



Volume 3, Issue 3

APS Chapter 1591

April - June 2019

## In This Issue

### The 1931 Paris Colonial Exposition



### USS CONSTITUTION AMERICA'S SHIP OF STATE



## Write for The Stamp Forum Newsletter

We are always looking for articles of a philatelic nature for publication in the Newsletter. They can vary in length from 1 page to several and can cover any topic imaginable as long as there is a philatelic connection. Well-researched articles, tips for collectors, stamp collecting memories, stamp show and philatelic book reviews, etc., are all welcome. Just send a text file with some supporting image files and we'll take care of editing and layout. The Forum and its Newsletter need your support so please help us!



## Forum Update

Let me begin by expressing my thanks to the many members who have been supporting our Forum. I'm grateful that so many of you have been willing to contribute your time and provide financial support to maintain our Forum and this Newsletter. TSF stalwart **@firstfrog2013** deserves special mention for his recurring Mystery Box donation offerings, as do the members fortunate enough to be on the receiving end of one of those boxes. The generosity shown by members in supporting the recent *Ride to Conquer Cancer* donation auctions conducted by **@jamesw** is also greatly appreciated.

With regard to Forum finances, all donations and expenditures are recorded in the thread [Forum Operating Costs](#) so that members can assess our financial well-being and know how their donations are being put to use. Forum activity had been on the upswing during previous months; for two consecutive months we exceeded our 50,000 ad-free page views so I increased the monthly subscription to 100,000 views in the expectation this trend would continue. It appears that I may have been premature in doing so as I think the improving weather for most of us may result decreased participation during the Spring and Summer months.

In an effort to increase the Forum's exposure and bring in new members, I purchased a 2-line classified ad that will run in the May, June and July issues of **The American Philatelist**. The ad will appear under the category listing "APS Chapters." I'll begin collecting information from new members joining after the first ad appears to see if it was an investment worthy of being continued. We are still experiencing a high percentage of those who request membership and then fail to post an introduction after having been approved with many never returning to the Forum after having made the initial request.

In closing, let me again express my gratitude for your support of our Forum/APS Chapter. We have one more Newsletter issue before conducting the **2019 APS Article of Distinction** selection so, if you haven't already done so, please go to the polls on the Articles of Distinction board and identify your favorite article from each of the Volume 3 issues. And if you're so inclined, try writing something for a future issue of the Newsletter!

Steve Tomisek  
Forum Admin/APS Chapter Ambassador

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## King's Express Company

The King's City Express, a freight and parcel delivery service that operated in Montreal, was established<sup>1</sup> in 1883 by Peter King (b. 1852), who had worked previously as a driver and a storeman<sup>2</sup>. The main office was located at 748 Craig Street (now Saint-Antoine Street) in the downtown district, with stables near the corner of William and St. Thomas Streets<sup>2</sup>. The company used Bell Telephone number MAIN 565 as early as 1886.

About the same time another King's City Express was founded in Montreal by Peter's older brother<sup>3</sup>, Francis (Frank) King, located at 285 St. James St. and with telephone number MAIN 680<sup>2</sup>. This second company mainly transported large items such as pianos, safes, and furniture, and is not known to have issued stamps or labels. After Frank's death in 1890, Frank's son Peter F. King (b. 1872) took over the moving business, relocated to 310 St. James Street, and was in operation until about 1897<sup>2</sup>. As both companies started about the same time, each claimed priority for the name "King's City Express", making some concessions by advertising as "Frank King's City Express" and the "King's (Peter) City Express". This must have created confusion for the Montreal clientele – even the ads for the two companies in the 1896-97 Lovell Montreal directory<sup>2</sup> look very similar and stress that neither has a connection with any other express company. (Fig. 1)



Fig. 1. Ads from the 1896-97 Lovell Montreal City Directory for the King's City Express (left) and the Frank King's City Express (right).

After the demise of the Frank King's City Express about 1897, Peter King relocated his cartage and parcel delivery company to 380 St. James St. and the name was shortened again to King's City Express<sup>2</sup>. It is unclear whether any local post stamps were produced during the time that Peter King was proprietor.

About 1903, Thomas Fitzgibbon took over the business, changed the name to King's Express Company, and relocated to 56 St. Henry Street<sup>2</sup>. Fitzgibbon had worked as a foreman<sup>2</sup> and was intimately knowledgeable of the cartage and express business in Montreal. The company was mainly a cartage and storage company until about 1907 when a parcel delivery service was added. It's also about this time that Richard Smith began as assistant manager for the company<sup>4</sup>.

It is thought that for this parcel delivery service a special "KING'S DELIVERY" stamp was produced and attached to the parcels. Several varieties of stamps have been seen (Fig. 2). All the stamps have "KING'S / DELIVERY" at top and centre, and "BELL TEL MAIN 565" at bottom. This matches the telephone number used by the company from about 1886 to 1921.



Fig. 2. King's Delivery stamps

These "King's Delivery" stamps were printed in at least three very similar designs that vary only slightly in the various flourishes, most obvious by comparing the upper left-hand corners of the stamps (Fig. 3). It is not known whether the different designs were on the same pane, or represent stamps issued at different times, though the latter possibility seems most likely. The stamps are either rouletted 4 or 7, or perforated  $11\frac{3}{4}$ . They are lithographed in green, light green, or red, on white paper with shiny gum. All used stamps seen have been cancelled using a thick blue, purple or black grease pencil, and some (e.g. Fig 2. C, E, and most evidently F) have been handstamped in purple with a "K.E.Co." logo (Fig 4).

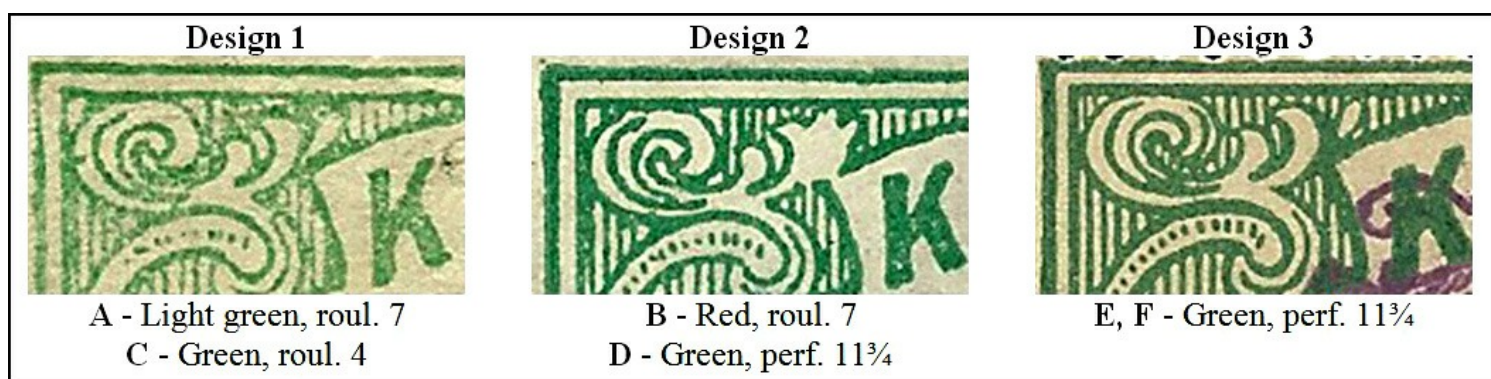


Fig. 3. Detail of upper left corner showing three different designs used for the King's Delivery stamps. A-F refer to the stamps shown in Fig. 2.

Fig. 4. King's Express Co. handstamp.



On one of the stamps the name of the printing firm is shown at the bottom – “A. Cole & Co. Lithographing”. This most likely represents the printing and stationery firm of E. A. Cole & Co. which was formed in 1904 by Edwin A. Cole in Montreal<sup>2</sup>. It is therefore likely that the King’s Delivery stamps were printed between 1904 and 1921, when the MAIN 565 phone number was no longer used by the company.

In March 1908 Thomas Fitzgibbon left the King’s Express Company to form the Montreal Parcel Delivery, a competing parcel delivery service in Montreal<sup>2</sup>. It is notable that the stamps used by the Montreal Parcel Delivery (**Fig. 5**) resemble the King’s Delivery stamps in overall design, printing and perforations. They are printed in red on white, and seen perforated or rouletted. Mint stamps from both companies also show the identical shiny gum on the back. The stamps from both delivery companies were therefore likely designed and printed by the same printing firm, E. A. Cole & Co., and likely date to the same period. Used stamps are also cancelled using a thick black or blue grease pencil, similar to the King’s Delivery stamps.



**Fig. 5.** Montreal Parcel Delivery stamp

About 1910 Richard Smith (**Fig. 6**) became Proprietor and Manager of the King’s Express Company. Smith expanded the parcel delivery and baggage transfer business, while reducing the cartage and storage services<sup>4</sup>. The company in 1910 was relocated to 380 St. James St., then in 1911 moved to 555 St. Paul St., to finally settle in 1912 at 7 & 9 St. Peter Street<sup>2</sup>. In May 1915 Smith partnered with John Weaver who had operated another parcel delivery service<sup>5</sup>. But the business ran into legal and financial troubles, and declared bankruptcy in 1919.



**Fig. 6.** Richard Smith (from Ref. 4)

At least five additional varieties of stamps (**Fig. 7**) for the King’s Express Co. have been seen or described, though the exact timeframe of use is not known. There are two stamps printed in green with text “FORWARDED / BY / KING’S / EXPRESS CO.”. The smaller of these (**Fig. 7A**) is perforated vertically, and was dispensed as a coil stamp. The design measures 22 x 28 mm. This is the most commonly seen stamp of the King’s Express Co., and is usually cancelled by a grease pencil mark. The larger of the stamps (**Fig. 7B**) has an area at the bottom for a blue control number. It is perforated with a design that measures 39.5 x 50.8 mm. The stamp shown is the only one known to the author. Presumably these stamps were affixed to parcels forwarded by the company from a separate delivery service.

The third stamp (Fig. 7C) is reverse printed in black on white with “KING’S / EXPRESS CO. / 5 Cents.” with a design that measures 50 x 38 mm. It is perforated and is the only stamp known with a denomination. Presumably this was used on some parcels to show that the delivery fee had been paid.

A fourth stamp printed in dark blue on light blue paper features a stylized “K” with “King’s Express Co.” and “MAIN 565” integrated into the design. It is rouletted and measures 43 x 22 mm, with a design 38.5 x 13 mm. This same logo is seen in an advertisement <sup>6</sup> for the company published in the July 2, 1915 and August 2, 1915 issues of *The Gazette*, suggesting that this stamp dates to about 1915.



Fig. 7. Stamps for the King’s Express

A fifth stamp, which has not been seen by the author, was described in Richardson’s 1968 BNAPEX monograph<sup>7</sup>, based on a note received from Dr. R. Del French of Montreal. Printed in red and “inscribed ‘Good for one parcel’ or something like that” without denomination, it purportedly measured about 1¼ x 1¾ inches (32 x 45 mm).

The King’s Delivery and King’s Express Co. stamps have been previously described by Ed Richardson in both his *The Hollow Tree* column<sup>8</sup> in *Canadian Philatelist* from 1968, and in more detail in his BNAPEX’68 Monograph<sup>7</sup>. They have also been described by Bruce Mosher in the first<sup>9</sup> and second<sup>10</sup> editions of his *Catalog of Private Express Labels and Stamps*. Finally, the stamps have also been described in the author’s *Field Guide to the Cinderella Stamps of Canada*<sup>11</sup>.

After the company went bankrupt, its assets were sold to John O’Donnell in 1921, who continued operating under the name King’s Express Company until 1924, but essentially gave up the parcel delivery business, focussing more on moving and storage of pianos, safes and furniture<sup>2</sup>. The company, which is still owned by the O’Donnell family today, operates under the name King’s Transfer Van Lines, the “King of the Movers”, with offices in several major Canadian cities<sup>12</sup>.

Hopefully, this short description sheds some light on this obscure Canadian private delivery service, and the various stamps it used. Please contact the author (BirdBearPress@gmail.com) if you can provide any further details.

#### Bibliography

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3. Peter King Genealogy. <https://wc.rootsweb.com/cgi-bin/igm.cgi?op=GET&db=3%2Dcats&id=I39897>
4. Richard Smith in *Montreal Old and New (1915)* Montreal: International Press Syndicate. p.440.
5. King’s Express Co. *The Gazette (Montreal)*, 13 May 1915, p. 3.
6. Ad for King’s Express Co. *The Gazette (Montreal)*, 2 July 1915, p. 3.
7. Richardson, Ed. (1968) *The Stamps, Labels and Markings of the Express and Parcel Delivery Companies of Canada and New Brunswick*. BNAPEX ’68 – Monograph #7, p. 12.
8. Richardson, Ed. (1968) *Canadian Philatelist*. Sep-Oct. p. 241.
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11. Lafrenière, R. G. (2015) [Field Guide to the Cinderella Stamps of Canada](#). Montreal: published by author. p. 207.
12. King’s Transfer Van Lines website. [www.kingstransfer.com](http://www.kingstransfer.com)

## Quoting a Post

By Jerry Bodoff (@JerryB)

This “How To” addresses the methods of quoting a post. If the post that one is quoting contains an image, resources are wasted if only the text is required to get your point across. There are two ways to efficiently quote a thread.

### 1. Use the Board Quote Button

Click on the “Quote” button of the post you wish to quote. Doing so will open a “create post” window and place the entire quoted post within a box in this window. The originator of the quoted post will be identified, including the time and date of his or her post. This option should be used with caution. If the post being quoted contains an image(s), the image(s) will be incorporated with the quote, potentially wasting resources and causing viewers to scroll past volumes of material that they have already seen.



2. Use Copy and Paste (*Preferred Method*). In this method, the text to be quoted is highlighted, copied and then pasted into one’s reply. There are two (2) methods to highlight the text: Dragging the Mouse and using the Mouse and Ctrl+Shift keys.

a. **Dragging the Mouse** – Place the Mouse at the beginning of the text to be highlighted. Then, holding down the left Mouse button, move the Mouse to the end of the text to be quoted, then release the left Mouse button. The text should now be highlighted.

b. **Ctrl+Shift** – Place the Mouse at the beginning of the text to be highlighted. Click the left Mouse button. Then, place the Mouse at the end of the text to be quoted and simultaneously press the Shift key and the left Mouse button. The text should now be highlighted. Note that the cursor may not be showing.

There is a Andean instrument, mostly in Bolivia, called a Charango. The ones we have seen, and heard, had the

Once the text has been highlighted, use the Keyboard keys Ctrl+C (hold down the Ctrl key and press the C key). This copies what you have highlighted. You may also perform the copy function by right-clicking the Mouse and then selecting “Copy” from the menu box that appears. In your post, put the Mouse where you wish the quote to appear and press the keyboard Ctrl+V keys (or right-click the Mouse and select “Paste”). The quoted text is now in your post. There is also a line beginning with Read more: and containing a link to the post containing the copied text. This line should be deleted if you don’t intend the reader to return to the original post.

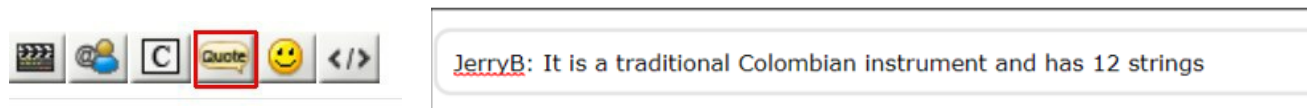
If the Quote button was used and the quoted text, including image(s), is now in your reply, the image(s) can be deleted manually while editing in either the Preview or BBCode tabs.

a. **BBCode (commands showing)** - The resulting BBCode can seem daunting but it is really not. To get rid of the image(s), look for the text string beginning with [img] and ending with [/img]. Using the Mouse, highlight (see above Method 2) all the text between the opening ([) and closing (]) brackets. Once highlighted, press the delete key. Do this for all images. When finished, press the Preview tab and the images will be gone. The text in the gray Quote frame can then be edited.

Note: Before deleting an image, ensure that the highlight includes the [img] command and the [/img] command. If not so, the results in Preview mode could be disastrous.

b. **Preview (images and text effects showing)** - To remove images while creating or editing a post in the Preview tab, place your cursor to the right of the image and then press the “Back Space” key (repeat as necessary for multiple images).

**Note:** If I wish to quote an individual by name, I highlight the text to be quoted, copy the text, and paste it into my reply. I then place the name, of whom I am quoting, at the beginning of the text. I then highlight the quote and press the **toolbar** quote button.



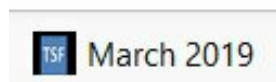
*[ADMIN's Comments: Excessive use of the Forum's quote function imposes on the membership by requiring them to have to scroll through significant quantities of material, much of which they likely have already viewed. Please use the quote function judiciously and only when necessary to make your point. If your post immediately follows the one that you wish to refer to, there is no need to quote the preceding post as it is obvious that you are responding to it. As Jerry notes in his informative article, if you must use the quote function to make your point clear to the reader, please do so judiciously and edit out all unnecessary text and images. When quoting, please also make every effort to place your response outside of the quoted material, rather than within the shaded quote box. If you're unsure as to where the cursor is placed, toggle between the Preview and BBCode tabs to make sure that it is to the right of or below the closing [/quote] command.]*

### Editorial Addition

**Adding multiple images the easy way with BBCode** (for those who use the TSF Image Host)

**Note** if you don't use the TSF host, consider doing so to protect your images from being lost with your present image host. Request access from ADMN as it is only for the use of TSF members.

1. Once you register, set up an appropriate album. I do mine by Month/Year and I keep a direct link on the browser for easy access. It also eliminates logging in each time. Set your Album to **Private**



2. Once you log in, upload the files from your computer



71 IMAGES | 14 VIEWS

3. Choose as many files as required and press Private Upload




Album  
March 2019 (Private/Link)

Not family safe upload

Private upload



4. From the drop down “Viewer Links” choose **BBCode Full**



The screenshot shows a dropdown menu titled "Viewer links" with several categories: "Direct links", "HTML Codes", "BBCodes", and "Markdown". Under "BBCodes", the option "BBCode full" is highlighted with a red box. A green checkmark icon is overlaid on the menu. To the right, a portion of a forum post is visible, showing the text "ad complete" and "Content added to March 2019." with two decorative images.

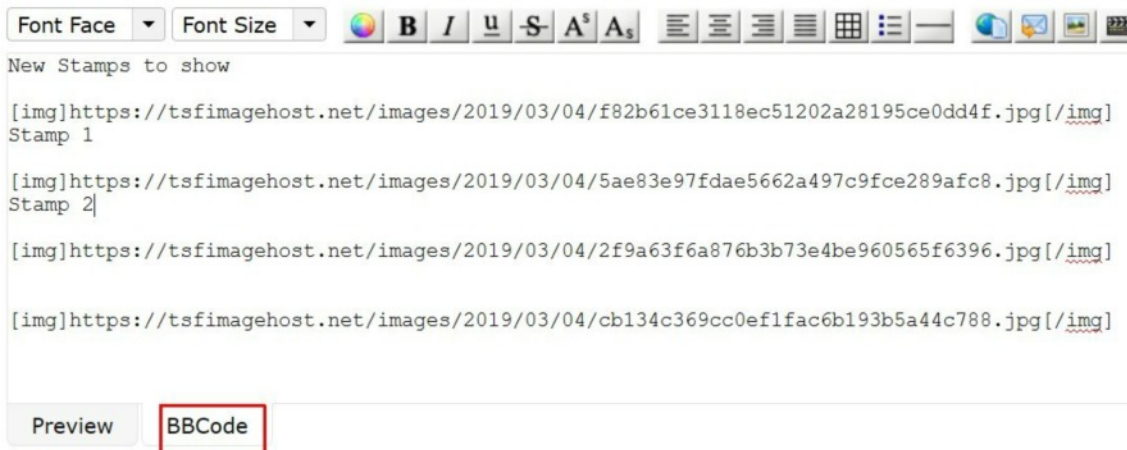
5. A new listing will appear and click on “Copy”



The screenshot shows the "Embed codes" section of a forum post. A dropdown menu is set to "BBCode full". Below it, the BBCode is displayed: `[img]https://tsfimagehost.net/images/2019/03/04/f82b61ce3118ec51202a28195ce0dd4f.jpg[/img]`. A red box highlights the "COPY" button next to the code.

6. On the TSF Reply page set your view to **BBCode** and Paste the Code you copied. Add whatever comments you need.

**Subject:**



The screenshot shows the forum reply editor. At the top, there is a toolbar with options for "Font Face", "Font Size", and various text formatting icons (bold, italic, underline, strikethrough, text color, background color). Below the toolbar, the text area contains the BBCode for the stamps: `[img]https://tsfimagehost.net/images/2019/03/04/f82b61ce3118ec51202a28195ce0dd4f.jpg[/img]` Stamp 1, `[img]https://tsfimagehost.net/images/2019/03/04/5ae83e97fdae5662a497c9fce289afc8.jpg[/img]` Stamp 2, `[img]https://tsfimagehost.net/images/2019/03/04/2f9a63f6a876b3b73e4be960565f6396.jpg[/img]`, and `[img]https://tsfimagehost.net/images/2019/03/04/cb134c369cc0ef1fac6b193b5a44c788.jpg[/img]`. At the bottom, there are two buttons: "Preview" and "BBCode", with the "BBCode" button highlighted by a red box.

7. Switch to “Preview” or “Create Post” and you’re done

# 1931 Paris Colonial Exhibition

By: NelsonL. (nl1947)

The exposition opened on 6 May 1931 in the Bois de Vincennes on the eastern outskirts of Paris. The scale was enormous covering some 500 acres.

The French government brought people from the colonies to Paris to place them in replicas of their normal dwellings and had them produce local arts and crafts.

Politically, France hoped the exposition would show its colonial empire in a good light, by promoting the mutual exchange of cultures and the benefit of France's efforts overseas.

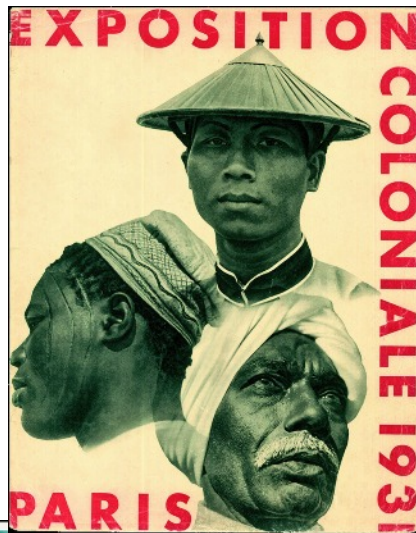
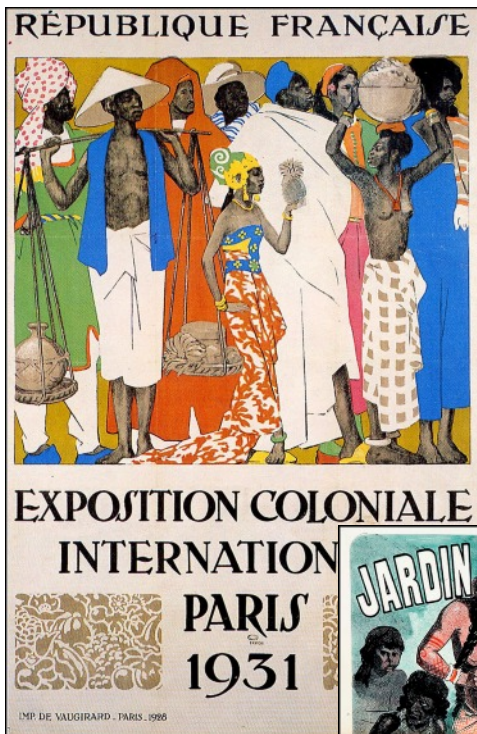
This would thus negate German criticisms that France was "the exploiter of colonial societies and the agent of cross-breeding and decadence".



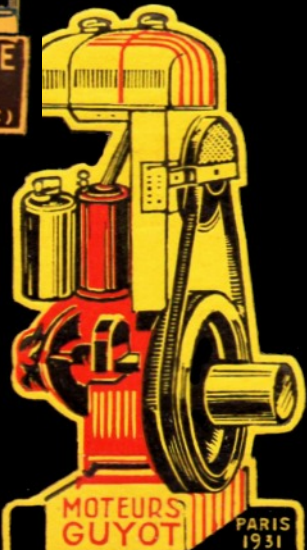
## Statistics

- Opening Date: May 4, 1931
- Closing Date: November 4, 1931
- Size of Site: 500 acres
- Official Paid Attendance: 33,489,902
- Exhibitors: 12,000 (including vendors)
- Expenses (estimated): 285,181,652 francs
- Receipts (estimated): 318,378,938 francs
- Profit to Government (estimated): 33,197,286 francs
- Top Official: Maréchal Lyautey, Commissaire Général de l'Exposition Coloniale

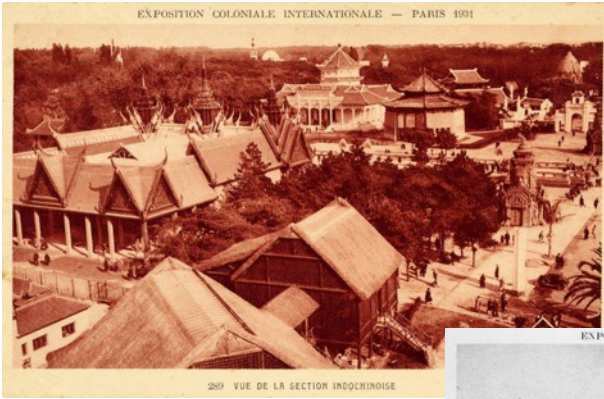
The event was publicized worldwide in newspapers and travel publications



The exhibition and vendors produced a host of Cinderella labels



Pavilions



Indo-China



Annam



USA



Algeria



Madagascar

Stamps Issued

All the Colonies were provided with a set of 4 stamps to commemorate the event



France Series



# Star Dust

By: Constantin Itin (kostia84)

As I'm writing these lines, a tiny spacecraft named תישארב (Beresheet - Genesis (Heb)) is slowly making its way away from Earth in the grandiose silence of outer space towards the Moon. If successful, it will land on Moon's surface on the 12th of April, making Israel the fourth nation ever (after USA, USSR and China) to complete this achievement. As it reached the mark of 20,000 miles away from Earth, Beresheet took a selfie, catching our planet from that distance (Fig. 1). The photo also catches a banner, attached to the spacecraft, with two inscriptions: "The people of Israel are alive" (in Hebrew) and "Small country, big dreams".



Fig. 1. Selfie of Beresheet spacecraft with Earth. ([www.jpost.com](http://www.jpost.com) on March 7, 2019).



Fig. 2. Michel CZ 421. Petr Ginz with his drawing of earth as seen from the Moon.

And surely it is, a big dream is to reach the Moon and look back at Earth. This dream is shared for centuries by people, by old ones and young ones. This was also a dream of Petr Ginz (Feb 1, 1928 – Sep 28, 1944) (Fig. 2). He wasn't given a chance to reach the Moon, as his ashes were sent to the sky through the chimneys of Auschwitz concentration camp. Yet, his dream survived on a pencil drawing (Fig. 2), today stored in the Yad Vashem museum.

The copy of this drawing reached space, taken by the first Israeli astronaut, Ilan Ramon (Fig. 3) on his first mission to space, on board of Space Shuttle Columbia, during STS-107 mission.

On the Feb 1, 2003, on what would have been Petr Ginz's 75th birthday, it became dust as the Space Shuttle disintegrated during its return to Earth on its re-entry into atmosphere (Fig. 4).

On the 12th of April, as Moon's star dust will whirl under landing Beresheet, a big dream of Petr Ginz, that was kept alive in the collective memory of his people, will come true.



Fig. 3. Michel IL 1766. Ilan Ramon.



Fig. 4. Michel PW 2233-2239KB. Space Shuttle Columbia STS-107 crew.

## **CINDERELLA CORNER, Part 13**

*By Michael Hide (Londonbus1)*

I'd like to start this Spring, 2019 edition with something about our Postal Services. Not just mine or yours, but those all the world over. Let me explain.

### **TOO MANY PARCELS?**

For some time now I have experienced slow to very slow delivery times, whether that be for mail addressed to me or for those I send to others. It seems the days of International delivery within a week are gone. I have been reading so often, both on forums like our own TSF and on Social Media about the late arrival of mail or mail not arriving at all! With this in mind I approached our MP Van Postie for an opinion. He told me exactly what I expected to hear, confirmation if you like, about the weight of Parcels from countries like China that is far exceeding the number of letters.....and I can see that in my own village.

In times not too distant in the past I would see the Mobile Post Van drop one bag of mail to our village. We are 250 families or households if you like. Sometimes the bag would not be full. Today, just a few hours ago I saw 5 bags dropped off!!! Doesn't that tell us something? And we are only a very tiny village. The Van driver-cum-Postie told me the excessive amount of parcels coming in from the Far East is unbelievable and at times it is hard to cope with them all. Of course none of this is new, it's been coming for a long time but it does go to explain why the ordinary letters with our stamp 'goodies' are taking so long to arrive. On a personal note, I have been waiting for 2 letters from Europe since January and another two since early February. It's easy to see how mail goes missing in these times. But back to the main topic.....

During these cold and wet winter months, I have been taking some time to look through pages of my Cinderella stamps that come under the heading 'Research needed'. I have to admit to having many pages like this, but mostly because of time constraints rather than laziness or lack of interest. Collectors of Postage Stamps generally have a place to start as there are many catalogues out there as reference points while the Cinderella Collector needs to work a little harder for their books and information.

But it is also a lot of fun and can lead one onto many other things besides the original quest!! I have chosen a few items from some of these pages as examples and because they made for very interesting research (and also a bit of nostalgia!!). Of course there is much more information needed so if anyone can add anything to what is written here I'd be happy to hear from you. I will be posting a number of 'mystery' items on the forum and here next time so if anyone can help identify those, do let me know. Be on the lookout for them!!

But first a little detour. A lucky purchase means I can finally write something about the first Philatelic Exhibition held in Great Britain and indeed anywhere in the world.....

### **THE LONDON PHILATELIC EXHIBITION, Portman Rooms, Baker Street, London. 1890**

This, the first Stamp Exhibition to be held in Britain ran from May 19th-26th and was organized by the London Philatelic Society (now the Royal). It took place shortly after the 50th Anniversary of the Penny Black so it was, in essence, 'In Celebration of Fifty Years of Penny Postage'. Two other, more Postal exhibitions were also held in the Capital during 1890 and I'll touch on those later.

A number of British Empire governments were represented as were the British Post Office and Inland Revenue. There were many Exhibits by top Philatelists of the day including that of Thomas Tapling who had formed an almost complete collection of worldwide stamps up to 1890. He died in 1891 at a young age and bequeathed his collection to the British Library where it can still be seen today. Queen Victoria's second son Alfred, the Duke of Edinburgh, also displayed parts of his collection. There were Exhibits and demonstrations by some top printing houses too including Waterlow and Perkins Bacon.

The latter of those Printing Houses, Perkins Bacon, had re-purchased remainders of unissued Mauritius stamps of the 'Britannia' design in blue and Red-brown which had been stored in Government offices. They took these Imperforate stamps, around 2,700 in total, and perforated them at the Exhibition. They were then overprinted by Committee member M.P.Castle. Monies made went to Charity and some 'errors' were contrived to produce extra funds! They remain one of the hardest-to-find items for the British Stamp Exhibition Souvenir Collector! Shown here is my latest (fortunate) purchase (left) from the event and a copy of the unissued stamp (right).



For the Committee Dinner, held on the first evening May 19th, a special Menu Card was produced. On the front cover was affixed a used Penny Black and 4 other 1d stamps in Mint Condition. The menu and Wine list were on the inside with the names of the Committee members on the back. Interesting to note that Turtle Soup, Foie Gras and Pigeon Pate were all part of the fare!!! Today, these scarce cards can fetch somewhere in the region of £2,000!! All I can show here is a reproduction of the front cover of the menu, one of a set of 15 limited edition cards produced for the 2015 'Europhilex' Exhibition held at the BDC in London. The set of cards reproduced stamps, covers and ephemera items from each of the major International exhibitions held in London since this, the first in 1890.



Other events were held at the Guildhall in May and at the South Kensington Museum (now the Victoria & Albert) on July 2nd. Items of Postal Stationery were produced for both. A Postal card (undated) for the former and an Envelope (dated) and Insert for the latter. Those for the Museum evening I can show here, items I found in excellent condition some years ago. Proceeds from the event went to the Rowland Hill Benevolent Fund and special invitation cards can be found (at a cost!) to meet the Duke and Duchess of Edinburgh who were in attendance!

Let us leave the Exhibition now and move on to other, altogether different kinds of Cinderella items. Those for which I had to do a little research!

### THE SWEDISH FLOATING PLANT CULTIVATION EXHIBITION, 1910

An Official Postcard and Poster Stamp (right) were issued to commemorate this unusually-named Exhibition that sailed around the Swedish coast for almost 6 months in one of the more strange Exhibitions.

The topics of the Exhibition were fruit, vegetables, flowers and Cereals, and visitors were also invited to view the artistic talents of a young 20 year-old Carl Kylberg, an unknown Gothenburg artist. The Exhibition organizers, Fraenckel & Co of Gothenburg used a schooner called 'Cecilia' which opened to visitors on May 27th, 1910. It then set sail around down the West Coast, around the tip of Sweden and on up to Stockholm stopping at 62 ports along the way!! The exhibits were all housed in the ship's Cargo hold. The Crown Prince Gustav Adolf went on board to view when it was docked in Halsingborg.



## BATAAN WAR PRISONERS

The Battle of Bataan will long be remembered in the annals of World War Two as one of heroism, valour and courage. American and Filipino Soldiers held out for over 3 months against all the odds, with the enemy Japanese Army having a much bigger army and more equipment. From April 9th 1942, over 70,000 Prisoners of War were forced into the Bataan Death March, where torture and death were commonplace. Many perished.



In the USA, a group of Patriotic American citizens and friends and family members of those who fought at Bataan set up a fund-raising committee to help those survivors. The 'Bataan War Prisoners Relief of Illinois' was formed under the Presidency of Mrs. Lucy Palermo of Chicago, Ill. They had a Bill passed in Congress for the purchasing of food and clothing for the POW's to the amount of \$25,000. On top of this, other fund-raising ideas were put forward including the printing and sales of Poster Stamps. These were first announced in the National Poster Stamp Society Bulletin of August 1944 where the first of the stamps could be seen.



Beautifully-designed, the 1944 label (undated) shows an injured Soldier being comforted by his/a Mother with peaceful hills in the background. The second label is inscribed 1945 and shows POW's looking grimly through a wired fence. The Poster Stamps were available from the President of the Committee in Chicago at 2c each, which by today's standards seems a rather paltry sum!!

## BRIDGNORTH STAMP CO.LTD. (UK)

### BRIDGNORTH STAMP CO. LTD.

THIS MONTH a most exceptional purchase enables us to make as our Free Gift a complete set of the 1954 Czechoslovakian Workers, catalogue value 7/1d.

NEXT MONTH we hope to include a Monaco Stamp of Grace Kelly's wedding together with stamps from British Solomon Islands, etc.

I added this one more for amusement than anything else! I found this 'special offer' affixed as an envelope seal on a tatty envelope. The Company brings back memories for me as they were the dealer I purchased my first stamp lots from, 1962-64.....through my Father of course! I still have one or two of the original Business envelopes somewhere but I don't recall ever having a 'special offer' label on the envelope seal. Maybe it's just too long ago. Anyway I soaked this off to remind of my childhood and my introduction into the world of stamps. Would it compare with offers that abound today online and in magazines? I think not! By the way, the aforementioned company went into liquidation in 2009 after 54 years of Postal approvals and Packets!

Not bad in an age of Stamp collecting decline and false prices. I will keep my envelopes and label to remind me of that.



To end this spring edition of 'Cinderella Corner' I will re-visit an item I spoke briefly about in an earlier Newsletter (Vol.1, No.5). As I hope to be going to Sweden in May/June for 'Stockholmia 2019' I thought it would be nice to end with the Stockholm Stadtpost issue of 1887.....the very one that was printed in Danish Currency!!!



This time I show 3 of the 6 values in the Danish currency (øre) and a block of the 1öre value corrected. It's all good fun.

Next time I hope to be reporting 'live' from Stockholm, possibly with the help of our TSF member Beryllium Guy. Full report too on the World's 2nd Cinderella Congress which will run alongside the main event. Until then, enjoy the Spring and Happy Collecting.



# USS Constitution: America's Ship of State

By Steve Tomisek (@tomiseksj)

On September 20, 1797, the newly built U. S. Frigate *Constitution* began the first of three attempts to launch from her building slip in Edmund Hartt's shipyard into Boston Harbor. After moving just 27 feet, a fraction of her 150 foot keel, the ship came to an abrupt halt. The second attempt on September 22 saw another 31 feet of distance gained. In the weeks that followed, Edward Claghorn, the man who had overseen the Frigate's construction over the previous three years, worked to get the ship afloat. On October 21, 1797, at high tide, *Constitution* floated into the harbour. Despite this rather inauspicious start, *Constitution* and her then-cutting edge technology marked the beginning of the United States' ascent as a global sea power.



*Constitution in the Quasi-War with France*



*Action between USS Constitution and HMS Guerriere, 19 August 1812, by Michel Felice Corné*

The *Constitution* was one of six frigates authorized by the U.S. Congress in 1794 in recognition of the need for a Navy to protect American commerce. Designed by Joshua Humphries and named by George Washington, *Constitution* has had a long and distinguished career. Her initial successes came during the Quasi-War with France (1798-1800) and the First Barbary War (1801-1805); however, she gained fame during the War of 1812, defeating five of the Royal Navy's warships (HMS *Guerriere*, *Java*, *Pictou*, *Levant* and *Cyane*) and capturing many merchants. It was during her fight with *Guerriere* that she earned the nickname "Old Ironsides" as cannonballs seemingly bounced off her thick wooden hull.

Following a period of inactivity while undergoing extensive repairs, the *Constitution* served as flagship in both the Mediterranean and South Pacific squadrons during the 1820s and 1830s. She conducted an around-the-world cruise from 1844-1846 before returning to the Mediterranean. From 1852 to 1855 she conducted anti-slavery patrols while serving as the Africa Squadron's flagship. During and after the Civil War *Constitution* served as a training ship. She was retired from active service in 1881, serving as a receiving ship until 1907 when she was designated a museum ship.

Some 20 years later, a nationwide effort was launched to raise the funds needed for a complete restoration of the ship, with numerous patriotic organizations and school children participating. Public financial support for the renovation totaled more than \$1,000,000. The first mention of *Constitution* that I was able to find in the Postal Bulletin archive was linked to this fund raising effort. Specifically, the November 9, 1927 bulletin (No. 14534) advised that all postmasters at offices located in leased and rented spaces were permitted to display a picture of *Constitution* in their lobbies with accompanying information advising how and at what price the pictures being sold by the Constitution Campaign Committee could be obtained. Postmasters in offices located in Government-owned buildings required permission from the Treasury Department before being allowed to display the picture.



was established (postal Bulletin 15667). As she travelled from port to port on this cruise, thousands of covers would receive the U.S. Frigate *Constitution* postmark. Shown left is the cover that sparked my interest in writing this article; it was postmarked on March 31, 1933 during the *Constitution*'s call at San Francisco from March 22 to April 12 of that year. Included in the cover was the official program for that visit (shown on the right).

On July 1, 1931, after *Constitution*'s restoration had been completed, she began what would become a three-year National cruise, visiting ports along the Atlantic, Gulf and Pacific coasts of the United States. In conjunction with that event, effective August 1, 1931, a U.S. Frigate *Constitution* post office branch



(Also shown are several other covers that I've subsequently acquired with *Constitution* postmarks from port calls in Washington, DC, and Bremerton and Anacortes, Washington.) At the conclusion of the cruise, *Constitution's* Post Office branch was discontinued effective June 8, 1934 (PB 16497).

*Constitution Postmarks from Other  
National Cruise Ports of Call*



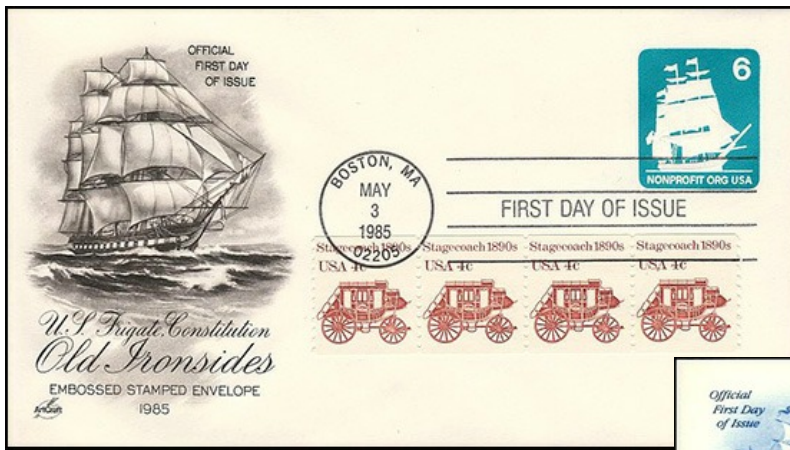
Since her return to Boston in 1934, she has primarily remained on exhibition there. *Constitution* celebrated her 150th Anniversary on October 21, 1947—it was on that occasion that she first was featured on a U.S. postage stamp. The central design of the 3 cent commemorative stamp was an architect's line drawing of the *Constitution*, shown running before a light breeze with her commission pennant at the main. The guns shown as supporting features of the design were drawn from Navy Department records of the 24-pounders originally aboard the ship. The arch of 16 stars represented the number of States in the Union at the time of her launch in 1797. The stamp was printed by rotary press in blue green from plates of 200 subjects, electric-eye perforated 11x10½, and issued in panes of 50.



*Stamp and First Day Cover of Constitution's  
150th Anniversary Issue (Scott 941)*



On January 6, 1965, a four cent, *Old Ironsides* stamped (embossed) envelope with bright blue indicia was placed on sale in Washington, DC. (Scott U549 shown left). The envelope was one of four produced under a new contract with the U.S. Envelope Company. On February 5, 1968 the envelopes were revalued to meet the six cent one ounce domestic letter rate (effective January 7, 1968) with the addition of a red two cent surcharge stamped to the left of the four cent indicia (Scott U552 shown left).



6¢ Nonprofit Organization Stamped Envelope (Scott U609)

These envelopes were available in sizes 6¾ and 10 in both regular and window format. On April 12, 1988, *Constitution* appeared on an 8.4 cent nonprofit stamped envelope released in Baltimore, Maryland. The pre-cancelled envelope was embossed and printed by typography in black and bright blue (Scott U612).

On May 3, 1985, the six cent, *Old Ironsides* nonprofit stamped (embossed) envelope with blue green indicia was placed on sale in Boston, Massachusetts (Scott U609); envelopes were available for sale elsewhere the following day. The six cent denomination met the basic rate for authorized nonprofit organization mailings that had become effective February 17, 1985.

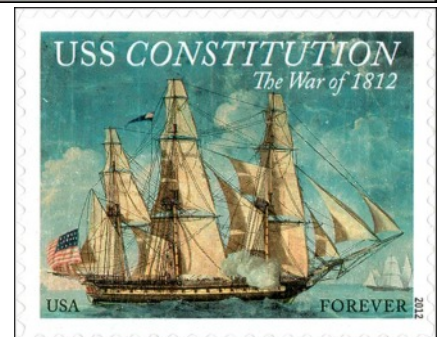
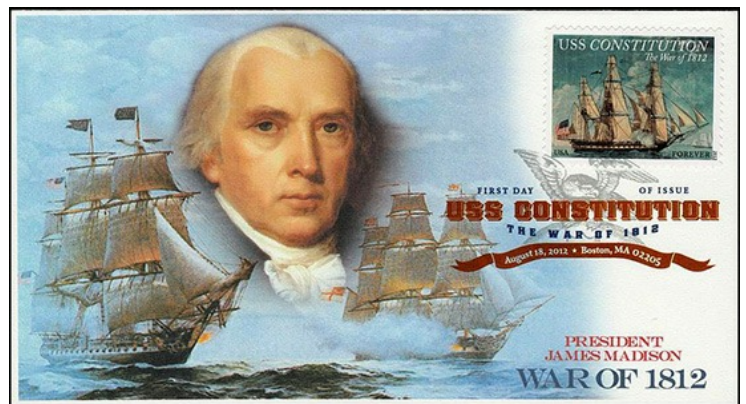


8.4¢ Nonprofit Organization Stamped Envelope (Scott U612)

*Constitution's* most recent appearance on a postal product was on a stamp issued in Boston on August 18, 2012 as first of four stamps in the USPS' War of 1812 Bicentennial series. The design of the self-adhesive forever stamp (priced at 45 cents) features a painting of U.S.S. *Constitution* by Michele Felice Corné (circa 1803). The stamp was printed by photogravure in sheets of 100 in five panes of 20 and is serpentine die cut 10¼ X 10½ (Scott 4703). Both die cut and imperforate sheets were available for sale.



Single, Pane and First Day Cover (Scott 4703) from the War of 1812 Bicentennial Series



Today, the USS *Constitution* remains the oldest commissioned warship afloat and she is a source of national pride, having been designated "America's Ship of State" by Act of Congress on October 28, 2009.

**Sources:**

- [U.S. Postal Bulletins](#)
- [USS Constitution Museum](#)
- [Naval History and Heritage Command](#)

Scott Specialized Catalogue of United States Stamps & Covers  
 Extract of Bulletins #1-45, The Universal Ship Cancellation Society  
 Public Law 111-84, Section 1022

## Bermuda Post Article - By David Provost (bermudasailor)

### Introduction

Prior to 2016, I had come across the odd used Keyplate with fiscal cancels, to which I didn't give much notice. While attending the World Stamp Show that year, I came across David Cordon's award winning exhibit on the King George V Keyplates. I spent a good deal of time with this exhibit, and found that those examples of the stamps, used to pay the head tax resonated with me, given my strong interest in travel in general and cruising in particular.

It dawned on me that it might make for an interesting project to assemble a collection of used Keyplates, with cancels that reflected the date of sailing. Using information gleaned from digital copies of the *Royal Gazette*, maintained by the Bermuda National Library, I could then correlate those cancellation dates with the sailing dates of specific ships. The next step in the process was to find information about, and pictures of, the ships themselves. There are various sources on the Internet that facilitate this process.

### Background

Like Great Britain, its other colonies, and members of the British Commonwealth, Bermuda's treasury was greatly depleted by the economic costs of the First World War. Beginning in 1917 the Bermudian Parliament began debating new tax measures that could be enacted to improve the Colony's flagging resources. Among the options debated by the House of Assembly were a possible income tax, a tax on coal, taxes on vegetables, an ad valorem tax (VAT or sales tax), and a stamp tax.



Like most politicians interested in reelection, debate centered on ways of raising taxes that would have a de minimis impact on the Island's residents, particularly the poor. This by and large left the stamps tax on the table. In early 1918, Parliament passed a bill requiring a war tax surcharge on postage. Subsequently, on May 4, 1918 an overprinted "War Tax" version of 1912's 1d Caravel was issued and required for use on all mail to Great Britain and other Empire Countries. This surcharge effectively added 1d to the cost of each letter mailed.

The War Tax postage surcharge proved to be insufficient in of itself to offset the increased expenses associated with the War and revenue shortfalls from diminished tourism from the United States. So, the debate on ways and means in the House of Assembly continued well into 1919.

The idea of a head, or exit, tax for each person departing from Bermuda, which was first raised in 1917, found new energy. The tax's proponents pointed out that the estimated revenue from a 5/ per person head tax would raise over £6,000 per year in new revenue. The tax's opponents, however, pointed out that such a tax would only serve to further alienate tourists and Bermuda's ailing tourism industry.<sup>1</sup>

Regardless, after several months of debate during 1919, the bill to impose a 5/ tax on each person leaving Bermuda (with some minor exceptions) was passed by the House of Assembly on December 3, 1919. It was further passed by the Legislative Council (now the Senate) on December 9<sup>th</sup> of that year. The new tax went into effect on January 1, 1920.

With only a few weeks with which to set up a system of levying and collecting the head tax, I imagine that custom officials and shipping agents had to act quickly. Moreover, the inventory of 5/ Keyplate stamps on hand at that time was insufficient to cover this new requirement. Glazer reports in his seminal work *"The King George V High Value Stamps of Bermuda 1917 – 1938"* that only 2,100 5/ Keyplate stamps were delivered from the printers to the Bermuda post office from April 1918 through December 1919. New stocks of the 5/ were needed. As such, an order for 30,000 was placed with De La Rue, on January 20, 1920, which was delivered on April 19, 1920<sup>2</sup> And, so it began.

1. Royal Gazette, Hamilton, Bermuda, Volume XCII, Number 129, November 4, 1919, page 5

2. Ibid., page 28

The concerns expressed by the original bill's opposition were ill founded. Over time the cost of the head tax was taken in stride by tourists. As we know today, Bermuda's tourism industry, with the exception of the World War II years, has thrived over the past 100 years. And, while stamps are no longer affixed to cruise ship or airline tickets, rest assured that the head tax continues to be levied to this day.

Subsequently the Head Tax rate was increased twice during the King George V era, and once again during the King George VI era.

**TABLE 1**  
Head Tax Rates

Effective Date of Rate	Last Date of Rate	Rate
January 1, 1920	December 31, 1922	Five Shillings
January 1, 1923	November 30, 1928	Ten Shillings
December 1, 1928	October 31, 1952	Twelve Shillings Six Pence
November 1, 1952	End of Era	One Pound

## The Challenge

Over the reigns of King George V and King George VI no fewer than 35 ships, operated by eight shipping lines, and represented by five shipping agents, made Bermuda either a destination or a stop on trips to and from the United Kingdom, Canada, the United States, the Caribbean, or South America. These shipping lines were joined by Imperial Airways and Pan American Airlines who offered commercial air travel beginning June 16, 1937<sup>3</sup>

Each shipping agency or airlines used a different method of canceling stamps affixed to tickets. However, only two or three of them actually used a method that imprinted the date directly on the stamp itself.

## Approach



Figure 2

While perhaps interesting, inasmuch as such a multiple no doubt paid the head tax for three people traveling together, the strip of three KGVI 12/6d, from the July 29, 1939 printing, shown in **Figure 2** contains no information that would help identify when it was used. Therefore we cannot ascertain which ship the passengers sailed on.

Similarly, while the KGVI 12/6d, also from the July 28, 1939 printing, shown in **Figure 3** was clearly used on a sailing of the Queen of Bermuda, but we cannot ascertain when it was used.



Figure 3



Figure 4

The KGV 10/, from the July 14, 1922 printing, shown in **Figure 4**, however has a good deal of promise. The circular date stamp (CDS) contains two important pieces of information. First, around the perimeter of the CDS we see "TT & RICHARDSON – ILTON, BERMUDA". Second, in the center of the CDS we can read "Feb 6 1925", the "F" of which is fairly faint. The "TT & RICHARDSON – ILTON, BERMUDA" corresponds to Harnett & Richardson, a prominent Hamilton-based shipping agent from the 1920s through the 1950s.

3. Bermuda On-Line, "Bermuda Aviation History and Pioneers, © Bermuda On-Line

The next step in the process was to identify the ship on which the passenger, using the ticket to which this stamp was affixed, sailed. To do so I turned to the National Library's website to look at their digital collection of *The Royal Gazette and Colonist Daily* newspapers. Before World War II, The Royal Gazette carried advertisements several days each week that listed ship comings and goings, together with the price of passage. These ads were generally organized by ship line, and cited the name of each line's agent.

1662 M. Tu. Th. F. Sp.

**The Royal Mail Steam Packet Company**  
R. M. S. P.

CANADA—BERMUDA—WEST INDIES MAIL SERVICE  
Special Facilities for Tourists  
CRUISES IN THE WEST INDIES  
Return Fares Bermuda—Demerara \$225.00  
SAILING FROM BERMUDA

Steamer	Leaves Bermuda for West Indies and Demerara.	Leaves Bermuda for St. John N.B.
"TEVIOT"	February 3rd	6th February
"CHAUDIERE"	February 17th	20th February
"CHALEUR"		6th March
"CHIGNOCTO"		20th March

R. M. S. P. "ARAGUAYA"  
17,500 tons displacement  
Return fare Bermuda to New York \$70.00 and up.

Leaves New York: Jan. 25th, 31st, Feb. 7th, 14th, 21st, 28th, March 7th, 14th.  
Leaves Bermuda: Jan. 27th, Feb. 3rd, 10th, 17th, 24th, March 3rd, 10th, 17th.

Green vegetables in cold storage and general cargo will be carried to and from New York at rates now in force.  
Frequent sailings by the famous "O" Steamers from New York for BERBODOURGH, SOUTHAMPTON and HAMBURG.  
Minimum through rate Bermuda to Southampton via New York \$165.00  
Hamilton, Bermuda. JANUARY 23rd, 1925  
3984 M. Tu. Th. F. Sp. HARNETT & RICHARDSON Agents

Figure 5

In order to find the ship I was looking for I began looking at those issues dated ten days to a week prior to February 6<sup>th</sup>. After a bit of searching I found the ad for The Royal Mail Steam Packet Company in **Figure 5**. That ad lists various future sailings, including one on the RMS Tiviot sailing on February 6, 1925<sup>4</sup>

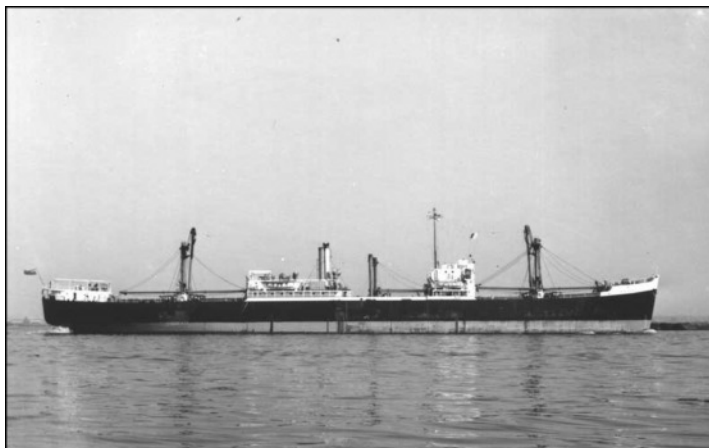


Figure 6

So now, we know where and when this stamp was used. My next task was to learn a bit about the ship. There are numerous well-maintained sites on the Internet dealing with ships of all kinds. I was able to quickly find both a bit of information and a photograph of the RMS Tiviot, which can be seen in **Figure 6**.

**Bermuda**

King George V Keyplates  
Five Shillings

Used to Pay Exit Fees Aboard RMS Fort Hamilton

R. M. S. FORT HAMILTON

Furness Withy took over the passenger traffic between New York and Bermuda from the Quebec Steamship Company in 1919. This Company had had a contract with the Bermudian government since 1874 for a three-weekly service from New York to the island, carrying freight, mail and, as time passed, more passengers. In 1920, Furness Bermuda Line carried some 22,000 passengers to the island. The Fort Hamilton was built in 1904, displacing 11,000 tons, was formerly named the Bermudian. She was sold, in 1926, to Cosulich, of Trieste, Italy and renamed Stella D'Italia.

As Bermuda became a major tourist destination for North Americans, attracted in part by the availability of alcohol while Prohibition was still in force, Furness made substantial investments in Bermuda's holiday facilities, including the Mid Ocean golf club, the St. George, Bermudiana, and Castle Harbour hotels, and two tenders to carry passengers from ship to hotel.

These two examples were used on the August 30, 1920 and the September 7, 1920 sailings, respectively, from Hamilton to New York City

19 April 1920      1 April 1918

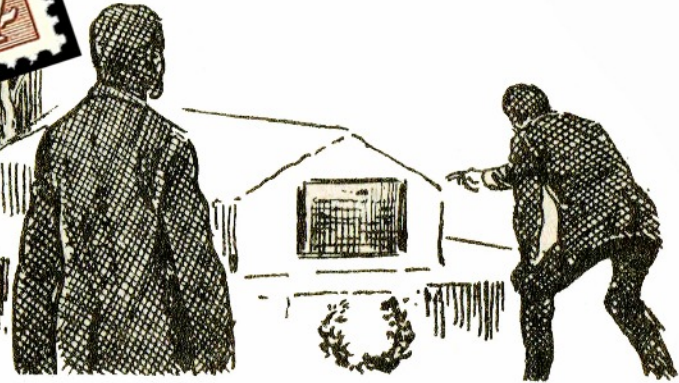
I used the information I gathered to create an album page similar to that shown left. Thus far I have been able to chronicle a dozen or so such sailings. The hunt goes on.

4. Royal Gazette and Colonist Daily, Hamilton, Bermuda, Volume V, Number 27, November 4, 1919, page 3

**DID YOU KNOW?**



WHEN LORD COBHAM VISITED SAMOA IN 1959, HE WAS DISTURBED TO NOTE THAT AN INSCRIPTION ON THE TOMBSTONE OF ROBERT LOUIS STEVENSON CONTAINED A MISQUOTE OF THE FAMOUS AUTHOR'S WORDS. THE INSCRIPTION READ "HOME IS THE SAILOR, HOME FROM THE SEA." LORD COBHAM PAID £50 FROM HIS OWN POCKET TO HAVE THE INSCRIPTION ALTERED TO THE CORRECT QUOTATION OF -  
 "HOME IS THE SAILOR, HOME FROM SEA  
 IN 1935 WEST SAMOA ISSUED A 1/- STAMP DEPICTING THE TOMB OF 'R. L. S.'



THIS STAMP, ISSUED BY THE UNITED STATES IN 1956 WAS DESIGNED BY A SCHOOLBOY, RONALD DIAS OF HONOLULU, HAWAII...

**ITALIAN** STAMPS APPEARED IN **1924** WITH ADVERTISEMENT LABELS ATTACHED TO THEM AND **NOT** SEPARATED FROM THE STAMPS BY PERFORATION. OVER TWENTY VARIETIES ARE KNOWN.



**IRANIAN (PERSIAN) STAMPS** ISSUED IN 1902 BORE AS THE CENTRAL FEATURE OF THEIR DESIGN, THE LETTERS **V.C.** THESE WERE THE INITIALS OF THE DESIGNER, MONSIEUR VICTOR CASTAIGN BELGIAN CONTROLLER OF POSTS IN MESHED.

# THE STAMP FORUM



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