

CRESTHAVEN STAMP CLUB NEWS

WEST PALM BEACH, FLORIDA

PALM BEACHES OLDEST AND FRIENDLIEST STAMP CLUB

FEBRUARY 2021

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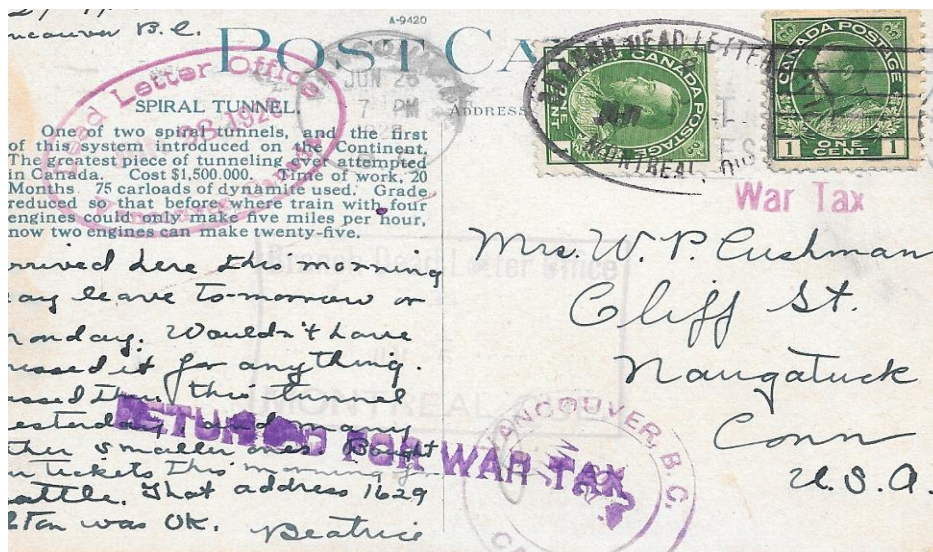
AWARDS GIVEN

THE ANNUAL PRESENTATION OF THE
ARTICLES OF DISTINCTION
JANUARY 26, 2021

READ THE AWARDS LIST PAGE 12

THIS MONTHS FEATURED ARTICLE

CPR (CANADIAN POSTAL RESUSCITATION)



DEAD LETTER - REVIVED

www.CRESTHAVENSTAMP.CLUB

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ANNOUNCEMENTS

HAPPY ANNIVERSARY CRESTHAVEN STAMP CLUB. This is your 46th year as a member affiliate of the American Philatelic Society. Admitted as a member affiliate February 28, 1975! Pop a cork!!



Annual Meeting Schedule can be found on our webpage: www.cresthavenstamp.com

Your Publisher, Dan Maddalino, has been appointed Vice President Pro Temp for 2021. As no other member came forward to offer their service, Dan accepted. His job is to fill in during the absence of the president.

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INFORMATION YOU NEED

2021 IMPORTANT CLUB CONTACTS

PRESIDENT: BOB BURR
561-267-1903
VICE PRESIDENT Pro Tempore DAN MADDALINO
dmaddalino@aol.com
SECRETARY: MICKEY PANZER at meeting
TREASURER: HARRY CLIFFORD at meeting
WEBMASTER: MICHAEL SWOPE via cresthavenstamp.club

MEETINGS 2nd & 4th TUESDAYS

**ALL MEETINGS
1 PM – 3 PM**

**2605 Barkley Drive West,
West Palm Beach, FL**

**FULL SCHEDULE AT
Cresthavenstamp.club**

ARTICLE & NEWS SUBMISSION

- **CALL or EMAIL US:**
You may call me at 561.758.6497.
Please leave a message! Thanks, Dan.
- **EMAIL:**
dmaddalino@aol.com



CANADIAN POSTAL RESUSITATION

by DAN MADDALINO



When we call 911, we expect a quick response and immediate attention. Medical evaluation, medical treatment, and careful transportation are just the basic skills delivered by this one call. In contrast, during the late 19th and early 20th centuries, this was not expected. At that time, a call for an ambulance was for one purpose only: transportation.

During the first two decades of the 20th century, when a piece of Canadian mail could not be delivered nor returned, or would not be delivered due to insufficient postage, it was diverted to a Branch Dead Letter Office (DLO) for care. Once the problem was identified and treatment (payment) received, a postal “ambulance” was called upon to transport the item to its destination (Figure 1).

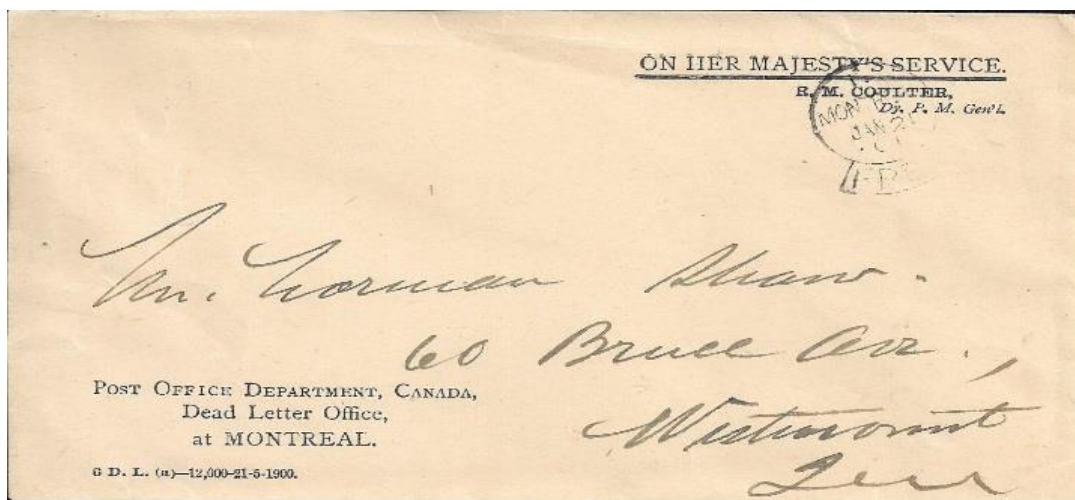


Figure 1
Canadian Post Office Department, Montreal Dead Letter Office “Ambulance”

As with most government rules and regulations, more than one committee was involved in their creation. This often resulted in vague and contradictory wording. Add to this the British bias for over engineering a process leaves their users scratching their heads. However, in the Canadian Post Office Department (CPOD), common sense usually prevailed and the job got done.

Any letter or post card underpaid for postage, or (after February 1915) underpaid War Tax fee, would be removed from the mail stream and held by the local postmaster for no more than 24 hours (*Section 9, Canada Official Postal Guide*). In that time, the postmaster was to make attempts to correct the ailment (postage deficiency). If neither the sender nor the recipient could be found, this piece of mail was bagged and moved to the local DLO. At arrival, the local DLO would apply handstamps for both the DLO location and the reason for halting the delivery.

At the DLO several “treatments” (CPR) were applied. They start with the mail being stamped to show why it was being held. Figure 2 shows such markings. The post card was mailed without a 1 cent stamp added to pay the current Canadian War Tax fee: “RETURNED FOR WAR TAX”. With no return address, the addressee, Alex Doberentz, was then notified of the fee due. When he returned one US penny, that penny was used to pay for the 1 cent war tax, and a Canadian postage stamp was applied. The post card was then stamped: “This is the mail for which you sent postage”. The addressee, not being in Canada, could not return a Canadian postage stamp and this is why he had to return a US1 cent. This piece of mail was “saved”. Now, the post card is inserted into the Postal Ambulance and set on to the US address.

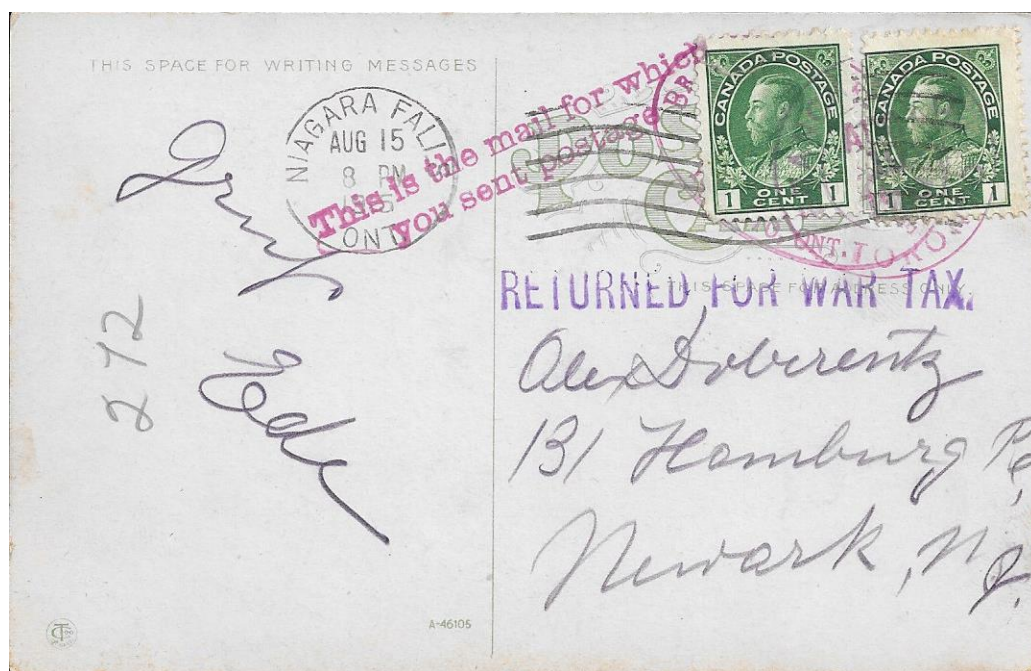


Figure 2

Another example, Figure 3 (next page), shows that a post card addressed to Mrs. W. P. Cushman, was notified that her mail was also in need of resuscitation, and followed the same steps as the example above. However, with this card the DLO went to extra care to apply enough hand stamps to show each step taken. First, the card is stamped “RETURNED FOR WAR TAX”. Next, the DLO applied its oval “Dead Letter Office” hand-stamp. Being in the US, Mrs. Cushman, when notified of the patient awaiting her care, returned the one penny, and the Canadian 1 cent stamp was applied. To let Mrs. Cushman know that this was all that was needed, DLO proceeded to then cancel the added penny stamp with a second “DEAD LETTER OFFICE” handstamp. But wait! There’s more. The DLO went to the trouble to cancel the Return for War Tax markings, and the added “WAR TAX” in purple to show that this is what the extra 1 cent stamp was for! Finally, into the ambulance and on to the waiting mailbox for the addressee. Another patient saved.

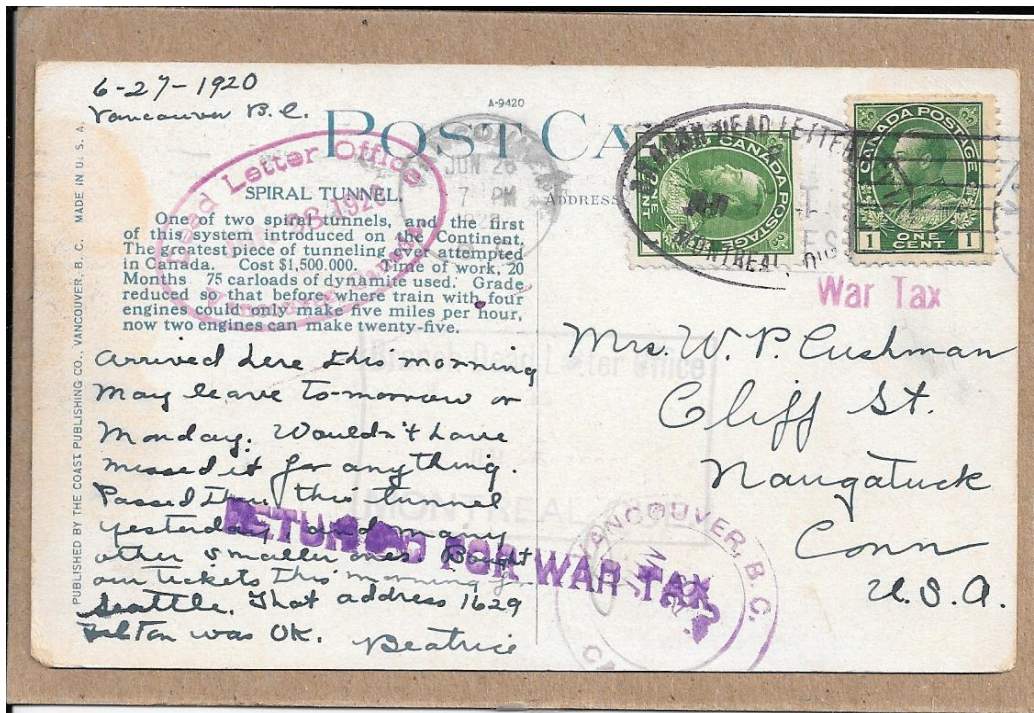


Figure 3

This last example, Figure 4, returns for a second visit (see January 2021 issue of the News) because its outcome was not positive. Another post card without a return address found to be lacking payment of the Canadian war tax. There is an illegal usage of a 1 cent revenue war tax stamp (note the applied arrow handstamp)



Figure 4

In this last case, the addressee, Mr. Ross Sager, was to be found in Odessa; Yep, that's all it says. At that time, Odessa was a tiny village of usually less than 200 residents located in Saskatchewan Province. It was little more than a wide spot on Highway 48 boasting of one gas station and one convenience store. Mr. Sager either was no longer in Odessa or chose not to rescue this post card by returning the required 1 cent war tax fee. Without this fee the patient (post card) could not be resuscitated and was thus allowed to go peacefully into the Canadian Dead Letter Office.

The Canadian Post Offices Dead Letter Office "Ambulance", while not needed in Figure 4, would go on to serve as Dead Letter transportation for many years to come.

PRINCIPLE SOURCES

1. BNA Topics, Whole No. 553. Philaprint, Inc, Toronto ON, Canada, 2017
2. BNA Topics, Whole No. 550, Philaprint. Inc. Toronto ON, Canada, 2017
3. BNA Topics, Whole No. 525, Philaprint, Inc. Toronto, ON, Canada 2010
4. Internet: www.villageofodessa.com
5. All covers from the collection of the author



FLORIDA POSTAL HISTORY SOCIETY

ON THE WEB AT FPHOnline.com

ESTABLISHED 1978

Do you have an interest in Florida Postal History? Then check out our website for a wealth of information covering a wide selection of Florida history. Look us up or see Dan for info.



FloridaStampShows.com

The source for all show
related information for the
state of Florida



FROM THE PUBLISHER ...

DAN MADDALINO dmaddalino@aol.com



Most of you (the readers) know that for almost a year and a half, in addition to producing the monthly Cresthaven Stamp Club News, I have been writing a weekly Stamp Collecting column in the local papers.

It started quite unexpectedly. Our President, Bob Burr, asked me to accompany him as he stopped by the offices of the Lake Worth Herald and the Greenacres Coastal Observer. We were there to discuss why our stamp club meeting announcement was dropped from its listings and to correct some errors that had, over time, crept into the wording. Mark Easton, owner/publisher, and Bob have known each other for some time and so we were greeted as old friends. Following philatelic discussions with Mark, and viewing some of his local postal history covers, Bob and I met with Judy Easton, Editor. She helped us reestablish our club announcement (with corrected information), and soon the conversation turned to expanding our exposure in these two community publications.

Following discussions on topics, format, and frequency we agreed to a weekly column of about 250-300 words with significant variety in philatelic topics. We had also agreed to do a six-week test run and gauge the reader response. To say that the reader response was phenomenal would be an understatement. By the time the second column appeared, Judy Easton was receiving calls applauding this new feature and inquiring about our stamp club. Now, after we decided to go forward with this project, she continues to have significant positive feedback on my columns.

The positive exposure for, and public awareness of, the Cresthaven Stamp Club has been an awakening for our local residents whom we let forget about us. This club has been active here for over 50 years and few knew of our contributions to the community. That had been our fault. But that has been changed. We have expanded our exposure to more Palm Beach County publications, as well as state-wide and nationally (APS, Lynn's). With the help of member Michael Swope, we have a popular internet presence (www.cresthavenstamp.club), and last October we launched a regional stamp and post card show. The show was our president Bob Burr's vision and, with his leadership, it was a success. Oh, and thanks again Harry Clifford for those great club banners! You can see that the success of our public relations efforts has been a team project.

The Cresthaven Stamp Club has been the beneficiary of this teams' hard work, and it takes hard work to maintain our position as one of South Florida's BEST STAMP CLUBS. And, without a doubt, "The Friendliest Stamp Club in the Palm Beaches".

Do you want to be a part of success? Contact President Bob Burr and ask how you can.

Lindbergh Spends the Weekend at Flagler Beach

By Juan L. Riera

In November of 1931 Charles Lindbergh (1902-1974) did a first-flight with important meetings and topped it off with a weekend spent at Flagler Beach, Florida. This statement is factually correct but written with a certain amount of sarcasm as you shall read.

Flagler Beach Post Office

The flight left the Pan American Seaplane Base and Terminal in Miami on November 19, 1931. This was the first service flight for the Sikorsky S-40 from Miami to the Panama Canal Zone. The S-40 was designed and built specifically for Pan American Airways, that had purchased the only three built. The flight had mail for the Panama Canal Zone



as well as 38 passengers; a full plane, as it had a capacity for a maximum of 38 passengers. Charles Lindbergh was the pilot, Basil Rowe was the co-pilot on the flight, and Igor Sikorsky was a passenger. Lindbergh was tasked with meeting with Sikorsky to discuss future plane design requirements, with the new and improved specifications, that Pan American Airways wanted for new planes to be purchased. The

S-40 was not to Lindbergh's liking as he nicknamed it the "Flying Forest" because of the extraordinary number of struts and other protrusions causing drag. This caused Lindbergh to state that the plane was "like flying a brick" and was a "monstrosity". Yet, these 3 planes, based on the design requests by Juan Trippe, are considered the first true "Clipper" planes, and were named the American Clipper, Caribbean Clipper, and Southern Clipper.

The Flight made stops in Cienfuegos, Cuba and Kingston, Jamaica, where Lindbergh and Sikorsky discussed design matters at length at the hotel; and on to Barranquilla, Colombia, where on the scheduled day of departure (November 25, 1931), the pontoons were damaged and departure was delayed until the next day. This delay, caused by the poor design of the S-40 in the eyes of Lindbergh, frustrated him greatly, causing him to hand off the command of the flight to Rowe. It was Rowe who ended up taking the passengers and airmail to the Panama Canal, while Lindbergh got another plane (a 1931 U.S. Army model Curtis Hawk) and took off to Key West, Florida. His job was done in respect to airplane discussions with Sikorsky. [Signed cover Lindbergh to Rowe Feb 7, 1928]



After presumably stopping in Key West, and then continuing on to New York on Saturday November 28, 1931, heavy fog had Lindbergh make an emergency landing at the Flagler Beach (FL) Airport. The airport was situated adjacent to the Atlantic Ocean on the barrier Island between the Intercoastal waterway and the ocean. At the time it was in operation as a civil airport from about 1930 to about 1942, and a military airport from 1942 to 1946, when the airport closed down.



Initially Lindbergh was quite friendly, as seen in the photograph (left), chit-chatting with Clarence D. Toler- Boatswain's Mate First Class, with folks who came out to meet him; but he became increasingly frustrated and irritated with all the attention as people started coming from as far away as Daytona Beach, St. Augustine, and Jacksonville- more than an hour away (below).



By the end of the day he declined an invitation to visit with John D. Rockefeller at his winter home, known as The Casements, in Ormond Beach. Lindbergh stayed at the Flagler Beach Hotel until Monday, November 30th, 1931, when he left Flagler beach promptly at 9:15 a.m. mentioning that he hoped to have the opportunity to return in the future. He barely left his hotel room between Saturday evening and Monday morning.

While the story of this visit is probably not used by the Flagler Beach tourism folks, I do think that Flagler Beach is a beautiful beach and a cute little town to visit.



Vintage Flagler Beach Hotel postcard

All covers and photographs used are in the public domain

[EDITORS NOTE: Lindbergh is buried at Kipaula Point, Maui, Hawaii. This is at the very end of the very narrow Hana Hwy, better known as "The Road to Hana". The trip by car is through a paradise of natural beauty, waterfalls, and vistas of the Pacific Ocean, and well worth a day trip. Don't leave Earth without having experienced this.]

FIRST US AIRMAIL SPECIAL DELIVERY STAMP

By PAT HENSLEY

Here is some interesting information I've learned about a special stamp. I have enjoyed doing research on postage stamp collecting because I'm learning a lot of interesting things that I didn't know about, concerning the stamp, the background of the stamp, and the topic of the stamp.

The US post office decided to issue a new stamp (Sc #CE1) in 1934 to prepay the combined airmail and special delivery rate. A letter bearing this stamp was guaranteed special treatment from the time of collection and sent by airmail until it was delivered to its final destination.

President Franklin D. Roosevelt was the one who suggested the stamp design. The Great



Seal of the United States: The American eagle with wings spread in flight, symbolized the idea of special delivery letters flying over the continent from coast to coast. The steel blue color of the new stamp made it distinctive enough that postal clerks could pick out airmail special delivery letters from other letters and rush it to the plane.

President Roosevelt was an avid stamp collector. He began collecting when he was 8 years old and his mother gave him her collection. He enjoyed stamps for their link with geography and history. After getting polio, stamp collecting helped keep him entertained and he spent hours arranging them. Even when he was President, he worked with his collections on a daily basis. When he died, he had over a million stamps and they were sold at public auction for \$228,000. Stamps he received from foreign governments are now at the Roosevelt library.

The Postmaster General hoped the stamp would speed the delivery of airmail. He also hoped that once the letter reached the airport nearest to the addressee, it would be rushed to the address on the letter.

The stamp was issued at the American Airmail Society Convention Station Chicago, Illinois on August 30, 1934. It was designed by Victor S. McCloskey.

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STAMP CLUB NEWS

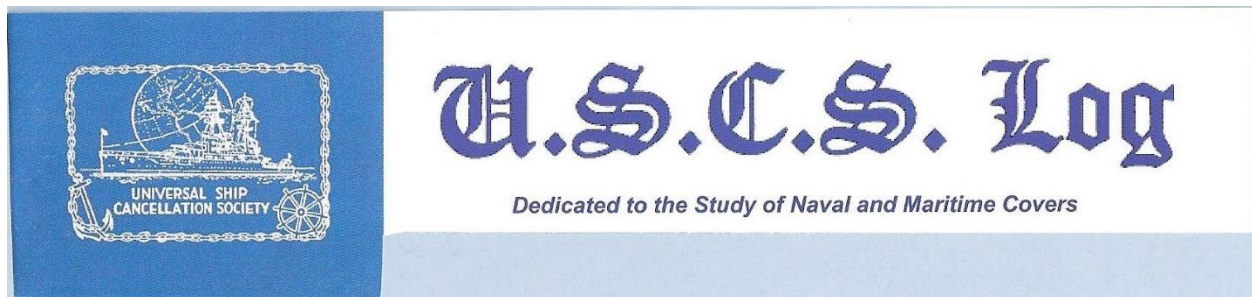
NEWSLETTER ARTICLES: Thanks to those who have contributed articles and article concepts to your newsletter. However, we would love to hear from the new members who have joined this past year. Your collecting interests, stamp club experiences prior to joining here, and any new directions you are taking are welcome. From any member, this year we especially need articles and material about the South American nations. Contact your newsletter publisher and get involved. Thanks.

AUCTIONS: Last year Bob Burr instituted club auctions at every club meeting. We have benefited from estate and member donations. However, the sustainable income needed to operate this club comes from the 10% fee charged sellers for all sold lots. We need good material, priced affordably, and a lot of it. Please gather up your duplicates, abandoned collections, and all things philatelic to be entered into the club auctions. Your closet will thank you. So will we

TRADING SESSIONS: New members: Don't be shy. Grab a used Target shopping bag and stuff it with those odds-and-ends you keep shuffling around to work on your core collection. That's all you need to do to bring it in and pour it out on a table and let the members and guests plow through it. Price low and watch it go!

MARCH 29 WEST PALM BEACH STAMP AND POST CARD SHOW:

Dealers have lined up, the hall will be ready, volunteers have reviewed their duties, and now it's time to schedule your Saturday of treasure hunting. The deals were outstanding at our October 2020 show. We expect them to be even more enchanting this time. Be ready to seize your prizes! I was able to tear a couple of pages out of my want-list book with the great stamps I gathered up from the plentiful offerings. Come, have a seat, and discover!



The UNIVERSAL SHIP CANCELLATION SOCIETY (APS #98) founded in 1932 to promote the study of the history of ships, their postal markings and postal documentation of events involving the US Navy and other maritime organizations of the world.

2020 CRESTHAVEN STAMP CLUB NEWS

ARTICLES OF DISTINCTION AWARDS

On January 26, 2021 the presentation of the 2020 Articles of Distinction Awards concluded a spectacular year of outstanding writing by your fellow club members. Five members had articles nominated to compete for top recognition. In truth, all of these entries were worthy of the top honor. However, rules require only one Gold Award be presented. Congratulations to all the 2020 authors for their success.

AWARDS AS PRESENTED

GOLD AWARD: GODDESS KANNON
 YURY VATKIN

SILVER AWARD: PAN-AMERICAN EXHIBITION
 AND ITS COLLECTABLES
 ROBERT BURR

SILVER AWARD: SENATOR STAMPS
 MICHAEL SWOPE

BRONZE AWARD: AMERICAN WOOL
 PAT HENSLEY

BRONZE AWARD: MARC CHAGALL
 BETTY BRODIE

The Gold Award article has been submitted to the American Philatelic Society for possible inclusion in their annual Article of Distinction program and placed on their webpage.

THANK YOU, EVERYONE

CRESTHAVEN STAMP CLUB

WEST PALM BEACH, FLORIDA

2021 MEETING SCHEDULE

ALL MEETINGS START AT 1:00 PM

WE MEET: 2605 Barkley Drive West, West Palm Beach, FL

JANUARY 12 MEMBERS MEETING
JANUARY 26 HOLIDAY LUNCHEON

JULY 13 MEMBERS MEETING
JULY 27 TRADING SESSION

FEBRUARY 9 MEMBERS MEETING
FEBRUARY 23 TRADING SESSION

AUGUST 10 MEMBERS MEETING
AUGUST 24 TRADING SESSION

MARCH 9 MEMBERS MEETING
MARCH 20 STAMP/POSTCARD SHOW
MARCH 23 TRADING SESSION

SEPTEMBER 14 MEMBERS MEETING
SEPTEMBER 28 TRADING SESSION

APRIL 13 MEMBERS MEETING
APRIL 27 TRADING SESSION

OCTOBER 12 MEMBERS MEETING
OCTOBER 26 TRADING SESSION

MAY 11 MEMBERS MEETING
MAY 25 TRADING SESSION

NOVEMBER 9 MEMBERS MEETING
NOVEMBER 23 TRADING SESSION

JUNE 8 MEMBERS MEETING
JUNE 22 TRADING SESSION

DECEMBER 14 MEMBERS MEETING
DECEMBER 28 TRADING SESSION

PALM BEACHES OLDEST AND FRIENDLIEST STAMP CLUB

FOUNDED 1970

Cresthavenstamp.club

PHILATELIC AUCTION AT EVERY MEETING