

June Meeting - Don Costello

Silvered cards flourished between about 1900 and the start of WW 1 in 1914. Silver (rather than plain white) was usually the background colour to a card's typical colour picture. Sometimes the whole card was silvered.

Why the 1914 cut-off? It was not just that wartime conditions led to a general drop in the use of postcards – except by armed forces members keeping in touch with their respective home fronts.

In particular, silvered postcards were no longer available to stationers in Allied countries because, almost invariably, they had been printed in Germany, especially in Saxony. Other countries presumably lacked the materials and/or the necessary printing technology. Over time, existing supplies in the UK and Australia were run down to nothing, so a silvered card used after 1918 would be a rarity.

My wife began collecting after spotting and buying a card in an antique shop in Geelong, Victoria. This led to a large collection from which the display has been assembled.

Floral cards predominated in the collection, with violet the colour most often used. The display largely avoids overwhelming viewers with dozens of similar violet-coloured floral cards. Instead, it shows a range of themes, including popular topics – birthdays, Christmas, Easter, the plainer type of floral cards, rural scenes (perhaps hinting at an Edwardian-era 'Escape to the Country'), birds, animals and public buildings. Some humour and romance themes also feature, including 2 attractive sets of 6 cards each. Of note are 2 aluminium cards.

As far as possible, each theme is represented by a group of 6 cards – or multiple groups of 6 (eg, Christmas, Easter, birthdays, animals/birds). The final 2 groups of 6 are a miscellany of topics.

Most cards carried messages or poems printed on their face. To us some might read as rather sentimental, even sappy - but we should remember that it was a more leisurely, romantic, golden era before the harshness of war intruded abruptly.

Our thanks to Don for filling in for David tonight, a very unusual topic, but a colourful and enjoyable collection to peruse, and until the postcards are put up for a display you don't realize just how many silvered cards there are, again thanks Don.



July Meeting - AGM President's Report

The APS has held all its regular meetings during the year under review and also held a successful Open Day on 28 April with John Cornelius, Merv Harris and Linda (for me) having trading tables. Club stock was also available for perusal.

Club meetings have again included variety with a display, auction, items of interest, sale of club postcards, a raffle and supper. I would like to again thank all those who have put on displays, prepared auction lots, donated items for the raffle and brought along items of interest as this all adds to the variety and success of our meetings. We are about to start preparing the Club Syllabus for 2025 so please consider putting on a display.

Financial membership has remained static although actual attendance at club meetings seems to have fallen a little, possibly partly due to sickness, other commitments and now the cost of petrol may be a contributing factor. We are in a good position financially as the treasurer's report will show.

We lost two members during the year in John Bodnar and Ray Garlick. A minute's silence was held for each as a mark of respect.

During the year, various club members exhibited picture postcards at National & International Exhibitions. Medals up to the level of Gold were achieved.

And now to a couple of special thank you.

To Linda Welden for not only her secretarial duties but also in maintaining the regular issue of our club magazine. Well done.

Thanks also to our Webmaster, Johanna Stafford for her prompt professional attention to changes and in providing regular six-monthly reports on website activity. Thankyou ladies.

In conclusion, I would like to thank my Committee for their ongoing support and in carrying out the various tasks to which they have been appointed. To everyone, keep safe and well and of course, if you are unwell, please respect the health and well-being of other members by staying at home.



David Figg
President, Australian Postcard Society
25/07/2024

July Meeting - Empire Trophy club competition



4 entries from our members for the Empire Trophy competition were received. David Figg had Brookes Limited, Linda Welden Old New Zealand Post Offices and Tarapex 86, and Ron Ritter his HMCS Protector, 4 very diverse topics and congratulations to Ron Ritter for being chosen as the winner by popular vote.

HMCS (later HMAS) Protector was a large flat-iron gunboat commissioned and purchased by the South Australian government in 1884, for the purpose of defending the local coastline against possible attacks in the aftermath of the 'Russian scare', of the 1870s. She arrived in Adelaide in September 1884 and served in the Boxer Rebellion, World War I and World War II.

During July 1943, *Protector* was requisitioned for war service by the U.S. Army. On the way to New Guinea and off Gladstone, she was damaged in a collision with a tug and abandoned. The hull was taken to Heron Island off the Queensland coast and later sunk for use as a breakwater. Her rusting remains are still visible to this day.



August Meeting - Panama Canal

Our thanks to David for showing his new display on the Panama Canal. 5 frames of postcards (80 pages) covering the beginning of the building of the canal to today's shipping. A most interesting and unusual theme from David that was enjoyed by all the members. Thanks again David. (below is a bit of the history of the canal.

The **Panama Canal** (Spanish: *Canal de Panamá*) is an artificial 82-kilometre (51-mile) waterway in Panama that connects the Atlantic Ocean with the Pacific Ocean, cutting across the Isthmus of Panama, and is a conduit for maritime trade. Locks at each end lift ships up to Gatun Lake, an artificial fresh water lake 26 meters (85 ft) above sea level, created by damming up the Chagres River and Lake Alajuela to reduce the amount of excavation work required for the canal. Locks then lower the ships at the other end. An average of 200,000,000 L (52,000,000 US gal) of fresh water is used in a single passing of a ship. The canal is threatened by low water levels during droughts.

The Panama Canal shortcut greatly reduces the time for ships to travel between the Atlantic and Pacific oceans, enabling them to avoid the lengthy, hazardous route around the southernmost tip of South America via the Drake Passage or Strait of Magellan. It is one of the largest and most difficult engineering projects ever undertaken.

Colombia, France, and later the United States controlled the territory surrounding the canal during construction. France began work on the canal in 1881, but stopped because of lack of investors' confidence due to engineering problems and a high worker mortality rate. The US took over the project in 1904 and opened the canal in 1914. The US continued to control the canal and surrounding Panama Canal Zone until the Torrijos–Carter Treaties provided for its handover to Panama in 1977. After a period of joint American–Panamanian control, the Panamanian government took control in 1999. It is now managed and operated by the Panamanian government-owned Panama Canal Authority.

The original locks are 33.5 meters (110 ft) wide and allow the passage of Panamax ships. A third, wider lane of locks was constructed between September 2007 and May 2016. The expanded waterway began commercial operation on June 26, 2016. The new locks allow transit of larger, Neopanamax ships.

Annual traffic has risen from about 1,000 ships in 1914, when the canal opened, to 14,702 vessels in 2008, for a total of 333.7 million Panama Canal/Universal Measurement System (PC/UMS) tons. By 2012, more than 815,000 vessels had passed through the canal.^[1] In 2017, it took ships an average of 11.38 hours to pass between the canal's two outer locks. The American Society of Civil Engineers has ranked the Panama Canal one of the Seven Wonders of the Modern World.

