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## Filatelic Fiesta 2020 **Canceled**

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## Bits and Pieces

First, a few words about the passing of George Leslie. I'm sure all of you are aware that George succumbed to cancer in May. Brian has passed this on thru email's and phone calls. George was an advanced collector focusing on Japan and French Colonies along with several other areas. He was always smiling and ready to help wherever he could. He took over the Filatelic Fiesta bourse from Wayne Munez and later passed all the knowledge on to Andy. He always helped with setup and takedown at the show as well as helping in hospitality and sales. When issues or problems surfaced with the club, he always provided clarity and possible solutions. It goes without saying that George will be greatly missed. Due the epidemic there has been no service scheduled. Brian will keep us posted.

Attendance to our club ZOOM meetings has been improving. The first meeting in August had 11 members joining. That is about the same attendance that we have at a normal meeting. There is an additional bonus to using ZOOM. We get out of town members joining, such as Scott English in Pennsylvania. It's great when Scott joins a meeting because we get a lot of information about what's happening with the APS as well as input on other areas of concern. One of those being different ways to increase membership. If you haven't setup ZOOM on your computer I encourage you to do so. While the meetings are shorter and presentations can be difficult the open conversation among all the members is well worth the time.

With this issue of the newsletter I celebrate my third anniversary as editor. I've enjoyed my time as editor and appreciate all the contributed articles from club members. We've completed the "America's 100 Greatest Stamps" series and have space available for something new. Any suggestions. Would the club like to incorporate a Buy/Sell feature? Any input from club members is always welcome. What kind of improvements or areas of focus do you, the members want incorporated. This is a club newsletter and I'm the current caretaker, not the owner. Don't be afraid to speak up. More input from members means I can better tailor the newsletter to the needs of the club.

In the July newsletter I wrote about a new feature added to the club website. There is a button for dealers. Any dealer that would like their information posted can get a page with their contact information and areas of expertise. Are your favorite dealers listed? Do you know of dealers that might benefit from being posted on the website? Let me know. Without the dealers, philately does not survive. Let's do everything we can to support the dealers during this epidemic. I'm going to leave the dealer information on the website after the epidemic is over. I think this would be a great service to both the dealers and Bay Area Philately.

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## Club Blog & Website

**Blog Updates** No Activity

### **Website Updates**

August 2020 newsletter uploaded

## Remember the dates!

### *Presidents Message*

An old adage goes "When life gives you lemons, make lemonade". Why am I opening with this platitude? Because I feel our club is at an inflection point. Very few of us have been connecting on our monthly zoom video meetings. I'm concerned that without better participation that our club could fall apart. It appears we won't be able to have in-person meetings until early 2021 and nobody really knows for sure. We can hang our heads and slowly drift apart, or we can do our best to keep together. When we connect to the on-line meetings, we get to see each other, check-in, continue to be in relationship with each other. It also saves time and gas from driving, and we see people who are too far away to drive. The current plan is to continue offering a zoom connection after we restart meeting in-person again. This will allow anyone not able to attend in person for any reason can still participate.

I don't want to be an alarmist, but I am really concerned if we don't do more stay together. Our mutual relationships could become stale and we just drift apart. Therefore, I am asking everyone who hasn't connected, to make a serious effort to try. If you need help, ask!

Connecting is best when you have computer/laptop with a webcam and microphone. This provides a nice size picture and ability to see/be seen for everything in the meeting. If you have an older desktop or laptop computer that doesn't have a webcam, you can buy one for around \$40 to \$50 and fully participate. Another option is can connect with your older computer and we just won't be able to see you, but you can see the others and the presentation.

You can also connect on a smart phone. Go to the app store for your phone and download the free app. You can then see & hear everything, and we get to see the you. Lastly, if your cell phone is "dumb", you can still call in and listen. You won't see anything, but you can at least talk and listen.

We can take the effort to stay in relationship and supporting each other. The club can also take advantage of the situation by reaching out the community via on-line meetings. As I wrote earlier, the opportunity is in front of us to use the county and city library systems to do community out-reach.

I like lemonade, how about you? Let's make a big batch. Let's keep together.

Stay safe and please stay in touch,

*Brian*



## *These are the good old days*

By Peter Mosiondz, Jr.

We often hear from collectors who have picked up a dealer's price list or auction realization from decades ago. They typically lament the fact that stamps were sold at such seemingly low prices back then. The key word is seemingly.

We recall when we first hung out our business shingle about forty years ago. We were struggling then to get our small part-time approval service off the ground. For those who may have an interest in our fledgling venture, we aptly named our service Lamos Stamps. The "Lam" being the first three letters of our mother's maiden name, while the "mos" belonged to our father.

One of our early customers bought the entire selection that was sent and, along with his remittance, came a note asking us to obtain a nice, sound used Scott United States No. 1. At the time nice copies ranged in price from \$40 to \$50, depending on the margins. We packed up a few examples and sent them on approval. The best of the three was chosen at \$50.

We recall that, at the time, the price of gasoline was in the area of fifty cents a gallon. Candy bars and daily newspapers were priced at a nickel. A dinner coupled with a show at one of our local supper clubs could be had for \$15 a person.

Let's fast forward forty years and check on what inflation has done to some of these items. We recently sold a nice No. 1 for \$350. Not a four wide margined copy in very fine but a nice and sound stamp. It probably would be the mate of the one sold all those years ago. That nickel candy bar had become a fifty cent bar and, in the process, had shrunk a bit in size. Our daily newspaper is now the same half-dollar.

There is an interesting web site at [www.westegg.com/inflation](http://www.westegg.com/inflation). We entered \$50 as the amount of money and selected 1968 as the year of origin. Asking the calculator to translate into 2006

dollars (2007 was unavailable at the time) we found that what our friend spent in 1968 equates to \$291.68 in 2006 spending power. We like that term "spending power" for it is easier for us to put things into proper perspective. Comparing this spending power, we see that our friend of forty years ago actually did fairly well. The stamp appreciated 20 percent during that period. An investment in stocks or mutual funds would have done better, possibly. However, the pleasures of stamp collecting transcend any kind of investment. Selectively choosing scarce and desirable stamps in really fine condition offers the collector not only the pride of ownership for many years but the possibility of earning a profit as well. He enjoys the best of both worlds.

So, before one looks at a seemingly small price tag of years gone by, one needs to take into consideration the rate of inflation and today's spending power. One other point we would like to make is that of all of the positive things that have transpired in the hobby in recent years that were not even thought about decades ago. First, our Scott Catalogue has been greatly improved. The content has been enhanced and we enjoy full color. Not to mention that the editor and consultants have worked diligently to make this a more precise guide to current market values. In addition we have the semi-annual Valuing Supplements which give us a good guide to retail prices in all of the accepted grades.

The independent grading of stamps will help to restore a degree of confidence to stamp buyers, especially those who chase our early issues where prices can jump considerably between one grade and the next. Hopefully some of the fast-buck boys who notoriously over-grade will be chased out as well.

We have witnessed the advent of color in our society publications. We have this great publication which you now hold in your hands. And think about the Internet. It was not even thought about when we first entered the ranks. There are numerous other positives today, including the wealth of reference books that have come upon the philatelic scene. We are much better off that we ever were and the road only goes uphill from here. These are the good old days.



# San Jose Stamp Club

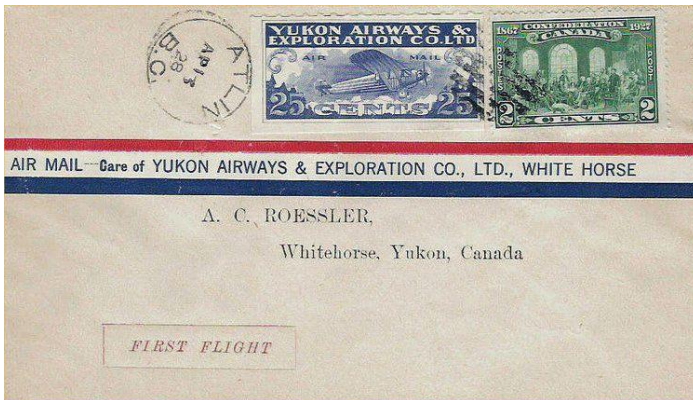
APS Chapter 0264-025791

Founded 1927, Club show since 1928

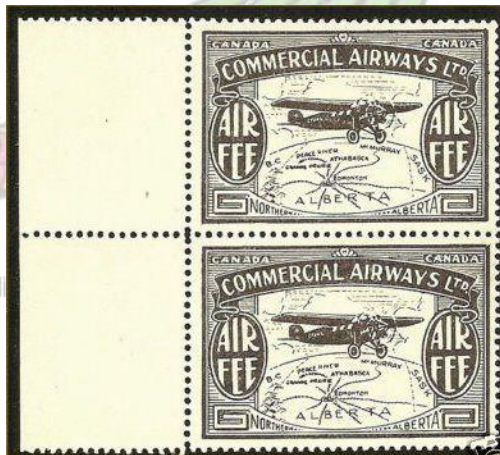
September 2020

## Canada's Semi-Official Airmails

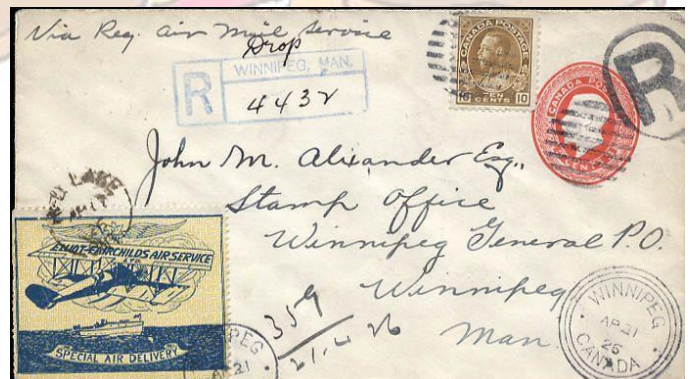
There was a philatelic judge once who called these stamps, "labels," but he was just plain wrong. Canada's unusual semi-official airmail stamps and their uses represents an adventurous era in the Great North Country's heritage that is virtually unmatched in air philately.



Before the Canadian government took over the administration of airmail flights into the pristine wilderness territories in the north of the country's provinces in the 1930s, the nation's parliament passed a law enabling private carriers to not only carry the airmails from cities into tiny encampments and remote towns, but they allowed to issue their own stamps!



Best of all, they are full of history and adventure. Planes crashing. Socked-in bad weather. Scarce stamp varieties, flights and uses. And there is a sense of that these issues and uses are getting more and more popular all the time!



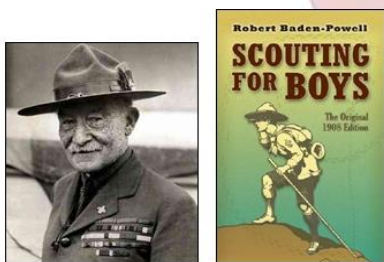
These semi-officials are just like any other stamps—not only good for franking the covers on certain specific types of mail, but also full of the kind of printing and production varieties that are the lifeblood of the true philatelist.



## Scouting Founder Portrayed on Rare Error Stamp

by Steve Swain

The genesis of the scouting movement was a series of magazines, *Scouting for Boys*, written in 1908 by General Robert Baden-Powell. The contents of the six publications were later combined into a book, *Scouting for Boys*, that remains today as the seminal work on scouting.



In the magazines, activities were recommended for existing youth organizations in the United Kingdom to use to develop in boys and young men a sense of duty, personal discipline and honor.

An unexpected result of this was the formation of Scout Patrols around the country, all of which followed the principles set out in Baden-Powell's work. In 1910, this led Baden-Powell to form The Boy Scout Association as a national body to organize and support the Scout Patrols.

Hundreds of stamps with Baden-Powell's image commemorating the scouting movement have been issued by countries worldwide, as seen with the issues below.



One of the most intriguing stamps with Baden-Powell's image was offered at the March 12, 2014 Spinks Shreves auction of the Harry Birkhead Collection, featuring occupation and siege issues of the Anglo-Boer War, 1899-1902.

During this conflict, the British fought to hold a South African town named Mafeking. The British troops were led by garrison commander Col. Robert Baden-Powell. During a seven-month encounter with the Transvaal Army, the British supply of postage stamps was depleted and printing problems precluded replacements for the standard British issues. Baden-Powell ordered the production of ad hoc issues using a photographic process. The design for the special issue was Baden-Powell's portrait.

The Mafeking issue is a rarity in two regards. It was one of the very few stamps of the British Empire at that time not to depict the monarch. But, more importantly, the stamp's printing process led to a reversed design, of which only 10 examples are known to exist (three mint, seven used). Below on the left is a used Mafeking stamp with the correct image of Baden-Powell's portrait. The issue on the right has the reversed image (Cape of Good Hope, Scott 179c).



In traditional photography, the negative must be placed the correct way up when making a print. The Mafeking error issue was caused by the glass plate being reversed in the printing frame. This April 27, 1900 rare issue sold for \$67,000 at the Spink auction.

The British prevailed in the Mafeking siege and Baden-Powell soon returned to England a hero. Several years later, he founded the scouting movement.

It is interesting to note that during the Mafeking conflict, a specially chosen group of young men were charged with supplying and supporting the soldiers defending the town, with part of that support being the delivery of mail. These young men were the Mafeking Cadets Corps, forerunners of the Scouts.

For information about scouting on stamps, visit the website for Scouts on Stamps Society International at <http://www.sossi.org/index.shtml>.



## “Operation VITTLES”

After World War II, the Allies partitioned the defeated Germany into a British-occupied zone and a French-occupied zone. Berlin, the German capital city, was located deep in the Soviet zone, but it was also divided into four sections. In June 1948, the Russians—who wanted Berlin all for themselves—closed all highways, railroads and canals from western-occupied Germany into western-occupied Berlin. This, they believed, would make it impossible for the people who lived there to get food or any other supplies and would eventually drive Britain, France and the U.S. out of the city for good. Instead of retreating from West Berlin, however, the United States and its allies decided to supply their sectors of the city from the air. This effort, known as the “Berlin Airlift,” lasted for more than a year and carried more than 2.3 million tons of cargo into West Berlin.

## The Berlin Airlift: The Partitioning of Berlin

As World War II came to an end in 1945, the Allied powers held peace conferences at Yalta and Potsdam to determine how they would divide up Germany’s territories. The agreements split the defeated nation into four “allied occupation zones”: They gave the eastern part of the country to the Soviet Union and the Western part to the U.S. and Great Britain. In turn, those nations agreed to cede a small part of their territories to France.

Even though Berlin was located entirely within the Soviet part of the country (it sat about 100 miles from the border between the eastern and western occupation zones), the Yalta and Potsdam agreements likewise split the German capital into Allied sectors: The Soviets took the eastern half, while the other Allies took the western. This occupation of Berlin, governed by a multipower agency called the Kommandatura, began in June 1945.

The Soviets were dissatisfied with this arrangement. Twice in recent memory, they had been invaded by Germany, and they had no interest in promoting that country’s reunification—yet it seemed that was exactly what the United States, Great Britain and France had in mind. For example, in 1947 the Americans and the British combined their two sectors into a single “Bizonia,” and the French were preparing to join as well. In 1948, the three western Allies created a single new currency (the Deutsche Mark) for all of their occupation zones—a move that the Soviets feared would fatally devalue the already hyperinflated Reichsmarks that they used in the east. For the Soviets, it was the last straw.

## The Berlin Airlift: The Berlin Blockade

The Russians were also concerned about a unified West Berlin: a capitalist city located right in the middle of their occupation zone that would likely be powerfully and aggressively anti-Soviet. They decided that something needed to be done to stop this creeping unificationism. They withdrew from the Kommandatura and began a blockade of West Berlin, a maneuver that they hoped would effectively starve the western powers out of Berlin. If West Germany was to become its own country, they argued, then Berlin, located more than 100 miles from its border, could no longer be its capital.

On June 24, 1948, the Soviet authorities announced that the Autobahn, the highway connecting western Germany to Berlin, would be closed indefinitely “for repairs.” Then, they halted all

road traffic from west to east, and barred all barge and rail traffic from entering West Berlin. Thus began the blockade of Berlin.

As far as the western Allies were concerned, withdrawal from the city was not an option. “If we withdraw,” said the American military commander, “our position in Europe is threatened, and Communism will run rampant.” President Harry Truman echoed this sentiment: “We shall stay,” he declared, “period.” Using military force to strike back against the Soviet blockade seemed equally unwise: The risk of turning the Cold War into an actual war—even worse, a nuclear war—was just too great. Finding another way to re-provision the city seemed to the Allies to be the only reasonable response.

## The Berlin Airlift: “Operation VITTLES” Begins

It was quickly settled: The Allies would supply their sectors of Berlin from the air. Allied cargo planes would use open air corridors over the Soviet occupation zone to deliver food, fuel and other goods to the people who lived in the western part of the city. This project, code-named “Operation VITTLES” by the American military, was known as the “Berlin airlift.” (West Berliners called it the “Air Bridge.”)

The Berlin airlift was supposed to be a short-term measure, but it settled in for the long haul as the Soviets refused to lift the blockade. For more than a year, hundreds of American, British and French cargo planes ferried provisions from Western Europe to the Tempelhof (in the American sector), Gatow (in the British sector) and Tegel (in the French sector) airfields in West Berlin. At the beginning of the operation, the planes delivered about 5,000 tons of supplies to West Berlin every day; by the end, those loads had increased to about 8,000 tons of supplies per day. The Allies carried about 2.3 million tons of cargo in all over the course of the airlift.



Map illustrates the basic pattern for the planes' air routes into and out of Berlin for the ten +/- airports located throughout West Berlin. These airports are designated by the red dots. Note two routes in and one out.

Life in West Berlin during the blockade was not easy. Fuel and electricity were rationed, and the black market was the only place to obtain many goods. Still, most West Berliners supported the airlift and their western allies. “It’s cold in Berlin,” one airlift-era saying went, “but colder in Siberia.”

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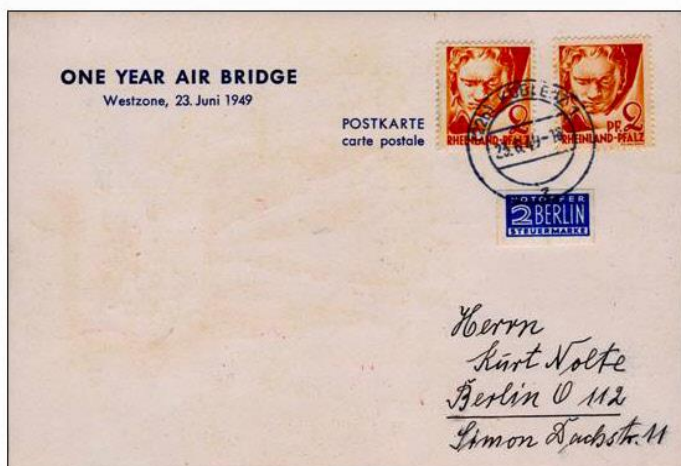


## The Berlin Airlift: The End of the Blockade

By spring 1949, it was clear that the Soviet blockade of West Berlin had failed. It had not persuaded West Berliners to reject their allies in the West, nor had it prevented the creation of a unified West German state. (The Federal Republic of Germany was established in May 1949.) On May 12, 1949, the Soviets lifted the blockade and reopened the roads, canals and railway routes into the western half of the city. The Allies continued the airlift until September, however, because they wanted to stockpile supplies in Berlin just in case the blockade was reinstated.



Children waiting for the dropping of chocolate bars and candy from the planes flying supplies into Berlin—but that's another story.

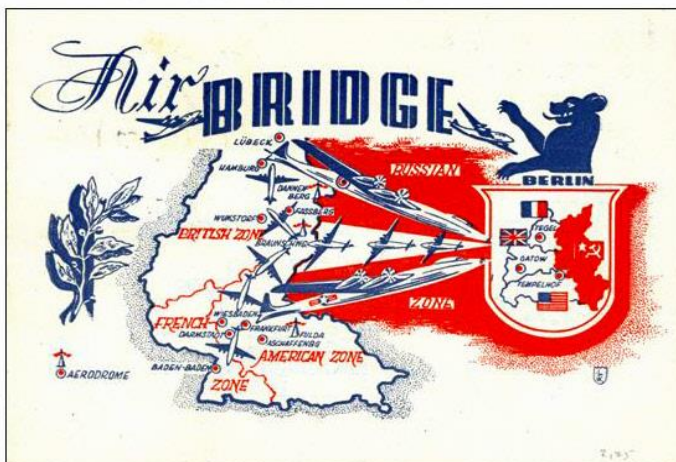


One year anniversary card franked with a pair of Rhine Palatinate 2 pfennig stamps (Scott 6N16) and an imperforate "BlueFlea" postal tax stamp (Either Scott RA1 or RA2 which have different watermarks). The back of the card illustrates the routes into and out of West Berlin with a smaller illustration of Berlin including the soviet section. Note the apparent error in the two maps which show the French zone in different areas.

Most historians agree that the blockade was a failure in other ways as it amped up Cold War tensions and made the Russians look to the rest of the world like a cruel and capricious enemy (Well isn't it?). It hastened the creation of West Germany, and, by demonstrating that the U.S. and Western European nations had common interests (and a common foe), it motivated the creation of the North Atlantic Treaty Organization (NATO), an alliance that still exists today.



Planes loading and preparing for another flight into West Berlin.





## The MAILOMAT - Self-Service Postage Technology

by Steve Swain

At a recent stamp show, I was sorting through a dealer's box of postcards and came across several like the one shown in **Figure 1** (front and back). Postmarked April 10, 1940, the card is a promotional piece for the Mailomat, a state-of-the-art, self-service, coin-operated postage meter machine for public use manufactured by the Pitney-Bowes Postage Meter Company.



**Figure 1. Mailomat Promotional Card**

The device provided a single, streamlined operation of purchasing postage and mailing letters. The customer dropped money into the coin slot, dialed the correct postage denomination (from 1c to 33c, including Air Mail and Special Delivery) and inserted the letter into the machine. The Mailomat printed on the letter or card a meter stamp containing the city name and date of the mailing and held the letter until it was collected by postal workers.

According to the National Postal Museum at the Smithsonian, the Mailomat was developed in cooperation with the U.S. Post Office Dept. and first placed into public service in New York City on May 17, 1939. **Figure 2** shows an early prototype of the machine and **Figure 3** is an image of the final design as made available in 1939.



**Figure 2. 1937 design**



**Figure 3. 1939 design**



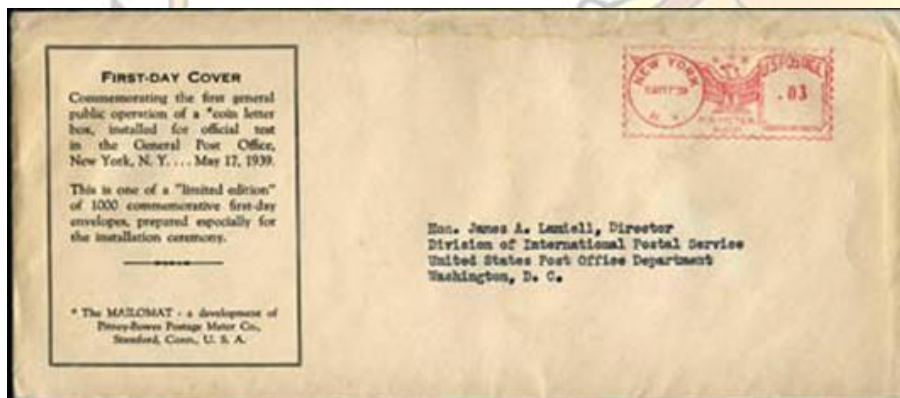
An interesting collection theme associated with the Mailomat promotional postcards are ones marked “First Day Cover,” such as the one in **Figure 4** that I also acquired at the show and the first one I examined. Embracing what I have always considered to be the definition of a “first day cover,” I quickly pulled the card from the box to obtain a closer look at the upper right hand corner. However, there was not an adhesive stamp on the card. Instead, there was a one-cent meter marking with a “JACKSONVILLE / FLA. MAY-6’48” city/date.

After all, even the American First Day Cover Society defines a First Day Cover as “an envelope or card bearing a stamp which is cancelled on the day the stamp is initially placed on sale by the postal authorities.” So, what did the “First Day” handstamp on these Mailomat cards really mean?



**Figure 4. Mailomat First Day Cover (card)**

I will gladly admit to some naiveté in what I discovered. As mentioned, the first Mailomat was placed in public service in the United States in New York City on May 17, 1939. My Internet search revealed several of the New York City “First Day Covers,” such as the one shown in **Figure 5**.



**Figure 5. Mailomat New York First Day Cover**

The key to solving my self-imposed mystery was the language in the left-side box of the cover explaining that the envelope was a limited edition prepared specifically for the installation ceremony of the Mailomat in New York City. A “First Day Cover” marking on such mailings, therefore, commemorated the first day of the general public operation of

the Mailomat in the particular city, such as May 6, 1948 for the Jacksonville, FL card I acquired. And, since the Mailomat was, in essence, a sophisticated metering device, there would never be an adhesive stamp affixed to the envelopes and cards, irrespective of a first day of issue consideration.

However, the use of the word “Cover” (instead of “Envelope”) in the description of the commemorative piece and the handstamp language applied to the Jacksonville postcard certainly suggests that someone did indeed know the philatelic use of that word. These commemorative pieces just may well have had a more philatelic motivation and purpose than first thought!

At any rate, I now embrace a somewhat liberal definition of “first day cover” and willingly accept the fact that sometimes marketing objectives can take priority over philatelic terminology, such as with the promotion of the state-of-the-art Mailomat machine.



## *The Rarest and Most Valuable Stamps in the World*

### **Mauritius "Post Office"**

Country: Mauritius

Estimated Value: About US\$1.67 million

Reason Why It's One of the World's Valuable Stamps:  
Printing Error (the printed words Post Office should be  
Post Paid)



In September 1847, the Mauritius "Post Office" stamps were issued in Mauritius, a British colony. The stamps come in 2 denominations: a one-penny orange-red; and a two pence deep blue. These stamps were engraved by Joseph Barnard, who designed the stamps based on the Great Britain stamps first released in 1841 (head of Queen Victoria and released in 2 denominations of the same colors: a one-penny red brown; and a two pence blue). Even if these stamps were locally made and possess a rather primitive/native characteristic, they made Barnard's name legendary in Mauritius' postal history.

There were 500 of each value printed and issued on September 21, 1847, and many of these stamps were used on invitations sent out to friends and celebrities of Lady Gomm, the wife of the Governor of Mauritius, for a ball that she was hosting that weekend.

The words "Post Office" can be seen on the left side of the stamp, but on the next issue in 1848, these were replaced by "Post Paid". Many stamp collectors believe that the words "Post office" had been an error.

What made the Mauritius "Post Office" postage stamps some of the most valuable stamps in the world is because it has been part of the prized collections of famous or

prominent stamp collectors such as: Alfred F. Lichtenstein (American philatelist), Arthur Hind (American industrialist and philatelist), Alfred Caspary (philatelist), Henry J. Duveen (art dealer and philatelist), Sir Ernest de Silva (Ceylonese business magnate and philatelist), and Sir William Beilby Avery (baronet and British philatelist).

As the years go by, the prices of these stamps grew astronomically. It was reported that one of King George V's secretaries heard about the news of a stamp being sold at an auction in 1904, and commented that "some damned fool" had paid a huge sum of money for only 1 postage stamp to which George suddenly replied, "I am that damned fool". King George V purchased an unused Two Pence Mauritius "Post Office" for a sum of £1,450, which was a world record in 1904. If we adjust the price via inflation rate, it would be £137,500 in the year 2010.

The best among all of the Mauritius Post Office collections is owned by Hiroyuki Kanai, which has unused specimens of the one-penny and two-pence stamps, called "Bordeaux Cover". This Bordeaux Cover was dubbed "La piece de resistance de toute la philatelie" ("The greatest item in all philately"). This collection of Kanai was sold in 1993 via David Feldman (auctioneer), with a price of about US\$4 million.



There are only 26 known pieces of the Mauritius Post Office stamps that exist today: 14 one-penny and 12 two-penny stamps. In 2011, a two-penny blue Mauritius Post Office stamp was sold at an auction for £1.05 million (US\$1.67 million) in the UK.

**Continued on next page**



## US Benjamin Franklin Z-Grill

Country: United States

Estimated Value: About US\$8.8 million

Reason Why It's One of the World's Valuable Stamps: Z pattern that is unique among grill templates used by the USPS



In February 1868, the United States Postal Service issued a 1-cent postage stamp featuring Benjamin Franklin. These stamps were common at the time, but what separates some of them from the others is the Z-Grill. The "Z" variant of a grill is pressed into the stamp, thereby creating tiny indents embossed into the paper. Grilling allows the cancellation ink to be readily absorbed into the paper, thus preventing people from reusing the stamps via washing out the cancellation marks. The grills were deemed to be impractical to use and so they were discontinued after 1870.

## Inverted Jenny

Country: United States

Estimated Value: About US\$2.7 million

Reason Why It's One of the World's Valuable Stamps: Print error (image is upside down)

In May 10, 1918, the United States first issued the postage stamps of the Inverted Jenny, Jenny Invert or Upside Down Jenny. It was the first stamp ever in the US that was issued for air delivery. The image shows the Curtiss JN-4 airplane in the middle part of the design, which is distinctively upside down.



These stamps were printed on sheets of 100; however, each sheet had to be run twice through the printing machine. Thus, one pane was accidentally flipped on the second pass, which caused the error. They were already sold to the public before the error was eventually noticed. Since there was only one pane of 100 of these inverted stamps that were found, this print error stamp is probably the most famous error and one of the most valuable stamps in the history of philately.

In October 2005, a unique plate number block of 4 Inverted Jenny stamps worth US\$2.7 million was bought by US financier Bill Gross. After purchasing the Inverted Jennys, he then traded them shortly with Donald Sundman, president of the Mystic Stamp Company (a stamp dealer), for one of the two only known surviving specimens of the US Benjamin Franklin Z-Grill. Because of the trade, Bill Gross became the title-holder of the only complete collection of 19th Century US stamps.

## Treskillings Yellow or Three-Skilling Yellow

Country: Sweden

Estimated Value: More than US\$3.14 million

Reason Why It's One of the World's Valuable Stamps: Printing Error (Color should be blue-green, not yellow)

**Continued on next page**





The Treskilling Yellow, or three schilling banco error of color, is a postage stamp from Sweden in which there is only one example of it that exists today.

In 1855, Sweden had issued its very first postage stamps that featured the Swedish coat of arms. The stamps issued were in 5 different denominations and colors: 3 (color Blue-green), 4 (Blue), 6 (Gray), 8 (Yellow), and 24 (Red) Skilling Banco. It is not really known what went wrong, but because of a printing error, instead of the usual blue-green color, one of the 3 skilling stamps came out on the yellow-orange paper which was actually used for the 8 skilling stamp.

The error went unnoticed until 1886 when a young stamp collector named Georg Wilhelm Backman discovered the stamp while going through covers in his grandmother's attic.

The exact quantity of these stamps mistakenly printed is not really known. Therefore, the Treskilling Yellow is deemed to be a one-of-a-kind rare stamp, because no other copies have been found yet.

In 1996, it was auctioned in Geneva, Switzerland and sold for at least US\$2.3 million. In May 2013, it was acquired through a private sale by a Swedish politician and nobleman named Count Gustaf Douglas.

## British Guiana One-Cent Black on Magenta

Country: British Guiana (now Guyana)

Estimated Value: About US\$9.5 million

Reason Why It's One of the World's Valuable Stamps:  
Produced due to stamp shortage

In 1856, there was a stamp shortage in British Guiana because a ship from London, England that was supposed to be carrying stamps to British Guiana was delayed. To solve the shortage problem, the local postmaster requested that the local newspaper printers print some temporary stamps. The printers created 3 types: a 4-cent stamp in blue; and a 1-cent stamp and a 4-cent stamp in magenta.

Because they were only mere temporary stamps and nothing special, the postmaster decided that the stamps had to be simply initialed by an employee of the post office as a way to make sure of their authenticity, and to prevent forgery. The stamp was cut on its corners in a way that it looks like an octagon.

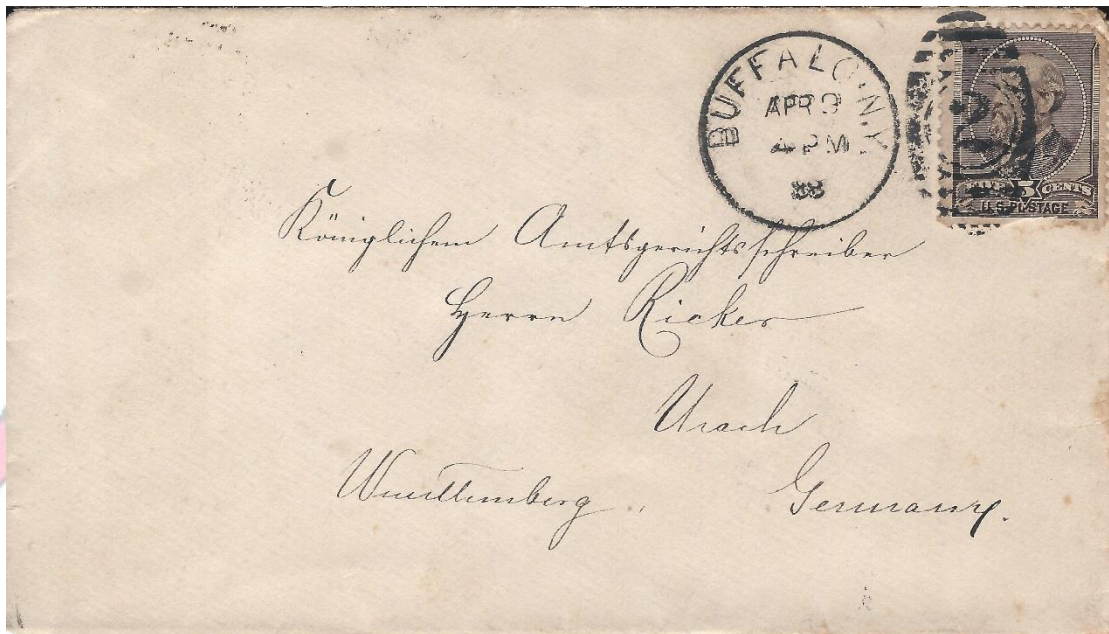
It was first owned by a Scottish boy aged 12 years old who lived in South America during 1873. Surprisingly, the 1-cent magenta stamp has become one of the most valuable stamps as the time passed by. For the past 141 years, this stamp has been bouncing to and fro one collector to another, being sold privately or at public auctions for ever-increasing sale values. One of the main reasons it was deemed as one of the world's valuable stamps is because it was purchased by Count Philipp la Renotiere von Ferrary, a man known to be one of the world's greatest stamp collectors.

In the 21st century, the British Guiana one-cent Black on Magenta postage stamp is known by many stamp collectors and philatelists as the world's rarest, most famous and most valuable stamp. It is considered a rare stamp that was issued in British Guiana (known today as Guyana) during 1856 in very limited numbers. It is the only one stamp known to exist today. This stamp was sold in June 17, 2014 for a whopping \$9,500,000 (9.5 million)!



## Continued from page 1

Brian has mentioned many times about the excellent items we have received thru donations. Don't miss the opportunity to enhance your collection. Here is a nice cover we received in a recent donation.



The cover was mailed from Buffalo, New York to Wurttemberg, Germany. Postage was paid with a Scott 205, 1882 series 5 cent Garfield stamp. The stamp alone is valued from 5-11 dollars, depending on condition. Nice certified used copies of the stamp sell for 40-50 dollars. Let Brian know you would like to check out the material the club inventory has in those areas you collect. You never know. We have received real treasures in the past.

Besides stamps and covers, the club inventory has a large stock of Showgard black mounts. Most of the mounts are the larger sizes, not strips or pre-cuts. Here's a chance to get mounts that can be pricey. If you use Showgard black mounts check out the club's inventory.

This is the time of the year that the stamp club and the postcard club would have had their annual joint picnic. Due to the epidemic and quarantine the picnic did not happen this year. It was unfortunate but necessary. The safety of the club members of both clubs is paramount. The other problem is the fact that there was no venue available to host such an event. Hopefully by December things will be such that we can have our annual Christmas dinner. If the library is open we may be able to have our normal potluck dinner. If the library is not available we might opt to hold the Christmas dinner at someplace like Famous Dave's in The Plant. Famous Dave's has a private meeting room large enough to host the dinner. We'll have to wait and see how things are as we get closer to December. If things have opened up by December than the members of both clubs will need to decide the format for the dinner. Potluck or cater. Either way, I hope the dinner occurs in some fashion. I, for one, look forward to the Christmas gathering every year.

The month of September will be hectic for me. If everything goes according to plan, I will be moving from San Jose to Sacramento. I intend to stay active with the club and continue to produce the newsletter as well as maintaining the club and show websites. The problem is that I'm the treasurer for both the club and show. The treasurer needs to be local. Conducting the finances for the club and show by mail will not work. If there is anyone willing to take over this job, Please let Brian know. The requirements are pretty simple. A computer and the ability to use QuickBooks. If you don't know QuickBooks, it is quite simple to learn. Please give this request some consideration. I would like to pass the torch while I'm still in San Jose.

**To everyone who receives the newsletter, please stay safe, don't take chances. This virus is deadly.**



## “The Bottom of the Box: Stamp Hinges”

I hope you enjoying this feature. As a stamp collector, it is no surprise that I’ve saved so much of the stuff that has been found in donations.

It is common to find packets of hinges in donated stamp collations. Given the popularity of stamp collecting for so many years, it expected that many companies got into the business of selling stamp hinges. In the following pages, you’ll see a sample of the different packages of hinges that have accumulated over the years. It is fun to see how many companies have sold hinges over the years.

A definite date or company for the origin of hinges couldn’t be found. They are mentioned in journals dating back to the 1880’s and are often referred to as stamp mounts. The materials used in some early products were not acid free and have ruined far too many stamps that remained mounted with these.

The oldest hinges in club donations are from Dennison which came in a small box. The hinges left in this box have curled up and heavily toned. The history of their packaging can be seen in the photos. Over the years, Dennison set the gold standard for hinges due to their strong hold yet maintained peelability. Unfortunately, they stopped being manufactured in late 1970’s and the magic recipe lost with it. Today, packages of Dennison hinges can sell for as much as \$20 (but often can be gotten for less). The hinges manufactured today hold well but lack **peelability**. It is often necessary to soak the stamp to remove the hinge or remnants.

Of the 16 different packages of stamps in the bottom of the box, there are 10 different companies. It is unknown how many different manufacturers this represents as sometimes a company will sell a product in different packages.

If anybody else has found something interesting in the bottom of a collection you acquired, you are encouraged to contribute to this column.

BRIAN

phillipmartin.info

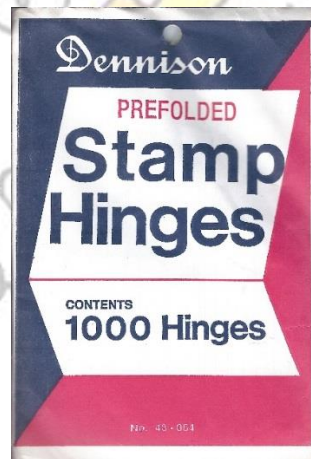


# San Jose Stamp Club

APS Chapter 0264-025791

Founded 1927, Club show since 1928

September 2020



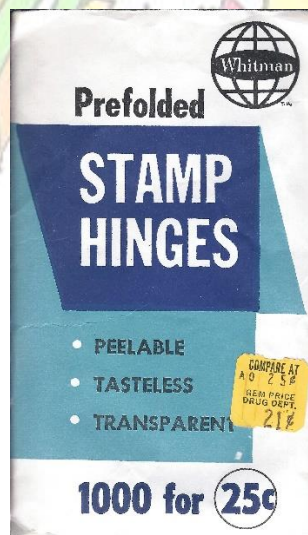
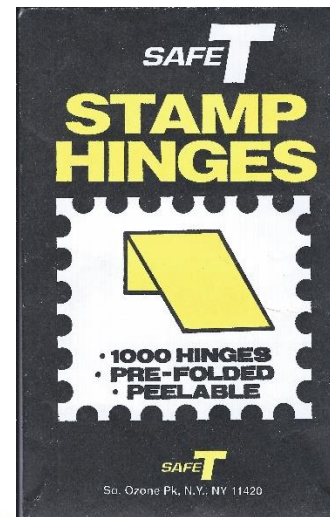
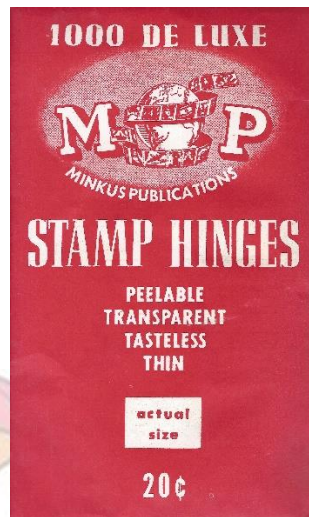


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