

THEMATICS

Nr 174: MARCH 2023

Newsletter of *Thematics Southern Africa*/ Nuusbrieff van *Tematika Suider-Afrika*

PO Box 56221, Wierda Park 0149 **Editor:** Robbie Harm robertharm9@gmail.com

ARTICLES FOR THEMNEWS

Most of the articles which appear in **Thematics** are sourced from a variety of available philatelic magazines; however, it would be wonderful to use more local articles. I have adjusted the newsletter to allow for local and longer articles. The request for articles remains as strong as ever.

FROM THE EDITOR OF THEMATICS

Dear Thematicists,

After I published my intent to close down **Thematics SA**, I have received no comments from any of the members. To me this means that I can now explore various avenues what to do with the association Cassie Carstens, Arnold Kuppen, Petra Heath and I started in 2000. In that time we provided a service to thematic collectors, not only in South Africa but also in various parts of the world. The lack of reaction is not really a surprise to me as this has been the case since senior members of the National Executive passed away in the past few years. No volunteers were forthcoming, forcing me to close down our highly successful magazine, **ThemNews**, without a whimper. And now the association is going the same way. In future I will only give further information when it affects you, the members. I will do what needs to be done, and I will select the best option in the best interest of thematic philately.

Important! I will continue with the monthly newsletter, **Thematics**, in the interest of thematic philately for as long as I am able to. Writing the newsletter while visiting family in Australia (including a great-granddaughter), proofed to be difficult and awkward. My laptop is not as advanced in some ways as my desktop is, making the inclusion of the illustrations not up to standard. Sourcing the necessary information also proofed difficult. We will see what happens. You receive the newsletter because you were members, and you will continue to receive until you tell me to remove your name from the distribution list. If you know of someone who wants to receive, please send me his/her e-mail address, and they will be added.

Editor

THEMATIC MEETINGS / TEMATIESE BYEENKOMSTE

***First Saturday of the month** – *The Pretoria Chapter* meets at **10:00** in Greek Orthodox Church Hall, corner of Lynwood Road and Roper Street, (opposite UP main gate).

Contact: Helena Snyman 012-803-8922, 083-990-8953 or helena.snyman@gauteng.gov.za.

***First Saturday of the month** – *The Western Cape Chapter* meets at **09:30** in the Church Hall of the DR Church Bellville-Vallei, c/o Postma and St Andrews Street, Oakdale, Bellville.

Contact: Diederik Viljoen at 021-976-2661, 082-456-6653 or diederikaviljoen@gmail.com.

STAMP FAIRS

***First Saturday of the month** – *The Cape Stamp Fair* @ DR Church Bellville-Vallei, c/o Postma and St Andrews Streets, Oakdale, Bellville, Cape Town. **Contacts:** Robbie Harm 082 925

7103/Ken Joseph 072-597-1287. From 08:30 until 12:30. Please confirm the date of the next Stamp Fair, although reminders are sent via SMS/E-mail.

***First Saturday of the month – Pretoria Stamp Fair** @ Pretoria, Greek Orthodox Church, corner Lynwood Road and Roper Street, (opposite UP main gate) **Contact:** Paul van Zeyl at 012-329-2464 or paulvz@mweb.co.za.

***Second Saturday of the month – Kyalami Stamp Fair** @ Kyalami Country Club, Maple Road, Kyalami from 09:00. **Contact:** Clinton Goslin at 083-272-9367 or atlasauctioneers@lantic.net.

***Last Saturday of the month – Edenvale Stamp Fair** @ Edenvale Bowling Club, 6th Avenue, Edenvale. **Contact:** Clinton Goslin at 083-272-9367 or atlasauctioneers@lantic.net. Please check with Clinton first to make sure the Stamp Fair is on, although auction lists are normally sent in advance.

***Last Saturday of the month – Sunbird Stamp Auction** @ 1st Hillcrest Scout Hall, 16 Shortlands Road, Hillcrest from 08:00 until 13:00. **Contacts:** Kim and Carol Breytenbach.

***Last Sunday of the month – Durban Stamp Fair** @ Chantecler Hotel, 27 Clement Stott Street, Botha's Hill, Durban. **Contact:** Bev McNaught-Davis at 031-904-1522 or mood@telkomsa.net.

THEMATICS AROUND THE COUNTRY

Pretoria Chapter – 4 February 2023

Pretoria TSA met as usual on the first Saturday of the month at the Greek Church, Lynnwood, Pretoria. Seven members attended with 3 apologies. The meeting decided in 2022 to try a mixed grill approach with members contributing with what they are busy with or what they have available. We suppose the year was to new for a members and only a few items were shown. Mias showed some items and Petra showed stamps and envelopes of Queen Elizabeth's funeral. We believe we will have a full programme again on the 4th of March.

Helena Snyman

WC Chapter – 4 February 2023

No report was received.

Reanie de Villiers

FACTS AND FEATS: THE POSTAL SERVICES

The first stamp to depict scouts was issued by Hungary in 1925 as part of a sport series. The 1000 korona stamp showed a bugler and camp scene. Hungary was also the first country to issue stamps commemorating a jamboree, at Gödöllő in 1933.



The first slogan postmark publicising scouting was issued by Czechoslovakia for the Prague Slovak Jamboree in June-July 1933.



Shipping company stamps, prepaying the postage on mail conveyed by steamships, were first issued 1847 when David Bryce of Trinidad producing a 3c stamp for mail carried



by the **Lady McLeod** between San Fernando and Port of Spain. Before the formation of the Universal Postal Union in 1874 much of the international carriage of mail was in the hands of shipping companies who produced their own stamps. The **Lady McLeod** service seems to have come to an end by 1850, but in the ensuing decade the Pacific Steam Navigation Company operated along the coast of Peru. Its stamps were never used by the company itself, but were handed over to the Peruvian Post Office and thus formed that country's first stamps in 1858-9. Gauthier Frères et Cie, operating between Le Havre, New York and Rio de Janeiro, issued two stamps depicting the **SS Barcelona** in 1856-7.

Other steamship companies which issued their own stamps were: Turkish Admiralty (stamps inscribed in Italian)(1859); St Thomas and La Guaira, Danish West Indies (1864-9); ROPIT (Russian Levant)(1865-1914); Danubian Steamship Company (1866-80); TB Morton & Co Constantinople and Danube (1866-72); Tavastehus-Tammerfors, Finland (1867); Kustendje & Cernavoda, Romania (1867); Suez Canal Company (1868); Asia Minor Steamship Company (1868); Saxe-Boheme Steamship Company (1869); St Thomas (FAF & ZA Curacao)(1869-70); St Lucia Steam Conveyance Company (1870-2) – the stamps were blue-edged price labels bearing the company's hand stamp; Helsingfors-Boback Company (1874-9); Royal Mail Steam Packet Company (Panama-St Thomas)(1875); Durch East Indies Steamship Company (1876); Chimba (Bolivia) Company (1876); and Hamburg-American (HAPAG)(1876).

Facts and feats from Mackay, James, The Guinness Book of Stamps, Guinness Publishing Ltd, Enfield, 1988

Please note that the information used for this article has in many cases been overtaken by events – Ed

TIMELINE – THE FIRST FORD MUSTANG



The first-generation **Ford Mustang** was manufactured by Ford from March 1964 until 1973. The introduction of the Mustang created a new class of automobiles known as the pony cars. The Mustang's styling, with its long hood and short deck, proved wildly popular and inspired a host of competition. It was initially introduced on 17 April 1964, as a hardtop (**right above**) and convertible with the fastback version put on sale in August 1964. At the time of its introduction, the Mustang, sharing its platform with the Falcon, was slotted into a compact car segment. Since it was introduced four months before the normal start of the 1965 production year and manufactured alongside 1964 Ford Falcons and 1964 Mercury Comets, the earliest Mustangs are widely referred to as the 1964½ model by enthusiasts. Nevertheless, all "1964½" cars were given 1965 U.S. standard VINs at the time of production, and – with limited exception to the earliest of promotional materials – were marketed by Ford as 1965 models. The low-end model hardtop used a "U-code" (2800 cc)



straight-6 engine borrowed from the Falcon, as well as a three-speed manual transmission and retailed for US\$2,368 (equivalent to \$20,690 in 2021). Several changes to the Mustang occurred at the start of the "normal" 1965 model year in August 1964, about four months after its introduction. These cars are known as "late 65's" (**left**). The engine line-up was changed, with a (3300 cc) "T-code" engine that produced 89 kW. With each revision, the

Mustang saw an increase in overall dimensions and in engine power. The 1971 model saw a drastic redesign to its predecessors. After an initial surge, sales were steadily declining, as Ford began working on a new generation Mustang. With the onset of the 1973 oil crisis, Ford was prepared, having already designed the smaller Mustang II for the 1974 model year. This new car had no common components with preceding models. As Lee Iacocca's assistant general manager and chief engineer, Donald N. Frey was the head engineer for the Mustang project — supervising the development of the Mustang in a record 18 months from September 1962 to April 1964. Iacocca himself championed the project as Ford Division general manager.

International Society of World Wide Stamp Collectors and Wikipedia

THE PICTURES THAT MOVED: THE EPIC TALE OF CINEMA – ACT 3

I had hoped that this article had been published before compiling this newsletter, but this was unfortunately not the case.

An article by Nicholas Oughton in Gibbons Stamp Monthly of September 2022

DELIVERING THE MAIL: DELIVERY BY AIR

The author, John Davis, draws to a close his series of thematic articles on the different ways the mail has been delivered. In this final article, he looks at more ways in which mail has been conveyed through the air, including helicopters, hang-gliders and parachutes. This third and final article on mail delivery by air covers all those other methods that I have been able to identify, some of which are, philatelic, unusual and perhaps unique.

Helicopter and Autogyro

The origin of the helicopter can be traced back to Leonardo da Vinci, whose idea was revived in the early-20th century by the Brazilian Santos Dumont and Louis Breguet, the French aircraft designer. But it was Igor Sikorsky, the Russian-American aviation pioneer who, in 1941, finally developed previous designs into a helicopter which took off vertically, flew backwards, forwards and sideways. The Greenland Mail Transport set of stamps in 1971 included the 2k. value of the Sikorsky S-61N Helicopter DY-HAF (**right**).



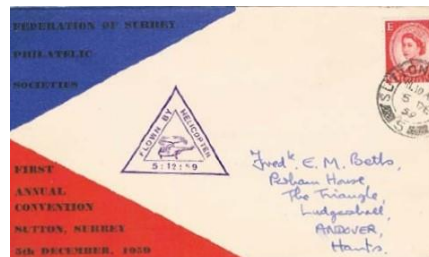
The first mail carried by helicopter was in July 1946 in the Los Angeles area in the USA. The cover shown **left** is one carried by helicopter on the first flight of A.M. 84 on 16 October 1947 from Ontario, California, also in the Los Angeles area. Many test and experimental helicopter flights followed in England on a number of different routes. On 1 June 1948, BEA inaugurated an experimental helicopter mail service between Peterborough, Norwich and Great Yarmouth, and commemorative covers were produced for the occasion (**right**).



The first helicopter flight in San Marino was on 4 September 1950 (**below left**). The world's first international helicopter flight was on 5 November 1947 between 's-Gravenhage in



Holland and Brussels in Belgium, but this was experimental. The first regular international helicopter flights were inaugurated on 3 August 1953, again between Belgium and Holland – Brussels and Rotterdam (**not shown**). For the first annual convention of the Surrey Federation of Philatelic Societies held at Sutton, Surrey on 5 December 1959, special philatelic commemorative covers were produced and flown



by helicopter (**right**). Mail carried by helicopter became very popular, both with official mail and with covers originated by philatelic societies and exhibitions. There is a wealth of helicopter flight covers available.

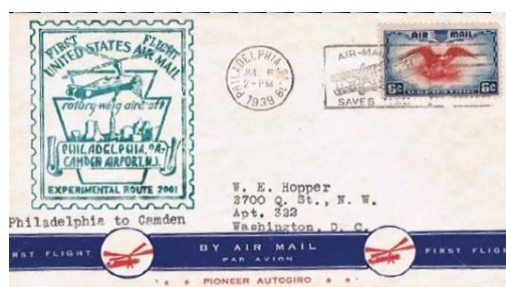
Autogyro

The autogyro, which was invented by the Spanish engineer Juan de la Cierva, is a type of aircraft similar to a helicopter, but which uses an engine-powered propeller to provide thrust, the air circulation from which flows through the blades of the un-powered rotor in autorotation to develop lift. It was designed to fly safely at low speeds. So, if you see a helicopter with a propeller at the front, it will be an autogyro. Also, unlike the helicopter, the autogyro must be continually on the move as it cannot remain stationary in the air. In



1935 Spain issued a stamp illustrating a Cierva C.30A autogyro flying over Seville (**left**). On 8 May 1934, in conjunction with the 1934 Air Post Exhibition (APEX), postcards of an autogyro, piloted by R. Brie and signed by his passenger John Davis

(no relation to author), were flown by autogyro over the route of the first UK Aerial Post in 1911 from Windsor to Hendon (**right**).



On 6 July 1939, an autogyro shuttle service was inaugurated to carry mail from the roof of the Philadelphia Post Office to the Central Airport, Camden, New Jersey. Illustrated covers and postcards were produced to commemorate the first such flight (**left**).

Another example of an autogyro cover is one from Washington on 23 May 1940 when there was a special autogyro demonstration flight from Bollingfield to Washington Airport (**right**). An unusual autogyro stamp was issued by Dominica in 1978 (**left**).



It was made with gold foil and was issued to commemorate Juan de la Cierva's first successful autogyro flight on 9 January 1923. Autogyros were popular in the 1920s, 1930s and 1940s but when improvements to helicopters made them more practical and adaptable, autogyros became obsolete. For more detailed accounts of autogyro mail, see GSM October 2013 and November 2014.



Solo flights

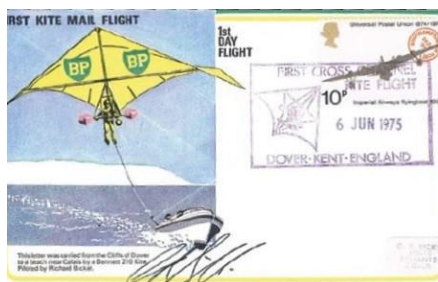
Flight engineers, aviation specialists and enthusiasts have always been interested in flying solo in whatever flying machines are available, and have taken the philatelic opportunity to fly covers to commemorate their achievements.

Hang-glider

In January 1974, the Royal Air Force Museum at Hendon sponsored Squadron Leader Dave Willis and Junior Technician Gerry Breen with the first flights of mail by hang-glider over the Lambourn Downs in Oxfordshire. The flights were over five days from 21 January to 25 January 1974, with the two pilots flying alternative days; Gerry Breen flying on the 21, 23 and 25, and Dave Willis on the 22 and 24. The flight times varied between 31 seconds and 23 minutes 15 seconds, depending on the success of the flights. Philatelic covers were produced for each of the five days, and were signed by the pilots on those days that they piloted the hangglider (*right*).



Kite



The first crossing of the English Channel by kite was one piloted by Richard Bickel on 6 June 1975, the 31st anniversary of the 1944 D-Day landings in Normandy. The flight time from Dover to a beach near Calais was 58 minutes. Limited and numbered commemorative covers were produced with the Great Britain 10p Imperial Airways Flying Boat stamp

from 1974 (SG 957), cancelled with a special boxed mauve handstamp reading **'FIRST CROSS CHANNEL / KITE FLIGHT / 6 JUN 1975 / DOVER-KENT-ENGLAND'**. On the reverse is a Calais receiving mark for the same day, and the signature of W S O Randle of the Royal Air Force Museum (*front at left, back at right*).



Microlight



When an engine was fitted to a hang-glider, it was first known as a powered hang-glider, but Gerry Breen (see hang-glider above) decided to popularise the name of microlight, and is regarded as the first person to use this term. In 1979, he, on his own, flew the first powered microlight from London to Paris. The authorities forced him to register the aircraft, and this became the first microlight to be registered anywhere in the world. On 25 August 1979, his route to Paris over four days, was from Biggin Hill to Sevenoaks, Ashford and Hawkinge, then over the Channel to Le Touquet, then a forced landing at Conchet le Temple, on to Abbeville, and then Beauvais, and finally on 28 August, St Cyr, for Paris. Especially

prepared covers were produced and carried from London to Paris, although the text with the details of the flight, and Gerry's signature, must have been applied to the covers after he arrived in Paris. The British stamp received a special postmark for 25 August 1979, the first day, which recognised the 60th anniversary of the first British Regular Air Service. On arrival in Paris, the French stamp was postmarked for 29 August, the day after Gerry's arrival. En route, the covers attracted back stamps from Le Touquet, Conchet Le Temple (27 August), Abbeville and then Beauvais (**above left**).

In August 1985, New Zealand claimed to be the world's first microlight air service from Fairlie to Timaru. I assume that as Gerry Breen's flight to Paris was a oneoff, the New Zealand claim referred to a regular air service. Commemorative covers sponsored by *The Timaru Herald* were produced. The stamp is cancelled with a Timaru postmark for 23 August 1985, and there is a *Timaru Herald* 'VIA AIR' label affixed and tied with a black handstamp reading 'THE TIMARU HERALD / MICROLIGHT DELIVERY / SERVICE / TEMUKA' (**right**).

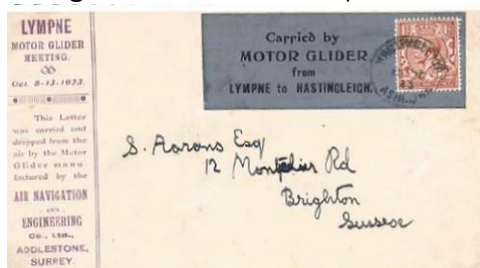


Drop mail

Mail and people dropped from an aeroplane is another interesting way of delivering messages. In this section I cover drop motor glider, drop mail propaganda and mail delivered by parachute.

Drop motor glider

The Lympe Light Aircraft Trials were in 1923, 1924 and 1925 to encourage the development of privately owned light aircraft with the emphasis on fuel economy. The first competition trials (the motor-glider competition) were held between 8 and 13 October 1923 with 28 entrants. The trials were opened by The Duke of Sutherland who was the Under-Secretary of State for Air, and who offered a prize of £500 for the most economical British aircraft. One of the competitors was a motor glider, manufactured by the Addlestone, Surrey Air Navigation and Engineering Company Ltd (ANEC) which was entered by the Addlestone Aeronautical Association and piloted by Jimmy H James. The *Daily Mail* offered a prize of £1000 for a flight of more than 50 miles over a 12.5-mile triangular course. Both prizes were combined and awarded equally to the winners, the



English Electric Wren and Jimmy James' Addlestone ANEC glider. A special airmail was organised on the last day, 13 October, in connection with the ANEC for the purpose of carrying just 1lb of mail. Special commemorative covers were put on board at Lympe Aerodrome and dropped at Hastingleigh, and then delivered by special courier to Hastingleigh Post Office where the stamps were cancelled with a Hastingleigh

postmark for 13 October 1923. The cover shown in Figure 16 is one so flown with the violet printed wording reading '**LYMPNE / MOTOR GLIDER / MEETING / Oct. 8-13-1923**'. It was then carried and dropped from the air by the motor glider manufactured by the '**AIR NAVIGATION / AND / ENGINEERING / Co., Ltd., / ADDLESTONE, / SURREY**'.

Drop mail propaganda

Scattered airborne leaflets are often used for psychological propaganda. Military forces use aircraft to drop leaflets in an attempt to affect the behaviour of military personnel and members of the general public, often in military-controlled enemy territory. It is hoped that the leaflets will persuade and encourage them for alternatives. Four World War II leaflets



are illustrated (**only two shown**). The first explains the rights of surrendering German soldiers under the Hague Convention of 1907, and the Geneva Convention of 1929. The second saying that although today they are alive, tomorrow things will be completely different (with graphic examples of what could happen), and that they have a choice. Surrender or not!. The third, informs the soldiers that if they do not want to die, they can surrender individually or in groups. The fourth is a 'Safe Conduct' leaflet, the carrying of which by a German soldier signifies his genuine attempt to surrender and to be well looked after. It is signed by Dwight D Eisenhower, Supreme Military Commander Allied Expeditionary Force.



Parachute



Delivering the mail by parachute is unusual, but this is what happened in 1939 on Mornington Island, the northernmost of the 22 islands that form the Wellesley Islands in the Gulf of Carpentaria, north of Australia. The cover shown in Figure 18 postmarked Sydney 21 December 1939, is addressed to 'E.A. CROME, / c/o J Dougherty Esq., / Mission Station, / Mornington Island, / Gulf of Carpentaria', and was carried by Qantas Empire Airways Flying Boat Corio. It was dropped by his parachute on 23 December 1939 and received by John Dougherty, as evidenced by his handwritten and signed acceptance. Parachutes have also been used to deliver not only the mail in the Pitcairn Islands but also bulldozers! On 25 July 1989, the Pitcairn Islands issued a set of four aircraft stamps, accompanied by an official aircraft first day cover. The



20c. value depicted the mail being dropped by parachute, and the \$1.30 stamp a bulldozer being delivered in the same way (**right and left**). During

the World War II Luxembourg was occupied by Germany. On 12 January 1941, a set of nine German Winter Relief stamps, overprinted Luxembourg, was issued. Covers were produced with the set of stamps cancelled with a fancy first day of issue parachute postmark (**above right**). The covers were not delivered by parachute, but the propaganda postmark served as a reminder to the inhabitants of Luxembourg that they were now under the control of the German occupying forces.



Ropeway

Aerial ropeway was used to convey mail and asbestos ore between Havelock Mine in the border town of Bulembo, Swaziland, and Barberton Railway Station in South Africa, a distance, as the crow flies, of about 13 miles. It was completed in 1938, and at that time was the longest aerial ropeway in the world and the only one crossing international borders. The mine was closed in 2001 and the gondolas removed. One of the stamps from Swaziland's 'London 1980' International Stamp Exhibition set of four depicted the ropeway from Bulembo to Barberton (**left**).



Cable car aerial ropeway

On 9 April 1966, the Bland Cable Car Aerial Ropeway Mail Service was inaugurated in Gibraltar. This carried mail from the bottom of the 'Rock' to the cable car station 1260 feet up at the top. Commemorative first day covers were produced by the Gibraltar Philatelic Society with a label **'BY / CABLE CAR'**, and a rubber handstamp reading **'AERIAL ROPEWAY / FIRST MAIL SERVICE'** (**right**).



Space

I only own one example of space mail, and that isn't even signed by astronauts, but there are a lot of space stamps and other material available for anyone wishing to specialise. The one cover the author has shown **left**, is obviously philatelic. It was flown on the Challenger Space Shuttle STS-8 from the Kennedy Space Centre. The Space Shuttle was due to take off on 14 August 1983, but the launch was delayed until 30 August. The Space Shuttle travelled at 17,400 miles per hour, made 81 orbits of the Earth at an altitude of 184 miles above the Earth's surface, and travelled a total of 21,000,000 miles. Wherever my cover was going, there was no one there to receive it, so it was returned to Earth arriving on 5 September. There are circular datestamps for; 'KENNEDY SPACE CENTER, FL', 14 August, 'LAUNCHED / ABOARD CHALLENGER', 30 August, and 'RETURNED TO EARTH / EDWARDS AFB, CA' (Edwards Air Force Base California), 5 September. The cover was issued to commemorate the 25th anniversary of NASA (National Aeronautics and Space Administration) that was established in 1958 to replace the National Advisory Committee for Aeronautics. This article concludes my series about the different ways by which the mail has been delivered. I hope you have enjoyed it.



An article by John Davis FRPSL in Gibbons Stamp Monthly of January 2023

This brings this series of articles over many months to an end. I think the research which went into these articles is staggering, even more taking into account being able to find philatelic material on every aspect of the articles. Well Done – Ed

STAMPS FOR ICE CREAM

A new and innovative idea from Die Post Switzerland caught the author's attention, and which he decided to try out first hand. Not only does it create a new type of postage stamp, which is postally used and therefore collectable, it also benefitted the recipients in a rather unusual and tasty way!

An email from Die Post in Switzerland popped into my Inbox on 19 August 2022, send an ice cream by postcard or letter, a new concept from '**Gelateria di Berna**' in collaboration with the Swiss Post Office. The author was intrigued. The instructions were minimal: detach the stamp-coupon, stick it to a letter or postcard, send it to a friend, redeem the coupon, enjoy the ice cream. Cost was 6.10 Swiss francs – i.e. 1f.10 for inland postage and a 5f. voucher for the ice cream. It was described later as a 'market test'.

New stamp, new product

These instructions were not exactly clear, but one thing was obvious – this was a new



stamp and a new type of product, possibly the first in the world. I decided to try it out and buy some to see what happened. That turned out to be an interesting project. A link in the email took me directly to the product in Die Post's website, in their shop (**left**). I filled in my order and went through the various hoops required to get to the payment stage – at which point it was refused. It transpired that the stamp-

coupon could only be sent to an address in Switzerland or Liechtenstein. Happily, I have Swiss friends and they agreed that I could use their address. Through the hoops again, and this time it worked, with the stampcoupons going to an address in Zürich. Even my German-speaking friends found difficulty with the original instructions, but more details were then provided on the website. Supposedly, the stamp design showed what would happen when you used the stamp, but that helped little.

Innovative

After coming up with this innovative marketing idea, Die Post approached Gelateria di Berna who were enthusiastic. You bought your stampcoupon either from Die Post or from the ice cream shop on-line. When it arrived through the post you peeled off the part which was the stamp (and coupon) and used it to send a postcard or letter to a friend (**right**) – telling them that they could take it to an outlet of Gelateria Berna and get a large scoop of their ice cream of any flavour they wished to the value of 5 francs (**below left and right**). With the postage rate at 1f.10 covering inland postage this was presumably why they would not send orders abroad. Although you could find this on the website of Die Post with a little difficulty, it was not announced in their magazine for stamp collectors, nor was it regarded



as a normal new issue or miniature sheet. It could, however, also be ordered through the



website of the ice cream firm. Once the order arrived, the recipient then took their card or envelope, complete with cancelled stamp-coupon, to an outlet of Gelateria Berna (there are not very many of these in Switzerland, often small and pop-up in nature, only in the main towns, not open all the time, and unsurprisingly none in the Italian parts of Switzerland). There you got a large scoop of



the ice cream of your choice to the value of 5 francs – which my friends said was good value (in Swiss terms), and the ice cream was excellent. In the shop the assistant wrote on the coupon section of the stamp the date of the ice cream served (14/9) and scored



through the value on the coupon to invalidate it. The card with the coupon on it was not retained in the shop (happily) but what they did to account for the sale is not clear (**left**). Presumably after various enquiries the information on the website was expanded and available in English: 'Gelateria di Berna is the first company in Switzerland to launch a voucher stamp in cooperation with Swiss Post. The collaboration will serve as a market test for Swiss Post. 'The design of the miniature sheet shows the voucher

being handed in at Gelateria di Berna and describes the procedure in a few short steps. 'This innovative product is sure to surprise friends and acquaintances. After all, we all know about sending a letter with a stamp. And we are all familiar with including a voucher along with a letter. But what about a letter where the stamp itself is the voucher? Well, that's brand new!' Then followed rather clearer instructions as to what to do. Here, a first day of 26 July 2022 was also noted though no indication of designer or printer.

End result

So, the end result is that we have a new form of postage stamp which also acts as a voucher to be exchanged for a particular product, in this case an ice cream. It is a test of the market, presumably not the philatelic market but rather whether enough stamp-coupons and ice creams are purchased to make it profitable and worthwhile. If regarded as successful I can see many further unannounced issues for other products, something which will indeed anger the collectors of modern Swiss stamps. But it is clearly a stamp and did prepay postage as the illustrations will testify. As an innovation I rather like the idea but even if I change my mind at least my friends in Zürich enjoyed more than one ice cream on me!

An article by Douglas N. Muir in Gibbons Stamp Monthly of January 2023

Compiled by Robert Harm 28 February 2023

PHILATELIC TERMS: M-9

Bibliography: McKay, James, Philatelic Terms Illustrated, Stanley Gibbons Publications, Ringwood, 2003.
 Nováček, Jiří, Guide to Stamp Collecting, Chartwell Books Inc, New Jersey, 1989.
 Smith, Anna H. (Ed), The language of stamp collecting, Johannesburg Public Library, 1959.

Wood, Kenneth A. (Ed), This is Philately, Van Dahl Publications, Albany, 1982
 Graham, Harold T. (Ed), A Glossary of Philatelic Terms, Philatelic Congress of Great Britain, 1951
 Wikipedia Encyclopaedia at www.wikipedia.com.

Medina

This is an overprint which can be found on the Railway Tax stamps of Hejaz. The stamps were overprinted and surcharged in 1925 for use in the Hejaz city of Medina in anticipation of its fall to the forces of Ibn Sa'ud of Nejd.



M.E.F.



This is an overprint which can be found on British stamps for use by their Middle East Forces in the British post offices in Ethiopia, Cyrenaica, Eritrea, the Dodecanese, and Somalia. They were first issued in 1942. In 1950 they were declared valid for use in Great Britain. Such usage is considered philatelically much less desirable.

Melaka

The inscription **MALAYSIA MELAKA** can be found on the omnibus issues of Malaysia in 1965 and 1971 intended for use in the Malaysian state of Malacca. The stamps featured orchids (1965) and butterflies (1971).

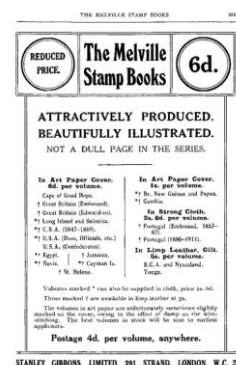


Melville, Frederick J.



Frederick John Melville was a journalist with a love for philately, resulting in his writings about stamps. He was born in 1883 in England, the son of a journalist father. He attended his first stamp show at the tender age of 11. His initial essay into philatelic journalism was an eight-page booklet, which showed his immaturity to his extreme embarrassment. He bought up copies and took it out of circulation. This step proved

to be very effective as the booklet is regarded as a rarity. His application to become a member of the Philatelic Society, London (now Royal Philatelic Society, London) was refused for being too young. He then decided to form his own society in which age would not be a barrier. The Junior Philatelic Society was born, which Melville chaired for 40 years until his death in 1940. The first handbook written by Melville was **The A.B.C. of Stamp Collecting** was an immediate success and was also published in American and Spanish editions. He is, however, best known for his series of **The Melville Stamp Books**, a series of 28 books on the issues of various countries. These books were published between 1908 and 1936. Melville's last book was **Modern Stamp Collecting** was published on 6 May 1940, which was the centennial date of the first adhesive postage stamp. Sadly, Melville passed away on 12 January 1840. Melville's philatelic career covered the transition of philately as a hobby for children to its emergence as a respected adult hobby. He played a big role in the transition.



Memel

A fort was established by the Teutonic knights in the 12th century near where the city of Memel was later located. By the 13th century the Germans had built the town of Memelburg on the site of the present day Klaipėda. Prior to WW1, Memel was part of German East Prussia, but after the war it was governed by



the Commission of the Allied and Associated Powers. In 1923 the newly formed Lithuania occupied the area and renamed Memelburg to Klaipedia. During WW2 the area was occupied by forces of the USSR, but Lithuania became independent again in 1990 when the USSR collapsed. Under the control of the Commission of Allied and Associated Powers,



they issued stamps in the form of German stamps overprinted **Memelgebiet** in Gothic lettering. Later stamps of France were overprinted **MEMEL** and surcharged. Several stamps were additionally overprinted **FLUGPOST** for air mail use. Under Lithuanian occupation of Memel they issued many stamps inscribed **KLAIPEDIA** **MEMEL** and variously surcharged. Numerous counterfeit overprints and surcharges exist.

Merida

The Yucatan city of Merida issued a stamp in 1916. It was a Mexican stamp surcharged **25**.

Merry Widow



This is the nickname given to the Special Delivery stamps issued on 12 December 1908. The 10c stamp features Mercury's hat, which, on this stamp, very closely resembles a woman's hat of the Edwardian period. At the time of its issue, the musical production by Franz Lehar, **The Merry Widow** was very popular, resulting in the name being applied to the stamp. Although issued on 12 December 1908, the earliest known use was 1 February 1909. It was removed from sale on 8 June 1909.

Merson type

This is the name given to the large horizontal French stamp design used for the high values of the 1900 issue and, with appropriate inscriptions for several colonial issues and French post offices abroad. It is named for its designer Luc-Olivier Merson.



Mesopotamia



Mesopotamia was a former Turkish province, which later became an area under British Mandate. Today it lies mainly within the borders of the Republic of Iraq. The name Mesopotamia comes from the Greek language and means *the country between two rivers*. It describes the land between the Tigris and Euphrates rivers, from the Persian Gulf to Armenia in the north. It is the centre of some of the world's oldest civilisations.

Metallic Ink

In recent years, many stamps have been printed using metallic ink for part of their production. Some British and Commonwealth issues have the monarch's head printed in gold or silver metallic inks. However, there are older stamps printed in part with some such inks. Examples are some of the earlier stamps of Persia (now Iran). A Persian stamp with gold frame was issued in 1915 to mark the coronation of Shah Ahmed. Although silver and gold inks have been used extensively to print inscriptions on stamps, this is in many cases not successful as often a metallic inscription is virtually impossible to read. Canada has used metallic ink on several occasions, including the 1979 miniature sheet of provincial flags. The extra large pair of Royal Visit stamps of 1973 featuring the portrait of Queen Elizabeth II is another example.



Metelin

Stamps issued by Russia in 1909-10 for use in the Turkish Empire were overprinted with the names of various Turkish cities in which there were Russian post offices. These stamps overprinted **Metelin** were issued in 1910 to commemorate the 50th anniversary of Russian post offices in the Turkish Empire.



Meter, Postage

A postage meter (called franking device in USA) is a machine for imprinting a legal substitute for an adhesive postage stamp. The term **meter** is used to refer to the device, and the term **meter stamp** to refer to the impression. As early as 1884 a Frenchman named Carle Bushe obtained a British patent for a device that would print a *stamp* on an envelope and record the amount of postage by means of a counting device, or meter. No working model of the Bushe device is known to have existed and the idea was not pursued. Other known attempts occurred in Germany in 1896 and the US in 1899 which also came to nought. The first known franking machine installed was a coin-operated device by Norwegian Charles A. Kahrs, which was placed in the lobby of the General Post Office Christiana, Norway, on 24 August 1900, but withdrawn on 19 December of the same year. The closest device to the meter as used today was developed by Norwegian Karl Uchermann and used in Christiana, Norway, on 15 June 1903, and withdrawn from service on 2 January 1905. Four of the seven machines produced were used by the post office. Australia experimented with coin-operated device between 1903 and 1908 in Brisbane, Hobart and Melbourne. After further trials in various countries, Walter H. Bowes and Arthur Hill-Pitney put their ideas together, created a company named Pitney-Bowes Postage Meter Company in April 1920, and their Pitney-Bowes postage meter was approved for use in the US Post Office on 1 September 1920. The machine was approved for international use by the Universal Postal Union on 1 January 1922. The machine has evolved through the years to the sophisticated machine used this day. Regardless of the level of sophistication, there are two essential elements a device must have to qualify as a true meter: 1) at least one register or counter, and 2) an automatic lock-out feature.

Compiled by Robert Harm 15 September 2022