

Bicycle Stamps



PREMIER ISSUE - SUMMER 1986



Editor: Douglas Marchant,

England.

Dear Fellow Enthusiasts,

The First Law of periodical publishing is that the quality of a magazine is in inverse proportion to the length of its existence. If that is not to hold true of 'Bicycle Stamps', your assistance is required. Please inform me of all your discoveries. Send me any items published about bicycle stamps in other magazines and in bulletins of philatelic bureaux. And please let me know what you think of the first issue of 'Bicycle Stamps'.

Editing the first issue of 'Bicycle Stamps' has been great fun - and a lot of hard work. As this is the very first issue it is a very large one. Future issues cannot be so large for each double-sided page of each copy costs 12p in photostating charges alone and we do not have any paid-advertisements to offset costs. I already have more than enough "copy" for the next issue, but please do not allow that to deter you from sending me information. What you send to me may very well be placed in the next issue for most of the items I have held over for future issues, need more work on them before they are ready for publishing. For example, David Sher has sent me a photostat copy of a Swedish Business Reply stamp that illustrated a bicycle being ridden. I have written to a Swedish friend of mine and I have asked him to acquire a few samples and to let me know what he can find out about that stamp. An original stamp would be a better subject for photostating for 'Bicycle Stamps' than the reproduction David sent to me. So you may confidently expect an article about the Swedish Business Reply stamp in a future issue - thanks to both David Sher and my Swedish friend. Other projects in hand are detailed supplements on the Town-Post stamps of the Netherlands, the Swiss Bicycle Battalion stamps and the bicycle in the stamps of the Scout and Guide Movements.

Continued on Page 3.

Bicycle 1870s



'Bicycle Stamps' is the official publication of the Bicycle Stamps Club and is only available to Members of the Club. Annual Subscription rates are £8 (GB), £9 (mainland Europe and surface mail elsewhere) and £10 (air mail elsewhere). Payments other than in Sterling, add £1 to cover currency conversion costs

Tricycle 1880s
6 USA



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A few Suggestions for Beginners...

Do not attempt to "formally mount" your collection straightaway. Place the stamps in protective mounts such as Hawid or Showgard. Then store the stamps in good quality Stock Books (a small slip of paper, with the date of issue written on it, could be placed near the stamp).

Study catalogues, articles, magazines, etc., to discover the existence of missing items.

If you are thinking of eventually submitting your collection to a stamp exhibition, study the rules of the exhibition carefully. Very strict rules apply concerning the display and write-up. A general rule is that the stamps should dominate and not the write-up.

Then buy the best quality loose-leaf albums. The latter point is important as it allows you to swap the pages around as your collection grows.

DM.

From Cover

A number of members and I are strenuously working on these projects, but if you feel that you too can contribute, please do not hesitate to do so. The success of 'Bicycle Stamps' depends so much on all of the members taking an active part in making the magazine believe the First Law of periodical publishing. The previous Club - the Bikes on Stamps Study Unit - failed owing to the lack of support given to Frank Havnoonian, the Founder and Editor of that Club's magazine 'The Spoken Word'. It is in all our interests for the new Club to succeed and that will only happen if each and every one of us seriously considers how he or she may help - by submitting items and information for possible publication in 'Bicycle Stamps' and/or volunteering for Club Officership.

As we are truly an international club with members in twelve countries it would be quite wrong for a grouping of members in one country to get together and decide everything. So all the important decisions will have to be made via the postal services and what could be more appropriate for a stamp club! The most important decisions are concerned with those we elect to carry out the Club's decisions - the officers. Graham Wade, the only member known to have actually designed a bicycle stamp, has agreed to become our Honorary President. Carl Medman has kindly allowed me to appoint him our USA Secretary and Brian Sole, the Winner of the British National Omniphil Thematic Trophy in 1981 for his bicycle stamp entry, has kindly agreed to act as our pro tem Secretary.

Brian has worked out a draft constitution and that is submitted for your comments. Please send them to Brian Sole, 3, Stockfield Road, Claygate, Esher, Surrey KT10 0QG, England. For practical and, I hope, obvious reasons, no comment will be taken as a vote of approval. Volunteers for Officerships should also be sent to Brian. We desperately need a Treasurer. We also need a Secretary as Brian is already Secretary of the British Thematic Association of the British Philatelic Federation and cannot cope with both jobs for long. If only one person volunteers for a position, he or she will be deemed elected. If more than one person volunteers for a particular position, then we shall have a postal election. Please do not hesitate to volunteer for a position already filled e.g. the Editorship. To form the new Club I had to "self-appoint" myself to that position, but that does not give me the right to preempt the membership's right to decide which person should hold that position.

Perceptive members will notice the absence of an Illustrated Check Listing for 1984. That was a bumper year for bicycle stamps owing to the Olympic Games. Many of the stamps were later overprinted with the winners' names. So many stamps and Souvenir Sheets were issued that I have not got them all yet. So, if you would like an Illustrated Check Listing of 1984 stamps in the next issue of 'Bicycle Stamps', how about having your 1984 items photostated and then send me those photostats with the dates of issue if known. The idea behind the Illustrated Check Listings is two-fold: to provide the reader with information and then for him or her to correct errors and add omissions so that an updating of the information may be provided for the members at a later date.

I really cannot stress how important it is for all members to co-operate to make our Club a success and I make no apologies for harping upon that point. It would be pleasant to acquire a writer's permission to use his or her article about a bicycle stamp issue, but I am not too worried about copyright owing to the near-impossibility of obtaining permission from so many different countries. Robert Thompson's visiting card reproduced on the back page has been plagiarised from a bicycle stamp (No prizes for the members who can tell me from which stamp the design comes from) so I am not the only one not to worry on that point. In any case, who is going to sue such a small circulation magazine as our's?

A few brief words about myself might not be amiss. When I was in the Scouts I gained the Stamp Collector (February 1957), the Dispatch Rider (March 1957) and the Philatelist (February 1958) Proficiency Badges so my interest in our double hobby - stamp collecting and cycling - is a long standing one. Exactly when I first started collecting bicycles stamps is now lost in the depths of time, but I do recall thinking that I was embarking on a venture quite unique. I strongly suspect that many other bicycle stamp collectors shared that feeling of uniqueness when they first started collecting bicycle stamps too. But what happiness in discovering that others shared the same double-hobby!

Forming the new Bicycle Stamps Club has been a truly wondrous experience and the joy of establishing contact with my fellow enthusiasts throughout the world has certainly made all the hard work really worth while. And it has been hard work for most of the members have joined the New Issue Service and have asked me to acquire older philatelic material for them. Each of those members know the amount of work I have put in helping their collections. When each of those members multiply that amount of work by fifty, some idea may be ascertained of the total amount of work involved. My only regret is that a handful of members have not joined the New Issue Service or asked me to acquire anything for them. They must have been puzzled over the delay in publishing the first issue of 'Bicycle Stamps' and to those, though only a small handful, I offer my apologies.

I strongly suspect that, as a result of the names and addresses of all fifty-eight Founder Members being recorded in this issue of 'Bicycle Stamps', members will be writing to each other with their various Wants Lists. That of course is one of the reasons for the names and addresses being recorded in this issue. However, if a member specifically asks another to acquire an item, he or she is entering an agreement to buy that item even if the member making the request manages to acquire that item elsewhere in the meantime.

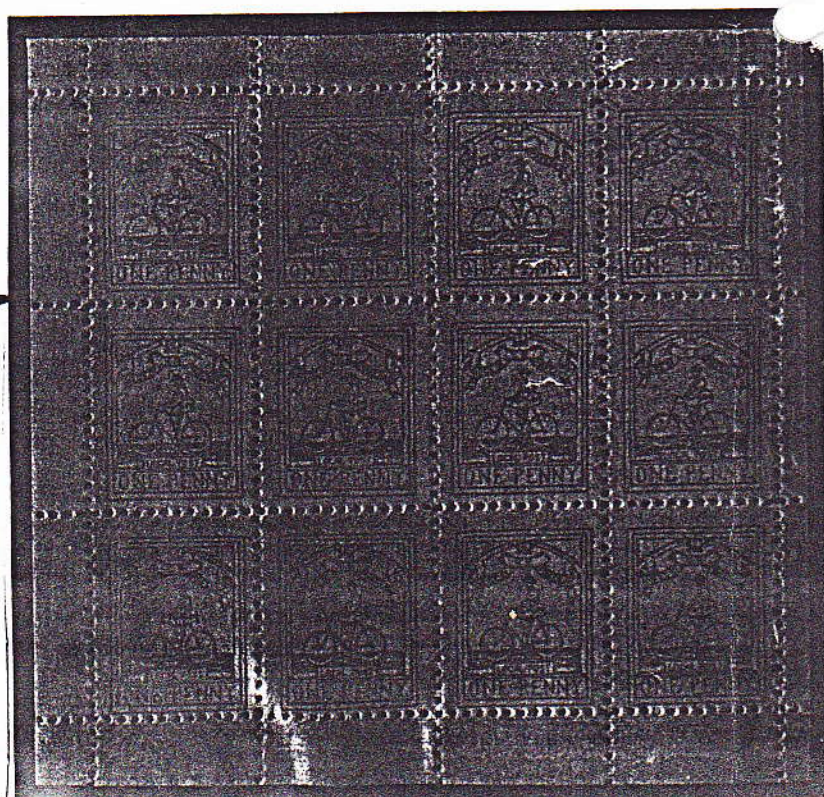
Thank you for allowing me the indulgence of a somewhat lengthy Editorial.

Douglas Marchant.

STOP PRESS

Look what has just arrived in the post - a sheetlet of twelve facsimiles of the 10th April 1900 Siege of Mafeking "blues" - only 9,476 of the original stamp were printed. Mint samples are catalogued at around £1,000. As the facsimile costs only - it took me a moment to work this out - 1/6250ths of the original, I will try to obtain sheetlets of facsimiles for all those in the New Issue Service.

DM.



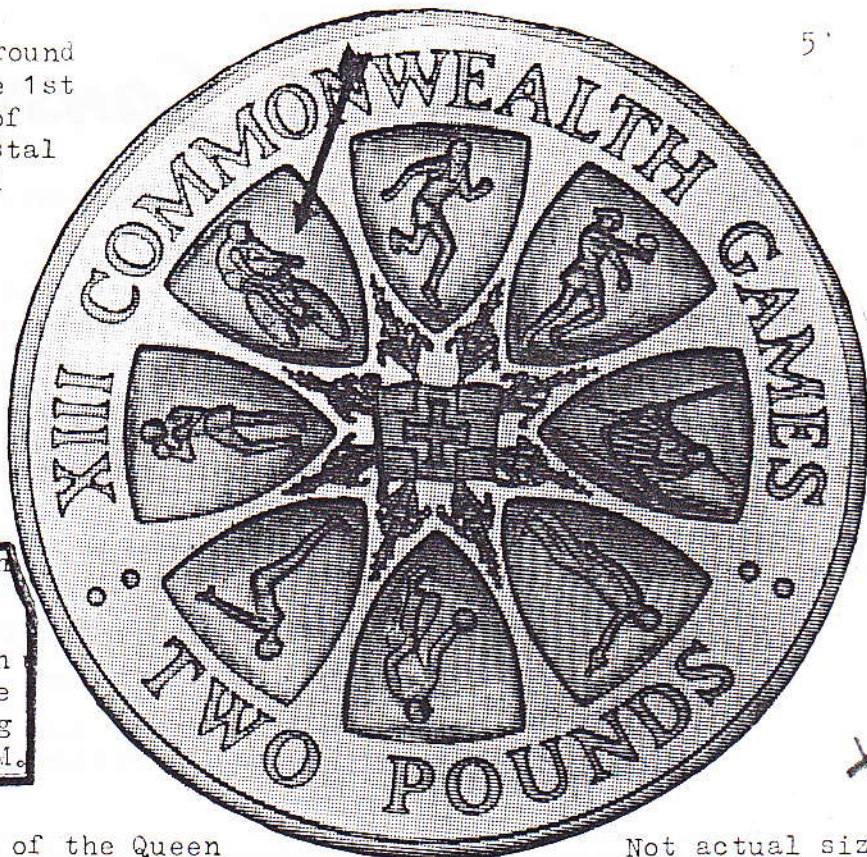
No, it is not an imperforated round stamp, but a coin issued on the 1st January 1986 by the Balliwick of Guernsey Philatelic Bureau, Postal Headquarters, Guernsey, Channel Islands.

Information from Jim Maybury

Prices

In Plastic Presentation
Case £2.50
Silver Uncirculated £13.00
Silver Proof (93%
Silver) £25.00

Australia issued a 50 cent coin in 1982 to commemorate the XII Commonwealth Games. That coin featured a racing cyclist of an exceedingly similar design. Are there any other coins featuring bicycles? Any Banknotes? X DM.



Obverse bears the portrait of the Queen

Not actual size

N.I.S. REPORT

The New Issue Service is proving a great success. A lot of hard and extremely complicated work, but the financial savings I am now able to make for the members make it all a very worth while venture indeed. The Bophuthatswanan bicycle stamp of 1985, for example, is one of a very large definitive set that would have cost each and every member, including myself, about £2.50 from professional stamp dealers. Now that I am buying for myself and members of the New Issue Service, I was able to buy complete sheets of the bicycle stamp alone and, owing to that, I was able to resell that stamp to members at just a few pence. In percentage savings, that is a lot, but in real money, £2 plus is not that much, but multiplied twenty or thirty times a year...

A number of members have volunteered or have had their arms twisted by me to act as "Whistle-Blowers". Once they know of a philatelic item with a bicycle connection to be issued, they "blow the Whistle" by writing to me and I then let them know how many of that item is wanted. "Whistle-Blowers" at this juncture are: Richard Arron (Canada), William Allan (Czechoslovakia), Denis Gemmani (San Marino and Italy), Piet Hein Hilarides (The Netherlands), Jean-Pierre Mangin (France), Michael Mekkelsen (South Korea), Josef Muhsil (Austria), Robert Raine (New Zealand), Brian Sole (British Channel Islands), Graham Wade (Australia and Papua New Guinea), Rupert Walth (West Berlin and West Germany), Carl Wiedman (United States of America) and Shiro Yagami (Japan). A Swedish friend of mine, though not a bicycle stamp collector, is acting as our Scandinavian "Whistle-Blower" and I think we all owe Björn Rombach a special vote of thanks being so willing to help fellow cyclists in that way.

Some good news about older material. I am acquiring the bicycle stamp collection of the Swiss cyclist Bernard Barbeau. He is the driving force behind the recently formed International Veteran-Cycle Association and he reluctantly came to the conclusion that he could not continue to collect veteran-cycles and bicycle stamps. It will take a long time to sort out, but eventually I will be able to offer a lot of material including the rare Swiss Bicycle Battalion stamps.

DM.

DRAFT CONSTITUTION

1. The Club shall be called the Bicycle Stamps Club.
2. The aims of the Club shall be to:
 - encourage the collecting of philatelic material relating to the bicycle and other man-powered transport machines.
 - publish 'Bicycle Stamps' at regular intervals
 - provide a New Issue Service
 - make available check listings of bicycle stamps, cachets, etc.
 - enable members to exchange Wants Lists and to ask each other to assist the growth of their collections.
 - to provide facilities for auctions.
 - to provide details of dealers.
3. The day-to-day running of the Club shall be conducted by the Club's officers who will collectively decide on the subscription rates.
4. The Officers shall be an Honorary President, Honorary Secretary, Honorary Treasurer and an Honorary Editor and any other Officers that may be deemed necessary or desirable.
5. All contested vacancies will be conducted by postal ballot.
6. Cheques issued by the Club must bear at least two Officers' signatures of which one must be the Honorary Treasurer.
7. No-one on paying the appropriate subscription may be refused membership or be expelled.
8. An Income and Expenditure account shall be circulated to all members annually.
9. All major proposals will be put to all members for a postal decision. No comment from a member may be deemed a favourable vote on proposals.

- Brian Sole

PROPOSALS

Proposal One - that the Bicycle Stamps Club apply for membership of the American Topical Association and apply for membership of the British Thematic Association.

Proposal Two - that the Bicycle Stamps Club should have a North American Honorary Secretary owing to the large contingent of members from that area.

Proposal Three - that the Honorary Treasurer should live in the same currency area as the Honorary Editor

Proposal Four - that the members express their views on the size and frequency of 'Bicycle Stamps' and that they would be willing to pay the appropriate subscription rates

- Douglas Marchant.

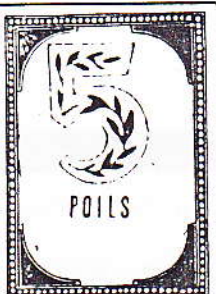
MEMBERS' ADVERTISEMENTS - any Member may advertise in BICYCLE STAMPS free of any charge. However, to avail yourself of the service, please keep the wording to a minimum. Pages and pages of WANTS would not be acceptable.

7.

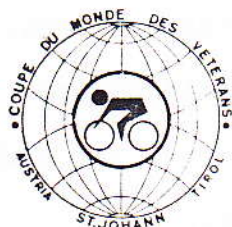
ETAT SOUVERAIN DE L'ILE BARBE



Tour
de France
1978



Bicycle Stamps Club Member Peter Rickenback has been a stamp dealer for forty years and he invites fellow members to contact him for a selection of cycle material on approval.



St. Johann i. T.
Postfach 35



Josef Mulsil has a large number of postcards with various cycle cachets for sale at about 10/11 Austrian Schillings each (about 45p or US 30c)

Giro 7259438



Being published this month - Piet-Hein Hilarides's latest check listing of cycle stamps. Price, including postage, £2 (USA \$3. 20 French Francs or 8 Dutch Guilders) Giro 1015031.

For addresses - see
Founder-Membership List

Michael Mekkelsen has a batch of Clacton-on-Sea 1985 items for sale - mint stamps, porte timbre, Miniature Sheets, FDC's, black proofs, signed proofs, etc., including some of the scarce colour trails

Red printing on pink card



1986



France. 1st February

- see page 44



X Isle of Man. 5th February



Poland - Postal Stationery - Postcard
with stamp printed thereon. Precise
Date of Issue as yet unknown.

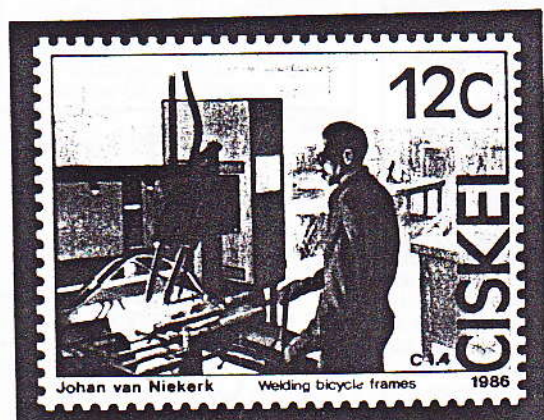


Colombia - Precise Date
of issue as yet unknown



Greece. 3rd March

CISKEI BICYCLE FACTORY 18. 9. 1986



Cachet

Co-operation between a German industrialist and a local entrepreneur led to the establishment in 1979 of a cycle manufacturing company, producing a full range of bicycles in an ultra-modern factory in Dimbaza, Republic of Ciskei. An intensive advertising campaign established the WESTERN FLYER brand as a leading force in bicycles. The development of locally manufactured plant and equipment, together with job employment opportunities, has contributed towards a truly localised bicycle manufacturing operation. The factory comprises four main areas - frame and fork manufacture, painting, wheel-building and final assembly. Research and development, quality control, plant maintenance and several large stores areas provide a full integrated and efficient manufacturing unit. Since its early beginning, WESTERN FLYER has steadily increased its market penetration in Southern Africa and today ranks as one of the major cycle manufacturers in the sub-continent.

The range produced includes "Balloon" type, semi-sports, racing cycles with multiple gears, ladies fashion cycles and a range of juvenile cycles, the smallest being 25cm wheel size, suitable for a 2 - 3 year old. Lightweight racing cycles have recently been introduced adding further depth to the range of cycles on offer.

A franchise agreement with a leading French bicycle brand underscores the ability of WESTERN FLYER to manufacture cycles to international standards both in design and finish.

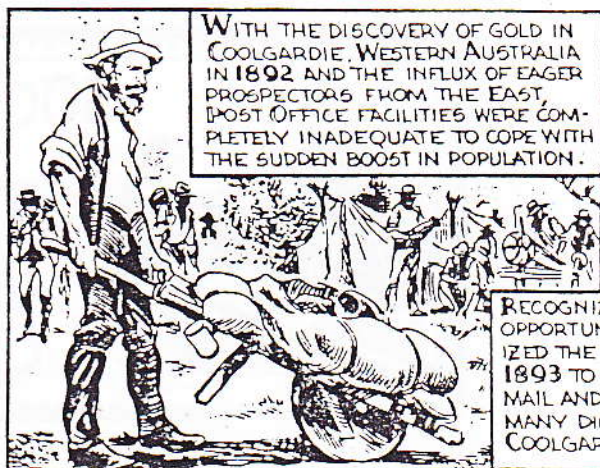
The original factory has been extended several times and at present it provides employment for 320 people, with a capacity to produce in excess of 100 000 cycles per year. An intensive training programme has ensured that Ciskeians receive on-the-job training to enable them to develop the inherent skills that many of them possess. The recent successes in export have ensured that WESTERN FLYER CYCLES is not only formally established in the local market, but also has great potential in competing on the international scene.

Information from Stephen Mayer International



THE COOLGARDIE CYCLE EXPRESS CO.

WRITTEN AND ILLUSTRATED BY Monty Wedd.



RECOGNIZING AN EXCELLENT BUSINESS OPPORTUNITY, JAMES A. HEALY ORGANIZED THE COOLGARDIE CYCLE EXPRESS IN 1893 TO MEET THE NEED FOR A REGULAR MAIL AND MESSENGER SERVICE AT THE MANY DIGGINGS SITUATED IN THE COOLGARDIE GOLDFIELDS AREA....

ORIGINALLY THE SERVICE RAN BETWEEN COOLGARDIE AND SOUTHERN CROSS, THE 120 MILE JOURNEY BEING COVERED BY CYCLE RIDERS IN 10 HOURS....



BUT THIS SERVICE WAS SHORT-LIVED, FOR IN 1894, THE POSTAL AUTHORITIES GRANTED MAIL CONTRACTS TO ANOTHER COMPANY WHO WERE TO PROVIDE A COACH SERVICE SIX DAYS A WEEK.....



THE
Coolgardie Cycle Express Co.
HUNT STREET.
SPECIAL CYCLE MESSAGES.

Having arranged the services of the following Special Cyclists:
F. P. Hays, W. Stearns, F. W. Williams, J. M. Hume, and W. H. Hume,
J. M. C. Hume, etc., were prepared to carry messages to any part
of the Field, by day or night, at a stated notice.

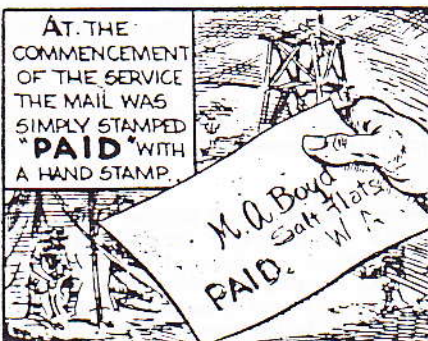
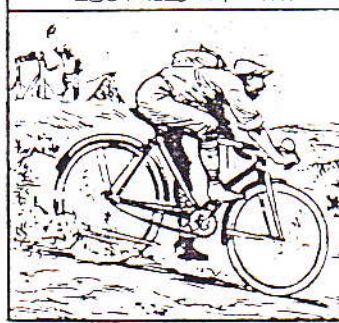
Mining Notices put up on CLAIMS, Wagon Poles, CLAIMS, Poles and taken up at
Warren's Office, and all Mining Notices transmitted.

Regular Cycle Mail boxes this whole year (Hannan, Gladly, Venetian, Nuyens,
Verill, Pindaroo, Mt. Margaret, Norseman, Dundas, etc.)

JAMES A. HEALY, AGENT.
N.B.—SPECIAL MESSAGE GUARANTEED

NOT AT ALL DETERRED, JAMES A. HEALY EXTENDED HIS CYCLE SERVICE ENTERPRISES TO OTHER ROUTES, USING VARIOUS ADVERTISING ADS LIKE THE ABOVE CARD TO BUILD HIS BUSINESS.

THE CYCLE EXPRESS COVERED THE FAR FLUNG MINING AREAS IN THE DISTRICT AND AT ONE STAGE RANGED AS FAR AS LAKE DUNDOL, 280 MILES AWAY....



BUT IN 1894, HEALY ISSUED STAMPS OF TWO DIFFERENT DENOMINATIONS (1/- AND 2/6) TO BE USED ON ALL MAILED CARRIED BY THE COOLGARDIE CYCLE EXPRESS COMPANY....

BY 1895, THE BUSINESS HAD EXPANDED IN SO MANY DIRECTIONS THAT HEALY BEGAN TO EMPLOY CAMELS AS WELL AS CYCLISTS ON THE SERVICE.



THIS LED HIM TO ISSUE THREE ATTRACTIVE BI-COLOURED STAMPS OF DIFFERENT DENOMINATIONS (6/-, 2/- AND 5/-) THE FOLLOWING YEAR, WHICH BROUGHT DISASTEROUS CONSEQUENCES



THESE STAMPS FOCUSED THE ATTENTION OF THE POST OFFICE ON THE WHOLE CYCLE EXPRESS SET UP. AFTER THE STAMPS HAD BEEN ON SALE FOR TWO DAYS, THE WESTERN AUSTRALIAN GOVERNMENT STEPPED IN AND STOPPED THEIR SALE.



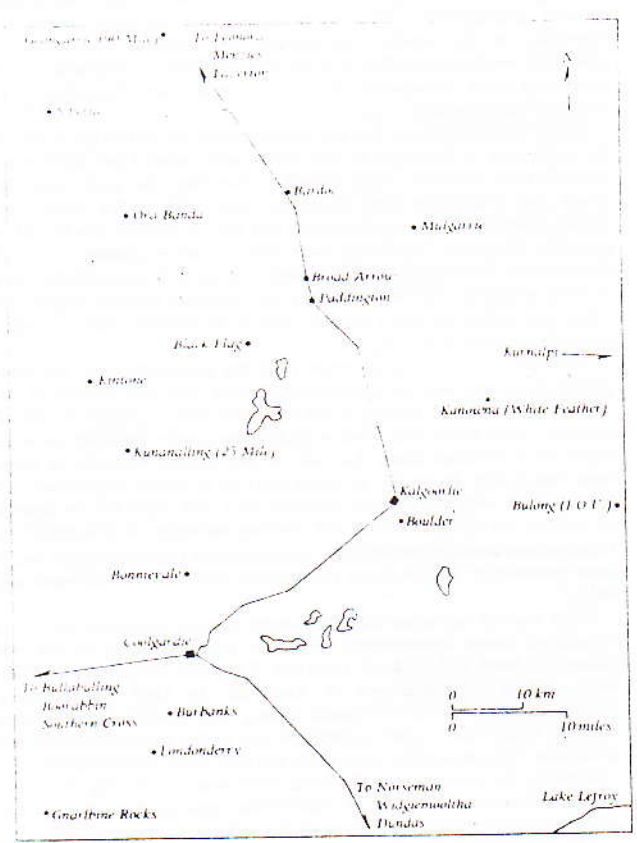
THE GOVERNMENT ALSO CLOSED DOWN A NUMBER OF HEALY'S SERVICES, DEALING THE COMPANY A DEATH BLOW... IN 1964 A RE-ENACTMENT OF THE CYCLE EXPRESS WAS MADE IN ROCKDALE N.S.W. IN CONJUNCTION WITH THE STAMP SHOW, TO MARK THE 70TH ANNIVERSARY OF THE ORIGINAL CYCLE EXPRESS STAMPS.



The bicycle messenger services



THE RAPID GROWTH of Western Australia following the Coolgardie find of late 1892 created, among other things, extensive and voluminous communications requirements. These posed enormous problems and, in the eastern goldfields, provided the basis for the first important use of the bicycle in rural Australia. The colony's population, 58,600 in 1892, had nearly tripled to 161,700 by 1897. As gold was the colony's magnet, by 1896 nearly half of the men in Western Australia were scattered about the eastern fields. Ultimately most of the gold was found not in alluvial material but in reefs, and companies had to be set up to handle the large operations required to extract it. In 1894 some sixty companies with a combined capital of five million pounds were formed to invest in gold mining; by the end of 1896 there were over three hundred firms involved. The large population and heavy investment combined with government activities resulted in a great need for communications. Residents corresponded with friends and relatives elsewhere; the press maintained a continuous stream of words chronicling the fortunes of the fields; and the very existence of mining companies, prospectors and brokers depended upon information exchange.



The Coolgardie-Kalgoorlie area of Western Australia, about 1900. The region was laced by an extensive formal and ad hoc network of roads, bush tracks, and camel and bicycle pads.

The most severe communications problems were faced from mid-1893 through 1896 on the eastern goldfields. As prospectors explored throughout the interior, the posting of a claim or the rumour of a find was sufficient to cause several hundred men to immediately set off.

Some of the rumours were groundless, such as the Mount Youle and disastrous Siberia rushes of 1893. Some finds were disappointing and relatively few prospectors remained. A few were initially fabulous, such as the Londonderry rush south of Coolgardie, but did not live up to expectation. Others proved rich and the population progressively grew, such as at Menzies and Kalgoorlie. The growth and continual redistribution of the population, coupled with the ephemeral nature of many of the communities, made it hard to allocate rationally postal and telegraphic staff and facilities.

The first official Coolgardie post office was not opened until September 1893, one year after the initial rush. While later mining centres generally acquired post offices somewhat more quickly, the delays were often extensive. To provide services in the interim, the post office frequently paid private individuals, known as Receivers of Mail Bags (R.M.B.), to handle mail in a particular location. Most communities, however, experienced a lag between initial settlement and institution of even R.M.B. services. Hannan's (Kalgoorlie) was rushed in June 1893, but did not have a post office until eight months later, despite an extremely large population around the immediate area. Menzies, founded in late 1894, obtained its R.M.B. in March 1895; and a permanent post office seven months after that. The Dundas field was proclaimed in August 1893, but no post office was established until April 1895. It was not until late 1895 that the demand for formal postal facilities in most centres had been satisfied.

The establishment of official facilities did not in itself guarantee reliable, fast communication. The task of the R.M.B.s was 'indifferently performed on many occasions' and delivery was often frustratingly slow. The Telegraph Department, in particular, was unable to cope. Services were chaotic and messages paid for at telegraphic rates were at times sent to Perth by ordinary mail. The editor of the *Coolgardie Review*, referring to the situation in late 1895, was not concerned about the delays:

Folks say that they can get their telegrams through by team almost as rapidly as by wire, and that they can place more reliance upon a camel than upon the telegraph wires. Well, what if they can. Surely it does not make much difference to a business man if his wires happen to be delayed a week or ten days. They should take the gifts the gods provide and be thankful.

Very few others shared his view. The system was so overwhelmed by the end of 1895 that communications were a principal subject at large protest meetings held in Coolgardie and Kalgoorlie.

Amidst this erratic, uncertain and obviously unsatisfactory situation several bicycle delivery services were started. Australian philatelists have long given the credit for founding the first cycle messenger service to James A. Healy. (The philatelists are interested because Healey issued stamps for his service. This eventually brought him into conflict with Western Australian government officials, as a result of which the stamps were suppressed). However, based upon available evidence I feel that there is considerable doubt as to whether Healey was involved initially. For their claim, the philatelists rely heavily upon brief articles in two issues of the *Australian Philatelist*, May 1896 and January 1897. The first quoted part of a letter from Healey to a friend. The second reported on a letter written by Healey to the journal; unfortunately the journal did not reprint the letter, but instead a writer put together a mixture of references to it and comments upon the bicycle service. In neither issue is there a specific quotation or statement that Healey founded the service.

Another basis for claiming Healy as the initiator of goldfields cycle messenger services is a statement printed on a business card of the Coolgardie Cycle Express Co. In association with a widely circulated reproduction in 1974, a Stamp Show organizing committee stated that the original card, listing Healy as an agent, was printed in 1894. However, an analysis of the card indicates that it was printed in late 1895, not 1894. The card states that 'Regular Cycle Mail leaves this office for Hannan's, (daily) Menzies, Niagara, Yerilla, Pindinni, Mt Margaret, Norseman, Dundas, &c.'. Yet the *Australian Philatelist* of January 1897 specifically noted that regular cycle mail services were not established to Menzies until April 1895 and on to Niagara somewhat later. It was not until June 1895 that a regular cycle service was established to Yerilla and Mount Margaret.

The matter of who established the first goldfields cycle delivery service is further confused by references to several such firms operating in the Coolgardie area. Healy's card, referring specifically to the 'Coolgardie Cycle Express Co.', is probably from late 1895. A pro-

spectus for a 'Cyclists' Express Co.' was printed on 21 April 1894 in the *Coolgardie Miner*, clearly naming 'the promoters, Messrs. Bamlett and Williams'; an adjacent editorial about the service referred to a Mr Summerhayes helping to inaugurate it. An accompanying newspaper article pointed out that an informal cycle express service had been operating for some months already. *The Western Australian Directory 1893-1895*, published apparently in late 1894, cited a 'Goldfields Cycle Express Co.', but gave no other details.

James Healy is not mentioned in any references to cycle delivery services until the printed card of late 1895. It is likely that someone else was the initiator of cycle delivery services on the Western Australian goldfields, probably Bamlett and/or Summerhayes, the persons most frequently mentioned (in several sources) in this connection.

Another unfortunate result of the philatelists' writings is that they leave the impression that for some years there was only one cycle express company on the goldfields. This is a natural result of their focus upon stamps, as the Coolgardie Cycle Express Co. was the only one to issue stamps until another small service did so from February to June 1897 in the Lake Lefroy region. In fact, there were many other cycle express operations, ranging from major networks to individual riders taking casual orders.

After completing his overland ride in September 1893, Percy Armstrong eventually went to Western Australia, arriving on the goldfields in March 1894. He established a 'Special Bicycle Express' sometime thereafter, his first ride being to Kurnalpi. Later in the year he founded the first bicycle sales agency on the field, which eventually expanded from its Coolgardie base to become the largest and most extensive cycle agency network in the colony, with outlets in nearly all goldfields communities and Perth and Fremantle. Like the Coolgardie Cycle Express Co., Armstrong located his office near the Coolgardie Post Office.

The Coolgardie Cycle Express Co. initially delivered between Coolgardie and Southern Cross, but the network quickly expanded. By early 1894 it was serving Kurnalpi, White Feather, I.O.U., 25 Mile and Hannan's, and was extended 140 miles (225 km) south to Dundas and Norseman. By early 1895 it had been expanded to include Menzies and later Niagara. By mid-1895 services were in operation to Mount Margaret, Yerrilla, and as far north as Lake Darlot. Regular services were scheduled to these centres in addition to the 'special' messages that could be contracted at any time. The business card listed at least six riders in service. Armstrong's network also served the entire eastern goldfield and extended across to Cue on the Murchison field as well; he had as many as ten riders working for him. One writer, after examining the company's books, concluded that Armstrong's riders covered a total of 260,000 miles during the network's existence.

There were numerous other scheduled and 'special' cycle messenger services on the goldfields, ranging from small agencies to individuals. One service operated in the Lake Lefroy region between February and June 1897; it issued stamps and apparently delivered between Lake Lefroy and Kalgoorlie or Coolgardie, possibly both. A Mr Crump pedalled mail (including newspapers and parcels) on a scheduled route between Coolgardie and Lawlers via Lake Darlot. In Menzies a cyclist, Hatley Ellis, operated through the local auctioneers and agents; he carried orders left with them 'to all outlying districts'. Many cycle dealers carried messages when requested.

The forte of the cycle messengers was rapid delivery. David Carnegie noted that the cyclists could do 100 miles (161 km) in a day, and, according to the historian W.B. Kimberley, in 1897, when 'messages had to be hurriedly delivered ... a cyclist was approached in preference to camel or horseman'. The speed and endurance of the cycle riders was considered spectacular in the circumstances. The prospectus for the Coolgardie Cycle Express Co., promising that the Coolgardie-to-Southern Cross ride would be done in 10 hours, led one newspaper to suggest that a relay rider should be stationed at Boorabbin (the halfway point), as 'For one man to continue very long in doing the journey in ten hours ... is quite out of the question'; one traveller described the road as 'sand, sand all the way'. However, according to G.F. Young, camel teams used an alternative route to the north of the main road between Boorabbin and Coolgardie. It is possible that the cyclists used the camel pad, thereby avoiding some of the road used by the teamsters. Whether they actually attained the 10-hour time is not known; James Healey said that a ride of 12 hours was the fastest recorded. In comparison, the record camel ride between Coolgardie and Southern Cross was 21 hours.

Armstrong's first ride was an 85-mile (137 km) delivery to the Kurnalpi area and a return the following day. On one occasion, he rode 105 miles (169 km) from Menzies to Coolgardie in 13 hours and continued on to Widgeemooltha the same night—a total of 152 miles (244 km) in 19 hours. In the next two days he rode an additional 190 miles (306 km), averaging 114 miles (183 km) per day over three days; this compares favourably with his 138 miles (222 km) per day between Sydney and Melbourne. Because riders were able to cover the 25 miles (40 km) between Kalgoorlie and Coolgardie in less than 1½ hours, they were hired to make urgent runs between the communities when delays occurred in telegraph transmission. In 1897 a pair of riders

delivered a dispatch for a mining company between Cue and Lake Darlot in 61 hours. The ride had been done quicker. But the fact that the riders turned around and completed a 540-mile return trip in 136 hours in continuous 'rain, adverse roads, and mud' made it newsworthy. Such speeds contributed to an almost legendary status for the special riders.

Such services were not cheap. One newspaper reported that some 'very large sums have been paid' on occasion. The first riders between Southern Cross and Coolgardie reportedly charged as much as £25 per message, which was the cost of steerage class passage from London to Fremantle in 1894. With the establishment of regular services the charges decreased. Prices depended upon distance, urgency and weight, but the Coolgardie Cycle Express Co. applied the following standard rates for letters: between Coolgardie and Dundas, from 6d to 5s; from Coolgardie to Menzies and Niagara, 2s 6d and 5s; to Mount Margaret 1s, 1s 6d, 2s 6d, and 5s. However, the last-mentioned route was partially supported by mining company subsidies, presumably to assure service in the district. Between Kalgoorlie and Coolgardie the charge was 2s 6d per message, or 10s 6d for a weekly subscription. Normal postal and telegraphic costs had to be added to the cycle charges, where appropriate. For the messenger companies it appears to have been a lucrative business. On the Lake Darlot-Coolgardie run, the most remunerative, one rider reportedly earned up to £50 per trip for the organization.

The cycle messenger services were eventually closed down as telegraph lines and regular mail services were established. The last regular route operated by the Coolgardie Cycle Express Co. (to Mount Margaret) finished in December 1896. The brief Lake Lefroy service, during the first half of 1897, was closed when government facilities were established. But even after the opening of post offices and telegraph services, some special cyclists continued operating because they were quicker, the regular services were too infrequent, or the government could not cope with the demand. As late as 1898 one cycle express firm, 'Express Delivery Cycles', was still in business in Coolgardie, delivering messages, newspapers or parcels at short notice to 'all parts of the fields'. Given the close association of cycle messengers with cycle agencies, the closure of the exclusive messenger services undoubtedly did not mean the end of cycle deliveries, especially in the smaller communities and isolated areas. Elderly goldfields residents recalled that mining companies continued to use occasional cycle messengers for a couple of decades this century, to reach isolated operations quickly.

Julius Price suggested that the riders earned up to £10 per week. If the early cost of messages is any guide, some must have made more than that on occasion. They earned it, however, for aside from the speed and endurance they displayed, they rode under harsh conditions. Because of the need to travel fast and to carry as much mail as possible, they were 'unable to carry blankets or provisions except of the scantiest description, and took their chance of hitting off the camp of some wayfarer'. Failing that, they had 'perforce to make the best of a fire as a substitute for a blanket, and to be content with a hungry stomach, in place of having a meal'.

The riders received great respect on the goldfields both for their physical prowess and for maintaining a quick link with the rest of the world. The extent of feeling at the time was well expressed by David Carnegie, who noted that when a cyclist was caught between towns at night, an individual along the road 'would always be ready to show what hospitality he could, to messengers of so much importance. To have to part with one of your blankets on a cold night for the benefit of another traveller, is one of the severest exercises of self-denial'. A handwritten message carried by a special cyclist from one client put it more succinctly: 'Let him have anything he may want for the road and oblige'.

More than in any other single situation in rural Australia, the cycle messenger riders demonstrated the great practical value of the machine to a local and national audience. The cycle messenger services were widely acknowledged in Australia. In 1897 the Western Australian Commissioner of Lands, among other contemporaries, said that the riders had played an integral role in the development of the goldfields. It is impossible to actually quantify their contribution, so it will never be known what fortunes were won or lost by the cycle riders' deliveries. As with all information conveyance, the cost of transmission is often no reflection of the value of that conveyed.

The widespread adoption of the bicycle on the goldfields, and the subsequent spate of spectacular, nationally reported overland rides which popularized the machine's rural utility, owed much to the example set by the express riders.

From 'The Bicycle and the Bush: Man and Machine in Rural Australia' by Jim Fitzpatrick. Oxford University Press, 1980. Reproduced by kind permission of the author

Original Australian Goldrush stamps are eagerly sought after and, when found, can be quite expensive. Fortunately for the collector whose financial resources are not unlimited, the Coolgardie Cycle Express Service stamps have been reproduced on more than one occasion.

COOLGARDIE CYCLE EXPRESS SERVICE

Coolgardie, W.A., 1894



Reproductions of the original Coolgardie Cycle Express stamps of 1894. Produced by the Organising Committee of THE STAMP SHOW 1964 to commemorate the 70th Anniversary of the Coolgardie Cycle Express Service.

The reproductions issued in 1964 were, in order to prevent them being sold to the unsuspecting as originals, overprinted in red "STAMP SHOW 1964"

The reverse side of the above card is reproduced below

Shown here is a reproduction of a postcard issued by the Coolgardie Cycle Express Co. in 1894 advertising their new cycle express service which subsequently was suppressed by the Western Australian Post Office.



THE
Coolgardie Cycle Express Co.
HUNT STREET,
(Opposite Post Office)
SPECIAL CYCLE MESSAGES.

HAVING engaged the services of the following Special Cyclists:—
F. P. HOPE, H. YEATES, F. W. WILSON, F. W. BROOKMAN, W. H. HAMBLIN,
J. H. C. BAMLETT, &c., we are prepared to convey messages to any part
of the Field, by day or night, at shortest notice.

Mining Notices put up on Claims, Wages Paid, Claims Pegged and taken up at
Warden's Office, and all Mining Business transacted.

Regular Cycle Mail leaves this office for Hannans, (daily) Menzies, Niagara,
Yerilla, Pindinni, Mt. Margaret, Norseman, Dundas, &c.

JAMES A. HEALY, AGENT.

N.B.—SPECIAL MESSAGES GUARANTEED.

1964 Re-enactment

FACSIMILES OF THE 1896 LOCAL CAMEL POST
EASTERN GOLDFIELDS, WESTERN AUSTRALIA



PRODUCED BY THE PHILATELIC SOCIETY OF W.A.

1981
Re-enactment

To prevent fraudulent use,
each of the "Camel" stamps
had "FACSIMILE 1981" printed
on the reverse

POST CARD

CARRIED IN RE-ENACTMENT
OF W.A. CAMEL MAIL
COOLGARDIE - KALGOORLIE
20 MAY 1981

Local mail services were privately organised in 1895 to facilitate the sudden demand for communications to isolated areas of the Eastern Goldfields of W.A. Three camel stamps were produced by the Coolgardie Cycle Express Company to ensure prepayment for the delivery service.

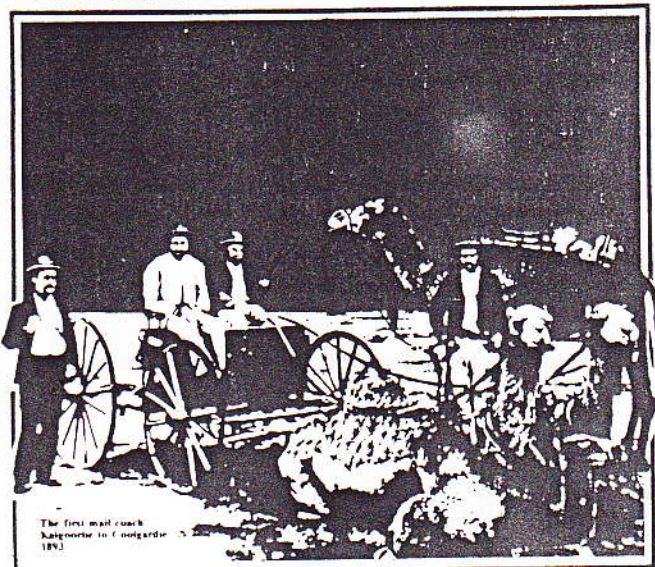
The original stamps were printed by lithography.



FACSIMILES OF THE 1896 LOCAL CAMEL POST
EASTERN GOLDFIELDS, WESTERN AUSTRALIA

PRODUCED BY THE PHILATELIC SOCIETY OF W.A.

Camel Mail Re-enactment • 20 May 1981



The first mail coach
Kalgoorlie to Coolgardie
1895



Quinty of working staff



On road to Kalgoorlie



1982
Re-enactment

To prevent fraudulent use,
both of the "Cycle" stamps
had "FACSIMILE 1982" printed
on the reverse.

FACSIMILES OF THE 1895 LOCAL CYCLE POST
EASTERN GOLDFIELDS, WESTERN AUSTRALIA



PRODUCED BY THE PHILATELIC SOCIETY OF W.A.

POST CARD

CARRIED ON RE-ENACTMENT
OF W.A. CYCLE MAIL
COOLGARDIE: SOUTHERN CROSS
30th APRIL — 1st MAY, 1982

Local mail services were privately organised in 1895 to facilitate the sudden demand for communications to isolated areas of the Eastern Goldfields of W.A. The Coolgardie Cycle Express Co. introduced two stamps in 1895 to ensure prepayment of services. These were printed at the local newspaper office (Coolgardie Miner) by lithography in sheets of 35, perf. 12, on coarse unwatermarked wove paper. Photo — Mr. J.H. C. Bamlett — crack cyclist employed as letter carrier for first and subsequent Cycle Express services.

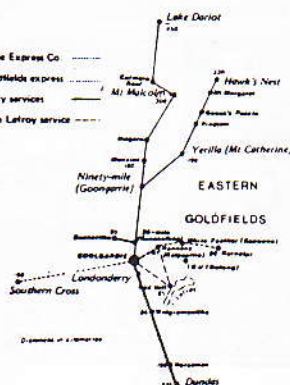
FACSIMILES OF THE 1895 LOCAL CYCLE POST
EASTERN GOLDFIELDS, WESTERN AUSTRALIA



PRODUCED BY THE PHILATELIC SOCIETY OF W.A.

LOCAL POSTS OF THE EASTERN GOLDFIELDS - 1894 - 1897.

Cycle Mail Re-enactment 30th April 1982



SOUVENIR COVER

Philatelic Society of Western Australia Inc.

Commonwealth



Rare local franked mail during gold rush

The Roman satirist, Juvenal, wrote about a rare bird on the earth, black and very like a swan. He wrote nearly 2,000 years ago.

He might have been writing prophetically about a red swan that is pictured on a rare local postage stamp. It was issued to frank

with lettering and an upright rectangular frame. The overall measurements are 31.5 millimeters horizontally and 43mm vertically.

The inscriptions read, "Lake Lefroy-Goldfield/Cycle Mail/Western Australia/6d

plate. The plate was then treated so that all the design to be printed in color was slightly above the height of the nonprinting portions of the design.

Next, the zinc plate was mounted on wood to form the printing block.

The block was used to print the stamps. The ink was red or dark pink. The paper used had a greenish tinge. It was wove and unwatermarked.

Four stamps, in two rows of two, appeared in each printed sheet.

The upper and lower rows were upside down in relation to one another, with the denominations together. Only one tele-beche pair is known.

Only 250 sheets were printed. They were perforated 12 on a single-line perforator. Afterwards, the printing block was defaced.

The service was in operation only from February to June 1897, but the stamps were not printed until that April.

When used, each stamp was given a manuscript control, the initials "H & M" between parallel lines. The initials were those of Hillier and Maskell.

In June 1897, a government service by mail-coach ran twice weekly to a new township in the center of the district.

The chief postmaster then wrote to the Cycle Mail proprietors, pointing out that by issuing a private stamp they were committing an offense in "infringing postal regulations." He threatened them with statutory penalties.

Use did not cease at once. A stamp with "H

& M" control is known postmarked Kalgoorlie with the date "AU 17/97."

In the collection of Queen Elizabeth II at Buckingham Palace, there is part of a cover bearing a Lake Lefroy local upside down as a 1d carmine of Western Australia (Scott 62).

The piece bears the postmark of Coolgardie and is dated "JU 1 1897." The postmark is the post office stamp to the piece. The Lake Lefroy stamp also is postmarked and tied in the same manner.

Another piece is known bearing the Lake Lefroy stamp. The piece bears part of an address to "Mr I Liffey ... Co H ...". The stamp has the "H & M" control but is not postmarked.

A few stamps are known without the "H & M" control and also without postmark. ■

Locals of the World

By L.N. Williams

mail carried during gold rush days. Fewer than 20 of the stamps survive nowadays in collections.

The place of issue was Lake Lefroy in Western Australia. The time was 1897.

Gold was found nearby. Almost overnight the deserted land teemed with avid humanity.

Many needs were catered to officially. Officially authorized mail was not among them.

That need was fulfilled by private enterprise. H. Lacy-Hillier and Frederic E. Maskell, experienced mail transporters, provided a private mail conveyance service. They charged 6 pence to carry a letter to Coolgardie or Kalgoorlie and the same for collecting one for delivery at Lake Lefroy.

The distance was about 45 miles. The journey was accomplished by bicycle.

They decided that stamps were needed. They had them produced at the offices of the local newspaper, the Coolgardie Miner & Pioneer in Coolgardie.

The swan, symbol of Western Australia, was surrounded by a crudely drawn oval frame



This Western Australia Lake Lefroy Cycle Mail label was issued in 1897.

Postage 6d.

The design was drawn in ink on paper or card. Then it was photographed onto a zinc

Submitted by
David Sher

'Stamp Magazine'

KEEPING YOU POSTED February 1986

Australian record

The highest price ever paid for a 'local' stamp issued in Australia is the 5,000 dollars paid recently by a collector in California for a pair of the 1897 6d pink on green 'Lake Lefroy Cycle Mail' issue from the Western Australia goldfields. The stamps are vertically se-tenant (upside down in relation to each other) and as such are unique. They are also slightly damaged, poorly 'centred' and cancelled with indelible pencil!

In 1979 the pair reached £1,687 at a Robson Lowe auction in Geneva. The recent sale has been negotiated by Sydney stamp dealer, Glen Stephens, who was again in the news a few months ago when he discovered two of the now famous Australian 60c whale stamps with wrong background design, roughly cancelled on an incoming parcel. This pair was auctioned by Status Stamps of Sydney, in October, for nearly AS600.

Warmest congratulations to Club Member Bert Schapelhouman on acquiring this item for his collection - and for setting an Australian record...

Fortunately, for the rest of us, the Lake Lefroy 'Local' stamps have also been reproduced...

...at the Western Australian Philatelic Stamp Exhibition (WAPEX) in 1984.

To prevent fraudulent use, each of the four stamps shown in the sheetlet to the right had printed on the reverse "FACSIMILE 1984"

FACSIMILE OF THE 1897 LAKE LEFROY 'LOCAL' EASTERN GOLDFIELDS, WESTERN AUSTRALIA



PRINTED AT THE COOLGARDIE MINER POSSIBLY IN THIS FORMAT (ONLY A TETE BECHE VERTICAL PAIR KNOWN)

LACY-HILLIER & MASKELL OPERATED A CYCLE MAIL BETWEEN COOLGARDIE AND REDHILL (now Kambalda) IN FEBRUARY - MARCH 1897

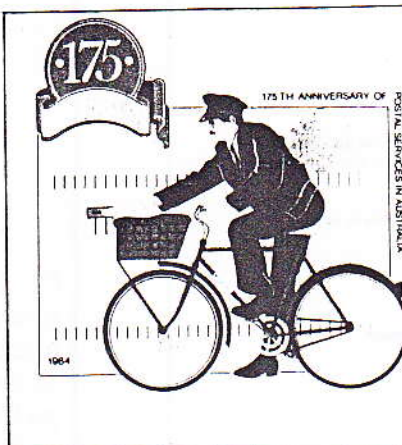
PRODUCED BY THE PHILATELIC SOCIETY OF W.A. FOR WAPEX 84

175TH ANNIVERSARY OF POSTAL SERVICES IN AUSTRALIA

This year sees the 175th anniversary of postal services in Australia, and to mark the anniversary, Australia Post will issue a commemorative pre-stamped envelope. The new envelope is to be issued on 18 April 1984.

Mail handling was a haphazard affair in the early days of Australia's settlement. Items of mail addressed to residents in the Colony were entrusted into the keeping of ships' officers, hopefully to be passed on to the appropriate persons at Sydney. Generally, official despatches were handed over to the first person of authority to meet a ship upon its arrival at Sydney Harbour. Private mail was sometimes given over with the official despatches, in which case the person who brought the mail ashore was expected to advertise the names of those for whom he was holding mail. More often, private mail was left aboard to be collected personally by the intended recipients. On numerous occasions letters and parcels containing valuables were misappropriated by felons falsely claiming to be the person to whom mail was addressed.

The problem of misappropriated mail reached its peak during the period of the "Rum Rebellion" (see pre-stamped envelope issued January 1983). In an effort to



overcome the situation, the Lieutenant-Governor ordered that the receipt of all mail entering the Colony should be made the responsibility of one man. That man was Isaac Nichols, a former convict who had been elevated to the position of Assistant to the Naval Officer (or Harbour Master) in Sydney. Nichols' appointment on 25 April 1809 is regarded as the foundation of formal postal services in Australia. Mail was held in the security of Nichols' home in what is now George Street, Sydney, until claimed by the appropriate persons.

Governor Lachlan Macquarie arrived from England on 1 January 1810 to take command of the Colony. One of his earliest acts was to rescind all appointments made

during the period of the Rum Rebellion. Macquarie, however, was an intelligent man who realised that not all appointments made during the insurrection and its aftermath had been politically motivated. Those thought not to be a threat to his authority were soon reinstated. In reaffirming Nichols' appointment, Macquarie gave him the official title of Postmaster and broadened the scope of his duties to include the collection and distribution of mail within the Colony in addition to the reception of mail from overseas. Nichols remained as the Colony's postmaster until his death in 1819.

On 22 April 1959 the Australian Post Office issued a 4d stamp commemorating the Birth of the Post Office. The stamp showed Nichols boarding the Brig *Experiment* to receive the incoming mail. The *Experiment* is thought to have been the first ship to arrive at Sydney Harbour after Nichols took office. The design, which was originally intended for use as a post office poster, was a piece of imaginative illustration, as no known contemporary portrait of Nichols exists. When it was adapted to a stamp design, considerable effort was made to ensure historical accuracy in the background, details of the ship and the forms of dress.

The 1959 stamp is reproduced in the pre-stamped envelope's stamp area. On the left side of the envelope's face is an illustration of a present-day postman on his home delivery rounds, typifying the personal involvement that has been a hallmark of Australian postal services since their inception 175 years ago.

The availability periods for this envelope (mint and postmarked first day of issue) are listed on the back page of this Bulletin.

Technical details

Envelope No: 080
Denomination: 30c
Selling price: \$A0.37
Designer: Garry Emery, Melbourne
Printer: Cambec Press, Melbourne
Printing process: photolithography with luminescence impregnated varnish
Paper: 105 gsm New Shade Glopaque
Envelope size: 190 mm x 101 mm



Above: Australia's first recorded handstamp, used by Isaac Nichols as early as 1813.

Right: Post office poster that inspired the 1959 150th Anniversary of the Post Office stamp design.



Right: Proof from engraver F. D. Manley's original die, rejected due to historical inaccuracies.

Below: Final design, redrawn with modifications to the background, ship details and forms of dress.



POSTMASTER

- 4 JUL 1985

WAHROONGA 2076

Mr. G. Wade
7 Rivers Cl.
Normanhurst

Dear Customer,

Approval is given for you to use the Postage Paid Imprint facility at the office(s) listed below, subject to the conditions shown overleaf. A specimen of the approved imprint is shown below.

Should you desire to vary the approved imprint, another application is to be made.

Yours faithfully,



Postmaster/Manager

Posting Offices

WAHROONGA 2076

NORMANHURST 2076

Approved imprint to be affixed here



Posting Conditions

- Lodgements are to be made at the counter of the approved office(s) and:
 - May be paid for in cash at the time of posting or lodged under a specially approved Charge Account System.
 - Should be arranged so that articles of the same dimension (other than parcels which should as far as possible be grouped in appropriate mass categories) are bundled together in groups of 10 or multiples of 10, or, as required by the office of lodgement.
- Except in the case of Registered Publications, the following minimum quantities apply:

	Cash	Charge Account
parcels —	10	10
articles other than parcels —	50	20
- If lodgements are made after 3.00 p.m., or, less than 2 hours before the closing time of the appropriate outgoing mail despatches, the articles may be delayed.

GRAHAM WADE

The Designer of



7th September, 1983

"I have got under way a little project I have been thinking about for two years - my own personally produced postage paid envelope. I only did 50 and I enclose one I have had addressed to you and a copy of the "permission slip". Postage Paid envelopes do not go into the stamp cancelling machines so I have affixed a stamp so that this envelope did"

"I am working on a set of two stamps celebrating the centenary of the Luthian Church in Papua New Guinea 1886-1986 and I am trying to slip in a tiny bike outside a church"

GRAHAM WADE has kindly consented to become the Honorary President of the new Bicycle Stamps Club.



AUSTRALIA



Douglas Marchant
% Graham Wade
% Wheeler Heights
Post Office

2098

CENTENARY OF DISTRICT NURSING 1985

WENDY TAMILYN has completed several commissions for Australia Post, including Christmas stamps in 1972 and 1976, and the Performing Arts stamp issue in 1977. Trained at the Swinburne Institute of Technology, Wendy has a varied background in graphic design, having worked for many years in advertising, as well as teaching her craft extensively in tertiary colleges and working as an illustrator for one of Australia's top fashion designers. As is evident in her designs, Wendy particularly enjoys illustrating people. The typographer for this stamp was Wendy's daughter, Sophie Howland, an art director from Sydney. In 1985, Wendy also designed a pre-stamped envelope to commemorate the 125th Anniversary of Services to Deaf and Blind Children. She currently lives in a small town on the coast south of Sydney.



Wendy Tamilyn

High technology, medical and surgical techniques frequently make the headlines these days as doctors perform feats that have never before been possible. The centenary of Australia's District Nursing Services, however, provides us with a timely reminder of a different tradition in health services - the ongoing care of the sick in their own homes. Commenced originally to assist people who were ineligible for admission to hospitals, domiciliary nursing is now central to the concept of community-based health care which favours home services above institutionalisation wherever possible.

The formation of the Melbourne District Nursing Society was the outcome of a meeting held at Mrs McCulloch's Spring Street residence on 17 February 1885. The meeting had been called by the Reverend Dr Strong, a well-known church leader and zealous social reformer who was appalled by conditions in the slum districts of inner Melbourne. Overcrowding, primitive sanitary facilities and little knowledge of how disease spread combined to threaten the health of residents in these areas. The need for systematic medical attention for those who did fall ill constituted the meeting's agenda.

The objectives of the Society were to carry the benefits of skilled nursing, medical treatment and comforts to the houses of the sick poor of the city; to attend to chronic and septic cases which could not be accepted by the general hospitals; to complete cures where patients had to leave hospital early; to attend cases where hospitalisation would entail the breaking up of the home.

This was a time of scant direct government assistance to the poor. Relief was left largely to the more community-minded of the wealthier

followed in 1931, and its last family planning clinic in 1934. During the economic recession of the 1930s, the Society's Committee of Alumni* participated in organising a factory to employ young girls.

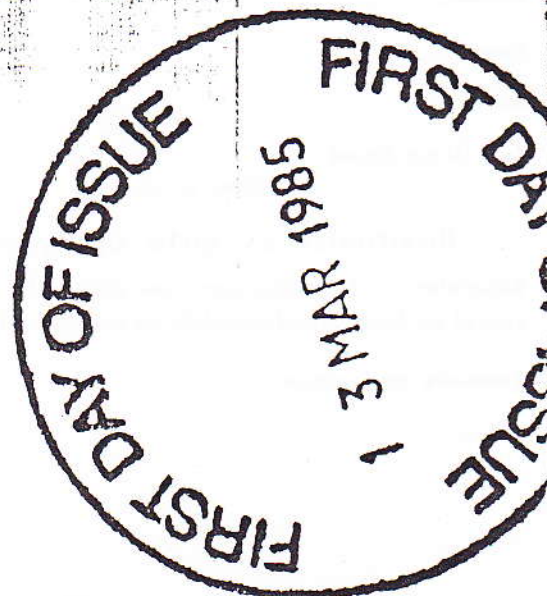
With the establishment of the Hospitals and Charities Commission in 1949, the State government accepted a greater responsibility for social welfare and began a rationalisation of the services available. The brief of the District Nursing Society was extended to include care for the aged. Wherever possible, elderly people were to be assisted in their own homes for as long as possible. At the same time, the Society's services were to be offered to the "sick poor" community, not exclusively to the "sick poor" to minimise travelling time, and use resources more efficiently. It was decided that branches should be developed. Today, there are eight fully operational regional centres serving the greater Melbourne area.

The long-standing contribution of the Melbourne District Nursing Society was recognised by the granting of a Royal Charter in 1966 and a change of name to the Royal District Nursing Society. Today, domiciliary nursing services exist throughout Australia. A national co-ordinating body was formed in 1969 and specialised educational programs have been developed to assist trained nurses to acquire the particular skills necessary for

effective home nursing. Over the past century the Service has grown from one nurse employed in Melbourne in 1885 to a staff of nearly 2,000 district nurses throughout Australia. While undoubtedly less spectacular than open-heart surgery or kidney transplants, their invaluable work continues to alleviate the distress of many thousands of ill and elderly people throughout Australia.

FURTHER READING:

Bowdler, N. *People - Not Cures: The Royal District Nursing Service Melbourne*, Nelson, 1974.



TECHNICAL DETAILS

Issue date: 13 March 1985
Denomination: 33c
Stamp size: 26mm x 37.5mm
Perforations: 14½
Designer: Wendy Tamilyn, Sydney
Typographer: Sophie Howland, Sydney
Printer: Leigh-Mardon Pty Limited, Melbourne
Printing process: Photolithography

NORWAY 1940

Nazi-Germany invaded Norway on the 9th April 1940 and forced the surrender of the Norwegian Government within two months. Soon afterwards the use of bicycles came under Nazi-controls. These two postal stationery postcards are from the collection of Brian Sole and are translated by Olga Ellis of the Scandinavian Philatelic Society

Søknad om sykkel fra:

Etternavn:
 Fornavn:
 Adresse:
 Født (år og datum):
 (Utfylles av søkeren.)

Bevitnelse av gitte opplysninger.

Riktigheten av de opplysninger som søkeren har gitt på denne søknad om bolig, arbeidssted/skole og reiseavstand i km. bevitnes.

Eventuelle opplysninger:

den / 194

(Arbeidsgivers eller klasseforstanders underskrift.)

Denne bevitnelse må være undertegnet ved søknadens innsendelse.



Til forsyningsnemnda

Søknad om anvisning på ny sykkelgummi til brukt sykkel.

Undertegnede søker om anvisning på kjøp av dekk og slanger til min/vår (merke) sykkel /sulky/tilhenger!). Jeg/vi erklærer at jeg/vi ikke har brukbar gummi i reserve utenom det som er påmontert sykkelen ved forevisning for sykkelgummiforhandleren. Utenom denne sykkel har jeg/vi brukbare sykler med ringer i min/vår besittelse. Siden 1. oktober 1940 har jeg/vi hatt i min/vår besittelse brukbare sykler som nu er solgt (overdratt).

De øvrige husstandsmedlemmer har ialt sykler med gummi²).

Min/vår sykkel brukes til:

Bopel: Arbeidssted/skole:

Avstand en vei km.³). Arbeidstiden er sammenhengende/delt³) 1).

Andre reisemuligheter:³)

Jeg har etter 1. okt. 1940 søkt om og fått kjøpt

..... dekk og slanger.

(Vedlegg eventuelt tidligere mottatt kjøpetilfelle.)

den / 194

Søkerens underskrift.

Forhandlerens erklæring. Sykkelen er forevist mig/oss og jeg/vi har grundig undersøkt den gummi som søkeren ønsker utskiftet. dekk og slange(r) kan ikke lenger repareres eller brukes.

(Må være utfyllt av godkjent sykkelgummiforhandler ved søknadens innsendelse.)

Forhandlerens stempel og underskrift.

1) Stryk det som ikke passer. — 2) Hvis andre husstandsmedlemmer har sykler, må det medsendes redegjørelse for hvem som eier disse og hva de brukes til. — 3) Bortfaller for varetransport, viserguttsykling o. l.

Forsyningsnemndas påtegning.

Anvisning gitt på dekk og slanger. Søknaden avslått.

Dato / 19. Nemndas stempel:

(Nemnda beholder denne søknad for kontroll ved senere søknader. En sykkeler må i løpet av 2 år fra første søknad ikke anvises mer enn maksimum 2 dekk og 1 slange.)

(Cycle Card)

Address Side

Application for cycle from

Surname

Chr. Name

Address

Born (year and date)

(to be filled in by applicant)

WITNESS OF STATED INFORMATION

Correctness of the information which the applicant has given on this application regarding domicile, work place/school and travelling distance in Km is (hereby) witnessed

Further information

.....

Date

(employer's or teacher's signature)

This witness must be countersigned before application is sent.

(On address half -

To the Supply Department

in

APPLICATION FOR PERMIT FOR NEW CYCLE WITH TYRES

The undersigned applies for a permit for a new wheel bicycle, (goods cycle/invalid cycle/ /trailer with tyres. I have in my possession usable tyres and usable tubes which can be fitted to the new bicycle. tyres and tubes are required to be issued with the bicycle. Since 1.10.40 I have had in my possession bicycle(s), which has (have) now been sold (transferred). I/we now have bicycles. The other members of the household have a total of bicycles.

The other members of the household have in all cycles with tyres. 2

My/our cycle is used for

Place of residence Work place/School

Distance by road Km.3 Work time is continuous/shift. 3 & 1

Other Travel requirements

After 1.10.40 I have applied for and bought

.... tyres and tubes. Date

(Enclose previous buying permit) Applicant's Signature

DEALER'S DECLARATION. The cycle has been seen by me/us and I/we have examined the tyre, which the applicant wishes to replace. tyre(s) and tubes can no longer be repaired or used.

(Must be filled in by a recognised cycle tyre dealer before being returned by the applicant)

(Dealer's Stamp and Signature)

- 1) Cross out that which does not apply.
- 2) If other members of the household have bicycles, a statement of who owns them and what they are used for must be included with the application.
- 3) Excluding delivery of goods or use by errand boys.

SUPPLY DEPT'S ENDORSEMENT

Permit given for tyre(s) and tubes

Application concluded.

Date Dept's Stamp

Department retains this application for checking later applications. In the course of 2 years from the first application the cycle owner may not apply for more than a maximum of 2 tyres and 1 tube.

Søknad om sykkelgummi fra:

Etternavn:

Fornavn:

Adresse:

Født (år og tdatum):

(Utfylles av søkeren.)

Bevitnelse av gitte opplysninger.

Riktigheten av de opplysninger som søkeren har gitt på denne søknad om bolig, arbeidssted/skole og reiseavstand i km. bevitnes.

Eventuelle opplysninger:

.....

.....

.....

..... den / 194.....

(Arbeidsgivers eller klasseforstanders underskrift.)

Denne bevitnelse må være undertegnet ved søknadens innsendelse.



Til forsyningsnemnda

i

Søknad om anvisning på ny sykkel med gummi.

Undertegnede søker om anvisning på en nyhjuls sykkel/varesykkel/invalidesykkel/sulky/tilhenger med gummi¹⁾. Jeg har i min besittelse brukbare dekk og brukbare slanger, som kan påmonteres den nye sykkel. dekk og slanger trenges således levert med sykkelen. Siden 1. oktober 1940 har jeg hatt i min besittelse sykler, som nu er solgt (overdratt). Idag har jeg/vi sykler. De andre husstandsmedlemmer har ialt sykler²⁾.

Syklen skal brukes til

Bopel:

Arbeidssted/skole:

Avstand en vei km.³⁾.

Arbeidstiden er sammenhengende/delt³⁾ 1).

Andre reisemuligheter:³⁾

Hvilke kommunikasjoner er tidligere brukt?

1) Stryk det som ikke passer. — 2) Hvis andre husstandsmedlemmer har sykler, må det medsendes redegjørelse for hvem som eier disse og hva de brukes til. — 3) Bortfaller for varetransport, viserguttsykling o. l.

..... den / 19.....

Jeg har etter 1. okt. 1940 søkt om
og fått kjøpt

..... dekk og slanger.
(Vedlegg eventuelt tidligere mottatt kjøpetillatelse.)

Søkerens underskrift.

Forsyningsnemndas påtegning.

Anvisning gitt på ny sykkel påmontert dekk og slanger. Søknad avslått.

Dato / 19..... Nemndas stempel:

(Nemnda beholder denne søknad for kontroll ved senere søknader. Inklusive de her anviste ringer må sykkelleieren i løpet av 2 år fra første søknad ikke anvises mere enn 2 dekk og 2 slanger.)

(Cycle Tyre Card)

Address Side

Application for cycle tyre(s) from

Surname

Chr. Name

Address

Born (year and date)

(to be filled in by applicant)

WITNESS OF STATED INFORMATION

Correctness of the information which the applicant has given on this application concerning address, place of work/school and travelling distance in Km is (hereby) witnessed.

Any other information

Date

(employer's or teacher's signature)

This witness must be countersigned before application is sent.

(On address half -

To the Supply Department

in

Application Side

Application for permission (literally 'order') for a new cycle tyre for a used bicycle.

The undersigned applies for a permit to buy outer and inner tubes for my/our (make) bicycle (/trailer)¹. I/we declare that I(we) have not a usable tyre in reserve other than that which is on the bicycle and can be seen by a cycle tyre dealer. Other than this cycle I/we have usable bicycle(s) with wheels in my/our possession. Since 1 October 1940 I/we have had in my/our possession usable bicycles which are now sold/transferred.

The bicycle shall be used for

Dwelling Place

Work Place/School

Distance by roadKm.³

Working hours are continuous/shift 3 & 1

Other travel requirements

I have applied for & bought since 1.10.40
.... tyres & tubes
(Enclose earlier permit)

What means of transport have been used previously

1. Cross out that which does not apply. 2. If other members of the household have bicycles, you must send a statement saying who owns them and what they are used for. 3. Except for delivery of goods, errand boys, etc.

Date

Applicant's Signature.

SUPPLY DEPT'S ENDORSEMENT

Permit approved for a new bicycle complete with tyres and tubes. Application concluded.

Date Dept's Stamp

The Department will keep this application to check later applications. If wheels are included on this permit the owner of the cycle must not apply for more than 2 tyres and 2 tubes in the course of the next 2 years.



VÉLOCIPÈDE

MODÈLE DÉPOSÉ - EXCLUSIVITÉ G.P.



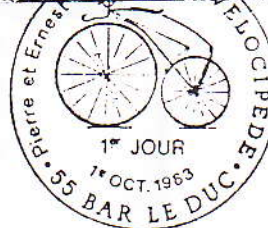
Pierre et Ernest MICHAUX



COLLECTION SERAY



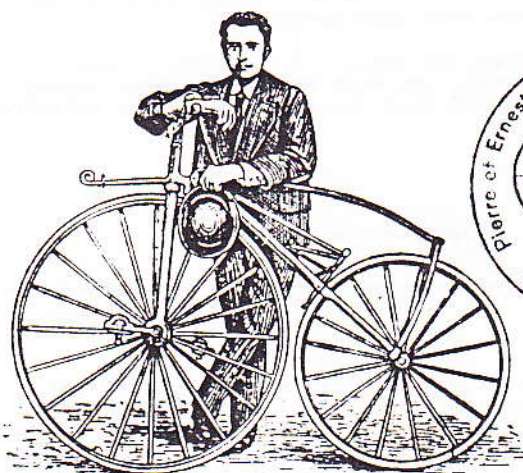
PREMIER JOUR
D'ÉMISSION
FIRST DAY COVER



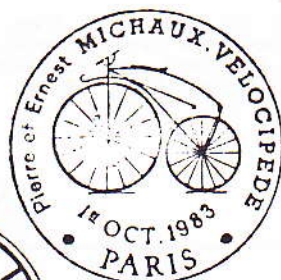
1883 - 1983

PIERRE & ERNEST MICHAUX

LES AMIS DE LA VÉLOCIPÉDOMANIE



Créateur du Vélocipède moderne

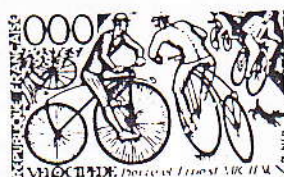


FRANCE

To mark the centenary of the death of Pierre Michaux who, with his son Ernest, first manufactured and sold a two-wheeled Velocipede with cranks and pedals attached to the front wheel, France issued this stamp on the 1st October 1983.

The artist commissioned to illustrate the stamp was JEAN DELPECH. It is usual for artists to submit more than one design. The Postcard FDC (Maximum Card) shown on the right has a design markedly different from the design on the actual stamp. It may be that JEAN DELPECH produced the illustration specifically for the Postcard FDC. Below, however, is a signed photograph of one of the designs JEAN DELPECH submitted for approval and was not deemed acceptable.

DM



Jean Delpech



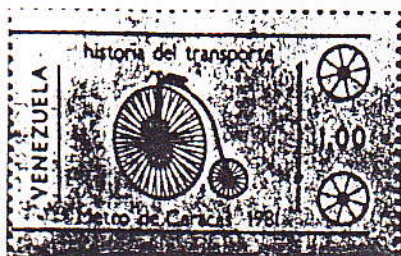
Republic of Congo, issued 1969.



Republic of Mali, issued 1968.

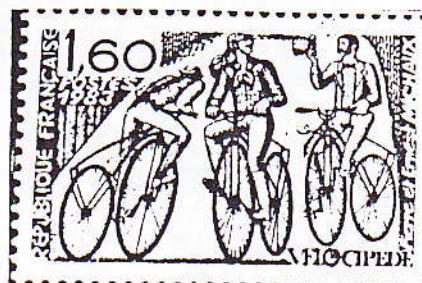


Czechoslovakia, issued 1968.



Venezuela, issued 1981.

38062 ARCO (TN)



France, issued 1972 & 1983.



Republic of Niger, issued 1968.

GIUCHI DELLA
XVII OLIMPIADE

INAUGURAZIONE
VELOCEDROMO OLIMPICO
Italian postmarks
1960 & 1974.



Mongolia, issued 1982.

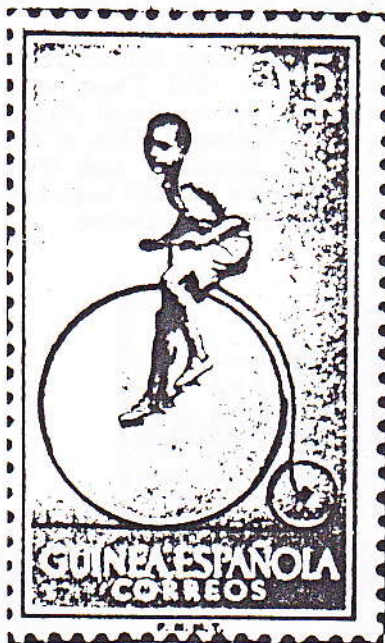
A growing interest for bicycle enthusiasts is in the topical field of bicycle stamp collecting. Ronald Sudbury of England recently wrote an excellent book in which he listed and described more than 700 different world stamps with a cycling background or showing a bicycle. This book covers stamps through 1979, and at the present time, with all new issues and many different varieties, the total is close to 1,000 items. If this topical philatelic field is extended to stamped envelopes and first day covers, the total scope can be very extensive and interesting.

Postage stamps had their beginnings back in 1840, when Sir Rowland Hill introduced the 'penny black', the first postal issue. The purpose has been to provide a convenient means for collecting revenue to cover the cost of the delivery of mail.

Early deliveries utilized horse-drawn vehicles, followed later by trains and boats. The delivery to the final address was generally on foot. Late in the last century, with the new and widespread interest in bicycles, it was natural that they would find a place in the delivery of the mails. It was also natural that an appropriate subject in the design of stamps would be the bicycles themselves, and early issues even showed ordinaries as delivery vehicles for postal materials.

As a result, stamp designs showing methods of mail deliveries were the first theme showing bicycles on

Bicycles on Postage Stamps.



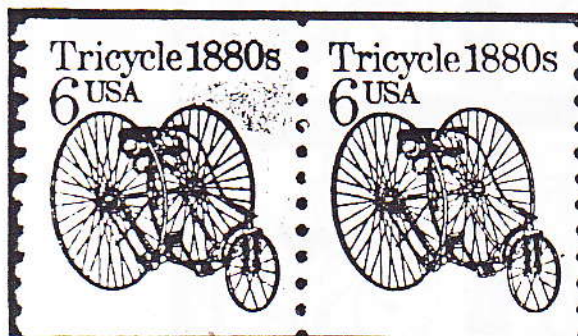
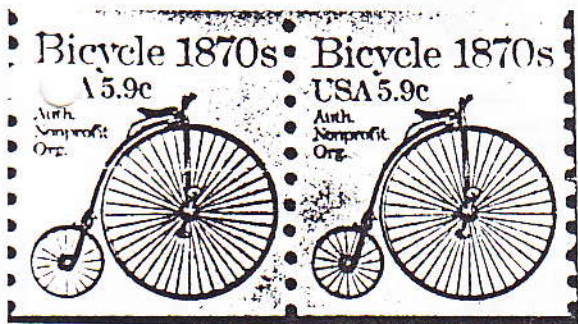
by
Carl Wiedman.

postage stamps. In 1887, for example, there were local issues in Germany showing ordinaries as used for mail delivery. Other similar local issues followed, and in 1894, during a wide-spread railroad strike, cycling stamps were issued by a private agency in California to cover the cost of bicycle mail delivery between Fresno and San Francisco.

The first nationally issued cycling postal items were the special delivery stamps of Cuba, which came out in 1899. These were followed by the famous Cape of Good Hope issue of 1900, showing Sgt. Major Goodyear astride a bicycle with an attached mail pouch. This stamp is in great demand by stamp collectors interested in scouting, as the other stamp in the set shows Colonel S. S. Baden-Powell, founder of the Boy Scouts. The two stamps were used in a temporary postal delivery service that was organized by Baden-Powell during the Siege of Maffeking.

In 1902 the United States issued the first of a series of special delivery stamps showing a bicycle as used for mail delivery. The subject of mail delivery has continued to be an important one for the design of stamps showing bicycles.

Other themes have provided the basis for the inclusion of bicycles in the design of stamps. The largest of these has been the field of sports and racing, which have accounted for approximately 85% of all postage stamps depicting bicycles. The first of these was the 1931 Bulgarian



United States of America, issued 1982 & 1985.

Great Britain, issued 1978.

issue showing two racing cyclists, commemorating the first Balkan Games. Other racing events have become very prominent in stamp issues, including the Olympic Games, the Tour de France, the Peace Race, and many others.

Still other themes in which cyclists are depicted have been transportation, scouting, children, safety, and the military. To antique cycle collectors, a notable recent theme is the design of postage stamps featuring the bicycle itself with emphasis on the history of the bicycle. One of the first of these was the Spanish Guinea stamp of 1959 showing an ordinary. In 1968, Mali issued three stamps issued three well-designed and attractive stamps showing veteran machines, and other countries with other related issues followed.

In addition to the showing of vet-

eran machines, the design of these issues deals with the history of cycling dating back to the Von Drais hobby horse, as depicted in stamps from Niger, Togo, Mali, Mongolia and Czechoslovakia. In 1972, France issued a stamp depicting early mail delivery on a bicyclette, and in 1983 issued a stamp honoring Ernest Michaux. In 1978 England issued four stamps commemorating the founding of the Cyclists' Touring Club, with portrayal of veteran bicycles and extending to the modern 10-speed machine. In 1982, the United States featured the ordinary in the 5.9¢ coil stamp followed by a 6¢ coil stamp in 1985. These were two in a large series of coil stamps having early transportation as the theme. West Germany and West Berlin issued sets in 1985, both having a historical cycling theme.

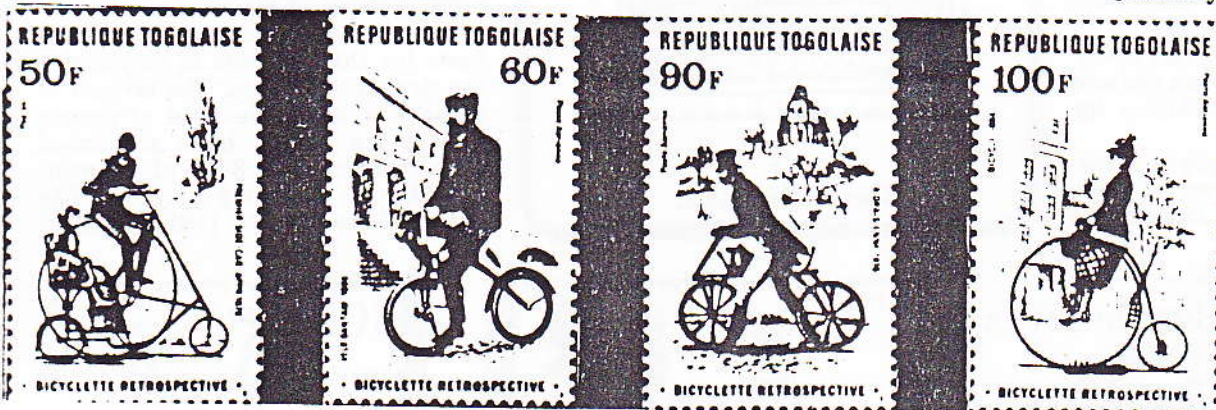
The general topical field of bicycle stamps has provided an extra collecting interest for a number of cycle collectors. The recent postal recognition of the bicycle and the general field of cycling history has done a great deal to inspire a growing interest in our cycling heritage. Other related issues will certainly follow. □

A most beautiful booklet of cycling stamps was published in 1980 by "Motobecane" bicycles of Paris, France entitled "Tout l'univers des deux roues par le timbre," or, "The Two-Wheeled World in Stamps." The booklet was produced through collaboration with Claude Chappoz of the Bellamy and Martet Society and the philatelic expertise and the personal collection of Rene Geslin.

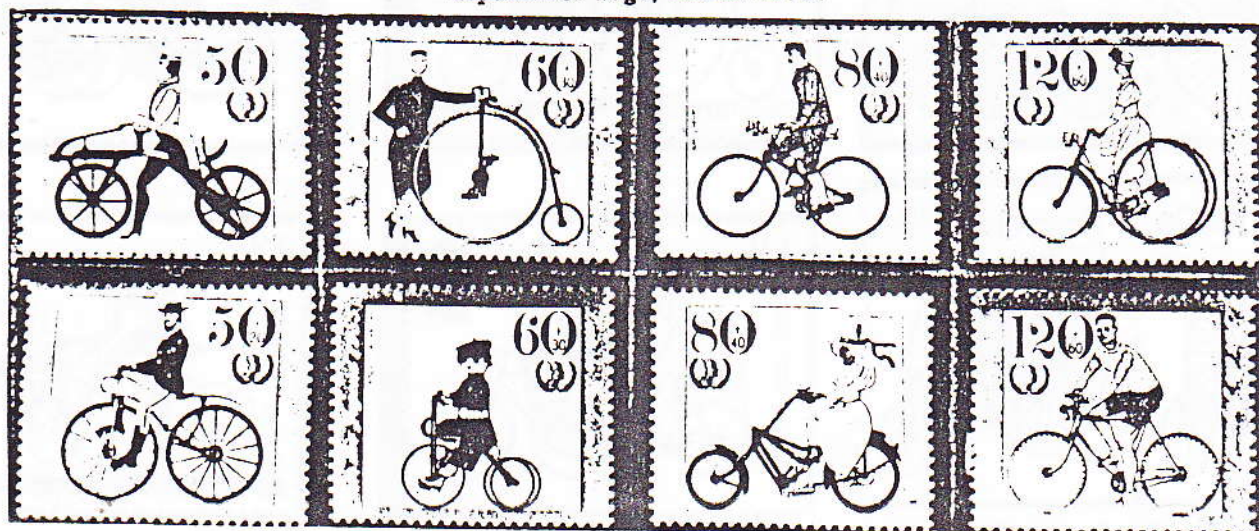
—Courtesy of Douglas Marchant and Irving A. Leonard.

The Italian Cycling Federation, 00194 Roma, Via L. Franchetti, 2, Italy has published a booklet of postage postmarks incorporating cycling events. Hundreds of these postmarks appear to cover all areas of the country.

—Courtesy of Douglas Marchant.



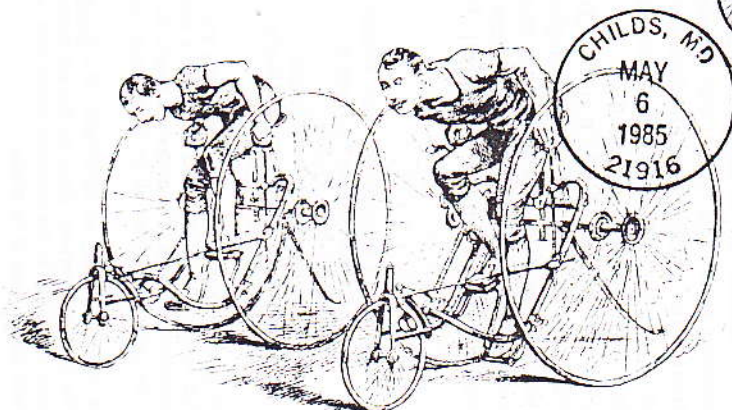
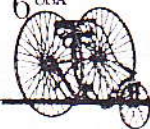
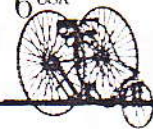
Republic of Togo, issued 1978.



West Berlin, West Germany, issued 1985.

November 1985.

TRANSPORTATION SERIES TRICYCLE

Tricycle 1880s
6 USATricycle 1880s
6 USATricycle 1880s
6 USA

FIRST DAY OF ISSUE

Tricycle 1880s
6 USA

The tricycle is an outgrowth of the development of bicycles and the velocipede which was created about 1861 by Pierre and Ernest Michaux of France. The invention of the hub brake and the differential used in automobile design came about as a result of the development of the tricycle.

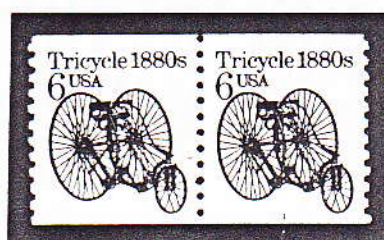
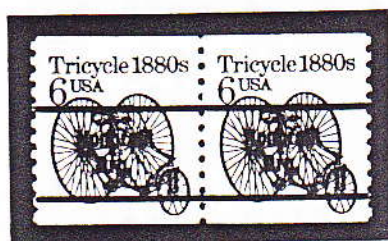


Plate number which appeared on every 52nd stamp in a coil. The number on this example is "1". Were other numbers used?



The stamps were overprinted "Nonprofit Org." (Non-profit Organisation) as a precancel for qualified bulk mailers

The image area size of a single stamp is 0.71 x 0.82 inches or 18.03 x 20.82 millimeters, and the overall size, from perforated side to perforated side, is 0.87 x 0.96 inches or 22.09 x 24.38 millimeters.

Procedures for ordering first day cancellations are as follows:

Customers affixing stamps: Customers are encouraged to purchase stamps at their post offices and affix them to their envelopes. Covers bearing customer-affixed stamps will be given preferential service. Customers are reminded that at least 16 cents additional postage must be affixed to envelopes to meet the minimum First-Class rate. Uncanceled stamps issued prior to May 6 may be affixed for this purpose. Orders containing envelopes to which stamps issued after May 6 are affixed will be returned unserved.

All envelopes must be addressed on the right side at least 5/8 of an inch up from the bottom, and peelable return address labels are recommended for this purpose. Stamps must be affixed in the upper right corner approximately 1/4 inch from the top and from the right edge. A filler of postal card thickness should be inserted in each cover. Requests should be postmarked no later than June 5 and addressed to Customer-Affixed Envelopes, Postmaster, Childs, MD 21916-9991. No remittance is required.

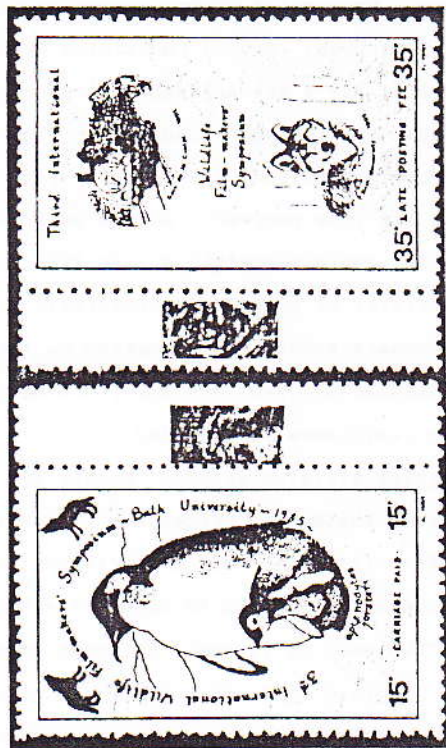
Postal Service affixing stamps: Except for affixing stamps and addressing orders, follow the procedures listed above. The Postal Service will affix three six-cent Tricycle coil stamps and a four-cent Stagecoach coil stamp to meet the minimum First-Class mailing rate. The cost is 22 cents for each cover, and personal checks will be accepted for orders up to the limit of 50 covers. Do not send cash. Postage stamps are unacceptable as payment. Orders should be postmarked no later than June 5 and addressed to Tricycle Stamp, Postmaster, Childs, MD 21916-9992.

Submitted by Andrew Ruland

GREAT BRITAIN:

WILDLIFE FILM-MAKERS' LABELS

By Andrew Fowler



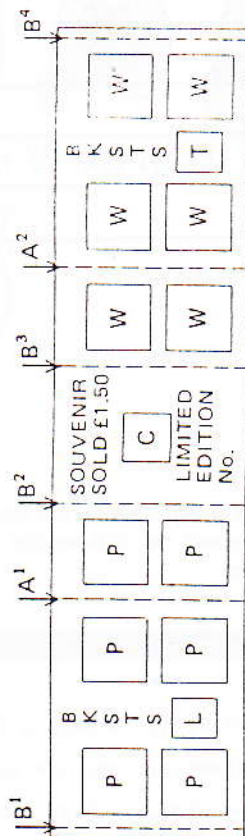
The Third International World Wildlife Film-makers' Symposium took place at Bath University from 14-18 September 1985 and was organised by the British Kinematograph Sound and Television Society. The symposium was well-attended, well-organised and, by all accounts, highly successful. One of the side-shows was a display of zoological stamps, which I was asked to provide. As I was to be there for five days, I decided to operate a local postal service for the duration of the symposium and issued two carriage labels:

- 15p Emperor Penguin: for carriage of mail from the symposium building to the Campus post office.
- 35p Train entering "La Gare de la Ciotat", near Marseille, from the Lumière brothers first-ever public film-show in Paris in 1895, and a wolf, the emblem of the symposium and representing, in effect, the state of the art 90 years on from those first few minutes of primitive film that stunned the small Paris audience.

The 35p value (late posting fee) was of use only on 10 September, when mail franked additionally with this label was carried to the centre of Bath in time for the late evening collection at the Manvers Street post office. For reasons best known to the Post Office, these all received a 10.15 a.m. postmark on 17 September.

Souvenir Sheet: a miniature sheet of two of each value and a label showing a Burmese Cat was also produced in a limited, numbered edition of 200 and sold at £1.50, a premium of 50 per cent over face.

Some 111 items were carried over the five days, of which a few were genuinely non-philatelic. Much of the philatelic mail was on old-style letter-cards, provided at the point of sale of the labels. The labels were printed together on one sheet



P = Penguin, W = Wolf/Train, C = Cat, L = Llama, T = Tiger, A & B: Cutting Lines.

The miniature sheet was cut from the centre of the sheet and measures 160 x 130 mm. To allow adequate margins at left and right, it was necessary to print the labels some distance apart — the cutting lines are shown (A¹, A² above). The imperforate off-cuts from the 200 miniature sheets were not being sold; nor were the complete original sheets as printed.

The balance of the printing was cut into sheets of 6 x 15 p and 6 x 35 p (shown B¹⁻⁴ above) and perforated with horizontal gutters throughout because of the wide spacing that was needed to accommodate the miniature sheet. The outer gutters carry the letters BKSTS or a small picture of an animal (a llama on the 15p sheet and a tiger on the 35p sheet). The inner gutters are necessarily blank.

Technical Data

Design: Andrew Fowler; Odile Vesco
 Stamp size (design): 30 mm x 49 mm
 Artwork: Odile Vesco
 Sheetlet of 6: 144 x 122 approx.
 Printers: Benedict Press, Brighton.
 Perforation: Perf. 11, line.
 Paper: Matt-gummed, no watermark.
 Miniature sheet: Imperforate.
 Date of Issue: 14 September 1985.
 Produced by: Paper Heritage, Brighton.
 Colours: Black, Blue (shades)
 Printing: Offset Litho.

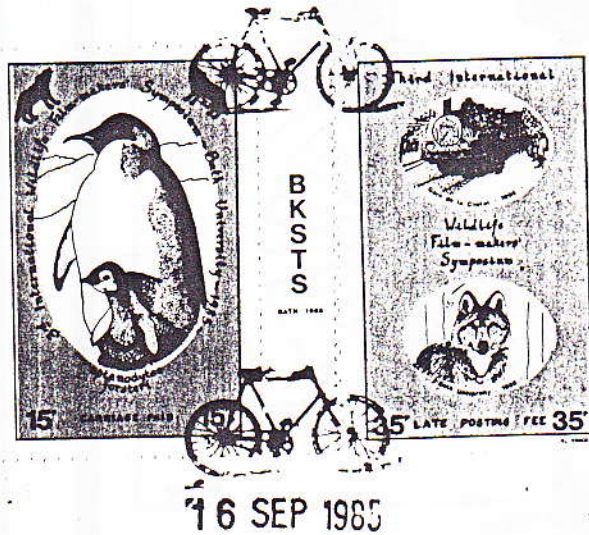
The blue ink's true shade is a slightly greenish blue but much of the early part of the printing picked up some of the black ink on the rollers and produced a much colder steel-blue shade that is really noticeably different. The miniature sheets, however were all cut from the later part of the printing and are all in the greenish blue shade.

Stamps used at the symposium were cancelled using an obliterator of a bicycle design, usually in red on the first day, black on subsequent days, as the red proved unsatisfactory. All cancelled to order copies are in black; the miniature sheet does not exist cancelled. No further printings of these labels were to be made.

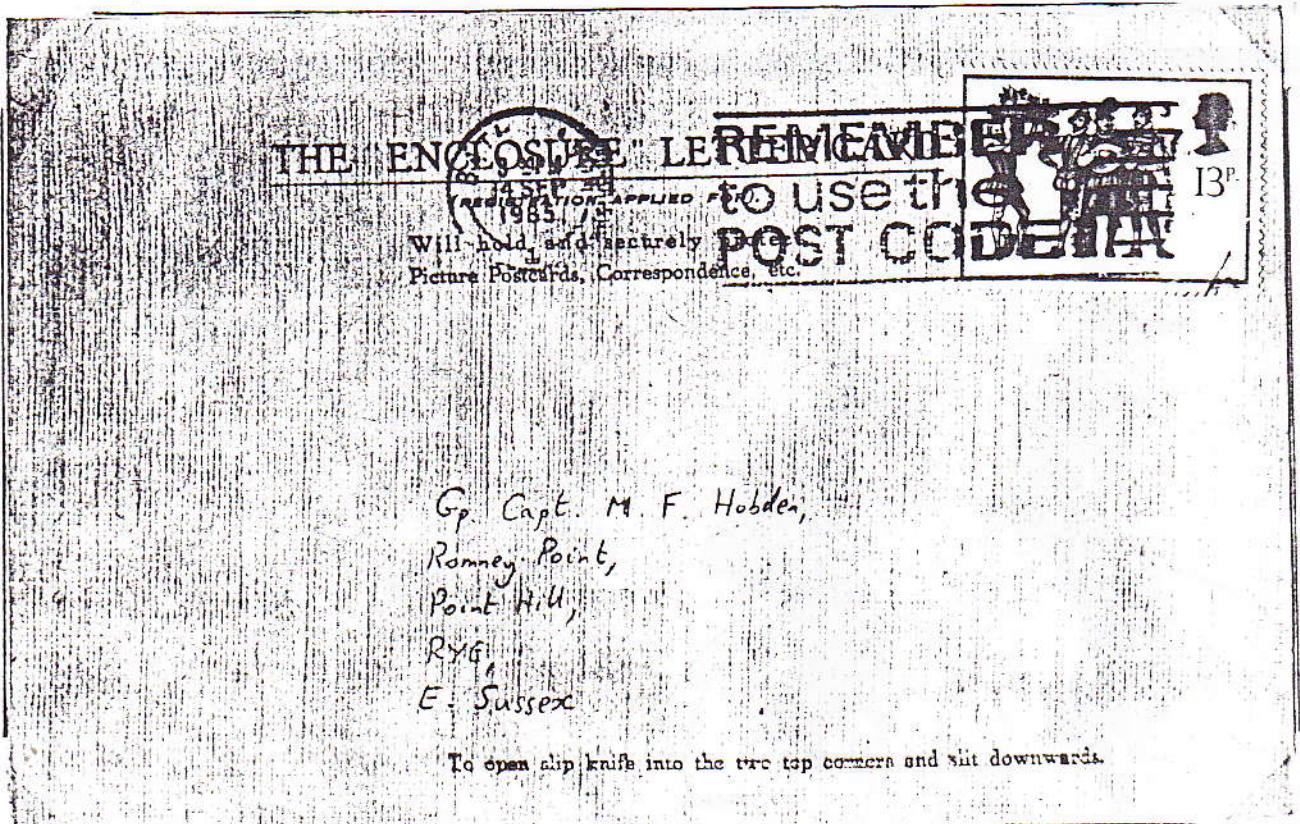
Carriage Labels with Bicycle Cachet

GB September 1985

35



The back of the letter-card with carriage labels - covering the journey from the Symposium at the University to the Manvers Street Post Office in the centre of Bath.



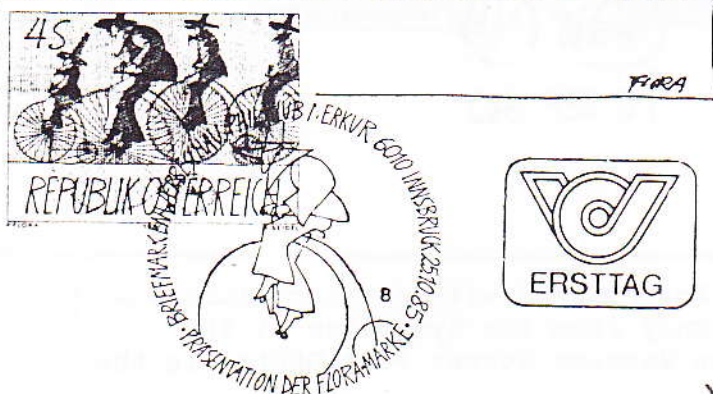
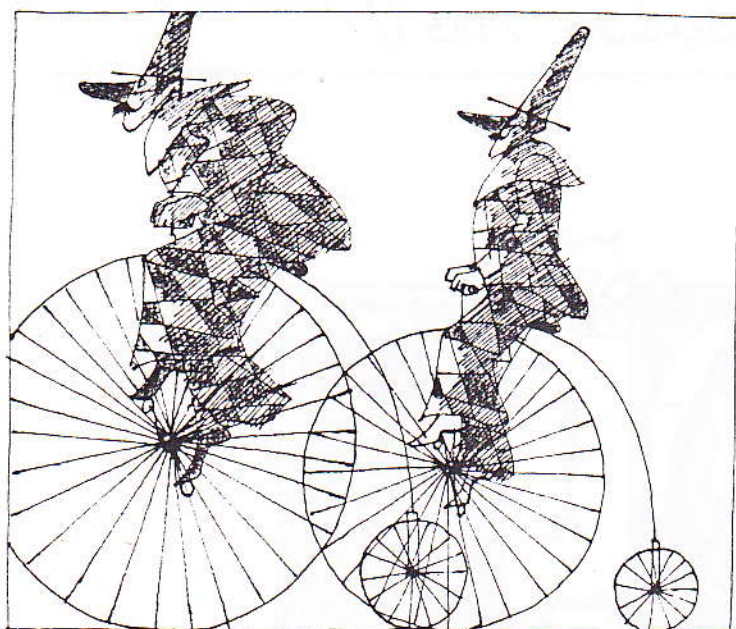
The front of the letter-card with postage stamps - covering the journey from the Manvers Street Post Office in Bath to an address in Rye, East Sussex.

Austrian

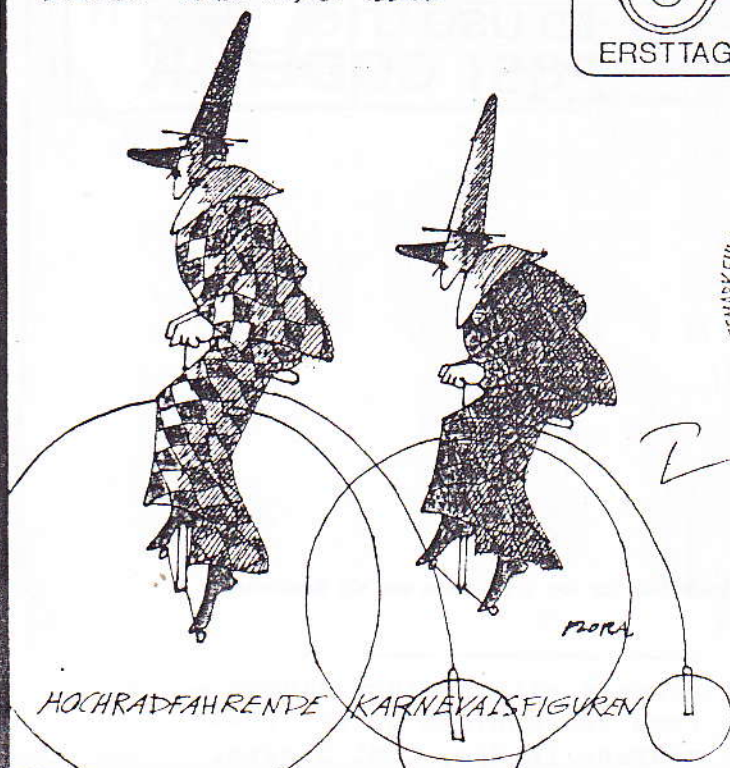
Modern Art in Austria

Paul Flora was born in 1922 at Glurns (South Tyrol). He was greatly influenced by the artists Kubin, Feininger and Klee. His work represents to the world the very essence of Austria. Paul Flora's works are not without significance though certainly that is not obvious at first sight. His unpretentious works represent his personality.

Translation by Club Member Josef Muhsil



ERSTTAG FIRST DAY OF ISSUE



HOCHRADFAHRENDE KARNEVALSFIGUREN

Modern Art 25th October 1985

MODERNE KUNST
IN ÖSTERREICH

11. Wert

Paul Flora wurde 1922 in Glurn (Südtirol) geboren, Wohnsitz in Innsbruck. Künstlerische Vorbilder waren Kubin, Feininger und Klee. Sein Interesse gilt dem Österreichischen in aller Welt.

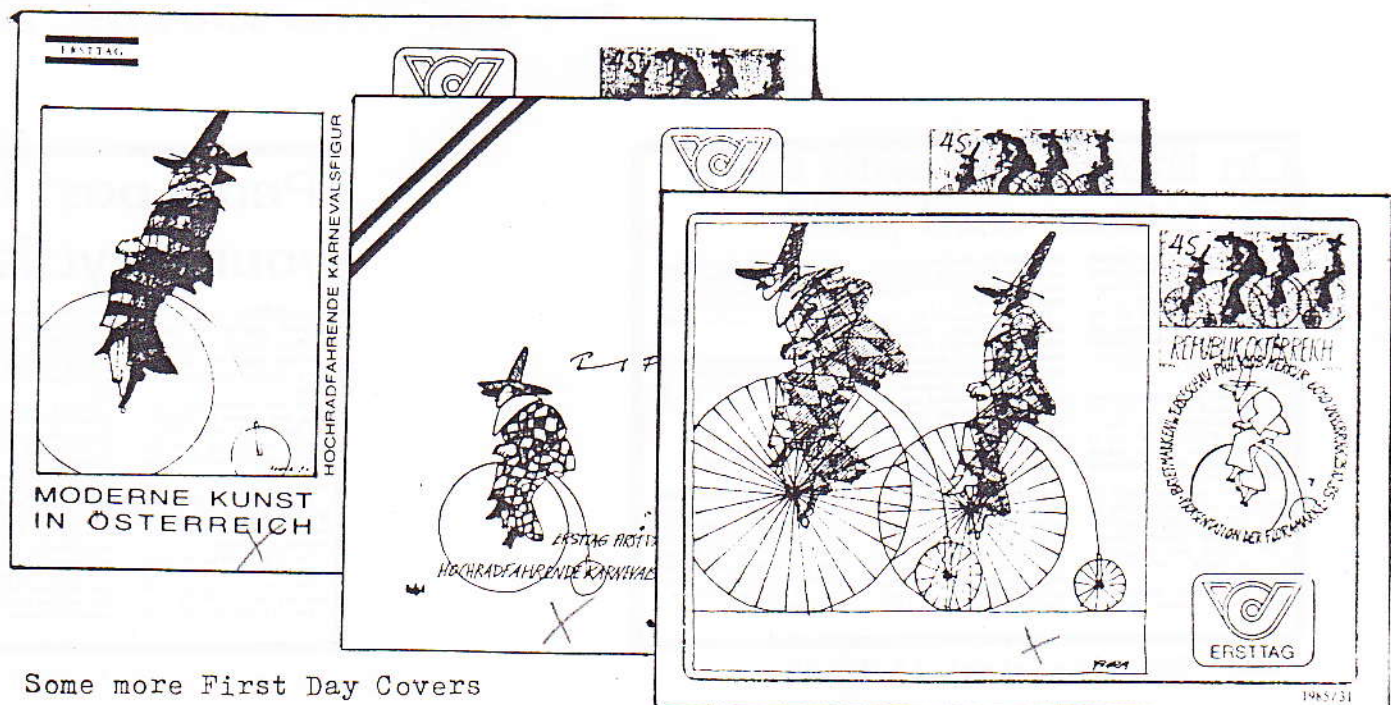
Paul Floras Arbeiten sind nicht ohne Ernst, was sicher nicht auf den ersten Blick erkennbar wird. Ein zurückgezogenes Leben und Arbeiten entspricht seinem Naturell.



W_H

ERSTTAG — FIRST DAY

X



Some more First Day Covers

GB Local Clacton-on-Sea 1985

The British Government broke the Post Office's letter-carrying monopoly in 1981. By a clause in the Telecommunications Act, charities are now allowed to operate a Christmas and New Year greeting card delivery service from the 25th November to the 1st January each Christmas time.

Only one local charity has declared itself to be a "Cycle Mail" delivery service - the Clacton-on-Sea Cycle Mail organised by Ivan Trinder of the Clacton County High School. The Service started in 1982 (No stamp) and has been repeated every Christmas since. One stamp with the School's Coat-of-Arms was issued in 1982 and I suggested to Ivan Trinder that "if you are going to repeat the exercise next year, how about a picture of a bicycle on the stamp". Ivan Trinder has confirmed that it was my suggestion that "inspired" bicycles to be used in the designs of the two stamps issued in 1984. The last issue of the old Bikes on Stamps Study Unit's magazine 'The Spoken' Word' dealt in some detail with the 1983 and 1984 issues. So we now come to Christmas 1985

DM.

Cycle Mail

ONCE again this year the Clacton County High School Voluntary Service is running their Cycle Mail.

First Day Covers will be prepared for all who require them.

Posting boxes will be placed at the following collecting points: Kingswood, The Chemists, Marks and Spencer, Gateway, High Street, Best Wishes Cards, Moody's, Old Road, Mar-graves, Kings Avenue, Eastcliffe Newsagents, Adlington, Holland-on-Sea, Oldlands, Bakers, Bockings Elm, Boots The Chemists, Stevens Newsagents, Coopers Lane, Gateway Supermarkets.

The pupils will again deliver the mail, the last delivery taking place on December 20.

'Coastal Express'
6.12.85

PUPILS GET ON THEIR BIKES

CLACTON County High School pupils are on their bikes again!

The Cycle Mail started this week, and teams of children from the school will be regularly collecting Christmas cards from their special boxes.

Stamps cost 10p, and posting boxes can be found outside many local shops.

All money raised will go towards a Christmas meal for pensioners at the school.

The school also needs volunteers to collect and drop off old people on the day of the meal. Anyone who can help should contact Mr Ivan Trinder on Clacton 424266.



Stand and deliver! Teacher Ivan Trinder and the team from Clacton County High School.

Front Page. 'Yellow Advertiser'. 6.12.85

On their bikes with the Christmas card post

CLACTON County High School pupils are busy cycling round the area making sure the Christmas mail arrives on time.

For the fourth year on the trot the school is running the Cycle Mail which raises money to provide meals and entertainment for local old folk on Christmas Day.

Pupils and staff spend the day cooking lunch and tea for 100 old folk and entertaining them.

The Cycle Mail is only one of the fund-raising events which helps provide this marvellous day for the elderly.

Twenty pupils aged 14 upwards voluntarily give up their time to collect, sort and deliver mail in Jaywick, Clacton, Great Clacton and Holland-on-Sea for three weeks before Christmas.

Posting boxes have been placed in a number of local

shops and are emptied daily by the pupils. They will be collecting and delivering the mail up until December 20.

Deputy headmaster Mr Brian Sandland said they would also collect large amounts of mail on request from other points - for instance old people's homes.

The 10p stamps produced and designed by the school can only be bought from the school in Walton Road. The service is again organised by Mr Ivan Trinder, the school's chief technician, who is a keen philatelist. He sells the stamps to collectors all over the world.

The collecting points are as follows: Kingswood, the chemists, Jackson Road; Marks and Spencer; Gateway, High Street; Best Wishes Cards, Station Road; Moody's, Old Road; Mar-graves; King's Avenue; Eastcliffe Newsagents, Adlington, Holland-on-Sea; Oldlands Bakers, Bockings Elm; Boots the Chemists, Cratichop; Pier Avenue; Stevens Newsagents, Coopers Lane; Gateway, Great Clacton.

● Pupils from the school will be singing carols in Pier Avenue on Tuesday to raise money for the Christmas Day treat for the elderly.

First musical

RAVENSCROFT County Primary School in Clacton is staging its first musical play next week.

The "Pied Piper" will be presented at the school in Navland Drive at 1.30pm on Monday and Tuesday. Half the proceeds from the two events will go to the Leukemia Society.

Pedal post by young cyclists

CLACTON County High School pupils are busy cycling round the area making sure the Christmas mail arrives on time.

For the fourth year running, the school is organising the Cycle Mail which raises money to provide meals and entertainment for the elderly on Christmas Day.

Pupils and staff spend the day cooking lunch and tea for 100 old folk and entertaining them.

The Cycle Mail is only one of the fund-raising events which helps provide this day for the elderly.

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The 10p stamps, produced and designed by the school, can only be bought from the school in Walton Road.

'East Essex Gazette' 13.12.85

'Evening Gazette' 11.12.85

CLACTON ON SEA CYCLE MAIL 1985



The Porte-Timbre printed in Red and Green has a space for the stamp and postmark, and used on the first day of the post (Dec. 2nd.) will cost 50p.



The issued designs of the 10p. ordinary post and the 20p. Express post.

In order to produce attractive F.D.C's and to assist the Press and magazine publicity, an old Victorian/Edwardian custom of printing Porte-Timbre has been revived this year thereby registering another philatelic 'First' for a G.B. Local Post.

Last year it will be remembered that Postal Stationery was printed in order to deal with bulk circulars and calendars. This will again be produced, but with an imprint of the 10p. 1985 stamp. (Costing 10p.)

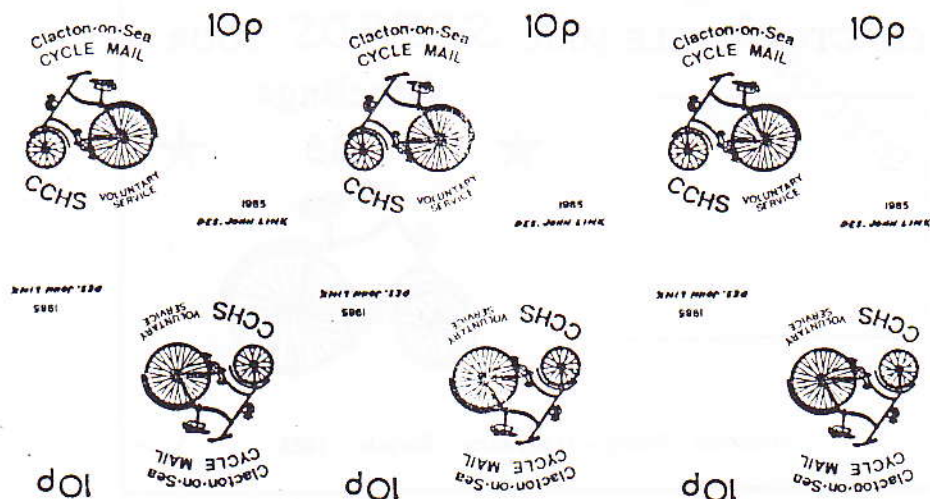
Two stamps will be used, 10p in blue (for ordinary mail) and 20p. in red (for the Express mail) The Porte-Timbre will be printed in green and red without a frame line, all three being printed on gummed paper.

Signed colour proofs on card will be available & the remainder of the black printers proofs not used for publicity will be sold for the Voluntary Service funds.

Last year the sum raised for the Old People's Xmas Day and the childrens holiday by the sea was over £450, and well over 2000 items of mail were dealt with. Thirteen items were undeliverable for various reasons, one of which was traced to its rightful owner in August, after much effort and detective work.

Ivan Trinder FRPSL
Organiser

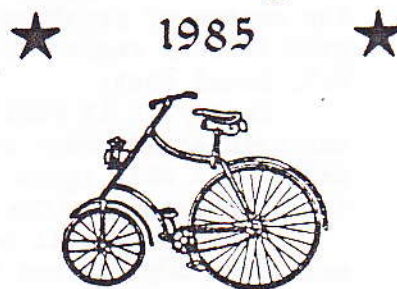
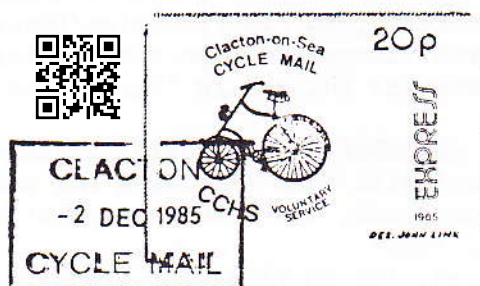
Clacton County High School



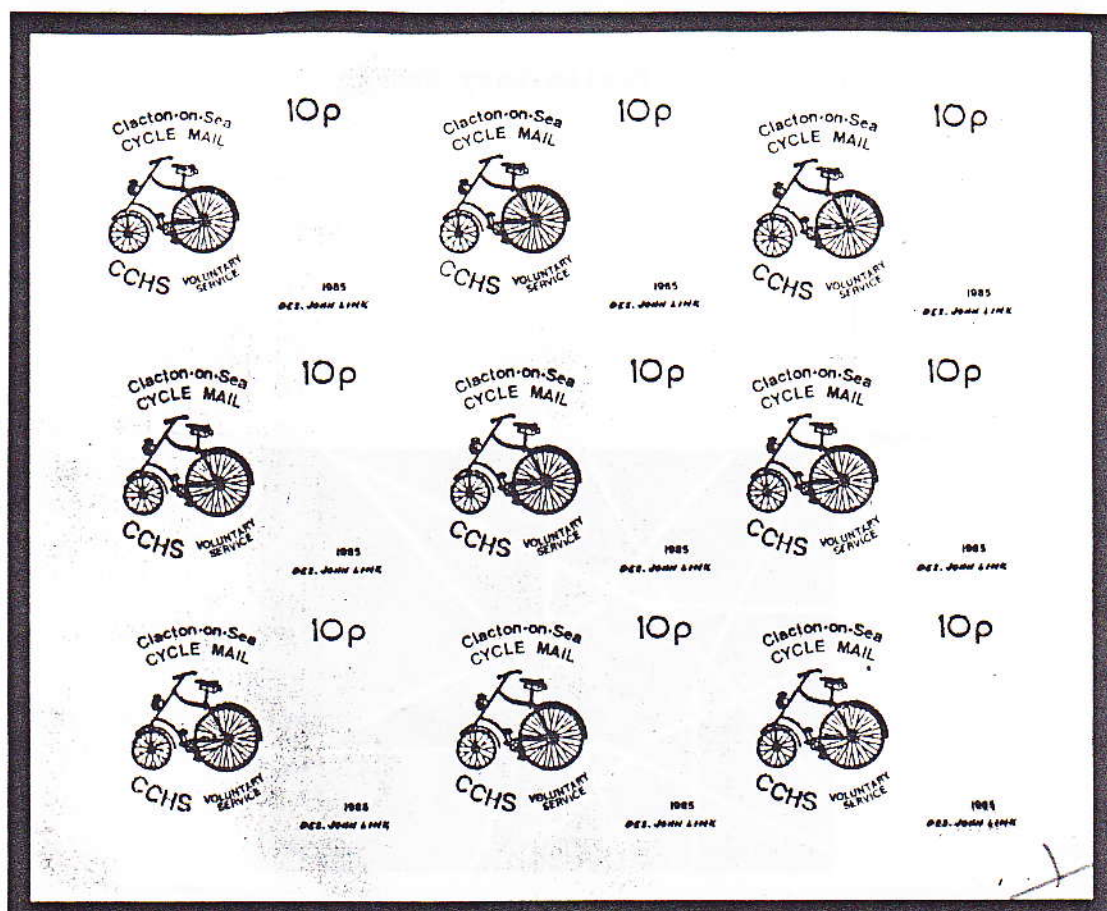
Voluntary Service

10p Miniature Sheet - the four words at the top and the two words at the bottom are printed in Green. Those words are also printed in Green on the 20p Miniature Sheet. Elsewhere in this report you will find that the 10p items (stamp, Miniature Sheet and Postal Stationery) are stated to have been printed in Blue. A more accurate description of the colour would be a Reddish Violet.

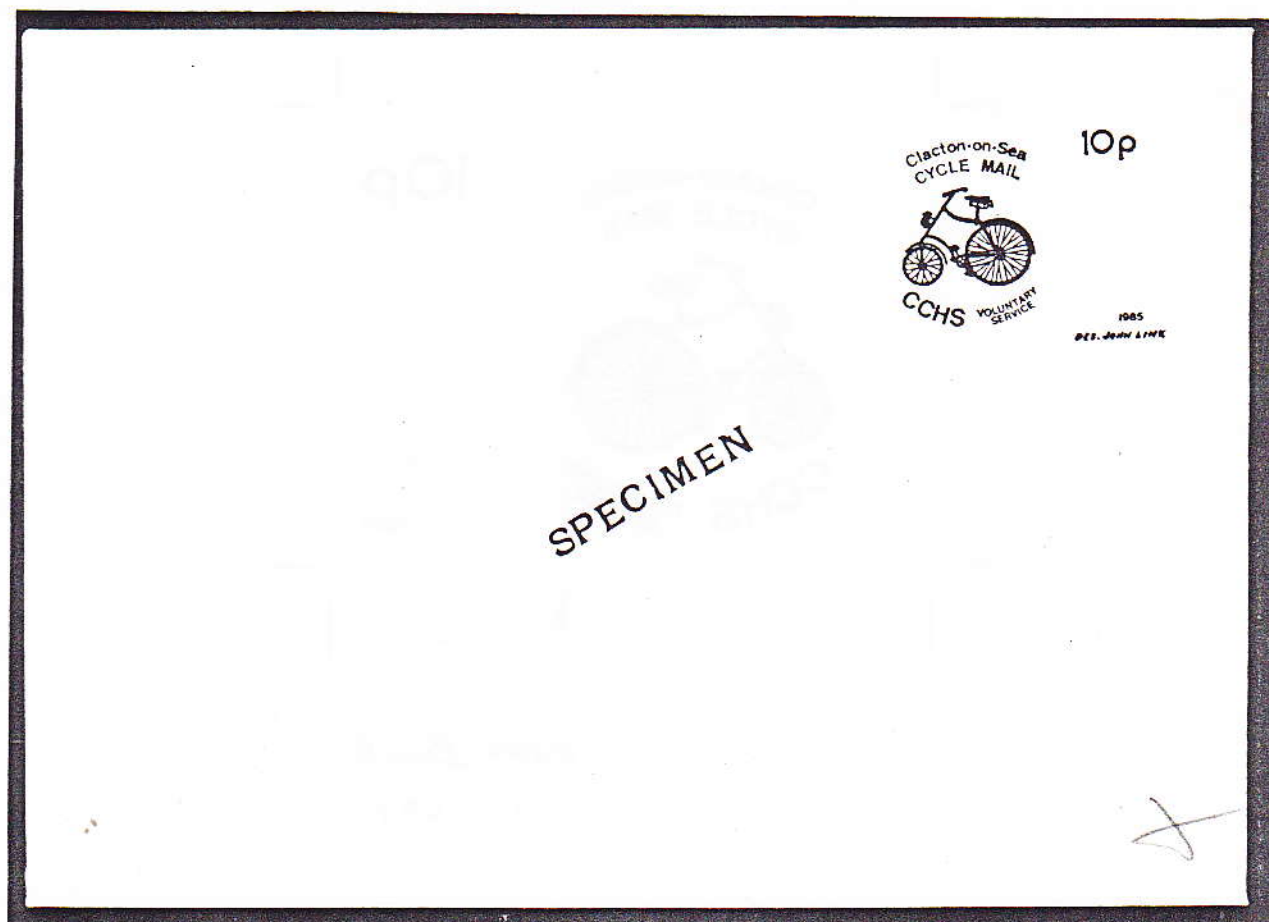
CLACTON CYCLE MAIL SPEEDS YOUR Greetings



Victorian Penny - Halfpenny Bicycle 1885

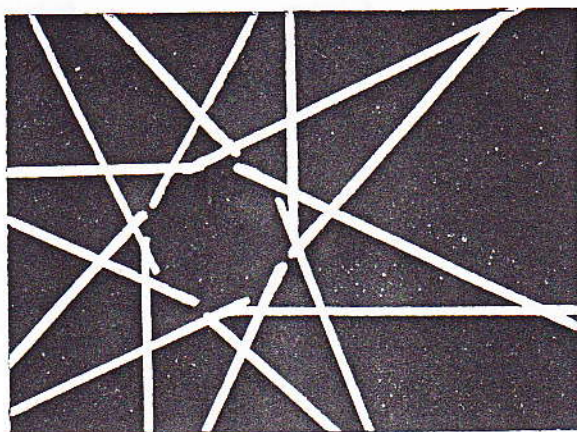


Sheet of 9 stamps - one of the ten found in the print room after all the others had been guillotined into separate stamps.



Postal Stationery

Preliminary Design



LT. BLUE

Clacton-on-Sea
CYCLE MAIL

10p

CCHS VOLUNTARY
SERVICE

1985

DARK BLUE
OVERLAY

Designed by JOHN LINK from Upper View

CLACTON COUNTY HIGH SCHOOL VOLUNTARY SERVICE CYCLE MAIL 1985 REPORT

The Clacton Cycle Mail followed the familiar pattern of the two previous years, save that this year saw the employment of more pupils on the 15 delivery rides. Fewer letters were delivered this year which was partly due to the economic climate and partly because the Post Office reduced their charges from 13p. to 12p. for 2nd Class Mail. The 20p Express Cycle Post rate came into its own after the Post Office's last day of posting had passed.

An accurate count of the numbers of letters handled was again kept and we found that 2,476 items were handled - a reduction of 511 over the previous year which was partially accounted for by one firm abandoning their practise of circulating free calendars to their customers. One customer showed some enterprise by leaving a parcel to be delivered with just the 10p stamp affixed and that was on the 23rd December as well! The innovation of the use of a Porte-Timbre was well received and was a colourful adjunct to local publicity.

The first and last days of the post were the 2nd and 20th December, but the inevitable stragglers made it necessary to deliver mail up until the morning of the 24th. On Christmas Day a letter of thanks was sent to each pupil taking part and 113 Old Folk were entertained with a Christmas dinner. Everyone entertained would have, otherwise, spent Christmas Day on their own.

It was intended from the outset to try to improve stamp design and production and to this end, one of our Upper Sixth pupils, John Link, volunteered to undertake the task. The design produced entailed a solid background of cycle spokes in a light colour overprinted with line work of a darker shade. Although ordered in ample time the light shades of the printing inks were not sent by the suppliers until two days before Christmas. The expedient of printing the line work alone without the background was resorted to, and the colour trials were made on coloured card which were very satisfactory, but coloured gummed paper could not then be obtained. The stamps were then printed on white paper in sheets of 9 and 6, all the sheets of 9 being guillotined and the sheets of 6 kept for emergencies, publicity and the Miniature Sheets. When clearing the print room later 10 sheets of 9 stamps were found still intact. The expedient of producing the stamps and Porte-Timbre in black was resorted to for submission to the Press to assist in production.

From the foregoing it will be seen that all was not plain sailing on the production side, but the finished stamps are said to be an improvement on last year's. The use of the Porte-Timbre on the FDC's resulted in a very colourful cover with the cancellation in blue in place of red last year. Mail addressed to nearby towns and villages lying outside the Cycle Mail delivery area, was, as last year, taken to the local Post Office via Ride Number 6. So a certain amount of mail was sent with two stamps affixed - Cycle Mail and Post Office.

Numbers printed:	10p stamp 4,140	Porte-Timbre 475
	20p stamp 1,080	Postal Stationery 100

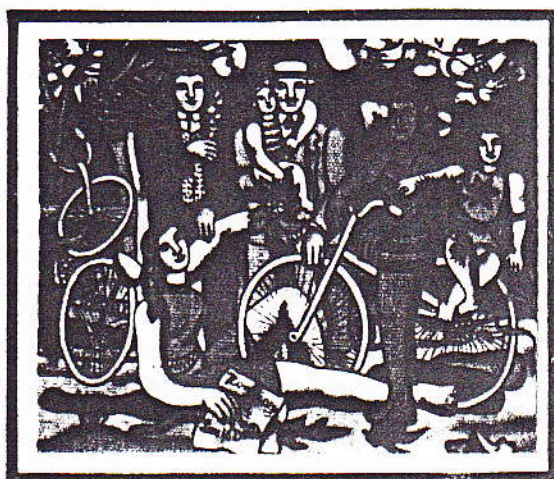
Ivan Trinder FRPSL,
Organiser.

January, 1986.

FRANCE 1ST FEBRUARY 1986.

Fernand LIGER

"Les Loisirs"



FRONT POPULAIRE
1936 - 1986



PHOTOGRAPHIE MUSEE NATIONAL D'ART MODERNE
CENTRE GEORGES LIGER
PARIS

PREMIER JOUR
D'EMISSION
FIRST DAY COVER

X

FDC.

"Fernand Leger was born in Normandy*in 1881. He attended the Ecole des Beaux Artes in Paris. He became one of France's outstanding painters. His works won many prizes and were exhibited in Paris, New York, Philadelphia, Chicago and San Francisco. He conducted an art school in both Paris and New York and his paintings were very popular. He was widely known as one of the leaders of the cubist school. Lager produced twelve bicycle prints"

from page 150 of 'Bicycle People' by Roland C. Geist

*Normandy?



Postcard

Errors in Postage Stamp Design No. 1.

45

"It is human to err - but it is even more human to enjoy detecting others in erring"

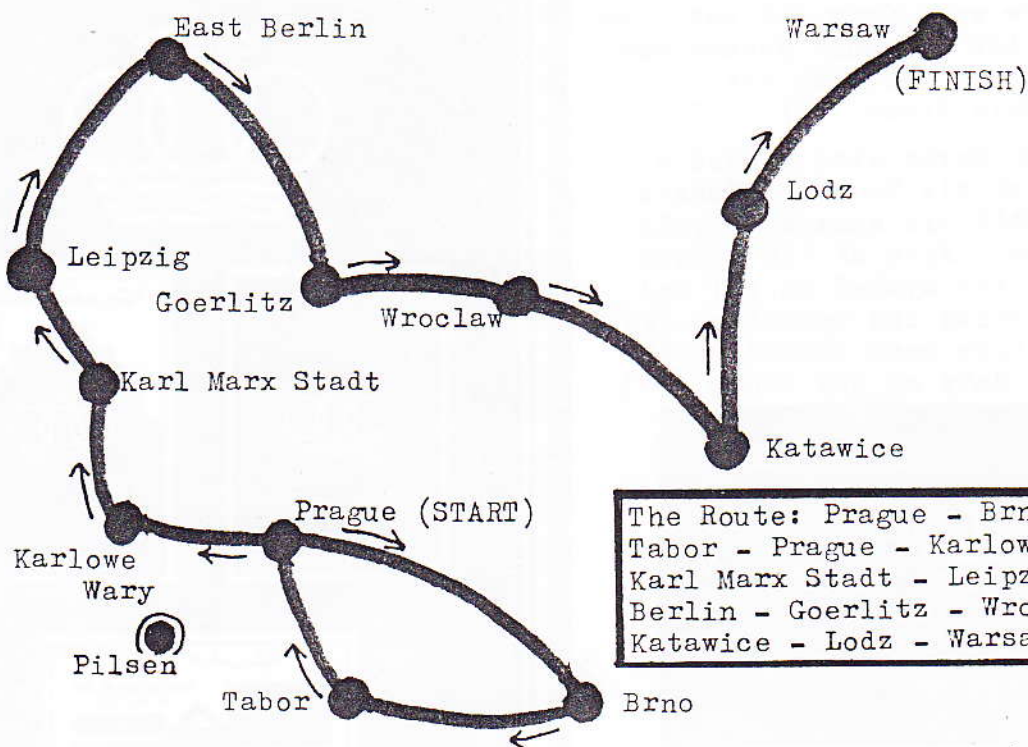
from 'Errors in Postage Stamp Design' by D. E. G. Irving and M. Seshold and published by the (British) National Philatelic Society in 1979.

"....a 5pf. East German stamp of 1957 purports to show the route of the 10th International Cycle Race, but omits the Pilsen-Prague and Prague-Karlsberg stages by routing the race directly from Pilsen to Karlsberg, where the race terminated"



The Stamp

from 'Errors in Postage Stamp Design' by D. E. G. Irving and M. Seshold and published by the (British) National Philatelic Society in 1979.



With the help of an atlas and consulting the Polish philatelic catalogue - 'Wyścig Pokoju 1948-1972' by Jacek Kapkowski and Ryszard Rzepko - on Peace Race stamps, cachets, First Day Covers, postcards and other philatelic material - I have constructed the above map showing the route followed by the Peace Race in 1957. I found Pilsen in the Atlas - so I have shown it above - but I could not find Karlsberg. The stamp would appear to be inaccurate, but not as stated in 'Errors in Postage Stamp Design'. It is human to enjoy detecting others in erring - but it is even more human to enjoy detecting others in erring when they try to correct the errors of others... DM.

1983 UPDATING

In the last issue of the old Bikes on Stamps Study Unit's magazine, 'The Spoken' Word', there appeared an Illustrated Check Listing of all then-known bicycle stamps and Souvenir Sheets issued in 1983.

Thanks to Piet Hein Hilarides (The Netherlands), Bert Schapelhouman (United States of America) and Rupert Walzl (West Germany), we can now update that listing.

6. Libya. The Souvenir Sheet was issued in both perforated and imperforated formats. (A)
13. Central African Republic. The Souvenir Sheet was issued in both perforated and imperforated formats.
14. Central African Republic. The Souvenir Sheet was issued in both perforated and imperforated formats. A set of stamps was also issued and in both perforated and imperforated formats.
19. Morocco. A Souvenir Sheet was also issued. (B)
30. North Korea. The stamp was issued in a "Souvenir Sheet" of six stamps in the formation:

 The single stamp = (C)
35. St. Thomas & Prince Islands. The large Souvenir Sheet was issued in both perforated and imperforated formats. There were four and not five smaller Souvenir Sheets and only one contains the Bicycle Stamp. (D)
- North Korea also issued a set of six Souvenir Sheets and all six show a Bicycle symbol. Five of the Sheets show the symbol as (E) and one shows the symbol as (F). May have been issued on the same date as the stamp. (C)



(B)

(A)



Bicycle symbol appears on the top right-hand corner of the top left-hand stamp.