



POWAY STAMP CLUB

NEWSLETTER

San Diego County's Best Stamp Collecting Club

APS #1 12097

March 12th 2025

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Club's Mission Statement

To promote a closer social relationship among stamp collectors of Poway, San Diego, and vicinity, and to assist in spreading the knowledge of stamps and the pleasures derived from stamp collecting to those interested in philately.

Contact Us

Poway Stamp Club
12675 Danielson Court #413
Poway, CA 92064

Club E-mail

PSCphilately@gmail.com

NEXT CLUB MEETINGS

February General Meetings

March 12th
Presentation

“Librarianism”
by Neil Schneider

Neil will discuss how to search for books and periodicals about your collecting interests in our library from the comfort of your home computer and how to physically locate those books in the library.

March 26th
Large Voice Sale

The meeting will begin with our regular Club business followed by the member presentation, Club sale, opportunity drawing, show and tell and socialization. Members are encouraged to bring interesting covers and stamps for show and tell as well as other items for sale or trade with Club members.

Please remember to bring your badge or bring \$1

PSC Website:
Powaystampclub.com



Poway Stamp Club

2025 CLUB MEETING SCHEDULE/PRESENTATIONS

The following is this year's meeting schedule, all events are proposed and subject to change as necessary to accommodate other events such as auctions.

March	12	N. Schneider, Libriaranism
	26	Large Voice Sale
April	9	D. Klauber - Presentation TBD
	23	Member's Voice Sale
May	14	B. Gallagher, Fancy That!
	28	Large Voice Sale
June	11	B. Schappelle, A Cinderella Primer
	25	Large Voice Sale
July	9	Member's Sale
	23	Large Voice Sale
August	13	TBD – Presentation
	27	Member's Voice Sale
September	10	TBD – Presentation
	24	Large Voice Sale
October	8	TBD – Presentation
	22	Ugly Stamp Contest
November	12	Large Voice Sale
	26	No Meeting
December	9	Holiday Party
	23	No Meeting

2025 Club Board Members

President	Art Berg
Vice President	David Klauber
Treasurer	Bill Kolb
Secretary	Trice Klauber
Board (at Large)	David Waller
Board (at Large)	Jim Grundy
Prev. President	Thor Strom
Program Dir.	Bill Gallagher

2025 Club Volunteers

Club Registrar	Trice Klauber
Auctioneer	Jim Grundy
Club Librarian	Scott Boyd
Newsletter Editor	David Waller
Guild Contributors	Jon Schrag
	Bob McArthur
	Manny Marti
	Jim Grundy
	David Waller
Library Rep.	Neil Schneider
Opp. Drawing	Scott Boyd
WebMaster	David Klauber
Public Relations	Valerie Merritt

2025 Club Representatives

Federated Rep.	Bill O'Connor
S.D. Phil. Council	Nick Soroka
Rep. (Alternate)	Art Berg
APS Ambassador	Trice Klauber
ATA Rep.	Bob McArthur



1942-45 St. Patrick set Scott nos. 121-123 Etsy SonoraStampShop.

American Philatelic Society



San Diego Chapter 2025

APS

Many of our Club members as well as our Club are members of the American Philatelic Society (APS). If 33% of our members are also members of the APS, then the Club receives a free year's membership to the APS.

Meetings

Club meetings are held every second and fourth Wednesday of each month except November & December at:

Philatelic Library
12675 Danielson Court #413
Poway, CA 92064

Participation

All Club members are strongly encouraged to provide input for the monthly Club newsletter. Your knowledge and expertise is important and should be shared. Please submit items to the Club Editor at:

dwaller@dbwipmg.com

Club Website

PowayStampClub.com

Visit our Club's website where you will find a schedule of activities, resource links, and contact information as well as our newsletter. Give it a try!



CLUB NOTES

Club Meetings

The Poway Stamp Club meets twice monthly, on the second and fourth Wednesday of each month.

Membership Renewal

It is time to renew your membership. Membership renewal for 2025 is \$10. You may also choose to become a lifetime member for \$100. Whether you choose annual or lifetime membership, the Club strives to increase its membership each year and we hope that all of you will consider enrolling one new member in 2025.

Next Bid Board

Our next Bid Board will begin on March 1, 2025. For more information and Bid Board rules visit the Club's website at PowayStampClub.com.

SANDIPEX 2025

Show Schedule

Free Admission and Parking
10:00 am - 4:00 pm

March 9

April 27

The show is held at the Benevolent and Protective Order of Elks Lodge, 13219 Poway Road Poway, CA 92064 on the second Sunday of each month. Email: cbcstamp@aol.com. Phone: (714) 476-3698.

SANDIPEX has a Facebook page that posts current events and a printout of its annual show schedule is made available at each event. Remember to pick one up on your next visit.



Club Newsletter

We Need You!

All Club members are **strongly** encouraged to provide input for the monthly newsletter. Join our Internationally recognized Writers Guild. Please submit items to the Club Editor.

E-mail: dwaller@dbwipmg.com.

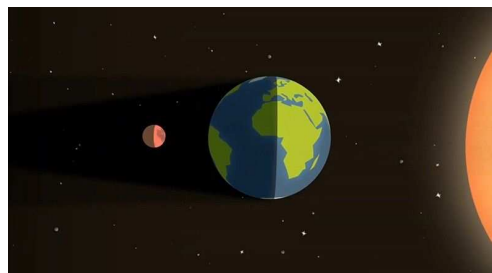


Lunar Eclipse



Image of the eclipsed moon, Blood Moon

On Friday March 14, 2025, there will be a total Lunar Eclipse, “Blood Moon”, over the entire United States. A **lunar eclipse** is an astronomical event that occurs when the Moon moves into the Earth's shadow, causing the Moon to be darkened. Such an alignment occurs during an eclipse season, approximately every six months, during the full moon phase, when the Moon's orbital plane is closest to the plane of the Earth's orbit. (Wikipedia)



Positions of Sun, Earth and Moon for a total lunar eclipse.

The Editor was unable to find any U.S. stamps commemorating the lunar eclipse. Possible subject matter for a new stamp?

Member Spotlight!

By David Klauber



**The Poway Stamp Club
Newsletter highlights its
new members in each issue.
Today's spotlight is on our
newest members.**

We have had **3 new members** since our last newsletter.

**Bob West
Anthony Fudel
Aurelia Correa**

#602 Bob West of Del Mar, California

Bob found the PSC Online via our Website; we look forward to meeting him at one of our Wednesday meetings. We welcome Bob to the Club and hope that he will join us and the San Diego Stamp Show in February.

#603 Anthony Fudel of Chula Vista, California

Tony was presented for membership by Art Berg at our last meeting. Tony collects Worldwide Stamps. Tony has visited the Library on Tuesdays, and we hope he will join us in Poway for our bi-monthly meetings. Welcome to the club Tony.

#604 Aurelia Correa, Ramona, San Diego County California

Aurelia joined us at a Friday afternoon get-together and was introduced to the Club by Sharon Nagaran. She is working to figure out what Topical she is interested in, and we will encourage any choices that she makes Welcome to the Club Aurelia.

This brings our total paid membership to 161. We look forward to getting together at PSC meetings with our new members.

In the News

APS Elections

by David Waller



American Philatelic Society

Remember to support our local Poway Stamp Club members, David Klauber and Mark Banchik for positions on the American Philatelic Society Board of Directors.

David Klauber, one of our most active members in the Poway Stamp Club, is running for the American Philatelic Society's Director-at-Large position in 2025.

Mark E. Banchik a long-standing member of the Poway Stamp Club is running for President of the American Philatelic Society.

The Poway Stamp Club fully supports David and Mark for these positions and would like to ask those of you who are APS members to vote for David Klauber as Director-at-Large and Mark Banchik as President for 2025.

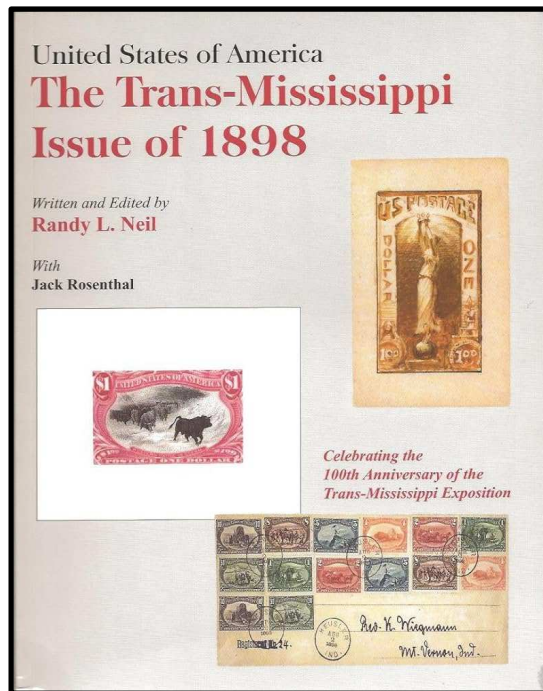
At The SD Philatelic Library

The Trans-Mississippi Issue of 1898

by Neil Schneider

This is the story of the many steps taken to produce the Trans-Mississippi Issues. Edward Rosewater, publisher of the Omaha Daily Bee, was involved from the beginning. The stamps were originally intended to be bicolor. However, the explosion of the U.S.S. Maine in Havana Harbor February 16, 1898, and the ensuing Spanish American war intervened. Congress quickly imposed a series of war taxes. The demand for tax stamps from the Bureau of Engraving increased geometrically. Bicolor stamps would have required twice the press time and so the decision was made to scrap the bicolor design and print them all in one color.

The stamps were available at the Post Office starting June 17, 1899. They were unpopular with the philatelic press. One influential philatelist, John N Luff, wrote a scathing review in Mekeels's Weekly Stamp News, which is quoted in the book.



As a result of the shortage of revenue stamps some of the Trans-Mississippi issues were overprinted I.R. Some of these have very high values in Scott Catalog, reflecting their rarity.

The Trans-Mississippi stamps were watermarked “USPS” in double line sideways and perforated 12 x 12. They were printed 100 to a sheet bisected vertically and horizontally with cut lines.

Production numbers as of December 13, 1899, were: 4-cent 135,000; 10-cent 135,000; 50-cent 55,000; and 2-dollar 1,100. A few days later, all postmasters were ordered to return all Trans-Mississippi and Columbian stamps to the Washington D.C. Post Office for destruction. In March 1900, all these were incinerated creating a scarcity and raising the value of the remaining stamps. The Postmaster never reported the number of stamps, only the value of \$5,617,691. The plates were reported to have been destroyed February 1899.

Today philatelists view the Trans-Mississippi issue as some of the most beautiful United States stamps. The one major error occurred in some of the 8-cent printings. A horizontal perforation was missed creating a horizontal imperf. These are shown in the book.

Chapter One covers essays and proofs. There are images of the wash drawings done by Edward Rosewater. “Posthumous” die proofs were held by President Franklin Roosevelt until his death. Harmer Auction held a sale in February 1946. Some of the proofs with control numbers are displayed in the book.

Chapter Two is all about the 1-cent denomination. The Mississippi River is the focus of all the stamps. Several different vignettes were discussed. Marquette on the Mississippi was chosen. The vignette was based is a painting by William Lamprecht from Marquette University in Wisconsin. The painting actually shows Marquette on the Wisconsin river. The 1-cent I.R. overprinted is unusual and quite valuable. The official United States Post Office Department bulletin announcing the decision to not print the Trans-Mississippi stamps in bicolor is shown in this chapter, however no reason is given.

Chapter Three covers the 2-cent denomination. The first choice was the James B. Eads Bridge. Edward Rosewater, publisher of the Omaha Dailey Bee, lobbied for this choice. Instead, a photograph of a plowing scene from a wheat field near Amenia, North Dakota was used as the basis for the vignette. Evan B. Nybakken was the depicted plow operator. Just as the photo was being shot a gust of wind caught his hat and he reached to catch it, obscuring his face. He died in June of 1934. This is the first stamp to depict people who were still alive. French's Story of 2-cent plate varieties ends the chapter.

Chapter Four is about the 4-cent denomination. The original idea for this stamp was to use a Frederic Remington painting, "Indian on a Horse". Instead, the vignette was derived from an engraving in a book titled "History of The Indian Tribes" by Army Officer Seth Eastman.

Chapter Five covers the 5-cent denomination. From the start the United States Post Office Department was committed to including the image of John C. Fremont on a stamp. First it was the 8-cent, later the 2-cent and finally the 5-cent. There were multiple images to choose from. The final vignette was a modified version from a woodcut representing pathfinder planting a flag on a peak in the Rocky Mountains. There are images in this chapter of Edward Rosewater's drawings. The largest reported canceled multiple of this 5-cent stamp is a complete right pane of plate number 621 used on a parcel.

Chapter Six is about the 8-cent denomination. This Trans-Mississippi stamp was derived from an 1897 Frederic Remington painting titled "Federal Troops Convoying a Wagon Train. The vignette is titled "Troops Guarding a Train. It's very faithful to the original.

Chapter Seven depicts the 10-cent denomination stamp "Hardship of Emigration". The source of the design was a painting by Augustus Goodyear Heaton. In 1992, the original drawings for the vignette were found in a drawer, among other drawings at the Bureau of Engraving. It was also discovered that the stamp was based upon a print rather than the painting.

Chapter Eight covers the 50-cent "Western Mining Prospector". This is another stamp based upon a Frederic Remington painting titled "The Gold Bug". Only 530,400 were issued. Unknown numbers were destroyed by the United States Post Office Department.

Chapter Nine describes what is often described as one of the most beautiful United States stamps. Only days before it went to press the color choice was changed from light brown to black. I wonder if it would be as popular had it been printed in the original color choice. The "Western Cattle in Storm" is based upon a Scottish painting "The Vanguard" depicting Scottish cattle not born and bred in the United States.

Chapter Ten is about the 2-dollar stamp depicting the Eads Bridge. Two shallow draft packet boats are shown going under the bridge. Two electric cars and two horse drawn vehicles are on the bridge. It would not have been popular to include this vignette depicting a Missouri bridge on the 2-cent, most widely used stamp. So the decision was made to print it on the less used 2-dollar, primarily for packages.

Chapter Eleven is "A Census Of The Higher Value Issues On Cover" prepared by William Crowe from the records of the Philatelic Foundation and auction houses, listed on the page.

For any philatelist wanting to know the history of the Trans-Mississippi Issue of 1898, this is the volume to get. It is full of illustrations of the stamps and covers. I certainly learned a lot reading it. This is only a brief synopsis of all the great information contained in this book.

Editor's Corner

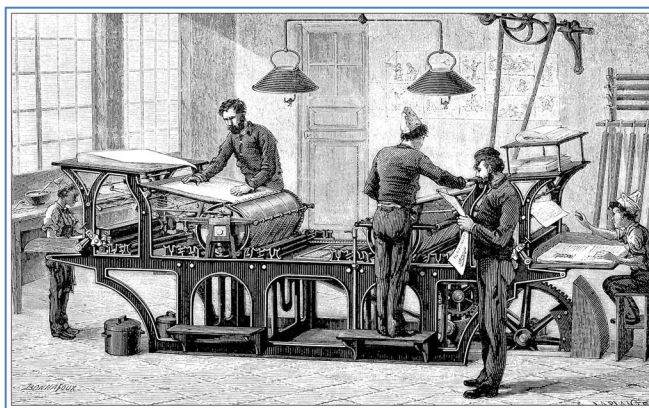


Image obtained from <https://www.gettyimages.com/search/2/image?phrase=antique+printing+press>.

To Our Readers,

As the new Editor of one of the more prestigious philatelic newsletters in the United States, I am always excited to see the manuscripts forwarded to me by our Writer's Guild members. There is so much information about stamps packed into these articles that there is something for everyone. If there is an area of philately that you would be interested in learning more about through our newsletter, then please let me know. Whatever that interest, I am sure that one of the guild members will be able to accommodate your quest for knowledge.

If you are interested in becoming part of our Club's Writer's Guild, then I welcome you to the ranks. Manuscripts should be received by the Editor by midmonth for publication in the upcoming month's Newsletter. This timing is critical. If a manuscript is not received by midmonth, then publication could be delayed.

I look forward to hearing your comments on how we are doing, Happy St. Patrick's Day and thank you again for your support.

David Waller

Member's Articles

Every Cover Tells a Story

by Jim Grundy



During my monthly hunt to find a cover or postcard that I can write about, I can across this postcard. The postcard was postmarked in Buffalo, New York on June 16, 1906, and the picture

on the back shows a large crowd staring up in amazement at a person flying over them in a flimsy-looking airship. Printed over the picture, there are these words "AIRSHIP IN WHICH

KNABENSHUE MAKES HIS FLIGHTS AT BUFFALO FOR THE M.A. MELDRUM CO.”

The M. A. Meldrum Company was a department store located in Buffalo but, who was Knabenshue and what was he doing flying around in an airship?

Knabenshue's full name was A. (Augustus) R. (Roy) Knabenshue. Roy was born on July 15, 1876, in Lancaster, Ohio. At the age of five, his mother took him to see a balloon that was able to carry several passengers up into the air and then be pulled back to earth. He became smitten with airships. In the late 1890s, he experimented in designing his own balloons. In 1900, he bought a large balloon and went to fairs and other large events to give passengers an opportunity to ascend above the earth's surface. You have to realize that this was three years before the Wright brothers made their first flight and that going up into the air was very special event. Roy was reliving the dream that he had as a five-year-old.

At one of these events, Roy met Thomas Scott Baldwin. Baldwin had designed a large airship named the California Arrow and he wanted Roy to fly it. The California Arrow was a motor-powered airship that had a gas bag of over 50 feet in length and 15 feet in diameter. The gas bag was filled with hydrogen. Around the gas bag was a large rope net that supported a long, narrow, platform under the gas bag that held the pilot. In 1904, at the Louisiana Purchase Exposition in St. Louis, Roy piloted the California Arrow on its first flight. It rose to an altitude of 2000 feet and return to the exact location from where it was launched. This was the first successful powered dirigible flight in the United States.

Baldwin and Roy continued their partnership. In 1905, the California Arrow created quite a stir as Roy piloted it over New York City. The team took the California Arrow around the country demonstrating the wonders of flight. It raced a car from Los Angeles to Pasadena and won. A salary dispute caused Roy to end his relationship with Baldwin and go out on his own.

Roy built his own motor-powered dirigible which was almost an exact copy of the California Arrow and named it the Toledo 1. The gas bag was made of Japanese silk and sealed with a special varnish that he made. The gas bag held 7000 cubic feet of hydrogen. The "control car" was suspended below the gas bag by strong ropes. The control car had a single-speed, eight-horsepower, engine that turned a large propeller in front at 300 revolutions per minute and a large was filled with hydrogen. Around the gas bag was a large rope net that supported a long, narrow, platform under the gas bag that held the pilot. In 1904, at the Louisiana Purchase Exposition in St. Louis, Roy piloted the California Arrow on its first flight. It rose to an altitude of 2000 feet and return to the exact location from where it was launched. This was the first successful powered dirigible flight in the United States.

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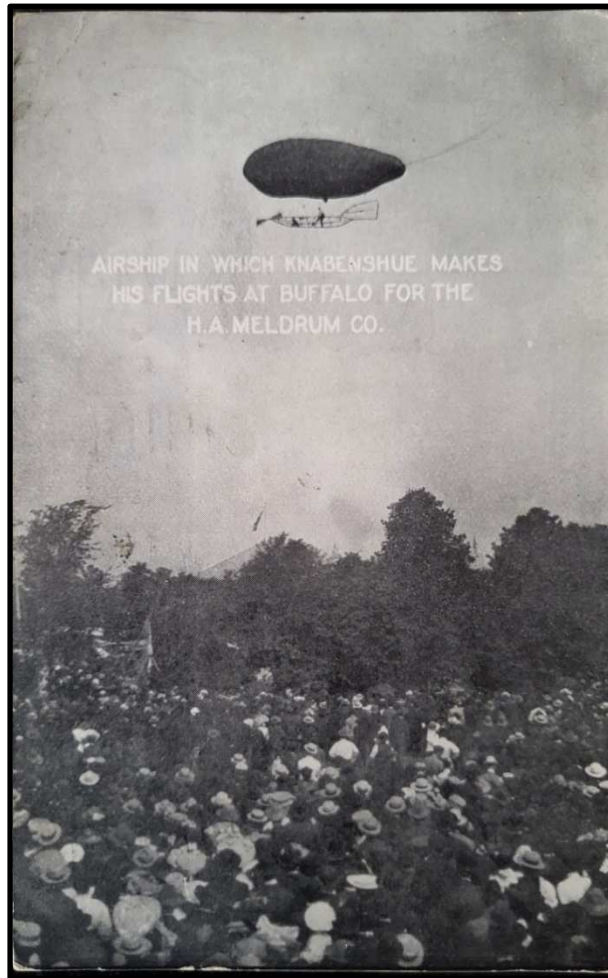


Figure 1: Image of the postcard postmarked in Buffalo, New York on June 16, 1906 showing a large crowd staring up at a person flying over them in an airship. Printed over the picture, are the words “AIRSHIP IN WHICH KNABENSHUE MAKES HIS FLIGHTS AT BUFFALO FOR THE M.A. MELDRUM CO.”.

the rear. The propeller moved the airship forward at 25 miles per hour while the rudder controlled the left or right direction. The altitude was controlled by the amount of hydrogen in the bag. The gas bag was filled with hydrogen and the inlet secured with a large rubber band. At the desired altitude, the rubber band was loosened to release just enough hydrogen to maintain the desired altitude. To descend, the pilot would move to the front of the control car and to ascend he would move to the rear. Getting back to the ground was accomplished by the pilot's movements in the control car and the release of hydrogen.

By 1909, Knabenshule realized that the public's interest had shifted from airships to airplanes. He reduced the number of his exhibition flights and join Wilbur Wright to manage his personal appearances and schedule his exhibition flights. In addition, he made a proposal to the city of Pasadena, California. He proposed that he would become a resident of Pasadena and that all of his experimentation and test flights will be done there in exchange for a piece of property with a

house. The City of Pasadena accepted his offer seeing it as a “win/win” offer. Knabenshue gets a place to live and the City of Pasadena gets a year-round attraction. Roy fulfilled his commitment to Pasadena by building a large passenger dirigible and giving air tours of Los Angeles.

During the following years, his interest in airships weaned. His last connection with airships was helping design and build observation balloons used during World War I. He took a job with the National Parks Service and retired in 1944.

Augustus Roy Knabenshue had balloon pilot license number 31 and dirigible pilot license number 4. During his lifetime, he built over ten airships and a great number of balloons. He died on March 6th, 1960, and is buried in Valhalla Park Cemetery in Burbank, California. His remains are interred in a special shrine called The Portal of the Folded Wings Shrine to Aviation. This 75-foot-tall shrine is the burial place of Roy Knabenshue and 14 other aviation pioneers. He has earned a place in American Aviation history.

Post Antebellum; the Aspinwall Cover

by David M. Klauber



Figure 1-1: Map of the Panama mail service route via steamship, Courtesy Western Cover Society.

In 1848, the U.S. Post Office Department initiated a steamship mail route between coasts via the Isthmus of Panama. Aspinwall, known today as the city of Colón, was founded in 1850 by Americans working on the railroad that linked Panama’s east and west coasts. It was named after William Henry Aspinwall who envisioned and guided the railroad’s construction in response to the California gold rush. The railroad was completed in January 1855 cutting the trip between New York and California by three weeks (rather than) circumventing the more dangerous and lengthier voyage around the tip of South America or the crossing of the isthmus by mule. This route served as the primary method for transcontinental mail delivery until the Mail between the United States and Central America was primarily carried via connections on both sides of the Isthmus of Panama. Mail on the Pacific side was handled from Panama by the Panama Railroad Company steamers. Mail from ports east on the Atlantic side utilized transit to and from Aspinwall or British steamers. The lower cover was carried via Aspinwall Line steamer to Aspinwall and by rail to Panama.

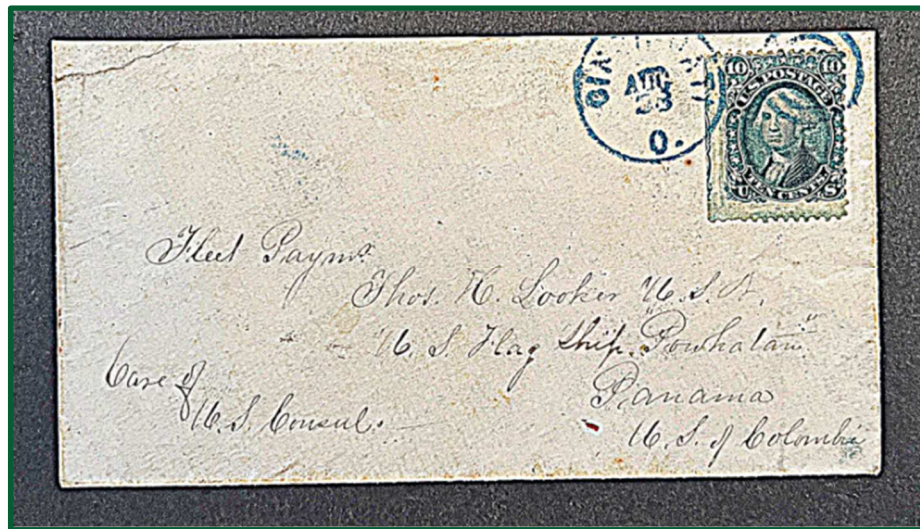


Figure 1-2: August 28, 1867, Cincinnati, OH to USS Powhatan (Frigate) at Panama with Scott #68 and Blue Cancel.



Figure 2: Public Domain image of Thos. H.

Aspinwall Route - The Cover from Cincinnati Ohio in Figure 1-2 has a Scott #68 10c Green Washington Stamp with a Blue Cincinnati cancel. The cover is addressed to "Fleet Paymaster, Thos. H. Looker U.S.N" on the "U.S. Flag Ship Powhatan care of U.S. Consul Panama United States of Columbia" (Figure 2). After Panama achieved independence from Spain on November 28, 1821, Panama joined the Republic of Gran Colombia consisting of today's Colombia, Venezuela, Panama, and most of Ecuador. In 1863, the country was renamed the United States of Colombia. It was not until November 13, 1903, that the United States formally recognized the independent Republic of Panama.

The USS Powhatan (/ˌpaʊhəˈtæn, ˈhætən/) served a long, prominent career (Figure 3). She was a sidewheel steam frigate in the United States Navy during the American Civil War. She was named for Powhatan, a Native American chief of eastern Virginia. She was one of the last, and largest, of the United States Navy's paddle frigates. East India Squadron, 1853-1860 - The Powhatan, arrived via Cape of Good Hope on 15 June 1853. Her arrival in Chinese waters coincided with an important phase of Pawhatan.

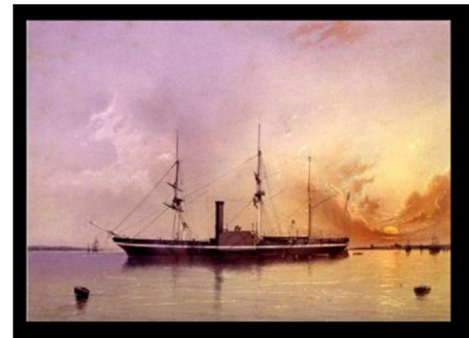


Figure 3: Painting of the U.S.S. Pawhatan.

Commodore Matthew C. Perry's expedition opening commercial relations with the Japanese. In 1854, the Powhatan was Perry's flagship during the signing of the Convention of Kanagawa. In August 1855, *Powhatan* accompanied HMS *Rattler* in a successful battle against Chinese pirates off Kowloon and reached the U.S. on 14 February 1856 with the new treaty. The U.S.-Japan Treaty of Amity and Commerce was signed on her deck on 29 July 1858.

On 13 February 1860, the Powhatan accompanied by a Japanese capital ship, Kanrin Maru left Yokohama, Japan, for San Francisco as part of the first official embassy of the Empire of Japan to the United States of America. It was the first time that Japan sent an official diplomatic mission to the West. This journey not only represented a diplomatic act of historical importance but also became a fascinating narrative that made headlines in the major newspapers of the United States and the world. In Panama, the arrival of the Japanese (mission) envoy generated great excitement and anticipation. The arrival of the USS Powhatan in Panama had the main objective of disembarking the Japanese delegation in the city of Panama, from where they would cross the isthmus to the city of Colón (known as Aspinwall for Americans) aboard the Railway inaugurated five years earlier, on January 28, 1855.

Civil War, 1860-1865 - USS Powhatan remained active throughout the Civil War. She served as flagship at Vera Cruz during October 1860. In April 1861, she assisted in the relief of Fort Pickens, Florida. President Abraham Lincoln had attempted to countermand the order by sending the *Powhatan* to Fort Pickens and sending the ship to assist in the relief expedition to Fort Sumter instead, and because Secretary of State William H. Seward signed the order "Seward" rather than "Lincoln," the order was not obeyed. The Powhatan assisted in the establishment of the blockade of Mobile, Alabama on 26 May, capturing schooner Mary Clinton on 29 May. During July and August Powhatan joined the blockade of the Southwest Pass of the Mississippi River, retaking schooner Abby Bradford on 15 August. From late August to October, she pursued the Confederate States Ship (CSS) Sumter throughout much of the West Indies. The Powhatan operated off Charleston, South Carolina from October 1862 to August 1863, captured schooner Major E. Willis on 19 April and sloop C. Rautureau on 16 May, and deployed for a second time to the West Indies from November 1863 to September 1864 as flagship of Rear Admiral James L. Lardner. She participated in the successful reduction of Fort Fisher, on 24-25 December 1864, and in its capture on 13-15 January 1865.

After the Civil War, in October 1865, The USS Powhatan sailed from Boston, escorting monitor USS Monadnock to California via Cape Horn. She arrived at San Francisco on 22 June 1866. The Powhatan became the flagship of the South Pacific Squadron 1866 --1869. In March 1866 she was sent to Valparaíso to protect U.S. interests during the Chincha Islands War.

Biographical Sketch of Cover Addressee - Thomas Henry Looker was born in Cincinnati, Ohio on November 23, 1839. His grandfather, Judge Othniel Looker, was a soldier of the Revolution; he was Speaker of the Ohio Senate in 1814 and became acting governor of Ohio. Looker attended



During the Civil War, he served aboard the gun Sloop "Brooklyn", which participated in repelling Confederate attacks at Fort Pickens (Pensacola, Florida) making her way to Ship Island Mississippi where she captured the "Magnolia". She attacked Fort St. Phillip and Fort Jackson and survived a ramming from the CSS Manassas. Next, she participated in the capture of New Orleans and supported the forces at Vicksburg before joining the North Atlantic Blockading Squadron. After the Civil War, Looker served as Flee the U.S. Naval Academy and joined the Navy as a midshipman on November 6, 1846. He was a veteran of the Mexican and Civil Wars. He was appointed purser on

Figure 4: Photograph of T. H. Looker.

August 31, 1853. Paymaster, South Pacific Squadron. Aboard the U.S. Flag Ship "Powhatan," Looker sailed around Cape Horn and up to Panama. He was promoted to Pay Director on

March 3, 1871. From 1877 to 1878 he was assistant to the Secretary of the Navy. He was appointed Paymaster General in March of 1890, but had to resign in May of that year due to ill health. He retired in 1891 with the rank of Commodore.

References:

Naval History and Heritage Command, National Museum of the U.S. Navy,
www.history.navy.mil.

USS Powhatan (1850) Wikipedia, [https://en.wikipedia.org/wiki/USS_Powhatan_\(1850\)](https://en.wikipedia.org/wiki/USS_Powhatan_(1850)).

The Chincha Islands War, also known as Spanish–South American War,
https://en.wikipedia.org/wiki/Chincha_Islands_War.

LOOKER, THOMAS HENRY, Rutherford B. Hayes Presidential Library & Museums,
<https://www.rbhayes.org/gilded-age-collections>

Always Look at the Back of the Cover

by Bill O'Connor



Sometime back in the day I was looking at a Canadian cover from 1932 (Figure 1). I saw the name Franklin and then Roosevelt and decided to explore the address with more focus. As Franklin Roosevelt was the Governor of New York but had just been elected to be President of the United States, his inauguration for his new position would begin in March 1933 following the election.

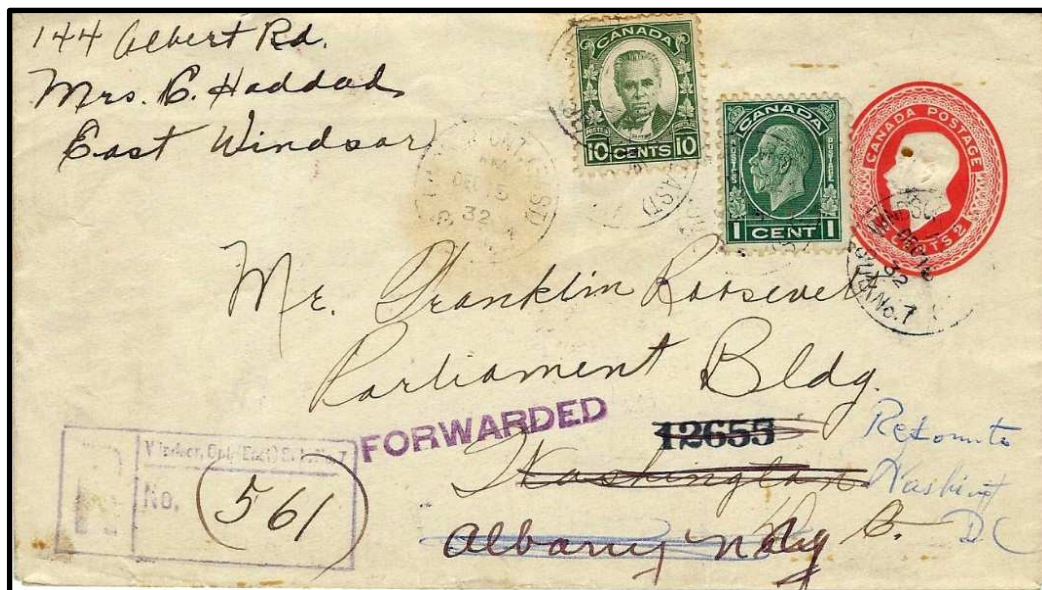


Figure 1: Letter to F.D. Roosevelt from Windsor Ontario on December 15, 1932.

This letter was mailed on December 15, 1932, from Windsor, Ontario, and was delivered on December 18, 1932, to Albany, New York. As it was a registered letter, it indicated stops along

the way to delivery; those being Detroit, Washington D.C. and then finally Albany.

In addition to all the locations indicated on the back of the envelope, a two- line declaration indicated that this cover was sold “FROM THE FRANKLIN D. ROOSEVELT COLLECTION; AUTHENTICATED BY H.W. HARMER INC., N.Y.”



Figure 2: Back side of cover illustrated in Figure 1.

It appears that large quantities of covers, and many stamps were sold at this auction in 1946. Additionally, I saw a number of covers and stamp “collections” attributed to the Roosevelt collection located on eBay and other sites on the internet. A receipt from a shop in Suffolk, VA, 1977, showed the price for this item was \$3.50 plus tax.

Just remember it may be worthwhile, enjoyment if nothing else, to look on the back of a cover and be surprised by the wealth of information and history that may await you.



Franklin D. Roosevelt with stamp collection 1930. Photo from F.D. Roosevelt Presidential Library and Museum.

The Beacon Stamp Vignette and How it Came to Be

by Ron Couchot
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As the centennial period of the development of scheduled transcontinental airmail approaches, we have an opportunity to review its evolution to a viable service. The establishment of the transcontinental route was the result of illumination navigation, advances in airplane design and heroic pilots. These advancements allowed for the carriage of more time-sensitive written communication.

The symbol of these achievements, in my opinion, is the 1928 Beacon airmail stamp. Despite more than 108 million stamps being printed, the Beacon airmail stamp is a very exclusive item to be exhibited in a traditional sense since only six proofs are known. Other archival material is even scarcer.

I have collected and exhibited the Beacon for many years. Recently, I obtained a set of photo negatives. These previously were part of the noted Beacon/aerophilatelic specialists Kent Kobersteen and Philip Silver collections. Mr. Silver received these negatives from the son of the professional photographer, Nat M. Dewell, who was commissioned by the United States Post Office Department (USPOD) to create the composite. These became the basis of the publicity photo produced for the fledgling transcontinental airmail route. It was this composite photo that was used as a model by A. R. Meissner to engrave the Beacon vignette.

Background

On September 8, 1920, the transcontinental airmail route was inaugurated by the USPOD utilizing airplanes and pilots as a regular service to be flown only during daylight hours. Nighttime airmail flight was not yet a safe or regular certainty. The gyrocompass, radar and GPS were not yet invented or installed, let alone a torch route for safe night navigation.

The approximately 2,700-mile-long transcontinental airmail route linked New York City with San Francisco. This route was divided into three zones: zone one, NY to Chicago; zone two, Chicago to

Cheyenne and; zone three, Cheyenne to San Francisco. The mail was flown only during daylight hours through zones 1 and 3 and carried on trains at night through zone 2. A single coast-to-coast trip took about 3 ½ days. This was only a day faster than the all-rail time.



Figure 1
Early transcontinental airmail experimental flight

Initially, the transcontinental airmail was a government-only flown service, at 24¢ per ½ ounce, and was only about 20 hours faster than using the well-established Railway Mail System at 2¢ per ounce. For the airmail service to survive, it was necessary for the USPOD to sell Congress on the advantages of flying a scheduled transcontinental air-mail route.

The initial flight route zones 1 and 3 proceeding west from New York City or east from San Francisco were to be flown during daylight hours. The remainder of the route, zone 2, could be flown during the night following a beacon-lighted route. If this was to become a reality, a complete coast-to-coast lighted navigational route was needed. This would allow for takeoffs several times per day and not just a single flight per day initiated at daybreak.

The transcontinental airmail lighted route was developed in all three zones. The three lighted zones were the same as those established by the current government rate. The initial lighted flight zone from Cheyenne east to Chicago allowed this middle zone to be flown during nighttime hours. The lighted zone once completed allowed "continuous"

flying across the country. Regular scheduled transcontinental airmail service with night flying began August 1, 1924, reducing the trip to about 33 hours versus the former 86 hours.

Discussion

Even though the lighted segments of the transcontinental route were operational, the route was not economically viable due to lack of demand.

Col. Paul Henderson, 2nd Assistant PM (Division of Air Mail Service) conceived the idea to publicize the transcontinental airmail service with a dramatic photo depicting the beacon lighted routes. This photo would also be available for private companies seeking to publicize their association with the new airmail service.

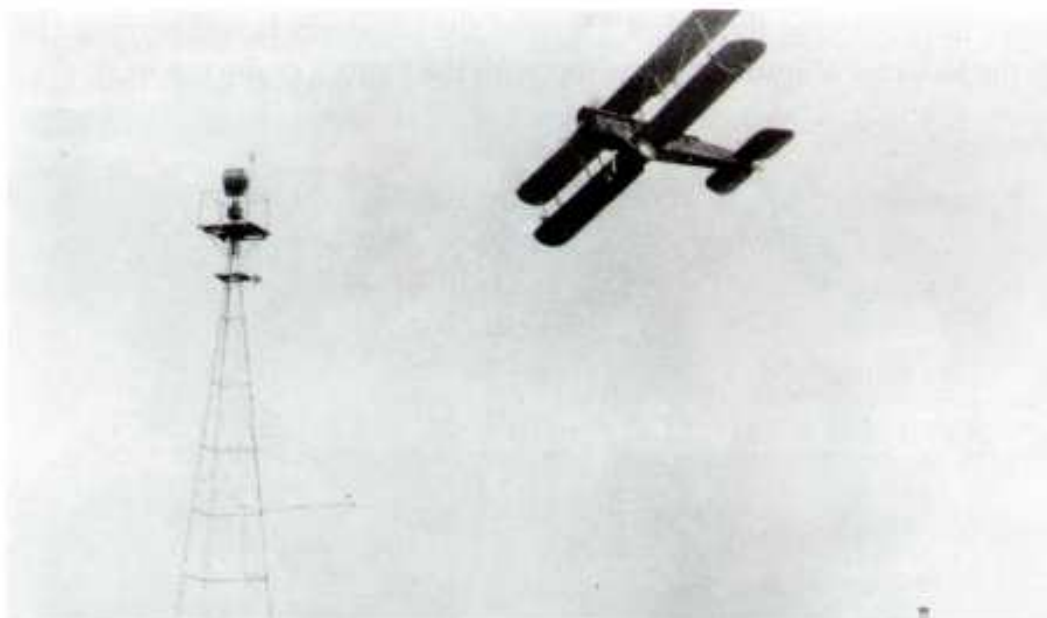


Figure 2

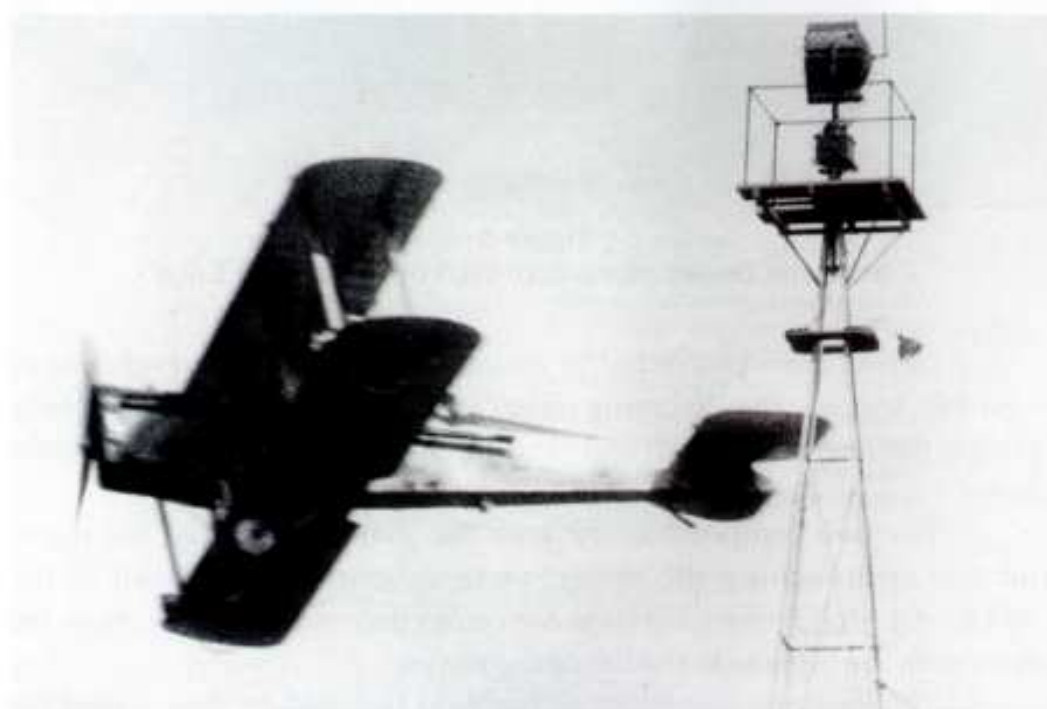
A print of one of the negatives from Pilot (Sherman) Hill

In November 1924, Henderson sent a roll of film to the airway keeper of the 8,837-foot Pilot (Sherman) Hill, Wyoming, location, the highest beacon navigational light on the transcontinental route. As assigned, the photos were taken, but when the film was developed, they revealed only the base of the tower and auxiliary buildings and not the beacon. (Remember aiming the old box cameras?).

Undeterred, in January 1925, Carl F. Egge, the Supervisor of Air Mail Services, commissioned an Omaha commercial photographer, Nat M. Dewell, to take some photos of the Beacon installation 10 miles west ,



**Figures 3, top, and Figure 4, bottom
The upper portion of the Wann tower with flybys**



top, at Wann, Nebraska, the installation at this location being of similar design as that in Wyoming. Both were constructed using the standard 50-foot truss tower (used for windmill water pumps) and the 5.0 M candle power (63.75 M lumens) light. A pair of biplanes were flown for this session. One of the biplanes was Col. Henderson's and his pilot was Slim Lewis. Dewell took a series of static photos of the upper structure and

some incorporating the flybys. He used the negatives from Sherman Hill as the basis for alignment of the top with the bottom of the tower.



Figure 5
Composite Dewell photo approved by Supervisor Egge

Dewell then proceeded to make a composite using both sets of negatives, keeping the Wyoming photo as the lower portion and expertly splicing the negatives taken at Wann to create the two final composite photos.

The two composites, one with the plane flying past the tower and one approaching the tower, were submitted by Dewell to the USPOD Air Mail Service Division for use as they saw fit. Egge chose the photo with the biplane to the left of the tower.

The resulting composite picture was featured on the cover of the April 1925 United States Official Postal Guide and was made available to various advertising interests to not only publicize their product but also the transcontinental air mail service. It also appeared on the cover of the

Looking for something? Check out the classified ads!

December 1924 *Aviation* magazine and as an advertisement in the July 1925 *Aero Digest* (Figure 6).

JULY, 1925

AERO DIGEST

three seventy-five



THE U. S. AIR MAIL-AND GOODYEAR



Copyright 1925, by The Goodyear Tire & Rubber Co., Inc.

THAT 1,900 mile beacon-lit stretch of the U. S. Air Mail route blazes nightly as an announcement that the era of aerial transportation is here!

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GOODYEAR

YEAR
 AVIATION EQUIPMENT

Say you saw it in AERO DIGEST.

Figure 6

The USPOD developed several lighted navigational CAM routes in addition to the transcontinental, which resulted in a crazy quilt set of rates. Rate changes were slowly enacted to make the airmail service more acceptable and less complex, but the public was still not responding. Finally, in June 1928, a 75 percent reduction in the airmail rate was approved to go into effect August 1, 1928. The domestic rate approved was at 5 cents for the first ounce and 10 cents for each additional ounce.



Figure 7
Beacon First Day cover ≤ 1 oz., Registered 15¢, July 25, 1928

A.R. Meissner, Modeler, Bureau Engraving and Printing (BEP) used the final composite photo as the basis for the Stamp model. The model became the engraved blue inked vignette of the Beacon air mail stamp. The only change made by the engravers, L. S. Schofield and E. Hall, was to substitute a more modern monoplane in place of the biplane from the photos. This was the only engraving change made from the model. A new attention-getting stamp at a lower rate was ready to help encourage/inspire the public to use airmail.

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1. Moorhead, Harley G; Source of the Photograph used on the Beacon Air Mail Stamp (*The Bureau Specialist*, Oct 1937, vol VIII, No. 10, pg. 121)
2. Goodkind, Henry M.; *The Five Cent Beacon Air Mail Stamp of 1928* (CCNY Handbook 19, 1958)
3. Silver, Philip; "The Continuing Saga of the Beacon Air Mail Stamp" (*Collectors Club Philatelist*, May-June 1986, vol 65, No. 3, pg. 169)
4. Hotchner, John; "Why the 'Low Beacon' Plays Second Fiddle" (*Linn's Stamp News*, Feb 19, 1996, No. 3511, pg. 6). Special thanks to John for his assistance in preparing this article.
5. Huff, Hugh L.; *The Guiding Lights* (May-June 1976, pg. 77)

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- You May see the most current Lcstamps lists on our Club Webpage at: **powaystampclub.com/lc-corner**.



The theme for the 2025 San Diego County Fair is “Pets”, so let’s create a fabulous Poway Stamp Club display showing how much we love are pets on stamps.

Stamp News 2025

New Stamps for 2025



Freshwater Fishing Lures

On March 13, 2025, in Springfield MO, the United States Postal Service will issue the *Freshwater Fishing Lures* stamps. These stamps feature brightly detailed photographs by Sarah Cramer Shields showing five lures considered icons of the sport. Greg Breeding, an art director for USPS, designed the stamps.



Vibrant Leaves

On March 14, 2025, in Strongsville, OH, the United States Postal Service® will issue the *Vibrant Leaves* stamps (Non-denominated priced at the Postcard rate), in five designs, in a pressure-sensitive adhesive (PSA) pane of 20 stamps (Item 124100) and a PSA coil of 100 stamps (Item 740900). These stamps will go on sale nationwide March 14, 2025, and must not be sold or canceled before the first-day-of-issue. Art director Antonio Alcalá designed the stamps using existing photographs.

<https://stamps.org/news/c/news/cat/us-new-issues/post/usps-announces-more-stamp-subjects-for-2025>.



Customers may purchase stamps and other philatelic products through the Postal Store at usps.com/shopstamps, by calling 844-737-7826, by mail through USA Philatelic, or at Post Office locations nationwide.

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