

EDMONTON STAMP CLUB

BULLETIN

Volume 110, Number 5 November 2021 ISSN: 0046-1318

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

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



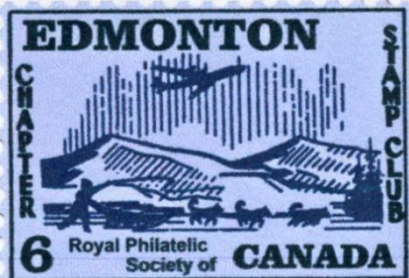
GERMANY #11_U, (12 bids) \$75
On Ebay

Regular meetings

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

Check Page 11 for meeting dates

Rules when attending meetings, page 4



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.**

These may be forwarded to Fred

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

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PRESIDENT'S MESSAGE

It has been quite a year; the board has been meeting in back yards to get to where we are today. Alberta for the last three months has been regressing and that is not a good thing but let's keep our fingers crossed that we can continue to meet as we have been up to now. Many thanks to those who have helped to get us to this juncture, believe you me I will lean heavily on the wise ones to get the job done.

Welcome back, fellow philatelists just be aware the changes we have installed to keep the school population and ourselves safe. Yes, there are many new regulations but we as a group who have seen a lot of sunrises and sunsets will band together and overcome and be stronger and better than ever before.

Will there be a spring show? Will there be a summer meeting? It is too early to tell at this point in time, but we as a collective board will be ready when the time comes. New ideas (always welcome) will be implemented, and we will have a good recovery year. Something to cheer about October, it is **STAMP COLLECTING MONTH**.

Barend Wissink

CLOSED ALBUMS



LANGENAU, Georg ESC #616
June 6, 1941-November 26, 2020

It is with profound sadness we announce that Georg Langenau, age 79, passed away on Thursday, November 26, 2020 in Calgary, Alberta.

NOTICE

RULES TO FOLLOW AT OUR MEETINGS

- Only fully vaccinated members and visitors are invited
- Entry will only be through the SE entrance door of St. Joe's High School
- Mask compliance is necessary and hand sanitizers will be available, at sign-up table.
- Snacks and beverages will not be available, bring your own beverage and food.
- A COVID-19 questionnaire will need to be completed (please read) at the sign in desk – by signing the attendance binder, you agree to the rules provided. Please bring your own pen

Only the first 50 ESC members will be allowed admittance to our indoor gatherings, but in order to protect the school's daytime population, we request that no one arrive before 6 PM, doors are locked at 6:30. If you arrive late, a club member will be posted at the door until 7 PM to let you enter. If you handle the stamp lots, you must wear gloves. Masks and gloves are available at most drug stores.

These rules can be changed at any time.

Special auction, November 29th is **CANCELLED**.

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.**

DUES ARE DUE
FOR THE 2021 / 2022 SEASON
STILL \$30

Trading Post

I have '250,000' Belgium parcel post stamps and have always been fascinated by the use and cancellations on these stamps.

Does anyone have information I can borrow or buy?

Timetables, maps, or any other articles?

Barend Wissink, 780-922-5019 or email wissink@mcsnet.ca



Carpatho-Ukraine

[Almost a Nation]

I was reading some old magazines and papers when I came across a 1984 July article “Nation for a Day” from a Scott Stamp Monthly magazine. I was intrigued and thought here is a nice interesting short note for the ESC Bulletin. The following is a very sketchy and brief discussion of the history of the Carpatho-Ukraine and its’ stamps. Additional names used for this area of the world are Karpatho-Ukraine, Carpathian Ruthenia or just Ruthenia.



[Fig 1] is a map of the political boundaries in Central Europe at the end of WW I, 1918. The West Ukrainian People's Republic is marked on this map which included Ruthenia. This new country was anti-Russian, anti-Bolshevik but it had a substantial Polish population. It was quickly besieged by the armies of Hungary, Romania, the Bolsheviks, Czechs and most importantly the newly formed Polish Republic. By July 1919 the West Ukrainian People's Republic had ceased to exist and most was absorbed into the Polish Republic. All the stamps used by the West Ukrainian People's Republic were overprinted Austrian stamps, Scott #3, #26, #85, [Fig 2-4].

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Fig 2

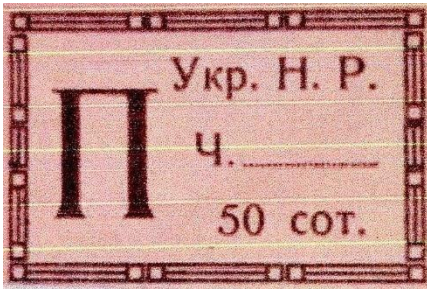


Fig 3



Fig 4

Of course, there has to be an exception, a two-stamp set of registration labels, Scott F2, [Fig 5].



Two stamps sets were ordered from the Austrian State Printing office but were never issued. The Scott catalogue does a good job of covering the stamps of the Western Ukraine including the

Romanian Occupation issues.

What has all this to do with the “country” of Carpatho-Ukraine? This region had a majority population of Ukrainians. They did not want to become a province of Poland or Hungary or Romania.

Carpatho-Ukraine requested to become part of the new country of Czechoslovakia as the least oppressive option. This was confirmed on 4 June 1920 with the Treaty of Trianon when Hungary was forced to concede Carpatho-Ukraine to Czechoslovakia who renamed it the province of Ruthenia. The borders now between countries were basically set until the end of WW II in 1945 [Fig 6].

The Munich Pact of 1938 resulted in the dismemberment of Czechoslovakia so on 14 March 1939 the province of Ruthenia declared independence as the Republic of Carpatho-Ukraine. Coinciding with the declaration was the issuing of a single blue 3 K stamp originally designed and



printed to commemorate the “First National Assembly of Carpatho-Ukraine”. [Fig 7]

On 15 March the Hungarian Army started their invasion of this new country. By 16 March 1939 the Hungarian Army had replaced all the stamps in the main post office of Carpatho-Ukraine with current Hungarian stamps. For the next 5 years only Hungarian stamps were used. No Czechoslovakian stamps were overprinted for use in the Carpatho-Ukraine.

October 1944 the Red Army entered Carpatho-Ukraine replacing the German/Hungarian presence. Embedded with the Soviet 4th Ukrainian Front Army was a Czechoslovak government – in-exile delegation when it entered

Carpatho-Ukraine in October 1944. The Czechoslovakian delegation quickly moved to control the postal service in Carpatho-Ukraine. As part of this process they proceeded to overprint a total of 30,000 to 40,000 stamps plus postal stationary left behind when the Hungarians vacated the region. They created 40 to 70 different stamps depending on how you interpret differences in the two different overprints. The first overprint stands for “Ceskoslovenski Posta” along with the date



1944 [Fig 8]. These are two examples [Fig 9-10] of the first issue of these stamps. The second overprint is C S R [Fig 11] with no date. The following are two examples of the second overprinted stamp [Fig 12-13]. I do not have an explanation of when or why they changed production to a second overprint. I cannot find any catalogue

that lists these C S R stamps. Several articles refer to both these overprinted stamps as local stamps.



Fig 9



Fig 10



Fig 11



Fig 12



Fig 13

The Allies supported and maintained a clandestine presence in all Nazi occupied countries. For the Western Countries of the Alliance this effort was based out of London, England. There was a mirror soviet organization based in Moscow, USSR. Along with the Soviet Army when it entered the Carpatho-Ukraine was the communist “National Council of Carpatho-Ukraine”, [Naroda Rada Zakarpatskoy Ukrany] or NRZU. After only one month the NRZU had established committees in every community with their pro-Ukrainian unification stance along with the support for and of the Soviets. The NRZU was installed as the defacto Carpatho-Ukraine government as of 26 November 1944. The NRZU just out muscled the Czechoslovakians who had to withdraw out of Carpatho-Ukraine to Slovenia taking the bulk of their stamps and stationery with them in February 1945.

The NRZU issued their own stamps starting in February 1945. Again, Hungarian stamps were overprinted. There were numerous printings distributed between two different printers resulting in numerous varieties. Two different overprints were used to create around 200 different stamps.

This is in conflict with the Michel catalogue that only lists 78 stamps. The portrait overprint, [Fig 14] is the most used overprint. [Fig 15-16], are example stamps of this overprint. [Fig 17] is the same overprint but in a landscape form and [Fig 18] is a stamp that has this overprint. There are 12 NRZU [Mi 77A-77M] overprints over the CSR overprints of Hungarian stamps [Fig 19]. These stamps probably were remainders found in post offices and re-overprinted in March 1945.



Fig 14

Fig 15

Fig 16



Fig 17

Fig 18

Fig 19

The NRZU in May 1945 prepared two original sets of stamps. Both sets were available in post offices by June. The first set is of 3 stamps [Fig 20] {Mi 78-80}. The second set Mi 81-88 again has far more stamps and varieties listed in specialty papers than the Michel catalogue [Fig 21-22].



Fig 20

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 780-467-4825 or 780-437-1787.

***2021**

November 8th & 22nd
December 6th & 13th
2022 Spring Show
April 2nd & 3rd

***2022**

January 10th & 24th
February 7th & 28th
March 14th
April 4th, 11th & 25th
May 9th, 16th & 30th
June 13th

***Meetings could be cancelled at any time. (Covid-19)**

Edmonton BNAPS

(British North America Philatelic Society) will meet on the last Sunday of the month. All BNAPSers welcome.

For information contact David Piercey at 780-437-2771 dpiercey@telus.net or Steven Friedenthal at 780-721-3669 sfriedenthal@shaw.ca

CLOSED ALBUMS



Kåre Hellum ESC #2107

It is with great sadness that the family of Andreas Kåre Hellum announces his passing on the morning of Friday, July 9th, 2021, at the age of 87 years.



Fig 21



Fig 22

The NRZU with Soviet backing on 19 November issued a resolution incorporating the Carpatho-Ukraine as a separate territory. A delegation was sent to Moscow to discuss union with the USSR. June 1945 the USSR and Czechoslovakia came to an agreement where Czechoslovakia gave up all claim to Carpatho-Ukraine. USSR stamps and NRZU stamps were both used. November 15, 1945 Carpatho-Ukraine ceased to exist and disappeared into the Soviet Union as the Zakarpats'ka oblast [Fig 23] within the Ukraine. The NRZU stamps were no longer used as postage as of this date.

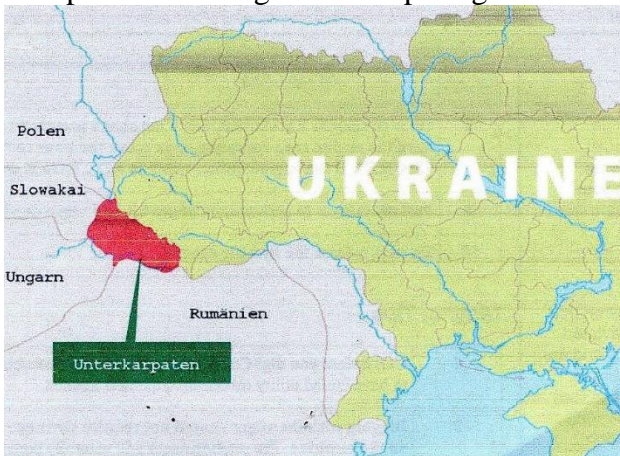


Fig 23

There is a lot of pure bunkum reported along with copious amounts of speculation about these stamps from 1918 and 1945. Events and dates are also confused, and names of individuals and organizations get mixed up. One such example of iffy information is an article {the clipping did not have the issue information} by one of my favorite antihero philatelic characters Bruce Conde.

His article was titled “Ukrainian Kingdom Issued Single Stamp in its Tenure” reporting in March 1939 the newly formed country of Carpatho-Ukraine invited a Russian Prince and his wife a Grand Duchess staying in Romania to become King Nicholas I. It states that they accepted to become King and Queen of Carpatho-Ukraine. The story continues in this article. There is no other reference to this event that I can find. If I have the correctly identified the Russian Prince and Grand Duchess named in the article, they were both killed 19 years prior to these events.

Again, pay attention to any philatelic material for this period. It has been extensively forged. There were copious quantities of these stamps, etc. available to dealers and they took the opportunity enhance the value of the material they had available.

My intent by providing this article is to provide a thin slice of a very intricate piece of history and philately. If any member can provide more detailed information, make corrections or clarifications please let me know or submit a note to the editor.

Richard Barnes



THE CROWSNEST PASS
THE INTERNATIONAL COAL & COKE CO. LTD. NO. 3 IN THE COAL SERIES
COLEMAN BRIDGE NO. 19 IN THE BRIDGE SERIES
BY BAREND WISSINK

The Municipality of Crowsnest Pass lies along Hwy 3 in the foothills of the Rockies where in you will find Village of Bellevue, Village of Frank, Town of Blairmore, Town of Coleman and 2 improvement 5 & 6 where you will find what is left of Hillcrest.

The Crowsnest Pass was named after the Crowsnest Mountain and near-by lake of the same name.

In 1873, Michael Phillipps followed indigenous trails looking for gold. Instead of gold he found many deposits of coal. Just what the CPR was looking for as they were pushing their line to the west coast, (last spike was driven in 1885).



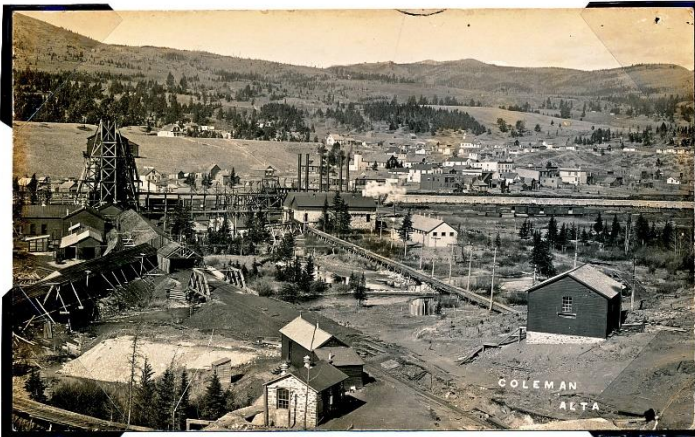
By 1900 the Dominion of Canada was doing extensive work in the Crowsnest, surveying and laying out the ability for miners to stake claims. In 1901 Sam Gebo and Henry Frank (both Yanks) developed a mine at the base of Turtle Mountain (a future article for the bulletin) The coal found in the Crowsnest Pass is low sulphur and phosphorus making it suitable for processing into coke that is essential in smelting metals. The coking process takes place in rows of coke ovens where the coal is heated to over 1000 degrees C in the absence of oxygen. The result is coke , an almost pure carbon material that is used in smelters.

Post Card on this page is of Crowsnest Lake and Crowsnest Mountain
Photo by H.C. McBurney, Coleman
Stamp Box AZO place stamp here with squares in corner 1926 to 1940

A Z O
A PLACE A
Z STAMP Z
O HERE O

Next page

In 1902, several Americans started and formed the International Coal and Coke Company buying the Denison Coal Mines. In 1903 the company started selling lots in Coleman for homes and businesses and built 100 coke ovens to process the coal. The president of the company was a Canadian A.C. Flumerfelt, who named the new town Coleman after his daughter, Norma Coleman.



This Post card shows a view looking North From the mine mailed in 1908 from Coleman.

In the foreground are the out buildings and the tippel almost cutting the post card in half is the line of coke ovens.

Looking closely at the post card you can see a single Warren span bridge crossing the Crowsnest River (#19 in my bridge series). Looking beyond the mine and the coke ovens you will notice how 5 years can build a town. By the time this photo was taken the mine employed 550 men and was producing 400,000 tons of coal in a years span.

Production at the International mine grew rapidly over the next few years with the mine adding 116 additional coke ovens. However the demand for coke to produce steel declined greatly by the end of WW1. The coke ovens shut down and remained closed to 1932. The depression took its toll and a underground fire in 1934 didn't help matters. By 1936 World markets had improved and the Second World War saw a need for coal.

For INLAND POSTAGE only this Space may be used for Communications

I am bothered with tooth ache these days so don't feel like letter writing, went to Fernie last Friday & had an out soon filled it was alleviated badly, but something is bothering me again so I guess I will have to go up again. Hope you & father are both well. Yours truly Harry.

NOW IDENTIFICATION ON POST CARD ONLY DATE JUNE 30 1908 COLEMAN, ALTA. THANKS FOR YOUR HELP JANEYCE CROWNEST MUSEUM



THE PANAMA CANAL STORY - Part 16

Continued from September 2021

Pages from the award-winning Exhibit

Ray Ireson

Entering the Canal from the Atlantic side, a ship travels $6\frac{1}{2}$ miles at sea-level before reaching the GATUN LOCKS.



Inverted vignette



Trial colour proof on thin paper

These LOCKS, three in all, raise the ship 85 ft into Gatún Lake. Length of the locks, including approach walls, is $1\frac{1}{4}$ miles.

LOCK CHAMBERS are 1,000 ft long & 110 ft wide: each holds 65.8 million gal. of water. Every time a ship transits, 52 million gallons of fresh water spill into the oceans.



GATUN LAKE, formed by an earth-dam across Chagres River, covers an area of 163.4 sq. miles - one of the world's largest artificial water bodies. A ship traverses $23\frac{1}{2}$ miles across it to reach the north end of Gaillard Cut.

It was here that the deepest EXCAVATIONS were made. More than 230 million cubic yards of earth were removed to make this 9 mile channel through the Continental Divide.





Plate Proof on thin paper [For Canal Zone usage]

S.S. "Panama" southbound in the CULEBRA CUT, August 11, 1914.



Reprinted in 1918 for Panamanian usage.

Stamp inscription as "Culebra Cut" is correct; name was changed to "Gaillard Cut" only in 1915.



CZ Overprint [January 1917]



On His Britannic Majesty's Service.
His Britannic Majesty's Minister,
British Legation,
BOGOTÁ
COLOMBIA

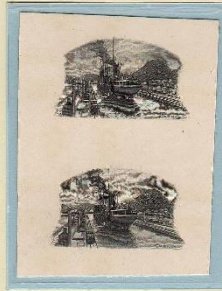
Southbound freighter in GAILLARD CUT. Contractors Hill (350 ft above sea level) on the left Gold Hill on right. The French gave them those names because of the large number of sub-contractors hired to raze the former, and their hopes of finding gold in the latter — but no gold was ever found.

Registered cover from Colón to Bogotá
Backstamps:
Cristobal : 1933-04-17
Buenaventura : 1933-04-18
Bogotá : 1933-04-24
Airmail postage fee : 25¢
Registration fee : 15¢



Specimen

At the south end of the Cut are the PEDRO MIGUEL LOCKS. A single lockage lowers the ship 31 ft into Miraflores Lake.



Proofs of frame and vignette in issued colours : on card

U.S.S. NEREUS, a collier, heading north through the Pedro Miguel locks.

One mile further on the ship enters MIRAFLORES LOCKS.



Here are two lockages. The ship is lowered 54 ft to the Pacific Ocean.

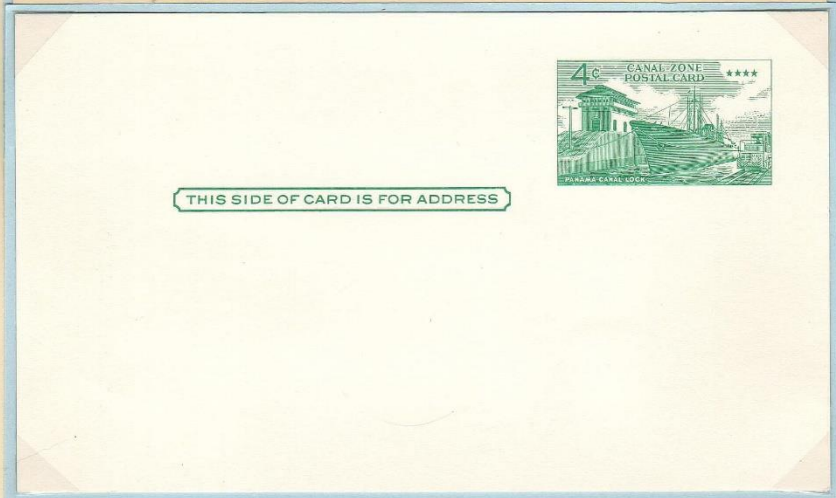
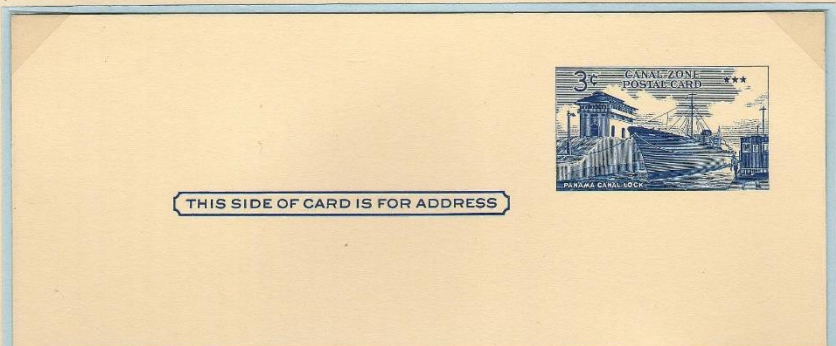


Average transit time is about 9 hours, but up to 5 hours can be spent in the approaches awaiting transit. The fastest transit was made in 3 hrs. 53 mins. by the "Bronskoppel" in 1968.





Usually, six "MULES" [towing locomotives] are used for each lockage. They tow, guide, and brake a ship passing through a lock and prevent her from coming into contact with the walls. In all, the Canal has a total of 57 mules in operation.



The 4c value is redrawn - note different style of mule.

To be continued



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