



San Jose Stamp Club Newsletter



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October 2014



9 - 11—WE WILL NEVER FORGET

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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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\$100K reward for missing C3a's

Don Sundman of Mystic Stamp Co. has announced the following:

"I'm excited to be here tonight to share some exciting news for our hobby and the American Philatelic Society. In September 1955 a block of the rare inverted-Jenny airmail stamps was stolen at the APS convention in Norfolk VA. The stamps belonged to Mrs. Ethel McCoy. Decades passed and Mrs. McCoy gave title to



the stolen stamps to the APS if ever recovered. Two stamps have been found, one in 1977 and the second in 1981. Where are the two missing stamps 59 years after being stolen?
I'm proud to announce tonight that my company is offering a \$100,000 reward for the recovery of the two missing Jenny invert stamps. The reward is \$50,000 for each stamp, assuming the stamp is intact and in reasonable condition. If and when the stamps are recovered they belong to the APRL. This reward allows whoever possess the stamps to get something for a stamp that should be worth over \$100,000. If instead they sell the stolen stamp it will be recognized, confiscated and turned over to the APRL.

The NY Times ran this story in the newspaper and online yesterday. We hope other media covers the story so whoever has these stamps hears of the reward. I also hope the news story will draw attention to this hobby we love, stamp collecting. These stolen stamps are part of the lore of the hobby and perhaps someone hearing the story will start or resume collecting."

Copy and paste the link below for the Times story:

http://www.nytimes.com/2014/09/15/us/100000-reward-for-missinginverted-jennies-stamps.html?smprod=nytcopre-ipad&smid=nytcopre-ipad-share&_r=0

WOW, what a magnanimous gesture. Will it promote Mystic, certainly and it should; I hope Mystic makes a profit on this venture.-ed.

More on Fiesta

The Indian Stamp Study Circle of Philately will be in attendance. If you collect India this will be a must as 100s of pages of Indian stamps from the earliest to the most recent will be on display.

There's a large number of very advanced India collectors in the Bay Area with a couple world class collections which will make this an exhibit seldom seen here.

Another ASDA Alert

A home in southern Nevada was burglarized on August 15th and many boxes of stamps were taken.

Most of this material was old collections, stock books, album pages, random assortments of both US and foreign stamps, and small packets mounted on cards bearing the name Western Stamp & Coin Co., dated from about 1890 to around 1982. This material was residual stock from a family business run from the mid 1970's until it closed in 1982.

There were 15 large cardboard boxes full of either loose album pages, full albums with many stamps removed, stock books, or manila envelopes that were purchased from individuals during this time period.

There were some sheets, plate blocks, and many individual stamps. There were also several first day covers - later US - and souvenir sheets. There were literally thousands of sets made up in glassine envelopes (well faded by now) that were priced with what would have been the value back in the late 1970's or early 1980's, mounted on white cards some having the Western Stamp & Coin Co. name pre-printed at the bottom. These stamps (as well as some coins-pennies nickels and dimes) have been in storage for about 30 years, inside a storage room in a garage in Nye County.

There is a police report on file currently with the Nye County Sheriff's Dept. for this incident. If you should encounter any of this material, please contact the Nye County Sheriff's Office at 775-751-7000 and/or the owner, Mr. Bob Thomsen, at 702-325-5729.

It's of paramount importance that we all be more aware of these thefts and look for the material as we may be next.-ed.

Northern California Trivia

- Q Pat Morita was what town's native son?
A Berkeley?
- Q Where is the home of the Grand National and Junior Grand National Livestock Exhibition?
A The Cow Palace, Daly City.

From *Northern California Trivia* by Ernie & Jill Couch

Only in California

Cheryl Landers tried to make it as a city bus driver in Sacramento, as a nurse's aid, and as a real estate agent before she realized that she should go with her talent: screaming. For \$75.00 Landers dresses as the Grim Reaper and delivers screaming telegrams. What you are undoubtedly asking, is the appropriate occasion for such a service? Landers has worked for people who have quit their jobs and spouses who have quit their marriages. She also screams, offscreen, for the movies...

From *Only in California* by Janet Hearne, © Janet Wilkins 1993, Plume Books

A recently received e-mail of airport tower conversations with incoming and outgoing planes included this local gem.

A DC-10 had come in a little fast and hard.

San Jose Tower noted: "American 751, make a hard right turn at the end of the runway, if you are able.

If you are not able, take the Guadalupe exit off Highway 101, make a right at the lights and return to the airport."

"This was the object of the Declaration of Independence. Not to find out new principles, or new arguments, never before thought of, not merely to say things which had never been said before; but to place before mankind the common sense of the subject, in terms so plain and firm as to command their assent, and to justify ourselves in the independent stand we are compelled to take."—Thomas Jefferson

"Laws are made for men of ordinary understanding and should, therefore, be construed by the ordinary rules of common sense. Their meaning is not to be sought for in metaphysical subtleties which may make anything mean everything or nothing at pleasure."

—Thomas Jefferson, letter to William Johnson, 1823

Not all inventions were produced by adults. In some cases, it was a child. One such example is an 11-year-old boy, Frank Epperson, that invented the Popsicle. He accidentally left his favorite fruit drink with a stirrer in it outside on the porch overnight. When he awoke, the drink was frozen and he found a new delicious treat. He went on to patent his idea and is the creator of the Popsicle, Fudgsicle, Creamsicle and Dreamsicle!

The song Bad Moon Rising, written by John Fogerty and made popular by Creedence Clearwater Revival, was written shortly after Richard Nixon was elected president. Fogerty wrote the song to protest Nixon being elected and a forecast for the future as a result.

Club funds bench at Hilltop Manor: The SJSC has enjoyed hosting our meetings at Hilltop Manor for years rent free. After a back-and-forth discussion, it was agreed we would share in the \$300 cost of a park bench to place outdoors in a garden overlooking the valley. The Postcard Club donated \$150 and the Stamp Club and members donated the other \$150. Several club members generously donated towards this effort to minimize the impact on the club's funds. A vote was taken and it was unanimous to approve spend club funds to make the \$150 total from the club. A HUGE thank-you to everyone who donated. Hilltop Manor is a gracious host and this token of appreciation will help show that we do not take them for granted.

Club sale at Fiesta: The club has a variety of material that you members have donated that hasn't been previously sold. I believe a big factor these items didn't sell was because they were not well presented. Therefore, if we get it better organized, it will have a much better chance to sell. Like last year at Fiesta, they will be offered for fixed price sale. To get these materials ready for sale, I am hosting a "party" to work on this.

Club Hospitality Area: So far the Fremont, Monterey, & Sequoia Clubs and PENPEX & COALPEX Stamp Shows are going to participate with the hospitality area. We welcome our philatelic friends from around the area joining us. The extra staffing will also be a BIG help!

Guest Speaker: I have confirmed that H. K. Petschel will be a special guest and speak about his extensive knowledge of postal fraud and counterfeit stamps. He will have his 3 books available for sale.

Press Coverage: I have written up a general media (as opposed to philatelic press) press release that I have sent to a variety of local media outlets. Steve Yavaska has agreed to put something in the Mercury News. The others haven't replied.

Social Media: If any of you are on Facebook or Nextdoor, please plan to post an announcement when we get closer to the show. Nextdoor is an especially useful forum. Push that this is a family event with free admission, free parking, free hospitality and free beginner & youth area. Many of neighbors from India will be interested to see the exhibits they are displaying.

Cub & Boy Scouts at Fiesta: I will host another Boy Scout merit badge program on Saturday. I've also invited local Cub Scouts to come any time during the show to earn the collecting belt loop. I will have stamp projects for them to work on to do this. I'm hopeful this will bring in a lot of new families. I hope some of you will be willing to work a few hours at the youth table to help out with the extra work load.

Brian

The final rundown on the funds for the bench are: San Jose Post Card Club \$150.00; San Jose Stamp Club \$100.00; stamp club members \$70.00 for a total of \$320.00 to Hilltop Manor. Thanks to all who gave-ed.

Abraham Lincoln's personal carriage was used in a classic movie from 1939. It wasn't *Gone with the Wind*, but rather *The Wizard of Oz!* Remember the scene where Dorothy, the scarecrow, tin man and the cowardly lion were riding around the Emerald City in a carriage? That carriage once belonged to Abraham Lincoln. The carriage is now in the Judy Garland Home and Museum in Grand Rapids, Minnesota.

"Some people wonder all their lives if they've made a difference. The Marines don't have that problem." —Ronald Reagan

A Short History of Jamestown

You can see today evidence of the rich history of Jamestown, in the architecture of the buildings and homes along Main Street, at Railtown 1897, the state park that has preserved the turn-into-the-20th century beginnings of the steam Sierra Railway, and at Woods Crossing, the gold discovery site just west of town.

The first gold in the county discovered by whites (Indians knew about the gold, but did not value it) was found at Woods Crossing, pictured below as it looked only a few years ago. The site had been preserved, even to the point of allowing Woods Creek to flow directly over the roadway, rather than building a bridge or culvert. Finally, a few years ago the county repaved the road after a storm and installed a culvert underneath.

That first gold was discovered by Benjamin Wood, from Oregon, and the crossing, and Woods Creek, which runs through Sonora and Jamestown, were named for the discoverer.



Woods Creek

This was in the early summer of 1848, a few months after the famous gold discovery at Sutter's Mill that started the Gold Rush, about a hundred miles north of here at Coloma. Miners quickly came to the area, and for years afterwards, Woods Creek was filled with miners washing dirt that they dug out of the creek, seeking flakes or nuggets.

Many made significant finds in that first year. The gold at Sutter's Mill was discovered in January of 1848 and Sutter initially tried to keep it secret. This failed, and a large proportion of the settlers then in California traveled to the Gold Country to mine. However, that year—when the gold was easiest to find—mostly involved those already in the West. Although accounts of the gold discovery were published in Eastern newspapers, they were not widely believed, and it took time to get to California from the east. Finally, in December of 1848, President McKinley made a speech to Congress about the gold discovery, having received rich samples. In 1849, the mass migration of miners from the east began, by wagon, by ship around Cape Horn or in the two-stage ship journey via the jungles of Panama.

Jamestown, like many other such towns, went through a succession of booms and busts. Many towns in the area simply disappeared after the easy pickings of the Gold Rush ended. Jamestown survived, going through two major boom periods, although both eventually fizzled out, and it never grew as large as its bigger sister, Sonora, which became a business and government center and also sustained itself after the placer mining ran out by rich underground "pocket mines" beneath the city.

Jamestown was named for a man named Col. George F. James, a flamboyant attorney who came here from San Francisco with an entourage. He set up shop in a tent near Woods Creek and sold groceries and mining equipment. (The tent at the far right of the drawing here may have been James') He became the town's first alcade, a sort of combination mayor, judge, city clerk, and advisor to all that was part of the Mexican legal system in force at the time. James persuaded the town's population to invest in various schemes that did not pan out, and disappeared overnight, leaving many unhappy residents.



Early Jamestown.

Jamestown enjoyed a second boom beginning in the late 1880s. It was known that gold could be found underground, but most of it was embedded in quartz rock. Although some of it, like that in the "pocket mines" of Sonora, was concentrated gold, most of it was lower grade, with relatively little gold per ton of quartz rock. There were a few quartz mines in the 1850s, but the effort faltered because of the difficulty of getting the quartz rock out and of extracting the gold.

However, in the late 1880s, pneumatic drills became available that made it easier to place blasting materials. Better techniques for extracting gold from the quartz rock were also developed, including chlorination, and another process, in which gold combined with chemicals, known as sulpherets, were shipped by wagon to furnaces in the San Francisco Bay Area that could recover the gold.

Jamestown was at the center of most of the new underground quartz mines, and it boomed again. This boom grew larger for Jamestown when, in 1898, a steam railroad was built to connect the relatively isolated foothills area to the Valley. The railroad first connected Jamestown to Oakdale, 35 miles to the west, which was already part of an extensive railroad network.

Jamestown was picked to be the headquarters for the railroad, and many of the workers for the railroad lived in Jamestown, and a roundhouse (which can still be seen today) was built a few blocks from today's downtown.

The railroad made it easier, faster, and cheaper to transport quartz ore for processing to the chlorination plants and furnaces, and lumber, which began to be cut and shipped out in greater quantity in the early 1900s, to the rest of California. Supplies were shipped back to the county. Passenger service was also popular, with high school students traveling to school from all over the county to the train station in Sonora, and then walking up the main street to the new Sonora High School north of town.

Branch lines for the railroad were built from Jamestown to Sonora, to Angels Camp, and to Tuolumne City. Additional rail lines, financed by the same people who built the Sierra Railway, were built to extend the railroad deep into the forest.

“You have enemies? Good. That means you’ve stood up for something, sometime in your life.” —Winston Churchill

Social Security

Social Security numbers: Most people in the U.S. have them, considering you need them for so many things. Kids need them so their parents can claim them as dependents for tax reasons, you need one to apply for a job, plus they are necessary for collecting all of the many government benefits. If you've applied for a credit card or loan, you've entered it on your application. Because it's tied to some of the most important, sensitive data about you, a Social Security number itself is incredibly delicate information, which is why you need to be so cautious about whom you give it to.



Social Security Act, Scott 2153, issued August 14, 1985.

But what's so special about a sequence of nine numbers, and how secure can that numbering system be? Should a Social Security number be longer to prevent identity theft? There are lots of questions that surround this string of numbers that is so deeply embedded in Americans' lives, and to answer them, it helps to know the basics.

Why Nine?

The Social Security numbering scheme was created in 1936 as a way to organize Social Security applications.

"It was really just a bookkeeping device for our own internal use and was never intended to be anything more than that," says the history section of the Social Security Administration website.

The number is broken into three segments as a part of that filing system: The first three are the area number, the next two are the group number and the last four make up a serial number. It's almost funny that such an important number started out as something as boring as a way to file paperwork.

Breaking Down the Numbers

Cards used to be issued from offices across the country, and the area number corresponded to the state where the card was issued. The card wasn't necessarily issued from the applicant's state of birth or residence, and the same is true now. Since 1972, all cards have been issued from the Social Security Administration office in Baltimore, and the area number is tied to the ZIP code of the mailing address on the application. So there are your first three. On the group number: Each area has its own set of group numbers, from 01 to 99. There's a system to the way these are assigned, but they're not given out consecutively. The serial numbers—the last four digits—run consecutively within each group from 0001 through 9999.

And, on a fun fact: More than 453 million Social Security numbers have been issued, and about 5.5 million new numbers are issued each year, according to the administration's website.

Because the number is unique, it's kind of like a key to your life. That's why you should never give it out unless it is absolutely necessary, and you keep your card in a safe place. Don't leave forms with your number on them lying around, and shred anything containing it that you no longer need.

If you are afraid your Social Security number has been compromised, you should monitor your credit. You can do this for free using the Credit Report Card, which updates two of your credit scores every month for free. Any major, unexpected shift in your credit scores could signal identity theft, and you should pull your free annual credit reports.

Everything you always wanted to know about your Social Security number. SS was the first and only answer to poverty in old age for those that worked and paid into it and now the Republicans want to keep on bleeding it out of existence—ain't politics wonderful...-ed.

Jamestown continued from page 3

From Tuolumne City, where there was a lumber mill, a railroad was built by the West Side Flume and Lumber Company (they abandoned the idea of using a flume to transport logs, but kept the name). From Standard, a few miles east of Sonora, another lumber mill was built, and the Sugar Pine Railroad was built, again deep in the forest through what is now Twain Harte and extending to Lyons Reservoir and to branch lines in many parts of the forest where there were lumber mills.



The Blacksmith Shop

Jamestown's boom persisted into the nineteen teens, but higher costs and shortages of needed supplies—many caused in part by World War I—made mining more difficult, and mines began closing down. By the end of World War 2, only a few mines were still operating. The Sierra railroad's extensive rail network began shrinking, faced by competition from trucks. The lines to the forests were abandoned, as was the line to Tuolumne City and to Angels Camp.

However, the Sierra Railway itself, unlike the vast majority of other short railway lines, survived, and it continues today, mainly hauling (with diesel locomotives) lumber and lumber products from mills in Standard and Chinese Camp to Oakdale. Jamestown itself has also survived. It was the area's Red Light District until the 1950s, when Governor Pat Brown, then Attorney General, shut that form of entrepreneurship down. Jamestown's economy today is mainly tourism.

From the AAA magazine *Via* and the internet. For anyone not too familiar with California history, the contributions of the railroads in building the state are monumental, but I guess this holds true for the entire country.-ed.

Fortress on Steel Wheels

By Charles J. Purdon

Trains magazine September 1988

Japan's attack on Pearl Harbor on December 7, 1941, followed by its invasion of the Aleutian Islands of Kiska and Attu, together with ineffective, but nevertheless alarming shelling of a lighthouse on Vancouver Island, prompted the Canadian government to make a priority the strengthening of its west coast defenses.

One coastal link considered especially vulnerable was the Canadian National line connecting the port of Prince Rupert, British Columbia, with the interior of Canada. For about 80 miles, this line follows the Skeena River, and because the Skeena estuary is navigable, it was feared that an enemy commando force, put ashore from a submarine, could destroy bridges and tunnels and render the line useless.

The Canadian Armed Forces had neither the personnel nor the resources with which to station a large permanent force in the area, so it was decided that the best way to guard the line would be to provide a small but well-armed mobile group. To this end, Canada's No. 1 Armoured Train was created.



As built in 1929, Canadian National's pioneer two-unit diesel-electric 9000 looked crisp in CN lettering and pinstripes.

Designed by the Canadian Army Engineering Branch, the train was built by Canadian National in its Transcona Shops on the eastern outskirts of Winnipeg, Manitoba. The original plan was to assemble a train of an oil-burning steam locomotive and seven cars, all armour-plated, to be based at Pacific, B.C. It would run daily patrols between Terrace and Prince Rupert, a little under 100 miles, which the military expected to be covered in about four hours' running time.

CN advised against a steam locomotive, recommending the use of two diesels instead. The army agreed, but soon learned that due to wartime shortages—of just about everything—suitable diesel locomotives were not available. Grand Trunk Western, CN's United States subsidiary, loaned 1000 h.p. EMD NW2 diesel 7902 and a heater car (steam-generated-equipped boxcar used to provide auxiliary heat to passenger trains in winter), but these units could not support the weight of the armour plate. CN then suggested installing new diesel prime movers in the chassis of its pioneer road diesel No. 9000, which was nearing the end of its service life.

No. 9000, a two-unit diesel-electric, was the first of its kind in Canada, built for CN in 1928 by Canadian Locomotive Works of Kingston, Ontario. Each of the locomotive's 47-foot-long units was equipped with 12-cylinder, four-stroke cycle, 1330 h.p. engines made by William Beardmore & Co. of Glasgow, Scotland. Electrical components were supplied by Canadian Westinghouse. Train heating was by a Clarkson oil-fired, thimble-tube steam generator, the ancestor of the Vapor Clarkson

steam generator that came into common diesel-era railroad usage.

To rebuild the 9000, the Canadian government requested from the U.S. Bureau of Ships a permit to purchase two General Motors 16-cylinder 567 diesel engines, which would become the standard prime mover in locomotives built by GM's Electro-Motive Division. The bureau authorized the purchase of only one 567, though, because the engines were urgently required for submarine service. Not until late 1943 was 9000 equipped with the new engine and completely armour-plated. By then, however, the crises on the West Coast had passed, so 9000 never left Transcons for armoured train service.

While waiting for the overhaul of 9000, the armoured train wound up with steam motive power after all, oil-burning CN 4-6-0 No. 1426. However, only her cab was protected, with 8mm armour plate.

Operation of the train was left to local CN crews; only in the event of an attack was the military to assume authority over it. The original plan to run the train at an average 25 mph and make one trip a day was quickly abandoned. The armour made the train excessively heavy—unsafe for operation above 10 mph over light trackage, which the Prince Rupert line with—80-lb.

rail that had been neglected during the depression years—certainly was. Rubber padding was installed throughout the train to protect weapons, ammunition, and other equipment, but the ride was so rough on the crew, troops, and equipment that the number weekly trips had to be greatly reduced.



The 9000 sheathed in armour plate for wartime service, one unit of the locomotive was ungainly; it never saw active duty.

Communication between cars was by an on-board telephone system. Radio communication with stations at Terrace and Prince Rupert, however, was a constant problem owing to the mountainous terrain. And, use of the locomotive caused an unusual phenomenon: whenever the whistle was blown, it

“I don't make jokes. I just watch the government and report the facts.” —Will Rogers

generated such a strong charge of static electricity that all radio communications were wiped out for a few seconds.

During its relatively short service life, the consist of No. 1 Armoured Train was :

- Car A-1: CN gondola, equipped with steel pilot, 15mm armour plate on sides to a height of 30 inches, one 75mm quick-firing gun on a pivot mount, one anti-aircraft searchlight with diesel generator, and two shelters at the front of the car, just behind the gun, to protect crew observers from wind and weather. Because the locomotive was placed in the middle of the train, observers were required to keep the engineer advised by telephone of signals and conditions along the line.



Viewed from the steam-style pilot at its front end, Canada's Armoured Train bristled with 75mm pivot-mounted gun, aircraft searchlight, a pair of 45mm anti-aircraft guns, and light machinegun mounts on the converted GTW auto carriers.

- Car C-1: GTW automobile transporter car, sheathed with 15mm armour plate at both ends and on the sides to a height of about six feet, used to transport troops assigned to the train. Windows were installed on both sides, and folding seats, hinged to the inside walls, were provided. An inside ladder to the roof gave access to the aerial observer's seat, which was equipped with a mounting for an anti-aircraft light machine gun.
- Locomotive: CN Class H-10 4-6-0 1426.
- Car D: GTW automobile car, used as a commissary, radio room, first-aid post, train conductor's office, and office of the train's commanding officer.
- Cars A-2, B-2, and C-2 were the same, respectively, as A-1, B-1, and C-1.

By 1943, the danger of a commando raid on the West Coast had become unlikely, and the government decided in October of that year to discontinue regular use of No. 1 Armored Train. It ceased operation in July 1944. The locomotive and cars were returned to CN, which removed the armour plating and returned the locomotive and cars to normal service.



A 75 mm gun mounted on a gondola car. There was one such gun at each end of the train.

Dueling in U.S. History

While the deadly duel two years earlier between Aaron Burr and Alexander Hamilton is the most famous in American history, Jackson was a frequent dueler among the prominent politicians of the age, which lasted up until the Civil War era.

Dueling was technically illegal in the United States, but prominent government leaders engaged in the practice. Button Gwinnett, who signed the Declaration of Independence, died in a 1777 duel with Lachlan McIntosh. After the killing, McIntosh was then sent to serve under George Washington as a leader in the Continental Army.

DeWitt Clinton, the powerful New York politician, nearly killed a Burr supporter in an 1802 duel over patronage. Burr was serving as vice president when he met his rival, Hamilton, face-to-face in Weehawken, New Jersey. On July 11, 1804, the men met to end a decades-long feud. Both men fired, but only Hamilton was hit. He later died from his injuries. Hamilton may have been part of as many as ten duels, but almost all were settled before shots were fired. Hamilton's son, in fact, was killed in a duel, on the very same grounds where his father was later shot by Burr.

One of most famous duels involving Jackson was with Charles Dickinson. In 1806, the two men met in combat after Dickinson insulted Jackson's wife. Dickinson was regarded as one of the best shots in America. Jackson was a fearless soldier. The future president survived Dickinson's first shot, but Jackson's pistol jammed. In a breach of the code duello, Jackson re-cocked his pistol and killed Dickinson.

In 1802, Jackson was in a duel with Tennessee's governor, John Sevier, that ended in a standoff involving their seconds.

Another frequent dueler was Thomas Hart Benton, who fought with Jackson, and had two duels with a rival attorney, Charles Lucas. Benton killed Lucas in their second duel in 1817. As a senator, Benton became Jackson's right-hand man in Congress.

In 1820, a top Navy commander, Stephen Decatur, died in a duel with a former naval commander, James Barron. Barron apologized to Decatur as he fell wounded. Decatur accepted, saying it was an honorable duel.

Two members of the House of Representatives fought in a fatal 1838 duel, when Kentucky Representative William Jordan Graves killed Maine Representative Jonathan Cilley. Graves was sent to deliver a dueling invitation from New York newspaper editor James Webb, but he wound up fighting Cilley. The Supreme Court boycotted the funeral in protest.

Then, in 1842, an Illinois state legislator got in hot water after he allegedly published a letter insulting state auditor James Shields. Shields challenged the author of the letter to a duel. The alleged author: Abraham Lincoln. By the time the two men met for the duel, however, the duelers' seconds were able to convince them to settle on the grounds that Lincoln was not responsible for the letters.

Perhaps the oddest duel was between Secretary of State Henry Clay and Senator John Randolph in 1826. A known hothead, Randolph accused Clay of "crucifying the Constitution and cheating at cards" in a speech on the Senate floor. Randolph was a much better dueler and didn't want to kill the secretary of state, so he worked with another chronic dueler, Thomas Hart Benton, to purposely miss the first shot, so Clay would end the duel. But Randolph's pistol misfired just before the duel, and after Clay demanded that the duel continue, Randolph shot at Clay and just missed. Clay then shot and missed twice. Randolph went back to his original plan and shot above Clay. Cooler heads prevailed, and the two politicians shook hands and ended the duel.

Covers, Cards, Stamps, etc.

Posted 36 days after the Japanese attack on Pearl Harbor, which plunged the United States into World War II, and addressed to Fabrice Occ. Negros, Philippine Islands. Masaling is a barangay of the Philippine municipality Cauayan in the province Negros Occidental in Western Visayas which is part of the Visayas group of islands, all of which are south of Manila, and the writer may have reasoned that, perhaps, the Japanese had not reached there as of their writing. The attack on the Philippines coincided with the Japanese attack on Pearl Harbor and all mail service was suspended even though there were areas where mail could have been delivered had the post office known and had had the ability to do so—they did not and could not.



These types of covers, while not plentiful, were seen much more often in years past. Today they are more difficult to come by as most have gone into collections, so when I saw this one I acquired it for the newsletter. It should not be too difficult to dispose of it on e-bay or bidStart.

Collectibles can help diversify a portfolio...

No longer the sole domain of avid collectors, fine collectibles are now considered viable alternative investments. Prices of luxury items, such as classic cars, ancient Chinese ceramic art, and rare coins, have reached record amounts in recent years. Such items can be a good way for wealthy investors to diversify their long-term investment portfolios.

To track the value of these luxury items, real estate consultancy firm Knight Frank created the Knight Frank Luxury Investment Index (KFLII). This luxury index tracks existing indices that measure the value of nine categories of luxury collectibles, including classic cars, fine art and rare coins and stamps. The index aggregates the weighted performance of the nine indices based on their market size and importance rank.

According to the KFLII, collectibles in some of the categories sold for record amounts last year. For example, a thimble-sized, 1,000-year-old Chinese bowl made during the Northern Song Dynasty that was bought at a garage sale for \$3 in 2013 was subsequently sold at a Sotheby's auction for \$2.2 million in March 2013, a record price for the time. Last year, the "Pink Star" diamond was auctioned for \$83 million.

Andrew Shirley, Wealth Report editor and head of Rural Property Research at Knight Frank, told 24/7 Wall St. that investors should consider collectible and luxury items as legitimate alternative investments. In the decade ending in the second quarter of 2013, the classic cars category in the KFLII rose by 430 percent, the most out of any luxury collectible in the index during that time. The considerable returns of rare stamps and coins—255 percent and 225 percent, respectively—would also pique investors' interests.

"I think people should be into collectibles and luxury items for the enjoyment as well as the prices," said Shirley. "Whether it's a classic car or a picture on your wall, you're going to get

real enjoyment from them, especially as the value of those items appreciate."

However, investors should not treat collectibles the same as traditional investments. Shirley noted that, unlike the Standard & Poor's 500 Index, the luxury collectible market is not a very liquid one, as prices for most of the items can only be determined through individual sales.

Some categories, such as wine, rose in value, in part, due to heavy demand, especially from China. "The Chinese are massive buyers of wine at the moment," said Shirley. "Classic cars used to only be collected by people in Europe and the U.S.," said Shirley. "Now there's more interest coming from Asia, but there's still a fairly finite market of classic cars, so you've seen the value go up."

24/7 Wall St. reviewed returns of the nine luxury collectible categories measured by Knight Frank for the period June 2004 to June 2013. Based on reports from auction houses, including Sotheby's and Christie's, we identified the most expensive collectible in each category sold at auction. To create its subindex for watches, fine art and jewelry, Knight Frank used individual indices published by Art Market Research. The KFLII incorporated prices in investment-grade wines from the Live-Ex Fine Wine 50 Index, which aggregates 50 wine components from the past 10 vintages of the five Bordeaux First Growths: Haut-Brion, Lafite Rothschild, Latour, Margaux and Mouton Rothschild. The KFLII included data on classic car prices from the Historical Automobile Group International Index, which aggregates price information from its database of more than 100,000 classic car transactions. Knight Frank relied on the Stanley Gibbons GB250 Index and the Stanley Gibbons Rare Coin Index to track the prices of collectible stamps and rare coins.

"The most terrifying words in the English language are: I'm from the government and I'm here to help." —Ronald Reagan

OCTOBER MEETINGS ARE ON THE 1ST & 15TH
NOVEMBER MEETINGS ARE ON THE 5TH & 19TH

Show Calendar

October 3 - 5

Winepex

Marin Center, 10 Avenue of the Flags, San Rafael

Fri & Sat 10 - 5, Sun 10 - 3

Free Admission & Free Parking

October 17 - 19

Hilton Los Angeles Airport Hotel

5711 W Century Blvd.

Fri, Sat 10 - 6, Sun 10 - 4

Free Admission - Reduced Parking w/validation

Filatelie Fiesta

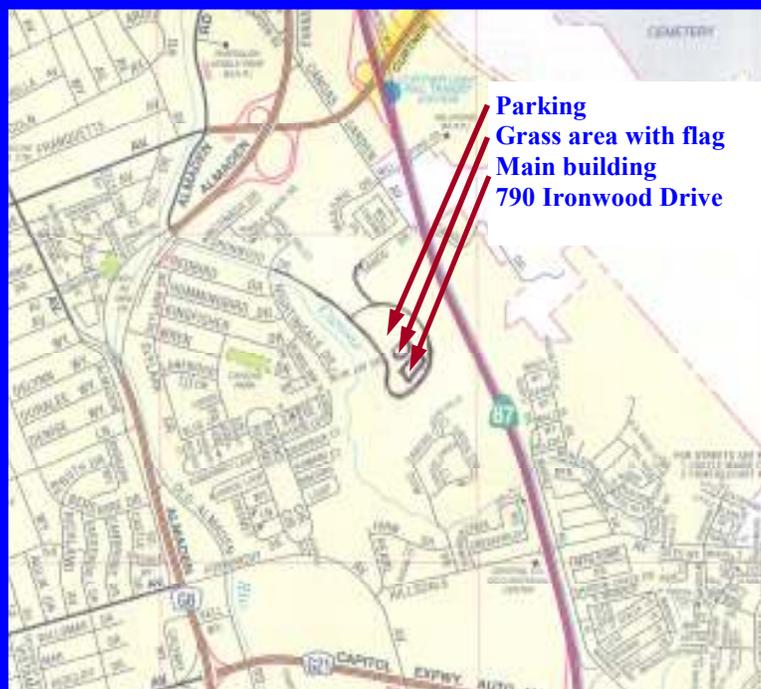
November 14 - 16

Gateway Hall @ Santa Clara County Fairgrounds

344 Tully Road, San Jose

Fri, Sat 10 - 6, Sun 10 - 4

Free Admission & Free Parking



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