WARREN:	13
YOUNG:	7

* * * * *