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HELVETIA PHILATELIC SOCIETY

News Letter

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No.1

JANUARY 1969

23rd Year

THE "MOORE" TROPHY

The first Competition for our new Postal History Trophy has now been held. Possibly, with the intervention of Christmas, there was insufficient time for preparation, but the number of entries was a little disappointing - a total of 10. Judging was by the method of Popular Vote, therefore the members present were divided into three teams and each team judged the entries from one aspect: Presentation & Conditions; Subject Knowledge or General Interest. The marks were then added together to arrive at the final results which were announced as follows:

THE TROPHY was awarded to MR. R.A. HOYLE, of Halifax for a most interesting and extremely well written up entry on EARLY CANCELLATIONS from straight-line to Ticino ovals, RL, Verbano etc.

Second - MR. H. SHELDRAKE of Westcliffe-on-Sea, for an unusual entry on SWISS SOLDIER STAMP COVERS, informatively described.

Third - MR. L.E. STILES of London, for an entry on the CIRCULAR UNNAMED TPO CANCELS, an usual subject dealt with most competently.

While congratulating Mr. Hoyle on his achievement, it is a little ironic that the Trophy, having come from Yorkshire, should go back there so soon, but emphasises the keenness of our Northern Group and shows that southern members must try a little harder in the future.

There were several other entries on early cancellations, while more adventurous subjects were 'Nachnahme Covers' and 'Early Postal Stationery'. No doubt future entries will display many more facets of the subject.

As already stated this particular competition was for 1968, the first date on the plaque and the Trophy will, therefore, be competed for again at our Annual Cup Competition in May. As invited judges will be selecting the winners on that occasion it will be interesting to see how the subject is dealt with then.

In addition to Mr. V.W. Hall of Bath, who attends many meetings, we were also pleased to welcome Mr. H. Shel Drake and also Mr. & Mrs. H.E. Chapman (of Eastbourne), who had travelled a considerable distance to be present.

Mr. Chapman informed the meeting that he has been granted permission By Messrs. Zumstein to translate into English sections of the 'Specialised' Catalogue, subject to their approval and on condition that it is published in our 'Helvetia News Letter'. This is good news indeed, since it has long been the wish of many Swiss collectors that this should be done. We would also like to congratulate Mr. Chapman on his courage in undertaking such a mammoth task.

We understand that the first section, on the U.P.U. 1900 issues, has already been completed and publication will begin as soon as possible. It is suggested that the 'Cross & Figure' and 'Standing Helvetia' issues should be the next section, which would be of interest to the majority of collectors.

In addition to articles already in process, we have in hand some new findings on the 'Express Labels' and have also just received permission from the PTT to use a translation of their publication on 'The Development of the Postmark' (of vintage issue but still full of interest) which has been sent to us by our member Mr. F.J. Rosenthal of Maryland, U.S.A., and so hope to have plenty to keep our readers interested during 1969.

NORTHERN GROUP: Hon. Sec. R.A. Hoyle,
6, Limes Ave., Huddersfield Road.
Halifax, Yorks.

At the December meeting Mr. H.W. Robertshaw introduced the subject for study: FRANK STAMPS & 'PAID' MARKINGS, detailing the various groups of stamps, giving reasons for their issue and use and displaying a comprehensive range including Hospital Frank stamps, Franco labels and cards, and 'PP' markings.

Mr. Highsted followed with a wonderful array of Red Cross Frank stamps and Red Cross seals, Official Red Cross envelopes, Franco labels, Internment camp cancellations etc., many being used on cover.

Dr. Ritchie showed examples of Liechtenstein 'Paid' markings, while Mr. Gilchrist showed an example of the 1871 'Gratis' issue on cover.

The report on the January meeting is held over, owing to lack of space.

The next Northern Group meeting will be on Saturday, 1st February, when the subject will be 'FISCALS' and the Discussion Leader Mr. J.N. Highsted.

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THE SECRETARY-cum-EDITOR wishes to thank the many Members who sent Christmas Greetings - too many for individual acknowledgement - but greatly appreciated. Best wishes to all for a Very Good 1969.

UNITED NATIONS STAMPS TO CEASE

From Mr. C. Rauch of Chelmsford comes the following news item:

Resulting from a new agreement signed on 11th December 1968 at the Palais des Nations in Geneva, between the Swiss PTT and the United Nations, the U.N. Office in Geneva will, as from the autumn of 1969, cease to use the stamps issued by the Swiss PTT since 1922.

Instead stamps similar to those issued in New York will be used, but would of course, have values in terms of Swiss currency. The first will be as the types current in New York but with minor changes, including different colour shades and values from 5 or 10 c. up to Fr.3.

It should be noted that this change applies only to the U.N. European Office and not to the stamps of other International organisations sited in Switzerland which will retain their own stamps as at present.

POSTMARK COLLECTIONS - AND LOTS

From an exceptional purchase I can offer the following - all are excellent value. (The material is mostly on pieces unless covers are mentioned).



- | | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|----------|
| 170 Slogans (1930's onwards) - some duplication | | 30/- |
| 45 Line postmarks with & without crosses, and PP strikes | | 30/- |
| 403 Ambulant marks (from about 1915) arranged according to types and with handdrawn illustrations of key types | | £12/10/- |
| 33 Covers 'Town Centenaries', including some scarce items | | £12/-/- |
| Collection of Railway stamps (57 loose + 80 on pieces with station strikes). Good lot! | | £10/10/- |
| Superb collection of Pictorial Holiday postmarks, stated to be complete to 1966 except for 13 items. Cat value of stamps (over 1/- each) is approx. £25. Rare lot, virtually impossible to build up to-day. | | £50/-/- |
| Collection of Railway Station postmarks. One of the most complete collections ever offered on the market, very strong in Private Railway strikes of which there are 426 examples! In all 1143 items (including 48 covers) | | £85/-/- |
| 6 Collections of Town Postmarks. I cannot describe these in detail but as a rule they start about 1875, to modern times. Highly interesting to follow the change in postmarks types - inexpensive. (Nos. quoted are <u>approx.</u> items in each lot): | | |

BASEL	(120)	60/-	LAUSANNE	(75)	30/-
BERN	(80)	40/-	ST. GALL	(60)	30/-
GENEVA	(75)	30/-	ZURICH	(200)	65/-

The above are offered subject unsold.

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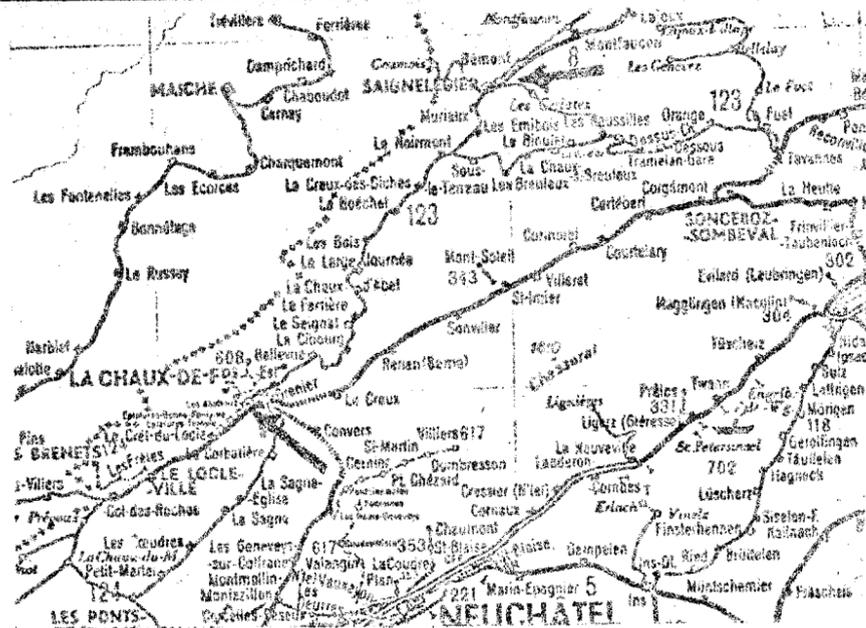
151, Park Rd.

SWISS RAILWAYS AND THEIR CANCELLATIONS

by R.L. CHRISTIAN

Part IX

CHEMIN-de-FER DU JURA - C.J.



The 'C.J.' came into being on 1st January 1944 with the merger of the Saignelegier-Chaux-de-Fonds (S.C.) Regional Porrentruy-Bonfol (R.P.B.), Regional Saignelegier-Glovelier (R.S.G.) and Tavannes-Noirmont (T.T.N.) companies.



Chaux-de-Fonds - Saignelegier was opened in 1892. It passes through Les Bois and Le Noirmont and is 16½ miles long. Cancellations on this route had the text 'Chaux de Fonds-Saignelegier/Poste Amb.' in Type A (11bars) 1924-34 and (8 bars) 1929-34.

The section of line Tramelan-Tavannes was opened on 16th August 1884 and is one of the lines which used Type D cancellations with 7 bars from 1885 to 1909, the text reading 'Tramelan-Tavannes/Regional'.

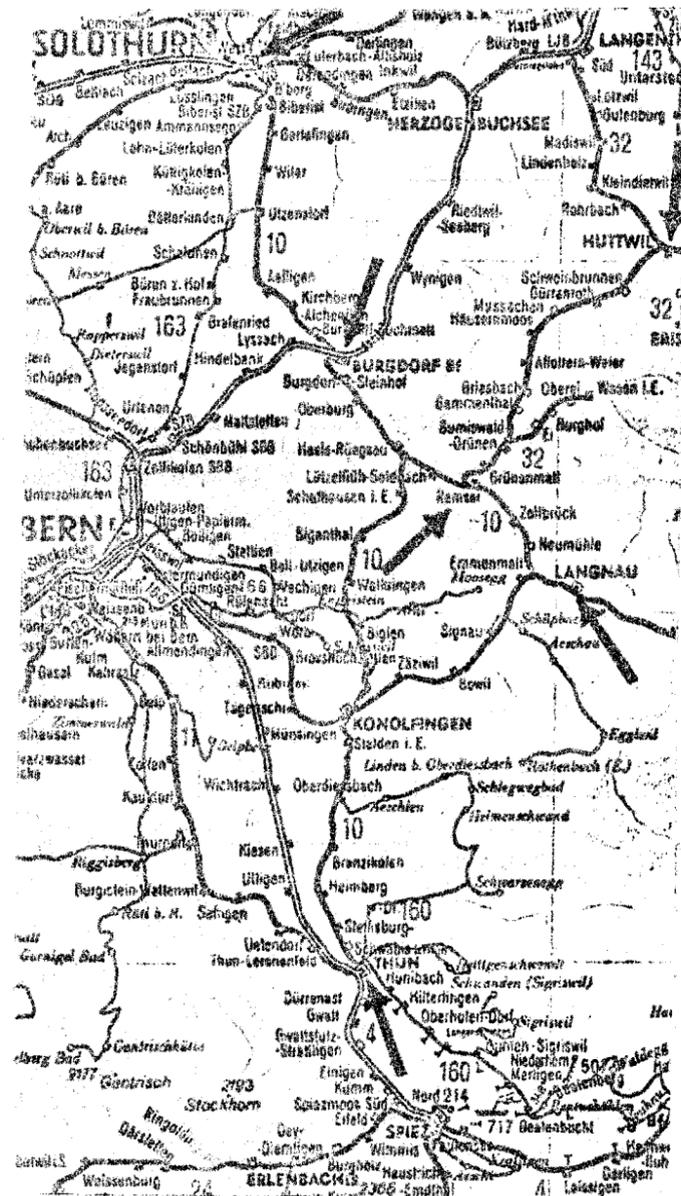
A line from Tramelan to Le Noirmont was opened on 16th Dec. 1913 and the company became the 'Chemin-se-Fer Tavannes-Noirmont'. 'C.T.N.' or 'T.T.N.'

Cancellations 'Tavannes-Noirmont/Poste Amb.' are known in Type A (12 bars) 1916-22 and Type F 1929.

EMMENTALBAHN - E.B.

LANGNAU-SOLOTHURN.

A line was opened from Burgdorf to Derendingen on 26th May, 1875 and from Biberist on this line to Solothurn on 4th Dec. 1876. The stretch between Biberist and Derendingen was closed on 30th June, 1884. The line now forms part of the Emmental-Burgdorf-Thun 'EBT'. Type A cancellations (8 bars) are known from 1911 to 1935.



SWISS RAILWAYS & THEIR CANCELLATIONS - Continued

EMMENTAL-BURGDORF-THUN - E.B.T. - This company was closed on 1st January, 1942 with the merger of the Emmentalbahn and of the Burgdorf-Thun Bahn (B.T.)

The **Burgdorf-Thun** line is a standard gauge line 25½ miles long, which was opened on 21st July, 1899. It was the first normal gauge railway in Europe to be electrified. Cancellations use the text 'Thun-Burgdorf-Thun/Bahnpost' Type A (8 bars) 1912-53 and Type E 1944-68.

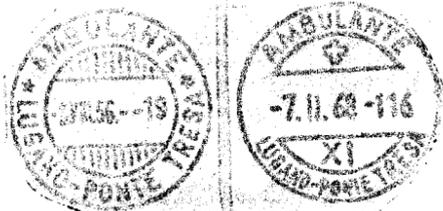
The 'E.B.T.' is also responsible for the exploitation of the 'Vereinigte Huttwil Bahnen' (V.H.B.), comprising the lines Langenthal-Huttwil, Huttwil-Wolhusen and Ramsei-Sumiswald-Huttwil.



Langenthal-Wolhusen: The section from Langenthal to Huttwil was opened on 1st November, 1889 and followed by the section Huttwil-Wolhusen on 9th May, 1895. The line was electrified in 1945. Cancellations used read 'Langenthal-Wolhusen/Bahnpost', Type A (8 bars) 1911-34; Type E 1941-68 and 'Wolhusen-Langenthal-Wolhusen/Bahnpost', Type F, 1923-54.

The 75th Anniversary of the Langenthal-Huttwil Bahn was celebrated in 1964 by the use of a special mobile post office cancellation.

Ramsei-Sumiswald-Huttwil - R.S.H.B. : This line was opened on 1st June, 1908 and electrified in 1945/46. Cancellations in Type A (8 bars) 1908-37 and Type E 1946-68. It seems still to be widely used.



FERROVIE LUGANESI - F.L.

The line **Lugano-Ponte Tresa** was opened on 5th June, 1912. It is metre gauge, 7½ miles long and from its inauguration has been electrified at 1,000 volts.

Cancellations reading 'Ambulante/Lugano-Ponte-Tresa' in Type A (12 bars) are known from 1919 to 1959 and were probably used from 1912. A new type similar to F is now in use (1963-68).

(To be continued)



1969 NEW ISSUE PROGRAMME

Preliminary information on the projected new issues for 1969 has been received and is as follows:

	No.	Values	Cost
		Rp.	Fr.
13 Feb.	5		
<u>Publicity stamps - Series I</u>			
		10	
		20	
		30	
		50	
		<u>200</u>	3.10
28 Apr.	2	30	
		50	-.80
29 May	4		
<u>'Pro Patria' - Medieval stained glass</u>			
		10 + 10	
		20 + 10	
		30 + 10	
		<u>50 + 20</u>	1.60
18 Sept.	5		
<u>Portraits</u>			
		10	
		20	
		30	
		50	
		<u>80</u>	1.90
	3		
<u>Publicity stamps - Series II</u>			
		20	
		30	
		<u>50</u>	1.00
27 Nov.	4		
<u>'PRO JUVENTUTE' - Indigenous Birds</u>			
		10 + 10	
		20 + 20	
		30 + 10	
		<u>50 + 20</u>	1.60
	Total: 23		Fr. 10.00

The above programme is provisional and may be amended, if necessary. Full details of each issue are available 5-6 weeks in advance and will be given in our 'Helvetia News Letter.'

PUBLICITY STAMPS — SERIES I.

On 13th February 1969 the first series of stamps publicising national events will be issued and consists of 5 values:

- 10 c. 50 Years of the Federation of Swiss Girl Guides, 1919-1969. From modest beginnings the Federation has developed, within the last 50 years, into a well-knit organisation consisting of 190 sections with a total of 15,000 members. The jubilee stamp points to one of the principal aims of the Organisation, which is to develop the health and character of young girls.
- 20 c. Opening of the first planetarium in Switzerland. On 1st July 1969 the Museum of Transport and Communications in Lucerne can look back on the first ten years of its history and to mark the event will open, on this date, the first Swiss planetarium which, as an educational instrument of national interest, may well become one of the main attractions of the Museum. The symbolic representation of the Pegasus constellation conveys, in an imaginative way, the idea of the universe, which the planetarium proposes to bring nearer to the visitor.
- 30 c. 50 Years of the Comptoir Suisse, Lausanne, 1919-1969. The two lions which appear in the coat-of-arms of the city of Lausanne, together with the insignia of Mercury and the Beaulieu exhibition building have formed the emblem of the Comptoir Suisse these last 50 years. At the request of the Fair management these elements are being shown without any change in the design of the jubilee stamp.
- 50 c. 5th Gymnaestrada, Basel, 1969. The Gymnaestrada is a world event in

PUBLICITY STAMPS - Series I - Continued

gymnastics initiated by the Dutch teacher of calisthenics, J.H.F. Sommer. It was held in 1953 for the first time and has since occurred every 4 years, in the years following those of the Olympic Games. Gymnasts of either sex and of every age take part in the common exercises extending over 5 days. There are no contests, nor are any prizes awarded or ranks established. The Gymnaestrada merely proposes to promote calisthenics as part of physical education and to give it a broader base. This year it will be held in Basle from 1 - 5 July, 1969. Its emblem has been taken as the subject for the stamp picture, the coloured strips suggesting flags, point to the international character of the event.

2 fr. 50 Years of the Air-Mail Service in Switzerland, 1919-1969. The flight Zurich-Berne-Lausanne undertaken on 30th April 1919 ushered in the Swiss air-mail service. This special postage stamp marks the 50th anniversary of the event and emphasises the significance of to-day's Air-Mail service, and contrasts an old DH-3 machine with a modern DC-8.

On 30th April 1969 the Pro Aero Foundation will undertake a commemorative flight over the route which had first been served. Details of this flight will be published as soon as the details are released.

Printing details are as follows:

- 10 c. Camp and emblem of Federation of Swiss Girl Guides - four colours:
green/grey/blue/red
- 20 c. Winged horse (Pegasus constellation) - two colours: dark blue/grey
- 30 c. Emblem of the Comptoir Suisse: four colours: red/grey/light brn/green
- 50 c. Emblem of the Gymnaestrada - five colours: dark blue/light blue/red/
green/silver
- 2 Fr. Two aircraft (DH-3 & DC-8) - three colours: blue/dark blue/red
- Designers: 10 c. Erhard Meier, Winterthur 50 c. Herbert Leupin, Basle
20 c. Hans Erni, Meggen 2 Fr. Eugen & Max Lenz, Zurich
30 c. Pierre Monnerat, Lausanne

Printing: Rotogravure by Courvoisier S.A., La Chaux-de-Fonds

Stamp size: 36 x 26 mm. (33 x 23 mm.)

Paper: White, with luminous substance, lightly coated, violet fibres.

No. of Sheets: Two (A & B). No. of stamps per sheet: 50

The stamps will be on sale, with unlimited validity, from 13th February in place of the ordinary stamps until stocks are exhausted, at all post offices and philatelic bureaux.

Specially printed first day covers will be available, one for each value and one to take the whole set; also collection sheets and folders. A simple double circle cancellation will be used on 13th February, reading: '3000 BERN - 13.2.69 - AUSGABETAG.'

THE P.T.T. 1968 CHRISTMAS CARD

Once again the Swiss Postal Authorities place their numerous correspondents under a sense of deep appreciation for their splendid card, expressing multilingually, their seasonal Good Wishes.

The front panel of the card shows - in brilliant colours - one of the pictures from Ernst Witzig's superb designs from Lausanne Cathedral, the 30 + 10 c. value depicting LIBRA - the Balance. A copy of the actual stamp is included on page 3, neatly 'tied' by a Bern 3000 cancel.

Lausanne's Cathedral, consecrated in 1275, is justly famous for its lovely portal and glorious rose window. The latter comprises 105 stained glass panels showing the Creation, the Seasons and Months, the four Elements, the Heavenly Bodies and Signs of the Zodiac.

Cordial thanks, P.T.T. ! FHB SMITH.

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THE SHIP POSTS OF LAKE ZÜRICH

by ALFRED H. MUELLER (of Zürich)

INTRODUCTION by the President

Following up my idea that members would write this series, Herr Mueller agreed that we might translate his authoritative and comprehensive article on this little-known subject, and immediately another of our members volunteered to translate it. Here then is the translation by

DR. FELIX GANZ of Chicago, Illinois, U.S.A.

Part 1. Early History

Lake Zürich, almost from time immemorial, has always been the 'great waterway' which connected all communities on its shores and the City of Zürich. The earliest references are most likely those in the 9th century "Miracula sancorum in Fuldenses ecclesias translatorum auctore Rudolfo". They mention the moving of goods from Italy to Fulda in Germany by way of Lake Zürich. Also chronicled are reports of women pilgrims who were brought to Kempten (Allgau) by boat.

There are no known documents which might describe shipping on the lake in the early Middle Ages, but we can assume that there was such traffic then because at the beginning of the 10th century Zürich grew in importance from a 'vicus publicus' to a 'civitas' with market privileges. In the following centuries Zürich became a way station of the greatest importance on the most active trading route from Germany to Italy, across the Alps and vice-versa, and Zürich developed her own silk export trade.

In a Customs waybill of the beginning of the 13th century (published by George v. Wyss as an appendix to his "History of the Abbey of Zürich"), are clues to what items must have been transported on Lake Zurich. These were:

1. Foreign wines most likely from Greece or Cyprus, for use as sacramental wines, as well as wines for domestic use from the Valtellina, a most important trade throughout the Middle Ages.
2. Salt, mostly originating from Hall (Tyrol) or from Reichenhall (Bavaria)
3. Iron and other metal goods from Lombardy.
4. Iron ore mined in Flums and Gonsen in the Upper Rhine Valley, in Montabun and in the Poschiavo valley.

From Zürich and surroundings, grain and local wine were shipped to the Grisons and to Central Switzerland. These originated in Alsace or in N.E. Switzerland.

From 1336 (with the Guild reform laws) the Boatmen's Guild, ranking twelfth of the Zürich Guilds, handled most of the lake shipping. After decades of bickering the Guild, in 1425, split in an 'Upper Waters' and a 'Lower Waters' society.

Of these, the 'Upper Waters' society undertook actual shipping obligations, including the transportation of pilgrims to Einsiedeln and other shrines. Einsiedeln, sanctuary of St. Meinrad, was one of the great shrines of Europe. It was visited by about 10,000 pilgrims every year. Three pilgrim routes converged on Lake Zürich; one from Bavaria (via St.Gall-Rickenpass-Schmerikon), another from Swabia (by way of Fischingen-Hörnlie-Rütli-Rapperswil), and the third from Baden (the German Duchy) by way of Waldshut and up the rivers Aare and Limmat to Zürich. Most pilgrims used the boats for at least part of their trip! Thus the pilgrim boats were most active on the lines Schmerikon-Lachen, Rapperswil-Hurden and Zürich-Richterswil.

During the 15th and 16th centuries, the lake traffic was heaviest between Zürich & Horgen and between Zürich and Rapperswil (a little city belonging to Austria until 1464). The Zürich-Rapperswil boats served the routes to the Grisons and Glarus; the line Zürich-Horgen continued overland to Central Switzerland (Schwyz, Zug etc.) Apart from these principal lines, much local traffic was conducted, mainly by village boatmen, between the City and all the other shore communities.

Until almost the end of the 15th century, Rapperswil and Schmerikon were the terminals of the Zürich shipping, and only in the mid-16th century was the boat traffic extended to include the Walensee to the East.

In a book by Hans Erhard Escher, the different types of boats which

THE SHIP POSTS OF LAKE ZURICH (Continued)

plied the lake waters in the 17th century are described. They were the 'Nawen', capable of carrying 250 cwts., half 'Nawen', of about half that capacity and 'Weidlinge', of still half capacity again, but fast and well suited for the comfortable transport of about 20 passengers. There were also small fishing boats that held containers for the transporting of live fish for the Zürich market, and finally the dunk hunters' boats, which could double as passenger boats for about 4 persons (if the lake was calm). Escher reports that exact rules governed all this shipping and boat movements. An 'ordinary boat' sailed from or to Zürich on certain days: on Monday, the Meilen village boatmen rowed to Küssnacht and to Herliberg in the afternoon, etc.etc. Daily there were 3 or 4 ships from and to Zürich, connecting especially with the communities on the right shore of the lake. The biggest day was Friday - Market Day. Then, there was, regardless of the number of passengers, always an 'ordinary' boat that went from Zürich to Lachen, stopping only once en route, at the Rapperswil bridge. It left at the evening bell and travelled all night, taking merchants home from the Market to Glarus and points beyond.

Boat connections were the only way to travel in that region until the beginning of the 19th century. Roads along the lake were practically non-existent, or in miserable condition, and even as late as the 1840's the two shore roads are classed, in Gerald Meyer von Knonau's writings, as 'strictly secondary'. They were built from 1833 on.

Meyer von Knonau also describes the boats of Lake Zürich in greater detail. He mentions 'Ladischiiffe' or great 'Nachen/Nauen/Nawen' of 60 - 75 ft. in length, with a beam of about 7 ft., capable of carrying 400-500 cwts; 'Half-Nachen' about 55 ft. by 6 ft., carrying 250/300 cwts., fast 'Weidlinge' about 40 - 60 ft. long and 4 - 6 ft. wide with a load capacity of 80-200 cwts., 'Jäger' boats, 30 - 40 ft. by 4 - 4½ ft., and a capacity of 50-80 cwts., 'Schallupen', almost exclusively for transporting passengers, 16 - 30 ft. by 2 - 3½ ft., small 'Weidlinge' for 4-5 people and with two oars only; 'Fischergränkli', small boats only used for fishing. All the boats were flat-bottomed; the larger ones had a 40-50ft.mast from which the sails flew in a quasi square-rigger manner. These large sailing boats, the 'Ladischiiffe' for a very long time were the typical ships of the lake.

Hardmeyer-Jenny's sketches of lake episodes in the 'Zürcher Wochen Chronik' tell how the 'Ladischiiff' carried passengers and freight and of the customs observed on those boats: there were special compartments for freight, for parcels and for letter mail; the centre of the boat was covered and straw mats provided resting places for night passengers; animals had a separate section; ships always stopped in Feldmeilen where hard liquor, burnt-flour soup, soup, coffee and wine could be consumed. The Water Gate at Zürich opened at exactly 6 a.m., and having disembarked in front of the 'Raben', where the piers were located, everyone went about his business in either part of the city. Hardmeyer also gives references to the cross-lake traffic, handled generally by the small 'Schallupli'boats, with their pointed sails. (To be continued)

The next instalment deals with the dawn of the Steam Age and its effect on the lake shipping and on the Posts.)

NEXT LONDON GROUP MEETING

On Wednesday, February 12th at 6.30 p.m. at the Kingsway Hall, when Miss A. Grunberg will give a display of 'PRE-STAMP COVERS'. Time permitting a short Auction may also be held.

On March 12th we shall have a visit from our President, Mr.L.Moore - don't miss this date.

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No.2

F E B R U A R Y 1 9 6 9

23rd YEAR

BOOKLET STAMPS

By Dr. F. Ganz

My recent comments on the subject of mixed paper booklets in the September H.N.L. seem to have caused some confusion and, therefore, I feel that perhaps a complete (?) listing of all types and kinds of the post rider and monument series in booklet form might be beneficial - before the arrival of the latest and last batch in 1968-69. There exist:

1. On white paper only:
 - (a) 10 x 5 Rp. strip (50 Rp.) in yellow cover - several different advertisements on front and back cover
 - (b) 8 x 5, 8 x 10, 4 x 20 Rp. (2 Fr.) - cream cover
 - (c) 4 x 5, 12 x 10, 8 x 20 Rp. (3 Fr.) - orange cover
 - (d) 12 x 5, 20 x 10, 12 x 20 Rp. (5 Fr.) - blue cover
 - (e) 8 x 5, 12 x 10, 12 x 20, 4 x 50 (6 Fr.) - green cover
2. On luminous paper only:
 - (f) 10 x 10 Rp. strip (1 Fr.) - yellow cover - several different advertisements on front and back cover
 - (g) 4 x 5, 12 x 10, 8 x 20 (3 Fr.) - salmon cover
 - (h) 12 x 5, 20 x 10, 12 x 20 (5 Fr.) - blue cover
 - (i) 10 x 10 (2 empty labels), 8 x 20, 8 x 30 (5 Fr.) - green coverItems (a), (b) and (f) generally were available only through vending machines.
3. On mixed papers;
 - (j) 12 x 5 (LP), 12 x 10 (WP), 8 x 10 (LP), 12 x 20 (WP) (5 Fr.) - blue cover
 - (k) 8 x 5 (WP), 12 x 10 (LP), 12 x 20 (LP), 4 x 50 (WP) (6 Fr.) green cover

All panes (and thus booklets) exist with selvage at left either white, or with crosses printed on, excluding the strip booklets. I have examples of all the above. If anyone knows of any other examples of mixed paper or all-lumo paper, I would be glad to hear of them.

WATCH YOUR POSTMARKS !

Mr. S. S. Beale of Exeter reports an interesting little find:
"Looking through some postcards recently to see if there was anything unusual in the way of postmarks, I came upon one of Eismeer (Bern). Underneath the name was '3161 M.u/m.' As I had rarely seen one like this I checked in the official PTT list and found it given as 3158 M.u/m. This set me wondering (a) whether the distance had been re-measured since the date on the card (1911), and (b) whether anyone had demanded a recount to make quite sure where the other 3 metres had gone. Perhaps someone can offer an explanation?"

NEXT LONDON GROUP MEETING

An extra large attendance is expected at the meeting on WEDNESDAY, 12th March, at 6.30 p.m., to welcome our President, MR. L. MOORE, and to see his display.