

Capital Philately

Incorporating PASTCARDS *and* Machinations.

Published by The Philatelic Society of Canberra Inc.

Inside this Issue:

Mail in 19th Century
Austrian-Occupied Poland

The Little Brown Paper
Packet

Canals

Floral Clocks

and more.



1954 – 62 QE II. 5c orange variety.
Imperf block of 4.

Only the pair is catalogued in Yang.



The Philatelic Society of Canberra Inc.

(Founded 1932)

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Capital Philately is published three times a year and supplied free to members of the Society. Enquiries regarding membership are welcome and should be addressed to Tony Luckhurst,

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Advertising rates are: full page \$45, half page \$25, quarter page \$15.

There is a 20% reduction on all rates for 4 consecutive issues.

Articles, letters and other contributions to *Capital Philately* should be sent to the Editor; either by mail to the Society address, or C/- Darryl Fuller at the above e-mail.

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ISSN 0729-8765

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December 2015 – Editorial

Welcome to another issue of Capital Philately. As editor I must apologise to both the contributors and members for the very long delay in producing another copy. I would also like to thank Jenni Creagh for agreeing to help with this by putting the actual print copy together. This may be my last issue as editor as I have asked the Philatelic Society of Canberra committee to find another editor. There are a number of reasons for this, but I would note that I have been editor off and on since 1998. A series of recent events has meant that I need to start doing a little less in organised philately than I have been doing. At the end of 2014 and the beginning of 2015, just as I had Capital Philately back on track two unfortunate events occurred. Firstly, I was forced to pack up my house and move as I had a Mr Fluffy house. This delayed Capital Philately and I had planned to finalise a copy after I returned from an exhibition in Canakkale in Turkey. Then a week after arriving back from Turkey I ended up in hospital with a serious illness. This illness knocked me about significantly and the main thing I need to do is to keep my blood pressure low. Hence my need to do less organised philately. As we are well advanced on Canberra Stampshow 2016 the easiest thing for me to drop was editor. I also thought it would be easier to get an editor than to get a Chair for the exhibition committee.

If this is my final issue I would like to take this opportunity to thank all the contributors over the last 17 years who have assisted in maintaining Capital Philately. It remains one of the few major journals from a (relatively) small club that only has new articles, with some very minor exceptions. I hope we can continue this trend and I will still be writing articles. This issue has a wide range of philatelic and postcard articles but unfortunately, our regular contributor, Daniel Tangri, has had a very busy year and was unable to pen an article. I hope he will have more time next year for his excellent articles on a popular collecting area. For this issue Jenni Creagh kindly produced an article on our long lived monarch.

Darryl Fuller

Collecting Poland – Mail in 19th Century Austrian Occupied Poland

Andrew Alwast

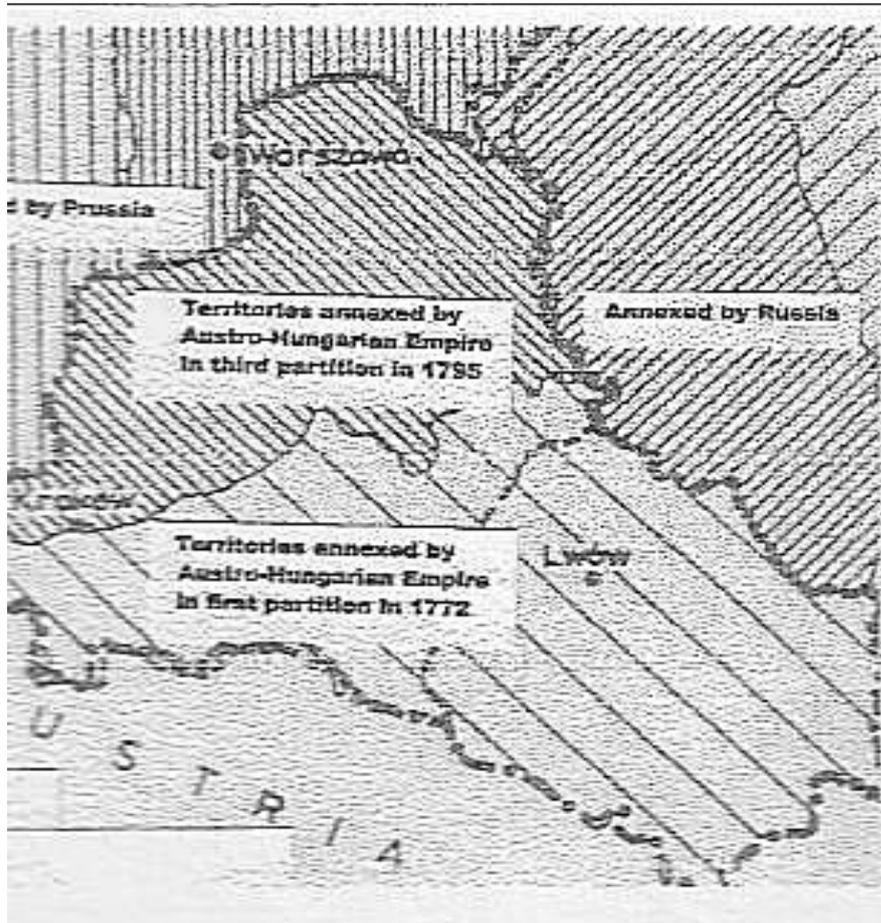
Historical background.

Poland had been a thriving Kingdom, for a time in a commonwealth with Lithuania, for close to eight hundred years, and having common borders with the Prussian, Russian and later Austro-Hungarian Empires was invariably involved in border wars with its neighbours, particularly Prussia and Russia. Towards the end of the 18th century Poland's three powerful neighbours conspired to eliminate Poland as an entity through a partition of Poland. This was done in three stages - the first in 1772, in which Prussia, Russia and Austria occupied large areas of Poland; the second followed in 1793 and the third and last phase in 1795 after which Poland was wiped off the map of Europe - except for a short period (1807 – 1815), when Napoleon, after his victories re-established the Duchy of Warsaw. This situation continued until the end of WWI. Krakow was given a free city status after the Congress of Vienna in 1815 and retained a degree of independence until it too was absorbed by Austria in 1846.

Figure 1: Map showing areas of Poland annexed by its neighbouring empires.

Poland ceased to exist on the map of Europe. Following the Congress of Vienna in 1815 the part of Poland annexed by Russia became known as the Congress Kingdom under the control of the Russian Tsar.

In the first partition in 1772 Austria occupied close to 82,000 km² of Polish territory together with a population of 2.65 million people; and in the 3rd partition in 1795 - 47,000 km² and 1.5 million people.



Once occupied - the people and areas which came under Austrian control lost all sovereignty and Polish administrative and postal systems, and services were absorbed into the Austrian administration. Place names were gradually changed to German or Latin, but many smaller towns and villages continued to use Polish names. Mail sent within the occupied territories or from and to Austrian cities was treated as domestic. Polish populations were expected to assimilate Austrian language and culture and of course, to adhere to the occupying power's laws and regulations. The teaching of the Polish language was gradually forbidden and knowledge of the language was only retained through underground schools and through teaching in private homes.

Most letters from this period, available in collections, are official (from local town and village administrations, court magistrates, church authorities and government offices and agencies) and were delivered free of charge, unless there were specific reasons, such as need for urgent delivery or registration, when even those authorities were required to pay. The earliest letter I have in my collection is from 1824 (Figure 2).

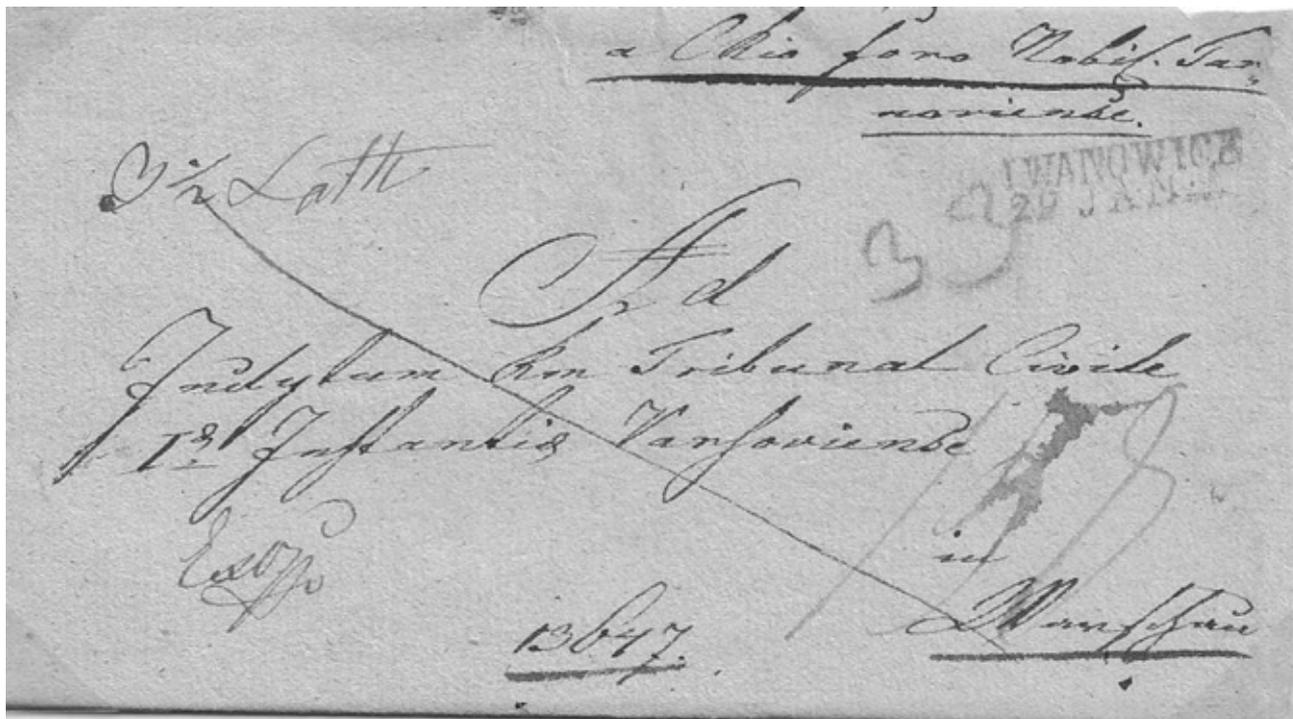


Figure 2: This letter was sent from Tarnow but postmarked at Ivanowice, a border exchange post office on the side of the Congress Kingdom and addressed to Warszawa (Warsaw).



Figure 3: 1830s letter sent from Jedrzejew in the Congress Kingdom to the Krakow Diocese. Annotation just below the place name (top right) states that it is near Brzesc, while that at lower left notes that it is on Government Business. The letter has a well preserved red wax seal.

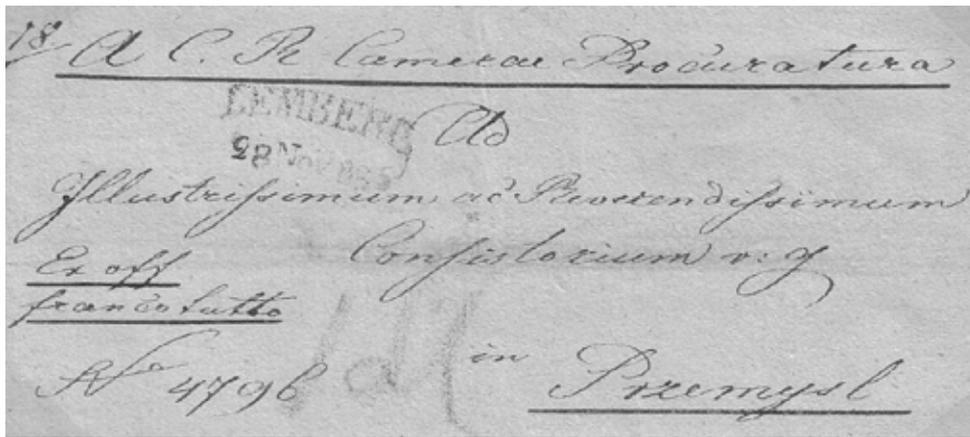


Figure 4: 1835 Official legal letter from Lemberg (Lwow) addressed to Przemysl with postage fully paid by sending authority (underlined annotation “franco tutto” on left). Also underlined just above it “Ex off” - indicating official business.

Figure 5: 1835 Official letter (note undelined “Exoff” lower left) sent from Wadowice (Polish name retained) on 15 July and received in Krakau (Germanised) next day. See copy of receipt postmark (Figure 5a).

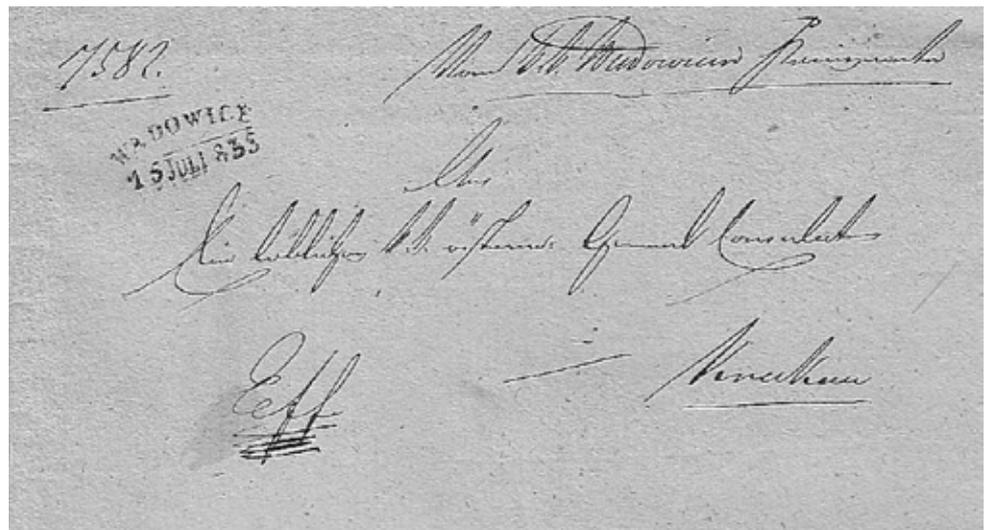


Figure 5a.



Figure 6a.

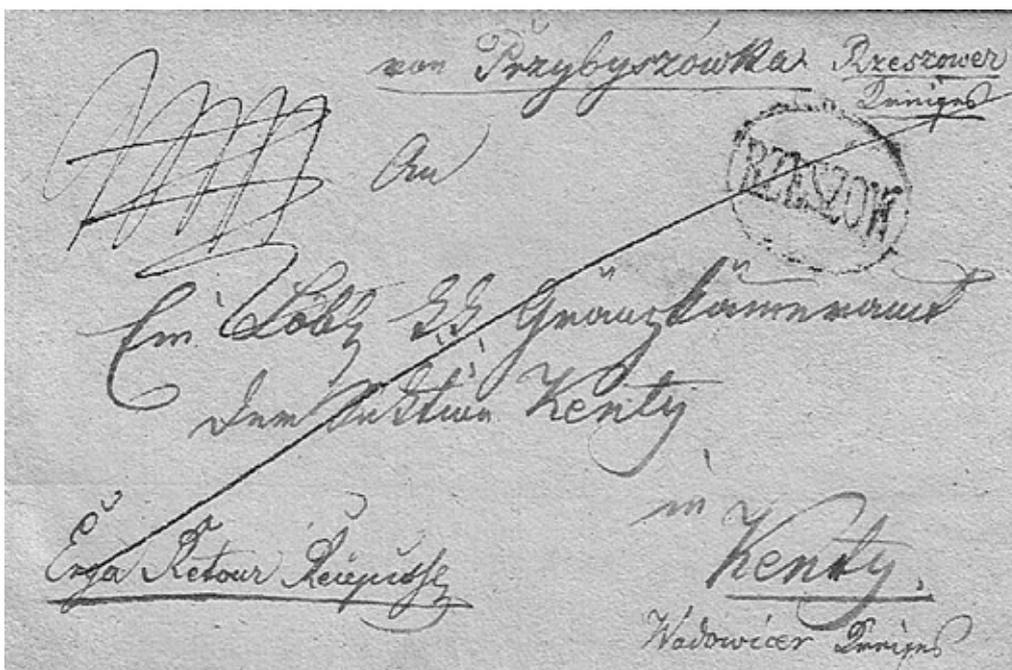


Figure 6: Interesting official letter sent in 1836 from Rzeszow – located to north west of Przemysl (note elliptical frame around postmark) to Kenty.

Annotations are difficult to decipher but note the Registration mark at top left and the underlined instruction requiring reply -lower left.

Reverse has a well preserved red wax seal – see Figure 6a.

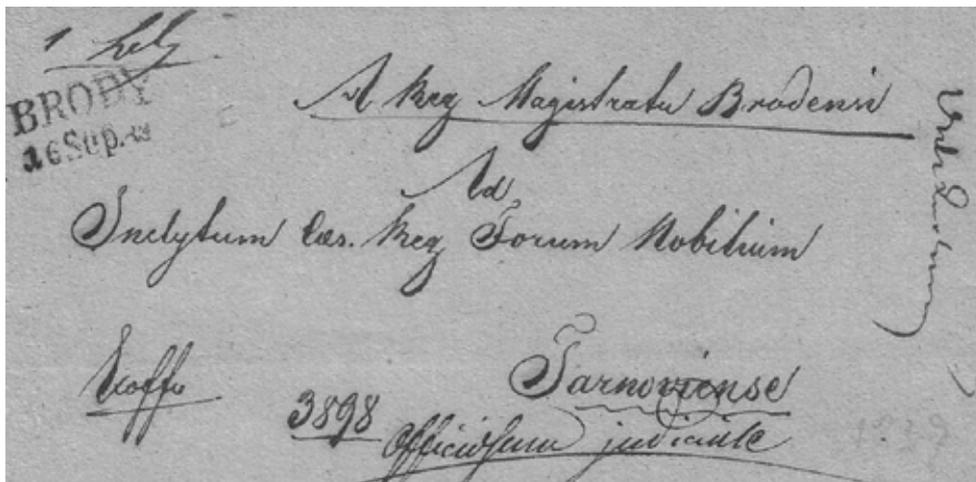


Figure 9: Official letter from Brody sent in Sept 1839 to Tarnow.

Note 'Exoffo' (Official) annotation and underlined reference to it being judicial matter at bottom of the envelope.



Figure 10: Official letter sent in May 1840 from Bielitz

(Bielsko-Biala) to Lemberg (Lwow) where it was received on 14 May. Annotations indicate that postage was paid by sender – 'franco' in lower left corner as well as the red FRANCO cachet to the left of the dispatch postmark. The short lines under 'franco' indicate registration.

Note the very well preserved red wax seal on the reverse (top centre).

Figure 11: 1840 official letter from Sanok to Jaslo, a short distance to the South-East. Note 'Exoff' (Official) annotation in lower left corner.

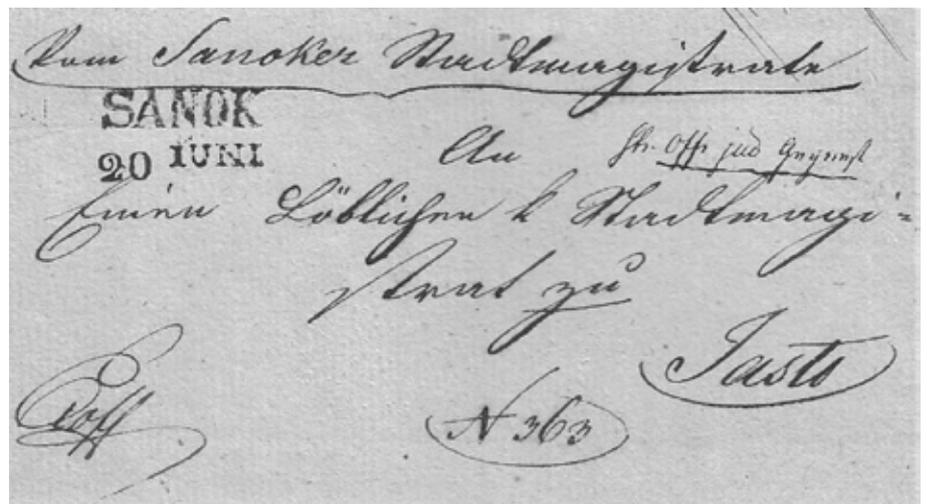


Figure 12: 1841 Official letter from Tarnopol, near the eastern border with Russia, to Lemberg (Lwow) Weight of the letter was 3 Lutz. Its official status is indicated by the annotation in lower left corner and by the number to the right of this – but the annotation is difficult to decipher.

Figure 13: 1842 Private letter from Buczacz (a small town/village in South Eastern Poland, close to the Russian border) to a convent in Vienna. The letter was sent on 22 October via Leopold/Lemberg (Lwow) and Brunn (Brno) in Czechoslovakia and was received in Vienna on 30 October. It has a reasonably well preserved wax seal.

It is the only private letter sent from or within Austrian occupied Poland in my collection.

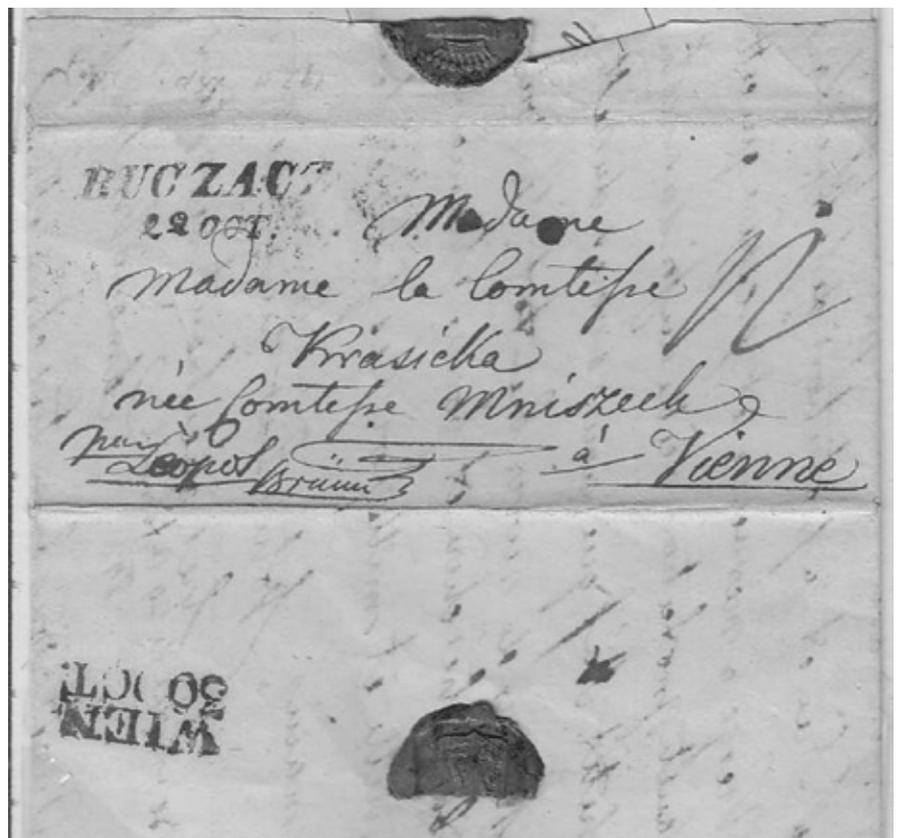
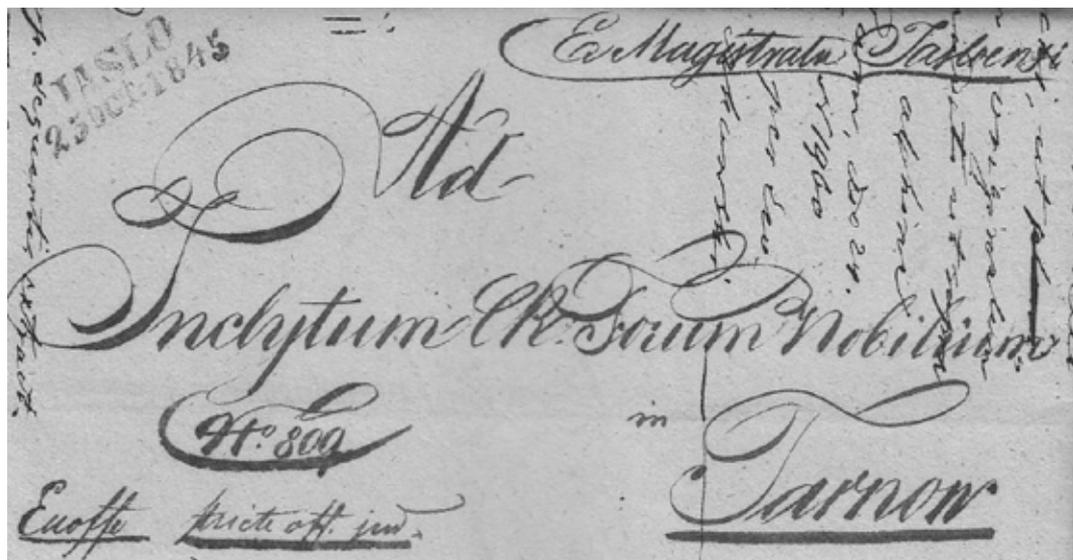


Figure 14: Official letter sent in 1845 from Iaslo, south of Tarnow, to the Nobility Court in Tarnow. Note the underlined manuscript entry at lower left "Exoffo" (Official) and 'strictly official...' next to it.



Quality writing paper was difficult to obtain at the time and it is common to find letters which had been reused for replies and also subsequently to other locations. This letter is a good example.

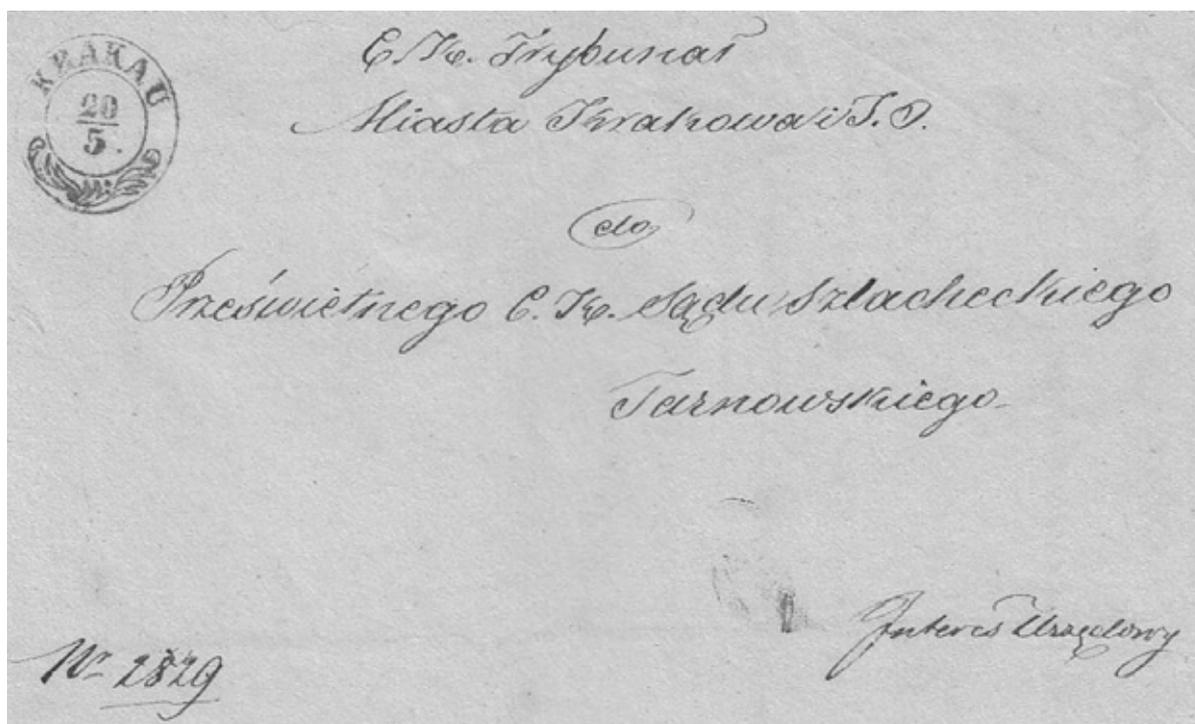


Figure 15: 1847 Official letter from Krakow Tribunal (see insert with letterhead on inside page) The letter head reads Tribunal of the Free City of Krakow but the word 'Free' is crossed out. It is addressed in Polish to the Nobility Court in Tarnow. Manuscript entry at lower right - 'Gov't Business'.



Figure 15a.



Figure 16: 1849 Official letter from Sandec to Tarnow, addressed in German. Note annotation at lower left 'judicial matter'.

As in the previous example it was re-used due to the scarcity of paper at that time.

The letter has a well preserved red wax seal on reverse (see 16a).

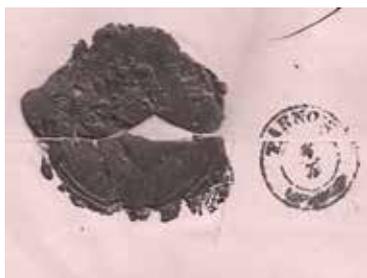


Figure 16a.

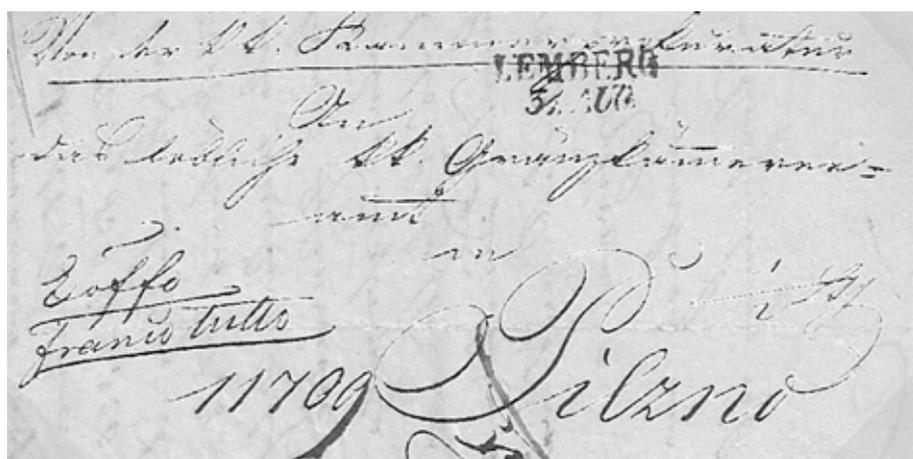


Figure 17: 1850 Official letter from Lemberg (Lwow) to Pilzno, south-east of Tarnow.

Note underlined entry 'Exoffo' (lower left) confirming official status and below fanco tutto' that full postage was paid by sender.



Figure 18: 1850 Official Registered letter from Gdow, just south of Krakow, to Wisniowa. Note 'Exoffo (Official) annotation and spiral which was used to indicate 'registration' under it. The letter has a well preserved red wax seal.

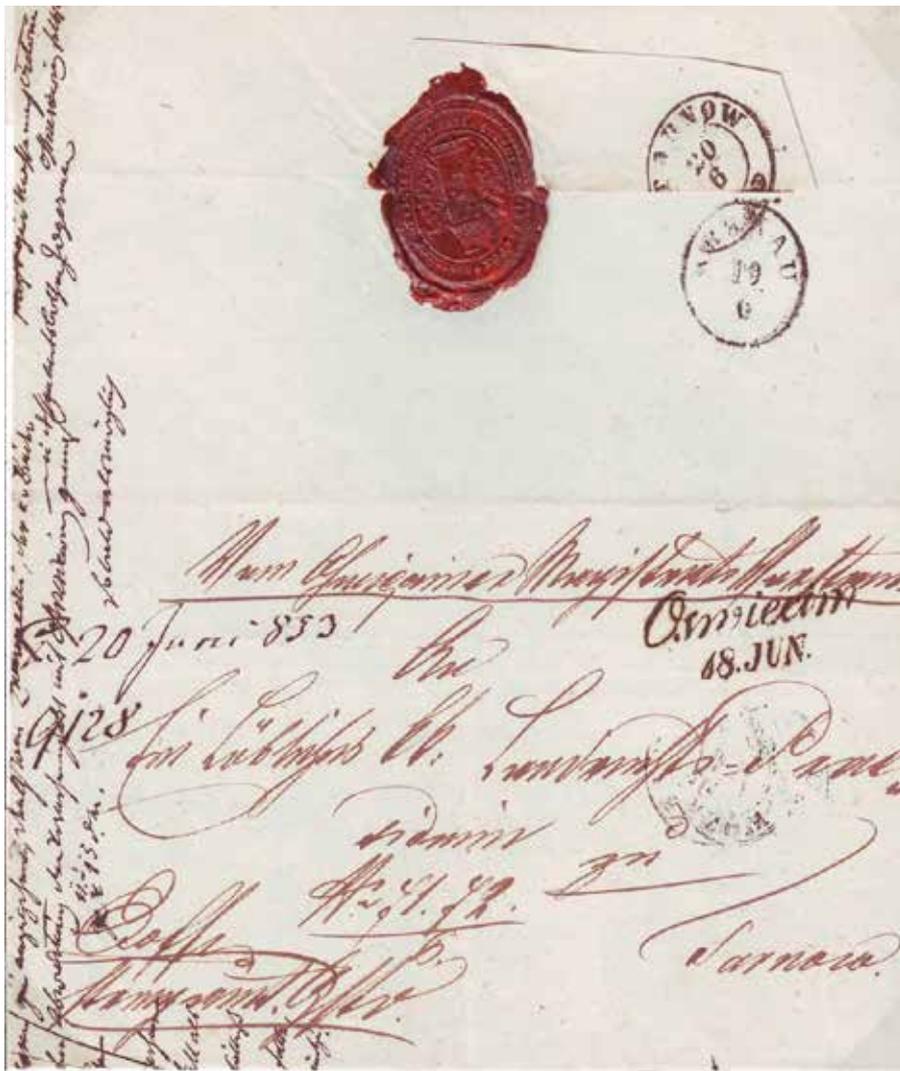


Figure 19: Official 1853 letter from Oswiecim, west of Krakow via Krakow to Tarnow. Note well preserved red wax seal and manuscript 'Exoffo' (Official) entry – lower left. Other entries are difficult to decipher.

This letter is another example of re-usage for return mail due to shortage of good paper.



Figure 20: Official 1864 letter from Royal Magistrate of the City of Krakow, via Granica on the border and Szczakowa, to the Magistrate of the City of Piotrkow in Poland (which was then under the control of Russian authorities)

Note printed 'Ex offo' entry at lower left and under it in manuscript " relating to earlier raised activity" (which presumably referred to the uprising against Russian authorities).

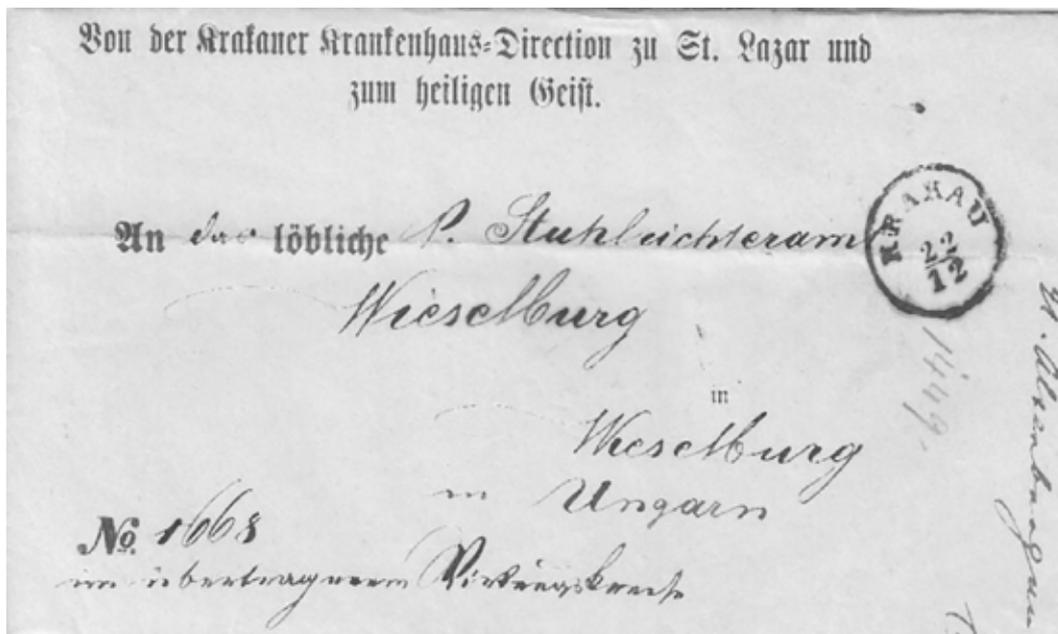


Figure 21: 1866 official letter from Krakau (Krakow) via Altenburg in Hungary to Wesselberg also in Hungary. Note German printing on the envelope. Manuscript entry at bottom of letter is difficult to decipher. The letter was sent within the Austro-Hungarian territory and considered to be internal mail.

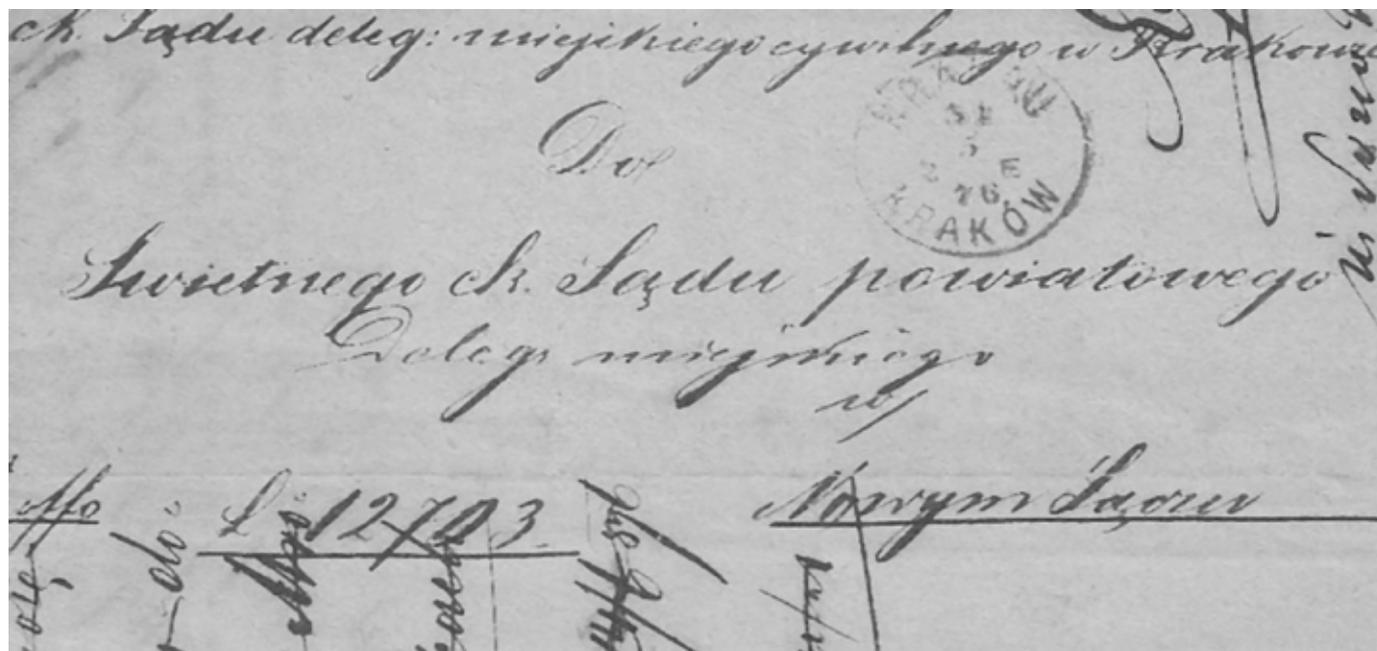


Figure 22: 1876 Official letter from Krakau/Krakow (note use of both languages in postmark) to Nowy Sacz, south-east of Krakow. Letter was also re-used for return mail.

Italian Submarine flotilla in the Atlantic - Bordeaux Base Overprints

Peter Kunz

During World War II several Italian submarines used to dock constantly in French Atlantic naval bases held by the Germans. Following Italy's surrender in 1943 the commander of the Italian submarine base at Bordeaux (Figure 1) overprinted five Italian definitives, originally issued in 1929, with an inscription *Italia Repubblicana Fascista - Base Atlantica*. This overprint was very rare with only 200 sets being overprinted (Figures 2 & 3). Subsequently there was another set printed in different type, (with *Base Italiana* written in two rows instead of one). This second issue is more common. Forgeries of all are known. These stamps were used on mail sent by submarine to the naval base at La Spezia. Towards the end of the war, mail from servicemen bore stamps overprinted *Inselpost* which was sent out by the submarines.

It seems that these overprints were not official, but local overprints, produced at the whim of the Italian commander of the base, who may have been a philatelist or at least a philatelic entrepreneur or possibly both.



Figure 1: *Italian submarine in the harbour at Bordeaux*

Historical background information

The fall of France and the subsequent occupation of the French Atlantic ports by Germany radically changed the strategy of the German navy, the *Kriegsmarine* and stretched its naval presents in the Atlantic. The German Navy immediately sought to capitalize on the new opportunity, but the availability of ocean going vessels was limited. Due to the post war limitations, Germany had to develop its submarines in other nations, mostly Holland, and preferred small, inhabitable boats with the maximum war load, while Italian engineers gave plenty of focus to habitability. Leveraging some of the discussion which had taken place in Friedrichshafen (Germany) in June, 1939, and following the signing of the Italian-German "Pact of Steel", the Germans requested the transfer of Italian boats to the Atlantic. During these meetings, Admiral Cavagnari, the Italian equivalent of the First Sea Lord, committed to an Italian presence in the Atlantic.

For a navy specifically built for a strictly Mediterranean war against France, this commitment was a stretch; still the Italian shipyards had developed and built several classes of submarine specifically designed for operations in the oceans. Since the late twenties and early thirties, Italy had begun building high displacement submarines

capable of crossing the Strait of Gibraltar, reaching the Atlantic for long patrols along the French and African coast. During the 1939 discussions, the glamorous successes of the German U-Boot during World War I were still vivid in the minds of all Italian naval strategists.

The base could house up to thirty submarines and it had dry docks and two basins connected by locks. Shore barracks accommodated a security guard of 250 men of the San Marco Regiment

From June 1940, three Italian submarines patrolled off the Canary Islands and Madeira followed by three more off the Azores. Dönitz was pragmatic about the Italians, seeing them as inexperienced, but useful for reconnaissance and likely to gain expertise.

The Italian submarines sighted convoys but lost contact and failed to make effective reports. Even when assigned to weather reporting - critical for the war effort on both sides - they failed to do this competently. Fearing that German operations would be prejudiced, Dönitz reassigned the Italians to the southern area where they could act independently. In this way, about thirty Italian boats achieved some success, without much impact on the critical areas of the campaign.

German assessments were scathing. Dönitz described the Italians as inadequately disciplined and unable to remain calm in the face of the enemy. When the British tanker British Fame was attacked by the Malaspina, the officer of the watch and lookouts were on the bridge and the captain was dozing in a deckchair below.

Such a description reminds one of the circumstances surrounding the sinking of the Italian Costa Concordia cruise liner in 2012 off the Italian coast!



Figure 2: 30 and 50 lire King Victor Emmanuele overprints (1st type) on cover (16 February 1944). Cancelled with a steel canceller inscribed Forza subacquee in Italiane in Atlantico – (Italian submarine fleet in the Atlantic). The letter has been passed by the censor.



Figure 3: 25 lire green Victor Emmanuele stamp with Italian overprint (1st type) used on cover (17 November 1944). Note use of different steel canceller with altered script. The propaganda label at left insinuates that the latest German V weapons (with chronometric precision) will cause the collapse of England.

(image copyright Gothic Stamps)

It has been considered that although Italian submarines did not perform as well as the U-boats, they did achieve a good success considering the deficiencies of their boats (among which were the lack of modern torpedo fire-control systems and their slower speed both surfaced and submerged). Taking into consideration the period in which the BETASOM submarines operated and the numbers of submarines employed, comparing the respective tonnages sunk by U-boats and the Italian submarines, it can be seen that the respective “exchange rates” were 40.591 t and 34.512 t, meaning that the Italian submariners were not as bad as surmised.

During the summer of 1941 Admiral Donitz decided to build protective U-boat pens at Bordeaux. Construction began in September 1941. The base was bombed by the British on several occasions.

After the Italian armistice in September 1943 the base was seized by the Germans. Some Italian personnel joined the Germans independently of the Italian Socialist Republic. During this period the Italian stamps on hand were overprinted to show loyalty to Mussolini’s rump state.

The last two remaining U-boats left Bordeaux in August 1944, three days before the Allies occupied the base on 25 August. The last remaining German naval personnel attempted to march back to Germany but were captured by U.S. forces on 11 September 1944.

The Little Brown Paper Packet

Paul Xavier

Introduction

Having read Darryl Fuller's recent article "Disposal of Your Stamp Collection" (*Capital Philately* – Sept 2014), and having recently been involved in the philatelic aspects of winding up an estate, I thought these personal insights may prove of some interest to members.

The collection

My late uncle was a keen collector of the issues of Hong Kong. He collected the period from Queen Victoria to the more modern day Elizabeth II issues. Additionally, he also had an interest in First Day Covers and the Treaty Ports.

I believe that he started the collection in the latter part of the 1960's, but accelerated his interests through the 1970's. The collecting trend of the day was to have a mint and a used example of each stamp. There was little interest on his part to incorporate postal history nor any archival material. Consequently, his collection reflected both the collecting trends of the time and also his personal interests.

His passion was really for the issues of Queen Victoria. It seemed that he very much enjoyed all the various shades and varieties of these issues; particularly the 1891 Jubilee Overprint.

I remember seeing parts of this collection when I visited him in London in 2000 on the back of the International Stamp Show in that year. I recall thinking that there were some quite special pieces that he had acquired over time.

Of course at that time I never envisaged seeing any of the material again let alone working on it!

'Do something with the stamps'

It seems that life has some unusual twists.

Surprisingly the bulk of the collection, together with various references was delivered to my doorstep in Brisbane, in July 2012 by one of my cousins with a vague instruction to 'do something with the stamps'.

As I opened the various albums, I saw all the gems that I had seen back in 2000 and more!

Where should I start??? Having never been involved with an exercise of this nature before, I wasn't terribly sure of the way forward, nor was I terribly sure about what my cousins really intended for the collection's future.

My first step was to make an assessment of what the albums contained - in effect an inventory of its contents. This I then circulated to the cousins with comments re condition, with a suggestion that I rework the material into a display and rehouse the collection in archival quality materials. This was happily agreed upon.

I realised that I knew nothing about Hong Kong. My only claim to fame stemmed from being born there, having migrated to Australia in 1967. As a child, I had a boyhood collection of more modern Hong Kong but nothing of this ilk.

Consequently, I set about educating myself about some of the earlier philatelic aspects relating to Hong Kong.

The Webb book (*The Philatelic and Postal History of Hong Kong and the Treaty Ports of China and Japan*) was (in my view still is) a terrific work. It proved invaluable as I worked my way through the material, supplemented with a number of articles and other references.

As I read through the various works I cut out the mounts for each stamp and wrote up everything by hand in pencil and hinged same on paper.

Only after I was satisfied that I had a reasonable understanding of the material did I decide to commit this to exhibition sheets/mylars for longer term preservation.

The options

While I was reworking the material, there were various discussions that took place regarding its long term future. The main options that were canvassed included:

1. **Donation to an institution.** We did approach a number of local and international institutions with this suggestion.

Unfortunately, they all came back with the same result. The institutions would happily take the material, but they would dispose of the bits that were duplicated and retain the remainder.

This wasn't really consistent with my cousin's thoughts.

2. **Retention and development.** We did quite seriously consider this alternative.

Unfortunately, we were faced with problems surrounding where the collection should reside, preservation of the material, legal ownership and cost.

This alternative was also dropped quite quickly.

3. **Disposal – via auction.** By default this was the only remaining avenue. Even so, this was not a clearly accepted alternative until May 2014, almost two years after the material had landed on my doorstep.

Displays 'Down under'

In the interim period, I had convinced my cousins that since the material was here in Australia, there would be a number of other people who would be interested in viewing it.

Consequently, after I had prepared the display I arranged for it to be viewed locally (Philatelic Society of Queensland, Brisbane) and the Sunshine Coast Philatelic Society, and also interstate (Canberra Philatelic Society) and the NSW Philatelic Society (Sydney).

I hope that some readers had the opportunity to see the material while it was here.

The trials of travel

I had convinced my cousins quite early in the piece that the collection, whatever its fate needed to return to London, if only as an interim measure.

The heat and humidity of Brisbane was not appropriate to its long term future and so it was agreed that the collection should return home.

As the bulk of the cousins lived around London I thought it might be a good opportunity for them to view their father's display at the Royal Philatelic Society of London (RPSL) via the static display facility. I was quite surprised that the RPSL agreed to have this as the display for the month of May 2014, but very pleased that this was made possible.

I'm pretty sure that my uncle would be quite 'chuffed' to know that his stamp collection would be available for public viewing.

I thought I had all the arrangements in place to bring the collection home. Alas, the trip was not without its hiccups.

I landed at London, Heathrow in the midst of a Customs meltdown and apparently the European Cup final was also being played that evening in Lisbon (Portugal).

Heathrow at the best of times chaotic was now a heaving mass of disgruntled humanity, shuffling by the millimetre to the Customs counter and the baggage carousel.

It is at times like these that I wished I had either:

1. A British passport.
2. A European Union passport or
3. I was a client with 'Special needs'.

If you qualified under one of the above it was quicker to exit the queues. Alas I did not qualify under any of the above headings. I trudged on.

Finally, after 3 hours I was reunited with my baggage. My bag, containing the display had ceased doing loops around the baggage carousel and stood amidst a queue of other bags waiting for their owners to claim them.

I must confess I felt a bit like papa penguin reunited with his chicks after feeding at sea.

Fortunately, all was well but it could have turned out quite differently!

Little Brown Paper Packet

As I was chatting with my cousin in the lounge one day, his son (13) came bounding in saying 'I think you'll be happy. I think I've found some more of grandpa's stamps'.

In my uncle's study amidst some other philatelic material, we came across a small brown paper packet.

Inside was some further Hong Kong QEII material.

I gulped at the contents as these were not just reasonably rare varieties; most were in fact in the category of one of very few recorded; some were in pairs / positional strips / even blocks!

In some cases only a pair had been catalogued; and the blocks were not. One pair had a sheet number, from what I understand to be the only recorded sheet with this variety.

Summary

In the end the material has been disposed of via the auction process. The family and I are very relaxed about this outcome, as we are pretty sure that the material has found its way into the collections of people that are interested and will do their best to preserve the material.

The main insights of this story are:

I guess it's not unusual for a person to pass away and leave no instructions to the family about the future of any philatelic collection.

In all fairness to the survivors a reasonably explicit written instruction included in the will would be preferable. This makes the collection's future both certain and clear.

In hindsight, I probably should have been a bit less 'cavalier' and insured my baggage. It would have been quite awkward to account to the family for a missing collection!

Keeping all parties informed about what is happening with the material is critical.

It pays to check little brown paper packets. You never know what they may contain! As the following illustrations indicate.

1961 HK University – Gold omitted

Source – Interasia Auctions – Hong Kong and Treaty Ports
(Nov 4th 2014). Not to scale.



1968 Sea craft with variety blue and orange omitted. Only one sheet recorded. This has the requisition number.

Source – Interasia Auctions – Hong Kong and Treaty Ports
(Nov 4th 2014). Not to scale.

1968 Sea craft 50c value with variety green omitted.

Source – Interasia Auctions – Hong Kong and Treaty Ports
(Nov 4th 2014). Not to scale.



1954 – 62 QE II. 5c orange variety. Imperf block of 4.
Only the pair is catalogued in Yang.

Source – Interasia Auctions – Hong Kong and Treaty Ports
(Nov 4th 2014). Not to scale.





1966 – 71 QE II Annigoni. Watermark sideways. 10c reddish violet block of 4 imperf.

Only the pair is catalogued in Yang.

Source – Interasia Auctions – Hong Kong and Treaty Ports (Nov 4th 2014). Not to scale.



1969 Year of the Cock. 10c horizontal pair with variety red omitted.

Source – Interasia Auctions – Hong Kong and Treaty Ports (Nov 4th 2014). Not to scale.

1975- 78 QE II Definitives
3rd issue. Spiral
Watermark. 30c imperf pair.

Source – Interasia Auctions –
Hong Kong and Treaty Ports
(Nov 4th 2014). Not to
scale.



Why New Zealand Post issued CALs

David Miner

The “General Postal Union” of 1874 introduced the exchange of mail between countries, permitting letters to be sent to the four corners of the earth. Quickly the name changed to “Universal Postal Union” (UPU) and has continued to oversee the smooth delivery of overseas mail to this day, come wars or disasters.

During the Second World War many countries introduced restrictions on travel and mail was censored. There was rationing of food, petrol, alcohol, clothing and currency while employment was controlled and non-military construction was almost non-existent. After 1945 many of these restrictions remained in force - in some countries for years and years.

Many people resented the interference in their liberties and pushed for more “free enterprise” with less government intervention. All mail was government controlled by a bureaucratic postal department in each country, and in New Zealand by the “Posts & Telegraph”. Under the State-owned Enterprises Act of 1986 the operations were split into state trading companies such as NZ Post, Postbank & Telecom Corporation.

In an attempt to reduce costs many operations were put out to tender - particularly the rural mail delivery, staff were dismissed and the cheapest tenders were accepted. This dismayed many country folk who complained to their parliamentary representatives.

In Scandinavian countries they also liberalised their postal systems, opening them up to competition. Within a few years several European countries took similar action with private enterprise handling some mail.

New Zealand finally removed the monopoly on carriage of standard letters in April, 1998 allowing authorised private companies to handle and deliver mail. The enterprising companies chose to work within suitable districts mostly avoiding covering the entire country and some mail carriers quickly failed. Most were issuing their own paper stamps in preference to rubber stamp impressions to indicate payment of the delivery charge.



Figure 3

Progressive companies approached large businesses offering advertising on their stamp images (Figure 3). Stamps were sold in booklets - usually ten stamps, but larger booklets up to 120 stamps were available to large volume mail users. Prices were pitched at 5¢ lower than NZ Post charged for local delivery, but as soon as NZ Post price increased to 45¢ the private companies also increased their charges by a similar amount.

Multiple postal services required separate street posting boxes which started cluttering up the city streets. Some alternate mail companies entered into a signed arrangement with NZ Post for them to actually deliver the mail placed in the hands of the alternative mail company. NZ Post charged for each letter delivered, and at set periods rebated a fee per letter on a scale dependant on the quantity of those letters supplied by that company. Minimum quantity was at least a million letters.

So the private company had income from multiple sources - from the advertiser who paid to have their name and/or picture on the stamp, from the sale of those stamps to the public and from a rebate from NZ Post less the charge by NZ Post to deliver the letter. This was not really an efficient system as the letters were still delivered by NZ Post.

The popularity of the alternate mail stamps with local collectors, and the continuing use of the stamps for mailing letters concerned the executives at NZ Post. Around five years had passed since competition had been introduced, so a “think tank” conference was conducted to examine the options.



Figure 1b



Figure 1a

A suggestion that NZ Post also approach large businesses to offer tailor made advertising stamps for use by those businesses for their mail. These were termed Customised Advertising labels (CALs). In 2004 the Wellington International Festival agreed to the design of a stylized “kiwi” above the words “Wellington Festival 2004” (Figure 1a). Five hundred stamps of 40¢ value were produced and paid for by the organisers who received the entire consignment. They used them on the envelopes with invitations (Figure 1b) to attend the festival. Not a lot of the used stamps survived and few mint ones were left over. It took a long time before a few collectors became aware of the existence of this new type of stamp.



Figure 2

Next the ANZ Bank in New Zealand arranged the issue of three different 5¢ stamps (Figure 2) to be distributed free to good bank customers for use as a “make-up” rate because the postage rate had just increased from 40¢ to 45¢ and many people still had unused 40¢ stamps.



Figure 4

At around the same time BMW dealers ordered 45¢ stamps featuring the BMW initials and insignia on stamps (Figure 4).

All stamps (customised advertising labels) were delivered to the firm who placed the order and no additional copies were printed.

To place an order a business was encouraged to choose an image to appear on the stamp, forward the design in JPEG format via email to the Philatelic Bureau, specifying the value required as well as the quantity. Based on 50¢ face value the charges were NZ\$819.20 for 1,000 or 5,000 for NZ\$3,271.60. For 10,000 it cost \$6,292.00.

The executive now changed the terms and conditions to enable the post office to hold the right to produce additional stamps to sell to collectors, thus all future CALs could easily be obtained. This left the first CALs (5 of them) as very valuable. The Wellington Festival stamp (issued 40¢ in 2004) is catalogued at NZ\$3,750.00. Three ANZ 5¢ (2004) CALs NZ\$80.00, and the BMW (45¢ 2004) CAL goes for \$300.00.



ANZ Stamp postally used.

For further information visit Stampboards.com <http://www.stampboards.com/viewtopic.php?t=406>

JEC

PASTCARDS

Journal of

CANBERRA PICTURE POSTCARD COLLECTORS

a branch of the Philatelic Society of Canberra Inc.

No. 94

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December 2015

ISSN 1326-9941

Postcards of British Canals – Part One

Miles Patterson

I recently inherited a postcard collection from my late mother. It contains postcards with various subjects, but she was very interested in canals, which make up the bulk of the collection. As a child, I grew up in the market town of Newbury, Berkshire, which is on the Kennet and Avon Canal. That canal will be the subject of Part Two of this article. Part One will look at British Canals in general.

The canals of Britain developed during, and played a major part in, the Industrial Revolution. The need to transport raw materials and manufactured goods in bulk, at a time when roads were not up to the task, led to the rapid growth of canals in the late eighteenth and early nineteenth centuries. They were very successful and profitable until the rise of the railways, then they fell into decline. Canals are still used for some commercial traffic, but in the twentieth century they gained new popularity as a tourist attraction.

The main engineering problems with canals were keeping them flat, in spite of the terrain, or finding a way to allow boats to climb and descend gradients.

Keeping canals level involved tunnels through hills (Figure 1) and canal bridges, ie aqueducts (Figures 2 and 3), over valleys. The usual way to navigate gradients was through the use of locks (Figure 4). These were pairs of gates between different levels of water. A canal boat operator would open the first gate and enter the lock, close it and then allow water to flow into (or out of) the lock to match the water level on the other side, then open the second gate and leave the lock. Only a few metres of height could be gained or lost with each lock, so often there were flights of several locks in succession (Figure 5).

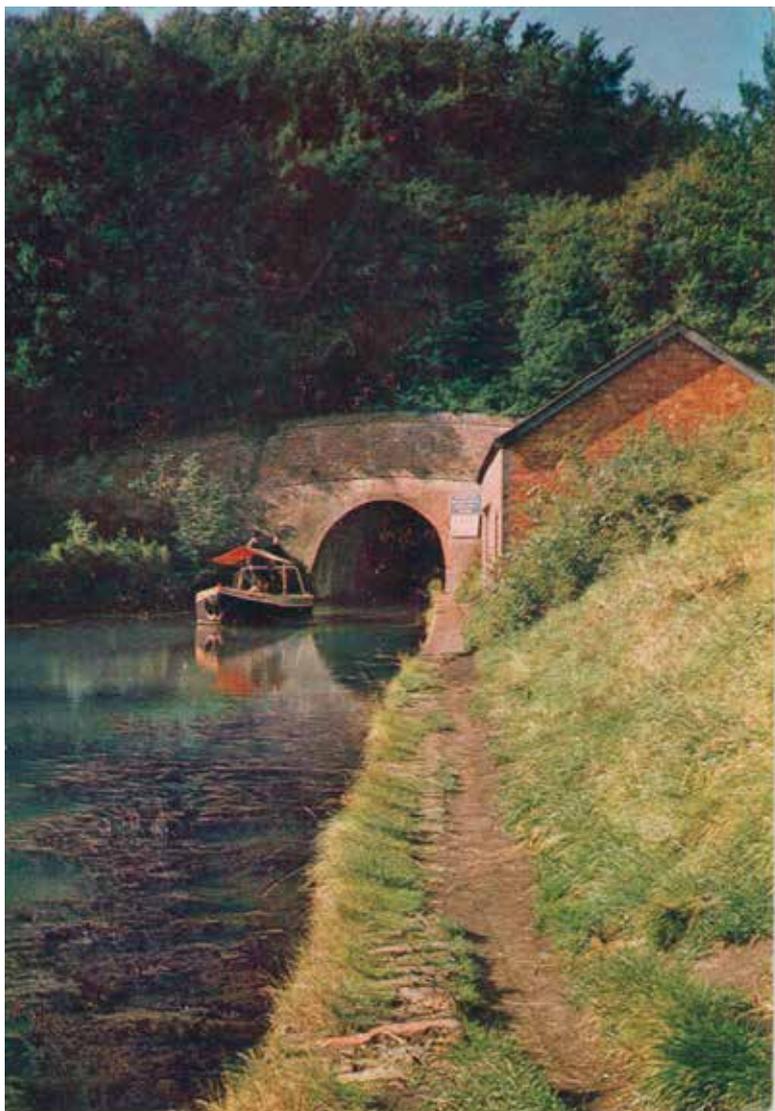


Figure 1: *Blisworth Tunnel, Grand Union Canal*

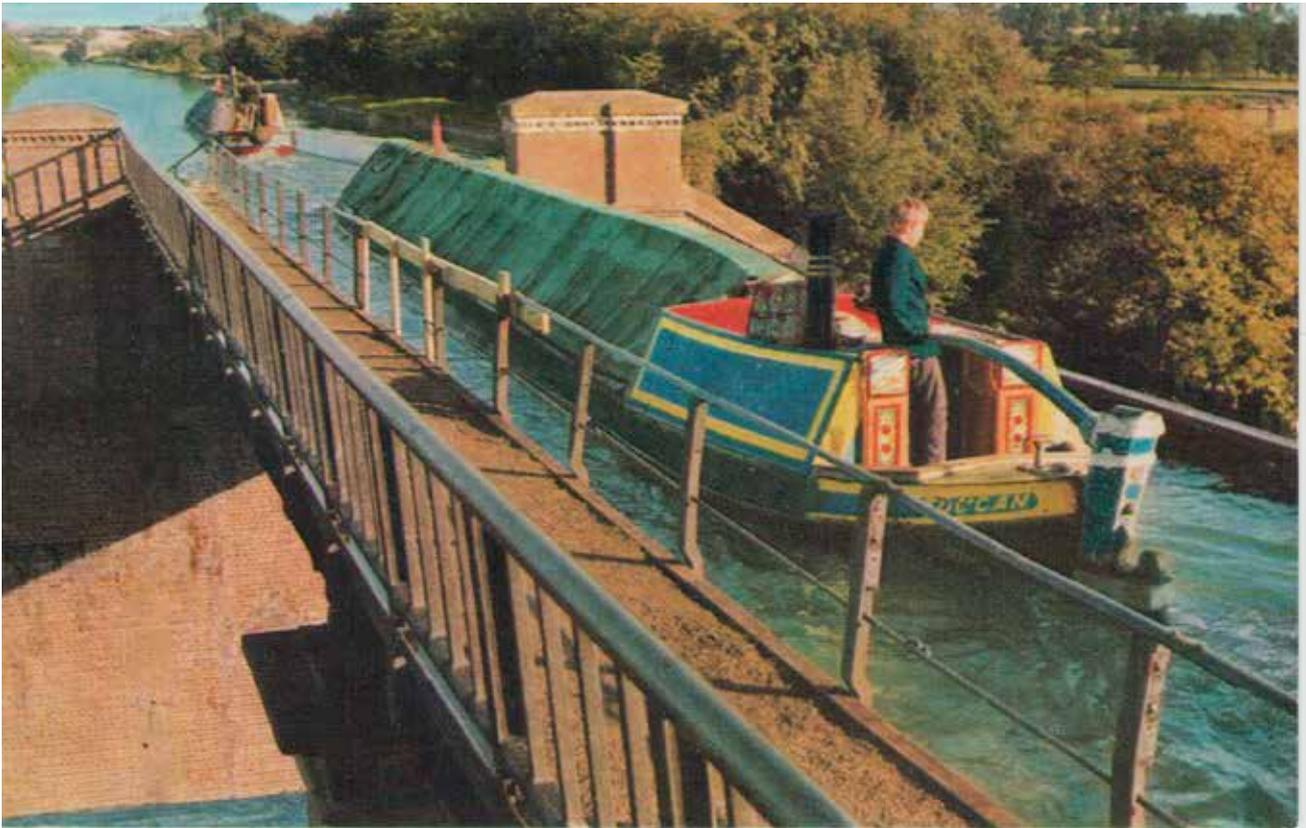


Figure 2: *Wolverson Aqueduct, Grand Union Canal*

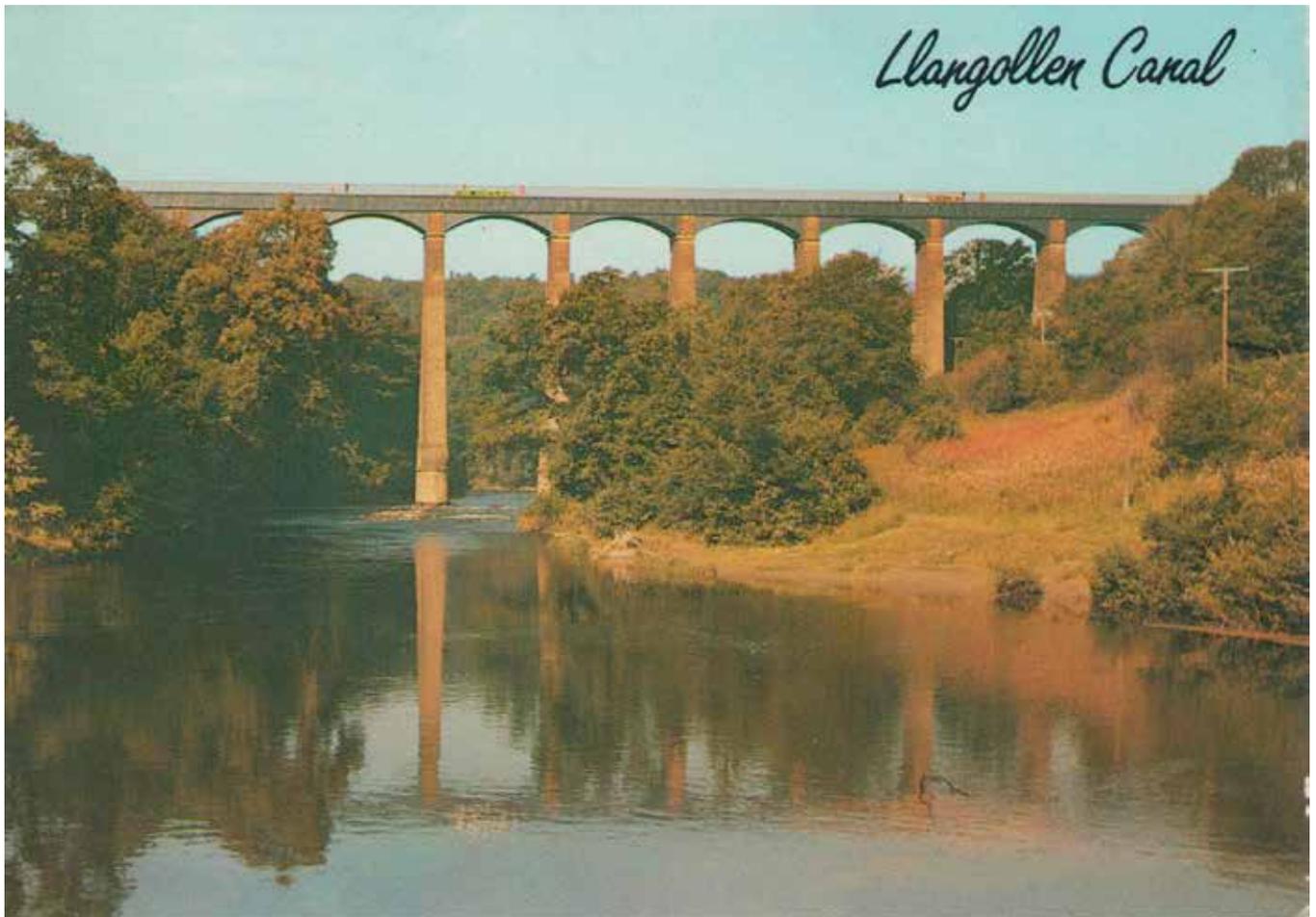


Figure 3: *Pontcystllte Aqueduct, Llangollen Canal*

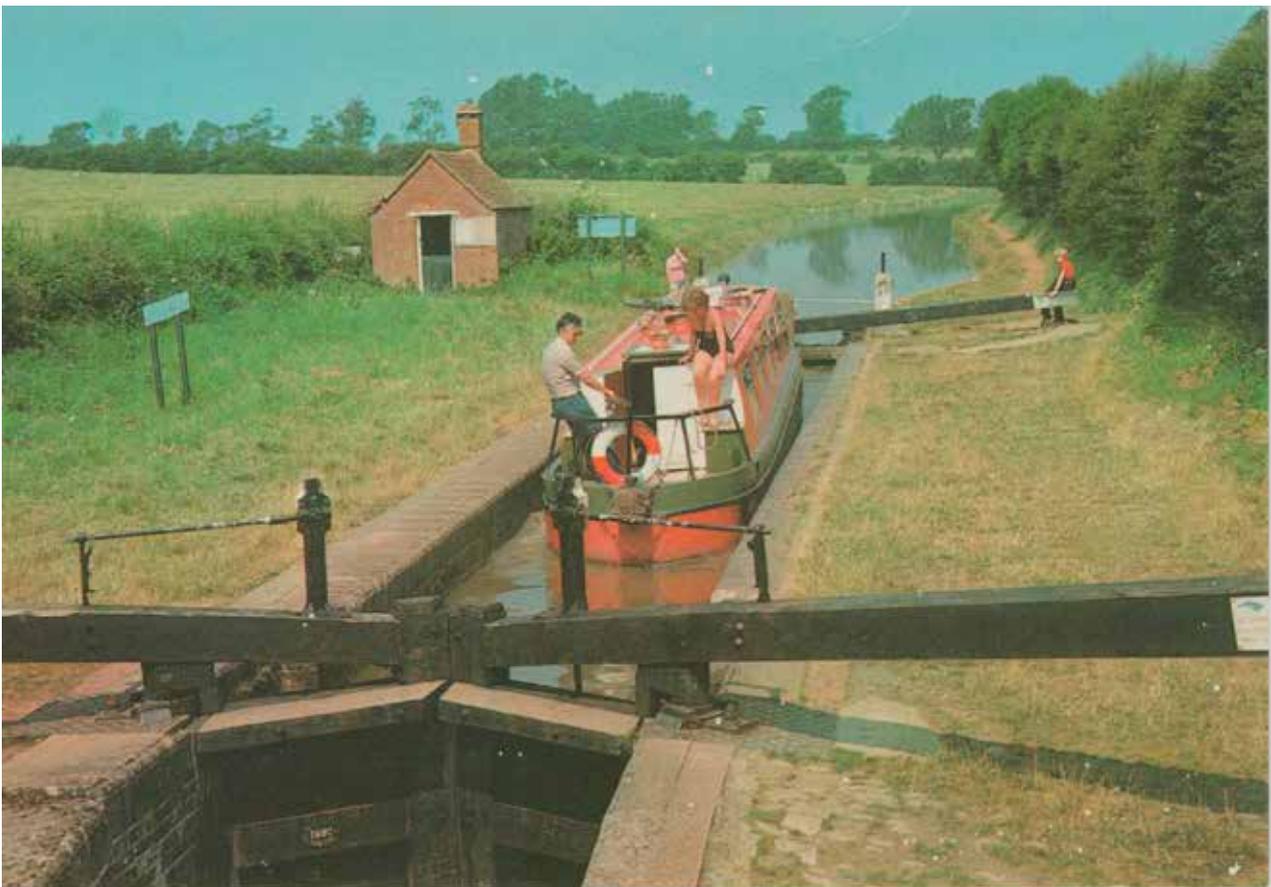


Figure 4: *Claydon Middle Lock, Oxford Canal*

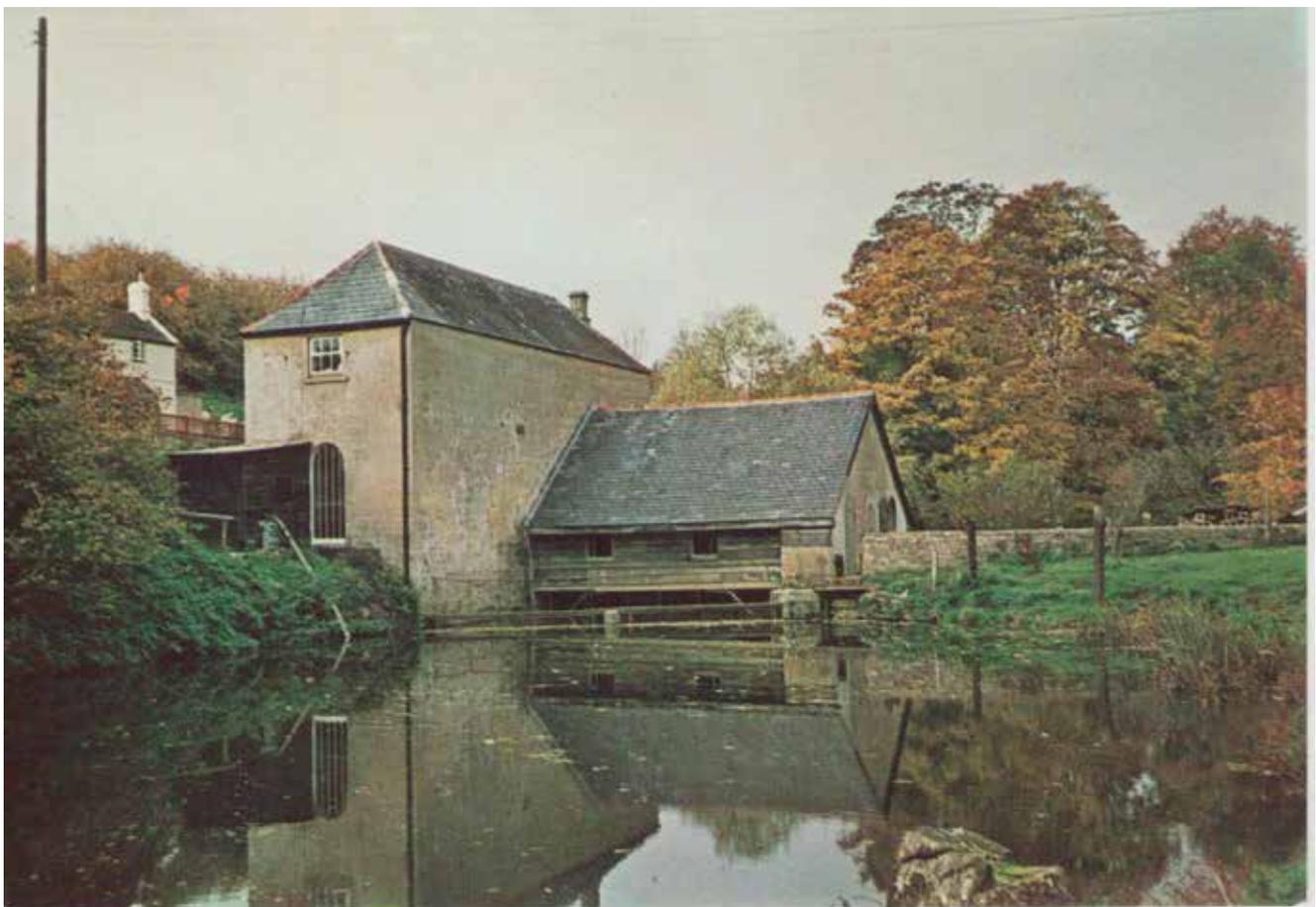


Figure 5: *Claverton Pump House*



Crofton Pump House, Kennet and Avon Canal, Crofton, Nr. Marlborough, Wilts

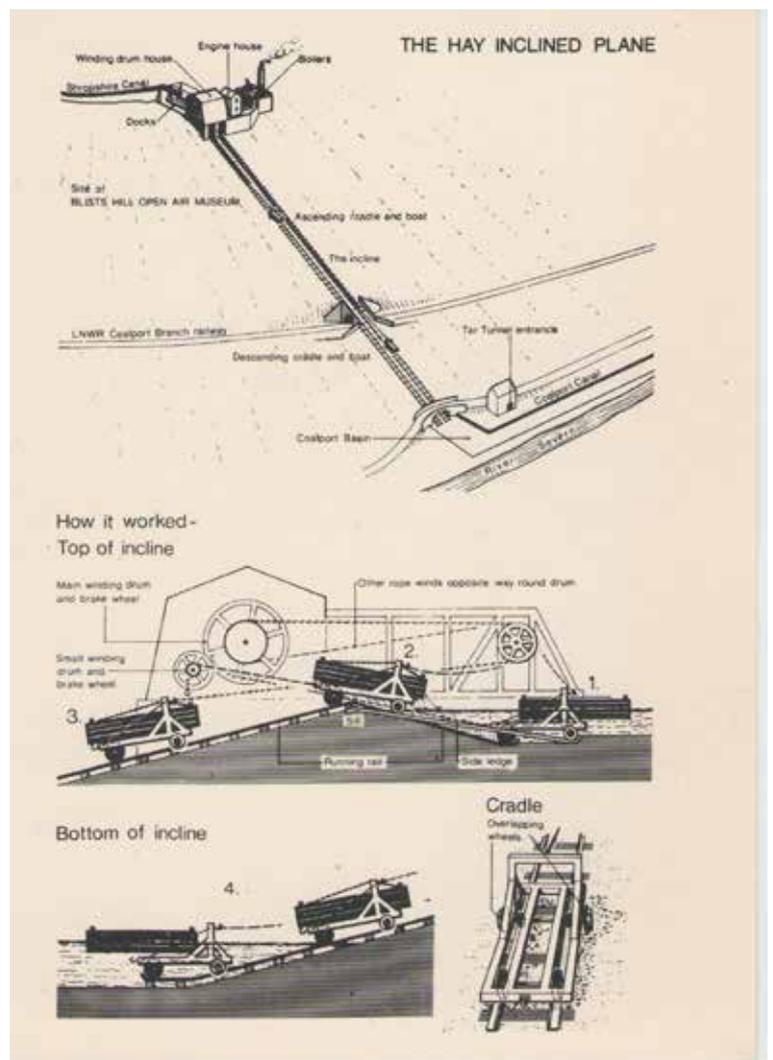
KN 1553

Figure 6: *Crofton Pump House*

Sometimes ingenious methods were used to overcome very steep gradients. The Hay inclined plane dragged small coal boats onto railway cradles which were winched up and down a steep hill to another waterway (Figures 6 and 7). Another solution was to build an elevator which lifted the entire boat, floating in a tank, to the next level (Figure 8).

Figure 7: *Operation of the Hay Inclined Plane.*

Using a winch and railway cradles to move boats from one canal to another along a steep gradient.



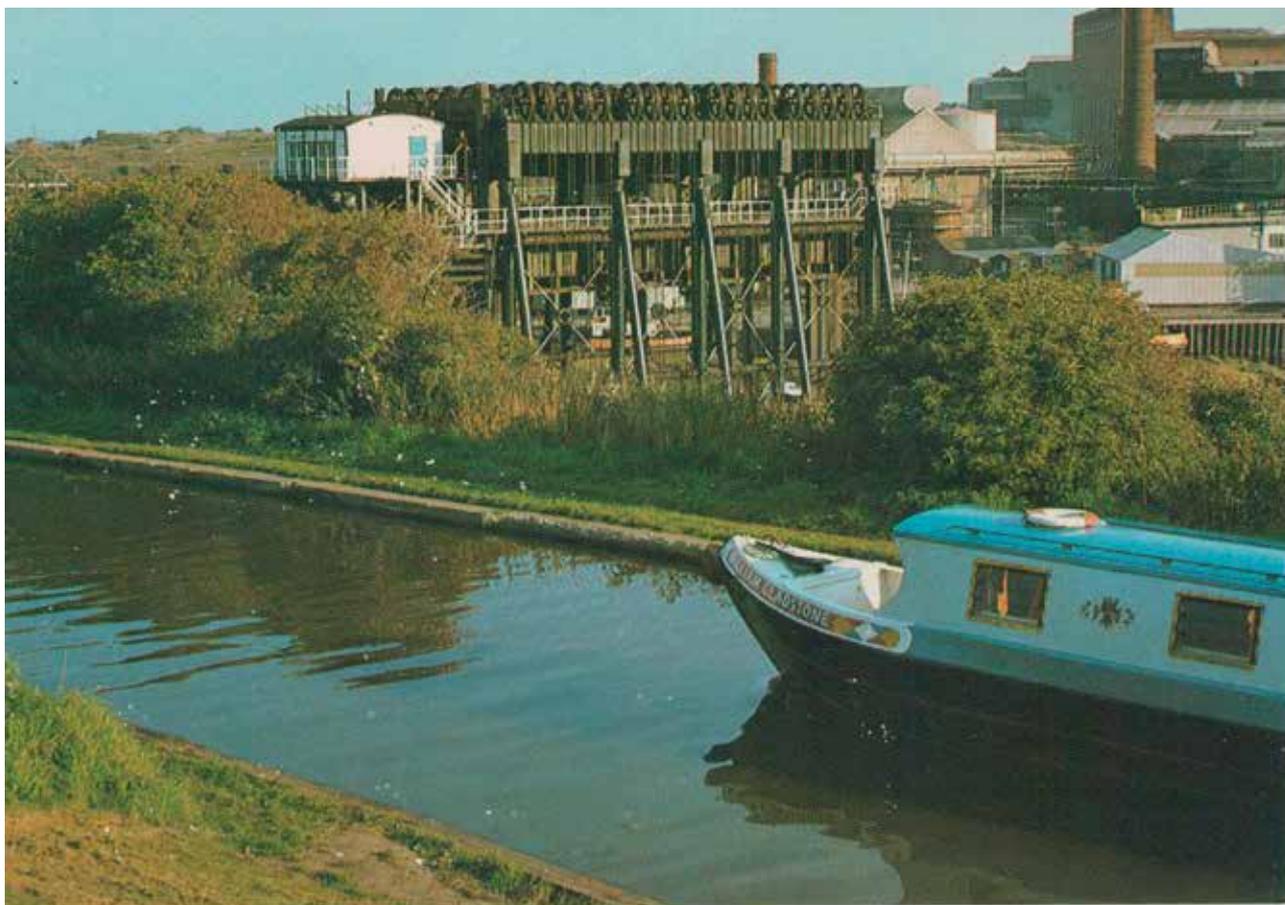


Figure 8: *Anderton Boat Lift, Trent and Mersey Canal*



Figure 9: *Avoncliff Aqueduct designed by John Rennie*

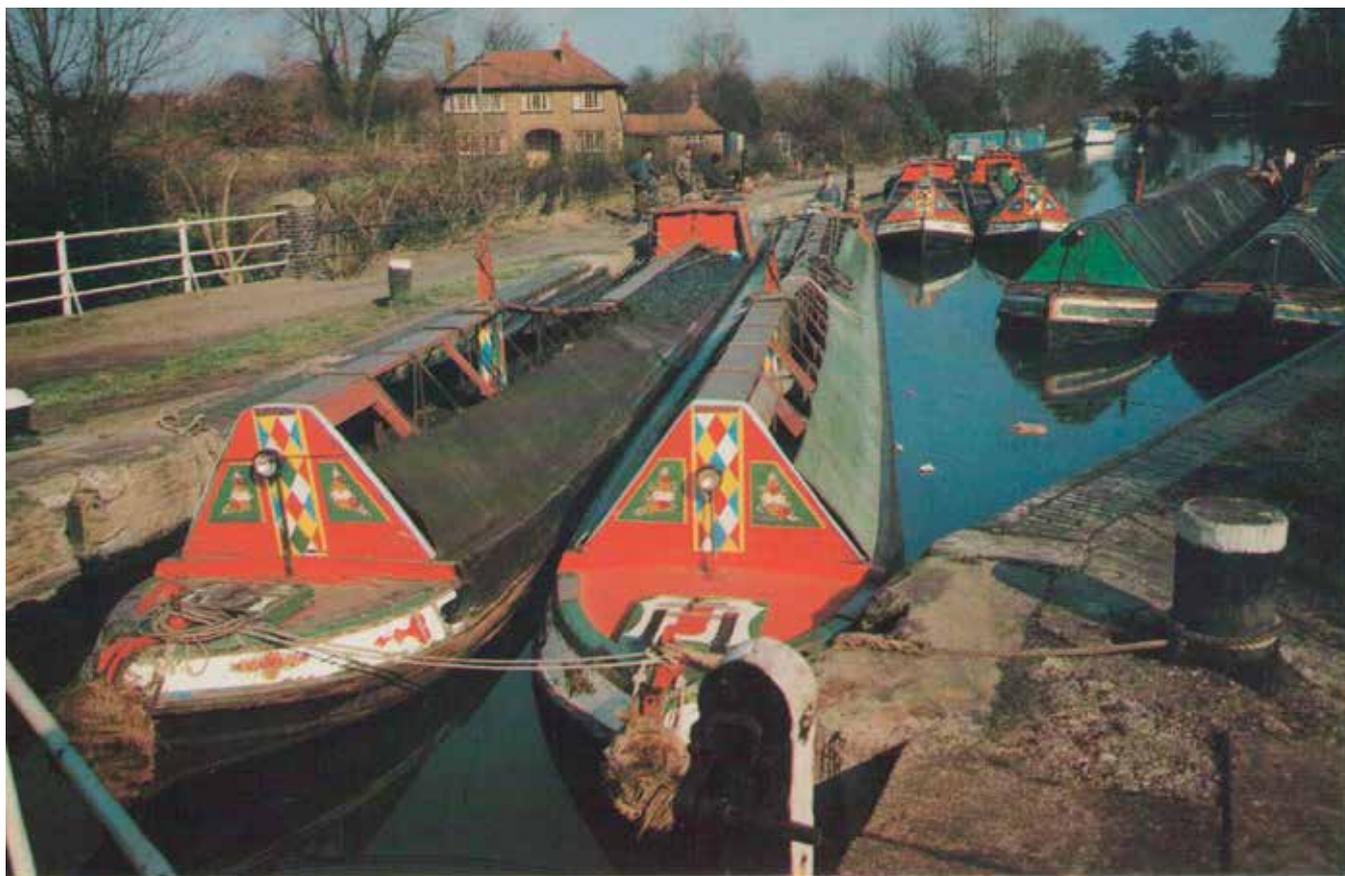


Figure 10: *Narrow Boats at Rickmansworth, Grand Union Canal*

Boats had no engines in the early days of canals, and the confines of the canal ruled out wind power (sails), so canal boats were towed by horses (Figure 9), hence the ‘tow path’ alongside the full length of the canal. Some of the canals accommodated larger boats, but most of the canal network was quite narrow, so while canal boats were long (up to 70 feet), most were only seven feet wide, hence the name ‘narrow boats’ (Figure 10).

While canals were initially very profitable, pressure from the railways drove canal boat operators to cut costs and many operators did this by living on the boats with their families. Turning the boats into homes led to them being decorated in an elaborate and colourful style (Figure 11).

In Part Two, I shall focus on the canal I grew up with, the Kennet and Avon.

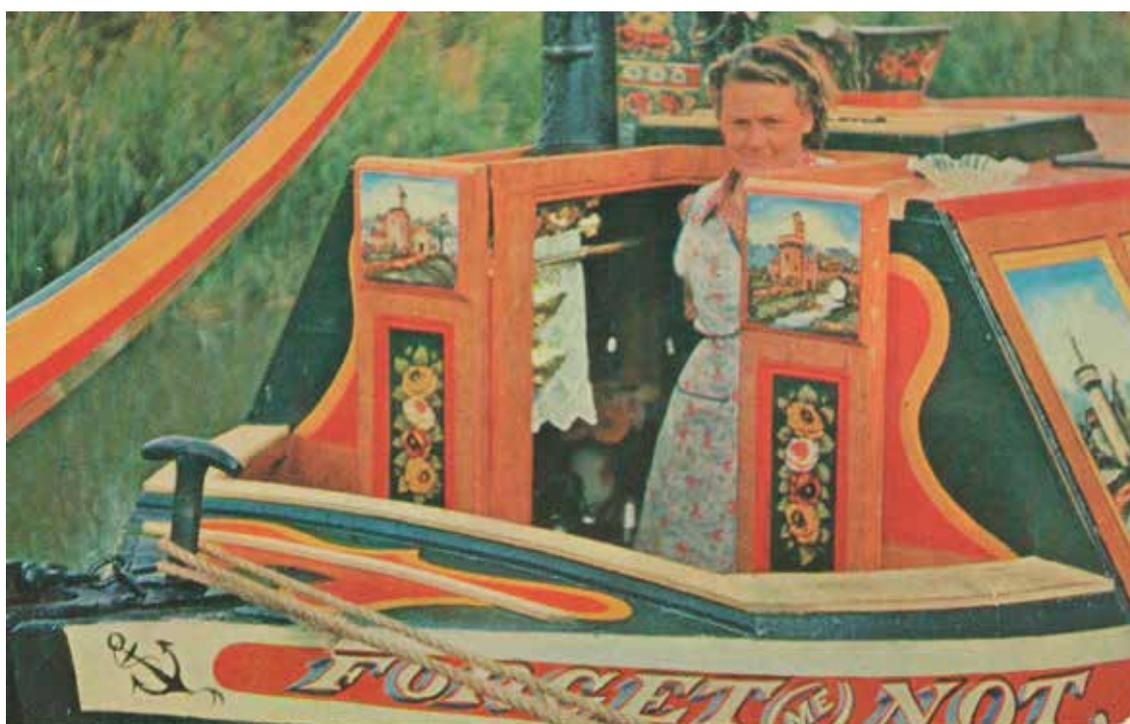


Figure 11: *Canal Boat Art*

Floral Clocks

Greg Smith

A floral clock or flower clock is a large decorative clock with the clock face formed by carpet bedding, usually found in a park or other public recreation area.

The first floral clock was the idea of John McHattie of Edinburgh Parks and the clockmaker James Ritchie. It was first planted up in UK in the spring of 1903 in West Princes Street Gardens, Edinburgh, though such floral clock already existed in 1900 in Switzerland and more precisely in the village of Les Avants above Montreux. In that year it had only an hour hand but a minute hand was added the following year. A cuckoo, which popped out every hour, was added in 1905. The clock was soon imitated across the United Kingdom and later throughout the world.

In Edinburgh the clock mechanism is set inside the plinth of the statue to Allan Ramsay adjacent. The first mechanism, using salvaged parts from Elie Parish Church in Fife, was installed by Ritchie. A new mechanism was installed in 1934 and is still maintained by Ritchie's company.

Most have the mechanism set in the ground under the flowerbed, which is then planted to visually appear as a clock face with moving arms, which may also hold bedding plants. Floral clocks from around the world are illustrated below.



West Princes Street Gardens, Edinburgh



Both Images: Hydro Clock, Niagara Falls, Ontario



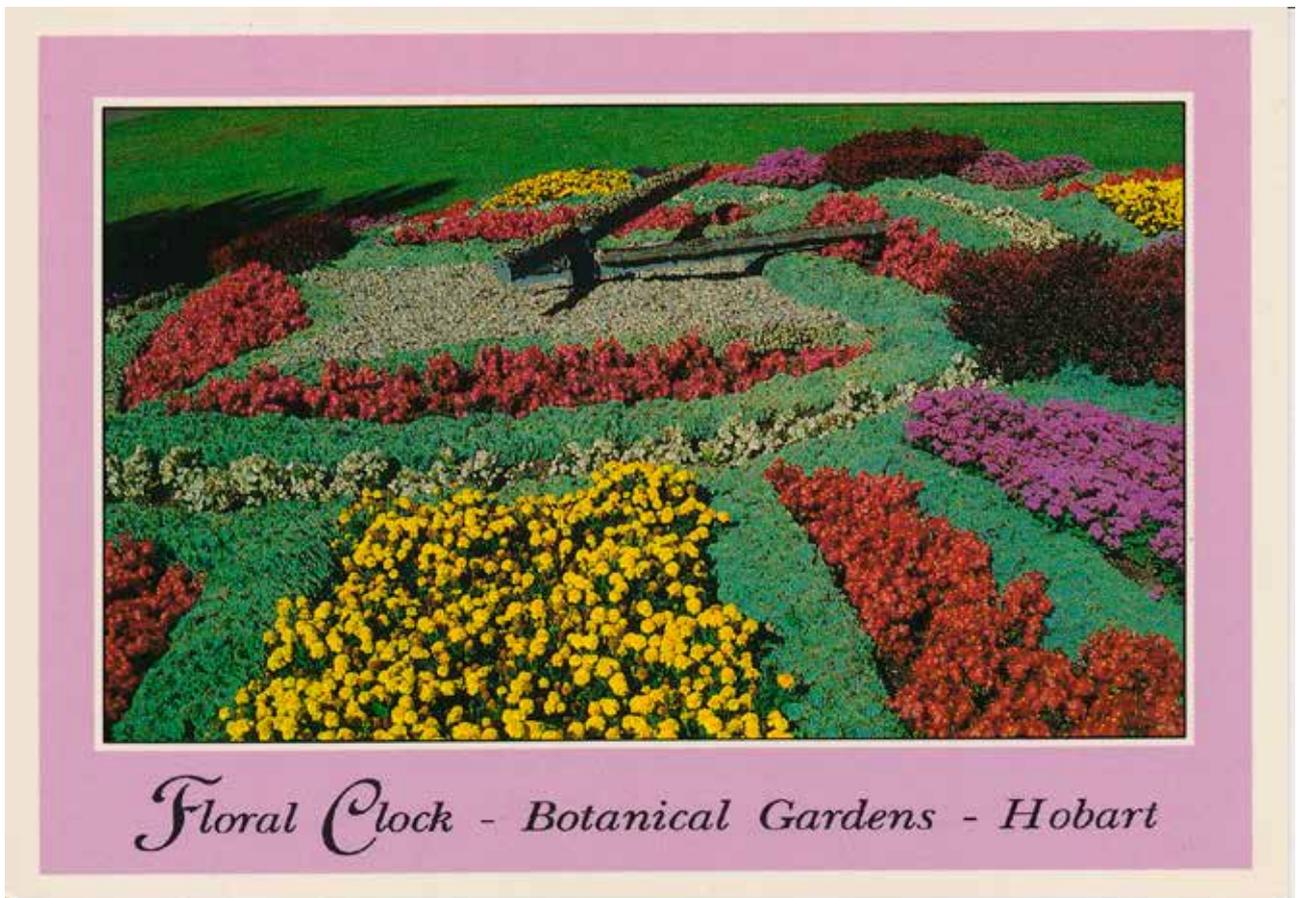
Agriculture Clock, Royal Easter Show, Sydney

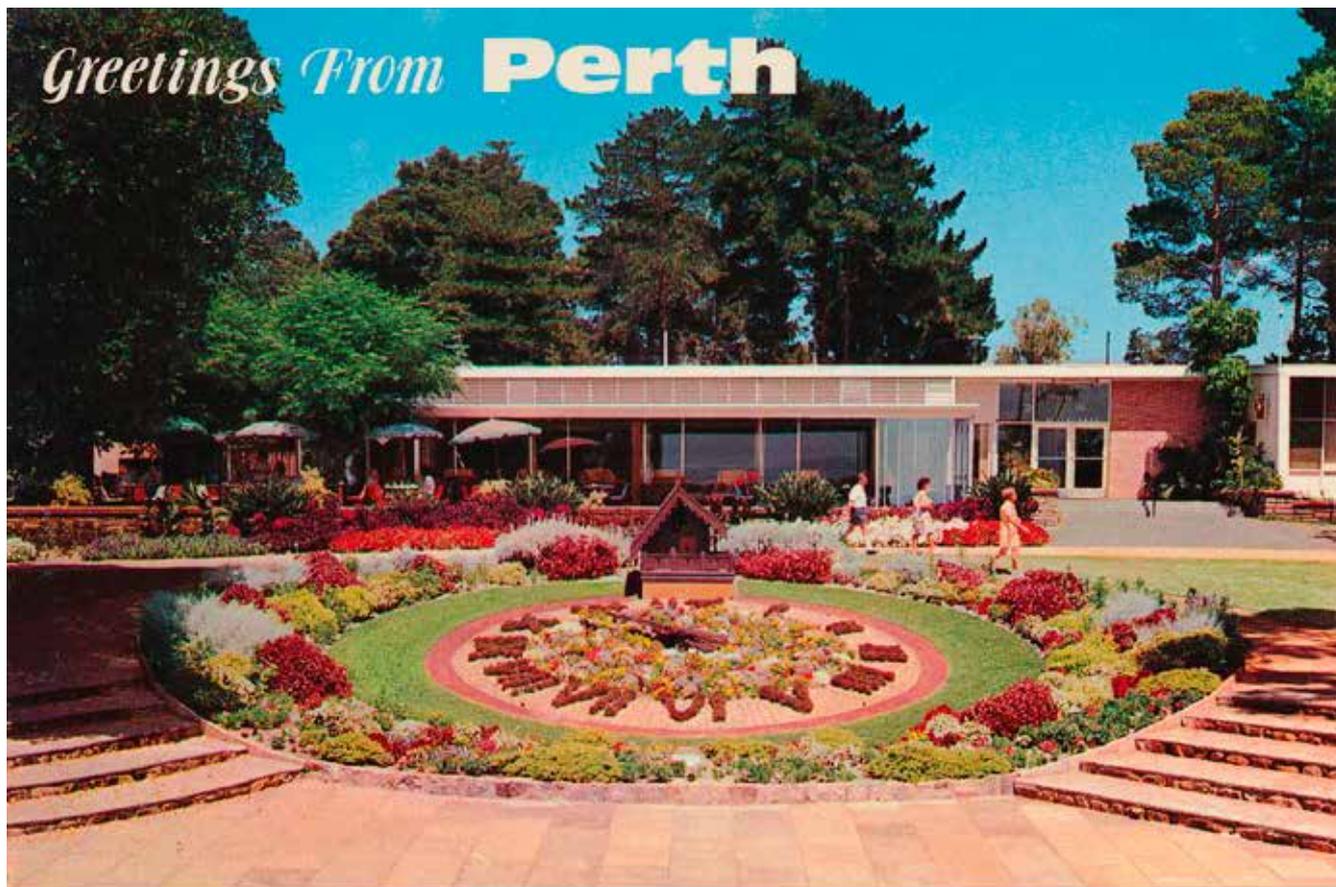


Albert Park, Auckland NZ



Le Lignon, Geneva





Kings Park, Perth, WA



Merano, Italy



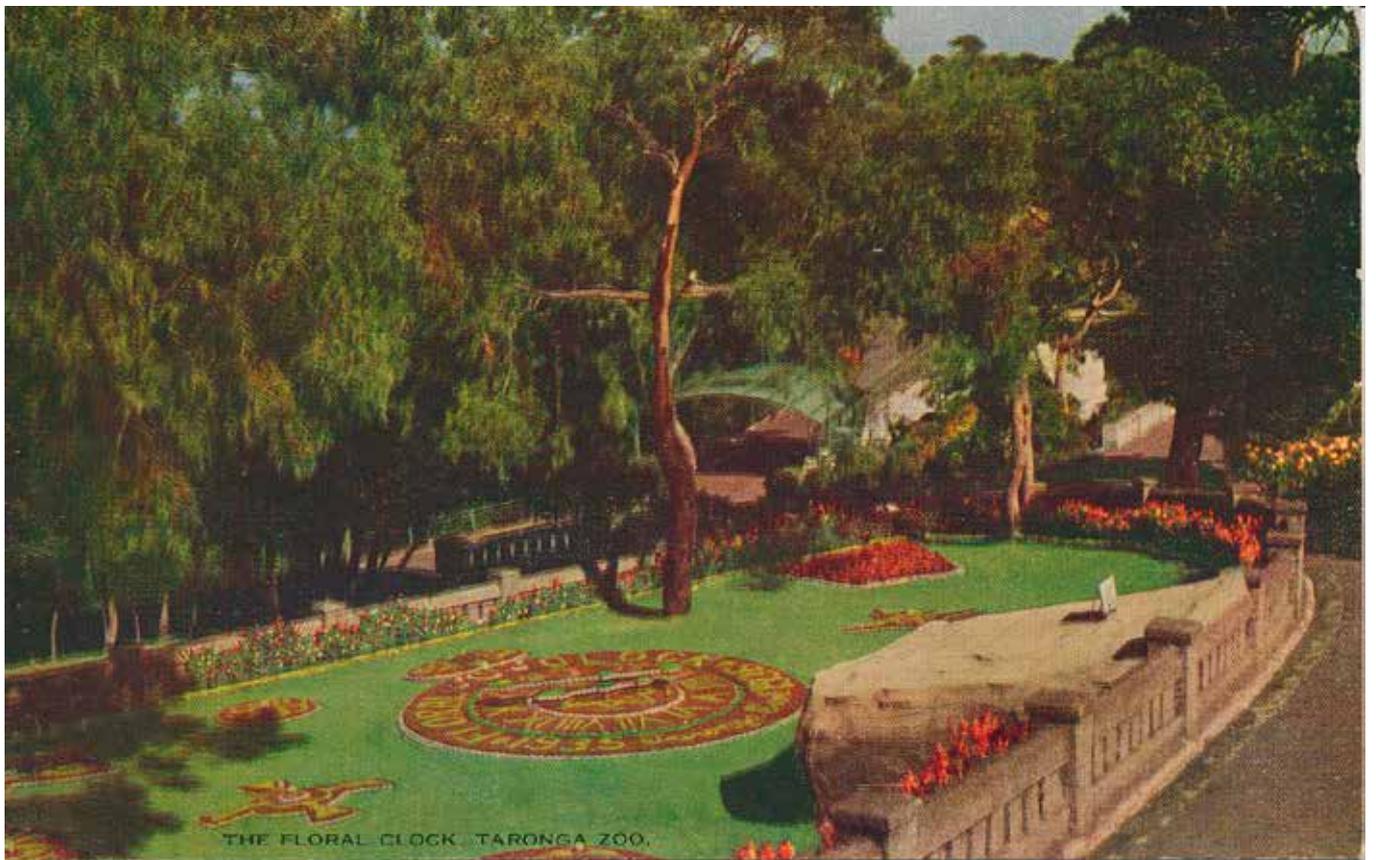
Both Images: Princes Street Gardens, Edinburgh



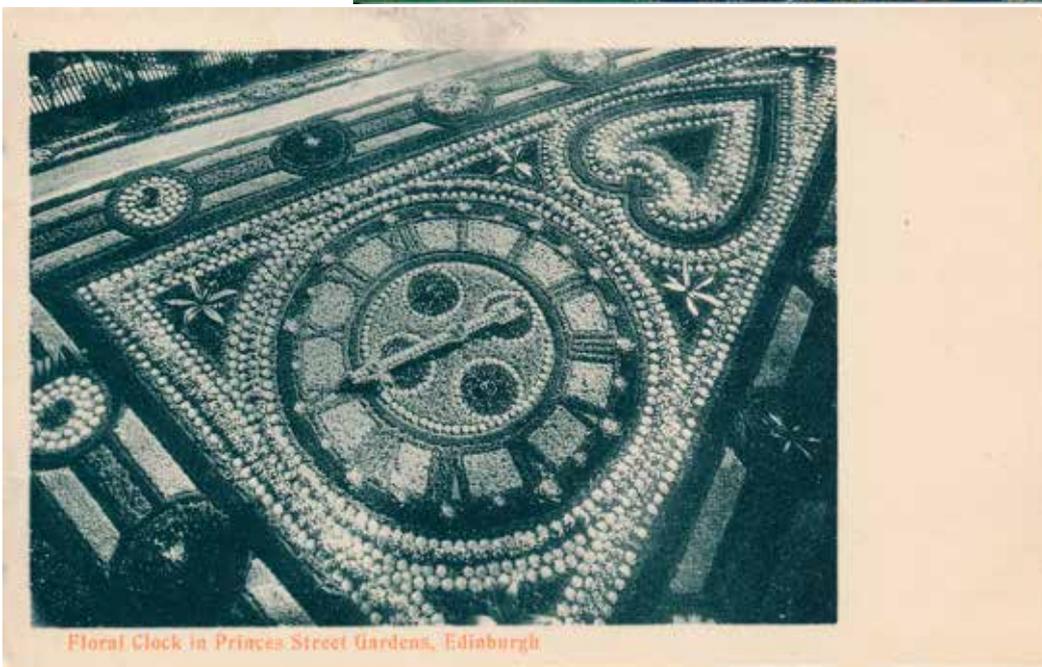
Both Images: Kursaal, Interlaken, Switzerlandz



Floral Emblem, Washington Park, Sandusky, Ohio



Taronga Zoo, Sydney





Great Yarmouth, England



Christchurch, NZ

MACHINATIONS

Journal of
THE MACHIN INTEREST GROUP
 of the Philatelic Society of Canberra Inc.

December 2015

ISSN 1329-9948

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Long To Reign Over Us

Jenni Creagh

This year, on the 9th of September, Queen Elizabeth II became the longest-reigning British sovereign. The date marked 63 years, 217 days and may there be many more to come.

To mark the occasion Royal Mail changed the color of its most-used stamp, the nondenominated first-class Machin-head definitive, from red to amethyst purple. The iridescent security overprint text in the background is a wave design similar to the previous issue, but instead of “Royal Mail” it now reads “Long To Reign Over Us”. This phrase is used in the various other forms in which the stamps are sold such as the Booklet presentations.



There has been a change in the location for the date code. It is now located under the Queen’s chin and reads “O15R”. previously it was placed in front of the diadem and read “OVER,”. The new wording signifies the stamp was issued in 2015.

The new purple Machin stamp was produced in four formats:

- Sheets of 50 (two panes of 25; no source code),
- A composite booklet pane with two World Rugby Cup stamps,



- Booklets of six (the “S” source code for “six” is located behind the queen’s hair in the iridescent overprint word “[REI]GS”),
- The souvenir sheet (water-activated stamp has the source code “M” (for miniature sheet) located to the right, at the bottom of the queen’s hair),

Planned to only be available for the next year, the amethyst stamp was issued alongside a Souvenir Sheet and four additional commemoratives.



The commemorative issues consist of two plum stamps for the first class rate (currently 63p) and two £1.52 denominations; the letter rate to Europe for items weighing up to 100 grams.



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CAPITAL PHILATELY

December 2015 – VOL. 33, NO. 1-3.

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