



# Poway Stamp Club

## NEWSLETTER

*San Diego County's Best Stamp Collecting Club*

APS #112097

February 12<sup>th</sup> 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](mailto:PSCphilately@gmail.com)

## NEXT CLUB MEETINGS

### February General Meetings

February 12<sup>th</sup>

Program - will be a presentation by Nathan Goldman  
**"The Development of the American Vistas Stamps"**

Nathan of DKNK Studios will be discussing the process of how a stamp comes into being, which will include developing the concept, selecting the artists and the approval process.

February 26<sup>th</sup>

Program - will be a presentation by Larry Parlin  
**"Maine Sportsman"**

Larry will be presenting his two-album topical collection of Penny Post American Sportsman cards from New England's frontier years.

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.**

[PSC Website:](http://Powaystampclub.com)  
[Powaystampclub.com](http://Powaystampclub.com)

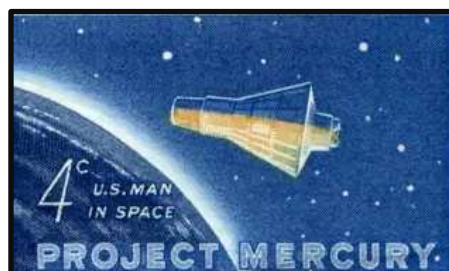


# Poway Stamp Club

## 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.

February	12	N. Goldman, Making of the American Vista Stamps
	26	L. Parlin, Maine Sportsman
March	12	N. Schneider, Librarianism
	26	Large Voice Sale
April	9	D. Klauber - Presentation TBD
	23	Member Voice Sale
May	14	TBD – Presentation
	28	Large Voice Sale
June	11	TBD – Presentation
	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	<b>Ugly Stamp Contest</b>
November	12	Large Voice Sale
	26	<b>No Meeting</b>
December	9	<b>Holiday Party</b>
	23	<b>No Meeting</b>



In February 1962, sixty-three years ago, a 4-cent stamp titled "Project Mercury" was issued commemorating "Man-in-Space", Scott # 1193.

### 2025 Club Board Members

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

### 2025 Club Volunteers

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

### 2025 Club Representatives

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

## 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](mailto:dwaller@dbwipmg.com)

### Club Website

[PowayStampClub.com](http://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. It is time to catch-up after the holidays. The Club will resume our 2025 regularly scheduled meetings on the second Wednesday in January.

### Membership Renewal

It is time again 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. Renewal membership payments must be recorded by February 12, 2025, to receive voucher benefits at the San Diego Stamp Show.

### 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](http://PowayStampClub.com).

## SANDIPEX 2025

### Show Schedule

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

**February 16**  
**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: [cbcestamp@aol.com](mailto:cbcestamp@aol.com). Phone: (714) 476-3698.



## 2025 San Diego Stamp Show

**February 21-22 10:00 am - 6:00 pm**

**February 23 10:00 am - 3:00 pm**

The show will be held at the San Diego Hilton in Mission Valley at 901 Camino del Rio South, San Diego, CA 92108. There will be philatelic presentations, over 20 stamp dealers, and over 150 exhibits. Come join us for some philatelic fun. Admission is free.



**WANTED**  
DEAD OR ALIVE  
\*\*\*\*\*  
**Articles**



## 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](mailto:dwaller@dbwipmg.com).

## **Member Spotlight!**

The Poway Stamp Club Newsletter highlights its new members in each issue. This month there have been no new members to spotlight.

The Club currently has 158 active members, and we look forward to welcoming new members at our General Meetings.







*In Memorium*



## Closed Album

By David Klauber



It is with great sadness that we must announce that Ray Hacecky, one of our PSC members, has passed away. He left us in his sleep on the morning of December 31, 2024, at his home with his family. Ray and his wife, Joan, recently celebrated their 67th wedding anniversary on November 23, 2024. Ray met his high school sweetheart at Mission Bay High School in Pacific Beach in 1957.

The news regarding Ray was profoundly surprising. He was characterized by his calm demeanor and quiet nature, leading many to believe he would be a constant presence in their lives. His commitment and passion for the hobby, which we all respect, were truly exceptional. Ray was an avid collector of Navy Ship Mail (covers) and actively participated in Club meetings. He was singly responsible for creating the number board utilized for organizing member identification during the raffle drawing.

In addition to his contributions to the club, Ray was a highly sought-after Machinist, recognized for his exceptional skills. Even after retiring, he was often sought after for his expertise on various projects. Ray was renowned for his kindness and eagerness to help, always willing to lend a hand during club meetings. Unfortunately, health challenges over the past few years prevented him from attending our monthly gatherings. His presence has been and will continue to be deeply missed.

We extend our heartfelt condolences to his wife, Joan, and daughter Karen. On behalf of his friends at the Poway Stamp Club and the San Diego County Philatelic Library, we express our deep respect and gratitude. His absence will be profoundly felt by all those persons whose lives he influenced.

**May He Rest in Peace**



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## In the News

### American Vistas Presorted Standard

by David Klauber  
(from the USPS press release)

*The San Diego Stamp Show* in San Diego, Calif., will hold a first-day ceremony event in the first quarter of 2025. The ceremony on February 21<sup>st</sup> will be for the two non-denominated (10¢) American Vistas presorted standard stamps showing a mountain scene and a beach scene.



These two stamps depicting stylized, minimalist scenes of mountains and a beach are for use in business mail. The stamps feature screen prints by DKNG Studios made from vector illustrations and were designed by Greg Breeding, an art director for USPS.

We hope to see you there to enjoy the event!

### APS Elections

by David Waller



## American Philatelic Society

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. David will bring many decades of

Computer Engineering and Program Management experience to The American Philatelic Society. He is a prolific writer, newsletter editor, and Web Master for the Poway Stamp Club. Under his tenure as Vice-President of the Club, the membership has grown from under 50 to over 160 members. A significant portion of the Club's successes can be attributed to Mr. Klauber's ability to work with the Board and membership in bringing the "Fun" back to Philately. He is an internationally published philatelic writer and an award-winning author, who has achieved multiple gold medal awards for the Poway Stamp Club's newsletter and website.

Mark E. Banchik a long-standing member of the Poway Stamp Club is running for President of the American Philatelic Society. Mark has led several philatelic organizations including The Collectors Club (Treasurer and President), American Airmail Society (President), and the APS (Vice President, Finance Committee, and the Committee for the Accreditation of National Exhibitions and Judges "CANEJ"). As President he will explore how to deliver member services in a changing environment, be fiscally responsible, and nurture future members and leaders. Mark wants to exceed the expectations of members and is willing to explore varying ideas and concepts to see if they meet our needs moving forward.

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.

## San Diego Stamp Show

by Trice Klauber

The San Diego Stamp Show is **February 21-23**. This is a World Series of Philately (WSP) kick off show. The show is being held at the Mission Valley Hilton, 901 Camino del Rio South, San Diego, CA 92108. Entry is FREE. Parking on site is \$5.00, free parking within walking distance for most. The exhibits area has been filled with 150 exhibitors showing. This is an opportunity to view and learn, as well as be inspired.

### Schedule

**Friday the 21<sup>st</sup> at 10am** will be a First Day Official Ceremony (FDOC) signing and cover servicing. The Poway Stamp Club will have stamps and First Day Covers (FDC's) available for you to purchase at our booth. Later in the day there will also be programs on Carriers and Locals from the US Classics Society and WWII Shanghai Settlement, by Ed Rosen.

**Saturday the 22<sup>nd</sup>** will have a presentation on Alice in Wonderland, CA, US Classics and Auctions, AAPE Seminar, Jury Feedback session and San Diego Stamp Show Awards Presentation.

**Sunday the 23<sup>rd</sup>** member Bill O'Connor will be giving a presentation for the Erie Philatelic Association. Also, presentations by the Armenian Philatelic Association and the Society of Israel Philatelists. The day ends with a House of Zion Auction with Ed Rosen.

The club will be giving out vouchers to all members who are in good standing to be used with the Bourse(dealers). The Bourse has filled, and the show is looking to be a wonderful opportunity to learn and add to our collections.

Remember to wear comfortable shoes, bring various methods of payment for acquiring material, and be prepared to HAVE FUN. This is our yearly BIG event. Visit the club booth and sign up to volunteer. When we work together, we make great things happen.

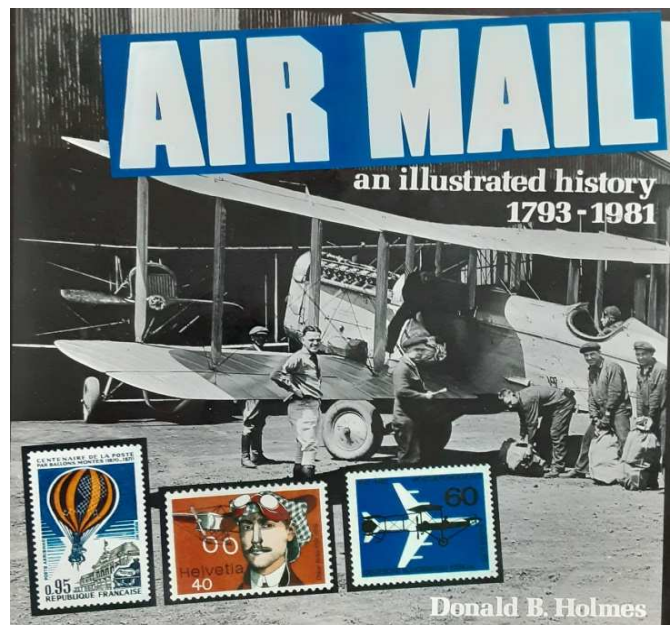
We look forward to seeing you all there!

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## At The SD Philatelic Library

### Air Mail an Illustrated History

by Neil Schneider



**Figure 1:** Image of the cover of a book by Donald B. Holmes, titled Air Mail an illustrated history 1793-1981.

Air Mail an Illustrated History begins with a discussion on the earliest mail systems from the Persians, Thurn and Taxis posts in Europe. It follows on with the Penny Black in England, Benjamin Franklin and the post roads and then the Pony Express.

The first airmail story is from 1793 when President Washington passed a note to balloonist Jean-Pierre Blanchard to give him safe passage wherever he might land on his flight. The note was for his safety since he spoke no English.

There's a US 7-cent Air Mail stamp that commemorates the 1859 flight of The Jupiter Figure 2. The pilot attempted to fly the mail from Lafayette Indiana to New York City by balloon. Lafayette was the starting point because of a plentiful supply of gas. The flight only made it to Crawfordsville Indiana, where the mail was placed on a train and taken the rest of the way to New York City. The mail must be delivered.





**Figure 2:** Scott no. C-54 1959 Air Mail stamp commemorating the flight of The Jupiter from Lafayette, Indiana to New York.

During the siege of Paris in the Franco Prussian war 1870-1871, balloons were used to transport messages out across enemy lines. There were 67 flights that carried between 2 and 3 million pieces of mail. The balloons also carried cages of carrier pigeons for the return mail. A sophisticated early micro-recording of the mail and subsequent recovery was used to pass the mail by pigeon. One balloon pilot from Paris landed in Oslo Norway. They erected a monument in Oslo to commemorate the event.

In 1894 two brothers established a regular commercial pigeon post mail system from Santa Catalina Island and Los Angeles. It only lasted two years.

In 1900-1910 the Zeppelins began providing mail service. Zeppelins flew mail all over the world from bases in Germany. There were flights to South and North America.

No history of airmail would be complete without the story of the Wright brothers and other pioneers of aviation in Europe, including Bleriot and Curtiss. There are images in this part of the book showing the planes and stamps with planes on them. Some of these are in my collection.

I was surprised to learn that “Despite the fact that airplane development centered itself in the United States and Europe, the first officially flown mail in a heavier-than-air machine occurred deep in the heart of Asia.”

There are many more interesting stories and facts about Air Mail history and the pilots who made that history. There are images of the people as well as the stamps that commemorate these early pioneers.

If these stories pique your interest, the book *Air Mail and Illustrated History 1793-1981* by Donald B. Holmes is available on the duplicate's bookshelf at the front of the library to take home, for an appropriate donation.

## Editor's Corner

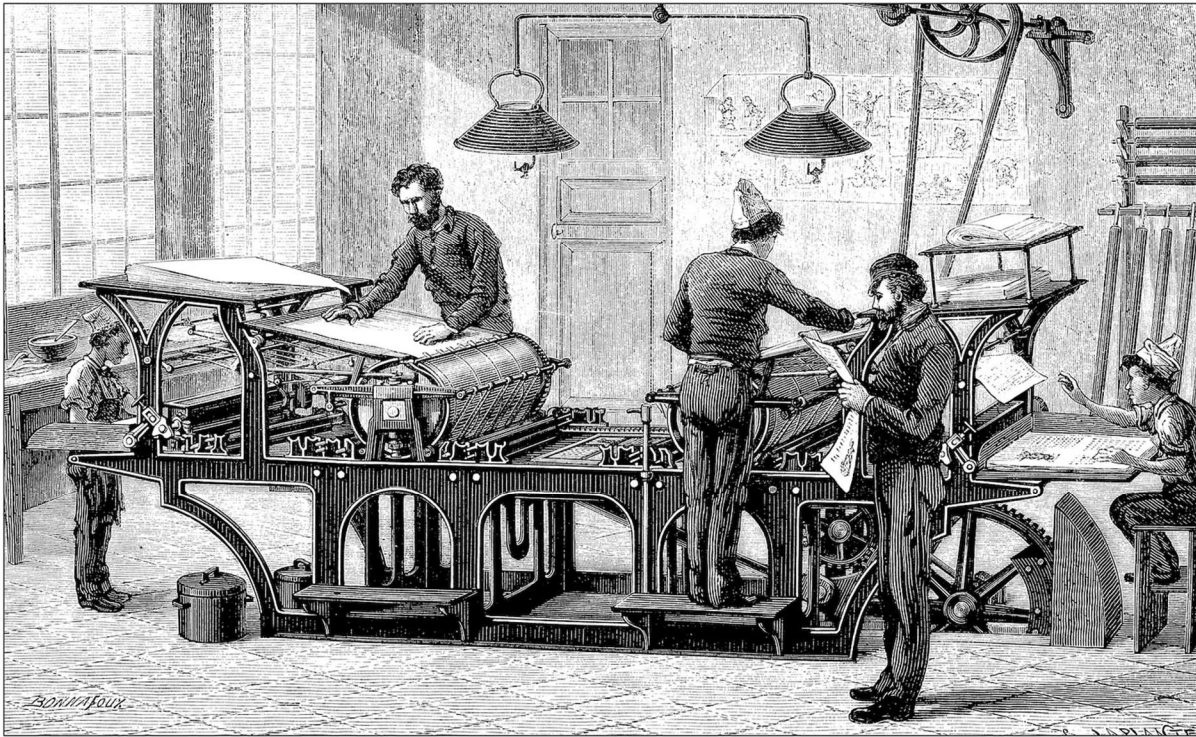


Image obtained from <https://www.gettyimages.com/search/2/image?phrase=antique+printing+press>.

### To Our Readers,

I would like to thank all our Writer's Guild members for their wonderful contributions to our January Newsletter. Many of you noticed our new format that was inspired by the APS newsletter judges. Since we are now limited to 24 pages the layout has been changed, removing the column on the left to increase our article space by about 20-25%. Some liked the change, and some found it confusing because there was not a clear separation between articles as there was before.

If you are interested in becoming part of our Club's Writer's Guild, then please let me know. Manuscripts should be received by the Editor by midmonth for publication in the upcoming month's Newsletter. This timing is critical. The sooner the Editor receives the manuscripts from contributors, the sooner the newsletter may be formatted, then reviewed and amended as needed, and finally published. 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 Valentine's Day and thank you again for your support.

David Waller

## Member's Articles

### Every Cover Tells a Story

by Jim Grundy



Previously, I have written an article about Lincoln Ellsworth and Roald Amundson's attempt to fly two seaplanes to the North Pole. The expedition had been financed by Lincoln's father James Ellsworth, an American businessman. One of the conditions mandated by James Ellsworth for his financial support was that his son Lincoln would go with Amundson. On May 25, 1925, the two seaplanes left on their flight to the North Pole. Both seaplanes were forced to land far from reaching the North Pole. They were stranded on the ice for three weeks before they could fly back to Norway. Even though this expedition was a disaster, it made Lincoln determined to explore the North and South Poles.

When Lincoln Ellsworth returned to Norway, he received news that his father had died. For Lincoln, the death of his father was a bitter-sweet moment in his life. Because of his father's death and the money inherited by his passing, Lincoln financed many expeditions to the North and South Poles in the 1930's. One of these expeditions is the subject of this cover. The cachet shows a submarine underwater under the ice. The words below the cachet read "Wilkins-Ellsworth Trans-Arctic Submarine Expedition". The following is the story of this trans-arctic submarine expedition (Figure 1).



**Figure 1:** Cachet from Sir H. Wilkins to J. V. Ellis dated July 6, 1931 showing a submarine underwater under ice with the subtitle Wilkins-Ellsworth Trans-Arctic Submarine Expedition.

This mission would be an attempt to sail under the North Polar icecap in a submarine to the North Pole. To accomplish this, Lincoln joined forces with an Australian polar explorer named Hubert Wilkens (the Sender's of this cover). It was Wilkens' idea to get a submarine and sail it under the ice to the North Polar. With Ellsworth, Wilkens, and other interested contributors, the project raised over two hundred thousand dollars. Now, all they had to do was find a submarine.

Little did Wilkens know that finding a submarine would be the easiest part of the expedition. With

a little searching, he found that the U.S. Navy had several decommissioned submarines, and they were for sale. This class of submarine was built during the World War I era but later found inadequate for the needs of the U.S. Navy. They were decommissioned in 1924. Since Wilkens was Australian and not a

United States citizen, he was not allowed by the Navy to buy one of the submarines. However, an arrangement was reached allowing Wilkens to lease the submarine for a dollar a year for five years with a stipulation that it would be scrapped at the end of the mission.

The next task was to convert this Navy submarine that hadn't seen active duty in more than six years into a modern research vessel. The bow and sides had to be reinforced, and the propellers enclosed to protect against the thick ice. The conning tower was removed, and a flexible periscope was installed. The forward torpedo room was modified so that it could be pressurized to match the outside water pressure. This would allow divers to exit the boat underwater without the seawater rushing through the open hatch into the boat. A crew of 20 veteran submariners was assembled. Finally, the boat was determined to be seaworthy. On March 24, 1931, the submarine was renamed the Nautilus in honor of Captain Nemo's submarine in the book *20,000 Leagues Under the Sea*.

The original plan was to leave New York City and arrive at their starting point of Bergen, Norway by the end of May. Because of several breakdowns and repairs, the Nautilus didn't leave New York City until June 4, 1931. During its voyage to Bergen, the expedition encountered more delays due to engine failures, leaks, structural damage, crew unrest, lack of replacement parts, and many severe storms. All these events caused their departure date from Bergen to be pushed back to August 4<sup>th</sup>.

After leaving Bergen, the Nautilus headed toward the North Pole and arrived at the ice pack on August 11<sup>th</sup>. On August 19<sup>th</sup>, the first attempt to submerge under the ice was attempted. This attempt failed because the diving planes needed to submerge the boat were broken off, most likely by sabotage done by the crew. Without the dive planes, the submarine could not submerge in a safe manner. While the crew wanted to end the expedition, Wilkens insisted they stay and make scientific observations. Even with the damage to the boat, Wilkens would not give up on going under the ice. He had the forward ballast tanks filled with water. This caused the front part of the boat to "sink". In this condition, the front end of the boat would go under the ice and the rest of the boat would follow. This was a very dangerous maneuver. Additional dives were made using this technique and the boat was severely damaged. Wilkens finally realized that the boat was not safe and headed back to Bergen, Norway. An inspection in Bergen found that the Nautilus was unrepairable. The U.S. Navy gave their permission to have the Nautilus towed out to sea and sunk.

Although the Wilkens/Ellsworth Expedition didn't reach the North Pole, it was the first submarine to sail under the ice and the problems they had to deal with would help future voyages into ice-covered water. The important weather, ocean, and solar observations that they made above and below the ice such as water temperature, ice thickness, ocean currents, ocean depths, wind speed and direction, and terrain features on the ocean bottom expanded the knowledge about conditions in the polar region.

The Wilkens and Ellsworth partnership didn't end here. Between 1933 and 1939, Wilkens served as technical advisor for Ellsworth's four expeditions to the South Pole. Lincoln Ellsworth became well known for his achievements and discoveries at the South Pole.



# Directionally Endorsed California Covers

by David M. Klauber

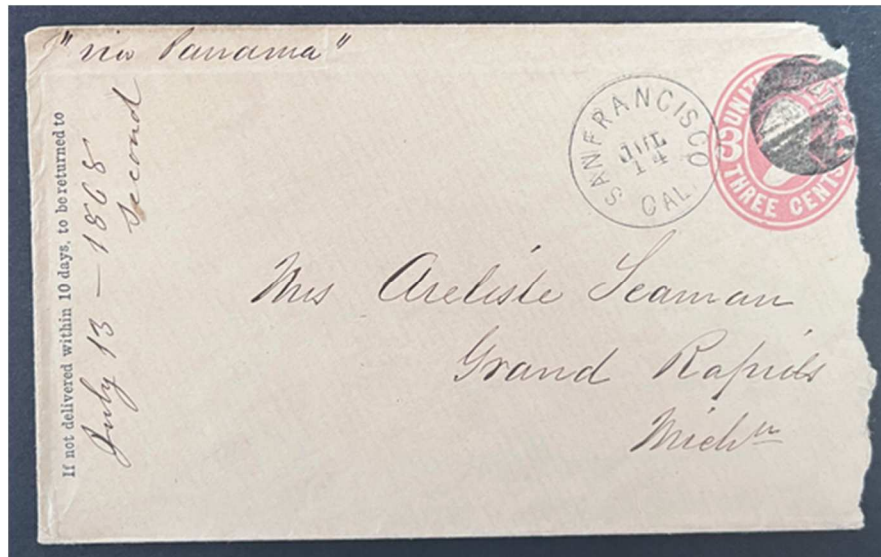


**Figure 1-1:** Map of the via Panama mail service, Courtesy Western Cover Society.

In 1848, the U.S. Post Office Department initiated a steamship mail route to California and Oregon via the Isthmus of Panama. This route served as the primary method for transcontinental mail delivery until the introduction of the Butterfield Southern Overland Mail Route in 1858. Following this transition, envelopes featuring printed “Via Panama” endorsements, accompanied by illustrations of steamships, were introduced. Before this change, such endorsements were unnecessary, as letters were automatically routed through Panama.

A directional endorsement indicated to the Post Office that the sender preferred a transport route other than the default. Throughout the 1850s and 1860s, the default mail routes underwent frequent changes, alternating between Panama/Nicaragua and the overland routes illustrated in **Figure 1-3A-C**. As a result, the initially simple printed text and illustrated stagecoach designs were eventually supplanted by railroad propaganda covers. These directionally endorsed railroad propaganda covers were often employed to advocate for funding to construct the transcontinental railroad.

Shown above, (**Figure 1-2**), is a buff U59 3c Cover from San Francisco to Grand Rapids Michigan dated July 13, 1868. It is also an example of a late hand-endorsed “Via Panama” non-illustrated, steamship cover. After 1869, a “non-mail contracted mail via Panama” cover would refer to any mail sent through the Panama route that was not part of an official postal contract, meaning it was transported by private individuals or companies utilizing steamships to reach destinations from or to the west coast of the United States, even though the transcontinental railroad had only recently been completed and was quickly becoming the primary mail delivery method of the day.



**Figure 1-2:** Scott U59 Cover from San Francisco to Grand Rapids Michigan via Panama mail service, (Courtesy D. Klauber).

Mail routing to and from the West Coast before 1870 can be understandably confusing as the numerous routes were used to transport goods and correspondence sometimes overlapped and replaced each other as primary routes frequently. This article does not attempt to address all of the possibilities but focuses on several of the most important.

The first mail route illustrated in **Figure 1-3A** is the Oregon Mail route also known as the Fur Trade Route.



**Figure 1-3A:** Map of the (A) Northern Oregon mail route.

The second mail route illustrated in **Figure 1-3B** is the Southern Overland Mail route, more commonly called the **Butterfield Overland Stage Route**. In 1857, John Warren Butterfield (1801-1869) won a 600k per/year six-year, federal contract to transport mail twice weekly between St. Louis, Missouri, and San Francisco, California, each trip taking 25 days. It was the first regularly scheduled transcontinental mail contract ever awarded in the United States. The Overland Mail route from St. Louis and Memphis to San Francisco was 2,800 miles making it the longest stage line in the world. The middle portion, approximately 1,100 miles, crossed the Chihuahua, Sonora,





**Figure 1-3B:** Map of the Southern Overland Mail Route 1857-1861<sup>3</sup>.

and Colorado deserts. The California Stage stations are listed in **Table 1-1** with notable stations in San Diego including Oak Grove, Warners Ranch, San Felipe Ranch, and Vallecito. As California's first regular overland transcontinental stage connection with St. Louis, this pioneering stage route ran along the Missouri Trail. These overland trails were built by pioneers and immigrants throughout the 19th century, and especially between 1829 and 1870, as an alternative to sea and railroad transport. The Missouri trail was the most southerly and the only all-weather route to California.

In California, the original Butterfield stage route had fifty-three stations. These stations were located from 8 to 22 miles apart in order to limit the wear and tear on the 4 horse teams. The total length of the route across California was approximately 742 miles.

The final Mail route illustrated in **Figure 1-3C** is the Central Overland Mail route, other mail routes utilized parts of this same path including the celebrated "Pony Express" Route.

#### NINTH DIVISION

San Francisco .....	12 miles to Widow Smith's .....	11 miles to Clark's.....
San Mateo.....	9 miles to King's .....	15 miles to Redwood City.....
Mountain View .....	12 miles to Mission San Fernando.....	14 miles to San Jose.....
Seventeen Mile House.....	11 miles to Cahuenga.....	12 miles to Gilroy .....
Pacheco Pass .....	17 miles to .....	20 miles to Los Angeles .....
San Luis Ranch .....	13 miles to El Monte .....	12 miles to Lone Willow .....
Temple's Ranch .....	13 miles to San Jose Ranch .....	12 miles to Firebaugh's Ferry .....
Fresno City .....	13 miles to Chino Ranch .....	20 miles to Elk Horn Ranch.....
King's River Station.....	19 miles to Temescal .....	15 miles to Cross' Creek.....
Visalia.....	22 miles to Aguanga .....	10 miles to Packwood Station .....
Tule River .....	12 miles to Oak Grove.....	16 miles to Fountain Springs.....
Willow Springs .....	15 miles to Warner's Ranch .....	16 miles to Posey Creek .....
Gordon's Ferry.....	17 miles to San Felipe Ranch .....	18 miles to Kern River Slough.....
Fort Tejon .....	16 miles to Vallecito .....	9 miles to Sink of Tejon.....
Reed's .....	14 miles to Palm Spring.....	9 miles to Fort Tejon .....
French John's.....	10 miles to Carrizo Creek .....	16 miles to Reed's .....
Mud Springs .....	12 miles to Hall's Well .....	16 miles to French John's.....
Fort Yuma .....	15 miles to Indian Wells.....	12 miles to Mud Springs .....
	20 miles to Monument .....	9 miles to Fort Yuma .....
	8 miles to Alamo Mocho.....	12 miles to Reed's .....
	14 miles to Gardner's Wells.....	14 miles to French John's.....
	14 miles to Cooke's Wells .....	14 miles to Mud Springs .....
	13 miles to Pilot Knob.....	10 miles to Fort Yuma .....

**Table 1-1:** Butterfield Stage Stations (California)<sup>2</sup>

Following the establishment of the Butterfield route 1858 - March 1861, the default postal route remained Panama. Consequently, when a letter was mailed without a specified route, the Post Office Department would send it via Panama. Then on December 17, 1859, the Post Office issued an order, effective in California on January 23, 1860, changing the default routing of letters to the

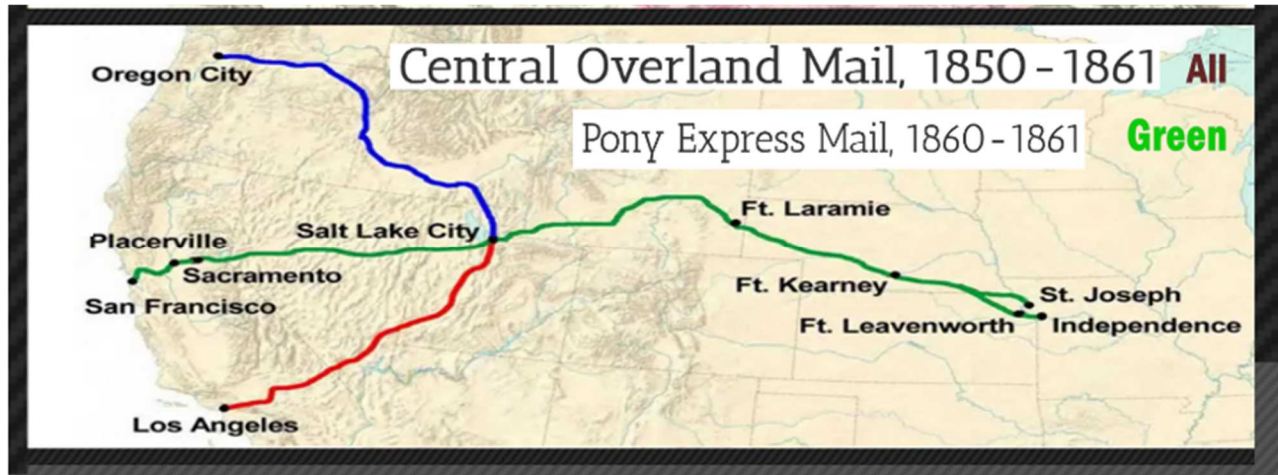


Figure 1-3C: Map of the Central Overland Mail Route 1850-1861.

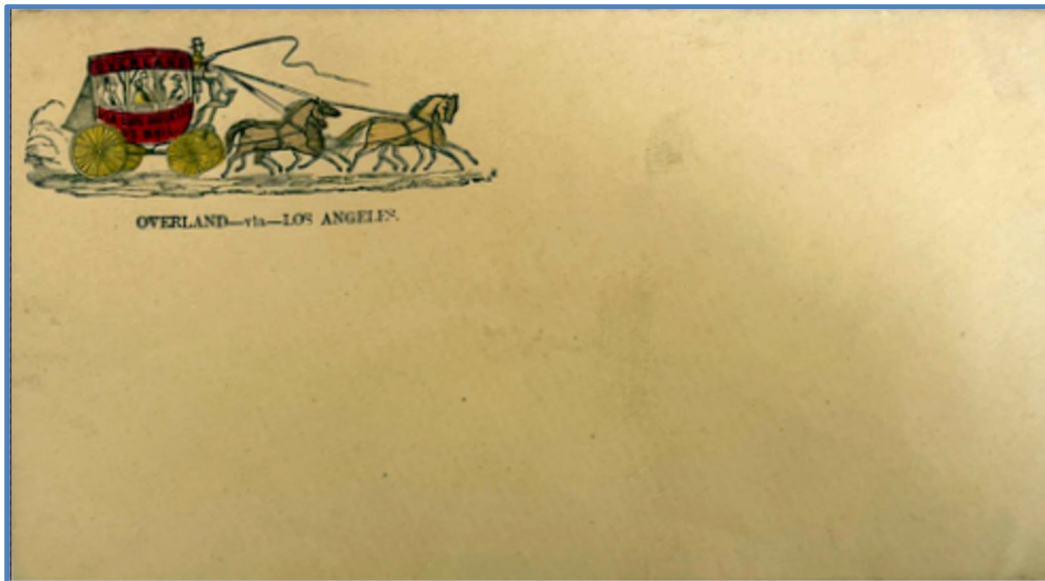


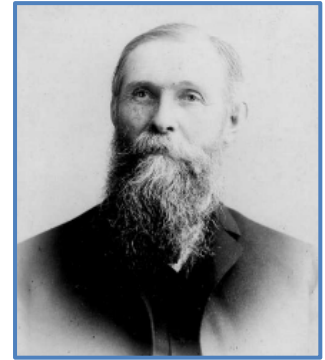
Figure 1-4: Type E-1 illustrated Butterfield Route Directive via stagecoach “OVERLAND—via—LOS ANGELES”, U.S. Mail. hand-colored 4-horse, on a buff cover. Very Fine. (Courtesy D. Klauber)

Butterfield route, according to *Mails of the Westward Expansion*. That spring, California merchants began producing and selling envelopes with simple overland directional endorsements as illustrated in (Figure 1-4). Like modern airmail envelopes, these directive envelopes informed the Post Office of the sender's preferred route. It is believed that these instructions were usually adhered to. The hand-written text directives were soon enhanced using illustrated stagecoach design and then replaced with railroad-themed covers. The illustrated endorsements, shown in (Figure 1-4) were expected to utilize the default Butterfield Stage route via Los Angeles. A less common endorsement “Via Placerville”, a city near Sacramento, was directed via Salt Lake City over the Central Overland Mail Route identified in green (Figure 1-3C).

The Central Overland Route, passing through Salt Lake City, was available as early as 1850 but was initially underutilized because it was less reliable providing a slower service than the Panama route. The improvements implemented in the late 1850s had increased the Central Overland Route's competitiveness with the Panama and Butterfield routes.



By March 1861, the default route reverted to the central route as shown in **Figure 1-3C**. The change was undoubtedly triggered by the **American Civil War**, as such, the Butterfield Mail route was suspended because it went through the Confederate States. The default route shifted back to the Panama route until the establishment of the daily overland mail using the Central Route in July 1861. A few stagecoach covers exist for this route. However, with the central route being the default route, there was little real need for overland directional endorsements.

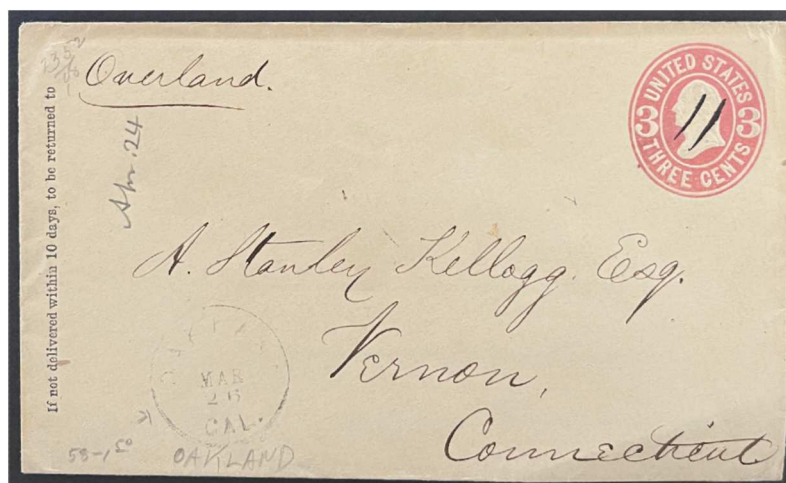


The following two “Directed” covers (**Figure 1-5 and 1-6**), one a Steamer cover via Panama and a second over the Central Overland Route are interesting because they are both sent to the same target individual, Mr. A.S Kellogg Esq., in Vernon Connecticut.

**Allyn Stanley Kellogg** - (1824-1893) was Vernon's first true historian. Others of his time wrote memoirs relating to Vernon's history, but Allyn S. Kellogg (born October 15, 1824) was the first to do significant research as part of his work. I am convinced that both covers featuring identical



**Figure 1-5:** Scott U59 3c Route Directive via “Steamer” U.S. Mail. San Francisco to Vernon, Connecticut on a buff cover. (Courtesy D. Klauber)



**Figure 1-6:** Scott U59 3c Route Directive via “Overland” U.S. Mail. Early Oakland, California to Vernon, Connecticut on a buff cover. (Courtesy D. Klauber)

handwriting belong to Allyn Stanley's brother, Professor Martin Kellogg. Martin had an illustrious career; in 1855, he relocated to California as a minister and subsequently became a Latin and mathematics teacher at the California University of Oakland. Eventually, he ascended to President of the University of California. The second cover, illustrated in **Figure 1-6**, originates from Oakland, California, which is also the residence of his brother Martin.

#### Resources

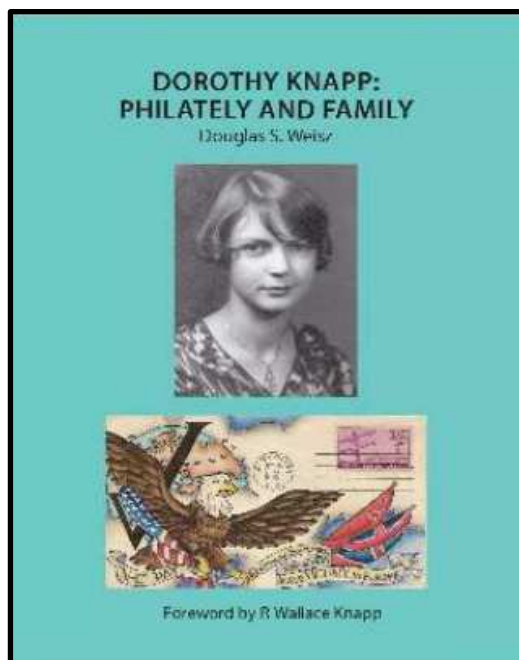
1. *Overland Mail Illustrated Stagecoach Covers*, By David D'Alessandris, *Western Express* December 2022.
2. *Stage Stations in California*, SOHO San Diego, [www.sohosandiego.org/exhibits/warnercarrillo/stagestations.htm](http://www.sohosandiego.org/exhibits/warnercarrillo/stagestations.htm), PO Box 80788 · San Diego CA 92138.
3. "I lived on The Butterfield Mail Route for Decade and Didn't Know it", Bob Crossman, *APS News*, [stamps.org/news/c/news/cat/local/post/i-lived-on-the-butterfield-mail-route-for-decades-and-didn-t-know-it](http://stamps.org/news/c/news/cat/local/post/i-lived-on-the-butterfield-mail-route-for-decades-and-didn-t-know-it)

#### Topic Recommendations from the Poway APS/APRL Library

- *The Butterfield Overland Mail*, Waterman L. Ormsby Only Through Passenger on the First Westbound Stage; 1968
- *The Overland Mail*, LeRoy R. Hafen, Quarterman Publication, Inc. Lawrence, Massachusetts. 1926, 1977.
- *The Pony Express A Postal History*, Richard C. Fragila, George J. Kramer, Steven C. Walske, The Philatelic Foundation, 2005.
- *The Pioneer Miner and The Pack Mule Express*, Ernest A. Wiltsee, Quarterman Publications Inc. Lawrence, Massachusetts, 1931
- *The First Overland Mail*, Robert E. Pinkerton, Random House, New York, Third Edition, 1953
- *Via Western Express & Stagecoach*, Oscar Osburn Winther, Stanford University Press, California, 1945.

## Dorothy Knapp (1907-1986) FDC's

by Manual Marti



**Figure 1:** Black and white photograph of Dorothy Knapp and one of her hand-painted cachets.

Dorothy Knapp is indeed a fascinating figure in the world of philately and art. Her work as an envelope artist and designer of first day covers bridged the gap between fine art and philatelic memorabilia.

She began her work in the late 1930s during a time when hand-painted cachets were not as widely sought after due to their higher cost. Despite this, she managed to popularize the medium and significantly influenced the style of mid-20<sup>th</sup> century cachets. Her pioneering efforts inspired other artists to explore hand-painting, elevating the artistic value of FDCs.

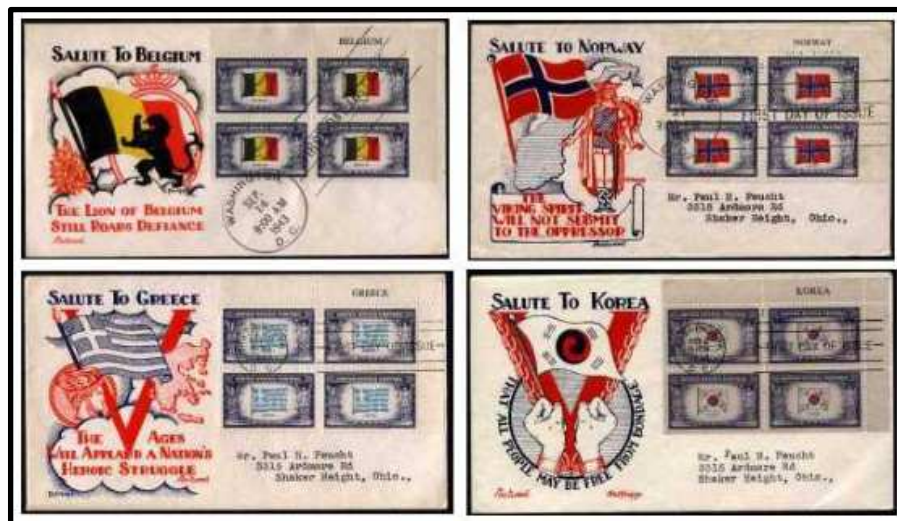
Fleetwood, a major publisher of first day covers, produced many of her commercial designs. However, Knapp also created small, exclusive batches of hand-drawn and hand-painted covers; making these works rare and highly collectible today.

Although Dorothy herself was not a stamp collector or philatelist, her husband's interest in stamp collecting provided a personal connection to the field. This shared activity not only brought them closer but also motivated her artistic endeavors. After her husband's passing, she ceased making cachets, as it was no longer a shared joy for her.

Dorothy Knapp is now regarded as one of the most famous cachet artists in philatelic history. Her covers, which once sold for a few hundred dollars, have grown in value to \$500-\$1,000 or more, reflecting their rarity and the enduring appeal of her artistry.

Douglas Weisz's book, *Dorothy Knapp Philately & Family*, provides an extensive overview of her creations, including her philatelic and commercial works, and offers insights into her life. This book is a valuable resource for collectors and admirers of her work.

Dorothy Knapp's story beautifully intertwines art, family, and philately, showcasing her exceptional ability to transform everyday envelopes into cherished works of art. Her contributions continue to inspire both cachet makers and collectors worldwide.



**Figure 2:** Overrun Nations Issues 1943 Belgium upper right Scott no. 914, Norway upper left Scott no. 911, Greece Lower left Scott no. 916 and Korea lower right Scott no. 921.



I have selected a few examples of her FDCs which I liked (but cannot afford) for your enjoyment. If anyone has any of her non-commercial FDCs, please share them with our club members. So here we go!

The Overrun Nations series, issued during World War II, exemplifies this influence. These stamps, first released in 1943, honored countries in Europe that had been occupied by Axis forces. Each stamp featured the flag of a respective nation and symbolized solidarity with those striving for liberation. The series included nations like Poland, Norway, France, and others.

FDR's original vision extended beyond Europe, aiming to recognize oppressed nations worldwide. However, due to constraints and shifting priorities during wartime, only one additional stamp honoring Korea was issued in 1944. This stamp paid tribute to Korea's plight under Japanese occupation and reflected Roosevelt's commitment to recognizing international struggles for freedom.

The Overrun Nations set remains historically significant, illustrating how Roosevelt utilized philately to communicate ideals of unity, freedom, and hope during a global conflict. It also highlights how his personal passion influenced national policy and artistic expression.



**Figure 3:** D. Knapp first day cover cachet, 1949 Puerto Rico Election, Scott no. 983.

Dorothy Knapp's cachets are renowned for their artistry and elegance, and Scott #983 commemorates such a rich cultural and historical theme. The 1949 San Juan, Puerto Rico, FDC is a beautiful piece of philatelic history and of course one of my favorites.



**Figure 4:** D. Knapp first day cover for the 1944 Anniversary of Completion of transcontinental Railroad issue Scott no.: 922 and for the 1950 Railroad Engineers issue Scott no 993.



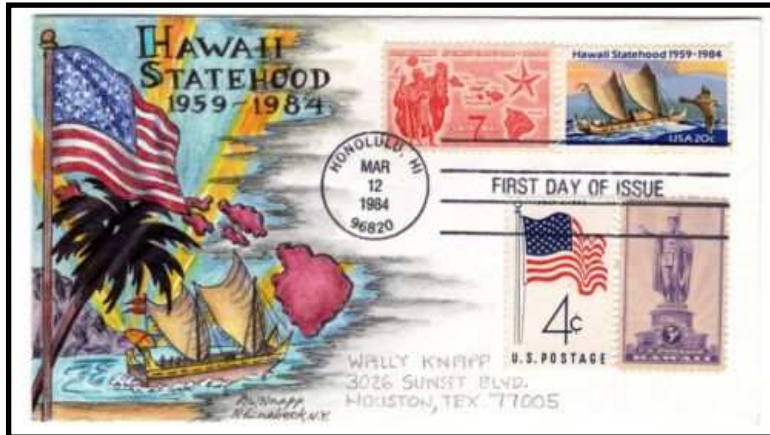
A favorite topical collecting area is trains. One of their all-time favorite covers is from the 75th Anniversary of the Completion of the Transcontinental Railroad 1944. (Fig 4)

The central design of the 1950 Railroad Engineers stamp is a portrait of John Luther "Casey" Jones (1864-1900) superimposed on a locomotive wheel. Jones, a locomotive engineer, was killed in a train wreck near Vaughn, Mississippi (Fig 4).



**Figure 5:** D. Knapp first day cover cachet for the 1945 four stamp set commemorating Franklin D. Roosevelt.

FDR Memorial Covers of 1945 hold a special place in philatelic history, reflecting the collective grief and admiration for President Franklin D. Roosevelt following his passing. His deep connection to stamps being an avid collector and the only U.S. president to personally design stamps adds an extra layer of meaning to these commemoratives.



**Figure 6:** D. Knapp first day cover cachet commemorating Hawaii's statehood in 1959 Scott no. C55.

On July 7, 1898, the Hawaiian Islands were annexed to the United States by a joint resolution of Congress. In a letter deposed Queen Liliuokalani of Hawaii protests the U.S. assertion of ownership without due process or just compensation. In June of 1959, the citizens of Hawaii voted on a referendum to accept statehood. On August 21, 1959, Hawaii became the 50th state. Sixty-one years later.

The following are examples of Fleetwood - Dorothy Knapp (commercial) FDCs (Figure 7). They are reasonably priced and are being sold on ebay as well as Hipstamp by various dealers. I am showing them for comparison between her hands painted commercial artwork.



**Figure 7:** D. Knapp-Fleetwood first day cover cachets: upper left 1946 3-cent 100 Years of Iowa Statehood Scott no. 942, Upper right 1944 5-cent Occupied Nations, Korea Scott no. 921, lower left 1944 5-cent Occupied Nations, Austria Scott no. 919, and lower right cover containing 20-cent Special Delivery Scott no. E19 and 3-cent Edgar A. Poe Scott no. 986.

#### Acknowledgements:

Wikipedia <https://www.wikipedia.org/>

ebay <https://www.ebay.com/>

National Postal Museum, <https://www.si.edu/museums/postal-museum>

Douglas Weisz <https://www.ebay.com/str/weiszcovers>

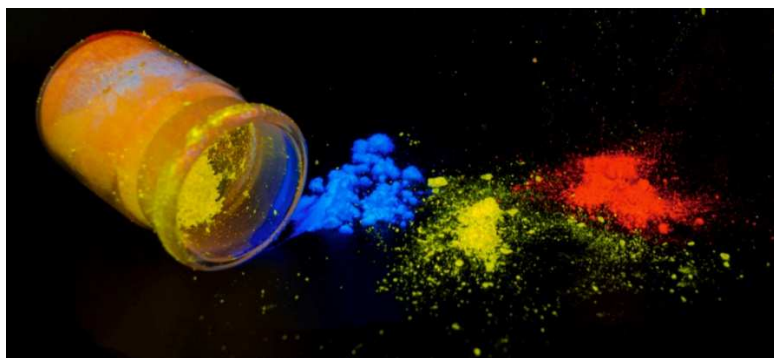
National Archives <https://www.archives.gov/legislative/features/hawaii/queen.html>

Alphabetilately <https://alphabetilately.org/knapp.html>

Dwight D. Eisenhower Library <https://www.eisenhowerlibrary.gov/>

## U.S. Stamp Tagging; Fluorescence and Phosphorescence

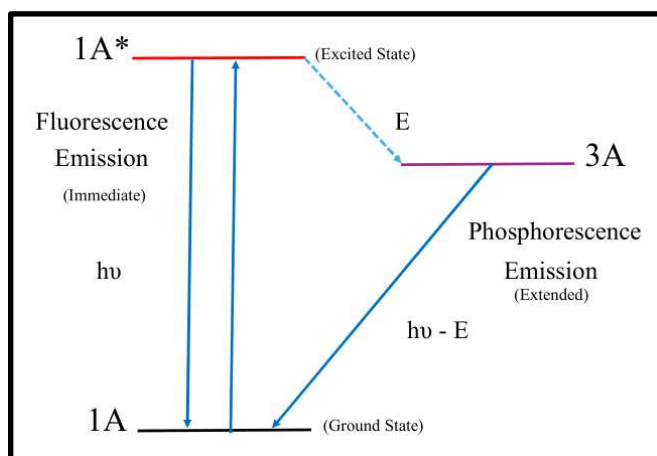
by David B. Waller



**Figure 1:** Photograph of varying fluorescent-colored compounds viewed under UV light, Angstrom Technologies Inc.

The tagging of postage stamps using luminescent paper or ink began in 1963 to enhance automated mail processing. Luminescence refers to the spontaneous emission of radiation, specifically visible light, from a chemically excited species, either electronically or vibrationally. Typically, this light emission occurs when energy is released as electrons transition from a higher energy state to a lower one within a molecule, following excitation by an external source like ultraviolet light.

This luminescence can occur through fluorescence or phosphorescence. Upon light absorption, fluorescent materials emit longer wavelength light ( $h\nu$ , lower energy) than the absorbed radiation but cease to do so immediately when the illumination is stopped. This is the result of an electron absorbing a photon of the incoming radiation, exciting it to a higher energy level ( $1A^*$ ). When the electron returns to its former energy level it releases another photon of a lower frequency ( $h\nu$ ), which is the fluorescent glow that we see (Figure 1). The tagging substances absorb ultraviolet light in the range of between 300 nm and 450 nm ("Black light", UVA, long-wave UV) and emit light in the visible spectrum usually producing a yellowish or greenish glow ( $\sim 590$ -520 nm).



**Figure 2:** Jablonski energy diagram comparing fluorescent and phosphorescent emissions.

Phosphorescent materials release their absorbed energy slowly over time ( $h\nu - E$ ), so that they continue to glow after the excitation source is removed (*i.e.*, an "afterglow").

Phosphorescent materials utilized in stamp tagging can absorb ultraviolet light within the wavelength range of 180 nm to 300 nm (UVC, short-wave UV). These materials subsequently emit light in shades of reddish or greenish color, typically ranging from approximately 740 nm to 520 nm, depending on the specific substances employed (see Figure 2).

Tagging allows letters and postcards to be fed into an automated mail processing machine where they are illuminated with ultraviolet light. The luminescent feature of the stamps is used to position the mail items for canceling, and for reading important parts of the address such as postal codes for sorting.

The luminescent features of the stamps are difficult to see under normal visible light. However, they can be easily observed under ultraviolet light (Figure 3). The luminescent substance or "taggant" can be printed over the whole surface of the stamp, the main design, the margins only, single bands or bars or other patterns. Alternatively, the taggant may be added to the paper itself.





**Figure 3:** Images of two handheld UV lights; short wave UV light (above) and long wave UV light (below).

The U.S. Postal Service started experiments with fluorescent compounds in the early 1960s. An 8¢ air mail stamp displaying a plane flying over the capitol, Scott no. C64 (Figure 4A and B, upper stamp), was issued in 1963 and was the first stamp printed for trials with the new canceling machines. The 5¢ City Mail Delivery issue of 1963, Scott no. 1238, was the first commemorative issue produced with tagging (Figure 4 C and D).



**Figure 4:** A- 1963 8-cent plane over capitol airmail stamp, Scott no. C64, B- C64 (above) and C65 (below) under ultraviolet light illumination (ebay item no.; 265188321876 offered by usbackofbook) and C- 1963 City Mail Delivery commemorative issue Scott no. 1238 and D- the City Mail Delivery stamp viewed under ultraviolet light.

Tagging remains prevalent today and is implemented through various methods. Overall tagging involves applying the taggant to the entire surface of the stamp. In contrast, block tagging is concentrated in the center area, leaving the outer edges untagged. Solid tagging, or surface tagging, integrates the taggant into the coating process of pre-phosphored paper. Mottled tagging, on the other hand, exhibits a blotchy or mottled appearance when observed under UV light.

#### References:

- [https://en.wikipedia.org/wiki/Tagging\\_\(stamp\)#:~:text=Fluorescent%20stamps%20can%20be%20detected,combinations%20of%20both%20are%20available.](https://en.wikipedia.org/wiki/Tagging_(stamp)#:~:text=Fluorescent%20stamps%20can%20be%20detected,combinations%20of%20both%20are%20available.)
- <https://en.wikipedia.org/wiki/Fluorescence>



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- Puerto Rico Town cancels. Bring to a meeting. Will trade or buy? See member M. Marti PSC # 410.
- Blank, unused pages (leaves) for Stanley Gibbons Philatelic Album. Two round posts, linen hinged, quadrille pages on thick, almost card, stock. approximately 10.75" x 12.5". Either faced (with an attached glassine protective sheet) or not. See member Robert Jenkins PSC #577, **[robertjenkins@me.com](mailto:robertjenkins@me.com)**.

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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



### **The Appalachian Trail**

Covering almost 2,200 miles of footpath along one of Earth's most ancient mountain ranges, the century-old Appalachian National Scenic Trail is within easy reach of large metropolitan areas of the East Coast. The Appalachian Trail is maintained by a network of volunteer clubs, led by the nonprofit Appalachian Trail Conservancy. This pane of 15 stamps includes a photographic view from each of the 14 states along the Maine-to-Georgia trail with an additional stamp showing stretches of trail through dense forest. Antonio Alcalá, an art director for USPS, designed the stamps with images from various photographers. To be released February 28 in Dawsonville Georgia.

<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](https://usps.com/shopstamps), by calling 844-737-7826, by mail through USA Philatelic, or at Post Office locations nationwide.

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