

PO 'OLEKA O HAWAII



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October 1986

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Fellow Philatelists:

It is with great sorrow that we note the sudden passing of Clyde Carriker on April 2nd.

He was the Pacific area columnist for the STAMP COLLECTOR and was well known for his monthly column "Cruising the South Pacific". He took great interest in this area, having been a United States Air Force pilot in the Pacific during World War II.

A long time member of the Hawaiian Philatelic Society, he enriched our knowledge of philately with numerous articles for "PO'OLEKA O HAWAII". A few days before his death he sent the article which appears on page 1 of this issue.


Clyde was due to re-visit Hawaii in March of this year, but at the last minute a virus "laid him low", as he said. We were looking forward to having the benefit of his knowledge and to enjoy his wonderful sense of humor.

I would like to dedicate this issue of "PO'OLEKA O HAWAII" to his memory. He was a good friend and will be sorely missed.

* * * * *

In April, the Hawaiian Philatelic Society received a SILVER AWARD from the Cardinal Spellman Philatelic Museum for "PO'OLEKA O HAWAII" at its Tenth Annual Philatelic Literature Fair. This is a great tribute to the work of Virginia May Lewis who has been its Editor for so many wonderful years. We are very proud of the Award and the professional quality that Virginia has given "PO'OLEKA O HAWAII".

Aloha,



Wayne T. Yakuma, President

October 1986

1986

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Swap Meet - the 4th Monday of each month at
the Nuuanu YMCA, Honolulu, at 7:00 P.M.

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SOME OBSERVATIONS ON THE COMPANY-SPONSORED

NAVAL CACHETS OF THE 1930's

By Clyde Carriker

The 1930's must have been the Golden Years of cachet-designers, as even a desultory examination of U. S. Naval covers will prove. All kinds of topics, formats, cachets, and special events were produced on many kinds and sizes of covers.

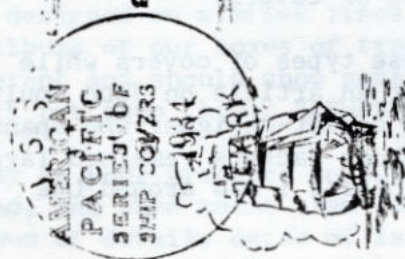
I first ran across these types of covers while doing some research for an article on John Coulthard, a prolific and skilled cachet-designer who spanned the 1920's-50's, but whose cachets remained largely unidentified in two exhibits I saw around Los Angeles.

Yet there is another area which has some fascinating cachets which were sponsored by private enterprise and the John Rodgers Chapter 26, Universal Ship Cancellation Society, Honolulu.

Apparently there was little, if any, attention paid to the legality of these covers which were cancelled aboard any one of many U. S. Navy vessels. (I don't know how active the USCS is currently in Honolulu, but the John Rodgers chapter at the time must have worked day and night to accomplish what it did!)

Figures 1 and 2 show two kinds of covers. In Figure 1, the 1934 Navy Day printing and ships are in blue while the printing above and below the ship is in red. How long the Honolulu Stamp Company was around, I don't know. Below the city name, barely readable, is "Sponsored by James Chun and Matt Murphey, U.S.S. Breeze". Both were well known for their cachet cover activities.

Figure 2 has the flower in yellow on black and with

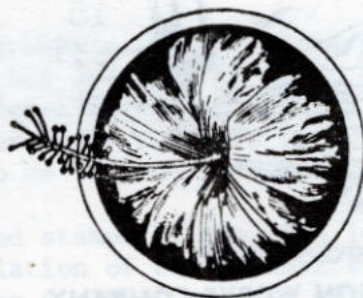


HONOLULU
STAMP CO.
BOX 2872
HONOLULU
HAWAII, U.S.A.

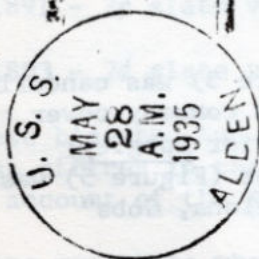
BOX 2872
HONOLULU
T. HAWAII

Figure 1

HALO KELAMOKU
HELLO SAILOR



CACHET SPONSORED BY
HAWAIIAN PRINTING CO., LTD.
AND
JOHN RODGERS CHAPTER 26, U.S.C.S.
HONOLULU, HAWAII, U.S.A.



Robt. M. Scheid, Jr.,
936 Parkside Av.,
Trenton, N. J.

Figure 2

black printing. This was sponsored by the Hawaiian Printing Co., Ltd. and the John Rodgers Chapter.

Apparently little attention was given to sponsoring outfits or to activities by mail room personnel.

In Figures 3, 4, 5, and 6 are four different cachets sponsored by different types of businesses and the John Rodgers Chapter.

The Honolulu Iron Works cover (Figure 3) was cancelled with a Base Force CDS; the ice cream company cover (Figure 4) was cancelled on the carrier Langley; the Hawaiian Electric Co., Ltd. cover (Figure 5) was cancelled on the Concord; and the "Aloha, Gobs" (Figure 6) on the destroyer Cole.

How much each company paid as its share of the covers and cachets has been probably long lost to posterity.

ALOHA NUI LOA



CACHET SPONSORED BY
THE HONOLULU IRON WORKS COMPANY
AND
JOHN RODGERS CHAPTER No. 26, U.S.C.S.
HONOLULU, HAWAII, U.S.A.

Figure 3



*Come up and
crack us some time.*

CACHET BY

**Rawley Ice
Cream Co., Ltd.**

AND

**JOHN RODGERS
CHAPTER No. 26, U.S.C.S.**

**HONOLULU, HAWAII,
U.S.A.**

Figure 4

WHERE THE
TRADE WINDS BLOW



CACHET BY
THE HAWAIIAN ELECTRIC CO., LTD.
AND

Figure 5

**ALOHA . . .
. . . . GOBS**



CACHET SPONSORED BY
BEN SEELIG AND COMPANY
AND

**JOHN RODGERS CHAPTER No. 26
HONOLULU, HAWAII, U. S. A.**

Figure 6

The two cachets in Figures 7 and 8 show the involvement in the business by "The Honolulu Advertiser's" stamp club. The October 27, 1938 cachet (Figure 7) is from the destroyer Waters, while the co-sponsored 1939 Honolulu cachet (Figure 8) commemorates the light cruiser's first visit to Hawaii.

NAVY DAY

OCTOBER 27, 1938
80th BIRTHDAY OF THEODORE ROOSEVELT
"FATHER OF THE NEW NAVY"



Figure 7

THEODORE ROOSEVELT
Oct. 27 1858 Jan. 6 1919
Assistant Secretary of the Navy
1897-1898
Governor of New York State
1898-1900
26th President of United States
and Commander in Chief of the Navy
1901-1909

FRANKLIN D. ROOSEVELT
Born Jan. 30 1882
Assistant Secretary of the Navy
1913-1920
Governor of New York State
1928-1932
32nd President of United States
and Commander in Chief of the Navy
1933-1945

The Honolulu Advertiser

with JOHN RODGER'S CHAPTER NO. 26 HONOLULU

UNIVERSAL SHIP CANCELLATION SOCIETY

Figure 8



Auxiliary vessels appear in the next two covers. The American Legion cover (Figure 9) was cancelled May 28, 1935 aboard the Bernadou while she was berthed at Pearl Harbor. The mail clerk aboard the Beaver cancelled the cover bearing the cachet honoring the 18th Anniversary of the Maui County Fair (Figure 10). The "Advertiser" was in the act with its Stamp Collectors' Corner, according to the cachet, along with the Kalakaua Stamp Club.

Welcome, Comrades



Figure 9

CACHET SPONSORED BY
THE AMERICAN LEGION, DEPT. OF HAWAII

HARRY S. PORTER,
COMMANDER

AND
JOHN RODGERS CHAPTER No. 26
HONOLULU, HAWAII, U.S.A.

OCTOBER 10, 1935
MAUI, HAWAII

**18TH ANNIVERSARY OF THE
MAUI COUNTY FAIR**

**CACHET BY KALAKAUA STAMP CLUB
SPONSOR HONOLULU ADVERTISER
STAMP COLLECTORS' CORNER**

Figure 10



My last two examples in Figures 11 and 12 are from joint sponsorship by the John Rodgers Chapter and a blue print photocopying company. The "Our Navy" is in black and was cancelled on the Broome May 28, 1935. The "Aloha Fleet" is in blue and was cancelled the same day in 1935 on the Pensacola.

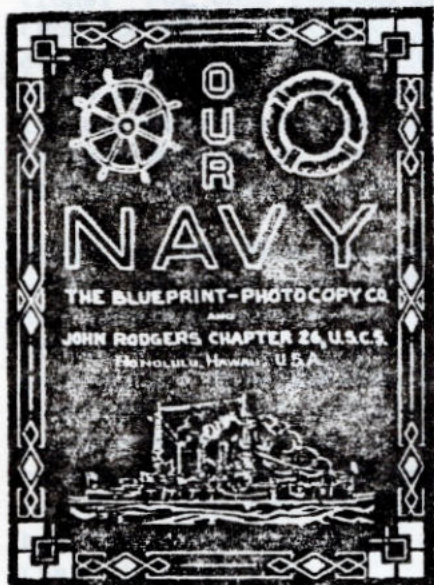


Figure 11

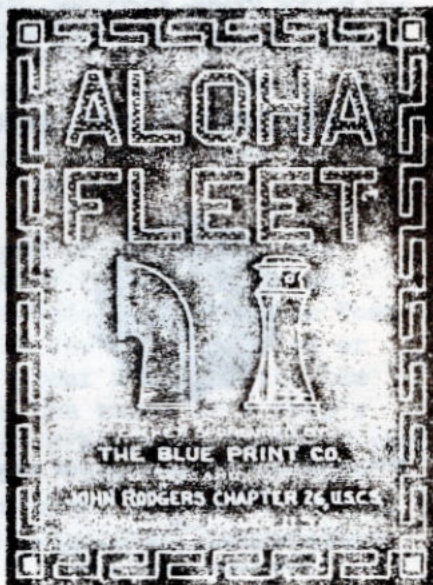


Figure 12

These commercial representatives sponsoring cachets raise interesting questions of all types. Your comments, information and knowledge as to why John Rodgers Chapter No. 26 seemed to disappear are more than welcome!

There has been no attempt to list all of the concerns who got into the act. This is merely the beginning of a listing of cachet sponsors during those Golden Years before December 7, 1941.

Perhaps a lot of things -- events, groups, organizations, and interest ended on that day.

* * * * *

NEW ZEALAND'S FIRST POST OFFICE

By John J. Bishop, F.R.P.S.N.Z.

Before 1830 the number of letters written and sent from New Zealand must have been small. Apart from the first Missionaries who arrived in 1814, the early European settlers would most likely have been visiting whalers and sealers and a small number of escaped convicts from New South Wales and Van Diemen's Land. Few letters would have been written by any of these groups other than the Missionaries, so that it is not surprising that the very few examples of early letters from New Zealand in existence today are almost all Missionary letters.

From 1830 a large number of immigrants began to arrive in the Colony, the great majority of them coming from the British Isles. With the growth of the population, the mail, both inward and outward, grew also so that it is not surprising to find that by 1831 an attempt was being made to organise the mail services in the Bay of Islands.

In 1830, Gilbert Mair, a navigator with the Church Missionary Society, purchased 394 acres of land from the Maoris at Te Wahapu and established a trading station there. Mr. William Powditch who had entered into partnership with Mr. Mair commanded the Bee which carried supplies to the Te Wahapu store.

Presumably, while at Port Jackson, Powditch had become friendly with James Raymond, the Postmaster General of New South Wales, for early in 1831 Raymond authorised Powditch to make up mails at the Bay of Islands on his behalf. It appears that Mr. Powditch acted in a private capacity as no records have been found of any official recognition of this Post Office.

Apart from the facilities provided by Mr. Powditch, the usual method of sending letters from New Zealand

in these early years was to hand them either to a Ship's Captain or a passenger with the request that they be handed to the Post Office officials at a port of call. This method was rather hazardous, as not all Captains or passengers in those early days were honest and many letters failed to reach their destinations. For this reason, many letters, especially those of any importance, were sent in duplicate or even triplicate, the copies being sent by different ships in the hope that one would arrive safely. The letters were not prepaid, the recipient being required to make payment of the charges assessed upon delivery, or from the Ship's agent at the port.

Early letters from New Zealand prior to 1840 are scarce and most were written by the Missionaries. All examples seen so far had been handed to the Post Office at one of the ports in the British Isles or Australia. At this time in Great Britain, the law required that all letters in the hands of a Ship's Captain be handed to the Post Office at the first port of call in the British Isles. From there, letters travelled overland to London where they were sorted, had the charges assessed and were then forwarded to their destinations.

Most letters sent via Australia passed through Sydney. Possibly these may be letters despatched from the Bay of Islands by William Powditch and his successors during the period 1831-1840 when he was acting as unofficial Postmaster on behalf of the Postmaster General of New South Wales.

* * * * *

In ancient days, urgent messages bore a picture of a gallows to warn the postman of the consequences of late delivery.

* * * * *

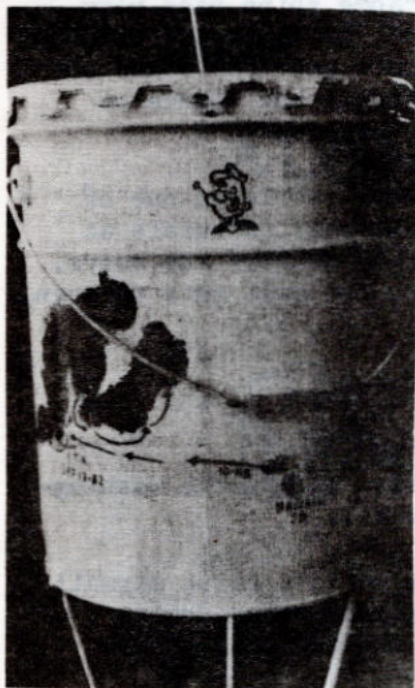
THE 5-GALLON, FLOATING MAILBOX

Courtesy: Honolulu Magazine, August 1983

We all complain when the mail is late or when the lines at the post office are long, but at least we aren't trying to correspond from the middle of the ocean.

There are no corner mailboxes for seamen aboard ships that are crossing the Pacific, especially on voyages between the Americas and the Orient, six-week journeys without a single port of call from origin to destination. Sailors aboard those ships are often anxious to communicate with loved ones back home, so they must rely on "mail buoys".

A few times each year, when these ships pass near Hawaii, they radio a call to Hawaii Pilots, a private trade organization whose members guide vessels in and out of Hawaii's state ports, including Honolulu Harbor. The radio call alerts the pilots that a passing ship is dropping a mail buoy filled with the ship's mail.



The buoy is commonly constructed from a 5-gallon paint can, which is particularly suited to the purpose because the can's lid has a built-in rubber gasket that prevents sea water from leaking in.

The buoys are usually dropped just one mile from the shore, so they are easily retrieved by the pilots.

These floating mailboxes contain an average 30 letters, postage stamps and, best of all, some sort of special mahalo to the pilots who deliver the mail to a post office. Some recent gifts include Chilean wine, Peruvian chocolates, South American coffee, Scotch whiskey and cigarettes.

One of these buoys, dropped by a South American ship, is on permanent display at Aloha Tower Museum, located on the ninth floor of Aloha Tower. Sailors aboard "Isla Salango", an Ecuadorian ship, apparently had spare time on their hands because this mail buoy is painted with various nautical scenes and a map of their scheduled journey from Guayaquil, Ecuador, to Taiwan.

Harbor pilot David Lyman believes some passing vessels may occasionally drop their mail buoys without bothering to radio Hawaii Pilots. "Some ships pass very close to the shore to sightsee", Lyman says. "There are lots of yachts, fishing boats and tour boats out there, so a passing ship may figure the chance of getting its buoy picked up is very good".

If any of you Sunday sailors have retrieved one of these floating mailboxes, please call officials at Aloha Tower Museum. They want to display the buoys, and they also want to make sure the mail gets through, even a bit late.

* * * * *

It could come as a surprise, but George Washington was the father of airmail.

Back in 1793, he sent the world's first airmail letter (earlier carrier pigeon notes don't count) in a balloon from Philadelphia to New Jersey, fifteen miles.

* * * * *

In 1916, Charles Foster Richards wrote about the:

BISECTED TWO CENT HAWAIIAN STAMPS USED AS ONE CENT

- 1864 - 2¢ vermillion diagonal
- 1875 - 2¢ brown diagonal and vertical
- 1882 - 2¢ lilac rose diagonal and vertical
- 1883 - 2¢ carmine diagonal, vertical and horizontal
- 1887 - 2¢ light vermillion diagonal
- 1891 - 2¢ slate violet diagonal, vertical and
horizontal
- 1893 - 2¢ slate violet diagonal

These bisected two cent stamps were used at several post offices in the Islands to fill temporary needs on account of the shortage of the one cent value.

There are those who say the use of all the issues before 1893 was known to, and allowed by, the authorities in Honolulu, but with the exception of those actually used at Honolulu, I find no one who claims that the Government authorized their use.

There seems to be no doubt they actually paid the postage, but to what extent by favor of the postmasters no one will ever know. There is no doubt that the 1864 2¢ vermillion used at Honolulu was authorized.

It was sometimes used on letters to the United States. The writer has seen the 2¢ brown and the 2¢ carmine on large pieces of covers bearing Honolulu postmarks, without year, over the cuts through the stamps, which appeared to me to have been postmarked by favor.

All bisected stamps of the 1893 issue were used in direct violation of the Postmaster General's order of September 4, 1893, and are merely curiosities.

The order was that all such bisected stamps should be disregarded, and the letter treated as unpaid.

* * * * *

WHEN THE "ORIANA" CALLED AT THE SOLOMON ISLANDS

By Reg Taylor, General Manager
Solomon Islands Philatelic Bureau

The Philatelic Bureau always went aboard the ORIANA but our embarkation was, to say the least, far from regal. We had to make do with what you could call "the tradesman's entrance".

We would rendezvous with the ship in mid-ocean at about 6 a.m. just off Lungga Point (Red Beach for any of you war veterans of the Guadalcanal battle in August 1942). The ORIANA would be gently nosing her way toward a convenient anchorage at about 4 knots. You would be surprised how much of a bow-wave a ship of 42,000 tons creates, even at that speed.

The Bureau staff, Immigration Officers, Health and Quarantine personnel, Bank boys with cases of Solomon Islands' currency, and several others would all be nearby, bobbing up and down on a cockleshell craft known officially as the Pilot Vessel. At maximum revs this tub could just keep up with the grand old lady. Engines screaming, spray spuming, lurching crazily as we rode the waves, our helmsman would bring us alongside the huge cruiser.

About 20 feet above the plimsoll line was an entrance to the bowels of the ship. From the opening, dangled a rope ladder. One by one we had to leap from our unsteady, overloaded, little craft to the ladder and swarm up it like new recruits tackling an obstacle on their first army manoeuvres. With ballpoint pens and rolled-up posters clenched between our teeth, we felt like pirates raiding a galleon.

Once aboard, we would set out our displays and await the first philatelic customers. In fact, many early-risers, leaning on the ship's rails, watched the invasion of the ship in awe and formed long lines to purchase their stamps before the shore visits began.

* * * * *

In Mekeel's Weekly Stamp News of September 18, 1915, appeared an article written by Mr. A. N. Ridgely of New York, entitled:

A PHILATELIC RIP VAN WINKLE

"It was in 1887, while en route to Australia, that I called on the Postmaster at Honolulu, and was informed by him that a larger number of the \$1 stamps were on hand than would ever be used for postage -- that they were being utilized as tax stamps on opium cans -- also, that there were many thousands of the 18, 25 and 50 cent, and the obsolete 2 cent unperforated.

"I suggested that the Post Office might derive some profit out of what otherwise was waste paper by canceling those stamps and selling them to me at the rate of \$100 per 10,000 right through. This was done then and there.

Well, I sold those stamps at five cents apiece, and Wettern sold them at about ten. Not only have they all been absorbed, but the \$1 is now catalogued at about \$10, and the 2 cent at \$4. I think those used on opium cans are quoted at \$2. Subsequently, there were several hundred thousand of these stamps 'reissued', but only the 12 cent lilac and the 18 cent never came on the market. The others may be buried away somewhere now.

"Some ten years later, in London, I was surprised to find among sundry odds and ends, about 200 of those stamps, which had never been missed from so many. Being engaged in some rather big enterprises at that time, and having no interest in stamps, I handed them to the office boy (who said he knew a dealer, etc.) and told him he could keep whatever he got for them. The boy got ten shillings - so he informed me some days later!"

* * * * *

EXHIBITING AT EXHIBITIONS

By Gerald J. Elliott

In our hobby of philately, stamp collecting or postal history, how we "attack" our subject is entirely up to the individual, and should, and is in fact, probably aimed at giving us the maximum amount of pleasure commensurate to the time which we are able to devote. It would surely be a dull and uninteresting world if we all dressed alike, thought alike, and all our houses were designed on similar lines. Hence our collections, our albums or our boxes of treasures should all be different and should show something of the individual effort put into them. "REWARD is the prize of EFFORT".

It may be your practice to buy new issues as they are issued, and then mount them into your album with a minimum of detail, dates of issue, printer, perforations and paper details. This type of effort is not going to be sufficient to obtain a high Award in an exhibition. This, to my mind, is stamp collecting, and I too have done this very thing, and now consider myself very lucky indeed to have obtained a bronze medal for such a collection.

The judges will be looking for effort; this is nothing to do with money, although, unfortunately, some of the "errors", etc., tend to be a little expensive. I should make it clear that even a collection of "missing colors" would not receive a high award unless it showed effort, and by this I mean details of the process which made it possible to produce stamps with missing colors, and also details of colors used and the combination of the three basic colors used to produce the stamps, together with printing methods, etc. In fact, a lot of research is needed to obtain a higher award.

Likewise, a straight out collection of first day covers would not be expected to obtain a high award.

A collection which showed details of postal routes, charges and details of the cover, including the relevant details of places shown by the date stamps, would, by the apparent effort, qualify automatically to be considered for a higher award.

Every philatelist, stamp collector, postal historian should surround himself not only with stamps, stock books and albums, but with BOOKS -- books of the period in question, or specialist books on printing methods, on paper making, on the Post Office, etc. This will automatically broaden your outlook and will show in your collection. Forget the catalogue number and, in fact, forget the catalogue; better to work it all out for yourself from basic principles.

Your presentation must be the best you can do. Above all, if you are entering into a competitive exhibition make sure that your album leaves are new. The stamps should be clean, and if possible have the face clear. When mounted, and this should be done with new stamp hinges, the completed page should be comparable to a painting. It should harmonize together. Read some books on annotation and setting out. It is all worthwhile, for what you put in you will surely get out.

The most important thing to remember is GET FULL ENJOYMENT out of your hobby, and if this means ignoring all I have said, please do so!

* * * * *

In 1916, 40 tons of bricks were shipped from Salt Lake City to Vernal, Utah, via Parcel Post, for construction of a bank. It was cheaper than wagon freight! The post office promptly rewrote its regulations to prohibit mailing buildings.

* * * * *

The time has come for this Editor to say "Aloha" and to thank the HPS Board members and especially the people who contributed so many articles for "PO'OLEKA O HAWAII" during the past 11-1/2 years. You made the job more interesting with your input.

It has been a rewarding experience for me, and I trust that our new Editor, Randy Burt, will also have your help and cooperation.

Mahalo,

Virginia May Lewis
Virginia May Lewis

As Charlie Brown says:

