

San Francisco Bay Area Post Card Club

November 2011

Next Meeting: Saturday, November 26, 12 to 3 pm

Vol. XXVI, No. 8

Fort Mason Center, C-260

Laguna Street at Marina Boulevard, San Francisco

Monthly meeting schedule on back cover.

Visitors and dealers always welcome.

IN
THIS
ISSUE

- S/A HALLOWE'EN MODS
- AERONAUT CHARLES NUNGESEER
- SF'S FORGOTTEN SUSPENSION BRIDGE
- SHIPS CRUISING NO MORE

PROGRAM NOTES: John A. Martini has been researching the history of Alcatraz Island since 1974 when he started his career there as a National Park Ranger. He is the author of two books about the island's military past and more than a dozen special history studies focusing on different facets of The Rock. Public interest resulted in a century-long series of postcards that have been an invaluable research tool, allowing John to trace the comings and goings of buildings on the island. Most invaluable were the Real Photo cards sold only in the island's Post Exchange with close-up views of roads and buildings not available to the general public. Join John for an illustrated guide to the evolution of Alcatraz showcasing many of the rare images he uncovered in his studies.



We will also be celebrating the end of the club year with our annual Holiday Potluck. Suggestion: **A-L bring savories, M-Z bring sweets.** Napkins, plates, plasticware and drinks will be provided. There may be an award for the most finger lickin' good offering.

PARKING: It can be tough. Walk, take the Muni or carpool. Come early, there's plenty to see and do while waiting for the room to be open.

COVER CARD

On the occasion of his 75th birthday this year, the question was asked, "Was Mr. Peanut based on a real person?"

No, he was the product of a child's imagination. In 1916, a schoolboy by the name of Antonio Gentile won a contest to create the snack-food company's logo. A professional artist later added a top hat, spats, a monocle and a cane, bringing to life the Mr. Peanut that has appeared on almost every Planters package and advertisement since. [From a *Parade* magazine clipping.]

Mr. Peanut is popular with collectors (including this one) and with do-it-oneself postcard decorators. This card has been seen with artistically added champagne glass, wreath, ornaments and presents. An historical artifact today, it was brought to us by GoCARD, a leading Rackateer during the Gilded Age of Freecards.

—LEW



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MINUTES, October

A glorious October day! More sailboats than white-caps on the bay. Alcatraz appeared to have drifted closer to the dock by the “Firehouse” where our meeting was to be held. Spirits were only slightly dampened when we found no brass pole in evidence and learned that the building had been a battery recharging facility that was given an enticing, rental inducing name when Fort Mason Center was revamped as part of the Golden Gate National Recreation Area.

Cards were brought for sale or trade by Lew Baer, the club 10¢ box, Ed Herny, Dave Parry, and John Freeman with boxes of 25¢ers given him for the club by a friend.

President Ed Herny called the meeting to order.

Announcements: Darlene Thorne told that she has made six Suffrage postcard presentations since our last meeting. The same questions followed each: How many postcards do you have? Where do you get them? She has also been asked for programs on Hallowe’en.

Ed Herny reminded us of the Concord Vintage Paper Fair on November 19 and 20.

Dave Parry told of the Poster Fair at FMC today.

Kathryn Ayres announced that we would have a special program in November along with our now traditional fingerfood potluck. Our guest speaker will be John Martini who will show and tell us about Alcatraz. John, an author (www.fortressalcatraz.com/pages/PAO.HTML) and now a Historical Consultant,

is retired from the National Park Service for which he served time on the Rock.

There were nine lots in the drawing.

Show & Tell: Kathryn Ayres showed a copy of HALLOWEEN by Diane C. Arkins, a book (\$15) in which most of the illustrations are from postcards but not cited as such. It tells about the holiday traditions. ... Chuck Banneck showed some of his contemporary hand-painted Halloween cards; from eBay, they are all one-of-a-kind and two are by Bay Area artists; most were painted on preprinted postcard backs. ... Jack Hudson showed a framed Real Photo from Minich, Iowa with four 1913 Buicks and a sign: “Watch the Buicks go by”; also an advertising postcard for Pictograph Radio Headset and Dictogrand Radio Loud Speaker.

Sue Scott, just home from Europe, told of postcard shopping in Vienna where she found fine cards at better prices on her artists than here at home. ... Bob Bowen collects everything Fort Mason and enjoys researching his small collection. It was then that he revealed that the building we were now in was shown as Building F on the architectural survey. ... Ed Herny showed an RP of a group of lumber jacks posed on top of a pile of logs with horses and buck-saw.

Business, Old and New: Ed Herny told that his search for producing Postcard Detective badges was looking hopeful. He has found a company that makes badges for E Clampus Vitus. [Must we wear red shirts?]

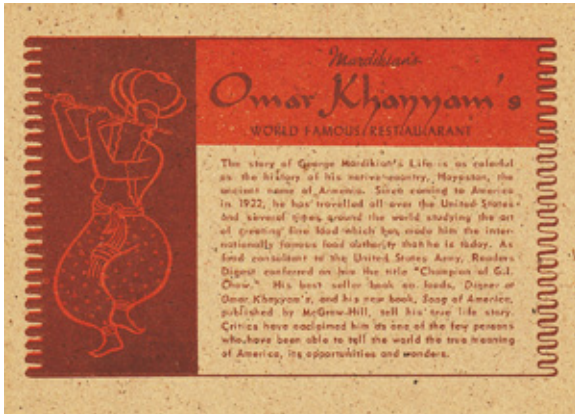
—Notes by LB

October Program:

STORY TIME AT THE POST CARD CLUB

with KATHRYN AYRES

October’s presentation consisted of readings from three books published in the 1940s, each of which described a San Francisco of an even earlier time.



DINNER AT OMAR KHAYYAM’S (1944), by George Mardikian, is a cookbook featuring recipes from his famous restaurant. In the introduction, Mardikian told of fleeing the Turkish siege of his native Armenia: “I shall never forget the new thrill I had when, as an immigrant boy, I saw the Statue of Liberty as we came in from New York Harbor. Here was relief from torture and heartbreak.”



When his train came in to Kansas City, however, he had a shock: “I looked out into a street, and saw thousands of men wearing fezzes marching toward the depot. My God, I thought, are there Turks over here too? ... When they came closer, I realized they were not dressed quite right, and they looked too happy to be Turks.” It took him a while to understand the concept of a Shriner convention.

He joined relatives in San Francisco who took him on a tour of the city upon his arrival. They went to



the beach. Mardikian was astounded to see “thousands of people playing in the sand, laughing and having a hilarious time ... even old men with whiskers were throwing balls and playing leap frog.” He began



to think that he had come to a country full of crazy people: “In our country when people grow up they are solemn and have dignity.”

The following morning, he took a long walk through the city. He witnessed men whistling on their way to work, and the milkman humming while placing bottles on the doorsteps. A street sweeper smiled at him and wished him a good morning. “Suddenly I had it! ... These Americans are not crazy.... It is



right to be happy. You feel better. You make the other fellow feel better.” He resolved to become a happy American.

“I think my ability to smile, even when I was losing money, gained me the many friends who have made the restaurants a success. That, and the fact that I believe if you have something worthwhile people will go far to get it.”

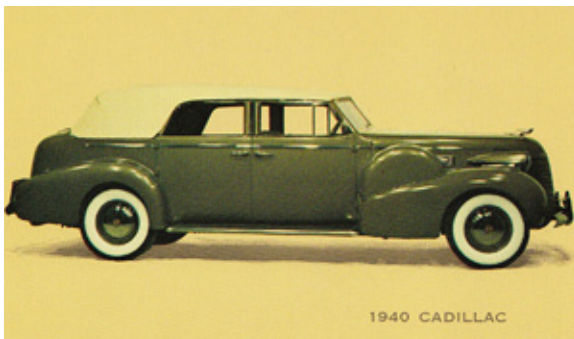
In 1947, at the age of 80, Harriet Lane Levy published a personal memoir of growing up in 19th century San Francisco. The book’s title, **920 O’FARRELL STREET**, was the address at which she had lived from the time

of her birth in 1867 until she was quite nearly forty years old. Despite the fact that Harriet was a regular contributor to San Francisco newspapers and literary journals, she continued to live at home with her mother. Her father had died, and her elder sisters had long since married. She was stunned when her mother suggested renting out the house, but eventually she had to concede that the home was too big for the two of them alone. She and her mother moved to a hotel, and the house was rented out.

The Levys still retained title to the home, and doubtless Harriet hoped to live there again someday. But the property stood immediately east of Van Ness Avenue; after the earthquake and during the fire of 1906, it was dynamited to create a fire break. “The home of the Benish Levys had disappeared as if it had never been, along with a city behind it.”



She recalled her late father’s prediction that, someday, the owner of a Van Ness Avenue mansion would want to purchase the lot at 920 O’Farrell Street to provide extra depth in the rear. “As Father had prophesied, so the years brought it to pass. But it was not for mansions that the lots on Van Ness were destined.”



“One automobile company after another bought ground along the length of the avenue and erected their showrooms upon it. And today motorcars drive into the repair department of the Cadillac Motor Company over the invisible, spotless, velvet parlor carpet of my 920 O’Farrell Street.” [There’s carpet once again in the AMC Theatres complex, now in the Cadillac building.]

In 1943, at the age of 34, Kathryn Forbes published her first book, **MAMA’S BANK ACCOUNT**, which was later adapted by other authors as a successful Broadway play, a film, and a television series, re-entitled *I Remember Mama*.

Because the main character of the book was named Katrin, people automatically assumed that Forbes’ descriptions of a large Norwegian immigrant family were autobiographical. They weren’t; Forbes, whose birth surname was Anderson, was an only child. Indeed, there wasn’t even a Papa in the home.



But the Mama of the title was patterned after her maternal grandmother, who ran a boarding house in San Francisco where Kathryn and her mother lived while Kathryn was growing up.

“In those days, if anyone had asked Mama unexpectedly, ‘What nationality are you?’ I believe she would have answered without hesitation, ‘I am a San Franciscan.’ Then, quickly, lest you tease her, she would add, ‘I



mean Norwegian. American citizen.’ But her first statement would be the true one.”

“Papa would tell of the time Mama took out her citizenship papers and astounded the solemn court by suddenly reciting the names of the streets.... Papa said the clerk had quite a time making Mama understand that such knowledge was not necessary for citizenship.”

“And if anyone ever asked us where we were born, Mama instructed us, we should say, ‘San Francisco.’ Didn’t copies of our birth certificates, neatly framed and hung on the wall of Papa’s and Mama’s room, testify to that proud fact?”

“‘After all,’ Papa used to tease her, ‘after all, San



Francisco isn’t the world.’ But to Mama, it was just that.”

“The world.”

TREASURER/HALL MANAGER REPORT

As of November 3, 2011\$2430.18

Just \$290 of that is in the checking account, so I’ll be tapping the PayPal account one more time before the end of the year. Our November rent is paid but we will still have Newsletter expenses. This is a good time to remind everyone that dues will soon be due.

We are back in C-260 this month for our potluck party. I’ll bring the plates and beverages, etc. See you all there.

—ED CLAUSEN, TREASURER/HALL MANAGER

2012 DUES ARE DUE

Let me say it again: I am not a bookkeeper; I have never balanced my check book in 40+ years. Please make the new year more joyous for me by renewing your membership while we are still in 2011. The easiest way for all of us is for you to *please renew today via PayPal*. There is a link on the home page of our website, www.postcard.org. When you do it, please be sure to continue to the PayPal link to make your payment. If you are paying by check, include only your name if there are no changes in your roster listing. Thank you!

While I have your attention, let me also request newsletter submissions. Comments, jokes, even complaints are welcome, as are scans or color copies of interesting cards with comments, and articles of any length. Thanks again. See *you* in print!

—EDITOR

POSTCARD CALENDAR

Nov 19-20, Sat-Sun, CONCORD, Vintage Paper Fair, 5298 Clayton Road; Free entry! 10am to 6 and 4pm*+

Dec. 30-Jan. 1, 2012, Fri-Sun, **SAN MATEO**, Antique & Collectibles show, San Mateo Expo Fairgrounds; 11am-7, 5 and 5pm*

Jan. 7-8, Sat-Sun, SAN FRANCISCO, Vintage Paper Fair, Hall of Flowers in Golden Gate Park, 9th Ave. & Lincoln; 10am-6 and 4pm, Free Entry!*+

Feb. 4-5, Sat-Sun, **SAN FRANCISCO**, Antiquarian Book, Print, & Paper Fair, 7th & Brannan; Sat. 10am-7pm, Sun. 11am-5pm*

Feb. 10-12, Fri-Sun, **SAN MATEO**, Hillsborough Antique Show, San Mateo Expo Fairgrounds; 11am-8, 7 and 5pm*

Feb 18-19, Sat-Sun, KENT, WA, Greater Seattle Show, Kent Commons, 525 4th Ave., North; 10am-6 and 4pm+

Feb 24-25, Sat-Sun, PORTLAND, OR Greater Portland Show, 10000 NE 33rd Drive, 10am-6 and 4pm+

Mar. 10, Sat, **STOCKTON**, Railroadians Show, 33 W. Alpine Ave. 9am-5pm*

Bolded entries are produced by club members.

* Ken Prag will be there; let him know what to bring for you; 415 586-9386, kprag (at)planetaria.net
+ R&N will have cards and supplies.

Vintage Paper Fair: www.vintagepaperfair.com, 415 814-2330

TRICKY TREATS

FROM CHUCK BANNECK'S COLLECTION

Chuck is known and respected for his exceptional PPIE and San Francisco collections which have kept him busy for decades searching for cards he did not already have. There comes a time when we all should stop to catch our breath and think about ways to have even more fun with postcards. That's what Chuck did, and he made a wise decision: to choose a totally new topic to collect along with his established categories. His choice was Hallowe'en—not everyday cards, but signed, one-of-a-kind, artist-made, contemporary Hallowe'en postcards. Here are four of them, the ones he showed at our October meeting. Chuck found them all on eBay at prices from single digits to well into the doubles. Congratulations Chuck, and many treats to you! —Ed.



SIGNED REAL PHOTO POSTCARD OF LT. CHARLES NUNGESSER

Charles Lindbergh was not the only pilot to try to fly across the Atlantic in 1927.

In Europe, alone, there were dozens of fliers trying for the \$25,000 Orteiz Prize. The most advanced pilot was Lt. Charles E. J. M. Nungesser, France's third ranking ace of WW I. He planned to cross the Atlantic in a single engined bi-plane, flying west from Paris to New York. This was very risky according to Nungesser. He stated he could only succeed if he faced no headwinds in the first few hours of the flight. Lt. Nungesser gave the name to his plane *L'Oiseau Blanc*, The White Bird.

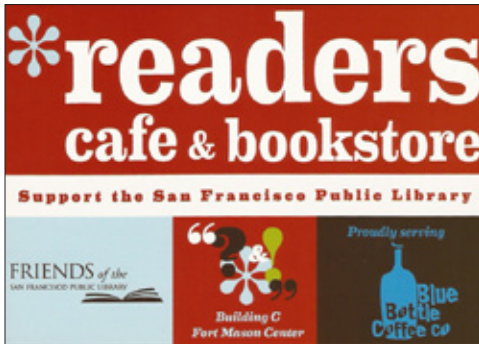
Suddenly, on May 8th, 1927, Nungesser and his navigator, Capt. François Coli, took off from Paris. Lindbergh opined this great effort was probably in vain.

Lt. Nungesser had 43 hours of fuel in his tanks—enough, he believed, to make the flight. However, strong headwinds and other unknown factors caused The White Bird to crash somewhere in the Atlantic.

It was two weeks later that Charles A. Lindbergh left New York for Paris and his place in Aviation History. —MICHAEL REESE II



INTERESTING CARDS



▲ ONE OF THE FEW CARDS OF FORT MASON CENTER
SAN FRANCISCO, A NEW YORKER WANNABE? ▼



▲ PSA LOADING FOR THE NEAR HOURLY SFO-BURBANK RUN
A PHILATELIC ATTEMPT AT MAIL ART ▼



San Francisco's forgotten Suspension Bridge

by JOHN FREEMAN

I have practically spent my whole life in Golden Gate Park. I'm sure my mother took walks in the Park when she was pregnant with me, because my parents lived only a block-and-a-half from the 6th Avenue entrance. I have photos of me as an infant and toddler in Golden Gate Park. As kids we built forts, played tackle football and hide-and-seek in the Park. For the past 40 years, I have lived about two blocks from the 10th Avenue entrance, and these days I walk our dog daily in the area of the Conservatory of Flowers. With all that personal history of the Park, I became fascinated with the postcard views from the early 20th century of a park I never knew.

The earliest developed eastern end of Golden Gate Park has always been my backyard. I thought I knew it pretty well, but the early postcards show structures and features of the Park that have long disappeared.

There once was the city zoo with an aviary, buffalo paddock, deer meadow—cohabited by deer, elk and kangaroos—and bear pits scattered around the eastern end of the Park. The band shell moved twice before it settled into the Music Concourse section where it is today. Fly-casting was once done at a cordoned-off section of the eastern end of Stow Lake. There were buildings that have changed and monuments that have moved, but I want to focus on one unique structure that there is no trace of to be found today: the suspension bridge.

The missing suspension bridge once linked the

Conservatory Valley and the Tennis Courts areas. It was not the first suspension bridge in San Francisco. That distinction belonged for a few months in 1884 to a cable bridge that extended from rocks near the Cliff House out to Flag Rock, 160 feet beyond the shore's edge. The cables supported a four foot wide catwalk that swayed easily, especially when young boys set it in motion as a prank, which, of course, led to its demise.

The suspension bridge in Golden Gate Park was built for safety reasons, not thrills.

Before the famous suspension bridges of San Francisco Bay were constructed in the mid-1930s, the Golden Gate Park bridge was the only example of this type of engineering design in San Francisco.

Golden Gate Park was developed in the 1870s as a bucolic refuge for urban dwellers to recreate and relax. This was a place set aside for strolling and

communing with nature in the largely tree-barren city. It was also a place to take one's constitutional or a buggy ride on a weekend afternoon. For those who wanted to watch the action, there was a knoll of grass, called Favorite Point, located at the junction of the Main Drive (now John F. Kennedy Drive) which ran the length of the park, and Middle Drive which veers south and generally parallels Main Drive, joining it a quarter mile from the ocean. This point of land was where people congregated to view the couples and families promenading leisurely by the Conservatory along Main Drive or see the faster



THEN AND NOW VIEWS FROM FAVORITE POINT



horses and carriages speed up to take the quicker Middle Drive. (I chose this view from Favorite Point, rather than the more common view showing the tennis courts, Francis Scott Key monument, old music area and the Sharon Building.)

Those who wanted to cross the busy roadway and head south from Conservatory Valley—toward the tennis courts, the band shell (then located at the south end of the tennis courts near the current

clubhouse), zoo attractions or Children's Playground—were provided safe passage through a tunnel under Main Drive, but that allowed people to cross only one road. The more hazardous Middle Drive still needed to be traversed. In 1891, the Park Commission came up with a solution by contracting with the John A. Roebling's Sons Company, builders of the Brooklyn Bridge, to construct a suspension bridge across Middle Drive, from Favorite Point to the low hill adjacent to the tennis courts.

The Roebling Company had established a branch in San Francisco in 1879, and was providing wire



THEN AND NOW VIEWS OF THE TUNNEL



rope for cable car lines and mining operations. The firm designed a 140-foot long bridge, supported by cables two-and-a-half inches in diameter, that could hold 200 tons. The 23-foot wide walkway would be 16 feet above the road to allow pedestrians to cross in safety above the fast-moving horses—and eventually

automobiles—below. The two pairs of obelisk-shaped support towers were built 60 feet apart, providing a wide passage for ve-

hicles below. This was a safe and sturdy bridge. It was painted in two tones of green with carmine red and chrome yellow accents, making it a handsome structure as well. The *San Francisco Chronicle* described it as “a strikingly handsome piece of work” when it opened in late February 1892.

The suspension bridge would serve the safety needs of “nervous parents and timid ladies, who are always in dread of runaway accidents” for 36 years. By the late 1920s, the steel bridge was rusting and deteriorating. In 1928, the Golden Gate Park suspension bridge was torn down, and a second tunnel was



NON-POSTCARD PHOTO





The location of the suspension bridge can barely be made out below the N of MAIN at the center-left of this portion of a 1904 tourist map of Golden Gate Park by August Chevalier. It was borrowed from the online public guidelines article posted at www.sfcityguides.org where it appeared courtesy of ©The David Rumsey Map Collection.

built to allow pedestrians to pass under Middle Drive. Today, there is no trace of there ever having been a



bridge in the area, and even the underpass is gated shut. Now, stop signs and crosswalks provide safety for pedestrians visiting the area.

The first successful suspension bridge in San Francisco did not span the Bay, but served pedestrians in Golden Gate Park. Few images remain of that bridge, aside from postcards that captured the grace and charm of this wonderful structure.

ON THE RACK WITH 'EM!

Recently we went to Philadelphia for a wedding, and visited the Philadelphia Museum of Art, an august and respected institution in a league with New York's Metropolitan Museum. Their otherwise wonderful gift shop sold no loose postcards! No postcards of the collections, no cards of the architecturally significant Greco-Roman structure or its stunning halls



or grounds, no cards of special exhibits! Not even cards of Philadelphia, for that matter. All they had was a small semi-hidden rack of cards prepackaged by category, with plain covers. I've attached a photo. Appalling! As an artist, I've always counted on the ability to browse and buy individual cards of works from museum collections—the Met and other NYC museums still sell them. SF museums did, when I was last there. Another dispiriting nail in the coffin....

—Brian Schatell

SF POSTCARD FACT & FICTION?

San Francisco The Air conditioned City in the Golden Gate. I had no shoes and complained until I met a man that had no feet. Fictional proverb. The best helping hand is at the end of one's arm.

Annual 1955 Summary. U.S. Weather Bureau of the below cities.

	Precipitation in inches and percentage	Average temperature	Sun. shine	Clear	Partly Cloudy	Cloudy	Heavy Fog	Rain	Storms	Thunder
Los Angeles 1955	11.27 73	180	112	73	20	39	7			
San Francisco	20.97 70	176	108	81	4	62	1			
Topcha Kans	28.84 65	138	97	130	5	83	43			
Phoenix Ariz	9.82 92	236	65	64	2	32	21			
Miami Florida	48.34 70	154	169	62	8	125	63			
LA Airport							53			
SF Airport							21			

Photo of postcard by Stuart McCarty.



with JORGEN LONN

Jorgen Lonn, one of the club's newest members, is an ardent collector of ship postcards. He's eager to add to his collection by trading Scandinavian airplane cards for ship cards of almost any kind. See the roster or October issue for his address and want list. He's responded to a request for a newsletter contribution with this article from a trading friend on the island of Madeira. Needless to say, both Jorgen and Mr. Almada are eager to trade with us. —Ed.

Since my childhood, ships have been my passion. In this context as a ships enthusiast, I became a collector of ships on postcards, and my collection presently contains more than 35,000 official company ship postcards.

Madeira is an island, so the ocean for us is our “road,” and as a kid I learned to admire the many ships that visited our port and crossed our waters daily—sailing across our horizons and imagination.

Collecting ships postcards is an old tradition in

Madeira. When I was ten years old, my father offered me 50 postcards that he had collected as a youngster. It was then I commenced exchanging with other collectors worldwide, buying on auctions and at antiquary shops, writing to shipping companies in hopes that they could contribute their fleet postcards aiming to develop my ships collection day-by-day.

This passion for ships was continuously growing, and soon after completing school, I had the option to go into merchant shipping. However, sadly, due to an accident I had, I was refused by the nautical school, where I had dreamed one day, that I would become a ship Captain.

But I did not quit, so I went to university, where I took a degree in international politics, and a specialization

in Maritime Law. After completion, I decided that I had to work with ships, that I had to reach my dreams. So I did, and I joined Blandy Shipping agency, the leading port agency in the Madeira archipelago, where—as operational ships agent—I work with almost 300 ships per year, of all types, about 75% cruise ships.

Basically, ships are my life, and I love it!

Concerning my postcard collection, I hope that my two sons one day will look after it—contributing

MV Coral Princess was well known in Southeast Asia in the 1970s and '80s, and for most of that time regular runs were from Hong Kong to Yokohama and Kobe, or to the coast of China and down to Australia. *Coral Princess*, much beloved by all who sailed in her, was scrapped a few years ago in Bangladesh. From <http://xephemera.blogspot.com/2008/01/mv-coral-princess-1987.html>



MV Americanis was launched as the *SS Kenya Castle* in 1951. Sold and renamed in 1967, she cruised from New York, later around Europe and the Caribbean. Laid up in Greece in 1996, she was scrapped at Alang, India in 2001.



to develop it even more, and eventually in a distant future, it may be a part of another dream I have...
The Maritime Museum of Madeira!

If I can help the new generation to admire ships, and look to the ocean in a passionate way, then my legacy will prevail, and my aim of life will be achieved.

—Dimas Almada

dimasalmada (at)hotmail.com

Agencia de Navegação Blandy, Lda.

PO Box 408, Madeira, Portugal



MS Kota Singapura

Pacific International Lines, earlier the *Tjiluwah*, built 1949, sold and broken up in Taiwan early 1980. From www.ssmaritime.com/kota-singapura-bali.htm



SS Sun Vista

(ex-*Galileo Galilei, Galileo, Meridian*)

On May 20, 1999 the *Sun Vista* was returning to Singapore after a cruise to Phuket, Thailand when a malfunction in the engine room switchboard ignited a small fire which could not be contained and spread throughout the ship. A distress call was sent about

6:30 PM. The passengers were instructed to go up on deck and prepare to abandon ship. All 472 passengers and 672 crew abandoned the ship. The *SS Sun Vista* slowly sank by the stern over the next seven hours. Finally at 1:22 AM May 21, she sank in 200 feet of water 60 nautical miles south of Penang Island, 50 nautical miles west of Port Weld, in the Strait of Malacca. A passing freighter rescued the passengers after eight hours in the lifeboats. There were no fatalities. From <http://maritimematters.com>



MS Kuala Lumpur

Built as the *MS Dilwara*, launched on October 17, 1935; renamed and refitted as a cruise ship and a seasonal Muslim pilgrim ship from Singapore to Jeddah. On September 20, 1971, after decades as a luxury cruise ship, *MS Kuala Lumpur* departed Sydney for Hong Kong where her very last passengers disembarked with great sadness. Purchased by a Taiwanese breaker, she sailed for Kaohsiung, Taiwan early in March 1972; demolition officially commenced on April 1.



The *Napoli*: built 1940 as the *Araybank*; bombed and abandoned as a burning wreck in Cretan waters in 1941; 1944 towed to Genoa; 1945 seized by the British,

and in 1946 rebuilt as an emigrant and cargo carrier. She made four sailings a year from the Mediterranean to Australia with emigrants and brought Dutch nationals home from Indonesia. In 1951 she was put on the South America route and in 1952 fully converted to a cargo vessel. Her service ended at a scrap yard in 1971.



MV Eastern Queen, formerly *MS General Mangin* and *President*; later *Hizbul Bahr* and *Shaheed Salahuddin*, built by Atelier et Chantiers de St-Nazaire, Penhoët, France; launched July 9, 1952. Seen here on her Australian service. After time in the Philippines, she served as a military barracks before being beached and broken up at Chittagong, Bangladesh in 1985. From www.ssmaritime.com/General-Mangin.htm



ED'S NOTE: Reading these stories brought thoughts of the elephants' graveyard and Dr. Herriot's *knocker man*. Janet and I cruised aboard the *Sea Princess* from San Francisco to Alaska. It was a pleasant voyage with good service, but, except for our convivial table at the very rear of the dining room, there was little aura of romance or true elegance. Oh, for the *Kuala Lumpur!*

MORE INTERESTING CARDS



From the club box, AVIATOR BROOKINS (INSPECTING ENGINE) ©1910 E.J. GOOSHALL. On back: *Went out to the race track. Great! They had a Wright Biplane, and it raced with a motorcycle.* Peoria, 1911.

The Postcard Album is a magazine we should all know about. It is written, printed and published in Germany from time to time by Helmfried Luers. His English is charming, and his research on publishing techniques and history are fascinating, if often a bit too technical. Take a look: www.tpa-project.info. It is distributed in this country by Jim Ward, 1795 Kleinfeltersville Rd,



Stevens PA 17578, from whom sample copies may be ordered, \$7 ppd. ... *Postcard World* is a magazine to which we should all be subscribing. A bi-monthly, its 48 or so pages are filled with full color, high quality illustrations, many ads and some authoritative articles. Info: 800 899-9887 or www.postcardworldmagazine.com. Other postcard publications include Barr's Post Card News, 800-397-0145, an old timer with new publisher and ephemera coverage; *Picture Postcard Monthly*, a fine and veddy British monthly: www.postcardcollecting.co.uk/; *CPC*, full color, great depth and in French: www.lalibrairiecartophile.fr

P.S.

LOTSAS NEWS... let's see how much fits on these two pages. But first, and again: ***Dues are due for 2012.***

Dunno how paid up you are? Look at your mailing label. Pay via the PayPal link on the home page of www.postcard.org, mail your check payable to SFBAPCC or fork over the cash at the meeting.

MEMBERS IN MOTION: Wayne (Nelson) and Michaelene (Miles) sent a postcard they got when their river



cruise docked in Holland. The sign reads Boudewijn's Fishservice. Is this what *they* mean by Dutch Treat? Sure hope you two didn't take a chill. ... Steve Howell and a few of his 800,000 postcards were headlined in the San Luis Obispo *Tribune* in August. You read about it here, now the photo:



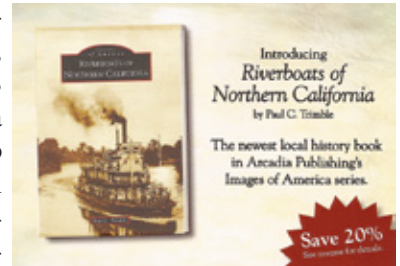
Did I tell you about *NIGHT LIGHTS*, created by George Ritchie and exhibited at the Book Art show at the Main Branch of the SFPL? George's book was made of vintage night time RPs! ... Don Brown is not moving, but his postcards are. About a million cards from his Institute of American Deltiology in his 1849

general store home in Myerstown, Pennsylvania will head for the National Trust Library in Hornbake, Maryland. About 66,000 cards are already there; the rest will be joining them over the coming months. Don, a 60+ year collector, chose the National Trust Library because of its connection to the National Trust for Historic Preservation. *Bravo!* to all.



FINDING THIS CARD on Valencia Street encouraged me to offer a holiday gift suggestion: buy presents that will benefit your local economy. Postcards are a natural gift for anyone from five up. Buy vintage ones at a show or olde things shoppe, or new domestically printed ones at a nearby art or paper store.

Choose ones that fit each recipient, and frame or mount them so they can be displayed and enjoyed by all. How about books using postcards as illustrations? Here's one by a local author and postcard appreciator, printed in the US by Arcadia, a publisher who supports local history, local authors and postcards. Visit www.arcadiapublishing.com for a 20% discount. ... Carol Jensen has had several books published by Arcadia, some in the History Series, one (thus far) in their Postcard Series. A few weeks ago, Arcadia reported Carol's EAST CONTRA COSTA COUNTY PC book had "over 5,800 copies sold."

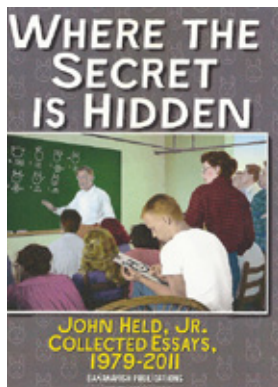


POSTCARDS IN THE PRESS: Our local NYTimes paper ran a story by Dana Milbank on the relics of 9/11 on exhibit at the Smithsonian's American History museum. Bits of airplanes, firetrucks and skyscrapers are preserved, as are personal remnants—ID card, beeper and more. "Most poignant, perhaps, is the postcard from a passenger aboard American Flight 77." Written by a DC resident on the way to Austra-

lia with her husband and 8- and 3-year-old daughters, it was addressed to her sister, Sara, and brother-in-law. The message told of plans for her sabbatical in “Oz” and speculation on the family’s return to Washington. “I thought about Sara receiving that postcard from her dead sister,” Milbank wrote. Yes, poignant! ... Was it Jean Ann Abuhove who sent the page clipped from *Funny Times* in July? If not, thanks to whomever! The article, “Send Me a Postcard, Not a Group E-mail,” recalled the era of multi-daily delivery by the US Post Office and the thrills of getting postcards. “Mind-boggling” was a 21-year-old student’s reaction to the idea of receiving a postcard, “Have you ever gotten one?” he asked writer Lenore Skenazy. Unlike tweets of today, postcards *were* special; someone actually sent them to you. Electronic messaging is less than ephemeral. E-mails will never be stuck on the fridge or saved in a shoebox. “In another generation, we still will be collecting old postcards; they’ll just be older.” ... Dave Parish read in *MailPro* about the USPS two year test of greeting cards with prepaid postage. Intelligent Mail barcodes (IMb) make it possible. It’s in line with last year’s agreement with Hallmark “to produce and market a new line of postage-paid greeting postcards.” Card companies will pay the USPS half the “postage, and the remainder will be collected based on scans of the cards as they are mailed. The 50% payment will be retained by the Postal Service even if a customer purchases the card but does not mail it.”

NOT POSTCARDS, BUT FUN has gotta be John Held, Jr.’s 919 page CD/PDF book, **WHERE THE SECRET IS HIDDEN**, on Mail Art and related themes. \$14.95 to Bananafish Publications, 1528 40th St, Sacramento CA 95819-4033.

EAT YOUR CHEERIOS because every box holds a postcard—not inside, but part of the box itself. Buy the cereal, cut out the postcard, stamp and mail it to the preaddressed USO,



and General Mills will deliver it to a military family and donate \$1.00 to the USO, up to a limit of \$250,000 before November 30, 2012!

FROM DENNIS

O’RORKE: With the potential end of the “Boathouse as We Know It,” I thought I’d ramble on a bit regarding that situation. When I was growing up, the Boathouse was a very welcome sight for a kid traipsing thru the Park. A great place to get an affordable Coke, pink popcorn or ice cream. And there were always plenty of ducks, squirrels, seagulls, etc. for entertainment. The original concept of the Park was an “Oasis in the City,” a refuge from the urban bustle. Structures were to be non-intrusive and rustic—definitely not commercial. When I came to work for the Park at Stow Lake, a man named Ray Clary put on a postcard slideshow for us at the Hall of Flowers. Ray was the Park Watchdog, a curmudgeon motivated by a real love of the Park. The antique postcards that he had fascinated me. He pointed out how structures in the Park were steadily increasing their footprints, taking away from open space. And he showed the proliferation of traffic signs, red painted curbs, etc. that detract from the natural setting. The Boathouse has pretty much stayed the same ever since I was a kid, up until right now. I was hoping that would always be the case. If it ain’t broken, don’t fix it.



SAN FRANCISCO BAY AREA POST CARD CLUB

APPLICATION FOR NEW MEMBERSHIP

RENEWALS: List name and changes only

Individual/Family \$15 []

Supporting \$25 or more []

Out of USA \$25/35 []

Name: _____

Family members: _____

Address: _____

e-mail: _____ Phone: _____

Collector []

Dealer []

Approvals welcome: Yes [] No []

Collecting interests: _____

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to PO Box 621, Penngrove CA 94951

11/11

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PENNGROVE CA 94951



Membership status current through year on label

NEXT MEETINGS

November 26

January 28