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Alabama  
USA 20c



FIRST DAY OF ISSUE

Alabama

Yellowhammer & Camellia



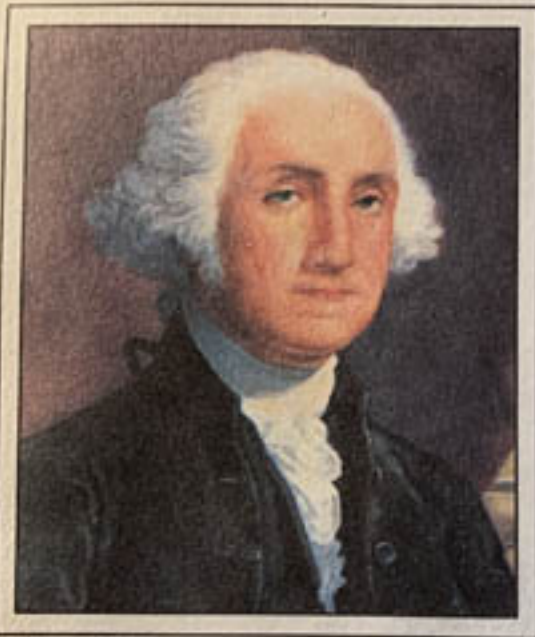
Alaska  
USA 20c



FIRST DAY OF ISSUE

Alaska

Willow Ptarmigan & Forget-Me-Not



GEORGE WASHINGTON  
First President



FIRST DAY OF ISSUE

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## GEORGE WASHINGTON First President



America has been blessed with men who rose to leadership in her times of most desperate need. Such a man was George Washington (1732-1799), the soldier-statesman who guided her through eight years of revolution and the early years of her independence.

Washington was born on the family farm at Pope's Creek, Virginia. Largely self-educated, he learned the skills of battle while serving with the British against the French. He learned the skills of government by serving his neighbors in the state legislature and the Continental Congress. It was while serving as a delegate to the Congress that he was chosen to lead patriot forces against the British.

Washington's conduct of the war employed a minimum of major confrontations, quick maneuvers, and courage in the face of deprivation and temporary defeats. When victory came at Yorktown in 1781, he gladly surrendered his commission and retired to his beloved Mount Vernon on the shores of the Potomac River in Virginia.

In 1789, the people of the United States of America elected Washington to be their first President. As he took office, he voiced his awareness of the huge responsibility he was assuming. He said, "I walk on untrodden ground. There is scarcely any part of my conduct that will not thereafter be drawn into precedent."

During his first term, Washington's administration faced problems of war debt, establishing a national capital, and defining and refining the principles of the new Constitution. In his second term, he was faced with a war in Europe and chose to keep America neutral. Tensions with England increased and a rebellion erupted in Pennsylvania that had to be suppressed by force.

Washington enjoyed two years of retirement at his beloved Mount Vernon, playing host to neighbors and visiting dignitaries. He succumbed to pneumonia on December 14, 1799 and is buried on the grounds at Mount Vernon.

*George Washington*



**1934**  
**Mallards**  
by Jay N. Darling



**1935**  
**Canvasbacks**  
by Frank W. Benson





## Model T Ford 1908

The year was 1908. At Highland Park in Detroit, Henry Ford built his first Model T, the famous Tin Lizzie that "put America on wheels." It also accomplished much more. Five years after it was launched, the Model T revolutionized American industry, becoming the first automobile to be mass produced on an assembly line.

The spidery-looking Model T was about 11 feet 4 inches long and weighed 1,450 pounds. It had a 2.9-litre four cylinder engine and a transmission with two forward speeds and reverse. All models, from two-seat tourers to five-seat, four-door saloons, had the same basic chassis and mechanicals. A popular joke of the day was Ford's supposed comment that a customer could have the car in any color, "as long as it was black."

Ford's idea to build a car for the mass market was at odds with his competitors, who believed automobiles were toys for the rich. The visionary philosophy he implemented with the Model T was to reduce the price of the product, increase the volume of sales, improve production efficiency, increase output to sell at still

lower prices, and repeat that cycle indefinitely. The 1908 Model T, built before mass production, took 12½ hours to build and cost \$850. With the introduction of the moving assembly line, the same car could be built in little more than an hour and a half. As a result, Ford was able to sell the 1913 model for \$500 and the 1916 car at an even lower price of just \$360.

Customer satisfaction with the Model T, which provided basic and reliable transportation, was high. Even when it did break down, it was easy to repair. Spare parts were readily available from the Ford service network, which was established all over the world. Ten years after its introduction, half of all the motorcars in the world were Model Ts. More than 15 million of the cars were built before the last one rolled off the production line in 1927. By then, the Model T had helped the Ford Motor Company amass a surplus balance of nearly \$700 million.

This 32¢ U.S. stamp picturing the Model T, one of the great innovations of the decade, was illustrated by Richard Waldrep of Sparks, Maryland.

Official First Day Of Issue



MODEL T FORD  
1908

*Celebrating  
the 20<sup>th</sup> Century*  
1900-1909



FIRST DAY  
OF ISSUE  
1900-1909



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REPUBLICA  
DE GUINEA ECUATORIAL



PRIMER DIA DE CIRCULACION  
F.D.C.



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400 North Sam Houston  
Odessa, Texas 79761

## INTERNATIONAL TRIBUTES TO AMERICA'S BICENTENNIAL

COUNTRY:	<i>Equatorial Guinea</i>	AREA:	<i>10,830 square miles</i>
LOCATION:	<i>West coast of Central Africa</i>	POPULATION:	<i>307,500 (1974 est.)</i>
		CAPITAL:	<i>Santa Isabel</i>
		GOVERNMENT:	<i>Republic</i>



The newest and one of the smallest of the Third World nations, Equatorial Guinea gained its independence from Spain on October 12, 1968. The new country has since enjoyed good relations with the United States.

Equatorial Guinea was discovered in the late 15th century by Portuguese explorer Fernando Po. It was then ceded to Spain in 1778. For a time in the early 19th century, Great Britain leased the port of Santa Isabel as a naval base and a refuge for freed slaves. Spain actively began administering and developing the colony, then known as Spanish Guinea, in the early 20th century. Equatorial Guinea consists chiefly of the island of Fernando Po, site of the republic's capital, Santa Isabel, and, 100 miles to the southeast, the larger area of Rio Muni, a block of land on the central African coast between Cameroon and Gabon.

The Republic of Equatorial Guinea is one of many Third World nations members of the United Nations to salute America's 200th anniversary with a special Bicentennial commemorative stamp. Both the cachet and the 5-ekule stamp accurately portray the American patriot Patrick Henry delivering his famous "Give me liberty or give me death!" speech to the Virginia House of Burgesses in the spring of 1775.

The central design of the attractive cachet and stamp shows the fiery Burgessman as he unleashed his oratorical blast at King George III. His speech fired the colonists, welding their determination to resist England's oppressive laws.

1918  
Air Mail Issue



22kt Gold Replica  
24¢ *Inverted Jenny*



Enlarged Reproduction  
of the Original Stamp

First Day of Issue  
of the Original Stamp:  
May 13, 1918

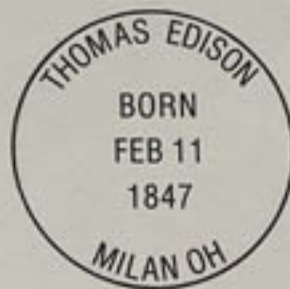
GREAT AMERICANS



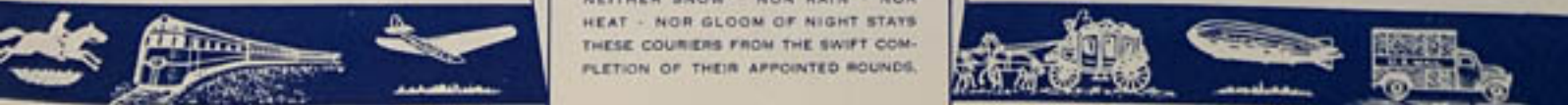
U.S. STAMP ISSUED  
FEBRUARY 11, 1947

22KT GOLD REPLICA

THOMAS EDISON



NEITHER SNOW - NOR RAIN - NOR  
HEAT - NOR GLOOM OF NIGHT STAYS  
THESE COURIERS FROM THE SWIFT COM-  
PLETION OF THEIR APPOINTED ROUNDS.



# SOLOMON ISLANDS

## 1987 America's Cup Challenge



SOLOMON ISLANDS



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During the 1800s, the America's Cup competition grew from a single race to the best two out of three and then to the best three out of five. Because of the rules favoring the defender, the victories were often lopsided. It was not uncommon for the margin of victory in a race to exceed ten minutes. In 1870, *Magic* won over *Cambria* by a record 39.17 minutes.

All that changed in this century. The competition became the best four out of seven, and rule changes ensured more evenly matched vessels. As a result, the races were largely decided by the skill and experience of the skippers and crews. Those factors showed in the 1987 performance of *Stars and Stripes*. The Americans swept the first three races of the finals. Then, after a day off, they were ready to take on *Kookaburra III* once more on February 4. The defenders were hoping to avoid a complete rout. But, from the start, the outcome was never in doubt.

From a 5-second lead at the starting buoy to a 1:59-minute margin at the finish, *Stars and Stripes* outsailed and outmaneuvered the Australian defender for the entire 24.1-mile triangular

course. Dennis Conner's 37-year-old crew had years of preparation and three months of practice races against other Cup challengers.

The experienced crew of *Stars and Stripes* ranged in age from 24 to 39. Eight of the 12 had sailed in Cup competition before and three had crewed for the 44-year-old skipper at Newport. The senior crewman had sailed with him in three previous America's Cup campaigns. Conner himself had crewed on the victorious *Courageous* in 1974 and skippered the successful *Freedom* in 1980. But as skipper of *Liberty* in 1983, his was the ignominy of losing to *Australia II* — the loss that moved the Cup from the New York Yacht Club to the Royal Perth Yacht Club. Now he was taking the Cup back to America once again, to his home base, the San Diego Yacht Club.

A self-governing British protectorate, the Solomon Islands form a 900-mile chain in the southwestern Pacific Ocean. Because of their strategic location, the islands became a naval center during World War II. Local residents are principally Melanesians and Polynesians who traveled to the islands by sea centuries ago.





*First Day of Issue*



FIRST DAY OF ISSUE

## Carl Sandburg: Poet and Lincoln Historian

Carl Sandburg's life spanned nearly a century from his birth, on January 6, 1878, until his death in the late 1960's. He achieved success as an interpreter of the America that he had seen, felt, and heard. Sandburg's roots lay in Galesburg, Illinois. His parents had come to the United States as steerage passengers from Sweden. His father worked 12 hours a day as a blacksmith's helper for the Chicago, Burlington, and Quincy Railroad.

At nineteen, Carl Sandburg became restless and hopped a Santa Fe freight train heading west. During four months on the road, he learned much about the towns, and workers of America. He swapped stories and shared handouts with the hoboes on the boxcars, and jotted down the folk songs and sayings of rivermen, stevedores, farmhands, and cowboys. Sandburg later served in the Spanish-American War. As a war veteran entitled to free tuition, he entered Lombard College, Galesburg, in 1898, where he became interested in writing through the influence of Philip Green Wright. He left Lombard in his senior year, wandered about the East, and continued to write.

With his sympathy for the working men, he became interested in social reform, and worked for the Social Democrats in Wisconsin. He became a newspaperman, first in Milwaukee and then in Chicago. He had spent all his spare time writing poetry, and in 1916, his *Chicago Poems* was published. In 1923, Sandburg began his Lincoln biography as a "boy's life" of the President, but it grew to two hefty volumes as *Abraham Lincoln: The Prairie Years*, published in 1926. In 1939, after more than a dozen years of research and writing, *Abraham Lincoln: The War Years* was completed. It won a Pulitzer prize in history.

Carl Sandburg spent the last 22 years of his life at Connemara, a large farm on the lower slopes of Big Glassy Mountain, North Carolina. He passed his days reading and writing, taking long walks, and traveling around the country to give lectures and receive awards.