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# AMERICAN PHILATELIST

September 2010

Journal of the American Philatelic Society



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Very Fine/OG. Cat \$775



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Cat \$650



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10k Dark Brown. Mint,  
Very Fine/NH. Cat \$3,250



Canada #63 1897 Jubilee \$3  
Yellow Bistre. Very Fine to  
Extremely Fine/OG. Cat \$1,400



Canada #64 1897 Jubilee \$4  
Purple. Fine to Very Fine/OG.  
Cat \$1,400



Canada #65 1897 Jubilee \$5  
Olive Green. Very Fine/OG  
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## 820 Love, the Great Depression, and War: A Correspondence

by Daniel F. Ring Maritime mail traces a friendship lost to war.



## 830 The Fresno-San Francisco Bicycle Post of 1894

by George W. Bowman A bicycle shop owner's response to mail service interruption during the 1894 Pullman Workers Strike.



## 838 The Annual Great Bicycle Ride Across Iowa

by Steve Bahnsen A unique combination of two passions: bicycling and post offices.



## 848 The Bilingual Cancellations of Xinjiang, China

by Ryan Tuxing Ren In just fifty years, six bilingual postmarks were used to identify the mail.

## 845 Mauch Chunk 'Switchback' Railway

by Charles A. Fricke Postcard illustrates the second-oldest railroad in the U.S. and inspiration for America's first roller coaster.



### Featured Columns

#### 816 Collecting Coast to Coast — Wayne L. Youngblood Erratic or Erroneous Enforcement — When is it really Media Mail?

#### 888 Worldwide in a Nutshell — Bob Lamb Slovak Republic — At one time part of the greater Czechoslovakia, stamps of the Slovak Republic first went on sale January 1, 1993.

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## AMERICAN PHILATELIST

*Since 1887 — The Premier Philatelic Magazine in the Nation*

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*The American Philatelist* (ISSN 0003-0473) is published monthly by the American Philatelic Society, Inc., 100 Match Factory Place, Bellefonte, PA 16823.

Periodicals postage paid at Bellefonte, PA 16823 and at additional mailing office. Price per copy \$4.95. Canadian Distribution Agreement Number 40030959.

Opinions expressed in articles in this maga-

zine are those of the writers and are not necessarily endorsed by the Society and/or the magazine. *The American Philatelist* cannot be responsible for the accuracy of any information printed herein.

Postmaster: Send address changes to *The American Philatelist*, 100 Match Factory Place, Bellefonte, PA 16823.

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# Securing the Future of Our Society

**2**009 was a year of dramatic positive change and growth for the American Philatelic Society and the American Philatelic Research Library. We still have some major challenges ahead, but I want to use my column this month to share this exciting progress with you. The futures of the APS and APRL are in our own hands, and by making the correct choice when a

decision needs to be made, by proactively addressing the difficult situations that could improve by change, and by being honest brokers with ourselves every day, we can flourish. I believe the following examples are testament to this; as they say, "The proof of the pudding is in the eating."

## Our 2009 Year End Financial Statement

With the help of Rick Banks, our controller, I will present a profile of the year-end financial statement for the year ending December 2009. The entire financial statement is available for your review on our website at [www.stamps.org/Almanac/AuditReport.pdf](http://www.stamps.org/Almanac/AuditReport.pdf). Since moving to the Match Factory in 2003 and through 2008, our combined APS/APRL Operating Budgets did not cover any Interest Expense, Principal Payments, or Depreciation Expense. However, in 2009 the combined APS/APRL Operating Budgets covered ALL Interest Expense, ALL Principal Payments, and 15% of our Depreciation Expense. This turnaround, by itself, is a most significant factor of our financial strength. Below are a few comments from the Audited Financials.

### *Our Consolidated Statement of Activities shows:*

- Total Revenue & Support increased \$964K over 2008, significantly impacted by Investment Income that increased \$1.021M over 2008. Therefore, the net of Investment Income, Total Revenue & Support only decreased by \$57K, in a year that by all measures was fraught by bad economic news and tribulation.
- Cost cutting measures implemented in 2009 were successful as Total Program Services expenses decreased \$444K from 2008 and Total Support Services expenses decreased \$175K, for a combined decrease of \$619K from 2008.
- Net result for the Consolidated Statement of Activities is that we went from a deficit in 2008 of \$775K to a surplus in 2009 of \$664K. This turn around in 2009, although not sufficient to offset 2008's deficit, allows us to begin the process of offsetting past deficits, which improves our financial stability.

### *Our Balance Sheet shows:*

- Current Assets increased \$695K and Current Liabilities decreased \$99K, thereby improving our Working Capital by \$794K over 2008.
- Long-Term Debt decreased by \$101K.
- Net Assets increased \$664K, as stated in the last bullet point on the Consolidated Statement of Activities, none of which was generated from additional debt.
- Our Endowment Funds increased \$273K in 2009.



None of this would have been possible without the sacrifices made by the Staff and the redistributed workloads that they have assumed. They are to be commended once again. Working together with the Staff Directors were the Boards of Directors, the Finance Committee, and the Long Range Planning Committee, whose guidance and leadership was invaluable in bringing about these changes of which we all should be proud.

We anticipate the financial outlook for the year ending 2010 will improve

H.R. Harmer November 12-13, 2010 Auction

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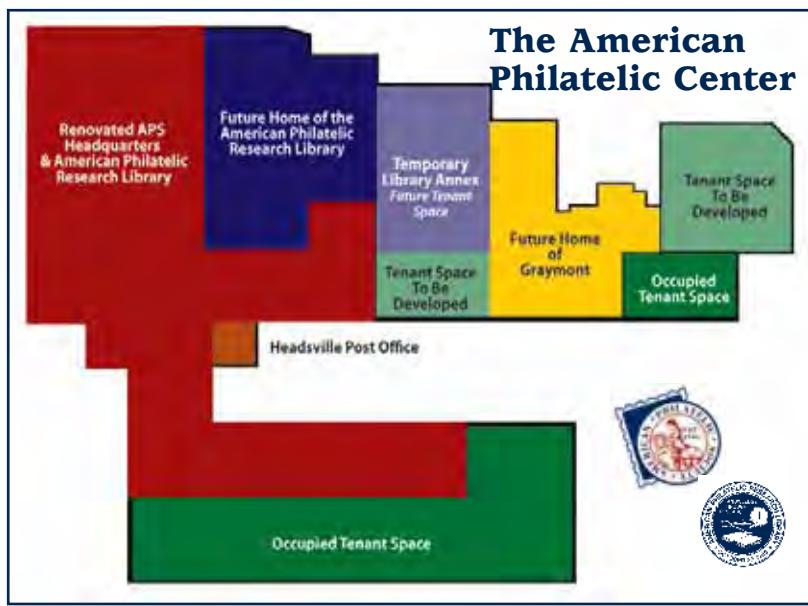
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## The American Philatelic Center

in several areas as the results from many new profit margin initiatives that were recently incubated have not yet been realized.

### New Lease

A new tenant at the American Philatelic Center (APC) just signed a lease for 7,200 square feet. It is a 10-year lease, with two 5-year options, and represents about 30 percent of the space available for tenant rental. To build out the premises, the APS/APRL took a \$900,000 mortgage and added about \$500,000 of funds that was left to the APS as a bequest from former APS President William (Bill) Bauer. The anticipated projected cash flow will be sufficient to pay the debt service on the \$900,000 mortgage as well as yield a 7.25 percent return on the \$500,000 from the Bauer estate during the first five years and a 9.41 percent return during the sixth through tenth years. The tenant is the third largest producer of chemical lime/limestone products in North America and has more than a 100-year reserve in its local mine. An Oversight Committee was formed, comprised of the Presidents and Treasurers of the APS/APRL and chaired by the APRL President. The Committee will advise senior Staff during the build out and through the project's completion.

### Retiring Debt

And I have yet another good piece of news to share with you. The Boards of the APS/APRL have voted unanimously on a debt-retirement plan. The plan calls for the pay down of \$900,000 of APS/APRL debt over the next five years, with payments annually. The funding to accomplish this will come from donations. There are three outside mortgages on the APC, and each annual payment will go towards the mortgage bearing the highest rate of interest at the time of the disbursement. This is a very fiscally responsible program, as it will not only systematically alleviate our debt load, but will free up funds to further improve the APC as we secure

new tenants. We need your help in supporting the APC's Campaign for Philately.

Just as a reminder, the Into the Future report is on the web site at: [www.stamps.org/Almanac/alm\\_into\\_the\\_future.html](http://www.stamps.org/Almanac/alm_into_the_future.html)

I see the outlook for our Society as being bright, yet filled with alternatives and decisions. We must continue to be prudent in our assessment of each issue in order to assure the health and well-being of America's Stamp Club.

### Staff Spotlight

#### Denny Greenly, Building Superintendent

I have worked in my position as Building Superintendent of the APS for nearly fifteen years. Although I've lived in State College all of my life, I actually was born only blocks away from the new American Philatelic Center in Bellefonte, in the old Willowbank Hospital, now converted to county offices. In fact, the doctor who delivered me was William Welch Sr., father of the late AP editor, Bill Welch. Many of the APS staff have fond memories of the doctor who still made "house calls" and carried lollipops for the children. I am a graduate of the Williamsport Area Community College with a degree in Aviation Mechanics and Maintenance.

The position of Building Superintendent requires me to wear many different hats. At the old building in State College my duties were split between indoor and outdoor work. Due to the size of our Match Factory property, however, it was necessary to contract out the outdoor portion in order to concentrate on the rest of the facilities. In addition to the traditional janitorial duties, I am responsible for set-up and change-over of rental events. I help prepare for shows, conferences, and other APS events; undertake special projects around the building; help tenants with various maintenance items; and just be a Jack-of -All-Trades sort of person. I'm lucky to work with a great group of people and am fortunate enough to see just about everyone daily.

The move from the State College facility was overdue, as lack of space had become an overwhelming problem. I was very pleased when it was decided to renovate an old historic property like the Match Factory. I think Bob Lamb's vision has become something to be proud of and I am looking forward to the upcoming phases of construction. When the site is totally finished it will truly be something to see and enjoy.



# Extraordinary Confederate Provisionals



## The Finest Extant Jonesboro, Tennessee Cover

Jonesboro, Tenn., 5c Dark Blue (Scott #45XU2) — a remarkably sharp strike, with blue “Jonesboro Ten Oct 7 (1861)” cds on orange buff cover to Cumberland Ford, Kentucky, XF, the condition is immaculate.

*Provenance: Emerson, Caspary, Lilly & Gallagher collections*



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## Letters to the Editor

### Another Alternative

I'd like to comment on Henry Broder's letter in the June AP ("Disappointed," page 530). A few years back, needing money I shipped a hi-octane big catalogue value lot of Classic stamps to a leading auction firm in Canada. Like Mr. Broder, I too was disappointed. I was appalled at how little I was offered, knowing the stamp market and prices the material would be resold at.

But here's the rub: Catalogue Value (C.V.) is a convention, so to speak, with lots of wiggle room therein. Dealers often earn their living selling stamps. And, to make a bad joke, they have "buy sheep and sell deer."

Mr. Broder may wish to become a dealer himself: both the APS and the Royal Philatelic Society have excellent sales circuits. I've sold in the Royals and I recommend it.

Or, Mr. Broder can take an ad out in the trade papers, or sell directly to fellow collectors who may need the key stamps he has. See, there are ways to re-sell you

stamps! I'd also suggest public auction bid boards at your local favorite stamp store. While you won't necessarily realize extremely high C.V./retail prices, you may be able to recoup some small part of your purchase prices.

Good luck!

Alexander Forde  
Nelson, British Columbia

### Worrisome

The June issue, although fine as usual, contained two very disturbing elements. The first was the membership report indicating that 3,029 members were dropped for failure to pay dues and that another 44 members resigned. Next came Henry Broder's description of the shameful treatment accorded him in attempting to sell his life-long collection. Dealers owe it to the hobby to treat fellow collectors respectfully, not "flipping them off" when they seek their help. If these dealers are APS members they should either be admonished or expelled. As the membership count indicates, people are leaving the hobby (I acknowledge that the recession is a factor). I would hope that when I pass on, my heirs would receive kinder treatment than Mr. Broder.

Petr Bergas  
Sarasota, Florida.

*Editor's note: The resignation figure quoted above reflects the total number of individuals who did not renew their membership from 2009. We agree that the economy has had a large role to play in this, but feel that the APS as an organization continues to remain a vibrant home for the stamp collecting community.*

### American Writers

The other evening it cooled sufficiently for me to read the splendid article on Stephen Vincent Benét ("Who

Was Stephen Vincent Benét?" by Rene P. Manes, July AP, page 662). It was most appreciated by me.

The Benét stamp and the other rather recent commemorative (issued 2000) depicting Thomas Wolfe are a tribute, in my opinion, to the two greatest epic poets produced in America during the last century.

Each, in his own way, was possessed of a special genius far greater than any of their predecessors. Sections of *John Brown's Body* along with Wolfe's greatest two novels, plus his short story later titled "Chickamauga," are representative of some of the finest lyric/epic poetry as well as naturalistic attributes that have been expressed about our special Americanism.

Unfortunately, such genius is, many times, self destructive — both mentally and physically. Each had so much to say in such short lifetimes that it is even more remarkable that such wonderful work was left to posterity. Such a synthesis of American feeling may never be equaled again. What will come later no one can predict, but let these works remain and be the inspiration for the start of a greater recognition thereof as we approach the 150th anniversary of the Civil War. Perhaps this time American philately will finally honor many of the other individuals previously left out from both sides of the conflict.

Frank Freeman  
Baltimore, Maryland



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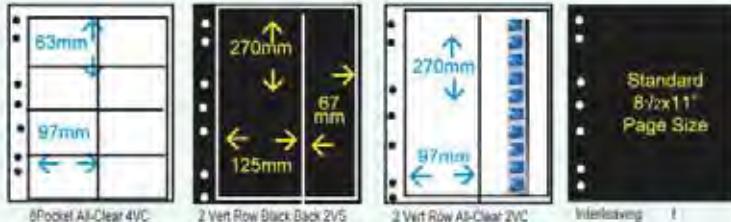
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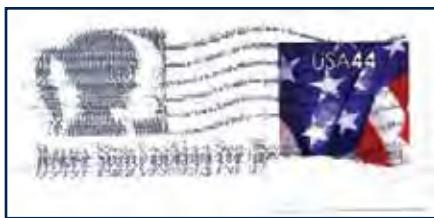
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## Disagree/Agree

I do not agree with Mr. Dolan ("April Fool," May AP, page 416). I see nothing wrong with pen cancels, because they don't damage the stamp like some machine cancels (see the piece of mail above).

I do, however, agree with Ruby Sargent that it is very frustrating to have mail come to you with damaged stamps. Although at first glance the stamp on my cover doesn't look very desirable, you will find part of a plate number on the bottom left.

**Ben Cox**  
Hawley, Massachusetts

## Stamp Mutilation

I must disagree with the correspondents in the July AP who attempt to justify the mutilation of collectible stamps

with magic markers. I've had Line Pairs, Plate Blocks, and other commemorative ruined by felt pens even though they have been machine cancelled. If concern over reuse of uncanceled stamps is the excuse, I wonder why I get so many flats uncanceled.

The Postal Service admits that selling stamps that are never used for postage to collectors, is a money-making proposition. This is true throughout the world, as evidenced by the plethora of stamps being issued by marginal countries.

**Bruce M. Stark**  
Seal Beach, California

## 'Revenue'

I recognize the point that pen cancels are legal and necessary for "revenue collection." What I do not understand is why a pen cancel (in this case, crayon) is necessary. The souvenir sheet shown was hand cancelled, then machine cancelled, then vandalized with a crayon. There was no need

for the crayon cancel. This employee may have had nothing better to do than scribble on stamps.

The pen cancelling of stamps is selective and anti-stamp collecting. Fifteen percent of my domestic mail with only a definitive stamp on it arrives uncancelled. Less than one percent of my domestic mail using commemorative stamps arrives uncanceled, and close to 15 percent of the commemorative stamps have a pen cancel. Even more annoying is that almost 25 percent of all my overseas mail arrives with a pen cancel.

The commemorative stamps and philatelic covers are more likely to catch



## THE NEWFOUNDLAND BEER STAMP

### Special Offer 240

Here is a really unique offering that I think you will like. In 1938 Newfoundland issued a special stamp to be employed by the liquor board on Lindberg Ale. The stamp saw limited use, and all but a very few were used or destroyed. Oddly, it was the only such stamp ever issued by Newfoundland.

The stamp is listed in the Van Dam revenue catalogue (#NFB1), and over the years the price has risen to \$1,600.00. The design is quite attractive, being by engravure in a nice shade of blue and showing a caribou at the center, as do so many other stamp of the colony. The face of 10/12¢ paid the excise duty on a bottle of beer.

A full sheet of twenty-four stamps recently turned up in Newfoundland. Some of these were damaged so I decided to break up the sheet. I am pleased to be able to offer examples of this rare stamp. They are in very fine condition and on ungummed paper as issued. Prices are as follows:

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Tenafly, N.J. - July 10, 2006

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*Guy L Kaplan*



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the eye of the postal employee so there is some rational for the higher incidence of pen cancels. What infuriates me is the lack of common sense. I opened the door to the mailman with a registered cover. On this cover was a complete set of Syrian definitives. He whipped out a felt pen and massacred the cover. His

reason for doing this was "I am only following orders."

**Richard Barnes**  
Edmonton, Alberta

#### Destroyed

I am sorry to have to go one better than Mr. Dolan's envelope and am send-

ing you one I sent to my brother in London asking him to return it to me for my collection. He did so and ... broke my heart!

Nine beautiful abstract-expressionist stamps were destroyed by a few strikes of a felt-tip pen.

Enough ink has flowed; all I wanted to do is show a better example of vandalism.

**Leon P. Palian**  
Washington, DC

#### Small and Remote

Another small P.O. and one of the most remote:

Our (80 passenger max) tour boat stopped for the morning in Pelican, Alaska. We were told ours was one of the first tour boats ever to visit. Pelican is accessible only by sea plane or boat — there are no roads in and out. The State of Alaska ferry visits twice a month.

The town depends entirely on salmon fishing and processing, and sport fishing. Salmon pulls up to the processing plants stored in large ice boxes — where it is immediately cleaned, cut up,



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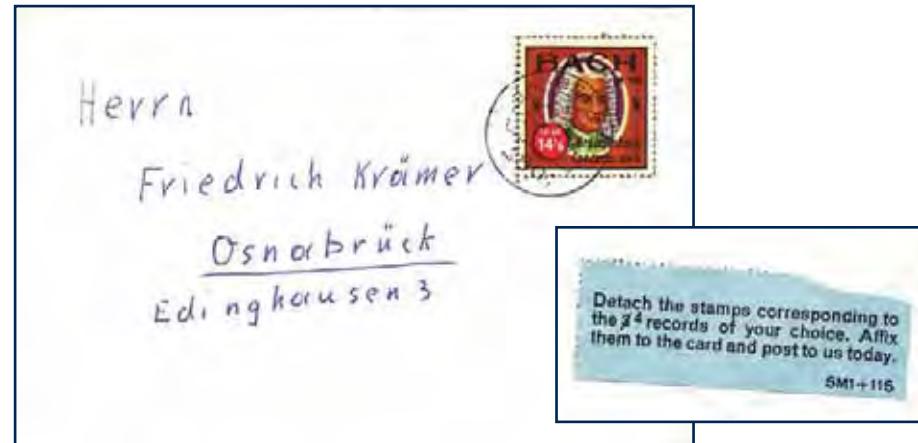
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and flash frozen. There is one general store, several bars, a church, a clinic, a town hall, and a public school. There is one small hotel and several places that will let a room. The summer population is about 220, winter 100. A photo of the P.O. is shown. It was a Sunday so we could not go inside. It is attached to the general store. You see the "mail truck" in front — and also a sampling of the "main road" in town — Salmon Way, which is a boardwalk that clings to the steep hills



that come to the water's edge.

**Ken Gallaher**

Bartlesville, Oklahoma

### Illicit Bach 'Stamp'

As a long-time collector of philatelic materials related to classical music, I have never intentionally looked out for illicit franking covers. However, Wayne Youngblood's article in the May issue ("Illicit Postal History Fun," page 434)

reminded me of a Bach cover in my collection.

The cover was addressed to a Mr. Friedrich Krämer in Osnabrück. It was postmarked March 2, 1964 in Hasbergen, a municipality in the district of Osnabrück in Lower Saxony, Germany.

At a glance, there seems nothing "wrong" with the cover, yet, looking closely, I noticed something out of place with the "stamp" on the cover.

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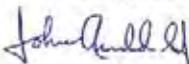
Mr. George Bailey  
Edward D. Younger Co.  
Pound Ridge, NY 10576

August 10, 2007

Dear Mr. Bailey:

It was great working with you. Since this was my first experience with disposing of a collection, I was a little apprehensive. However, I was impressed at the very beginning of the process by your quick response to my initial letter. From that point on, it was nothing but up. Your examination of the collection and the explanations you gave me concerning the value of certain stamps was very enlightening. At the end of the process, when you handed me the check, I knew I had chosen the correct company.

Once again, thank you for your service and conduct.



John D. Arnold  
Saint Louis, Mo.  
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May 26, 2008

Dear Mr. Ed:

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I do thank you for your "on the spot" payment which I feel was most fair and satisfactory. Thanks again to both you and George.

Sincerely,

*Nina*

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During the vinyl LP record (33 $\frac{1}{3}$  RPM) years, record companies such as RCA, London, Angel, and Capitol used to mail out sheets of perforated advertisement labels similar to postage stamps to solicit for their albums. Each sheet contains a pane of 20 to 30 (or more) gummed labels resembling record jackets. All you have to do is select the albums you want to order, tear off the labels, paste them on the enclosed postcard, and mail it back to the company. In some instances, when you order four albums, the fifth one is free — just paste the label on the space marked "FREE."

The label affixed to the envelope in question is for item no. M940, *Brandenburg Concerto No. 3* by German composer Johann Sebastian Bach. It shows a portrait of Bach in an oval frame. Based on the price ("Value 14/6") on the label, it could be from a British record compa-

ny. In addition to the bogus "stamp" on the front cover, the sender used another label to seal the back flap of the envelope that reads: "Detach the stamps corresponding to the 4 records of your choice. Affix them to the card and post to us today." Was the sender simply playing a postal joke or was he creating a "rare" cover? You be the judge.

**David Shaw**  
Boulder, Colorado

### Confusing Calendars

I thoroughly enjoyed reading Phillip Koelsch's fascinating article "A Postcard's Journey through Time" (July AP, page 668). Besides stamps, one of my hobbies is genealogy and while researching my family tree I had learned about the Gregorian calendar reform in England, Ireland and Germany.

I have read various pieces concern-

ing the confusion and sometimes unforeseen effects of the calendar change, even in the United States.

For example, George Washington was born on February 11, 1731 in the English colony of Virginia. England and its colonies adopted the Gregorian calendar in 1752 when September 2nd was followed by September 14th. Henceforth, as was customary at that time, our future first president's birthday was changed to February 22, 1732 — the date we all learned in school. The reason for the altered year is the fact that the English civil year previously began on March 25th but was changed on January 1, 1753 after adoption of the new calendar.

In 1867 Alaska was ceded by Russia to the United States for the sum of \$7.2 million dollars. The treaty was apparently negotiated without mention of the different calendars in use in the two countries. When the U.S. Navy ship carrying diplomats arrived at Sitka, the captain was obliged to anchor off shore for twelve days before the official transfer of sovereignty took place on October 18,

*The American Philatelist* reserves the right to edit letters for length and content; not all letters that are received are able to be printed in the AP.

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1867 [October 6, 1867 Julian calendar].

This brings me to the obvious question: do any pre-1867 covers from the United States to Russian Alaska still exist with postmarks showing that they seemingly arrived before they were sent?

Fred A. Johnson  
Bonn, Germany

### Which Calendar?

I read Phillip Koelsch's excellent article "A Postcard's Journey Through Time" with great interest. Covers abound with time and date stamps that can't be correct and are explained away as clerical errors. However, Mr. Koelsch's example of date stamping using two different calendars is exceedingly interesting.

In the late 1800s, the Julian calendar was used in countries where the Orthodox faiths predominated. The best known of these are Greece and Russia, among others.

I ran across the attached Columbian cover some years ago. There are several points of interest about it: it is reduced some 3 cm at the left, likely removing any registration markings, and the total postage of 16¢ is intriguing at a time when the overseas rate to Europe was 5¢ per half ounce. But it is in the date stamps that we see an anomaly similar to that described in the above article: the cover was stamped in New York on May 26, 1893 and has a French way-marking "Etranger" of June 13, 1893. But on the envelope back is the date stamp applied when the cover arrived in Athens: May 29 (29 MAIOΣ).

This seemingly miraculous three-day journey from New York to Athens is thus easily explained. When the letter



left New York on May 26, it was May 14 in Athens. Hence the entire transit time for the cover was actually fifteen days.

May I say as an aside how enjoyable I have found every issue of the *AP*. The articles never fail to teach me something about this vast hobby of philately. Know that your efforts are much appreciated. Unlike some of the depressing news magazines I read, the *AP* is literally read cover-to-cover, in some cases many times over!

Robert C. Knapp  
Fort Atkinson, Wisconsin

### Switched Captions

I really enjoyed the article on Stephen Vincent Benet by Rene P. Manes in the July 2010 edition of *The American Philatelist*. However, I think the headings

under the Horace Greeley and the Daniel Webster stamps are switched. I was not aware of Mr. Benet's association with the many other writers and publishers. Please keep up the good work.

Frank L. Good  
Midland, Michigan

### Still Switched

Thank you for another outstanding issue of *The American Philatelist*. On page 665, however, you may wish to correct the stamp depicting Daniel Webster (Scott 226) as Horace Greeley.

Roger Sollie  
Flourtown, Pennsylvania

*Editor's Note: The caption gremlins are at it again! Thanks also to sharp-eyed reader Jack Howard of Columbus, Georgia who caught our error as well.*



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As postal rates continue to rise, for those of us left using the United States Postal Service as a shipper, there's a natural temptation to cut corners to save money. One of the biggest abuses by mailers is the misuse of Media Mail. I've known mailers to send anything from sneakers to auto parts by Media Mail, which is considerably cheaper to use than parcel post or Priority Mail. Such abuses have no doubt saved postal patrons many millions of dollars, but have been very costly for USPS.

As a result of these abuses, our local district in central Wisconsin became a test area last year (according to the local postmaster) for rooting out these abuses. You see, Media Mail as a class is not closed against inspection. Thus, our local post office and (in theory) a few others have been opening virtually all incoming and outgoing Media Mail for the past year (since July 1, 2009). Larger post offices are supposed to do spot checks. The explanation is that this enforcement program may eventually go national.

While I salute and fully support the USPS's effort to clean



**When an item is found to be in violation, it is assessed postage due. Unfortunately, many of these postage due assessments violate the spirit and intent — if not the letter — of the law, which was created to protect the Postal Service, not punish its customers.**

up the abuse of this particular class of mail, I've been alternately amused and angry by the apparent lack of foresight to clearly define Media Mail, as well a vast inconsistency in how to handle incidents when real or imagined offenses occur. Either way, some fantastic postal history has been created in the process.

When an item is found to be in violation, it is assessed postage due. Unfortunately, many of these postage due assessments violate the spirit and intent — if not the letter — of the law, which was created to protect the Postal Service, not punish its customers.

Many of these assessments also go against the grain of what the Post Office Department sought to do when it first devised a pre-paid postage system more than 150 years ago; that is, the recipient should not have to pay for the privilege of receiving mail. In this case recipients are being penalized for the errors of mailers.

Take, for example, the item shown on the opposite page, which contains a wealth of postal history interest, including auxiliary markings and Official Seals. The package, initially rated and prepaid online, was opened and assessed an additional \$2.93 — more than the original rate of

## What Is Media Mail?

Unfortunately, at a time when the USPS would really like to begin enforcing its own regulations regarding Media Mail, the postal giant doesn't even have a clear idea of what is, or is not, Media Mail, leading to erratic (and sometimes bizarre) interpretation by local or regional post offices (although most don't even bother).

According to the USPS Website, Media Mail is:

*...a cost efficient way to mail books, sound recordings, recorded video tapes, printed music, and recorded computer-readable media (such as CDs, DVDs, and diskettes). Media Mail cannot contain advertising except for incidental announcements of books. The maximum weight for Media Mail is 70 lbs. Incidental First-Class Mail matter may be enclosed in or attached to any Media Mail piece without payment of First-Class Mail postage. Postage at the Media Mail price for the host piece is based on the combined weight of the host piece and the incidental First-Class Mail attachment or enclosure.*

The USPS Domestic Mail Manual (the bible of postal regulations) states in 2.2 Content Standards that only the following items may be mailed at the Media Mail prices:

*a. Books, including books issued to supplement other books, of at least eight printed pages, consisting wholly of reading matter or scholarly bibliography, or reading matter with incidental blank spaces for notations and containing no advertising matter other than incidental announcements of books. Advertising includes paid advertising and the publishers' own advertising in display, classified, or editorial style.*

While this may seem clear, some postmasters are interpreting illustrations or even photos in books (or stamp albums) as violating "Wholly reading matter." Advertisements that can't possibly be responded to (those that are decades old) can exclude collectible books and magazines (a huge market) from being Media Mail material, according to some interpretations.

*b. 16-millimeter or narrower width films, which must be positive prints in final form for viewing, and catalogs of such films of 24 pages or more (at least 22 of which are printed). Films and film catalogs sent to or from commercial theaters do not qualify for the Media Mail price.*

*c. Printed music, whether in bound or sheet form.*

*d. Printed objective test materials and their accessories used by or on behalf of educational institutions to test ability, aptitude, achievement, interests, and other mental and personal qualities with or without answers, test scores, or identifying information recorded thereon in writing or by mark.*

*e. Sound recordings, including incidental announcements of recordings and guides or scripts prepared solely for use with such recordings. Video recordings and player piano rolls are classified as sound recordings.*

*f. Playscripts and manuscripts for books, periodicals, and music.*

Again, some interpretations are that if these items have illustrations, then they do not qualify.

*g. Printed educational reference charts designed to instruct or train individuals for improving or developing their capabilities. Each chart must be a single printed sheet of information designed for educational reference. The information on the chart, which may be printed on one or both sides of the sheet, must be conveyed primarily by graphs, diagrams, tables, or other nonnarrative matter. An educational reference chart is normally but not necessarily devoted to one subject. A chart on which the information is conveyed primarily by textual matter in a narrative form does not qualify as a printed educational reference chart for mailing at the Media Mail prices even if it includes graphs, diagrams, or tables. Examples of qualifying charts include maps produced primarily for educational reference, tables of mathematical or scientific equations, noun declensions or verb conjugations used in the study of languages, periodic table of elements, botanical or zoological tables, and other tables used in the study of science.*

*h. Loose-leaf pages and their binders consisting of medical information for distribution to doctors, hospitals, medical schools, and medical students.*

*i. Computer-readable media containing prerecorded information and guides or scripts prepared solely for use with such media.*

**An interesting note:** I am currently unable to mail a stack of photographs as Media Mail. I can, however, mail a CD containing photographs as Media Mail, or even the same photos if I mark them as part of a manuscript.



USPS is going to continue policing this confusing class of mail, it needs to first decide exactly what constitutes "Media Mail," then communicate those guidelines clearly to its postal clerks. Otherwise, the troubled postal giant may well continue to drive more business into the arms of less-expensive private carriers.

**USPS apparently maintains that it retains ownership of these mailing materials in perpetuity. So, be careful what you do with your Priority Mail and Express Mail covers — apparently they don't belong to you!**

The grand-daddy of mis-assessed items to show up in my mail box (shown above) is a reused cereal box that was opened for inspection and assessed postage due. This postal-history-rich item (complete with official seals) contained a Captain Tim stamp album (which I previously successfully argued qualifies as Media Mail, despite illustrations and an ad for Ivory Soap on the back cover). It was indeed passed as qualified, but was assessed \$2.67 to upgrade it to Priority Mail. Why? Because an interior wrapper was part of an old Priority Mail box.

Now, as a side note, another huge abuse of USPS is mailers essentially stealing the free Priority Mail and Express Mail mailing materials, cutting them up (or reversing them) and using them for packing, stiffeners and other purposes for which they were not intended. USPS is well within its rights to crack down on these abuses.

\$2.77 — for a total of \$5.70. The reason? The package contained old photography magazines from the 1920s, which contained advertising, such as the ad shown on page 816. Advertising is specifically prohibited in items that qualify for Media Mail. The sender, who has been selling these magazines and many others for years, was under the impression (verified by his own post office) that since no commerce is even remotely possible with 90-year-old ads, they become part of the literature and cease to be "advertising" in any realistic sense. This new interpretation could now cost him and his customers quite a bit more. Although this mailer has consistently used USPS, he may well begin working with private carriers, who can now send many of his parcels with considerably less trouble and expense.

Another ineligible grouping for Media Mail is catalogues. By "catalogues," USPS means those pesky things that come in the mail hawking everything from bedroom slippers to stuffed hamsters — all containing advertised products. However, because philatelic references and pricing guides are referred to by collectors and dealers as "catalogues," some clerks are deeming them ineligible for Media Mail, handling and assessing them postage due. These "Catalogues" are not — in any way — "catalogs." They are pure reference and research works.

Further complicating matters are items such as *Scott* catalogues and *Brookman* price guides, which, like the previously mentioned items, are philatelic reference sources, but also contain advertising — both paid and in-house ads. As such, they truly are ineligible for Media Mail, but many dealers and collectors successfully send them as such anyway.

Where will all this shake out? Who knows. But if

However, in this particular case, a portion of a year-old postmark and routing number were visible, clearly indicating that this box at least was already used for its intended purpose and was nothing more than recycled trash. Not so, according to several levels up from our local post office. USPS apparently maintains that it retains ownership of these mailing materials in perpetuity. So, be careful what you do with your Priority Mail and Express Mail covers — apparently they don't belong to you!

Despite the aggravation and time spent arguing this matter, I clearly ended up the winner, as I now have a wonderful cover that is likely worth much more than the inappropriate assessment. Watch for these items. They will likely be key postal history pieces in the fairly near future — particularly if the program is rolled out nationwide — and hopefully after USPS has gotten its act together.

# How Does Media Mail Opening Work?

Since Media Mail is a discounted class of parcel mail reserved for media, including "books, film, sound recordings, computer media, or certain educational materials," it's important that the service is used properly.

Let's pretend you are sending a 3-pound, 3-ounce parcel from Tennessee to Texas. Mailing that package would cost you \$3.55 by Media Mail. However, the same package would cost you \$10.05 by Parcel Post or \$11.95 by Priority Mail.

If the package contains a bunch of books for Aunt Martha, you're in good shape. But if you're sending that pile of old Hawaiian shirts you just sold her on eBay, you're not.

USPS has long had the right to open certain classes of mail (excluding first-class, of course), but has seldom exercised that right until recently. If a piece of mail is found to be in violation, it is so marked and assessed postage due for the additional postage (if any). So far there are no additional penalties. Either way, the mail piece is supposed to be marked and resealed, with a postmarked slip enclosed to describe why an item either does or does not qualify for Media Mail.

From a philatelic standpoint this new policy opens a whole new world of postal history. Those items assessed postage due must be so-marked (and franked with the additional postage). Many also bear some form of official seal, either the standard governmental type or locally printed ones.

What is interesting, however, is that USPS also is finding a number of small, lightweight parcels that weigh less for first-class purposes than the minimum Media Mail rate. For example, a 3.6-ounce item (a shirt perhaps) by first class would cost \$1.73, but \$2.38 by Media Mail. So, even though an item may be in violation, it cannot be assessed additional postage if it already is overpaid. No refunds are being given.



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# Love, the Great Depression, and War: A Correspondence

by Daniel F. Ring

I must down to the seas again, to the lonely sea and sky,  
And all I ask is a tall ship and a star to steer her by,...  
I must go down to the seas again, for the call of the  
running tide

*Is a wild call and a clear call that may not be denied....*

— John Masefield, “Sea Fever”

Moises de Paul Palenque heard that call as a young man in Rosario, Argentina. He began his sailing on coastal Argentine waters from the Plate River estuary to the tip of Tierra del Fuego with its howling gales. However, this was not enough for him so he sought broader seas. During the 1920s he sailed the east coasts of North and South America. Then disaster struck. The Great Depression idled many ships and bankrupted many shipping lines, and Paul became stranded in the United States.

He took odd jobs as an electrician and a welder working in New York City but this could not sustain him. Not being a citizen put him at a disadvantage and he felt that he could no longer survive on the assistance of friends in New York. So he went to the Midwest — Illinois and Wisconsin — and started giving Spanish and tango lessons.

Rose Ellen Ring, my aunt, lived in Chicago. She was a woman who was interested in the world and who also maintained a voluminous correspondent, keeping in touch with almost everyone she met. When time and finances would permit she traveled.



*Rosey Ring*

To the Ringos with love, from  
Paul  
New York, Oct 1, 1942

Moises de Paul Palenque, 1942.



Rose Ellen Ring, ca 1923.

The Spanish Society of Chicago often held affairs in the Red Laquer Room of the Palmer House Hotel. Rose had gone there with some of her cousins who frequently visited from Wisconsin. Here she met the dashing Paul. He taught her Spanish and dancing and called her Rosita. When he returned to the sea he would recall in fine prose the joys of dancing with her and how he missed her. But that was later.

Although Paul often returned to New York, he was unable to find a ship, and he returned to Wisconsin where he tended the farms of Rose's uncles during planting and harvest time and when they were off visiting relatives in Milwaukee or Chicago. A 1934 cover addressed to Rosita Ring from Paul, "c/o B. O'Laughlin" in Randolph, Wisconsin dates from this period.

By the middle of 1935 the Depression had begun to ebb and Paul was able to find short-term work on a ship, but a few months later he was back in Chicago with Rose for a dance. He continued to do odd jobs in Chicago, waiting a chance to return to the sea. By now he was calling himself "half-American." While he was in New York he toured the French liner the S/S Normandie, which



Letter from Paul to Rose while he was working for her uncle in 1934.



"Voyage Inaugural" cover for the S/S Normandie, which left Le Havre May 29, 1935.



"Maiden Voyage" cover for the HMS Queen Mary, postmarked 5/26/36 in London; ship sailed from Southampton 5/27/36.



Picture postcard showing the S.S. Cherokee.



Picture postcard showing the S.S. President Harding.



Seapost cover from the President Harding, postmarked June 7, 1939, with cachet commemorating the S.S. Savannah "The First Steamship To Cross the Atlantic Ocean...1819."

made its maiden voyage across the Atlantic in May 1935.

In May of the following year, he was in New York to tour the HMS *Queen Mary*, which made its maiden voyage in 1936. By that summer Paul had found work on a regular run from New York to Puerto Rico. He made several voyages on both the S.S. *Cherokee* and the S.S. *San Jacinto*, which carried passengers and cargo, primarily between New York City and San Juan. Work remained steady throughout 1937 and 1938, until it was interrupted by a longshoreman's strike over pay in Puerto Rico. In a letter to Rose, Paul expressed sympathy with the strikers over the disparity of wages between New York and San Juan and spoke of his resentment that the press called the strikers Communists.

In April 1938, with the assistance of Rose's brother Dan, Paul filed a citizenship application.

On September 1, 1939 Germany invaded Poland, and by September 3 Great Britain and France had joined the conflict. Germany had put to sea what would eventually number 863 U-boats whose intent was to sink ships moving toward England or other Allied nations.

Within weeks of the outbreak of war Paul was on the S.S. *President Harding*. Built by the New York Shipbuilding Corporation of Camden, New Jersey in 1920, the ship initially was named the S.S. *Lone Star State*. On April 29, 1922 she was renamed S.S. *President Taft* and then renamed S.S. *President Harding* in September of that same year. On September 22, 1939 she departed New York for Le Havre,

France and Paul was onboard, making the first of his two visits to Europe. Two days after leaving France for the return voyage, on October 12, his ship came upon two ships that had been torpedoed by the German U-8 submarine: the French tanker *Emile Mignet* from convoy KJ at 50.15'N, 14.50'W and the British freighter S.S. *Heronspool*, from convoy OB at 50.13'N, 14.8'W.

On the night of October 17 the *President Harding* approached the worst hurricane of the 1939 season, a Category 4 storm. The ship was hit broadside by a huge wave



French tanker *Emile Miguet*, torpedoed by a German U-boat in October 1939.

that rolled the ship over. The liner lay on her side for minutes, at the point of capsizing, before she came to and began to right her herself. Paul described the return voyage as

...of all my experiences at sea this terrible night seems to have been the worst, perhaps due to the many passengers and members of the crew wounded. When we arrived in New York it was like a hospital ship and a bunch of ambulances were waiting to carry the casualties.

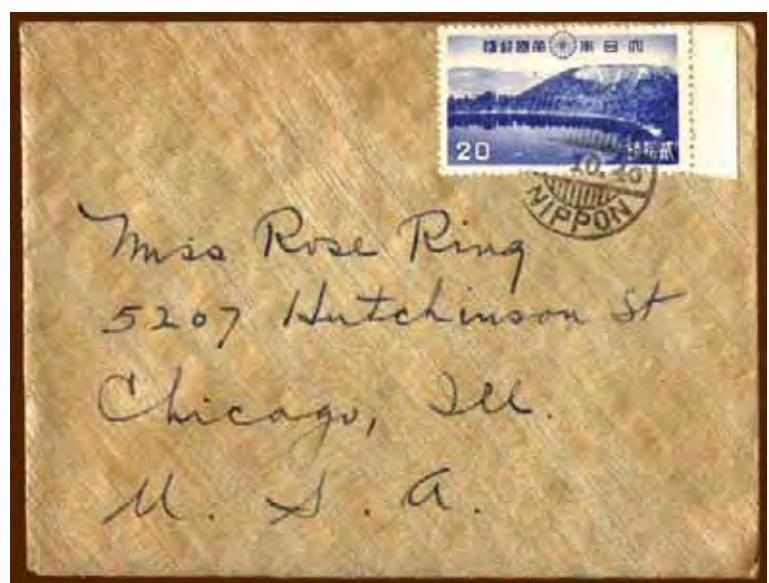
He also expressed his sadness for the cabin boy, Paul Johnson, a University of Wisconsin student who was washed overboard and lost when the wave hit.

The S.S. *Frederick Lykes*, a C-3 freighter that was later converted to a trophship, was a ship of the Lykes Brothers Line on which Paul made three voyages to the Far East beginning in April 1940. He had decided to sail the Pacific because he thought it might be safer than the Atlantic. They stopped at Siam, China, the Philippines, and Japan.

During the first of his visits to Japan, Paul participated in a tea ceremony with a geisha and described in a twenty-page letter all the protocols of the event and how warmly he was welcomed. On his third visit, late in March 1941, he returned to the geisha but this time there is a marked coolness, which he attributed to the declining relations between the United States and Japan. The crew was no longer being given advance notice of the ports of call. He felt that the sailors from his ship were being watched by Japanese security and that his mail



S.S. *Frederick Lykes*, on which Paul sailed to Japan and the Far East in 1940–41.



Letter to Rose from Paul mailed from Japan in 1940.



Letter to Rose from Paul mailed from the Philippines in April 1941.



Cachet cover from the USS Greer, the "Greyhound of the Seas," postmarked June 20, 1941, with tipped-in photograph of the ship.

had been censored. He described the situation as a "war of nerves" and wondered when the Japanese would stop American ships from coming to Japan.

During a stop in the Canal Zone in May, he sent a letter to my parents congratulating them on my impending birth, and in October he managed to visit Rose and her family.

On September 4, 1941, before American entry into the war, the USS Greer (DD-145) was attacked by a German submarine while on convoy escort duty. This was the first armed engagement between German and American forces. Due to the threat of war, American merchant ships were now to be armed. Paul was sent for training in December 1941 to Hoffman Island, New York harbor at the U.S. Maritime Service Training Station. He reported that this area of New York

ship and again near the #1 hatch. Fourteen men were lost. The crew was put adrift in a single lifeboat. Paul was not injured, but he later reported that he had rowed a night and a day in the cold and that his arms were tired; otherwise, he was in good health. The lifeboat was recovered by the USS Greer and the crew was taken to Hamilton, Bermuda.

On April 22, 1942 the S.S. San Jacinto, one of the ships on which Paul had sailed in the 1930s, was torpedoed and sunk by U-210 as it was en route from New York to San Juan with passengers and general cargo. Fourteen lives were lost in the attack. On June 14, 1942 the other ship on which Paul had sailed on the New York–Puerto Rico route, the S.S. Cherokee, was traveling in a convoy off Cape Cod in a heavy gale when it was torpedoed and sunk with the loss of eighty-six lives.



Picture postcard of "STEAMSHIP COAMO — PORTO RICO LINE."



Seapost cover from the S.S. Coamo, postmarked November 22, 1928, with a modified flag cancel showing the name of the ship where the field of stars normally would be.

George S. Hill 627 Fairmount Ave. Philadelphia Pa.

harbor had been mined. Later he was sent to the U.S. Maritime Service Officer Candidate School, Ft. Trumbull, New London, Connecticut, which during the course of the war trained 15,473 officers in seventy-six candidate classes. Paul, now a citizen, was commissioned in the U.S. Naval Reserve.

At 3:30 a.m. EDT April 15, 1942 Paul was aboard the unarmed and unescorted 6,887-ton S.S. *Robin Hood*, 300 miles southeast of Nantucket, 37.10°N, 73.58°W, moving at eleven knots in rough seas when it was torpedoed by the submarine *U-575*. The *Robin Hood* was struck on the starboard side, first at mid-



Merchant Marine cachet cover,  
seapost S.S. Coamo, Puerto Rico,  
May 22, 1941.



During that same time period, Paul had made several voyages on the S.S. *Coamo* from New York to Puerto Rico and the Dominican Republic.

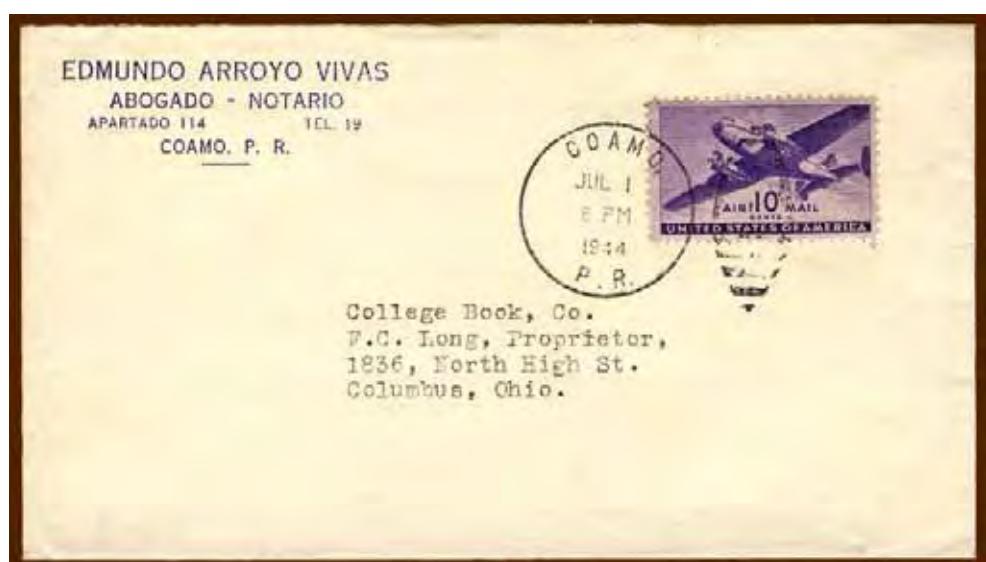
The S.S. *Coamo* was a 429-foot, 7,057-ton passenger steamer built March 25, 1925 by the Newport Shipbuilding and Drydock and delivered December 22, 1925 to Agwilines<sup>1</sup> of New York City. Named for a city in Puerto Rico, it was put on the New York–San Juan route and over the years had carried many immigrants from Puerto Rico to New York.

The S.S. *Coamo* had been involved in a rescue incident when the Canadian National Steamship S.S. *Lady Hawkins*, a 7,998-ton passenger/freighter, was torpedoed January 19, 1942 by U-66, Capt. Richard Zapp commanding, at 35.00'N, 72.30'W while sailing from Halifax via Boston to Bermuda. The ship carried 212 passengers and a crew of 109. Five days later, the seventy-one survivors were picked up by the *Coamo* and taken to San Juan. The attacking sub, U-66, eventually was sunk by the USS *Buckley* (DE 51) on May 6, 1944.

Sometime after January 24,

1942 the S.S. *Coamo* was taken over by the United States Army Transport Command as the USAT *Coamo*. The war had been underway for six months and plans were being made for "Operation Torch," the invasion of North Africa on November 9, 1942. On October 6 Paul wrote that he was about to sail and enclosed a studio photograph showing him in uniform. Sources indicate that his ship was to participate in "Operation Torch"; he is listed as a Junior Third Engineer.

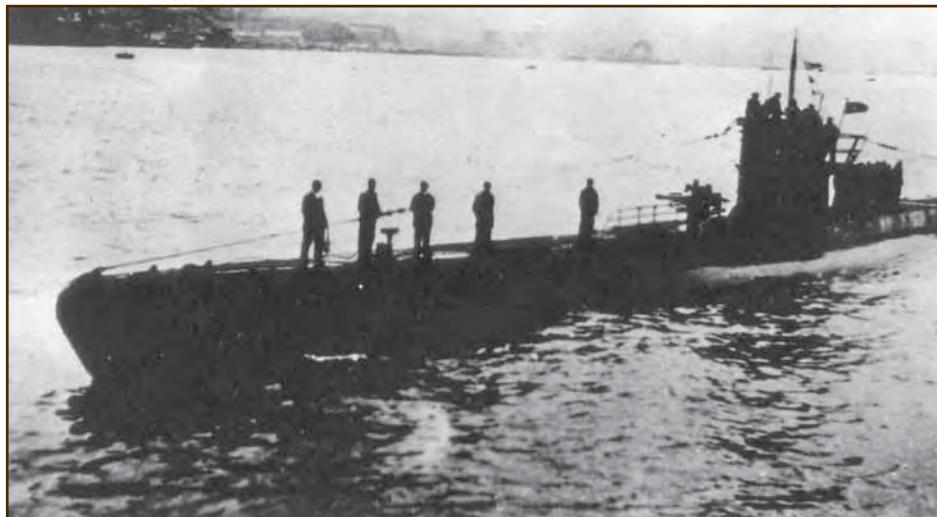
Although the records are not complete, it appears that



Coamo, Puerto Rico cover, postmarked July 1, 1944. City for which the S.S. *Coamo* was named.



Army Day and Hero Memorial Day issue of March 21, 1943 showing a German submarine and a sinking Allied vessel (Germany Scott B218).



German submarine *U-604* was responsible for sinking the USAT *Coamo* in 1942.

the USAT *Coamo* (also identified as the S.S. *Coamo*) carried troops from England who were transferred later to landing craft for the invasion and that the ship then went on to Gibraltar. By November 26 the *Coamo* was returning to England in convoy MKF-3. On December 1, about 150 miles west of Ireland, the ship was detached from the convoy by the British Admiralty and ordered to proceed to New York independently. It carried 7 officers, 122 merchant seamen, 37 members of the Naval Armed Guard, and 16 army personnel: a total of 186 persons. The ship's master was Nels Helgesen.

At 20:18 CET on December 2 the USAT *Coamo*, underway at 17.5 knots, was spotted by the *U-604* and torpedoed from 800 yards. It was hit just below the bridge and sank within five minutes. Some of the crew managed to get into life rafts but it is believed that those who survived the attack were lost in the gale that struck the area on December 3 and lasted three days.

By December 9, 1942 the ship was reported overdue with all hands lost. There were varying accounts of the attack by the U-boat. Some reports from nearby Allied non-convoyed ships indicate that the *Coamo* was attacked by a submarine on December 2, other sources say December 5. According to some accounts, there were sailors who managed to make it into lifeboats and rafts but the submarine surfaced and machine-gunned them. The location of the actual sinking is estimated at 48.45°N, 23.30°W, although one report indicated the ship was 400 miles southeast of Ireland and another indicated that it was off Bermuda.

On March 6, 1943, Ernesto Ronchi, Paul's friend in New York wrote to Rose:

He left on the 24 of October and reached England, from where he wrote me a letter on the 8th of November.

I received the letter on the 15th of December, although it was an airmail letter. The ship was due here, on the 10th of December, but it will never arrive. Two days after they sailed on the return trip, they were attacked by subs and airplanes and a bomb from a plane dropped right down the chimney of the ship blowing it up. In such a way that nothing was left of the ship and of the crewmembers of it. From people who claimed of being in the convoy, from their friends and relatives, I gathered these terrible news.... When Paul left, I had the presentment that he would not come back, I think he had it also.

The conflicts in these various stories are obvious. Ronchi had made inquiries of the Office of War Shipping and the Commandant of the Coast Guard, Admiral R.R. Waeche, and it is this account that he relayed to Rose. No accurate account of the loss of the USAT

*Coamo* was obtained until after the war, when records of the German *Kriegsmarine* (Navy) became available.

On July 30, 1943 Lt. Commander Thomas D. Davis with a Lockheed *PV-1 Ventura* and a *B-24 Liberator* (primarily used for anti-submarine patrol in the Atlantic) bomber spotted a submarine later identified as *U-604* on the surface at 11.46°S, 34.33°W. The aircraft dropped bombs and fired .50 caliber machine guns at the submarine, which was damaged but remained partially surfaced. With the limit of their flying time rapidly approaching, Davis' planes were forced to return to base. The *U-604* managed to send out a distress call that was picked by the *U-185*, which arrived August 11. As the crew of the stricken submarine was being taken onboard the *U-185* the submarines were attacked by another *Liberator*, which was shot down by the *U-185*. The *U-604* was then scuttled and sunk.

On August 14 as the *U-185* was making its way back to



First Day cover for the 3-cent Merchant Marine issue celebrating the achievements of the U.S. Merchant Marine in World War II — the "Supply Line of the Armed Forces." The image shows a Liberty ship unloading cargo; cover postmarked Washington, DC, February 26, 1946.

port, it was attacked by a *Wildcat* from the USS *Core* (ACV 13). The surfaced submarine received a mortal blow. In the evacuation of the *U-185* two seamen from the *U-604* were so badly wounded that they begged their commander, Capt. Horst Holtring, to shoot them, which he did. Holtring then turned the gun on himself.

Post-war inquiry into the records of the Kriegsmarine indicated that it was indeed the *U-604* that sank the *Coamo*;

however, the exact location of the loss could not be determined, due to the sinking of the ships' logs from both the *U-185* and *U-604*. In the interviews with the captured *U-604* crew, one of the sailors confirmed that the captain had ordered an officer to machine gun the *Coamo* survivors when some of them tried to board the submarine. Further, the *U-604* had thought it had sunk the S.S. *Ceramic*; in subsequent inquiry, however, it was determined that the *Ceramic*

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had been sunk by the *U-515*.

The loss of the *Coamo* was the single greatest loss for the U.S. Merchant Marine during World War II. As a percentage of its personnel, the Merchant Marine incurred more losses than any other branch of the service.

Paul left behind two sisters, a brother, and a nephew who became a lawyer in Argentina. Rose and the children of Rose's sister, Edith, and her brother Daniel, were left behind as members of the greater Ring-O'Laughlin family who had shared in his friendship. Rose would often recount her adventures with Paul and the bond the two of them shared. It took many years for the loss to heal. Eighteen years after Paul's death Rose married for the first time at age sixty, and remarried again at age seventy-eight following the death of her first husband. She died in 1985, two weeks after the death of her second husband.

#### Endnote

Agwilines was the shortened form of the Atlantic Gulf & West Indies (AGWI) Steamship Lines. The S.S. *Coamo* belonged to the AGWI subsidiary known as the "Porto Rico Line," traveling primarily between New York City and San Juan.

#### Website Resources

##### Escort Duty/Merchant Marines:

[www.armed-guard.com](http://www.armed-guard.com)  
[www.usmm.org/forttrumbull.html](http://www.usmm.org/forttrumbull.html)  
[www.usmm.org/hoffmanisland.html](http://www.usmm.org/hoffmanisland.html)

##### Captain Nels Helgesen:

[www.timetableimages.com/maritime/images/helge.htm](http://www.timetableimages.com/maritime/images/helge.htm)

##### German U-Boats:

*U-48*: [www.uboatarchive.net/U-48.htm](http://www.uboatarchive.net/U-48.htm)  
*U-66*: [www.uboatarchive.net/U-66.htm](http://www.uboatarchive.net/U-66.htm)  
*U-185*: [www.uboatarchive.net/U-185.html](http://www.uboatarchive.net/U-185.html)  
*U-185, U-604*: [www.uboatwaffe.net](http://www.uboatwaffe.net)  
*U-210*: [www.uboatarchive.net/U-210.htm](http://www.uboatarchive.net/U-210.htm)  
*U-575*: [www.uboatarchive.net/U-575.htm](http://www.uboatarchive.net/U-575.htm)  
*U-604*: [www.uboatarchive.net/U-604.htm](http://www.uboatarchive.net/U-604.htm)

##### Palenque:

[www.search.ancestry.com](http://www.search.ancestry.com) (Palenque personal data)

##### Ships Discussed (photographs and other information):

*Ships, casualties*: [www.usmm.org](http://www.usmm.org); [www.battleships-cruisers.co.uk](http://www.battleships-cruisers.co.uk)  
*Buckley*: [http://en.wikipedia.org/wiki/USS\\_Buckley\\_\(DE-51\)](http://en.wikipedia.org/wiki/USS_Buckley_(DE-51))  
*Cherokee*: [www.content.ancestry.com](http://www.content.ancestry.com); [www.wrecksite.eu/wreck.aspx?17945](http://www.wrecksite.eu/wreck.aspx?17945)  
*Coamo*: <http://members.iinet.net.au/~gduncan/maritime-2-1942.html>;  
[www.wrecksite.eu/wreck.aspx?37151](http://www.wrecksite.eu/wreck.aspx?37151); [www.uboot.net/allies/merchants/ships/2486.html](http://www.uboot.net/allies/merchants/ships/2486.html)

*Emile Miquet*: [www.subsim.com/radioroom//archive/index.php/t-146696.html](http://www.subsim.com/radioroom//archive/index.php/t-146696.html)

*Frederick Lykes*: [www.theshipslst.com/ships/lines/lykes.htm](http://www.theshipslst.com/ships/lines/lykes.htm); [www.the467tharchive.org/lykes](http://www.the467tharchive.org/lykes)

*Greer*: [www.historycentral.com/navy/destroyer/greer.html](http://www.historycentral.com/navy/destroyer/greer.html)

*Harding, hurricane*: [www.time.com/time/archive/preview/o,10987931781,00.html](http://www.time.com/time/archive/preview/o,10987931781,00.html)  
(TIME account of the October 1939 hurricane and the SS *President Harding*) [By subscription]; [http://en.wikipedia.org/wiki/1939\\_Atlantic\\_hurricane\\_season#Hurricane\\_Five](http://en.wikipedia.org/wiki/1939_Atlantic_hurricane_season#Hurricane_Five) (October hurricane 1939)

*Heronspool*: [www.irishshipwrecks.com/shipwrecks.php?wreck\\_ref=122](http://www.irishshipwrecks.com/shipwrecks.php?wreck_ref=122)

*Lady Hawkins*: [www.time.com/time/magazine/article/0,9171,777587,00.html](http://www.time.com/time/magazine/article/0,9171,777587,00.html)

*Robin Hood*: [www.armed-guard.com/robinhood.jpg](http://www.armed-guard.com/robinhood.jpg); [www.wrecksite.eu/wreck.aspx?31999](http://www.wrecksite.eu/wreck.aspx?31999)

*San Jacinto*: [www.wrecksite.eu/wreck.aspx?15594](http://www.wrecksite.eu/wreck.aspx?15594)

### The Author

Daniel F. Ring is a retired history teacher and has previously published articles in *The American Philatelist* (September 1994), *The Journal of Philippine Philately* (International Philippine Philatelic Society), and *Possessions* (U.S. Possessions Philatelic Society).

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Fresno Bicycle Club, early 1890s.

# The Fresno-San Francisco Bicycle Post of 1894

by George W. Bowman

One of the most violent strikes in U.S. history occurred in 1894, when on May 28 workers of the Pullman Sleeping Car Company of Chicago called a strike in protest of a proposed wage reduction of 28 percent. On June 26 the American Railway Union declared a boycott of all Pullman cars. Within four days workers on twenty-nine railroads had quit work rather than handle trains with Pullmans. This action effectively shut down al-

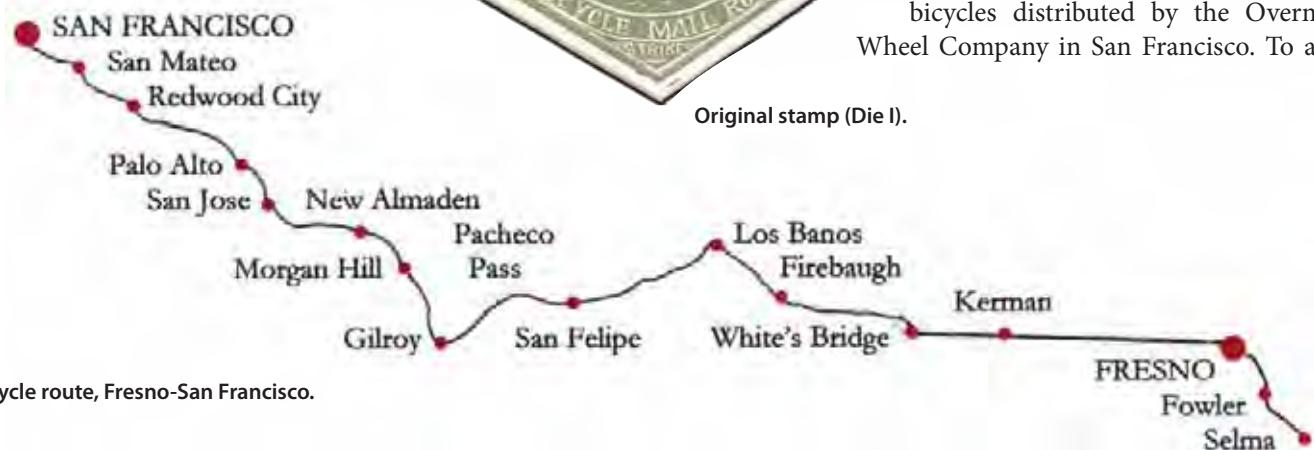
most all rail traffic west of Chicago.

In that year the Southern Pacific Railroad line extended from San Francisco to Gilroy, California. No rail line directly connected Gilroy with Fresno. Mail by rail west from Fresno most likely would have been placed on the San Joaquin Valley Railroad, which indirectly connected Fresno with the bay area.

At that time there lived in Fresno a businessman named Arthur C. Banta, who owned the Victor Cyclery bicycle shop, located in the Hughes Hotel at 1730 Tulare Street. Banta was the Fresno agent for bicycles distributed by the Overman Wheel Company in San Francisco. To alle-



Original stamp (Die I).



Bicycle route, Fresno-San Francisco.

viate the paralyzing mail stoppage between Fresno and San Francisco, he established and operated a bicycle mail delivery service between those cities.

It was estimated that the 210 miles of the route could be covered by relays of eight bicycle riders in about eighteen hours. The San Francisco-Gilroy portion followed the existing Southern Pacific Railroad line. Banta's service also extended southeast from Fresno to include Fowler and Selma.

Listed below are Banta's initial team of riders and their route segments. Five substitute cyclists, all from Fresno, also were selected. Many of these men were members of the Fresno Bicycle Club. Each rider was provided with a badge on a satin ribbon with the words "Fresno and San Francisco Bicycle Messenger Route."

**Relay 1:** 20 miles. Fresno to 20-Mile House on the White's Bridge Road.

*Rider:* B.J. Treat of Fresno.

**Relay 2:** 20 miles. 20-Mile House to Firebaugh.

*Rider:* H.S. Gangham of Sanger.

**Relay 3:** 35 miles. Firebaugh to Los Banos.

*Rider:* O.J. Puryear of Fresno.

**Relay 4:** 20 miles. Los Banos to foot of mountains six miles beyond St. Louis Ranch.

*Rider:* Arthur W. Drummond of Los Banos.

**Relay 5:** 15 miles. Foot of mountain over the summit at Pacheco Pass to Bells Station.

*Rider:* W.B. Atwater of Fresno.

**Relay 6:** 32 miles. Bells Station to Madrone.



Announcement of bicycle service (from Lowell Cooper's *The Fresno and San Francisco Bicycle Mail of 1894*, page 7; courtesy Leonard H. Hartmann, Philatelic Bibliophile).

*Rider:* Joseph M. Smith of Selma.

**Relay 7:** 38 miles. Madrone to Menlo Park through San Jose.

*Rider:* George Calquhon of Fresno.

**Relay 8:** 30 miles. Menlo Park to San Francisco, then returning immediately to Menlo Park for a total distance of 60 miles without resting.

*Rider:* C.S. Schaffer of Fresno.

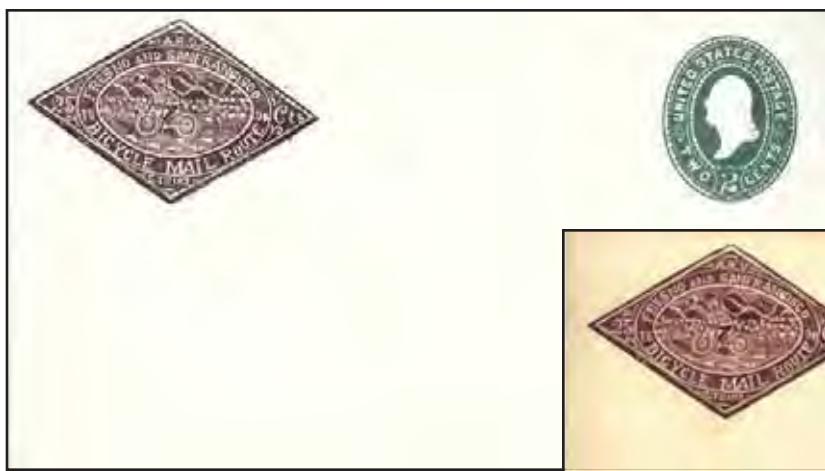
Except for the lengthy Relay 8 segment into and out of San Francisco, each cyclist was to remain at the northern end of his segment until he received mail for the southbound run. Thus there was one mail each day in each direction.

Banta charged twenty-five cents to mail each letter. He had his own special, diamond-shaped local stamps printed and used on the mail. The die, identified as Die I by Lowell Cooper,<sup>1</sup> was prepared by Eugene Donze, an engraver for a Fresno undertaker, and the stamp supposedly was printed by B.J. Treat, Banta's Relay 1 cyclist. (I say "supposedly" because Cooper lists both O.J. Treat and B.J. Treat as the printer. Father and son, perhaps?) The stamp contained a glaring error — the word FRANCISCO was misspelled FRANSISCO!

A client would be charged twenty-seven cents, which included the 2-cent domestic letter rate in effect at the time. Banta engaged the Commercial Printing Company of Fresno to print several thousand circulars announcing his new bicycle post. They were distributed throughout Fresno on July



Corrected stamp  
(Die I-R).



Size C white envelope.



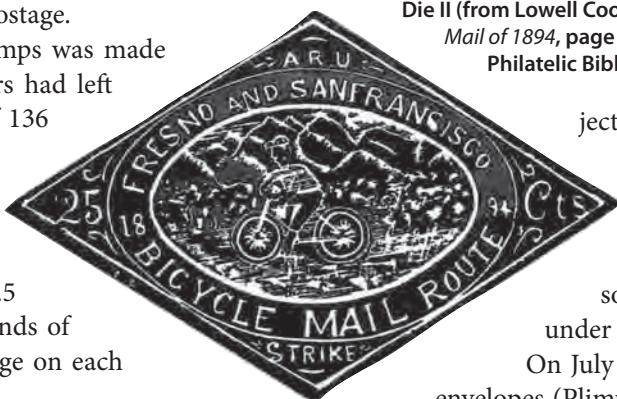
Size D amber envelope.

6, and the actual service began the next day from Fresno, carrying fifteen letters **without** stamps. Ten more letters were picked up en route to San Francisco. From then until noon on July 18, 355 more letters were "bicycled" between the two cities, all of them carrying a Banta stamp plus two cents U.S. postage.

An initial printing of 816 stamps was made July 7, after the first fifteen letters had left Fresno. The printing consisted of 136 sheets of six in a diamond format. The stamps were applied on precut, pregummed paper directly from the die, one stamp at a time. They were rouletted 9.5 between each stamp and at the ends of the sheet, leaving one straight edge on each stamp.

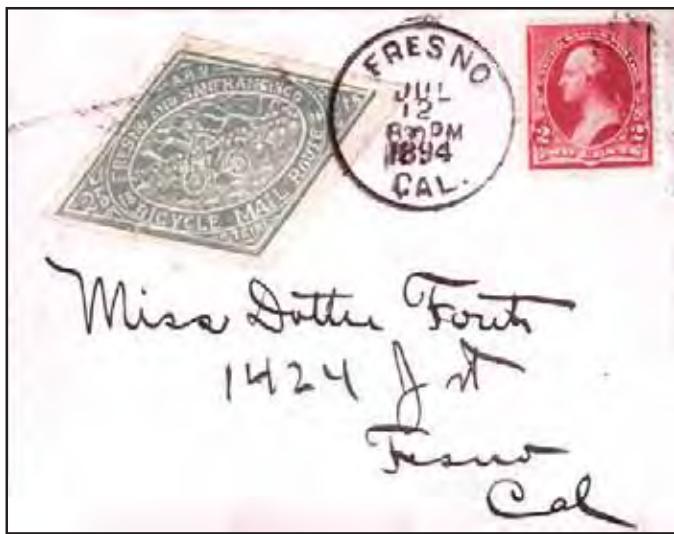
After about 800 stamps had been delivered by the printer, the spelling error was noted and corrected by Donze. About a thousand stamps were printed, also on July 7, from the corrected die (Cooper Type I-R) in the same six-sub-

Die II (from Lowell Cooper's *The Fresno and San Francisco Bicycle Mail of 1894*, page 23; courtesy Leonard H. Hartmann, Philatelic Bibliophile).



jects-per plate format as before. The correction was sloppily done: the C resembles a G with a filled-in loop. Donze also inserted his initials (E.D.) on the southwest edge of the sheet, directly under the B.

On July 10 Banta purchased fifty stamped envelopes (Plimpton issue of 1890) from the Fresno Post Office. These were in two sizes: Size C: 85 mm by 149 mm on white paper, and Size D: 89 mm by 160 mm on amber paper. Over the next few days, Donze printed a brown reproduction of the stamp on Banta's original fifty en-



San Francisco to Fresno, July 12, 1894



Messenger service cachet applied at Fresno, July 12, 1894.

If not delivered within 10 days, return to  
**W. SELLSCHOPP & CO.,**  
 STAMP DEALERS and PUBLISHERS,  
 108 STOCKTON ST.  
 SAN FRANCISCO, CALIFORNIA.

A power may be left with  
 OVERMAN WHEEL CO.  
 LARRY & McALLISTER, P.R.R.  
 THROUGH SALVATORE DODD, JR.



San Francisco to Fresno,  
 July 16, 1894.

Louis Guindelfinger, Esq.  
 Fresno, Cal.

Fresno to San Francisco,  
 July 17, 1894.

velopes using Die I-R, plus on hundreds more envelopes that Donze himself subsequently purchased. It is believed that Donze's envelope purchases consisted of Size C amber and Size D white. Thus, clients could use the bicycle post using either a normal envelope with Banta's green stamp or a Plimpton envelope with the brown imprinted stamp.

Also on July 10 Donze performed an apparently illogical act. He engraved *another* die in the Banta design, which Cooper designates

Type II. The die closely resembles Type I-R, but with minor changes, such as the addition of scratches in the roadway behind the bicycle. At first inspection Die II resembles Die I-R with a bit of recutting, but a closer inspection reveals that it is an entirely new die. The fact that the first C of FRANCISCO resembles the poorly-executed C of the corrected Die I-R is quite puzzling, however, because it would seem that if Donze was going to prepare a new die from scratch, he would have tried to do a better job of correcting the S to an identifiable C.

But why produce a second die in the first place? It has been suggested that Donze prepared it exclusively to imprint envelopes and not to print stamps. Only three examples of the use of this die have been found — all are on Size C white Plimpton envelopes. Two are unused; the third was used but not bicycled to San Francisco. It was "mailed" from Fresno to Fresno, with a July 12 Fresno postmark.

The Cooper book is not clear regarding the mix of the purchases of additional envelopes after July 10. Donze's diary states that he bought and printed 100 envelopes on July 11, and that he printed 100 more on July 14, but we do not know whether the quantities he bought were Size C, Size D, white, or amber, or even if all four varieties were included. Original reports printed at the time were inconclusive on this matter

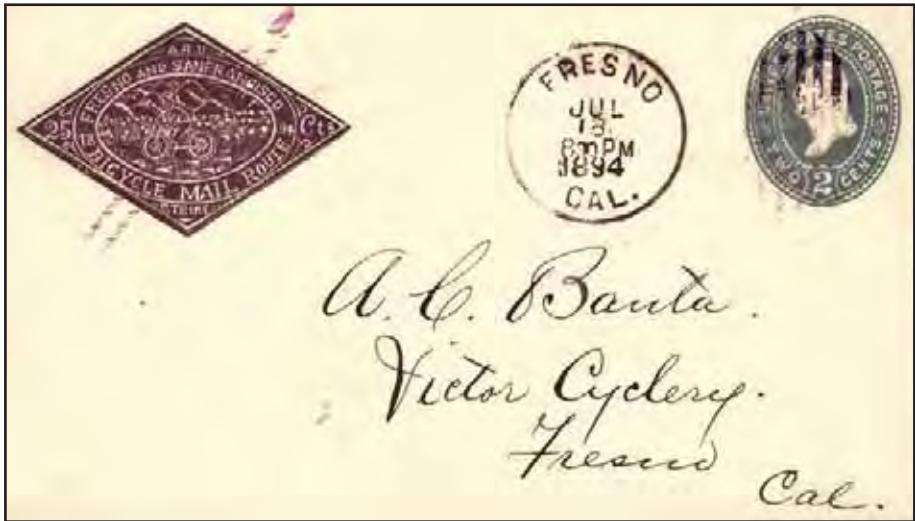


and may relate to material acquired for philatelic purposes. What records exist indicate that roughly 350 envelopes of all four varieties were purchased by both Banta and Donze and were imprinted by Donze with the brown stamp during the life of the bicycle post.

Very few of the 380 letters sent by the bicycle post have survived. I have three of them, offered as Lots 1029, 1030, and 1034 in a 2007 Shreves Philatelic Galleries Sale.<sup>2</sup> One cover apparently was mailed from San Francisco on July 11, but lacks any San Francisco postal markings. The Banta stamp (with FRANCISCO spelled correctly) is canceled by a two-bar device and a Fresno duplex dated July 12. The reverse shows a Victor Bicycle Messenger Service cachet applied at Fresno, also dated July 12.

My second cover, also from San Francisco to Fresno, shows a Fresno duplex on the front and a Fresno receiving mark on the reverse, both dated July 16. The Banta stamp, with the misspelled FRANSISCO, is canceled by the two-bar device, and a red RECEIVED / JUL 16 1894 handstamp.<sup>3</sup> The red mark, although indicating receipt, was used at San Francisco on *outgoing* mail only, and was probably intended to indicate the date the Overman Wheel Company received the letter. The purple Overman handstamp was applied at Fresno.

On July 16 the Pullman strike was broken up by U.S.



Cover from Banta to himself.

Marshals and about 12,000 U.S. Army troops sent in by President Cleveland, on the premise that the strike interfered with the delivery of the U.S. mail and that it represented a threat to public safety.

My third cover was mailed from Fresno to San Francisco on July 17, the last day of the bicycle mail service. The Banta stamp (with correct FRANCISCO spelling) is canceled by the two-bar device and, together with a 2-cent adhesive, is canceled by a San Francisco machine cancel for July 19, 1894, 10:30 a.m. This was probably the last bicycle trip from Fresno to San Francisco, as railroad mail delivery had resumed on July 16 and Banta's bicycle service was no longer needed.

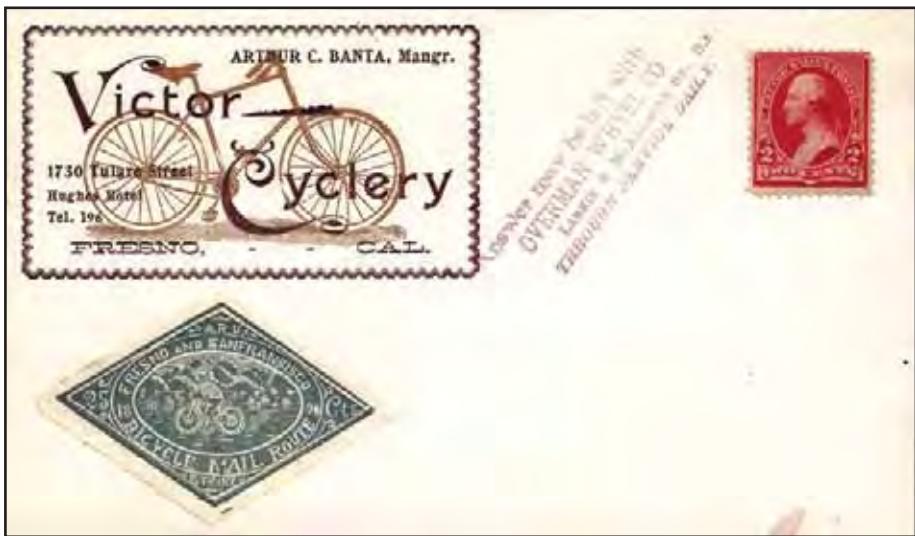
On July 16 Donze and Banta agreed that, although no more stamps over and above the roughly 1,800 already printed for the bicycle post would be required, they would reprint the stamps from Die I-R for philatelic purposes. The sheets were in the same six-stamp format as the earlier sheets, but they were generally of a smaller size and the stamps were rather haphazardly printed. About 2,000 stamps were reprinted; no used copies are known.

After his bicycle post ceased operation, Banta prepared and mailed a number of philatelic covers with Fresno postmarks, but which were not mailed to San Francisco. The stamp imprint was canceled with the two-bar device normally found on non-philatelic covers. Most of these covers were postmarked on July 18. My collection includes a Size C amber envelope Banta mailed to himself. I also have a Size D white envelope mailed by Banta to his brother. This latter envelope is accompanied by Philatelic Foundation Certificate No. 456178, which describes it as "genuine usage." However, it would seem that it was *not* genuine usage, inasmuch as the cover was not mailed to San Francisco.

Banta had a considerable quantity of unused envelopes and stamps left over after cessation of his bicycle post.



Cover from Banta to his brother.



Unused Size C white envelope with FRANSISCO error.

## BICYCLE MAIL STAMPS.

THE undersigned begs to announce that he has for a small quantity of the ADHESIVES and FRAMES originally issued by himself for use on the Fresno and San Francisco Bicycle Mail Route during the A. R. U. Strike, which he will supply to collectors at the following prices:

Errors (Original Die) .....	\$1.50
Only 800 Issued	
Adhesives (Altered Die) .....	.75
White Paper, 2,000 Issued	
Adhesives (Altered Die) .....	1.00
Amber Paper, 500 Issued	
Envelopes .....	2.00
Amber Paper, 150 Issued	
"    White Paper, 150 Issued	2.00
Complete Set.....	\$7.25
Used Specimen on Original Envelope .....	.50

Any of the above sent to any address, post paid on receipt of price, until my stock is exhausted, or will exchange with collectors for any stamps not in my collection. Send sheets of stamps for exchange on approval and receive the Bicycle stamps. All previous quotations canceled. Correspondence solicited. Address

ARTHUR C. BANTA,  
1730 TULARE ST., FRESNO, CAL.

Banta's ad offering remainder material (from Lowell Cooper's *The Fresno and San Francisco Bicycle Mail of 1894*, page 40; courtesy Leonard H. Hartmann, Philatelic Bibliophile).

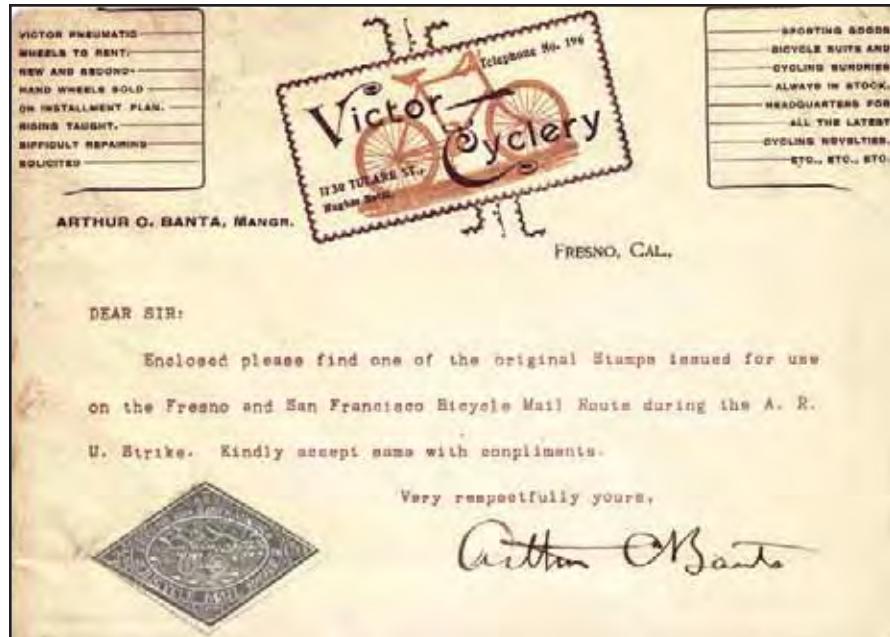
A typical example is the Size C white envelope with the FRANSISCO error. In October 1894 he began advertising these excess envelopes and stamps in the press. His quantity of "only 800 issued" of the original die as listed in the ad is slightly inaccurate; the actual figure should be 816. The 500 adhesives on amber paper listed in the ad are thought to be reprints.

Banta not only advertised excess material for sale, he gave much of it away. He prepared letterheads bearing one of his stamps and addressed to his friends. Most of these letters were sent out in late July.

After the strike had ended, Banta and Donze discussed mutilating the die in order to protect and enhance the philatelic value of the remaining stamps. Records in this matter are fuzzy, but it seems that Donze had uncontested control over use of the die, which he did not wish to deface.

In August 1894 Donze prepared a new die that closely resembled the die with the corrected spelling (Type I-R). He mutilated this new die, actually a counterfeit, with one horizontal gash and five vertical ones. He then had copies printed from it to prove to Banta that the die had indeed been destroyed. Banta, however, suspected that the defaced die was not the original. He had copies of the die impression sent to, among others, reporters Charles E. Jenney of Fresno and H.B. Phillips of Berkeley. Both men were stamp collectors, and both agreed that the die was a counterfeit.

Banta was upset, to say the least, because if the die were still in existence, the value of the stamps printed from it could be depressed. He already had sold some reprinted stamps, believing that Donze had defaced the original die. When confronted with the fact that his shady action had been discovered, Donze agreed to deface



Complimentary stamps donated by Banta (from Lowell Cooper's *The Fresno and San Francisco Bicycle Mail of 1894*, page 37; courtesy Leonard H. Hartmann, Philatelic Bibliophile).



Impression from defaced counterfeit die

.....  
Banta not only advertised excess material for sale, he gave much of it away. He prepared letterheads bearing one of his stamps and addressed to his friends. Most of these letters were sent out in late July.  
.....

FRESNO, CAL., August 23d, 1894.

I, EUGENE DONZE, hereby certify that the original Die or Plate, from which the Fresno and San Francisco Bicycle Mail Route Stamps and Franks were printed, has been continually in my possession since the said Mail Service was discontinued, and that there has been no stamps or impressions made from said Die or Plate since the said Mail Service was discontinued.

Subscribed and sworn to before me, G. C. GRIMES, a Notary Public in and for the County of Fresno, State of California.

RUGENE DONZE, Engraver.

STATE OF CALIFORNIA, }  
COUNTY OF FRESNO. } ss.

On this 23d day of August, in the year of our Lord, one thousand eight hundred and ninety-four, before me, G. C. GRIMES, a Notary Public in and for said County and State, residing therein duly commissioned and sworn, personally appeared RUGENE DONZE, known to me to be the person described in, whose name is subscribed to, and who executed the within instrument, and acknowledged to me that he executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

G. C. GRIMES,

Notary Public in and for the County of Fresno,  
State of California.

[SEAL.]



Impression from defaced genuine die.

the original die by mutilating  
it with two intersecting lines.

This was accomplished and nota-  
rized in Fresno on August 23.

Donze was never punished. He died in Au-  
gust 1931, at which time his daughter, Helen Bow-  
en, obtained possession of some of Banta's local  
stamps, the original defaced die, and other philatelic  
material belonging to her father.

Although his bicycle post operated for only  
ten days in 1894, Banta remained a bicycle and  
philatelic enthusiast for the rest of his life. One  
of his goals was to organize and stage a memo-  
rial rerun of his old route to celebrate its fortieth  
anniversary. As was done in 1894, riders would

cover the ground from Fresno to San Francisco  
and return, but instead of eight cyclists there  
were more than thirty. The fortieth anniversary  
would have been July 1934, but for some rea-  
son the rerun didn't take place until March 1,  
1935.

For the event Banta, at the time living in San  
Francisco, prepared approximately 1,500 sou-  
venir covers, most of which he autographed.  
The covers, carried on both the westbound  
and eastbound runs on the same day, repro-  
duced a map of the original route and bore a  
stamp prepared from the defaced genuine die  
(Type I-R), which he had borrowed from Hel-  
len Bowen. The die was modified somewhat by  
having the word MAIL blocked out.

A complete account of the memorial re-  
run would be lengthy and too complicated to  
be treated here. In some respects the logistics  
of the event, which are described in Cooper's  
book, were even more daunting than those re-  
quired forty years earlier.

Banta died in 1945 at the age of 76 and is bur-  
ied in Oakhill Cemetery, San Jose, California.  
Because of his vision and accomplishments more  
than a hundred years ago, to make sure that "the  
mail must go through — even on bicycles!", he  
contributed a small but important chapter to the  
pages of U.S. postal history. I would suggest to the  
Citizens Stamp Advisory Group that he deserves a  
place in the Great American stamp series!

## Acknowledgment

I wish to thank Leonard H. Hartmann for pro-  
viding valuable comments and suggestions for im-  
provement of the first draft of this article.

## Endnotes

1. Lowell B. Cooper, *The Fresno and San Francisco Bicycle Mail of 1894* (Louisville, KY: Leonard H. Hartmann, 1982).
2. Shreves Philatelic Galleries Sale No. 95, July 20–21, 2007.
3. The quantity of letters with the stamp mis-  
spelling actually carried by the bicycle post was  
quite small — probably fewer than thirty.

## The Author

In addition to the 1894 bicycle  
post, George Bowman collects and  
exhibits Victoria (Australia) mate-  
rial. His Victoria barred oval can-  
cels and English Mail traveling post  
office exhibits have won gold and  
vermeil awards, both nationally and  
internationally.



Memorial rerun cover.

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16. AUCTION :: NOVEMBER 16th – 19th, 2010

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## Sales

10<sup>th</sup>-14<sup>th</sup> Auction (May 2009 – June 2010) **23,471,665 EURO in total** (29,640,500 US\$).

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**125,651 catalogues sent to over 110 countries.**

In our customer base we have 85,316 collectors from more than 110 countries.

**Consignments and offers** over 1,000 US\$ are always welcome. Christoph Gärtner and his team travel the world – and will gladly come to you.





# The Annual Great Bicycle Ride Across Iowa

by Steve Bahnsen

Many people long for the opportunity to do something that combines their varied interests. Imagine that you enjoy riding a bicycle. Imagine that you enjoy collecting stamps. Even imagine that you have a habit of photographing post offices. All these have been done in Iowa for nearly forty years in a week-long event so unique that a word had to be coined for it: RAGBRAI.

RAGBRAI is an acronym for “*Register’s Annual Great Bicycle Ride Across Iowa*.” What began in 1973 as a publicity event by the *Des Moines Register* has turned into one of America’s premiere biking experiences.<sup>1</sup> On their first ride, *Register* columnists John Karras<sup>2</sup> and Donald Kaul were accompanied by a starting group of 300 bicyclists (of whom 114 actually completed the week-long tour). Today, the ride has to be limited to 8,500 week-long riders and 1,500 daily riders.

The event begins on a Sunday in a western Iowa town and ends the following Saturday along the Mississippi River in eastern Iowa. Riders travel about seventy miles each day, spending the night in one of six county seats along the way. The route changes from year to year, as the goal is to visit different parts of

the state. Towns and cities *want* RAGBRAI to come through their streets, since the visitors will spend money — lots of it! A University of Northern Iowa study reports that \$16 million was generated by RAGBRAI in 2008 alone.

While I did not go on the 1973 ride, news of the next year’s event caught my interest. At that time I did not drive but rode my Schwinn bike quite a bit. You have to be physically fit to ride a bike for seven days in a row all day — Iowa is not flat! In fact, some sections are quite hilly. The good part was that after working hard to ride up a hill, you got to coast down the other side before pedaling again.

Although I had collected stamps since 1965 (I began when the Herbert Hoover stamp was issued in West Branch, Iowa), my postmark collection was just beginning to blossom. The idea of spending a week biking around Iowa getting new cancels and taking post office photos sounded like a great vacation idea.

It was simple then to learn where RAGBRAI would go. You just read about it in a Sunday newspaper in the spring. Now the annual event is announced at a big Saturday night party in Des Moines.

The concept of encouraging thousands of people to ride across the state on bicycles for



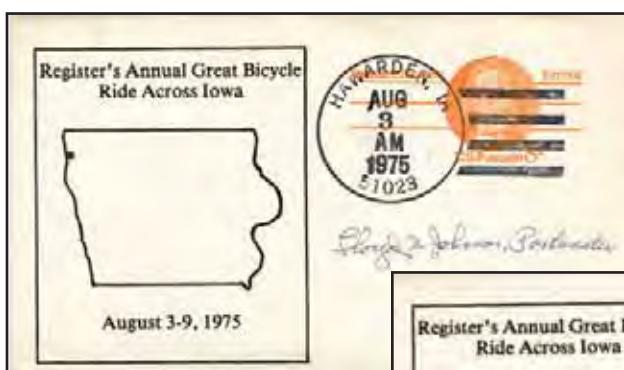
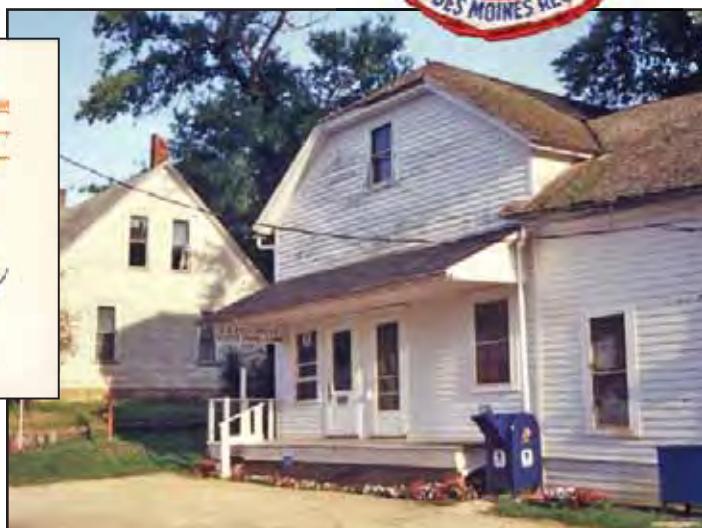
Steve Bahnsen and his single-speed Schwinn bike at RAGBRAI-III in 1975.



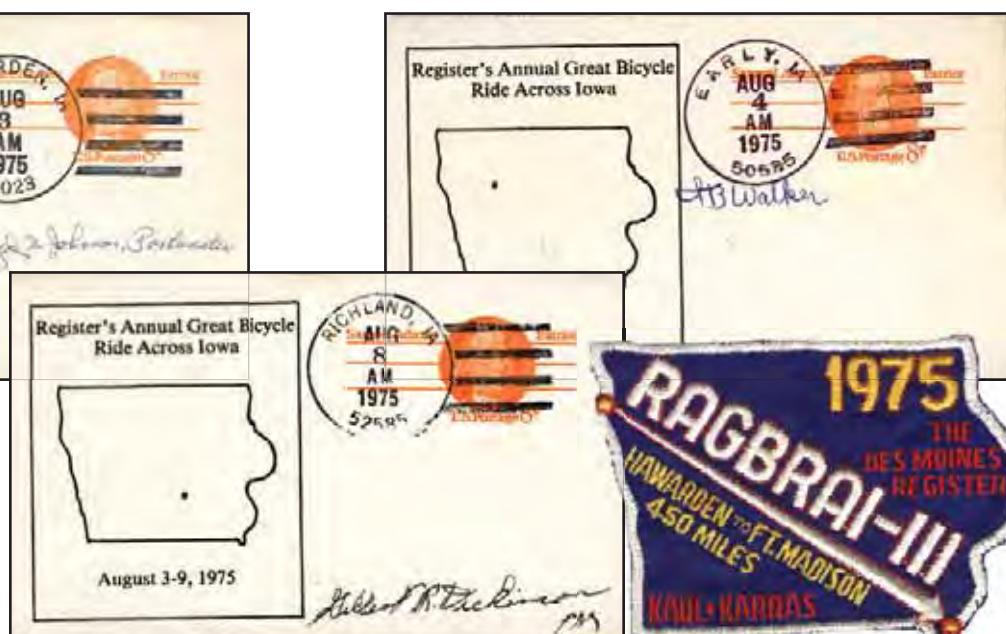
Across Iowa – By Bike,  
August 4–11, 1974: Wiota (Regina  
Lambertsen, P.M.); Des Moines  
(Earl L. Curtis, P.M.); Onslow  
(Donald Leinen, P.M.).



Scotch Grove, Iowa Post Office;  
Postmaster Virginia Ladehoff; 1974  
In 1988 the author became the  
Scotch Grove postmaster.



Register's Annual Great Bicycle  
Ride Across Iowa, August 3–9, 1975:  
Hawarden (Lloyd N. Johnson, P.M.);  
Early (J.B. Walker, P.M.); Richland  
(Gilbert R. Dickinson, P.M.).





Register's Annual Great Bicycle Ride Across Iowa, August 1-7, 1976; Elliott (M.R. Vance, P.M.); Victor (Harry P. Healey, P.M.); Iowa City (William J. Coen, P.M.).



Register's Annual Great Bicycle Ride Across Iowa, July 31 - August 6, 1977: Algona (Ed Farrell, P.M.); Burt (Wallace P. Hawcott, P.M.); Spillville (Robert J. Balik, P.M.)

fun was a new one. And following the success of the first ride, John Karras hosted a question and answer column in the Sunday *Register* devoted to explaining how it all worked. I wrote in to ask if stopping for all the postmarks I wanted to collect would take too much time. In addition, my younger brother David (who would go on several RAGBRAIs himself) had cast doubt on my cycling abilities. Karras replied that he saw no trouble with my plans. We were both mentioned again in a column Karras wrote during the ride. It was published two days before Richard Nixon resigned as President.

Once I knew what the route was, I got out a map and ZIP Code Directory to see what post offices could be visited along the way. Being more adventuresome in my youth, I

would go off route two or three miles to visit even *more* post offices, and then be forced to deadhead back to rejoin the rest of the riders.

My preferred method of acquiring postmarks for the ride was on postal cards. To personalize the cards I printed a cachet on each one that showed an outline map of Iowa. I then placed a dot on the map to show approximately where the appropriate town was located. When the ride was over you could fan the cards and watch the dots move east. Since the word "RAGBRAI" had not been invented in 1974, I simply added the words "Across Iowa — By Bike," along with the dates of the ride. I also decided to ask each postmaster to autograph their P.O.'s card for me. This met with nearly universal success.

The 1974 ride began in Council Bluffs. Since I was living in Moline, Illinois at the time, I had to ship my bike as luggage and ride a Greyhound bus overnight to Omaha, Nebraska. On Saturday morning I put my bike back together on the lawn of the Douglas County Courthouse, visited some Omaha postal stations, and then rode into Iowa across the Missouri River.

Seven days later the ride ended in Dubuque. That Saturday morning the ride went through Scotch Grove. Little did I know that, in 1988, I would become Postmaster of that village.

The ride was considered a success by all concerned and I decided to join it again in 1975. By then the ride had acquired its formal name, so my cachet read: "Register's Annual Great Bicycle Ride Across Iowa." In both 1974 and 1975 I used the 8-cent Samuel Adams postal card (Scott UX66), but 1975 was the first time I offered to get cancels along the way for other collectors as well. A list of the towns was published in *Linn's Stamp News*, the *PMCC Bulletin* (Post Mark Collectors Club), and the *Des Moines Register's* own Sunday stamp column. People were invited to send me postal cards addressed to themselves, which I then took with me to be postmarked along with my own cards.

The following year, 1976, was America's Bicentennial and I joined this red, white, and blue celebration by switching to air mail postal cards with red and blue borders. The 11-cent card (Scott UXC14) featured a stylized eagle for the stamp indicium along with the message "Mail Early in the Day." (This card made its debut at APS Headquarters in State College, Pennsylvania, in 1974.)

The last time I rode across Iowa was in 1977 on RAGBRAI-V. That year I used the blue 9-cent Caesar Rodney postal card (Scott UX70). Looking back, I can say that the rides were great fun, in addition to helping me build my collections of postmarks and post offices. Some of the photographs I took then still remain in my collection of current post office views, since their outward appearance has not changed over the years.

From time to time in the ensuing years, individual Iowa postmasters would prepare a special pictorial postmark when RAGBRAI was slated to visit their town. But there was no organized plan for preparing cancels until the late 1990s when the U.S. Postal Service came up with a brilliant marketing idea called the "RAGBRAI Passport."

These were small booklets measuring 4 x 5½-inches. Inside were brief stories about every town the ride went through from start to finish. The left-hand page had room for information on two to three towns. The right-hand page had space for a stamp and a cancel from each town. Every town designed its own cancel, which meant that variety was



RAGBRAI XXXII Passport, July 25–31, 2004. The first postmark was for Onawa, IA (P.O. established March 6, 1855) with a hand-drawn flatboat reflecting its connection with the 1804 Lewis and Clark Expedition.

the rule with all sorts of themes displayed. Commemorative stamps added even more color to the page. The passports were a very popular item that generated both revenue and goodwill for the Postal Service throughout Iowa.

The creation of the RAGBRAI Passports, although no longer in use, were an incredible advancement from where I began in the 1970s, riding around Iowa on a one-speed bicycle in the August heat carrying a sack of postal cards to be cancelled.

#### Endnote

1. See the official RAGBRAI website at <http://ragbrai.com/>, which identifies the RAGBRAI ride as "the oldest, longest and largest recreational bicycle touring event in the world."
2. John Karras, who turns 80 in 2010, plans to ride in RAGBRAI XXXVIII, July 25–31, 2010. He has not missed a ride since the Iowa ride's 1973 debut.

#### The Author

Steven J. Bahnsen has been an APS member since 1971 and is a former U.S. Postal Service employee. He collects United States singles and Midwestern postmarks, and takes pictures of post offices.

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# Mauch Chunk 'Switchback' Railway

by Charles A. Fricke

Although the picture postcard shown is titled "Scenes Along the Mauch Chunk Summit Hill and Switchback R.R. Pa.," the track depicted on the card is clearly that of an inclined-plane railway. The basic description of a "switchback" is a path or roadway that climbs in a zigzag pattern (the reversal of a traverse).<sup>1</sup> It usually indicates passage, by foot or by vehicle, up a steep slope. So why is this identified as a "Switchback R.R.?"

The original line was known as the Mauch Chunk Railroad and it is the second-oldest railroad in the United States. It was built by the Lehigh Valley Coal & Navigation Company in 1827 for the purpose of bringing coal<sup>2</sup> from an open pit mine at present-day Summit Hill down to a river landing the company named Mauch Chunk<sup>3</sup> ("Bear Mountain") for transfer to canal boats on the Lehigh River. It was a simple gravity railroad with parallel iron-clad wooden rails made to a narrow gauge of forty-two inches. The nine-mile downhill run took approximately thirty minutes, with some judicious hand braking on the steepest descents. Mules rode down the mountain behind the coal cars in special livestock cars, then pulled the empty cars back up to the top of the mountain. The first trip was made in May 1827 with a fourteen-car train loaded with about 3,000 pounds of coal each — plus eight mules.

However, as the demand for the long-burning anthracite coal grew, the three to four hours it took the mules to haul

.....  
**Almost from the beginning the "coal mountain" railway was a tourist attraction. Visitors could tour the mining operations then ride down the mountain in one of the cars, usually a stock car.**  
.....



Front and back of postcard with views of "Mauch Chunk Summit Hill and Switchback RR," postmarked WILKESBARRE / PA. / SEP 1 10:30 PM '04, with a receiving stamp at Holms, PA dated September 3, 1904.



the cars back up the mountain created an unprofitable bottleneck. In 1844 a specially designated return track was added. The modified run now included two inclines with double sets of tracks (one for descending cars and one for ascending) and steep downhill runs along the faces of Mount Pisgah and Mount Jefferson. A steam engine at the top of the mountain was used to haul the empty cars up to the top again by means of a "barney car" that was propelled by a giant metal band that rotated around a 28-foot diameter drum run by the steam engine and pushed the coal cars from behind. As an emergency backup, in case the band should break, White also invented a simple ratcheting brake that is still in common use. The line was renamed the Mauch Chunk and Summit Hill Gravity Railroad.

As the company opened additional mines, these were linked to the system by a rolling gravity switchback system that eased the coal cars slowly onto the main line. The term "Switch Back" was added to the name by 1850.<sup>4</sup>

An passenger car consisted of two benches that held twelve passengers (circa 1861).

Postcard view of the Mt. Pisagah engine house.



The original “coal mountain” scenic ride remained popular until the Great Depression, when economic hard times forced its closure. In 1937 the line was sold for scrap.

Almost from the beginning the “coal mountain” railway was a tourist attraction. Visitors could tour the mining operations, then ride down the mountain in one of the cars — usually a stock car. With the rapid expansion of railroad lines across the nation following the Civil War and the equally rapid decline of canal shipping, local freight operations gradually were taken over by major lines and the Mauch Chunk Switchback Gravity Rail Road finally ceased operation in 1870. However, its popularity with the public was undiminished. A group of local businessmen bought the railroad to operate as a warm-weather tourist destination and built a hotel to accommodate the growing number of visitors. It reopened in 1873 and during that first year carried 35,000 passengers at a nickel apiece.

One vignette on the postcard shows the narrow gauge gravity incline with its two sets of tracks. The other vignette shows a tourist railcar with open seating so visitors could enjoy the view. It became one of the most visited tourist destinations in the United States, second only to Niagara Falls. In fact, the first American roller coaster was designed and built by LaMarcus Adna Thompson in 1884 after riding the Mauch Chunk line. His Coney Island amusement ride was named the Gravity Pleasure Switch Back Railway and proved

so popular that he was able to recoup his original investment in only three weeks.

The original “coal mountain” scenic ride remained popular until the Great Depression, when economic hard times forced its closure. In 1937 the line was sold for scrap. Recently, however, the Switchback Gravity Railroad Foundation, Inc. was formed “to preserve, enhance, and interpret the historic site and to create access to the summit for the general public.”<sup>5</sup>

To complete the philatelic story, one final note: The business partners and friends who founded the Lehigh Valley Coal & Navigation Company were Josiah White and Erskine Hazard. Erskine was the son of Ebenezer Hazard (1744–1817) the first post-colonial postmaster of New York City (1775–1777). In 1782 he succeeded Richard Bache, Benjamin Franklin’s son-in-law as Postmaster General of the United States, making him the country’s third postmaster general. The world of philately often is, in truth, a surprisingly small one.

#### Endnotes

1. For a more detailed discussion, see J. Johnson’s “Switchback Theory and Principles” at [www.scn.org/sbtp/swbk-defex.html](http://www.scn.org/sbtp/swbk-defex.html).
2. Company co-owner and inventor Josiah White had discovered how to process anthracite or “hard” coal to make it easier to burn, thus opening up the huge Pennsylvania deposits for industrial use.
3. Renamed Jim Thorpe in 1954 in honor of the great athlete.
4. Michael Peterson, “Josiah White’s Gravity Railway,” *American Heritage*, Vol. 12, No. 4 (Spring 1997) at [www.americanheritage.com/articles/magazine/it/1997/4/1997\\_4\\_48.shtml](http://www.americanheritage.com/articles/magazine/it/1997/4/1997_4_48.shtml).
5. Switchback Gravity Railroad Foundation, Inc., P.O. Box 73, Jim Thorpe, PA 18229-0073; website [www.switchbackgravityrr.org/](http://www.switchbackgravityrr.org/).

#### Other Websites of Interest

- “Roller Coaster History: How It Started” at [www.ultimaterollercoaster.com/coasters/history/start/america.shtml](http://www.ultimaterollercoaster.com/coasters/history/start/america.shtml)
  - “The Mauch Chunk, Summit Hill, and Switchback Gravity Railroad” at [www.angelfire.com/pa5/switchbackrr/](http://www.angelfire.com/pa5/switchbackrr/); great selection of vintage photographic views.
  - “North East Rails: Mauch Chunk Switchback RR” at [www.northeast.railfan.net/mauch\\_chunk.html](http://www.northeast.railfan.net/mauch_chunk.html); many photographic and postcard views.
  - “The Lehigh Canal; A Brief History” at <http://freepages.history.rootsweb.ancestry.com/~carlleith/lehighcanal1.html>
  - “The Lehigh Coal and Navigation Company,” National Canal Museum website at <http://ww2.lafayette.edu/~techclin/canal/education/lehighcoalandnavigationcompany.html>
  - “Delaware and Lehigh National Heritage Corridor: Canal History” at [www.nps.gov/history/NR/travel/delaware/canal.htm](http://www.nps.gov/history/NR/travel/delaware/canal.htm)
- Review of *The Mauch Chunk Switchback: America’s Pioneer Railroad* by Vincent Hydro Jr. (Easton PA: Canal History and Technology Press, 2002) at [www.historycooperative.org/journals/sia/29.2/br\\_5.html](http://www.historycooperative.org/journals/sia/29.2/br_5.html)

#### The Author

Charles A. Fricke has received the APS Luff Award for distinguished philatelic research and has been inducted into the APS Writers Unit 30 Hall of Fame. He continues to enjoy research and writing on unusual philatelic items.



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The Case of Thirty-five Esthetic and Political Messages: The Famous Americans of 1940 — *Steven J. Rod*

Remembering the Past, Shaping the Present with Commemoratives — *Sheila Brennan*

Official Needs, Post Civil War Nationalism and the Designs of United States Stamps in the Nineteenth Century — *Steven R. Boyd*

The Trans-Mississippi Exposition Commemorative Stamp Issue and National Identity at the Turn of the Twentieth Century — *Tessa Sabol*

The Levant Fairs of Mandate Palestine: a Semiotic Evaluation — *Art Groten*

The Transformation of British West Indian Postage Stamp Designs 1860–1970 — *Richard Maisel*

New Zealand Presents Itself to the

World through Postage Stamps — *Robert Odenweller*

Issuance Policies and Nation Projects: Iconography and Imaginary in Postage Stamps of the Argentine Provinces and Confederacy — *Mónica Farkas*

Soviet Postal Material and State Propaganda, 1928–1945 — *William Moskoff*

Stalin on Stamps: Design, Propaganda, Politics — *Alexander Kolchinsky*

Stamp Design in Post-Communist Eastern Europe and the Successor States to the Soviet Union — *Robin Elliott*

Postage Stamps as Cultural Markers — *Jack Trammell*

#### Friday, October 1

Hermes: Message and Messenger — *Diane DeBlois, Robert Dalton Harris, & Sune Christian Pederson*

The Postage Stamp Needs To Be an All-

Country Stamp... Danish Postage Stamps and National Identity, 1940–1945 — *Janus Clausen*

Stamps as Icons/Icons as Stamps: The Case of Vatican City's Cold War Philatelic Propaganda — *Daniel Piazza*

You Need To Get Your Head Examined: An Analysis of the Unchanging Portrait of Queen Victoria on Nineteenth-Century British Postage Stamps — *Catherine Golden*

National Identity — The Stamps of Series 1902 — *Roger Brody*

Contemporary Cultural Attitudes in Ukraine: Using Postal History, Marcophily, and Philately as a Gateway to Historiography and Cultural Memory — *Andrew Oleksiuk*

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# The Bilingual Cancellations of Xinjiang, China

by Ryan Tuxing Ren

The Xinjiang Uighur Autonomous Region (XUAR) is a 635,829-square-mile area in the northwest corner of China (capital city Urumchi/Ürümqi). It is bounded by Mongolia to the northeast, Gansu Province to the east, Qinghai Province to the southeast, and Tibet Autonomous Region to the south. Kashmir and Afghanistan lie to the southwest, Tajikistan and Kyrgyzstan to the west. To the west and north lies Kazakhstan, and to the north Xinjiang shares a small stretch of border with Russia. The land is sparsely settled, in large part due to the Taklimakan Desert that takes up 286,400 square miles of land within the province. Deadly sand storms are common in the Taklimakan and there are few oases to offer shelter to travelers. Nevertheless, the northern and southern borders of this inhospitable desert were once crisscrossed by branches of the fabled Silk Road, along whose long and perilous

route goods and knowledge traveled from the East to West and West to East for centuries.

In addition to periods of control established by local leaders, the area has been ruled over time by the Tang Dynasty, Tibetans, Arabs, Mongols, and finally the Qing/Manchu Dynasty, which established the area as Xinjiang ("New Frontier") Province in 1884. The largest group of indigenous people in the region were the Uighurs, who had lived in the north since the third century B.C. but moved westward in the ninth century A.D. They spoke a Turkic language and in time came to practice the Muslim faith. Following the establishment of the People's Republic of China in 1949, Xinjiang was formally established as an autonomous region in 1955.

To show real autonomy in this region, the decision was made to use the Uighur language as the one of the official languages of the province, along with Mandarin, and for the first time Uighur began to appear in bilingual postal cancel-

lations. There are six types of bilingual postmarks that have been used since 1955, which I have listed as Types A–F.

## Bilingual Postmarks

**Type A:** This postmark first began to be used in 1955. It is round and 30mm in diameter. This is a little larger than postmarks in other provinces, which are typically 25mm in diameter. These are known as three-section postmarks. These provide the following information:  
*Top* — name of province, or names of province and county or city.  
*Middle* — set of numbers indicating the year, month, and date.  
*Bottom* — name of town or village where the post office is located.

In Xinjiang Province the top third of the postmark is printed in Chinese, but the bottom third is written either in both Uighur and Chinese — usually with Uighur printed above the Chinese — or in Uighur only.

Before 1955, bilingual postmarks in China were usually in Chinese and English. For example, the Xinjiang capital city of Urumchi was called Tihwa before 1955, and in the illustration shown, the postmark is written in Chinese with the city name in English. Tihwa had been the name of the capital since 1884; it was changed to Urumchi in 1954 to reflect its old Mongolian name meaning “fine pasture.”

The Type A bilingual Chinese-Uighur postmarks were used through 1956.

**Type B:** In 1957 a new circular postmark, divided into five sections, came into use. There are two Chinese characters at the top (first section) that give the province name. Below this, a boxed single line (third section) crosses an inner circle and gives the standard date and time. The portion of the inner circle directly above the date box is the second section. Immediately below the date box, in the bottom of the inner circle (fourth section), is a serial number used by the post office. At the bottom of the postmark (fifth section) on the left are two Chinese characters giving the county name; on the right the same name is printed in Uighur in Arabic script.

**Type C:** With the beginning of the Cultural Revolution in 1966 the postmark changed once again. Instead of Arabic script, the Uighur names were written in Roman letters. Officially, the Cultural Revolution lasted only ten years, but postmarks of this type continued to be used throughout the 1980s.

**Type D:** This can be called a postal code postmark. It began to be used formally in 1986 and gradually replaced other postmarks. At the bottom of the postmark the Arabic script has been reinstated for printing the Uighur names and a numerical postal code has been added to the right of the city name.



**Type A** postmark from Taxkurghan, a town near the border region with Pakistan, dated December 23, 1957. The name in Uighur (“stone city”) is written in Arabic letters, reading right to left. The Chinese version of Taxkurghan is below it.



**Type A** postmark from Xinjiang Yili, dated January 23, 1958. In Uighur the name is written as “Xinjiang Yili,” but the Chinese reads only “Yili.”



**Type A** postmark from Urumchi. The date reads 56 (the year), 11 (November), 26 (the date), and 8 (the hour when the mail was postmarked). In this example, the Chinese is found only in the top third, while the bottom third is printed entirely in Uighur.



Chinese-English bilingual postmark for Tihwa, Xinjiang Province. The postmark is for the year 1947, or the thirty-sixth year of the Republic of China. The two Chinese characters at the top give the city name. The date, shown in the middle, is written in Chinese as well. The bottom of the postmark gives the city name in English.



**Type B** postmark from a town called Bachu in Chinese but “Maralwexi” in Uighur. It is located in southern Xinjiang where a very strong earthquake hit in March 2003. The postmark date is February 24, 1966.



**Type B** postmark from Urumchi, dated March 7, 1960.



**Type C** postmark from Ruoqiang (Chinese), “Qarkilik” in Uighur, postmarked September 12, 1978. A vast desert of sand, as large as a sea, surrounds the town today, although there had been famous trading centers at Xinjiang, cities such as Ruoqiang and Loulan, more than 2,000 years ago.

Type C postmark from Urumchi dated October 3, 1988.



Type C postmark from Urumchi dated September 17, 1988.



Type D postmark from Hoten, an ancient city on the southern rim of the Taklimakan Desert in southwestern Xinjiang, the world's second-largest desert. In this 1997 postmark, the city name is given as Hoten in both Chinese and Uighur.



This is one of the earliest of the Type D postal code postmarks. It is dated 1986 from the city of Hami (Chinese), "Kumul" in Uighur. Note the postal code of 839000 at the right on the bottom of the postmark.



Type E postmark from Urumchi dated April 17, 2001.



Type E postmark from Urumchi dated August 31, 1999.



Type F postmark from Turpan, another famous ancient city and today a popular tourist destination. The name Turpan in Uighur (Arabic script) is at the bottom left; the Chinese characters on the right give the more specific location of Hongxing Kuang (Hongxing Mine). It is dated April 10, 1997.



This type of postmark did not last long either — about ten years or so.

Type E: This single circle postmark is still in use today.

It first appeared in 1995, so there was a year or so of overlap with Type D.

Type F: Another five-section postmark appeared for a short time. It actually overlaps both Type D and Type E, but because it was probably made for use by the Xinjiang postal service rather than for use by the national postal service, I regard as an *extra* type, which I call Type F.

In the Type F postmark, Uighur letters in Arabic script give the name of the county or county-level post office at the bottom left. At the bottom right, Chinese characters give the small branch post office name or the town name. Thus the Uighur name on the left and the Chinese name on the right do not correspond. This postmark is seldom found.

As this brief overview shows, in a relatively short (approximately fifty-year) period, in a single Chinese province, at least six different bilingual postmarks were used to identify the mail. It is one small indicator of the complex and fascinating world of Chinese philately.

## The Author

Ren Tuxing was born in Dongyang County, Zhejiang Province, near Hangzhou. His formal education was interrupted by the Cultural Revolution, during which he was sent to a rural area to work in a commune. While working as a porter, he taught himself English, and after the reforms of the 1970s, he entered Xinjiang Normal University. Following his graduation in 1981, he was assigned as an English teacher to the Forestry Bureau Children's School in Urumchi, Xinjiang Province, where he taught himself Uighur. He collects all areas of Chinese-Uighur bilingual postal materials.

Type F postmark dated July 15, 1999, giving the Uighur name for the county on the left and the town name in Chinese on the right. The Chinese name of "Moyu" is for the same county of Karikax (in Uighur, meaning a place of abundant "black jades").



Type F postmark dated June 18, 1999. The Chinese name of "Cele" is for the county of Qeriye (in Uighur).



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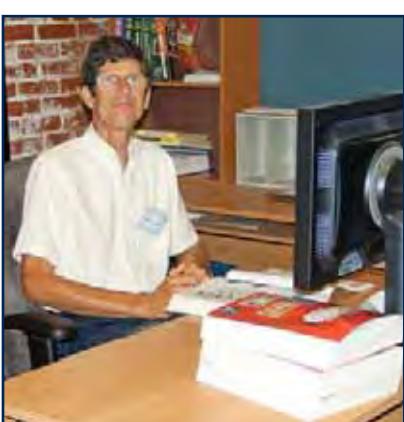
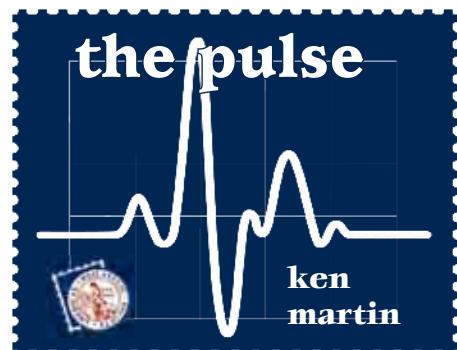
# Volunteers & Visitors

**A**s I write this column, our first annual Volunteer Work week has begun. Many thanks to **Joe Bell, Mary Ann Bell, Dick Colberg, Richard Judge, Jim Koncz, Ann Koziol, Dick Osman, Arthur Poudrier, Ben Rivkin, Bill Salisbury, Georgeann Salisbury, Pam Salisbury, Jeff Silman, David Straight, and Scott Troutman**. These members and relatives came at their own expense to offer their assistance for a full week, supplementing our regular local volunteers including *Ruth Arndt, Patricia Breger, Jerry Gill, Dennis Gilson, Mike and Jarod Magyar, Richard Nakles, Linda Jo Roesner, Donna Shawley, Nancy Shawley, and Robbin Zirkle*. Many also traveled from a fair distance, coming from states including Connecticut, Michigan, Missouri, New York, Pennsylvania, Rhode Island, and Wisconsin.

They helped organize our collection of forgeries, prepared circuit books, worked on the Editorial Department's collection of stamp images, sorted and filed Library materials, broke down collections for youth programs, created lesson plans for teachers, and helped greatly in our preparation for STAMPSHOW. Many thanks to all of them.

Additional photos of the week can be viewed on the APS Facebook page and as part of the photo tour in the August e-newsletter (accessible from the sidebar of the September e-newsletter which will probably arrive before you read this). Speaking of Facebook, we exceeded 1,000 fans in early July but still trail the American Numismatic Association and the Smithsonian National Postal Museum.

**Volunteers hard at work. Clockwise:** Rich Colberg sorting early periodicals in the APRL; Dick Osman working with forgeries in Expertizing; Bill Salisbury and Arthur Poudrier learning the ropes in the APS Sales Division; and Richard Judge organizing and naming hundreds of stamp images in Editorial.





## Why I Donate to the APS

by Diane Clark

You know the routine: collected as a child, returned as an adult. Early albums constructed (by me!) of wooden covers binding plain white paper with strings of yarn have given way to Scott Specialized.

Obviously, I have more financial freedom now than I did as a child, but with freedom comes responsibility. A serious stamp collector not only requires specific knowledge, he/she also must help fund the sources of that knowledge.

Individual wants and needs aside, the overall arch of the APS gives philatelists worldwide a total greater than the sum of its parts. But each "part" must receive sufficient funding to assure the survival of the entire entity. Education of all types costs far more than the cost of tuition (THINK: dues) or registration (THINK: membership). I am an annual donor to the Tiffany Fund of the APS because I believe that a fence is only as strong as its weakest link. Every operation must be afforded the opportunity to prosper and grow. It is in this way that the APS will continue to meet the needs of its members and of stamp collectors everywhere.

We would love to have you join us for next year's Volunteer Work Week, scheduled for July 25–29, 2011. However, as local member and APS Expert Bill Lehr posted on Facebook, you don't have to wait for a volunteer week, we welcome volunteers year around.

We also were delighted to have several visitors during Volunteer Work Week. **Joe Picard** and his wife were in the area to pick up their kids from a Penn State Sports Camp. Joe, along with Lois and Bob deViolini, put together the Society's first website. Joe is also the asterisk on Don Sundman's recruiting record as he is the individual that causes us to say

that Don has recruited the most members in only seventeen of the last eighteen years. This was Joe's first visit to the American Philatelic Center, and he told his wife that next year he will bring the kids to their sports camps and save two seven-hour drives by staying in the area and helping at the American Philatelic Center during the kids' week at Penn State.

The day prior to Joe's visit, Mt. Nittany Philatelic Society member **Reinhard Gratzer** and his wife had lunch in Bellefonte with long-time friends who were passing through the area on their way home to Ohio from the East Coast. Despite their long friendship, Reinhard's friend did not know that he collected stamps. When he found out over lunch,

he mentioned that he had a relative who was very active in the hobby. Reinhard responded that the national organization for stamp collectors was in Bellefonte and suggested a brief visit to the APC before continuing their drive home.

When they arrived Reinhard's friend asked if I had heard of a Judge Lybarger. At the 1942 convention in Ohio Donald F. Lybarger presented his vision for the future of the APS. In a speech, he called for the creation of a central office, which he felt should be near the geographic center of the philatelic community, but, for financial reasons, should not be in a large city. He was elected APS President in 1943, and constantly campaigned for the central office through his monthly "President's Message" in *The American Philatelist*. At the 1944 convention in Milwaukee it was announced that the APS was seeking applications for the position of Executive Secretary to establish a central office effective April 1, 1945.

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Benner Township Parks and Rec group spent the morning at the APC experiencing the fun of collecting firsthand.

I dumbfounded them when I said I had not only heard of him but we had a Garfield Perry Lybarger room. I led them to the room where they immediately recognized the large portrait of Lybarger of which they snapped many photos!

Jumping back to volunteers, we greatly appreciate the efforts of those who are supporting the hobby even if they are not directly for the APS or APRL. I was pleased recently to read of an April outreach effort of the Merchantville Stamp Club. **Mac Sarreal** and **Hank Applegate** conducted three sessions for 165 students at the St. Cecilia School where they hold their annual MERPEX show. Their PowerPoint presentation showed a wide variety of stamps, from the Liberty Bell Forever stamp to more exotic ones. They also showed images of famous collectors such as FDR and another the audience recognized much better: "Father Bill," the pastor of the church associated with the school!

Another collector who is busy sharing the hobby at school is **Bill Schultz**. This fall he is again offering two courses for a slightly older audience — "Deltiology: Postcards" and "Wonders of Philately" — at the Chester County (Pennsylvania) night school.

**Ian Gibson-Smith** is yet another invaluable promoter of the hobby. For the past several months he has been coordinating a display of items from the personal stamp collections of Members of Congress in the Ray-



burn House Office Building in Washington, DC. The first report on the event comes from Board member Steven Rod who indicates it is a great success.

The APS also remains busy promoting the hobby. In early July Sundman Hall was filled with more than 150 kids from the Benner Township Parks and Rec summer program who spent a morning learning about stamp collecting. Over the past week we have also presented a youth program at a local library and had a Stamp Camp in the building.

While the pleasure received from promoting the hobby is more than sufficient for most volunteers, it is also nice to recognize individuals. The Mourning Stamp Club, an APS Affiliate, recently approved the *Ernest A. Mosher Memorial Award*. This award not only permanently recognizes a key figure in their group but also provides ongoing recognition of their volunteers. Congratulations to **Paul Bearer** of California and **Elmer Clearly** of Montreal, Canada who are the first recipients of this award.

The APS is also pleased to have installed a plaque

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in our lobby permanently recognizing long-time (60 years) former APS member **Stephen Bechtel**. A big thanks to the **Lakeside Foundation** and member **Paul Davies** who have given more than \$150,000 in Bechtel's memory.

\*\*\*\*\*

I'll close with two updates. Our online Library catalogue now lists the holdings of the Collectors Club of New York; the Postal History Foundation in Tucson, Arizona; and the Rocky Mountain Philatelic Library in Denver; in addition to the APRL itself. This not only broadens the base of literature listed but potentially helps members find a copy closer to their home. I'm sure new Librarian Tara Murray would welcome hearing from other philatelic libraries who would also like to participate in this "union" catalogue.

Finally, two columns ago I mentioned that many nonprofits that had not filed an annual report to the IRS in the past three years were at jeopardy of losing their nonprofit status. At that point it appeared the IRS might provide relief and I encouraged any applicable organizations to file immediately. The IRS has since announced an amnesty for groups that file by October 15. Details available at [www.irs.gov/charities/article/0,,id=225889,00.html](http://www.irs.gov/charities/article/0,,id=225889,00.html) include a list of nonprofits that are in jeopardy of losing their status.



Librarian Tara Murray

\*\*\*\*\*

Labor Day traditionally signifies the end of summer and an increased level of philatelic activity, so now would be a great time to introduce a friend to our hobby before we formally celebrate stamp collecting month in October.

\*\*\*\*\*

P.S. — After the deadline for this column, Library Services Coordinator Ellen Peachey informed me that she will be leaving the APS/APRL August 31. Ellen has worked for us for twenty years primarily in the Education Department and the Library, and has served as Interim Director for both departments. In the Library, for the Summer Seminar, and in many other ways she has provided tremendous customer service. We wish her well and will miss her greatly.

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# Access Your Buying/Selling Records

Last year, we were hoping to roll out a website feature that would allow members to access their activities for buying and selling. While that part of the website is not yet operational, we still can relay information to you about your Sales Division activities. Since our custom Sales program was written in 2002, we have been supplying **sellers** with information about how their sales books are selling. At the seller's request, we send a report listing the book numbers, the categories, the original values, and the amount sold at the time the report is pulled from the system. The report can be sent as a hard copy or as part of an e-mail reply. We suggest requesting the report no more than once every three or four months. Weekly or monthly reports would not necessarily show much change. These reports are sent on demand only.

Until the website feature is operational, we are offering **buyers** the same service by mail or by e-mail report. You may contact me at 814-933-3803 ext.227, by fax 814-933-6128, or at [twhorn@stamps.org](mailto:twhorn@stamps.org) to request information about where your circuits are at that moment, how much you have purchased so far, what categories are presently on your want list, or the amount you have in open credit vouchers or in unpaid account balances. Ask other questions while you are at it. We are here to help supply information about your activities that will make your experiences in the Sales Division pleasant. In most cases,

we can send the requested information within two working days.

## Using Flat-Rate Containers

Since we began pushing the use of the small flat-rate boxes for mailing circuits, we have seen a rise in the use of the **flat-rate envelopes** for sending new books to us and a few members have used them to mail circuits. While the envelopes are free from the USPS and they cost five cents less for postage than the small flat-rate boxes, the contents should be packed correctly to eliminate the possibility of damage in the postal system.

How two stacks of sales books are positioned in the envelope is very important: **Do not have the open sides of the books facing each other.** Instead, turn the two stacks so that the stapled folds of the books face each other. We have seen damaged stamps in envelopes where the open sides of books have been jammed inside other books, resulting in creased stamps.

Also, please remember that the flat-rate envelopes are not as rigid as the boxes, so they can arrive here torn and crumpled. The best way to avoid damage is to use the flat-rate boxes.

Whichever method you use, for added protection, you may insert sales books into self-seal food bags before placing them in the mailing container. We recently received new sales books from a seller. The books were in a self-seal bag and mailed in a small flat-rate box. The box was very damp when de-

**Please remember that the flat-rate envelopes are not as rigid as the boxes, so they can arrive here torn and crumpled. The best way to avoid damage is to use the flat-rate boxes.**

.....

livered by the USPS, but the contents were dry. We are not using the self-seal food bags when mailing circuits, but you might want to consider using them when sending new sales books in the USPS flat-rate packaging.

## Chapter Circuit Schedules

Later this month, we will be sending a packet of information to APS Chapters who are receiving scheduled circuits. The information will include a form for the 2011 meeting schedules, mailing instructions, and the Chapter circuit insurance forms for 2011. The deadline for letting us know what your 2011 needs will be is **December 1, 2010**. This gives us time to schedule the circuit mailings for your January chapter meeting, many of which must have the circuits prepared and mailed in mid to late December in order to arrive on time. Please poll your

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Chapter members for their interests and update your want list. "Same as last year" should not be entered on the back of the schedule form.

If your APS Chapter is **not** currently receiving circuits, contact us for information about this great meeting activity. E-mail us at [salesdiv@stamps.org](mailto:salesdiv@stamps.org) or call 814-933-3803 ext 228 or choose option #2 from the phone menu.

## Try a Circuit

If you have never tried our approvals or have not had any sent to you since 2005, look for the card located in the Letters to the Editor section of the July 2010 issue of this publication, find your selections on the list on the back mailing wrapper, complete the card, and drop it in the mail (we pay the postage). Or you may visit [www.stamps.org/Circuit-Request](http://www.stamps.org/Circuit-Request) to send your request electronically. Within two weeks of receiving your request for circuits, we will send you a four-sales-book "mini-circuit" as an introduction to our service. We will include the latest set of instructions for the regular multiple-name circuits you will receive later, along with some basic information for your consideration when processing the trial circuit. Our records will show us that you qualify for the mini-circuit program. Now is the time to get your name on the circuit lists for having fun with these "mini-stamp stores" this fall and winter.

## Direct Circuit Offer

For September, we are offering a **one-time direct circuit of Canada** (mint, used, early, recent and some covers), waiving the \$5 fee for members in the U.S. and discounting by \$5 the

\$20 fee for members outside the U.S. in countries to which we can send approvals. Just send us a note saying that you saw this offer, provide us with your membership number, mailing address, and your preference in this category. The other featured category is **Global General**. Only books containing material that can only be classified as Global will be included when this is requested.

The direct circuit will be sent to you using Priority Mail or flat-rate Priority Mail. You will need to obtain one of these boxes at your post office (for free) for returning the circuit to us, because they may not be used a second time. Delivery Confirmation may be used for sending the circuit to APS only from the fifty states and Puerto Rico.

## '5 for 10' Categories (Needs) SPECIAL

You can earn coupons for free blank books and mounts for every ten completed books containing material from a set list of categories. For details, visit [www.stamps.org/Stamps-Needs](http://www.stamps.org/Stamps-Needs). Details also are sent with blank sales book orders. Or you may visit [www.stamps.org](http://www.stamps.org) and click Sales Division and "Buying and Selling" or "Useful Links." [Note: Single-country books usually have better sales.]

Below are category areas for which we will issue coupon credit on a "**5 for 5**" basis — our August-September special. For every five books submitted in these categories for August and September, you will receive a coupon for five free blank books. The regular rules for the "**5 for 10**" program still apply.

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# Promote Your Club Online

Most APS Chapters are beginning a new stamp collecting season in September, and the web remains an invaluable resource for collectors to find out about your group. Even if your club doesn't have a website of its own, there are still resources you can tap to promote your organization.

## No URL Link Required

Make your first stop the APS website at [www.stamps.org/directories/dir\\_localclubs.htm](http://www.stamps.org/directories/dir_localclubs.htm). Select a specific state or country as requested and a screen appears detailing clubs in alphabetical order by meeting city. It is very important that you update information any time a change is made or you spot an error. Send an e-mail to [doris@stamps.org](mailto:doris@stamps.org) with details.

*Linn's Stamp News*, with a circulation of 40,000, offers clubs a free listing on its website at [www.linns.com](http://www.linns.com). Click on the red bar's "Reference" link at the top, then click the "Local Stamp Clubs" link on the drop-down box. If you are not already listed there, have someone in your club send an e-mail to [linns@linns.com](mailto:linns@linns.com).



linns.com with your club's name, meeting time and location (address, city, and state), as well as a contact e-mail and/or postal address. Use the header "Local Club Listing Update" in your e-mail to them. If you are already listed but have changes to make, contact *Linn's* the same way to make them aware of any corrections.

*Mekeel's & Stamps* also offers an online listing on "Stamp News Now" at [www.stampnewsnow.com/clubmeetingguide.html](http://www.stampnewsnow.com/clubmeetingguide.html). Another great resource is *Virtual Stamp Club* at [www.virtualstampclub.com/apschap.html](http://www.virtualstampclub.com/apschap.html). APS Chapters have their own links page on the VSC site. A simple page can be created on behalf of your club for you to have a web presence if you don't have one already.

Other sites that offer listings are *AskPhil.com* at [www.askphil.org/b34.htm](http://www.askphil.org/b34.htm) and *Stamp Collectors Organizations* at [www.stampshows.com/clubs.html](http://www.stampshows.com/clubs.html).

## URL Web Link Required

For clubs that already have a webpage there are a variety of online sites to which you can be linked:

- **Google** (and all other DMOZ Open Directory project sites, like AOL, HotBot, etc.) at [www.google.com/Top/Recreation/Collecting/Stamps/Organizations/](http://www.google.com/Top/Recreation/Collecting/Stamps/Organizations/). Click the "Submit a Site" link at the very bottom to be added to this page. And while you're at it, check out which sites *already* reference your club by doing a simple Google search using your club name.



This is especially important if your contact information or web URL has changed at any time.

- **AJ's Encyclopedia of Stamps and Philatelic Links** at <http://arthurj-w.tripod.com/i/xref/dxmnu-nf.htm>, although it is not clear if this site is regularly updated or not.
- **Postage Stamp Directory** at [www.postagestampsdirectory.com/stamp\\_collectors\\_groups\\_links/](http://www.postagestampsdirectory.com/stamp_collectors_groups_links/) (free registration required).
- **Stamp-Links.com** at [www.stamp-links.com/Philatelic-Societies/](http://www.stamp-links.com/Philatelic-Societies/)

## October Is Coming

Stamp Collecting Month is celebrated in October here in the United States as well as in several other countries where we have chapters. How is your club planning to celebrate? Let us know and your event can be featured on these pages in an upcoming *American Philatelist*. Don't forget to send pictures!



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Thousands of value changes were recorded in Volume 5, which now includes listings for countries of world N - Samoa.

One of the hot spots of activity was Paraguay, where more than 3,200 changes were recorded. Pressure was put on the prices due to fact there is short supply for many of the issues. Sharp increases were recorded for issues beginning in the 1880s and continuing to the early 1960s.

Other countries with notable value activity in Volume 5 include New Caledonia, Oman, Philippines, Qatar, St. Lucia, the Grenadines of St. Vincent and El Salvador. Almost every country in Volume 5 has some value changes.



In Paraguay, Scott 17 and 18, the 1881 1c and 2c surcharges on Scott 11, each rise to \$15 unused from \$10 unused in the 2010 Volume 5.

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# Changes Afoot at the NPM

Regular readers know that there is a major change afoot at the National Postal Museum: the expansion of the museum to the first floor entrance space, and the creation of the William H. Gross Stamp Gallery in that space. But that's only one of the changes coming to the museum in the next few years. I'd like to use this column to tell you about two *non-philatelic* exhibits on the museum's radar. Both are scheduled to open next year and will be installed in the museum's ground floor exhibition spaces.

Opening next spring, "Systems at Work" will take visitors on a journey through the development of mail processing in the United States. We will answer our visitors' most commonly asked question: "What happens after I drop a letter in the mailbox?"

Visitors will begin their experience in 1808, just after postal officials instituted the hub-and-spoke mail distribution system that is reflected in contemporary postal operations. The exhibit will recreate



"Mail Call" includes a look at a wide range of U.S. military history. This image shows U.S. postal operations at St. Pierre des Corps, France during World War I.

the paths of letters, newspapers, parcels, and other mail pieces as they travel from sender to recipient through the last 200 years. Together these examples offer a behind-the-scenes look at the inner workings of the U.S. postal system

through time.

"Systems at Work" will use objects, interactive exhibit components (both "hands-on" and computerized), multimedia, and design elements to draw visitors along a pathway through the evolving story of mail processing. The exhibit will display and discuss the engineering systems and principles behind the endless movement of the mails and help visitors connect the familiar to the unknown. "Systems at Work" will highlight the practical side of engineering by opening up this complicated distribution system that depends on cutting-edge technologies.

The story of the critical, morale-boosting effect mail has on American military personnel has been on display in the museum since our opening. This fall the museum will be showcasing this emotional and important mail story in a new exhibit appropriately titled "**Mail Call**." The exhibit will examine the history of American military mail, highlighting artifacts of postal operations and poignant personal correspondence. Visitors will explore central questions of how mail moves to and from the front (how do they deliver a letter to a sub-



A preliminary design sketch for upcoming "Systems at Work" exhibit shows a central area that will feature video and information on contemporary mail processing systems and technology.

marine, for that matter). They will learn how the changing variety of the mail piece has brought about adaptations in the mail channel while greatly expanding communication to and from the armed forces, and why individuals and organizations have fostered the powerful relationship of mail and morale during wartime.

Mail provides military personnel with a vital communications link to their communities. On the battlefield and at home, mail helps sustain connections between military service members, their families, and their friends. Americans have long placed great value in maintaining ties, expressing themselves in heartfelt letters, official news,

and packages of homemade goodies. Ultimately, wartime mail binds families and friends, becoming part of the fabric of life and society, and the history of our nation. Telling the story of wartime postal artifacts recognizes that conflicts are seminal events in our history that resonate with personal connections to our visitors.

In the meantime, join us as Charles Verge presents the museum's 8th annual **Maynard Sundman Lecture**. Mr. Verge's lecture, which will take place at the museum from 1–3 p.m. on Sunday, September 19, focuses on the 1959 Canada-U.S. joint issue commemorating the opening of the St. Lawrence Seaway. Later the same month is the an-

nual **Winton M. Blount Symposium on Postal History**. The symposium, which is cosponsored by the American Philatelic Society and the American Philatelic Research Library, began in 2006 as a gift from the estate of Winton M. Blount, who served as Postmaster General under President Nixon. This year's topic, "Stamps and the Mail: Imagery, Icons & Identity" will run from September 30 to October 1 at the museum. For more information on either of these programs, consult the museum's website (<http://postalmuseum.si.edu>). I look forward to seeing some of you this month, and will continue to keep you up-to-date on the Gross Stamp Gallery through this column.

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# show time

To obtain a listing in this section, submit a "Show Time" form, available online at [www.stamps.org>Show-Calendar](http://www.stamps.org>Show-Calendar) or by mail from APS headquarters. Information must be received 60 days before desired publication time. Listings are free to shows sponsored by APS chapters and affiliates. Shows that do not include exhibits are identified with \*B\*. Grand award winners from \*WSP\* shows are eligible for the annual APS World Series of Philately Champion of Champions competition.

All information is subject to change without notice. While every effort is made to ensure accuracy, you should check with the specific show to verify information. The APS website listing includes shows much further in advance than we have space to include in *The American Philatelist*.

## New Jersey      September 3-4

MERPEX XXXIV, Merchantville Stamp Club, St. Cecilia School, 4810 Camden Avenue, Pennsauken. Contact Mac Sarreal, [macsar530@aol.com](mailto:macsar530@aol.com); <http://mysite.verizon.net/vzexkfun/>; 856-424-2389.

## Canada      September 3-5

BNAPEX 2010, British North America Philatelic

Society, Fairmont Empress Hotel, 721 Government Street, Victoria, BC. Contact Peter Jacobi, [pjacobi@shaw.ca](mailto:pjacobi@shaw.ca); [www.bnaps.org](http://www.bnaps.org); 604-538-0246.

## Maryland      September 3-5

BALPEX, Baltimore Philatelic Society, Marriott's Hunt Valley Inn, 245 Shawan Rd., I-83 Exit 20 E., Hunt Valley. Contact Robert E. Gibson, Sr., [balpex@verizon.net](mailto:balpex@verizon.net); [www.balpex.org](http://www.balpex.org); 410-332-4741. \*WSP\*

## Alabama      September 11

MONTAPEX 2010, Montgomery Area Stamp Club, Holiday Inn, 2598 Cobbs Ford Rd., Exit 179 I-65, Prattville. Contact Dwayne Selix, [stamper98@mindspring.com](mailto:stamper98@mindspring.com); 334-365-2992.

## New Hampshire      September 11

Carroll County Stamp Show, White Mountain Stamp Club & Wolfeboro Stamp Club, The Moultonborough Lions Club, 139 Old Route 109 of Governor Wentworth Highway, Moultonborough. Contact Bob Dion, [iadzip@yahoo.com](mailto:iadzip@yahoo.com); 603-860-5082.

## Ohio      September 11

Mahoning Valley Stamp Club Annual Stamp Show, Mahoning Valley Stamp Club, Highway Tabernacle Church, 3000 S. Racoon Rd., Youngstown. Contact George Riebe, [georgeriebe@aol.com](mailto:georgeriebe@aol.com). \*B\*

## Arkansas

## September 11-12

33st Annual Stamp & Postcard, Mountain Home Area Stamp Club, Ramada Inn Convention Center, Hwy. 62 and Commerce Drive, Mountain Home. Contact Bill Burdick, [whbj@suddenlink.net](mailto:whbj@suddenlink.net); 870-425-7799.

## Florida

## September 11-12

Ocala Stamp Show, General Francis Marion Stamp Club & Florida Stamp Dealers Assoc., Ramada Inn, 3810 NW Bonnie Heath Blvd. (I-75 & US 27), Ocala. Contact Sheldon Rogg, [h.rogg@verizon.net](mailto:h.rogg@verizon.net); [www.floridastampshows.com](http://www.floridastampshows.com); 727-364-6897.

## Montana

## September 11-12

Great Falls Stamp Show, Great Falls Stamp Club, Knight's of Columbus Hall, 902 Central Ave., W., Great Falls. Contact Jerry Woodward, 406-453-2298. \*B\*

## Nebraska

## September 11-12

Omaha Stamp Show, Omaha Philatelic Society, Metro Community College-South Campus, 2909 Babe Gomez Ave., Omaha. Contact Edgar Hicks, [grangered@mail.com](mailto:grangered@mail.com); [www.omahaphilatelicsociety.org](http://www.omahaphilatelicsociety.org); 402-691-8576. \*WSP\*

## Texas

## September 17-19

Greater Houston Stamp Show, Houston Philatelic Society, Humble Civic Ctr., 8233 Will

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Clayton Pkwy., Humble. Contact Denise Stotts, stottsjd@swbell.net; www.houstonstampclub.org; 281-955-9664.

**Georgia** **September 24-26**

Southeastern Stamp Show, Southeast Federation of Stamp Clubs, Cobb County Civic Center, 548 S. Marietta Pkwy., Marietta. Contact Scott Mark, jenandscott@windstream.net; www.stampclubs.com. \*WSP\*

**Nova Scotia** **September 24-26**

NOVAPEX 2010, Nova Scotia Stamp Club, Dartmouth Sportsplex, 110 Wyse Road, Dartmouth. Contact Michael Peach, michael.peach@ns.sympatico.ca; www.nsstampclub.ca; 902-832-1662.

**Wisconsin** **September 24-26**

MILCOPEX, Milwaukee Philatelic Society, Inc., Wyndham Milwaukee Airport Hotel & Convention Center, 4747 S. Howell Ave.,

Milwaukee. Contact Rob Henak, henak8010@sbcglobal.net; www.milwaukeephilatelic.org. \*WSP\*

**Virginia** **September 25**

Fall Stamp Show, Big Lick Stamp Club, First Presbyterian Church, 2101 S. Jefferson St., Roanoke. Contact Ali Nazemi, nazemi@roanoke.edu; www.biglickstampclub.org; 540-375-2217.

**Connecticut** **September 26**

NHPS 4th Sunday Show, New Haven Philatelic Society, Annex YMA Hall, 554 Woodward Ave., New Haven. Contact Brian McGrath, soggy3@aol.com; http://www.NHPS1914.org/; 203-389-2863. \*B\*

**Washington** **September 25-26**

Apple Harvest 2010, Inland Empire Philatelic Society, Hilton Garden Inn, 9015 West Highway 2, Airway Heights. Contact J. Wilson Palmer, ickyburg@comcast.net; www.

spokanestampcollectors.org; 509-443-8147. \*B\*

**Ohio** **September 26**

Hudson Stamp Bourse, Lincolnway Stamps, Clarion Inn, 240 Hines Hill Rd. (Near Rt. 8 and Ohio Turnpike), Hudson. Contact David G. Pool, lincolnway@sssnet.com; 330-832-5992. \*B\*

**California** **October 1-3**

SESCAL, Federated Phil. Clubs of Southern California, Hilton LAX Hotel, 5711 West Century Boulevard, Los Angeles. Contact Carl Shaff, II, c2shaff@aol.com; www.sescal.org; 213-383-7111. \*WSP\*

**California** **October 1-3**

WINEPEX 2010, Redwood Empire Collectors Club, Marin Center, 10 Avenue of the Flags, San Rafael. Contact Kurt Schau, info@harmerschau.com; 707-778-6454.

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### Indiana

INDYPEX, Indiana Stamp Club, Wyndham Hotel Indianapolis West, 2544 Executive Drive, Indianapolis. Contact Randy Marcy, indypex@indianastampclub.org; http://indianastampclub.org. \*WSP\*

### New York

### October 1-3

OLEPEX 10, Olean Stamp Club, B P O Elks Club No. 491, 209 W. State St., Olean. Contact Ronald J. Yeager, cry@atlanticbb.net; 814-362-4471. \*B\*

### New Jersey

### October 2-3

Clifton 2010 Fall Stamp, Cover, and Post Card Show, Clifton Stamp Society, Inc., Clifton Community Recreation Center, 1232 Main Avenue @ Washington Ave., Clifton. Contact Thomas Stidl, stidl@verizon.net; www.cliftonnj.org/stamp; 973-471-7872. \*B\*

### Oklahoma

### October 2-3

Lawton/Fort Sill Annual Stamp Show, Lawton/Fort Sill Stamp Club, Center for Creative Living, 3501 SW Dr. Elsie Hamm Dr., Lawton. Contact Bernard S. Pawloski, Jr., obiks46@yahoo.com. \*B\*

### Tennessee

### October 2-3

MEMPHEX 2010, Memphis Stamp Collector's Society, Memphis East Marriott, 2625 Thousand Oaks Boulevard (I-240 Exit 18 Perkins Rd.), Memphis. Contact Dick Scott, dickscott007@yahoo.com; 901-484-3863.

### Delaware

### October 9

59th Annual Stamp Show, Dover Stamp Club, St. Andrews Lutheran Church, 425 North

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Stamp club, St. Mary's Parish Center, 31 Elm Street, Cooperstown. Contact Ellen Tillaquaugh, [kuchill@verizon.net](mailto:kuchill@verizon.net); 607-547-5646. \*B\*

### Pennsylvania

**October 16**

GETTYPEX 2010, Blue & Gray Stamp Club, Gettysburg Fire Company, 35 North Stratton Street, Gettysburg. Contact Dwight L. Monn, [dmonn@pa.net](mailto:dmonn@pa.net); 717-624-4864.

### Indiana

**October 16-17**

EVANSPEX Stamp and Postcard Show, Evansville Stamp Club, Scottish Rite Shrine, 203 Chestnut St. (Downtown Evansville), Evansville. Contact Jack Zahn, [jzahn@brake.com](mailto:jzahn@brake.com); [www.evansvillestampclub.com](http://www.evansvillestampclub.com); 812-867-5855; 812-759-6701.

### Michigan

**October 16-17**

MOTOPEX 10, Motor City Stamp & Cover Club, Sokol Hall, 23600 W. Warren, Dearborn Heights. Contact Robert Quintero, [qover@comcast.net](mailto:qover@comcast.net); [www.motorcitystampandcover.com](http://www.motorcitystampandcover.com); 248-546-0038.

### New Mexico

**October 16-17**

NewMexPex 2010 Stamp Show, Albuquerque Philatelic Society, Italian-American Association, 1565 Stephanie Road, SE, Rio Rancho. Contact Paul L. Morton, [p.morton@att.net](mailto:p.morton@att.net); [www.newmexicostamps.com/](http://www.newmexicostamps.com/); 505-867-9664.

### Oregon

**October 16-17**

Stampfest 2010, Umpqua Valley Stamp Club, Seven Feathers Casino & Resort, Exit 99 off I-5, Canyonville. Contact Doug Holloway, [dough@](mailto:dough@)

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**Connecticut                              October 17**

THAMESPEX, Thames Stamp Club, Waterford High School, Rope Ferry Rd., (Rt. 156 & Rt. 1), Waterford. Contact Bill McMurray, mcmurraync3@att.net; 860-535-3668.

**New York                              October 21-24**

The ASDA National Postage Stamp Show, American Stamp Dealers Association, New Yorker Hotel, 481 Eighth Ave., New York. Contact Joseph Savarese, asda@erols.com; www.asdaonline.com; 516-759-7000; 516-759-7014.

**Oklahoma                              October 22-23**

OKPEX, Oklahoma City Stamp Club, Express

Events Center, 8512 NW Expressway, Oklahoma City. Contact Joe Crosby, joecrosby@cox.net; 405-749-0939. \*WSP\*

**Georgia                              October 23**

Annual CSRA Stamp Show - 34rd GAPEX, Greater Augusta Stamp Club, Americas Best Value Inn, 3023 Washington Road (at I-20 Exit), Augusta. Contact Peter Igel, igel@bellsouth.net; 706-868-6769.

**California                              October 23-24**

East Bay Collectors Club 65th Annual Show, East Bay Collectors Club, Walnut Creek Community Center, 1375 Civic Drive, Walnut Creek. Contact Randy Tuuri, tuurifam@comcast.net; 510-653-3471.

**Michigan**

**October 23-24**

KENTPEX, Kent Philatelic Society, Aquinas College Donnelly Center, 1607 Robinson Rd., SE, Grand Rapids. Contact Ron Mrozinski, oldkentstamps@gmail.com; www.oldkentstamps.com; 616-891-9878/616-281-9709.

**Connecticut**

**October 24**

NHPS 4th Sunday Show, New Haven Philatelic Society, Annex YMA Hall, 554 Woodward Ave., New Haven. Contact Brian McGrath, soggy3@aol.com; http://www.NHPS1914.org/; 203-389-2863. \*B\*

**Pennsylvania**

**October 30**

Fall Stamp Expo, Cumberland Valley Philatelic

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APS Awards	<a href="http://www.stamps.org/awards">www.stamps.org/awards</a>	Dr. Robert Friedman Stamp Company	<a href="http://www.drbobfriedmanstamps.com">www.drbobfriedmanstamps.com</a>	PhilaGallery	<a href="http://www.philagallery.com">www.philagallery.com</a>
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Society, Eugene C. Clark, Jr. Community Center, 235 S. Third Street, Chambersburg. Contact Quinn Witherspoon, rspran@pa.net; 717-264-1252. \*B\*

### Arkansas

**October 30-31**

PINPEX, Pinnacle Stamp Club of Arkansas, Jacksonville Community Center, #5 Municipal Drive, Jacksonville. Contact Ann Austen, anniephant@aol.com; 501-868-4553.

### Florida

**October 30-31**

Fall Sarasota Stamp Show, Sarasota Philatelic & Venice Stamp Clubs/Florida Stamp Dealers, Sahib Shriners, 600 N. Beneva Road, Sarasota. Contact Sheldon Rogg, h.rogg@verizon.net; [www.floridastampshows.com/floridastampdealers.org](http://www.floridastampshows.com/floridastampdealers.org); 727-364-6897. \*B\*

### Indiana

**October 30-31**

AWPEX 2010, Anthony Wayne Stamp Society, Concordia Lutheran High School, 1601 Saint Joe River Road, Fort Wayne. Contact Jim Mowrer, stamp4@verizon.net; 260-471-2469.

### Ohio

**October 30-31**

Cuy-LorPex 2010, Cuy-Lor Stamp Club, Memorial Hall, 21012 Hilliard Boulevard, Rocky River. Contact Ray Simko, cuylorstampclub@hotmail.com; [http://www.virtualstampclub.com/apschap\\_cuylor.html](http://www.virtualstampclub.com/apschap_cuylor.html); 440-871-7701.

### Michigan

**October 31**

Pontiac Stamp Club Fall Stamp Harvest, Pontiac Stamp Club, Waterford Rec. Dept. Gym, 2303 Crescent Lk. Rd. (1 mile N. of M-59), Waterford.

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**Pennsylvania November 6**

Annual Reading Stamp Club Show, Reading Stamp Collectors Club, Leesport Auction Pavilion, State Route 61 in North Leesport. 8 Miles North of Reading, Reading. Contact Kent Weaver, [kewsr@prodigy.net](mailto:kewsr@prodigy.net); 610-779-0175. \*B\*

**Wisconsin November 6**

CENWISPEX 10, Central Wisconsin Stamp Club, Plover Village Hall, 2400 Post Rd., Plover. Contact J. D. Manville, [jadeco@charter.net](mailto:jadeco@charter.net); 715-498-1111. \*B\*

**California November 6-7**

SACAPEX 2010, Sacramento Philatelic Society, Scottish Rite Temple, 6151 H. Street, Sacramento. Contact Jim Stewart, [perforation@surewest.net](mailto:perforation@surewest.net); [www.sacramentophilatelicsociety.org](http://www.sacramentophilatelicsociety.org); 916-686-3246.

**Michigan November 6-7**

AAPEX, Ann Arbor Stamp Club, Morris J. Lawrence Bldg., Washtenaw Comm. College, 4800 E. Huron River Dr., Ann Arbor. Contact Harry & Dottie Winter, <http://aastampclub.googlepages.com/>.

**Pennsylvania November 6-7**

PITTPEX 10, Philatelic Society of Pittsburgh, South Fayette Fire Hall, 661 Millers Run Rd., Bridgeville. Contact Ron Carr, [rgc211215@aol.com](mailto:rgc211215@aol.com); [www.virtualstampclub.com/apschap\\_psp](http://www.virtualstampclub.com/apschap_psp); 412-561-6562.

**California November 12-13**

POWPEX 2010, Poway Stamp Club, Al Bahr Shrine Center, 5440 Kearny Mesa Rd., San Diego. Contact Stephen Twenge, [jands.twenge@gmail.com](mailto:jands.twenge@gmail.com); 858-368-9109. \*B\*

**California November 12-14**

Filatelic Fiesta 2010, San Jose Stamp Club, Santa Clara Fairgrounds, 344 Tully Road, San Jose. Contact Stephen Schumann, [sdsch@earthlink.net](mailto:sdsch@earthlink.net); [filatelicfiesta.org](http://filatelicfiesta.org); 510-415-6158. \*WSP\*

**Virginia November 12-14**

VAPEX, Virginia Philatelic Federation, Inc., Lexington George Washington Inn and Convention Center, 500 Merrimac Trail, Williamsburg. Contact David B. Collins, [rainbow2@cox.net](mailto:rainbow2@cox.net); <http://vaphilatelic.org>; 757-872-6264. \*WSP\*

**Pennsylvania November 13**

Johnstown Stamp Show, Johnstown Stamp Club, Senior Activities Center (Main Hall), 550 Main Street, Johnstown. Contact Charles D. Holtzman, Jr., [chazhjr@msn.com](mailto:chazhjr@msn.com); 814-532-0199.

**Ohio November 13-14**

Rubber City Stamp Club 91st Annual Stamp Exhibition and Bourse, Rubber City Stamp Club, Akron General Health & Wellness Center, Rt. 18 at Crystal Lake Road, Montrose (Akron). Contact Tom Hirschinger, 330-336-8227.

**Texas November 13-14**

2010 Mid-Cities Stamp Expo, Mid-Cities Stamp Club, Grapevine Convention Center, 1209 South Main Street, Grapevine. Contact Stanley Christmas, [elvira6@swbell.net](mailto:elvira6@swbell.net); [www.mid-citiesstampclub.com](http://www.mid-citiesstampclub.com); 817-656-2925.

**Illinois November 19-21**

CHICAGOPEX, Chicago Philatelic Society, Westin

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Chicago Northwest, 400 Park Blvd., Itasca.  
Contact John Kevin Doyle, doyle-stamps@att.  
net; www.chicagopex.com. \*WSP\*

**New York** **November 20**  
Autumn Stamp Festival, Buffalo Stamp Club,  
VFW Leonard Post, 2450 Walden Avenue,  
Cheektowaga. Contact George H. Gates,  
[gghq53@aol.com](mailto:gghq53@aol.com); 716-633-8358. \*B\*

**Georgia**                    **November 20-21**  
Fall Stamp Show 2010, Stamp Dealers  
Association of Georgia, The Mansour Center,  
995 Roswell Street, Marietta. Contact Kim Conti,  
[cc1999@bellsouth.net](mailto:cc1999@bellsouth.net); 770-426-6504.

**Connecticut** **November 28**  
NHPS 4th Sunday Show, New Haven Philatelic Society, Annex YMA Hall, 554 Woodward Ave., New Haven. Contact Brian McGrath, soggy3@aol.com; <http://www.NHPS1914.org/>; 203-389-2863. \*B\*

**Florida**      **December 3-5**  
FLOREX — The Florida State Stamp Show, FSDA  
& Central Florida Stamp Club, Central Florida  
Fair Grounds, Commercial Exhibit Hall, 4603  
West Colonial Drive (SR 50), Orlando. Contact  
Francis Ferguson, [show@florexstampshow.com](mailto:show@florexstampshow.com);  
[www.florexstampshow.com](http://www.florexstampshow.com); 407-493-0956-Cell.  
**\*WSP\***

**California** **December 4-5**  
PENPEX, Sequoia Stamp Club, Redwood City  
Community Activities Bldg., 1400 Roosevelt  
Ave., Redwood City. Contact Kristin Patterson,  
[penpexredwoodcity@yahoo.com](mailto:penpexredwoodcity@yahoo.com); [www.penpex.org](http://www.penpex.org); 408-267-6643.

**Kentucky**      **December 4-5**  
LOUIPEX 2010, Metro Louisville Stamp Society, St. Leonard's Catholic Church, 440 Zorn Avenue, Louisville. Contact German Dillon, german.dillon@insightbb.com; www.louisvillemetrostampsociety.org; 502/558/0046.

2011

**Louisiana**      **January 7-9**  
New Orleans Stamp Expo, Stamp Expo 21,  
Radison New Orleans Airport, 2150 Veterans  
Blvd., New Orleans. Contact Sy Bricker, mto.  
[stamps@qte.net](mailto:stamps@qte.net); 941-993-0919.

**Arizona** **January 14-16**  
ARIPEX, Arizona Fed. of Stamp Clubs, Tucson  
Convention Center, 260 S. Church Street,  
Tucson. Contact Steven Staton, mman3@  
comcast.net; www.aripexonline.com;  
520-572-8980; 520-794-3921. **\*WSP\***

**Pennsylvania**      **January 21-22**  
York County Stamp Show, White Rose  
Philatelic Society of York, York Fairgrounds,  
Horticulture Hall, 334 Carlisle Ave., York. Contact  
John Hufnagel, [glenrocktts@comcast.net](mailto:glenrocktts@comcast.net);  
717-235-1528.

**California**      **January 21-23**  
SANDICAL, San Diego County Philatelic Council,  
Al-Bahr Shrine Temple, 5440 Kearny Mesa Rd.,  
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## NEW APPLICANTS

The following applications were received during July 2010. If no objections are received by the Executive Director (814-933-3803) prior to September 30, 2010, these applicants will be admitted to membership and notice to this effect will appear in the December 2010 issue.

Allison, George (217756) **Las Vegas, NV**; 55  
 Aronson, Richard (217654) **Newton Center, MA** US; 79; Retired  
 Barras, Sid J. (217676) **Lake Charles, LA** PRE WWII WORLDWIDE; 52; Educator  
 Becker, Donald (217752) **Lambertville, NJ** 19TH C US; 31  
 Bernadzikowski, Harold T. (217683) **Sykesville, MD** CLASSICS-AIR MAIL-CINDERELLAS; 39; Consultant/Land Development  
 Bernstein, Gary (217712) **Huntington Beach, CA** US; 54  
 Boston, Paula B. (217762) **Louisville, KY**; 66; Tutor  
 Bowteck, Barney (217717) **New Fairfield, CT**; 94; Retired  
 Brindisi, John M. (217679) **Delmar, NY** SCAND; 85; Retired  
 Bronson, Michael D. (217718) **Huntington Station, NY** US; 64  
 Brophy, Lynne L. (217723) **Loveland, OH** FDI; 48; Nurse  
 Bryant, Perry (217740) **Midland, TX** OLDER USED US-REV; 52; Carpenter  
 Burner, Jack D. (217750) **Lemont, IL** PRE 1970 MINT GER; 77; Retired  
 Butler, Gordon (217707) **St. Johns, NL**; 71; Retired  
 Butler, Leslie E. (217747) **Brandon, FL** US; 64; Retired  
 Castaneda, Pablo (217658) **Guaynabo, PR**; 22  
 Clark, Colin (217681) **Atlanta, GA** GB; 49  
 Clarke, Candace A. (217695) **New London, CT** US-FDC-WORLDWIDE; 66; Retired  
 Cole, Jerry L. (217758) **Waynesboro, VA** US-RUSSIA-IRAN-VIET NAM; 62  
 Collins, Kevin (217714) **Bellevue, WA** US COMMEM SHEETS; 43  
 Colvin, John R. (217671) **Carrboro, NC** COLONIES; 40  
 Conklin, Elbert C. (217667) **Olympia, WA** US-E EUR; 61

Courdway, Robert J. (217741) **Ann Arbor, MI** US AIR MAIL, PLATE VARIETIES; 64; Retired  
 Curtis, Dave E. (217734) **Falls Church, VA** FDC-SHIP CANCELS-MILITARY MAIL; 48; Retail Supervisor  
 Cyphers, Doug (217708) **Berthoud, CO** US, COMMEM, FDC; 60; Test Technician  
 DeSouza, Carol A. (217719) **Rutherford, VA** US-ISRAEL-CHINA-JAPAN; 64; Registered Nurse  
 Dinn, Susan L. (217755) **San Antonio, TX**; 48  
 Duncan, Dearn L. (217674) **Bradenton, FL** US; 58; Dentist  
 Dunn, Elmer E. (217669) **Modesto, CA** US; 81; Retired  
 Endress, Michael J. (217761) **Staten Island, NY** PRE 1930 USED US-CUBA; 53; Special Educator  
 Estes, Johnny M. (217677) **El Paso, TX** GENERAL; 73; Retired  
 Fischer, Richard E. (217684) **Lakewood, CA** US, RPO'S-1932/45 GER, COVERS; 63; Retired  
 Fizette, Norman B. (217742) **Hermann, MO** EARLY 20TH C US, PRECANCELS, COVERS-MIDWEST-AGRICULTURAL-AUTOS-CANADA-AUST-NZ; 72; Retired  
 Gabany, Aldene W. (217685) **Anaheim, CA** WWII-GER; Retired  
 Gibbs, Mary S. (217675) **Suffolk, VA**; 46  
 Gilkinson, Randy (217736) **Bellingham, WA**; 57  
 Ginsburg, Jack A. (217743) **Springfield, VA** FDC-US; 64; Policy Analyst  
 Gootnick, Stuart (217701) **Niles, IL** US-TOPICALS-FIREFIGHTING; 80; Retired  
 Griffio, Christopher (217729) **Portland, OR** US-WORLDWIDE-UNIQUE POSTMARKS-POSTAL MEMORABILIA; 36; Land Surveyor/Civil Engineer  
 Gupta, Munish (217751) **Houston, TX**; 26  
 Hedler, Michael G. (217769) **Comanche, OK** COMMEM-NEW ISSUES-FLEETWOOD COVERS; 52; Retired  
 Ho, Christopher (217760) **Bellevue, WA**; 51; Engineer

## NEW MEMBERS

Applications 217450, 217469 through 217556 as previously published have been accepted for membership by the Board of Vice Presidents.

## SUMMARY

Total Membership, June 30, 2010	35,492
New Members .....	89
Reinstated .....	54
	143
	35,635
Deceased .....	35
Resignations.....	6
Dropped, Non-payment of Dues .....	3
	44
Total Membership, July 31, 2010	35,591

Hodge, Timothy A. (J-217705) **Roseland, VA** US-FALCONIFORMS; 18  
 Holt, D. (217706) **Auckland, New Zealand** NZ-BRIT COL; 67; Retired  
 Hudson, Linda D. (217730) **Stillwater, OK**; 65; Retired  
 Hutchison, Ben H. (217670) **Madison, WI** US; 69; Retired  
 Jensen, Frank H. (217727) **Friday Harbor, WA** EFO; 68  
 Johns, William D. (217771) **Columbia, MO**; 84; Retired  
 Johnson, Edmund (217763) **Vincentown, NJ** 19TH C US; 50; Truck Driver  
 Johnson, Hjalmar P. (217746) **Cedar Park, TX** MINT US; 69; Retired  
 Johnson, Joseph W. (217686) **Minneapolis, MN** US, COVERS, FDC-WORLDWIDE; 65; Retired

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Kessans, Michael J. (217665) **Florence, KY** US-GER; 60; Retired  
 Kuntz, Steven (217764) **Hillsboro, OH** PRE 1980 US-  
 PRE 1980 USED WORLDWIDE; 67; Retired  
 Lacoste, Daniel (217666) **LaSalle, QC** EUROPA-  
 GREENLAND-POLAND; 48  
 Lai, Quinn (217731) **New York, NY** SARAWAK-  
 NORTH BORNEO; 31  
 Latimer, Jack (217702) **Inyokern, CA** US; 73; Retired  
 Lazarchak, Charles A. (217662) **Nazareth, PA** US; 44;  
 Electrician  
 Leger, Daryl (217704) **Annapolis, MD** US COVERS; 47  
 Leone, Gianni T. (J-217687) **Bloomfield Hills, MI**  
 PLATE BLKS; 9; Student  
 Madland, David G. (217688) **Los Alamos, NM** US;  
 Physicist  
 Marth, Paul E. (217689) **Greensboro, NC** US-UN; 60;  
 Minister  
 Martin, Dakar E. (217722) **Asbury Park, NJ**; 34;  
 Painting  
 Maslin, Inger L. (217655) **Annandale, VA** FDC; 39;  
 Homemaker  
 McCreary, Deborah L. (217737) **Camp Hill, PA** US-  
 HISTORY; 48; Financial Manager  
 McEvoy, Thomas (217690) **Las Vegas, NV**  
 US-CANADA-BAHAMAS-UN-BUTTERFLIES-  
 DRAGONS; 65; Professional Poker Player  
 Meelaphsom, Precha (217733) **Alexandria, VA**; 61  
 Melniker, J. Harry (217691) **New York, NY** PRE 1965  
 US & WORLDWIDE; 89; Director/Secretary  
 Messner, Thomas E. (217748) **Yonkers, NY** CLASSIC  
 WORLDWIDE; 59  
 Micallef, Mary (217660) **Warren, MI** WORLDWIDE;  
 70; Registered Nurse  
 Micallef, Peter V. (J-217661) **Dearborn, MI**  
 BEGINNER; 13; Student  
 Minkler, Daniel A. (217726) **North Canton, OH** US;  
 58; Attorney  
 Moore, Jim (217757) **Des Moines, IA**; 47  
 Namovicz, Albert J. (217765) **Glen Lyon, PA**  
 COMMEM-FDC; 62; Electronics Worker  
 Napoles, Ricardia (217692) **Staten Island, NY** US,  
 PLATE BLKS, COVERS; 52; CPA  
 Notarnicola, Kurt (217720) **Andover, NJ**; 37  
 Nutter, Ben J. (217728) **Houma, LA**; 38  
 Palmer, Bill (217715) **San Pedro, CA** US; 72; Retired  
 Pappa, Joseph A. (217693) **Cincinnati, OH** US; 67;  
 Retired  
 Parkison, David R. (217709) **Round Lake, IL**; 48;  
 Laborer  
 Parrish, Harry L. (217663) **Newland, NC** US; 83;  
 Retired  
 Pegau, W. Scott (217703) **Cordova, AK** MINT US; 49;  
 Oceanographer  
 Perry, Raleigh C. (217710) **Buford, GA** US; 68;  
 Retired

Pikus, Rachel A. (217713) **Euclid, OH** MARINE  
 ANIMALS-RUSSIA-SPACE-AUST-EGYPT-ITALY;  
 35; Chef  
 Prael, Christopher J. (217721) **Selinsgrove, PA** E  
 EUR-RUSSIA-INFLATION; 38  
 Rabaud, Nicole E. (217767) **Durham, NC** HONG  
 KONG; 38  
 Rainey, Robert E. (217738) **Independence, KY**; 71  
 Ramunno, Lawrence D. (217682) **Newington, NH**  
 49  
 Ratzloff, Carrie (217678) **Tulsa, OK**; 50  
 Reagan, Tracy (217766) **Albright, WV** MINT US; 56;  
 Computer Engineer  
 Rodriguez, Albert (217753) **Houston, TX**; 22;  
 Student  
 Rodriguez, Rod (217739) **Belleville, IL** VAT; 88;  
 Retired  
 Rossell, Henrik (217694) **Poolesville, MD**  
 DENMARK, FORMER DEPENDENCIES; 65; Retired  
 Rothen, Robert E. (217724) **Willow Street, PA** US-  
 UN; 81; Retired  
 Salmesmueller, Wolfgang (217672) **Vienna, Austria**  
 US; 52  
 Schermer, Janet (217749) **Irvine, CA**; 55  
 Schildt, Mary Jo (217735) **Greeneville, TN**; 58;  
 Accountant  
 Schuer, Scott (217673) **Ypsilanti, MI** 20TH C US; 48;  
 Writing Instructor  
 Shaffer, Ann H. (217656) **Everett, PA** US COMMEMS;  
 75; Gift Shop Owner  
 Shinomiya, Takashi (217664) **Chiyoda, Tokyo,**  
**Japan** BRIT COMM; 32; Dentist  
 Shockley, Michael J. (217668) **Laguna Niguel, CA**  
 POSTAL HISTORY-COVERS; 43  
 Smart, Jesse (217759) **Irving, TX** US PLATE BLKS,  
 FDC; 47; Accountant  
 Smith, Ronald E. (217697) **Charleston, SC** MINTS-  
 PLATE BLKS-FDC; 73; Retired  
 Stueber, Mark L. (217732) **Mechanicsville, VA**  
 SAUDI ARABIA; 54; Office Manager  
 Tanoury, Susan (217659) **Grosse Pointe, MI**  
 STAMPS DESIGNED BY CHUCK RIPPER; 53  
 Theriot, Joyce E. (217711) **Port Arthur, TX**  
 HUNGARY-ISRAEL; 70  
 Thogersen, Henning (217754) **Hjorring, Denmark**;  
 60  
 Thomas, Howard C. (217745) **West Palm Beach, FL**  
 BRIT COMMONWEALTH; 34  
 Thorbahn, Thomas L. (217770) **Vickery, OH** US; 60;  
 Self Employed  
 Truman, Robert W. (217698) **Silver Spring, MD** US-  
 CANADA; 72; Retired  
 Vahabzadeh, Mostafa (217744) **San Ramon, CA**  
 IRAN; 61  
 von Wolff, Alexander M. (217699) **San Francisco,**  
**CA** PRE WWII; 41; Designer  
 Whitmer, Peter O. (217716) **Princeton, MA**  
 PARAGUAY; 64

Wilderbeek, Hans (217680) **Eindhoven,**  
**Netherlands** GER STATES-NETH-STAMPLESS  
 TRANSIT MAIL; 38; Plastics Marketing  
 Williams, Mike (217725) **Citrus Heights, CA** US; 35  
 Wilson, Shane A. (217657) **Howard, OH**; 39  
 Witmer, James W. (217700) **Leadville, CO** US-UN;  
 67; Retired  
 Wyner, Sally (217768) **Cambridge, MA**; 49

## CHANGE IN NAME

Bishop, Virginia E. (178673), Cedar Park, TX, has  
 changed her name to Virginia E. Sylvester,  
 Beaver Falls, PA.  
 Cerney, Gay L. (208268), Minneapolis, MN, has  
 changed her name to Gay L. Greiter.

## DECEASED

Altvater, Kurt A. (148409), Montclair, CA  
 Blossom, Robert J. (178068), Roswell, NM  
 Buckley, Merritt (7039-049641), Crown Point, IN  
 Cianci, Frank T. (203883), Brook Park, OH  
 Converse, Jack A. (105755), Troy, MI  
 Cusanovich, Michael A. (133548), Tucson, AZ  
 Dailey, Charles I. (200153), Richardson, TX  
 Faix, Dennis W. (216025), Bird in Hand, PA  
 Ferrante, Salvatore (5770-041722), East  
 Weymouth, MA  
 Gray, Charles A. (160976), Syracuse, NY  
 Haney, Rexford D. (8693-050217), Forked River, NJ  
 Hussong, Roger J. (8112-081579), Battle Creek, MI  
 Ioannides, Alex (153785), Centennial, CO  
 Kindale, Byron R. (6934-048099), Ada, MN  
 Kozoll, Sam (210845), Fox Point, WI  
 Mang, William C. (152578), Macedonia, OH  
 McGuinness, Nancy W. (141896), Old Saybrook, CT  
 Olin, Lester G. (10470-074322), Yuma, AZ  
 Reilly, Frank J. (147628), Brentwood, TN  
 Roloff, Kenneth L. (123224), Tucson, AZ  
 Rooks, Eugene L., III (8641-059991), West  
 Gardiner, MA  
 Sacconagli, Charles D. (8788-060313), Los  
 Angeles, CA  
 Sadler, Theodore R., Jr. (127422), Grand Junction, CO  
 Schiefer, Dolores A. (5196-156077), Harrisonburg, VA  
 Stuckish, Darryl C. (173279), Pagosa Springs, CO  
 Taxman, Marvin M. (6957-049171), Creve Coeur, MO  
 Thetford, Norman D. (2317-015081), Eatontown, NJ  
 Tunison, Walter F. (6194-044769), Elmira, NY  
 Unger, Lloyd (093276), Las Vegas, NV  
 Vogel, Ray (097846), River Forest, IL  
 Volpe, John F. (088655), Park Ridge, NJ  
 Warner, Chris (195437), Leesburg, VA  
 Wells, Charles L. (3149-049187), Fayetteville, NC  
 Willis, Stafford J. (6300-045899), Ballston Spa, NY  
 Wilson, Charles J. (8515-050123), Olympia, WA

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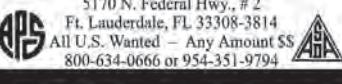
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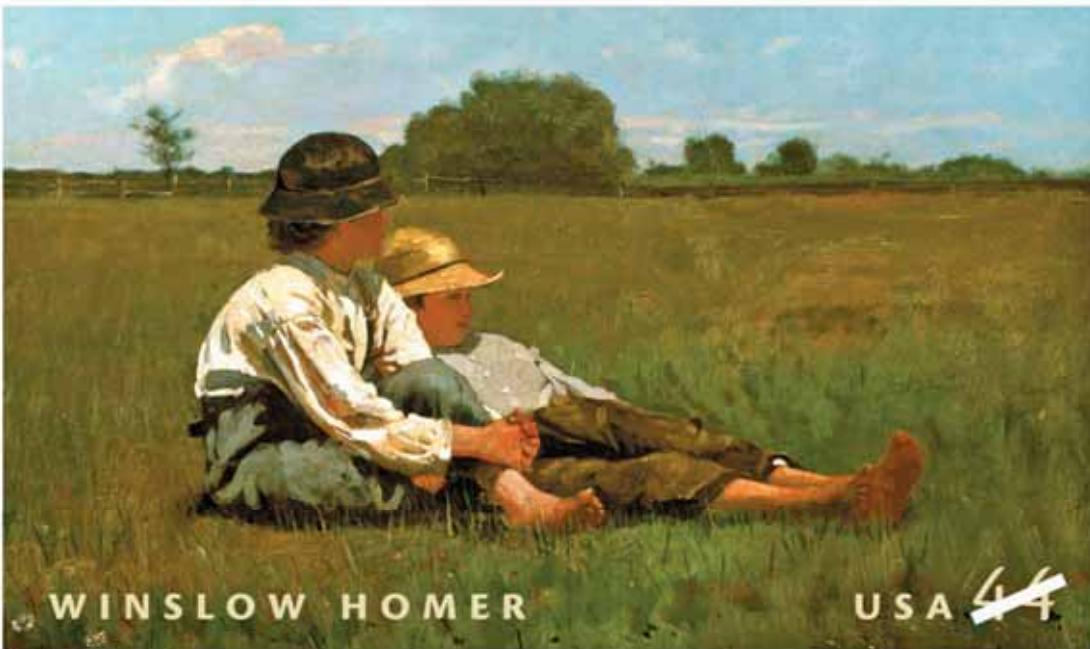
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# American Treasures

# *Winslow Homer*

**O**n August 12, 2010, in Richmond, Virginia, at the APS STAMPSHOW 2010, the Postal Service issued a 44-cent, American Treasures — Winslow Homer commemorative stamp in one design in a pressure-sensitive adhesive pane of 20 stamps.

The ninth issuance in the Ameri-

**Look at nature, work independently, and solve your own problems.**

— Winslow Homer

can Treasures series features *Boys in a Pasture*, an 1874 oil-on-canvas painting by Winslow Homer (1836–1910), whose water colors and oil paintings are classic depictions of 19th century life. The painting is part of the Hayden Collection at the Museum of Fine Arts, Boston.

According to the Museum of Fine Arts, “the boys in this painting — companionable, idle, at peace — may be seen as emblems of America’s nostalgia for a simpler, more innocent time as well as of its hope for the future. Their faces are averted, a

device Homer often used to make his figures less individual and, therefore, more universal.”

Homer began his career working as a commercial illustrator. At the beginning of the Civil War, he was sent to the front as an artist-correspondent for *Harper’s Weekly*. His studies of individual soldiers were a sharp contrast to the stylized battle scenes depicted by most artists. Later in life, his subjects included children at play and studies of young women — most often pausing in the middle of their work. By 1881–82 Homer found the

sea theme to which he devoted much of the rest of his artistic life and for which he is most often remembered.

Two other Winslow paintings have appeared on stamps: *Breezing Up* (1962) and *The Fog Warning* (1998).

**Denomination:** 44-cent Commemorative  
**Format:** Pane of 20 (1 design)  
**Series:** American Treasures  
**Designer/Art Director/Typographygrapher:**

Derry Noyes, Washington, DC

**Modeler:** Donald Woo

**Manufacturing Process:** Offset/  
Microprinting, USPS

**Printer:** Banknote Corporation of America,  
Inc./SSP, Browns Summit, NC

**Press Type:** Alprinta, 74

**Paper Type:** Phosphor Tagged, Block

**Adhesive Type:** Pressure-sensitive

**Colors:** Cyan, Magenta, Yellow, Black, Beige

**Stamp Orientation:** Horizontal

**Sizes (w x h):** 35.56 x 20.83 mm (image);

39.62 x 24.89 mm (overall); 181.86 x

158.75 mm (flat booklet)

**Plate Numbers:** "S" followed by 5 single digits

**Marginal Markings:** *Front: Header:*

"AMERICAN TREASURES —  
WINSLOW HOMER"; "Ninth in a  
series" at bottom of pane; Plate numbers  
in four corners. *Back:* ©2009 USPS Plate  
position diagram ; Barcode "466100"  
in four corners; Price: ".44 x 20 = \$8.80;  
Photograph ©Museum of Fine Arts,  
Boston at bottom of pane.

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# book reviews

by bonny farmer

**Ten-Cent 1869 Covers; A Postal Historical Survey**, by Michael Laurence. Published 2010 by The Collectors Club of Chicago. Hardcover, 390 pp., b&w and color illus., ISBN 978-0-9827357-0-1. Available for \$75 (ppd in the U.S.) from The Collectors Club of Chicago, attn. Duane Larson, P.O. Box 415, Park Forest, IL 60466.

This has been a massive undertaking, the result of more than fifty years of intense research. The end product is a catalogue of all the 10-cent 1869 series stamps (Scott 116 Shield and Eagle) on cover known to the author, a total of 1,298 covers!

The 10-cent 1869 value was current for less than one year and did not reflect a specific postal rate. Because it not only far exceeded domestic first class but it did not lend itself to an easy multiple of weight increases, the stamp's predominant usage was on correspondence to foreign destinations: "Of 1,298 10¢ 1869 covers now recorded, only 45 — just over 3 percent — show both origin and destination within the United States or its territories as they existed when the covers were posted." This usage is explored and documented through seven major sections (Domestic and Cross-Border Mails; Pan-American Mails; British Mails; French Mails; German Mails; Mails to Other Treaty Nations; and Trans-Pacific Mails) that provide a remarkable historical overview of U.S. postal practices, especially as regards foreign mails before the UPU came into effect.

The Introduction gives a comprehensive of explanation of the how and why of the book's objectives, organization, and

layout. It is actually one of the most useful and practical introductions I've ever encountered on any serious topic. This meticulous form of explanation continues throughout the book. Each of the seven major sections is comprised of two or more chapters (26 in all) and begins with a general introduction of what the reader can expect to find in each chapter and why this is important to an understanding of postal history.

The illustrations are a blend of black-and-white and color images, as might be expected from a research period spanning some fifty years. What might not be anticipated, however, is the fine quality of the reproductions, even the older black-and-white images. Detailed lists of information can be found in the 116 tables. The seven appendices include tracings of postal markings likely to be found on 1869 covers; a table of credit markings to England; tabular listing of covers with the 10-cent stamp in combination with other stamps; a list of unique combination covers; statistical information on cover origins and destinations; and finally a chronological listing of every 10-cent stamp on cover known to the author.

I have only one serious quibble with the book and it concerns the layout design. Accommodating the illustrations layout at the expense of the font size was, in my opinion, a poor call. A better page design could have incorporated the illustrations without so great a waste of margin space, as well as allowing for a larger font size than the 9-point type used. Reading glasses shouldn't be the first requirement for opening a new book.

That said, this is a well-written and beautifully illustrated book that is surely destined to be a standard library acquisition of any serious postal history collector.

**Trinidad; A Philatelic History to 1913**, by Sir John Marriott, Michael Medlicott, and Reuben A. Ramkissoon. Published 2010 by The British West Indies Study Circle in conjunction with The British Caribbean Philatelic Study Group. Hardcover, 359 pp., b&w and color illus., 36 plates, ISBN 978-1-09-506535-8. Available for \$70 (plus shipping) from Edward Barrow, 16704 Briardale Road, Derwood, MD 20855; e-mail [e.barrow1@gmail.com](mailto:e.barrow1@gmail.com); website [www.bcpsg.com/tribbook.html](http://www.bcpsg.com/tribbook.html).

Despite being discovered by Columbus in 1498 and subsequently settled by Spain, Trinidad has a relatively short postal history. No letters dated before 1783 are known, and the earliest letter with a Trinidad postal mark doesn't appear until 1804, after the island had been ceded to the British Crown. The first official postmasters of record, Richard Galloway, and his wife Elizabeth, who succeeded him, between them ran the island's postal service from 1800 to 1858.

The first adhesive stamp to appear on the island was printed in 1847 and was used to prepay mail carried by the steamer *Lady McLeod*, which traveled between Port of Spain and San Fernando. The deep blue stamp with its elegant engraving of the *Lady McLeod* was the first adhesive stamp issued in a British Colony, predating the Mauritius issue by six months. The first Perkins Bacon issues followed in the 1851 with the inauguration of the Inland Post.

## TEN-CENT 1869 COVERS A Postal Historical Survey



Michael Laurence

All this and more the authors have recorded in loving detail up to 1909, the cut off point decided on for this revised and expanded edition of Sir John Marriott's 1963 work *The Philatelic History of Trinidad to 1862*. It is largely presented in catalogue format, rather than in a narrative, but much historical information included as well. There are many clear examples of the stamps and other postal markings identified and discussed. The highlights of Trinidad's philatelic history are reproduced in a series of thirty-six full color plates.

In addition, there are five appendices. The first two — Trinidad Postmasters (1851–1914), and Governors of Trinidad and Tobago — are short. The third is an extensive index on Printings and Consignments. While the final two — A Census of the Lady McLeod Stamp (48 pages) and Early Trinidad Covers (49 pages) — are practically small books on their own.

The authors have jointly provided the philatelic reader with a highly detailed and thoroughly researched look at Trinidad's early postal history.

#### *American Astrophilately; The First 50 Years*, by David S. Ball.

Published 2010 by A&A Publishers, Charleston, SC. Soft-bound, b & w and color illus., 343 pp. + CD-rom, ISBN 978-0-615-34201-6. Available for \$39.95 from A&A Publishers LLC, 1312 Winchester Drive, Charleston, SC 29407; website [www.AmericanAstrophilately.com](http://www.AmericanAstrophilately.com); e-mail [dball@alumni.musc.edu](mailto:dball@alumni.musc.edu)

If you are interested in collecting U.S. space covers, this is a "must have" book. Ball and his fourteen "guest authors" have put together a combination history story and exhibitor's handbook.

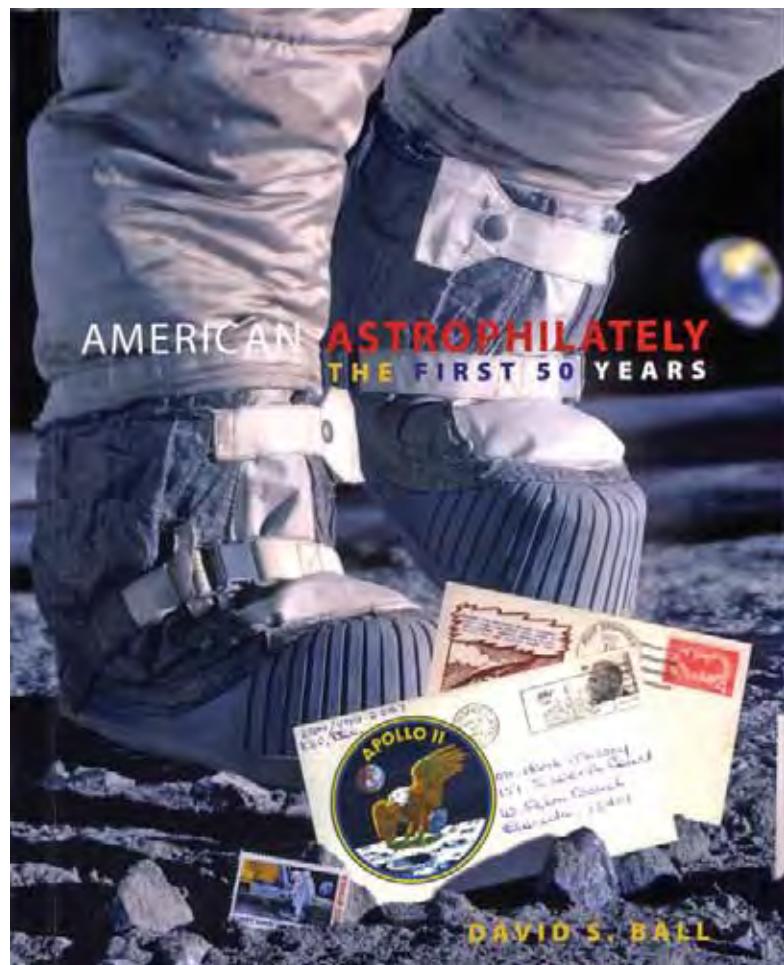
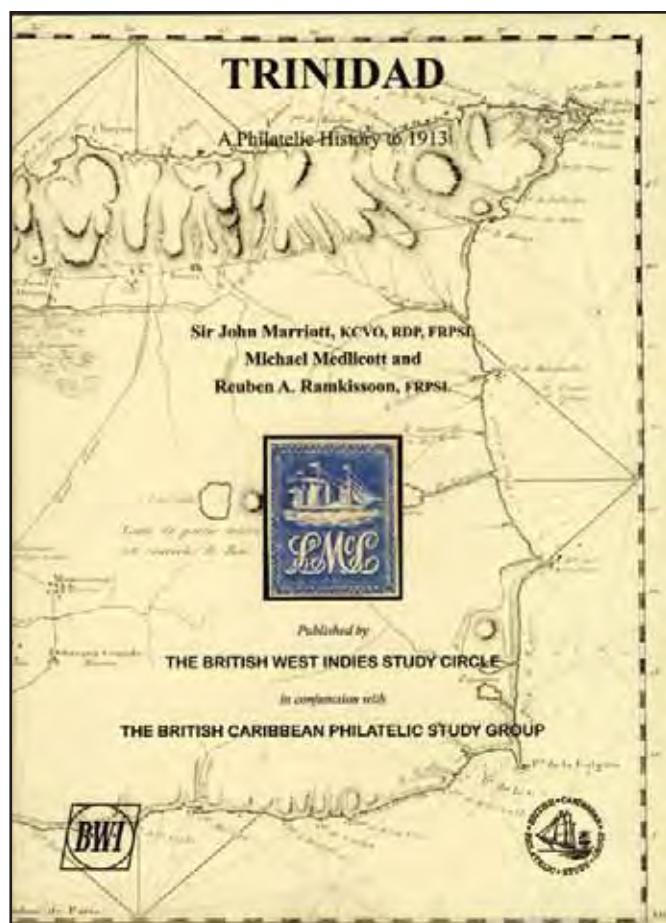
*Part I: Voices of Astrophilately* begins with a definition:

Astrophilately tells the story of the conquest of space through philatelic media. Postal envelopes cancelled on the day and nearest the place where a significant event occurred have become mementoes of exploration of the heavens.

And then goes on, more than eighteen articles, to track the history of space covers from the first U.S. stratospheric balloon flights through ship covers, insurance covers (prepared the day of the flight by the astronauts for their families as an informal insurance policy), flown covers, stamps on the moon, and joint cancellations.

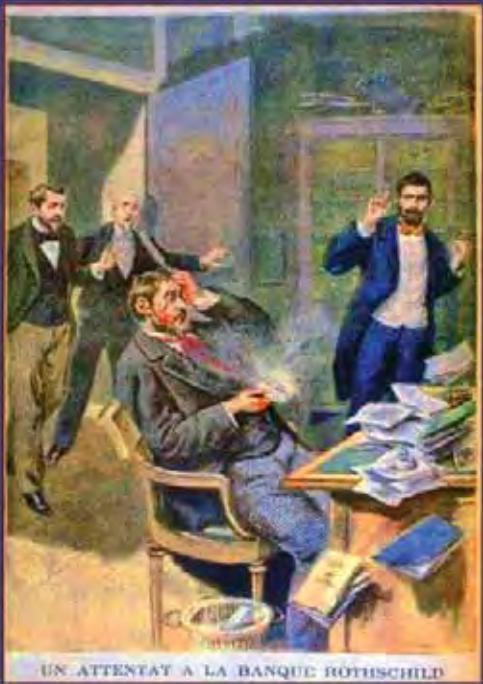
*Part II: A World of Covers* shows 80 pages of flight covers, from "Unmanned Flight" through "Post Apollo." *Part III: The All Important Postmark* covers postmarks and other identifying marks, beginning with the 1958 unmanned Explorer Mission through 21st-century cachets and labels.

These sections are followed by a Glossary, Bibliography, and a one-page listing of the material included on the accompanying CD-rom — and that material is *extensive*. The seven folders include Animals and Man in Space (1 file), APS Judging Regulations (1 file), Additional Articles (7 files), Calle Archives (7 files), FIP Regulations (5 files), Reference Spreadsheets (8 files), Sample Exhibits ("Development of U.S. Lunar Exploration" and "In Their Prime"), and USPS Regulations (2 files).



# THE HISTORY OF MAIL BOMBS

## A Philatelic & Historical Study



Dale Speirs  
The Wreck & Crash Mail Society

Altogether a very readable as well as extremely useful compendium.

*The History of Mail Bombs*, by Dale Speirs, edited by Ken Sanford. Published 2010 by The Wreck & Crash Mail Society, Leeds, U.K. ([www.wreckandcrash.org/](http://www.wreckandcrash.org/)). Soft cover, 8½x11 inches, 128 pages. Available for US\$37.50 plus postage or UK£26.00 plus postage. Payment may be made by UK£ or US\$ check or money order made payable to Ken Sanford, or by PayPal to: [kaerophil@gmail.com](mailto:kaerophil@gmail.com). For PayPal payments, please add £1.10 or \$1.75. Order from Aerophil, 613 Championship Dr., Oxford, CT 06478-3128, e-mail: [kaerophil@gmail.com](mailto:kaerophil@gmail.com), Fax: +1 203 888 9237.

The first impression of this historical reference on *The His-*

*tory of Mail Bombs* is a unique cover showing an explosive letter and the injury created to the individual who opened the letter. To make this reference an easy read and, most importantly, an easy reference is the Table of Contents. Unlike a chapter design it is a page design making each topic easy to find.

The first reference to mail bombs was based on gunpowder often set to ignite by a crude firelock-type trigger. These were seen in the mid to late 1700s. It wasn't until Alfred Nobel discovered dynamite in 1867 that mail bombs became more prevalent and destructive. The book discusses the various forms of mail bombs that have been seen around the world since then. In addition to explosive mail bombs, there have been staining or corrosive bombs where oils and chemicals would spill out and cause harm; those that carry a disease such as the "anthrax scare" in this century; or contain poison such as poison chocolates.

The author examines the various reasons for creating mail or letter bombs, which are not limited to an attempt to injure the intended party but may have other political or terrorist reasons for their development and employment. This is followed by an overview of the security devices used to detect such explosive envelopes or boxes and how these measures came into being, along with a discussion of the various agencies, both private and government, who employ them.

The book is interesting reading with many examples culled from the past 250 years where death and destruction have been caused by mail bombs. There are excellent illustrations of such mail that has been collected by members of the Wreck and Crash Mail Society. The author also provides many references on this subject for the reader interested in further research.

This book deserves to be on the shelves of all those interested in protecting the mails and the employees who work for the postal systems worldwide. — Dr. Steven J. Berlin, D.P.M.

All the books reviewed in this column  
are available for loan through the  
American Philatelic Research Library (APRL)  
100 Match Factory Place • Bellefonte, PA 16823  
Telephone: 814-933-3803  
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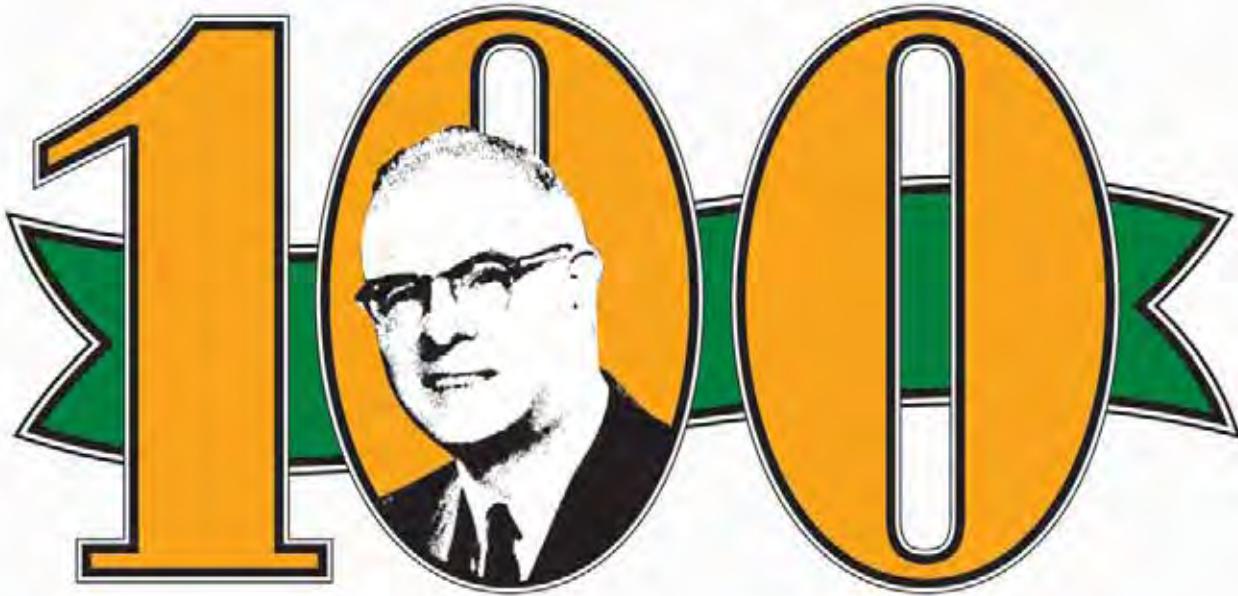
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# Slovak Republic *Slovenská republika*



**Status:** Parliamentary Democracy

**Area:** 18,859 square miles

**Population:** 5,455,407 (2008 estimate)

**Capital:** Bratislava

**Currency:** 100 cents = 1 euro, 1€ = \$1.29

The Republic of Slovakia is a landlocked, mountainous country in Central Europe about the size of Vermont and New Hampshire combined. The mountain peak of Krahule in central Slovakia is considered the geographical center of Europe. The country's rugged, heavily forested Carpathian Mountains are home to lynx, wolves, and brown bears. The capital, Bratislava, straddles the Danube River, offering links to the Black Sea and to European harbors through the Rhine-Main-Danube waterway. Bratislava is only about forty miles from Vienna, making them the two closest national capitals in the world.

The area was settled by Slavic tribes in the fifth century and in 833 the Great Moravian Empire brought Christianity to Slovakia.

Hungarian rulers followed the Moravians and by the end of the eleventh century, Slovakia was so well integrated into the Hungarian state — at least in the eyes of the Hungarians — that they called it “the Upper Countryside.”

On October 28, 1918, amid the disintegration of the great Hapsburg state, Slovakia joined with Bohemia and Moravia to form the new nation of Czechoslovakia. Within days, Hungarian stamps were locally overprinted for Slovakia. The first three values of Czechoslovak definitives appeared in December.

The division of Czechoslovakia following the Munich Agreement created an independent Slovak State under German protection on March 15, 1939. Slovak stamps were sold beginning March 21. This Nazi dominated state existed until German troops were driven from Slovak territory and the Czechoslovak state was reconstituted. Czechoslovak stamps were placed in use in March 1945. A Russian-supported coup in 1948 established Czechoslovakia as a socialist republic. The end of communist rule came peacefully in 1989 with the “Velvet Revolution.” In 1990 the name Czechoslovakia was hyphenated to emphasize the equality of the two national groups. In 1992 the Slovaks rejected a federal state and on January 1, 1993, the Slovak and Czech Republics separated in the “Velvet Divorce.”

Stamps of the Slovak Republic went on sale January 1, 1993, although stamps from the former Czechoslovakia continued to be valid until September 30.



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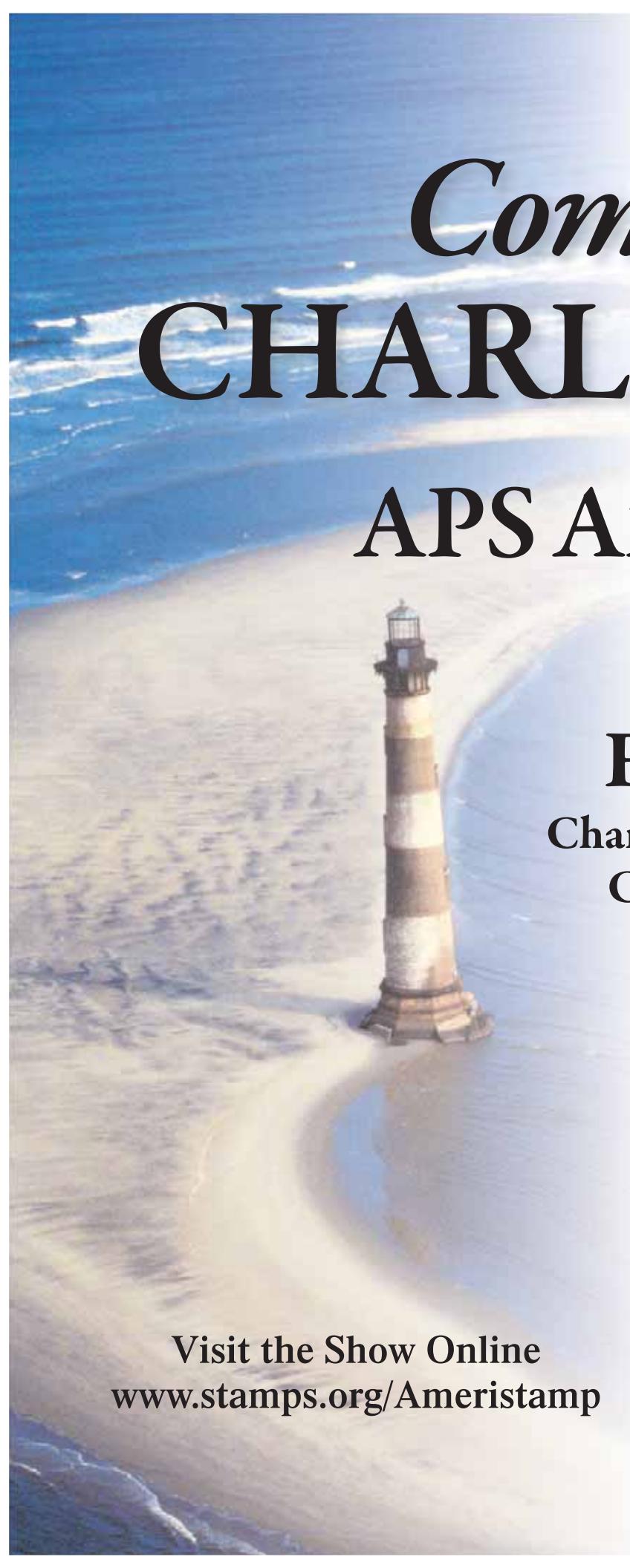
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Wayne is a lifelong stamp collector and an APS member for more than 30 years. He serves as an expertizer for the American Philatelic Expertising Service (APEX) and has been an instructor at the annual APS Summer Seminar for nearly 20 years, specializing in stamp technology.

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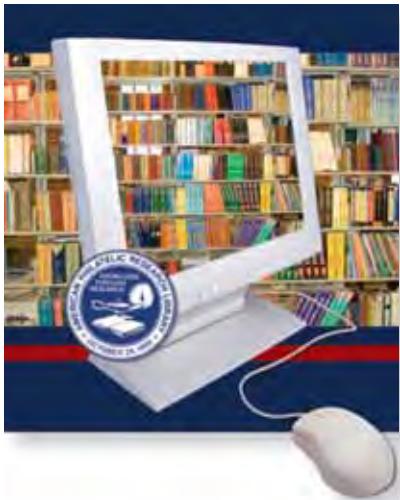
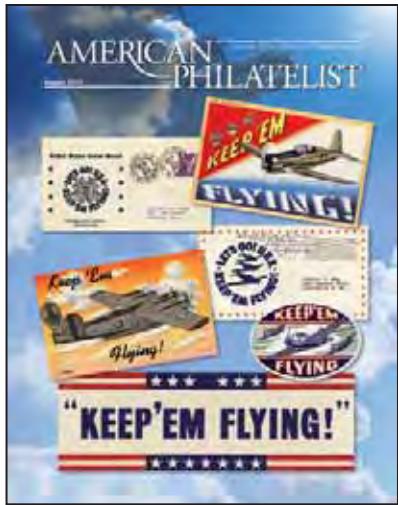
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