

Auxiliary Marks

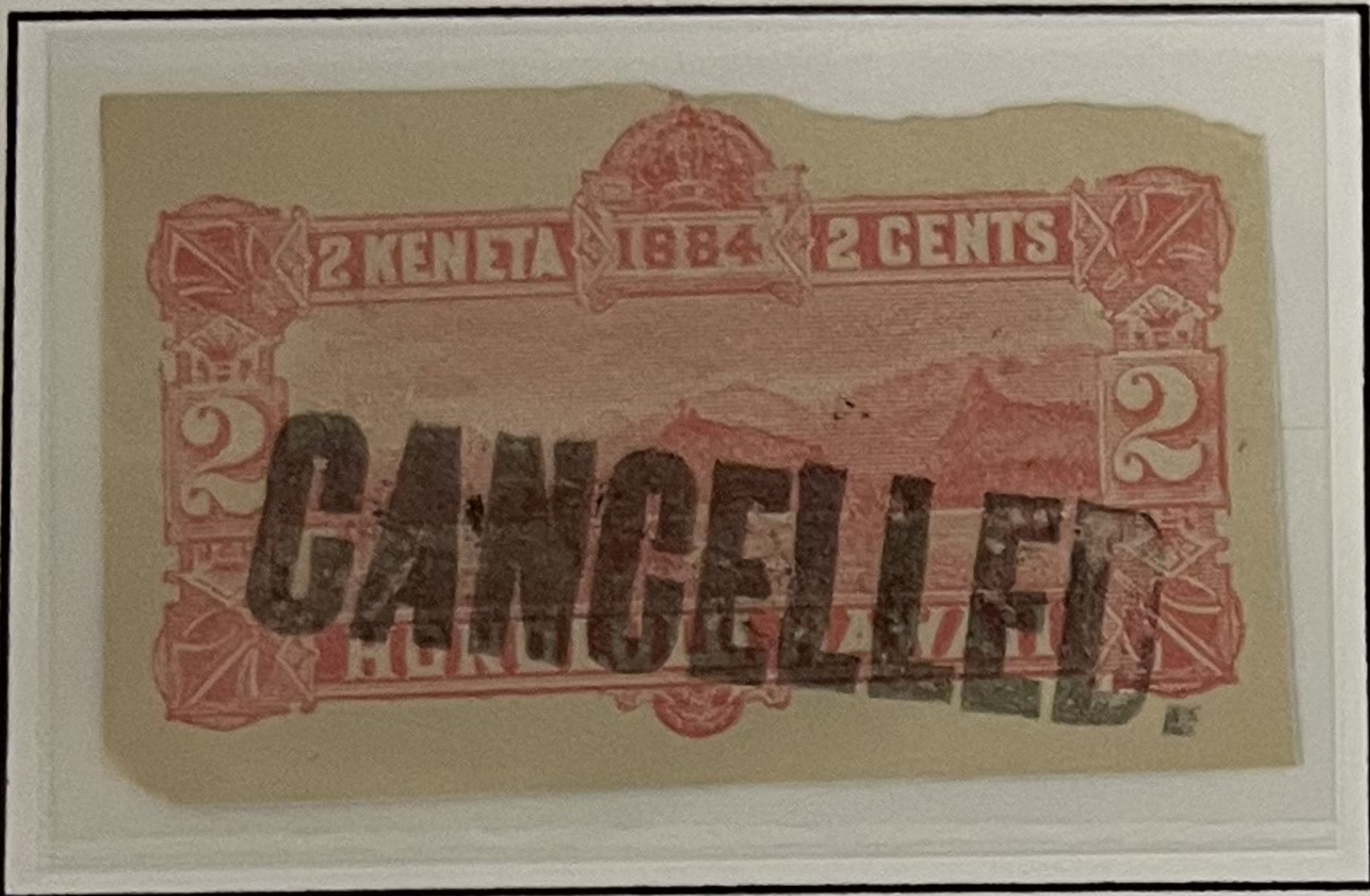
Transportation Marks

Kahului Railroad

Auxiliary marks are a variety of specialized markings on mail not applied by the post office.

The first common carrier railway in Hawaii was the narrow-gauge Kahului Railroad on Maui, opened in 1879 in part to move sugar to port at Wailuku. The route along the north coast of Maui was extended to Paia in 1880 and to Spreckelsville by 1884.

The only canceling device used by the railroad was a rubber stamp with an 11 x 2 mm 'CANCELLED.'



Strikes are known in black, blue, and purple

The railroad privately issued stamps for parcel post payment. Cancellation was by crayon or a handstamp 'CANCELLED'



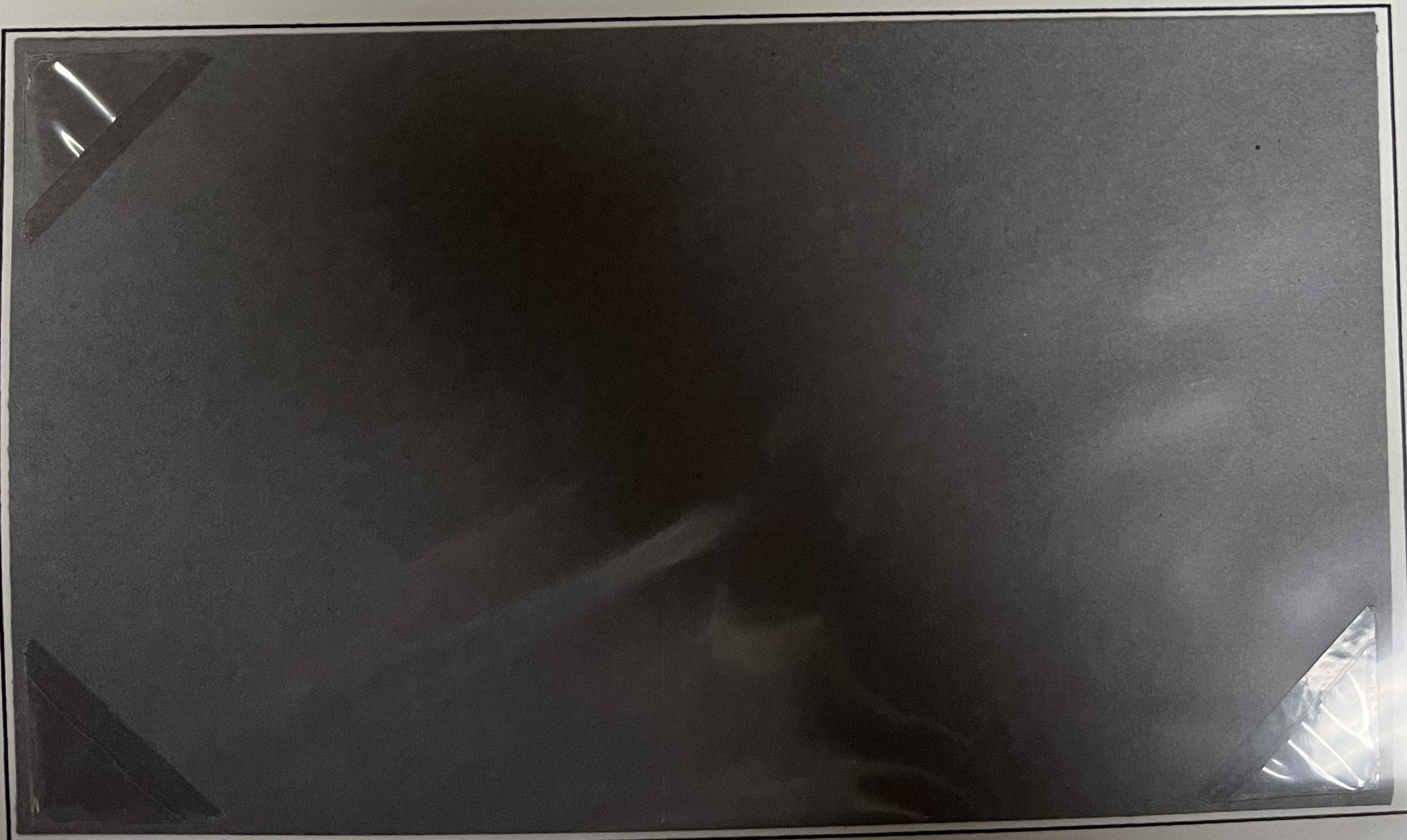
crayon



4 mm serifed



4 mm unserifed



F. L. Stolz, treasurer of the Kahului Rail Road, also interim postmaster at Kahului in 1889, used his signature as a cancellation.

Auxiliary Marks

Transportation Marks

Oahu Railway and Land Co.

A second narrow-gauge railroad opened Nov. 16, 1889. The Oahu Railway and Land Company was founded by Benjamin Dillingham, an influential businessman who wanted to develop the Ewa plain. By 1892 the line (18.5 mi.) reached Dillingham's Ewa Plantation Co. property. The company had its own cancels for individual stations: Honolulu, Aiea, Pearl City, Waianae, and Kahuku.

Honolulu



The initial Honolulu strikes of the OR&L Co cancel had "tall" letters (4mm) letters. Five are reported. My research shows 10-15 strikes known.



Recently a version of this same cancel surfaced. This style is the same except for short (2.5 mm) letters. **Less than five copies are reported to date.**

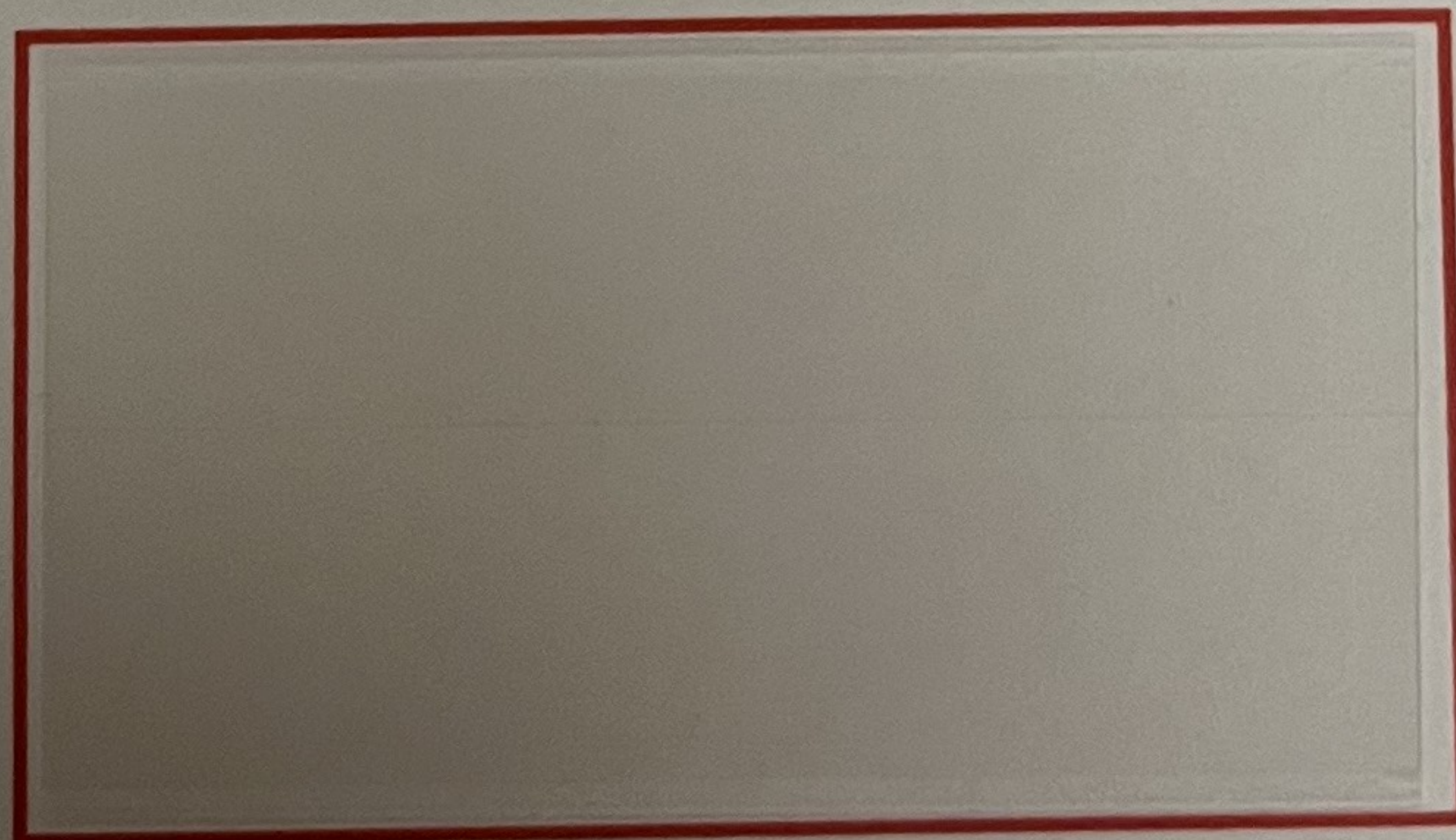


Original Davey drawing of the Railway postmark.

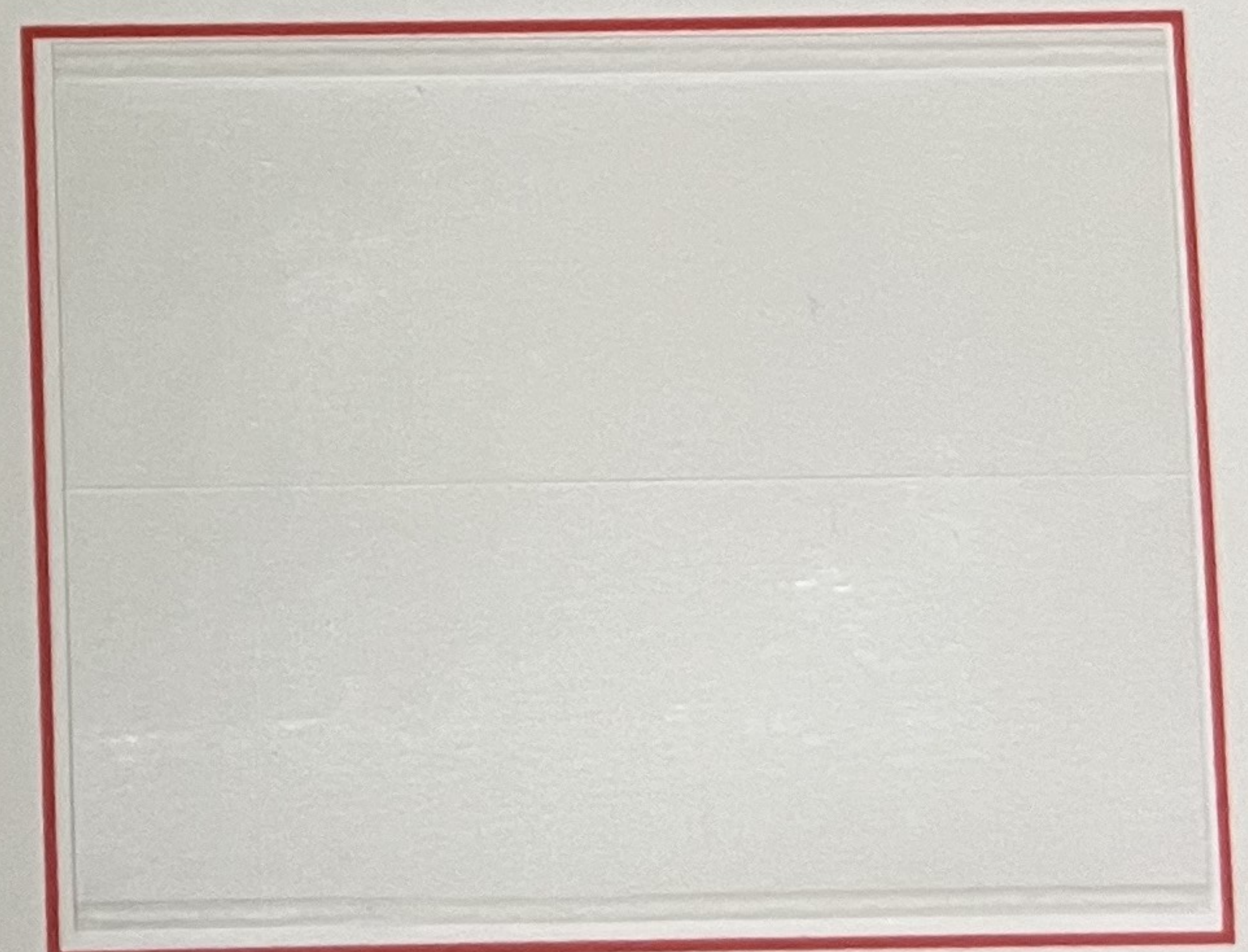
After Honolulu, an OR&L Co. postmark device was used at each stop. Though five total examples are reported, my research and the number of examples in this exhibit suggest the correct number is less than five of each.



Aiea



Pearl City



Waianae

The only reported example of a Kahuku strike used before the territorial period.



Kahuku

Auxiliary Marks

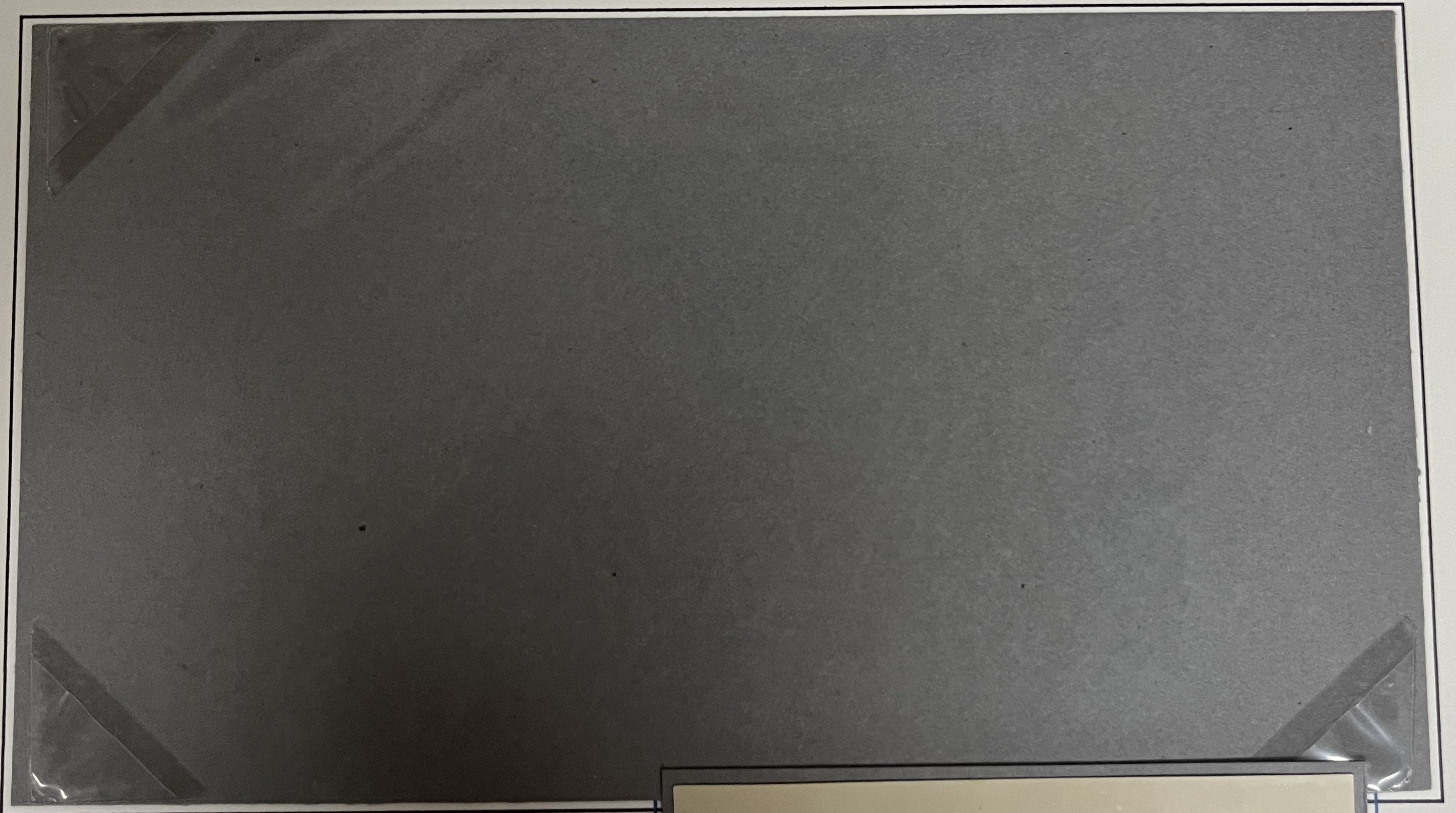
Transportation Marks

Oahu Railway and Land Co.

Even though each station had a canceling device, the railway frequently cancelled mail with a blue crayon.



Use of both proves the railway used a crayon.



Real photo of OR&L Co. station ca. 1895

Auxiliary Marks

Transportation Marks

Ship Marks

A variety of ships carried mail through Hawaiian history and as mail volume increased through the 1880s and 1890s. Two ship companies had their own cancelling devices.

Interisland Steam Navigation Company



Inscribed 'Haw'n Mail Service'

Steamer Bishop 1883-87



Steamer Iwalani 1883-87



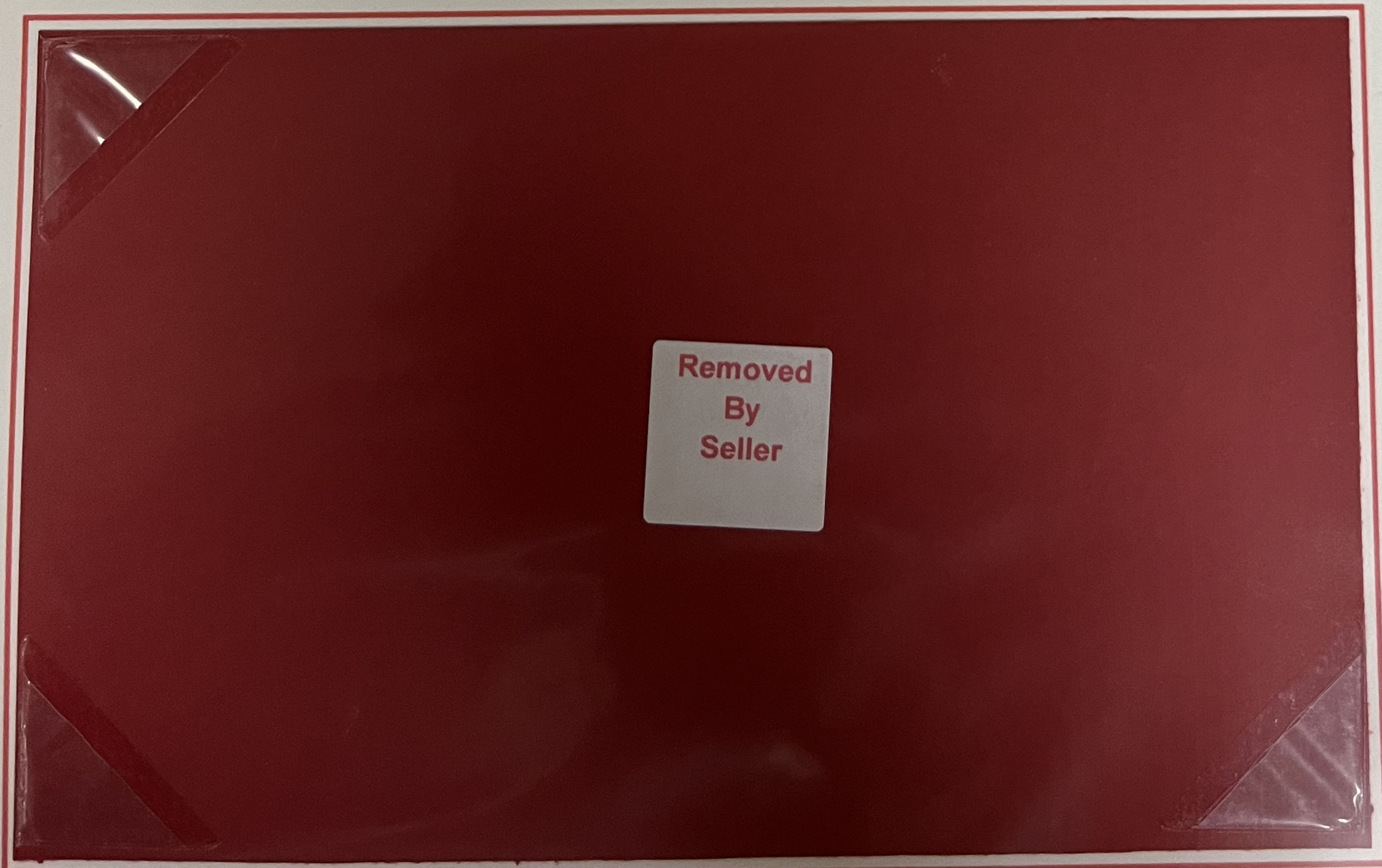
Inscribed 'Hawaiian Mail Service'

Steamer W.G. Hall 1884-87



Steamer Planter 1883-86

Wilder's Steamship Company



'PAID' oval used by Wilder steamship Co. on cards of notice regarding ship sailings.

One of two copies reported to date.

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Ship Marks

Contract steamer mail existed between Honolulu and San Francisco beginning in 1867. Among the earliest marks in this service were those of the Hawaiian Steam Service, a 30 x 15 mm reddish oval in use from 1867-1869. Ninety-four such strikes are recorded, sixty-two of those have both Hawaiian and U.S. postage to pay the rates.



Manuscript 'Ships Letter' with Hawaiian Steam Service oval marking. Signed with Ashbrook authentication on the reverse.

The combination of the five cent Hawaiian stamp and the U.S. ten-cent green E grill stamp paid the contract rate. This letter travelled on the Steamer Idaho sailing March 17 to San Francisco arriving March 28 and then overland to Philadelphia.

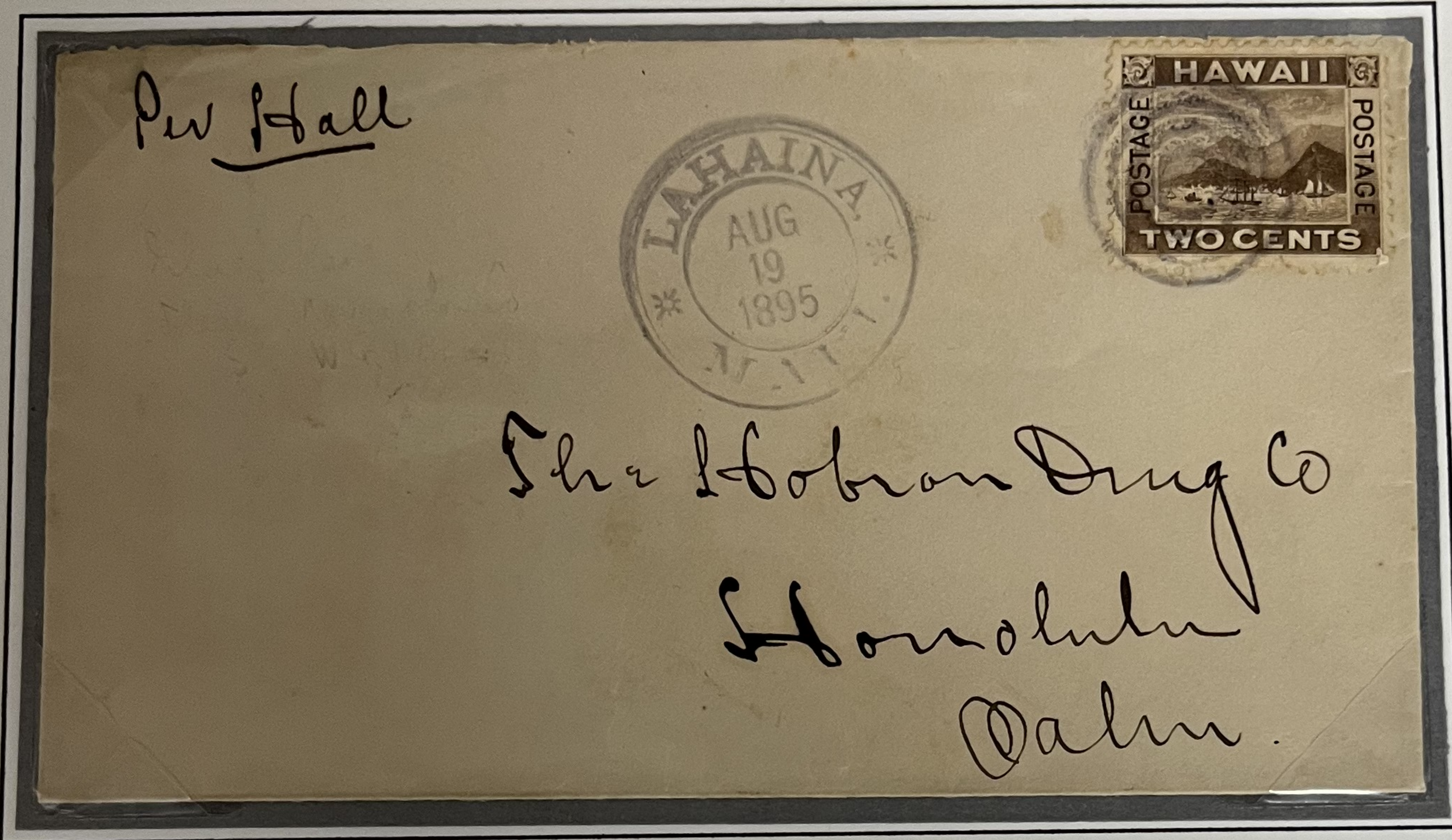
The lack of additional Hawaiian postal marks suggests that the letter was mailed directly at the wharf.

Auxiliary Marks
Transportation Marks

Manuscript Ship Marks

Mail senders were permitted to add a written preference for a specific vessel. There was no obligation for the post office to honor the request. This practice applied to interisland ships as well as the foreign trade.

Interisland Mail



Lahaina Maui to
Honolulu 'per Hall'

The steamer W.G.
Hall, operated by
the Inter-Island Steam
Navigation Co.

August 19, 1895



Maui to Honolulu
per 'Kilauea'

The steamer
Kilauea, operated
by the Hawaiian
Steam Service and
later sold to the
Wilder Steamship
Co.

July 27, 1877

Auxiliary Marks

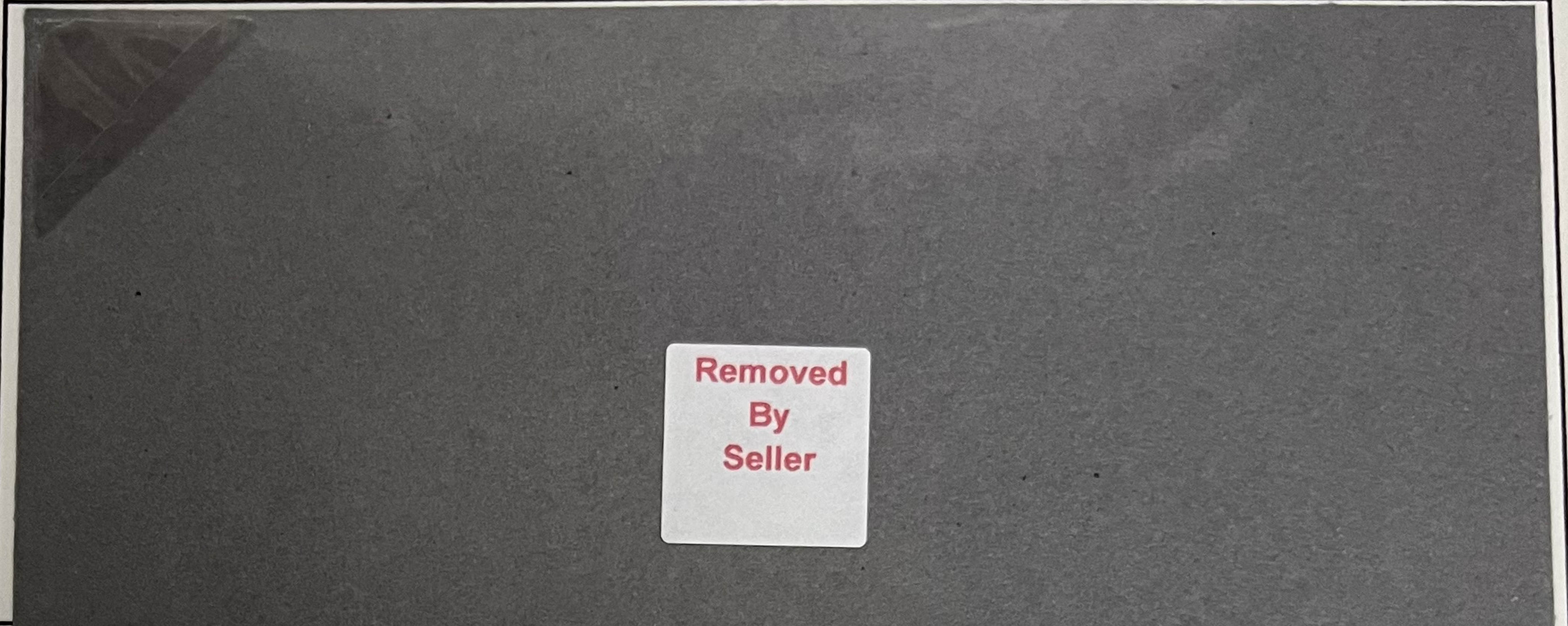
Transportation Marks

Manuscript Ship Marks

Manuscript ship designations were also used on mail headed abroad. These three ships were operated by the Oceanic Steamship Co. owned by John Spreckels.

Honolulu to New York 'per Alameda'

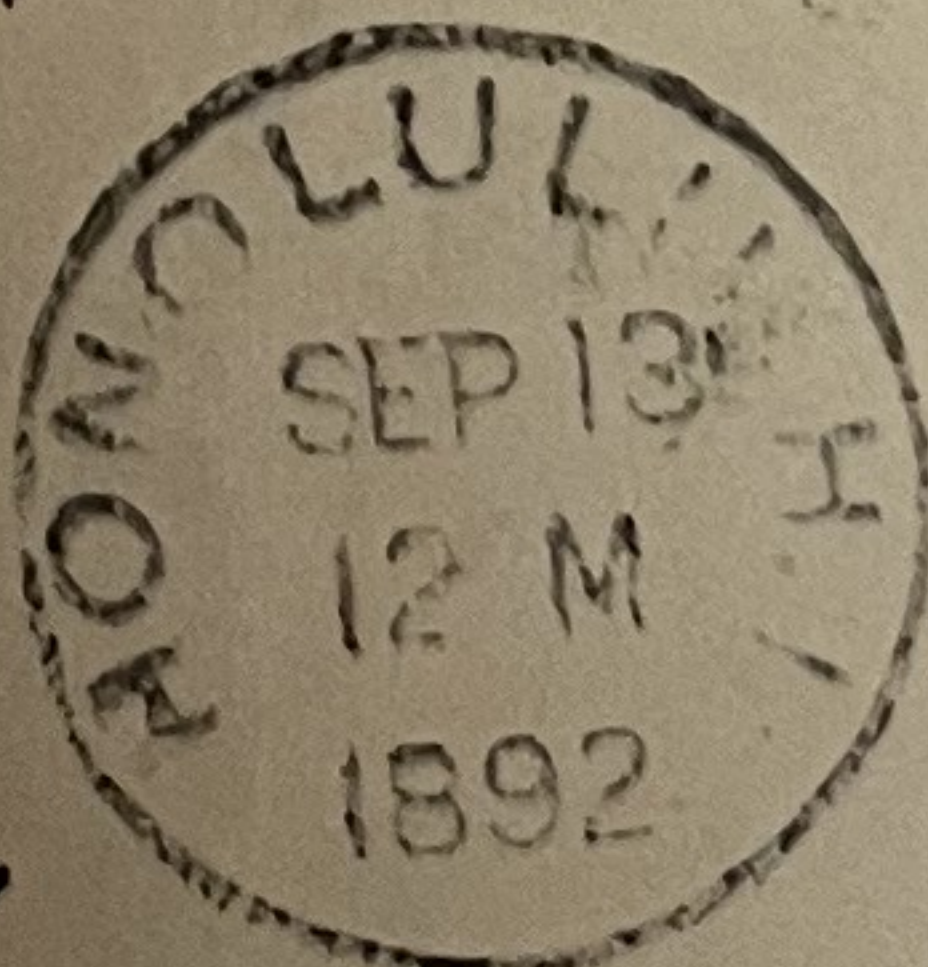
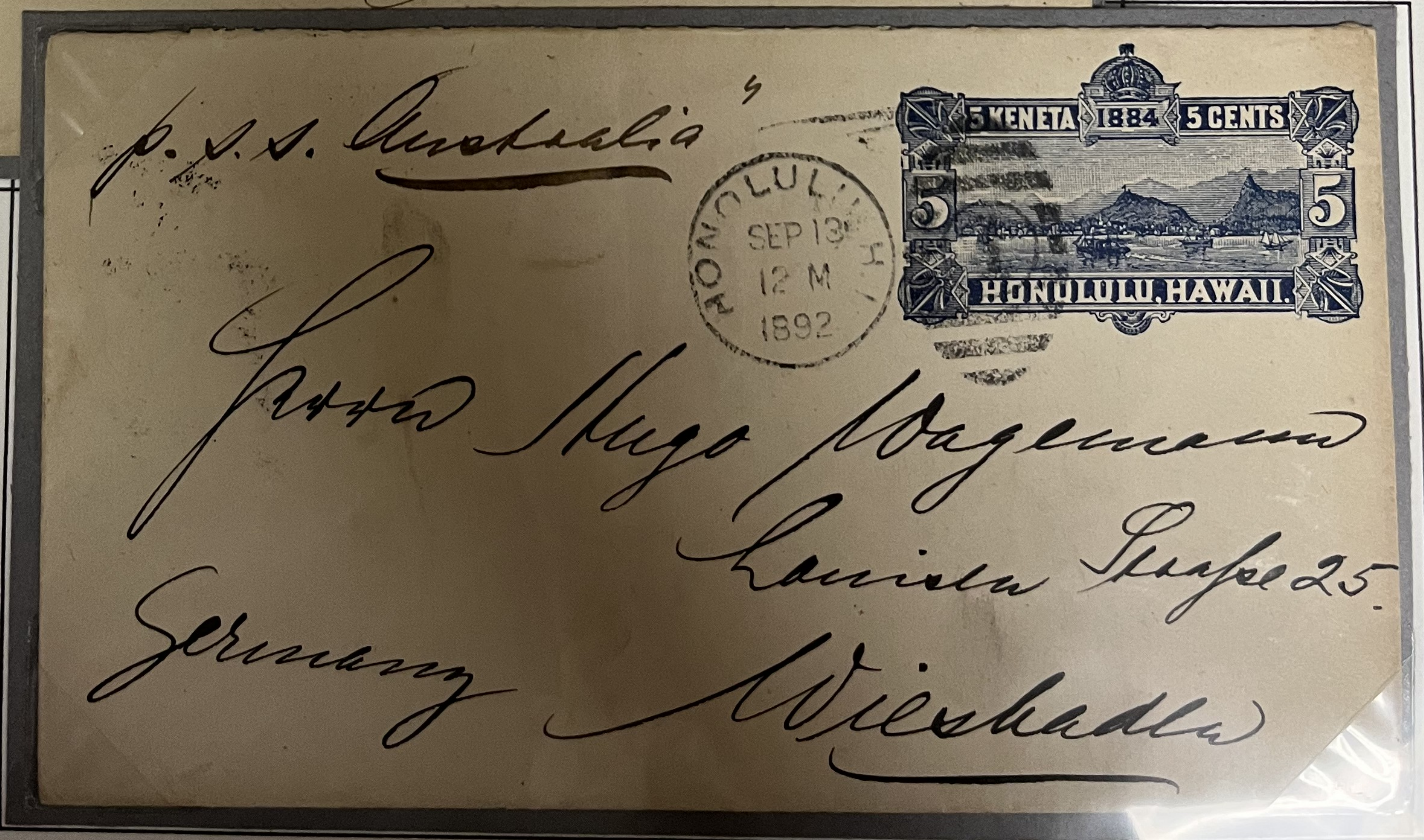
October, 1891



Removed
By
Seller



Honolulu to Bremen, Germany 'per SS Mariposa' July, 1885



Honolulu to Weisbaden, Germany 'per SS Australia'

September, 1892

Auxiliary Marks
Ship Marks

Packet Boat Marks

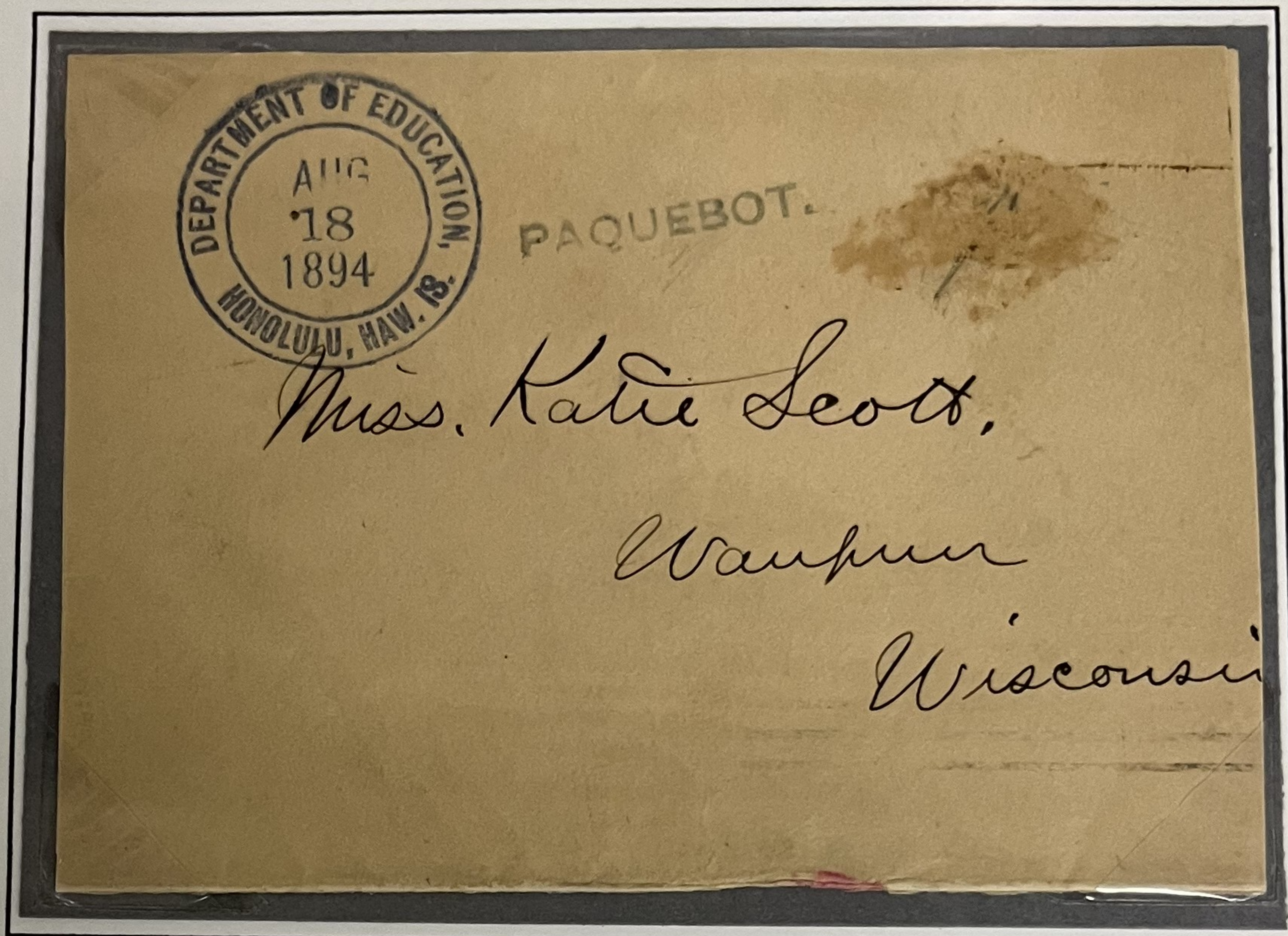
Beginning in 1894 Hawaiian letters and cards mailed on board ships were hand stamps 'Paquebot' (Packet Boat in French) upon arrival in San Francisco – or in some cases on board ship. Two primary types of this mark are reported.

28 x 3 mm 'PAQUEBOT.'
in dark blue.
In use 1894 – 1895

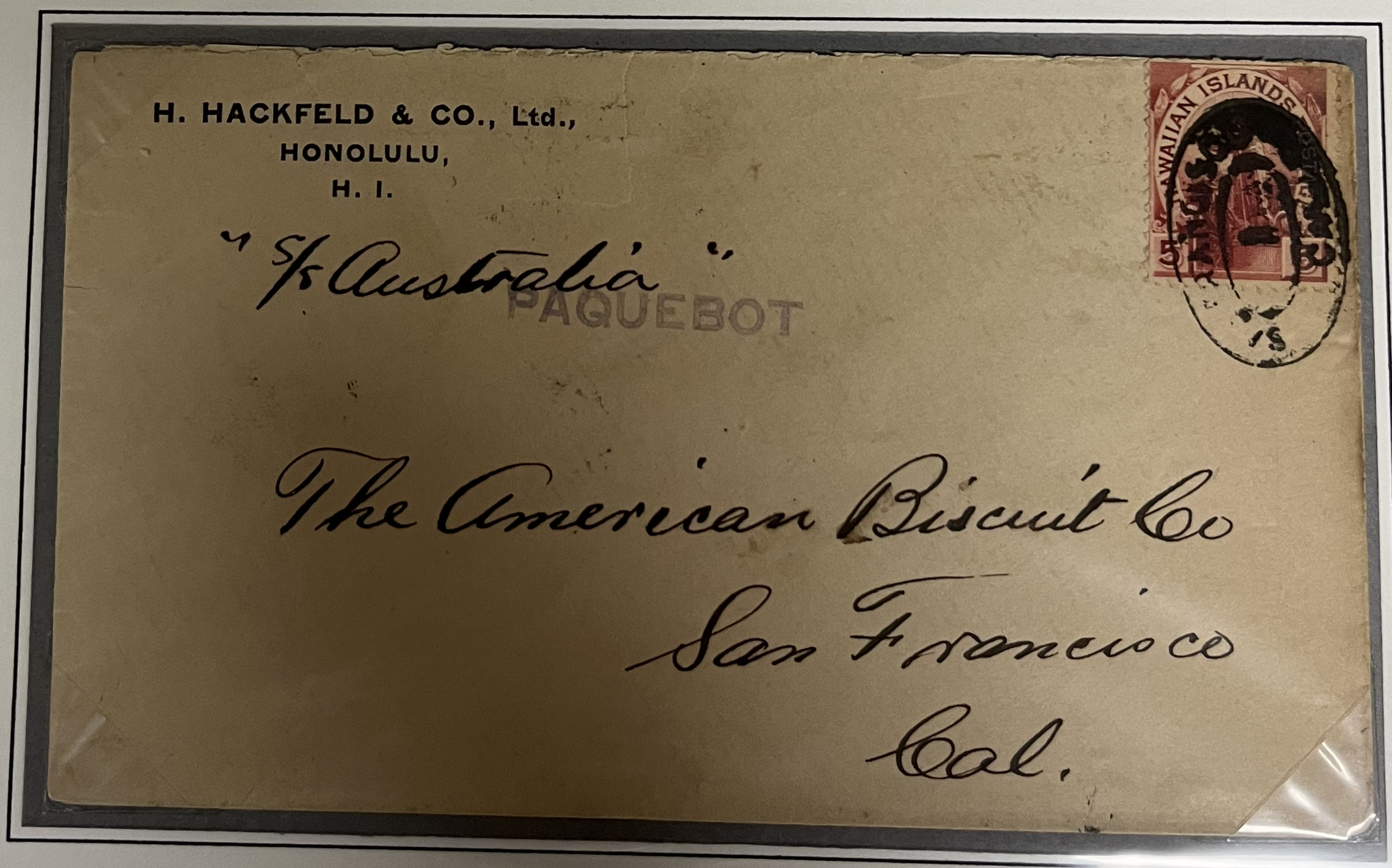
August 18, 1894

Less than thirty strikes
reported

(attempt to re-attach stamp
apparently failed)



February, 1899



28 x 3 mm 'PAQUEBOT' in purple. In use 1898 – 1912. Less than seventy-five strikes reported.

Auxiliary Marks

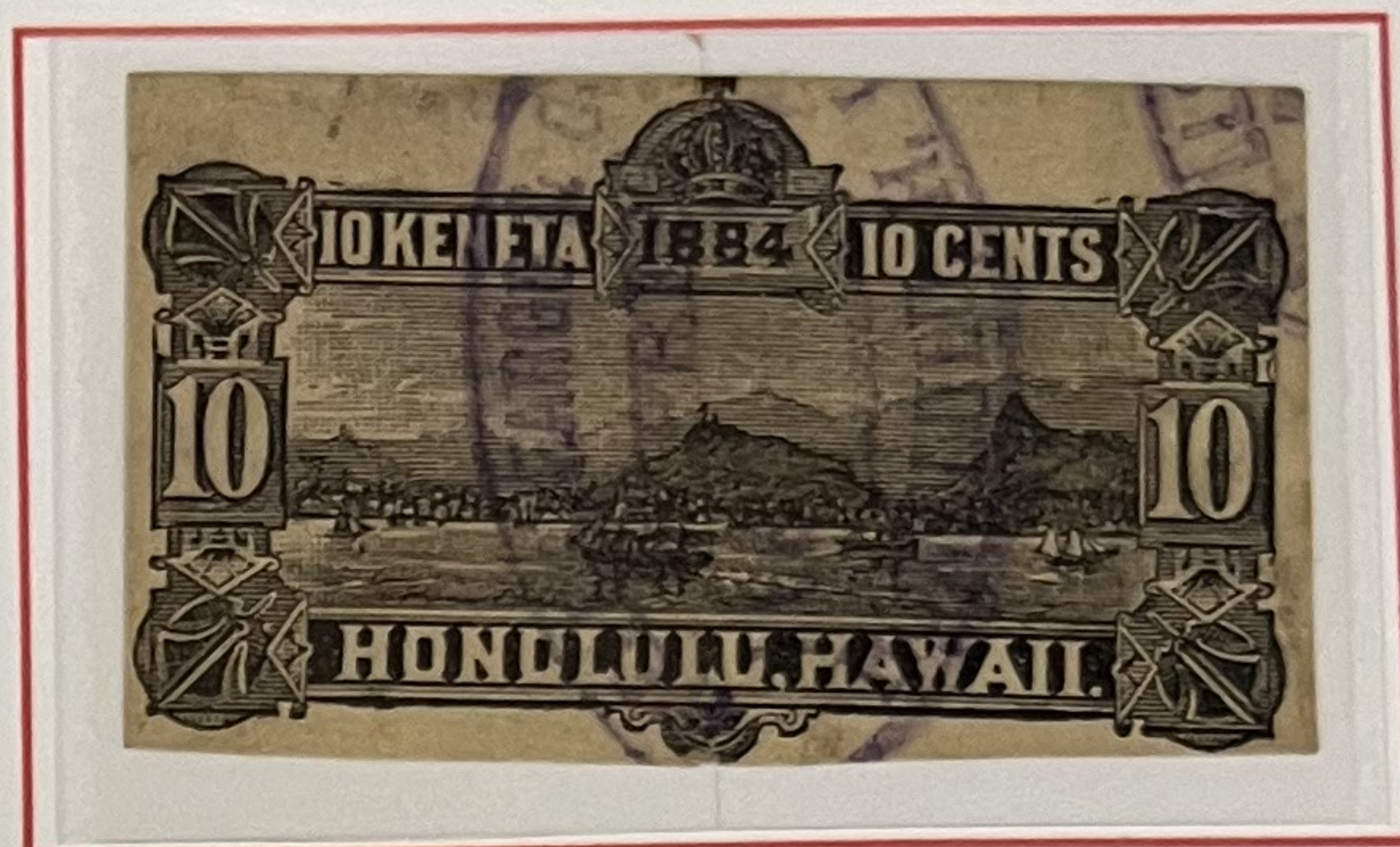
Express/Forwarder Marks

Express Company Marks

At times five express companies operated in early Hawaii mails. By the time of the issue of the first perforated stamps only one with company marks for mail remained: Wells, Fargo & Co.

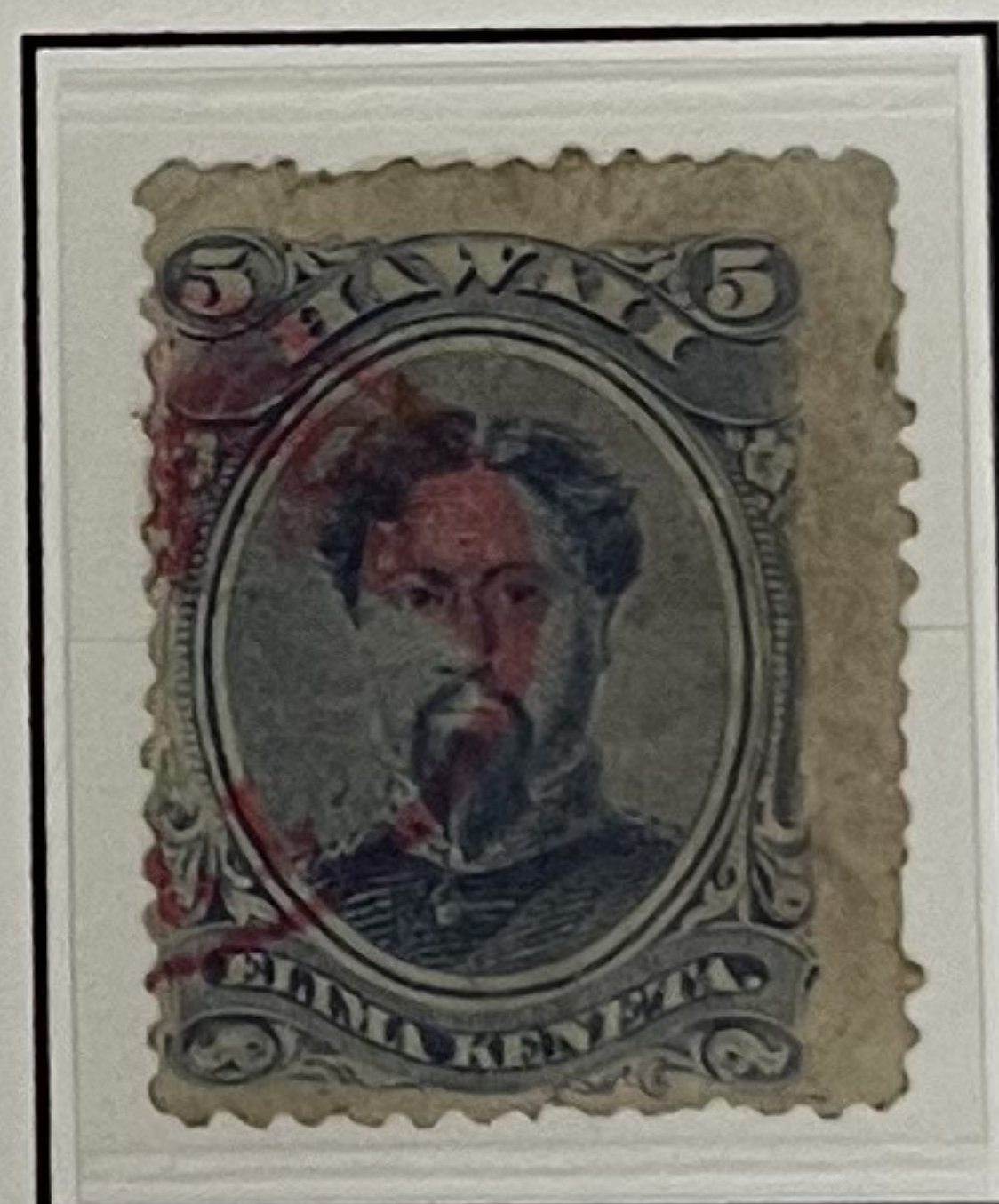


Wells Fargo & Co, 40 x 24 mm oval, dated, with scroll ornament, used 1883-1887. (on five cent envelope with blue inside)
My research estimates ten copies.



Variety of the same mark without date likely a failure of the date to print
Five copies reported to date

Straight line date only applied by the Honolulu Wells, Fargo & Co. office



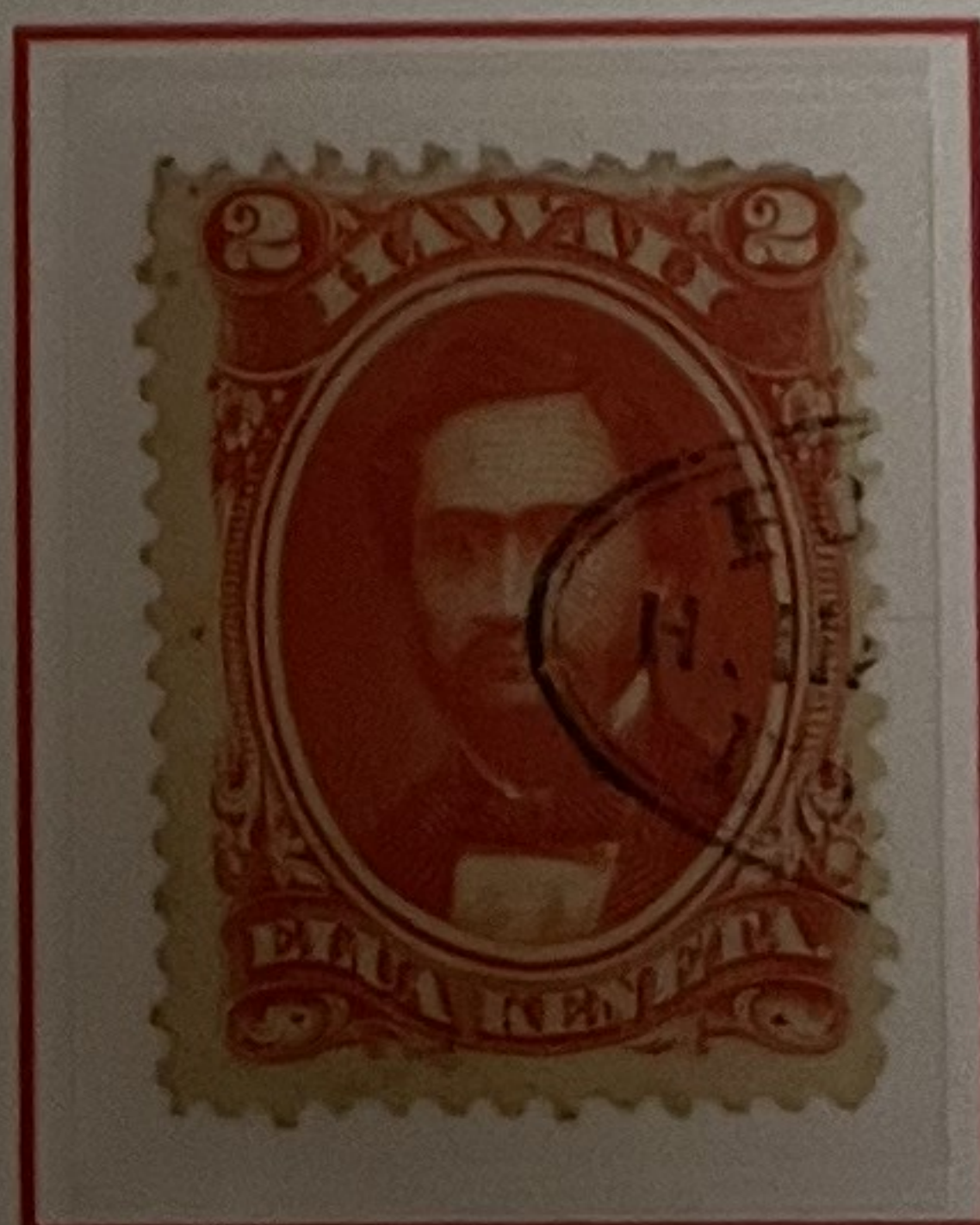
Wells, Fargo strike in red

Forwarder Marks

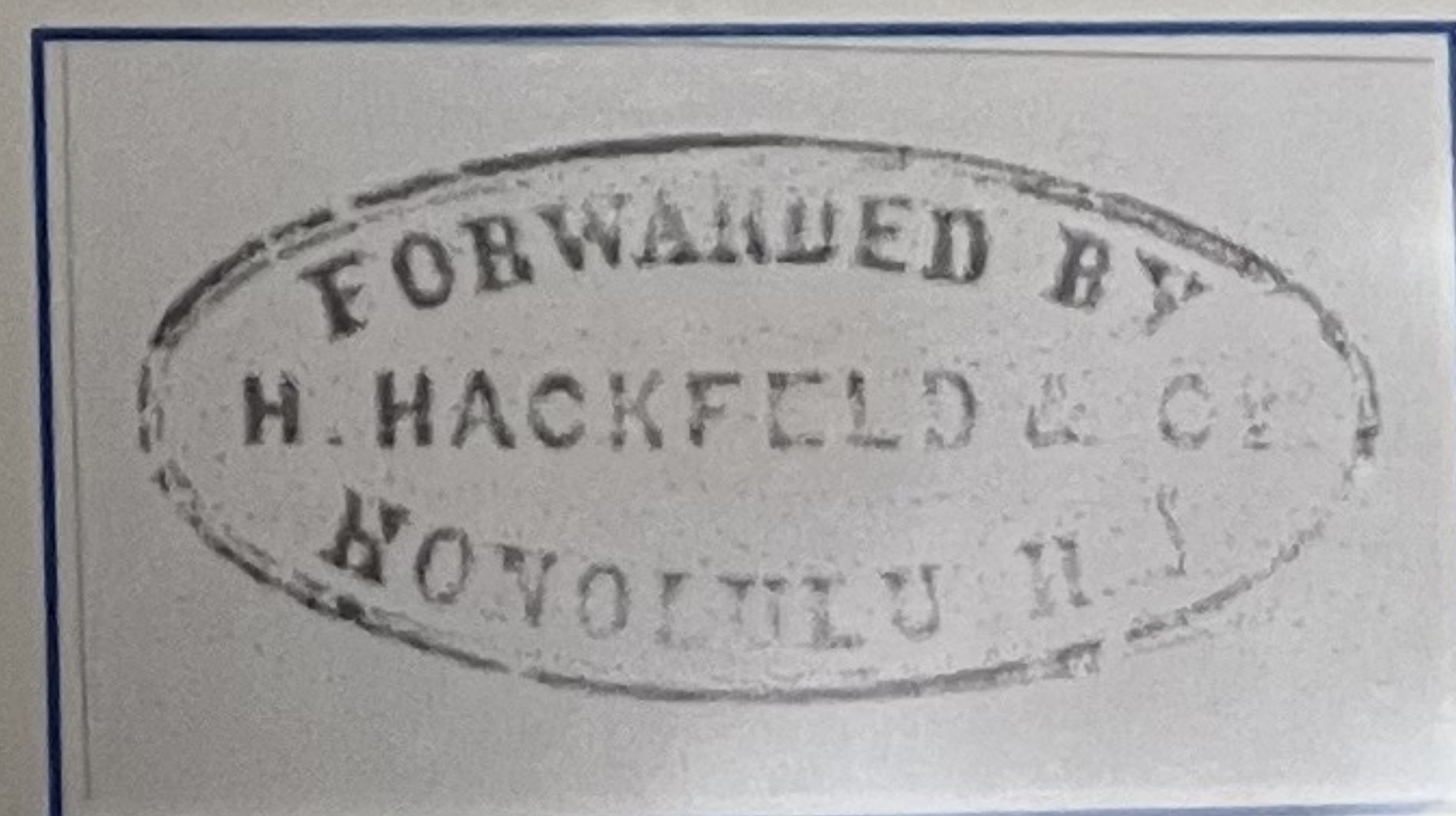
Forwarding agents served like "middle men" in moving mail forward. Important in early Hawaii mail history, most were closed by this period.

In addition to Wells Fargo, H. Hackfeld & Co. handled some forwarding of mail 1863 - 1887.

Twelve strikes reported to date



38 x 16 mm double line oval



Auxiliary Marks

Government Office Marks

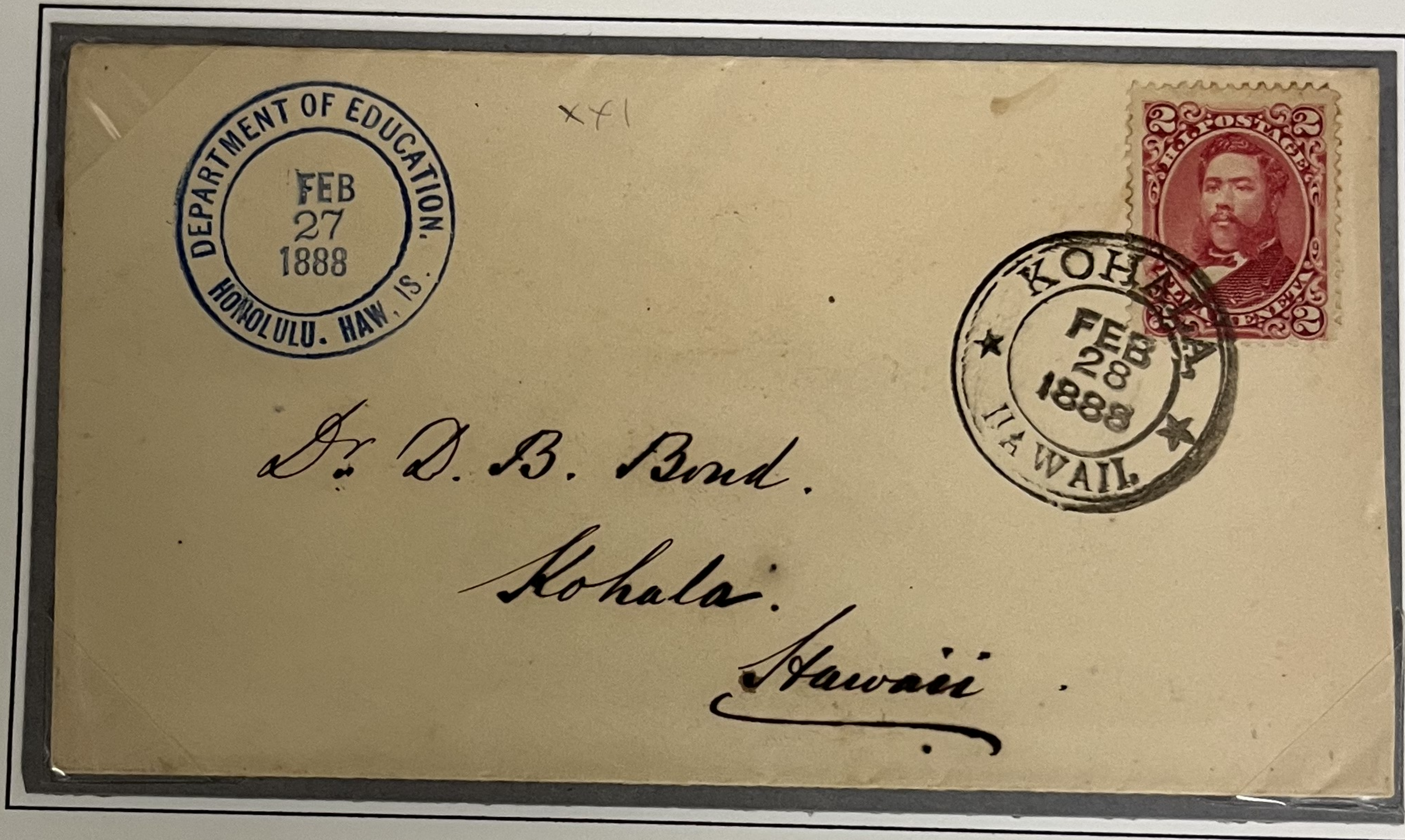
Hawaiian government offices did not have agency specific stamps or stationery. In some cases, handstamp marks were used on letters or postal cards for official business.

Honolulu General
Post Office



29 mm blue
Department of
Education

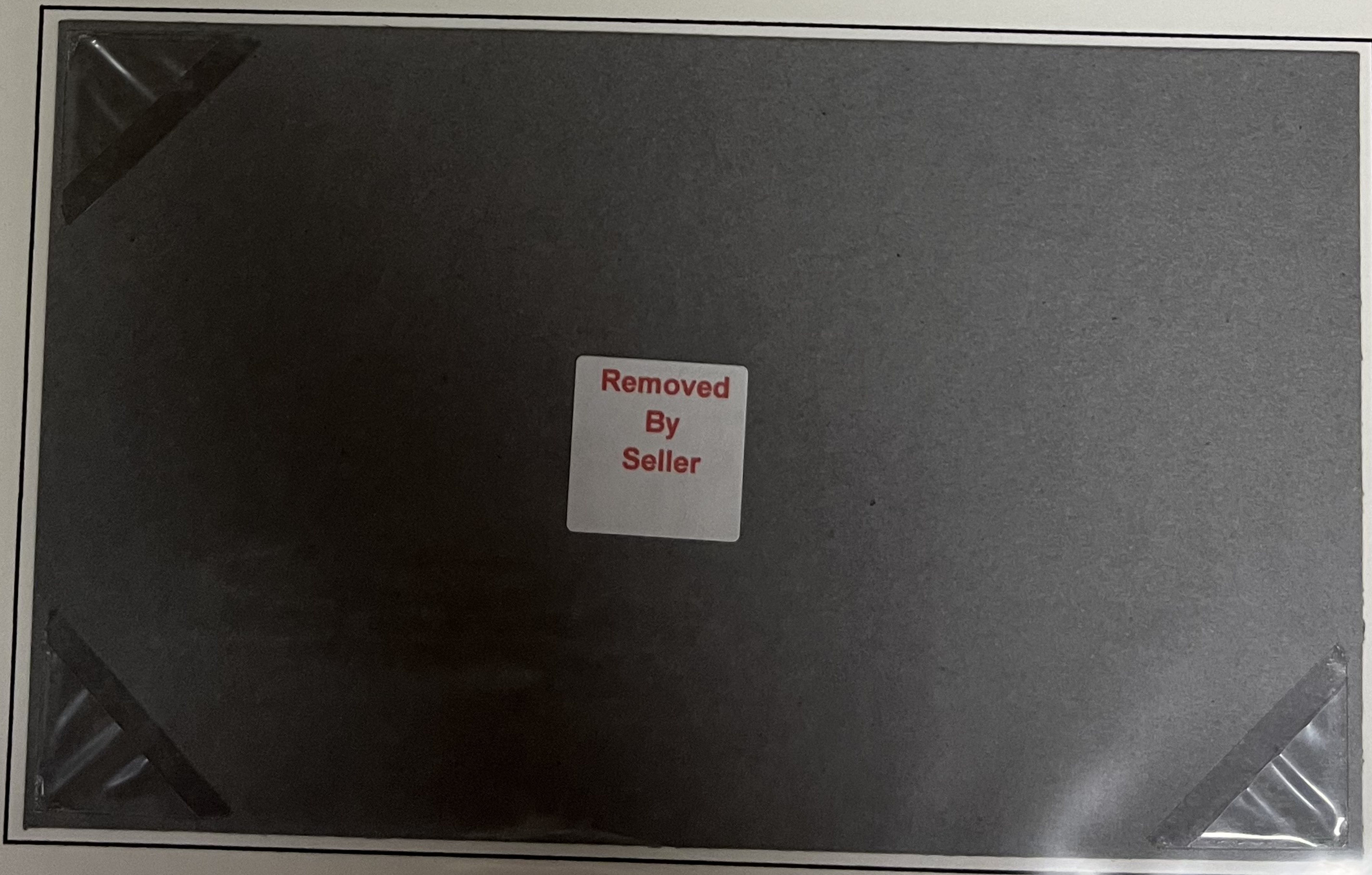
Feb. 28, 1888



Registrar's Office

June 12, 1899

Signed by Thomas
Thrum, Registrar
of Conveyances



private sender marks. Unlike the
marks even when no post office was present.



Kukaiiau Mill Co. straight line
(Hawaii Island)

as rare

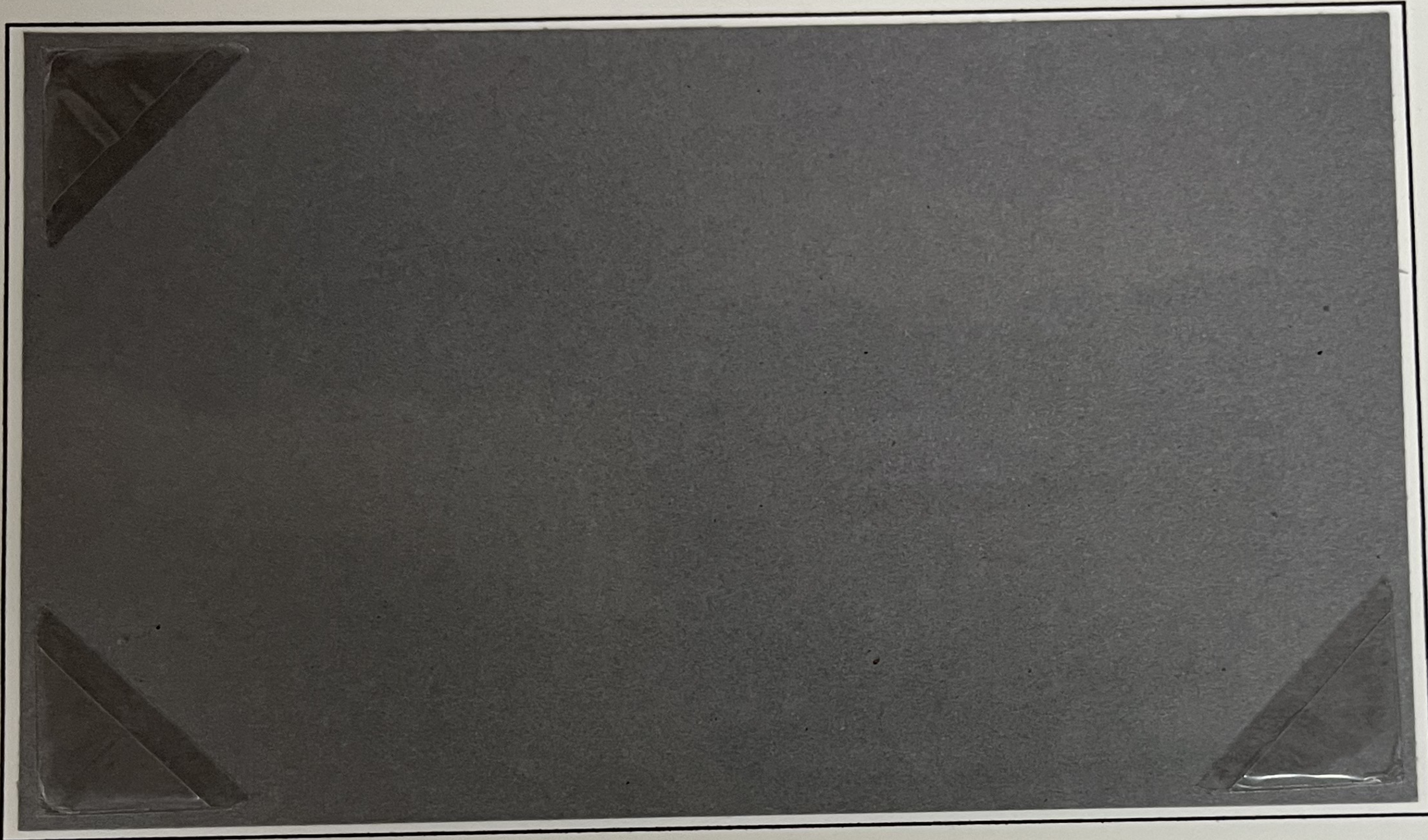
Auxiliary Marks

Private Sender Marks

Hand stamp marks by private senders were used primarily as a return address. In some cases, business mail carried a mark as advertising. Use of private sender marks increased toward the end of the century. Private sender marks were used by both businesses and individuals.

Commercial Marks

Commercial/Business Marks



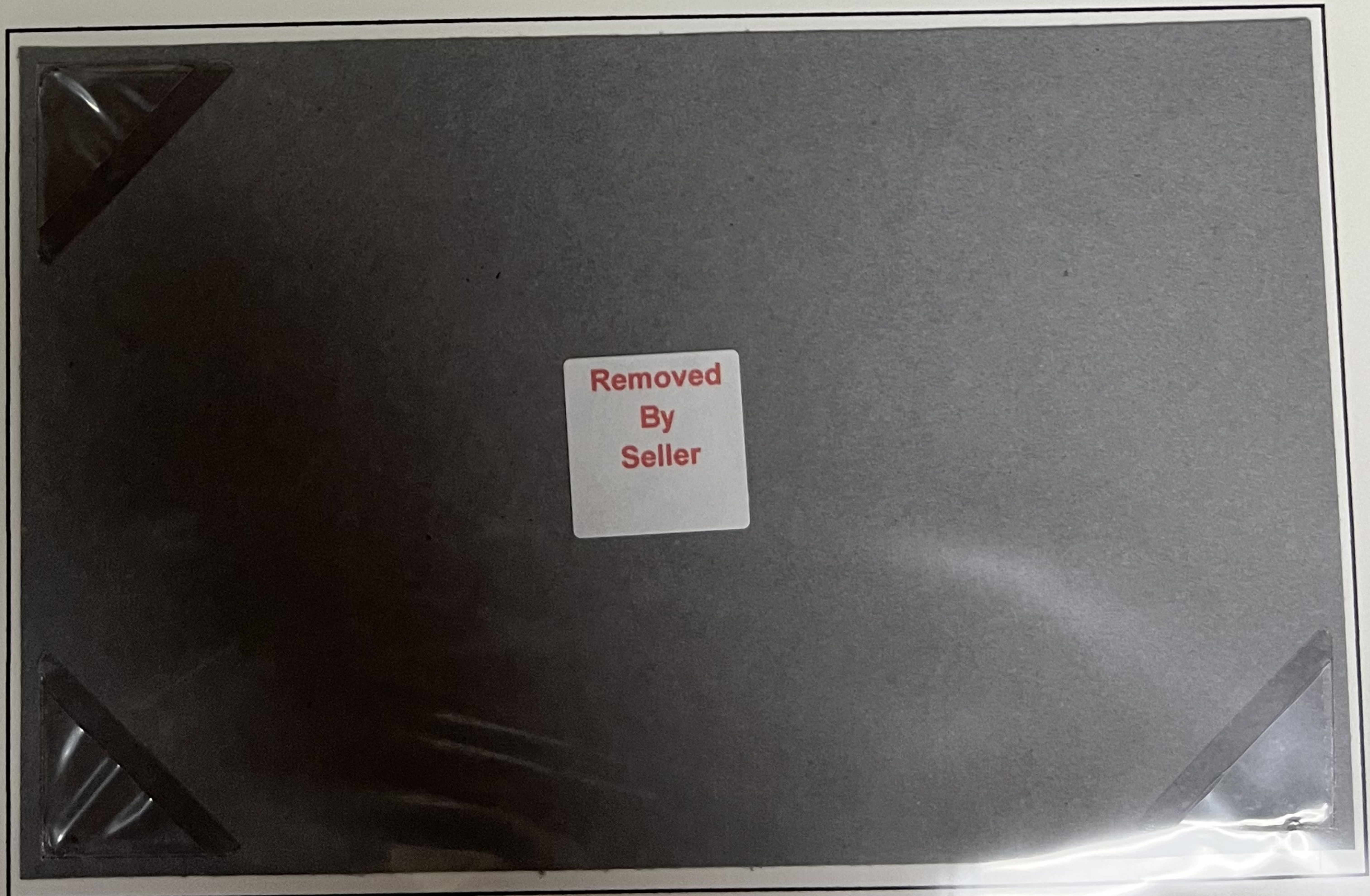
J. M. Oat Jr. & Co.
Stationers

September, 1882

Joseph Oat went on
to be Postmaster
General of Hawaii.

Meier & Kruse Stores
Kekaha, Kauai

May, 1890



Removed
By
Seller

Auxiliary Marks

Private Sender Marks

Commercial/Business Marks

Among the most frequent users of private sender marks was H. Hackfeld & Co.



29mm blue straight line mark

Use began 1888

Nov. 10, 1891

Hackfeld & Co., named for 1849 founder Heinrich Hackfeld, was a retail merchant company which expanded into the sugar industry and became one of Hawaii's "Big Five" businesses.



41 mm purple arc with straight line Honolulu

Reported use period 1893-1897

July 20, 1892 (earlier than reported use)

Auxiliary Marks

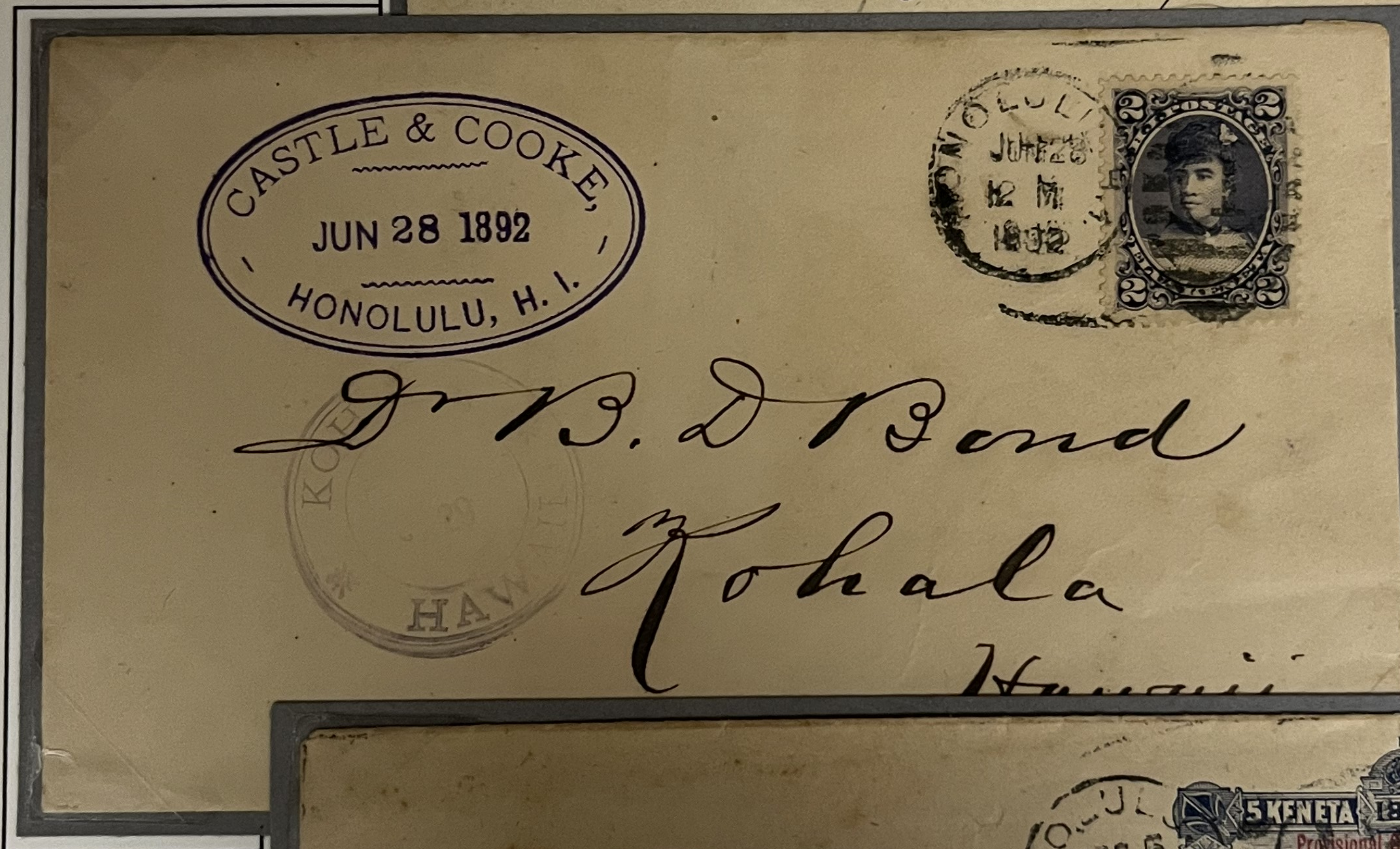
Private Sender Marks

Commercial Marks

Castle & Cooke, one of the largest commercial companies in Hawaii, used many private marks.

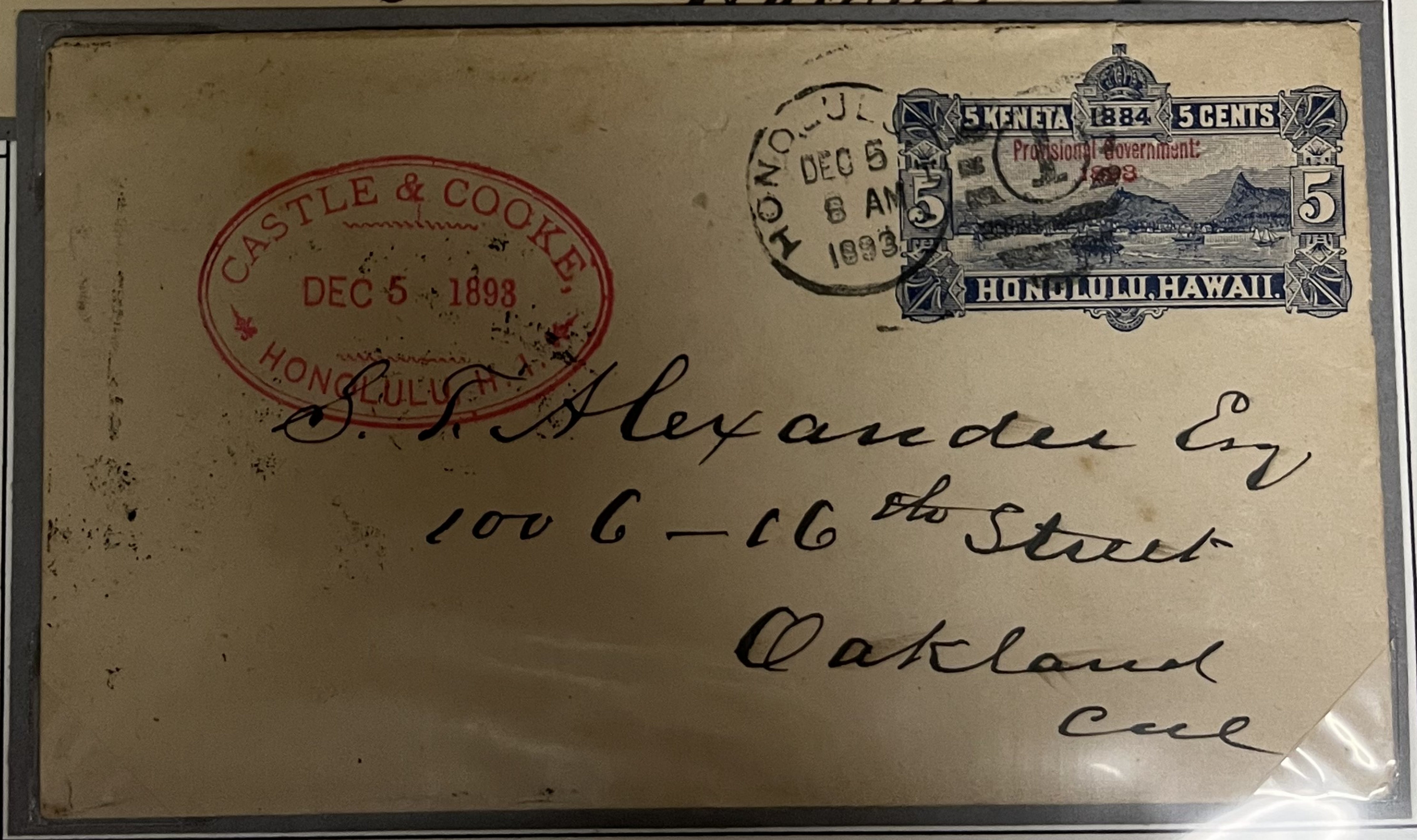


33 mm circle
July 12, 1886



50 x 29 mm
oval, dash
side
ornaments

June 28, 1892



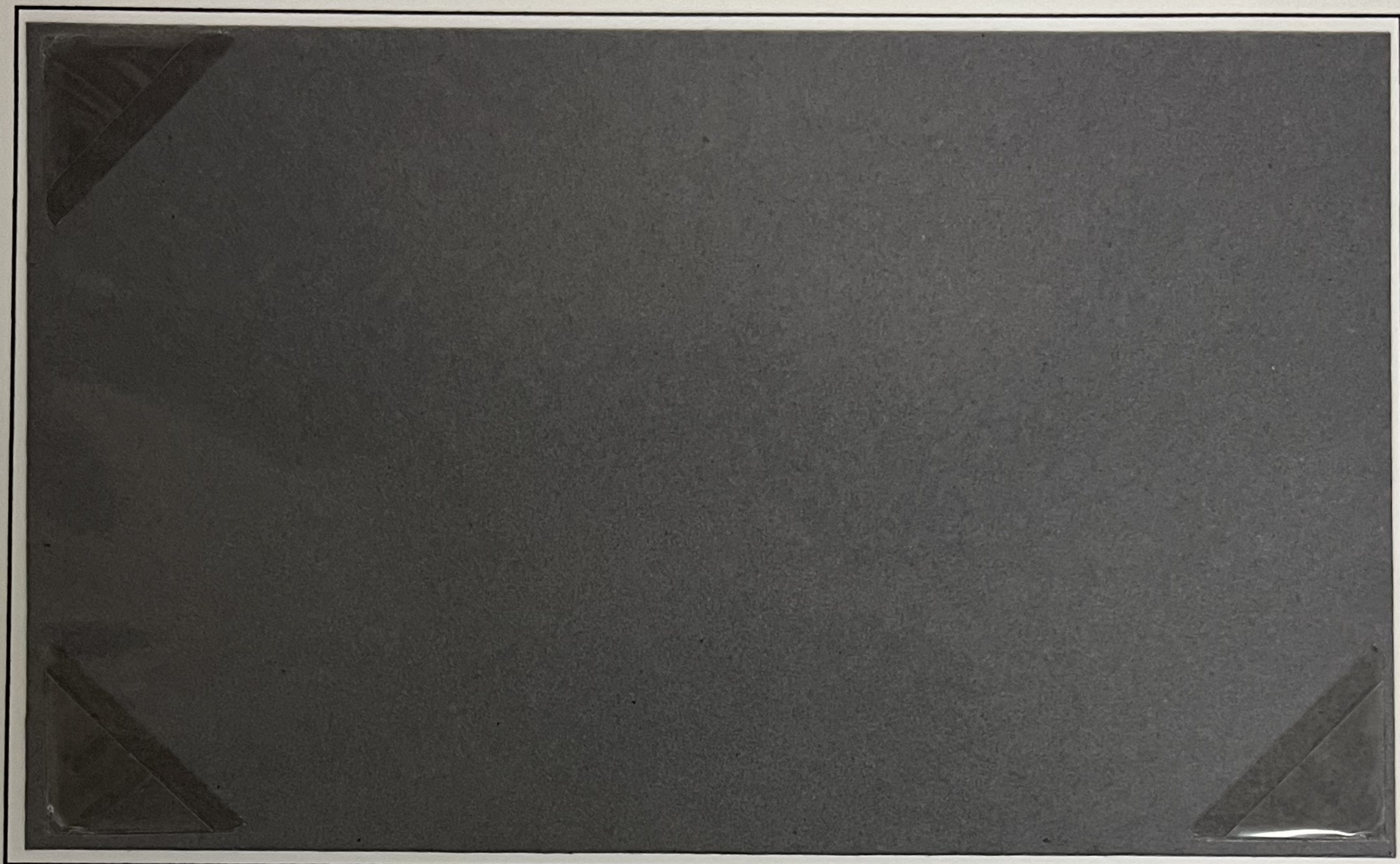
48 x 31 mm red
oval with 'tree'
side ornaments

Dec. 5, 1893

Auxiliary Marks

Private Sender Marks

As many of these private sender marks served as 'return address' marks, though none was required, the mark is often seen on the reverse of an envelope.



Inter-Island mark Steam Navigation Company mark



In a few cases, private sender marks were used by private individuals, often a person of influence. This 43 x 28 mm oval was used by C. H. Bishop, a businessman and postmaster at Lihue, Kauai.

Epilogue

On June 14, 1900, the Republic of Hawaii became a territory of the United States. On that date Hawaiian stamps and postal stationery became invalid for postage. The last day of use for Hawaiian postage, therefore, was June 13, 1900.

Last day
cancellations



Beginning June 14, 1900 U. S. postage was put into use. Some former Hawaiian postal marks continued in use through the transition.

U.S. stamps
used one month
after the end of
the republic of
Hawaii.

July 16, 1900

Honolulu General
Post Office
strikes for a
Registered letter.

