

CRESTHAVEN STAMP CLUB NEWSLETTER

West Palm Beach, Florida

The Palm Beaches Oldest & Friendliest Stamp Club

July 2022

On July 1st we celebrate National Postal Workers Day; Zip Code Day; and this year – the 51st anniversary of the United States Postal Service. July 4th, of course, is Independence Day - a federal holiday commemorating the Declaration of Independence for the United States, which was ratified by the Second Continental Congress on July 4, 1776. An unusual and strangely patriotic coincidence also occurred on July 4th. Three of America's founding fathers perished on this day: John Adams (the nation's second president) and Thomas Jefferson (the nation's third president) died five hours apart on the same 4th of July in 1826. James Monroe (the nation's fifth president) expired on the 4th of July in 1831.

July 7th is World Chocolate Day (my wife's favorite); and July 28th is National Buffalo Soldier's Day, which commemorates the first Army regiment comprised of African American Soldiers. In 1866, Congress passed the Army Organization Act, allowing former slaves to serve in the U.S. Armed Forces. In 1992, the date was adopted by Congress.

This month we have ships to read about! Our July club meetings are scheduled for the 12th & 26th. Enjoy Summer!

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



Affiliate Chapter #923

President: Bob Burr
561-267-1903
Vice-President: Juan Riera
Secretary: Richard Kaye
Treasurer: Harry Clifford
Webmaster: Michael Swope
mwswope@ameritech.net
Liaison: Dan Maddalino
dmaddalino@aol.com
561-758-6497

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FloridaStampShows.com

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



Conductor's Lantern Stamp

Pat Hensley

The \$5 Conductor's Lantern stamp (US Scott #1612), from the Americana series, was issued on August 23, 1979, in Boston, Massachusetts at "Stampshow 79". This show was the annual philatelic exhibition hosted by the American Philatelic Society. This stamp is one of four stamps showing light sources from our country's history and, a reminder that America is a shining beacon of liberty. In the 1850s, lanterns were used by railroad conductors.



Offset and engraving were used to print this stamp. The four colors used were tan, red-brown, yellow, and orange. All of the colors other than the red-brown were printed using offset. The tan was used for the background and the orange and yellow were used for the flame and lamp chimney. The lamp, "5.00 USA," and the inscription running across the bottom and side were engraved and printed in red brown. "America's Light Leaders Her Generations Onward" is the inscription.

The \$5 Lantern is harder to find on cover than other dollar-denominated Americana stamps.

Classroom Activities:

Draw the different types of lanterns used in history.

What other light sources were used in our country's history?

What do the other three stamps look like?

Find pictures of railroad conductors using this lantern?

Ref:

<https://www.mysticstamp.com/Products/United-States/1612/USA/>

<https://www.linns.com/news/us-stamps-postal-history/2016/october/lantern-top-denomination-americana-series.html>

THE BRITISH M.E.F. OVERPRINTS OF WWII

DAN MADDALINO

Following the 1942 defeat of German and Italian forces in North Africa and the Middle East, British Army Central Command (stationed in Cairo, Egypt) quickly consolidated occupation of the region. Prior to 1942, British Army and Navy personnel utilized standard issue British definitive postage stamps. In early 1942, these definitive stamps (*Figure 1*), along with Postage Due stamps (*Figure 2*), were overprinted in Cairo: "M.E.F." - Middle East Forces.

The overprinted values eventually ranged from ½-Pence to 10-Shillings, plus five overprinted postage due stamps of ½-Pence to 1-Shilling. A total of sixteen values were prepared (recorded in Scott Stamp Catalog under Great Britain Offices Abroad). First offered across North Africa, the M.E.F. overprint stamps were made available as far away as Greece to the north, and Italian Somaliland to the east. The Middle East Forces were renamed "Middle East Land Forces" in 1945, and overprinting of British stamps as M.E.F. was discontinued. These M.E.F. stamps were gradually replaced by locally overprinted issues for individual areas. As implied by the overprint, these stamps were intended for use by military personnel and not the general public.



Figure 1



Figure 2

Scott Catalog lists 20 stamps and varieties, but most collectors recognize at least 36 stamps and identified varieties. There is a lot to collect here, with the largest variety being the periods between the letters M, E, and F. The shape of the periods is altered with each subsequent printing.

A collection of these British overprinted stamps is a key set for the collector of British Offices Abroad. Begin your adventure here.

Primary Sources:

1. www.gbos.org.uk/index
2. www.discovery.nationalarchives.gov.uk
3. *Scott Standard Postage Stamp Catalogue, 2021; Amos Media, Sidney, Ohio, USA*
4. *Stamps from author's collection.*



Philatelic Facts

Album Weeds

“Album Weeds” is a derogatory term applied to forgeries of philatelic material. It is also the title of an 1880 book, “Album Weeds – How to Detect Forged Stamps”, with the last edition published in 1906. The book was written by the Reverend Robert Brisco Earée (1846 – 1928), an English priest and philatelist who was known for his studies of philatelic fakes and forgeries.

The book went through three revisions and is still regarded as one of the best guides to forgeries and fakes ever produced. Earée was quoted as saying “If philatelists would only study their stamps a little more, instead of merely trying to see how many they can collect, I am certain that they would soon learn for themselves far more than any book can teach them.”

Ref:

www.wikipedia.com

The USS Nashville (CL-43)

Juan L. Riera



Different types of ship hulls (indicating different types of vessels) have an abbreviated code followed by the numerical order in which the vessel was manufactured. Thus, the Brooklyn Class Cruiser, *Nashville* CL-43, was the 43rd to have its keel laid for the U.S. Navy. The ship was commissioned on June 6, 1938; decommissioned on June 14, 1946; and then stricken from U.S. naval service on January 9, 1951, when it was transferred to the Chilean Navy.

At the outbreak of World War II in Europe, the *Nashville* was assigned “Neutrality Patrol” in the central Atlantic region. It was based in Bermuda between August and December of 1941. This neutrality patrol duty, I assume, was part of some unofficial pre-war assistance to the United Kingdom.

Then, with the U.S. entry into the war, the *Nashville* transferred to the Pacific theater and served as an escort to the aircraft carrier, *USS Hornet* for the Doolittle Raid. Thereafter, it served as the flagship to Task Force 8, defending Alaska and the Aleutian Islands. General MacArthur resided on the ship on two occasions. Lastly, it was severely damaged by a Japanese Kamikaze on December 13, 1944, incurring nearly 400 U.S. casualties. In 1951 the cruiser was stricken from the U.S. Navy and transferred to the Chilean Navy, serving until 1984.

Several years before the keel was laid for the *Nashville*, while President Theodore Roosevelt was planning his “*Great White Fleet*”, a popular nickname for a group of United States Navy battleships that would complete a “courtesy tour” journey around the globe between December 16, 1907 and February 22, 1909; it was realized that officers and sailors did not have a convenient way to communicate with home.

Before WWII, arrangements were made for the Navy to receive mail direct from civilian post offices. Locations of stations remained permanent and presented few problems with mail delivery as it was directed to the city and state where each particular naval station was located. In the case of ships and aviation units which were afloat, additional arrangements were required. This procedure consisted of direct negotiations between the ship's office and the local postmaster. Ship's mail was sent to the city where it spent most of its time in port, in care of the postmaster of that city. The postmaster in turn would have the mail delivered to a designated office on the dock where the ship's mail clerk picked it up. Before a cruise, the postmaster was advised of the schedule and the mail was forwarded accordingly.



The special event cover (above) commemorates the commissioning of the *USS Nashville* on June 6, 1938 at the Philadelphia Navy Yard. It was postmarked aboard ship and mailed to a Miss Lorraine E. Tillotson in Port Jefferson, Long Island, New York. While I could not find Miss Tillotson in Port Jefferson, a small town of less than 8,000 inhabitants in 2020, I did find two family members buried in Cedar Hill Cemetery in the town. The cover bears US Scott #684, issued on December 1, 1930 in Marion, Ohio. It is a 1 ½ cent brown stamp depicting President Warren G. Harding (1865-1923). The cachet maker was Frederick Horton of Port Chester, New York, member #1280 of the Universal Ship Cancellation Society. I acquired the cover at a USCS auction.

Ref:

Cover Scan from Authors Collection
www.navypostalclerkassoc.org
www.ussnashville.org

First & Last

Michael Swope

Featured here is a picture postcard (circa, 1910) of the Washington, DC, Bureau of Engraving and Printing, a branch of the United States Treasury Department. The Bureau was responsible for printing government bonds; the national currency; postage and revenue stamps; military and diplomatic commissions; passports, and other government documents.



The Bureau of Engraving and Printing was established in 1862 following the outbreak of the Civil War. However, it was not until 1894 that the Bureau won a contract bid to print postage stamps.

The Bureau began postage stamp production on July 1, 1894 with dies previously used by the American Bank Note Company. The first stamp produced was the 6¢ Garfield, Scott #256.

For almost 75 years, the Bureau produced nearly all US postage stamps. This changed in the late 1960's when the US Post Office began issuing contracts to private security printers. Bureau of Engraving and Printing stamp production dropped significantly, and by 1997, more than half of all US postage stamps were produced privately. The very last stamp produced by the Bureau was a 37¢ coil Flag (Scott #3632) on June 10, 2005.

*Ref: Postcard Scan: Authors collection
www.mysticstamp.com*



Scott #256



Scott #3632

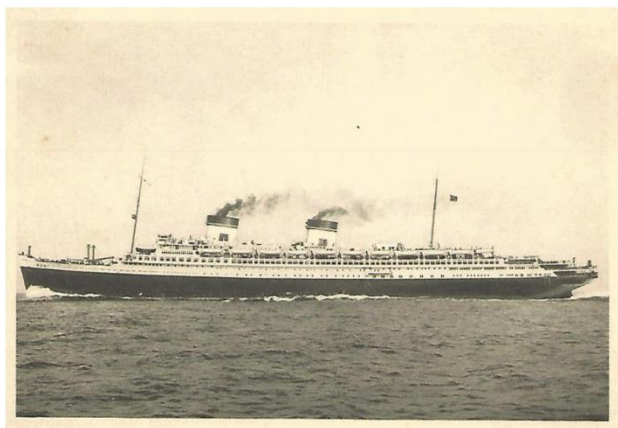
SS REX

Bob Burr

The *SS Rex* was an Italian luxury ocean-liner launched in 1931. It held the unofficial accolade "Blue Riband", from 1933 to 1935; which was awarded to a passenger liner crossing the Atlantic Ocean in regular service with the highest average speed.



The *Rex* operated transatlantic crossings with its running mate, the *Conte di Savoia* prior to the outbreak of World War II. Both ships carried the "Riviera Afloat" mantra. The theme even included sand scattered at swimming pools to create a beach-like atmosphere, highlighted by multicolored umbrellas. *Rex* was luxuriously decorated in a classical style contrary to the norm of the time which was Art Deco, or so-called "Liner Style". The following 1934 postcard scans are an advertisement for the Italian Liner "*Rex*".



Rex remained in service through the opening months of World War II sailing between Genoa and New York City until May, 1940, when Italy declared war on France and Britain. The following month *Rex* was laid up near the harbor of Trieste, where she remained out of harm's way until 1944.

In early September, 1944, activity on the *Rex* lead British intelligence to believe that the Germans had decided to scuttle her in Trieste harbor to impede an Allied advance. On September 8, 1944, members of the U.S. 4th Fighter Squadron, 52nd Fighter Group, 15th Air Force stationed in Italy and a British Bomber Squadron conducted an attack on the *Rex* to prevent the German tactic.

Postcard research always tells a story!



Two days after the attack on a once proud ship that deserved a better ending.

Ref:

Postcard Scan: Authors collection

Ships of the World: An Historical Encyclopedia-REX, Houghton Mifflin

Sinking of the Italian Ocean Liner REX, Col. T. Thacker, Friends Journal, Vol. 18, No 1, Spring 1995

www.wikipedia.com

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August 2022

The United States Coast Guard traces its founding to an act of Congress on August 4, 1790. At that time, the Coast Guard consisted of 10 vessels that carried out enforcement of various trade and humanitarian duties. National Coast Guard Day on August 4th celebrates and honors the courageous work of service members of the Coast Guard: "Semper Paratus" – Always Ready.

August 7th, we celebrate National Lighthouse Day and International Beer Day (one of my favorites). August 10th is Smithsonian Day; the 19th is National Aviation Day; and, the 21st is Poet's Day (read a poem). Finally, August 29th is Individual Rights Day.

The Perseids meteor shower visibility peaks each year during the month of August. This year it will be between the 11th & 14th, but because of a full moon, not as clearly visible.

Our August club meetings are scheduled for the 9th & 23rd.

Regards,
Michael Swope

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Treasurer: Harry Clifford
Liaison: Dan Maddalino
dmaddalino@aol.com

Webmaster: Michael Swope
mswope@ameritech.net

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LET'S COLLECT SOMETHING DIFFERENT

SOLVE PUZZLES ON COVERS

DAN MADDALINO

Over the past years I have brought to the club newsletter examples of covers and cards, that upon close examination, left me puzzled by what information was missing or inconsistent. Solving these puzzles is the roll of Postal History research. To paraphrase Egil H. Thomasson, President, Committee on Aerophilately (Federation International de Philatelie), 'Some fields of Stamp Collecting can be completed. However, collecting knowledge can never be completed.'¹ We study Postal History to collect the knowledge needed to 'read' postally used covers and cards, and thus, solving their puzzles. Presented here, is my latest example of a cover² that asks me "What's missing, and why?"

Looking at this cover I find three sets of three stamps. Referring to my stamp catalogues they are (Left to right): Scott B1/Stanley Gibbons 157, Sc B2/SG 174, and Sc B3/SG 175^{3,4}. These are the semi-postal issues (1914-1916) of Trinidad and Tobago. Along with them are many other markings that would provide additional adventures. However, I am focused upon the postage stamps and their cancellations. The three pairs of B2/174 and B3/175 stamps are nicely cancelled with a *REGISTRATION/TRINIDAD, C, FE/2/17* (February 2, 1917) CDS. However, the three B1/157 stamps are not cancelled. The cancellation strike on the lower left is well clear of the stamp!?

Yes, there is a French military censor's stamp, but this was applied after the cover was mailed from Post of Spain, Trinidad to Bern, Switzerland. Why were these semi-postal stamps not canceled?



The stamps in question are Trinidad's first semi-postal stamp and was placed into service on September 18, 1914. Following the posting of 950 covers bearing this stamp, it was immediately demonetarized and declared invalid for future postal usage⁵. Thereafter it could only be used as a fundraising label. Further, Trinidad's Postmaster General Clarence Ross declared that this "label" was

not to be treated as valid postage, even when accompanied by additional correct postage. Postal workers were threatened with the loss of their jobs if any were to apply a cancellation, or other obliterating marks, to this stamp (label) – ever! This label remained a Cinderella for almost 60 years before all major philatelic catalogues and reference books accepted this as Trinidad's *first* semi-postal stamp⁶. Too late for this cover to receive its just markings.

Solving puzzles on cards and covers can be exciting and educational with the tools of Postal History. We can never collect enough knowledge of our hobby. But don't let that slow us down.

Collect something different and solve its puzzle!

1. Reinhard, Stephen, (2004); *American Air Mail Catalogue, 6th Edition, Volume Three*; The American Air Mail Society; Edwards Brothers, Inc, Ann Arbor, Michigan, USA.
2. Cover is from the collection of the author
3. Housemen, Donna, Editor; *Scotts Standard Postage Stamp Catalogue, Volume 6 (2022)*; Amos Media. Sidney, Ohio.
4. Stanley Gibbons Commonwealth Catalogue (2015); Stanley Gibbons Ltd, London.
5. Jakes, Ian; *Study Paper No. 6 The Trinidad Red Cross Label (2014)*: British West Indies Study Circle
6. Jakes (2014)



Are you getting prepared for the January 20-23, 2023, Sarasota National Stamp Exhibition? There will be several important society meetings scheduled for this show, including the Florida Postal History Society; the national Civil War Philatelic Society; and, the international British Caribbean Philatelic Study Group. And, there will be more – watch for announcements in this newsletter.



FloridaStampShows.com

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



Panagra

Bob Burr

Pan American Grace Airways, also known as Panagra, dubbed "The World's Friendliest Airline", was formed as a joint venture between Pan American World Airways and the Grace Shipping Company. On September 13, 1928, a small, single-engine Fairchild airliner, flew from Lima to Talara, Peru, marking not only the beginning of Pan American Grace Airways, but also the inauguration of scheduled air transportation along the western coast of South America. From this short flight in 1928, to non-stop flights from New York to South America in Douglas DC-8 Jetliners in 1966, Panagra became the standard-bearer for transportation between the United States mainland east coast and the western coast of South America. Panagra merged with Braniff International Airways in 1967, creating the largest U.S. carrier serving South America.



Panagra staff loading baggage and mail aboard a DC-3

On June 19, 1938, Panagra's Douglas DC-2 (118A NC14272) "Santa Lucia" was flying revenue from Santiago to Arica, Chile. The aircraft crashed in the Andes Mountains with all four crew members lost. The aircraft was found two years and eight months later, in February 1941. Upon discovery, Panagra attempted recovery of mail carried by the flight. Shown (next page) is an eBay presentation of one of the recovered crash covers. It was offered at \$150.00.



Argentina Crash Cover – Correspondence recouped from Panagra Airplane P30, February, 1941

A dog-eared crash cover from the same aircraft accident in my collection, suffered from the elements with all stamps and labels washed off. However, it contained a letter for us to read! Since the letter was in the envelope, I assume it never made it to the intended recipient!



I wonder if Martin ever sold his trucks?

Ref:
www.ebay.com
www.wikipedia.com

Buenos Aires, June 16, 1938.

Mr. V. Weltschoff,
 Air mail box 35-13,
 Bogota, Colombia.

Dear Vic:-

Many thanks for your letter dated the 8th inst., which shows that the good old days are gone when it used to take about 40 days from Colombia to this place.

I notice that the Authorities have not decided yet how many Yale trucks they will buy for a start, but at least there is still hope because they have not bought from anybody else. Therefore I believe that one of these days they will ask you over to take the order away.

Tell them from me that I have seen gas equipment and some European trucks in places and when comparing our trucks with what they have bought and are using, we are doing any interested party a real favor by offering them our trucks, because there is no comparison in efficiency, dependability and value. - On the other hand, here in B/A where we have sold some trucks we are blessed both by management and works managers because our trucks are giving nothing but satisfaction. -

I expect to be in Guayaquil about July 25th and will possibly meet Mr. Carey Jr. there. From Stamford you know that he is making a trip around So. Am. and will visit you also. Whether he will ask about trucks I don't know, but if you should happen to receive him in Barranguilla, perhaps you would have a chance beforehand to ask the Raymond Co. there about the additional trucks they were talking about, in case Mr. Carey would like to go down and see the port and our equipment.

Buenaventura. Is there anything I could do by stopping there? I understand that the whole thing depends now upon Bogota, and by this time no doubt the Administrator in B-ventura has given his opinion to Bogota. Therefore, if you think that I could be of any assistance, please write me c/o Sr. Alberto Velaschaga, Calle de la Rifa 330, Lima, Peru,

as I expect to be there about July 15th and flying from there to Guayaquil about the 25th. - Am somewhat behind on my schedule because had to spend more time than I had anticipated in Brazil. Am leaving here next week and you can reach me c/o O. H. Mitchell, Casilla 1014, Santiago, Chile, up to July 5th.

Then by boat to Lima, kindest regards to you and The Neubuena
 Martin.

USS Fremont (APA 44)

Juan L. Riera

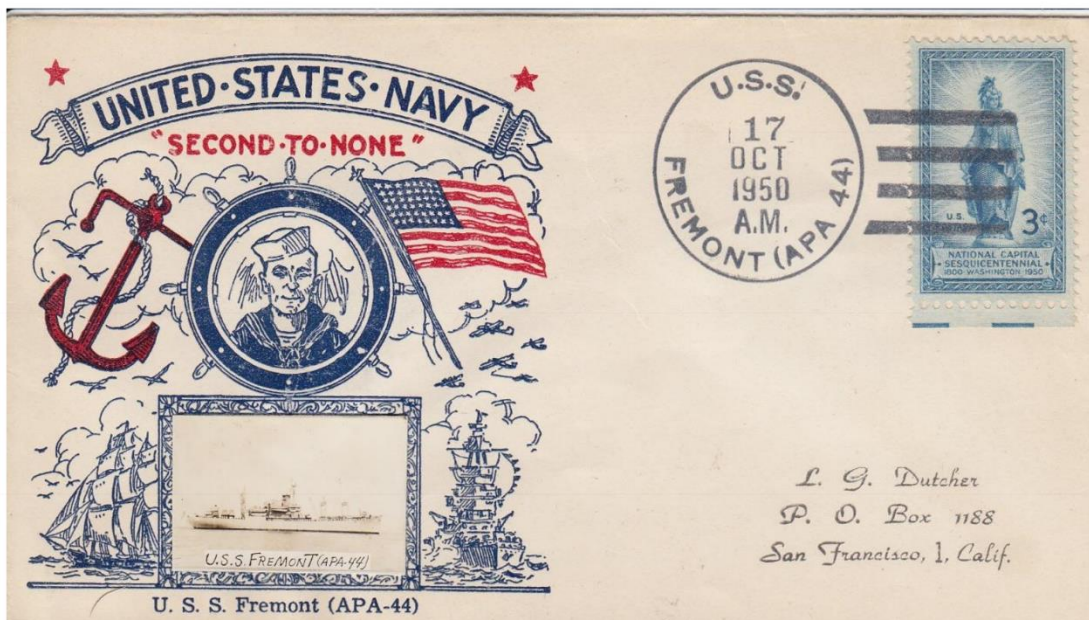


The *USS Fremont* was a Bayfield-Class Attack Transport (AP 89) at the beginning of World War II and then reclassified to APA-44, a staff and command ship for amphibious operations in mid-1944. Several distinguished commanders, including Rear Admiral William H.P. Blandy; Rear Admiral William M. Fechteler; Rear Admiral Ralph O. Davis; and, Marine Corps Major General Graves B. Erskine, served aboard the *Fremont*. The ship was involved in several Pacific theater battles, including Saipan, Leyte, Luzon, and Iwo Jima; for which it was awarded five battle stars. At the conclusion of hostilities, during “Operation Red Carpet”, the *Fremont* ferried casualties and former POWs to the United States. From 1947 to 1960 the ship served seven tours in the Mediterranean Sea, with a 1951 prominent appearance in the movie *You’re in the Navy Now*.

As part of the August 5-8, 1968, Republican National Convention in Miami Beach, Florida, the anchored *Fremont* served as a floating residence for about 200 federal agents and Army explosive ordinance disposal specialists that were providing security for the convention. At the time, there was insufficient hotel space in the Miami area for all involved with support services for the convention.

The *Fremont* was decommissioned in 1969 at the Portsmouth Naval Shipyard in Kittery, Maine. On June 1, 1973, she was stricken from Navy rolls and then scrapped in 1974.

Featured below is a United States Navy, U.S.S. Fremont (APA-44), souvenir cached cover bearing the 1950 National Capital Sesquicentennial series, Statue of Freedom (Scott #989), 3¢ postage stamp. The stamp is tied to the cover with an October 17, 1950 U.S.S. Fremont postmark.



The Statue of Freedom stamp was issued on April 20, 1950 and represents the statue that sits atop the Capitol Dome. This Sesquicentennial series celebrated the 150th anniversary of the National Capital in Washington, D.C.

Ref:

Cover from Authors collection

www.pacificwarmuseum.org

Scott Catalogue, Amos Media, Sidney, Ohio

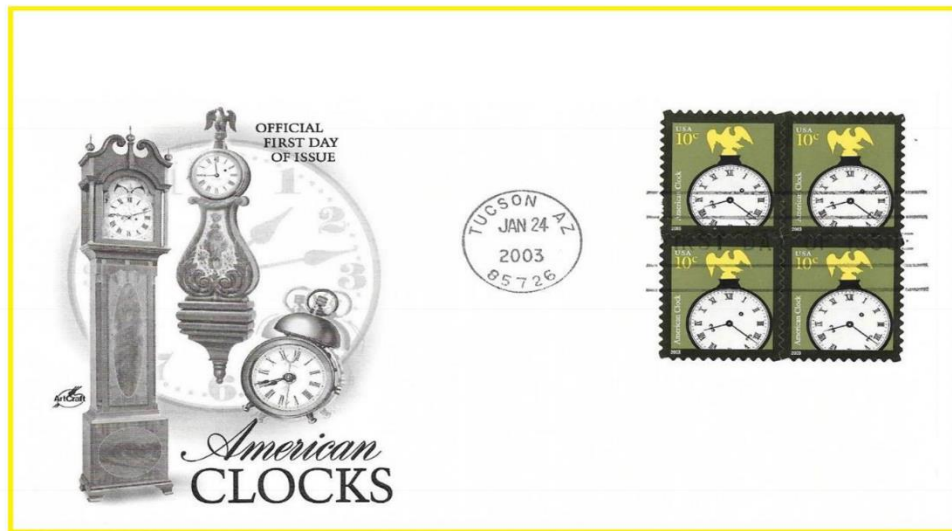
Philatelic Facts

The American Bank Note Company, formed in 1858, was the result of a merger of Toppan, Carpenter & Company of New York and a number of other firms, including Rawdon, Wright, Hatch, and Edson; printers of the United States 1847 5¢ and 10¢ stamps.

It absorbed the Continental Bank Note Company and the National Bank Note Company in 1879. The firm printed United States stamps between 1879 and 1894. It also printed stamps for a number of foreign governments.

Before Clocks

Michael Swope



Shown above is an Artcraft first day of issue cached cover featuring the 10¢ American clocks stamp block, Scott #3757. The stamps are on prephosphored coated paper with surface showing a solid appearance, plus block tagging on top of the printed design. The date of issue was January 24, 2003, cancelled at Tucson, Arizona.



Today, we rely on alarm clocks and electronics to wake us up in the morning, however, before these items were invented – people still needed to be at work on time. Many large industrial cities had “knocker-uppers”. Knocker-uppers carried long sticks, travelling from house to house, and rapped on bedroom windows to make sure that their clients got out of bed on time.

In England and Ireland, knocker-uppers earned a few pence each week from their clients and an extra bonus if they annoyingly stayed at the window until they were certain the person was awake and ready to start their day.

*Ref: Cover from authors collection
Scott Catalogue, Amos Media, Sidney, OH
www.reddit.com*

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September 2022

Labor Day (September 5th) kicks off many exciting things, including the unofficial start of the fall season. September is often associated with new beginnings, playing host to the start of the school year, the reappearance of football season, the emergence of the harvest moon, and more.

Other important September observances include: 2nd, V-J Day; 4th, National Wildlife Day; 11th Patriot Day (9-11 Remembrance); 16th, American Legion Day; 22nd, Autumnal Equinox (it's Fall); and 29th, National Veterans of Foreign Wars Day.



Our Nation's largest wartime veterans service organization, the American Legion, was honored on its 50th anniversary, (March 15th, 1969) with a commemorative postage stamp, Scott #1369. So why is American Legion Day on September 16th? On that day in 1919, the United States Congress granted the Legion a federal charter.

September club meetings are scheduled for the 13th & 27th and club members and visitors are now asked to sign-in on attendance sheets at all club functions. Our gracious host, Barkley Master Association, and sponsor, Barkley Men's Club, have requested our cooperation for risk management mitigation.

Regards, *Michael Swope*

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Treasurer: Harry Clifford
Liaison: Dan Maddalino
dmaddalino@aol.com
Webmaster: Michael Swope
mswope@ameritech.net

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Great Smoky Mountains Postage Stamp

Pat Hensley



The ten-cent Smoky Mountains National Parks stamp (Scott #749) was issued on October 8, 1934, in Washington DC. It was the highest valued stamp in the National Parks Year Issue series.

President Franklin D. Roosevelt signed legislation establishing The Great Smoky Mountains National Park on June 15, 1934. He spoke at the dedication of the park on September 2, 1940.

It all began in 1908 when President Theodore Roosevelt felt that natural resources needed to be managed by the federal government. Two people stood out who advocated for establishing an organization in charge of the national parks. They were Stephen Mather and Horace Albright who later became the first and second directors of the National Park Service.

These two men went to overcome those in the government who were against the National Park Service and to get public support for the National Park Service. They began to promote the benefits of having one organization in charge of national parks.

Mather and Albright gained the support of influential organizations such as railroad and automobile companies, the Sierra Club, and influential individuals such as Frederick Law Olmsted, Jr. (noted American landscape architect and city planner known for his wildlife conservation efforts). National magazines printed articles about the national parks and encouraged people to visit them. Mather got seventeen railroads to publish a book with pictures and articles about the parks and sent them to each member of Congress. In 1915, legislators from California and Utah sponsored the legislation that led to the National Park Service Organic Act, which established the National Park Service as an agency under the direction of the Secretary of the Interior. The stated purpose was to promote national park use while protecting them from impairment.

Mather became the first director and started creating a system of national parks. He promoted the parks using advertising and publicity to get support for the parks. One thing he did was to get the Post Office to issue stamps featuring the different parks.

Franklin D. Roosevelt was an avid stamp collector who recognized Mather's efforts. Harold Ickes, Roosevelt's secretary of the interior was a big advocate of the national parks and announced that 1934 would be National Park Year. Roosevelt, Ickes, and the postmaster general (James Farley) discussed creating a series of park stamps.

The NPS Director, Arno B. Cammerer asked George Grant, the chief photographer of the National Park Service to select photos from artists that could be used as designs and engraving for ten stamps.

It was decided that ten parks would be featured on stamps ranging from one cent to ten cents. They were Yosemite, Grand Canyon, Mount Rainier, Mesa Verde, Yellowstone, Crater Lake, Acadia, Zion, Glacier, and the Great Smoky Mountains. There were a lot of photos to be looked at and decided upon. It only took 6 months from the beginning discussion to the creation of the last stamp! Each stamp was one color and the color for each stamp was different and printing. The lettering was white. Six stamps were horizontal and four were vertical. All of the engravings were done by the Bureau of Engraving.

The ten-cent Great Smoky Mountains stamp was the first US stamp designed by a woman (Esther Richards). A special one-sheet of the ten-cent Great Smoky Mountains stamp went on sale in Asheville, NC in 1937.

Class Activities:

Research national parks. Pretend the rest of the class is Congress and you have to convince them to financially support your favorite park.

Create a brochure of your favorite park. Include facts and pictures.

What other parks should be featured on a stamp and why?

Design a stamp for another national park.

Ref:

Original photo by Pat Hensley

<https://www.whitehousehistory.org/stamps-parks-and-a-president>

<https://www.mysticstamp.com/Products/United-States/749/USA/>

Philatelic Facts



“Intaglio printing” is the term used to describe a form of postage stamp production in which the design is engraved on steel in mirror image and in the same size as the finished stamp. “Intaglio” is an Italian word meaning “engraved”. Once an image is engraved on a die, it is transferred to a printing plate where the engraved area is inked and the surface wiped so that ink remains only in the recesses.

When paper is pressed into the engraved area, it pulls the ink out and deposits it on the paper in relief, forming ridges and raised dots. The richness and intensity of the color is determined by the depth of the engraved area. The deeper it is, the more ink is pulled out onto the paper and the thicker it is deposited.

An Overlooked Letter Reveals Family History

Dan Maddalino

Many years ago, when my father-in-law passed, my wife and I inherited several picture postcards and letters from his family and friends. Many were from international locations, dating from 1881 to 1934. These were all put away for another day. Time passes.

I recently revisited a few of these covers and decided, very carefully, to remove the letters inside. One letter contained family history that was unknown to us. We learned that my wife's Uncle Harry had served in the U.S. Army during World War I. Shown here is that cover and letter dated March 28, 1919¹.

The cover is quite fragile and faded. It has a single margin straight edge CANAL/ZONE overprinted stamp. Since I am not familiar with Panama Canal Zone postage, I had to stop and look it up. It is Scott design A11, #39, Type I, 2¢ vermilion & black stamp with CANAL/ZONE reading up. It enjoyed a long run, having been issued December 1912, and not replaced until August 1920².

Aside from the sender's name, Frank Gordon, the sender's information is hard to read. There is no back receiving mark. However, the addressee is very familiar: Mr. Harry F. Snyder, 427 Park Avenue, Vineland, N.J. This was one of my wife's uncles, who was the fourth of eight children of her Grandparents, Charles and Sarah Ann Snyder. Harry would go on to become a well-respected Methodist Minister. This letter was written to Harry by fellow WWI soldier, Frank Gordon, shortly after Harry returned home from his military service.

Harry was an American Doughboy assigned to the U.S. Army's 33rd Infantry Regiment. The 33rd was stationed in the Panama Canal Zone to protect the canals infrastructure during the war.

Frank Gordon writes very lightheartedly and discusses life at Camp Garland, C.Z. In his five-page letter he talks of long marches, climbing the nearby mountain peaks, grumbles about the food and speaks of the heat and bugs. He catches Harry up on soldier transfers and promotions. He said, "hundreds of fools have reenlisted!" Frank also humorously cries out, "I want to come home!", and "I'm just marking my time with the rest of the *Coffee Coolies*" *, as they called themselves.



The 33rd Infantry (Machine Gun) Regiment was activated July 6, 1916³ as a new regiment. They joined the 5th Infantry Regiment and the 10th Infantry Regiment, both already on duty in the Canal Zone. For the next four years the 33rd was also assigned to explore and map the Panamanian jungles and to train new recruits in jungle warfare. The U.S. Army 33rd Infantry Regiment continued its service through World War II and Vietnam.

Collectors of Postal History can often thumb past the old and tattered general correspondence covers. However, these simple envelopes from far-away places, or across the county, may hold keys to a family heritage.

* “Coffee Coolies” was slang for Chinese emigrants working the coffee plantations

-
1. *Family possession of the Author*
 2. *Housemen, Donna, Editor; (2020) Scott Specialized Catalogue of United States Stamps & Covers. Amos Media. Sidney, Ohio.*
 3. *This article incorporates public domain material from websites and documents from the United States Army Center of Military History*



On September 10th, the Florida Stamp Dealers Association will hold its Central Florida Stamp Show at the Maitland Civic Center in Maitland, Florida, from 10:00 a.m. to 4:00 p.m.

The Tropical Postcard Club is hosting a postcard show and sale at the Emma Lou Olson Civic Center in Pompano Beach, Florida, from 10:00 a.m. to 5:00 p.m. on October 1st.

Club Vice-President Juan Riera will make a presentation on Coral Gables Postal History at The Merrick House in Coral Gables, Florida, 4:30 p.m. to 5:30 p.m. on October 2nd.

Round-the-World

Michael Swope



Featured above is the Smithsonian Institution's 50th anniversary cover, commemorating the first "Round-the-World" Flight that occurred from April 6 to September 28, 1924. The cacheted cover is affixed with the 1972 National Parks Centennial, 15¢ Mount McKinley (Scott #1454) and the, 1971, 11¢ Silhouette of Jet Airliner (Scott #C78) stamps. The cover was postmarked at Sea-Tac (Seattle-Tacoma International Airport) on April 6, 1974. On the back of the cover: "This cacheted cover was flown around the world by the courtesy of Pan American World Airways."

The Douglas Aircraft Company was commissioned by the Army Air Service to build an experimental aircraft to attempt the first round-the-world flight. The result was a wood and fabric biplane, 36 feet long, 50 feet wing span, and 8,000-pound gross weight. Four aircraft were built – named, "Seattle", "Chicago", "Boston", and "New Orleans" and referred to as the "Douglas World Cruisers". None of the aircraft had a radio, navigational aid, nor weather forecasting equipment. The only instruments were a compass, altimeter, and turn/bank indicator.

On April 30, 1924, the "Seattle" crashed at Chignik, Alaska, due to engine failure. The pilot and co-pilot were uninjured, but stranded for several days. The "Boston" lost oil pressure and was forced to land in the Faroe Islands. It was replaced by the original proto-type which became "Boston II" at Pictou, Nova Scotia. The three planes continued a triumphal journey around the world, landing safely back in Seattle on September 28th. It took 175 days and 371 hours of flying time to travel the 27,553-mile flight.

*Ref: Cover from Authors Collection
Flight Details from Cover Insert*

CRESTHAVEN STAMP CLUB NEWSLETTER

West Palm Beach, Florida

The Palm Beaches Oldest & Friendliest Stamp Club

October 2022

On October 31st we observe Halloween, a 2,000-year-old celebration of the Celtic New Year and the pagan end-of-summer religious festival known as "Samhain." Revelers lit bonfires and wore costumes to ward off evil spirits.

October is National Stamp Collecting month – share your hobby! Other observances and celebrations include; 5th World Teachers Day; 12th National Farmers Day; 20th World Statistics Day (by the numbers); and, 24th United Nations Day.

Congratulations to our own Dan Maddalino who won the APS Silver-Bronze Award in Literature Competition at the 2022 Great American Stamp Show (GASS) held in Sacramento, California, August 25th through 28th. Dan's article "Little River P.O. Keeps Town Memory Alive", was his first-ever competition entry.

It's Show Time!! Our Bi-annual stamp and postcard show is scheduled for Saturday, October 22nd in the Barkley auditorium, 10:00 am to 4:00 pm. See flyer attached to this newsletter.

October club meetings are scheduled for the 11th and 25th.

Regards,
Michael Swope

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Chapter Affiliate #923

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



President: Bob Burr
561-267-1903
Vice-Pres: Juan Riera
Secretary: Richard Kaye
Treasurer: Harry Clifford
Liaison: Dan Maddalino
dmaddalino@aol.com
Webmaster: Michael Swope
mswope@ameritech.net

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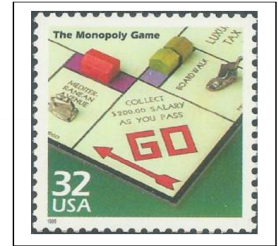
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MONOPOLY

Michael Swope

The popular board game Monopoly has its origin in the early 20th century. The earliest version, known as “The Landlord's Game”, was designed by American Elizabeth Magie and patented in 1904. Shown at right is the 32¢ Monopoly postage stamp (Scott #31850), from “Celebrate the Century-1930’s” series, issued on September 10, 1998.



In 2007, the British government declassified a great war story! When it came to rescuing their estimated 135,000 WWII prisoners from the Germans, the British had conceived an ingeniously unorthodox plan. British secret service contacted Norman Watson, who had two things they wanted. He owned the country’s only Monopoly game factory and he owned the only company in Britain that had mastered the art of printing on silk. Together, the popular board game and silk became part of a hugely successful escape kit smuggled to Allied POWs.

Boredom had proven to be quite a problem in World War II prisoner-of-war camps and the Germans allowed charity groups to pass on board games to Allied prisoners in an attempt to keep them placid. British Military Intelligence (MI 9) created a fake charity and distributed innocent-looking Monopoly games to prisoners. Games were rigged with essentials a prisoner would need to escape. Inside the board itself, the tiny hotels, and other pieces, prisoners found German currency, maps printed on silk, and tools such as a compass and survival items – all in miniature.

To the German eye, the games delivered to their prisoner camps truly seemed normal, but the British prisoners knew what to look for. While still free men, they had been taught that in case of capture they must watch for parcels from charity groups visiting their camps. These were fake humanitarian groups to avoid compromising the Red Cross.

Since Allied prisoners were kept in different countries, not all Monopoly games were printed in the same way. Thousands of silk maps showing the way to friendly territory were prepared and distributed for all of the known German prisoner-of-war camps.

Thirty-five thousand Allied prisoners broke out of camps and found their way home before the end of the war. It is estimated that at least 10,000 of those prisoners were aided by the Monopoly escape kit.

Ref:

www.knowledgenuts.com

Scott Catalogue, Scott Publishing Co., Sidney, Ohio

LET'S COLLECT SOMETHING DIFFERENT

FIRST FLIGHT COVERS

DAN MADDALINO

Oh, we all are well acquainted with the FIRST DAY covers branch of our hobby. We are also very familiar with collecting POSTAL HISTORY. But how many are serious about FIRST FLIGHT covers? They are a kind of First Day cover for the First Day of a Postal History event! First Flight covers are generally a “dry” topic for most stamp collectors. You have a cover with a special date cancellation and a special cachet. Just like a First Day cover, but not quite. First Flight covers are generally much more complex than that. Let's take the two covers from my collection shown below:



Both covers are addressed to the same recipient in Newark, New Jersey, USA. Both were mailed from Shediac, New Brunswick, Canada.

One was to be routed through Botwood, Newfoundland, and the other through Foynes, Ireland. Yet, both were delivered to the New Jersey addressee.

They both rode on the June 24, 1939, FIRST FLIGHT for FAM (Foreign Air Mail) route 18N (North). The cancellations agree on this. Or do they? More on that later. The Botwood destination is franked with 15¢ postage. The Foynes destination is franked with 30¢ postage. On the day of this First Flight for FAM 18N the postage required from New Brunswick to Newfoundland was 10¢. However, because its final destination was Newark, New Jersey, Newfoundland charged an additional 5¢ as a “forwarding fee”! The international rate for Shediac to Foynes was 30¢ - ONE WAY! However, here the final destination was also Newark, so this mail was not offloaded in Ireland, but continued on to the USA. Thus, the one-way fee applied. Nice cachets, by the way. Do we have any receiving marks? Yes, of course. First (below) is the cover offloaded in Botwood and bound (now via train) to Newark, New Jersey. Looking closely at its receiving mark you will notice it is dated June 27, 1939! This First Flight was to leave Shediac on June 24th, and all mail was dated thus. However, the Flying Duck (Boeing 314) found itself grounded just prior to take-off from Shediac due to dense fog moving over the Sea Base.



The inclement weather lasted until the morning of June 27th. This caused the First Flight to have officially occurred on June 27th, while all the First Flight Covers are dated June 24th. Both of these covers flew on the same flight, but their cancellation dates do not match the official First Flight event.



Now, due to the fact that New Brunswick was part of the new Dominion of Canada and Newfoundland was still a Crown Colony, the British Postal Service still controlled the mail at Botwood. It was British Postal Service policy to not apply a cachet or other special markings on mail passing through their system. So, the truth is, the application of the Botwood, and

Foynes cachet on each of these two covers was performed by Pan-American Airways employees inside Pan-Am's Botwood Flying Boat Base! The FAM18N First Flight continued on to Ireland the next morning (June 28).



Now let's look at the reverse of the Foynes bound cover. After it arrived in Foynes, Ireland, a dispute arose between Irish and British postal officials which prevented the large diamond-shaped cachet to be applied on arrival. Only the circular receiving mark was permitted (translation-Dublin, Ireland). The diamond cachet was applied by Pan-American Airways employees

on July 1st at Southampton, UK, the terminus of FAM18N. Not your typical First Day cover.

Collecting, and learning to read First Flight covers is full of mystery and adventure. Come aboard and Collect Something Different!

PRIMARY SOURCES:

1. Schmidt, Greg; C, (1997); *The Air Mails of Canada and Newfoundland*; The American Air Mail Society; Edwards Brothers, Inc, Ann Arbor, Michigan, USA.
2. Reinhard, Stephen, (2004); *American Air Mail Catalogue, 6th Edition, Volume Three*; The American Air Mail Society; Edwards Brothers, Inc, Ann Arbor, Michigan, USA.
3. Harris, D. Robin, Editor; 2022 *Unitrade Specialized Catalogue of Canadian Stamps*. The Unitrade Press, Toronto, Canada: 2022
4. Wawrukiewicz, Anthony S., Beecher, Henry W.; *U.S International Postage Rates, 1872-1996*. CAMA Publishing Company, Portland Oregon. 1996

Op Sail 1976

Pat Hensley



Featured here is the July 5, 1976, Op Sail commemorative cancellation on Scott #U571, the 10¢ "Seafaring Tradition", Stamped Envelope. The unaddressed envelope, which displays an image of the Norwegian Sloop "Restaurationen" is uprated 39¢ with the three-stamp "Spirit of '76", American Bicentennial Issue, Scott #1631a.

Operation Sail was a series of sailing events that celebrated special occasions and focused on sailing vessels from around the world. The event is coordinated by Operation Sail, Inc., a non-profit organization founded by President John F. Kennedy in 1961. This event is often referred to as Operation Sail or Op Sail and focused on promoting goodwill and cooperation between countries. Tall ships were the centerpiece of the event but smaller vessels also participated.

These events usually ran concurrently with the annual International Naval Review and feature present-day warships from different countries. The event ends with the Parade of Ships on the Hudson River and New York Harbor on the 4th of July. The US Coast Guard cutter Eagle has been the host vessel for all of the events.

The first Op Sail occurred in 1964 when tall ships and naval vessels filled the New York Harbor. This event was incorporated with the 1964 New York World's Fair. Op Sail 1976 was held to celebrate the United States Bicentennial and took five years to plan. 16 tall ships were in the Grand Parade of Sailing Ships and flew the tricolor star insignia banner of the Bicentennial. These tall ships are referred to as "square-rigged school ships". In addition to the tall ships, 113 other vessels participated. This brought back the tradition of the International Naval Review and brought together a peacetime armada of 50 warships from many different countries. President Gerald Ford reviewed the parade from the deck of the USS Forrestal, along with a 21-gun salute.

This cover may appeal to collectors from many different areas.

Classroom Activities

What makes a ship a tall ship? Make a poster showing the features of a tall ship.

What other Op Sail events occurred? Pick one and share it with the class.

Find out more about the US Coast Guard.

What other countries participated in Op Sail 1976? What did their ship look like?

Original Photo by Pat Hensley

Philatelic Facts



Microprinting

Microprinting is tiny type added to a stamp's design that is so small, it can't be read without a magnifying glass or microscope. The printing is usually made up of letters, numbers, and symbols. Microprinting is a security measure designed to prevent counterfeiting. Counterfeit postage stamps mean lost revenue for the United States Postal Service and producing or selling fake stamps is a federal crime. When forgers try to reproduce a microprinted stamp using a scanner or photocopier, the text may appear as a solid line or blur. It's too small to make a clear copy!



The Tropical Postcard Club is hosting a postcard show and sale at the Emma Lou Olson Civic Center in Pompano Beach, Florida, from 10:00 a.m. to 5:00 p.m. on October 1st.

Club Vice-President Juan Riera will make a presentation on Coral Gables Postal History at The Merrick House in Coral Gables, Florida, 4:30 p.m. to 5:30 p.m. on October 2nd.

West Palm Beach Stamp & Post Card Show, October 22nd. See attached flyer.

Cresthaven Stamp Club Will Host:

West Palm Beach Stamp & Postcard Show

Location:

**BARKLEY VILLAS AUDITORIUM
2605 Barkley Drive
WEST PALM BEACH, FLORIDA 33415**



Saturday October 22, 2022

10:00am – 4:00pm

**PROFESSIONAL AND LOCAL DEALERS COVERING MOST
ASPECTS OF PHILATELY**

FREE ADMISSION – PUBLIC INVITED

In ONE HALL, on ONE LEVEL, with SEATS at EVERY TABLE!

FREE ON-SITE PARKING

*CONTACT: Bob Burr 561-267-1903,
Dan Maddalino 561-758-6497, or www.cresthavenstamp.club for more information.*

CRESTHAVEN STAMP CLUB NEWSLETTER

West Palm Beach, Florida

The Palm Beaches Oldest & Friendliest Stamp Club

November 2022

November has two major holidays – Veterans Day (11th) and Thanksgiving (24th), however there are other important dates this year. On Sunday, November 6th Daylight Savings ends, so remember to turn your clocks back one hour. U. S. elections are on Tuesday, November 8th – which means that our club meeting will be held in the card room instead of the auditorium.

Other dates and celebrations include: the American folk event and pseudo-holiday, Sadie Hawkins Day (13th); World Peace Day (17th); the Great American Smoke-out (18th); and, Black Friday (25th) – lets go shopping!

Our October 22nd Stamp and Postcard show had fine weather and good turn-out. Dealer sales were sound.

November club meetings are scheduled for the 8th and 22nd. In an effort to stimulate philatelic discussion and knowledge, our club will begin a once-a-month casual presentation series. Our first topic on November 8th will be Great Britain #1, the “Penny Black”. Club members are encouraged to participate and share thoughts on the world’s first pre-paid adhesive postage stamp for use in a public mail system.

Regards,
Michael Swope

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Page 5 – Thanksgiving Poetry, Michael Swope



Chapter Affiliate #923

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West Palm Beach FL 33415
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561-267-1903

Vice-Pres: Juan Riera
Secretary: Richard Kaye
Treasurer: Harry Clifford
Liaison: Dan Maddalino
dmaddalino@aol.com

Webmaster: Michael Swope
mwswope@ameritech.net

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Boy and His Stamp Collection

Pat Hensley



This First Day Cover is unique because a booklet cover is attached, as well as a stamp. The 22¢ stamp on this cover (Scott #2199) is called “Boy and His Stamp Collection” from the United States-Sweden Stamp Collecting set (Scott #2201a) along with Booklet Cover (Scott # BC34). This single stamp is from a booklet pane of four. The pane was issued on January 23, 1986, to honor stamp collecting and it became the first time U.S. commemoratives were ever issued in booklet form.

The booklet started out from a friendly relationship between the postal departments of the US and Sweden. Swedish themes were shown on stamps in 1938, 1948, and 1983. Since these were so successful, U.S. and Sweden began to talk about doing another joint issue. The president of the Swedish Post Office thought the U.S. and Sweden should issue stamps featuring philatelic subjects since both countries were going to host international stamp exhibitions in 1986 and celebrate important stamp anniversaries that year. Sweden was celebrating the 250th anniversary of its post office and the 100th year of the Swedish Philatelic Society. The U.S. was celebrating the 100th anniversary of the American Philatelic Society and the 100th anniversary of the Smithsonian Institution accepting stamps for its National Collection.

Printing was a challenge for this design. Using the D Press combined both intaglio and offset printing. Intaglio printing requires an image be etched on a metal plate, covered with ink, and pressed to paper, but with offset printing, images are created on a plate then transferred to a rubber blanket and printed on paper. Many early stamps printed on the D Press had colors not lined up. Printing this Stamp Collecting pane was one of the most complex printing jobs the Bureau of Engraving and Printing had ever completed.

There were four different designs in each U.S. booklet. The first stamp pictured a block of 12 green, 1887, 2¢ Washington stamps with an 1886 cancel. The next stamp was a boy with a collection of dog stamps such as the 1983 Kitten and Puppy stamps and the 1984 American Dogs stamps.

The third features the 1938 commemorative that honored Swedish and Finnish settlement; and the last was the picture of Presidential sheetlets that were to be issued in May. This was the first U.S. stamp to depict another stamp that had not yet been issued.

Booklets were issued in Stockholm, Sweden, and State College, Pennsylvania on January 23, 1986. Swedish representatives participated in the U.S. ceremony and U.S. representatives participated in the Swedish ceremony. The U.S. booklets were only on sale for sixty to ninety days.

Class Activities:

Contact a local stamp collecting club and ask someone how to start collecting stamps. Maybe someone can come to speak to the class.

Start collecting stamps off of envelopes and learn more about that specific stamp. Each student can share information about the stamp with the class.

Learn more about the Bureau of Engraving and Printing and give a presentation to the class.

Learn more about the American Philatelic Society and create a brochure.

Reference:

<https://www.mysticstamp.com/Products/United-States/2199/USA/>

Philatelic Facts



Universal Postal Union

Following a suggestion by United States Postmaster General Montgomery Blair (1813-1883), the United States called for and participated in a conference to discuss common postal problems. Representatives from Austria, Belgium, Costa Rica, Denmark, France, Great Britain, Italy, the Netherlands, Portugal, Prussia, Spain, Switzerland, and the United States, met on May 11, 1863, in Paris, France. Though this Paris conference had not been intended to result in a permanent body for the regulation of the international mail, it could be said that it gave birth to what would become the Universal Postal Union.

The Postal Congress of 1874, in Bern, Switzerland, drafted and signed a treaty that allowed for the standardization of postal rates and creation of accounting methods so that participating countries would be reimbursed for transporting international mail through their postal systems. The 1874 General Postal Union became the Universal Postal Union in 1878.

Soaring with Mail

Dan Maddalino

Modern day gliders give their pilots and passengers a relatively noiseless floating sensation as they soar up into the clouds and blue skies. Gliders, as depicted on US postal card Scott #UXC20 (right), appear to be graceful sirens floating in the air. This was not the case however, with early United States Post Office Department (USPOD) Glider Air Mail.



Gliders were built of wood and cloth, making them shudder and often “nose heavy”. As The glider was towed to its target altitude, the roar and vibration coming from the towing airplane, combined with the fuselage vibration and wind noise in the glider, made it a very uncomfortable ride. In addition, gliders are unreliable and totally dependent on weather conditions.

UXC20, issued May 5, 1982, is the second in a series of five airmail postal cards depicting the evolution of aircraft used in the delivery of air mail (See Scott #'s UCX17, UCX22, UCX24, and UCX25). But you will have to go back to December 12, 1928, to relive the first US official use of a glider to carry air mail cards and letters. This First Flight took place during the International Civil Aeronautics Conference at Washington, D.C. The conference was held in conjunction with the 25th anniversary of the first controlled airplane flight by the Wright brothers at Kitty Hawk. Orville Wright was on hand to sign many of these first flight souvenirs, postmarked at the Washington, D.C. main post office.

Although neither the USPOD nor United States Postal Service ever established glider mail routes, air mail was carried and delivered throughout the United States during air meets, soaring competitions, cross country exhibitions, and demonstrations. Glider mail, like balloon and rocket mail remains a niche specialty and an aerophilatelic curiosity.

Primary Sources

1. *Postal card from the collection of the author*
2. *Bigalke, Jay, Editor-in-Chief; Scott 2021 Specialized Catalogue of United States Stamps and Covers, Amos Media, Sidney Ohio, USA. 2020*
3. *Short, Simine, Glider Mail. American Airmail Society, Cinnaminson, New Jersey, 1987*
4. www.asme.org/topics-resources/contents/the-flying-coffins-of-wwii (June 30, 2022)
5. www.americanairmailssociety.org (June 30, 2022)

Thanksgiving Poetry

Michael Swope



Featured above is a one-hundred-year-old Thanksgiving Greeting post card. The verse at the top of the post card, "Old homesteads sacred to all that can gladden or sadden the heart of man", is a quote from the "Prophecy of Samuel Sewall", by noted Massachusetts poet, John Greenleaf Whittier (1807-1892).

The stanza at the bottom of the post card, "Thrice welcome the day in its annual round; What treasures of love in its bosom are found; New England's high holiday, ancient and dear; 'Twou'd be twice as welcome if twice in a year", is from a Thanksgiving poem by another Massachusetts poet, Henry Ware, Jr. (1794-1843).

The card was cancelled at Lowell, Massachusetts on November 22, 1910. The stamp, a Franklin 1¢ (A138) is either Scott #331a, issued in December, 1908; or, Scott #374a issued November 23, 1910.



Both possibilities are perforated 12 and both were issued in booklets (this stamp is perforated on three sides). The only difference I understand: Scott #331a has Watermark 191 and Scott #374a has Watermark 190. Who checks watermarks on cover?

But wait, if #374a wasn't issued until November 23, 1910 – and this stamp was cancelled on November 22, 1910, it must follow that the stamp on this card is #331a. Or is it?

Happy Thanksgiving!

Ref: Post Card from Author's Collection
www.Whittierhome.org; www.Gutenberg.org
Scott Catalogue, Amos Media, Sidney, OH

CRESTHAVEN STAMP CLUB NEWSLETTER

West Palm Beach, Florida

The Palm Beaches Oldest & Friendliest Stamp Club

December 2022

“Winter Solstice”, December 21st, marks the beginning of winter and the shortest daylight of the year, nearly six hours less daylight than summer solstice in June. This is also “Made in America” month and “Procrastination Awareness” month, (The best time to plant a tree was twenty years ago).

This month we will celebrate Christmas (25th), the beginning of Hanukkah (18th), the beginning of Kwanzaa (26th), National Cookie Day (4th), Pearl Harbor Remembrance Day (7th), and Nobel Prize Day (10th).

December club meetings are scheduled for the 13th and 27th. In our continuing philatelic discussion session on the 13th, our topic will be “A Cover that Moved the Universal Postal Union to Action”. Members are encouraged to participate and share thoughts on the effects charity and local overprinted stamps had on the international mail system.

Club Vice-President Juan Riera received two Bronze Awards in Literature at the October 28-30, 2022, APS World Series of Philately, “Stamp Exhibition of Southern California” (SESCAL) for his articles “Airmail from Bermuda”, and “Matias Perez: Famous Disappeared Balloonist”. Congratulations!

Merry Christmas,
Michael Swope

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Liaison: Dan Maddalino
dmaddalino@aol.com
Webmaster: Michael Swope
mswope@ameritech.net

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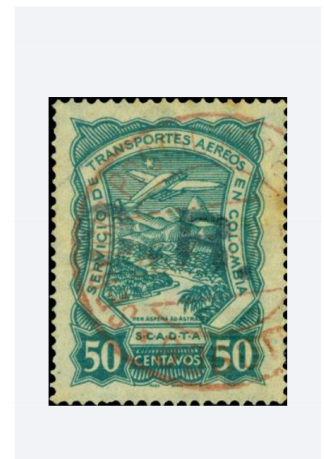
Airmail Spurs Aviation Rivalry

Juan L. Riera

Colombia, in early twentieth century, had an inadequate road system due to its mountainous terrain and quality air transportation was needed to enhance commerce, communication and travel. This led to an aviation rivalry, albeit friendly, between Barranquilla, a northern industrial city near the Caribbean, and Bogota, the capital city in the mountains.

The history of Colombian aviation dates to 1911, when an air show stirred interest to build an aerodrome in the capital city. Aerodrome was a term commonly used to denote any type of aviation facility that may not have certification or regulatory oversight. The first flight of a Colombian airplane occurred at Barranquilla in December, 1912; flown by Canadian pilot George Schmitt. In June, 1919, U.S. pilot William Knox Martin with Mario Santo Domingo inaugurated airmail service in Colombia on a flight between Barranquilla and Puerto Colombia, where Santo Domingo delivered a mail sack. 1920 was the golden year for aviation in Bogota, when the Colombian Air Navigation Society and the German Colombian Society were founded - both provided air transport services. Herman Kuehl was manager of the Colombian Air Navigation Society and key to negotiation and construction of an aerodrome in Bogota, which would eventually become Techo International Airport.

On December 5, 1919, the Sociedad Colombo Alemana de Transportes Aereos (German-Colombian Society of Air Transport - SCADTA) was founded by Ernesto Cortissoz Alvarez-Correa. SCADTA began operations on September 5, 1920, from the Veranillo Seaplane Base near Barranquilla, using Fokker Universal and Sikorsky S-38 flying boats. On February 4, 1925, SCADTA acquired airplanes large enough to make international flights, which began in August of that year between Barranquilla and Key West, Florida, with stops in Central America, Mexico, and Cuba. Starting in 1929, Pan American Airlines used Veranillo Airport as a stopover for their Sikorsky S-42 commercial flying boat to destinations in Venezuela and Panama. Shown at right is Columbia Scott #C44 with SCADTA logo.



Techo opened as an international airport on August 7, 1930, in the center of the Bogota where the Monument of Flags is currently located. Five historic airlines serviced the Techo Airport: Avianca and SCADTA; Braniff and Pan American both provided connections to New York City, Miami, and Panama City (Canal Zone); and, Cubana de Aviacion with flight service to Havana. Bogota's Servicio Aereo Colombiano (Colombian Air Service - SACO) established on June 15th, 1933, was also based at Techo International Airport. Techo closed and was demolished in 1959 because it was in the urban center. El Dorado International Airport was constructed as its replacement in Bogota's suburbs.



SCADTA having expanded its air fleet to include Ford Trimotors and Boeing 247's, now required land-based facilities. Soledad International Airport was constructed in the Barranquilla metropolitan area and opened in 1936. By 1939, SCADTA and Pan American were both flying DC-3's into the airport. And, by the summer of 1940, SCADTA reorganized and merged with Bogota based SACO to form Avianca Airlines, now based in Barranquilla. The Veranillo Seaplane Base was sold to the Colombian government to serve as a naval base. The scan at left is from SCADTA's 100th anniversary booklet. The scan below is the former SACO corporate emblem.

Ernesto Cortissoz, an aviation pioneer, was killed in one of Colombia's first aircraft disasters on June 8, 1924. He was travelling with other SCADTA executives aboard a German Junkers F-13, Tolima (seaplane) on June 8, 1924 when the accident occurred. Named in his honor, the new Ernesto Cortissoz International Airport opened on April 7, 1981, to replace the aged Soledad Airport at Barranquilla. This new facility was built in response to Bogota's El Dorado International Airport becoming Colombia's premier facility.



So, the geography of Colombia necessitated air transport which stimulated the use of airmail. This, in turn, stimulated a rivalry between cities of Barranquilla and Bogota for superior airports and airline service. The result, Colombia now has excellent domestic and international airmail service.

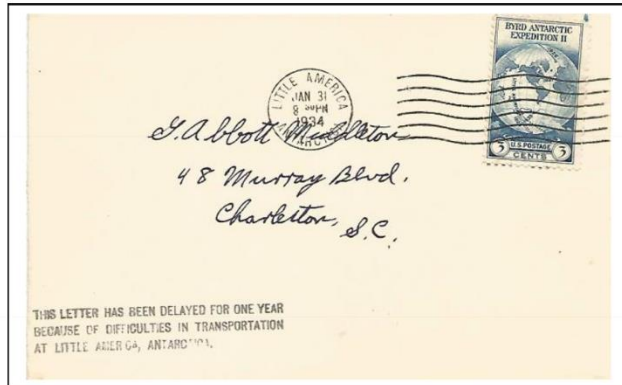
Canadian Arch/Leaf Stamps

John DeEll

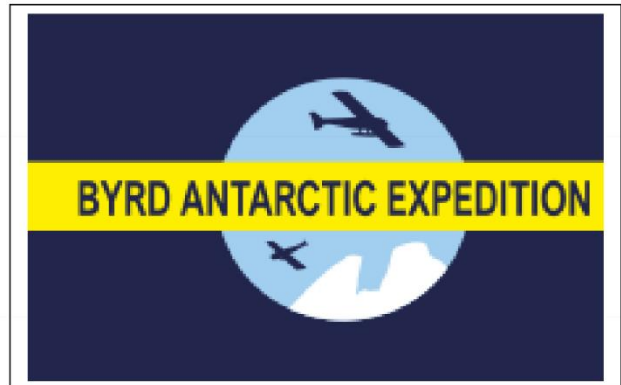
I am sending you a copy of our recently published research paper concerning perforation differences on the Canadian arch/leaf rotary press printed stamps. I am hoping that you may wish to also publish this paper in your Club newsletter. I am reaching out to you for two reasons; to generate interest in what we believe that we have found and to possibly find more arch/leaf material from U.S. based collectors that may be interested in selling it for our further research. Thanks in advance. (Full text on the Arch/Leaf stamps is available at Crethaven Stamp Club website, www.crethavenstamp.club).

Second Byrd Antarctic Expedition

Bob Burr



Delayed FDC From Little America, Scott #732

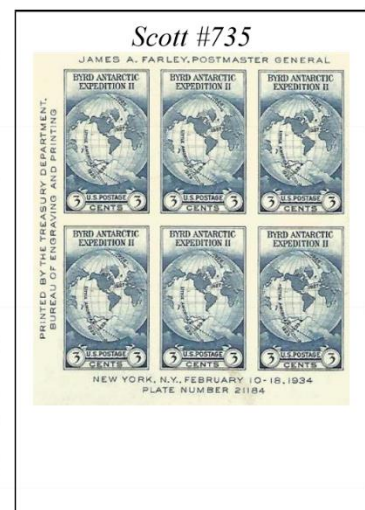


Byrd Expedition Flag

Rear Admiral Richard Evelyn Byrd, Jr. (1888-1957) began his first expedition to the Antarctic (1928-1930) with two ships and three airplanes. Byrd's flagship was the *City of New York*, a Norwegian built barquentine sailing ship (previously named *Samson*) that some claim failed to assist the *Titanic* when it was sinking; and, the *Eleanor Bolling* (named after Byrd's mother).

The three airplanes included a Ford Trimotor named the *Floyd Bennett* (after a deceased pilot from Byrd's previous expeditions); a 1928 Fairchild FC-2W2, named *Stars And Stripes* (now displayed at the National Air and Space Museum's, Udvar-Hazy Center); and, a Fokker Super Universal monoplane named *Virginia* (Byrd's birth state). A base camp named "Little America" was constructed on Antarctica's Ross Ice Shelf, and scientific expeditions by snowshoe, dog sled, snowmobile, and airplane began.

In 1933, Admiral Byrd made plans to return to the U.S. exploration station in Antarctica. When he paid a visit to Franklin Roosevelt before leaving, the President reportedly said, "Don't forget to send me a cover from Little America for my stamp collection." This led to the President's recommendation to the Postmaster General for a stamp to honor Byrd's achievements. The three-cent stamp would pay postage from Little America. The stamp design is based on a rough sketch made by FDR, which became Scott #732, issued 9 October, 1933. The same design 6-stamp souvenir sheet (Scott #735) was printed at the National Stamp Exhibition in New York City, beginning on 10 February 1934. It was issued without gum or perforations. The sheet was only available at the exhibition while it was in progress. After February 19, it was placed on sale through the Philatelic Agency.



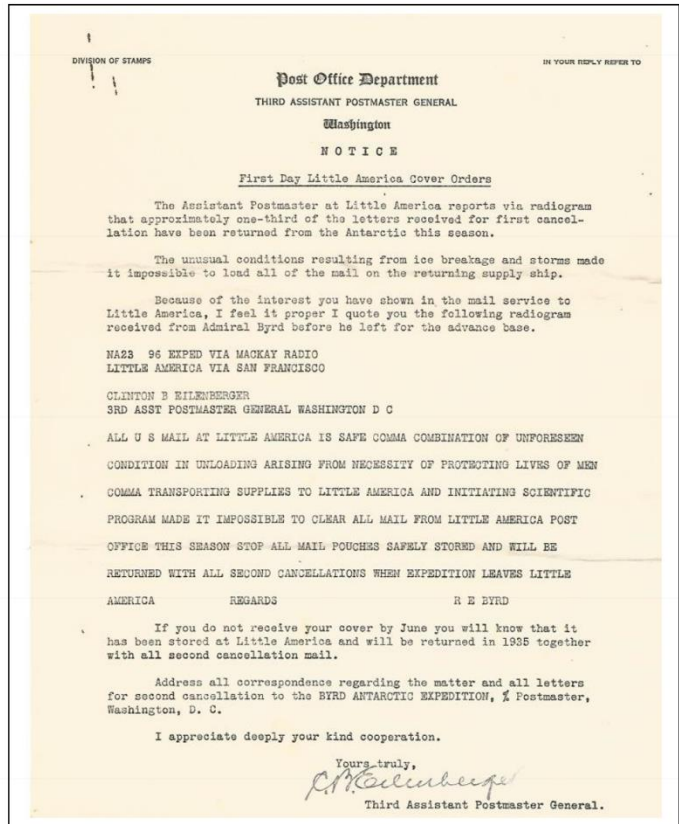
On his second expedition in 1934, Byrd spent five winter months alone, operating an advanced base meteorological station, from which he narrowly escaped with his life after suffering carbon monoxide poisoning from a poorly ventilated stove. Byrd's unusual radio transmissions alarmed scientists at base camp, who then attempted to reach Byrd. The first two trips failed due to darkness, snow, and mechanical issues. Dr. Thomas Poulter, E.J. Demas and Amory Waite finally arrived to find Byrd in poor physical health. The men remained at the advance base until October 12 when an airplane from the base camp picked up Poulter and Byrd. The rest of the men returned to base camp with the tractor. This expedition is described by Byrd in his autobiography "Alone".

Since the President of the United States designed the Byrd stamp, it had better get used. And, a great many did get used for mailing through the Little America base camp post office. In addition to a postage charge of 3¢ per letter carried by the ships of the expedition, each letter was subject to a 50¢ service fee, which apparently was never marked on any serviced letters.

The FDC (at top) is noticeably marked with climate conditions that delayed delivery and the memo at right explains the issues.

Admiral Byrd made history in politics, science, and philately. We thank him for the latter.

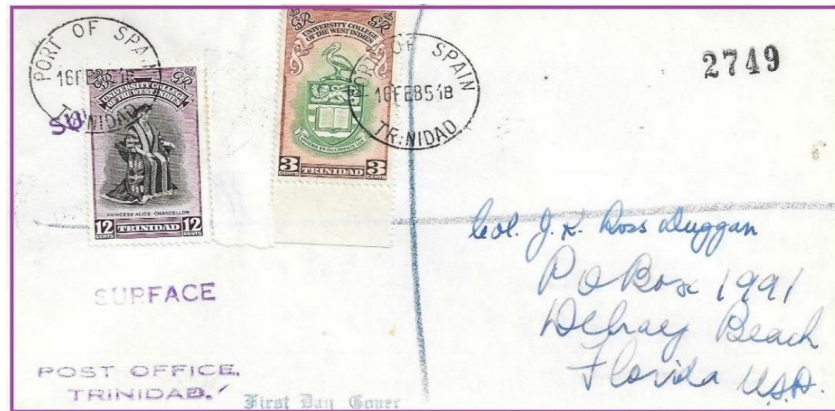
Ref: Cover and letter from author's collection; www.wikipedia.com; Scott Cat., Amos Media



Hollywood Stamp Club is hosting FLOREX 2022, Friday & Saturday, December 2 & 3, in the Tommy Lawrence Arena at Volusia County Fair Grounds, 3150 East New York Avenue, Deland, Florida, 32724.

Trinidad & (No) Tobago

Dan Maddalino



Scott# 70 & 71, First Day Cover, Port of Spain, Trinidad to Del Ray Beach, Florida

Prior to 1913, the islands of Trinidad and Tobago were separately administered British colonies. Trinidad, rich in sugarcane and coconut plantations, and gaining wealth from oil exports, was seen as a leader in the British West Indies. Tobago, on the other hand, was poorly developed, and populated mostly by descendants of emancipated plantation slaves (from Trinidad). These two colonies developed their own postal agencies: Tobago issued postage stamps from 1879 to 1913, inscribed simply, “Tobago”; and Trinidad issued “Trinidad” inscribed postage stamps from 1851 to 1913. In 1889, Tobago became a ward of Trinidad and in 1913, the two colonies were united as Trinidad and Tobago. Their stamp inscriptions changed to “Trinidad & Tobago” and they lived happily ever after. Well, not quite¹.

The union between Trinidad and Tobago was no honeymoon. For 38 years, failed attempts were made to merge cultures, but it finally came down to the pride of their postage stamps being inscribed “Trinidad & Tobago” that seemed to be the solution. That was until the 1951 Omnibus Issue, which celebrated and promoted the University College of the West Indies, released on February 16, 1951 (Scott #s 70-71)². Fourteen British colonies issued this stamp featuring the seal of the university and UK Princess Alice – University Chancellor. But none received the backlash like arose from the residents of Tobago. The population of Tobago refused to purchase nor use these stamps. Why? Because they were inscribed with only “Trinidad”. No “Tobago”³. A heavy slight. It was a short lived “revolt”, but a lesson well learned by the colonial leaders, who made it a point to never let this happen again. Add Trinidad AND Tobago stamps to your growing worldwide stamp collection today.

Reference and Endnotes:

1. <https://illebin.pub/identity-and-secession-in-the-caribbean-tobago-verses-trinidad-1889-1980-976640193-978976640193.html> (accessed July 18, 2022)

2. 2021 SCOTT Standard Postage Stamp Catalogue, Vol 6B (2020): Bigalik, Jay (ed.). Amos Media, Sidney, Ohio. p. 181

3. Davenport, Noel, “Trinidad & Tobago philatelic history has a lot to offer collectors.” *British Caribbean Philatelic Journal*, 62(1), 2022, pp. 15-18

4. Cover from the collections of the Author