

EDMONTON STAMP CLUB

BULLETIN

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Mailing address: P.O. Box 399, Edmonton AB T5J 2J6

Website: <http://www.edmontonstampclub.com>

Originating From Luxor, With Ordinary Egyptian Postmark
No Special Zeppelin Markings (Graph Zeppelin LZ127)



Arrival Postmark Is Accurate, 13 April 1931. Friedrichshafen, Bodensee.
Flight No. 166 – Cairo To Germany

Sold on Ebay - EGYPT-C3a_PC, error 1951, (36 bids) \$1092 CAN
Michel Zeppelin catalogue - €150 (\$230)

Regular meetings

St. Joseph High School Cafeteria, 10830 - 109 Street, 6:00 pm

January 7th & 21st, 2019
February 4th & 25th



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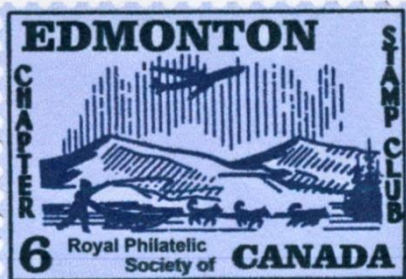
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The Edmonton Stamp Club dates back to 1912. The Club is Life Chapter #6 of the Royal Philatelic Society of Canada and Chapter #680 of the American Philatelic Society. **The editor welcomes communications of all kinds—letters, comments and articles. Deadline, 7 days before first monthly meeting.** These may be forwarded to Fred Tauber, Edmonton

Stamp Club, Box 399, Edmonton, Alberta, T5J 2J6, click “contact” on our website or email to fxtauber@shaw.ca

2018 - 2019 Board of Directors

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Advertising rate schedule: Full page \$30, half page \$18. Nonmembers, \$1.00 per line up to 5 lines. Ten issue discount 20%. Five issue discount 10%. Members, Free, up to 5 lines. Contact Fred Tauber at fxtauber@shaw.ca or Edmonton Stamp Club by mail.

NOTICE

HACKERS TRY TO GET YOUR PERSONAL INFORMATION

A recent form of phishing is rampant on the internet. They use public information about the ESC board of directors and send requests for payment from these names. **Delete, do not reply.**

The Summer Auction Committee is now accepting auction lots for 2019.

See Rod Verrier, Carol Warren at any club meeting.

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On recent eBay



CAPE OF GOOD HOPE-1_U, (13 bids) \$30



CAPE OF GOOD HOPE-3_U, (10 bids) \$41



CAPE OF GOOD HOPE-9_U, (29 bids) \$427



CAPE OF GOOD HOPE-12b_U, (11 bids) \$41

Presidents' Message

I always wonder how many members read the President's Message. It was gratifying when I receive a response from a member to my comments in the November Bulletin and my specific comments for the Christmas meeting. I want to share this message with the membership.

“One of the major drawbacks:

There is too much wasted time at the meetings. The time devoted to the “program” is much too long and maybe not necessary. Some members are not listening to the speaker or the topic is not interesting or relevant. That is what I notice and hear.

Members sitting in different seats? Won't happen. Very clicky club in some respects.”

This note brings back my memories of when I joined the Edmonton Stamp Club in 1998. I wrote a similar letter to the ESC President at the time. I must do a “*Trudeau*” and apologize to all the members that there has not been an improvement in 20 years. I try to circulate but allow myself to be sidetracked with club business. Members please try to engage new members and invite them to join you at your table while at the meeting. Be polite, it is only common courtesy to stop talking while anyone is addressing the membership. How many times does the auction have to be interrupted because the auctioneer cannot be heard? If you must have a discussion during the program and/or auction take it out into the hall. So, ends my sermon.

Remember, time is getting short to get your Fun Frames ready for the Spring Show. The auction lots for the Summer Auction are being accepted on a first come basis.

Members' comments, observations and suggestions are wanted and needed. Please pass them on to me or any ESC Board member.

Oh, by the way, hope you enjoyed Christmas and a happy New Year.

Richard Barnes

MAYDAY, MAYDAY!



Midland, Ontario – May 1st, 1895.

The stamp is faulty, torn. Any well-respected stamp collecting authority would be of the opinion that faulty stamps should be “thrown away for the good of the hobby”.

Wait, let’s look at the stamp closer. Lower right shows wiping marks and the ‘E’ in the word postage has a dot near the bottom, inside the ‘E’.



Really? An unknown variety?

The “dog” isn’t such a dog after All.

Dr. Jim Watt

Early US on eBay



USA-63_U, (9 bids) \$9 / #68_U, (8 bids) \$10 / #165_U, (9 bids) \$27

ALBERTA COAL SERIES #1

WHEN COAL WAS KING BEFORE BEING DEMOTED TO A CARBON TAXABLE POLLUTANT

by Barend Wissink

The coal mines of Alberta had its start in the development of the West and the Southern Alberta in the 1870's around what is now known as the city of Lethbridge. To start this



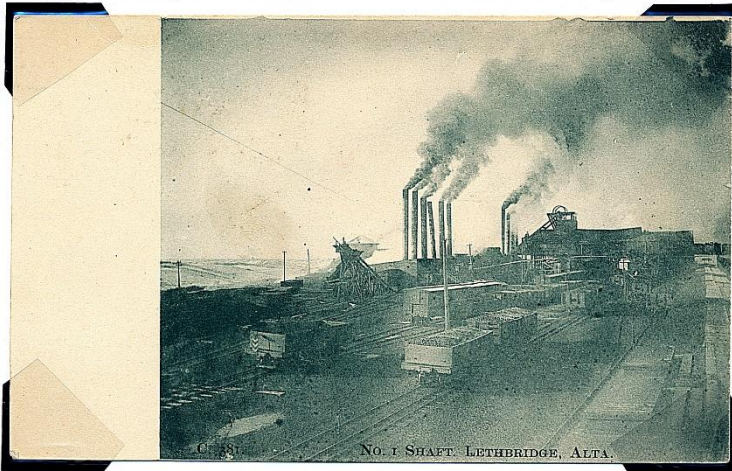
Sir Alexander Galt

series of articles we have to go back in history and introduce father and son, the Galts. Sir Alexander Galt and Elliot Torrence Galt. Sir Alexander was one of the Fathers of Confederation and named Canada's first Finance Minister in 1867. As Finance Minister he started the Geological Survey to explore the West.

Sir John A. McDonald appointed Sir Alexander Galt as High Commissioner to Britain with a mandate to develop the North West Territories in 1880.

Elliot his son had seen the outcroppings of coal in the 1870's around what was Coal Banks on the Belly River (now the Oldman River), and convinced Sir Alexander to initiate development. With this Sir Alexander started the North Western Coal & Navigation Co. (NWC&CO) in 1881. In 1882

the Galt's opened the first of its drift mines. The lower post card is from 1905 and it is a



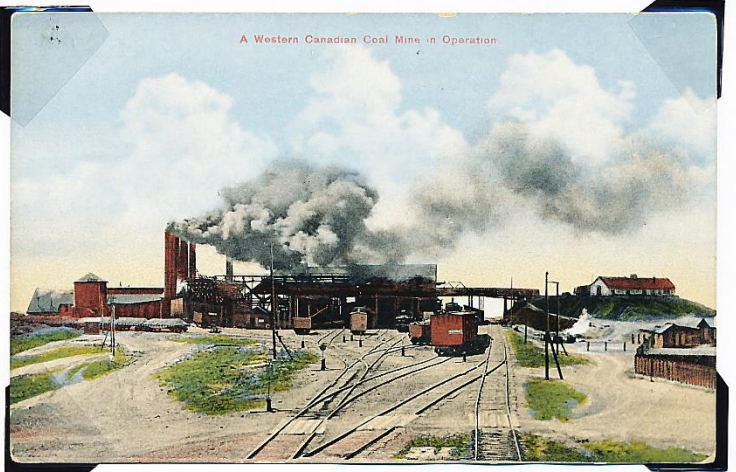
undivided back post card with space on the front for a message. Also along the top of the back of the card is printed "Entered according to Act of the government of Canada in the year 1904 by Knowles & Co. London Ontario at the Department of Agriculture Ottawa."

Next page

The next two cards are also copies of the same photo. The top one is the original photo by Arthur Rafton- Canning published by The British and Colonial Photographic Co.(1907-1913) at 6th St. S. Lethbridge .



The lower is a colourized version by Rumsey & Co. of Queen St. Toronto.



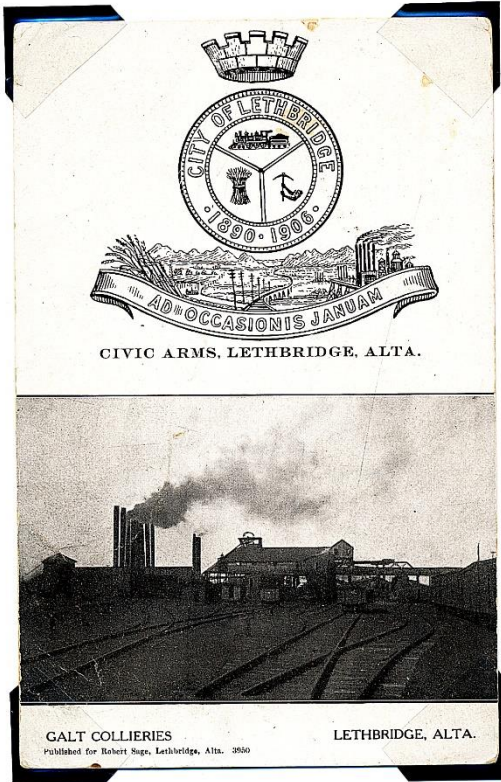
There were 9 Galt drift mine entrances in all, opened between 1882 and 1889. Galt 1 & 2 was closed by 1893.

The coal is found in two layers that go down to 445 ft. in 1882 the mine produced 4000 tons of coal & more than doubled the following year. By 1889 the Galt mine produced more than 80,000 tons. Three villages sprung up near the mine shafts, the first Stafford Village by shaft #3 which had a post office (1910-1918). Hopkinsville sprung up around shaft #5 with no post office and around shaft #6 there was Hardieville with a post office (1910-1965) all three absorbed into Lethbridge

FARMERS	We have Best Grade
	GALT COAL \$5.75 A TON
SPECIAL RATES FOR WINTER SUPPLY	
CHOICE OATS FOR SALE	
(Oats will be much higher in the Spring)	
Phone 410	Call at Night
NATIONAL ELEVATOR CO. LTD.	
WOODHOUSE	R. E. LEPARD, Agent

Ad from Claresholm Advisor Dec 9, 1914

Next page



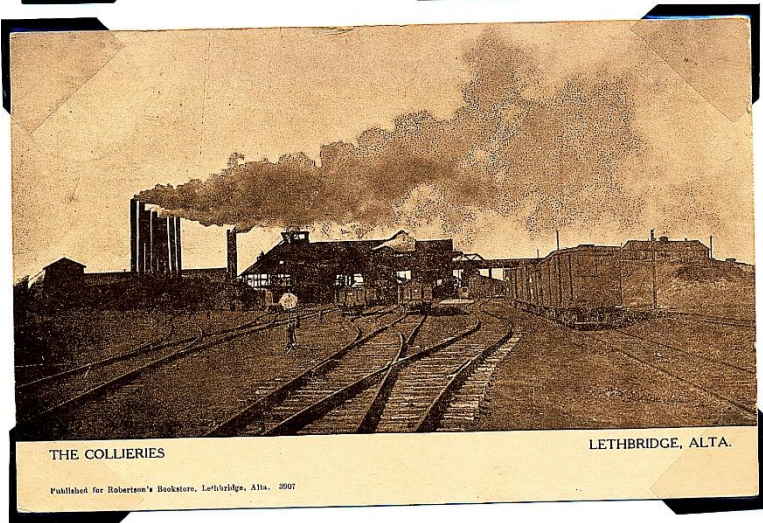
The next post card is a promotion card for the City of Lethbridge in 1906, although it was mailed from Lethbridge in 1907. It shows the City coat of Arms with a circle trisection. The top section shows a steam locomotive for the CPR a stook of grain for farming and the last section a miners pick for the coal mines. On the ribbon underneath reads in Latin, AD OCCASIONIS JANUAM when translated to English Gateway to Opportunity. The bottom half shows the Galt Collieries.

This card commemorates the dates 1890 when Lethbridge became a town and 1906 when it became a city.

The top card is Published for Robert Sage who printed "The Critic" at 112 5th St. S. in Lethbridge.

The lower card is a copy of the upper card only the smoke is different, added later.

This card was published for Robertson's Bookstore. This bookstore was located at 413 3rd Ave. S in Lethbridge. Both cards were made by Warwick Bros. & Rutter Ltd. printers Toronto



Uncommon Common Stamps

Richard Barnes

I received in a lot of unknown stamps two Romanian stamps (Fig 1-2) from a fellow collector asking me to identify them. I was surprised because they look to be common stamps found frequently in mixtures. A quick look in the catalogue and I found the stamps in Scott RA13-15. What's this? A note after RA15, "Other denominations were used fiscally". These are "other" denominations.



On the web there was a reference to the Michel catalogue, but my new catalogues no longer have anything more than a note on these stamps. It is better to be lucky than good. I was lucky, and I found this catalogue page on the web (Fig 3). There is a total of 7 different stamps in this set ranging from 10 B to 50 L. This set of stamps was in use for probably 10 years requiring numerous printings which in turn resulted in color varieties and perf varieties.

It appears that the original purpose for printing these stamps was to generate money for soldiers' families. RA13 – RA15 were intended as a tax on mail. The remaining stamps were intended for a tax on railway parcels and as a general fiscal tax stamp as needed.

The literature become rather blurred how these stamps were used. There is references to RA13 – RA15 being tolerated for postage, as well as the other stamps. The confusion between sources may be a result of when RA15, was issued in 1928 the face value 25 B of this stamp coincided with an increased first-class mail rate to 25 B.

Continued page 12

Meeting Dates

The Edmonton Stamp Club meets Mondays at 6:00 p.m. in the cafeteria of St. Joseph High School, 10830 - 109 Street. Park to the north of the school and use the main entrance at the south-east corner of the school. For information about the club call 780-488-5288 or 780-437-1787.

**Edmonton Stamp Club
National Spring Show
March 23rd & 24th, 2019**

**Summer Meeting/Auction
July 29th, 2019**

2019

January 7th & 21st
February 4th & 25th
March 4th & 18th
April 1st, 15th & 29th
May 13th & 27th
June 10th (elections)

Edmonton BNAPS (British North America Philatelic Society) meets from time to time. All BNAPSers welcome. For information contact David Piercey at 780-437-2771 or Steven Friedenthal at 780-721-3669.

eBay



AUSTRALIA-379_U, (11 bids) \$31
Macao-161_MH, (11 bids) \$50

1921. ASISTENȚA SOCIALĂ. Infirmeria în costum național ocrotind un copil și un bătrîn. Tipografiate pe hîrtie albă, fără filigran. Dantelat A, B, C, D și K,



As



Tip. II

Tip. I

Tip. II

Cota de bază

	A		B		C		D		K	
	*	⊙	*	⊙	*	⊙	*	⊙	*	⊙
AS.1a. 10 B. verde	-.10	-.05	8.-	3.-	3.-	2.-	3.-	1.-	-.	-.10
b. verde închis	-.	-.	10.-	5.-	5.-	3.-	5.-	3.-	-.30	-.25
c. verde galben	-.10	-.05	8.-	3.-	3.-	2.-	3.-	1.-	-.10	-.10
d. verde deschis	-.10	-.05	8.-	3.-	3.-	2.-	3.-	1.-	-.10	-.10
AS.2a. 25 B. negru	-.10	-.05	100.-	30.-	25.-	10.-	30.-	15.-	-.	-.
b. negru oliv	-.	-.	-.	-.	-.	-.	-.	-.	-.50	-.15
c. cenușiu	-.10	-.05	10.-	30.-	25.-	10.-	30.-	15.-	1.50	-.50
AS.3a. 50 B. roz	-.	-.	50.-	20.-	-.	-.	40.-	20.-	-.10	-.05
b. roz-carmîn	-.	-.	50.-	25.-	-.	-.	50.-	20.-	-.15	-.10
c. roșu aprins	-.	-.	50.-	25.-	-.	-.	50.-	20.-	-.50	-.50
AS.4a. 1 L. violet	5.-	2.-	-.	-.	-.	-.	50.-	30.-	-.15	-.15
b. lila-carmîn	5.-	2.-	-.	-.	-.	-.	-.	-.	-.15	-.15
AS.5a. 2 L. albastru	-.20	-.10	-.	-.	-.	-.	1.50	1.-	-.	-.
AS.6a. 5 L. gri	-.10	-.05	-.	-.	-.	-.	4.-	1.50	-.20	-.05
b. gri închis	-.25	-.10	-.	-.	-.	-.	5.-	2.50	-.25	-.10
AS.7a. 50 L. galben	-.20	1.-	-.	-.	-.	-.	4.-	2.50	-.	-.
b. portocaliu	-.10	2.-	-.	-.	-.	-.	4.-	2.50	-.	-.

Varietăți de hîrtie numal pentru dantelatura D (coeficienți):

hîrtie vîrgată: AS.1.1/10 BANI verde (* 100R ⊙ 200R); AS.2.1/25 BANI negru (* — ⊙ —, —);
 hîrtie cartonată: AS.1.2/10 BANI verde (* 150R ⊙ 200R); AS.2.2/25 BANI negru (* 150R ⊙ 200R);
 AS.3.1/50 BANI roz (* 100R ⊙ 200R); AS.5.1/2 LEI albastru (* 100R ⊙ 200R); AS.7.1/50 LEI
 galben (* — ⊙ 25R).

hîrtie foarte subțire (pelur): AS.2.3/25 BANI negru (* 100R ⊙ 200R).

hîrtie cu filigran X (linie orizontală): AS.1.3 — 10 BANI verde (* 250R ⊙ 200R); AS.2.4/25 BANI
 negru (* 250R ⊙ 250R); idem, linie verticală (* — — ⊙ 500 R).

Varietăți de danteluri (cote)

a) perechi nedantelate vertical: AS.1.4 — 10 BANI, AS.2.5 — 25 BANI, AS.3.2 — 50 BANI, AS.4.1 —
 1 LEU, AS.5.2 — 2 LEI și AS.6.1 — 5 LEI (orice perioadă 40 lei).

b) perechi nedantelate orizontal: AS.2.6 — 25 BANI (40 lei) și AS.7.2 — 50 LEI (100 lei).

c) perechi dubla dantelată vertical: AS.1.5 — 10 BANI, AS.2.7: 25 BANI și AS.6.2 — 5 LEI.

Tipuri de desen: din nr. AS.1/10 BANI și nr. AS.2/25 BANI se cunosc două tipuri după cifra și
 valoarea: la 10 BANI cifra este depărtată la 1 mm sau la 1/2 mm de la partea de sus a cartușului;
 la 25 BANI cifra 2 din stînga este retusată și se află la distanța de 1.4 mm de cartuș.

Valorile mari au servit ca mărci fiscale; ele se găsesc și obliterare postal, însă nu pe scrisori
 ci din decantări interne după taxele de telegraf și telefon.

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Another contradiction between various sources is the rarity of the fiscal stamps not listed in Scott. Perhaps the availability of these fiscal stamps maybe the result of people like me ignoring them thinking we already know that we have all the stamps of the set. The 1983 publication "Romania Revenues" by Andrew Hall places very little difference in catalogue value of these stamps between the 5 B and the remaining stamps of this set except for the high value 50 L stamp.

Does any member have covers/wrappers showing the use of these stamps? Any clarification on the use of these stamps would be appreciated.

EDMONTON STAMP CLUB 2019 SPRING NATIONAL STAMP SHOW



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The Theme of this year's show is: Pandas



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(pictured, actual stamp)

1 for \$5 or 3 for \$10

Used, Very Fine (cat \$350)

Edmonton Stamp Club Spring Show

March 23th & 24th

Draw: Club Meeting April 1st, 2019

THE PANAMA CANAL STORY Part 5 Continued from December 2018 Ray Ireson

2 PANAMA : A CROSSROAD

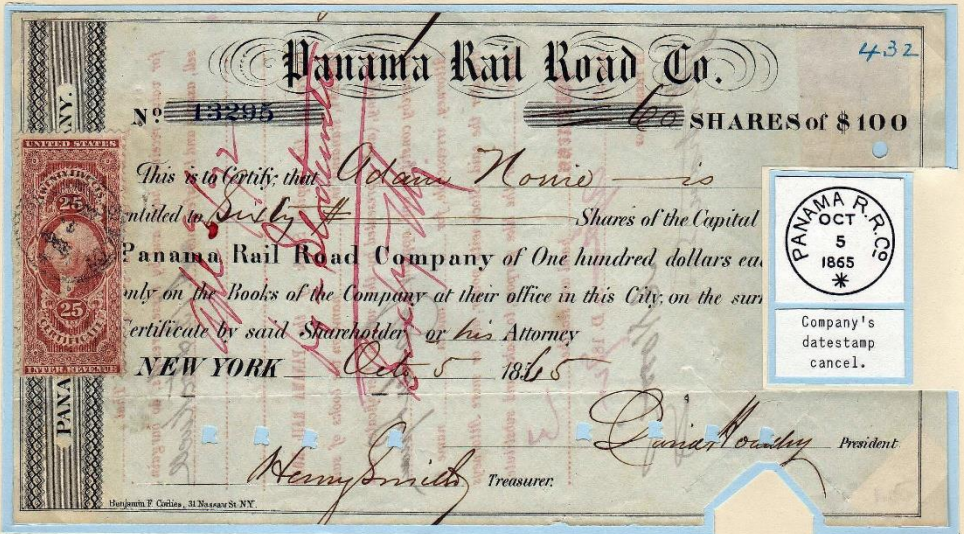
2 : 2 The Panama Rail Road

The Gold Rush highlighted the need for better transportation means across the Isthmus. In 1848, William H. Aspinwall, senior partner in Howland & Aspinwall, wealthy New York merchants, obtained a railroad concession from New Granada.



Folded letter [1844] from Boston to Howland & Aspinwall, New York Franked with 6c private label of local carrier - Hale & Co.

Wm. H. Aspinwall, Henry Chauncey [banker] and John L. Stephens [lawyer] founded the Panama Rail Road Company in New York in 1849



PRRC Share Certificate with U.S. 25c Internal Revenue stamp [1862-1871 issue] cancelled by Company's datestamp



J.L. STEPHENS was the Company's first President: he was also a noted archeologist. He died in 1852, aged 46, from fever contracted at the construction site.

Chagres was a cesspool, so the Company built a new township, to serve as their Atlantic terminus. Work on the railroad began in 1850.



The DEATH TOLL from fevers was estimated to be 10,000! Burial in swampy jungle was impossible.



To dispose of the cadavers the Company pickled them in barrels of brine and sold them to medical schools all over the world. The proceeds maintained their hospital on the Isthmus.

After lengthy delays and huge cost over-runs, the line was inaugurated on January 28, 1855. The 47½ mile track was the world's first transcontinental railroad. It would play a vital rôle in the Canal's construction years later.



Special cancel used one day only - Jan. 28, 1955 - to mark the 100th Anniversary of the Railroad.

Because of the railroad, mail ships eventually abandoned Chagres in favour of ASPINWALL - the new terminus township built by Panama Railroad personnel on the island of Manzanillo in Navy Bay and officially inaugurated on February 2, 1852.



Folded letter from Cartagena, N.G. to New York: November 7, 1854
Directed "via Aspinwall", forwarded from there by Geo. W. Fletcher



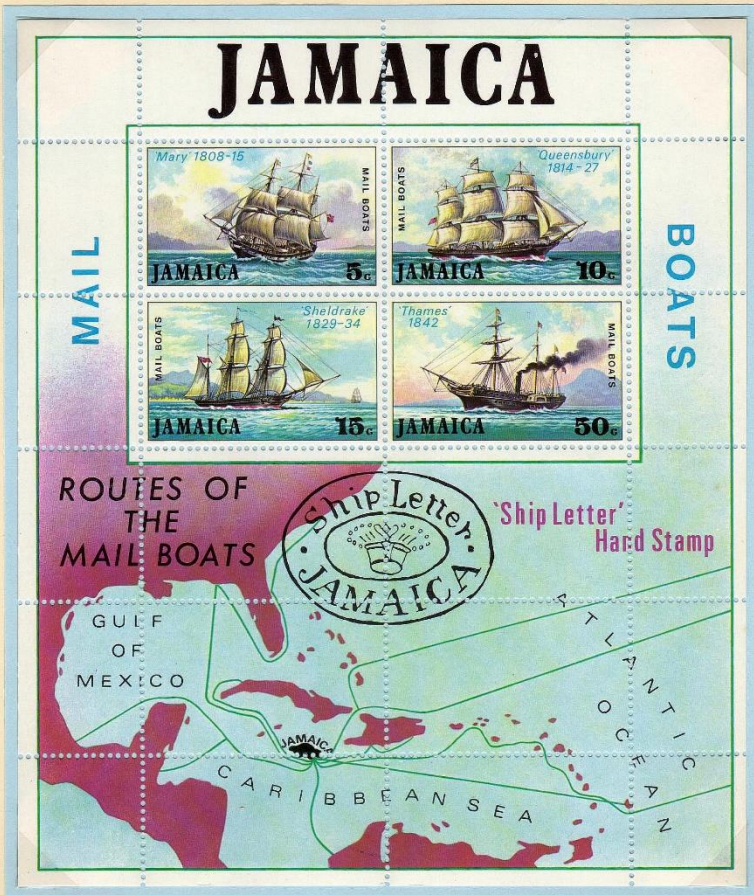
The Americans had named the township after the railroad's promotor, but the local inhabitants wanted it called COLON (the Spanish equivalent of COLUMBUS). The two names co-existed until 1863, when the Colombian Congress declared the official name to be COLON. After that, all mail addressed to ASPINWALL was not delivered.



Early 1850's cover addressed to ASPINWALL

The growing importance of Colón and Panama attracted increased activity from existing and new shipping lines. The Isthmus entered a new era of prosperity.

THE ROYAL MAIL STEAM PACKET COMPANY was founded in 1839, and on November 29, 1841 it was awarded the mail contract between Great Britain and her Caribbean colonies. Service began on January 1, 1842 with the sailing of the sidewheeler "Thames" (featured on the 50c value of this souvenir sheet). Jamaica was the first terminus: the line was extended to Chagres in 1846 and to Aspinwall in 1852.



The other three sailing ships shown in this souvenir sheet were used in the British Admiralty and Post Office packet services to the Caribbean.

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