

CRESTHAVEN STAMP CLUB NEWSLETTER

West Palm Beach, Florida

The Palm Beaches Oldest & Friendliest Stamp Club

July 2023

July is National Fireworks Safety month. Please celebrate safely on Independence Day, July 4th. The 11th is World Population Day, the 21st is National Junk Food Day, the 23rd is National Hot Dog Day (yeah), and finally, we celebrate Harry Potter's birthday on July 31st (Don't let the muggles get you down).

At the beginning of the clubs' June 13th meeting the "Unofficial Programs Committee" provided refreshments for club fellowship. In addition, Dan Maddalino gave another philatelic presentation, entitled "The Glass Slipper Test". It was a discussion on the World War I Belgium Relief label from Barbados and the French Red Cross label from Montserrat, British West Indies. We hope to see everyone at the July 11th meeting to answer the question: "Who Have I Shared My Hobby With?" You'll miss us if you're not there!

Welcome new club members Josephine Shallo-Hoffman and Richard Kania! Our July meetings are scheduled for the 11th and 25th.

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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West Palm Beach FL 33415
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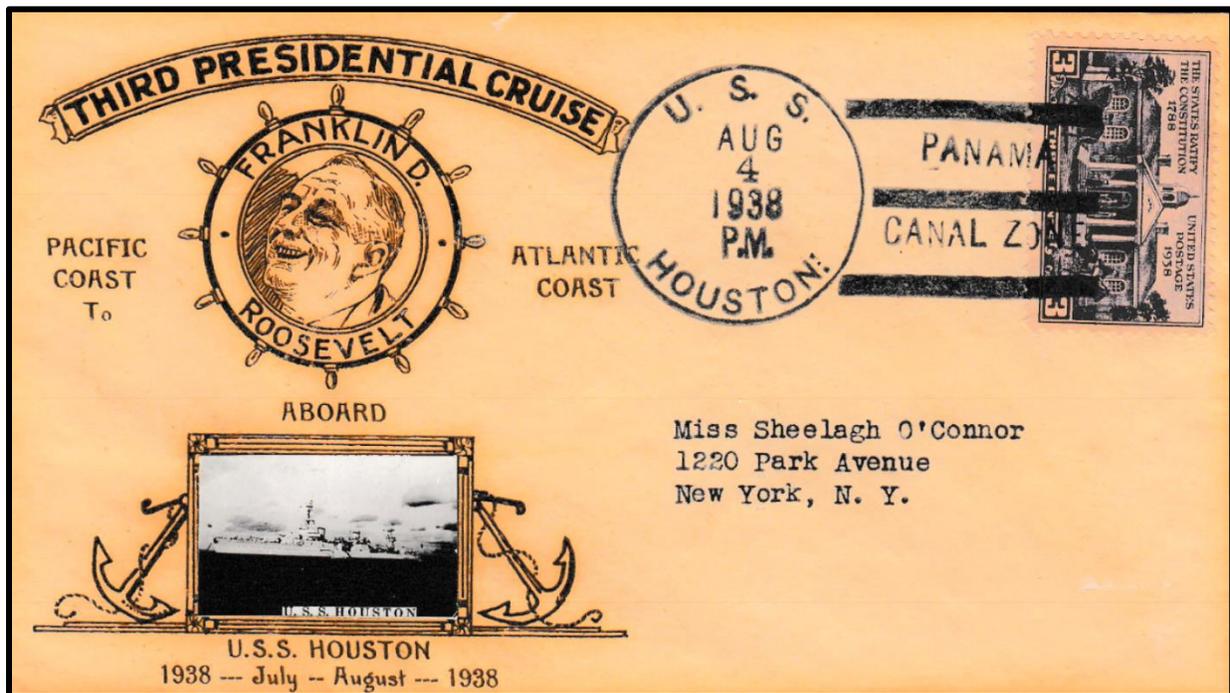
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Fishing with FDR

Juan L. Riera



Franklin Delano Roosevelt was an avid, lifelong fisherman. After his mobility became limited when he contracted polio in 1921, he spent a great deal of his leisure time either sailing or fishing. Dr. Ross McIntire, Roosevelt's personal physician when he was president, advised him to go on as many vacations as possible to improve his health. McIntire later recounted, "Despite our bargain about regular relaxation, I doubt he would have kept the agreement except for his love of fishing."

Shown above is a commemorative cover of Franklin Roosevelt's third presidential cruise, onboard the U.S.S. Houston, a Northampton-Class Cruiser (CA-30) of the United States Navy. The cover is franked with the 1938, deep violet, 3¢, Constitution Ratification issue, depicting the "Old Courthouse" at Williamsburg, Virginia. The cover was cancelled August 4, 1938, on the Houston, in the Panama Canal Zone.

The Presidential Cruise of 1938 on board the Houston was a fishing trip for Roosevelt that lasted from July 14th to August 9th, departing from San Diego and visiting the Archipelago de Colon, Panama, Mexico, Costa Rica, Ecuador, and "Old Providence Island". The latter is now known as Isla de Providencia that is part of the Colombian Department of San Andres, however, is still to this day, claimed by Nicaragua. In 1903 when the U.S. "brokered" the independence of Panama from Colombia the Department of San Andres was offered to Panama. The offer was declined.



U.S.S. Houston

Scientific staff of the Smithsonian were invited along on the 1938 fishing trip to collect marine and botanical specimens. Dr. Waldo Schmitt was appointed naturalist of the cruise and was assisted by ship personnel. The team collected many specimens including plants, mollusks, fish, sponges, and other invertebrates. Several new species were discovered. Including a new type of palm tree, “Siriella Roosevelti”, named for the president.

In an earlier cruise, also aboard the U.S.S. Houston, Roosevelt became the first sitting president of the United States to transit the Panama Canal, on July 11, 1934. The Houston had embarked Roosevelt and his party at Annapolis on July 1, proceeding to the canal via Cape Haiti, Mayaguez, San Juan, St. Thomas, St. Croix, Cartagena, and Balboa. With many “fishing” activities along the way, the cruise traversed the canal and headed for Portland, Oregon, via Cocos Island and Honolulu, Hawaii.

The grouper and rock beauty were caught by FDR in July 1938 off the coast of the Galapagos Islands. Roosevelt spent several weeks, much of it fishing, aboard the *USS Houston*, traveling from San Diego, California through the Panama Canal, and ultimately anchoring in Pensacola, Florida.

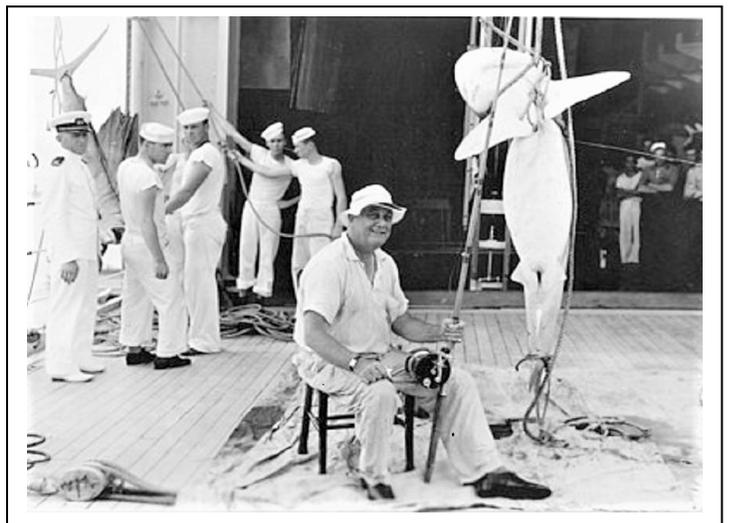
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Cover from Author's collection

<https://fdr.blogs.archives.gov>

<https://fdrlibrary.tumblr.com>

<https://libraries.uh.edu>

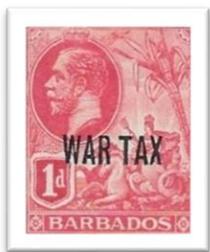


Barbados Missing MR3 Issue

Dan Maddalino

On January 17, 1919, after the end of World War I, a well audited and securely packed print run of 4,368 sheets of "WAR TAX" overprinted stamps (524,160 stamps) left London in the hold of a cargo ship bound for the British Colony of Barbados. The stamps have never been accounted for. There is no record of the responsible British merchant vessel encountering any late hostilities since the ceasefire was declared on November 11, 1918. Germany had ordered all land, sea, and air forces to stand down and return to German territories. World War I was over. But where were the half-million postage stamps placed on board this ship by Crown Agents for Thomas De La Rue, the postage stamp printers?

Within a year of first world war breaking out in Europe (1914) factions were lobbying for the government of Barbados to raise cash for the war effort. Barbados was a wealthy colony, having a profitable sugar exporting industry. The first effort to raise money failed in 1915. Private fund-raising was allowed, but the Barbados Treasury was not to participate. A push for a Postal War Tax failed in 1916. The public strongly opposed this scheme. The clan of war relief supporters, and profiteers worked to change the government representatives and was successful in passing the Postal War Tax Act on February 2, 1917.



The first order for overprinted stamps was received in the colony and placed on sale October 10, 1917 (Scott's MR1, Bright Red, above right). A total of 524,640 stamps should have been sufficient for a small colony of 156,312 men, women and children. But it wasn't. Six months later (April, 1918), another 1,006,320 stamps (Scott's MR2, Dull Red, at left) were distributed to the few post offices across this tiny island. However, it was difficult for the residents to purchase any for themselves. Stamp speculators, dealers, and hoarders were intercepting these deliveries and buying the bulk of the supply. Finally in January 1919, even though the war was over, the Postmaster for Barbados ordered another 524,160 war tax stamps. This is the missing (MR3?) shipment.

It is well known by students of British Empire War Tax Stamps, that corruption and theft were rampant throughout the British Colonial postal system. Several colonial postmasters were profiting from their scandalous activities to funnel money away from their national treasuries. Most famous of these were from Jamaica (postmaster fled the country), Ceylon (postmaster recalled to London), Bahamas (catalogue delisting of numerous issues as fake), and Barbados (postmaster private sales)! Was this what happened to the 500,000-plus stamps that have gone "missing"? The stamps were delivered to Barbados but were never recorded as received by the

postal service. Did the Colonial Postmaster divert the delivery to stamp speculators and pocket the sale? Were they received but not recorded? Very unlikely. However, because the war was over, were they simply destroyed as not needed? No, they would have been sold to recover the cost of printing. Without evidence, these are only speculations. But one question remains: Why in over 100 years have no stamps that would be catalogued as MR3 ever surfaced? The mystery of the missing MR3 stamps remains.

Primary Sources

1. John G. M. Davis, *War Tax Stamps of the British Empire, First World War*, Chapter 9, Barbados. (London, England: Royal Philatelic Society London: 2009)
2. Jay Bigalke (ed.), *Scott Standard Postage Stamp Catalogue, Vol. 1B* (Sidney, Ohio: Amos Media: 2022)
3. Internet: <https://www.stats.gov.bb/census/>
4. Stamps from author's collection.

Philatelic Facts



Charles Ponzi

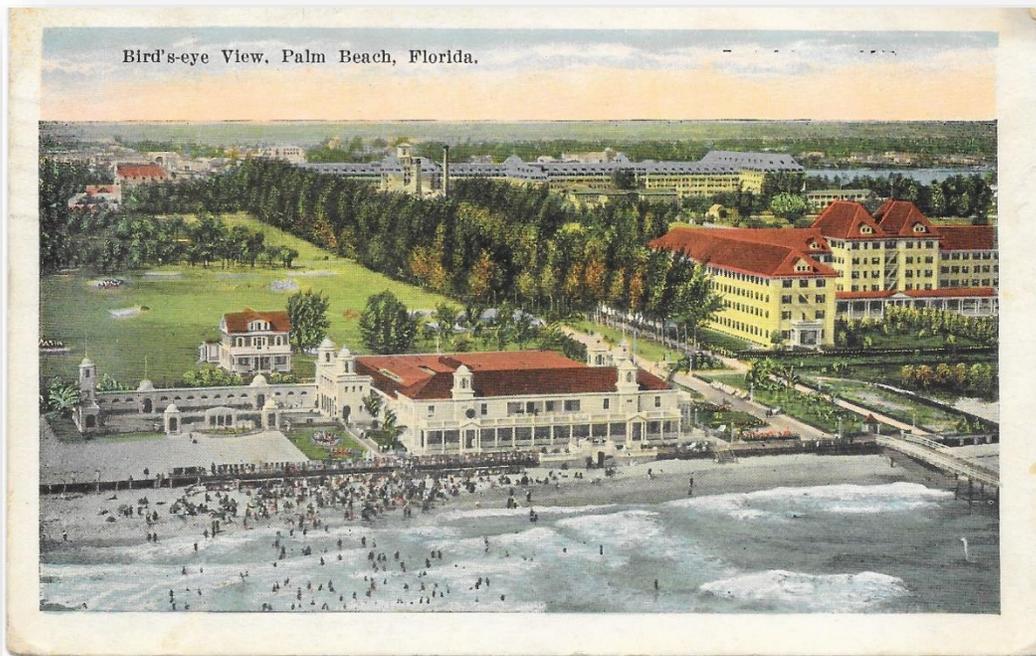
Charles Ponsi was born in Italy in 1883. He later changed his last name to ‘Ponzi’, thus providing a new English language word that has since become synonymous with “con-artist”. As a youth he was frequently involved in petty theft, shop lifting, and card cheating. When he was sixteen, he sailed to the United States and worked as a waiter. Ponzi became proficient in English and moved to Montreal where he was hired at a bank. His bi-lingual skills were key to rapid advancement. However, his access to accounts led to an arrest and conviction for embezzlement, and a three-year prison sentence.

Ponzi returned to the United States following release from prison and obtained employment at an import-export firm in Boston. Here he discovered Universal Postal Union, International Reply Coupons and learned they could be purchased at post offices and attached to letters to enable recipients to exchange coupons for a stamp of sufficient value to reply without cost. The device fascinated Ponzi, who redeemed a Spanish coupon at a Boston post office for a 5¢ U.S. postage stamp. He learned the cost of a UPU coupon in Spain was equivalent to 1¢, U.S. and realized there was a huge potential for financial gain.

Ponzi’s scheme garnered a quarter-million dollars weekly by 1920. A U.S. Post Office investigation revealed, however, that Ponzi was not purchasing coupons. Ponzi was quoted, “I have just used this postal coupon idea as a blind. I did not want the Wall Street boys to get even a hint of what my real scheme is. And so long as my depositors get back their investments with a profit, I do not have to account to anybody”. Records indicate Ponzi scammed over fifteen-million dollars from investors. He was indicted on eighty-six counts of conversion and pled guilty to embezzlement. He served five years in prison.

Palm Beach

Michael Swope



Featured above is a (c. 1923) photochrome post card published by E. C. Kropp Company, Milwaukee, Wisconsin, depicting an ariel view of beach and surroundings at Palm Beach, Florida.

Located on a barrier island in Palm Beach County, the town is separated from West Palm Beach and Lake Worth Beach by the Intracoastal Waterway. Settlers reached there in 1872 and a post office opened in 1877. Elisha Dimick, the town's first mayor, established Palm Beach's first hotel in 1880, the Coconut Grove House. It was Standard Oil's Henry Flagler who was instrumental in transforming the island of jungle and swamp into a winter resort for the wealthy. Flagler built the Royal Poinciana Hotel in 1894, the Breakers in 1896, and Whitehall in 1902. The town of Palm Beach incorporated on April 17, 1911.

The post card cache reads, "From the aeroplane a fascinating panorama is presented of this brilliant resort gem in its exquisite setting of emerald and sapphire, clasped in the burnished gold of the tropical sun." The card is franked with the 1¢, green, Benjamin Franklin postage stamp, Scott # 552. It was mailed to Brookline, MA, and cancelled January 18, 1925, at West Palm Beach, Florida.



*Ref: Post card from author's collection
www.wikipedia.com*

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August 2023

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

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

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

Regards,
Michael Swope

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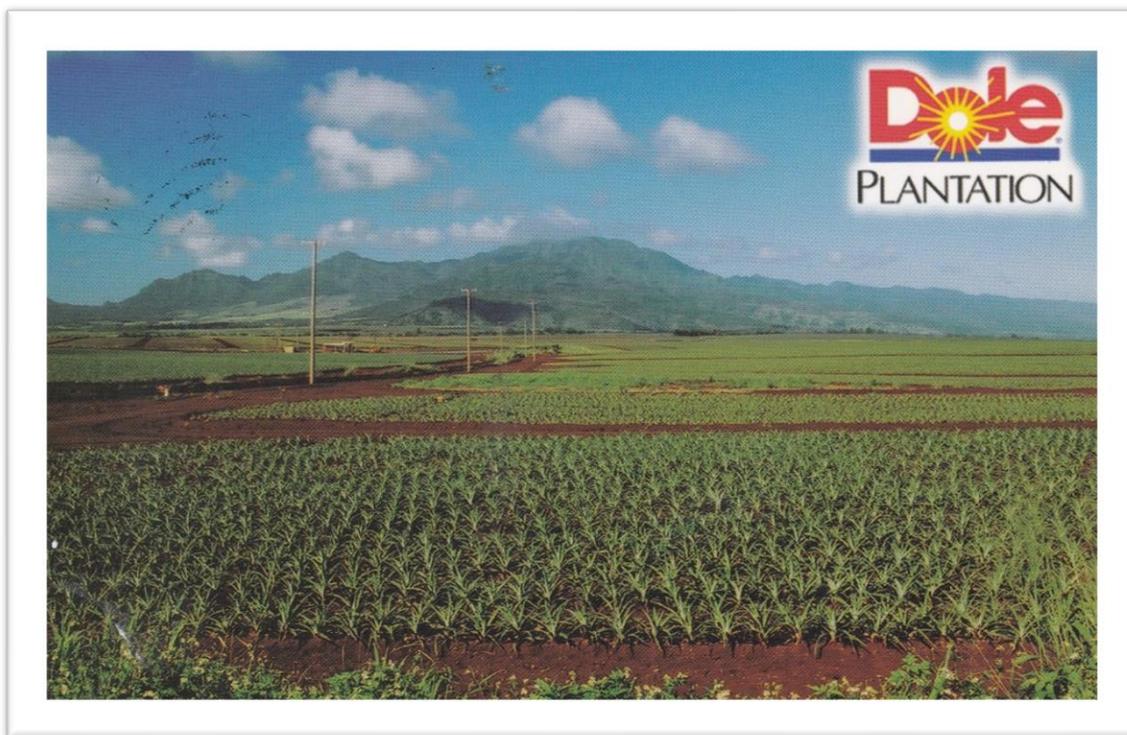
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The Dole Plantation

Juan L. Riera



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

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

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

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

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

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

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

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



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

Pat Hensley

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

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

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



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

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

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



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

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

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

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

CAM 10 Takes a Mulligan

Dan Maddalino

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

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



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

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

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



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

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

Endnotes:

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Philatelic Facts



Age, Rarity, and Value

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

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

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

Moon Mail

Michael Swope



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

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

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

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

Ref:
Cover from Author’s collection
www.postalmuseum

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Labor Day falls on Monday, September 4th; a day we pay tribute to the contributions and achievements of American workers. It was created by the labor movement in the late 19th century and became a federal holiday in 1894. Labor Day weekend also symbolizes the end of summer for many Americans and is celebrated with parties, street parades and athletic events. We will also celebrate National Beer Lover's Day on the 7th (Oh my!); Patriot Day on the 11th; American Legion Day on the 16th; U.S. Air Force Birthday on the 18th; and finally, the Autumnal (Fall) Equinox will occur on the 23rd.

At our August 8th club meeting, fifteen members participated in a complex story about the last Bermuda private "Red Cross" stamp. The talk touched on how and why the International Red Cross helped create an extremely scarce "Bermuda Welfare Society" fundraising stamp; and, how the Society's founder, Grace Morrell, persevered in leading the Women's Suffrage Movement to victory in Bermuda. Our summer series will wrap-up in October, so don't miss the final two installments. You will miss us if you are not here!

Regards,

Michael Swope

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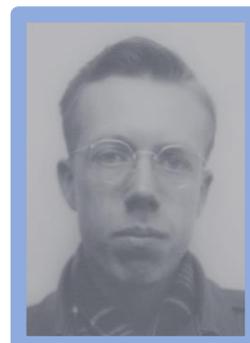


Remembering Judd Nevenzel

Michael Rogers

I would like to tell you of my friend, Judd Nevenzel, a charming man of high intelligence. He was one of the original Los Alamos “atomic bomb” scientists, and an accomplished philatelist, yet quiet and modest. From time to time I think of Judd, remembering how we came together, developing a friendship. I’m glad to have known him.

This is how I met Judd. On three occasions in 2002, he sent me packages of lovely Asian postal history that was so far afield of my knowledge that I didn’t know how to make a reasonable offer for them. Great stuff! Russian Offices in Mongolia, which compared to the best in Meiso Mizuhara’s (1924-1993) collection; a Hong Kong 96¢ QV single-value on folded letter; Augustine Heard’s (1785-1868) correspondence; and more.



*Judd Nevenzel (c. 1942)
Los Alamos ID Photo*

Judd was adamant about not consigning to auction and I was puzzled as to why. He just wanted to sell outright, even after I explained I felt out of my depth. Each time I purchased his previous shipment, he was perfectly happy with my offer. Ah, but then, I turned around and placed “our” material in my auction, giving it a special consignor number to keep track. When covers were sold, I sent him a letter explaining my thinking, that I was splitting the amount with him on the monies realized in excess of the price I’d paid him. I did this for each package.

In October, 2002, I was doing a public auction in conjunction with the Los Angeles SESCAL stamp show, and Judd lived in a L.A. suburb - here was my chance to meet him. I was curious about his experience at Los Alamos and what he might tell me about J. Robert Oppenheimer. On calling ahead, he assured me that he had no more stamps for sale, and I was rather relieved, because I’d just passed an exhausting weekend at a stamp show. I was looking forward to simply meeting Judd and relaxing. My staff had already gone home after the show, though one remained with me.

Meeting Judd on his front steps, he looked me up and down, saying “Aren’t you the eager one? I want you to clean out my garage.” So, I passed a silent glance to the guy with me to say nothing and go along. I figured there was more on the plate than what we could see. Meet me and you know physical labor is not my strong suit. I wrecked the suit I was wearing doing the garage. I reckon we barely made a dent. After exiting the garage and knocking on his kitchen window, things got clearer. Judd was having me jump over hurdles, pushing me. Short in stature, in his eighties, he led us to a bedroom pointing to two small refrigerator cartons, saying we should take them to the living room.

We spread the contents over the living room floor and there were piles of cool Portugal & Colonies, still on auction cards, some purchased forty years prior. He asked me what I would pay for them, and I bleated “I’m too tired to think.” So, Judd offered me everything for \$6,000. I said the price was too cheap and he said he didn’t need the funds. He was touched that I’d sent him the extra money on those three prior occasions.

I was just the one he was looking for to sell his stamps. He disdained selling at auction because he’d tried it in the 1980’s. A consignment made to another auction house before, went badly. In response to his complaint, they sent a young man to hear him out. The visitor shoved Judd as he turned away. Small of stature, slick wood floors. I could envision in my mind. So, no auction.

Until the year he died, whenever I traveled to California, I’d take him out to lunch or food shopping. Lovely man, easy to chat with, and a friend.

Judd retained his Mexico collection. As we gazed upon the pages of his Hidalgos, his passion for this wonderful material came forth. Whatever holds your interest, you’ll be delighted with Mexico. After Judd passed on, I purchased his Mexico from the family. It felt like Judd was coming here.

Ref:

Reprinted in part from “Reminiscences”, The American Stamp Dealer & Collector, June, 2011.

Los Alamos National Laboratory/History

Great American Stamp Show Awards



Congratulations to Cresthaven Stamp Club members Dan Maddalino and Juan Riera for securing awards at the Great American Stamp Show’s literature competition held in Cleveland, Ohio, August 10-13, 2023!

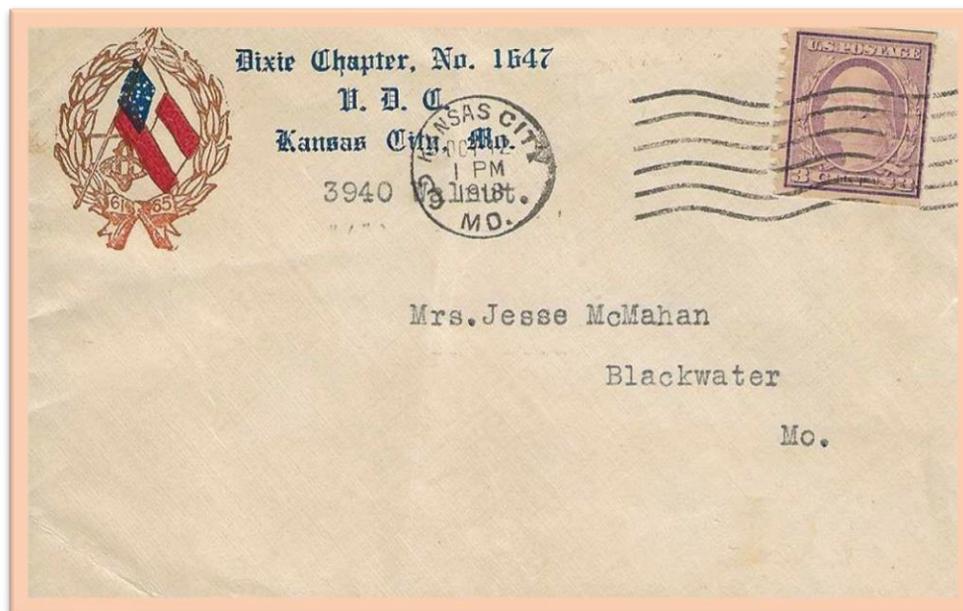
Dan Maddalino – **Large Silver** for “Introduction to Trinidad & Tobago Semi-Postal Stamps”

Juan Riera – **Silver** for “Sikorsky S-38 in the British West Indies” and; **Silver/Bronze** for “Breadfruit is Found on Numerous Stamps”

Deo Vindice

Dan Maddalino

Deo Vindice (*With God as our Defender*) was, and remains, the motto of the Confederate States of America (CSA) 1861-1865¹. It is remembered with pride by descendants of Southern soldiers, sailors, and civilians who participated in the American Civil War. These descendants today are active, providing charitable works through the “United Daughters of the Confederacy” (UDC)².



The cover shown above came into my American Civil War stamp collection several years ago. It is posted with the 3¢, violet Washington (WWI war rate) postage stamp (Scott# 529, Type III³) and canceled October 12, 1918, at Kansas City, Missouri. The corner card is for the *Dixie Chapter, No. 1647/ U.D.C./ Kansas City, MO.*

The UDC was founded in 1894 and incorporated July 18, 1919. It is located at 328 N Arthur Ashe Blvd, Richmond, VA. Their website (hqudc.org) pictures a Memorial Hall dedicated in 1957, as their headquarters building. According to the website, they are very active in fundraising for educational scholarships, charity work, and preservation of the memory and honor of those who served the Confederate States. Visit their website and read about the variety of patriotic and benevolent programs they sponsor.

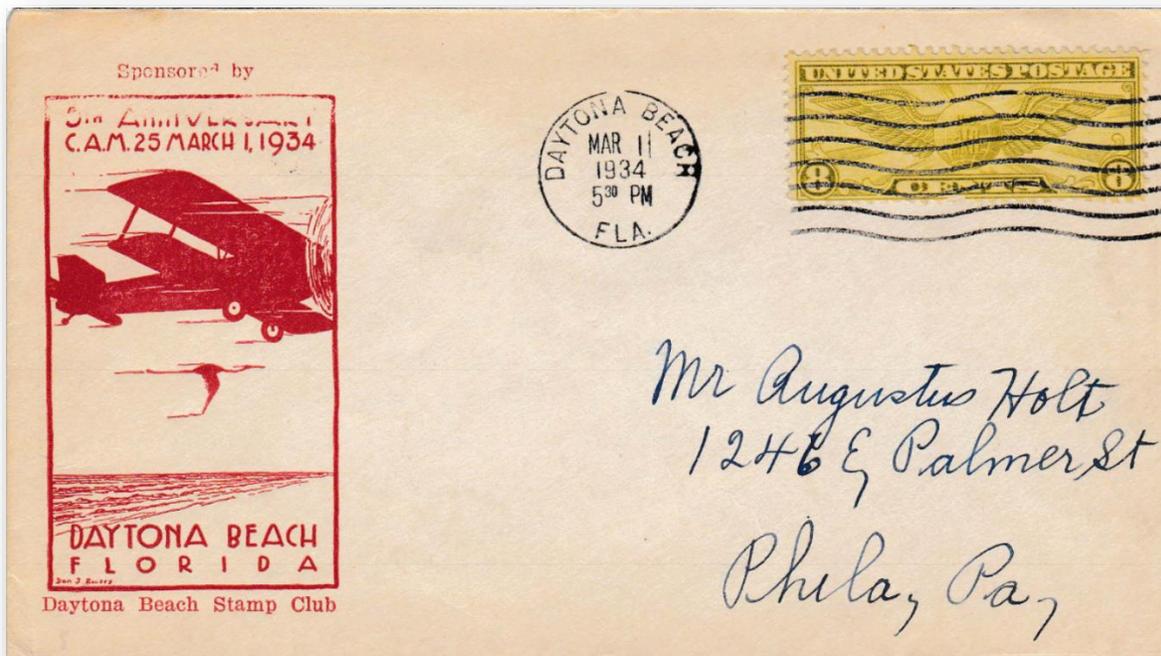
This cover is a reminder of the post-war work that is still being done to remember the war casualties and support the descendants of those who served. Dixie Chapter, No. 1647, Kansas City Missouri, exists today as the Dixie Chapter No. 1679, at Tempe, Arizona. Deo Vindice!

Footnotes:

1. <http://www.discoveringhistory.com> Accessed April 12, 2023
2. <http://www.hqudc.org> Accessed April 12, 2023
3. Donna Houseman (ed), *2018 Standard Postage Stamp Catalogue*, Volume 1A. (Sidney, Ohio: Amos Media: 2017) p. 17

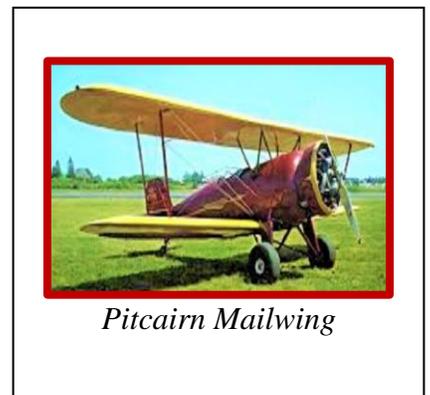
CAM Route 25

Juan L. Riera



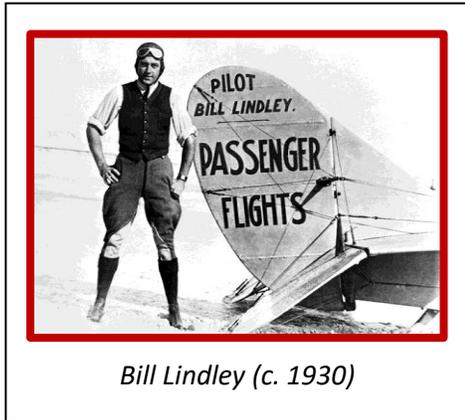
Recently, at the Crethaven Stamp Club, I acquired this beautiful Florida airmail cover, commemorating the extension of CAM (Contract Air Mail) Route 25 service to Daytona Beach, Florida. The March 1, 1934, cachet, cover and cancellation were sponsored by the Daytona Beach Stamp Club, which to the best of my knowledge no longer exists. The stamp is Scott #C17, an 8¢, olive bister, “Winged Globe” airmail stamp, released on September 26, 1932.

In 1926, aviation pioneer Harold Pitcairn bought a large section of farmland in Pennsylvania and turned it into a flying field. He formed Philadelphia-based Pitcairn Aviation on September 15, 1927. On May 1, 1928, Pitcairn Aviation won a Postal Service contract to carry mail between New York City and Atlanta, Georgia (CAM Route 19). This was followed by a December 1, 1928, contract for the Miami-St. Petersburg-Atlanta airmail route (CAM Route 25). The most notable plane used by Pitcairn Air was the Pitcairn Mailwing bi-plane.



On January 17, 1930, Pitcairn essentially sold his aircraft manufacturing business to Henry and Edsel Ford in exchange for three Ford Tri-Motor airplanes which he used in his new company, Eastern Air Transport. On March 29, 1938, the company became Eastern Airlines, slightly over four years after this cover was sent and contract air mail service had begun in Daytona Beach.

The first flight southbound into Daytona Beach was piloted by F.B. Cann, and then, northbound by F.J. Schwaemmle with co-pilot A.P. Kerr. Initially, the Daytona Beach Airport was located on the beach, where pilots realized what race car drivers had known - the beach was wide, smooth, and hard packed enough for cars and planes. Airplane hangars were built on the beach to provide repair facilities; however, it closed in the winter of 1929-1930 and moved to a new location - Bethune Point on the Halifax River.



At Bethune point, Eastern Air Transport was the first airline certified to carry mail to Tampa and Orlando. The first flight crashed, without injuries, due to mechanical problems. That mail was gathered and sent off in another airplane. At the beginning of 1930, Florida State Airways was formed using Ryan aircraft for passenger service. In the very same month Bill Lindley piloted a flight to Palm Beach and was fatally injured when his plane crashed into Lake Worth. This fatality and the onset of the Great Depression put an end to the vast majority of aviation activity in Daytona Beach.

In late 1930, a 740-acre field became the site of the current airport. Initially called Sholtz Field for the then governor of Florida, it was located a few hundred feet from International Speedway Blvd. The name was changed to Daytona Beach Municipal Airport shortly thereafter. Eastern Air Lines (formerly Eastern Air Transport) began passenger service using Curtiss RC1 "Kingbird" and T32 "Condor" aircraft. After 1934 airmail route changes, Eastern Air Lines did not re-bid on the airmail routes it had (including route #25). In 1935 National Airlines placed a bid and took over the cross-state route from Daytona Beach to St. Petersburg.

During World War II, the U.S. Navy took over Daytona Beach airport for training. After the war, the airport reverted to the City of Daytona Beach. Many of the buildings constructed by the Navy were utilized by Embry-Riddle Aeronautical University when it moved from Miami, in 1965. An interesting side note involves John Paul Riddle and Talton Higbee Embry. Decades before the university bore their name, of which they had minimal or no involvement in, formed the Embry-Riddle Company. They contracted the Cincinnati-Indianapolis-Chicago route, CAM 24. But that is a story for another time. Finally, in 1969, Volusia County began management and renamed the airport, Daytona Beach Regional Airport.

Ref:

Cover from Author's collection.

Florida Memory.com

Daytona Chamber.com

Air and Space.si.edu

Stamps in the Classroom

Pat Hensley

You may be tempted to skip over this article, but I believe that if you know a teacher or know someone else who knows a teacher, this article could be useful to them. You may have children or even grandchildren in school, so they would have teachers who could benefit from this information. I hope you will take time to share this with a teacher!

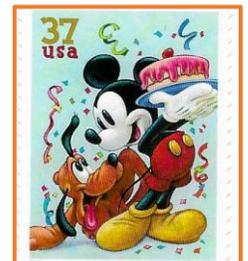
As our own club prepares for the Cresthaven Stamp Club, Stamp and Postcard Show on October 21, 2023, I thought about how I could show teachers that using postage stamps in the classroom is a useful tool. Maybe when teachers see the many ways that stamps can be used, they might be curious and want to visit the Stamp Show (which is a free and very interesting event!). If they aren't near our location, they might be able to find a stamp club or show closer to where they live.

Postage stamps can be a fun and engaging way to teach a variety of subjects in the classroom. Here are some ideas for how teachers can use postal stamps to teach:

History: Stamps can be used to teach about historical events, people, and places. For example, teachers could use stamps to teach about the American Revolution, the Civil War, or the First World War. They could also use stamps to teach about famous historical figures, such as Abraham Lincoln, Martin Luther King Jr., or Marie Curie.

Social studies: Stamps can be used to teach about different cultures, countries, and customs. For example, teachers could use stamps to teach about the different cultures of Africa, Asia, or Europe. They could also use stamps to teach about the different countries of the world, their flags, and their capital cities

Language arts: Stamps can be used to teach about different aspects of language arts, such as vocabulary, grammar, and writing. For example, teachers could use stamps to teach about words related to travel, such as "airplane," "ship," and "passport." They could also use stamps to teach about different types of writing, such as persuasive writing, narrative writing, and descriptive writing.



Scott #3915a

Math: Stamps can be used to teach about different aspects of math, such as counting, addition, subtraction, multiplication, and division. For example, teachers could use stamps to teach about counting by tens, hundreds, and thousands. They could also use stamps to teach about addition and subtraction problems involving money.

Science: Stamps can be used to teach about different aspects of science, such as animals, plants, and the environment. For example, teachers could use stamps to teach about different types of animals, such as mammals, birds, and fish. They could also use stamps to teach about different types of plants, such as trees, flowers, and vegetables.

These are just a few ideas for how teachers can use postal stamps to teach. With a little creativity, teachers can find many other ways to use stamps to make learning fun and engaging.



Scott #4557a

Here are some additional resources for teachers who want to learn more about using postal stamps in the classroom:

[Cresthaven Stamp Club](#): Palm Beach County, Florida. Will provide stamps free to area teachers.

[The American Philatelic Society](#): This organization provides educational resources for teachers, including lesson plans, activities, and stamp collections.

[The National Postal Museum](#): This museum offers a variety of educational resources for teachers, including online exhibits, lesson plans, and activities.

[The Postal History Foundation](#): This organization provides free educational resources for teachers, including lesson plans, activities, and stamp collections.

Philately in Florida

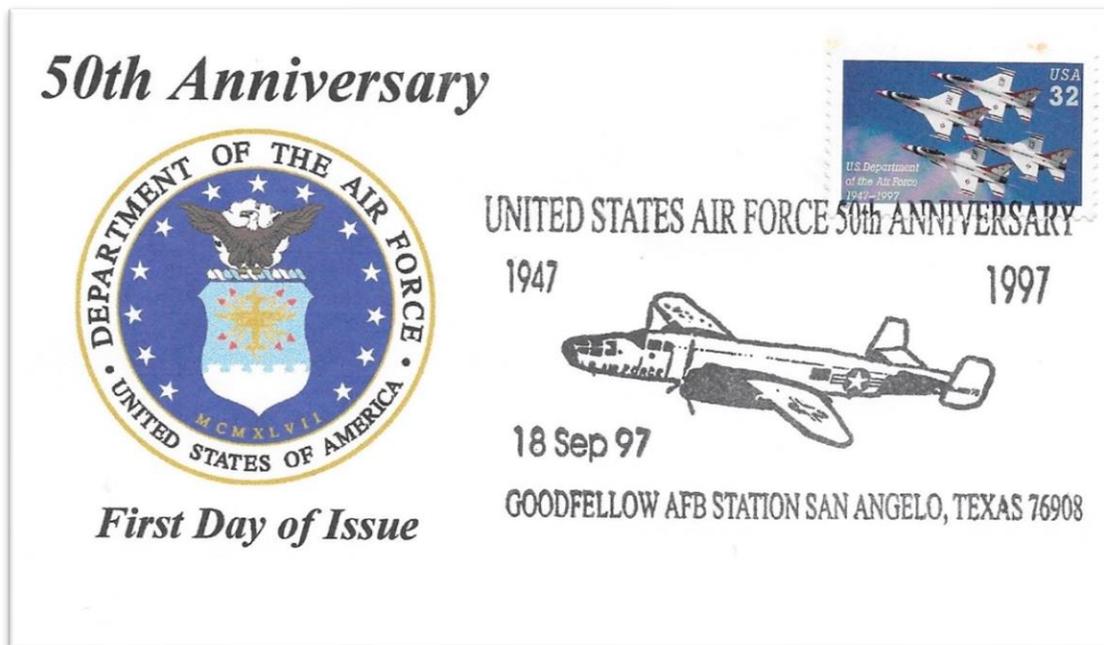
Sat., September 9th, Florida Stamp Dealers Association - Fall Stamp Show at Maitland Civic Center, 641 Maitland Avenue South, Maitland FL, 32751. 10 am to 4 pm.

Sun., September 10th, Second Sunday Stamp & Coin Show, at Azan Shrine Center, 1591 W. Eau Gallie Blvd., Melbourn FL, 32935. 9:30 am to 3:00 pm.



U.S. Air Force

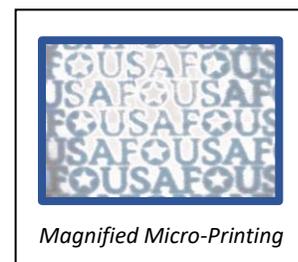
Michael Swope



Shown above is a first day cover featuring the 1997, 32¢, United States Air Force “Thunderbirds Aerial Demonstration Squadron” postage stamp; Scott #3167. The Air Force emblem cachet and cancellation from Goodfellow Air Force Base, Texas, commemorate the 50th anniversary of the creation of the United States Air Force.

The United States Air Force became a separate military service on September 18, 1947, when President Harry Truman signed the National Security Act of 1947. This Act created the National Military Establishment, later renamed United States Department of Defense. The predecessor organizations that led to today’s Air Force were: (1) Aeronautical Division, Signal Corps [August 1907, to July, 1914]; (2) Aviation Section, Signal Corps [July, 1914 to May, 1918]; (3) Air Service, U.S. Army [May, 1918 to July, 1926]; (4) U.S. Army Air Corps [July, 1926 to June, 1941]; and, (5) U.S. Army Air Forces [June, 1941 to September, 1947].

The 32¢ Air Force stamp was designed by Phil Jordan and printed by Sterling Sommer for Ashton-Potter (USA) Ltd., with a September 18, 1997, release date. This was the first United States stamp to have “scrambled indicia” in hidden, 3-D, micro-printed images, that can only be viewed with a special “stamp decoder” which was sold by the U. S. Postal Service.



Ref: Cover from Author’s Collection
www.airforce.com/history
www.mysticstamp.com

CRESTHAVEN STAMP CLUB NEWSLETTER

West Palm Beach, Florida

The Palm Beaches Oldest & Friendliest Stamp Club

October 2023

October is breast cancer awareness month. Think **Pink**, Think **Positive**, and **Advocate**! Dates to remember include, World Post Day on the 9th – the anniversary of the 1874 establishment of the Universal Postal Union in Bern Switzerland. World Post Day has been celebrated since its declaration at the 1969 UPU Congress held in Tokyo, Japan. Come to our Stamp Show on the 21st; and, don't forget the treats for Halloween on the 31st, or you may get "tricked".

Our September 12th club meeting was well attended and membership approved a two-year renewal of our GoDaddy website and domain. Dan Maddalino made a presentation about United States Postal Service participation in "Luposta71" – an international airmail exhibition held in June, 1971, at Berlin, Germany. Event covers and postal souvenir sheet were on display. Our Summer Series will wrap on October 10th, when club member Fritz Angst will introduce some special Canadian revenue stamps. Join us for this enlightening presentation. Welcome new club member Steve Gordon!

Regards,
Michael Swope

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Chapter Affiliate #923
Membership Affiliate #81338
Meetings: Barkley Clubhouse
1:00 p.m. – 2nd & 4th Tuesdays
2605 Barkley Drive
West Palm Beach FL 33415
www.cresthavenstamp.club



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Secretary: Pat Hensley
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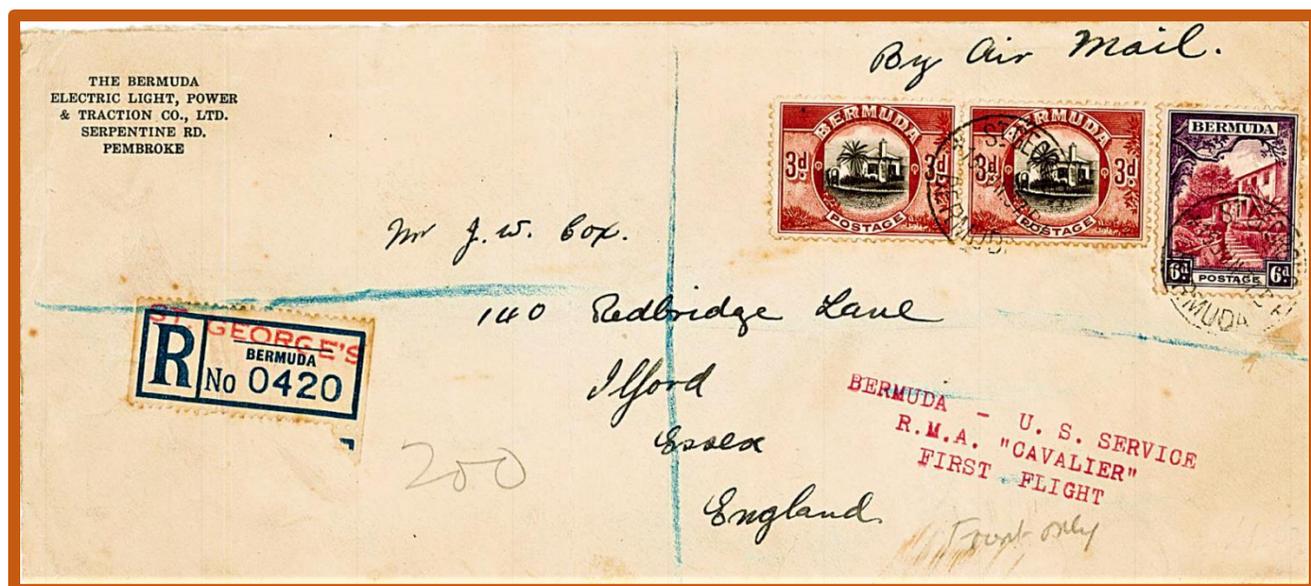
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An Interesting First Flight Cover

Juan L. Riera



I recently acquired a first flight cover which was mailed at Pembroke, Bermuda, to Essex, England, by way of the United States. A Bermuda registered mail label is affixed to the lower left quadrant, and above the three postage stamps is the notation "By Air Mail." In the lower right quadrant, is the following hand-stamped message:

Bermuda - U.S. Service / R. M. A. "Cavalier" / First Flight

The three Perf. 12 postage stamps are part of the "George V Pictorial Issue", released on April 14, 1936. The stamps bear the British Colonial watermark #4, containing the multiple crown and script "CA". They were printed by Bradbury, Wilkerson & Co., Ltd., in recess. The 6p denomination depicts a scene at Par-la-Ville, the Old Post House (post office), which dates to 1850. This is the only Bermuda stamp picturing this building, and is done so in violet and rose lake/carmine. This stamp is 26 by 34 mm in size and is listed in various catalogs as follows:

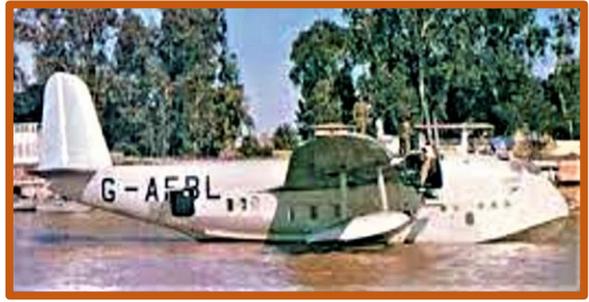
Scott, BM112; Michel, BM 95; Yvert et Tellier, BM 98; Stanley Gibbons, BM 104

The two 3p stamps depict what is described as a cottage or a settler house in black and carmine/red, and measure 34 by 26 mm. It is listed in various catalogs as follows:

Scott, BM111; Michel, BM 94; Yvert et Tellier, BM 97; Stanley Gibbons, BM 103

This first flight cover was onboard the initial British Foreign Air Mail service contract #17 (FAM-17) flight from Bermuda. Since Great Britain usually required reciprocity for routes into its colonies, as I understand from what I have read, the route was simultaneously awarded to both Imperial and Pan American Airways.

Imperial Airways began the contract using a Short Brothers Aircraft manufacturing company "Short Empire", "C" class flying boat, of which two a month were coming off their production line in 1935. Imperial Airlines inaugurated flight service from Hamilton, Bermuda, to Port Washington, Long Island, New York, on June 15th, 1937, using a Short Empire S-23 flying boat piloted by William Neville Cumming (1899-1955).



"Short Empire" Flying Boat

Thus, the date of the cover shown in this article, even though the cancellation is not clearly visible and there is no back stamp. So, from what I have gathered, the cover went from Hamilton to Port Washington and then placed on another plane and sent on to Great Britain for final delivery.

On November 16th, 1937, Baltimore, Maryland, replaced New York as the United States terminal servicing flights to Bermuda. On March 16th, Pan American Airways inaugurated flight service when R.O.D. (Robert Oliver Daniel) Sullivan piloted a Sikorsky S-42B, the "Bermuda Clipper", between Baltimore and Hamilton. This Sikorsky S-42B had registration NC 16735 and was delivered to Pan American in September 1936. It was later renamed and damaged beyond repair on 8 September 1941 during the Battle of Hong Kong. Pan American Clipper III (registration NC 16736) was later renamed the "Bermuda Clipper", and was subsequently destroyed on July 27, 1943, in an accidental fire during preparations for takeoff at Manaus, Brazil.

I find this to be an interesting first flight cover. If anyone would like to add any information to this article such as how the cover may have made the rest of its trip to England or postal and registration rates, please feel free to send it to the editor and/or to me. I may be contacted at juanr377@gmail.com or at P.O. Box 522942, Miami, FL 33152. I would also like to thank Mr. Daniel Maddalino for the gift of this cover and words of encouragement.

References: Aerodacious.com: Stampdata.com: Wikipedia.org

**West Palm Beach
Stamp & Postcard Show**
Hosted by Crethaven Stamp Club @
BARKLEY VILLAS AUDITORIUM
2605 Barkley Drive
WEST PALM BEACH, FLORIDA 33415
Saturday October 21, 2023
10:00am – 3:30pm

Andrew Levitt

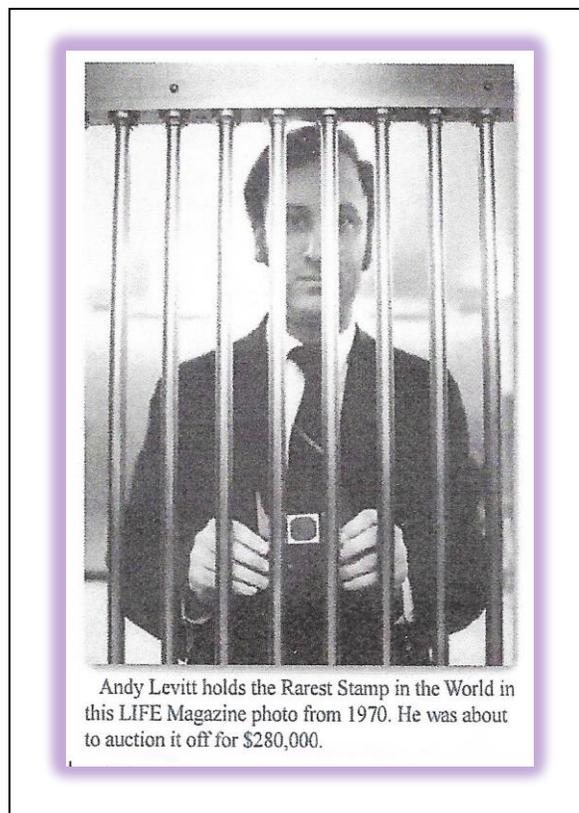
Michael Rogers

During my mid-teens, I stood a lanky 5'10", weighing in at a scant 135 pounds or so, resembling a hyper-driven Erector Set, all frame and no meat, just a buck-toothed grin making my way. Spending money for stamps was limited to the funds earned by mowing lawns and helping out at home. I eagerly looked forward to the American Stamp Dealers Association show which was held at the National Guard Armory on Park Avenue in Manhattan.

As a high school student, perhaps 1964 or 1965, I was walking the ASDA floor at the Armory and spent my few lawn mowing dollars. It interested me how the dealers presented their philatelic material. Rounding a corner, I looked up and saw an amazing thing! There was a young dealer, several booths away, looking intently at his transaction, working the numbers. I was so far away that I could only guess. He was so intense, that I imagined the wheels of his brain turning over. I stood still, gazing at him, admiringly so, for what had to be fifteen minutes or more. It sure was not for me to speak up.

In spite of my desire to be wallpaper, the dealer suddenly realized my presence. He sharply looked in my direction and pointed me over. He asked what I was doing and I told him that it was fascinating for me to see him perform his computations. We chatted a bit. I had no idea what I'd want to do for a living. Be a stamp dealer? Never thought of it. And, that's how I met Andy Levitt.

Andrew Levitt (1940-2005) began his career as a professional stamp dealer and philatelist in 1968 with the Robert E. Siegel Company of New York City. In 1970 he moved to Danbury, Connecticut, and became president of the Sotheby Park Bernet Stamp Company. While there, he was featured in *Life* magazine for selling the world's rarest stamp, the 1¢ British Guiana. For the next thirty-five years, he ran Andrew Levitt Philatelic Consultants and founded Nutmeg Stamp Sales, Inc., a philatelic auction house, in 1998.



References:

Reprinted in part from "Reminiscences", *The American Stamp Dealer and Collector*, October, 2012
Legacy.com

Boats, Trains, and Aeroplanes

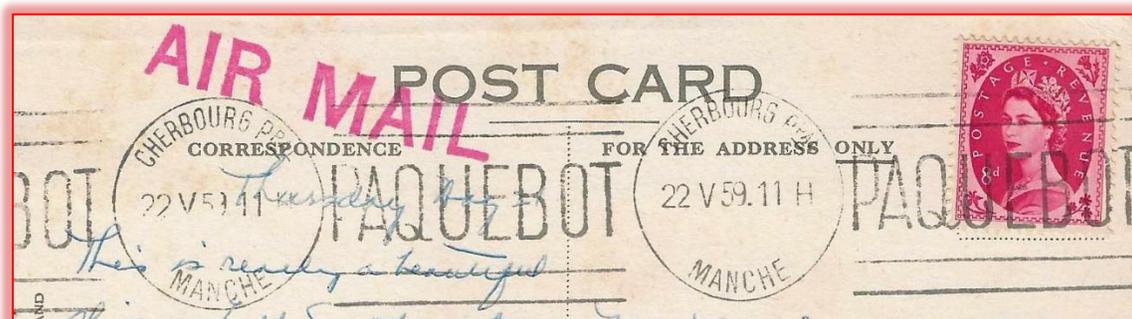
Dan Maddalino



Cunard R.M.S. "Queen Elizabeth"

Rosemarie and Clark were relaxing and musing about on their first day aboard the RMS Queen Elizabeth as it sailed from Southampton, England to Cherbourg, France. Rosemarie noted on this picture post card the overcast conditions and their anticipated arrival in France. They were to disembark and take the “boat train” to Paris. Vacation on the Continent? Or, maybe the Orient Express east? We can only imagine.

This card was posted May 22, 1959, before arrival at Cherbourg as evident by the machine cancel “PAQUEBOT” over a Great Britain, 1956 8d, bright rose definitive stamp (Scott #327). Hence completing its travel by boat. This postcard (as well as all onboard mail) then accompanied Rosemarie and Clark on the train as they traveled to Paris where they parted - our travelers and the mail, that is. The next leg of the trip for the postcard was declared by the bold red, hand-stamped “AIR MAIL”, applied at Charles De Gaul airport, Paris. Next it was on its way to the United States via aeroplane, and then through New York on its way to Ohio.

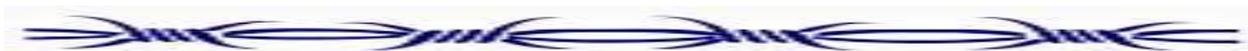


Classic postal history is defined as the study of Rate, Route, and Special Markings. This little postcard certainly covers those. The British 8d stamp satisfied the domestic post card rate (1d), the ship rate (2d), and the airmail fee (5d). The route is evident by the cancellation and addressed destination. The special markings of PAQUEBOT and AIR MAIL on the same post card certainly are scarce. An outstanding study piece.

Oh, and our couple? They planned to view a movie entitled *The Buccaneers* onboard the RMS Queen Elizabeth on the evening prior to arrival in France. Bon voyage!

Endnotes

1. Post card from the authors collection
2. Currency converted from rates taken from: Wawrukiewicz, Anthony, and Henry Beecher. 1996. *U.S. International Postal Rates, 1872 – 1996*. GAMA Publishing Company, Portland, Oregon.
3. Paquebot is French for mailboat. It is stamped on mail posted at sea or in a harbor for processing by postal authorities at the next port of call.



Philatelic Facts



Fancy Cancels

In the postage stamp cancellation sphere, there are many thousands of cancellations that might qualify for the “fancy” title. There are all kinds of decorative slogan and commemorative cancels and many hundreds of special cancels for special events, stamp shows, etc.

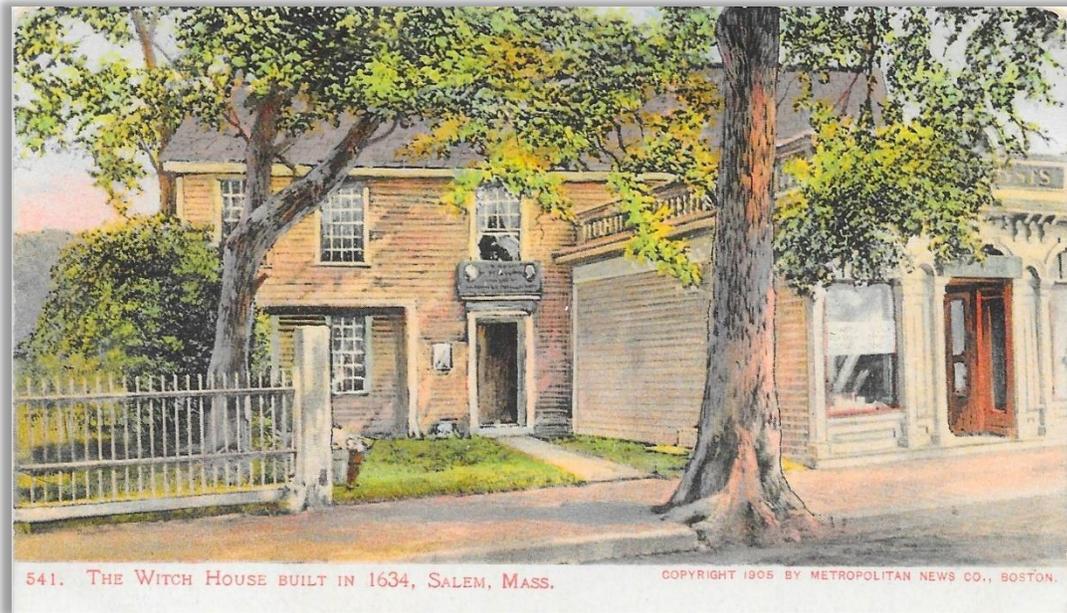
In philatelic terms, “fancy cancel” is generally applied to nineteenth century, homemade Canadian and United States obliterating devices which were often created by bored and/or imaginative postmasters at small post offices.

For a definition of the term, it would be true to say that a fancy cancel is an obliterating device other than that specifically provided by a postal administration for the purpose of cancelling stamps, and used either in the absence of regulations or in violation of any that might exist. Most fancy cancelling devices were carved in wood or cork.

In the late 1920’s, a Post Office Department directive to postmasters declared that they were to use only “killer obliterators” to cancel stamps on registered letters. This directive unleashed a flood of fancy cancels and decorative killers, as collectors and postmasters tried to outdo each other. In the 1930’s, the Post Office Department called a halt and forbade use of anything except the officially approved cancellation devices.

Trick or Treat

Michael Swope



Halloween, known as Samhain, or Feast of the Dead, was celebrated in Celtic countries by leaving offerings on altars and doorsteps for the dead who may return to their previous homes. Pranks were also a common practice, which is where the phrase, ‘trick or treat’ originates, along with the tradition of dressing up in costume.

Once the Celts began to convert to Catholicism, the church characterized witches - those that ancient peoples looked to for wisdom and medicine - into devil worshipping hags. It was believed that witches could turn into cats and other animals such as bats and spiders. But it wasn't until the 1400s that witch hysteria spread across Europe. Thousands were accused of witchcraft with many being executed – most via hanging. During the Spanish Inquisition, suspected witches were burned at the stake.

America's witch scare, which culminated in the infamous 1692 Salem Witch Trials were largely the end of the mass hysteria and killing of accused witches. While there were autumn festivals that included the telling of ghost stories and other such creepy traditions, it wasn't until the influx of Irish immigrants that came to America in the 19th century that Halloween as we know it today began to take root. The mixing of Irish and English customs – jack-o-lanterns, costumes, going door-to-door asking for money – led to the current incarnation of Halloween.

Featured above is an unused, 1905 Metropolitan News Company of Boston, post card, depicting the Witch House at Salem, Massachusetts. Built in 1634, the home is located at 310½ Essex Street in Salem. Happy Halloween!

References: Post card from author's collection; Haunted Happenings.org; Boston Discovery Guide.com

CRESTHAVEN STAMP CLUB NEWSLETTER

West Palm Beach, Florida

The Palm Beaches Oldest & Friendliest Stamp Club

November 2023

At the eleventh hour, of the eleventh day, of the eleventh month in 1918, World War I officially ended. Declared as Armistice Day in 1919, we now celebrate November 11th as Veterans Day in honor of all who have served in the military. Be sure to thank a veteran for their service! Other November dates to remember are the 5th, when Daylight Savings Time ends (Fall Back); National Pickle Day is on the 14th (The average American eats nine pounds of pickles a year!); and, Thanksgiving on the 23rd.

The Fall 2023, West Palm Beach Stamp and Postcard Show was declared a success by club President Richard Kaye. There were more than 70 people in attendance. Many club members were on hand all day to help set up the hall, porter dealer stocks to their tables, staff the registration booth, and accomplish the list of all the little things that make a show successful. Everyone (guests, dealers, and show staff) expressed it a great day for philately in South Florida. Thanks again to everyone.

Regards,
Michael Swope

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Iceland No Longer Issuing New Postage Stamps

Pat Hensley

On a recent visit to Iceland, we visited a local post office to see what stamps we could buy for my husband's collection. We were disappointed that there weren't any 2023 stamps for us to buy. The postal clerk told us they don't have any current issues because, in 2019, Iceland announced they would stop issuing new postage stamps.

In 1873, Iceland issued their first postage stamps as a Dependency of Denmark. On June 17, 1944, Iceland became an independent republic.

After 90 years of operation, Iceland Post's Stamp and Philatelic Department, "Postphil" was closed. They announced huge deficits as the reason for closing. In 2019, Iceland Post cut back on everything that was not profitable for the company, including Postphil. The CEO said that the number of philatelic customers had decreased annually, leading to a deficit for Postphil. He said they had a stock of stamps that would last many years and probably would have enough until the last letter was sent. But if more stamps are needed, it is possible to re-print them. The exclusive right to distribute letters ended for Iceland Post in 2019.

But wait! Iceland Post announced on August 23, 2023, that they are issuing a se-tenant souvenir sheet of four stamps (at right) to celebrate the 150th anniversary of Iceland's first postage stamps. Will there be more?

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Linns.com

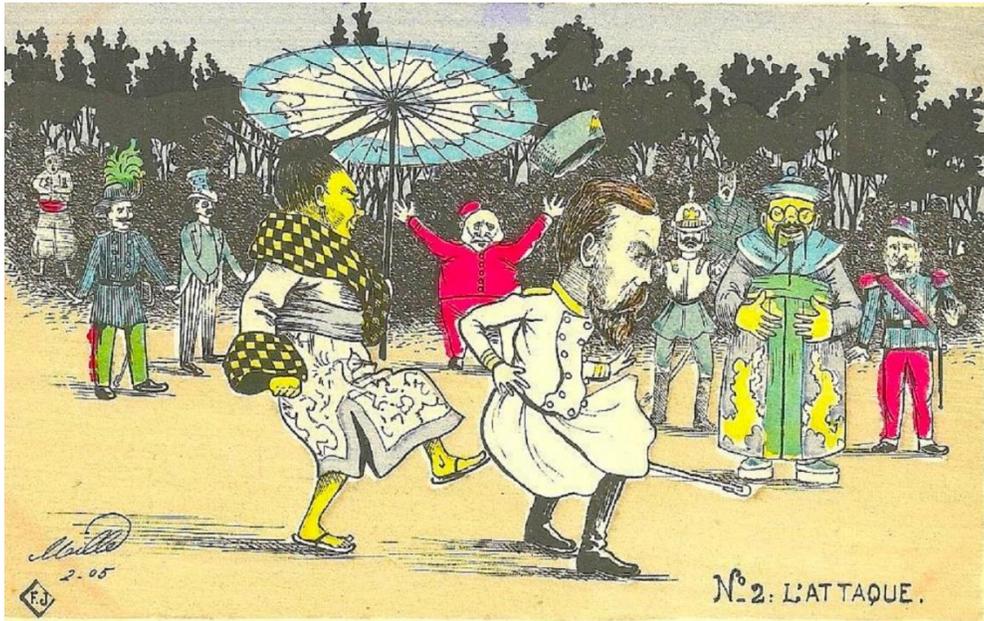
Punkphilatelist.com

Icelandreview.com



Massaging the Bid

Michael Rogers



When I was 16, I saved my summer earnings cutting grass – almost \$1,000. A New York City auction company offered an almost complete set of Japanese official commemorative picture postcards for the Russo-Japanese War of 1905-06 (#2 in the series, shown above). Beautiful beyond belief, a perfect complement to my collection. Exceeding the estimate of \$600, I bid the \$1,000 that I had saved. I congratulated myself for bidding so much when I found out the lot was awarded to me for \$950.

A couple of years later when I went to college, I had to sell my Japanese collection. I had met a fine specialist dealer who coincidentally had been in attendance at the same auction where my set of Russo-Japanese cards came up for sale. A moment after his eyes alighted on the prize, he told me that the auction house had taken advantage of my mail bid, for no one in their right mind would pay what I had for this beautiful set of postcards. No way could there have been an underbid to support what I'd paid. It was painful at the time, but I'd owned them awhile and was happy to have done so. In order to sell them, I lost half my cost. Experienced as I am in this field now, I know the dealer was telling me the truth.

What happened to me so many years ago is called “massaging the bid.” The way to encourage bidders to trust the company with big mail bids is not taking advantage of a bidder's trust. I will bet you there's not one of the auction companies you know that would do it today. It takes a lifetime to build a reputation, just one malfeasance to wreck it.

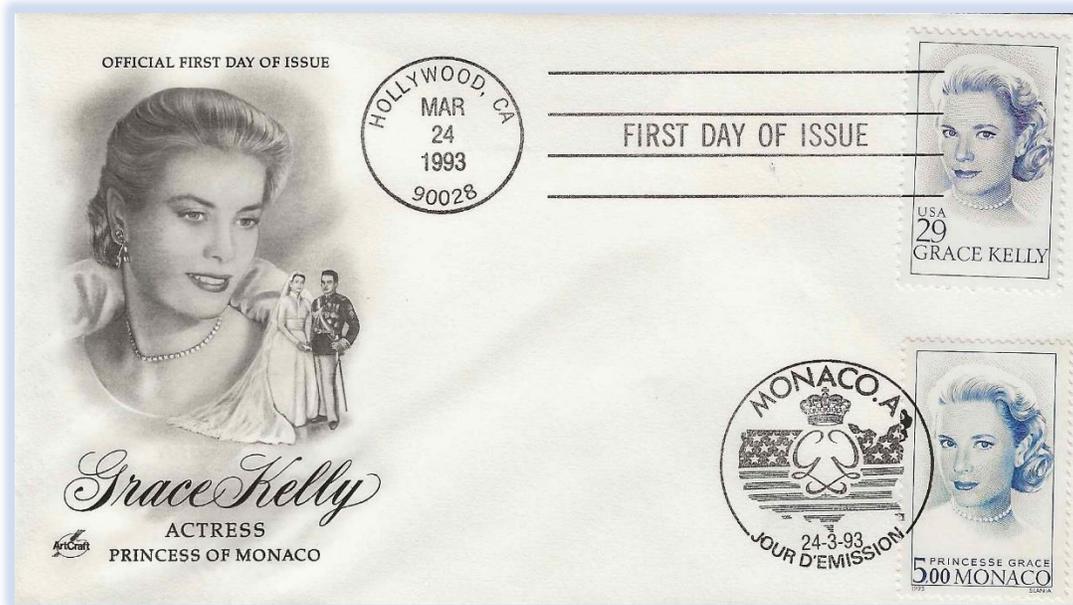
Ref:

Reprinted in part from “Reminiscences”, *The American Stamp Dealer and Collector*, April, 2013

Grace Kelly - Joint Issue

Legends of Hollywood

Dan Maddalino



The United States and International Joint Postage Stamp Issue program has been honoring our kinship to foreign nations for nearly 65 years. Beginning in 1959, with the US/Canada - St. Lawrence Seaway issue (US #1131/Canada #387) these joint-issues, from 27 countries, have provided stamp collectors with an exciting program. Whilst mostly single stamps, many recurring themes are offered. One of these recurring themes is the “Legends of Hollywood.” Within this theme are joint issues for Grace Kelly (US #2749/Monaco #1851), Greta Garbo (US #3943/Sweden #2517), and Ingrid Bergman (US #5012/Sweden #2756-2758). Arguably, the most attractive of these issues are the Grace Kelly stamps shown above on the first day cover of March 24, 1993 ¹.

Grace Patricia Kelly was born November 12, 1929, in Philadelphia, Pennsylvania. Early in life she was drawn to the performing arts where she pursued a dance and drama education. This led to many performances on Broadway and a stellar career as an actress. With Alfred Hitchcock as her mentor, she won many awards including an Academy Award in 1954 for Best Actress in the movie “*Country Girl*”. On April 18, 1956, Grace Kelly married Prince Rainer III of Monaco, after which she served as princess until her tragic death in 1982. She was just 52 years old².

These joint-issued stamps both show soft shading of a portrait of Grace Kelly that was used as a publicity shot for her Oscar winning performance. The U.S. stamp identifies her as Grace Kelly. The Monaco stamp identifies her as Princess Grace. The stamps are identical in all aspects except country name and the denomination.³

Building a collection of United States International Joint Postage Stamp issues will open a world of exciting people, places, and American history. Start today!

ENDNOTES

1. Donna Houseman (ed.) *Scott 2017 Specialized Catalogue of United States Stamps and Covers* (Sidney, Ohio: Amos Media, 2016) pp. 211-212
2. Internet: <https://www.biography.com/actors/grace-kelly> Accessed July 30, 2023
3. Internet: <https://www.newspapers.com>. *The Oxnard Free Press* (Ventura, California). March 28, 1993; Sunday, p. 21 - Accessed August 6, 2023

Philatelic Facts

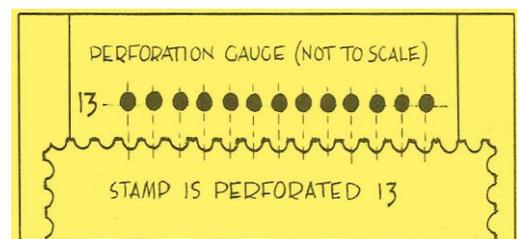


Perforations

Perforations are a series of holes punched in paper between stamps to facilitate their separation. When the world's first official, government issued postage stamps – Britain's Penny Black and Two Penny Blue were released, no provision was made to separate one stamp from another. These early stamps are called imperforates. Postal clerks and stamp users cut them apart with scissors or tore them using metal rulers and stamps were frequently damaged.

Henry Archer (1799-1863) is credited with the first device to render easy separation of stamps with the "Archer Rouletting" machine. Subsequent versions of his machine punched out a row of small holes between stamps which allowed them to be easily separated. By 1854, all of Great Britain postage stamps were perforated.

Philatelist, Dr. Jacques Amabel Legrand (1820-1912), developed a system of measuring perforations in a space of two centimeters. Previously, perforations were described by counting the number of holes along the sides of a stamp, but because of the variety of stamp sizes, the method was untenable. Legrand constructed a scale ranging from perf 7 to perf 16, which he named an "odontometer". All modern perforation gauges are descendants of Legrand's efforts.



Sample Perforation Gauge

The *SS Ancon* and the Opening of the Panama Canal

Juan L. Riera



United States construction of the Panama Canal began with an official ceremony on May 4th, 1904, and the canal officially opened on August 15th, 1914. Opening ceremonies were dramatically scaled back due to the outbreak of World War I on July 28th, 1914. The Panama Canal was completed at a cost of more than \$350 million, the most expensive construction project in United States history to that point. Of the approximately 56,000 workers employed between 1904 and 1913, about 5,600 died during construction. Recognized by the American Society of Engineers as one of the seven wonders of the modern world in 1994, the canal hosted its 1 millionth passing ship in September, 2010.

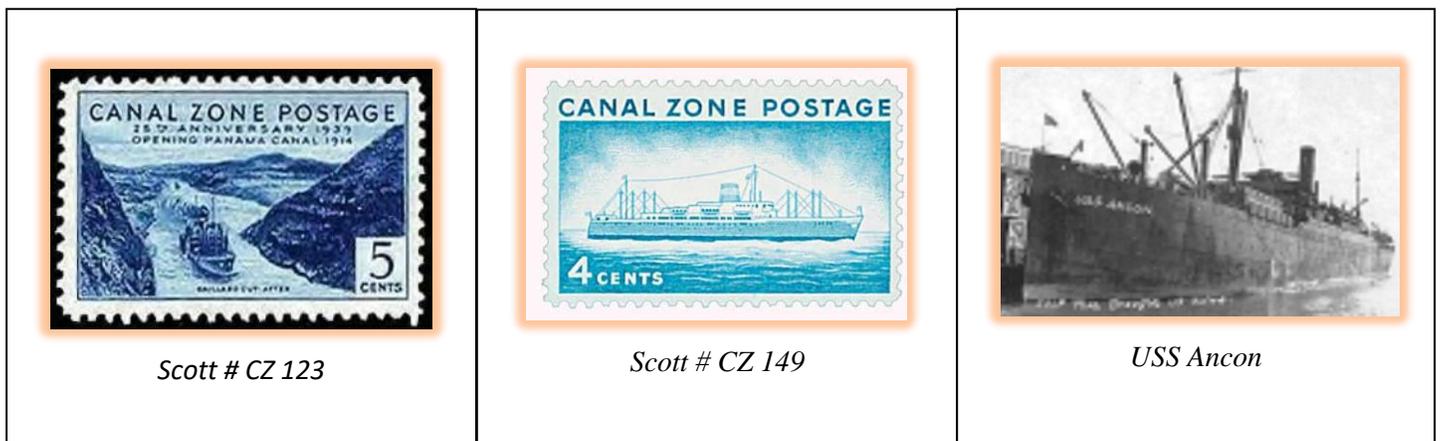
The first ship to officially cross the Panama Canal was the *SS Ancon* on August 15th, 1914. This official crossing was the centerpiece of the scaled back opening ceremonies and it carried 200 foreign dignitaries. Her sister ship, the *SS Cristobal*, had unofficially transited on August 3rd, as had the *Alexandre La Valley* (an old French crane boat) in stages during construction.

The *SS Ancon* was launched in December 1901 and completed in 1902 by Maryland Steel for the Boston Steamship Line. Originally known as the *SS Shawmut*, it sailed from the Pacific Northwest to the Philippines, Japan, and China. In 1909 the ship came under the ownership of the Panama Railroad Steamship Line—in turn, owned by the Panama Railroad Company that was part of the Panama Canal since its purchase by the United States government in about 1903.

The ship was renamed *Ancon* in 1909 for the Pacific terminal of the canal at Ancon Corregimiento. The ship was used mainly to transport cement from the United States to Panama during construction.



The *Ancon* is featured on postage stamps. Shown above is a 1998 first day cached cover celebrating the opening of the Panama Canal. It is affixed with the, U.S. 32¢, Scott # 3183f, the *Ancon* stamp, as part of the “Celebrate the Century” series.



The *SS Ancon* became the *USS Ancon* when it was acquired by the United States War Department in November 1918, for service in World War I. It was decommissioned in July, 1919. On August 15th, 1939, a set of sixteen stamps was released by the Panama Canal Zone postal authority, celebrating the 25th anniversary of the opening of the Panama Canal (Scott #'s CZ 120-135). The 5¢ stamp (Scott #CZ-123) pictures the Gaillard Cut and the ship depicted, going through the cut, is the *Ancon*. Although the *Ancon* was scrapped in 1950, a 4¢ Canal Zone stamp featuring the *SS Ancon* was issued in 1958 (Scott # CZ-149).

Ref:
 Reprinted in part from “Canal Zone”, United States Possessions Philatelic Society, “Possessions”, Fourth Quarter, 2020

Texas Centennial

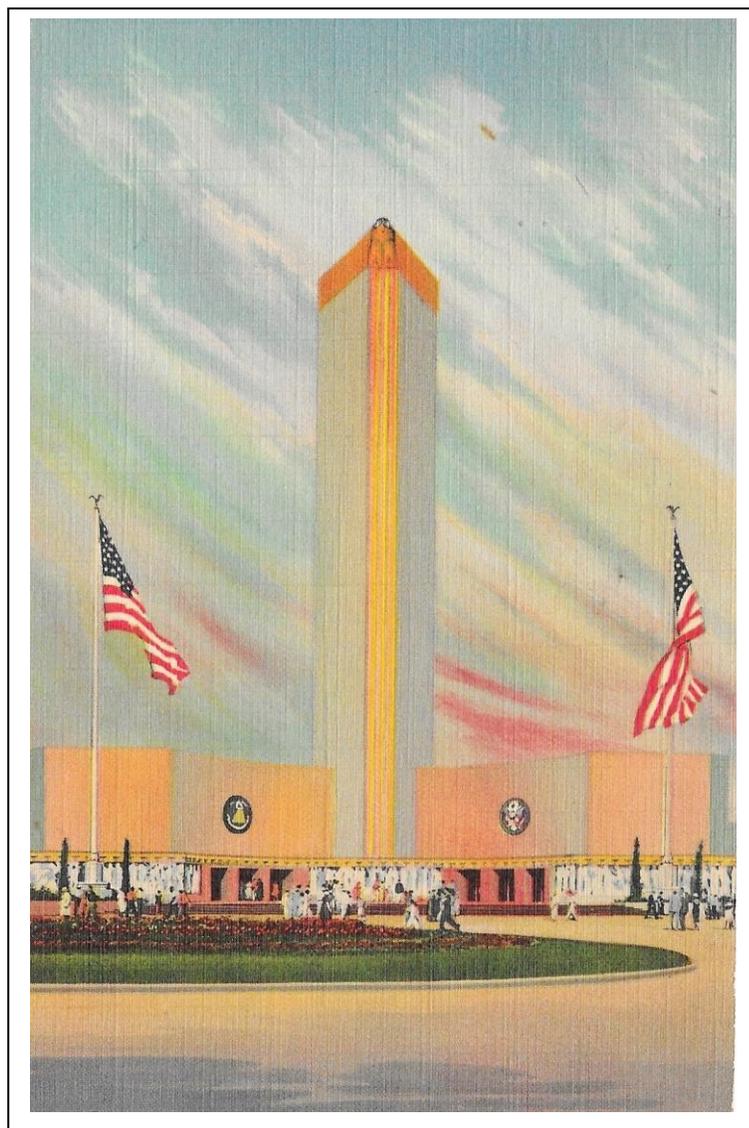
Michael Swope

The Texas Centennial Exposition was a world's fair that ran from June 6th to November 29th, 1936, in Dallas, Texas. It was the 100th anniversary of Texas Independence from Mexico and a celebration of Western American culture. Over 50 buildings were constructed for the exposition in Fair Park and many remain today as examples of Art Deco architecture. More than six million people attended the fair, including President Franklin Roosevelt. Of important note to the economy of Dallas and State of Texas was the exposition's ameliorating effect against the Great Depression.

Shown at right is a C. T. Art (Chicago), Color-tone linen post card of the United States Government Building at the Texas Centennial Exposition in Fair Park, Dallas, Texas.

Scott #632, a 1¢, green, Franklin postage stamp is affixed and was cancelled at Dallas, Texas, on November 3rd, 1936.

The United States Postal Service also created a Centennial Issue to honor Texan Independence. Designed by Alvin Meissner and released on March 2, 1936, the purple, 3¢, Scott #776, features Sam Houston, Stephen Austin, and the Alamo.



Ref:
Post card from author's collection
Texas Archive.org

CRESTHAVEN STAMP CLUB NEWSLETTER

West Palm Beach, Florida

The Palm Beaches Oldest & Friendliest Stamp Club

December 2023

This month we celebrate the 250th anniversary of the Boston Tea Party. Colonists from the “Sons of Liberty” British resistance group, disguised as Mohawk Indians, boarded three British tea ships and dumped 342 chests of tea into Boston harbor on December 16th, 1773 - to protest taxation tyranny. Other December observances include the start of Hanukkah and Pearl Harbor Remembrance Day - both on the 7th; National Christmas Tree Day on the 8th; Winter Solstice on the 21st; Christmas on the 25th; and, Kwanzaa begins on the 26th.

Our 2023 season will end with mixed emotions. On the positive side, we have defied stamp collecting club trends by increasing membership and we were recognized nationally for both our newsletter and website (see announcements). On the downside, however, it appears that our club will need a new location for meetings and shows. Negotiations with the Barkley Master Association have been unsuccessful. Please check our club website for a new meeting venue after January 1, 2024.

Merry Christmas,
Michael Swope

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Page 9 – A Christmas Card



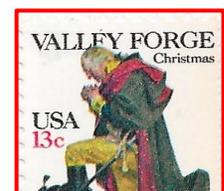
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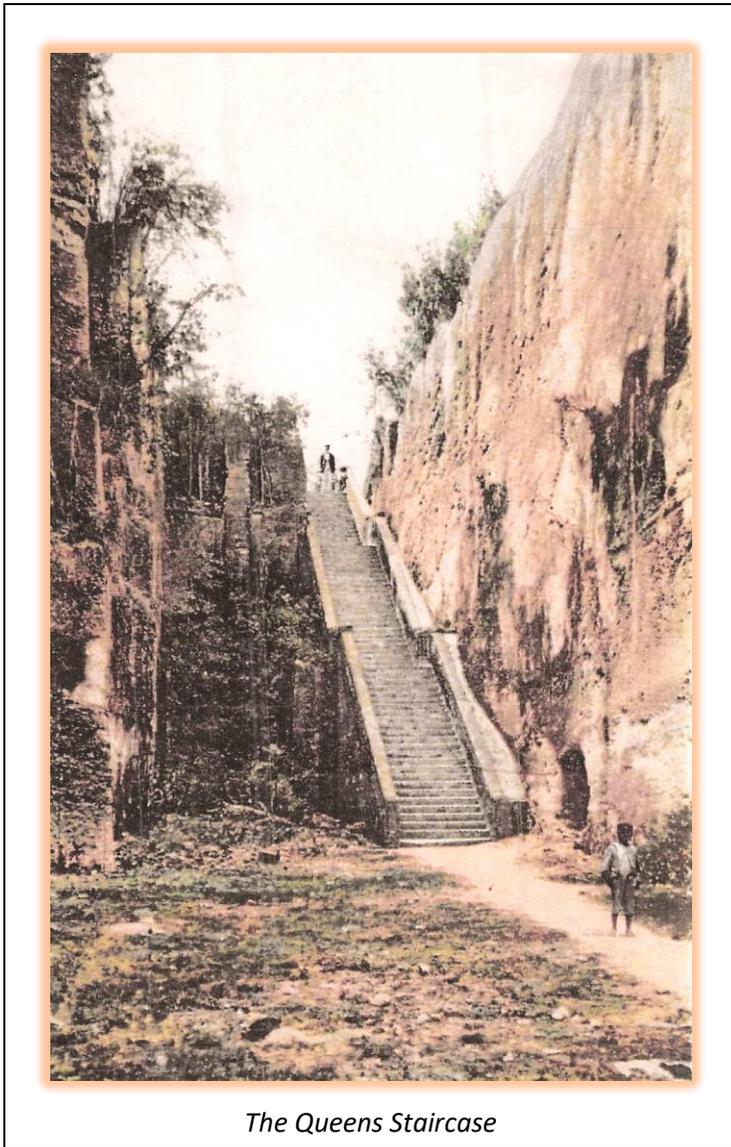
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The Queen's Staircase

Preserved on Bahamian Postage Stamps

Dan Maddalino

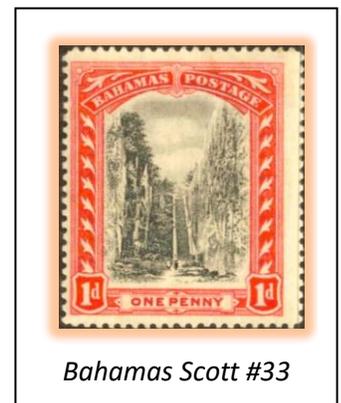


The first adhesive postage stamps issued by the British administered Bahama Islands (1859) bore various illustrations of Queen Victoria's portrait. This changed in 1901 with the bicolored stamps depicting the Queen's Staircase found in its capital Nassau (see Scott #33). The illustration would eventually appear on 15 stamps issued between 1901 and 1912 under British Colonial Administration. They were also overprinted for charity, war tax, special delivery, and semi-postal purposes.

The Queen's Staircase was a narrow set of 66 stairsteps carved into the limestone rock of a cliff overlooking Nassau. It was carved by hand using an estimated 300 slaves from 1793 through 1794, on order of the Colonial Governor, Lord Dunmore. The Bahamian capital sits at the base of the cliff on Bennett's Hill, and Fort Fincastle stood atop Bennett's Hill facing the sea. A closer look at the stamp shows the steep yet majestic rise of the "66 Steps" as it was called until the beginning of the 20th Century.

It was at that time the 66 Steps were renamed in memorial to Queen Victoria who reigned from 1837 until her death in 1901.

The purpose for this structure has been clouded in lore, legend, and fantasy. The true reason for the construction is buried in 18th century Colonial Orders (records). Lord Dunmore wanted an escape route to Fort Fincastle for he and his family to quickly reach safety should Nassau fall under attack from the French or the Spanish navies.



A feared attack never occurred, and the 66 Steps became a shortcut between downtown Nassau and back-island neighborhoods.

By the end of the 20th Century the Fort and Queen’s Staircase had fallen to disrepair and neighborhoods surrounding them became high crime areas.

Recognizing their tourist value, in 2012, Nassau began a two-year replacement (not restoration) of these sites. The ruins of Fort Fincastle have been almost completely replaced by a tourist inspired “fort”, complete with cartoonish canons on its roof.



Bahamas Scott #48, 58, 59, 60, 61, 62

The original Queen’s Staircase has been destroyed and replaced with a red-brick stairway, aluminum handrails, and trickling water effects descending like two falls along the stairs. Tacky and sad. However, the original majestic beauty and iconic image are well preserved on the Bahamian Queen’s Staircase stamps.

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shouldbecruising.com/2021/06/30/queens-staircase-nassau

Donna Houseman (Ed.), *Scott 2018 Standard Postage Stamp Catalogue, Vol 1B*, Amos Pub., Sidney, Ohio, USA. 2017. p. 121

Stanley Gibbons *Commonwealth Stamp Cat., Northern Caribbean. Bahamas & Bermuda, 4th edition*. London, 2016. p. 2

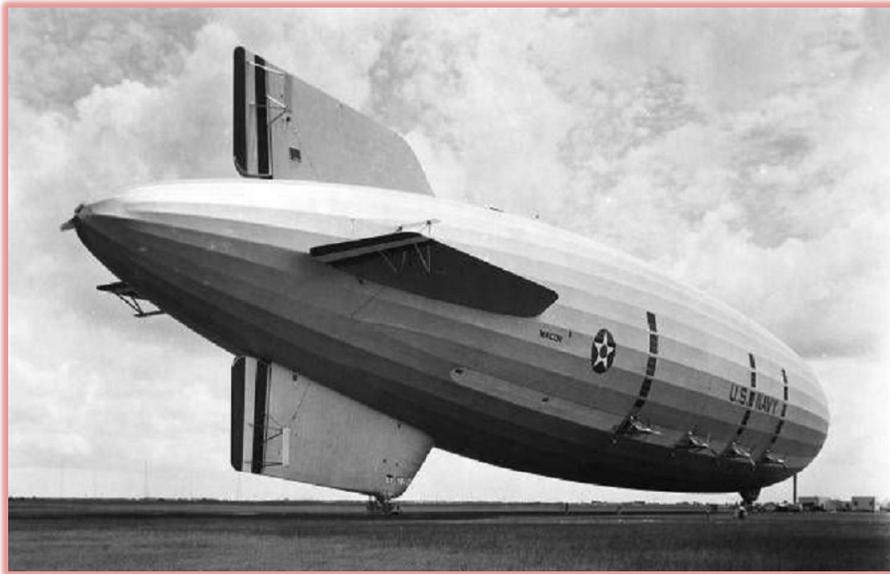


On November 7, 2023, The American Philatelic Society announced their awards in the annual Star Route “Newsletter” competition.

Congratulations to the Cresthaven Stamp Club and its dedicated authors in receiving the prestigious “Large Vermeil” award.

USS Macon at Guantanamo Bay

Juan L. Riera



The *USS Macon* (ZRS-5) was a rigid airship, built and operated by the United States Navy for the purpose of scouting and serving as a flying aircraft carrier. It could carry five single-seat, Curtiss F9C, Sparrowhawk airplanes for scouting or five, two-seat, Fleet N2Y-1 airplanes for training purposes. Along with her sister-ship *Akron*, the *Macon* was helium filled. By contrast, German rigid airships *Hindenburg* and *Graf Zeppelin II* were hydrogen filled and slightly larger. The *Macon* was in service from June 23rd, 1933, until her crash off of Big Sur, California, on February 12th, 1935.

In April and May, 1934, the *Macon* participated in fleet maneuvers in the Caribbean, and was temporarily stationed at Opa-Locka, Florida. Here, maintenance was performed following its 55-hour flight from Moffett Field, California, because the *Macon* sustained damage while crossing over very high mountain peaks. From 1932 until 1959, the United States leased the western half of Opa-Locka airport and had erected a dirigible mooring mast. The *USS Akron* also stopped at Opa-Locka on both legs of its 1933 trip to the Panama Canal Zone. The airport was one of the stops on the triangular “Germany-Brazil-United States-Germany” route of the *Graff Zeppelin*. And, Amelia Earhart launched her second attempt to circumnavigate the globe from this same airport in 1937.

So, what is the difference between an “airship”, a “dirigible” and a “blimp”? An airship is any powered, steerable aircraft that it is inflated with a gas that is lighter than air. “Airship” and “dirigible” are synonyms; a dirigible is also a lighter-than-air craft that is powered and steerable, as opposed to free floating like a balloon. A blimp is a powered, steerable, lighter-than-air vehicle whose shape is maintained by the pressure of the gases within its envelope. A blimp has no rigid internal structure: If a blimp deflates, it loses its shape.



Featured here is a Miami Philatelic Society airmail cacheted cover of the *USS Macon* airship, departing for the Guantanamo Bay Naval Station, Cuba, to take part in United States Naval maneuvers. The cachet is autographed by its designer, John B. Williams. Guantanamo Bay also had a dirigible mooring mast and facilities available that were utilized throughout World War II.

The cover is franked with the black, 7¢ Washington Bicentennial issue, Scott #712 and green, 1¢ Century of Progress issue “Restoration of Fort Dearborn”, Scott #728, postage stamps. The cancellation was aboard the *USS Tillman* (DD-135) that participated in the fleet maneuvers while in Miami. It was cancelled May 5th, 1934 at 9am. The *Tillman* was a Wickes Class destroyer that transferred to the British Navy as part of World War II’s, Lend-Lease agreement. In December 1940, the *Tillman* became *HMS Wells* (195).

On November 7, 2023, The American Philatelic Society announced their awards in the annual Star Route “Website” competition.

Congratulations to the Cresthaven Stamp Club and its contributors in receiving the prestigious “Vermeil” award.



Confederates & Zeppelins

Michael Rogers



C13

C14

C15

Most people know me as a China specialist, but back in 1978 when I first opened Winter Park Stamp Shop, I carried a fine stock of Zeppelin and Airpost flight covers. Way before the internet, I released the old-fashioned pricelists printed on paper carrying common to elusive material.

And it was for that very reason, the renowned Confederate philatelic dealer, Gordon McHenry, sought me out to complete a set of U.S. Graf Zeppelin flight covers. He wanted a 65¢ (*Scott C13*) to match the April 19, 1930 date on the \$1.30 (*C14*) and \$2.60 (*C15*) Zeppelins that he already possessed.

Right off, I told Gordon his flights were first day covers and I did not have a 65¢ in stock. But Gordon was insistent that his covers were not FDC's and that it was only me trying to enhance the value of his covers. He turned the tables, saying that if I was so sure of myself, I ought to buy them. His price was \$1200. The *C14* was a sound stamp on a real dirty and wrinkled cover. The *C15* however, was a gem in all respects – a slam dunk beauty! \$1200 was too much money for regular flight covers, but a bargain for the first day covers I knew them to be. I paid Gordon and thought that was the end to it.

When Gordon returned to his home, he must have reached for a catalogue because he phoned me the next day, exclaiming "You took advantage of me!" I'm sure he did not appreciate my chuckling on the phone when I reminded him that I accepted the price he set, and before that I said several times he had better material than he thought he had. We mended fences later.

Gordon was a man of integrity, a gentle and witty spirit, and a resounding authority of Confederate philately.

Ref:

Reprinted in part from "The American Stamp Dealer & Collector", February, 2013

Pumpkinseed Sunfish

Pat Hensley



The 45¢ multicolored Pumpkinseed Sunfish stamp (Scott #2481) was issued on December 2, 1992, at the National Aquarium in Washington DC. It is part of the Flora and Fauna Series and was distributed in panes of one hundred (ten down and ten across). The artwork was made by Michael Matherly who also created the 1¢ American Kestrel and the 3¢ Bluebird stamps.

When I saw this stamp, I thought it was beautiful. The colors immediately caught my eye and I'm not a big fish lover. Not only did the colors interest me, but its name even intrigued me and I had to learn more about this fish.

The Pumpkinseed fish is a freshwater fish native to northeastern North America. It can be found from New Brunswick to South Carolina. They reach a maximum length of sixteen inches but are usually found at six to eight inches and weigh less than a pound. Its name reflects its shape, which resembles a pumpkinseed. The orange, green, yellow, or blue speckles can be on its olive back and sides while its belly and breast can be yellow to orange. It has sharp spines so you have to be careful when handling it.

Pumpkinseed sunfish live in warm, calm lakes, ponds, and pools of creeks and small rivers. They like lots of vegetation to hide and stay near shallow and protected areas. They feed at all levels from the surface to the bottom in daylight, but mainly eat in the afternoon. They like to travel in schools that might include bluegills and other sunfish. At night, they rest near the bottom of the water or in protected areas in rocks or near logs.

Pumpkinseed Sunfish eat insects, mosquito larvae, small mollusks, snails, other crustaceans, smaller pumpkinseed sunfish, minnows, and worms. Their predators can include largemouth bass, pike, perch, cormorants and herons, and fishermen.

I've never seen one in the wild but you can bet that I'll be looking for one now.

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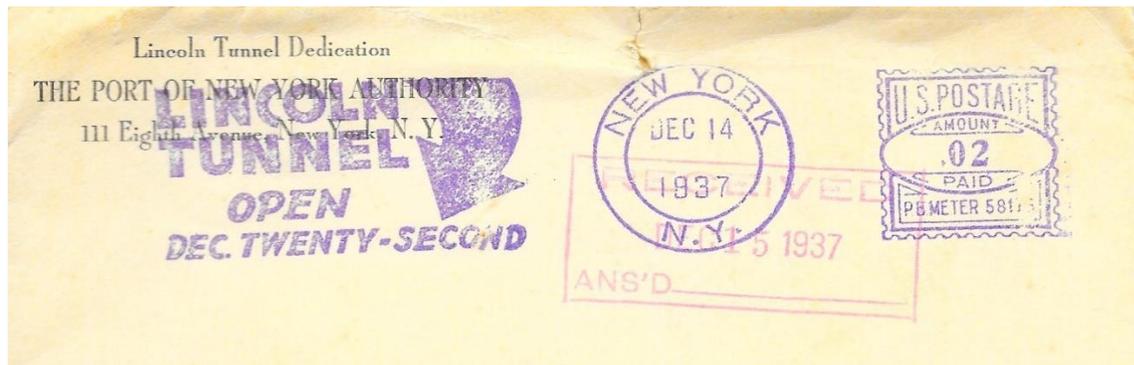
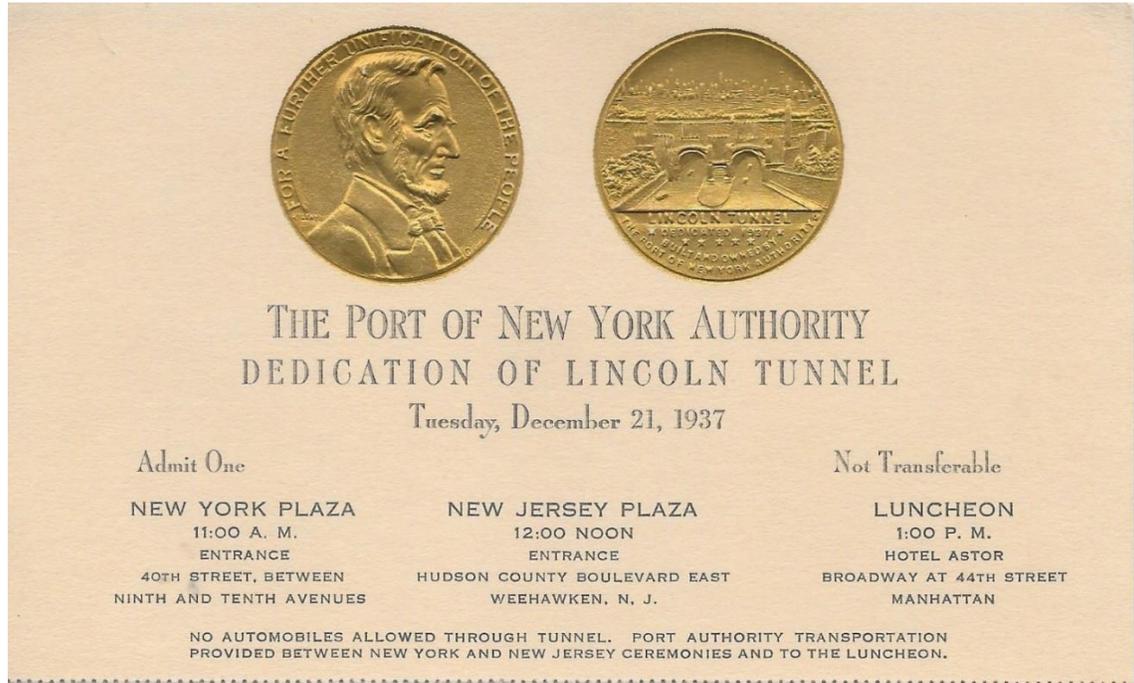
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<https://www.mysticstamp.com/Products/United-States/2481/USA/>

Lincoln Tunnel

Michael Swope



Featured above is an admission ticket to the December 21, 1937, dedication ceremony prior to opening of New York Port Authority's Lincoln Tunnel and, the envelope it was mailed in. Ceremonies were scheduled for both ends of the tunnel: Mid-Town Manhattan's 40th Street entrance and New Jersey's Weehawken entrance.

The cover was franked by a Pitney-Bowes, model FV6, postage meter, with 2¢ postage paid; a December 14, 1937, cancellation; and, "Lincoln Tunnel Open Dec. Twenty-Second" graphics. The cover also bears a December 15, 1937, "received" rubber stamp in violet.

The 1.5-mile-long tunnel under the Hudson River was first proposed in 1920, but construction did not begin until 1934. Initially completed in 1937, the tunnel has undergone several upgrades including addition of parallel tubes last completed in 1957.

Ref: Cover from author's collection; www.panynj.gov

A Christmas Card



VERILY
If thou art happy,
so shall I be,
So I am sending
this wish to
thee :
A MERRY
CHRISTMAS,
of mirth and
glee !

838



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