

CRESTHAVEN STAMP CLUB NEWSLETTER

West Palm Beach, Florida

The Palm Beaches Oldest & Friendliest Stamp Club

August 2023

From mighty canyons and snow-capped volcanoes to redwood forests and salt-sprayed beaches, we salute our sixty-three National Parks during the month of August. We celebrate National S'mores Day on the 10th (Yes!); The Perseids Meteor shower will peak at about 4:00 a.m. on the 13th; National Senior Citizens Day is on the 21st, where our nations mature representatives are recognized for their achievements; and finally, National Aviation week is celebrated August 19th to 25th.

At our July 11th meeting the "Unofficial Programs Committee" offered up another philatelic discussion and display entitled "Who have I shared my hobby with?" The discussion used an historic cover to show how we can mentor and share our stamp possessions with fellow club members and beyond. We hope to see everyone at our next meeting for fellowship and another philatelic discussion from our Summer Series. You'll miss us if you're not there!

Welcome new club member Robert Reinert! Our August meetings are scheduled for the 8th and 22nd.

Regards,
Michael Swope

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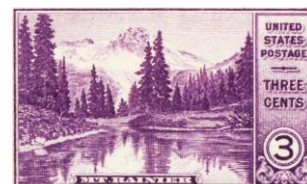
Meetings: Barkley Clubhouse
1:00 p.m. – 2nd & 4th Tuesdays
2605 Barkley Drive
West Palm Beach FL 33415
www.cresthavenstamp.club



President: Richard Kaye
V-Pres: Kelley McDougall
Secretary: Pat Hensley
Treasurer: Harry Clifford
Liaison: Dan Maddalino
dmaddalino@aol.com
Editor: Michael Swope
mswope@ameritech.net

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The Dole Plantation

Juan L. Riera



Shown above is a (c. 2005) El Dorado, California, based “Impact Photo-Graphics” Company postcard, featuring the Dole Plantation at Wahiawa, in Oahu, Hawaii. My first thoughts were of former politician Bob Dole. However, as I looked into the background of this postcard, I found a couple of things of interest, the first being that Bob Dole has absolutely no relation to the Dole family involved in agriculture, even though Bob Dole was involved in agricultural committees and matters (such as food stamps and school lunches) while in Congress. Another interesting fact is that Dole family involved with agriculture is intimately tied to the history of the Hawaiian Islands.

Hawaiian history is divided, generally, into five periods: Ancient Hawaii (1000-1778); Kingdom of Hawaii (1795-1893); Republic of Hawaii (1894-1898); Territory of Hawaii (1898- 1959); and, State of Hawaii (August 21, 1959-present).

Wahiawa is a census-designated place (CDP) in Honolulu County on the island of Oahu, in Hawaii. It is on a plateau or “central valley” between the two volcanic mountains on each end of the island. In Hawaiian, Wahiawa means the “place of the Wa people”, with a population in 2020 of 18,658. The area is unique in that it is surrounded on three sides by Lake Wilson and accessible by bridge. Beyond Lake Wilson the area is occupied by military bases such as the United States Army Schofield Barracks and East Range Army Training compound, along with Navy computer and telecommunications facilities and a military housing community.

Recently, however, urbanization has encroached the area. The U.S. postal zip codes are 96786 and 96857. The area has three bridges, several public schools, military base schools, religious private schools, and eight prominent athletes call the area home.

Dole Plantation in Wahiawa was founded in 1950 as a fruit stand in central Oahu and now draws travelers to its famous pineapple harvests and open-air Pineapple Express Train. The plantation was founded by James Drummond Dole (1877-1958). James Dole was known as the “Pineapple King” because of his role developing the pineapple industry in Hawaii. Dole came from a religious background. His father, Charles Fletcher Dole, was a Unitarian minister, as was his maternal grandfather, James Drummond. In 1899, Dole graduated from Harvard University with a degree in agriculture and moved to Hawaii with his life savings of \$16,240. He purchased a 64-acre government homestead on the island of Oahu and began experimenting with several crops, eventually picking pineapples as his specialty.

In 1907, James Dole purchased magazine advertisements to promote his canned pineapples, leading to the development of the first nationwide consumer ad campaign. In 1913, Dole invested in a new machine that could peel and core 35 pineapples a minute. This reduced labor costs and speeded up production dramatically. He used family connections in the Boston area for capital investment in 1922, and purchased an island in Hawaii. This allowed Dole to corner pineapple production as his costs were reduced to a pittance. Inspired by Charles Lindbergh’s transatlantic flight of 1927, Dole sponsored two awards for the winners of the Dole Air Race, as he saw the importance of air transportation in exporting his pineapples. Due to large investments made in technology, a two-year requirement for pineapples to reach maturity, and decline in demand caused by the onset of the Great Depression, the company began to lose money. James Dole was forced to step down from his leadership role and retire. After a series of strokes and a massive heart attack he passed in 1958.

Interestingly, when James Dole moved to the territory of Hawaii in 1899, it was being run by his cousin Sanford Ballard Dole (1844-1926). He was a Hawaiian-born descendant of the American missionary community in Hawaii. He was an American-trained lawyer who lived in Hawaii while the islands were a kingdom, protectorate, republic and territory. Sanford Dole served as the only president of the Republic of Hawaii until his government secured Hawaii’s annexation by the United States. A further philatelic study of Hawaiian missionary stamps, philately, and postal history as it relates to the Dole family, I am sure would be fascinating, should someone want to accept the challenge.

Quite appropriately the postcard that sparked my interest in the Dole Plantation and family is franked with a 27¢ stamp depicting kiwi fruit, Scott #4255, unveiled on April 25, 2008, in Burlingame, California. Other tropical fruits depicted in this series include pomegranate, starfruit, papaya, and guava. I hope you enjoy this rather fruity article.



A Serial Killer, a Murder Castle, and a Post Office

Pat Hensley

While this is not about a specific stamp, this is a topic that should interest all stamp collectors. Those that collect World's Fair stamps or are interested in the post office might find this story particularly interesting.

H.H. Holmes is considered to be the first known serial killer in the United States. He was born Herman Webster Mudgett in Gilmanton, New Hampshire, in 1861. He was a gifted student and attended medical school at the University of Michigan, but was expelled for stealing cadavers. After leaving medical school, Holmes traveled around the country, working as a doctor, a pharmacist, and a businessman. He was also a con artist and a thief.

In 1888, he moved to Chicago and built a three-story hotel, which he called the "Murder Castle" (see below). The hotel was designed with secret passages, trapdoors, and rooms that could be locked from the outside. The "Murder Castle", advertised as the "World's Fair Hotel", was located in the Englewood neighborhood, a few miles west of the fairgrounds.



The World's Fair was a perfect place for Holmes to operate. The crowds and chaos provided him with perfect cover, and he was able to lure and murder his victims with impunity. The hotel was designed with secret passages, trapdoors, and rooms that could be locked from the outside. Holmes lured his victims to the hotel, often by posing as a doctor or a businessman. He would then murder them and dispose of their bodies in a variety of ways, including burning them, dissecting them, or burying them in the basement.

An exact number of Holmes's victims is unknown, but it is estimated to be between 20 and 200. He was eventually caught and convicted of the murders of Benjamin Pitezel and his three children. Holmes was hanged in 1896.

The Murder Castle was demolished in 1938, replaced by the Englewood Post Office Branch in 1939. The post office is still standing today at 611 West 63rd Street, Zip 60621 (see below), and is said to be haunted by ghosts of Holmes's victims.



There are a few different theories about why the post office was built on the site of the Murder Castle. One theory is that the city wanted to erase the memory of Holmes and his crimes. Another theory is that the city wanted to take advantage of the location, which was close to the World's Fair grounds.

Whatever the reason, the post office is now a reminder of one of the most infamous serial killers in American history. It is also a reminder of the dark side of human nature.

The Murder Castle and the post office are both important parts of Chicago's history. They are a reminder of the city's dark past, but they are also a reminder of the city's resilience. The post office stands on the site of one of the most horrific crimes in American history, but it is also a place where people can go to send and receive mail. It is a symbol of hope and renewal in the face of tragedy.

References:

<https://www.history.com/topics/crime/murder-castle>

<https://harpers.org/archive/1943/12/the-master-of-the-murder-castle/>

<https://www.cbsnews.com/chicago/news/chicago-hauntings-h-h-holmes-murder-castle-post-office/>

CAM 10 Takes a Mulligan

Dan Maddalino

A Curtiss Lark, piloted by Captain Ragner T. Freng, headed southwest out of Jacksonville, Florida, instituting inaugural service for United States Post Office Department, Official Contract Air Mail Service Route Number 10 (CAM 10)¹. The date, April 1, 1926, was without fanfare - even with newly created Florida Airways owners Eddie Rickenbacker and Reed Chambers on field observing the event². Eddie Rickenbacker (1890-1973) was a WWI Flying Ace and recipient of the Congressional Medal of Honor; and, Reed Chambers (1894-1972) was also a WWI Flying Ace and recipient of three US Army Distinguished Service Crosses³. But they didn't understand how to run an airmail service.

CAM 10 was organized with a disadvantage: It was entirely within the State of Florida and did not make connections with any other CAM route⁴. The Jacksonville – Tampa – Fort Myers – Miami flight made one round trip daily except Sundays. However, in 1926, the bulk of air mail was financial, commercial, and philatelic. Few regular postal patrons used air mail. CAM 10 lost money beginning its first day. Of the 102 pounds of mail onboard that first flight out of Jacksonville, only 12 pounds were carried through to Miami⁵. The First Flight Cover from Tampa to Miami, is shown below.



The first flight cachet provided by the Post Office Department didn't get to Drew Field (Tampa) in time to meet the first flight from Jacksonville, causing many complaints from collectors. A cachet first flight cover from Jacksonville to Tampa does not exist. The management team of Rickenbacker-Chambers continued to provide poor and irregular service, angering commercial mailers, and disregarding the need for dependable mail delivery.

After a few short months, Route CAM 10 was suspended by the Post Office Department. Rickenbacker and Chambers met with post office officials and asked for a “Mulligan”⁶. This is a golfing term usually used by amateur players making poor shots during informal play. Once called, the player replays the shot and the previous one is erased as if it didn’t occur. This is what Florida Airways did: It called a Mulligan to start over – and, the Post Office Department accepted their offer. These were American War Heroes, and a strong public draw for the U.S. Air Mail Service, which was struggling nationwide.

CAM 10 was reorganized and a restart date of September 15, 1926, was to be the new inaugural First Flight. That’s right. A second Official First Flight was authorized. The second First Flight cover is shown below.



The Post Office Department created TWO first flight dates! Further complicating matters, the Jacksonville mail center applied the wrong cachet to most of this second, first flight mail. Obviously, management again had failed in its attempts to provide the expected service. To improve profitability, Atlanta, Georgia, and a “mail drop” at Macon, Georgia, were added to the route. The airfield at Macon was incomplete, so mail pouches were “dropped” from the plane as it came in low and slowed over the field. However, all too often the navigator would forget to perform the drop and the Macon mail went on to the next stop, only to be shipped back to Macon by truck or train. As a result, after only three-and-one-half months, CAM 10 and the Rickenbacker-Chambers Florida Airways contract was permanently terminated on December 31, 1926⁷.

Eddy Rickenbacker went on to achieve success owning and operating Eastern Air Lines⁸. Reed Chambers co-founded the United States Aircraft Insurance Group, the nation's first aviation insurance company⁹. CAM 10 was never again activated and its territory and routes were assigned to the new CAM 25 route on December 1, 1928.

Endnotes:

1. *American Air Mail Catalogue, Volume 1, Seventh Edition*. Alan Lieberman (ed.) Mineola, New York (American Airmail Society 2014); pp. 71-74
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Philatelic Facts



Age, Rarity, and Value

Quoting from Herman Herst, Jr.'s "Still More Stories to Collect Stamps By" (Mekeel's Weekly Stamp News [pub.], 1993), *"One fact of collecting that the beginner finds it difficult to understand is the difference between rarity and value. Many things are rare, whether in the stamp line or any other business. But simply because a thing is rare, does not make it valuable."*

From the study of economics, we should all understand the theories of "Supply" and "Demand". In the philatelic sense, a stamp in small supply and high demand will garner a higher price than a stamp with a small supply, but low demand.

Another difficult concept for the new stamp collector to grasp is that just because a stamp is "old", does not necessarily make it valuable. The oldest stamp in the world – the Great Britain "Penny Black" can be purchased at reasonable price because more than sixty-million were produced.

Moon Mail

Michael Swope



Featured here is a commemorative first day cover celebrating a decade of space achievement and the Apollo 15 moon exploration mission, July 26 to August 7, 1971. The cover is franked with the 8¢ "Space Achievement Decade" issue "Earth, Sun and Landing Craft on Moon" and "Lunar Rover and Astronauts" postage stamps, Scott #1435b. The cover was postmarked at Kennedy Space Center, Florida, on August 2, 1971.

On August 2, 1971, United States astronaut Dave Scott postmarked a first day cover on the Moon—an act as nationally symbolic as planting a flag.

During the 1971 Apollo 15 mission, astronauts Dave Scott and Jim Irwin spent three days exploring the Moon from the Lunar Rover. On August 2, the last day of exploration, Scott reached under the Rover's seat for a pouch. It held an envelope bearing die proofs of two space stamps (#s 1434 and 1435). As Scott postmarked that cover, 238,000 miles away, the United States Postal Service issued the same stamps on Earth.

The first postmark Scott made was faint, so he made another below it. Scott left thumbprint smudges from his space-suit gloves on the now-famous, first day moon cover. That historic cover is on display at the Smithsonian National Postal Museum.

Ref:

Cover from Author's collection

www.postalmuseum