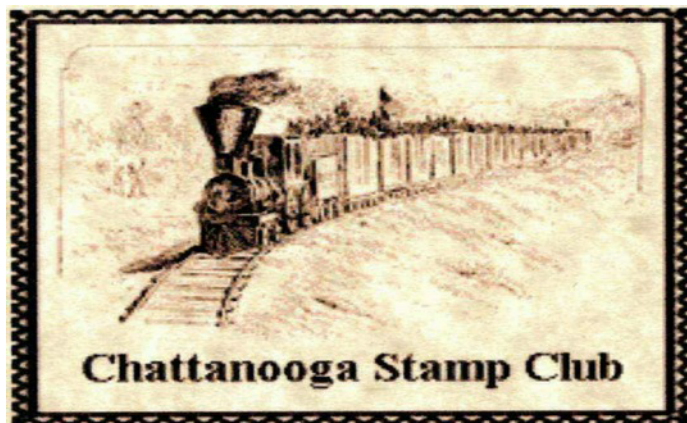


The Chattanooga Stamp Chronicle

November, 2015



American Philatelic Society
Chapter 731
www.stamps.org



Official Journal of the Chattanooga Stamp Club

MEETINGS ARE HELD AT THE HICKORY VALLEY CHRISTIAN CHURCH, 6605 SHALLOWFORD RD., CHATTANOOGA, TN.

DOORS OPEN AT 6:30 PM, MEETING BEGINS AT 7:30 PM -- VISITORS ARE ALWAYS WELCOME

November 12 Monthly Meeting
Program Auction
December 10 Monthly Meeting
Program Election of Officers

CLUB OFFICERS

President Pat Coverdale plcoverdale@centurylink.net
Vice-president Jim Hogue jlhoguejr@charter.net
Secretary Tom Matuszak tommytwosocks@comcast.net
Treasurer Carl Anderson - connie_anderson195@att.net
Newsletter Gene Bricker gbricker@catt.com

MEMBERSHIP INFORMATION

Chattanooga Stamp Club memberships are on a calendar year basis. Yearly dues are \$10.00; send all monetary donations and membership dues to the club's Treasurer:

Mr. Carl Anderson, 919 Dunsinane Rd.
Signal Mountain, TN 37377

THE CHATTANOOGA STAMP CHRONICLE

The Chattanooga Stamp Club is affiliated with the American Philatelic Society. The club has been dedicated to the study, preservation, and promotion of the philatelic hobby since 1932.

SOUTHEAST FEDERATION OF STAMP CLUBS

The Southeast Federation web site is a source for information about stamp collecting activities in the region. Visit at: www.sefsc.org/federation-clubs.html

AMERICAN PHILATELIC SOCIETY

American Philatelic Society (APS) is the largest nonprofit stamp collecting Foundation of philately in the world., With about 32,000 members as of 2014 worldwide. Visit at: www.Stamps.org.

MINUTES OF OCTOBER MEETING

Monthly Stamp Club meeting called to order by our (Short Time) president Pat Coverdale at 7:30 PM.

16 members were present.

Previous month's minutes were read and approved

Treasurer reported a balance on hand of \$1017. No bills or checks outstanding. Also approved.

Looking ahead to November for our Auction, everyone reminded \$1.00 is minimum bid on a lot. Bidding will increase by \$0.25 cent increments. Auction cards are available. At this time there is no minimum on number of lots. Come Early that night to get a good spot.

After considerable discussion about a catered vs. a Potluck type of dinner it was decided that the December meeting will be a regular meeting and the Christmas dinner will be moved to January on the 2nd Thursday; following a shortened business meeting. This will be a Potluck dinner, with Ham and Turkey provided. A sign up sheet will be passed around in November and December for everyone to volunteer for bringing something.

To date we have the following Officers nominated for 2016:

President - still up for grabs

Vice president - Jim Hogue

Treasurer - Carl (forever) Anderson

Secretary - Tom Matuszak

Newsletter - Gene Bricker (Appointed Office)

Circuit Books - Ed Meeks (Appointed Office)

Snacks for next month - Warren Coverdale, Drinks - Ray Tessmer.

Meeting adjourned for Snacks and Drinks.

John Burnett did an outstanding JOB presenting a Program on Mail Interruptions.

It covered Peacetime, Wartime, Train Wrecks & Fires, Ship sinkings/torpedoing. John is ever looking for unusual Covers and with a lot of detective work, each Cover has its own story.

Tom Matuszak, Secretary

I love the rebelliousness of snail mail, and I love anything that can arrive with a postage stamp. There's something about that person's breath and hands on the letter.

Diane Lane

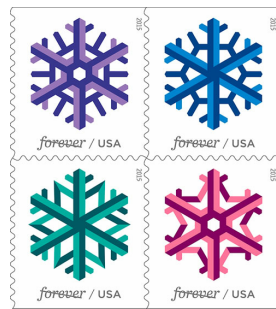
2015 U.S. Issues October



**A Charlie Brown
Christmas
October 1**

Geometric Snowflakes

October 23





AUCTION THIS MONTH!

The program for the November meeting is the auction. All members are invited to bring their duplicates for the auction. Only members are

allowed to enter lots in the auction, but anyone present may bid on the lots. Note: Minimum bids must be no less than \$1.00. Auction cards are available.

\$

DUES!

Dues for 2016 will remain at the low fee of \$10.00. Dues are payable now for the upcoming year. See treasurer, Carl Anderson

STAMP OF THE MONTH

Scott #120



This stamp commemorating the historic proclamation of the United States independence is one of the finest examples of the 1969 pictorial issue. On July 4th, 1776, thirteen American colonies that were involved in a bloody war with Great Britain proclaimed themselves independent states and refused to recognize the rule of the British Empire. Numerous nations all over the world followed the example of the U.S. by creating their own independence declarations, which laid the foundations of global democracy and fair international relationship.

Like other stamps of the issue, the Declaration of Independence is printed in two colors, green and violet, and can be rightfully called a miniature masterpiece. Artist John Smillie made an exquisite and highly precise copy of the similarly named painting by John Trumbull, having engraved 42 persons with six principal figures recognizable only through a magnifying glass.



FOOD FOR THOUGHT

"The great collectors of stamps were all men of passion. If they did not have passion when they started collecting, they soon developed it, for there is no mistress so demanding as stamps. 'You just don't know what stamps can do to a man,' says one collector almost breathlessly. 'Stamps are an addiction for which there is no cure,' explains another. 'No real collector ever sells his stamps in his lifetime--unless it is to buy more stamps.'"

--Life Magazine, 3 May 1954, the "Rare Stamp" issue

Motto of U.S. Postal Service

Contrary to popular belief, the U.S. Postal Service has no official motto. What most people take to be the motto of the postal service is, rather, this famous inscription on the General Post Office in New York: "Neither snow nor rain nor heat nor gloom of night stays these couriers from the swift completion of their appointed rounds. Herodotus." The inscription was supplied by William Mitchell Kendall of McKim, Mead & White, the architects who designed the New York General Post Office. It has reference to a system of mounted postal couriers used by the Persians when the Greeks, about 500 B.C., mounted an expedition against the Persians.

It is interesting to compare the inscription on the Washington, D.C., City Post Office:

- Messenger of Sympathy and Love
- Servant of Parted Friends
- Consoler of the Lonely
- Bond of the Scattered Family
- Enlarger of the Common Life
- Carrier of News and Knowledge
- Instrument of Trade and Industry
- Promoter of Mutual Acquaintance
- Of Peace and of Goodwill
- Among Men and Nations.

According to the U.S. Postal Service News, from which the foregoing is taken, the Washington inscription was written by the famous Dr. Charles W. Eliot (1834-1926), President of Harvard 1869-1909. Originally called "The Letter," Dr. Eliot's creation, according to the Postal Service News, was subjected to "some slight changes in the original text" before it was carved into the white granite of the postal building. His editor was President Woodrow Wilson.

The Washington inscription is somewhat more than twice as wordy as New York's. Make of this what you will.

Post Office Department seal.

Until the 1970 Postal Reorganization Act, when a new seal was adopted, the U.S. Post Office Department showed on its official emblem a horse with mailbags and rider. Almost everyone took this to be a representation of the Pony Express, but it was not. The Pony Express service did not come into existence until 1860; the seal was adopted in 1837, and it depicts an intercity Post Rider.

From the book, *More Misinformation*,
by Tom Burman, 1980:



What happened to the USS Maine?

For several years, Maine was left where she sank in Havana Harbor, although it was evident she would have to be removed sometime. Maine took up valuable space and the buildup of silt around her hull threatened to create a shoal. In addition, various patriotic groups wanted mementos of the ship. On 9 May 1910, congress authorized funds for the removal of Maine, the proper interment in Arlington National Cemetery of the estimated 70 bodies still inside, and the removal and transport of the main mast to Arlington. Congress did not demand a new investigation into the sinking at that time.

The army corps of engineers built a cofferdam around Maine and pumped water out from inside it. By 30 June 1911, Maine's main deck was exposed. The ship forward of frame 41 was entirely destroyed; a twisted mass of steel out of line with the rest of the hull, all that was left of the bow, bore no resemblance to a ship. The rest of the wreck was badly corroded. Army engineers dismantled the damaged superstructure and decks, which were then dumped at sea. About halfway between bow and stern, they built a concrete and wooden bulkhead to seal the after-section, then cut away what was left of the forward portion. Holes were cut in the bottom of the after-section, through which jets of water were pumped, to break the mud seal holding the ship, then plugged, with flood cocks, which would later be used for sinking the ship.

On 13 February 1912, the engineers let water back into the interior of the cofferdam. Three days later, the interior of the cofferdam was full and Maine floated. Two days after that, Maine was towed out by the tug Osceola. The bodies of its crew were then removed to the armored cruiser North Carolina for repatriation. On 16 March, Maine was towed four miles from the Cuban coast by Osceola, escorted by North Carolina and the light cruiser Birmingham. Its sea cocks were opened and it sank in 600 fathoms (3,600 ft) of water to the salutes of Birmingham and North Carolina. During the salvage, remains of 66 more were found, of whom only one (an engineering officer) was identified and returned to his home town; the rest were reburied at Arlington Cemetery making a total of 229 buried there.

In 2000, the wreck of the USS Maine was rediscovered by Advanced Digital Communications, a Toronto-based expedition company, in about 3,770 feet of water roughly 3 miles northeast of Havana Harbor. The company had been working with Cuban scientists and oceanographers from the University of South Florida College of Marine Science, on testing underwater exploration technology. The ship had been discovered east of where it was believed it had been scuttled; according to the researchers, during the sinking ceremony and the time it took the wreck to founder, currents pushed the Maine east until it came to rest at its present location. Before the team identified the site as the Maine, they referred to the location as the "square" due to its unique shape, and at first they did not believe it was the ship, due to its unexpected location. The site was explored with an ROV. According to Dr. Frank Muller-Karger, the hull was not oxidized and the crew could "see all of its structural parts". The expedition was able to identify the ship due to the doors and hatches on the wreck, as well as the anchor chain, the shape of the propellers, and the holes where the bow was cut off. Due to the 1912 raising of the ship, the wreck was completely missing its bow; this tell-tale feature was instrumental in identifying the ship. The team also located a boiler nearby, and a debris field of coal.

So now you know the final resting place of the subject of Scott #3192, USS Maine, the sinking of which resulted in the Spanish-American War of 1898-91.