



San Jose Stamp Club Newsletter



Whole number 188

December 2013



9 - 11-WE WILL NEVER FORGET

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Visit our website at:
filatelicefiesta.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
 APS chapter # 0264-025791
 Correspondence to:
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Contents

Pot-pourrie & The Prez Sez..... 2

Black Tom Explosion 3

Benjamin Franklin's Bottom Line 5

Claude Ryan 6

Covers, Cards, Stamps, etc. 7

Show Calendar, Want ads 8

Happyest of Holidays

Filatelice Fiesta

Once again Fiesta is behind us for the year. The years are very short and we must start thinking about the show for 2014.

The show was by most accounts, very successful. While the crowds were about the same as recent years, once again they came to buy, and the dealers seemed to be satisfied. I do believe we should make every effort to increase attendance. It's just too iffy with marginal crowds.

One very bright note was the club's reception area, which was utilized by quite a few attendees with the promise of a couple new members. The lap top presentation put on by Jim Steinwinder was an unqualified success—all who took time to view it came away impressed and, of course, this was the intent.

The exhibits were again of the utmost quality. It's amazing how year-after-year we're able to get as many outstanding exhibits as we do. Not the least of the reasons is Ed Laveroni's efforts as the Exhibit Chairman along with all the people that the officers of the committee know and call upon to do our show—a huge **thank you** is due all of them.

Club Elections

Anyone that feels like contributing to the club's function by running for a club officer position should come forward let their interest be known by the time of the meeting on December 4th. ALL offices are open for election. The club most urgently needs several more Vice Presidents to help run the activities of the club.

We should rotate the officers every couple of years, hopefully not all at one time. Fresh ideas and approaches to the club activities/problems are very much needed—it's the only way we can truly improve. If you have never served as a club officer, please consider doing so now—it will be good for you and it will be good for the club. We need everyone's talents and input.

PLEASE NOTE

As the first Wednesday of January is on New Year's Day there will no first meeting of the month. The scheduled second meeting will take place on the 15th - SEE YOU THERE...

CHRISTMAS POT-LUCK

December 11th is the date when once again we will hold our annual pot-luck Christmas dinner with the postcard club co-hosting the event. Please plan to attend and coordinate the food you will bring with Mary Ann Stanfield. Call her at 408.747.1653

DUES

2014 dues are due - please pay them promptly so the treasurer does not have to continually make entries for the next several months - Thank You.

Program

Filatelice Fiesta Grand Award winner Behruz Nassre-Esfahani will give a presentation on his exhibit "Persia 1902 Provisional Typeset Issue of Teheran" at our regular meeting on December 18th. This should prove both informative and entertaining. If you missed seeing it at Fiesta, now you've a second chance.

Egg On My Face

Getting a member's name wrong is bad enough, but to misidentify the author of a number of our programs is really a faux pas that is quite inexcusable. My sincerest apologies to **Jim Steinwinder** for misidentifying the author of the above mentioned programs. And, my apologies to **Bill Breisacher** for the insertion of his name as the creator of said programs.

It is interesting to note that I did refer to "Bill" as "Jim" a few lines down from the intro—guess I had both of them on my mind at the time...

Before I dig this hole any deeper I will quit verbalizing and get on with this newsletter paying particular attention to all your names!

A corrected newsletter has been archived.-ed.

How do you say Merry Christmas?

Afrikaner - Een Plesierige Kerfees, **Armenian** - Shenoraavor Nor Dari yev Pari Gaghand, **Azeri** - Tezze Iliniz Yahsi Olsun, **Bahasa Malaysia** - Selamat Hari Krismas, **Basque** - Zoriontsu Eguberri. Zoriontsu Urte Berri On, **Bohemian** - Vesele Vanoce, **Breton** - Nedeleg laouen na bloavezh mat, **Bulgarian** - Tchestita Koleda; Tchestito Rojdestvo Hristovo, **Chinese - (Mandarin)** Kung His Hsin Nien bing Chu Shen Tan, **Chinese - (Cantonese)** Gun Tso Sun Tan/Gung Haw Sunm, **Cornish** - Nadelik looan na looan blethen noweth, **Cree** - Mitho Makosi Kesikansi, **Croatian** - Sretan Bozic, **Czech** - Prejeme Vam Vesele Vanoce a stastny Novy Rok, **Danish** - Gldelig Jul, **Dutch** - Vrolijk Kerstfeest en een Gelukkig Nieuwjaar!, **Esperanto** - Gajan Kristnaskonm, **Estonian** - Roomsaid Joulu Puh, **Finnish** - Hauskaa joulua, **French** - Joyeux Noel, **Frisian** - Noflike Krystdagen en in protte Lok en Seine yn it Nije Jier!, **German** - Froeliche Weihnachten, **Greek** - Kala Christouyenna!, **Hawaiian** - Mele Kalikimaka me ka Hauoli Makahiki ho **Hebrew** - Mo'adim Lesimkha Chena tova, **Hindi** - Shub Naya Baras, **Hungarian** - Kellemes Karacsonyi unnepeket, **Icelandic** - Gledileg Jol, **Indonesian** - Selamat Hari Natal, **Iraqi** - Idah Saidan Wa Sanah Jadidah, **Irish** - Nodlaig mhaith chugnat, **Italian** - Buone Feste Natalizie, **Japanese** - Kurisumasu Omedeto, **Japanese** - Shinnen omedeto (Happy New Year), **Korean** - Sung Tan Chuk Ha, **Latvian** - Pricigus Ziemas Svetkus un Laimigu Jauno Gadu, **Lettish** - Pricigus Ziemassvetkus, **Lithuanian** - Linksmu Kaledu, **Manx** - Nollick ghennal as blein vie noa, **Maori** - Meri Kirihimete, **Malaysia** - Selamat Hari Krismas, **Marathi** - Shub Naya Varsh, **Norwegian** - God Jul Og Godt Nytt Aar, **Philippino** - Maligayang Pasko, **Polish** - Wesolych Swiat Bozego Narodzenia, **Portuguese** - Boas Festas, **Rapa-Nui** - Mata-Ki-Te-Rangi Te-Pito-O-Te-Henua, **Rumanian** - Sarbatori vesele, **Russian** - Pozdrevlyayus prazdnikom Rozhdestva is Novim Godom, **Serbian** - Hristos se rodi, **Slovakian** - Sretan Bozic or Vesele vianoce, **Samoan** - Maunia Le Kilisimasi ma Le Tausaga Fou, **Scottish** - Nollaig Chridheil agus Bliadhna Mhath Ur, **Serb-Croatian** - Sretam Bozic. Vesela Nova Godina, **Singhalese** - Subha nath thalak Vewa. Subha Aluth Awrudhak Vewa, **Slovak** - Vesele Vianoce. A stastlvy Novy Rok, **Slovene** - Vesele Bozicne. Screno Novo Leto, **Spanish** - Feliz Navidad, **Swedish** - God Jul and (Och) Ett Gott Nytt Ar, **Tagalong** - Maligayang Pasko. Masaganang Bagong Taon, **Tamil** - Nathar Puthu Varuda Valthukkal, **Thai** - Sawadee Pee Mai (Happy New Year), **Turkish** - Noeliniz Ve Yeni Yiliniz Kutlu Olsun, **Ukrainian** - Srozhdestvom Kristovym, **Urdu** - Naya Saal Mubarak Ho, **Vietnamese** - No^En, **Vietnamese** - Chu^c Mu^ng Giang Sinh, **Welsh** - Nadolig Llawen, **Yugoslavian** - Cestitamo Bozic. And finally, last but not least: **English - Merry Christmas and Happy New Year.**

We had a great Fiesta this year. Attendance was good, the dealers I spoke with did well, and our new hospitality area was a success. Filatelic Fiesta friend, Behruz Nassre, won the Grand Award and will compete at Stampshow in Hartford Connecticut. His exhibit "Persia 1902 Provisional Typeset Issue of Teheran" beat out some outstanding competition.

The new hospitality area looked very good and immeasurably increased the visibility of the club to show visitors. The banner that Hubert made for us and the club t-shirts that David O. had made for us made it obvious who is the show sponsor. Jim S's presentation gave people a good reason to stop and sit for a few minutes. The free coffee, water, and snacks were a HUGE hit with everyone (especially the dealers and cleaning crew). The people running the snack shack are unhappy with us, but that was expected. The decorative tablecloth made a nice presentation and got several compliments. Thank-you to Mary Ann for hemming it for us. The carpet the Schumann's contributed added a nice touch of class.

One of the primary goals of the hospitality area was to attract new members. It's too soon to know just how successful it was. Regardless of how many new members we do or don't get to visit a meeting or join the club, I want to try this again next year. Any objections? The cost will be less and we have ideas on how to improve. A few ideas and suggestions that have been made include:

- Improve overall signage
- Make it more clear the area is open to everyone, not just club members
- Improve visibility of sale
- Increase SJSC member participation as a few members worked long hours to keep the area staffed at all times
- Increase support for other local clubs. Bill Horne from the Monterey Stamp Club worked several shifts and the Sequoia Stamp Club also helped.
- A bigger screen for the slide show

Looking back at what the goals for 2013 were:

- Grow membership
- Increase philatelic content of meetings

My goals for the SJSC in 2014 are:

- Continue efforts towards membership growth
- Continue to improve meeting programs & presentations
- Update & refresh club by-laws
- Start process of working towards getting 501c3 charitable status

How do you think we did towards our 2013 goals and what are your goals for 2014?

—Brian

"The safety of a republic depends essentially on the energy of a common national sentiment; on a uniformity of principles and habits; on the exemption of the citizens from foreign bias and prejudice; and on that love of country which will almost invariably be found to be closely connected with birth, education, and family. The opinion advanced in the Notes on Virginia is undoubtedly correct, that foreigners will generally be apt to bring with them attachments to the persons they have left behind; to the country of their nativity; and to its particular customs and manners. They will also entertain opinions on government congenial with those under which they have lived; or if they should be led hither from a preference to ours, how extremely unlikely is it that they will bring with them that temperate love of liberty, so essential to real republicanism?"

—Alexander Hamilton, From the New York Evening Post: an Examination of the President's Message, Continued, No. VIII, 1802

Black Tom Explosion

On Sunday morning, July 30, 1916, at 2:08 a.m., Jersey City residents were awakened by a major explosion and a succession of explosions that lasted for several hours, sending shock waves as far as ninety miles away. The explosions occurred at Black Tom Island—a misnomer for a mile-long pier on landfill that connected the one-time island with the Jersey City waterfront near Greenville. The name "Black Tom" is said to come from a "dark skinned" fisherman who lived on the island for many years. Owned by the Lehigh Valley Railroad Company, it filled in the marshland between Black Tom and the mainland; it was then used as a work yard where the National Dock and Storage Company had warehouses.

The pier stood opposite the Statue of Liberty in the New York Harbor in the Greenville section of Jersey City and today is along Morris Pesin Drive at Liberty State Park in the vicinity of the Park Administration Building and Flag Plaza.



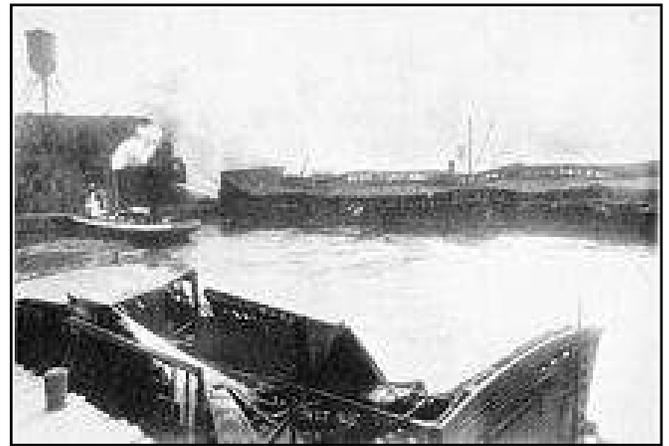
The southern end of Liberty State Park near the site of the Black Tom Explosion.

Prior to U.S. entry into World War I, war materiel manufactured in the northeastern states was sent to Black Tom for transport to the Allied Powers of England, France, Italy and Russia. The Allies were engaged in WWI against the Central Powers, Germany and Austria-Hungary. President Woodrow Wilson had declared neutrality, but American rights to "freedom of the seas" were affected by British naval control of the Atlantic sea-lanes. According to Jules Witcover in *Sabotage at Black Tom: Imperial Germany's Secret War in America, 1914-1917*, this situation resulted in the work of German saboteurs to prevent British receipt of munitions from the United States.

Black Tom was only one of a number of homeland attacks in retaliation to the British naval blockade of Germany. In New Jersey, on January 1, 1915, a fire took place at the Roebing Steel foundry in Trenton. And after the Black Tom incident, on January 11, 1917, a fire took place at the Canadian Car and Foundry plant in Kingsland. These facilities had contracts for goods being sent to the Allies. The U.S. entered the war on the side of the Allies in April 1917, after numerous claims of German espionage and violations to American neutrality.

On the evening of the Black Tom incident, barges and freight cars at the depot were reportedly filled with over two million pounds of ammunition waiting to be shipped overseas. The munitions at the depot included shrapnel, black powder, TNT and dynamite. The Johnson Barge No.17, for example, held some one hundred thousand pounds of TNT. Given these incendiary devices, the Black Tom facility was not securely gated to safeguard the nearby civilian population from the potential of foul play.

Shortly after midnight on Sunday morning, small fires on the pier were discovered and the eight guards on duty gave flight. One of the guards, however, sounded the fire alarm alerting the Jersey City Fire Department. The fires gradually set off a succession of exploding shrapnel shells. After the terrifying 2:08 a.m. blast, the well-stocked arsenal was ablaze, even casting the barges at Black Tom afloat in New York Harbor. Pieces of metal from the explosion struck the Jersey Journal building clock tower at Journal Square, stopping the clock at 2:12 a.m.



Photograph (1916) of some of the damage from the Black Tom Explosion.

During the explosion, Jersey City residents took to the streets and gathered at the waterfront to witness the ongoing fire works. Emergency vehicles in the city responded to alarms without full comprehension of the emergency and a disruption in telephone service created an information blackout. Witcover reports: "The blast jolted the Hudson Tubes [PATH system] under the river connecting Lower Manhattan with Hoboken and Jersey City . . . in the Bay View and New York Bay cemeteries monuments and tombstones toppled and some vaults were jolted askew." A larger than usual number of worshippers had turned out for the six o'clock morning mass at the Mission of Our Lady of the Rosary (today Holy Rosary Church at Sixth Street).

Witcover also writes that Frank Hague, the commissioner of public safety in Jersey City, was informed that Barge Johnson 17 "had tied up at Black Tom to avoid a twenty-five dollar towing charge—false economy, he noted . . ." (\$527 in 2013 dollars). Hague and Hudson County prosecutor Robert S. Hudspeth agreed that the presidents of the Lehigh Valley Railroad Company and the Central Railroad of New Jersey had violated the twenty-four hour time limit for storing dynamite and for keeping railroad cars with explosives at the terminal. The conditions at Black Tom had placed the civilian population in Jersey City and elsewhere in immediate danger.

Accounts of the total number of fatalities differ, but it is known that a policeman, a guard at Black Tom, and the barge captain of the Johnson Barge No.19 were killed; a ten-week old infant was thrown from his crib. Hundreds of individuals were injured. The reported property damage was over \$20 million (\$422 million

Return to old watering holes for more than water, for friends and dreams are there to greet you.—African Proverb.

in 2013 dollars). The Black Tom depot with its freight cars, warehouses, barges, tugboats and piers was completely destroyed. In the nearby harbor, the Statue of Liberty sustained \$100,000 in damages (\$2,110,000 in 2013 dollars) from the spray of shrapnel, and newly-arrived immigrants at Ellis Island had to be evacuated for processing at the Immigration Bureau at the Battery in New York City. Some five hundred people living on houseboats and barges in the harbor also required evacuation.

Across the river, windows blew out in lower Manhattan and windows shattered in the Times Square area. Repercussions from the explosions were reported along the Jersey shoreline from Hoboken to Bayonne and over to Staten Island and Brooklyn and from as far away as Philadelphia.

After World War I, the Lehigh Valley Railroad, who owned Black Tom, and others, brought charges of German sabotage before the Mixed Claims Commission under the 1921 Treaty of Berlin between the United States and Germany. The commission questioned the origins of the Black Tom explosion. Had the fire begun as a result of "spontaneous combustion," carelessness of one of the employees or guards, or German sabotage?

Captain Franz von Rintelin. Although suspicion at the time fell solely on German saboteurs like Kurt Jahnke and his assistant Lothar Witzke, still judged as "likely" responsible by some, later investigations in the aftermath of the Annie Larson affair unearthed links between the Ghadar conspiracy and the Black Tom explosion.

The suspect, Michael Kristoff, was a 23-year old immigrant living with relatives in nearby Bayonne and a former employer at the Tidewater Oil Company. Kristoff is said to have started the fires at Black Tom with incendiary devices for \$500.00. Kristoff died in a Staten Island hospital in 1928.

Later investigations by the Directorate of Naval Intelligence are known to have found links to some members of the Irish "Clan na Gael" group, the Indian "Ghadar Party", and Communist elements. The Irish socialist James Larkin gave a supportive affidavit to McCloy in 1934.

On one side, officials at Black Tom were charged with "criminal and gross negligence" and on the other, documentation was found regarding German espionage at the time, but no one was found guilty beyond a reasonable doubt. In 1939 after 17 years



Various images of the devastating damage at Black Tom are all from the internet.

Two of the watchmen who had lit smudge pots to keep away mosquitoes on their watch were immediately arrested. It soon became clear that the fires of the smudge pots had not caused the fire and that the blast had not been an accident. It was soon traced to a Slovak immigrant named Michael Kristoff, who had served in the U.S. Army, but admitted to carrying suitcases for the Germans before America entered WWI. According to him, two of the guards were German agents. It is likely that the bombing involved some of the techniques developed by a group of German agents surrounding German ambassador Count Johann von Bernstorff, probably using the pencil bombs developed by

of deliberation, the German-American Mixed Claims Commission claimed Germany responsible for sabotage. Germany was ordered to pay reparations to all claimants, but the restitution was not paid due to WWII. After the war, Germany agreed to settle on outstanding war claims in 1953 and agreed to include those related to the Black Tom explosion in the amount of \$50 million (\$ 477,109,266.94 in 2013 dollars) and they were finally paid in 1979.

This is an incident that your editor was unaware of. The book *Sabotage at Black Tom: Imperial Germany's Secret War in America, 1914-1917* by Jules Witcover is a must find and read for me. From the internet-ed.

Benjamin Franklin's Bottom Line

1748 / Philadelphia

From "Advice to a Young Tradesman, Written by an Old One." The fifteenth child of a tallow chandler, Franklin never attended college. By the age of thirty he was the owner of the Philadelphia Gazette, author of the bestselling Poor Richard's Almanack, and founder of America's first lending library. When he died in 1790 at the age of eighty-four, twenty thousand mourners attended his funeral at Christ Church in Philadelphia.

To my Friend A. B.

As you have desired it of me, I write the following Hints, which have been of Service to me, and may, if observed, be so to you.



Benjamin Franklin, Scott 1b. from an auction catalogue, first postmaster of the Colonies and Canada, and first postmaster of the United States after the revolution.

Remember that TIME is Money. He that can earn Ten Shillings a Day by his Labour, and goes abroad, or sits idle one half of that Day, tho' he spends but Sixpence during his Diversion or Idleness, ought not to reckon That the only Expence; he has really spent or rather thrown away Five Shillings besides.

Remember that CREDIT is Money. If a Man lets his Money lie in my Hands after it is due, he gives me the Interest, or so much as I can make of it during that Time. This amounts to a considerable Sum where a Man has good and large Credit, and makes good Use of it.

Remember that Money is of a prolific generating Nature. Money can beget Money, and its Offspring can beget more, and so on. Five Shillings turn'd, is Six: Turn'd again, 'tis Seven- and Threepence; and so on 'til it becomes a Hundred Pound. The more there is of it, the more it produces every Turning, so that the Profits rise quicker and quicker. He that kills a breeding Sow, destroys all her Offspring to the thousandth Generation. He that murders a Crown, destroys all it might have produc'd, even Scores of Pounds.

Remember that Six Pounds a Year is but a Groat a Day. For this little Sum (which may be daily wasted either in Time or Expence unperceiv'd) a Man of Credit may on his own Security have the constant Possession and Use of a Hundred Pounds. So much in Stock briskly turn'd by an industrious Man, produces great Advantage.

Remember this Saying, That the good Paymaster is Lord of another Man's Purse. He that is known to pay punctually and exactly to the Time he promises, may at any Time, and on any Occasion, raise all the Money his Friends can spare. This is sometimes of great Use; Therefore never keep borrow'd Money an Hour beyond the Time you promis'd, lest a Disappointment shuts up your Friends' Purse forever.

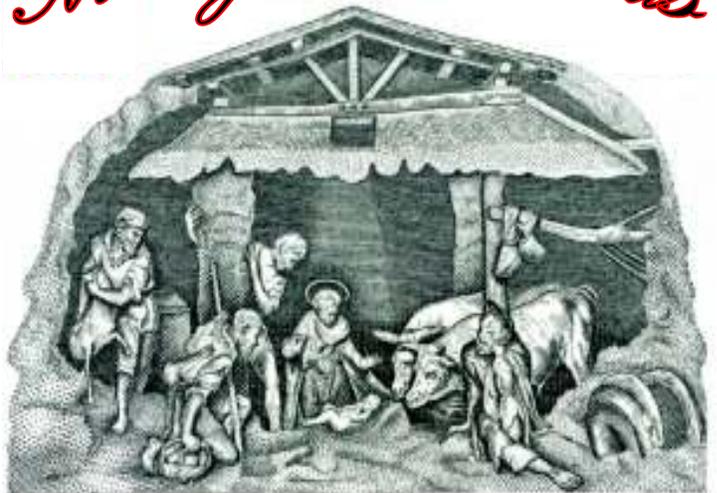
The most trifling Actions that affect a Man's Credit are to be regarded. The Sound of your Hammer at Five in the Morning or Nine at Night, heard by a Creditor, makes him easy Six Months longer. But if he sees you at a Billiard Table, or hears your Voice in a Tavern when you should be at Work, he sends for his Money the next Day. Finer Clothes than he or his Wife wears, or greater Expence in any particular than he affords himself, shocks his Pride, and he duns you to humble you. Creditors are a kind of People, that have the sharpest Eyes and Ears as well as the best Memories of any in the World. Good-natur'd Creditors (and such one would always chuse to deal with if one could) feel Pain when they are oblig'd to ask for Money. Spare 'em that Pain, and they will love you. When you receive a Sum of Money, divide it among 'em in Proportion to your Debts. Don't be asham'd of paying a small Sum because you owe a greater. Money, more or less, is always welcome; and your Creditor had rather be at the Trouble of receiving Ten Pounds voluntarily brought him, tho' at ten different Times or Payments, than be oblig'd to go ten Times to demand it before he can receive it in a Lump. It shews, besides, that you are mindful of what you owe; it makes you appear a careful as well as an honest Man, and that still encreases your Credit.

Beware of thinking all your own that you possess and of living accordingly. 'Tis a mistake that many People who have Credit fall into. To prevent this, keep an exact Account for some Time of both your Expences and your Incomes. If you take the Pains at first to mention Particulars, it will have this good Effect; you will discover how wonderfully small trifling Expences mount up to large Sums, and will discern what might have been, and may for the future be saved, without occasioning any great Inconvenience.

In short, the Way to Wealth, if you desire it, is as plain as the Way to Market. It depends chiefly on two Words, INDUSTRY and FRUGALITY; i.e., Waste neither Time nor Money, but make the best Use of both. He that gets all he can honestly and saves all he gets (necessary Expences excepted) will certainly become rich; If that Being who governs the World, to whom all should look for a Blessing on their Honest Endeavours, doth not in his wise Providence otherwise determine.

From the internet with all the original punctuation and misspelled words.

Merry Christmas



Please, drive safely and be of good cheer.

Claude Ryan:

The man with a bittersweet Lindbergh link

The future looked overcast and dreary for T. Claude Ryan at the start of 1927. He and his partner, the glad-handing B. Franklin Mahoney, had launched the nation's first year-round regularly scheduled daily airline passenger service two years earlier on March 1. The San Diego-Los Angeles flights sold out at the beginning. Then, with the novelty gone, business dropped and bankruptcy loomed. So Mahoney bought out his partner's share of Ryan Airlines, Inc.

Ryan stayed on as manager. His preoccupation with financial problems left little time for overseeing production of the Ryan M-1, the first plane of his own design. Airmail flyers liked the trim little monoplane for its rugged dependability. Despite its appeal, the trickle of M-1 orders had all but dried up.



“Spirit of St. Louis” 50th anniversary solo flight, New York to Paris.

Early in 1927 a wire arrived from Robertson aircraft in St. Louis: “Can you construct Whirlwind engine plane capable of flying nonstop between New York and Paris? Stop. If so please state cost and delivery date.” The wire came from Charles A. Lindbergh, former balloonist, wing walker and airmail pilot. He put up \$2,000 of his own, obtained from St. Louis businessmen and convinced them a single-engine plane stood the best chance for the crossing. Other flyers vying for a \$25,000 prize for the first non-stop Atlantic flight had opted for multi-engine planes, some of which could not rise off the ground when their oversized tanks were filled with gasoline.

Lindbergh visited Ryan Aviation's San Diego plant, which still exuded pungent reminders of its previous use as a cannery. He felt in his bones time was running out. His first choice, the Columbia aircraft was unobtainable, so with his options nearly nil he signed papers with the Ryan company and practically moved in. Engineer Donald A. Hall designed just what Lindbergh wanted—a flying gasoline tank almost 28 feet long and with a 46 foot wing span.

One day a careless worker dropped a crescent wrench that broke off a thumbnail-size piece of the engine's number one cooling fin. Mechanic O. L. Gray said, “We could smooth that out with a file and paint it, and never know the difference.” Lindbergh said, “I'll always know the difference.” After a pause he added, “We want another engine in there.”

Gray thought he was kidding. Someone asked, “Why so much perfection in this?” Lindbergh has his reasons: “One is I'm a poor swimmer.” In this way the work crew learned of his plans and redoubled efforts in the race against time.

Enmeshed in the firm's economic plight, Ryan rarely became involved in the craft Lindbergh called “The Spirit of St. Louis.” The two men shared much in common. Both grew up in small towns: Ryan in Parsons, Kansas, and Lindbergh in Little Falls, Minnesota. They developed affinities for motorcycles, cars and finally for airplanes. In San Diego Ryan bought his first aircraft, a Jenny trainer, in 1922 for \$400. Lindbergh followed suit a year later, paying \$500 for his Jenny. Both took flying lessons

on their own, then benefitted from military training schools. And both of them did stunts at barnstorming, acquiring along the way know-how in matters such as forced landings, which in the early days of flying rated as routine.



T. Claude Ryan

Lindbergh's solo nonstop flight that began outside New York City May 20, 1927 ended 33½ hours later in Paris. Overnight he became a hero around the world. The flight also made Ryan Aviation famous. Orders for the M-1 came from all parts of the globe to a woefully unprepared company. Ryan, no longer an owner and far removed from the design or construction of “The Spirit of St. Louis,” built a protective shell that shielded him from the onrush of news media inquiries about his role in the saga. He kept the shell up for years.

In 1928 Ryan formed the Ryan Aeronautical Company. His knack for anticipating the needs and desires of fliers helped the San Diego firm survive the lean depression years. The Ryan S-T (for sports trainer) became the model-T of flying, except it looked much sportier. Adapted slightly, the S-T served as the preeminent trainer through WWII. In the years that followed, Ryan built the first jet-plus-propeller aircraft for the Navy and the first successful vertical takeoff and landing aircraft—the Ryan X-13 Vertijet. His company pioneered remotely piloted vehicles and jet drones, Doppler systems and lunar landing radar.

Like Lindbergh, Ryan ended up a wealthy and widely acclaimed man. Teledyne, Inc. acquired Ryan's company in 1969 for \$128 million.

He started out mowing lawns and delivering *The Saturday Evening Post* for spending money. During school vacations he drove a wagon for his father's Excelsior Steam Laundry in Parsons, where he was born January 3, 1898. His first regular job, a paper route, still left time to watch repairs being made on the town's first automobiles. Later, after the family moved to Orange, California, he invested his savings in a motorcycle, a seven-horsepower model.

After buying his Jenny in San Diego, he charged from \$2.50 to \$5 a ride, using an improvised airfield on the waterfront near the foot of Broadway. Next he shifted operations to Dutch Flats, which later would become the main Postal Service office site. Dutch Flats served as the terminal for the airline passenger service he and Mahoney operated.

“Claude Ryan's name will probably be longer remembered for associations with Lindbergh's plane than for many more significant contributions he made in the half century that followed,” according to William Wagner, author of *Ryan, the Aviator*. T. Claude Ryan died in 1982 at the age of 84 while he sketched a rough design concept for a plane with simplified controls. It was a goal that characterized his career—making flying easier for more people to enjoy.

From *San Diego Originals*, by Theodore W. Fuller. California Profiles Publications, Pleasant Hill, California, © 1987.

Covers, Cards, Stamps, etc.

Australia Day 1986 - An Aboriginal Perspective

The first issue in the Australian Bicentennial Collection featured ancient Aboriginal rock paintings—the legacy of thousands of years of Aboriginal history. During the research and consultation that preceded the issue, members of the aboriginal Art Board suggested that Australia Post might consider featuring the work of a contemporary urban Aboriginal artist on some future occasion. Several artists were suggested and Raymond Meeks was ultimately commissioned to design the Australia 1986 issue.

Although not yet 30, Ray is already a very successful artist. His work formed part of an exhibition that toured Germany in 1978, and the Australian National Gallery has acquired two of his linocuts for their Australian print collection. Ray grew up in Queensland, completing a Certificate of Art at the Queensland Institute of Technology before moving to live in Sydney about ten years ago (1976). Since then he has furthered his training as a painter and graduated from the City Art Institute with a degree majoring in Visual Arts.



Aboriginal art by Raymond Meeks, featuring the Wandjina, a Creation Ancestor, with the Rainbow Serpent running through the figure. Australia, Scott 971, issued January 24, 1986 for Australia Day.

Ray is also a member of a community of Aboriginal artists in Sydney. He co-ordinated the Festival for Aboriginal Culture at the Bondi Pavilion Community Centre and was one of the

organizers of Koori Art '84, a major exhibition of the work of 25 contemporary Aboriginal artists from across the country. It was the first exhibition of its kind to be held in Australia and was important in focusing on new developments in Aboriginal art and in recognising the talent and achievements of urban Aboriginals. Ray's work was also a part of the Urban Koories exhibition held in May this year (1968).

In addition to his formal art training, Ray has travelled widely in northern Australia to study traditional Aboriginal art forms and techniques. He has also traveled extensively outside of Australia—New Zealand, America, Europe and India. He went overseas primarily to explore the ways other young artists of indigenous peoples relate to their cultures—Maori, and North American Indian artists in particular. Ray thinks there is a lot of strength in Aboriginal culture and his work continues to be informed by traditional symbolism. He uses acrylic paints and other nontraditional techniques, melding ancient images in new ways with quite spectacular results.



Aboriginal artist Raymond Meeks at work in his studio.

The stamp design is an excellent example. Running through the figure of the Wandjina, a Creation Ancestor, is the traditional image of the Rainbow Serpent, incorporating the X-ray and cross-hatching art styles of Arnhem Land and the dot motif of Papunya paintings. The design shows the old, established continent of Australia (symbolized as an egg) being cradled and protected between the legs of the Wandjina. The second egg in the Wandjina's hand symbolizes perfection and a rebirth, a continuation of life and an ideal to which all Australians can aspire.

From *The Collection of 1986 Australian Stamps*.

"The safety of a republic depends essentially on the energy of a common national sentiment; on a uniformity of principles and habits; on the exemption of the citizens from foreign bias and prejudice; and on that love of country which will almost invariably be found to be closely connected with birth, education, and family. The opinion advanced in the Notes on Virginia is undoubtedly correct, that foreigners will generally be apt to bring with them attachments to the persons they have left behind; to the country of their nativity; and to its particular customs and manners. They will also entertain opinions on government congenial with those under which they have lived; or if they should be led hither from a preference to ours, how extremely unlikely is it that they will bring with them that temperate love of liberty, so essential to real republicanism?"

—Alexander Hamilton, From the *New York Evening Post: an Examination of the President's Message, Continued, No. VIII, 1802*

Courage conquers all things.—Ovid

DECEMBER MEETINGS ARE ON THE 4TH & 18TH
JANUARY MEETING IS ON THE 15TH

Show Calendar

Penpex

December 7 - 8

Community Building

1400 Roosevelt Avenue, Redwood City

Sat 10 - 5:30, Sun 10 - 4

Free Admission & Free Parking

Sacramento Stamp Fair

January 4 - 5

Scottish Rite Center

6151 H Street, Sacramento

Sat 10 - 6, Sun 10 - 4

Great American Stamp Expo

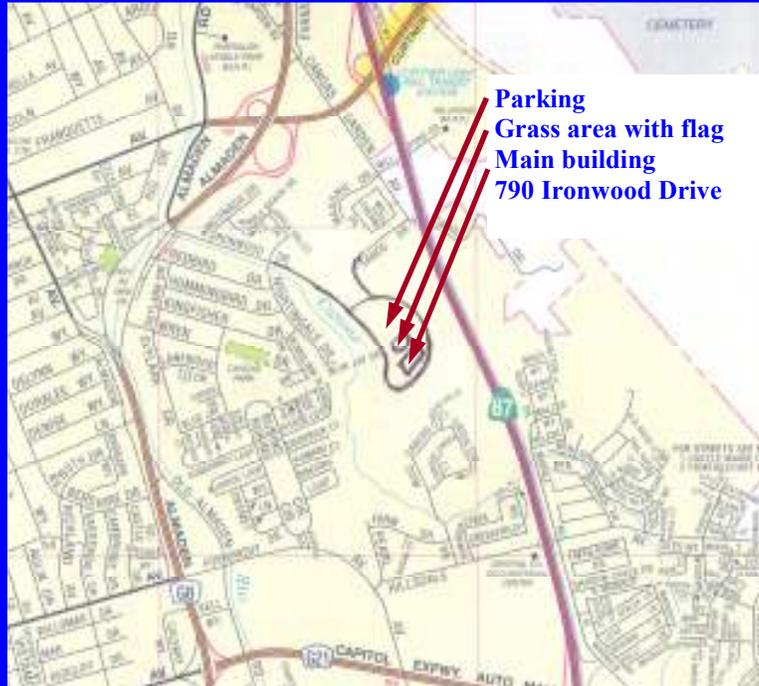
January 11 - 12

Napredak Hall

770 Montague Expressway, San Jose

Sat 10 - 6, Sun 10 - 4

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Grass area with flag
Main building
790 Ironwood Drive

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