

PO 'OLEKA O HAWAII



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10 TH ANNIVERSARY

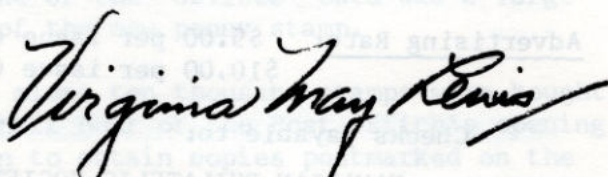
ISSUE NO. 40 !

That means that "PO'OLEKA O HAWAII"
has been issued for 10 years.

Although it involves a lot of work,
most of the credit goes to our members and
friends who have contributed articles over the
years for us all to share and enjoy.

So, keep those articles coming - on
any philatelic subject!

ME KA MAHALO - ALOHA NUI LOA



Virginia May Lewis
Editor

1985

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AN EARLY ATTEMPT TO SPEED TRANSPACIFIC MAIL

By Don Duncan

In the early 1930's, consistent Transpacific flights were still a few years off, and the mails still moved slowly across the Pacific to and from Hawaii and the mainland by steamship. This, of course, involved several days' travel time, and considerable thought was given as to how that time could be shortened for time-critical mails.

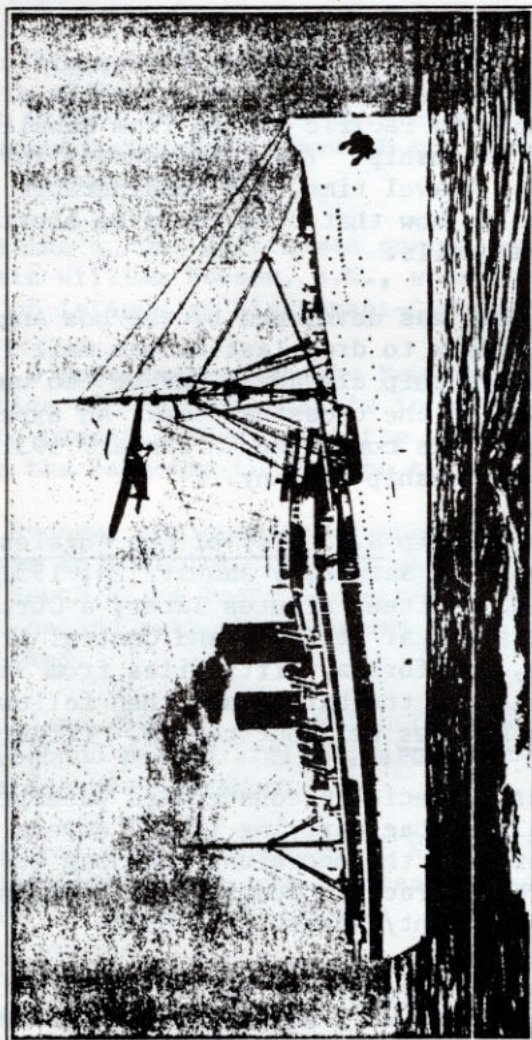
In 1931, a plan was developed by the Los Angeles Steamship Company to drop last-minute mail from an airplane onto a ship already a day or two underway, thereby trimming the crossing time. An experiment to test this idea was conducted in January 1931 by the Los Angeles Steamship Company.

The LASSCO flagship S.S. City of Los Angeles left her San Pedro dock on Saturday, January 24, 1931, bound for Honolulu. Fifteen minutes later, a Curtis-Wright plane left its hangar at the Grand Central Air Terminal at Glendale, California, fifty miles from San Pedro. The plane flew to the harbor and then followed the City of Los Angeles well out to sea. (Figure 1)

On board was a specially constructed waterproof and floatational mailbag carrying 12,527 covers sent in by collectors for the occasion. The bag itself was inscribed "First/Pacific Coast/Shore-to-Ship/Experimental/Flight/January 24, 1931".

Major C. C. Moseley, winner of the first Pulitzer race and head of Curtis-Wright operations in Los Angeles, was in charge of the aerial details of the experiment. Captain Fred I. Hamma, Master of the City of Los Angeles was in charge of the steamship end of the airmail transfer. Lt. Comdr. Earle Ovington, America's first airmail pilot, was flight commander and co-pilot of the tri-motored Ford plane. Hal Sweet, line pilot for the Ford Motor Company was

Pilot. Ed Cunningham, field manager at the Grand Central Air Terminal, dropped the bag.



The big trimasted Ford plane swoops low above the "City of Los Angeles" just before dropping the air mail bag.

From The LASSCO Log February 1931 Page 11

(Figure 1)

According to the LASSCO Log, February 1931, the purpose of the experimental flight was not simply to drop a bag of mail onto a moving steamship. The main object of the experiment was to transfer mail from an airplane to a steamship underway in a manner which insured complete safety of the mail, whether it hit the deck or fell into the sea.

Thus the need for a waterproof and floating mailbag. Such a bag was designed and constructed specifically for this test by Steve Lindo, LASSCO Marine Superintendent, and Al Fabel, Port engineer.

At three minutes after 1 P.M., just hours after leaving the dock in San Pedro, Ed Cunningham released the bag of airmail from the door of the plane. It missed the swimming pool of the City of Los Angeles by a few feet and fell into the sea. Within five minutes, however, it had been recovered by a launch and passed to the deck of the liner as it continued on its way to Hawaii. Demonstrating the success of the mailbag, almost no moisture entered the container during its five minutes afloat.

A blue-green cachet (Figure 2) commemorating the



(Figure 2)

experimental flight was applied to all of the 12,527 covers carried, as well as several signature stamps of those involved in the experiment.

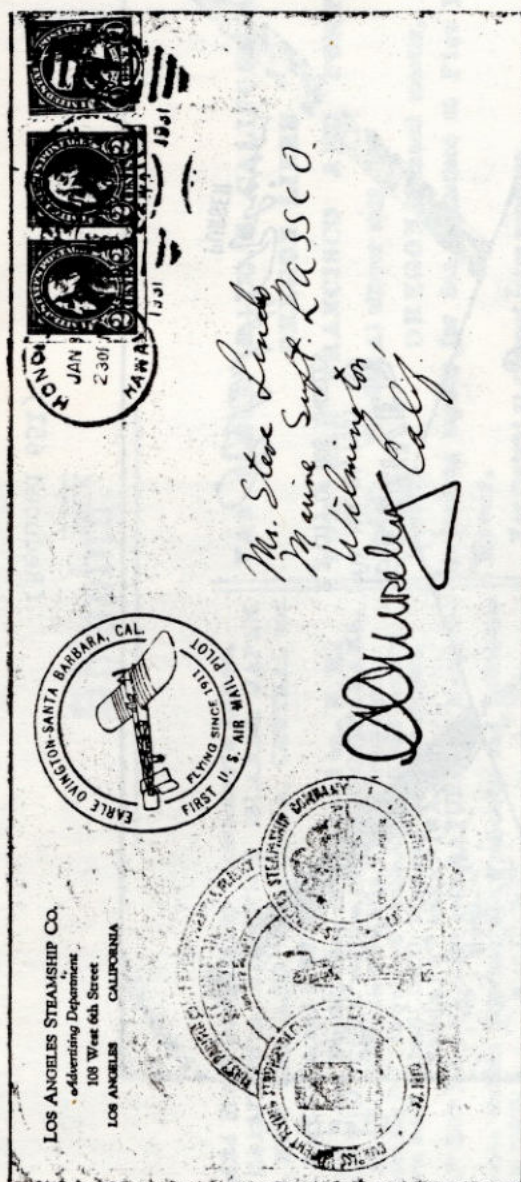
All of the covers had been backstamped by ship cancel January 24, 1931, and upon reaching Honolulu (after six days) were cancelled by the Honolulu Post Office on January 30, 1931, and reentered the mail stream there.

As well, every cover that the author has seen is numbered on back by a blue stamp.

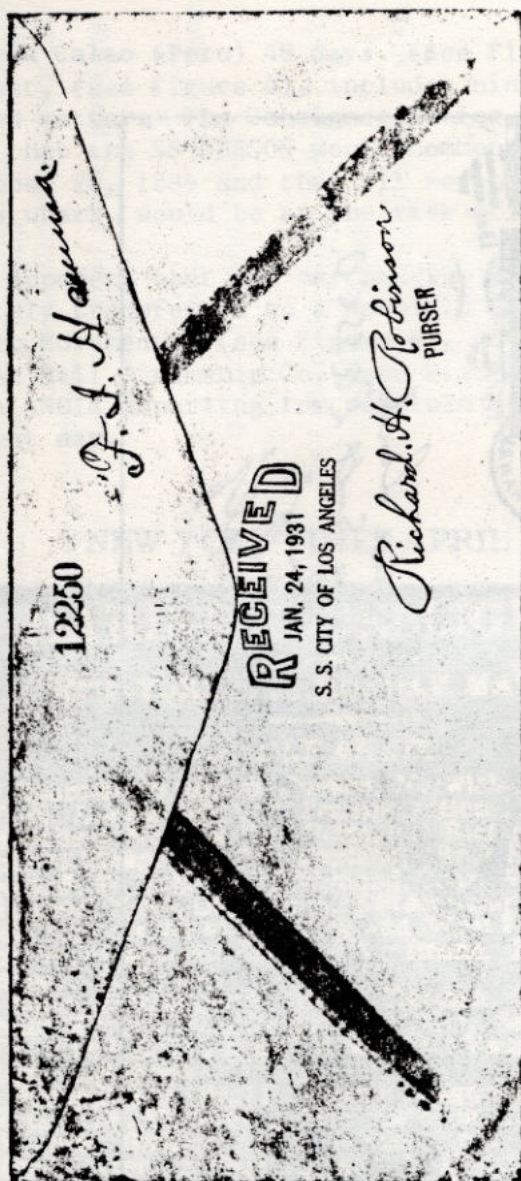
One cover in the author's collection is addressed to Steve Lindo of LASSCO (co-designer of the mail bag) and bears an additional hand stamp honoring "Earle Ovington - Santa Barbara, Cal. / First U. S. Air Mail Pilot / Flying since 1911". It bears the stamped signatures on the front of Moseley, and on the back of Hamma and Richard H. Robinson, Purser. It bears #12250. (Figures 3 and 4)

Of course with the advent of the China Clipper, and Transpacific airmail within just a few short years, this idea quickly grew outdated.

However, in this year of the 50th anniversary of the China Clipper, it is interesting to take a quick look back at this early attempt to speed the mainland-to-Hawaii crossing for mail.



(Figure 3)



BACK
(Reduced 65%)

(Figure 4)

* * * * *

ARE YOU RECEIVING
OUR FREE, ILLUSTRATED CATALOGS?

THE HAWAII SPECIALIST

HAWAIIAN STAMPS,
STATIONERY, BOOKS,
PICTURE POSTCARDS,
DOCUMENTS, TOKENS,

AND MORE!



WRITE TODAY !

The Hawaii Specialist
Los Angeles Stamp Company
P. O. Box 1387
Los Angeles, California 90028

GUAM COVERS BRING HIGH PRICES

By Lloyd H. Flickinger

The auction of Daniel F. Kelleher of Boston in February 1985 contained 42 lots of Guam covers. This is the largest quantity of Guam covers ever sold in auction.

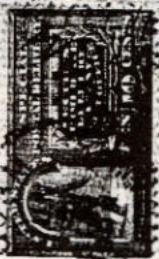
The 42 lots brought \$37,245, or an average of \$887.50 per lot, to which a buyer's premium of 10% was added.

The cover pictured on the opposite page was the most expensive lot. It is a cover with Guam 15¢, 50¢, \$1.00, and Special Delivery stamps. It is probably the only one known.

The dealer's estimated cash value was \$4,000. But, it sold for \$7,000 to which the buyer had to pay the 10% premium.

The second most expensive cover was a cover to Saipan with a 50¢ stamp and a manuscript cancellation. It is probably the only manuscript cancel known from Guam. The cover's estimated cash value was \$2,000, but it sold for \$6,500.

The first day covers of the first two Guam Guard Mail stamps brought \$600 and \$650 each.



Mr. John D. Long
Engineer Office, U.S. Army
Laurel
Washington, D.C.

no. 105
JUL 17 1905
REGISTERED

SHIPPING DATA ON HAWAII'S ENVELOPES

By Albert J. Schwalm

Ever since writing about the delivery of the first issue of the stamped envelopes of Hawaii in "The Postal Stationery of Hawaii" on page 75, I have tried to reconcile why different dates were reported.

I found there is no short cut to just plain digging out this kind of data from original sources. It is regretted that my own survey preliminary to writing my treatise failed to uncover earlier information reported in newspapers with which I was previously unacquainted. Through the help of my philatelic friends, documentary evidence is now provided.

Walter M. Gifford, Brewster C. Kenyon and Charles F. Richards indicated in their writings that the delivery date of the envelopes was April 8, 1884, being the date of a letter in the files of The American Bank Note Co.

The invoices illustrated on pages 116-117 of my book show the envelopes were shipped on March 27, 1884. Exhibit G-1 shows five cases being transported by the SS ACAPULCO and nine cases in Exhibit G-2 by the SS OREGON. According to the New York Journal of Commerce for March 27, 1884, the SS ACAPULCO was to sail on April 1, 1884 and the SS OREGON was loading rapidly. (See Figure 1)

The mail for Hawaii aboard the SS ACAPULCO for San Francisco via the Isthmus of Panama was transferred upon reaching San Francisco to the SS MARIPOSA. The MARIPOSA, having docked in Honolulu on June 9, 1884 according to the Postmaster General's Post Office Mail Log, brought the five cases of envelopes.

The New York Times for April 1, 1884 indicated the SS OREGON cleared for sailing. (See Figure 2) The Daily Alta California for September 26, 1884 shows the SS OREGON arrived San Francisco 175 days from New

Shipping.

Pacific Mail Steamship Company's Lines.
 FOR CALIFORNIA, SANDWICH ISLANDS, JAPAN,
 CHINA, NEW ZEALAND AUSTRALIA, CENTRAL and
 SOUTH AMERICA and MEXICO.

From New York, Pier foot Canal st., N. E.
 For SAN FRANCISCO via the ISTHMOUS OF PANAMA,
 ACAPULCO sails TUESDAY April 1—Noon.
 Connecting for Central and South America and Mexico.
 From SAN FRANCISCO, First and Broadway streets,
 For JAPAN and CHINA.

CITY OF RIO DE JANEIRO sails SATURDAY, March 28—
 Noon.

Excursion tickets between San Francisco and Yokohama
 at special rates.

For HONOLULU, NEW ZEALAND and AUSTRALIA,
 ZEALANDIA sails FRIDAY, April 11,

on arrival of London Mails at San Francisco.

For freight, passage and general information apply at
 Company's Office, on the Pier foot Canal st., North River.
 mh25 (26) H. J. BULLAY, Superintendent.

VAN VLECK & CO.'S CALIFORNIA AND
 OREGON LINES

FOR SAN FRANCISCO AND PORTLAND.

The fast Al clipper ship

OREGON, Fennell master.

is loading rapidly for San Francisco at Pier 15 East
 River.

For freight at current rates apply to

VAN VLECK & CO., 109 Wall st., New York

Cons'gees in San Francisco.

Messrs. WILLIAMS, DIXON & CO.

Cons'gees in Portland. C. H. FARRINGTON.

Figure 1

York via Calao (Peru) 48 days. (See Figure 3) The manifest, (see Figure 4), includes nine cases of printed matter. The Consignee Notice, (see Figure 5), shows that the SS OREGON would commence discharging on September 26, 1884 and that all merchandise, when landed on the wharf, would be at the risk of the owners.

It is apparent that the merchandise for Hawaii was immediately transferred to a Honolulu bound ship. Steamer Movements, (see Figure 6), and notice of the Pacific Mail Steamship Co. (see Figure 7) show the SS ZEALANDIA departing for Honolulu September 27, 1884, the next day.

NEW YORK TIMES APRIL 1 1884

MARINE INTELLIGENCE

NEW-YORK.....MONDAY, MARCH 31.

CLEARED.

Steam-ships Roslyn, Pierson, Norwich, Conn., New-York Lighterage and Transportation Co.: Wyanoke, Hulphera, Norfolk, City Point, and Richmond, Old Dominion Steam-ship Co.: England, (Br.) Healey, Liverpool, F. W. J. Hurst; Richmond, Coaz, West Point and Newport News, Old Dominion Steam-ship Co.; Manhattan, Stevens, Newport News and West Point, Old Dominion Steam-ship Co.; F. W. Brune, Foster, Baltimore, J. S. Krema.

Ships Deutschland, (Ger.) Barman, Bremen, Hermann Koop & Co.; Oregon, Nerriam, San Francisco, Van Vleck & Co.; Lizzie Ross, (Br.) Vaughan, Havre, Snow & Burgess.

Barks Brazil, (Br.) Ison, St. Jago via Wilmington, N. C., J. F. Whitney & Co.; Catania Cacase, (Ital.) Damora, Buenos Ayre, Seager Bros.; Willy, (Ger.) Hendrickson, Sydney, Arkell & Douglass; Venero, (Aust.) Ferlan, Lisbo, Slocovich & Co.; G. de Zaldo, Muller, Guantanamo, vdeli & Co.

Brig Anna R. Stover, Harding, Cardenas, Miller & Houghton.

Figure 2

The Pacific Commercial Advertiser for October 4, 1884 (see Figure 8) shows the SS ZEALANDIA arriving on that date and is confirmed by an entry in the Postmaster General's Post Office Mail Log. On January 14, 1885, PMG Whitney wrote the American Bank Note Co. that "the nine cases of postage stamp envelopes shipped via Cape Horn and San Francisco were received and found to be correct".

DAILY ALTA CALIFORNIA

San Francisco.....September 26, 1884

Arrived.

Sept 25—Stmr Queen of the Pacific, Alexander, 65 hours from Victoria, etc; pass and mdee, to Goodall, Perkins & Co.

Stmr Humboldt, Paton, 21 hours from Eureka; pass and mdee, to Searles & Stone.

Stmr San Vicente, Gallagher, 12 hours from Santa Cruz; produce, to Goodall, Perkins & Co.

Br ship Patterdale, Allison, 120 days from Liverpool; mdee, to Balfour, Guthrie & Co.

Ship Harry Morse, Murphy, 161 days from Liverpool; 1917 tons coal, to J D Spreckels & Bros.

→ Ship Oregon, Merriman, 175 days from New York, via Callao 48 days; mdee, to Williams Diamond & Co.

Ship Iroquois, Nickels, 183 days from Liverpool; 2934 tons coal, to J D Spreckels & Bros.

Ger bark Theodore, Mankow, 51 days from Guayaquil; 650 hrs co'co, to Wilkins & Co.

Figure 3

Importations.

• NEW YORK—Per Oregon—18 cs books, 9 whale boat, 10 half bbls brandy, 11 book cases, 2 ca cards, 205 tons coal, 2 ca castings, 57 bbls chair stock, 85 baskets 46 bbls empty bottles, 690 empty barrels, 300, bbls fish, 1 cask & half bbls gin, 954 bbls hending, 20,351 coils hoops, 6 cs hardware, 4 bbls iron, 46 do ink, 381 pcs marble, 597 bbls 304 cs 78 bxs 55 pkgs merchandise, 24 bxs machinery, 2 do mouldings, 18 bbls 11 half do 12 quarter do bolts and nuts, 246 bbls oil, 144 pcs oak, 100 bls oakum, 19 bundles paper, 830 bbls plaster, 1 bx paint, 2 steam pumps, 40 cs petroleum, 1633 bbls plates, 500 bxs clothespins, 9 cases printed matter, 27 bbls rum, 550 do rosin, 2393 steel rails, 28 bbls walnut, 174 aks shot, 16,261 bbls staves, 40 barrels sugar, 77 kegs spikes, 10 bls saddlery, 494 bbls 25 half do whisky.

Figure 4

CONSIGNEE NOTICE

Itallan Bark Pietro B., Capt. Minetti,
 from Genoa. All claims against this vessel must be
 presented (in duplicate) at the office of the under-
 signed on or before **TUESDAY, September 20, 1884,**
 or they will not be allowed. **L. B. MYERS,**
 se26 No. 20 Gold street.

Sh. Oregon, Capt. J. H. Merriman, from
 New York, will commence discharging at Section 2,
 Seawall, September 23, 1884. Consignees will please
 call at the office of the undersigned, pay freight and
 receive their orders. All merchandises, when landed
 on the wharf, will be at the risk of the owners
 thereof (without regard to the weather), and if not
 removed before 4 o'clock P. M. of each day, will be
 stored at their risk and expense.
 se26 **WILLIAMS, DIMOND & CO.**

Figure 5

STEAMER MOVEMENTS.

TO ARRIVE.		
NAME.	FROM.	DATE.
State of California.....	Portland	Sept 26
Newbern. D.	Mexican Ports.....	Sept 28
City of Chester.....	Eureka*.....	Sept 28
Los Angeles.....	San Pedro*.....	Sept 28
San Jose.....	Panama.....	Sept 30
Wilmington	Puget Sound.....	Oct 1
City of Peking.....	China and Japan.....	Oct 2
Mexico.....	Victoria.....	Oct 2
City of Sydney.....	Honolulu, Auckland, etc.....	Oct 6
Empire.....	Departure Bay.....	Oct 8
TO DEPART.		
NAME.	FOR.	DATE.
Santa Maria.....	San Buenaventura.....	Sept 26
Linneboldt.....	Eureka*.....	Sept 27
Zealandia.....	Australia, via Honolulu.....	Sept 27 ←
Santa Rosa.....	San Diego*.....	Sept 30
State of California.....	Portland.....	Oct 1
Colima.....	Panama.....	Oct 1
City of Sydney.....	Hongkong*.....	Oct 7

*And way ports.

Figure 6

THE COMPANY'S STEAMERS WILL
sail for



HONKONG, via YOKOHAMA

CITY OF NEW YORK.....October 7th
CITY OF PEKING.....October 18th
At 2 o'clock P. M.

Excursion tickets to Yokohama and return at reduced rates.

For NEW YORK, via PANAMA,
COLIMA.....October 1st
At 10 o'clock A. M.,

Taking freight and passengers for MAZATLAN, ACAPULCO, CHAMPERICO, SAN JOSE DE GUATEMALA, ACAJUTLA, LA LIBERTAD and PUNTA ARENAS.

.... FOR
HONOLULU, AUCKLAND and SYDNEY

ZEALANDIA.....Saturday, September 27th
at 2 o'clock P. M.

Or Immediately on arrival of the English Mails.

Figure 7

PACIFIC COMMERCIAL ADVERTISER

PORT OF HONOLULU. H. I.

ARRIVALS.

SATURDAY, October 4.

Steamship Zealandia, Webber, 8 days and 18 hours from San Francisco
Schr Kim's, King, from Maui and Hawaii.
Schr Likelike, Lorenson, from Kahului, Pukoo and way ports, Molokai
Schr Nettie Merrill from Lahaina
Schr Rainbow, from Koolan
Schr Waiaku, from Waiaku
Schr Caterina, from Hanalei

Figure 8

This concludes the research on the shipping of the first issues of the stamped envelopes of Hawaii and their arrival in Honolulu.

* * * * *

PHILATELY AND THE NEW ZEALAND POST OFFICE --

SOME HISTORICAL HIGHLIGHTS

By Stephanie King

The Post Office had been in existence in New Zealand for 15 years before the issue of the first New Zealand postage stamps in 1855.

Establishing a Post Office was one of the first acts of Captain William Hobson, R.N., when he arrived at the Bay of Islands as Lieutenant-Governor in 1840.

In 1850, a proclamation in the New Zealand Gazette gave notice of the Government's intention to introduce stamps to prepay postage, but the young colony did not have the capacity to produce them.

Even at Sydney, the quality of engraving for the plates was so inferior, that, when asked for advice, the New South Wales Postmaster-General suggested that the New Zealand authorities order the plates directly from England.

This was done, but it was 1855 before the first "full faces" (London print) arrived, along with a press, plates and other equipment.

The first printings of stamps in New Zealand were made under contract by the Auckland printer Richardson, using his own equipment.

Then, at the termination of the contract in 1862, John Davies was brought out from the English firm who produced the first plates. Davies was appointed Government Printer, and stamp printing was thus brought completely under Government control.

The stamps were first printed in the Post Office, Auckland, where Davies experimented with different types of paper and many shades of color.

When the Government transferred to Wellington in 1865, the Stamp Printing Branch was attached to the Government Printing Office, and all stamps produced in New Zealand were printed there. Today, all stamps except the high value fiscals are printed overseas.

The Post Office had to liaise for its stamp supplies with the Stamp Department, later called the Stamp Duties Department, which was set up apparently when stamps other than postage labels were introduced.

Some officials in this department found requests from philatelists irksome, judging from memos on file. One written in 1888 reads: "These applications are of frequent occurrence and will shortly become a nuisance".

In 1901, a correspondent's request was answered "... sets of New Zealand stamps cancelled by post-mark are never issued to collectors under any circumstances".

Even the New Zealand Philatelic Society had requests refused, though the Postmaster-General was President at the time. In 1905, a request was forwarded by the High Commissioner (W. P. Reeves) to the Commissioner of Stamps, from the Fiscal Philatelic Society in the U. K. That also was declined.

The introduction of universal penny postage on January 1, 1901 was celebrated with much ceremony by the Post Office. The Postmaster-General, Sir Joseph Ward, had ordered the G.P.O. to be brilliantly illuminated and decorated. One of the "devices" used was a large reproduction of the new penny stamp.

In Wellington alone ten thousand stamps were bought in the first half hour of the Post Office's opening, by people keen to obtain copies postmarked on the first day of issue. These people would not all have been philatelist, but the celebration would certainly have encouraged interest in the subject.

The Post Office became the issuing authority for stamps when it took over from the Stamp Duties Department in 1935.

* * * * *

XX

The stars guided men across the vast ocean to land fished from the depths by a legendary god. Man found, in the colder sea, a country of contrasts; high ice mountains and arid sun-scorched coastal plains, sudden volcanic eruption and the eternal peace of earth, inhabited only by birds, bats and a few small reptiles; a land of crystal water in fast flowing streams and placid lakes, lying in a temperate region where the extremes of the seasons were mellowed by prevailing westerlies. Shellfish, berries, roots, fungi and fish made it a fruitful country and the Polynesians adapted to it, calling it Aotearoa -- land of the long white cloud.

Then, Europeans, bringing new skills, came to work the land, and together, Polynesian and European, built a nation.

New Zealand stamps tell of that great adventure.

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