



Bendigo

The Golden City Philatelist

BENDIGO PHILATELIC SOCIETY INC. A0016241J

P.O. BOX 962 BENDIGO, VIC. 3552

Founded 1931

September 2024

Web page: www.bendigophilatelic.org



Sat. 31st August Stamp Fair
Tues. 3rd Sept. Camelids on Stamps
Tues. 1st Oct. AGM
Tues. 5th Nov. Annual Competitions

President's Report 3rd September 2024

As I look out the window whilst writing this report the Street Trees are covered in white blossom, at last signs of Spring.

Last meeting we opened the floor to a discussion on entering in Competitions. Richard told us about an entry in a competition that was marked down because his introduction was not up to what they wanted.

I decided that I collect stamps for my pleasure and not for other people to criticise. I enjoy the chase of finding that elusive stamp to finish a year or set.

The **31st of August** and our Annual Fair is coming up in less than two weeks.

Bill has everything under control and all we must do is attend and help if needed and enjoy.

This month we have two people celebrating their Birthdays - Andrew on the 13th of September and one of our new members Denis Cooper is on the 27th. I hope you both have a wonderful day. **"Happy Birthday."**

Next meetings topic is Camelids on stamps. The United Nations declared 2024 the International Year of Camelids. Yes, I had to look camelids up on google. For those like me who didn't know Camelids are Camels, Lamas and Alpacas. Look out amongst your stamps and see if you can find any "Camelids" put them on a hagner sheet and bring along to the meeting.

Just a little reminder 24/25 membership is now due.

Next meeting we have quite a few members away on holidays. Have a wonderful holiday and return to us safely.

For those members who are unwell please get better soon, your smiling faces are missed, and our thoughts and prayers are with you.

Let me finish with my little phrase to all members of our philatelic family.

TAKE CARE WE CARE, and you are all important.....Libby.



Thank you to Jacinta Allan MP and staff for the printed copies of this newsletter.

The general monthly meetings of the BPS are held on the first Tuesday of every month at 7.00pm at

**Kangaroo Flat R.S.L.
Station St. Kangaroo Flat**

Auctions will be held at all Tuesday meetings.
10 items per member are allowed for auctions
Christmas bonanza auction in **December**.

Exchange sheets will no longer be circulated at meetings. Please see Lyn to access sheets at home.
More sheets are always needed so please "lick and stick" a few.

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Simply the Simplon

The Simplon (Sempione) Tunnel is an Alpine railway tunnel that connects the Swiss town of Brig in the canton of Valais with Domodossola in Piedmont, Italy, running in an almost straight line for just under 20km beneath the Pennine and Lepontine Alps.

The stamp issued by Italy in 1956 for the 50th anniversary of the opening of the tunnel has almost everything wrong, but more of that later.



Despite its name, the tunnel does not run under the Swiss Simplon Pass, the road link between the two countries. It was built to enable better travel in the winter when the road across the pass, at a height of 2000 metres, can become treacherous. This was particularly true when the tunnel was envisaged in the days of horse-drawn travel. The pass in the summertime affords one of Europe's most scenic routes as this photograph from Wikipedia Commons by Zacharie Grossen shows.

Work on the first tube of the tunnel commenced in 1898. The Italian king Victor Emmanuel III and the President of the Swiss National Council, Ludwig Forrer, opened the tunnel at Brig on the 10th of May, 1906.

The builders of the tunnel were Hermann Häustler and Hugo von Kager. Each started from the opposite ends but failed to connect so a double tunnel eventuated (old joke). Despite only these two men being credited with building the tunnel, they actually had a workforce of 3000 miners who dug and blasted through the mountains at a rate of around seven metres each day. It was dangerous work and 106 people died during the construction, more than half of whom (58) were from industrial accidents.

Work on the second tube started in 1912 and finished in 1921 and until the building of the Seikan Tunnel in Japan in 1988, it remained the longest tunnel in the world and was the last of the great era of railway tunnel building that occurred around the turn of the twentieth century.

So what was wrong with that 1956 Italian stamp which brought so much embarrassment to the Italian postal authorities?

Firstly, the stagecoach was Swiss, not Italian and was copied from a painting, "The Gotthard Mail Coach, 1873 at Kusthaus Zurich Switzerland" by Rudolf Koller.

Secondly, the double tunnel was shown which was not opened until 1921 but the stamp commemorates the opening of the first tube in 1906.

Then the stamp shows a steam train but they have never run on this line as it was electrified from conception.

Also, the train is on the right track but they travel on the left.

For anyone who collects design errors on stamps, this could take pride of place in your collection.



The Swiss end of the tunnel showing the train on the right track

Bendigo Philatelic Society Library

Information: David Robinson. Library code: BPS-0156

Australasian Wreck Mail

By: Brian R. Peace. 1997

Publisher: The Royal Philatelic Society of Victoria, Inc.



The following jacket notes best describe the books contents: This is the first comprehensive account of this subject, greatly expanding the available information on Australian maritime wrecks and accidents.

Full details are provided of the circumstances of the wrecks, the subsequent handling of the salvaged mail and the markings applied, from the earliest known wreck mail in 1622 up to 1993.

All available archival sources have been consulted, and the author has had access to all the major collections, which together with his own award-winning collection of Australian Wreck Mail, provide a comprehensive pictorial record of surviving covers.

Appendices provide complete lists of all the wrecks, together with indications of the number of surviving covers recorded. There are still many incidents for which no covers are recorded, and the possibility of new discoveries abound, based on the information provided.

This work will appeal not only to postal historians, but to all those interested in the maritime history of the area.



[Our library holds an extensive range of books, leaflets & magazines,](#)
[available to members. Please contact David on email: \[ddusa@live.com.au\]\(mailto:ddusa@live.com.au\)](#)

The Wreck of the Convict Transport vessel George III

by: David Robinson

The book "Australian Wreck Mail" bought back memories for me of my Third Great Grandfather John Woodhall and the wrecking of the Convict Ship, George the Third.

Name: John Woodhall Convict No 78338 Vessel: George III Convicted Date: 31 Jul 1834 Voyage Date: 12 Dec 1834 Colony: Tasmania (Van Diemen's Land) survived.

Interesting what did John survive? Well it was the sinking of the ship he had travelled on from England.



Last voyage, the master decided to enter the torturous D'Entrecasteaux Channel between Bruny Island and the Tasmanian mainland. At about 9.15 pm that evening George III hit a rock and over a period of several hours broke up in the heavy swell.

George III was a British penal transportation convict ship that was shipwrecked with heavy loss of life during its last voyage when she was transporting convicts from England to the Australian Colonies. She was a full rigged ship of 394 tons on measurements of 114 feet length, 28 feet 3 inches beam, built at Deptford in 1810. The ship was acquired by J. Heathorn and J. Poore in the mid-1830s. She was registered at the Port of London.

The George III sailed from Woolwich on 14 December 1834 for Hobart Town, Van Diemen's Land under the command of Captain William Hall-Moxey with a total of 308 persons on board. There were 220 male convicts, plus guards, their families and crew. On 27 January 1835, a fire broke out on board while the ship was nearing the equator. It was only extinguished with great difficulty and all on board were put on reduced rations as the fire had destroyed part of the ship's stores. An unbalanced diet caused an outbreak of scurvy and fourteen convicts died before the ship reached the coast of Van Diemen's Land on the morning of 12 March 1835.

In order to avoid being blown offshore and thus delaying arriving in Hobart Town, the master decided to enter the torturous D'Entrecasteaux Channel between Bruny Island and the Tasmanian mainland. At about 9.15 pm that evening George III hit a rock and over a period of several hours broke up in the heavy swell. The convicts were kept below to allow the women and children to be safely evacuated by the ship's boats. The guards fired their guns in order to quell rising panic; this gunfire is believed to have killed between one and three of the

convicts. Many others drowned below decks, including many of the sick in their beds. In all, 133 lives were lost in the disaster, of whom 128 were convicts.

John Woodhall married Amelia Hedsman on October 14, 1843, in Hobart, when he was 32 years old.

"Name: John Woodhall Spouse Name: Amelia Hedsman Marriage Date: 14 Oct 1843

Marriage Place: Tasmania Registration Place: Hobart, Tasmania Registration Year: 1843
Registration number: 455"

Amelia was also a convict girl arriving in Hobart Town in 1837. Amelia was transported on the vessel Atwick aged 16, she was 4' 9" tall, Dark Brown hair, Eyes: light grey. She spent time in the Female Factory Hobart, a woman's work/training prison. There is an interesting book written about the woman aboard the Atwick they were mostly Scottish woman, Amelia was from Lambeth London.

John and Amelia went on to have nine children, John is buried in the Hobart Cemetery Tasmania and Amelia is buried in the Boroondara General Cemetery in Kew, Melbourne, Victoria. RIP

Shipwrecks on stamps

As there is a bit of space left on the page, why don't we look at what shipwrecks appear on stamps. Who knows? It may trigger some of you to start a new thematic collection. Here are a few of the many available.



Isle of Man 2022



Norfolk Island 1982 and 1990



French Antarctic 2008



Above: Australia 2017

Left: Malta 1919

Below Left: Belize 1985

Below: Tristan Da Cunha 1985



*USA 1948
Iceland 1978*



Isaac Nichols. The convict postmaster.

When the Second Fleet landed in Sydney, two and a half years after their predecessors, apart from more supplies, convicts and soldier-settlers, they carried a cargo that for many of those already at Sydney was worth more than gold - letters from home.

According to Watkin Tench, who witnessed the event, the cries of "Letters! Letters!" were heard on every hand. For two and a half years, nobody in the new colony had heard any news from Britain.



Sending a letter back was pretty precarious as well. The letters would be entrusted to the captain of any ship going that way but there was no guarantee that the letter, or the ship, would reach its destination. The practice of sending multiple, duplicate letters on different ships became common.

Such a valuable service in a colony that was founded in crime was sure to attract corruption and it did. Ship's crews could steal letters or packages and extort a price from the addressee for their delivery. Others would impersonate the intended receiver to steal mail for a similar purpose. The whole system was a mess.

The colony by 1808 was under the "guidance" of the New South Wales Corp, themselves not above a little skulduggery after they had rebelled against Governor Bligh in January that year in what is now known as the "Rum Rebellion". Rum was an important form of currency in the colony due to a lack of coinage and the New South Wales Corp controlled its production and trade.

Despite this, the rebellion was not really about the rum trade but stemmed from an altercation between Bligh and a former Corps officer, John MacArthur, who was now one of the colony's wealthiest and most influential citizens. When Bligh had him arrested, the Corps refused to acknowledge the court and marched on Government House where, according to legend, Bligh was found hiding under the bed.

From then, until the arrival of Governor Lachlan Macquarie in 1810, the New South Wales Corps was left in charge of the colony and despite their failings, actually achieved some good results. One of these was to establish a more reliable mail system, something of great benefit to themselves as well as to the colony at large.

On the 25th of April, 1809, they appointed an emancipated convict, Isaac Nichols, as Australia's first postmaster. The post office was to be run from his home and he alone was allowed to receive mail for sorting from the ships and on the 26th of June that year, he boarded the ship, "Experiment" and received the first shipment of mail. In 1950, the 150th anniversary of him boarding the brig was celebrated by Australia with a stamp depicting the event.



Why is this person on a stamp? No. 33: René Descartes



Mathematician and philosopher, René Descartes, has the distinction of having his stamp engraved twice. This was because the original engraving by Henry Cheffer had the title of his most famous philosophical work as *Discours sur la Méthode* instead of the correct *Discours de la Méthode*. (Interestingly, the English version of this book is translated as *Discourse on the Method* which is a translation of the incorrect name.) The error was taken so seriously in France that despite the stamp being already in circulation, it was replaced.



Descartes is only known to many people, if at all, due to the statement of faith that comes from this work, which has the full title of *Discourse on the Method of Rightly Conducting One's Reason and of Seeking Truth in the Sciences*, “Je pense, donc je suis” or I think, therefore I am (exist).

His work was built on previous problems raised by the Sceptics and Aristotelianism. He reasoned that the only way to move forward in science was to start from a position of doubting everything and working to find one basic incontrovertible truth on which all other ideas could be based.

Descartes struggled with the idea of whether humans actually existed or were perhaps the thoughts of some malicious demon. He then decided that if one was able to imagine the existence of the demon through thought, then the ability to think of the demon was itself proof of the person's existence. This was the truth he was seeking to build all his future ideas upon. In his day, this was quite a radical thought and still forms one of the basic tenets of modern philosophy.

The book was originally written in Dutch as Descartes lived for years in Holland. It was then re-published in Amsterdam in Latin and later in French which was becoming a major language of philosophy at the time. It was intended as an introduction to his later works, *La Dioptrique* (Optics) and *Les Météores* (Meteorology) and *La Géométrie*, three essays that described where his method had taken him.

He was first and foremost a mathematician and believed that everything could be explained by mathematical principles. His work in this field encompassed new insights in both algebra and geometry. His study of the principles of light, published in 1637 as an essay, *La Dioptrique* was the first to describe the laws of refraction which explained the existence of rainbows.

La Géométrie was the first to propose the idea of uniting algebra and geometry into a single subject and invented an algebraic geometry called analytic geometry, which involves reducing geometry to a form of arithmetic and algebra and translating geometric shapes into algebraic equations. For its time this was ground-breaking. It also contributed to the mathematical ideas of Leibniz and Newton and was thus important in the development of calculus. (Wikipedia)

The Cartesian method in geometry is named for Descartes who developed it but it was also proposed by Fermat around the same time although he did not publish the idea. Both developments were preceded by the work of French cleric, Nicole Oresme who used constructions similar to Cartesian coordinates well before the time of Descartes and Fermat.

It is a method of describing any point in a three dimensional space by three variables. As well as being an important insight in algebraic geometry and would play a fundamental role in the later development of calculus by Isaac Newton and Gottfried Wilhelm Leibniz, it is the method by which global positioning is explained allowing the development of modern navigation systems. So next time Google Maps sends you up the wrong street, blame Descartes who started it all.



BENDIGO Stamp Fair

31st. August 2024

10.00 - 3.00

*Local & Melbourne
Stamp Dealers*

*St. Andrews
Uniting Church Hall
24 Myers St. Bendigo*

*Free Entry
Bendigo Philatelic Society
Inc*

P.O. Box 962 Bendigo Central, Vic. 3552

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It's not too early to put this in your diary...



Maryborough Stamp Fair

Sat. 26th October, 2024

Mill House, Maryborough.