

CRESTHAVEN STAMP CLUB NEWSLETTER

West Palm Beach, Florida

The Palm Beaches Oldest & Friendliest Stamp Club

January 2023

January is named after Janus, the ancient Roman god of gates and doors symbolizing endings, beginnings, and transitions. He's depicted with two heads: one head looking at the past and the other at the future (see below, right). New Year's Day is just the first of many special days and holidays in January. There are plenty of other observances that can provide you with ideas for learning and fun to share with your friends, family, and colleagues.

January is "National Hobby Month" and "National Get Organized Month" (This should be a wake-up call to organize that stamp collection). January 2nd is National Science Fiction Day; the 4th is Trivia Day; and, we celebrate Martin Luther King Day on the 16th. Last, but certainly not least, National Chocolate Cake Day is the 27th (Oh my!).

January club meetings are scheduled for the 10th and 24th. We hope to get back on track with our philatelic discussions in January. Annual club dues of \$15.00 should have been paid in December, so please renew now. 2023 is the Lunar New Year of the Rabbit and according to the Chinese Horoscope, things will finally start to fall into place after a two-year period of struggles and hardship.

Happy New Year,
Michael Swope

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Chapter Affiliate #923
Membership Affiliate #81338

Meetings: Barkley Clubhouse
1:00 p.m. – 2nd & 4th Tuesdays
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West Palm Beach FL 33415
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JANUS

JAMAICA'S FIRST SEMI-POSTAL STAMPS

Dan Maddalino

Known as the “Charity Stamps”, Jamaica’s first semi-postal issues (Scott #'s B1, B2, B3¹, and Stanley Gibbons #'s 107, 107b, 107c²) appeared November 1, 1923.



Jamaica’s first semi-postal charity stamps (shown from the authors collection) were sold at ½p over face value to raise funds for the Child Welfare League. The League was an international organization brought to Jamaica at the end of World War I, to address the needs of fatherless families and orphans. The United States and Switzerland were powerful leaders in bringing this program worldwide attention.

The stamps were recess printed by Bradbury Wilkinson & Co., London, with central illustrations taken from photographs of an orphaned girl and boy. These photographs were from several submitted by a Miss V. F. Taylor. Frames were drawn by Mr. F. C. Cundall and his daughter.

The stamps were issued November 1, 1923 – during a time of widespread corruption and manipulation for personal profit in the Jamaican Postal Service.³ The problem was so severe that Governor, Sir William Henry Manning (1863-1932), British Indian Army officer and colonial administrator, placed limits and requirements for the sale of these semi-postal stamps. They could only be sold over-the-counter at Post Offices, from November 1, 1923, to January 31, 1924. None were permitted to be handled by crown agents, and any requests sent directly to the postmaster were to be refused and returned. All sales had to be handled by a postal clerk on the spot. All proceeds from their sale were to go to the Child Saving League of Jamaica. Out of reach of foreign dealers and speculators, and very unpopular at home, these stamps were withdrawn on February 27, 1927, and large unsold stocks destroyed⁴. Thus, they are common in mint condition but, very scarce in used condition.

ENDNOTES

Bigalke, Jay, (Editor-in-Chief), Scott 2021 Standard Stamp Catalogue, Vol 4A. (Sidney, Ohio: Amos Media) 2020. p. 17

Stanley Gibbons Commonwealth Stamp Catalogue. Stanley Gibbons LTD, (London, England) 2016) p. 115

Jakes, Ian, Study Paper #6, The Trinidad Red Cross Label. (Alicante, Spain: The British West Indies Study Circle) 2014. p. 7

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Carlos Gardel

Juan Riera



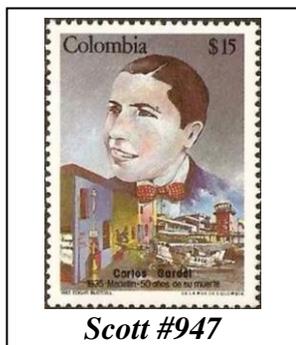
Carlos Gardel (born Charles Romuald Gardés, 1890-1935) was a French-born Argentine singer, songwriter, composer and actor, and the most prominent figure in the history of tango. He was one of the most influential interpreters of world popular music in the first half of the 20th century. Gardel is the most famous popular tango singer of all time and is recognized throughout the world. He was notable for his baritone voice and the dramatic phrasing of his lyrics.

Gardel was killed in an airplane crash at the height of his career, becoming an archetypal tragic hero mourned throughout Latin America. For many, Gardel embodies the soul of the tango style. He is commonly referred to as “The King of Tango”.

The aircraft accident occurred on June 24, 1935, at the Medellín Enrique Olaya Herrera Airport in Colombia, when two Ford 5-AT-B, Tri-Motor, passenger planes collided on the runway. Seventeen occupants were killed. Seven, including Carlos Gardel, perished in a Servicio Aéreo



Colombiano (SACO) F-31 Tri-Motor that veered off of the runway during take-off and collided with a Sociedad Colombo Alemana de Transportes Aéreos (SCADTA) C-31, killing ten occupants.



There was an alleged rivalry between the two airline pilots which some believed led to a game of “chicken” on the runway. The official cause of the accident, as reported by the Aviation Safety Network was “runway excursion”.

Carlos Gardel has been honored on an Argentinian postage stamp (AR-3841); Uruguayan postage stamp (Scott #884), a 1985 Colombian postage stamp on the 50th anniversary of his death (Scott #947); and, a 2011 United States postage stamp from the “Latin Music Legends” series (Scott #4500).

Ref:
Wikipedia.com; Scott Catalogue, Amos Media, Sydney, OH;
Michel Catalogue, Munich; Aviation-Safety.net



Space Hologram Envelope

Pat Hensley

The 25¢ stamped envelope at right (Scott #U617) was postmarked at Miami, Florida, on April 2, 1991. The postage stamp (Scott #2521 - issued January 22, 1991, commonly referred to as a "Make-Up Rate Stamp") under the hologram reads: "This U.S. stamp, along with 25¢ of additional U.S. postage, is equivalent to the 'F' stamp rate." At that time, the 'F' stamp rate was 29¢, thus making this "Make-Up Rate" stamp worth 4¢. Note - applied stamp has not been canceled.



The United States Postal Service issued its first postal item produced with a hologram as a 25¢ stamped envelope depicting a space shuttle docking at a space station in 1989. Even though hologram technology was developed in the 1960's, postal use was not considered until 1987, when it was still considered relatively new.

In order to make a stamp, it would have to be very small, and holograms need to be large in order to create the appropriate effect. If a hologram covered the entire stamp surface, it could not be cancelled because foil used in hologram production will neither absorb nor repel postal cancellation ink. The solution was to place the hologram on a stamped envelope, thus allowing the printed denomination on the envelope to be ink-cancelled.

Holography was invented in 1960. It created two-dimensional images that looked like three-dimensional images. It is used as a security feature on many credit cards. First, they make a three-dimensional model and then the imaging system splits a laser beam in two. One beam bounces off the object onto a film, with a small delay. The other beam hits the same section of the film directly, and the pattern between the two beams causes a holographic image.

The envelope was issued December 3, 1989, on Stamp Designers Day at the World Stamp Expo. The U.S. was the third country to use holograms in its postage. The other countries were Austria and Brazil.

Class Activities:

Find other holographic items to show. Where else is holography used? Make a list.

Design your own stamp that you would like to see made into a hologram.

Design your own postal envelope. Make a picture showing how holography works.

Original photo by Pat Hensley.

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<https://www.mysticstamp.com/Products/United-States/U617/USA/>

<https://postalmuseum.si.edu/exhibition/stamps-take-flight-creating-america%E2%80%99s-stamps/holography-into-the-future>

Tiger Tale

Michael Swope



First settled in 1881, after Frank Schultz discovered gold, the area that eventually became the town of Tiger was located in Pinal County, Arizona Territory. The camp that settled around the mine took the name Schultz, and a post office was established under that name on July 12, 1894.

Since water needed for ore refinement was not available near the mine, a mill was established four miles away on the banks of the San Pedro River. Ore was hauled to the mill by mule teams until just after the start of the 20th century, when an aerial tram was completed between the mine and the mill. As the tram's construction neared completion, and the need for the town waned, the Schultz post office was closed on May 1, 1902.

The mines expanded in 1915 due to World War I's increased demand for molybdenum and vanadium found in the area. When the war was over, prices fell, and the mines closed in 1919. Shortly thereafter, the mine property was purchased by Sam Houghton, who renamed both the mine and the town after his college mascot, the Princeton Tiger. When the price of gold increased in 1933, Tiger grew in prosperity, and the new Tiger post office opened on March 1, 1939. The town of Tiger reached its peak in the early 1950s, but soon the local mines, as well as the town, had run their course and the post office was closed.

Shown above is a souvenir last-day cover featuring the closure of the "ghost town" Tiger, Arizona, Post Office, on December 31, 1954. It is franked with the 3¢ Gadsden Purchase Issue stamp, Scott #1028, and green cancelled with the image of a tiger.

Ref:
Cover from author's collection; "Mine Tales", Ascarza, Wm., Arizona Daily Star, June 10, 2013, Tucson, AZ;
wikipedia.com; Scott Catalogue, Amos Media, Sidney, OH

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February 2023

It is with great sadness that Cresthaven Stamp Club announces the passing of their long-time president and avid philatelist, Robert Burr. "Bob" passed on January 4, 2022, following a brief illness. He will be missed.



Memorial services were held on January 16th at Palms West Funeral Home in Royal Palm Beach. At our January 10th club meeting, members voted to donate \$250 in Bob's memory to "Tunnels to Towers". The foundation is a registered charitable organization that supports and honors America's first responders, veterans and their families.

Election of new officers will be conducted at the February 14th meeting.

Regards,

Michael Swope

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The Last 19th Century Stamp Printed

DAN MADDALINO

The last U.S. postage stamp printed in the 19th century was the \$2, 1898, Trans-Mississippi Exposition (Omaha, Nebraska) issue Scott #293. And, it was another U.S. Post Office Department flop, similar to the disappointing pictorial series of 1869. The May 6th, 1898, official announcement called for 1¢, 2¢, 5¢, and \$1 stamps. The philatelic community was not pleased because Post offices across the country were awash in high value stamps that no one was buying. Letters poured into the office of Postmaster General James A. Gary, protesting yet another bloated stamp series. Gary pushed back, touting the importance of the Exposition.



When the Post Office department announced changes to the Trans-Mississippi issue, the chorus of jeers intensified. An expansion of values now included a \$2 stamp! Still available for sale at the Philatelic Agency in Washington and in local post offices were the \$1, \$2, \$3, \$4, and \$5 stamps from the 1893 Columbian Exposition; as well as the \$1 Perry, \$2 Madison, and \$5 Marshall, from the 1894 and the 1895 series! Neither stamp collectors, nor the public, could absorb more high value stamps. Average worker income at this time was \$320/month, which was below the average \$434/month cost of living. The United States was in an economic depression caused by a world-wide collapse of investment markets known as the Financial Panic of 1893, and the Spanish-American War, which began in April 1898.

The public and the press initially praised the stamps, but quickly soured on their designs, quality of printing, and cost, and soon - shared their displeasure when the stamps were issued. These stamps were not printed until two weeks after the start of the exposition and they made no reference to their purpose (the exposition). The public had little use for them and few sold.

The last stamp of this series to be printed, and thus the last stamp produced before the start of the 20th century, was the \$2 "Mississippi River Bridge". It was a rush print-job as the promoters of the Exposition were clamoring for publicity. All 56,200 two-dollar stamps (281 sheets) were printed in one day, on June 2, 1898. By the close of the exposition on November 1, 1898, very few \$2 stamps (and few of the other values) had been purchased. In March, 1899, all remaining stocks of the Trans-Mississippi Exposition stamps were ordered returned to the Post Office Redemption Center and incinerated. Of the 56,200 two-dollar stamps printed, fewer than 18,000 were sold or given away. A sad ending to our 19th century philatelic history.

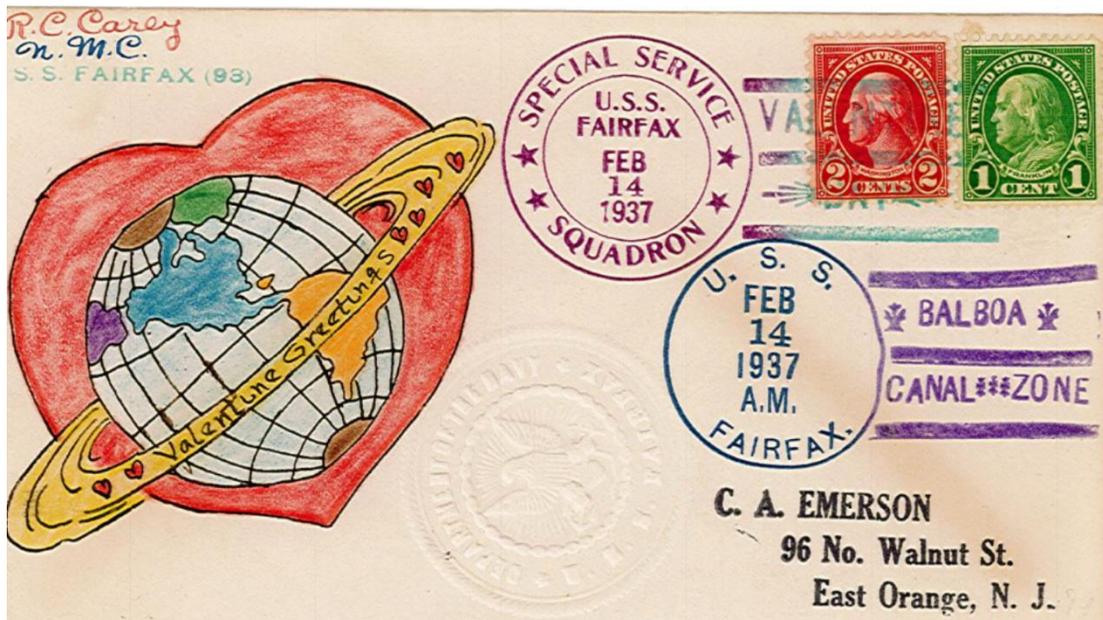
Ref:

Wikipedia.com

Scott Catalogue, Amos Media, Sydney, OH

The Special Service Squadron

Juan L. Riera



Featured here is a colorful Valentine cacheted greeting cover mailed on February 14, 1937, from the *U.S.S. Fairfax* to East Orange, New Jersey. The cover is stamped with the 1¢, green Franklin, Scott A155 and the 2¢, red Washington, Scott A157. The cover bears several cancellations: in blue-green, “Valentine’s Day”; in purple, “Balboa, Canal Zone”; in black, “U.S.S. Fairfax”; and, in violet, “Special Service Squadron”. It also bears a matrix seal, “United States Navy – U.S.S. Fairfax”.

The *U.S.S. Fairfax* (DD-93) was a Wickes Class Destroyer commissioned on April 6, 1918, and from October 1935 to March 1937, she served with the Special Service Squadron out of Coco Solo and Balboa in the Canal Zone, operating primarily on the Atlantic Side of the Canal Zone. On November 26, 1940, she was transferred to Great Britain under the destroyers for land-bases exchange agreement. The transfer occurred at Halifax, Nova Scotia. On July 16, 1944 she was transferred to the Soviet Navy. It was returned to Britain on June 24, 1949, and sold for scrap in July of that year.

The Special Service Squadron dates to 1907 as a component of the U.S. Navy, part of the U.S. Atlantic Fleet - in separate command, from 1920 to 1940. This squadron patrolled the Caribbean Sea enforcing what is currently known as gunboat diplomacy. Headquarters for the squadron was at Balboa Harbor in the Panama Canal Zone. It was assigned to protect the Panama Canal Zone as well as American interests in the Caribbean and the Pacific coast of Central America. The squadron was comprised of mostly small, older ships and then abolished as part of naval command consolidation leading up to World War II. Between 1907 and 1940 the squadron had at least eleven commanders.

One Commander of the Special Service Squadron was David F. Sellers (1874-1949). During the Spanish American War aboard the *U.S.S. New York*, he participated in the Samoan campaign and the Philippine-American War. Sellers was commander of the Special Service Squadron from July 1927 to May 1929, during the Nicaraguan uprising, which was part of the “Banana Wars”. He also served in the Bureau of Navigation and had a guided missile destroyer (*U.S.S. Sellers*) named after him. He reached the rank of Rear Admiral.

Another Special Service Squadron Commander was Edward Hale Campbell (1872- 1946). During the Spanish-American War he served off the coast of Central America. He commanded the Special Service Squadron from May 1929 to 1930. And reached the rank of Vice Admiral.

Henry Francis Bryan (1865-1944), fought in the Spanish-American War and served as the 17th governor of American Samoa from March, 1925 to September 1927. His largest command was the Special Service Squadron from 1920 to 1921, during which time the squadron monitored contentious relations between Costa Rica and Panama. He retired at the rank of Rear Admiral.

John W. Wilcox, Jr. (1882-1942), served on the *USS Dolphin* from 1913 to 1915, the flagship during the Tampico Affair and the U.S. occupation of Veracruz. In the 1920’s he served in the U.S. Navy Scouting Fleet. Wilcox served as the last commander of the Special Service Squadron, 1939-1940 and retired at the rank of Rear Admiral.

Julian Lane Latimer (1868-1939), served during the Spanish-American War onboard the *U.S.S. Winslow*. On May 7, 1926, he was assigned command of the Special Service Squadron. On December 23, 1926, the squadron was sent to Nicaragua to deal with the Nicaraguan Civil War (1926-27). He received the Distinguished Service Medal for his command of the squadron that lasted until July 1927. He retired at the rank of Rear Admiral.

William Carey Cole (1868-1935), served during the Spanish American War onboard the *U.S.S. Dolphin* off Santiago, Cuba. He commanded the Special Service Squadron in 1922 and 1923, which was colloquially known as the “Banana Fleet. He retired as a Vice Admiral.

This short article should serve as primer for the Special Service Squadron that was based out of the Panama Canal Zone, generating mail through land-based post offices as well as from ships based in the Canal Zone. A good number of commanders of this squadron served in the Spanish-American War, thus allowing for another field of philatelic collecting.

Ref:
Wikipedia.com
History.Navy.mil

V-Mail

Pat Hensley



V-mail is short for Victory mail which began during World War II. The name came from the “V for Victory” symbol used to support public spirit and patriotism. V-mail was utilized between June, 1942 and November, 1945, with over one billion items moved quickly, to and from overseas soldiers.

This way to deliver mail was new but the technology wasn't. Microphotography had been used for business and banking since the 1850s. In 1935, Kodak began filming and publishing the New York Times on microfilm. The US Postal Service was keeping an eye on Britain's mail service at the beginning of the year. Britain used microphotography since 1941 and Queen Elizabeth sent the first Aerograph letter. That is when the US developed the V-mail system. In 1942, the US and Kodak had a contract for V-mail microfilming. President Franklin D. Roosevelt received the first two V-mails in June 1942.

The letter was written in a special form and photographed in microfilm. Then it is sent and reproduced and delivered. V-mail was given preferential sorting and transportation. On one side of the form, there was space for the message and on the other side were instructions for sending the letter. Writers had to use dark ink or a dark pencil, then fold and seal the envelope and apply postage. No enclosures were allowed but eventually, pictures of infants under a year old or born after the soldier had gone overseas was allowed.

V-mail reduced the weight of military mail which allowed more space for important cargo. Machines at V-Mail stations opened the letters and filmed them at 2000 to 2500 per hour. Approximately 1600 letters would fit on a roll. Normally the letters would weigh 1500 lbs. and fill 22 mail sacks but the microfilmed letters only weighed 45 lbs. and fit in one sack.

Authorities would censor the letters and decide if the letter would be sent as is or filmed depending on the distance, mail volume, and space. When the V-mail was reproduced at the destination facility, it was printed out into 4x5 inch photos and forwarded in special War-Navy Department V-Mail penalty envelopes. The film was not destroyed until they were sure the letters were delivered and if they weren't, they were reprinted and resent.

The Post Office separated mail by Army and Navy units and then delivered it to the appropriate V-Mail stations. V-Mail stations were established in New York City, San Francisco, Chicago, and different places overseas. Soldiers could send personal letters including V-mail for free because of an Act of Congress in 1942. It cost civilians three cents to send a V-mail letter by surface mail or six cents by airmail to domestic V-mail stations. The airmail rate was raised to eight cents in 1944. The Post Office offered two sheets of this special stationery free each day per customer or customers could buy material from stores.

Many didn't see V-mail as sending real letters though because it had its drawbacks. It limited the number of words that could be used so writers had to choose their words carefully. Also, since the photos were much smaller (about $\frac{1}{4}$ in size) than the original letter, sometimes the print would be unreadable if the print was too small. Some places sold magnifying glasses so readers could read the small print. Not only were enclosures not allowed, but lipstick kisses were also not allowed because lipstick would gum up the machines used to film the letters. Any dirty, damaged, or crinkled letters could not be microfilmed and had to be sent in their original form.

V-mail service ended on November 1, 1945, but customers could still use the V-mail stationery until supplies ran out in March 1946.

Class Activities:

Print out the V-mail stationery and have students write their own letters on them following the instructions. <https://postalmuseum.si.edu/sites/default/files/victory-mail-vmail1.pdf>

Research "microfilming" and see how the process works.

Find the location of the V-mail stations on the map.

Make a visual of the difference in weight of regular letters vs. V-mail letters.

References:

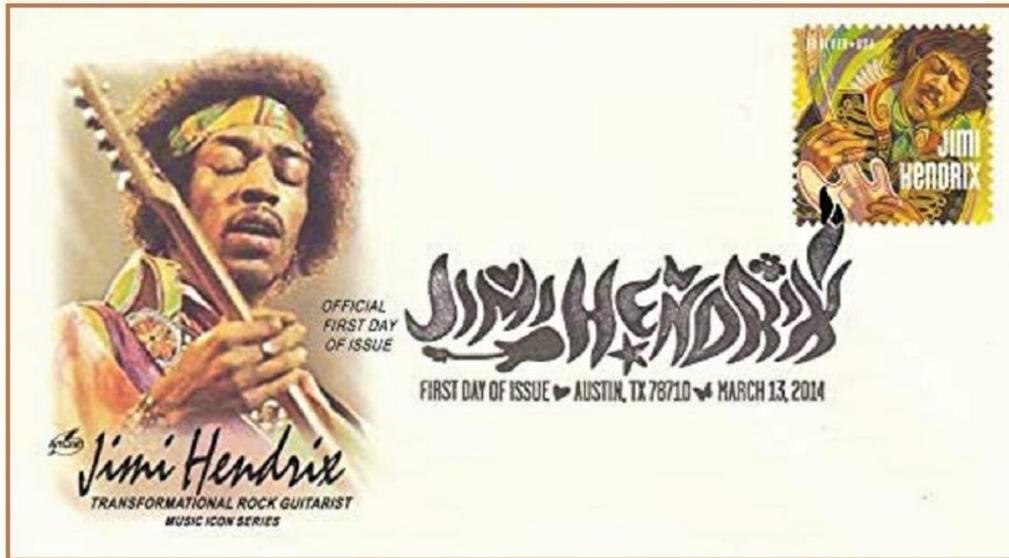
<https://www.nationalww2museum.org/war/articles/mail-call-v-mail>

<https://postalmuseum.si.edu/exhibition/victory-mail>

United State Postal Service

Jimi Hendrix

Michael Swope



Featured above is a souvenir first day cover celebrating music icon and American guitarist Jimi Hendrix. The cover bears the 2014, Jimi Hendrix Forever postage stamp (Scott 4880) and is cancelled March 13, 2014, at Austin Texas.

James Marshall "Jimi" Hendrix (born Johnny Allen Hendrix, 1942 –1970), was a guitarist, singer and songwriter. Although his mainstream career spanned only four years, he is widely regarded as one of the most influential electric guitarists in the history of popular music, and one of the most celebrated musicians of the 20th century. The Rock and Roll Hall of Fame describes him as "arguably the greatest instrumentalist in the history of rock music."

A wild and rebellious youth, a 19-year-old Jimi Hendrix was twice arrested for joyriding. The judge gave him a choice - the army or jail. Hendrix chose the army and enlisted on May 31, 1961. He trained to be a paratrooper and even earned the Screaming Eagle award for his paratrooper skills. As a soldier, however, Hendrix was undisciplined. He often failed to show up for inspections and was caught sleeping on the job. He was a terrible marksman and disrespectful to his commanding officers. On June 29, 1962, Hendrix was deemed unsuited for the military and given an honorable discharge. Lucky for the music world that he was.



Ref:

[Pinterest.com](#)

[Wikipedia.com](#)

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March 2023

March is Irish American Heritage month and we will celebrate Saint Patrick's Day on the 17th - that day when everyone is a little bit Irish. Be sure to set your clocks ahead one hour on March 12th when we change to Daylight Savings Time.

Other dates to remember and celebrate include National Anthem Day on the 3rd; National Oreo Cookie Day on the 6th; National Proofreading Day (pay attention, authors!) on the 8th; National Pi Day, obviously on 3.14; and, the first day of Spring this year is March 20th.

The third in our series of philatelic discussions will be presented during our March 14 club meeting. Again, drawing upon our Stamp Show displays from last October, we will look at the US C10a booklet and pane. Then we will move on to solving a C10a puzzle on cover. Members are invited, and encouraged, to add their thoughts and knowledge to the discussion.

Congratulations to new club officers: President Richard Kaye; Vice-President Kelley McDougall; and, Secretary Pat Hensley; all elected at our February 14th meeting.

Regards,

Michael Swope

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Page 7 – **Philately in Florida**

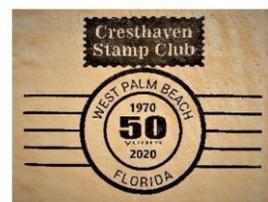
Page 8 – Private Mailing Card, Michael Swope



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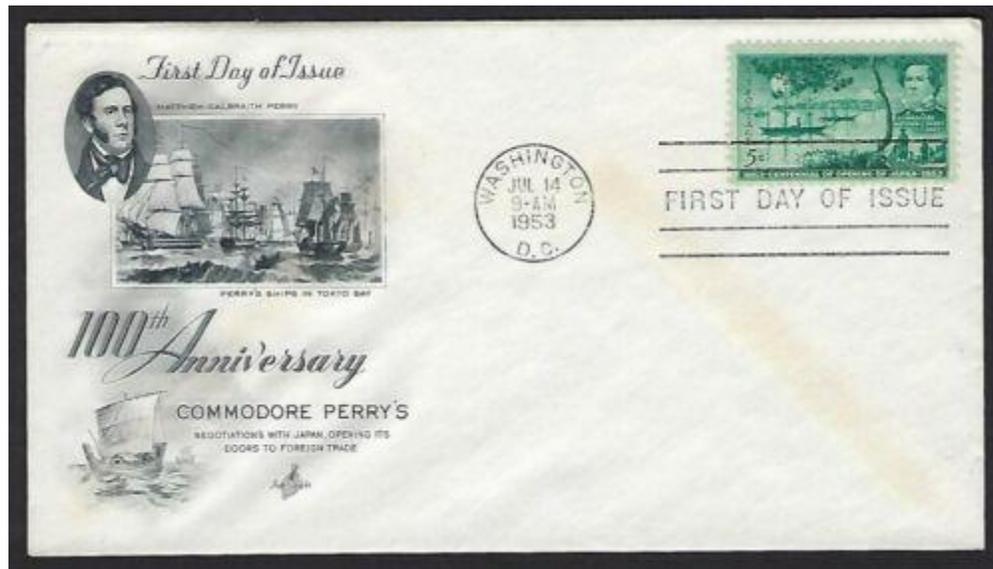
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Opening of Japan

Pat Hensley



This first day cover featuring the Commodore Perry, 5¢ postage stamp, Scott #1021, honors the 100th anniversary of Perry's negotiations, which resulted in the "Opening of Japan" to trade. It was issued on July 14, 1953, in Washington DC. This stamp features Commodore Perry's ships in Tokyo Bay and Mt. Fuji is in the background with a portrait of the Commodore in the upper right corner.

Matthew Perry was born in Rhode Island on April 10, 1794. His father was a navy captain so he was accustomed to navy life. At age 15, he became a midshipman aboard the USS Revenge under his brother's command. He also served on the USS President during the War of 1812. He served on other ships in the Mediterranean and was even offered a commission with the Imperial Russian Navy, but declined the offer.

Perry took command of the USS Shark in 1821 and sailed to Key West, Florida in order to claim Key West as a US territory. Following that assignment, he commanded the USS Concord. He served as the second officer at the New York Naval Yard and then became Captain. He believed that naval education was extremely important and pushed for an apprentice system to train new sailors. He also created a course of study at the US Naval Academy and is referred to as the "Father of the Steam Navy." He commanded the USS Mississippi during the Mexican-American War and led the force in taking San Juan Bautista.

Perry's biggest accomplishment occurred when President Millard Filmore sent him to Japan to open relations. On July 8, 1853, Commodore Matthew Perry led four steamships into Tokyo Bay where the Japanese people were very impressed with the giant steamships. The Japanese had never seen these ships before and called them "giant dragons puffing smoke."

After arriving in Japan, Perry demanded that he be allowed to present the President's letter to the emperor but his requests were denied. Perry opened fire on several buildings with his cannons and when the Japanese realized they couldn't fight these weapons, they allowed Perry to land. He gave the emperor many gifts including a steam locomotive model, a telegraph, and a telescope. He hoped that these offerings would show the Japanese how superior American culture was and encourage them to be open to trade.

The next year, both countries signed a treaty establishing peace. The treaty also called for opening of two Japanese ports to help and protect stranded US ships in the area, allowing them to purchase supplies, coal, and water in those ports.

Classroom Activities:

How many states made up the US in 1794? Draw a map of these states.

Describe one of the following ships and draw a picture of it: USS Revenge, USS President, USS Shark, USS Mississippi,

What caused the War of 1812? Draw a poster or a brochure sharing these causes.

What caused the Mexican-American War? Draw a poster or a brochure sharing these causes.

What do you think President Millard Fillmore's letter said? Pretend you are President Fillmore and write your letter to the Japanese.

References:

<https://www.mysticstamp.com/Products/United-States/1021/USA/>

<https://www.britannica.com/biography/Matthew-C-Perry>

Philatelic Facts



Postage stamp collecting began at the same time that stamps were first issued, and by 1860 thousands of collectors and stamp dealers were appearing around the world as this new study and hobby spread across Europe, European colonies, the United States and other parts of the world. As the hobby and study of stamps began to grow, stamp albums and stamp related literature began to surface, and by the early 1880s publishers like Stanley Gibbons made a business out of this advent.

The First Boca of Trinidad & Tobago

Dan Maddalino

Trinidad and Tobago issued a set of nine pictorial stamps in 1935, using illustrations of popular locations and important architecture found throughout the colony. The postal values of this set are 1¢, 2¢, 3¢, 6¢, 8¢, 12¢, 24¢, 48¢, and 72¢. These stamps were engraved and printed by Thomas De La Rue & Company, London; on watermarked paper and perforated 12¹. Neither the monarch, King George V, nor the allegory figure Britannia appeared on these stamps. In addition to sheet stamps, this issue was also prepared in coil and booklet pane formats². This set was reissued in 1936, perforated 12½. The first stamp of this issue is the emerald and blue 1¢ value, depicting the well-known island passage locally named “The First Boca” (*Figure 1*). The beauty of this 1¢ stamp made it very popular.

Just west of Corozal Point, off the northwestern coast of Trinidad, lay a string of three islands that create four channels. Through each channel runs a tidal flow between the Gulf of Paria and the Caribbean Sea. Each channel is named: The western-most channel separating Trinidad and Tobago from Venezuela, is known as “The Dragon’s Mouth”; the southern-most approach to the Gulf of Paria is “The Serpent’s Mouth” which lays off the southwest coast of Trinidad (This is the channel through which Christopher Columbus traversed on his third voyage of discovery in 1498); and, the northern channel closest to the island of Trinidad is “The First Boca” (Sp. “Mouth”). This is the channel Columbus departed Trinidad and the Gulf of Paria³ (*Figure 2*⁴). It is the illustration shown on the 1¢ stamp of 1935/36.



Figure 1, Scott #34



Figure 3, Scott #50



Figure 4, Scott #72

Trinidad and Tobago again reissued this set of nine pictorial stamps in 1938, using similar illustrations as in 1935 and 1936. This set included 1¢, 2¢, 3¢, 4¢, 6¢, 8¢, 12¢, 24¢ and, 60¢ postage stamps. These stamps were engraved and printed by Thomas De La Rue & Company, London, on watermarked paper, however, they were perforated 11½ X 11⁵. This time, the portrait of King George VI graced the stamps as reigning monarch. The 3¢ and 4¢ were reissued in new colors and a 5¢ stamp was added in 1941. Additionally, \$1.20 and \$4.80 postage stamps both perforated 12, were added to this set in 1940. The first stamp of this issue was the previously issued emerald and blue 1¢ value showing the well-known island passage: The First Boca (*Figure 3*)⁶.



Figure 2, Real Photograph Postcard (RPP) "The First Boca"

Residents and tourists are drawn to The First Boca for its narrow passage, echoing channel with high walls and hills that rise 1,000 feet above tidal rushes. It is a spectacular view from the open sea⁷. Many ships have been reduced to splinters while attempting to navigate this First Boca. Shallow reefs, rocky outcrops, and unpredictable currents combine to threaten all vessels.

Finally, in 1953 The First Boca made its last appearance on a Trinidad and Tobago postage stamp issued under British Administration (Figure 4). The types of 1938 with the portrait of Queen Elizabeth II⁸, were again issued with values of 1¢ through 60¢, perforated 11 ½ X 11, and values \$1.20 and \$4.80 perforated 11 ½ with slight color changes. However, The First Boca 1¢ illustration remained unchanged. The First Boca is truly a majestic gateway.

END NOTES

Jay Bigalke (ed.), *Scott Standard Postage Stamp Catalogue. Volume 6B*, (Sidney, Ohio: Amos Media: 2022) p. 182

Internet: <https://www.kgvistamps.com> Accessed November 26, 2022

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Jay Bigalke p. 182

Internet: travel.yodelout.com

Jay Bigalke p. 182

All stamps are from the collection of the author

FIGURE 1: 1st STAMP

The First Boca

FIGURE 2: PHOTO OF BOCA

The First Boca on 1912 Post Card

FIGURE 3: 2nd STAMP

King George VI and The First Boca

FIGURE 4: 3rd STAMP

Queen Elizabeth II and The First Boca

The Baby Clipper

Juan L. Riera

In 1931, Pan American Airways requested proposals for a long-range flying boat that could carry passengers and mail. Connecticut-based Sikorsky Aircraft Company responded by developing the Sikorsky S-42, which was first flown in March, 1934. Ten aircraft were produced and used primarily by Pan Am. The S-42 became known as the “Flying Clipper” and “Pan Am Clipper”. However, almost immediately, Pan American placed a request for proposals for a smaller version of the S-42, to operate along its Amazon and Yangtze River routes.



The first proposal came from the Fairchild Aviation Corporation in Farmingdale, New York; the Fairchild 91 A-942, that came to be known as the Fairchild 91 “Baby Clipper”. Alfred Gassner designed the single-engine, eight-passenger flying boat airliner. Unfortunately, before the prototype was completed, Pan Am no longer needed the plane for use in China, so Fairchild made a necessary adjustment for use in tropical Brazil. The first flight of this plane was on April 5th, 1935 and seven planes were eventually built. Two were delivered to Pan Am for use by Panair

do Brazil - one wrecked in Belem in 1941 and the other was scrapped in 1945. Pan Am cancelled the order for the remaining four airplanes, considering two to be sufficient for their needs along the Amazon.

The prototype was sold to the Spanish Republican Air Force, but the ship carrying it was captured by Nationalists, who named it “Virgen de Chamorro” and scrapped it in 1941. One was purchased by the Imperial Japanese Air Service for evaluation, wrecking shortly after delivery in 1937. This caused the Japanese to purchase a second that wrecked in Nanking, China, in 1939. Industrialist Garfield Wood bought a Fairchild Clipper that he sold to the British American Ambulance Corps before it was transferred to the Royal Air Force which used it in Egypt for air-sea rescue. Interestingly, Fairchild specially designed and built a baby clipper for the American Museum of Natural History; to be used by naturalist Richard Archbold for his second expedition to Papua New Guinea in 1936-1937.

The second proposal from Sikorsky Aircraft, was the S-43 Baby Clipper. This twin-engine flying boat airliner could accommodate between 18 and 25 passengers (although data shows that the limit was usually 19 passengers) with a separate two-crew forward cockpit, was designed by Igor Sikorsky. 53 planes were built, with Pan American Airways being the primary user in conjunction with Inter-Island Airways of Hawaii - that airline changed its name to Hawaiian Airlines in 1941.

Pan Am would fly passengers and mail to Honolulu in Sikorsky S-42 “Flying Clippers” from the continental U.S. and Inter-Island Airways would operate four S-43’s to ferry Pan Am passengers and local residents from Honolulu throughout the Hawaiian Islands. Panair do Brasil (a Pan American Airway affiliate) operated seven S-43’s; French Aeromaritime used five Baby Clippers on a colonial airway between Senegal and Congo; and, a few were used by miscellaneous companies in Alaska, Dutch KLM used one - presumably in the Caribbean, and Pan American used the majority of the S-43 Baby Clippers (including at affiliate PANAGRA) throughout Cuba and Latin America, including the Panama Canal Zone. As a matter of fact, a Pan American-Grace Airways S-43B crashed in the vicinity of Coco Solo, Panama Canal Zone, on August 2nd, 1937. Unfortunately, all 14 on board perished.



In conclusion, the Sikorsky S-43 “Baby Clipper” was the essential element for airlines to obtain lucrative mail-hauling contracts and the ferrying of passengers throughout Cuba, Hawaii, and the Panama Canal Zone from the mid-1930s to mid-1940s - based primarily on design proposals requested by Pan American Airways.



March 11, 2023, **Tropical Post Card Club, Spring Show and Sale** at the “Old School House”, 232 N.E. 2nd Street, (Behind City Hall) Deerfield Beach, 33441, 10:00 a.m. to 5:00 p.m.

March 12, 2023, **The Second Sunday Stamp & Coin Show** at the Azan Shrine Center, 1591 West Eau Gallie Boulevard, Melbourne 32935, 9:30 a.m. to 3:00 p.m.

March 18, 2023, **Tampa Stamp & Coin Show** at Higgins Hall, 5225 North Himes Avenue, Tampa, 33614, 9:30 a.m. to 3:00 p.m.

March 25-26, 2023, **TALPEX 2023**, Tallahassee Senior Center, 1400 North Monroe Street, Tallahassee, 32303, 25th: 10:00 a.m. to 5:00 p.m.; 26th: 10:00 a.m. to 3:00 p.m.

Private Mailing Card

Michael Swope



Shown above is a “Private Mailing Card”, bearing the 1¢ green, Franklin postage stamp, Scott #300. It was cancelled October 4, 1904, at Kansas City, Missouri & mailed to Washington D.C.

The US Post Office began producing postal cards in the 1870’s. Before that, people mailed cards with postage on them, and they were called “mailed cards.” Congress passed an act in 1861 that allowed privately printed cards weighing under one ounce to be sent through the mail at a cost of 2¢. Then on June 8, 1872, Congress passed another act allowing the US Post Office to produce its own postal cards. The first was issued on May 1, 1873, with one side for the message and the other side for the recipient’s address. Because of this new act, the Post Office’s cards were the only ones allowed to have the words “Postal Card” printed on them.

Then on May 19, 1898, Congress passed the Private Mailing Card Act. This new act allowed private companies to produce their own postcards that could be mailed at the same price as government cards – 1¢. The private cards were required to include the statement “Private Mailing Card, Authorized by Act of Congress of May 19, 1898.” Many of these cards also included “Postal Card – Carte Postale” – which meant they were able to be mailed internationally. In 1901, the Postmaster General amended some of the 1898 act’s provisions. From that time on, the cards could read “Post Card” instead of “Private Mailing Card.” Additionally, the cards no longer needed to cite the 1898 Mailing Card Act.

Ref:

Postcard from author’s collection

mysticstamp.com

Scott Catalogue, Amos Media, Sydney, Ohio

CRESTHAVEN STAMP CLUB NEWSLETTER

West Palm Beach, Florida

The Palm Beaches Oldest & Friendliest Stamp Club

April 2023

Easter, also known as Pascha, is a Christian festival and cultural holiday commemorating the resurrection of Jesus from the dead, described in the New Testament as having occurred following his crucifixion by the Romans at Calvary, ca. 30 AD. This year, Easter is celebrated on Sunday, April 9th.

The exact history of April Fools' Day is shrouded in mystery; however, we know that it spread throughout Britain during the 18th century. In Scotland, the tradition began with "hunting the gowk," in which people were sent on phony errands (gowk is a word for cuckoo bird, a symbol for fool).

Our club has set Saturday, October 21st for the fall stamp and postcard show. Planning has begun for this annual philatelic event.

The next in our series of philatelic discussions will be presented during our April 11th club meeting, featuring "First Flight Fakes". Members are invited, and encouraged, to add their thoughts and knowledge to the discussion. Don't be April fooled by philatelic fakes!

Regards,

Michael Swope

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Page 4 – Philately in Florida

Page 5 – International Year of the Disabled, Pat Hensley

Page 6 – Indian Beach, Juan Riera

Page 7 – National Recovery Administration, Michael Swope



Chapter Affiliate #923
Membership Affiliate #81338

Meetings: Barkley Clubhouse
1:00 p.m. – 2nd & 4th Tuesdays

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White Hall Makes the Cover

Dan Maddalino

White Hall was once a private residence which now houses government offices. Its appearance on a 1960, 5¢ postage stamp of Trinidad & Tobago (Scott #91¹, at right) certified its importance in this nation's history.



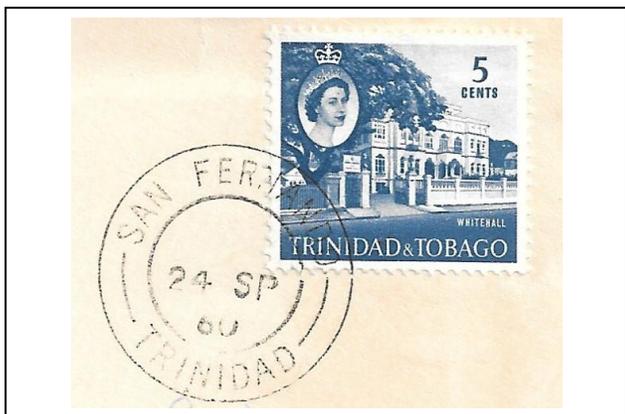
Near the end of the Gilded Age, roughly 1870 -1910, deep international economic inequity, greed, and corruption fueled a financial panic that caused economic depression world-wide. This, then, led to increased European migration to the British Caribbean, especially from Poland, Russia, Italy, and Greece². These immigrants were lured by the economic opportunities available. One of these Greek immigrants was Joseph Leon Agostini (1839-1906)³

Joseph Agostini developed a thriving coco processing business with strong international sales from the island of Trinidad. Around 1900, he, along with six other prospering entrepreneurs, built large, opulent residences on Maraval Road in Trinidad's capital, Port of Spain. In 1904, Mr. Agostini started construction on what would be one of Port of Spain's grandest homes. He expected the project to take about four years. Unfortunately, Mr. Agostini died unexpectedly in 1906. The completion of the project, and its mortgage, turned into an unsustainable burden on his family after the international coco market collapsed. The home (below), named Rosenweg (Path of Roses), was completed in 1908⁴, but the Agostini family were foreclosed and left.



An American industrialist, Robert Henderson, bought Rosenweg and renamed it White Hall after seeing the sun gleam brightly off its white Barbadian coral building blocks⁵. The Siegert family inherited White Hall from the Henderson's and occupied it until the outbreak of World War II⁶. The occupation of White Hall by the U.S. Military effectively ended private ownership of this grand residence⁷. White Hall currently houses the Office of the Prime Minister⁸.

Philately came to White Hall in 1948. The structure, by now, had been taken over by several government services and departments. However, some of its larger indoor spaces were rented out for events. The First Caribbean Intercolonial Stamp Exhibition was held at White Hall from May 6 to May 9, 1948. This four-day philatelic exhibition was hosted by the recently reorganized Trinidad Philatelic Society and is celebrated by an illustration of White Hall on its cachet cover. The souvenir cover (below) can be found with a variety of then-current Trinidad and Tobago postage stamps sent to many international destinations. The cover shown here is franked with the 1¢ Scott #50, 2¢ #51, and 3¢ #51A⁹. Its destination is Buenos Aires, Argentina. Of special note is the skeleton CDS showing the Wide-E variety: "WHIT EHALL".



White Hall finally makes the cover. On September 24, 1960, White Hall finally reached the status of a national heritage site and was recognized with a stamp and First Day Cover (above, left) for its honor.

It would be 47 years, now in Trinidad and Tobago's post-colonial era, before another postage stamp honors White Hall (Scott #826¹⁰ above right).

Notes:

Stamps, covers and post card are from the collection of the author.

1. Jay Bigalke (ed.), *Scott Standard Postage Stamp Catalogue, Volume 6B.* (Sidney, Ohio: Amos Media: 2022) p. 181
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7. Internet: <https://www.gpsmyciti.com/attractions/white-hall/44562>. Accessed September 22, 2022
8. Internet: Reference 4
9. Bigalke; Reference 1. p.181
10. Bigalke; Reference 1. p. 192

Philately in Florida

Saturday, April 1, Central Florida Stamp Club's "Orlando Spring Stamp Show" at the Venue on the Lake, Maitland Civic Center, 641 Maitland Avenue South, Maitland, 32751; 10:00 a.m. to 4:00 p.m.

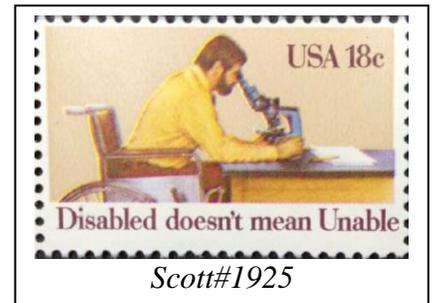
Sunday, April 9, Second Sunday's "Stamp and Coin Show" at the Azan Shrine Center, 1591 West Eau Gallie Boulevard, Melbourne, 32935; 9:30 a.m. to 3:00 p.m.



International Year of the Disabled

Pat Hensley

The 18¢ International Year of the Disabled postage stamp (#1925) was issued on June 29, 1981, in Milford, Michigan. This stamp hoped to support programs that helped disabled people. Designed by Martha Perske, the stamp features a man in a wheelchair using a sophisticated microscope and shows the words, “Disabled doesn't mean Unable.” This design was Martha Perske’s first stamp design.



The United Nations made a resolution making 1981 the International Year of the Disabled. This was important to have the world accept the needs of those with handicaps. They encouraged all nations to help the disabled. The theme of this year was “full participation and equality” meaning that persons with disabilities had the right to take part fully in society just as other citizens. Other objectives included public awareness, understanding, and acceptance.

Many people advocated for the rights of people with disabilities.

In 1975, Congress passed the “Education for All Handicapped Children Act (Public Law 94-142).” This law protected the rights of children with disabilities and their families. In 1990, when the law was reauthorized, the name was changed to “Individuals with Disabilities Education Act (IDEA).” This law was last authorized in 2004.

Before 1975, many children were denied access to education. Only one in five children with disabilities was educated. Many states actually had laws that excluded children with disabilities. There were nearly 1.8 million children being denied an education at this time. In 2021, there were 7.5 million children with disabilities receiving special education and related services.

Classroom Activities:

Write a letter to Congress stating why this law is important.

What rights does IDEA give children with disabilities and their parents?

How were children with disabilities educated before 1975?

Pretend you are a parent of a child with a disability before 1975 and write a letter to a school explaining why allowing you in the school is important.

Design your own stamp with this theme and share it with the class.

Resources:

https://postalmuseum.si.edu/object/npm_1985.0021.2523

<https://www.un.org/development/desa/disabilities/the-international-year-of-disabled-persons-1981.html>

<https://sites.ed.gov/idea/IDEA->

History#::~:~:text=On%20November%2029%2C%201975%2C%20President,and%20locality%20across%20the%20country.

Indian Beach

Juan L. Riera



Shown above is a circa 1910, unused post card featuring Indian Beach, Florida. Over 50,000 years ago, prehistory Native Americans visited this area seasonally, on Sarasota Bay. The area had abundant fish, shellfish, and vast amounts of wild game. Archaeological “middens” (archives of ancient coastal lifeways and environments), ceremonial mounds, and evidence of a village with plaza, are recorded – dating to about 1000 A.D.

By the 1800’s, Seminole Indians and Spanish fishermen were found in this area working at ranchos, or fish camps, built on top of ancient Indian mounds. They supplied mullet, roe, and other seafood to Cuban markets, especially during the Easter season when the eating of meat was reduced. One particular rancho near present-day Sarasota Jungle Gardens was the site of Fort Armistead (1840-1841), during the second Seminole War.

During the 1880s, the area came to be known as Indian Beach. Dr. F.H. Williams of Connecticut, and others, built winter homes and docks along the bay, and in 1906 operated a post office that served fewer than one-hundred residents. The town of Indian Beach was incorporated in 1919 and annexed into the City of Sarasota in 1925.

The area is now known as the Indian Beach/Sapphire Shores neighborhood of Sarasota. Initially the town was in Manatee County, but Sarasota County was established in May, 1921, from a portion of Manatee County, with Sarasota becoming the county seat. The Indian Beach Post Office was in existence from June 19, 1906 to December 31, 1907. Mail was forwarded to Sarasota and the first postmaster, presumably the only postmaster, since this post office existed a mere 18 months, was Jessie D. Crosby. Currently, a reminiscent of the town and an attraction is Indian Beach Park, used for canoe and kayak launching and very popular for sunsets.

Ref: <http://www.sarasotahistoryalive.com>

National Recovery Administration

Michael Swope



The metered postage strip (above) was printed on a government-licensed “Limited Value” (LV-n) mailing machine, which printed the 30¢ postage in Dayton, Ohio, on January 17, 1934. The LV-n was capable of adding additional information – in this case, (my red circled) National Recovery Administration’s “NRA Blue Eagle” and “Member – We Do Our Part”.

The National Industrial Recovery Act (NIRA) was enacted by Congress in June 1933 and was one of the measures by which President Franklin D. Roosevelt sought to assist the nation's economic recovery during the Great Depression. Passage of NIRA ushered in a unique experiment in U.S. economic history – the NIRA sanctioned, supported, and in some cases, enforced an alliance of industries. Antitrust laws were suspended, and companies were required to write industry-wide "codes of fair competition" that effectively fixed prices and wages, established production quotas, and imposed restrictions on entry of other companies into the alliances.

Until March 1934, the NRA was engaged chiefly in drawing up these industrial codes for all industries to adopt. More than 500 codes of fair practice were adopted for the various industries. Patriotic appeals were made to the public, and firms were asked to display the Blue Eagle, an emblem signifying NRA participation.

Under criticism from all sides, NRA did not last long enough to fully implement its policies. In May 1935, see - *Schechter Poultry Corp. v. United States*, the U.S. Supreme Court invalidated the compulsory-code system on the grounds that the NIRA improperly delegated legislative powers to the executive and that the provisions of the poultry code (in the case in question) did not constitute a regulation of interstate commerce. In the unanimous opinion, the Court seemed to demonstrate a complete unwillingness to endorse Roosevelt's argument that the national crisis of economic depression demanded radical innovation.

Ref:

Metered postage from authors collection

www.archives.gov

www.pitneybowes.com

www.meterstampsociety.com

CRESTHAVEN STAMP CLUB NEWSLETTER

West Palm Beach, Florida

The Palm Beaches Oldest & Friendliest Stamp Club

May 2023

May is “Older Americans” month which recognizes the contributions of older adults across the nation. While raising families and building careers, older Americans have given back to their communities in a variety of ways and each deserves recognition for their commitment. President Gerald Ford signed the Older Americans Month proclamation in 1976.

Other May celebrations include “Star Wars Day” on the 4th (Fear is the path to the dark side!); Cinco de Mayo on the 5th; “Letter Carriers – Stamp Out Hunger Food Drive” on May 13th; Mother’s Day is the 14th (treat Mom to a brunch); and, lest we forget, a day set aside to honor and mourn United States military personnel who have died while serving in the armed forces – Memorial Day, May 29th (wear a poppy).

Planning for the October 21st West Palm Beach Stamp & Post Card show has begun. Dealer contracts are being offered and member work duties assigned. May club meeting dates are the 9th and 23rd. Thanks to club member Dan Maddalino for leading discussions on a variety of interesting philatelic topics over the past six months.

Regards,

Michael Swope

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Page 7 – Laon Cathedral, Michael Swope



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Vagabonds Visit President Coolidge

Pat Hensley



President Calvin Coolidge is pictured here with his father, Colonel John Calvin Coolidge, Sr., Henry Ford, and Thomas Edison. The unused real photo postcard (RPP) was taken in 1924 during one of the most famous visits to the President's home in Plymouth Notch, Massachusetts. Pictured in the photo: President Calvin Coolidge (second from left) his father, Colonel John Calvin Coolidge, Sr., (far left), Henry Ford (second from right), and Thomas Edison (far right). After everyone autographed the sap bucket, shown in the middle of the photo, President Coolidge gave it to Henry Ford. The bucket was owned by the President's great-great-grandfather. The sap bucket was on display in the barroom of the Wayside Inn (once owned by Ford) in Sudbury, Massachusetts.

Plymouth Notch was President Coolidge's boyhood home. This was the third trip to Plymouth in the past year. During his first trip, his father woke him up to tell him that President Warren G. Harding had died and now Calvin was president. The second trip was to bury his son, Calvin Jr., who died of blood poisoning from an infected blister. This third visit was to escape the heat and pressures of Washington and get some much-needed rest. There wasn't a lot in town except a few houses and a general store along with a set of buildings and a little church. The set of buildings became the temporary White House. President Coolidge sat around his father's house reading or visiting during this time. One visitor complained that he had trouble harvesting because of illness in his family so the President volunteered to help.

Henry Ford, Thomas Edison, and Henry Firestone (not pictured) were on a camping journey together. Between 1915 and 1924, Henry Ford, Thomas Edison, Harvey Firestone, and John Burroughs called themselves the “Four Vagabonds”. They took yearly camping trips between 1916 and 1924. Their camping trips are widely credited with initiating recreational car travel. The idea began in 1914 when Henry Ford and John Burroughs visited Thomas Edison in Florida and toured the Everglades together. The next year, the three went to the Panama-Pacific Exposition in California. Edison, Burroughs, and Harvey Firestone traveled throughout New England in 1916 and in 1918, they traveled through West Virginia, Tennessee, North Carolina, and Virginia. Other trips included the Adirondacks, the Catskill Mountains, northern Michigan, Massachusetts, and Vermont. Their caravan consisted of several heavy passenger cars and vans that carried the Vagabonds, household staff, and equipment. Also, along with the group were Ford Motor Company photographers.

Class Activities:

Find out more about The Vagabonds.

Find a map and label the places the Vagabonds visited.

Calculate how many miles the Vagabonds traveled each year.

How long was Calvin Coolidge President and what were some important things did he do during his presidency?

How is a sap bucket used?

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<https://newengland.com/living/sap-buckets-up-close/>

<https://www.nytimes.com/1924/08/20/archives/coolidge-presents-sap-bucket-to-ford-president-entertains-him-and.html>

<https://www.thehenryford.org/collections-and-research/digital-collections/artifact/139098>

Philatelic Facts



The stamp album is generally considered to be a necessary home for our philatelic material, especially if we are to derive the enjoyment they bring. From the earliest days of our hobby, collectors have used some form of album and the first commercially produce albums are believed to have been created by Justin Henri Lallier of Paris. He published albums in both France and Great Britain in 1862. These early albums were little more than books with pages featuring blank spaces into which stamps were pasted.

Bounty Cargo on Stamps

Juan L. Riera

In 1787, when Lieutenant William Bligh took command of the HMS Bounty, his mission was to travel to Tahiti and collect “breadfruit” plants for transport to the West Indies. The purpose was to provide inexpensive and nutritious food for slave labor working on plantations. After Bligh was set adrift, mutineers tossed breadfruit plants overboard and set off to Pitcairn. Eventually Bligh was promoted to the rank of Captain and, as master and commander of HMS Providence from 1791 to 1793, once again undertook the task of transporting breadfruit plants to the West Indies. Breadfruit was successfully delivered and introduced By Captain Bligh in St. Vincent and Jamaica. Initially slaves did not take a liking to breadfruit. Surprisingly, when the Bounty mutineers arrived on Pitcairn Island, there were already two varieties of breadfruit - one is assumed to have come the Austral Islands or from Mangareva, while the other variety from Fiji.

Breadfruit has been compared to eating a potato: Stewed (with coconut milk, onion, and seasoning); breadfruit salad; mashed; chips; or, fried with breadcrumbs, are some examples. Breadfruit is a species of flowering tree in the mulberry and jackfruit family and is believed to have been domesticated in New Guinea, the Maluku Islands, and the Philippines. It is now grown throughout the tropics and its light-weight wood is frequently used on outriggers, ships, and houses.

Breadfruit is depicted on at least ten stamps from around the world including Pitcairn Island. These stamps are: Pitcairn Scott #797 issued August 26th, 2015 - A set of three stamps with face values of 1.00, 1.50, & 5.00. Pitcairn Scott # 320f, Captain Bligh & Breadfruit, 20¢ face value issued in 1989 and Pitcairn Scott # 101, 5¢ stamp issued September 17, 1969.

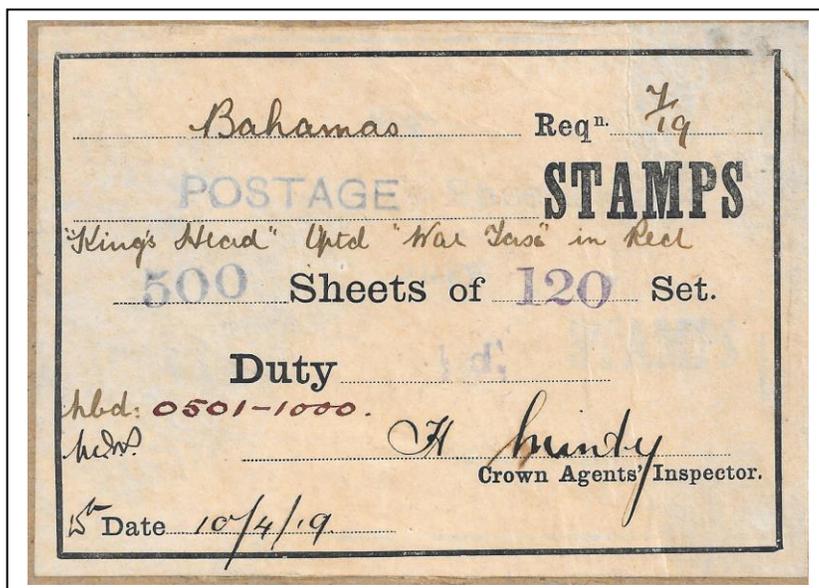
Additionally, there is a 4¢ breadfruit stamp from St. Vincent/Grenadines (Scott #221) issued March 23rd, 1965; French Polynesia four-franc stamp, issued January 3rd, 1959; Gabon on December 10, 1962; Bahamas, 2¢ issued in 1971; Cayman Islands, issued on May 24, 1989 for 50¢; and Fiji issued on July 25, 2002 with a face value of 25¢. These are just some examples. For further details and examples, I recommend *StampData.Com*.



An Unusual Memento

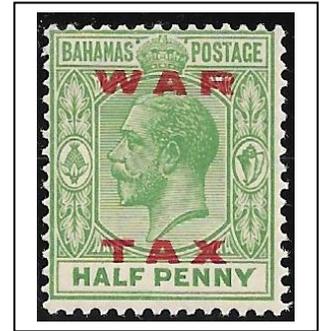
Dan Maddalino

Shown (at right) is a packing label affixed to a remnant of a pasteboard box, used to ship printed postage stamps from the printer to a purchaser. In this case, the printer was De La Rue & Company, Ltd, London, England. However, the purchaser was not a government agent nor postal service. The recipient (below) of these newly printed postage stamps was Mr. Oswald Marsh¹ (1880-1951).



Mr. Marsh was a postage stamp dealer, wholesaler, and new issue supplier. He was known and respected world-wide while operating a London based stamp shop from about 1900 until his death in 1951². During World War I, it was common for stamp dealers, with authorization from colonial postal services, to preorder British Empire War Tax stamps directly from De La Rue. The stamps purchased in this case, were the Bahamas ½d green KGV (Kings Head), overprinted WAR TAX in red ink³ (Scott # MR11, below).

De La Rue recorded receipt of requisition 7/19 from the Bahamas on January 29, 1919⁴. The requisition included the printing of 600,600 stamps arranged in “sets” of 120 stamps. This creates a total of 5,005 sheets of green ½d KGV (Kings Head) war tax stamps. Additionally, it specified the overprint was to be red. The packaging label is for 500 sheets (audit numbers 0501-1000), or 60,000 stamps. The requisition 7/19 included additional printing orders. Concerns over apparent vague instructions delayed the shipment to the Bahamas which caused the packing label to be dated April 10, 1919, and the official issue date given by both Scott⁵ and Gibbons⁶ as July 14, 1919. Interestingly, stamp dealers, wholesalers, and speculators, who bought in bulk were serviced first.



Oswald Marsh, in addition to being a world-class stamp dealer, was a world-class hoarder. After his death in 1951 his family assumed the business and went about clearing out decades-worth of clutter. Mr. Marsh tended to save everything that came to him, including piles of pasteboard shipping boxes. A member of his family saved some of these items, including this label, as remembrance of dedication to his hobby. The Marsh stamp business closed out their inventory in 2008⁷, which is how this 1919 war tax packing label came to the market.

Unusual mementos, such as this, are an outstanding addition to your British Caribbean philatelic collections.

END NOTES

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3. Stanley Gibbons Commonwealth Stamp Catalogue, (London, England: Stanley Gibbons Ltd., 2016) pp. 2-3
4. John G. M. Davis: War Tax Stamps of the British Empire, First World War, British West Indies. (London, England: The Royal Philatelic Society London 2009) pp. 75-76
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Philately in Florida



Sunday, May 14, 2023, Second Sunday Stamp & Coin Show at the Azan Shrine Center, 1591 West Eau Gallie Boulevard, Melbourne, 32935. 9:30 a.m. to 3:00

Laon Cathedral

Michael Swope



Shown above is a souvenir first day cover for the 15 Centime, France, Scott #943, Laon Cathedral postage stamp, issued on January 16, 1960, and postmarked at Laon, France. The color cachet features architecture of this 700-year-old church and (translated) “The cathedral, began in 1155 and completed in the 13th century, has a remarkable lantern tower and a richly furnished interior.”

Laon Cathedral (French: *Cathedrale Notre-Dame de Laon*) is a Roman Catholic church located in Laon, Aisne, Hauts-de-France, France. It is one of the most important and stylistically unified examples of early Gothic architecture and one of the most elaborate and best preserved of the early French Gothic cathedrals. The church served as the cathedral of the Diocese of Laon until 1802, and has been recognized as an historic monument since 1840.

Although the cathedral suffered some damage during the French Revolution and the Franco-Prussian War of 1870, it escaped both World Wars unharmed. Following the WWII fall of France, between May 10 and June 25, 1940, Adolph Hitler visited this historic cathedral.

Twenty-five years later, I attended services in this remarkable facility while stationed at Laon Air Base - from March, 1965 to December, 1966.

Ref:
Cover from author's collection
www.spottinghistory.com

CRESTHAVEN STAMP CLUB NEWSLETTER

West Palm Beach, Florida

The Palm Beaches Oldest & Friendliest Stamp Club

June 2023

“Oh, somewhere in this favored land the sun is shining bright,
The band is playing somewhere, and somewhere hearts are light;
And somewhere men are laughing, and somewhere children shout,
But there is no joy in Mudville—mighty Casey has struck out.” The last stanza from “Casey at the Bat”, published June 3, 1888, in the San Francisco Daily Examiner, by Ernest Lawrence Thayer (1863-1940).

In June we won't “strike out” if we celebrate National Moonshine Day (2nd); National Doughnut Day (Jelly, please!) on the 3rd; US Army Birthday (14th); Father's Day (18th); and, Summer Solstice on June 21st (the longest day of the year).

Wednesday, June 14th is “Flag Day”, when citizens commemorate the 1777 adoption of the United States flag. The “Continental Colors” were designed to provide a sense of unity for colonists to fight under one banner. Be sure to display our flag in a proper and respectful manner.

Welcome new club members Ruben Vera and Alan Fisher! Our June meetings are scheduled for the 13th and 27th. Our Program Committee says, “*You'll miss us this summer (If you're not here)!*”

Regards,
Michael Swope

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Chapter Affiliate #923
Membership Affiliate #81338

Meetings: Barkley Clubhouse
1:00 p.m. – 2nd & 4th Tuesdays
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How the Wreck of the S.S. Morgan City Affected a Scott Catalogue Listing

Dan Maddalino



Shown above is the chartered troop transport ship “S.S. Morgan City”, outbound for Manila, Philippine Islands, left San Francisco, California on August 10, 1899. On board were 708 soldiers, 32 nurses, and two postal clerks¹. The ships hold was filled with supplies for the new Army garrisons throughout U.S. occupied Philippines. Soldiers were to fight the ongoing local insurrection, nurses were to staff medical facilities in Manila, and the postal clerks were to expand mail services outside of the capital city. Stowed among the military and medical supplies was the first contingent of 50,000 - 50¢ and 150,000 - 15¢ United States postage stamps, fresh from the (then) current 1895 definitive series². These stamps were overprinted diagonally with “PHILIPPINES”, in black³ (shown below, right).

Released November 1, 1894, this First Bureau Issue was printed on unwatermarked paper. There are 13 stamps in this series ranging from 1¢ through \$5. The 50¢ stamp was printed in orange with a total print run of only 175,330 copies. The series was still in post offices when the Bureau reissued the exact same series, in the same colors, but using watermarked paper. Color variations are only due to oxidation. The watermarked stamps were released on November 9, 1895.



On September 2, 1899, several days after re-coaling at Midway Island, the Morgan City encountered heavy sea-fog off the island of Innoshima, Japan, causing it to drift off course. There it scraped over submerged rocks and began to take on water. The captain steered the vessel to beach it on the island shores so that all persons on board were able to abandon ship without injury. From there, they watched the Morgan City break apart and disintegrate, making salvage impossible⁴. Following their rescue, the postal clerks immediately notified the United States Bureau of Engraving and Printing to prepare and send overprinted replacement stamps as soon as possible.

While rushing to replace the lost stamps, the Bureau had found an overlooked package of 50¢ stamps from the 1894 definitive series marked for destruction⁵. The only difference between the 1894 issues and the (then) current 1895 issues was the absence of a watermark on the 1894 stamps. The printing clerks, not wanting to waste the Bureaus money, added the 1894 remnants to the 1895 stamps for a total of 50,000 stamps. The printers had them all overprinted “PHILIPPINES”, packed, and sent to San Francisco for shipment to Manila, P. I. on the next outbound vessel.

It wasn't long before collectors started to report the two versions of the same stamp. National philatelic press inquiries produced no answer for this anomaly. Without more definitive information, stamp catalogues listed them as two different stamps based on their date of original issue. In Scott the unwatermarked 50 cents stamp with the diagonal “PHILIPPINES” overprint is listed as the first stamp of the occupied Philippine Islands and given the ID #260. The watermarked 50 cent copy is listed deep in the series of 1895 issues and given the ID #275⁶, even though they were overprinted and released on the same day. A more appropriate listing should have it as #275 and #275A. Thus, avoiding any confusion of what actually was the first U.S. stamp for the occupied Philippines.

Had the S.S. Morgan City not wrecked and sunk off the coast of Japan on September 2, 1899, the 1894 unwatermarked 50¢ stamp would have never appeared in the Scott U.S. Possessions listings.

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Clipperton Island

Juan L. Riera

Clipperton Island is located literally out in the middle of nowhere (about 700 miles southwest of Acapulco, Mexico), but has been of interest to a number of nations that wanted to claim it - the United States, France, and Mexico.

Clipperton Island is a circular coral atoll of approximately two square miles with a central lagoon that may be used by seaplanes, although treacherous because of the coral reefs. It is low-lying, averaging about 6.5 feet, with a small volcanic outcropping rising to 95 feet known as Clipperton Rock. The surrounding reef is exposed at low tide, technically making Clipperton an island with a barrier reef rather than an atoll.

Originally discovered by Ferdinand Magellan in 1521, this island has spent the vast majority of its history uninhabited. The island is named after English mutineer and pirate John Clipperton who made it his hideout in 1705. The French claimed Clipperton in 1855, but the United States Guano Islands Act of 1856 authorized U.S. citizens to take possession of uninhabited islands containing guano. In 1893, the Oceanic Phosphate Company of San Francisco, claimed the land and set up operations to gather bird guano for the production of fertilizer. The W. Frese & Company, as agents for Oceanic Phosphate, were appointed to supply and transport freight to and from the island.

Because W. Frese & Company had the only ships that regularly visited the island, they issued a set of ten postage stamps in 1895 (\$1 value stamp at right) for transporting mail from Clipperton to San Francisco. While W. Frese & Company attempted to have their stamps recognized by U.S. Postal authorities, the United States government ruled that neither Oceanic Phosphate Company, nor the United States had claim to the island.



Mexican forces invaded and occupied Clipperton Island from 1897 to 1917, but due to the Mexican Revolution (1910-1920), supply ships did not arrive for extended periods of time. Eventually, the surviving population was evacuated by United States ships. In 1930, the island came under French rule.

There are 115 species of fish recorded in the vicinity of Clipperton island, and because of this, it was visited twice by an avid fisherman, President Franklin D. Roosevelt, in the 1930's. His official record of activities lists Saturday July 14th, 1934, at 9:00 a.m. fishing began at Cocos Island and by 8:00 p.m. the party left Cocos Island for Clipperton Island. The records also show that on Thursday July 21st, 1938, at 10:55 a.m., the USS Houston anchored off Clipperton Island and FDR's party went fishing.



Clipperton Island

In late 1944 Roosevelt ordered the United States Navy to take possession of Clipperton. The establishment of a U.S. weather station was planned and executed as “Island X” and its identity was a closely guarded secret. It is possible that intelligence sources had obtained information that another power was preparing to occupy Clipperton Island which required the secrecy and urgency of the operation. Secrecy did not last long due to a number of mishaps with supply ships running aground on the coral reef. The USS Argus arrived on December 11th, 1944, with areological personnel and on January 13th, 1945, the station was operational when the first weather report was transmitted. All personnel were evacuated on October 21st, 1945, and Clipperton was abandoned by the United States.

A very interesting tiny and uninhabited island if you ask me.



Philately in Florida

Saturday, June 3rd, Florida Stamp Dealers Association “Orlando Summer Stamp Show”, Maitland Civic Center, 641 Maitland Avenue South, Maitland FL 32751; 10 – 4

Sunday, June 11th, “The Second Sunday Stamp & Coin Show,” Azan Shrine Center, 1591 West Eau Gallie Blvd., Melbourne FL 32935; 9:30 – 3

Joyce Chen

Pat Hensley



In 2014, the United States Postal Service honored Joyce Chen for her accomplishments and influence by issuing a stamp with her image (Scott #4924). The stamp was part of the Celebrity Chef Forever stamp series, released on September 26, 2014, in Chicago. This series also included Julia Child, James Beard, Edna Lewis, and Felipe Rojas-Lombardi. The Celebrity Chefs stamps (49¢) had five designs in a pressure-sensitive adhesive pane of 20 stamps. The digital illustrations show the five chefs resembling oil paintings. The selvage design represents a white china plate resting on a fine linen tablecloth.

Joyce Chen was a famous chef who popularized northern-style Chinese food in the United States. Before that, most Americans ate Chinese food that wasn't authentic or originated in China. Joyce Chen was born in Beijing, China, on September 14, 1917, and died on August 23, 1994. In 1949, Joyce Chen and her family escaped China when Communists took over.

In 1957, she made pumpkin cookies and Chinese egg rolls for a bake sale fundraiser at the Buckingham School in Cambridge, Massachusetts, and was surprised that her snacks sold out in an hour. In 1958, she opened the first Joyce Chen restaurant, beginning the all-you-can-eat Chinese buffet. She held a patent for the flat bottom handled wok and also created the first United States line of bottled Chinese stir-fry sauces in 1984.

After divorcing her husband in 1966, she sold the original restaurant to him and changed her name to Joyce Liao, her maiden name. She continued to use Joyce Chen as her business name. She opened her second restaurant in 1967, even though she was a single mother raising three children who helped her with the restaurant. It was called The Joyce Chen Small Eating Place.

Her third restaurant, the Joyce Chen Restaurant, opened in 1969 and seated 500 people. This restaurant was closed in 1974 when the building was demolished to make new dorms for the Massachusetts Institute of Technology (MIT). Her fourth restaurant opened in 1973, also called the Joyce Chen Restaurant seated 263 people and operated for 25 years until it closed in 1998. In 1985, she was diagnosed with dementia and died in 1994.

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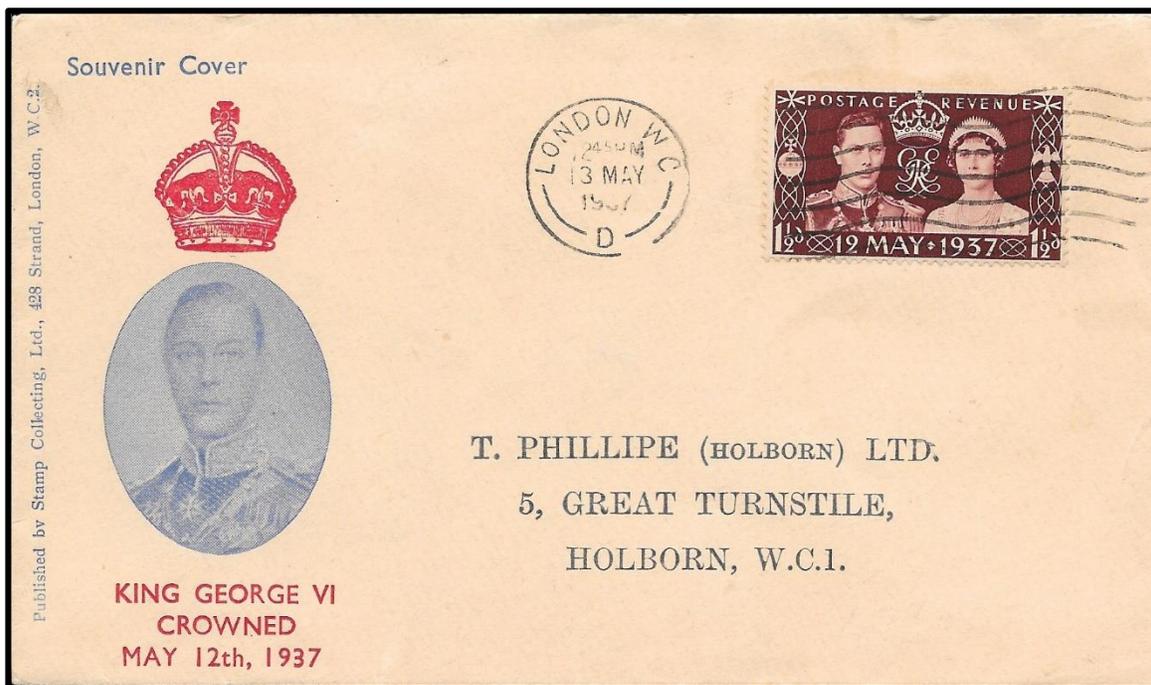
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The Previous King

Michael Swope



With the May 6, 2023, coronation of King Charles III, following the death of Queen Elizabeth II on September 8, 2022; Charles becomes the first King of England since 1952. Who was the previous King?

Albert Frederick Arthur George (December 14, 1895 – February 6, 1952), King George VI, was King of the United Kingdom and the Dominions of the British Commonwealth from December 11, 1936 until his death in 1952. He ascended the throne after his brother, Edward VII, abdicated to marry American socialite Wallis Simpson. The coronation of King George VI occurred on May 12, 1937 – 86 years before the next King of England would wear the crown.

The future George VI was born in the rein of his great-grandmother, Queen Victoria. His father ascended the throne as George V in 1910. As the second son of the King, Albert was not expected to inherit the throne. His greatest achievements came during World War II, when he remained for most of the time at Buckingham Palace (which was bombed nine times). He visited bombed areas of London and elsewhere in the country that gained him great popularity.

Shown above is a souvenir cover commemorating the coronation of King George VI on May 12, 1937. Published by “Stamp Collecting, Ltd.” of London, It is franked with the 1 ½ Pence, George VI Coronation issue, Scott #234, and cancelled at London on May 13, 1937.

Ref:
Cover from Author's collection
www.royal.uk