

San Jose Stamp Club

APS Chapter 0264-025791

Founded 1927, Club show since 1928

November 2018

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the San Jose Stamp
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Filatellic Fiesta Report

Filatellic Fiesta 2018 is over and I'm glad to report that the club had another successful show. Attendance felt a little less than last year but club sales were good and the Youth table saw plenty of visitors (youth being defined as under 40). The 2018 cachet available at club sales was popular and sold well. Both the Hospitality raffles and the Penny Black raffle did well. The WPL auction had plenty of items and took until closing time on Sunday to complete. All the dealers and attendees I spoke with were very happy. Some of the dealers commented it was the best Fiesta ever for them. The Boy Scout Merit Badge workshop was full and we had a full complement of exhibits. The club received multiple donations. We added one member that signed up at the show and had several others express serious interest about joining. The club can be proud of another successful show and a job well done by everyone involved.



More Photos on Page 12 and the Club Website

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Club Blog & Website

Blog Updates

No Activity

Website Updates

Filatelic Fiesta Photos uploaded to the website
Minutes of the 10/03/18 club meeting uploaded
New item added to "SJSC in Print" page
New link added to "Links" page
Minutes of the 09/19/18 club meeting uploaded
October 2018 Newsletter uploaded.

Remember the dates!

Nov 3-4 **SACAPEX (Sacramento)**
Nov 7 San Jose Stamp Club Meeting

Note: No second meeting this month - Thanksgiving

President's Message

We did it! Fiesta was a wonderful success. All the dealers I spoke with were happy with the show and the attendance was good. The exhibits were terrific, and the judges did a great job. Most of all, the club can be proud of how we pitched and did what ever was needed.

Hosting 30 boys to earn their stamp collecting merit badge is a LOT of work. Many of you help soak and sort stamps, build the starter kits, and other preparations. I wish I could show you all video of boys getting excited about collecting.

We recently received donations from Deepak Jaiswal and Sulekha Chaudhri of Indian stamps. It was especially satisfying to see boys get excited learning their Indian heritage by looking at these stamps and identifying the denomination, people depicted, places shown, and historical events. The boys and their fathers where trading information about India. It is very satisfying to see this. Other boys collected countries important in their family heritage and I ran out of stamps from Mexico as a result. I always encourage parents to stay so they can hear about values and virtues of stamp collecting. It went especially well this year with so many parents being excited about teaching their kids about their heritage.

Topical collecting remained a popular type of collecting this year. Again, the clubs help with sorting stamps is greatly appreciated and put to good use. Young people's topical collecting reflects a wide variety of interests.

Philately has a great story to tell, but we don't seem to do much to sing it to anyone past the choir. I recently posted a question on the APS Facebook Ambassador page about what other clubs and shows do to attract new members. The vast majority are activities that include APS members and readers of Linn's. Wow, do people really expect to find new collectors doing the same old things with a sermon that doesn't get past those who already believe? We've got to throw the doors open and preach the message of how much fun and satisfying stamp collecting can be.

The philatelic establishment seems more focused on minutia details of judging exhibits than growing the hobby. While I'm glad our hobby has a high end that values research into postal history, our leadership should be more focused on growing the hobby. From my many discussions about stamps with people outside the hobby, there are many people who just don't know stamp collecting can be a value to them nor any idea on how to get started. If the stamp community focused on showing people the values of collecting and how to do it with some creativity, our favorite hobby will have a renaissance.

Brian

History of Thanksgiving



Thanksgiving Day, annual national holiday in the United States celebrating the harvest and other blessings of the past year. Americans generally believe that their Thanksgiving is modeled on a 1621 harvest feast shared by the English colonists (Pilgrims) of Plymouth and the Wampanoag people. The American holiday is particularly rich in legend and symbolism, and the traditional fare of the Thanksgiving meal typically includes turkey, bread stuffing, potatoes, cranberries, and pumpkin pie. With respect to vehicular travel, the holiday is often the busiest of the year, as family members gather with one another.

Plymouth's Thanksgiving began with a few colonists going out "fowling," possibly for turkeys but more probably for the easier prey of geese and ducks, since they "in one day killed as much as...served the company almost a week." Next, 90 or so Wampanoag made a surprise appearance at the settlement's gate, doubtlessly unnerving the 50 or so colonists. Nevertheless, over the next few days the two groups socialized without incident. The Wampanoag contributed venison to the feast, which included the fowl and probably fish, eels, shellfish, stews, vegetables, and beer. Since Plymouth had few buildings and manufactured goods, most people ate outside while sitting on the ground or on barrels with plates on their laps. The men fired guns, ran races, and drank liquor, struggling to speak in broken English and Wampanoag. This was a rather disorderly affair, but it sealed a treaty between the two groups that lasted until King Philip's War (1675–76), in which hundreds of colonists and thousands of Native Americans lost their lives.

The New England colonists were accustomed to regularly celebrating "Thanksgivings," days of prayer thanking God for blessings such as military victory or the end of a

drought. The U.S. Continental Congress proclaimed a national Thanksgiving upon the enactment of the Constitution, for example. Yet, after 1798, the new U.S. Congress left Thanksgiving declarations to the states; some objected to the national government's involvement in a religious observance, Southerners were slow to adopt a New England custom, and others took offense over the day's being used to hold partisan speeches and parades. A national Thanksgiving Day seemed more like a lightning rod for controversy than a unifying force.

Thanksgiving Day did not become an official holiday until Northerners dominated the federal government. While sectional tensions prevailed in the mid-19th century, the editor of the popular magazine *Godey's Lady's Book*, Sarah Josepha Hale, campaigned for a national Thanksgiving Day to promote unity. She finally won the support of President Abraham Lincoln. On October 3, 1863, during the Civil War, Lincoln proclaimed a national day of thanksgiving to be celebrated on Thursday, November 26.

The holiday was annually proclaimed by every president thereafter, and the date chosen, with few exceptions, was the last Thursday in November. President Franklin D. Roosevelt, however, attempted to extend the Christmas shopping season, which generally begins with the Thanksgiving holiday, and to boost the economy by moving the date back a week, to the third week in November. But not all states complied, and, after a joint resolution of Congress in 1941, Roosevelt issued a proclamation in 1942 designating the fourth Thursday in November (which is not always the last Thursday) as Thanksgiving Day.

As the country became more urban and family members began to live farther apart, Thanksgiving became a time to gather together. The holiday moved away from its religious roots to allow immigrants of every background to participate in a common tradition. Thanksgiving Day football games, beginning with Yale versus Princeton in 1876, enabled fans to add some rowdiness to the holiday. In the late 1800s parades of costumed revelers became common. In 1920 Gimbel's department store in Philadelphia staged a parade of about 50 people with Santa Claus at the rear of the procession. Since 1924 the annual Macy's parade in New York City has continued the tradition, with huge balloons since 1927. The holiday associated with Pilgrims and Native Americans has come to symbolize intercultural peace, America's opportunity for newcomers, and the sanctity of home and family.

Grills: Getting to know them , By Peter Mosiondz, Jr.

It has often been told to yours truly that many collectors of United States stamps throw their hands up in despair once they get to the classic era.

One main area of consternation is that of identifying many of the “look alike” types of early U.S. stamps. Many useful reference works exist but sadly many others are well out of print. One example of the latter is the book *Notes on the Grilled Issues of the United States* by noted philatelist Lester G. Brookman. Triad reissued this work over a quarter century ago and I recall selling copies in my store for about \$10 if my aging memory is correct. Copies may still be available from leading philatelic booksellers such as Jim Lee or Leonard Hartmann. It is of grills that we will speak of today.

I used this book to the point where it became ragged after less than a year of use and had to be replaced. Thankfully I still had some copies on my sales shelf. Another valuable area of learning for me was the monthly “Philatelic Roundtables” held prior to meetings of the Collectors Club of New York. Herman Herst, Jr. sponsored me as member in the very early 1980’s. At these “Roundtables” many luminaries, such as Herbert Bloch and Ernest Kehr to name but two, attended regularly. These now gone, but never-forgotten, old-timers were only too pleased to share their wealth of knowledge to those willing to learn.

From notes taken from sources just mentioned, I devised a short primer for myself on learning how to distinguish the various grill issues. Now I’d like to share them with you.

A little bit of history is in order first.

In the decade of the 1860’s the United States Government became very concerned about the possible cleaning of cancels and subsequent reuse of postage stamps. During this same period the government failed to provide the smaller post offices with canceling devices, thus it was common practice for postmasters to pen-cancel the stamps on outgoing mail. With the application of a little bit of ink eradicator, the stamp was cleaned for reuse. Some enterprising souls went a step or two further and found ways to remove the grid cancels as well. Something had to be done, and quickly, to stop this chicanery.

Many clever devices sought U.S. patents and chief among them was what we know today as the “grill”. Back then it was called “embossing”.

Grills, or embossing, are basically nothing more than the name suggests; that is an embossing applied to a paper item by means of a roller that is pitted with the necessary depressions that will create this embossed image. The embossing (or female”) roller receives its pitted impression from a knurl, or series of raised pyramids (which are referred to as “points”) on the “male” roller. When the female roller makes its impression on a sheet of stamps, the result is that a grill, or embossing, is evident. The main concept of grilling stamps was such that the process would break the fibers of the stamp paper to such an extent that the canceling ink would soak itself into this broken area in such a manner as to render cleaning the stamp an impossible task. The paper itself is not broken, or “cut”. It pertains only to the fibers.

Patent No. 70,147 was awarded to Charles F. Steele of Brooklyn, New York on October 22, 1867 for his grilling device and the rest, as they say, is history. The government conducted several experiments with grills. One of the first of these featured a small shield design intended to replace the central portrait of the stamp. This small shield contained a raised colorless numeral “3”. The central area, excepting the numeral, was grilled. The frame design selected for this experiment was the 3-cents Washington of the 1861-1866 Series. Examples of three test (essay) stamps are very rare today. Various experiments were carried out through much of 1867 until the Post Office Department finally settled on what we are familiar with today as the Grilled Issues and the printing and sale to the public were hastened.

Now we’ll focus our attention on the relatively easy method of identification.

We often hear the terminology “Points Up” or “Points Down” when the subject of grills is discussed. “Points Up” refers to the embossing being from the bottom of the stamp paper so that the raised pyramidal shapes are on the face side of the stamp, or pointing up. “Points Down” is exactly the opposite.

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Grills continued...

Grills are further identified by letters of the alphabet and it is believed by many that they were issued in this order; A, B, C, D, Z, E and F for the 1867-1868 printings, then G for the 1869 Pictorial Issue, followed then by H and I for the 1870-1871 National Issue.



Scott No. 83. The C Grill on the three-cent 1867 issue.



Scott No. 85B. The Z grill on the two-cent Black Jack.

It is likely that the A, B and C grills were grilled one sheet at a time. The others may very well have been produced in this manner but it is more likely that they were grilled five sheets at a time which may explain the fact that the grills on some of these stamps are very clear while on others they are faint or barely noticeable.



Scott No. 92a. The F grill on the one-cent issue.



Scott No. 101. The 90-cent stamp of the 1867 series with an F grill



Scott No. 89. The ten-cent E grill



Scott No. 111. The one-cent stamp of 1869 with G grill.



Scott No. 100. The F grill on the 30-cent stamp from the 1867 series.

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Grills continued...

Grill Type	Grill Size (in millimeters)	Number of Points	Up/Down
A	Covers entire stamp	n/a	Up
B	About 18 x 15	22 x 18	Up
C	About 13 x 16	16 to 17 x 18 to 21	Up
D	About 12 x 14	15 x 17 to 18	Down
Z	About 11 x 14	13 to 14 x 18	Down
E	About 11 x 13	14 x 15 to 17	Down
F	About 9 x 13	11 to 12 x 15 to 17	Down
G	About 9 ½ x 9 ½	12 x 11 to 11 ½	Down
H	About 10 x 12	11 to 13 x 14 to 16	Down
I	About 8 ½ x 10	10 to 11 x 10 to 13	Down

Again, the “points” referred to above are the actual number of these tiny pyramids. Some Collectors prefer to count the actual points. I find it easier to measure the overall grill area. Most perforation gauges have millimeter rules so the task is rather easy.

The alphabet letters indicate a certain measurement, always in millimeters (mm) of the width and length of the raised (or “grilled”) area of the stamp. I have found it best to measure from the bottom of the stamp so as not to be confused by the stamp’s design or cancellation. The following handy table provides these grill counts.

Pat Herst once told me that Lester Brookman gave him this tip to simplify the identification process. To make the tips of the pyramids show up, take an ordinary #2 lead pencil, turn the tip sideways and mark up a small area on a piece of scrap paper. Then rub the tip of your index finger over this area until the finger tip is covered with carbon. Then place the used stamp on a flat surface bottom side up. Now rub your finger over the grilled area of the stamp. This technique is best suited for grills with “Points Down” rather than for grill types A, B or C. The tips of the pyramids will pick up the carbon from your finger tip and will thus become more plainly visible. Once the task is completed, I use a simple “bath” in warm (not hot) water with just a drop of dishwashing liquid to make the stamp presentable once again. This technique is not necessary for those grills with “Points Up” as the grill points should show up clearly anyway. Do NOT use this carbony technique on unused stamps that have any part of gum remaining.

I have also found that a well-accomplished immersion in watermarking fluid helps bring out the grill area in a more evident manner.

A closing word is in order on fake grills as they pertain to unused stamps with gum. As indicated in Steele’s patent, the embossing was understood to be performed after the gumming of the stamps. If you have an unused grilled stamp with gum, check the points very carefully to detect if there is any residual gum. A gum spillover of this type is the simplest means of detecting a regumming job. Remember the process; gumming, embossing (or grilling) and then printing.

As always there is no substitute for knowledge. And, it should go without need for mention but we’ll do it anyway. Always deal with a trusted and well established dealer, preferably one who holds a membership card in The American Stamp dealers Association.

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Lenticular Motion Stamps A Philatelic Novelty

by Steve Swain

15th of January 2013

In the 1950s, a cherished prize in a box of Cracker Jack was a one-inch plastic square embossed with two images and when you tilted the square up and down the images seemed to move or a secret message was revealed. Those prizes used early lenticular image technology, a printing method that relied on a special camera lens, called a lenticular lens, to produce its magic.

Lenticular printing today is far more advanced and the technology is used extensively in advertising, children's books, magazines and trading cards. One of the most intriguing uses of lenticular technology over the past few years has been with the creation of postage stamps.



In September of 2007, the French Post issued the first lenticular stamp featuring the Rugby World Cup. The stamp's lenticular 4-frame motion shows a kicked ball sailing over the goal post. To see the stamp's imagery, copy this link into your Internet browser:

<http://www.rugbystamps.com/ros.htm>.

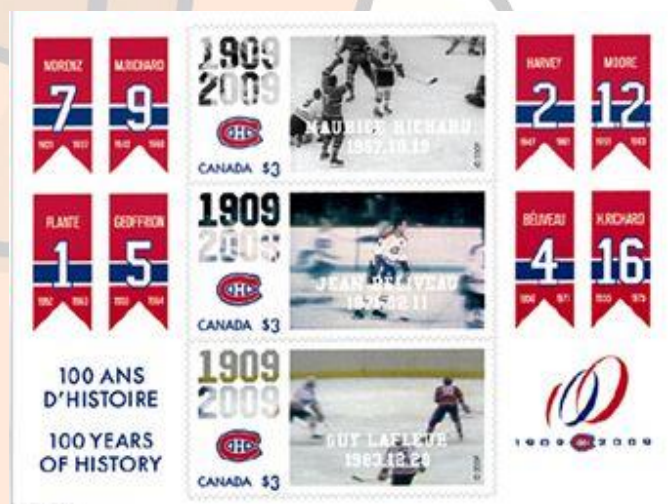


Generations of British children grew up enthralled by the puppet creations of Gerry Anderson, creator of *Thunderbirds* and *Stingray*. In 2011, the Royal Mail released a set of four *Thunderbird* stamps using microlenticular technology, allowing an impressive 35 frames of motion to be displayed on each stamp. When tilted, the stamp shows the launch of its spacecraft.

To see the Thunderbirds stamps in motion, copy this link into your Internet browser:

<http://www.youtube.com/watch?v=t-TfkO4rbtI>.

Highlighted on lenticular stamps issued in 2009, Canada Post commemorated the historic 500th goals of ice hockey legends Maurice Richard, Jean Béliveau, and Guy Lafleur, while playing for the Montreal Canadiens.



Using film frames provided by the Canadiens team, the stamps' lenticular animation show close-ups of the actual footage of the three goals. Alain Leduc, Manager of Stamp Design and Production at Canada Post, pointed out in a first day ceremony interview that the action extends into the numbers, 1909-2009, to the left of the stamps' imagery.

In 2009, the cost of the sheet was \$14.95. It's value today is somewhat more significant, but not considerably.

The United States Postal Service has yet to issue a stamp using lenticular imagery.

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Lenticular Motion continued...

However, lenticular stamps with valid U.S. postage are created and available through zazzle.com. Zazzle creates custom postage stamps, such as the lenticular stamps below, or you can create a stamp with your photos, designs, business logos, and text.



1995 32¢ Space Station



Sandhill Cranes in Flight



Clouds in Motion



Elephants Playing

U.S. Postmaster's Citizen's Stamp Advisory Committee, if using lenticular imagery on U.S. stamps was ever proposed or discussed.

Mr. Hotchner said that I recently asked John Hotchner, a 12-year member of the specific technologies for inclusion on U.S. stamps were not a formal object of consideration for the advisory committee, so they had never discussed lenticular technology. However, Mr. Hotchner reminded me that the U.S. has issued stamped envelopes and stamps with hologram technology, such as the 1995 32¢ Space Station envelope and the \$4.05 X-Plane Priority Mail stamp, Scott # 4018, shown below.



X-Plane Priority Mail

Some additional research revealed that lenticular and holographic imagery are quite similar in that they both appear to provide motion or the impression of animation when looking at the printed surface of a stamp. But the processes used to create the final products are quite different.

Lenticular imagery takes multiple frames, or images, and links them into somewhat of a "mini-movie" using a lenticular lens. Holographic imagery is not dependent on such a lens or process.

In the final analysis, it is fair to say that for postage stamps, either lenticular or holographic imagery provides a pleasing "motion" effect. But, I would say that the mini-movie quality of lenticular imagery is a bit more robust and entertaining than holographic imagery.

Lenticular motion stamps. Definitely a philatelic novelty.

Mail in the Old West Full Speed for the Diggings!

by John Edwards

The discovery of gold in California in 1848 is arguably the most important event in the development of the United States. It brought commerce, the telegraph and later the railways to the West. American influence spanned the continent for the first time, laying the foundations for its position as a world power. It also brought lawlessness and the myth of great riches to be found in the goldfields.

During the 1850's thousands of Americans travelled west; some to make their fortunes in the goldfields, others to deprive the miners of their gold in makeshift saloons with bad whiskey and rigged gaming tables. Legends were created and the west became synonymous with wild living, outrageous conduct and adventure.

But for one group of pioneers it brought the opportunity to make money while providing a much needed service: the *Expressmen*. The United States Post Office Department was slow to bring postal services to the mining camps, and the miners were reluctant to leave their claims for supplies and travel two or three days to the nearest town for fear of claim jumpers. So the expressmen did more than carry letters; they brought supplies, mining equipment, newspapers, and carried back the miners' gold dust for banking, and letters to their friends and relatives back east.

The Expressmen

There are some 1,870 different known expresses that carried on business in the west during the nineteenth century. Of these about 370 had identifiable franks. Some expresses were in business for only a few days while others provided a regular service for many years.

Very often the routes to the mining towns were rough tracks only suitable for pack mules. Granville Zackharian operated an express known as *Zack's Express* from 1865 to 1866. The 150 mile route he followed was over rugged country from Downieville to Marysville. This included seventy miles of almost continuously ascending and very rough trail up to and along the Gibsonville Ridge where many mining camps had been established. He carried fifty or sixty pounds of mail on his back, walking with

snowshoes in the winter, and riding on horseback when the route was not snowbound.



Letter carried by Langton's Pioneer Express circa 1864. Carried by the Express from Downieville to Marysville and thence by Wells, Fargo & Co to San Francisco.

Another seasoned expressman was Samuel W Langton. He started his business in 1850 serving a route from Marysville up the Yuba River, taking in Grass Valley, Nevada City, Downieville and other camps. He gradually expanded the territory he covered, operating lines of stage-coaches as well as his express service. From 1859 he connected with Wells, Fargo & Co at Marysville. In 1864, at the age of 34, he was accidentally thrown from his buggy in Silver City, Nevada Territory, sustaining fatal injuries. His family tried to carry on the business, but could not emulate his energy and business acumen.



Map of the Butterfield Overland Mail route 1858-1861.

Continued on next page

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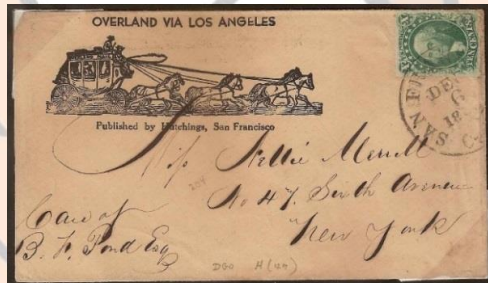
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Mail in the Old West continued...

No list of expressmen would be complete without mention of John Butterfield. In the late 1850's the citizen's of California had become so exasperated with the poor roads and mail services between the East and West of America that they petitioned the government for better services. The government contracted with John Butterfield for the establishment of a Southern Mail Route. He surveyed and constructed the road and the route began operating on 15 September 1858 with coaches carrying both passengers and mail. The eastern starting points were St Louis and Memphis, and the western terminal was San Francisco. There was a twice weekly service in both directions. It took 24 days to complete the 2,800 mile route. It was hardly a comfortable journey and passengers were often required to get out and walk up the steep inclines and help push the coach when it got stuck.



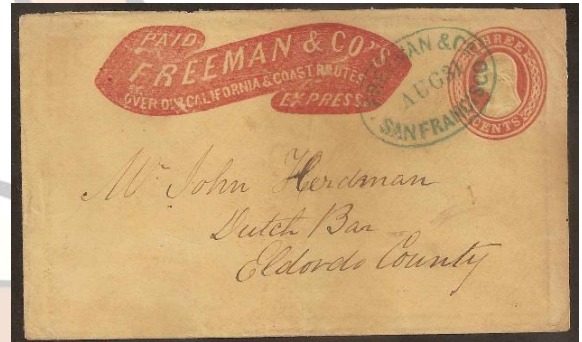
Letter carried by the Butterfield Overland Mail route in 1858.

With the Start of the American Civil War and the fear that the route would be disrupted by the Confederacy, the Union Government transferred the contract to the Central route on 11 May 1860. The Overland Mail Co finally stopped running on 1 March 1861; drivers and horses had been conscripted to the Army! Several types of printed 'stage coach' covers were used to indicate mail to be carried over the route of the Overland Mail.

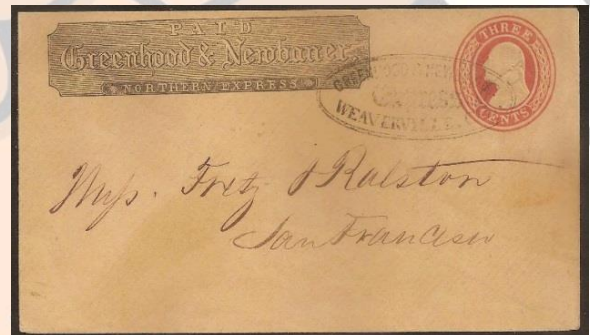


Letter carried by Swift & Co from Santa Rosa to Petaluma, circa 1857.

Of the many other expressmen it is worth mentioning E Swift who operated Swift & Co's Express from San Francisco to Bodega and Petaluma from 1854 to 1859, connecting with Wells, Fargo & Co at Petaluma. There was also John M Freeman who began his career as an expressman in 1850, selling out to Wells, Fargo & Co in 1859 after several ventures in the express business.



Letter carried by Freeman & Co's Express from San Francisco to Dutch Bar, circa 1855.



Letter carried by Greenhood & Newbauer Northern Express from Weaverville to San Francisco showing the error of spelling in the name.

Some strange errors can be found on the franks used by expresses. Greenhood & Newbauer Northern Express had a frank similar to that used by Wells, Fargo & Co. A supply of their franks was printed with the 'u' in Newbauer inverted reading 'Newbaner'. The Post Office had a monopoly over postal routes and had declared all roads as postal routes. It was therefore necessary to pay the government rate of postage in addition to express charges. This was normally done by impressing the express company's frank on government printed stamped envelopes. A three cents stamped envelope bearing the express company's frank was typically sold for ten cents.

Continued on next page

Mail in the Old West continued...

Thus the erroneously printed franks of Greenhood & Newbauer were worth three cents each to the company and rather than lose this value the envelopes were sold and used in the normal way.

Wells, Fargo & Co

Every western film seems to have a Wells, Fargo & Co stage-coach or express office in it. Perhaps this portrayal of the company is not too far from the truth. Henry Wells and William Fargo created the largest express company in the west from small beginnings. They opened their first office in the west in 1852, and built their business on honesty and reliability so that their name soon became a byword for dependability. They bought out their rivals, or where this was not profitable or practical came to an agreement not to encroach on each other's routes. Thus Wells, Fargo & Co became one of the major business concerns in the early west.



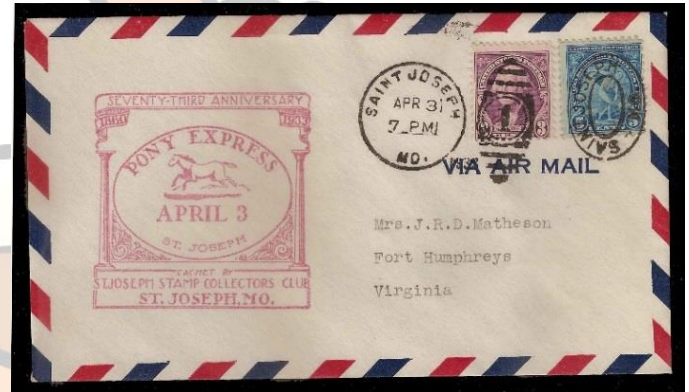
Letter carried by Wells, Fargo & Co over their Virginia City Pony Express route from San Francisco to Virginia City in 1865. The express charge was paid with the Company's 25 cents red local Pony Express stamp.

They had a part in the running of the legendary transcontinental Pony Express, and ran their own Pony Express between San Francisco and Virginia City. But with the arrival of the railroads many of their stage routes became redundant and they had to buy into the new transportation systems.

Wells, Fargo & Co's name still survives as a banking concern, but their mail services finished in the 1890's when improvements in the government service made it unprofitable to continue.

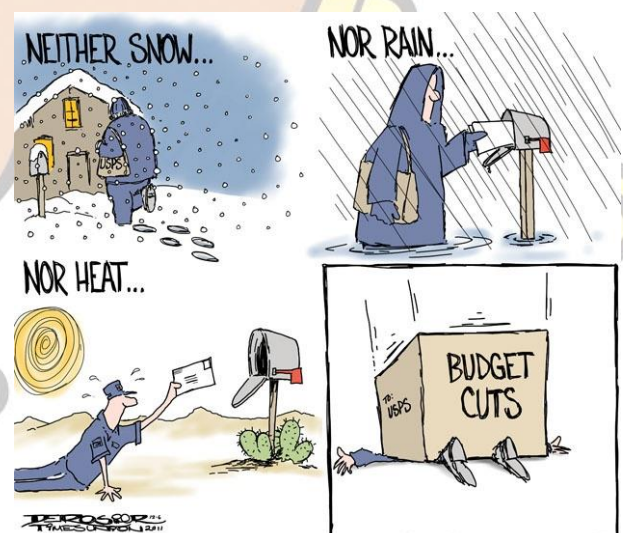
Turning to Modern Times

Whilst some of the long-lived expresses have left a considerable quantity of material for collectors, there are many that operated for a short time with only a handful of covers known. The average collector might find it difficult to form a representative collection of original western covers, but there is an alternative.



Modern cover commemorating the 73rd Anniversary of the Pony Express in 1933 with cachet of the St Joseph Stamp Collectors Club.

There are numerous modern covers commemorating the west and these can be collected at an affordable cost. They give an insight into the ways the mail was carried in the old west. Several commemorative runs of the original Pony Express have been made in recent years and many United States stamps commemorating the old west have been issued and can be found on special event and commemorative covers.



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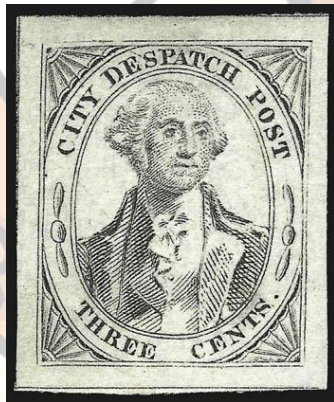
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America's 100 Greatest Stamps



#64 – Scott F1 1911 10 cent Registration



#63 – Scott 40L1 1842 3 cent City Dispatch



#62 – Scott L02 1851 1 cent Carrier Stamp

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