



San Jose Stamp Club Newsletter



Whole number 179

March 2013



9 - 11 - WE WILL NEVER FORGET

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Visit our website at:
filateliefiesta.org

Founded 1927, Club show since 1928
 Meets 7:00 PM, 1st & 3rd Wednesdays
 Hilltop Manor in 3rd floor dining room
 790 Ironwood Drive, San Jose, California
 Driving instructions on the website.

Annual dues:
 Adults/families \$12 ~ Youths \$6
 With hardcopy of newsletter \$20
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Contents

Pot-pourrie & The Prez Sez	2
Mehmet Akif Ersoy	3
Counterfeit Forever Four Flags	3
Indonesian EFOs	4
PUASP an introduction	4
The Pony Express	5
Stolen Icons	6
Covers, Cards, Stamps, etc.	7
Show Calendar, Want ads	8

Recognition

In being recognized by ones peers, whether by forethought, afterthought or without thought is none-the-less a good feeling for most of us.

During the awards ceremony for Filatelie Fiesta last November, your editor and past president was presented with a certificate of appreciation, which was then whisked off to have it embellished with calligraphy—though they let me keep the bottle of Courvoisier which came with it.

During the club meeting of January 16th the finished certificate—decorated, signed and framed—was again presented to me (this time to keep). It looks very, very nice.

After some fifteen years of whining, begging, pleading, threatening and brow beating the membership to participate in club affairs, I'm somewhat amazed you even talk to me—let alone present me with this token of recognition. You all have my heartfelt thanks, particularly Brian Jones and David Occhipinti.

Brian has made a great impact on the club with fresh ideas, energy and a clear outlook, without all the attendant baggage of recent years difficulties, which has started the club moving forward.

David stepped up and filled the position of VP even though he really doesn't feel all that good much of the time. This after two years without anyone willing to do the job after Jack Brady's passing. This is supposition on my part, but I don't believe he really wanted to, and after so long a time without anyone else willing to fill the position, felt it was absolutely necessary we have a full slate of officers—and while it may not always be apparent, the VP has a very important roll in attending to a great many details that ensures the club functions smoothly.

I'm not certain whether or not everyone is aware that not too many years ago there were four WSP shows in No. California—we've lost two of them; Sunnyvale (Sunpex which is completely gone) and Fresno. While Frespex still exists it is no longer a WSP show. I really feel that Fiesta must survive and hope that in the future another WSP show will appear in Northern California.-ed.

Programs

Due to circumstances beyond my control, I was unable to get the key for the remote to the television which prevented the showing of the scheduled DVD titled *The Doctoring of Postage Stamps...Philatelists Beware*. This program will be shown at the March 6th meeting.

For the March 20th meeting, David Gilman will give his second presentation on U.S. commemorative stamps. This will cover the era from 1893 - 1928.

New printing methods greatly expanded the design and artistry of U.S. postage stamps during this time.

The number '29' figured prominently on one of the issues, and another so controversial that it was sent to post offices in total secrecy.

David's last presentation was interesting, entertaining and informative, and we have no reason to expect anything less for his second talk. Please show your interest and appreciation by attending the meeting to support him, thanks.-ed.

Field Trips

Brian Jones wants to organize a trip to the National Postal Museum's exhibit titled "Mail Call" which will be in Santa Rose from February 19 through April 21. He's asking once again for any of you interested in going to contact him so that he can select a date which is good to all and arrange for transportation. It's shown at the Sonoma County Museum in downtown Santa Rosa. The Museum is near Railroad Square in downtown and admission is \$7 for adults, \$5 for seniors.

It documents how military mail communication operated throughout history, learn about the armed forces postal system from the American Revolution to the present day.

You can get more information at the website:

<http://www.sonomacountymuseum.org/exhibits/upcoming-exhibitions.aspx>

The plan is to carpool to save cost and allow for time to get to know one another better for not only friendship but to learn more about each others collecting interests and the exchange of information which makes us all a little more knowledgeable about our hobby—and fun too.-ed.

Northern California Trivia

Q What is the length (north to south) of California?

A About 800 miles.

Q Including tidal estuaries, what is the length of the California coast line?

A About 3,400 miles.

From *Northern California Trivia* by Ernie & Jill Couch

"There are two ways to conquer and enslave a nation...

One is by sword...

The other is by debt."

—John Adams - 1826

Theft Alert

During an Amtrak trip from Bakersfield to Emeryville on February 10, 2013, a black Samsonite luggage bag was taken from the train. The bag contained approximately 135 stampless and stamped transatlantic letters housed in plastic cover holders or on blue Schuyler Rumsey lot cards. Nearly every letter has a penciled inventory number on the front at lower left. If any of these items are offered for sale or appraisal, please contact either:

Schuyler Rumsey - owner
Schuyler Rumsey Auctions
47 Kearny Street, Suite 500
San Francisco, CA 94108
415.781.5127
srumsey@rumseyauctions.com

Or

Officer Miguel Pintos
Amtrak Police
Case number 13-001985
209.948.3515
pintosm@amtrak.com

Unfortunately theft is an integral part of our culture. It's bad enough if someone steals your TV or computer; these are readily replaced and usually there's an upgrade involved, but collections are another matter as not only do you lose their cost but often the item may prove irreplaceable. This is true of not only stamps but coins, books, antiques, etc.

In this case the items were lost by an stamp auction house. Most of us either know Schuyler or at least of his auction firm, after all, he's located in the City. It may surprise you that auction house owners are hurt not only monetarily but emotionally as well. More often than not, they are acutely aware of an items rarity whereas most of are not unless we happen to collect that area.

Knowing Schuyler, I'm certain that in addition to the potential monetary loss, though he's probably insured, notwithstanding he's very likely upset by the significance of these covers. Early transatlantic covers are difficult to come by and are held dear by those that collect them. We can only hope the perpetrators are apprehended and the covers recovered. Be aware and you may be able to help find them—you just never know.-ed.

It turns out that APS President Wade Saadi and I share two hobbies: model trains and stamp collecting. He sent an article to the APS staff (and forwarded to me by Kristin) and published in the January 2013 issue of the magazine published for members of the Train Collectors Association (TCA) about the fall in popularity of toy train sets and the parallels with the drop in popularity of stamp collecting. Author Bruce Greenberg (the John Hotchner of the toy train world) writes about the heyday of Lionel trains and stamp collecting starting after WWII and into the early '50's. Both hobbies enjoyed a wonderful period of growth and wide acceptance. He writes further about the parallels in the age demographics of the TCA and APS with both having older members.

Mr. Greenberg goes further to write about the heavy impact of television starting in the mid-1950's. I completely agree that rabid acceptance of television had a profound impact on the recreational habits of everyone.

Where Mr. Greenberg and I differ is on why both hobbies have struggled to hold onto relevancy. Lionel trains and stamp dealers enjoyed the viral growth without having to do much to earn it. When the hot new thing to own was a TV set, neither Lionel nor the stamp community knew how to hold onto business. They had been spoiled by the success that comes with word-of-mouth.

What has changed is how these hobbies are seen by those not in them. When a bad perception goes unchecked for too long, it becomes reality in the minds of the public. Far too many see trains as simple kid stuff missing the fun and challenge available to adults. On the opposite spectrum, stamp collecting is seen by far too many as an old man's hobby with a lot of arcane rules.

There are two great challenges facing philately. First, stamp collecting does not have a comprehensive marketing effort. Secondly, the philatelic community is split among so many small businesses and organizations, that nobody has the position to market the hobby effectively. The USPS encourages people to buy stamps, but who develops new stamp collectors?

What exactly is a comprehensive philatelic marketing plan look like? I believe it includes:

The whole philatelic community getting involved;
APS, ASDA, NSDA, NPM, USPS, local clubs
and individual collectors.

Targets all ages:

Youth, families, and older adults.

Teach the fun and variety of collecting:

Most outside the hobby have no idea of the
range and scope of today's collecting styles.

Help people see the fun, creativity and education
opportunities.

Break down negative perceptions.

Get stamp collecting back into the mainstream media:

Write articles for youth, family and senior
publications.

Get philatelic events into local television and
radio coverage.

Create a social media presence (Facebook,
YouTube, Twitter).

You might be thinking isn't marketing the hobby the responsibility of the APS? Yes, but not alone. I'm not blaming the APS for anything other than, perhaps, a lack of **imagination**. This is going to take the whole philatelic community getting involved, not just the APS. I am not naïve about the work it will take to accomplish this effort. One of the biggest challenges is that those who will do much of this work are not the ones who will profit from it. Since so many stamp dealers are individual business people, they don't have the time or money to market anything other than their business. What I am proposing cannot be thrown at their feet if we want it to grow the hobby.

This will take trying a variety of activities targeting different ages and demographics. There is no silver bullet that will put our hobby on track to its full potential. Programs that bring more kids, families and adults will all strengthen the hobby.

Lionel has the advantage of controlling its own destiny and marketing initiatives. Their biggest problem is how they treat train sellers (hobby shops & toy stores). They have angered sellers to the point they no longer carry Lionel. It's too bad as they have lots of fun products and especially complete sets that make it easy to get started.

If the philatelic community could more effectively communicate the fun, variety, and educational opportunities in stamp collecting, we would enjoy tremendous growth. No, stamp collecting and Lionel trains will never have the market saturation of their glory days, but we don't need to have the vibrant and active hobbies of yesteryear to enjoy the hobby as it is today.

Brian

Mehmet Akif Ersoy

Mehmet Akif Ersoy was the national poet and composer of the Turkish National Anthem. These three stamps were issued to commemorate the 20th anniversary of his death.



To commemorate the 20th anniversary of the death of Mehmet Akif Ersoy, these stamps were issued December 26, 1956 (Scott 1219-21).

The stamps illustrate his portrait with lines from the Turkish National Anthem. Values are 20k greenish-brown, 20k bluish-rose and 20k grayish-red. There were 1,000,000 sets issued.

—*Philatelic Magazine, England*

"The opinion has been very general, that, in order to obtain the blessings of a good government, a sacrifice must be made of a part of our natural liberty. I am much inclined to believe, that, upon examination, this opinion will prove to be fallacious."

—James Wilson, Lectures on Law, 1790

Counterfeit Forever Four Flags

The ASDA distributed this notice to all their members February 2, 2013.

Large quantities of counterfeits of the Forever (45¢) "Four Flags" coils of 100 stamps have appeared in the last four months seemingly originating in the Chicago area. The ones I have seen are counterfeits of the stamps printed by Sennett Security Printers (Scott 4637-4640), as identified by the wrapper.



Four flags, forever (45¢), self-adhesive coil was issued February 22, 2012 at Washington, D.C. Plate numbers appear every 32 stamps. These are the stamps counterfeited as described in this article.

The counterfeit stamps look good—but the microprinted "USPS" at the top right of the lower red stripe in the stamps is indistinct. They have diecutting similar to that of the genuine stamps.

The paper is whiter and shinier than that of the genuine stamps; the bogus copies easily pop off the backing paper (the genuine stamps do not).

The genuine Sennett-printed stamps have plate numbers every 32nd stamp, on stamps bearing the word "Freedom"; the counterfeits have NO CYLINDER NUMBERS (so unroll a roll of 100 to check them).

The genuine Sennett-printed stamps are shipped to post offices in "sticks" of ten coils—and are broken off as needed—always leaving traces of the connecting tabs, the counterfeits never show traces of the tabs.

The genuine Sennett-printed stamps always have an inner piece of tape holding those stamps at the inside in place as the coils are made and processed; the counterfeits do not.

In fact, the counterfeit coils are clearly constructed (rolled) by hand—and are much smaller than the genuine Sennett-created coils, which have an outer diameter of about 35mm and an inner diameter of about 25mm. The counterfeit coils outer diameter is less than 25mm—and the coils often have internal irregularities where stamps have popped off and stuck to each other. As opposed to the genuine coils, the innermost part of the counterfeit coils differs in appearance for each coil.

The outer wrapper of the genuine Sennett-printed stamps is sharply printed (title, bar code and flag) and is attached to the stamps by a piece of thick tape (the height of the stamps and wrapper), but with a gap of about 7mm between the wrapper and the first stamp. All the printing on the wrapper of the counterfeit coils is much heavier (not as sharp)—and the wrapper itself (which seemed thinner) is attached directly to the first stamp, with no gap. On the genuine coils, the horizontal edges of the wrapper, tape and first stamp are in perfect alignment—which is not the case on the counterfeit coils.

Finally, the wrapper on the genuine coils is stuck closed around the stamps with an adhesive patch, leaving a free tab of about 7mm; on the counterfeit coils, the wrapper is simply taped shut with a piece of scotch tape around it.

The counterfeit stamps are usually offered in lots of at least several hundred rolls—often from sellers in the Chicago area. If offered any of these items—or have already bought some—I can put you in touch with the postal inspector handling this case.

Charles Berg
stampkingchicago@hotmail.com

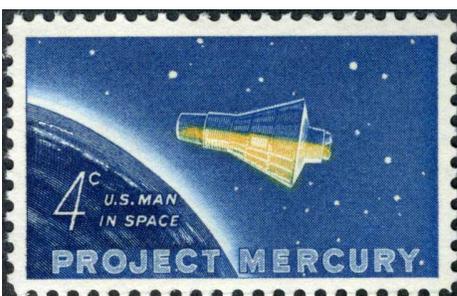
Indonesian EFOs

Richard Clever, SJSC member and owner of Asia Philatelics, supplies collectors with new issue stamps from a number of countries including Indonesia. He recently purchased a collection of Indonesian stamps that included those shown below. Personalized stamps usually have a generic picture or come with the label blank unless, of course, you order them with your photos. It appears the original purchaser did just that—but he was shortchanged. All but one show either misregistration of the colors or shifted perforations. The most dramatic in on the bottom stamp.



Indonesia, Scott 2045 - 9, issued October 27, 2003, with personalized photos.

At first blush it appears to be a doubling of the black ink, however, on closer examination I believe it to be a dramatic shift of the second layer of black ink over the first layer which appears to be a blackish green. This shift also affects the face which gives a very freakish look with the appearance of four eyes. While there is a minor misregistration on the stamp itself, there is no dramatic shift as shown on the label. This indicates the stamps were printed with blank labels then run through a press with images submitted by the buyer. Further supposition indicates both very sloppy printing and perforating. UNLESS, these stamps are all printers waste???? If so, how did the buyer obtain them? The images indicate an Indonesian buyer??? with one of them an officer in the military, perhaps with connections and/or duty closely related to the post office. This is all guesswork and supposition—and I might add FUN! I would be interested in your take on these unusual stamps.-ed.



Postal Union of the Americas, Spain & Portugal

The Postal Union of the Americas, Spain and Portugal (PUASP) is an intergovernmental organization currently formed by 27 States and based in Montevideo, Uruguay. UPAEP was founded, in 1911, as a restricted union of the Universal Postal Union (UPU), and likewise encompasses among its objectives the basic aims of the UPU, namely the establishment of a postal territory for the reciprocal interchange of correspondence.

The Union's supreme body is the Congress, composed of representatives of all the member countries. It meets every five years, with the aim of reviewing and completing the Union's legislation and setting the respective action priorities.

The Advisory and Executive Council (AEC) is a technical body that functions in plenary session and by action groups. Between the two Congresses it ensures continuity of the Union's work, carrying out studies and issuing opinions on technical, economic, operational and technical co-operation questions of interest for postal services. It also supervises and controls the activities of the General Secretariat, composed of all the member countries.

The Steering Committee was set up in 1997 at a meeting of the Advisory and Executive Council. This body is composed of the president and vice-presidents of the AEC in office and by four more members to be appointed by the Congress. It meets, at least, twice a year with the mission of monitoring, evaluating and controlling the strategy plans set by the Congress and implemented by the AEC, submitting proposals to resolve certain administrative issues and undertaking the tasks with which it has been entrusted.

ICP-ANACOM (Instituto das Comunicações de Portugal - Autoridade Nacional de Comunicações) was represented in the Council working groups, in the Advisory and Executive Council and at the 3rd Meeting of UPAEP Tutelary Ministers.

In 2002, the PUASP continued its reform process, paying to that end particular attention to recommendations from the Future Development of PUASP' working group chaired by Portugal. These recommendations included a proposal to change the PUASP Strategy Plan, in order to define priority theme topic areas addressed to the countries, such as reform and modernization of universal postal service, service quality and network improvement, human resources training and technical co-operation and to the Union's internal management.

The Advisory and Executive Council (AEC) approved the modifications to the strategy plan, as well as the Union's budget for 2003 and the proposals to make flexible access to the Technical Co-operation Fund and the Availability Fund, in order to use the same for strategic projects to improve service quality and routing, distribution and the development of added-value services and new services.

PUASP held its 3rd Meeting of Postal Sector Tutelary Ministers in Madrid in May 2002. The main goal was to encourage the governments of Union member states to support measures that further develop the postal sector; the encounter culminated with adoption of the Madrid Declaration, signed by all the member country representatives.

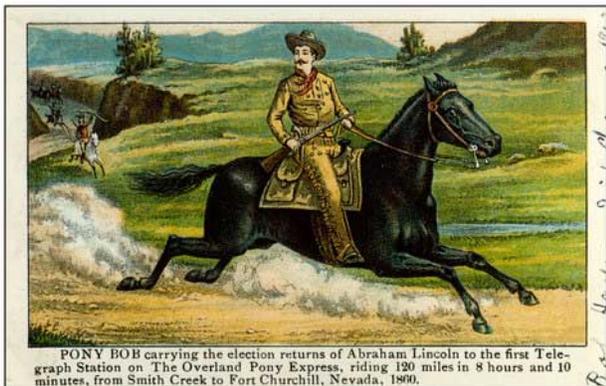
The process of ratifying the Final Acts of the 18th Congress of the Postal Union of the Americas, Spain and Portugal (PUASP), held in Panama in 2000, was submitted by ICP-ANACOM to the then Ministry of Social Equipment and to the Ministry of Foreign Affairs in 2001 but was still pending at the end of 2002.

Many stamp collectors are unaware of the PUASP—hopefully this report will serve as an introduction to it and the stamps issued in their name.-ed.

The Pony Express

From *Lapham's Quarterly*

In the spring of 1860, Bolivar Roberts, superintendent of the western division of the Pony Express, went to Carson City, Nevada, to engage riders and station agents for the Pony Express route across the Great Plains. In a few days, fifty or sixty riders were engaged—men noted for their lithe, wiry physiques, bravery and coolness in moments of great personal danger, and endurance under the most trying circumstances of fatigue. Particularly were these requirements necessary in those who were to ride over the lonely route. It was no easy duty; horse and human flesh were strained to the limit of physical tension. Sometimes his pathway led across level prairies, straight as the flight of an arrow. It was oftener a zigzag trail hugging the brink of awful precipices and dark, narrow canyons infested with watchful savages, eager for the scalp of the daring man who had the temerity to enter their mountain fastnesses.



PONY BOB carrying the election returns of Abraham Lincoln to the first Telegraph Station on The Overland Pony Express, riding 120 miles in 8 hours and 10 minutes, from Smith Creek to Fort Churchill, Nevada, 1860.

At the stations the rider must be ever ready for emergencies; frequently double duty was assigned him. Perhaps he whom he was to relieve had been murdered by the Indians, or so badly wounded that it was impossible for him to take his tour; then the already tired expressman must take his place and be off like a shot, although he had been in the saddle for hours.

The ponies employed in the service were splendid specimens of speed and endurance; they were fed and housed with the greatest care, for their mettle must never fail the test to which it was put. Ten miles distance at the limit of the animal's pace was exacted from him, and he came dashing into the station flecked with foam, nostrils dilated, and every hair reeking with perspiration, while his flanks thumped at every breath.

Nearly two thousand miles in eight days must be made; there was no idling for man or beast. When the Express rode up to the station, both rider and pony were always ready. The only delay was a second or two as the saddle pouch with its precious burden was thrown on and the rider leaped into his place, then away they rushed, and in a moment were out of sight.

Two hundred and fifty miles a day was the distance traveled by the Pony Express, and it may be assured the rider carried no surplus weight. Neither he nor his pony were handicapped with anything that was not absolutely necessary. Even his case of precious letters made a bundle no larger than an ordinary writing tablet, but there was five dollars paid in advance for every letter transported across the continent. Their bulk was not in the least commensurable with their number; there were hundreds of them sometimes, for they were written on the thinnest tissue paper to be procured. There were no love letters or frivolous correspondence of any kind; business letters only that demanded the most rapid transit possible and warranted the immense expense attending their journey found their way by the Pony Express.

The Pony Express, as a means of communication between the two remote coasts, was largely employed by the government, merchants, and traders, and would eventually have been a paying venture had not the construction of the telegraph across the continent usurped its usefulness.

The arms of the Pony Express rider, in order to keep the weight at a minimum, were, as a rule, limited to revolver and knife.

The first trip from St. Joseph to San Francisco, 1,966 in exact miles, was made in ten days; the second, in fourteen; the third, and many succeeding trips, in nine. The riders had a division of from 100 to 140 miles, with relays of horses at distances varying from twenty to twenty-five miles. In 1860, the Pony Express made one trip from St. Joseph to Denver, 625 miles, in two days and twenty-one hours.

The Pony Express riders received from \$120 to \$125 a month. But few men can appreciate the danger and excitement to which those daring and plucky men were subjected; it can never be told in all its constant variety. They were men remarkable for their lightness of weight and energy. Their duty demanded the most consummate vigilance and agility. Many among their number were skillful guides, scouts, and couriers, and had passed eventful lives on the Great Plains and in the Rocky Mountains. They possessed strong wills and a determination that nothing in the ordinary course could balk. Their horses were generally half-breed California mustangs, as quick and full of endurance as their riders, and were as surefooted and fleet as a mountain goat; the facility and pace at which they traveled was a marvel. The Pony Express stations were scattered over a wild, desolate stretch of country two thousand miles long. The trail was infested with "road agents" and hostile savages who roamed in formidable bands, ready to murder and scalp with as little compunction as they would kill a buffalo.

Some portions of the dangerous route had to be covered at the astounding pace of twenty-five miles an hour, as the distance between stations was determined by the physical character of the region.

The Civil War began nine months after the Pony Express was started, and never has news been more anxiously awaited than on the Pacific Coast during the existence of this enterprise. The first tidings of the attack on Fort Sumter were sent by the Pony Express, and its connections, to San Francisco in eight days, fourteen hours. From that time on, a bonus was given by California businessmen and public officials to the Pony Express Company to be distributed among the riders for carrying war news as fast as possible. For bringing the news of the Battle of Antietam to Sacramento one day earlier than usual, in 1861, a purse of three hundred dollars extra was collected for the riders.

During the last few weeks preceding the termination of the Pony Express, by the opening of the transcontinental telegraph, the express riders brought an average of seven hundred letters per week from the Pacific Coast. In those last few weeks, after the telegraph had been completed to Fort Kearney, the "pony" rates were reduced to one dollar per half ounce, and each letter was enclosed in a ten-cent government-stamped envelope for each half ounce, and this was the only financial interest the government had, at any time, in the Pony Express enterprise, until the remnant of it was transferred by Russell, Majors & Waddell to the Wells-Fargo Company.

In all the trips across the continent, and the 650,000 miles ridden by the Pony Express riders of the Russell, Majors & Waddell Company, the record is that only one mail was lost, and that a comparatively small and unimportant one.

Do you want to know who you are? Act! Action will delineate and define you.—Thomas Jefferson

Stolen Icons

Take a close look at the photo below. When and where was it taken? If you guessed Nazi Germany, you are incorrect.



The salute you see is called a Bellamy Salute. It originated by the author of the American Pledge of Allegiance in 1892. The Pledge of Allegiance first appeared in the *Youth's Companion* for the observance of Columbus Day. The magazine described the salute to be given as follows:

At a signal from the Principal the pupils, in ordered ranks, hands to the side, face the Flag. Another signal is given; every pupil gives the flag the military salute—right hand lifted, palm downward, to a line with the forehead and close to it. Standing thus, all repeat together, slowly, "I pledge allegiance to my Flag and the Republic for which it stands; one Nation indivisible, with Liberty and Justice for all." At the words, "to my Flag," the right hand is extended gracefully, palm upward, toward the Flag, and remains in this gesture till the end of the affirmation; whereupon all hands immediately drop to the side.

This salute was widely used in America from its origin in 1892 until the 1920s. During the 1920s and 1930s, the Nazis adopted salutes which were similar in form, resulting in controversy over the use of the Bellamy salute in the United States. It was officially replaced by the hand-over-heart salute when Congress amended the Flag Code on December 22, 1942.

The Origins of the Peace Sign

In 1958, British artist Gerald Holtom drew a circle with three lines inside, intending the design to be a symbol for the Direct Action Committee Against Nuclear War (DAC). The design incorporates a circle with the lines within it representing the simplified positions of two semaphore letters (the system of using flags to send information great distances, such as from ship to ship). The letters "N" and "D" were used to represent "nuclear disarmament." (The "N" is formed by a person holding a flag in each hand and then pointing them toward the ground at a 45 degree angle. The "D" is formed by holding one flag straight down and one straight up.)

Most everyone recognizes the symbol in the photo shown below as being a Swastika. The Nazi party did not originate this symbol. The swastika is an ancient symbol which is highly sacred in Aryan civilization and culture and has been around for thousands of years. Swastika is Sanskrit for "it is well" or "so be it."

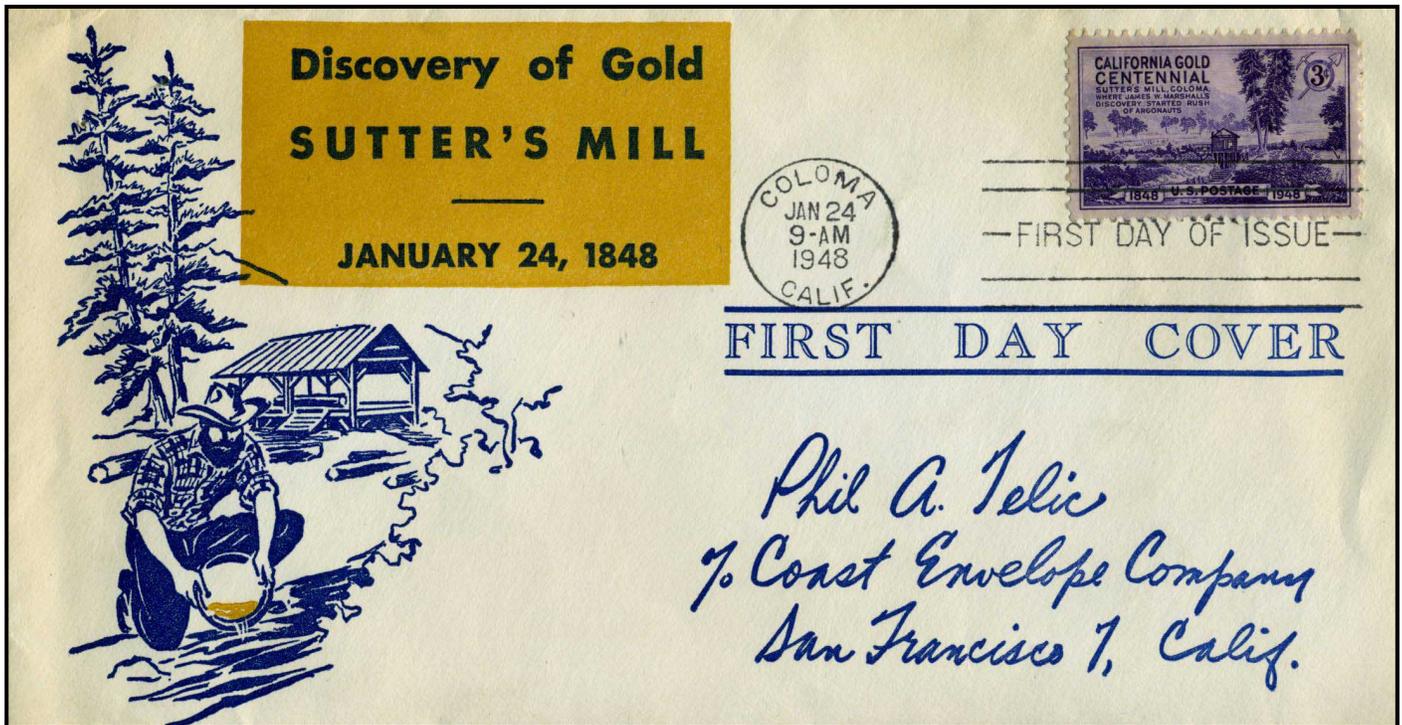


Even just a few years ago, voters in Nepal went to the polls and expressed their choice by stamping a swastika next to the name of the candidate of their preference. Farmers in Tibet frequently place a swastika on their home door, so that no evil can enter the place. A similar custom is followed by Irish farmers, where the swastika is placed on their doors. Natives in Panama design their blouses with colorful swastikas. Navajo medicine men use colored sand to draw swastikas on the floor while performing their curative rites. As a form of benediction Indian boys paint a swastika on their shaved heads. The swastika is, without a doubt, an ever present symbol. A modern author called it the "Symbol of the Century."

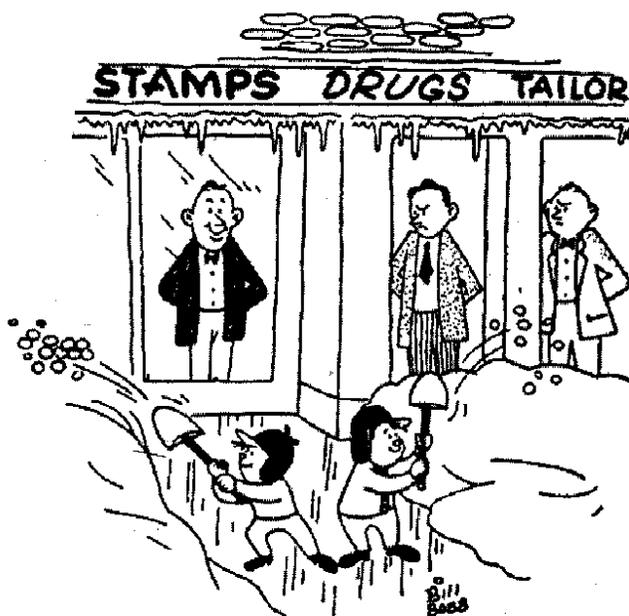


Covers, Cards, Stamps, etc.

For those collectors of California, Express and/or Gold Rush covers and postal history, this cover likely holds special appeal. It's not only a First Day of the Gold Rush Centennial, it is a clever advertising piece. Coast Envelope Company filed articles of incorporation on March 19, 1917, but has since merged with another company (within the past 18 months?) and no longer exists. None-the-less, whomever developed the idea for their First Day cover for the Gold Rush centennial did a fine piece of work. Addressed to *Phil A. Telic / % Coast Envelope Company / San Francisco 7, Calif.*, it was a very good advertising method as stamp collectors use their share of envelopes; certainly more than the general public. However, one has to wonder if it was even made available to collectors. Very likely designed by an employee artist, as opposed to those that design cachets for FDCs, the illustration is more than adequate and acceptable; though they may have had a collector (employee?) advising them. I'm not crazy about the field of gold with the notation: *Discovery of gold / SUTTER'S MILL / JANUARY 24, 1848*, but it certainly makes it clear what the cover celebrates. It probably had limited distribution (to their customers???) which is too bad as I feel there would have been many collectors that would have wanted one—I say this as I've never seen another like it, have you? If so please advise the editor.



Concentrated power has always been the enemy of liberty. — Ronald Reagan

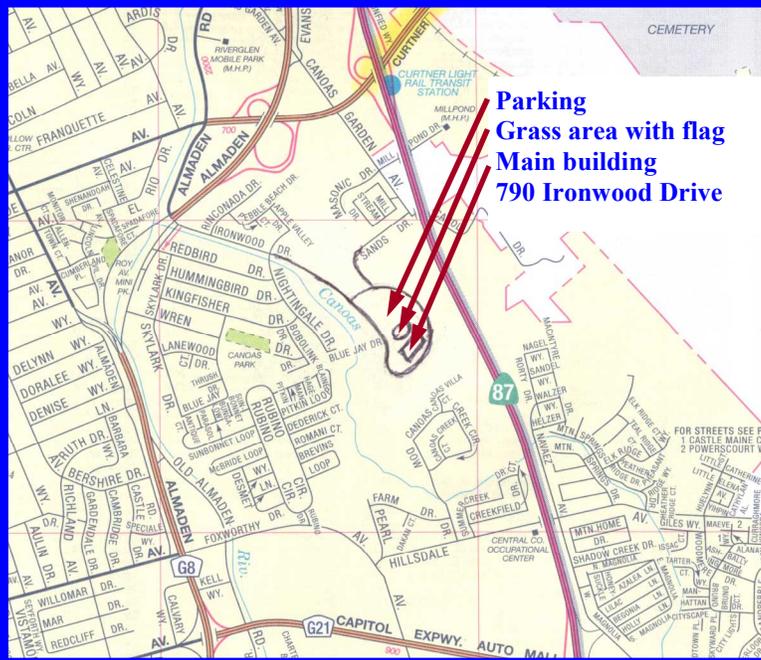


From *The American Stamp Dealer* magazine.



"My, my, darling, how many catalogue numbers did Scott change This year."

**MARCH MEETINGS ARE ON THE 6TH & 20TH
APRIL MEETINGS ARE ON THE 3RD & 17TH**



Show Calendar

NovaPex
March 2 - 3
Redding senior Center
2290 Benton Avenue, Redding
Sat 10 - 5, Sun 10 - 4
Free Admission - Free Parking

FresPex
March 9 - 10
Veteran's Memorial Building
435 Hughes Avenue, Clovis
Sat 10 - 6, Sun 10 - 4
Free Admission - Free parking

Santa Cruz Post Card & Paper Collectable Show
Sunday, April 14, 2013
The Hilton
6001 La Madrona Drive, Scotts Valley
10 am - 5 pm
Free Admission - Free parking

Vintage Paper Fair
April 21
Elks Lodge
1475 Creekside Drive, Walnut Creek
10 AM - 5 PM
Free Admission - Free Parking

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Visit the SJSC website at: filateliciesta.org**

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