San Jose Stamp Club Newsletter

Whole number 197

September 2014

9 - 11—WE WILL NEVER FORGET

2013 Club Officers

President

Brian Jones. 408.927.6861
bfj39@yahoo.com

Vice President

David Occhipinti 408.723.0122

Secretary

David Gilman 408.264.1953
sanjosegilmans@gmail.com

Treasurer

Richard Clever 408.238.0893
richard@asiaphilatelics.com

Newsletter Editor

James Sauer 408.445.2694
hjamessauer@yahoo.com

Filatelic Fiesta General Chairman

Steve Schumann 510.785.4794
sdsch@earthlink.net

Exhibits Chairman

Dr. Edward Laveroni . . 408.356.7561

Bourse Chairman

Wayne Menuz 408.265.5539

Visit our website at:

filatelicfiesta.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:
P O Box 730993, San Jose, CA 95173

Contents

FILATELIC FIESTA

Our club show is coming up sooner than you may realize. We have only a little over 2 months to get ready! There are a couple of significant activities that we need to prepare for. Every member of the club should find a way to contribute. There are a LOT of ways to get involved and we can accommodate just about any limitation—sorry no excuses to not contribute in some way. Club member help is needed on the following:

- Create a 4 page exhibit about the club
- Need someone with experience building an exhibit to lead this
- Need help on club history pages
- Long time members please contribute your photos and memorabilia
- Club hospitality area
- Lots of help needed as greeters
- We need contributions of home baked goodies
- Club stamp sale
- Need help setting up lots to be ready for sale

Do you have items you want to sell? We hope to offer the opportunity for club members to put items up for sale for their own profit (minus the club commission)

- Need people to host this area during the show

How will you contribute? Pick something and let Brian Jones know. He will be contacting everyone for your contribution.

Everyone is welcome to join and participate in the San Jose Stamp Club. Anybody with an interest in philately is encouraged to attend meetings, learn from the other members and share your expertise.

Brian

Meeting Program

For the September 3rd meeting, David Gilman will give a talk on ***WWII Revenue & Ration Stamps.*** During WWII there were a great many tax stamps and food rationing stamps to control the equal distribution of food and certain goods with shortages due to the needs of the military. David has given a number of talks in the past and all were enjoyable. I look forward to this one too.-ed.

SCAM

The ASDA is circulating a memo to all its members regarding a scam that was recently tried on one of it's members.

Stephen Radin Reports:

I've been contacted by e-mail, Mike Model, requesting to purchase an expensive US item from my website ($995.00). He advised he would send a check, then pick-up the item.

I advised him the check must clear my bank before item could be picked-up. Check arrived via USPS Priority Mail, from Lucy Grey, Arlington, Texas. Check was drawn on Denver, Colorado bank, Regis University, 3333 Regis Boulevard, Denver, 80221. Actually the checking account number is for the Arlington School System, Arlington, Texas.

Called the bank, they could not give out definite answer as to authenticity of check, but said I should call the Arlington School System and verify the check was in fact issued by them.

Called them, they knew immediately what I was talking about, and said the check was definitely not genuine…….a fraud.

Check was in the amount of $1,950.00, sender said I should give the difference to the person picking up the stamp.

Stephen Radin
Albany Stamp Company
PO Box 30398
Charleston, South Carolina 29417-0398

Phone: 843.766.6396

These are difficult times for many and as our economy continues to decline there will more and more such elaborate ruses to cheat you out of your money.

This one is just a bogus check. The one to really be careful with is any payment through Western Union. This is a very common method used to cheat people and without much in the way of recourse.

There are many new slants on old scams, not to mention new ones, perhaps you know of one. If so, please send me the particulars and I will report it here so that we may all be aware of them.

Sharing this information makes us all a bit safer and less likely to be ripped-off.

pot-pourrie

Northern California Trivia

Q Where was Mary Pickford's *Rebecca of Sunnybrook Farm* filmed?

A Pleasanton.

Q In 1988 the inaugural *Tuolumne County Wild West Film Fest* was dedicated to the memory of what cowboy actor?

A Slim Pickens.

From *Northern California Trivia* by Ernie & Jill Couch

Moonshine and Auto Racing

Prohibition, banning of sales of alcoholic drinks, began on 1 January 1919. While there were many still underground bars/saloons, they were not able to obtain their alcohol from the traditional distributors—enter bootleggers. These were often families that made their own whiskey and their teenage sons to deliver the alcohol at night—thus the name "moonshine."

Junior Johnson was one of these teenagers that delivered moonshine to his customers. At his height, Johnson was making $200-a-week by delivering moonshine. In today's money that would be the equivalent of $3,000 a week! Johnson grew up in Wilkes County, NC where the moonshine industry was a highly popular trade. His father, Glenn Johnson, taught Junior the ropes behind moonshining. As Junior grew, he learned to become a more talented bootlegger by learning from mistakes LP and Fred, his two older brothers, had made while driving their cars. During Junior's days of transporting moonshine, he came up with elaborate ideas to fool the authorities to escape their pursuit.

In order to keep up his deliveries without being caught by the police he had to develop a faster car. He removed the backseat and passenger seat, added a stronger suspension system; welded a steel plate across his radiator—so it could not be shot out by police—and tinkered with the engine to make it run faster.

While the end of prohibition cut down on sales by moonshiners, all was not lost. There were still plenty of people that preferred the stronger moonshine as it had a much higher alcohol proof. Moonshiners could still make a living but not nearly as much profit as before. Meanwhile, they sat with expensive modified automobiles. There had to be something they could do. A group of the moonshiners got together on a Sunday at a large vacant lot outside of town and raced each other. Before too long, the crowds of people became larger and larger. After a few years, the racers decided to form a racing syndicate. They named their association NASCAR—National Association of Stock Car Racing.

Junior Johnson's winning 1959 Chevy running in the 1960 Daytona 500.

The Prez Sez

Our club show is coming up soon and I hope you're all looking forward to it. The SJSC is continuing and expanding on activities we started last year. With everyone participating, I'm confident our activities will be a big success.

A big part of our club participation is hosting the hospitality area. It was very popular last year and we're expanding it this year. I'm inviting all the clubs in the greater Bay Area to participate by helping to staff the booth, post a 4 page exhibit about their club and engage guests in conversation about visiting their local stamp club. I firmly believe making visiting the show a friendly and welcoming experience. We will also be including the APS "Stamp Buddies" program to show guests the advantages of APS membership.

Like last year, we will also be showing slide shows about US commemorative issues that were created by Jim Steinwinder. Everyone can enjoy these while taking a break from the exhibits and dealer tables. A chance just to sit down and chat with someone while enjoying a complimentary cup of coffee (or water) and a light snack is well received.

The club sale returns in 2014 with items being offered at fixed prices. I desperately need someone to go through the items donated to the club and arrange and document the material. Can you help? Members with items they want to sell should contact me.

To summarize what is new in 2014:

- Regional clubs participating more than last year
- Clubs providing 4 page exhibits introducing their club
- Including the APS "Stamp Buddies" program
- Improved signs to welcome everyone
- More slide shows to view (and possibly a bigger screen)

To make all this happen, I need everyone to contribute something. If you still have a heartbeat, then there we can find something in ability. I'm happy to talk to you about your questions and how you can help.

Lastly, I want to thank Ed Laveroni for being our speaker last month and providing us tremendous insight into how he built a Grand Award exhibit without breaking the bank. We all wish him well in Hartford as he competes in the "Champion of Champions" competition of the winners at all the WSP shows over the past year.

Brian

Any kid will run any errand for you, if you ask at bedtime.
—Red Skelton

The violets in the mountains have broken the rocks.
—Tennessee Williams

Don't pray when it rains if you don't pray when the sun shines.
—Satchel Paige

All I ask is for the chance to prove that money can't make me happy.
—Spike Mulligan

CHECK THIS SITE OUT ⟶ http://money.msn.com/investment-advice/5-collectibles-soaring-in-value#scpshrjmd

Dame Shirley

On the internet by Cliff McCarthy

It can be argued that no woman among the California pioneers has had as great an impact on the way we understand the Gold Rush than Louise Amelia Clapp, known to the world as "Dame Shirley." Her letters to her sister from the gold fields, published under her pseudonym, have delighted generations of students and casual readers, alike.

Born in Elizabeth, New Jersey in 1819, Louise Amelia Knapp Smith was the daughter of Moses Smith, an Amherst, Massachusetts native who was the schoolmaster at an academy in Elizabeth. The family returned to Amherst before Moses Smith died in 1832. His wife, the former Lois Lee, passed away five years later, leaving the orphaned 18-year old Louise and her siblings entrusted to the guardianship of Northampton attorney Osmyn Baker. An avid reader, Louise attended a number of "female seminaries," but finished her education at the Amherst Academy.

As a delicate, young 20-year-old, Louise impressed and charmed a much older Alexander Everett, a worldly diplomat and man of letters, whose brother Edward was then governor of Massachusetts. They met by chance on a stagecoach in southern Vermont and continued to correspond for years afterward. Everett became a mentor to Louise and encouraged her to develop her writing skills.

Louise was nearly thirty years old when she married Fayette Clapp. He was a young doctor, a Brown graduate, living in Chesterfield, and five years her junior. They were married in Northampton on September 13, 1848. He longed to go west and the discovery of gold in California gave the young couple the excuse they needed. With his older brother Alfred and her younger sister Isabella, they sailed out of New York aboard the Manilla in August of 1849. Five months later, after a trip around the Horn, they were in San Francisco.

From California, Louise wrote her now-famous letters to her sister, Mary Jane or "Molly", in Amherst. From the beginning, the frail, New England girl of delicate constitution, fell in love with the west. She wrote of San Francisco: "with its many-costumed, many-tongued, many-visaged population; its flashy looking squares, built one day and burned the next; its wickedly beautiful gambling houses; its gay stores where the richest productions of every nation can be found; and its wild, free, unconventional style of living, it possesses, for the young adventurer especially, a strange charm."

Fayette did not enjoy San Francisco as much, however. He was frequently ill. So, they moved into the mountains and the gold fields, first in Plumas City, and then to Rich Bar and Indian Bar in 1851. It was from Rich Bar that Louise's most colorful letters have given historians a view of the mining camps through a woman's eyes. She described with relish the other four women that lived at the camp.

Although a lady in every way, Louise enjoyed the challenge of doing what she was told she could not. Thus, she took up the challenge of panning for gold, netting $3.25 worth in her first attempt. Triumphant, she also realized that it was hard, dirty work that soon lost its appeal.

It's clear from her writing that Louise Clapp was invigorated by the beauty of California and its people, but she did not shy away from the uglier aspects of the life in the camps. In one letter, she described the hanging of a Swedish man who had been caught stealing gold and convicted by a meeting of the miners earlier that day:

"The execution was conducted by the jury, and was performed by throwing the cord, one end of which was attached to the neck of the prisoner, across the limb of a tree standing outside of the Rich Bar graveyard, when all who felt disposed to engage in so revolting a task lifted the poor wretch from the ground in the most awkward manner possible. The whole affair, indeed, was a piece of cruel butchery, though that was not intentional, but arose from the ignorance of those who made the preparations. In truth, life was only crushed out of him by hauling the writhing body up and down, several times in succession, by the rope, which was wound round a large bough of his green-leaved gallows…It is said that the crowd generally seemed to feel the solemnity of the occasion, but many of the drunkards, who form a large part of the community on these bars, laughed and shouted as if it were a spectacle got up for their particular amusement."

Her 23 letters were first published in a California magazine, The Pioneer, between 1854 and 1855. After her death, they would be compiled and published as a book (The Shirley Letters from California Mines, 1851-52, ed. by Thomas C. Russell, 1922) which many credit as being among the best first-hand accounts of the mining camps. Writer Bret Harte, with whom she was acquainted in California, was influenced by her letters.

In her last letter, Louise lamented her impending departure from the mountains:

"My heart is heavy at the thought of departing forever from this place. I like this wild and barbarous life: I leave it with regret. The solemn fir trees, 'whose slender tops are close against the sky' here, the watching hills, and the calmly beautiful river, seem to gaze sorrowfully at me, as I stand in the moonlighted midnight, to bid them farewell. Beloved, unconventional wood-life; divine Na-ture, into whose benign eyes I never looked, whose many voices, gay and glad, I never heard, in the artificial heart of the busy world, — I quit your serene teachings for a restless and troubled future. Yes, Molly, smile if you will at my folly; but I go from the mountains with a deep heart sorrow. I look kindly to this existence, which to you seems so sordid and mean. Here, at least, I have been contented. The 'thistle-seed,' as you call me, sent abroad its roots right lovingly into this barren soil, and gained an unwonted strength in what seemed to you such unfavor-able surroundings. You would hardly recognize the fee-ble and half-dying invalid, who drooped languidly out of sight, as night shut down between your straining gaze and the good ship Manilla, as she wafted her far away from her Atlantic home, in the person of your now per-fectly healthy sister."

After a year and a half in the mining camps, the Clapps returned to San Francisco and, then, split up. Fayette went first to Hawaii, then returned to Massachusetts, and eventually moved west again to Illinois. Louise remained in San Francisco where she taught school for a number of years. They were divorced in 1857 and Louise apparently added the "e" to her name, at that time. In 1878, she retired from teaching and also returned east. In New York City, she wrote and lectured until 1897 when she moved to her native state of New Jersey. Ironically, she rekindled her friendship with Bret Harte's estranged wife and boarded with Harte's nieces. It was there that she died in 1906 at the age of 87.

"The only thing worse than ignorance is arrogance." — Albert Einstein

Tokyo Rose

Iva Toguri, better known as "Tokyo Rose," was born in Los Angeles on July 4, 1916. After college, she visited Japan and was stranded there after the attack on Pearl Harbor. Forced to renounce her U.S. citizenship, Toguri found work in radio and was asked to host "Zero Hour," a propaganda and entertainment program aimed at U.S. soldiers. After the war, she was returned to the U.S. and convicted of treason, serving 6 years in prison. Gerald Ford pardoned Tokyo Rose in 1976 and she died in 2006.

Early Years

Iva Toguri's father was a Japanese-American who owned an import shop. Caught between two cultures, Iva Toguri aspired to be like all American teenagers. She wanted to become a doctor and attended UCLA, graduating in 1941, but then there was a twist of fate.

Her mother's sister became ill in Japan, so as a graduation gift, Iva was sent back to Japan to visit her sick aunt. She didn't like the food and felt very alien. The year was, of course, 1941 when the attack on Pearl Harbor occurred in Hawaii. Tension between the Japanese and the U.S. made it suddenly difficult for her to make it back to America. The last ship bound for America left without her and she was stranded. Japanese secret police came and visited her to demand that she renounce her U.S. citizenship and pledge loyalty to the Japanese emperor. She refused. She became an enemy alien and was denied a food ration card. She left her aunts and moved to a boarding house.

Iva Ikuko Toguri D'Aquino

"Zero Hour"

In 1942, the U.S. government rounded up Japanese-Americans and put them in internment camps. Iva's family was relocated to such camps, but she didn't know about it. The letters between her and her parents stopped, and she was suddenly isolated without information about their lives. She needed a job, so she went to an English-speaking newspaper and got a position listening to short-wave-radio newscasts and transcribing them. Iva then got a second job with Radio Tokyo as s typist, helping to type out scripts for programs broadcast for GI's in Southeast Asia. Then, she was unexpectedly asked to host a show called the "Zero Hour," an entertainment program for U.S. soldiers. Her feminine, American voice was meant to reach the U.S. soldiers.

The idea was to demoralize the soldiers, to tell them that their girls back home were seeing other men. She did call the troops "boneheads," but she never dispersed much propaganda, as was the main goal of the broadcasts. Iva never called herself Tokyo Rose on the air. She called herself Ann and later Orphan Ann. Tokyo Rose was a term created by the lonely men out in the South Pacific who were delighted to hear what they imagined as an exotic geisha-type woman. Iva created 340 broadcasts.

The irony was that Iva wished desperately to return to the U.S. She worked as a radio personality for three years, during which time she fell in love with a Japanese-Puerto Rican man. They were married in 1945. In August of that year, the United States of America dropped two atomic bombs on Japan and their government subsequently surrendered.

Treason and Death

After the war, journalists interviewed Iva, making 17 pages of notes about her radio work, calling her the one and only "Tokyo Rose." The U.S. Army investigated her as a traitor, having committed treason for broadcasting Japanese propaganda.

She was imprisoned for one year but was released for lack of evidence. Her story was made national news by Walter Winchell. He called for her to be returned to the U.S. so she could be tried. In 1948, President Truman felt moved to act, and she was eventually charged with treason. Her passage back to the United States was as a prisoner.

Interrogation by U.S. journalists.

On July 5, 1949, Iva's treason trial was officially opened. The actual transcriptions of her broadcasts were never shared with the jury. The jury was divided, but the outcome was that she was found guilty. On September 29, 1949, she was sentenced to ten years in prison. It's now felt that the "witnesses" were pressured to give their testimony, forced to make her a scapegoat.

An indication of *Tokyo Rose's* effectiveness by the nose art on this B-17.

When Ms. Toguri was released, she found her family living in Chicago. She lived for 20 years in Chicago as a state-less citizen. In 1976, President Gerald Ford wrote an executive pardon for Iva Toguri. She died on September 26, 2006, as an undisputed American citizen. Much more can be read at: http://forejustice.org/wc/tr/tokyo_rose_040503.htm.-ed.

Moro Rock

Moro Rock is a granite dome rock formation in Sequoia National Park, California. It is located in the center of the park, at the head of Moro Creek, between Giant Forest and Crescent Meadow. A stairway, designed by the National Park Service and built in the 1930s by the Civilian Conservation Corps, is cut into and poured onto the rock, so that visitors can hike to the top. The view from the rock encompasses much of the Park, including the Great Western Divide. Use of this trail is discouraged during thunderstorms and when it is snowing. Vistas of the San Joaquin Valley are often disappointing, due to air pollution.

Moro Rock

The road to Moro Rock is closed in winter, so visitors need to hike 2 miles to reach the viewpoint. The road is open in summer so the hike is shortened. The 1996 general plan for the park calls for the road to Moro to be closed, and replaced by a shuttle (The shuttle is now in place.). As of June 2012, the road is open to general traffic only during weekdays; on weekends, the shuttle is running and the road is closed to general traffic. The west face of Moro Rock offers 1,000 vertical feet of cracks and knobs for rock climbing. However, climbing is prohibited during peregrine falcon nesting season.

Moro Rock is a dome-shaped granite monolith. Common in the Sierra Nevada, these domes form by exfoliation, the spalling or casting off in scales, plates, or sheets of rock layers on otherwise unjointed granite. Outward expansion of the granite results in exfoliations. Expansion results from load relief; when the overburden that once capped the granite has eroded away, the source of compression is removed and the granite slowly expands. Fractures that form during exfoliation tend to cut corners. This ultimately results in rounded dome-like forms.

The first stairway leading to the summit of Moro Rock was constructed of wood and installed in 1917. This stairway deteriorated significantly by the late 1920s, and was replaced in 1931 by the present Moro Rock Stairway. Unlike the earlier stairway, the new stairway adopted a design policy of blending with the natural surfaces to the greatest extent possible. The 797-foot-long stairway was designed by National Park Service landscape architect Merel S. Sager and engineer Frank Diehl, following natural ledges and crevices. It has 400 (380?) steps that lead to the summit of Moro Rock. Changes since the original construction have impaired the integrity of the design.

The steep 400-step climb to the summit of this granite monolith rewards visitors with a 360-degree panorama of the sawtooth mountains, a canyon nearly a mile deep, and forests crowded with conifers taller than the Statue of Liberty and as wide as a city street.

If the towering dome could talk, it would tell of a forgotten chapter in the history of the West. The wagon road that first made it possible for travelers to enjoy the massive rock and nearby groves of tall trees was built around 1900 by Buffalo Soldiers, the all-African American regiments created September 21, 1866 at Fort Leavenworth, Kansas.

In addition to building roads and trails, the Ninth Cavalry soldiers also kept poachers and timber thieves at bay, a very challenging job in an era of deeply entrenched racism.

Buffalo Soldiers, Scott 2818, issued April 22, 1994.

The ascent to this scenic view offers time to contemplate the legacy of these descendents of slaves who were among our countries first park rangers.

From an article in Via, AAA insurance companies news magazine, written by Anne Burke and the internet.-ed.

A view from the top of Moro Rock.

Three things cannot be long hidden: the sun, the moon, and the truth.—Buddha

South Pacific Coast Railroad

James G. Fair decided to build a railroad—quietly—and it would be a narrow gauge from Newark to Santa Clara. Fair, of Comstock Load fame, successfully built Newark and the narrow gauge railroad after two earlier attempts by others. The potential for profit was enormous—shipping the Santa Clara Valley's fruit and produce to Dumbarton Point by rail and then to San Francisco by steamer thereby reducing, if not eliminating, spoilage. Eventually he extended the railroad to north to Alameda and south Santa Cruz.

Extending the line to Alameda served two purposes, to enable passengers to visit Newark which was fast becoming a "go to" destination; and freight from the many salt companies along the route plus sugar beets from Alvarado and much of the produce and fruit from Washington Township. Washington Township then comprised the villages of Centerville, Niles, Washington Corners (Irvington), Mission San Jose, Alvarado, Warm Springs and Newark.

Centerville which considered itself the center of Washington Township was bypassed by the Western Pacific and Central Pacific Railroads (they ran through Niles then north to Decoto, Haywards, San Lorenzo, San Leandro and on to Oakland. And now, the South Pacific Coast Railroad was going from Newark north through Halls, Alvarado, Arff, Mt. Eden, Russells, West San Lorenzo, West San Leandro thence to Oakland which left Centerville halfway between the two railroads. Well, this just wouldn't do—Centerville needed a railroad!

Centerville went to work. They initiated a campaign meant to inform one-and-all the virtues of Centerville and their need for a railroad. James Fair was only interested in immediate profit and the profit from shipping dried apricots three miles seem to be far down on his list of priorities.

In 1879 and 1880 the townsters organized publicity and land donations, bringing pressure to bear on county supervisors for highway resolutions that would give the narrow gauge franchise rights over previously graded roads.

That James Fair, impersonal, cool genius of finance, who considered public relations a frill of big business, had any intention of tracking a wagon road into Centerville before 1880 needs considerable documentation. Main line construction was top priority in the San Francisco offices until 1882 and with manifold chaos incident on all phases of the building, branch line talk was of little immediacy. Carloading potentials of local fruits and grains were not quickening the pulses of a board of directors bent on tapping the redwood and quicksilver industries. That a line to Centerville was actually constructed, although four years after the town's efforts and frantic overtures, is incredible. When the survey was made in January of 1882 and track material began to amass at Newark, the project was under highly suspect circumstances which seemed to indicate that Fair was not so much provident as absent-minded in his foresight. But the times were coming around from the turmoil of construction days, directives of the railroad were broadening and in a spirit of horizontal control of property, Fair felt justified in allowing the feeder. Several other spurs, of similar length and function were going in about the same time.

In early February of 1882, with the tracks installed to Centerville and a short siding in operation there to handle the switching of boxcars of fruit, the crews picked up their tools and left.

The operating department of the South Pacific Coast, by 1882 in charge of 82 miles of narrow gauge line, did not assume control of the branch. Under contractual agreement with Pacific Land, rancher Edwin Burdick leased 130 acres of pasture for hay farming adjoining Baine Avenue (the tracks were laid along Baine Avenue) and at the same time, agreed to maintain the track, right-of-way and structures of the branch, supply its entire labor force and see to it that trains ran on schedule and met the requirements of freight and passenger traffic as business went between Centerville and Newark. Hay-ranching? That would self-contain the feeding of a stable of draft horses that Burdick maintained in his extensive barns. For branch line movement Fair would rely on animals. The track and clearances were designed for lightweight equipment and the continual clip-clopping of dray horses wouldn't strain the rails nearly as much as a steam engine. One or two horses could pull one or two narrow gauge boxcars and the service, although slow, would prove dependable and incapable of running into serious wrecks—in every way suited to Centerville's agricultural economy. Burdick's ranch would serve as a fuel storage yard as well as backshop where only the necessary engine maintenance would be to reshoe a horse or mend a cracked single tree (a singletree is a bar between the pulling animal and the wagon or plow that balances the weight being pulled). Aside from the stub switch that connected with the main line at Newark and occasional auditing of the branch's record book, it would be a rare day when the Centerville spur required custodial attention from a main line department and earnings would trickle agreeably into the treasury, its operation unhampered by worn rails or collisions resulting from imprudent use of steam pressure. Draft horses were a particularly taciturn wheel arrangement.

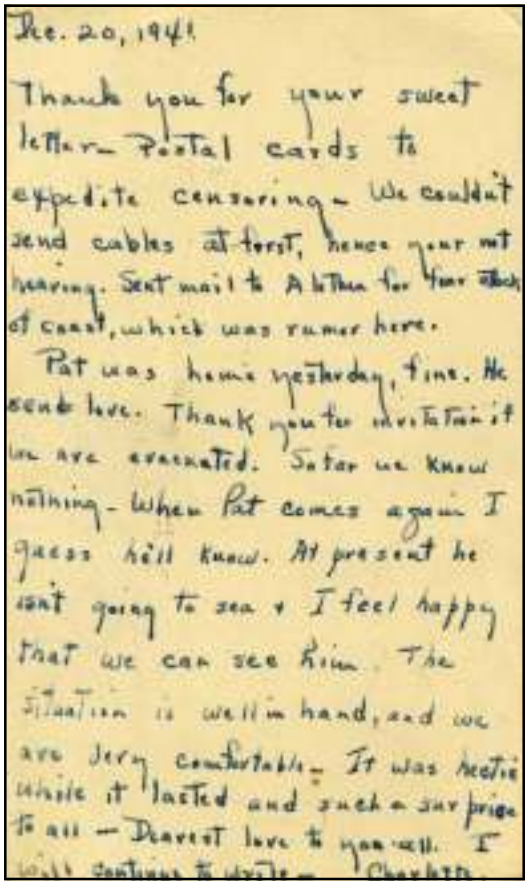
Officially timecarded as "Passenger 42," the noon horsecar westbound from Centerville was the most nonchalant railroad accommodation imaginable. The two draft horses indicate the two boxcars are heavily loaded. The passenger wagon can be seen at the rear.

The first train ran on February 18, 1882 and if the Centerville citizenry who gathered by the waiting shed were shocked at the sight of horses wheeling the express into town at five miles per hour with engineer Charles Burdick (Edwin's eldest son) precariously handling the reins from a boxcar roof, the passenger accommodations proved gratifying. Carter Brothers (who built all the rolling stock for Fair), by now becoming skilled at all kinds of rolling stock construction, turned out a varnished four-wheel buggy that was permanently assigned to the run and lent coach prestige to a ten cent fare. All-in-all, the railhead at Centerville was a welcome addition to the apricot industry. Less economically concerned locals viewed the horse railroad as the funniest thing since the attempted robbery of the general store where the holdup man accidentally shot himself in the foot.

This article is but a tiny slice of the history of the South Pacific Coast Railroad. Source for this story was condensed from *South Pacific Coast*, by Bruce A. Mac Gregor, Howell-North books, Berkeley 1968.-ed.

Covers, Cards, Stamps, etc.

This month's offering is a censored postal card from Hawaii to Santa Monica, California. Dated December 20, 1941 and cancelled December 23, 1941, it's just two weeks after the Japanese sneak attack on Pearl Harbor in the Hawaiian Islands. The message reads: "Thank you for your sweet letter — postal cards to expedite censoring — we couldn't send cables at first, hence your not hearing. Sent mail to Alethea for fear attack of coast, which was rumer (sic) here. Pat was home yesterday, fine. He sends love. Thank you for invitation if we are evacuated. So far we know nothing — when Pat comes again I guess he'll know. At present he isn't going to sea & I feel happy that we can see him. The situation is well in hand, and we are very comfortable — It was hectic while it lasted and such a surprise to all — Dearest Love to you all. I will continue to write. — Charlotte"


Dec. 20, 1941

Thank you for your sweet letter — Postal cards to expedite censoring — We couldn't send cables at first, hence your not hearing. Sent mail to Alethea for fear attack of coast, which was rumer here.

Pat was home yesterday, fine. He sends love. Thank you for invitation if we are evacuated. So far we know nothing — When Pat comes again I guess he'll know. At present he isn't going to sea + I feel happy that we can see him. The situation is well in hand, and we are very comfortable — It was hectic while it lasted and such a surprise to all — Dearest love to you all. I will continue to write — Charlotte

I suppose there are a great many cards and letters with similar messages after December 7, 1941 and guess most are in collector's hands. I wonder if they show the 'stiff upper lip' this one projects. I suspect that most do as our parents and grandparents generation were a very strong group as a whole. They went through prohibition, "The Great Depression" and the second world's war. After all that they came out with a positive attitude for our future — something that seems to have disappeared in recent years. Let's just hope the present generation will not have to go through great devastation of any kind to regain American values and optimism.

SIX CHIX BY RINA PICCOLO

WALL STREET: Seedy district of Lower Manhattan specifically zoned for performing lewd acts on people's retirement savings.

SEPTEMBER MEETINGS ARE ON THE 3RD & 17TH
OCTOBER MEETINGS ARE ON THE 1ST & 15TH

Show Calendar

September 6 - 7
Great American Stamp Expo
Napredak Hall
770 Montague Expressway, San Jośe
Sat 10 - 6, Sun 10 - 4
Free Parking - Free Admission

September 19 - 21
Santa Clara Coin, Stamp & Collectable Show
Santa Clara Convention Center
5001 Great America Parkway, Santa Clara
Fri 10 - 7, Sat 10 - 6, Sun 10 - 4
Admission Fee

October 3 - 5
Winepex
Marin Center, 10 Avenue of the Flags, San Rafael
Fri & Sat 10 - 5, Sun 10 - 3
Free Admission & Free Parking

The San Jose Post Card Club meets on the 2nd Wednesday of each month (excepting July & August) in the Hilltop Manor dining room at 7 pm.
Visit the SJSC website at: filatelicfiesta.org

Advertisements

Members may place an ad here to run for three months unless sold. Three at a time or as space allows.
No politically incorrect, risqué, illegal or offensive material accepted. Editor will edit.

NEW ISSUE SERVICES: Japan, China/Taiwan, PRC, Hong Kong, Macao, Korea, Singapore and Ireland.
»» MUCH EXPANDED WORLDWIDE STOCK ««
E-mail: richard@asiaphilatelics.com Prompt service and fair prices. Visit me at www.asiaphilatelics.com
Richard Clever 408.238.0894 ~ FAX: 408.238.2539

~~~~~~

The Universal Postal Union 1874-1974, Gently read. . . . 10.00

2014 Scott catalogues includes U.S. Specialized 210.00

***The Shirley Letters* Gently read 5.00**

South Georgia 109-123 MNH Birds	**Cat 40.25 - 28.00**
Swaziland 506-18 MNH Butterflies	**Cat 20.00 - 14.50**
Thailand 1273 Complete Booklet	**Cat $50.00 - 35.00**
Togo 873-4, C222-3a. MNH UPU 100th	**Cat 42.90 - 29.50**

As a SJSC member you may advertise here—so why don't you?

~~~~~~

BUYING STAMPS, COVERS, POST CARDS, POSTAL CARDS, DOCUMENTS, AUTOGRAPHS—What have you? Douglas Gary, (Serving Collectors since 1950 and Filatelic Fiesta Dealer since 1960). P. O. Box 457, Campbell, CA 95009 Phone: (408) 274-3939. E-mail: doug_gary@hotmail.com. ASDA, NSDA and APS Dealer Member.

Togo 1001-2, C346-9 MNH Imperf pairs World Cup	**25.00**
Tripolitania 73-8, C43-8 MLH	**Cat 72.00 - 50.00**
Turks & Caicos Is. 78-89 MLH	**Cat 78.45 - 55.00**
Uganda 97-110 MNH Birds	**Cat 67.75 - 45.00**
Vanuatu 590-94 MNH WWII Planes	**Cat 21.15 - 14.50**
Vatican 242a. MNH S/S '58 Brussels Fair	**Cat 20.00 - 12.50**
Venezuela 804-11, C794-803 MNH Orchids	**Cat 28.10 - 19.50**
British Virgin Is. 847-61 MNH Fish	**Cat 57.00 - 45.00**

PLEASE NOTE - ALL USED SELF ADHESIVES HAVE ALL GUM REMOVED

All prices plus actual shipping or mailing costs if applicable.

I have many thousands of stamps/sets at 20 to 60% off Scott. Send me your want list or call me. Will e-mail scans.

Jim Sauer 408.445.2694 ~ hjamessauer@yahoo.com

~~~~~~

Walt Kransky's website has changed:
Now mostly philatelic material, covers, etc.— a few postcards.
Website: http:www.thepostcard.com/walt/
E-mail Walt at wrsky@att.net
Walt's duplicate and extra postcards are still for sale
Please use the word "POSTCARD QUERY" in the subject line of your e-mail message to avoid spam. Thank you.

This is a member service - why not use it?
~~~~~~