

San Jose Stamp Club

APS Chapter 0264-025791

Founded 1927, Club show since 1928

August 2021

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Filatelice Fiesta Website

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the San Jose Stamp
Club on Facebook

WESTPEX



WESTPEX 2021

July 30 - August 1

Friday 10AM - 6PM

Saturday 10AM - 6PM

Sunday 10AM - 4PM

\$5 Admission good for all 3 days

*Free Admission for first 1000 Attendees,
registration required*

Children under 15 free with adult

Be safe - bring and wear a mask!

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Club Blog & Website

Blog Updates No Activity

Website Updates

July 2021 newsletter uploaded

Remember the dates!

Presidents Message

WESTPEX is just a few days away. We all missed the show not being held last year, so it is great to have it on now. I hope everyone is going to be able to attend. We are lucky to have a national/inter-national caliber show in our own back yard.

To Do: Among the things to try to attend is the opening ceremony on Friday morning. The committee puts on a good event. Kristin Patterson is giving a presentation on illegal uses of Civil War Tax Stamps at 2:30pm. On Saturday, the APS Town Hall meeting is at 11:00am features APS Executive Director and SJSC member Scott English. Friend of the SJSC, Peter Adams is giving a presentation at 1:30pm on Sunday. Review the full schedule for plenty of other meetings and programs.

Exhibits: WESTPEX always draws world-class exhibits, so even if you're not an exhibitor, you'll want to make time to review them. You will probably see philatelic material you've never seen before. Also, it is worth seeing how exhibitors assemble their material.

Societies: Check the webpage and schedule when you arrive for the time and locations of the many philatelic societies meeting at WESTPEX this year.

Covid-19: Bring a mask. It isn't clear what the Covid protocol is going to be. There is nothing on the website as I write this nor has show leadership answered my email request for clarification. Even if you're vaccinated, please bring a mask and be prepared to wear it.

Food: The scuttlebutt is that there will be very few food options at the show. It is recommended to bring your own snacks and look for meals before coming in or after you leave.

CNCPS: The Philatelic Council is having a meeting on Sunday at noon. Can somebody commit to attending this on behalf of the SJSC? My schedule for the show is very dynamic and I don't know if I can attend.

I hope you'll be able to attend this amazing show this year. I am planning to spend a lot of time there and this includes helping out in Gary Morse's booth. Hope to see you there.

See you at the show,

Brian

Welcome to the Stamp Collectors Buyers Guide

Reprinted from March 2021 American Philatelist.

Readers of The American Philatelist remind us frequently that they read the magazine for two reasons. They want to learn about different collecting areas and different ways to collect. And they want to check the advertisements to find stamps or covers to grow their collections. Since 1887, articles in the AP have delivered insights about thousands of philatelic topics, and ads have provided a pipeline for collectors to connect with dealers.

How to build your stamp collection

But one subject has been lacking for too long in our pages: what are the best ways to build a stamp collection? What do the experts recommend when it comes to filling in those albums and stockbooks? Welcome to the Stamp Collectors Buyers Guide Special Issue. If you want to build your collection bigger and better, you will want to read every article this month. Instead of asking experts to write articles, we took a different approach. Associate editor Susanna Mills and I interviewed a group of the best and brightest names in philately. We delved and probed. We got them talking! And they shared with us both the obvious things that you may have forgotten and the lesser-known tricks of the trade that perhaps you have not heard previously.

How I Collect

We started by speaking with four collectors whose articles you have seen in these pages: John Hotchner, Wayne Youngblood, Carol Bommarito, and Kris McIntosh. Each has their own unique approach to collecting. Reading their stories and following their tips will enable each of us to improve how we collect.

Advancing from intermediate to advanced collecting

Did you know that 54% of APS members self-identify as advanced collectors? Another 42% consider themselves intermediate level collectors. The question that begs to be asked is, how does a collector grow from the intermediate to the advanced level in the hobby? We consulted with two experts who earn their living by helping collectors progress (and purchase). Charles Shreve is famous for the counsel he has provided to such well known philatelists as Bill Gross. As Director of Siegel International, Charles' most important role is to build great collections. Victoria Lajer is Managing Director of Stanley Gibbons. She plays a crucial role in guiding SG's clients as they progress in the hobby. It will interest you to learn that neither Charles nor Victoria had ever been interviewed on the specific topic of advancing from intermediate to advanced collecting. You are reading it here first, folks!

How to buy safely and at low cost

With stamp shows in stasis for the moment, collectors have been expanding their use of "remote" stamp buying. But without the comfort of meeting your favorite dealers face-to-face, there are still uncertainties and dangers in buying online. Wendy Masorti, former APS Director of Sales, counsels us on internet buying. The APS was founded in 1886 and one of its first member services was the round-robin sales method using circuit books. Well, Circuit Sales are still going strong 135 years later! Current Director of Sales, Carol Hoffman and Circuit Manager Bill Dixon tell us about this powerful way to build your collection. Similar in many ways to approvals, but with the added safety of dealing through the APS, learn why you should add Circuits to your buying methods.

How to start a new collection

Each of us has arrived at the point where we realize either we have unintentionally embarked upon a new collecting area or we have decided that it is time to start a new collection. We reached out to veteran dealer Jay Smith to get you the best advice about starting a new collection. I regularly read Jay's weekly newsletter. It is chock-full of helpful advice, including ways to begin a new collection. Jay is also a senior member of the APEX Expert Committee. His advice is sought on many philatelic topics. We bring you his best counsel on starting a new collection.

Collecting new issues

One of the most popular sections on our stamps.org website is the New Issues pages. We average about 10,500 views per month. New issues collecting is more popular than ever. And the flood of new issues from around the world is relentless. If you wanted to buy one of each stamp newly issued, you would need an annual budget of around \$50,000! But even if your new issue collecting is not that ambitious, it is still a major challenge to learn about pending new issues and then to find where to buy them. We asked two veterans of the new issues wars to share their secrets with you. Bill Silvester has written the "New World Issues" column in *The American Philatelist* since February 2020, and John Stefanek sources new issues for APS affiliate and ATA study unit Gay and Lesbian History on Stamps.

Albums and supplies

Every collector faces the challenge of picking the right album for their individual, unique approach to collecting. There is no one right answer, of course. But there are many paths you might best avoid. We went to two of the most experienced executives in the business and got the scoop on smart decision making. You of course will know Jay Bigalke, the former editor of the AP. Jay is now Editor-in-Chief of both the Scott Catalogs and Linn's. He knows a thing or three about stamp albums. As does Paul Bartolomei of Palo Albums. You might remember that the polybagged January AP was accompanied by the complete Palo catalog. I hope you retained it as an example of the types of albums available in the marketplace. Between these two pros, we offer you an insider's view of procuring albums just right for you.

Dealer relationships

In philately, nothing is more valuable than having trusted relationships with stamp dealers. The best dealers offer you the stamps you are interested in collecting, in good condition, and at fair prices. Such dealers stand behind their merchandise and help you find those difficult-to-obtain items. But, with so many dealers out there, just how does a collector identify the right dealers for them? We turned to two of the best in the business. Stanley Piller is a trusted dealer and counselor to many of the great specialists in U.S. classic stamps. He may not have purchased his inventory of 1847s direct from the post office, but many of them are post-offices fresh! Liliana Rosende of Champion Stamp offers a very different perspective on stamp dealing. Champion is the last remaining street-level stamp dealer in New York City. Champion's success where all others have faded offers lessons for both collectors and dealers. Of course, dealers have to nurture relationships with their clients. But trusted relationships are a two-way street. Learn how to establish and grow lasting relationships with your network of dealers. Your stamp collection will thank you!

The Editing Philately Column is reprinted from the March 2021 Issue of *The American Philatelist*, The Buyers Guide Issue. If you are interested in joining the American Philatelic Society to gain access to members only benefits such as this highly acclaimed monthly magazine, visit Together We Grow today!

Pony Express Revolutionized Mail Forever

On April 3, 1860, the first westbound Pony Express trip left St. Joseph, Missouri. This first delivery arrived in Sacramento, California, just 9 days and 23 hours later. In the *mochilla*, a specially designed saddlebag to hold the mail, was a message of congratulations from President Buchanan to the governor of California.

From Missouri to California, the Pony Express could deliver mail faster than ever before. The rides were dangerous, but pay was good – \$25 a week, over \$4,600 in today's wages. The rugged Pony Express riders were men, usually under 18 years old. They were expected to cover 75 miles a day through all types of weather and in the face of dangers like Indian ATTACKS.

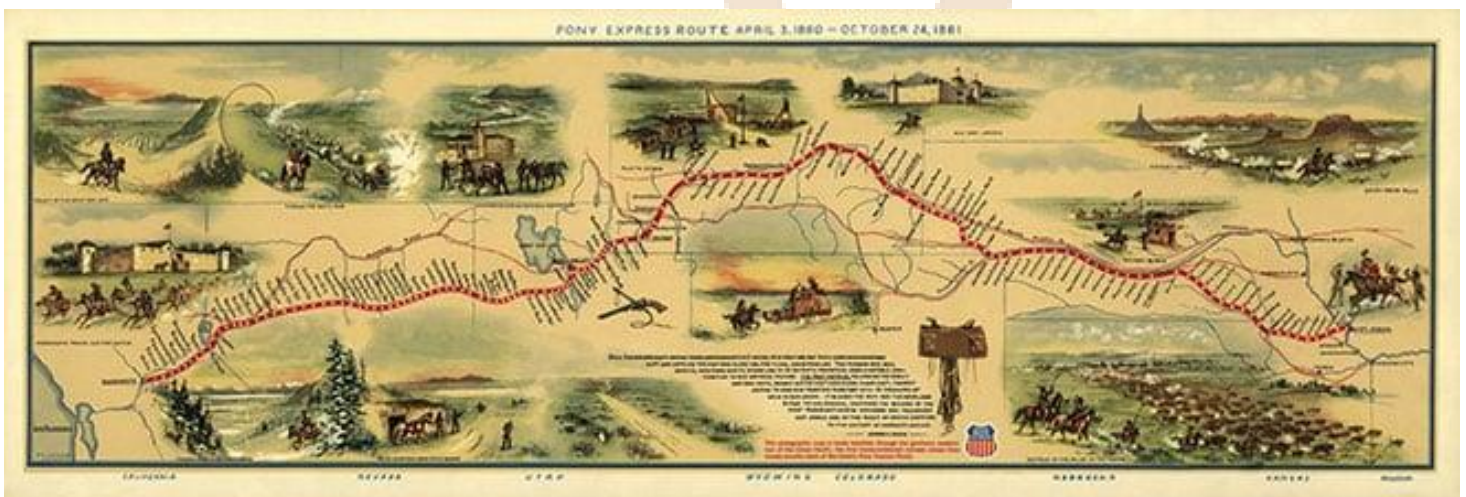


They picked up a fresh horse at each stop and rode straight through to their destination – day and night, rain or shine. It was the thread that tied East to West before electronic communication was available.

Initially, it cost \$5 to send a letter between San Francisco and St. Joseph, Missouri, but that charge was later reduced to \$1. In its existence, 35,000 pieces of mail were carried half a million miles across the American frontier.

The adventurous Pony Express service came to an end just 18 months after the first delivery. On October 24, 1861, the Western Union Telegraph Company completed the first transcontinental telegraph line in Salt Lake City. This accomplishment ushered in a new age of communications in the US. The Pony Express was disbanded just two days later, on October 26.

Although short-lived, the Pony Express made a permanent mark on US history.

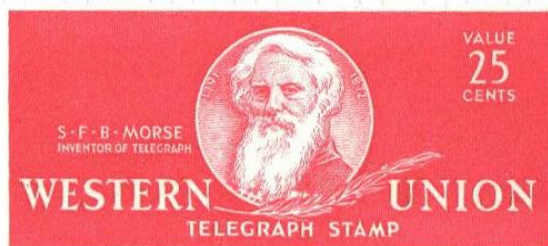


Pony Express Map by William Henry Jackson (April 3, 1860 to October 24, 1861).

The First Telegraphic Message



US #924 was issued on the 100th anniversary of the first telegraph. On May 24, 1844, Samuel Morse sent the first message over telegraph. While in the Supreme Court chamber of the US Capitol, he sent the message “What hath God wrought!” over the telegraph to his assistant in Baltimore, Maryland.



US #16T103 – Western Union Telegraph stamp picturing Samuel Morse.

Born in 1791, Samuel F.B. Morse initially embarked on a career as a painter. In 1825, he was painting Marquis de Lafayette when he received a letter by horse messenger from his father telling him that his wife was very ill. The next day, he received another letter saying that she had died. By the time he returned home, she'd already been buried. Morse was distraught over the

loss and upset that he hadn't received the news of her poor health sooner. He then resolved to find a faster means of long-distance communication.



US #890 from the Famous American Inventors issue

In 1832, Morse met an expert in electromagnetism. After witnessing his experiments with electromagnets, Morse developed the idea of the single-wire telegraph. Though other inventors in Europe were also working on their own telegraphs, Morse continued to work on his own.

In January 1837, US Naval Captain Samuel C. Reid petitioned Congress to establish a national telegraph system. A month later, Congress asked Secretary of the Treasury Levi Woodbury to investigate the possibility of creating such a system. Woodbury issued a request for suggestions and received more than a dozen responses. Nearly all these responses were for optical telegraphs. The only one that wasn't, came from Morse, who suggested an “entirely new mode of telegraphic communication” – an electromagnetic telegraph.

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US #R19P4 – 1862-71 3¢ Telegraph stamp

In his enthusiastic letter to Woodbury, Morse said this his telegraph could work day or night in any weather, better than any other form of telegraph. He also said it would be able to record messages; messages could be received even if there wasn't a person present to receive it. Morse also pointed out that because telegraphs were "another mode of accomplishing the principal object for which the mail is established, to wit: the rapid and regular transmission of intelligence, [it seemed] most natural to connect a telegraphic system with the Post Office Department."



US #1T5 – Stamp issued by the American Rapid Telegraph Co.

Morse received his patent in 1837, and sent his first telegram on January 11, 1838, across two miles of wire. Morse and his assistant Alfred Vail created Morse Code, a "dot and dash" system used to send information through the telegraph's clicking sounds. Together they continued to refine the system over the next few years.

In 1843, Congress granted \$30,000 to test "the capacity and usefulness" of Morse's telegraph. Morse then went about constructing the telegraph line between the US Capitol in Washington, DC, and the train depot in Baltimore, Maryland. On May 24, 1844, he transmitted his first message – "What hath God wrought," a quote from the Book of Numbers in the Bible.



US #2T2 – Stamp issued by the Atlantic Telegraph Company

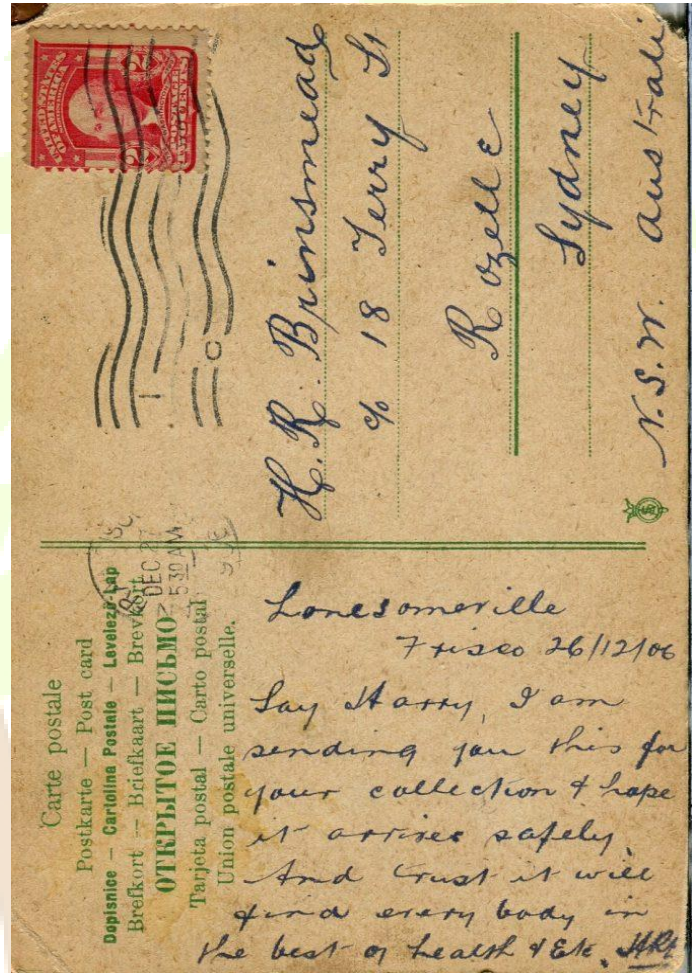
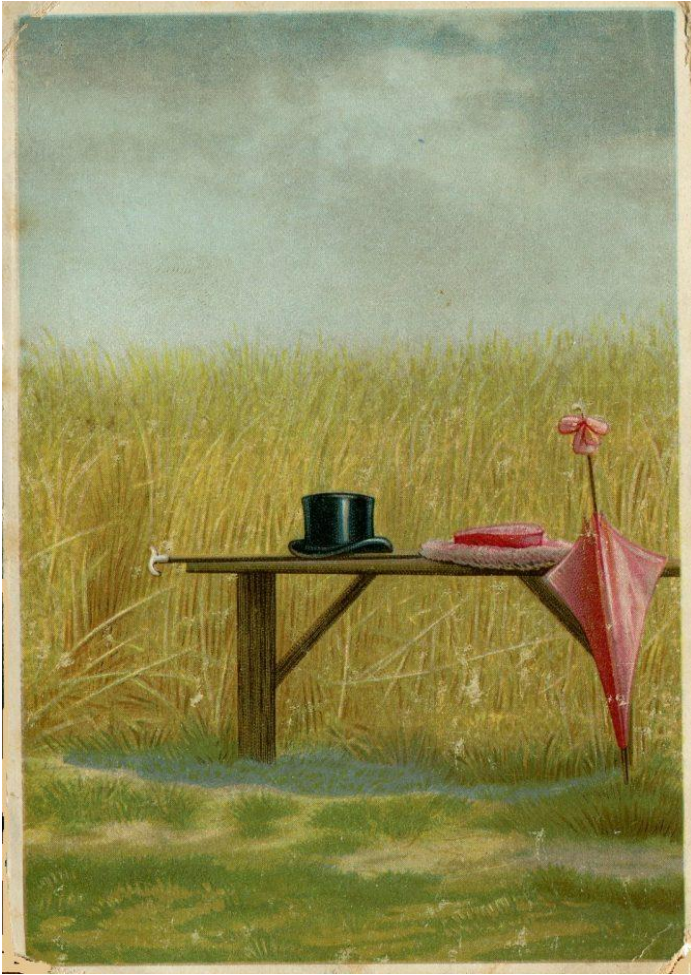
The announcement of Morse's success fascinated the nation. One reporter stated that it "commences a new era in the process of correspondence... Information will be literally winged with the rapidity of lightning." Morse and his assistant then spent several months sending messages across the telegraph day and night, showing how it could be used in a number of ways. The telegraph line was officially opened to the public on April 1, 1845. Morse was made superintendent of the system and an employee of the Post Office Department. The new service had a postage rate of one-quarter of one cent for each character of the message, paid by the sender. Once the messages were received at the other end, they were written down and given to postmen for delivery.



US #3T3 – Stamp issued by the Baltimore & Ohio Telegraph Company

The telegraph service was unprofitable in its first year, so Congress didn't want to pay to establish more lines. However, Morse and others recognized the importance and usefulness of the telegraph, so they formed their own company and built their own lines from their own funds. By late 1846, telegraph lines connected Washington and New York City, while other lines stretched to Boston and Pittsburgh. Eventually, the private company took over operation of the Washington-Baltimore line, authorized to do so if they didn't charge the government for their service. From then until World War I, telegraph service would remain in private hands. Telegraph service remained in use through the end of the century, but would come to an end in 2013.

Where oh, Where, Has This Postcard Been?



This card was found in a box of fifty-cent cards. It is more than 115 years old. It is dirty, two of the four corners are gone and a third is creased. The surface is scuffed in many places and the edges are rough and scarred.

The image is mysterious and unexplained for there is no caption. The story of the belongings left on the bench deserves telling, for they suggest a host of possibilities. The simple bench offers rest to all who pass by the edge of the wheatfield. It has a rural feel, but a gentleman's top-hat and cane and lady's hat and parasol await the return of their owners who are more likely to be city folk. Where are they? What have they been doing?

Without compulsion to create or relate the rest of the story, this writer does not know if the couple is standing by the edge of a lake outside the picture discussing the weather, picnicking on a flat-topped boulder nearby, or even enjoying a warm embrace someplace in the wheatfield. Reader, use your imagination.

The message by “HRB” was written on the day after Christmas 1906 in Lonesomeville. Apparently that location is an unspecified part of San Francisco. Although the Post Card rate was one cent in 1906, a two-cent stamp has been affixed to this card for it is about to travel more than seven thousand miles to Sydney, Australia. The stamp was cancelled at 5:30 AM on December 27, 1906.

The card has a divided back but carries the Universal Postal Union’s *Carte Postale* identifier. One line of which is written with a Cyrillic alphabet. There is no indication of a publisher, except for what may be a company logo that appears to be an A/S (or reverse) in a ring with a crown at the top.

The addressee is H. R. Brinsmead at 18 Terry St, Rozelle, Sydney, N.S.W., Australia. It would amuse me to know when the card arrived. If mailed in California at the end of 1906, how far was it into 1907 when it reached Harry Brinsmead?

So, is that where the story ends? Certainly, not, because during what was a very tumultuous century this card made its way back to the United States. Think of what happened after 1906 – a World War, the 1918 influenza pandemic, the greatest economic depression of all times, another World War, television was invented, the Korean Conflict, man went to the moon, the Vietnam War, and more. Through all that this card literally traveled around the world.

Where has it been? Perhaps at the bottom of a box of memories or stashed away for years in a collection of postcards owned by someone completely unknown to this writer or the dealer I bought it from.

The card however, even if it is dirty, broken, folded, and scarred has a future. It will be in my collection of cards that made me say, “Wow! Look at this.”

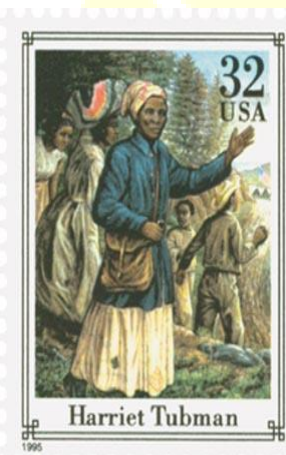
Raid on Combahee Ferry



US #1744 – Tubman was the first honoree in the Black Heritage Series.

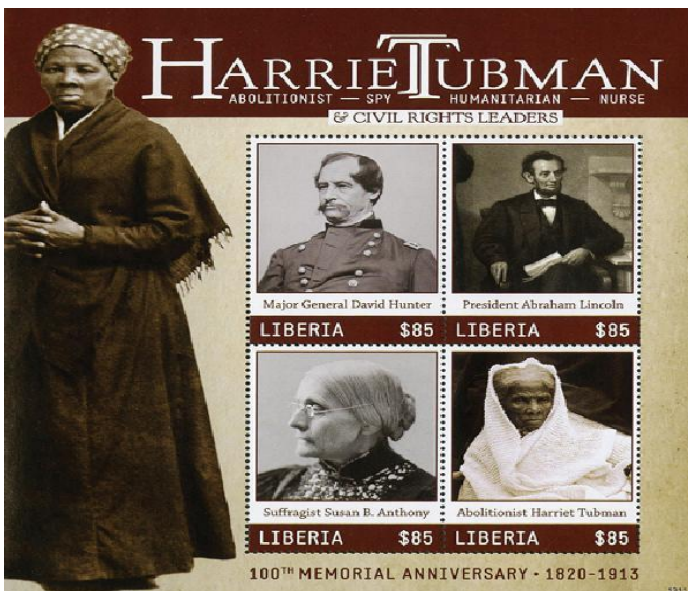
On June 2, 1863, Harriet Tubman helped lead a daring Union raid on South Carolina's Combahee Ferry. The raid succeeded in capturing supplies, damaging Confederate defenses, and freeing over 750 slaves.

After the outbreak of the Civil War, Union forces recognized the importance of capturing strategic ports, such as those in South Carolina. In November 1861, they invaded Port Royal and captured most of Beaufort County and the Sea Islands. Their actions led many plantation owners to flee, leaving behind those they had enslaved. The Union Army welcomed the former slaves and formed new regiments, such as the 2nd South Carolina Infantry, led by Colonel James Montgomery.



US #2975k – Tubman stamp from the 1995 Civil War sheet

Meanwhile, Harriet Tubman, who had escaped slavery a decade earlier, had made nearly 20 trips along the Underground Railroad to help many find freedom. Called "Moses" by her people, after the biblical figure that led the Jews out of Egypt, she became the most famous "conductor" of the Underground Railroad. Although no exact number is known, it is estimated that during the 1850s she helped more than 300 Blacks escape to freedom. Rewards for her capture once totaled about \$40,000. Remarkably, she was never caught, and not once during any of her rescue trips did anyone get left behind. By the time the Civil War began, Tubman's abolitionist friends urged the Union Army to utilize her skills and knowledge. In 1862, she was sent to Beaufort, South Carolina to teach and work as a nurse for the former slaves on the Sea Islands. Then, in February 1863, Union officials granted her free passage wherever she wanted to go, an honor rarely bestowed upon a civilian.



Item #M11250 pictures Tubman, President Lincoln, Union General David Hunter (with whom she worked during the Civil War), and Susan B. Anthony.

By the spring of 1863, Union commanders started planning raids on coastal rivers and selected Tubman to help. The main goal of these raids was to remove mines from the rivers, capture enemy supplies, destroy their plantations, and recruit healthy and willing Blacks freed by these raids into the Union Army.

Tubman was tasked with planning the raid at Combahee Ferry. Her first task was gathering intelligence and recruiting troops. Union generals gave her money to offer to slaves in South Carolina who could give her vital information, such as how many slaves were in certain areas and the best spots to land for the raid.

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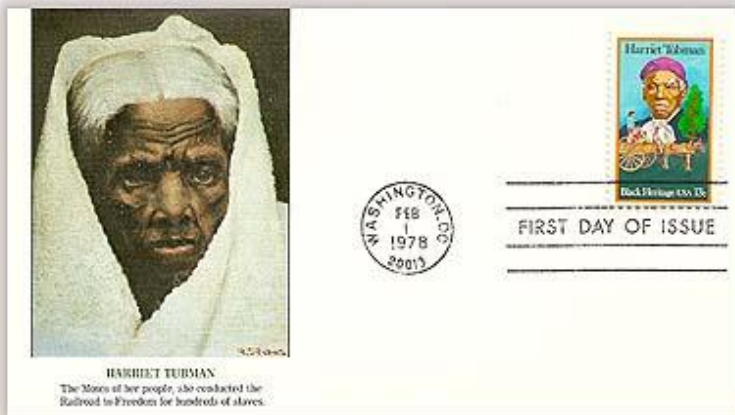
August 2021



US #1744 – Classic First Day Cover

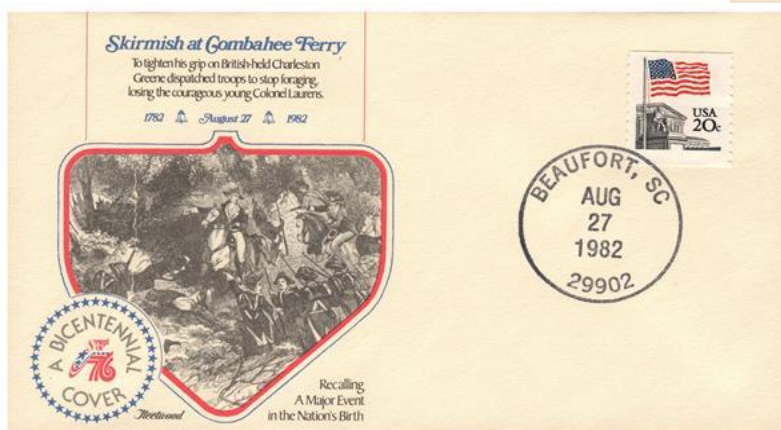
The raid began on the night of June 1, when three US Navy ships departed Beaufort for Combahee. They carried the Second South Carolina Volunteer Regiment and Third Rhode Island Heavy Artillery. One of the ships ran aground before reaching its destination but at about 3 a.m. on June 2, the other two ships, the gun boats *Harriet A Weed* and *John Adams* reached the mouth of the Combahee River. Some troops disembarked and fought off

small bands of Confederate pickets. The *John Adams* continued to steam up the river, taking out a pontoon bridge along the way. Eventually, Confederate troops appeared along the banks of the river, but the gunboat was too powerful and they fled.



US #1744 – Fleetwood First Day Cover

Meanwhile, the landing troops had torched several plantations and captured cotton, rice, livestock, and other produce. The slaves at Combahee were hesitant at first. As Tubman pointed out, "They wasn't my people." They didn't know any more about her than the white officers she worked with. But with the help of previously freed volunteers, she convinced them to board the boats – over 750 people in total. Of those freed slaves, about 100 joined the Union Army.



Item #115369 – Fleetwood Commemorative Cover honoring a Revolutionary battle at Combahee Ferry.

The raid was considered a success – the Union force of 300 men didn't suffer any casualties. They inflicted millions of dollars of damage and captured large stores of supplies. Tubman would continue to help the Union launch similar raids with these same tactics to strike serious blows on the Confederate supplies and free more Blacks to fight for the Union.

The Comstock Lode



US #1130 was issued for the 100th anniversary of the discovery in 1859. It pictures Comstock, O'Reilly, and McLaughlin.

June 12, 1859, is generally accepted as the re-discovery date of the Comstock Lode. Gold and silver had been found in the area as early as 1850 by emigrants on their way to California. It proved to be the richest silver lode in the US, with miners collecting nearly seven million tons of silver over the next two decades.

Mormon immigrants first found gold in the area in the spring of 1850. They panned gold until the mountain snow melted and they could leave for California, where they expected to find more gold. In the years to come, more emigrants passed through the canyon and tried their luck, but when the water ran out near the end of summer, they would continue their trek to California.



US #1130 – Classic First Day Cover

Ethan and Hosea Grosh, veterans of the California Gold Rush, are credited with discovering rich silver and gold veins in what is now called Gold Hill, near Virginia City in 1857. Hosea died of infection from a foot injury, and Ethan and an associate traveled to California with prospecting samples, hoping to raise funds for their dig. They left Henry Comstock to watch over their cabin and land. Ethan never finished the journey, dying of frostbite-related injuries. Comstock then claimed the cabin and land as his own.



US #1130 – Fleetwood First Day Cover

In Comstock's possession were more ore samples, as well as detailed notes that, being illiterate, he couldn't read. The Grosh brothers had not yet filed a claim, so Comstock sought confirmation about the potential for gold and silver. When news of other miners finding silver ore came, he immediately started laying claim.

By the spring of 1859, most of the good ground had already been claimed. Peter O'Reilly and Patrick McLaughlin began prospecting with a rocker at the head of Six Mile Canyon. After finding nothing in the top dirt they were ready to quit, but when they sank a deeper

pit to collect water, they found a hole with a "layer of rich black sand." Meanwhile, Comstock soon learned of their efforts and convinced them to include him in their operation.

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US #954 – The California Gold Rush began a decade earlier in 1848.

On June 12, 1859, O'Reilly and McLaughlin were digging in black manganese sand mixed with a bluish-gray material and gold. The bluish material was soft and putty like and clogged the rocker which made it hard to wash out the fine gold. On June 27, it was determined that they had found a rich sulfide of silver. The discovery came to be known as the "Comstock Lode" because it was land that Comstock had claimed as his own. It was the richest lode of silver found in the United States. News of the discovery spread fast, and soon miners from California and the Eastern US flocked to the area looking

to strike it rich. Virginia City quickly became a thriving mining center.



US #291 pictures a Western mining prospector.

The thick veins of silver were so soft they could sometimes be removed with just a shovel. Instead of the normally thin veins that were common in silver and gold ore, the Comstock Lode was sometimes hundreds of feet thick. Shafts were sunk to depths of up to 3,000 feet and cave-ins were common. Over the next two decades, nearly seven million tons of silver was mined.



US #91 – Lincoln stamp with an "E" Grill

The miners did not have an easy life. Provisions had to be shipped from California over the Sierra Nevada Mountains and were very expensive. Although some miners became millionaires, others found little or no wealth. Many of the miners were criminals, and lawlessness made the mining camps a dangerous place to live. Nevertheless, by 1860, Carson County's mining camps held more than 6,700 people.

The gold and silver of the Comstock Lode were crucial to the Union's financial wellbeing during the Civil War. In fact, Abraham Lincoln allowed Nevada to become a state, despite the fact that it did not have enough people to meet statehood requirements, to secure these riches for the North. The industry later made Nevada the second-largest silver-producing state in America, inspiring the nickname – the "Silver State."

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